

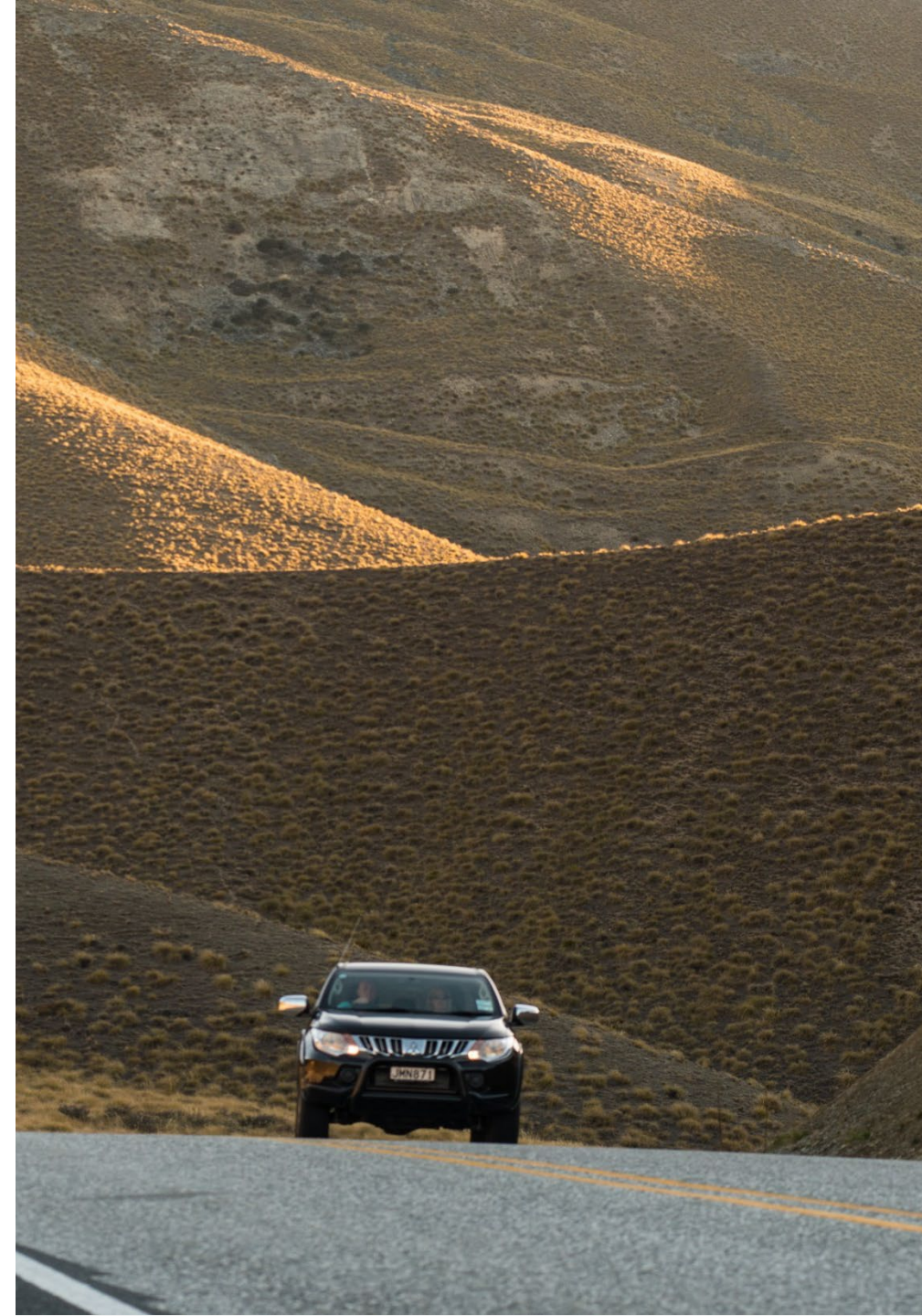
Regional Transport Committee

NZ Transport Agency update
Otago Southland RTC
September 2024



2024-27 NLTP: Highlights

- \$4.6 billion of investment with local government to better maintain state highways and local roads
- An additional \$5.5 billion to fix potholes
- \$1.7 billion for road safety promotion and road policing.
- \$6.4 billion for public transport services and infrastructure in our major urban areas, giving commuters better travel options and supporting economic growth through easier access to jobs.
- Delivery of the Roads of National Significance and Roads of Regional Significance to provide better connections
- An intention to deliver value for money, looking for greater efficiencies across the entire programme and ensuring every dollar we spend delivers better outcomes for New Zealand.



Roads of National Significance (RoNS)

- Delivery of the RoNS through innovative funding and alternative delivery models to deliver at pace
- We'll also be looking at additional sources of revenue and investment tools, such as tolling and road pricing
- Getting a 'spade in the ground' within the next 3 years is our top priority; developing a 10-year construction pipeline for industry
- Gives the sector confidence to plan long-term and make the necessary investments in equipment and staff
- To meet to expectations set in GPS 2024, we're transforming the way we work
- Challenging the status quo in how we plan and deliver our projects, how we ensure our supply chain and sector is set up for success and how we leverage legislative changes



Roads of National Significance (RoNS)

We're doing things differently

- We're developing a more efficient and effective business case process
- We'll be applying the improvements as they are developed to enable the first wave of RoNS projects to happen at pace
- Standardised designs and cross sections for the RoNS are being developed to direct the detailed planning activities.
- Fast-track consenting approvals and alternative funding and financing, will also help move these projects forward more quickly.



Our overall approach to RoNS

We are balancing work to accelerate early projects (Wave 1) towards construction during the 2024-27 NLTP with early planning across the programme to set up a clear 10-year pipeline

- Accelerating work on Wave 1 projects to begin construction during the 2024-27 NLTP period.
- Early planning on the remaining RoNS projects during the 2024-27 NLTP to enable clarity of objectives, scope, costs, benefits, funding & delivery approaches towards a 10-year pipeline.
- For projects where we do not have an approved designation, we will aim to progress route protection to provide long-term planning certainty for the programme and communities.

	NLTP Period	24-27	27-30	30-33	33-36	36+
Balanced Programme	Wave 1 Projects	DESIGN	DELIVER			
	Wave 2 Projects	PLAN	DESIGN	DELIVER		
A balance of planning, designing and implementing	Wave 3 Projects	PLAN	DESIGN	DELIVER		

Time of use charging

- The Government is drafting legislation to allow for time of use charging
- This form of road pricing is used to improve traffic flow, relieve congestion, and make better use of our transport network
- It does this by charging road users at different times or locations
- This charge will prompt some road users to change their time, route, or method of travel - or not travel at all
- Overall, this will result in faster and more reliable journeys
- The purpose is to manage demand
- In some cases, net revenue may be generated to invest in other transport initiatives
- Time of use charging is different to tolling. Tolling is used to generate revenue; to recover the costs of the road
- It is also different to congestion charging which is a variable charge that aims to improve journeys across an entire network. Congestion charging targets congestion at peak times.



IDM and procurement

- The Integrated Delivery Model (IDM) is replacing the Network Outcome Contract (NOC) model - currently used for the majority of NZTA's state highway maintenance contracts.
- The IDM will ensure we get value for money outcomes
- Procurement for the IDM and associated Integrated Delivery Contract (IDC) has begun with a Request for Information (RFI) advance notice being sent to market
- This procurement process may affect demand for supplier services in some regions and organisations should factor this into their own procurement planning



Safety cameras

- We're starting to take over camera operations from NZ Police
- We expect all cameras to transfer by July 2025
- The first camera transferred to our network in early September - on Candia Road, in Henderson, Auckland
- All safety camera sites will be signposted over time - a reminder for people to check their speed, slow down if needed, and to respect red lights
- In September signs will go up across Auckland and Waikato and we're also signing a few sites in Wellington and Dunedin
- Regular progress updates are available on our website, visit www.nzta.govt.nz/sc-locations
- Over the coming months we expect to be able to provide more detail about what that funding will cover



Moving to safer, more efficient and effective TTM

- From end of October, we'll be using the New Zealand guide to temporary traffic management (NZGTTM) as our technical standard
- We're working with its suppliers to transition to the new TTM approach – contracts are being updated to phase out the use of CoPTTM
- NZTA's assurance and training models have transitioned for the start of the summer maintenance renewals season – this will lead to more suppliers applying the new TTM approach
- We are working with Road Efficiency Group (REG) to prepare our first quarterly TTM performance report – to help us make further improvements to safety, efficiency and effectiveness
- We're also working directly with our supply partners on the quality of TTM setups on state highways to improve safety and value for money and minimise disruption to journeys

Downer NZ North Canterbury risk-based TTM pilot – line marking



Examples of efficient and effective TTM

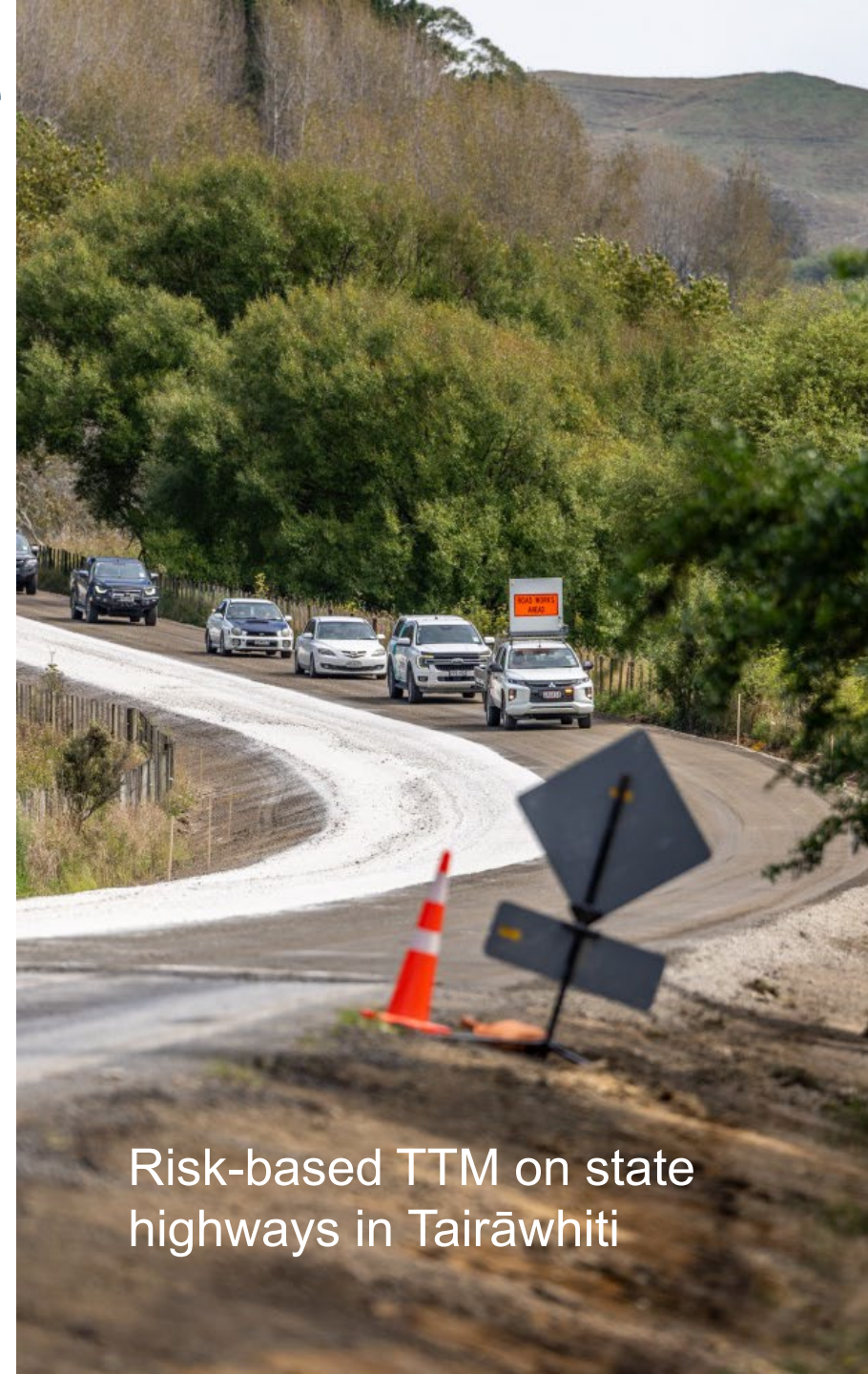
Careful planning, safe detours, road closures, nightworks, maximising TTM resource is improving productivity.

State highways – pilot vehicles, short and overnight road closures:

- Pavement repairs on state highways in Tairāwhiti used the risk-based approach – less cones, instead pilot vehicles managed road users through worksites.
- 3-week closure of Wellington’s SH1 Urban Motorway (WTA) saved \$154,000 on traffic management.

Local, low-volume roads – less cones and ‘stop/go’:

- Carterton District Council closed roads temporarily.
- Downer NZ team ‘working in the gaps’ in North Canterbury to do line marking.
- Working with Auckland Transport, Wellington City Council and Christchurch City Council on their transitions.
- Working with REG and TTM ISG to support small RCAs on their transition.
- Working with the New Zealand Events Association to develop guidance for local road closures for local community events.



Risk-based TTM on state highways in Tairāwhiti

National Ticketing Solution

- The National Ticketing Solution (NTS) will provide a range of easy-to-use and consistent payment methods for all public transport in New Zealand.
- Customers can pay using contactless debit or credit cards and digital payment methods, such as Apple Pay and Google Pay, as well as a prepaid NTS card.
- By making payments easier, the NTS will encourage more people to use public transport more often.
- Motu Move will be the public-facing brand of the NTS.
- NTS is on track for delivery to start in Canterbury in late 2024.
- All other regions will transition to the NTS by the end of 2026.



Road Efficiency Group

- The Road Efficiency Group Te Ringa Maimoa (REG) is a collaborative alliance between LGNZ, NZTA and all RCAs
- The 2024-27 NLTP final decision letters to included reference to using REG's tools and guidance to meet GPS expectations.
- REG is responsible for delivering the first phase of the Consistent Condition Data Collection (CCDC) project; sealed pavement surfacing data collection of all local authority roads.
- Data collection started this month and will improve asset management planning and decision making by establishing national data standards for pavement condition inspection.
- More information is available at www.nzta.govt.nz/reg



Otago & Southland State Highway programme

Committed projects for delivery

- Queenstown Package (Stage 1)
- Low Cost Low Risk Crown Resilience Programme (OTA/STLD)
- Completing Elles Rd
- A2 active travel route in Queenstown
- Nevis underpass funding carried over
- Low Cost Low Risk allocation provided for OTA/STLD



Otago & Southland State Highway programme

“Probable” activities for progression in 2024-27

- Network-wide planning (Asset mgmt, bridge replacements and digital engineering)
- Planning for Otago bridge upgrades and Mosgiel optimisation
- Dunedin City and Hospital projects
- Resilience corridors plus Homer Tunnel and SH1 Katiki straight
- VFM safety programme



Otago & Southland State Highway programme

“Possible” activities in 2024-27 NLTP

- Commercial vehicle safety centres (1 x OTA, 1 x STLD)
- Albert Town Bridge
- Frankton Flats network improvements

