

# Proposed Variation to the 2018 Regional Land Transport Plan: Prevention of Wrong Way Drivers

For decision:

For noting:

That the committee:

- a) Agrees to lodge a variation to the Regional Land Transport Plan for *Prevention of Wrong Way Drivers*, for consideration by the Auckland Transport Board (board).

## Te whakarāpopototanga matua / Executive summary

1. This report seeks the agreement of the Regional Transport Committee (RTC) to lodge a variation to the 2018 Regional Land Transport Plan (RLTP) with the board for *Prevention of Wrong Way Drivers*.
2. The purpose of the project is to allow Waka Kotahi NZ Transport Agency (Waka Kotahi) to implement a system across the Auckland motorway network that detects vehicles and warns drivers when entering motorway offramps against the flow of traffic.
3. This is a new project that Waka Kotahi proposes to commence this financial year. A variation is sought to add it to the 2018 RLTP, which is necessary to enable Waka Kotahi to obtain funding from the National Land Transport Fund (NLTF) up to June 2021.
4. The process for varying an RLTP is laid out in section 18B of the Land Transport Management Act 2003 (LTMA) and is the same (with necessary amendments) as the process for approving an RLTP. For Auckland, the RTC that has prepared the Variation may lodge an amended RLTP with the board, which then determines whether to amend the RLTP.
5. Consultation is not required as this is not a 'Significant Variation' to the RLTP when considered against the criteria in the Significance Policy in the RLTP.
6. As this project will be delivered over three years to 2023, it has been included in the draft 2021 RLTP.

## Ngā tuhinga ō mua / Previous deliberations

7. This matter has not been considered by the RTC previously.

## Te horopaki me te tīaroaro rautaki / Context and strategic alignment

8. The RLTP is Auckland's 10-year transport plan that details the programmes which will be progressed over the coming decade.
9. From time to time, a variation may be required to an RLTP to address any changes or gaps in the investment programme. The process for varying an RLTP is laid out in section 18B of the LTMA and is the same (with necessary amendments) as the process for approving an RLTP. For Auckland, the RTC that has prepared the Variation may lodge an amended RLTP with the board, which then determines whether to amend the RLTP.
10. The requirements of the RTC when considering an RLTP, which are equally relevant to consideration of a variation to an RLTP, are set out in section 14 of the LTMA:

### ***S.14 Core requirements of regional land transport plans***

*Before a regional transport committee submits a regional land transport plan to a regional council or Auckland Transport (as the case may be) for approval, the regional transport committee must—*

*(a) be satisfied that the regional land transport plan—*

*(i) contributes to the purpose of this Act; and*

*(ii) is consistent with the GPS on land transport; and*

*(b) have considered —*

*(i) alternative regional land transport objectives that would contribute to the purpose of this Act; and*

*(ii) the feasibility and affordability of those alternative objectives; and*

*(c) have taken into account any —*

(i) national energy efficiency and conservation strategy; and

(ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and

(iii) likely funding from any source.

## Ngā matapakinga me ngā tātaritanga / Discussion and analysis

### Proposed Variation for Prevention of Wrong Way Drivers

11. The project proposed by Waka Kotahi for inclusion in the RLTP *Appendix 2 NZ Transport Agency Investment Programme* is:

Project Name	Project Description	Prioritisation	Duration	2020/21 (\$ million)	2021/22 (\$ million)	2022/23 (\$ million)	Total Anticipated Cost (\$ million)
Prevention of Wrong Way Drivers	To implement a system across the Auckland motorway network that detects vehicles and warns drivers when entering motorway offramps against the flow of traffic.	2	2020-2023	0.493	7.533	0.594	8.620

12. The potential for severe crashes is extremely high when vehicles enter the motorway corridor in the wrong direction via an offramp as these drivers are heading directly into the path of on-coming vehicles travelling at high speed with no designated road space for them to drive into. In the five years between 2014-2018 there have been over 100 entries per annum onto offramps across the Auckland motorway network which have generated one death and two serious injuries.

13. Waka Kotahi proposes to move from a limited proof of concept phase to a full network rollout (delivery) of the programme, consisting of 123 sites across 93 offramps on the Auckland motorway network. A budget of \$8.62M has been set aside for this deployment.

14. This project is a new project and therefore not in the 2018 Auckland RLTP. This project must be included in the RLTP if Waka Kotahi is to seek funding for the project from the NLTF, as required by section 16(3) of the LTMA.

15. As the project continues from 2021 through to 2023, the project has been included in the ATAP Investment Programme and in the draft 2021 RLTP as part of 'Minor State Highway Improvements (Low Cost/Low Risk)'.
16. The project is not considered a 'Significant Activity' as it is not a large new improvement project of strategic or financial importance in terms of the criteria in the Significance Policy. Therefore, it does not need to be prioritised in the RLTP in terms of s.16(3)(d) of the LTMA. However, a priority of 2 is proposed, which is consistent with all funded projects in the RLTP other than committed, ring-fenced, operational and renewal projects which are given a priority of 1.

### **Requirements of the RTC when considering a variation to the RLTP**

17. The requirements of the RTC when considering an RLTP, which are equally applicable when the RTC considers a variation to an RLTP, are set out in the Strategic Alignment and Context section.
18. In terms of strategic alignment, we consider that this project contributes to the purpose of the LTMA to contribute to an effective, efficient, and safe land transport system in the public interest. It is consistent with the GPS which has Safety as one of its four strategic priorities.
19. The addition of this project does not change the previous consideration of the factors in s.14 (b), and (c)(i) and (ii) made when the RLTP was originally prepared.
20. In terms of funding sources, the project would be funded from the \$16.3 billion funding from the NLTF identified for the ATAP programme.

### **Ngā tūraru matua / Key risks and mitigations**

21. The proposal addresses safety risks on the motorway network. No additional risks have been identified.

### **Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts**

22. The financial impacts are addressed in the body of the report.

### **Ngā whaiwhakaaro o te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations**

23. The proposal has no environment and climate change considerations.

## **Ngā reo o mana whenua rātou ko ngā mema pooti, ko ngā roopu kei raro i te maru o te Kaunihera, ko ngā hāpori katoa / Voice of mana whenua, elected members, Council Controlled Organisations, customer and community**

24. The Significance Policy in the RLTP determines whether an amendment to the RLTP constitutes a 'Significant Variation', and therefore whether the RTC must consult on an amended RLTP.
25. This proposed variation is not considered a Significant Variation and therefore consultation is not required.

## **Ngā whaiwhakaaro haumaruru me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations**

26. The objective of the proposal is to reduce deaths and serious injuries on the motorway network.



## **Ā muri ake nei / Next steps**

27. If approved by the RTC, this proposed variation will be submitted to the board for its consideration. If included in the 2018 RLTP, Waka Kotahi can then obtain NLTF funding to implement the programme.

## **Te whakapiringa / Attachment**

Attachment number	Description
1	Memo from Barbara Tebbs, National Manager Policy and System Planning, Waka Kotahi, <i>Variation - Regional Land Transport Plan</i>

## Te pou whenua tuhinga / Document ownership

<b>Submitted by</b>	Mark Fleming <b>Principal Policy Adviser</b>	
<b>Recommended by</b>	Jenny Chetwynd <b>Executive General Manager Planning &amp; Investment</b>	
<b>Approved for submission</b>	Shane Ellison <b>Chief Executive</b>	