



RLTP2024: RTC Update briefing – timing and ranking approach



13 February 2024



Purpose and Summary

To update the Regional Transport Committee on the development of the 2024 Regional Land Transport Plan, including proposed ranking approach, and seek feedback on the proposed timing and approach over the next 3 months

Delays to the GPS (now expected to be released in draft at the end of February / early March) plus the complex governance associated with local board engagement and council endorsement mean that it will be difficult to achieve approval of the RLTP before early August. As the statutory deadline is 30 June, we want to canvas options for reducing the length of the process.

We also seek initial feedback on the proposed approach to ranking projects for inclusion in the RLTP.

Part One of this paper:

- recaps the RLTP development process and governance approach and outlines timing
- seeks feedback on a preferred approach to addressing timing challenges

Part Two of this paper:

- seeks feedback on the emerging proposed approach to ranking projects for inclusion in the RLTP



Where are we?

Overview of where we are in the process

The major steps in RLTP development are outlined in the table below. We intend to use this table to situate future governance discussions as we move through the process. Key elements of the process are covered in following slides

We are here

Stage	1. Regional Priorities	2. Ranking / prioritisation	3. Draft RLTP	4. Consultation	5. Post-consultation	6. RLTP Finalisation	7. Approvals
Description	Sourced from central and local govt. direction (E.g. GPS & LTP), priorities for the region and key investment attributes (E.g. VfM or Speed of delivery) are identified, weighted and considered by RTC& TIC	Projects are scored against the identified priorities and attributes. The methodology for these is agreed by working group reps. Commentary of qualitative assessments and any adjustments to the ranking is included.	The RLTP document is drafted to reflect the ranked programme and is subject to consultation feedback. This stage includes TIC, RTC and AT Board endorsement to go to next stage	Public consultation runs for 4 weeks. It is then followed by open hearings that are sought to be arrange swiftly after consultation closes. There is an expectation that an ELT (AT) and RTC representative will be at each these	Received feedback is then processed, drawing out key themes and direction from the public. The programme is then reviewed against these and amended by the working group.	The RLTP document is then updated to reflect the amended programme. A summary of the consultation process and its feedback is included during this update, as well any changes to the methodology and/or ranked programme	The final RLTP document is then progressed through the approval's pathway (TIC, AT Board, RTC) before it is submitted to the NZTA Board for consideration as part of the national programme
Outputs for consideration	Agreed regional priorities and ranking approach (post GPS)	Full ranked list of regions projects, with supporting commentary	Endorsed draft of the RLTP	Consultation summary report; Hearings attended	Changes to prioritised list of submitted projects, with supporting commentary	Updated RLTP with consultation summary	Submitted RLTP with final prioritised programme





Part One: Programme, process and engagement update



Governance recap – statutory roles

Under legislation, the Regional Transport Committee is the key decision-making body for the content of the RLTP, before the document is approved by the AT Board

Under the Land Transport Management Act, the RTC:

- is responsible for recommending the final prioritised list of projects / activities to the AT Board (and Council).
- must consult on the RLTP in accordance with the Principles in the Local Government Act
- must be satisfied that RLTP meets the relevant statutory tests, including consistency with the Government Policy Statement on Land Transport (GPS) and the purpose of the Land Transport Management Act.

The AT Board approves the final RLTP document.



Governance Recap – Council endorsement

Although not a statutory requirement, Council has directed that the RLTP needs to be jointly developed with Council and endorsed by the Auckland Council Transport and Infrastructure Committee before approval by the AT Board.

The 2020 CCO Review and 2023 Letter of Expectations directed that the RLTP must be developed jointly with Auckland Council and endorsed by the Council or its relevant committee.

This provides for a better process, giving Councilors an opportunity to understand and influence the programme that Council is funding. However, adding another governance body also leads to a complex development and approval process, which requires:

- officers to engage the RTC and Transport Infrastructure Committee (TIC) almost in parallel
- a three-stage approval process involving separate endorsement of the final document by the RTC and TIC before final approval by the AT Board

Officers briefed this process to the RTC and TIC in September last year. However, there have been significant developments around the development of the Long-Term Plan and the GPS that will impact the process.

Due to the delayed GPS, it will be challenging to provide opportunities for Council engagement and endorsement of the draft and final RLTP documents while still meeting the statutory timeline



Process Update: GPS delays impacting the program

We now expect the draft GPS to be released in late February – delaying RLTP completion well past submission dates

NZTA has requested RLTPs are submitted by 14 June, while the statutory deadline is the end of June.

The AT Board wrote to NZTA seeking an extension. NZTA did not approve the extension and advised that they remain subject to a 1 September statutory deadline for completion of the NLTP. However, they have also advised that timelines will be reconsidered once the draft GPS is released.

NZTA officers have also advised that the draft GPS is now expected in late February, later than the mid-February date we previously understood.

The GPS is a key input to the RLTP:

- The RLTP must be consistent with the GPS, so therefore GPS objectives need to be considered as part of project ranking
- The GPS also guides the NZTA and KiwiRail capital programs. We are advised that these programmes will only be available around two weeks after the draft GPS is released (at the earliest). Regional prioritisation cannot be completed until after we have these programmes.



Given the delays to the GPS, we cannot complete the RLTP consultation and approval process until late July / early August – assuming a full governance process is undertaken.

Process updates – the Long-Term Plan and Letter of Expectations

Recent updates include the following

- Mayoral proposal released, which included:
 - a preferred option for a \$14 billion AT capital programme
 - a preferred option that increases Council opex funding for PT services by \$60 million in FY24/25, leaving around \$70million to be found from other sources (increased revenue and decreased costs)
- Key elements of the capital programme have been outlined in the Mayor’s proposal and will be included in the Long-Term Plan consultation document, while the supporting material will include the full capital programme detail.
- The 2023 Letter of Expectations has been received and includes direction that “Auckland Transport needs to reflect the priorities set out in the Mayor’s proposal”.

Implications

- The combination of the LTP consultation document and Letter of Expectations guidance means there is limited practical scope to change the AT programme before LTP consultation is completed
 - This reduces the practical opportunity for the TIC to propose amendments to the AT programme before the LTP consultation is complete. Although a result of the Mayoral approach to the NLTP, this raises the risk that AT will be perceived as presenting TIC with a ‘fait accompli’.
- To address this issue, we will ensure TIC briefings set out the background to the LTP decisions and their impact on the RLTP process



Engagement update

A series of hui occurring during February with Iwi Rangatira

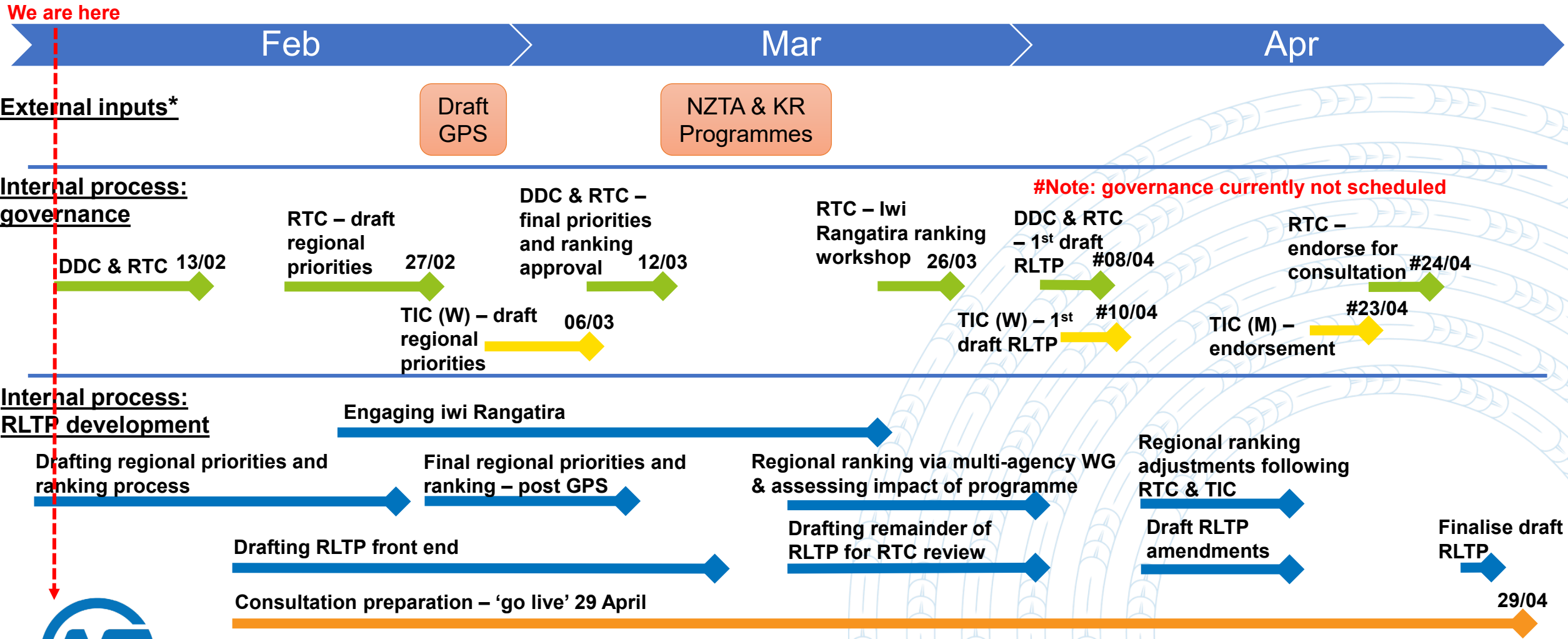
We have contacted the Rangatira for all 19 Auckland based iwi/ hapu to invite them to hui with the AT Directors. The purpose of this is to brief them on the RLTP, discuss our approach to working with them and to listen to feedback on their issues. Noting we have engaged through the regional operational hui also.

Our proposal is for a representative from each of the 19 iwi/ hapu to attend a meeting with the RTC on 26 March to be involved in the discussion and shaping the decisions around the emerging draft ranked regional programme.



Current 'best guess' RLTP development & approval programme timeline up to consultation

The diagram below sets out proposed timelines and governance engagements, assuming we seek to achieve a full process engaging Local Boards and the TIC



* Subject to change. Delay to assumed dates will add further delays to the RLTP timeline outlined here

Current 'best guess' RLTP development & approval programme following consultation

The diagram below sets out proposed timelines and governance engagements, assuming we seek to achieve a full process engaging Local Boards and the TIC

May

June

July

Aug

External inputs*

Final GPS?

Internal process: governance

DDC & RTC –
consultation
summary 11/06

RTC –
feedback from
consultation 25/06

RTC – Draft
final RLTP #12/07

RTC & Board – Final
endorsement &
approval #02/08

TIC (W) – draft
final RLTP #13/07

TIC (M) – final
endorsement #31/07

#Note: governance currently not scheduled

Internal process: RLTP development

Considering public
feedback

Amending programme and
RLTP document with WG

draft final RLTP for
RTC & TIC review

Finalise RLTP

05/08
Submit RLTP

Consultation live 29 April – 27 May

Public
hearings

Consultation summary report, LB summaries sent out and
resolutions received



* Subject to change. Delay to assumed dates will add further delays to the RLTP timeline outlined here

Programme options and impacts

The current process results in a RLTP approval date around early August. This is too late, so we need to consider options to reduce the length of the process.

Assuming government does not issue a revised timeline for RLTP and NLTP approval, an August approval date will be too late for the RLTP – especially as the NLTP needs to be finalised by 1 September. The statutory timeline is unachievable, but potential options for limiting delay are:

- Seek earlier provision of the draft capital programme from NZTA to enable preliminary prioritisation to occur earlier in the process (could save up to two weeks)
- engage with Council on options to streamline or minimise TIC endorsement requirements of the draft and / or final RLTP documents (could save around two weeks)
- a much shorter Local Board post-consultation process that does not provide Local Boards with the opportunity to submit once they have considered the feedback from respective local communities (could save around two weeks in addition to above)
- further shorten timelines for submitting material to the DDC, RTC and the AT Board, noting the current process will require late submission of some material anyway (could save up to two weeks)

A decision is not needed now, but we are keen to test appetite for further investigating these options.



None of the options will result in the RLTP being submitted by either NZTA's deadline of 14 June or the statutory deadline of end of June. Instead, the options reduce the amount of time that the RLTP will be late.

We seek initial RTC feedback on these options.



Part Two: Emerging regional priorities and approach to ranking (subject to GPS)



Initial feedback on emerging ranking approach

Seeking initial feedback on current direction of regional priorities and ranking approach

Context

The ranked list of projects included in the RLTP is a key mechanism for signaling regional priorities – across agency programs - to the NZTA as they develop the National Land Transport Plan.

- The ranked list is more important for this RLTP as there is currently no agreed process – such as ATAP or the Integrated Transport Plan - between central and local government for agreeing a programme.
- Funding is also likely to be constrained and allocated to key government priorities, but it will be important to signal regional direction.

Explanation

The following slides outline the emerging regional priorities and approach to ranking. These have been drafted through several workshops with representatives from AT, NZTA, KR and with AC officers contributing and observing.

They are intended to give an emerging view from the collective multi-agency discussions thus far of the regional priorities and how a regional programme will be assessed and ranked.

Until a new draft GPS is released, the process will remain as a work in progress and subject to change depending upon the content and direction contained with the draft GPS. Nevertheless, we seek any early input from RTC on the proposed process outlined in the following slides.



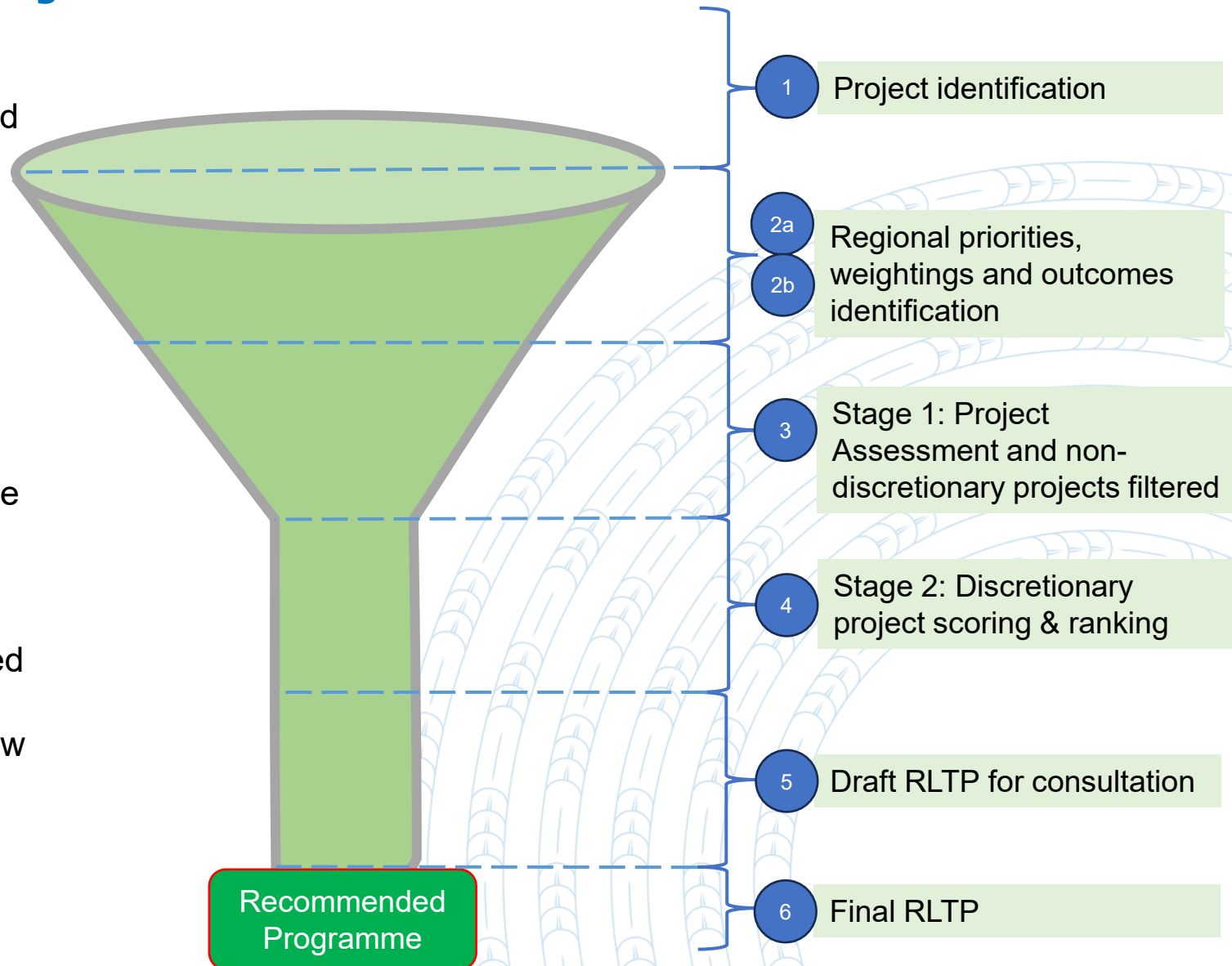
Ranking process summary

The RTC will oversee the composition and development of the Auckland RLTP.

This is proposed to be split into 6 core stages.

Stage 1 will ensure all the information required for each project and programme is obtained. Agreed non-discretionary projects will be identified and placed at the top of the ranked list.

Stage 2 will assess each discretionary project and programme against the agreed regional priorities and attributes. This will be followed by an activity class lens review and policy/ strategy alignment check.



Committed, Maintenance, Operations and Renewals projects proposed to be treated as non-discretionary

A key first stage will be to agree which projects are non-discretionary – effectively mandatory - and will therefore be excluded from the ranking process.

Proposed definitions for non-discretionary projects are:

- **Committed and Agreed** – any project already in contract or expected to be in contract by 1 July 2024 or subject to some other form of agreement or statutory responsibility
- **Critical Dependency** – e.g. Previously agreed core CRL Day 1 related projects
- **MOR** – any project or programme determined to be maintenance, operations and renewals*, including:
 - Renewals, including Flood Response (unless ‘build back better’ improvements)
 - PT services and maintenance funding
 - CAPEX-related corporate functions, including necessary upgrades to technologies and systems
- **Ringfenced Funding source** – any project or programme fully funded outside of the NLTF, either by local or central government or others. These will not be ranked.

Approach and results expected to be broadly similar to previous ATAP and JTP process



*Reflects Council expectation of full funding of AT's share of road renewals (subject to NLTF co-funding) in December 2023 Letter of Expectation

Emerging Regional Priorities and Weightings for Ranking

During the second main stage, we propose to assess discretionary projects against two main groups of criteria based on the direction provided in the LTP, Letter of Expectations and forthcoming GPS

The proposed ranking approach captures Council and Government outcomes for transport, but also reflects Council's emphasis on the *types* of projects it wants to see – particularly a shift to smaller and faster to deliver projects – and the joint emphasis on value for money.

Regional Priorities / Outcomes

60%

1. Faster, more reliable PT
2. Continued decarbonisation of the transport system towards 2050 target
3. Reducing deaths and serious injuries
4. *Support the region's economic productivity**
5. *Inter-regional freight**
6. *Progress with PoNS (Projects of National Significance, incl. RoNS)**

Investment Attributes

40%

1. **Complete:** Finish what we have started before embarking on new large-scale investment
2. **Type:** A back-to-basics approach of smaller scale, tactical, faster and lower cost solutions / *Right-size right-approach investment in safety and active modes**
3. **Value:** Affordable and value for money
4. **Timing & Urgency:** Immediacy of addressing identified problem/s (Years 1-3, 4-6, 7-10)
5. **Speed:** *Faster and more efficient delivery**



We will finalise criteria after the draft GPS is released, but seek any initial feedback on the approach

** Placeholder priorities advised by NZTA, subject to new draft GPS and to be confirmed or replaced when available*

Post ranking exercise

After the first cut of the ranked programme, we propose to further refine through a process of checks and alignment against the following:

- Overall programme mix, particularly in terms of ensuring:
 - Progress on the highest high priority ‘city shaping’ projects, while reflecting direction for greater emphasis on projects that are smaller and faster to deliver.
 - A reasonable ‘pipeline’ of business casing, route protection and design is retained to enable future progress
- Ensuring any complementary/co-dependant projects are recognised and ranked accordingly.
- Applying an activity class lens to test the ranking of projects within the same activity class.
- Self-assessment against the LTMA and other key statutory requirements, as well as local and national policy and strategy, for example: Kia Ora Tāmaki Makaurau – for Māori outcomes; National Energy Efficiency and Conservation Strategy; and the Future Development Strategy

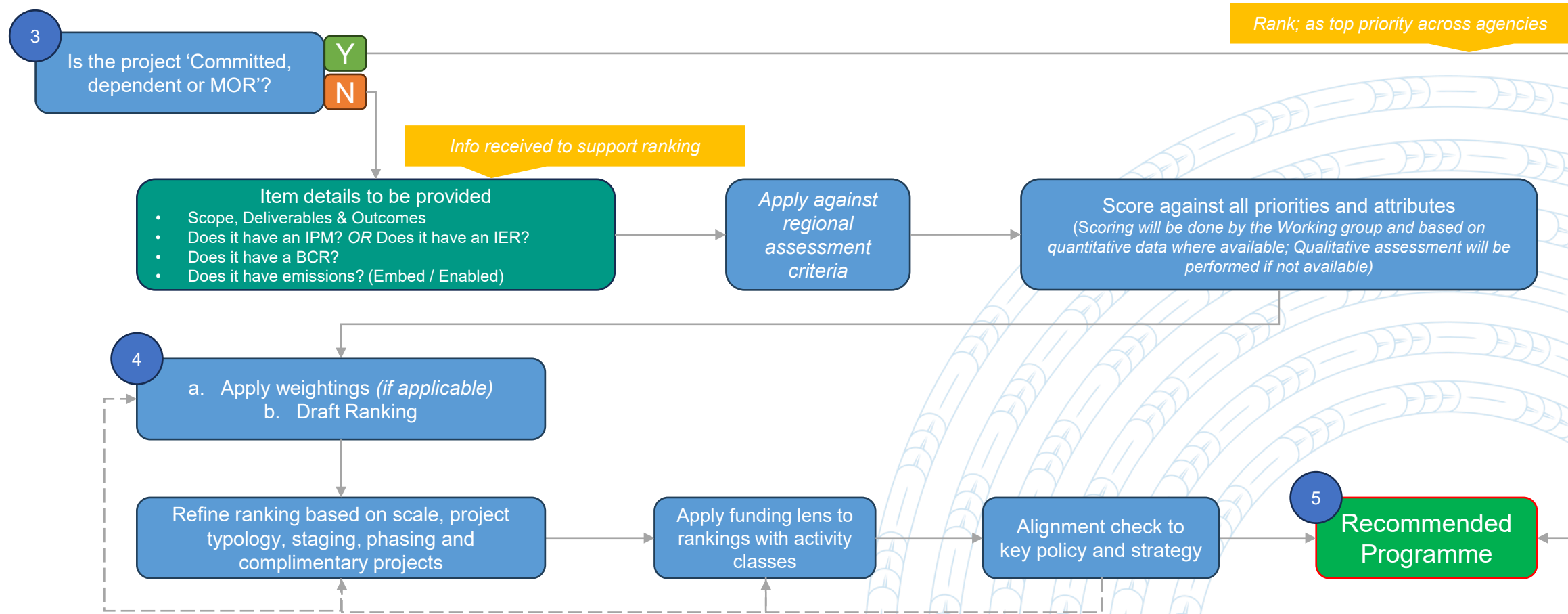
We will document any significant changes in proposed ranking as a result of this exercise for confirmation by the RTC.

We expect the key programme tradeoffs for RTC consideration will be around the relative balance between the large-scale projects likely to be named as a priority in the GPS and the smaller, and faster to deliver, projects within AT’s programme.



We will finalise this after the GPS becomes available, but seek any initial feedback on the approach

Ranking Assessment Flowchart





Next steps



Next steps

- Continuing to update timeline and approach based on ELT / DDC / RTC feedback, for final decision in March
- Continue to develop regional ranking process
- Ongoing engagement with iwi leaders
- Commission early legal review of the overall process

