



NZ TRANSPORT AGENCY
WAKA KOTAHI

NZTA Update IPENZ Transportation Conference

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Summary of Issues

Key NZTA Issues that Local Government has a stake in

- Safer Journeys
- Model Communities
- PT Effectiveness & Farebox Policy
- Review of DMCP activity class
- Review of Transport Planning activity class
- RONS – progress and plans
- Vehicle Dimensions & Mass Rule amendment
- Freight & tourism routes
- Advancing local authority works
- Streamlining project
- Procurement review implementation

Safer Journeys – Road Safety to 2020

“First Actions” in 2010/11 - high impact actions to address road crashes

Priority Area

Safe roads
and roadsides

Reducing alcohol/drug
impaired driving

Increasing Safety
of young Drivers

Increasing the
safety of motorcycling

Area where local government make biggest
contribution

Investment Focus

- Safety Improvements – high risk urban intersections and rural roads
- Minor works – enable changes in the “Give Way” rule

NZTA planning guidelines - June 2010

- Consultation with Local Government
- Guidance to be provided on what constitutes “high risk” and “best treatment”

Safer Journeys – Road Safety to 2020

Further possible actions beyond 2010/11

Safe roads and roadsides

- Treatment programmes for popular motorcycle routes
- Demonstration projects on urban mixed-use arterials
- Integration of road safety into land-use planning

Safe Speeds

- Greater use of speed control cameras
- Increased use of speed zones on high risk rural roads

Safe Walking & Cycling

- Review effectiveness of “give way” rule changes and education initiatives for pedestrians and cyclists
- Increased coverage of temporary lower speed limits around schools

Community Education



Model Communities

Targeted investment that can really make a difference

Model Communities

- Communities where walking and cycling become the preferred transport mode
- Selected proposal for model community will set the benchmark to others that follow

Application Process – Stage 1

- 22 proposals were received – most of a very high standard
- 4 short listed councils – Nelson, New Plymouth, Hastings and Taupo

Application Process – Stage 2

- Development of a detailed, best practise, evidence based proposal that clearly outlines proposed programme of activity
- The NZTA to provide more guidance shortly

PT Effectiveness & Farebox Policy

Collaborative approach to make PT more effective

PT Effectiveness Framework

- Public Transport Effectiveness framework for Three Year Action Plan
- Adopted collaborative taskforce approach between NZTA and sector leaders

1st PT Effectiveness Workshop

- November 2009 taskforce workshop identifies a number of key themes and initiatives to improve effectiveness of PT

2nd PT Effectiveness Workshop

- Pre 2nd workshop – NZTA/sector leaders to work through initiatives
- Workshop in March 2010 to reconfirm existing and identify additional initiatives
- Define priorities and timing
- Resourcing initiatives



PT Effectiveness & Farebox Policy

Policy revised – direction provided by NZTA Board

Farebox Policy Development

- 40 submissions (27 from organisations)
- Wide range of issues raised – many impact on farebox recovery ratio achieved
- Revising policy in light of submissions
- Further changes subject to outcome Board discussions
- Aiming to get Board sign-off for policy by April 2010.

Fare Recovery vs Subsidy Per Passenger



Demand Management & Community Programmes

Outcome of the DMCP review is a new strategic framework

Review of DMCP Activity Class

- New strategic framework aligns investment with safer journey priorities and NZTA strategic outcomes
- Full implementation for the next 3-year NLTP (2012.15) – currently transitioning in that direction

Operates As A Contestable Fund

- Open to all AOs that apply for funding for education, promotion, and advertising activities to support the wider investment in transport infrastructure

Operational Guidance By Late March 2010

- On submitting applications for 2010/12

Transport Planning

Activity review - emphasis on integrating land use/transport planning

Review Of Transport Planning Activity Class

- Currently underway - recommendations targeted to go to NZTA board in May 2010
- To draw on, and give effect to, core elements of an Integrated Planning Strategy

Integrated Planning Strategy (ISP)

- Being developed alongside review of Transport Planning Activity
- Transport planning to consider desirable urban forms (and visa-versa) to ensure affordability

Support For Local Government

- NZTA to support local government to promote integrated planning
- Integrated Planning already being adopted, e.g Access Hamilton

Integrated Planning

Transport Planning

Land Use Planning



Affordability

Roads of National Significance

Delivery is well underway.. some more than others...

Pūhoi to Wellsford	Commenced detailed investigation and design work
Western Ring Route	Revised alignment and tunnelling options for Waterview connection confirmed
Victoria Park	Commenced construction in November 2009
Tauranga Eastern Link	Tolling be progressed as a funding option - construction to start in 2010
Christchurch Motorways	Christchurch Southern Motorway design - construct contract awarded in January 2010
Tauranga Eastern Link	Te Rapa design-construct contract awarded - commencing construction September 2010
Wellington Northern Corridor	Mackays Crossing to Peka Peka design-construct tenders closed on 9 March 2010

Roads of National Significance

...supported by NZTA structures

Governance

Project Team

Network Plan Coordination Group

Political Liaison Group

Generic Structure, but can differ where structures are already in place e.g. Urban Development Governance in Christchurch, Smart Growth in the Bay of Plenty

Network Plans

- Identifies all transport related activities around RONS
- Supports activities of the Network Plan Coordination Group
- Undertaken for most RONS – most to be completed by 10Q3
- Most information is available – merely requires repackaging



Vehicle Dimensions & Mass Rule

Improving fleet productivity and NZ global competitiveness

The Rule

- Higher mass limits – existing dimension limits remain largely unchanged
- Ministerial approval required

NZTA Area Of Focus

- Targeting high productivity state highway routes

NZTA Preparations For Rule Change

- Project office formed
- Vehicle compliance standards drawn up
- Developing HPV permit process – extension of existing OPermit
- Route Management
- Communication

Vehicle Dimensions & Mass Rule

Route management – assessing state highway infrastructure

Review Of State Highway Assets

- Auckland/Waikato/Bop triangle
- Initiated in December 2009 – now nearing completion
- Focused on pavements and bridge
- Results – majority of state highways up to standard, some bridges may need work

Implications for Local Government

- NZTA has not mandate to assess connecting roads – encourages local authorities to undertake these reviews
- NZTA to provide targeted funding to local government for the purposes of assessing the capacity of existing structures pavements and bridges
- NZTA to provide some funding for reasonable works on key routes as required

Vehicle Dimensions & Mass Rule

Key considerations related to implementation

Safety

Perceptions that HPVs will be less safe

Awareness

Impact of new rule and timing

Cost Impact

Where does the burden cost fall – could be significant for some

Expectations

Permit availability and the magnitude of productivity benefits

Delivery

Ability to deliver end-to-end in the most efficient manner

Regional Prioritisation

Investment to be targeted to where productivity gains are the greatest

Rollout

NZTA processes to identify investment targets and manage those investments

Freight & Tourism Routes

More work needs to be done

NZTA
Investment & Revenue
Strategy
(June 2009)

Identifies areas of funding priority, including key freight and tourism routes

Work On Freight & Tourism

- Presented to Local Government New Zealand's Transport Reference Group in November 2009
- Feedback and subsequent discussions with MOT confirmed broadening of project scope

Interim Advice

- Continue to use PPFM (Part G1.4) criteria to determine "strategic fit" of proposed land transport activities on key freight and tourism routes



Advancing Local Authority Works

General Circular 10/01 - supporting sector capacity

Funding For “Ready To Go” Projects

- RCA’s advised to take advantage of competitive prices
- NZTA working with AO’s – approx \$55m expected to be available

NZTA Targeting

- Small-to-medium and standalone projects identified as “probable” in the NLTP
- Road reconstruction/improvement projects that reduce congestions, improve reliability and safety

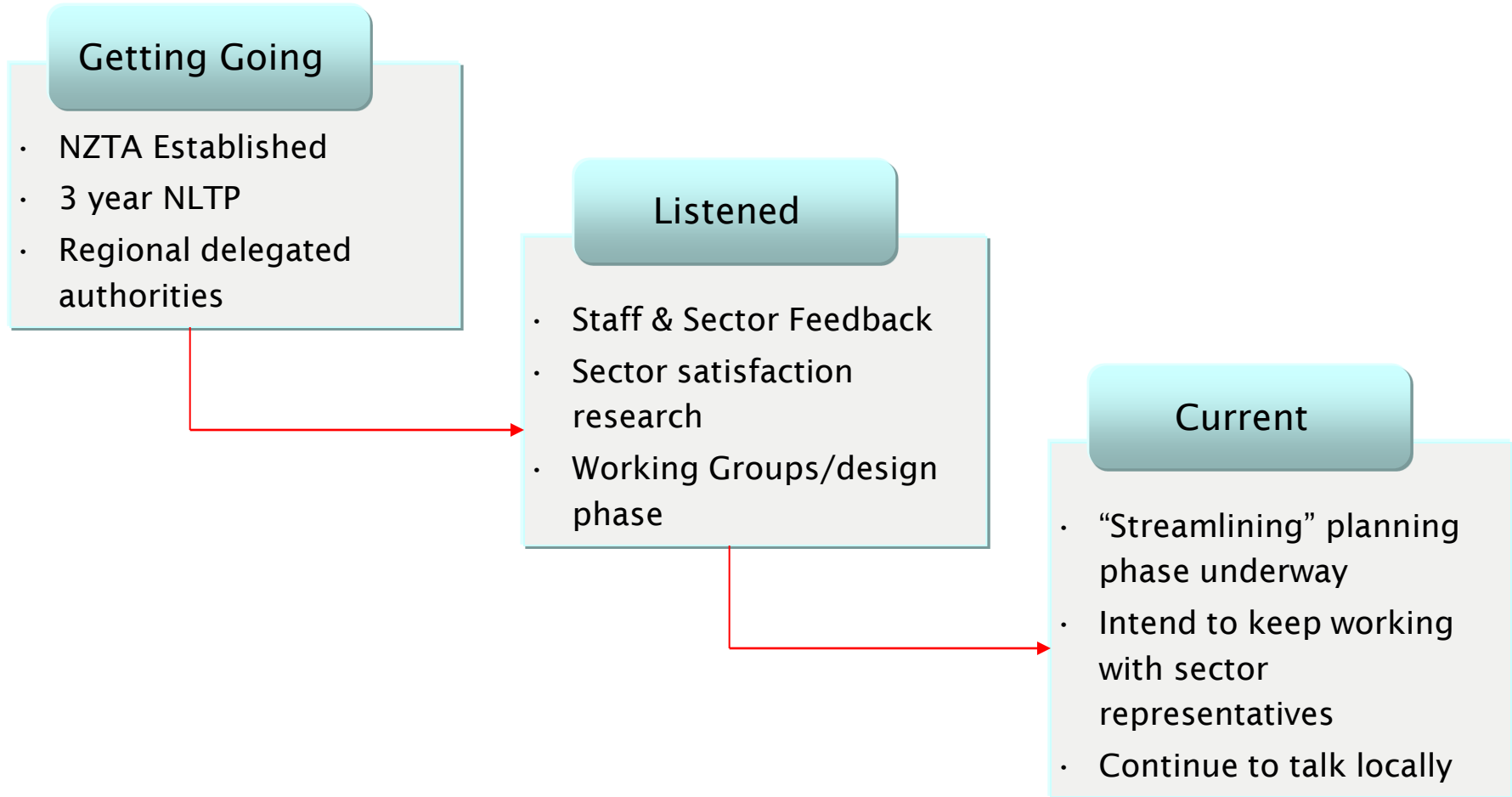
Local Government May Consider (Where Justified)

- Advancing minor improvement works
- Adjusting 3-year maintenance renewal programme to bring forward activities



Streamlining Transport Investment

Improving customer services and reducing compliance costs



Streamlining Transport Investment

Streamlining to achieve a range of objectives

Clear Investment Signals

- Stronger relationships
- early engagement and no surprises

Earlier Alignment

- Greater clarity on the outcomes the NZTA is investing for

Clarity Of Accountability

- More tailored investment approaches

Improved Support

- Simplification of tools
- Stronger alignment of internal delivery

Procurement

Transition to new procurement regime on track

New NZTA Procurement Manual (2009)

- Supersedes Competitive Pricing Procedures (CPP)
- Full transition from CPP by October 2010
- All AOs are on track to having strategies endorsed by the NZTA by 1 October 2010

Workshops For Local Government/NZTA Officials

- Procurement practice – covering areas of greater freedom and risk (expected to be completed end March 2010)
- Procurement strategies