



NLTP Board and I&O papers on NLTP development – summary of previous discussion and decisions

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a) 2015-18 National Land Transport Plan: Early planning and investment signals and programme focus (Board paper 13/12/0775).

The paper described initial (and mainly procedural) planning and investment guidance for Approved Organisations and the wider transport sector to assist with the preparation of the 2015-18 NLTP. It noted that a finalised set of ‘signals’ (investment guidance) is to be presented to the Board for formal adoption once the Government Policy Statement for 2015-18 is finalised.

Resolution 7

The Board supports the approach of issuing early planning and investment guidance for the 2015-18 National Land Transport Programme.

b) 2012-15 NLTP mid-term progress and 2015-18 development update (Board paper 14/02/0800).

The paper presented the mid-term progress of the 2012-15 NLTP, and provided an update on development of the 2015-18 NLTP. Board members sought explanations of current and projected variances against the adopted Programme, and encouraged staff to communicate the mid-point update widely and to seek additional investment opportunities in activity classes such as cycling, walking and local roads where several approved projects have been delayed by local government partners.

Resolution 9	<i>The NZ Transport Agency Board received the communication and engagement plan around the 2012-15 National Land Transport Programme (NLTP) mid-point, as well as the updated schedule of engagement for the development of the 2015-18 NLTP.</i>
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c) Update on the development of the Investment Assessment Framework (I&O Committee paper 14/07/117).

The paper provided an update on the development of the Transport Agency’s Investment Assessment Framework (IAF), a critical decision making tool in the development of the 2015-18 Regional and National Land Transport Plans.

It noted that the IAF is being reviewed for two reasons: to reflect changes in the draft Government Policy Statement on Land Transport 2015 and to ensure the framework itself is fit for purpose and transparent.

The Committee discussed and noted the need to ensure the right trade-offs and weightings were in place between the qualitative and quantitative criteria. The Committee also discussed the review’s timing, particularly with respect to council decision making processes for their 2015-18 RLTPs, and the drivers for completion of the review.

Resolution 6	<i>The Investment and Operations Committee notes the scope, process and timeframes for developing the Investment Assessment Framework (as outlined in Appendix 1).</i>
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d) 2015-18 NLTP development process changes (Board paper 14/07/0822).

Discussion centred on the progress being made in developing the 2015-18 NLTP, and outlined the risks to the timing of the planned implementation.

Board members noted and discussed the risks, particularly around the draft nature of the Government Policy Statement on Land Transport, and the changes that may need to be made to the Investment Assessment Framework as a consequence of the delayed GPS release.

Resolution 7	<i>The NZ Transport Agency Board agreed to the development of an Investment Assessment Framework and communications plan based on the draft Government Policy Statement for approval by the Board in August.</i>
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e) Maori Engagement in the National Land Transport Programme (NLTP) (Board paper 14/08/0841).

Discussion centred on the Transport Agency’s obligations to engage with Maori in the development of the 2015-18 NLTP, our current practice, and where the focus will be placed in the lead up to the release of the NLTP in July 2015.

Board members discussed the nature of the Transport Agency’s obligations, noting that while they are predominantly in the area of ensuring good process and opportunity for Maori to be involved, the Transport Agency should take all reasonable steps to ensure these opportunities are taken up. Board members also discussed issues around assisting to build Maori capability and capacity to engage in the development of the NLTP, including making deeper connections with emerging regional and national Maori organisations.

Board members supported the overall approach.

Resolution 13	<p><i>The NZ Transport Agency Board:</i></p> <p><i>a) noted the legal requirements placed on the Transport Agency to provide opportunities for Maori to contribute to land transport decision-making processes, and the Agency’s interpretation of those requirements.</i></p> <p><i>b) supported the planned actions between now and June 2015 to to improve the Agency’s practice prior to the release of the next NLTP.</i></p>
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f) 2015-18 NLTP Engagement and communications plan (Board paper 14/08/0845).

Discussion centred on the proposed approach to engagement and communications around the development of the NLTP in the period when Regional Transport Committees are developing and finalising their RLTPs (between now and May 2015) and in the short period when the Transport Agency assembles the NLTP before it is launched (June – July 2015).

Board members discussed and noted the importance of effective engagement and communication during the development of the NLTP, and its critical role in nurturing the Transport Agency’s social licence to operate.

Resolution 13	<i>The NZ Transport Agency Board agreed the approach taken to engaging and communicating with its key stakeholders in the period leading up to the development of the National Land Transport Programme in June 2015, which is based on growing and embedding stakeholder understanding of the process and their role in it, and ensuring it is fit for purpose and appropriate.</i>
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g) 2015-18 NLTP development investment signals (Board paper 14/08/0849).

Discussion centred on the proposed national Land Transport Investment Signals, which are based on indicative levels within each of the GPS activity class funding ranges, and the Agency’s approach to communicating these signals to its investment partners.

Board members discussed the implications of the draft nature of the GPS on these signals and on the Transport Agency’s communication approach.

Resolution 12	<i>The New Zealand Transport Agency Board agreed to the release of the 2014 investment signals for the 2015-18 National Land Transport Programme that are based on indicative levels within each of the GPS activity Class funding ranges, and to the Agency’s approach to communicating these signals.</i>
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h) Key changes to the Investment Assessment Framework for the 2015/18 NLTP (Board paper 14/08/0854).

Discussion centred on the role and importance of the Investment Assessment Framework as a critical tool in prioritising activities within the National Land Transport Programme. It also outlined how the changes proposed are designed to achieve three things:

- alignment with the direction of the draft Government Policy Statement on Land Transport;
- respond to a number of changes in our internal business practices; and
- to ensure the Agency’s assessment process is well positioned and aligned with best international practice.

The Board noted the importance of communicating these changes to the Transport Agency’s local government partners.

Board members discussed the changes in light of these three objectives, and endorsed the need to be clear and transparent both in terms of the process and the outcomes the Transport Agency is looking to invest in.

Resolution 11	<i>The New Zealand Transport Agency Board:</i> <i>a) noted that an independent review of the NZ Transport Agency investment assessment framework indicates that it is well aligned with international practice in using both multi-criteria and cost benefit analysis.</i>
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- b) **agreed** to changes to the investment assessment framework to reflect the draft Government Policy Statement on land transport 2015/16 to 2024/25, being:*
- i) Assessing resilience as one of the key levels of service considerations.*
 - ii) Assessment for the new regional improvements activity class using the same assessment criteria for state highway and local road improvement activity classes with the addition of defining eligible districts and using the regional improvements activity class to prioritise investment beyond the national priority threshold in these districts.*
- c) **agreed** to changes to the investment assessment framework to improve clarity and effectiveness, being:*
- i) Alignment with the business case approach and principle based assessment criteria.*
 - ii) Increase understanding of the framework by rationalising assessment criteria and clarifying the purpose of each assessment factor.*
 - iii) Enabling innovation by changing the assessment of effectiveness and efficiency to allow managed risk for higher return in the Agency's high priority areas.*
 - iv) Changing the name of the 'economic efficiency' assessment factor to 'benefit and cost appraisal'.*
 - v) Changing the benefit cost ratio thresholds from "1, 2 and 4" to "1, 3 and 5"*

within the benefit and cost appraisal rating bands.

- d) **agreed** to changes to improve transparency by reporting on the reasons behind each assessment, particularly the results being addressed and quantitative benefit and cost appraisal.*
- e) **agreed** to the release of the draft investment assessment framework as part of the investment signals to the sector early in September 2014.*
- f) **noted** that the Agency is doing work to determine the best balance between qualitative and quantitative assessment factors and what changes might be appropriate for 2015/18.*

i) Finalising the Investment Assessment Framework (Board paper 14/12/0890).

Discussion centred on recent key changes to the Government Policy Statement on Land Transport and provided assurance that the Investment Assessment Framework for the development of the 2015-18 NLTP has been amended to give effect to these changes.

Board members noted the importance of ensuring that the Transport Agency’s stakeholders understand the rigour around the investment decision making process and the key role of benefit cost appraisal within the four stage business case approach.

Board members also noted the Transport Agency’s work on further development of the Investment Assessment Framework to ensure it is consistent with world best practice and that the Treasury, the Ministry of Transport and the Transport Agency’s local government partners are involved in this project.

Resolution 11	<p><i>The New Zealand Transport Agency Board :</i></p> <p><i>a) Received assurance that the Investment Assessment Framework is fit for purpose and will position the Transport Agency to give effect to the GPS through the national Land Transport Programme;</i></p> <p><i>b) Approved the Transport Agency’s Investment Assessment Framework.</i></p>
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j) Inputs to 2015-18 NLTP Development (Board paper 15/03/0899).

Discussion centred on the process, key policy changes and emerging issues around public transport services, road safety promotion and local road maintenance programmes in the lead up to sign-off on the 2015-18 National Land Transport Programme in June 2015.

Board members canvassed issues around the constraints inherent in the existing road policing model in delivering more effective safety technology, emphasising the importance of ensuring that road users get good value for money and good outcomes from the NLTF investments.

Resolution 8	<p><i>The New Zealand Transport Agency Board:</i></p> <p><i>a) Noted the timeline for Board consideration of the development of the NLTP in forthcoming meetings; and</i></p> <p><i>b) Noted that there are a number of new and emerging policy changes and other issues that may impact on programmed activities for public transport services, road safety promotion, and local road maintenance in the 2015-18 NLTP.</i></p>
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k) Emerging cycling investment and delivery programme scenarios (I&O Committee paper 15/03/134).

Discussion centred on emerging investment scenarios for cycling over the next three-year period, including from the National Land Transport Fund, Urban Cycleways Fund, local government, and other partners.

Committee members discussed the key challenges in getting the most beneficial projects advanced; in understanding local government’s cycling plans and strategies; and the leverage opportunities in getting local government investment contributions locked in, due to the significance of the local benefits.

Members also discussed and noted the focus on the metro and urban areas, and canvassed issues and opportunities around cycling investment in regional provincial areas. They noted the Transport Agency’s previous investment in model walking and cycling communities in Hastings and New Plymouth, and noted that some of the recommendations coming from the Cycling Safety Panel will be nationwide activities.

Resolution 3

*The Investment and Operations Committee **noted** the emerging investment scenarios for cycling over the next three-year period.*

I) Update on Influencing Regional Land Transport Plans (I&O Committee paper 15/03/136).

The Committee was updated on the Transport Agency’s work in influencing the content and quality of the draft Regional Land Transport Plans 2015-18. It also outlined progress with each of the major centres and noted that there had been some success in securing NZ Police engagement in this process, and this still had some way to go.

Members discussed and noted that, overall, RLTPs are generally well aligned with the Transport Agency’s investment signals and priorities.

Members canvassed issues around how well the Auckland programme is being put together and how effective it will be, noting that most of the contention is around the capital works, particularly key areas of the network where the Agency would like to see more progress, and around the start dates for any light rail options. Members noted that the Auckland RLTP may change after public consultation is completed and decisions on submissions are made. Members also noted the importance of the Agency’s role on the Auckland Transport Board, also noting the challenges in establishing the appropriate level and expectations around partnership.

Resolution 4	<i>The Investment and Operations Committee notes the assessment of the strategic contexts of the draft Regional Land Transport Plans.</i>
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m) 2015-2018 NLTP – engagement and communications approach for public launch (Board paper 15/04/0910).

Discussion centred on the proposed approach to engaging and communicating with stakeholders once the NLTP is considered and approved by the Board in June 2015. Board members’ attention was drawn particularly to the intention to involve Regional Transport Chairpersons in telling the total transport investment story from a regional perspective, and that this was a change from the Transport Agency’s previous approach.

Board members noted that these engagement initiatives provided a useful opportunity to ensure our stakeholders understand the Crown funding context around the Auckland Accelerated Package, the Accelerated Regional State Highway Package, and the Urban Cycling initiatives, and how this Crown investment sits alongside and is optimised with road user and ratepayer transport investments.

Board members also noted the importance of communicating clearly to stakeholders how the Accelerated Regional State Highway Programme has developed, and what this looks like on a region by region basis.

Resolution 6	<i>The New Zealand Transport Agency Board noted the proposed approach to engaging and communicating with our stakeholders once the NLTP is approved by the Board in June 2015.</i>
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n) NLTP development decisions: endorsement of indicative investment levels for programmed activities (Board paper 15/04/0913).

Discussion canvassed the key issues with the indicative investment levels for programmed activities in the 2015-18 National Land Transport Programme (NLTP). The discussion highlighted the Transport Agency's scrutiny over all approved organisations' asset management plans to ensure that their road maintenance requests are reasonable and evidence based. Board members' attention was drawn to the Funding Assistance Rate decisions made last year by the Board, and how they have removed any potential local authority bias towards capital projects.

Members also discussed areas of any potential gaps between expectations and indicative investment levels, and canvassed the processes followed by the Transport Agency in developing Regional Land Transport programmes in different parts of the country.

Members discussed the extent of the Transport Agency's liaison with rural and provincial councils across the country, noting the regular contact with Local Government New Zealand's Rural and Provincial sector group, and the intent to brief them specifically on the Board's indicative and final NLTP decisions. Board members requested that they be kept apprised as this develops.

Members sought and received clarification that the key reason for the increase in the maintenance budget for state highways was due to the relative high growth in state highway networks compared to local roads, and the maintenance requirements implications of this. Members noted that this issue will need to be communicated deliberately.

Resolution 5

The NZ Transport Agency Board:

*a) **Endorsed** the following indicative investment levels for Approved Organisations and the Transport Agency for public transport service, road safety promotion, and local road and state highway maintenance programmes in the 2015-18 NLTP:*

<i>Programme</i>	<i>Indicative investment level \$ million</i>
<i>Public transport services - investment in existing public transport services and operation, excluding infrastructure and service improvements.</i>	890
<i>Road safety promotion – investment in road safety promotion programmes by Approved Organisations and Transport Agency groups.</i>	102
<i>Local road maintenance – investment in operation, maintenance and renewal of existing local roads, excluding emergency works.</i>	1,427
<i>State highways maintenance – investment in operation, maintenance and renewal of existing state highways, excluding emergency works.</i>	1,530

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| | <p>b) Agreed to advise each Approved Organisation of the indicative investment levels for each of its programmes, to assist with development of its Long Term Plan.</p> <p>c) Noted that the indicative investment levels for the four programmes have been developed through an optimisation process that has ensured they will deliver ‘fit for purpose’ levels of service on a sustained basis.</p> |
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o) Cycling – The Agency’s Role, Our Work Programme and Shaping up the Cycling Investment Programme for the 2015/18 NLTP (I&O Committee paper 15/05/147).

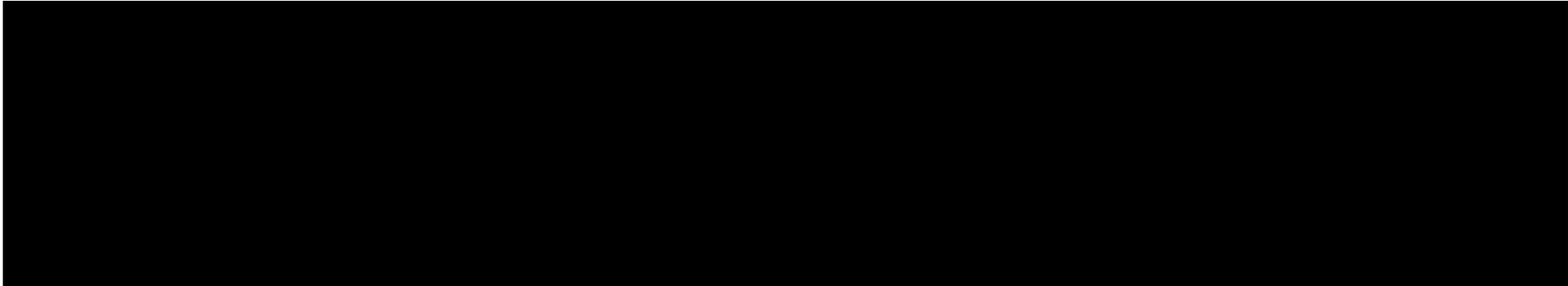
Board Members received a resolution from the Investment and Operations Committee regarding cycling, in particular the Transport Agency’s role, work programme and how to shape the Cycling Investment Programme for the 2015-18 NLTP. Members discussed the need for alignment between any announcement by the Minister of Transport for the Urban Cycleways Programme, and a Board decision on the NLTF cycleway investments for 2015-18.

Resolution 2	<i>The NZ Transport Agency Board endorsed support for the early communication of the 2015-18 National Land Transport Programme cycling investments.</i>
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p) 2015-18 NLTP development – improvement activities and other programmes (Board paper 15/05/0922).

Discussion centred the direction of travel for the proposed improvement activities and the Road Policing programme that will be included in the draft 2015-18 National Land Transport Programme, in order to gain feedback on the direction. Board members canvassed:

- the question of trade-off between economic growth and productivity, and safety that was emerging across the programme, noting that this trade-off varies by journey, and will be fully quantified once all the projects have been assessed and presented in the full draft NLLP 2015-18. Members sought advice as to how the Transport Agency understands death and serious injury scenarios for different types of investments.
- the two approaches being taken to ensuring value for money is achieved across the programme, and the reason for either establishing a single threshold, or moving to different thresholds in each improvement activity class. They also noted that the investment gateways approach used by the Transport Agency means that any project included in the NLTP has already met a reasonable standard. Members also discussed how investment worthy regional projects could proceed where the local authorities cannot find local share, noting that that this would become a conversation about funding assistance rates tailored to certain circumstances, consistent with the principles of our recent Funding Assistance Review.



Resolution 3	<i>The New Zealand Transport Agency Board received the Agency's report on issues that may impact on improvement activities and the road policing programme in the 2015-18 NLTP.</i>
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