
Road Controlling Authorities Forum November 2014



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The context is taking a system view





The focus is on delivery



**Government
Policy
Statement on
Land
Transport
(Draft)**



**One Road
Network
Classification**



**Funding
Assistance
Rate Review**



**Investment
packages**
- Auckland
- Regional



**Cycling
Investment
Fund**



DELIVERY

The policy and legislative environment

New Zealanders, enabling a range of activities and making a significant contribution to New Zealand's economic growth and productivity.

Effective transport enables travel to and from work, to services, and visits to family and friends, and allows businesses, regions and cities to be productive and well connected.

Recognising the importance of our land transport network, over \$3.0 billion of New Zealanders' money is spent through the National Land Transport Fund (the Fund) each year. This investment is accompanied by further \$1.0 billion of local government investment. The Government Policy Statement on land transport (the GPS) sets out the strategy for this investment and the results the Government wants to achieve from it over the next 10 years.

GPS 2015 (draft) continues the approach begun in GPS 2010 of putting the wealth generating capacity of our land transport system at the top of the agenda. It focuses on investment that will improve connectivity and reduce the costs of land transport for business. It maintains the impetus on improving the efficiency of travel, and puts a spotlight on continuing to realise the measurable value from land transport investment.

GPS 2015 (draft) provides a solid land transport investment foundation for a thriving New Zealand.

The overall proposal for the national strategic land transport is as follows:

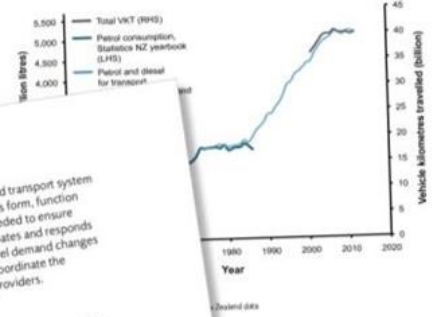
To drive improved performance from the land transport system by focusing on:

- economic growth and productivity
- road safety
- value for money

Supporting economic growth and productivity

Following more than a decade of increased investment in road infrastructure, about under-investment in road infrastructure. In 2009 the Government began a significant programme. With an intention to invest in New Zealand's State highways over 2019, the Government focused on enabling growth rather than simply responding to quality connections between key areas for processing and export.

Figure 2: Travel demand as indicated by VKT and fuel consumption, 1944 to 2012



Planning

115. Network planning enables the land transport system to be provided in a way that aligns form, function and use. Network planning is needed to ensure the land transport system anticipates and responds effectively and efficiently to travel demand changes over time. It is also needed to coordinate the activities of almost 80 system providers.

Asset management

116. There is considerable variability in the measurable returns being delivered around the country. Increased productivity in service levels, particularly in road maintenance, is a theme in GPS 2015 (draft).

Reporting

117. It is essential that the Government and those who pay for land transport are provided with information that is transparent about what is being delivered for the level of investment made. This requires consistent and systematic monitoring and reporting of measurable costs and benefits in order to assess performance of key parts of the land transport system.

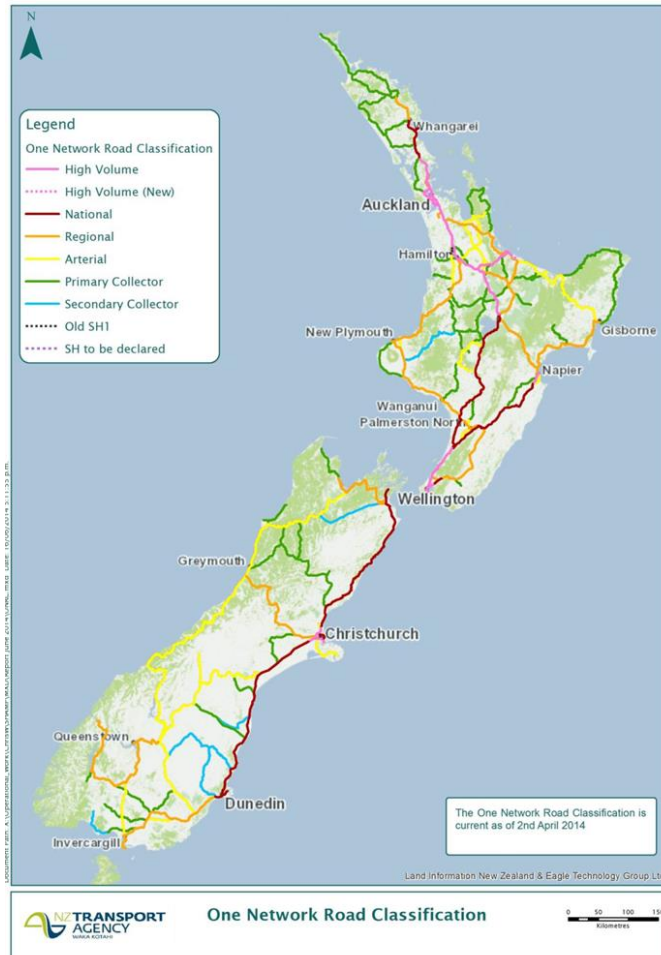
118. Making the right transport investments is important for the Government's productivity and economic growth objectives, for value for money and for road safety. A particular focus for GPS 2015 (draft) is gains through continuous improvement of the investment analysis process. This involves robust assessment and prioritisation of demand for investment efficient investments as demand for investment exceeds the available supply of funds.

119. Additional funding has been made available within the Investment Management activity class for use in the Investment focus area to support this increased focus on investment efficiency.

Expectations

120. The proposed expectations for GPS 2015 (draft) are:

One Network Road Classification



What is important

Classifying roads into categories based on their function in the national network

Customer Levels of Service (CloS) define what the fit for purpose outcomes are for each category in terms of mobility, safety, accessibility and amenity

Performance Measures - how categories and customer levels of service translate into specific maintenance, operational and investment decisions

Funding Assistance Rate Framework

OVERALL FAR FRAMEWORK

ONE RATE FOR EACH APPROVED ORGANISATION

Other than where targeted enhanced funding assistance rates were used and for emergency works. This means local authorities who manage special purpose roads would receive the same funding assistance rate for those special purpose roads as they do for all their other local roads.

OVERALL NLTF CO-INVESTMENT RATE

There will be a set overall NLTF co-investment rate that determines what proportion of the overall costs of delivering eligible land transport activities would be met from the Fund.

FACTORS MATERIALLY AFFECTING DELIVERY

Some approved organisations would receive a funding assistance rate that was above the overall co-investment rate to take into account factors which materially affect their ability to deliver land transport outcomes.

Consequently other approved organisations would receive a funding assistance rate that was below the overall co-investment rate.

ONLY COSTS FOR FIT-FOR-PURPOSE STANDARDS

National Land Transport Fund revenue would be used for the eligible costs of undertaking or maintaining a land transport activity to fit-for-purpose standards.

TARGETED ENHANCED RATES

Targeted enhanced funding assistance rates could be used in exceptional circumstances and for time limited periods.

The new regional improvements activity class

Supporting economic growth of regional New Zealand through providing better access to markets

...increased freight vehicle productivity across the network

...reduced travel times and vehicle operating costs on key regional freight and tourist routes

Band	2015/16 (\$m)	2016/17 (\$m)	2017/18 (\$m)
Lower	50	60	70
Upper	90	90	90



Regional roading package

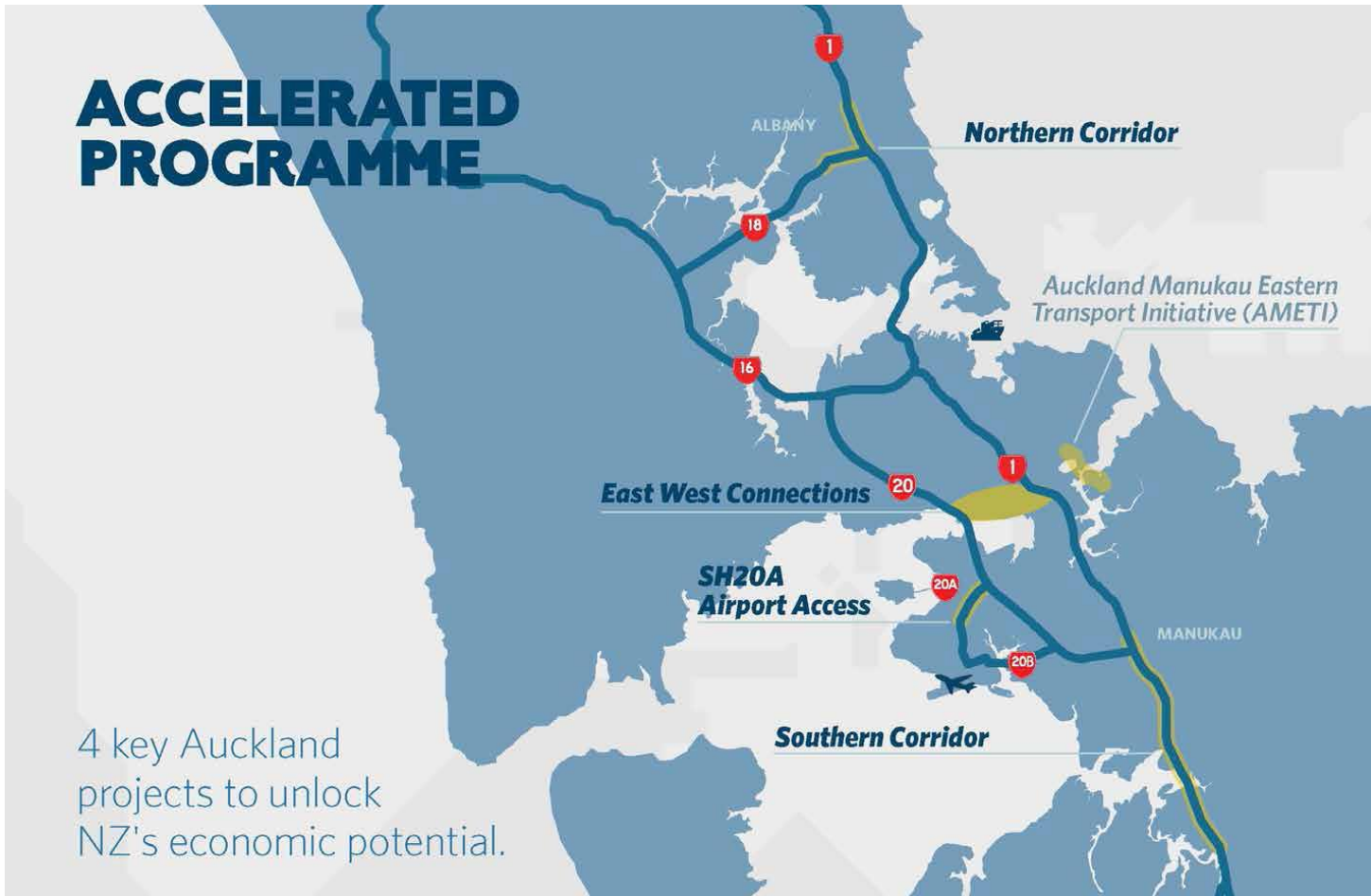


Taramakau Road/Rail Bridge, West Coast

Kawarau Falls Bridge, Otago



Auckland acceleration programme



\$100m Urban cycleway fund



Valuing collaboration



ROAD CONTROLLING AUTHORITIES FORUM (NZ) Inc
 Friday 28 November 2014
 Wellington International Airport Conference Centre

A20N discount voucher for parking is offered – please collect from the conference venue



AGENDA

8.15am – 8.55am Registration and early coffee			
WARMING UP FOR THE DAY			
Item 1	8.00am	Welcome, housekeeping and apologies	Chair
	8.05am	Reserve update	Ray Clark
	8.10am	RCA Finance update	Jim Parkinson
	8.15am	Forum Research & Guidelines Group update	Murray Healy
SESSIO N1 – keynote speaker and updates			
Item 2	9.30am	Key Note Speaker – Chief NZ Transport Agency What are we doing to and what are we not doing for the road, what are the main jobs for the industry? What are the issues for the road?	Dee/Ji Dargatzidis – NZ Transport Agency
Item 3	10.15am	Wagon Open for discussion what releases the RCA plan?	Simon Finlay – General Government NZ
MORNING TEA 10.30am			
SESSION 2 – hot topics			
Item 4	11.00am	Predicting Future Freight Demand How will the freight landscape in the next 20 years and what are the main jobs for us in it?	Paul Brown – Ministry of Transport
Item 5	11.30am	Health and Safety New framework and updating	Clayton Grant – Queensland Transport / Martin McMillan – NZ Transport Agency

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Item 6	11.30pm	Speed Management Solutions Our readiness for taking the NZ Police as a major jurisdictional challenge	Gene De Coster and Glyn Mulvey – NZ Transport Agency
Item 7	11.30pm	WPMU – NZ Rail update Saying hello to Geneva	Henry Wilson – NZ Transport Agency
LUNCH 12.00			
Session 3 – more hot topics			
Item 8	1.30pm	The strategic approach to investment Safety management plans and operational road works (see the current discussion on the support investment packages – the road works?)	Lynley Hutton – NZ Transport Agency
Item 9	2.00pm	Southland Corridor (Motorcycle project) Communicated via strategic rider's perspective	Paul Elliot – NZ Transport Agency and Tim Peden for NZS Advanced Riding Institute and 2 Seminar
Item 10	2.30pm	Open City Review Open City Transformation project	Simon Leung, Chief Executive, Open City District Council
Item 11	2.30pm	VDM – Vehicle, Dimension and Mass Changing the Permit application – Changing it and WPMU VDM program	Gene D'Amico, General Manager – NZ Transport Agency
Item 12	3.10pm	Civil No Contractors Federation and Roading NZ work items	Melissa Kennedy – Civil No Contractors

3.30 pm VDM and Christmas drinks

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Questions & discussion

