

Part D National activities and the National Land Transport Programme

Overview

Introduction

This part covers:

- the legislation and guidelines that the NZTA uses to make recommendations on police activities, and combinations of police activities, to be paid from the National Land Transport Fund (NLTF) (these activities are collectively known as the Road Policing Programme)
- activities managed or delivered by the NZTA on a national basis
- the legislation, guidelines and processes that the NZTA follows when preparing the National Land Transport Programme (NLTP).

Audience

The primary audience for this part of the manual is the NZTA staff who support the regions and who develop the NLTP.

Other groups, such as regional transport committees (RTCs), the Auckland Regional Transport Authority (ARTA) and NZ Police, may wish to refer to this part for information about the guidelines and processes that the NZTA follows.

In this part

This part contains the following chapters:

Chapter	Page
D1 Police activities	D1-1
D2 Nationally managed activities	D2-1
D3 Preparing the National Land Transport Programme	D3-1

Chapter D1 Police activities

D1.1 Overview

Introduction

This chapter describes the legislative provisions and the tasks that the NZTA performs to make recommendations on police activities, and combinations of police activities, to be paid from the National Land Transport Fund (NLTF).

These activities are collectively known as the Road Policing Programme.

In this chapter

This chapter contains the following sections:

Section	Page
D1.2 Summary of legal provisions for recommendations on police activities	D1-2
D1.3 Road policing programme and key dates	D1-4
D1.4 Liaison group, clusters and current allocations for police activities	D1-5
D1.5 Recommendations and approval of police activities	D1-6

D1.2 Summary of legal provisions for recommendations on police activities

Introduction

Every three financial years, the NZTA must, by a date appointed by the Minister of Transport, prepare its recommendations for police activities, or combinations of police activities, that are to be:

- funded from the NLTF
- delivered by NZ Police for the following three financial years.

Legislation: LTMA s18I.

Core requirements

Before recommending any police activities, the NZTA must consult the Commissioner of Police and the Secretary for Transport.

The Land Transport Management Act 2003 (LTMA) sets out core requirements that the NZTA must satisfy or take into account in recommending police activities, or combinations of activities. The NZTA must also give effect to the relevant Government Policy Statement (GPS).

Legislation: LTMA s18J.

Content of recommendations

The recommendations must include:

- the recommended funding consideration for proposed police activities
- a list of the proposed police activities
- the performance measures associated with the delivery of the proposed police activities
- the revenue to be received by the Commissioner of Police from sources other than the NLTF applicable to the proposed police activities
- a 10-year forecast of revenue and expenditure on police activities.

Legislation: LTMA s18K.

Approval of recommendations

After considering the NZTA's recommendations on police activities, the Minister of Transport, in consultation with the Minister of Police, must approve or decline those recommendations.

Legislation: LTMA s18L.

Contd

D1.2 Summary of legal provisions for recommendations on police activities, continued

Variation of approval

The NZTA may recommend a variation of an approval. In this case, after considering the NZTA's recommendation, the Minister of Transport, in consultation with the Minister of Police, must approve or decline the variation. If approved, the variation forms part of the approval it varies.

The Minister of Transport must notify the NZTA and the Commissioner of Police of the Minister's decision to approve or decline the NZTA's recommendations.

Legislation: LTMA s18M.

Consultation with Māori

The NZTA must:

- separately consult with Māori
- have processes for Māori consultation.

Legislation: LTMA s18G and s18H.

D1.3 Road policing programme and key dates

Composition of Road Policing Programme

The Road Policing Programme covers the work categories in the following table.

Work category	
711	Strategic road policing
712	Incident and emergency management
713	Road policing resolutions
714	Community engagement in land transport

Reference: For detail of activities, work categories and funding policies, see *Part F*.

Key dates

Key dates for the preparation of the Road Policing Programme are (all dates are prior to the three-year period to which the Road Policing Programme applies):

Date	Activity
Early September	NZ Police provides initial information on changes to the Road Policing Programme, including reasons for cost adjustments and supporting assessments for any: <ul style="list-style-type: none"> • new technology • new or increased activity • replacement/upgrade of existing equipment with substantial funding requirements
September	The NZTA consults with the NZ Police and the Ministry of Transport and develops a draft Road Policing Programme containing the recommendations for police activities
Mid November	The NZTA Board agrees the draft Road Policing Programme
Early December	The NZTA forwards its recommended Road Policing Programme to the Minister of Transport
December to April	The Road Policing Programme is considered as part of government's overall Budget consideration of police funding
Budget day	Government funding decisions, including the approved allocation for road policing, are announced
Early July	NZ Police makes the Road Policing Programme available on its website
By 30 August*	The NZTA publishes the NLTP, including the approved allocations for police activities <p>* This date is subject to the Minister of Transport agreeing, in accordance with s19A(3) of the LTMA, to extend the date for adopting the NLTP</p>

D1.4 Liaison group, clusters and current allocations for police activities

Road Policing Programme liaison group

The Road Policing Programme liaison group meets on a monthly basis. The group is chaired by the NZTA and has representatives from the NZ Police and Ministry of Transport. It is used as a forum for consulting on the development of the Road Policing Programme.

Clusters

The NZTA will use clustering of territorial authorities for purposes of planning, delivering and reporting on road policing activities.

Clustering allows for greater alignment between the distribution of NZ Police resources and the delivery of police activities, and combinations of activities. This allows a more flexible and integrated enforcement response to address risk and to achieve better outcomes and enhanced reporting within the cluster as identified by:

- road safety action plans (RSAPs)
- network safety coordination (NSC) projects
- risk targeted patrol plans (RTPPs).

Current allocations for police activities

The current allocations for police activities are shown in the current NLTP by work category and territorial authority area – available on the NZTA’s website (www.nzta.govt.nz).

Further detail on police activities, and combinations of activities, funded from the NLTF is in the *Road policing programme* published by the NZ Police and available at www.police.govt.nz/service/road/.

This includes:

- road safety management framework
 - outcomes
 - performance measures
 - road policing strategy
 - resource allocations
 - policing structure.
-

D1.5 Recommendations and approval of police activities

Recommendations for funding of police activities

Recommendations on police activities, and combinations of activities, detail the amount of NZ Police resources to be spent on strategic road policing and other operational and management road policing activities nationally.

To optimise the level of safety gains achievable within allocation and budget constraints, road policing resources are allocated to the areas where the resources are required and where most safety benefits will be achieved.

Road policing resource is optimised between the 74 territorial authorities for:

- speed control
- drink or drugged driving control
- restraint use control
- other road use control (visible road safety enforcement).

Changes in road policing activity levels in an area have implications for training and assignment of NZ Police resources. This needs to be taken into account when considering any changes to road policing output allocations.

Like road maintenance, the application of road policing activities within an area is determined by detailed assessment of risk locations, times, etc. Each territorial authority or cluster annually prepares for this purpose by developing RSAPs (for detail, see section *F2.4*).

Assessment of police activities

Police activities are assessed as described in *Chapter G11*.

Monitoring and reporting on police activities

Refer to section *E5.16* for monitoring and reporting on police activities.

Chapter D2 Nationally managed activities

Introduction

In addition to state highway activities, the NZTA delivers or manages activities and combinations of activities in the following activity classes funded from the NLTF:

- activity class 7: domestic sea freight development
- activity class 15: sector research
- activity class 16: national education and promotion
- activity class 17: sector training and support
- activity class 18: management of the funding allocation system
- activity class 19: performance monitoring.

Assessment of national activities

The NZTA will assess nationally managed activities, and combinations of activities, for the purposes of including them in the National Land Transport Programme (NLTP). The assessment will use the assessment methods in *Part G* (*Chapter G6* and *Chapter G12* to *Chapter G14*).

Chapter D3 Preparing the National Land Transport Programme

D3.1 Overview

Introduction

This chapter outlines the legislation, guidelines and processes for NZTA staff to follow when preparing the National Land Transport Programme (NLTP).

Other groups, such as regional transport committees (RTCs) and the Auckland Regional Transport Authority (ARTA), may wish to refer to this chapter for information about the guidelines and processes for the NLTP.

In this chapter

This chapter contains the following sections:

Section	Page
D3.2 Summary of LTMA requirements for the NLTP	D3-2
D3.3 Including activities in the NLTP	D3-4
D3.4 NLTP preparation process	D3-6
D3.5 Prioritisation and programming	D3-7
D3.6 Assessment of the NLTP	D3-11

D3.2 Summary of LTMA requirements for the NLTP

Responsibility for NLTP

Every three financial years, the NZTA must prepare and adopt an NLTP for the following three financial years.

The NZTA must ensure that its first NLTP is in place for the three financial years commencing on 1 July 2009.

Legislation: LTMA s19A and LTMAA clause 11 of schedule 2.

Core requirements of NLTP

The LTMA sets out core requirements of the NLTP.

The NLTP must contain an assessment as to how the NLTP complies with these core requirements.

Legislation: LTMA s19B and s19C(b).

Content of the NLTP

The Land Transport Management Act 2003 (LTMA) sets out what must be included in the NLTP. Activities to be included are:

- activities and combinations of activities that are already approved and expected to carry over into the NLTP
- approved police activities and combinations of activities (for detail, see *Chapter D1*)
- activities and combinations of activities from regional land transport programmes (RLTPs) that the NZTA anticipates being funded from the NLTP
- activities and combinations of activities (other than those relating to state highways) for which the NZTA is responsible for delivery or managing delivery (for detail, see *Chapter D1*).

Legislation: LTMA s19C.

Māori contribution to decision making

The LTMA states that the NZTA must, with respect to funding from the National Land Transport Fund (NLTF), make provision for Māori contribution to decision making.

Legislation: LTMA s18H.

Needs of transport disadvantaged

In preparing the NLTP, the NZTA must consider the needs of persons who are transport disadvantaged.

Legislation: LMTA s35.

Contd

D3.2 Summary of LTMA requirements for the NLTP, *continued*

Notification about decision not to include activities in the NLTP

The LTMA states that the NZTA must give the relevant RTC or ARTA written advice of the NZTA's decision and its reasons for:

- not including an activity or a combination of activities in the NLTP
- including an activity or a combination of activities in the NLTP at a different level of priority to that accorded in the relevant RLTP.

Legislation: LTMA s19D.

Timing for adoption of NLTP

The NZTA must adopt the NLTP before the start of the first financial year to which it applies, unless the Minister of Transport agrees that the date for adoption is extended to 30 August.

The NZTA proposes to request the Minister's agreement for the later adoption to allow consultation on RLTPs to be carried out in conjunction with consultation on long-term council community plans (LTCCPs) or annual plans.

Legislation: LTMA s19A.

Availability of NLTP

The NZTA must make a copy of the NLTP publicly available.

The NZTA will give notice and make the NLTP available in accordance with section 108 of the LTMA. The NZTA will maintain an up-to-date copy of the NLTP on its website (www.nzta.govt.nz).

Legislation: LTMA s19F.

Reference: See *section E4.5* for variations to the NLTP that will not be made available in hardcopy form.

D3.3 Including activities in the NLTP

Introduction

Most of the content of the NLTP, including state highway activities, will come from RLTPs. Relevant police activities and activities managed nationally by the NZTA will be added to the NLTP.

Basis for selection of activities for inclusion in the NLTP

The NZTA will select activities and combinations of activities for inclusion in the NLTP based on:

- maximising the effect on the Government Policy Statement (GPS) expected impacts and funding ranges as operationalised by the NZTA's strategic investment direction
 - the classification of activities (see *section F1.3*)
 - the assessment profile and the associated priority (where appropriate) of the particular activities and combinations of activities,
 - the regional priority order (where provided)
 - the affordability of the activities.
-

Funding considerations

In preparing the NLTP, the NZTA must give effect to the GPS funding allocations, including the:

- maximum, minimum and target expenditure for the NLTP for each of the three years
- allowable variation between expenditure and revenue into the NLTF
- funding ranges for each activity class
- need to ensure all expenditure represents value for money
- conditions for use of C funds.

R, C and N funds are allocated to activities and combinations of activities with the highest priorities. Only activities with sufficient priority to warrant funding from R, C or N funds will be included in the NLTP.

Contd

D3.3 Including activities in the NLTP, continued

Threshold priority for funding activities in each activity class

The NZTA will establish a threshold priority for funding activities or combinations of activities in each activity class from R, C or N funds. The threshold priority depends on:

- the funding available for activities in each activity class
- the priority and programming of activities and combinations of activities proposed for funding in each activity class.

The priorities of activities or combinations of activities are derived from the assessment profile (*see section D3.5*).

The NZTA will review its threshold priorities for funding as it prepares the NLTP and may review the thresholds during the course of managing the NLTP.

Community Transport funds

Community Transport funds (T funds) are allocated to activities which would not otherwise be funded from R, C or N funds.

The T funding policy is described in section F10.14.

Status and funding source for activities in the NLTP

Only those activities that, on the basis of the information supplied, have assessment profiles at or above the threshold profile for R, C or N funds, or will be considered for T funding, will be included in the NLTP with a status of 'approved' or 'category 2'.

An activity must have achieved category 1 status to be included in the NLTP as an approved activity. Other activities may be listed with a reserve status or not included in the NLTP.

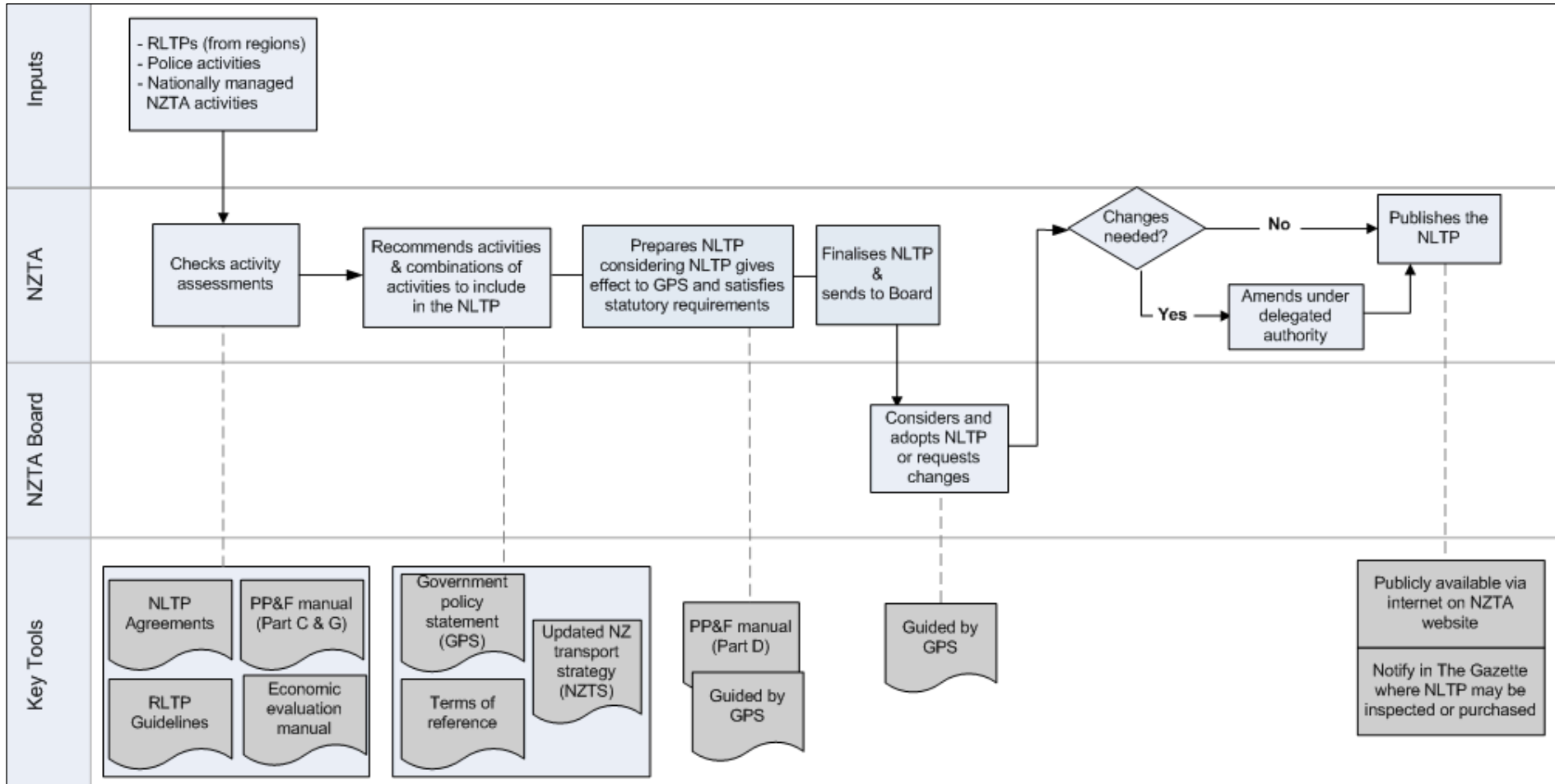
The funding source depends on the:

- assessment profile
- funding threshold for N, R and C funds in each activity class
- the C and R funds available in each region
- the N and T funds available.

The NZTA will decide the funding source for the activity.

Reference: For the funding approval process, see *Chapter E1*.

D3.4 NLTP preparation process



D3.5 Prioritisation and programming

Introduction

The NZTA will make a provisional allocation of the available funds to activity classes within the limits defined by the GPS.

The NZTA will then review the assessments made and prioritise activities and combinations of activities within activity classes. Where appropriate, prioritisation will be done by comparing activities, and combinations of activities, using the assessment profiles and additional factors identified.

Projects that are partially funded from supplementary funds will be given an economic efficiency rating that takes account of:

- the cost to the NLTF
- the overall benefits and costs from government (central plus local) and national perspectives.

This section describes the NZTA's methodology for:

- prioritisation of activities and combinations of activities for inclusion in the NLTP
- programming of activities and combinations of activities in the NLTP.

Committed activities

Commitments arising from approved activities do not have to be prioritised because they have already been accepted by the NZTA as approved activities.

NLTP priorities

The NZTA uses a prioritisation process to prepare the NLTP. The process takes account of:

- the classification of activities (see section *F1.3*)
- the order of priority given in RLTPs
- the assessment profile of packages and projects
- the planning and evaluation guidance in the GPS.

Contd

D3.5 Prioritisation and programming, continued

Priority of a package or project

Prioritisation of a package or project is based on the assessment profile of the package or project. (For detail, see *Chapter G1*.)

The following table shows the priority order of assessment profiles.

Profile	Priority order
HHH	1
HHM, HMH, MHH	2
HMM, HLH, MMH	3
HLM, HHL, MLH	4
HML, MHM, MMM	5
HLL, MLM, LHH, LMH	6
MHL, LHM	7
MML, LLH, LMM	8
LHL, MLL	9
LML, LLM	10
LLL	11

Programming

The NZTA will carry out initial programming of activities and combinations of activities covering a 10-year period. This will take into account:

- the priority order of activities and combinations of activities
- the affordability of activities and combinations of activities, in the context of the modelling of estimated revenue and expenditure for the relevant activity classes over the 10-year period, taking into account N, R, C and T funds
- the availability and timing of funds from different funding partners, including supplementary funds
- the scope for integrating the timing of activities and combinations of activities with other related activities and combinations to achieve efficient and effective use of resources
- implementation readiness, including planning and land entry requirements and other implementation constraints
- the stages that activities and combinations of activities have reached in terms of investigation, design and construction/implementation, and the factors that might delay (or speed up) implementation
- the expected reliability of cost estimates.

Contd

D3.5 Prioritisation and programming, continued

Allocation of funds

The NZTA follows the steps below to allocate available funds (also see the diagram below).

Step	Action
For improvement activities for local roads, State highways, walking and cycling facilities and for public transport infrastructure	
1	Allocate C funds to activities (or combinations of activities) best fulfilling the intent of the funds in each region, as described in Schedule 2, clause 14(1) of the Land Transport Management Act.
2	Allocate available R funds in each region over the planning period on the basis of the national priority order of activities expected to be implemented in the planning period in each region, where they represent good value for money
3	Allocate nationally distributed funds to activities (or combinations of activities) in each activity class that are expected to be implemented in any region on the basis of their national priority order.
For other activities	
	Allocate N funds to the activities (or combinations of activities) that have the highest priority, representing the best value for money.

Allocating R funds to improvement activities before allocating N funds ensures that each region has an improvement programme at least as big as the available R funds in that region.

N funds are allocated to activities in each activity class until the total allocation of funds to that activity class is fully provided by T, C, R or N funds.

The NZTA will review the overall conformity of the NLTP with NZTA's objectives, and the requirements in section 19B of the LTMA, including the contribution the programme will make to the LTMA objectives and the GPS impacts. If necessary, the NZTA will reallocate funds between activities classes and then reallocate funds to activities until it is satisfied that the NLTP is optimised within the financial and legal provisions.

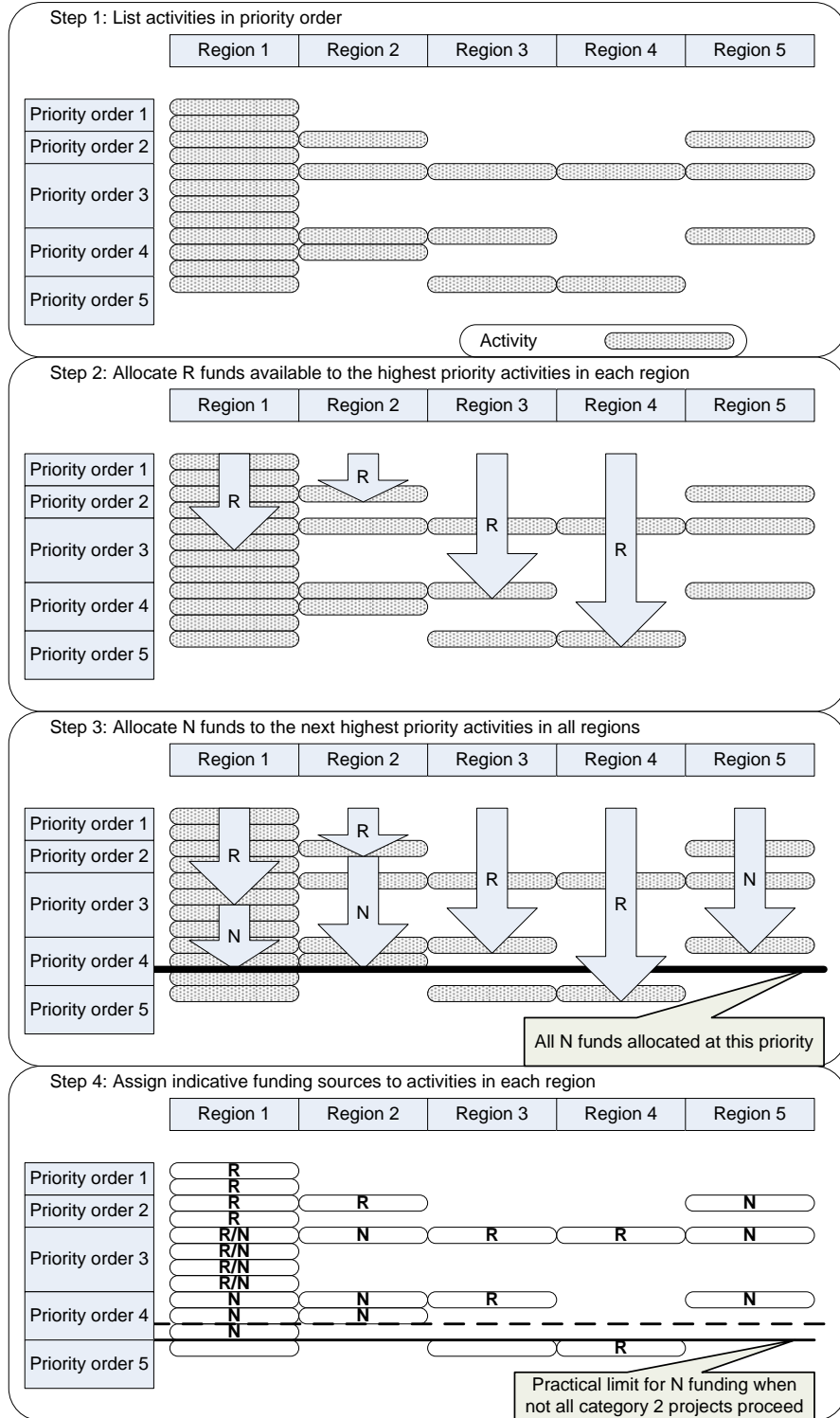
The threshold priority for funding in each activity class depends on the funds available for activities in each activity class and the priority of the candidate activities. The threshold in each activity class defines the lowest priority of activity likely to be funded.

Contd

D3.5 Prioritisation and programming, continued

Allocating R and N funding

The diagram below outlines the steps in allocating R and N funding to improvement activities.



D3.6 Assessment of the NLTP

Introduction

This section sets out the NZTA's method of assessment for the NLTP.

The NLTP must include an assessment as to how the NLTP complies with section 19B of the LTMA.

Legislation: LTMA s19C(b).

Assessment approach

Assessment of the NLTP will use the assessments of RLTPs provided by RTCs and ARTA and included in RLTPs.

Reference: For assessment of RLTPs, see section *C12.9*.

Additional allowance will be made for:

- the NZTA's assessment of the linkage between activities in RLTPs and the gaps (at regional level) between the existing situation and the GPS targets
 - the balance of activities in each RLTP
 - the balance of activities between regions
 - activities in RLTPs not included in the NLTP
 - national activities added by the NZTA.
-

