

Translating the GPS into a delivery programme

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Government direction



Focus on safety

“This government has made road safety one of our highest priorities.”

“Far too many New Zealanders have lost their lives or been seriously injured in crashes that could have been prevented by road safety upgrades.”

“No other industry accepts hundreds of people dying each year. No person I know thinks losing a loved one in a crash is an acceptable price to pay for living in a modern society - that's why we're making safety a priority.”

“380 people were killed on our roads in 2018. It is a staggering and unnecessary loss of life. It is yet another reminder of the need to make substantial improvements to road safety in New Zealand.”

“Many deaths and serious injuries on our roads are preventable. This Government is committed to reducing deaths and serious injuries through new thinking, more funding and prioritised action.”

Investment in safety

\$4.3b

Reduce deaths &
serious injuries



\$1.3b

Road policing &
road safety
promotion



\$3.0b

Other activity
classes



Prioritising access

A land transport system that...

Provides increased
access to economic
and social
opportunities



Is resilient



Enables transport
choice
and access



What this means



OUR STRATEGY



OUR VALUE

A great journey is easy, safe and connected. Our focus is on providing one integrated land transport system that helps people get the most out of life and supports business.

We're looking after the national transport system with our partners, today and for the future. We're innovating to make sure the system is efficient and sustainable, unlocking opportunity and keeping New Zealand moving.

At the Transport Agency, we're proud to be part of creating a better New Zealand.

STRATEGIC RESPONSES

<p>ONE CONNECTED TRANSPORT SYSTEM</p> <p>Transform land transport system performance by integrating digital technology with physical infrastructure to create a safe, connected system that works for everyone.</p>	<p>PEOPLE-CENTRIC APPROACH</p> <p>Simplify our customers' lives and our partners' work with innovative services and experiences that make it easy for them to do what they need to.</p>	<p>PARTNERSHIPS FOR PROSPERITY</p> <p>Unlock social and economic opportunities for customers, businesses and communities through targeted partnerships.</p>
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POSITION STATEMENTS

<p>TRANSPORT SAFETY</p> <p>Our position is that it is unacceptable for anyone to be killed or seriously injured while travelling or working on the land transport system.</p>	<p>INCLUSIVE ACCESS</p> <p>Our position is that everyone should have fair and equitable access to the transport system.</p>	<p>LIVEABLE COMMUNITIES</p> <p>Our position is that we will partner to efficiently combine planning and investment for transport and land use and this will result in more vibrant, interactive communities.</p>	<p>TRANSPORT TECHNOLOGY</p> <p>Our position is that we will use transport technology and data to transition to safer, sustainable and connected journeys for customers.</p>
<p>RESILIENCE</p> <p>Our position is the resilience of the land transport system is increased by managing risks and long-term resilience challenges and helping communities quickly recover from disruptions.</p>	<p>ENVIRONMENT</p> <p>Our position is that we will responsibly manage the land transport system's interaction with people, places and the environment.</p>	<p>REGULATORY</p> <p>Our position as the transport regulator is that our systems should be intuitive and clear to ensure people can make good transport choices, while harmful behaviour is swiftly dealt with.</p>	<p>TRANSPORT AGENCY</p> <p>Our position is that the Transport Agency is respected by partners, stakeholders and customers for its responsive and engaged people and its timely delivery of sustainable transport solutions.</p>

THREE-YEAR TARGET STATES



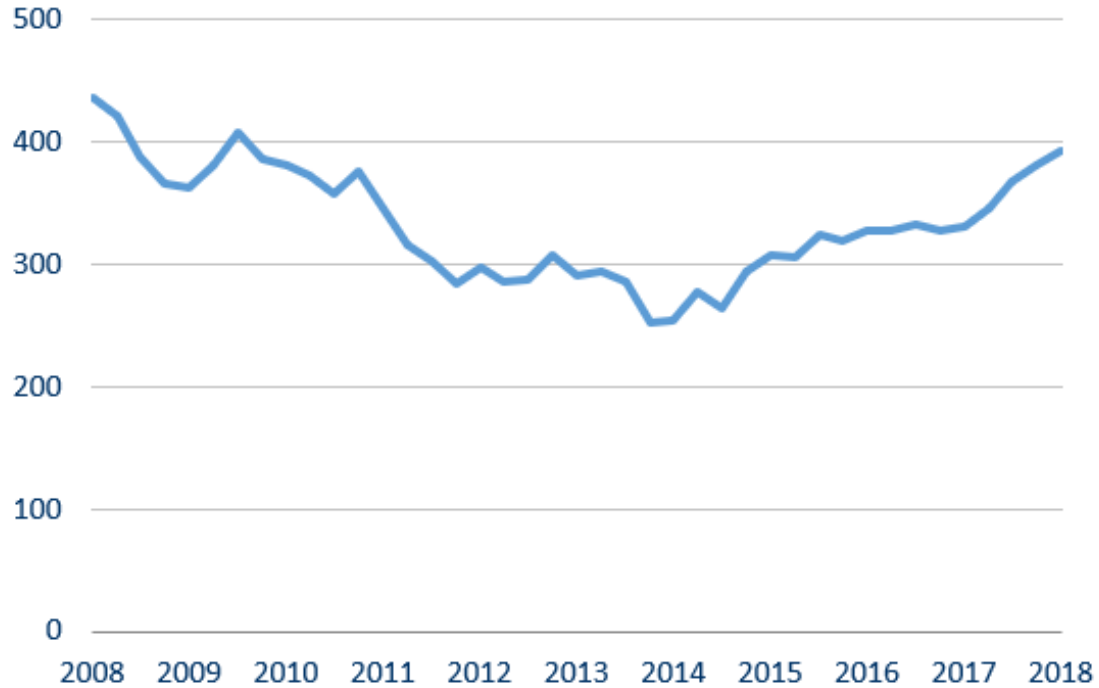
What this means



Safe Network Programme

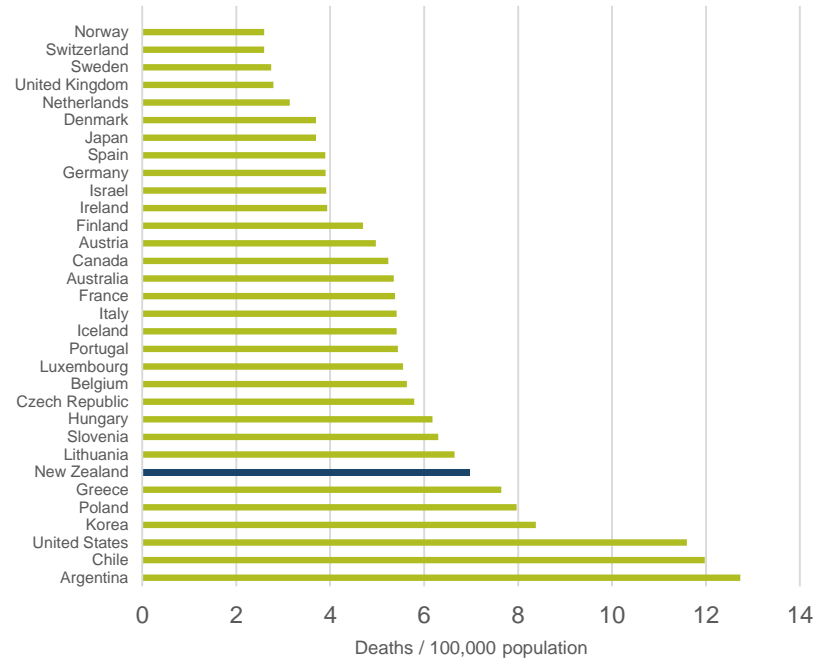


New Zealand has a road safety problem



We perform poorly internationally

International comparison of deaths per 100,000 population (2016)



Safe Network Programme

- › Make the country's highest risk state highways and local roads safer
- › Save 160 DSIs per year
- › Three-year \$1.5b programme
- › Partnership with local government
- › Three components:
 1. Safe roads and roadsides
 2. Safe and appropriate speeds
 3. Safe level crossings



SAFE NETWORK PROGRAMME

Investment in state highways and local roads

Total spend
\$1.3-1.5bn
nationwide 2018-21

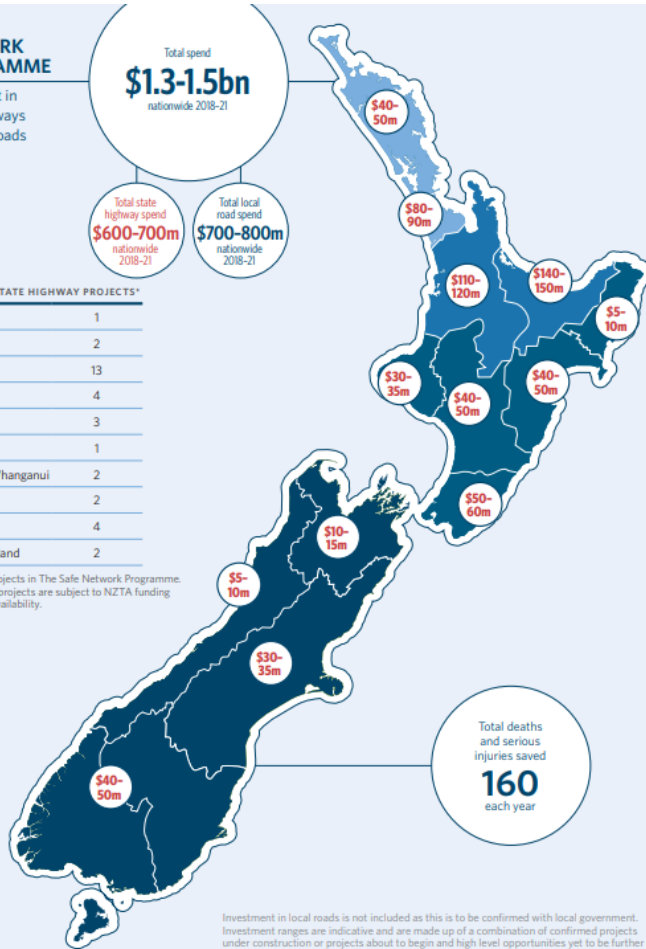
Total state highway spend
\$600-700m
nationwide 2018-21

Total local road spend
\$700-800m
nationwide 2018-21

NUMBER OF STATE HIGHWAY PROJECTS*

Northland	1
Auckland	2
Waikato	13
Bay of Plenty	4
Hawke's Bay	3
Taranaki	1
Manawatu-Wanganui	2
Wellington	2
Canterbury	4
Otago/Southland	2

* Number of projects in The Safe Network Programme. All individual projects are subject to NZTA funding criteria and availability.



Investment in local roads is not included as this is to be confirmed with local government. Investment ranges are indicative and are made up of a combination of confirmed projects under construction or projects about to begin and high level opportunities yet to be further investigated and designed. The ranges are subject to change over the period of the programme.

How we're going to do it

**Partnership
with
councils**

**Risk-based
approach**

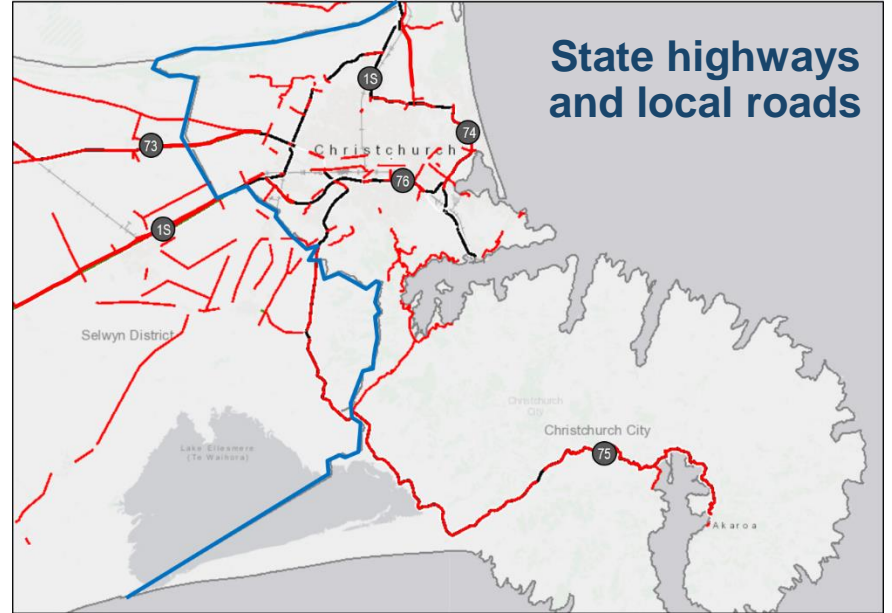
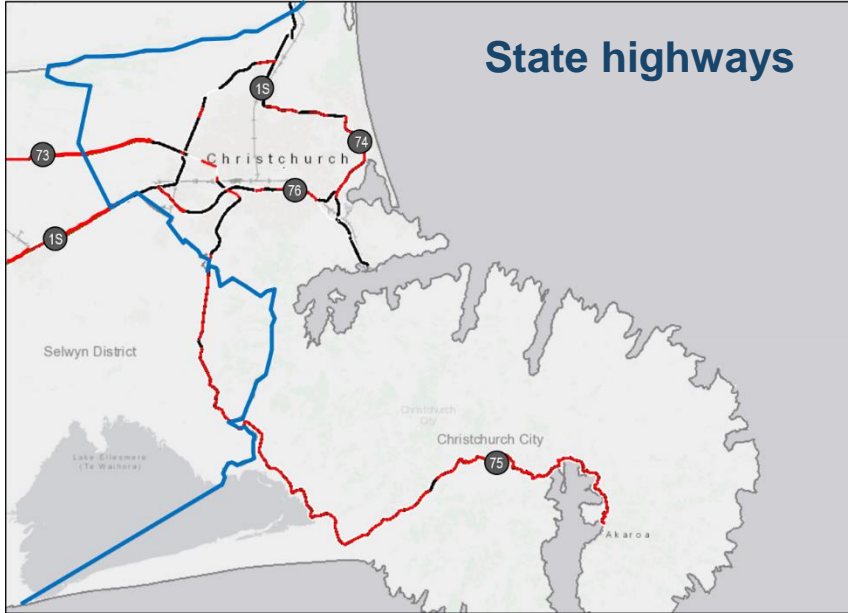
**Fast-
tracked
delivery**

Standard Safety Intervention Toolkit

1. Continuous 3-barrier (median and roadside barrier)
2. Median barrier
3. Roadside safety barrier at high-risk locations
4. Wide centreline
5. Shoulder widening at high-risk locations
6. Audio Tactile Pavement (ATP) markings
7. Rural Intersection Activated Warning Signs (RIAWS)
8. Rural roundabout
9. Urban roundabout
10. Raised intersection platforms
11. Upgrade of signalised intersection
12. Signalised intersection – from uncontrolled/give way
13. Mid-block raised pedestrian crossing
14. Skid resistance at high-risk locations
15. Signs and marking delineation upgrades

Speed management

Christchurch City



Re-evaluations



Re-evaluations

- › 12 state highways projects
- › Re-evaluated against:
 - Contribution to GPS objectives
 - Value for money
 - Deliverability
 - Affordability and funding options
 - Mode neutral approach to solution development
 - Integration with spatial planning
 - Innovative demand management



Whāngārei to Te Hana



East West Link



SH1 Cambridge to Piarere



SH2 Pokeno to Mangatarata improvements



SH29 Piarere to Tauriko



SH2 Waihi to Omokoroa safer corridor



SH2 Te Puna to Omokoroa and Tauranga Northern Link



SH2 Katikati urban



SH29 Tauriko West network connections



SH1 Ōtaki to north of Levin



SH1/SH2 Petone to Grenada Link Road



SH2 Melling interchange efficiency improvements

Revised directions of re-evaluated corridors

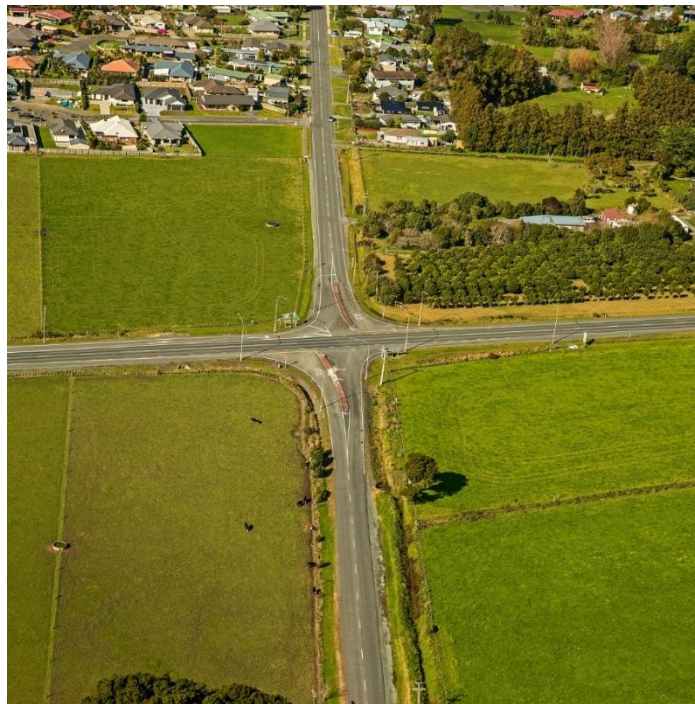
	Corridor	Previous direction	Revised direction
Endorsed	SH1 Whāngārei to Warkworth	Increased capacity, reducing the cost of travel, and improving safety via online and offline improvements	Providing safer, more reliable access within the existing alignment, and enabling greater transport choices at the Whāngārei end
	SH2 Waihi to Tauranga	Additional capacity to improve travel time reliability and safety	Improving safety via online improvements, providing multi-modal access, and improved transport choice between Omokoroa and Tauranga
	SH29 Tauriko West	Supporting growth and improving freight efficiency	Supporting residential growth and providing multi-modal options that deliver a safe multi-modal transport system that enables access and choice
	SH1 Ōtaki to north of Levin	Improving travel time reliability, safety, and resilience through offline capacity improvements	Addressing safety and resilience issues via online improvements in the short term, improving regional public transport connections, and designating and staging longer term offline option
	SH2 Pokeno to Mangatarata	Improving safety and additional capacity to better manage peak	Improving safety outcomes and maximising the use of existing infrastructure. Travel demand management and choice initiatives will help manage peak demand
	SH1 Cambridge to Piarere	Improving travel time reliability and safety via extension of the Waikato Expressway	Improving safety via online safety improvements throughout the corridor and SH1/SH29 intersection. Designation of the longer term strategic offline expressway route for when levels of service warrant further investment
	SH29 Piarere to Tauriko	Improving freight efficiency and safety	Providing safer and more resilient access between Te Poi and Tauriko (Kaimai section) via online improvements. Targeted safety improvements
	SH2 Melling interchange	Improving travel time reliability and safety via interchange improvements	Improved resilience, and enabling land use changes by designating location of Melling interchange which also enables safe multi-modal access
To be endorsed	East/West Link	Improving freight efficiency between SH20 and SH1 via an improved east west connection	Improved access, transport choice, and resilience. Partnership investment to improve amenity, transport, cultural, and environmental outcomes in the area
	Petone to Grenada	Improving reliability, efficiency, and resilience via additional capacity	Improved resilience, access to growth nodes, and safety. Wider project area enables a better range of options to be explored and applied

Re-evaluation direction

- › Completing business cases
- › Improving safety and more reliable access via online improvements
- › Integrated land use and transport planning to support growth and provide multi modal access and improved transport choice
- › Designation for longer term strategic offline routes where levels of service warrant it, with a focus on greater transport choice to address single occupancy vehicle use

Whāngārei to Te Hana (walkworth)

- › Focus shift from travel time and efficiency to safety and access
- › Objectives
 - › Improve safety and quality of SH1 and reduce the number of serious crashes
 - › Increase reliability of travel times and improve freight movements
 - › Provide more resilience in the wider road network
 - › Encourage safer driver behaviour
 - › Enhance opportunities for economic growth
 - › Provide transport choices in urban centres
 - › Promote land use development that encourages sustainable transport solutions



Is this the future of New Zealand roads?





What next?