

Update to the RCA Forum - NZTA's organisational direction

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Focus on eight impacts

1. Better use of existing capacity
2. More efficient freight supply chains
3. A resilient and secure transport network
4. Easing of severe urban congestion
5. More efficient vehicle fleets
6. Reductions in deaths and serious injuries
7. More transport mode choices
8. Reduction in adverse environmental effects



Four strategies & five priorities

IPS

Integrated
Planning
Strategy

IRS

Investment
& Revenue
Strategy

SHNS

State
Highway
Network
Strategy

NEXUS

Network
Access &
Use
Strategy



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Roads of national significance

Road safety

Freight

Public transport effectiveness

Customer service and compliance costs



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Roads of national significance

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Freight

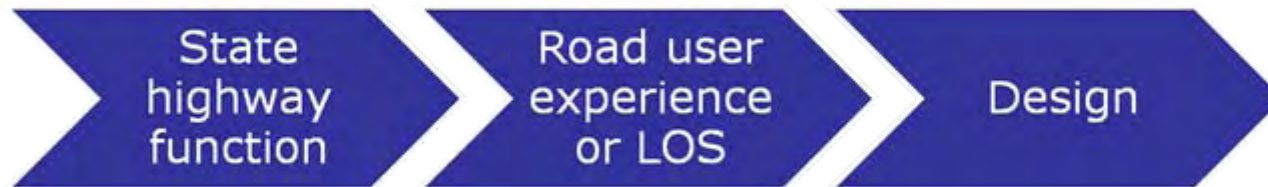
Public transport effectiveness

Customer service and compliance costs



State highway network strategy

- Strategic direction:
 - align road user experience (LOS) with function
 - differentiate service offer by customer segment – freight, PT, commuter, tourist



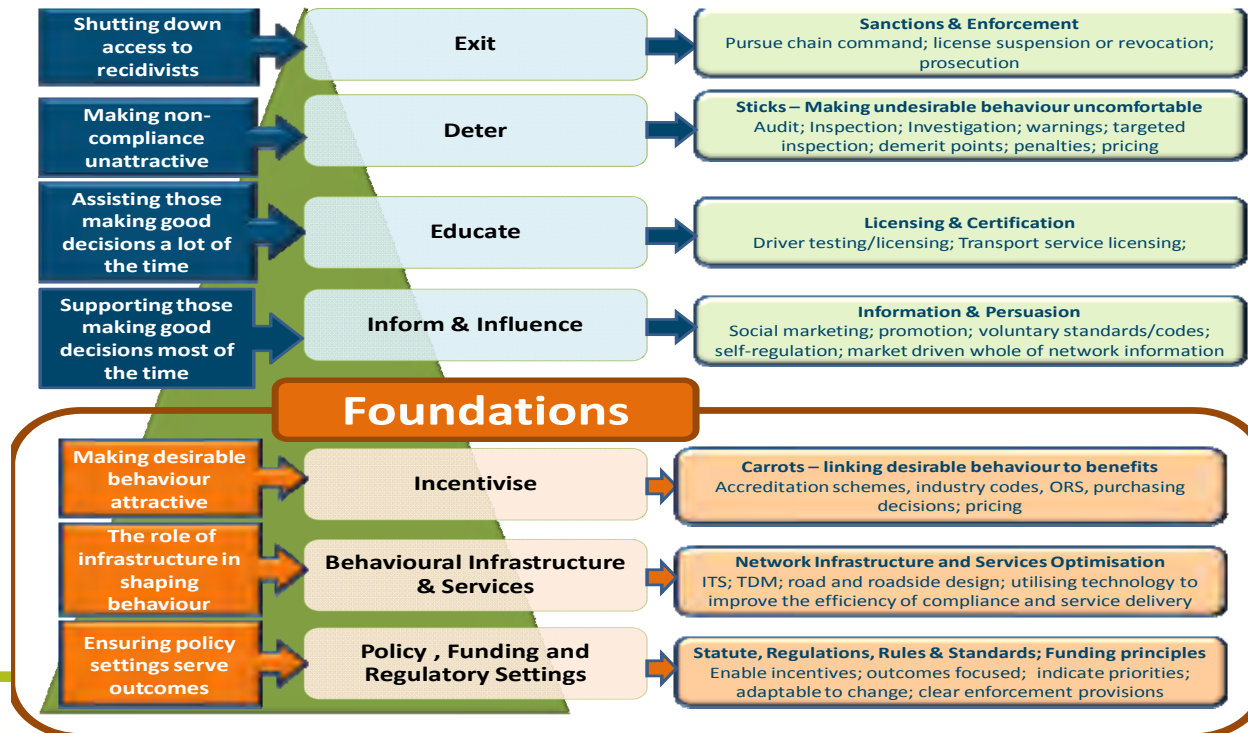
- Classification system at core of strategy:
 - level of service for each category (in development)

State highway network strategy

- Over time address difference between desired and actual levels of service
- Three strategic responses:
 1. Determine & address critical infrastructure gaps
 2. Make best use of the existing network
 3. Shape and influence changes in new demand

Network access and use strategy

- Strategic direction:
 - Work with others to shape how networks are used
 - Increasingly shape users choices through incentives



Network access and use strategy

- Shaping networks & user choices
- Three strategic responses:
 1. Unlock Network Potential
 2. Change the Safety Conversation
 3. Incentivise good road user choices

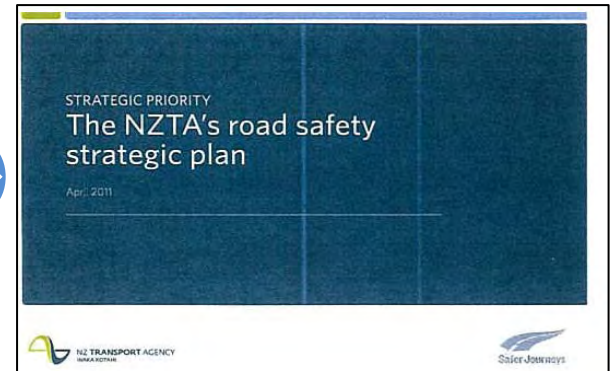
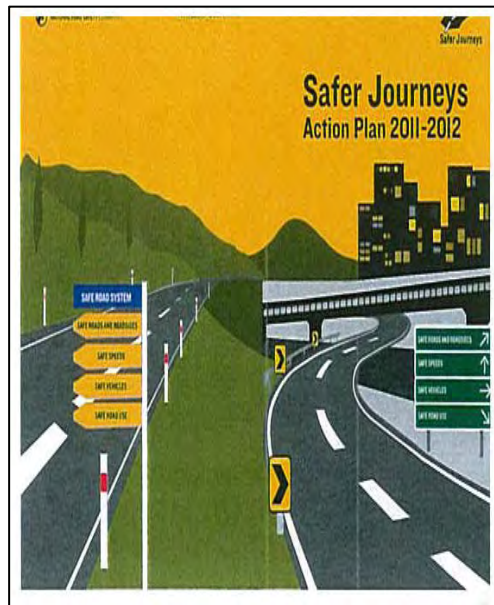
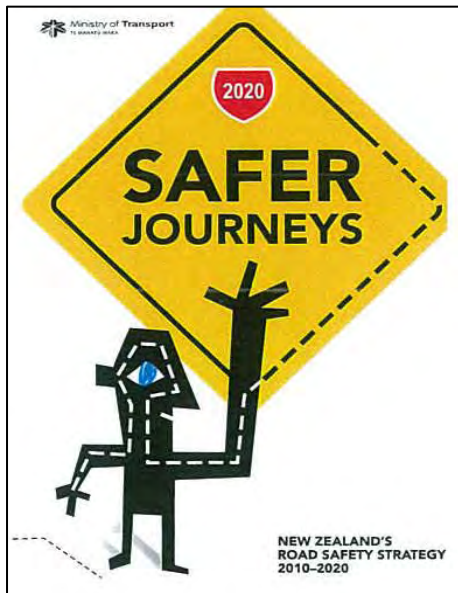


Investment & revenue strategy

- Investment signals revised to align with:
 - Safer Journeys areas of concern
 - Government Policy Statement 2012-15
- Strengthen revenue content (in development):
 - new principles
 - alternative sources of revenue



Road safety strategic plan



Safe system approach

- New approach to saving lives and reducing serious injuries
- More forgiving road system which:
 - acknowledges human fallibility & physical vulnerability
 - reduces price paid for human error
- Responsibility for road safety spread more widely
- We work together to strengthen the entire system
- Changed road safety culture affecting what we do, how we do it and who we work with



Next steps

- **Strategic direction** – Single external engagement on NZTA strategic direction covering:
 - SHNS – including draft levels of service
 - NEXUS
 - IRS revenue component
 - August 2011
- **Safety Plan:**
 - High risk rural roads guide (out for consultation)
 - High risk urban intersections guide – later in 2011
 - Demonstration projects (in development)

