
Supporting Information and Evidence for 2018- 21 NLTP Continuous Programmes

NZTA

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VERSION 2.0

Investment Assessment Framework (IAF) for the 2018-21 National Land Transport Programme (NLTP)

The NZ Transport Agency will work with its investment partners to understand and optimise the challenges and opportunities that exist when developing continuous programmes for funding in the 2018-21 NLTP.

For detailed information on the IAF please refer to the Transport Agency's [Planning and Investment Knowledge Base](#) (PIKB).



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More information

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WHAT ARE CONTINUOUS PROGRAMMES?

Continuous programmes are groupings of generally low cost, low risk activities that are required on an ongoing basis to achieve and then maintain levels of service on the land transport network. For the 2018-21 NLTP, these are road maintenance programmes, existing public transport services programmes and road safety promotion programmes. As a rule, continuous programmes are funded for the three years of each NLTP as allocations to each Approved Organisation and to each local government region for the Transport Agency (State highways). Management of each programme is delegated to the programme owner, who has a degree of latitude to optimise and flex funding across the work categories in the programme.

They contrast to improvement activities, which range in scale from low cost, low risk projects to major projects, each of which are delivered within a finite time period and, apart from programmes of low cost, low risk activities, are funded individually. Improvement activities aim to lift levels of service, or to deliver the same level more efficiently, by addressing gaps in the land transport system.

CONTINUOUS PROGRAMMES KEY DATES

In developing the 2018-21 NLTP, continuous programmes need to be developed as part of Approved Organisations' and the Transport Agency's (State highways) transport proposals for inclusion in Regional Land Transport Plans (RLTPs), prior to their inclusion in the NLTP. Each Regional Transport Committee sets its own dates and information requirements for developing its RLTP. The [NLTP timeline](#) identifies key dates and milestones in the NLTP development process.

Concurrent with this development process, the Transport Agency has set dates by which it requires proposals for continuous programmes from Approved Organisations and the Transport Agency (State highways), as set out below. The Transport Agency appreciates that the level and quality of evidence and information submitted will improve between initial, firm and final bids.



Figure 1: Continuous programmes investment proposal bid timeframes

Initial bids – by 31 August 2017

The initial bid is a critical first step in providing the Transport Agency and the Regional Transport Committees a first look at funding proposals for continuous programmes.

The Transport Agency expects initial bids will be a realistic signal of the investment proposal. The investment partner in negotiation with the Transport Agency should provide a proposal that is robust and demonstrates that the principles of the Business Case Approach have been applied relevant to the bid phase.

Continuous programmes will need to take account of the impact of past, current and proposed investment improvement activities as part of initial bids.

Firm bids – by 20 October 2017

The firm bid is more detailed than the initial bid and is supported by more robustly developed evidence. The firm bids should have strong local governance support for inclusion in the NLTP.

At this stage the investment partner needs to apply the business case approach in the development of information and supporting evidence. Investment partners should utilise the Assessment of the Business Case models to self-evaluate evidence that supports their funding bid.

The Transport Agency's assessment of an investment partner's firm bid, will enable clear communication on its confidence in the bid and what priority the proposal is likely to have for programming. Collation of all bids will provide the Transport Agency with a view of the overall programme fit to activity class funding ranges.

Final bids – by 16 December 2017

Final bids for all continuous programmes will be determined through negotiations between the Transport Agency and the investment partners following on from firm bid submission. Funding from the National Land Transport Fund is effective immediately at the start of the NLTP period, which means all information required for the Transport Agency assessment needs to be provided with the final bids.

The investment partner should provide a proposal that is robust and demonstrates that the principles of the Business Case Approach have been applied.

Further supporting information on bids

The table at the end of this document provides further information on expectations at each stage for road maintenance, public transport services and road safety promotion programmes.

BOARD APPROVAL OF FUNDING ALLOCATIONS

The Transport Agency will review, collate and moderate all final bids received and will recommend indicative funding allocations to the Board in March/April 2018, prior to the final Board decision in June 2018. These will be communicated to investment partners as soon as possible after the Board decision to provide a reasonable level of funding certainty, particularly to inform Approved Organisation planning and budgeting processes.

It is expected that all negotiations will have concluded by final bids. However, The Transport Agency anticipates that some discussions to resolve outstanding issues with investment partners may continue leading into the adoption of the NLTP in June 2018. This may result in some small changes to the final funding allocations from the indicative allocations communicated in March/April 2018.

Letters of confirmation will be issued to investment partners once funding allocations are confirmed by the Board when it adopts the NLTP in June 2018.

Information and Evidence Indicators by Bid Stage

	Initial Bid (before 31 August 2017) (High level information & evidence)	Firm Bid (before 20 October 2017) (Detailed level explanation of evidence)	Final Bid (before 16 December 2017)
Public Transport Services Programmes	<ul style="list-style-type: none"> Signal any changes in strategic environment that may require a significant change in the public transport programme (which may include delivery of a previously agreed strategic response) Provide sufficient detail to be able to determine whether what is being proposed is a continuation of an existing programme, or a significant service level change and/or other improvement(s) Realistic indicative expectations for the proposed funding requirements for the Core programme 	<ul style="list-style-type: none"> Provide a consolidated evidence summary, which references documents (e.g. RPTP, AMP, etc.) where the required information can be found Review of the Assessment of the Business Case with the Transport Agency regional representative, to understand the ratings provided and what is required to to achieve a pass or rework assessment for all questions Full disclosure of the proposed funding requirements which clearly identify: <ul style="list-style-type: none"> existing programme improvements (involving a change of service level) Rationale and implications of changes from initial bid 	<ul style="list-style-type: none"> Discussion of the final Assessment of the Business Case with the Transport Agency representative; rework agreed and timelines established; proposals assessed as a fail will result in conditions and may impact on potential funding levels Rationale and implications of any changes from firm bid
Road Maintenance Programmes	<ul style="list-style-type: none"> Signal any changes in strategic environment that may require a significant change in the maintenance programme activities Provide sufficient detail to be able to determine whether what is being proposed is a continuation of existing levels of service, or a significant customer level of service change and/or value for money changes Realistic indicative expectations for the proposed Core funding requirements and alignment with ONRC framework Including any relevant Transport Agency commentary / Core programme Assessment of the Business Case / AMP assessment previously completed and how these have accounted for that assessment 	<ul style="list-style-type: none"> Review of the Assessment of the Business Case with the Transport Agency regional representative, to understand the ratings provided and what is required to achieve a pass or rework assessment for all questions Require full disclosure of the proposed funding requirements which clearly identify: <ul style="list-style-type: none"> core programme enhanced programme (involving a change in customer levels of service) Rationale and implications of changes from initial bid 	<ul style="list-style-type: none"> Completion of the Assessment of the Business Case with the Transport Agency representative; any rework agreed and timelines established; proposals assessed as a fail will result in conditions and may impact on potential funding levels Rationale and implications of any changes from firm bid
Road Safety Promotion	<ul style="list-style-type: none"> Investment partners to provide draft bid intentions, an activity list: <ul style="list-style-type: none"> road safety action plan (RSAP) or other contextual information, which could include a business case if available / appropriate A full business case is not required for activities below \$1 million, evidence that investment partners have reviewed their previously provided priorities and refreshed their proposal as required. This should link to the Activity Management Plan (AMP). 	<ul style="list-style-type: none"> For activities over \$1 million, review of the Assessment of the Business Case with the Transport Agency regional representative, to understand the ratings provided and what is required to achieve a pass or rework assessment for all questions Refined bid intentions Review and modify activity list Align proposal with Communities at Risk Register (yet to be issued), or other road risk evidence supporting their proposal investment Rationale and implications of changes from initial bid 	<ul style="list-style-type: none"> For activities over \$1 million, completion of the Assessment of the Business Case with the Transport Agency representative; any rework agreed and timelines established; proposals assessed as a fail will result in conditions and may impact on potential funding levels Final bid intentions Review and modify activity list Align proposal with Communities at Risk Register, or other road risk evidence supporting their proposal investment