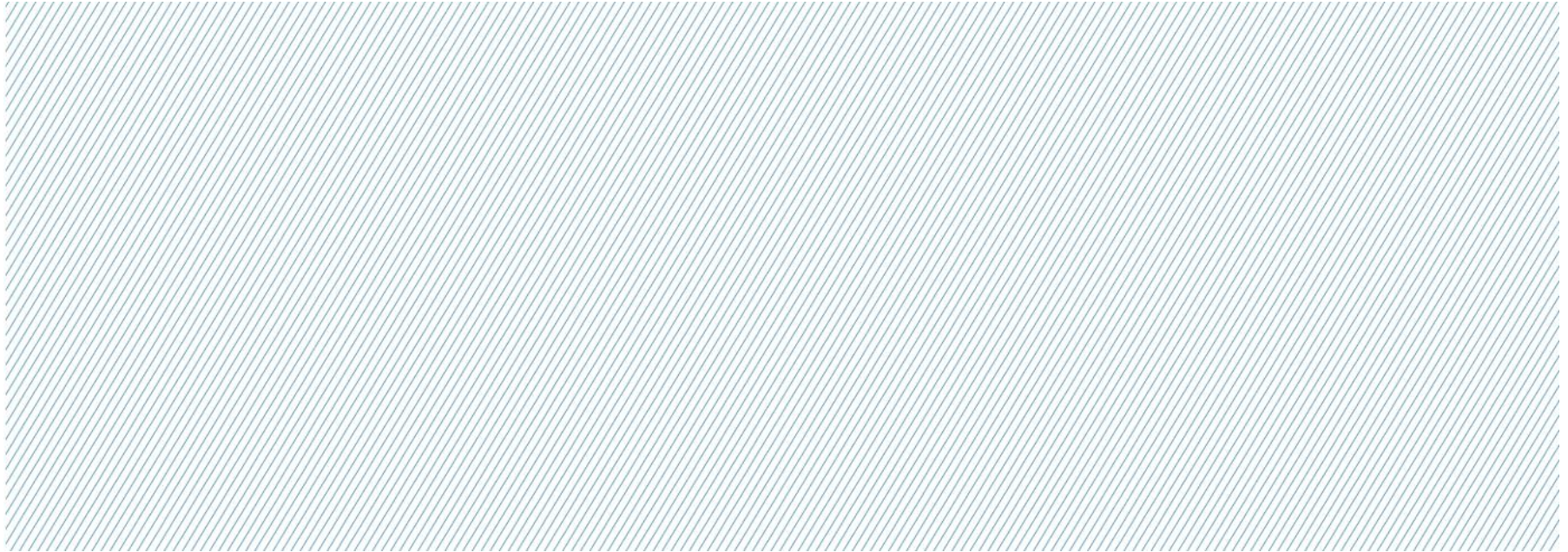


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# The way we are moving...

Presentation to Road Controlling Authorities Forum, 13 May 2016

Dave Brash, Group Manager, Planning and Investment



# Our goals and objectives

Integrate one **effective and resilient** network for customers

- 1 Integrate land uses and transport networks to shape demand at national, regional and local levels.
- 2 Integrate national and local transport networks to support strategic connections and travel choice.
- 3 Improve freight supply chain efficiency.

Shape smart **efficient, safe & responsible** transport choices

- 4 Implement the Safe System approach to create a forgiving land transport system that accommodates human error and vulnerability.
- 5 Incentivise and shape safe and efficient travel choices using a customer-focused approach.
- 6 Reduce costs for transport users through better regulation and willing compliance.

Deliver **efficient, safe & responsible and resilient** highway solutions for customers

- 7 Greater resilience of the state highway network.
- 8 Deliver consistent levels of customer service that meet current expectations and anticipate future demand.
- 9 Significant transport infrastructure.

Maximise **effective, efficient & strategic** returns for New Zealand

- 10 Align investment to agreed national, regional and local outcomes and improve value for money in all we invest in and deliver.
- 11 Ensure effective and efficient co-investment with our partners.
- 12 Explore innovative revenue, pricing and financing approaches that enhance the value delivered by land transport investments.



# Our priorities 2015–19

- Make it easy for customers to do business with us
- Predictable journeys for urban customers
- Integrate road and rail to improve freight network productivity
- Safer speeds that are right for the road
- Driving value through smart road maintenance
- Make urban cycling a safer and more attractive transport choice



# Our new chief executive – Fergus Gammie





# What's on the horizon for RCAs?

- Investment framework – Business Case Approach
- Investment decision making
- One Network Road Classification/Road Efficiency Group
- Vehicle Dimensions and Mass (VDAM) review
- Electric vehicles
- Safer Journeys
- NLTP update

# Overview of the business case approach

*A reminder of what the BCA is about*

## The business case approach is:

- A principles-based approach to developing proposals for investment from the National Land Transport Fund (NLTF)
- Designed to make sure our investments are focused on the highest priority outcomes for New Zealand, and to ensure public investments represent value for money
- Based on international best practice, and consistent with the Treasury Better Business Case practice.

Since July 2015, NZTA has required all *new* activities seeking inclusion in the NLTP to be developed following the business case approach.

# Responding to the sector

*Three years into implementation of the business case approach:*

- We've taken a good look at how the business case approach is being used
- It's clear there are some significant problems with the way the change has been managed
- We're working with stakeholders across the sector to address these problems & ensure there's better support

# Listening to our stakeholders

*During late 2015/early 2016 we conducted a series of interviews with a range of stakeholders & identified five key themes for improvement:*

- **Leadership** – we need to be more effective at leading this change.
- **Expertise** – Lifting our collective capability & collaboration to better guide & support the sector.
- **Expectations & Guidance** – We need to be clear about what ‘good’ looks like & improve the guidance we provide.
- **Clear & Consistent** – We need to use clear & simple language to communicate consistent messages.
- **Pragmatic & Fit For Purpose** – We need to get better at communicating what is sufficient for an investment decision.



# Supporting the Business Case Approach (BCA)



# Investment decision making



# One Network Road Classification/ Road Efficiency Group



# Vehicle Dimensions and Mass Rule review





# Electric vehicles





# Safer Journeys Action Plan

National improvement programmes for high risk roads

## Local urban arterials



## High risk local rural roads



# NLTP update

- Cycling
- Local road improvements
- State highways
- Regional improvements



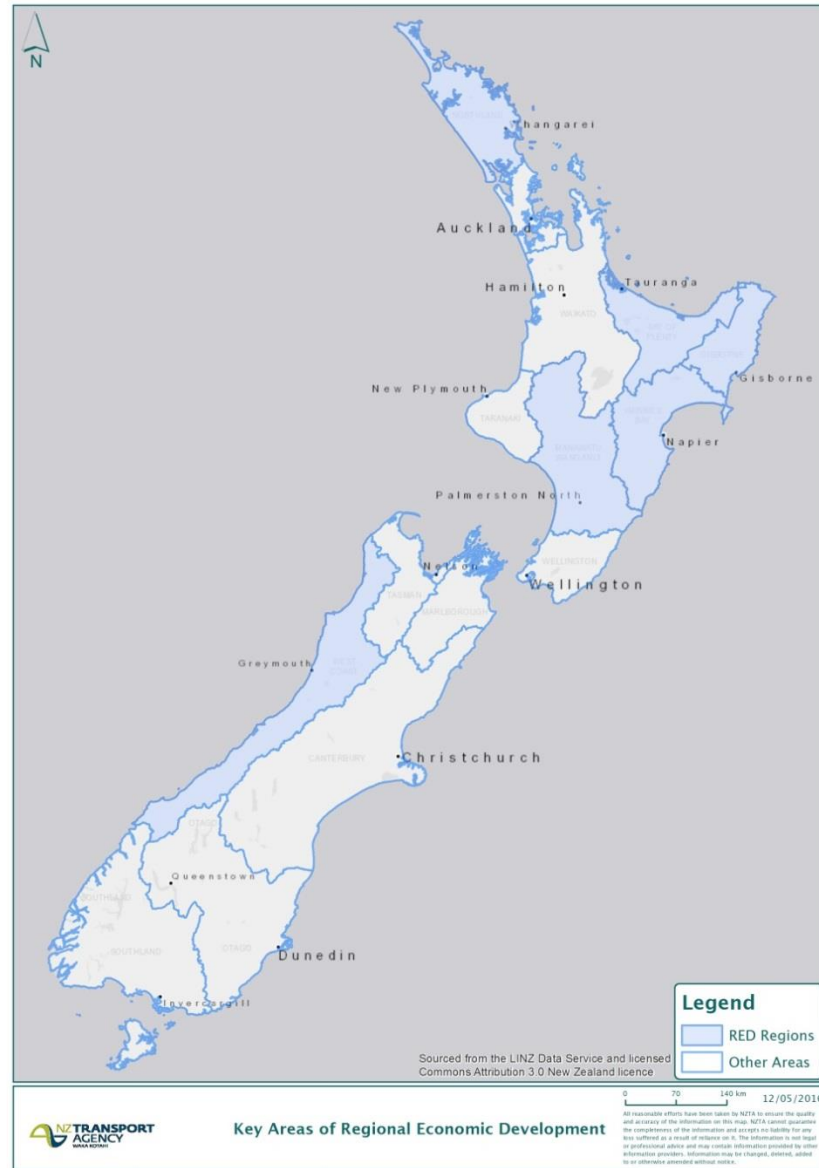


# NLTP update cont'd...

- Accelerated Regional State Highway Programme
- Northland bridges
- Maintenance programme
- Public transport



# Regional Economic Development (RED)





**Thank you  
Questions?**