

stepping forward

NEWSLETTER



April 2009

THREE-YEAR PLANNING, PROGRAMMING AND FUNDING

Towards the first three-year NLTP

Regional transport committees (RTCs) have adopted their draft regional land transport programmes (RLTPs) and are now consulting on them. The NZ Transport Agency (NZTA) will use these activities as the building blocks in the construction of the NLTP.

While RTCs are consulting on their draft programmes during April, the NZTA is working on the production of the NLTP and things are still on track to adopt and publish it by September 2009.

Meanwhile the government has signalled a change of priorities, which may impact on some draft RLTPs. However, the NZTA does not think these changes will require radical changes to RLTPs and will continue to work with and assist each RTC to update its draft RLTP to ensure it is consistent with any changed GPS.

The Ministry of Transport (MoT) acknowledged at the start of the process to develop New Zealand's first three-year National Land Transport Programme that the first three years won't be 'perfect'. However, a lot has already been achieved by all through robust collaboration between approved organisations and the NZTA.

The NZTA has been supporting approved organisations over the past nine months with the development of their three-year RLTPs by developing manuals and guidelines, presenting at workshops and offering personal assistance. This support will continue while all parties work through the impacts of the latest changes announced by the government and the imminent revised GPS.

2009/12 RLTPs - What is happening now?

The NZTA is currently considering the national picture that is emerging from all the regional land transport programmes (RLTP) that have been updated in LTP online. It is also assessing the influence that a revised GPS might have on the process going forward.

At the same time the NZTA's regional staff are preparing to provide feedback to their RTCs on the draft RLTPs. They will be considering the draft programmes from a state highway and a funding perspective, and are expecting to assist and advise approved organisations (AOs) to develop their final RLTPs.

The NZTA's regional directors are available to work through any issues with AOs, and to respond to any queries that may arise from this process.



Wellington motorway extension Photo: Stephen Patience

Public transport

The government has indicated it will continue funding the SuperGold card free off-peak travel scheme for over 65 year-olds.

In 2008, \$18 million a year over four years was allocated to the scheme. The NZ Transport Agency will review aspects of its operation at the end of this financial year.

Card holders across the country are taking advantage of the scheme, introduced in most centres last October, which gives them free access to off-peak transport on scheduled rail, bus and harbour ferry services. The SuperGold card can only be used for public transport within a region.

The SuperGold card entitlement take-up has been increasing steadily since it launch nearly six months ago. NZ Transport Agency figures covering the first four months of the scheme's operation show patronage increased from 585,842 in October 2008 to 667,594 in January 2009.

With a total of more than 2.5 million trips having been taken in the first four months of the scheme's operation, it is proving a hit with SuperGold card holders at the moment. There is a possibility that usage may level off over the colder winter months.



Photo: Stephen Patience

Community Transport Fund approvals

The NZTA Board has recently approved four activities for T funds (from the Community Transport Fund) to a combined value of \$1.4 million. As this is a new funding category, it is interesting to note what has been approved and the reasons behind it.

Three of the approved activities were submitted by Far North District Council:

- The Rawhiti Road seal extension project will get \$406,000 to improve safety and mobility, reduce accident rates and travel costs, reduce dust nuisance to surrounding properties, reduce sediment run-off into surrounding waterways and improve access and mobility for this isolated community by providing better conditions for all road users.
- The Mangatawa Road seal extension gets \$215,000 to improve road safety and remove detrimental health effects and dust nuisance from local marae and surrounding houses (including roof water collection systems). It also aims to improve access and mobility for isolated community by providing better conditions for pedestrians.
- The West Coast Road - Waihou Marae will receive \$300,000 to reduce the isolation of the surrounding community and area caused by the frequent road closures on West Coast Road due to impassable flood waters. This will be achieved by lowering and realigning the river and by raising the level of West Coast Road adjacent to the stream. The overriding aim is to provide a safe and secure route for local residents, emergency services, logging traffic, school buses and freight movements.

Chatham Islands Council has successfully submitted a funding application to undertake renewal work on the Whangatete Bridge to the value of \$500,000. This comprises the replacement of the culvert at the bridge, which is in a poor condition. A new culvert will improve road alignment and eliminate sharp bends on immediate approach to the bridge, and it will eliminate the need for edge protection or sight rails.

The general circular, detailing how the fund operates, is available at <http://www.landtransport.govt.nz/publications/general-circulars/08-12.doc>

Procurement review update

Piloting the interim procurement manual

The sixth and final workshop for the approved organisations (AOs) involved in the pilot was held recently. At the workshop the pilot participants were asked to provide formal feedback on the new processes outlined in the interim procurement manual.

Together with the information gained through the formal feedback process, the views and experiences of the pilot participants will help shape the final version of the procurement manual before its launch in mid-2009.

Copies of the interim procurement manual and feedback document can be found on www.landtransport.govt.nz/funding/procurement/index.html.

Formal feedback process closed

The deadline for feedback on the interim procurement manual for those not involved in the pilot exercise was 31 March 2009. The procurement review team received 17 responses to the feedback document and is currently in the process of analysing this information.

What happens next?

Once all the feedback has been reviewed and decisions made on how to implement any changes that may be required, the review team will respond to all submitters. The project team will also analyse the feedback and lessons learnt during the pilot, with the aim of refining and releasing the new procurement manual in July 2009.

Following its release, there will be a three-month lead-in period to allow AOs to amend internal processes to ensure alignment with the manual. During this period, the project team will hold workshops around the country to help AOs familiarise themselves with the manual's requirements.

At the end of the lead-in period (around October 2009), there will be a transitional period of approximately one year to allow AOs to develop procurement strategies and incorporate the new procedures into their business processes.

By approximately October 2010, the NZTA expects most, if not all AOs, to have an endorsed procurement strategy. At this point, the intention is that the current CPP manuals will be withdrawn from use.

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The information in this newsletter was accurate at the time of printing.



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