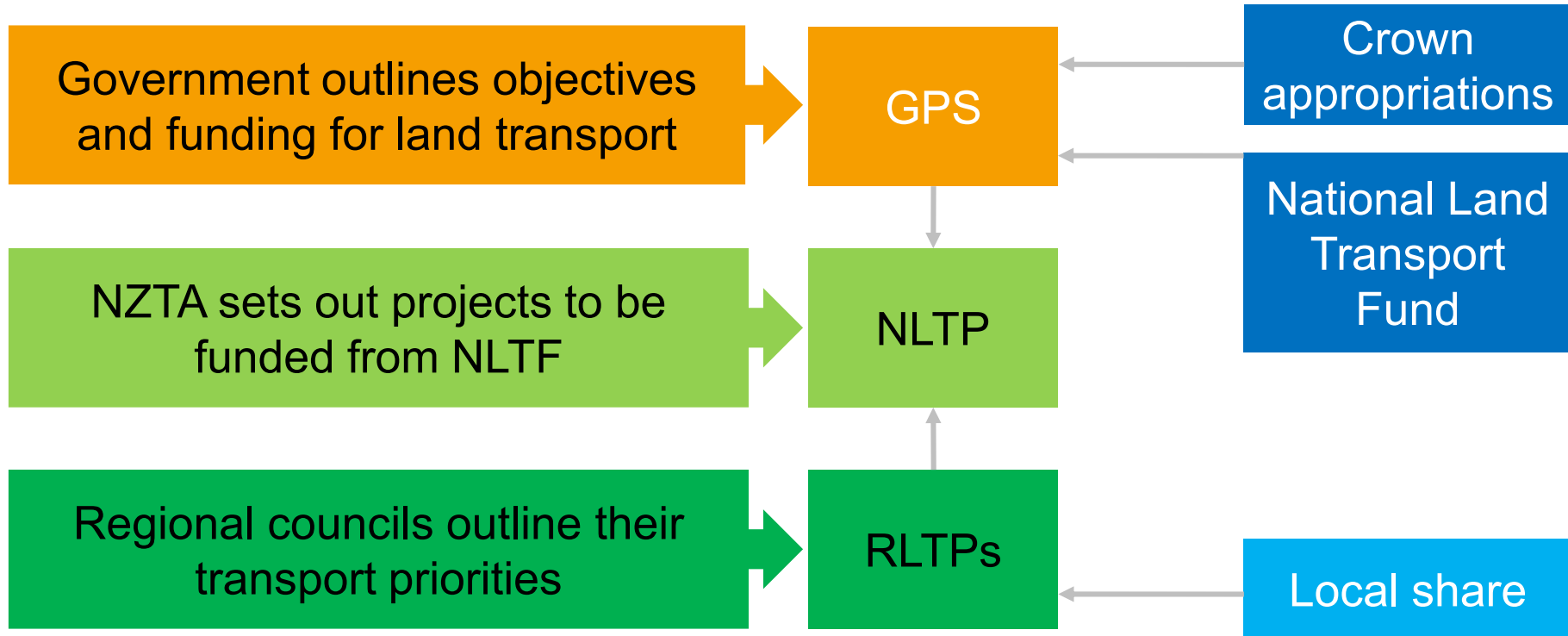


Presentation for Taranaki RTC

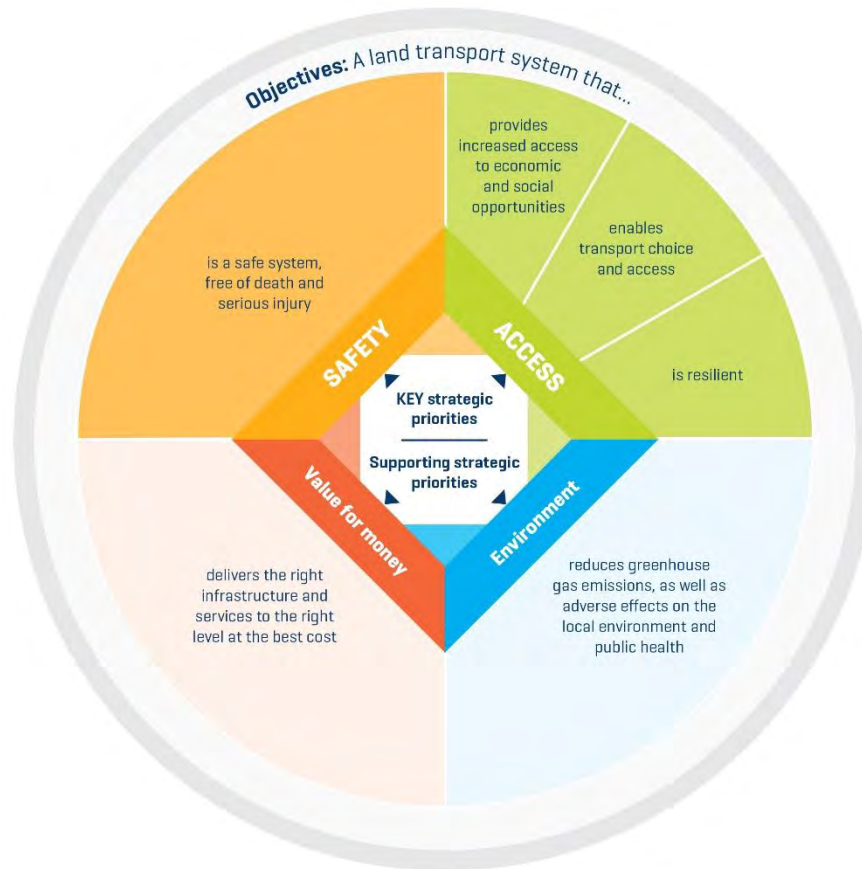
11 Sep 2019 | Prepared by Investments Team and NZTA



How the system works



GPS 2018 was ambitious

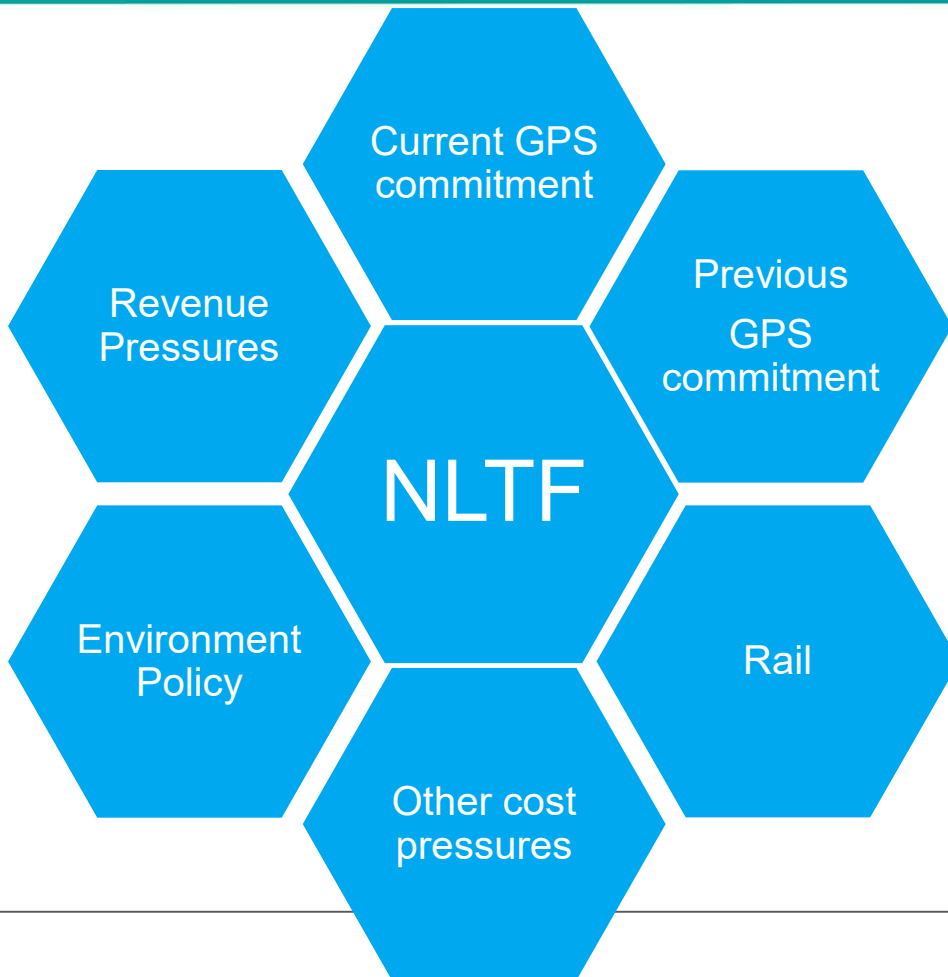


3x Themes



The themes **delineate *how* the results should be delivered** to ensure the best transport solutions for New Zealand are achieved.

Greater ambition means greater calls on the NLTF



GPS 2021 development timeline



MoT roadshows to gather regional views for GPS 2021

April 2019

Draft GPS 2021 released for engagement

Dec 2019/ Jan 2020*

GPS 2021 published

July 2020

GPS 2021 takes effect

July 2021

Revenue forecast (annual)
March 2019

Revenue forecast (annual)
March 2020

Revenue forecast (annual)
March 2021

Discussions where appropriate with TSIG, RTCs, LGNZ, NZTA, and other key stakeholders

Engagement period

Developing RLTPs and NLTP 2021

Council long-term plans under development

* Subject to Ministerial decision making

We heard views from the region at our roadshow



- **Positive feedback on GPS 2018 direction**
- **State Highway network remains important to the region as critical infrastructure**
- **Important for the GPS to enable innovation**
- **Would like continued partnership regarding GPS**

Taranaki regional transport update – Aug 2019



- **Safety is a major issue in the region**
 - Improvements planned for SH3 Waitara to Bell Block
 - Completed first stage of improvements from Awakino Gorge – Mt Messenger
 - Taranaki Network Outcomes Contract
- **Investments in LCLR Programme**
 - Recent highlights includes projects on SH3 & SH44
- **Repairs and Maintenance of key network**
 - Significant repairs on SH3 and SH43
 - Resurfacing upgrade on urban area of SH3
 - Improvements on SH43 sealing gravel sections through Tangarakau Gorge

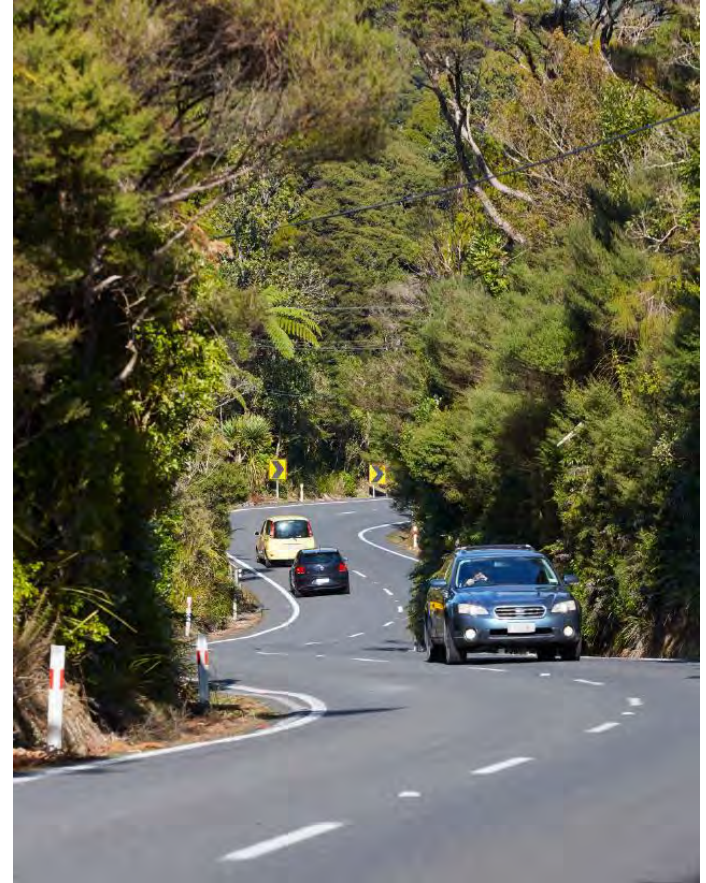
New Zealand Government

**ROAD
TO ZERO**

Creating New Zealand's new Road Safety Strategy 2020-2030



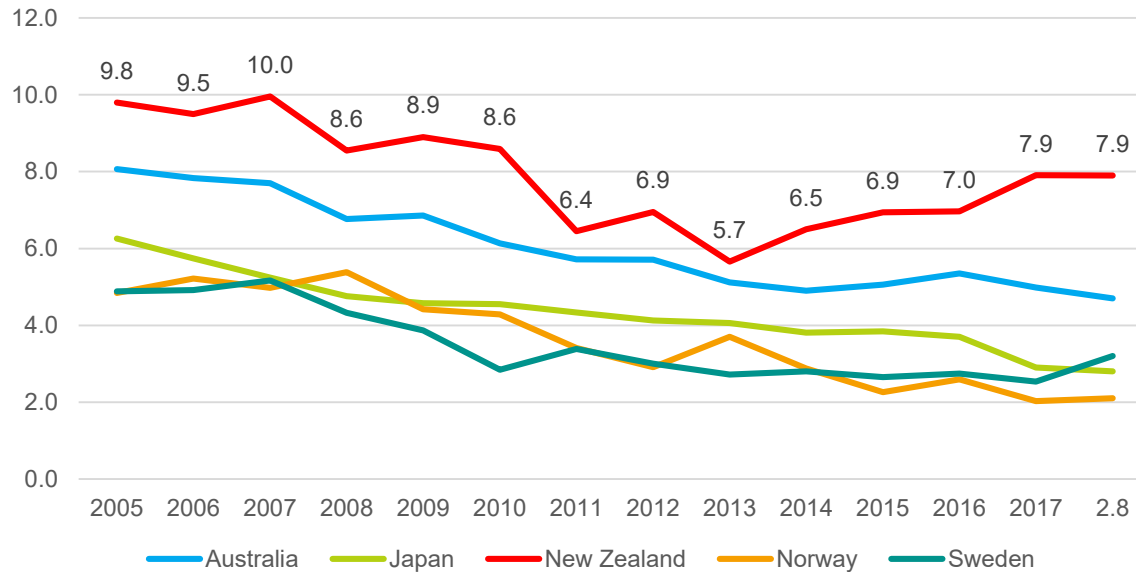
1. Road safety in context
2. Strategy development
3. Tackling unsafe speeds



How NZ compares internationally



Road deaths per 100,000 population



On average, 1 person is killed every day on New Zealand roads.
Another 7 are seriously injured.

An effective Road Safety Strategy



- Builds a joint understanding of the problem
- Provides clarity of purpose and sets out what we want to achieve
- Provides decision-making principles
- Sets out where we will focus our efforts
- Enables effective prioritisation of actions
- Galvanises action from stakeholders
- Holds decision makers to account



Our different roles in transport and road safety



Ministry of Transport

overall stewardship of the transport system

- Provides advice to the government to help it meet its transport objectives, including:
 - advice on legislative, regulatory and policy settings
 - funding levels and priorities
- Crown agency governance, performance and accountability.

NZTA

funds, builds, manages and regulates the land transport system

- Allocates funding for land transport infrastructure and services
- Manages driver and vehicle licensing, vehicle inspections and rules development.
- Provides land transport safety and sustainability information and education.
- Manages the State highway network

NZ Police

enforce compliance with road rules

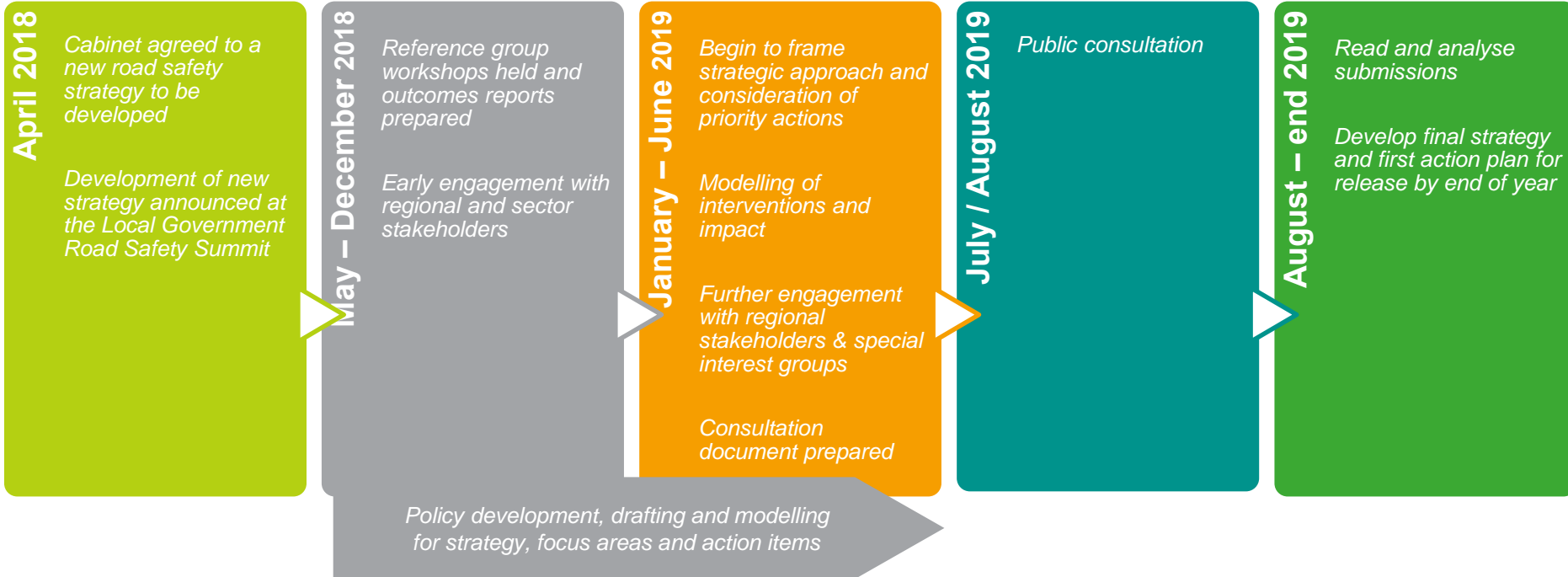
- Provides road policing services including:
 - speed management
 - drink / drugged driving enforcement
 - seatbelt enforcement
 - commercial vehicle investigation
 - a visible road safety presence.

Local Government

manage local roads, regulatory transport functions

- Own and maintain the local road network and perform important regulatory transport functions.
- Funds infrastructure and public transport services alongside central government
- Responsible for transport planning and land use planning.

Progress to date



Engagement with Local Government



Local Government conversations

- Local Government Summit, April 18
- LG representatives on reference groups
- Presentations at LGNZ forums, including rural and provincial sector and Metro Mayors
- Discussions with RTCs and RTC chairs
- Conversations with road safety working groups across NZ
- Strategy specific workshops in 14 regional locations across NZ March/ April 2019
- Conversations with LGNZ Policy Advisory Group and TSIG during consultation

What we heard

- Broad support for Vision Zero
 - Needs meaningful change to be credible
- Safe System needs to be strengthened and embedded
 - Driver behaviour still seen as a key focus by many stakeholders
 - Acknowledgement of the importance of speed, support for more streamlined processes for setting speed limits.
- A call for strong leadership and effective coordination
- Strategy needs to reflect rural needs as well as metro
- Need for on-going partnership with Maori in this area
- Need to bring community with us

Road to Zero framework



Vision:

A New Zealand where no one is killed or seriously injured in road crashes



2030 Target:

A 40 percent reduction in deaths and serious injuries (from 2018 levels)



Principles:

We plan for people's mistakes

We design for human vulnerability

We strengthen all parts of the road transport system

We have a shared responsibility for improving road safety

Our actions are grounded in evidence and evaluated

Our road safety actions support health, wellbeing and liveable places

We make safety a critical decision making priority



Focus areas:

Infrastructure and speed

Vehicle safety

Work-related road safety

Road user choices

System management

Tackling Unsafe Speeds Programme



Tackling unsafe speeds: 3 initiatives being considered



- 1) Improving the way councils plan and implement speed limit changes – establishing a new regulatory framework for speed management.
- 2) Transitioning to lower speed limits in areas with high numbers of active mode users – this includes around schools and in urban centres.
- 3) Adopting a new approach to safety cameras – moving towards the Swedish model.

Improving the way councils plan and implement speed limit changes – establishing a new regulatory framework for speed management

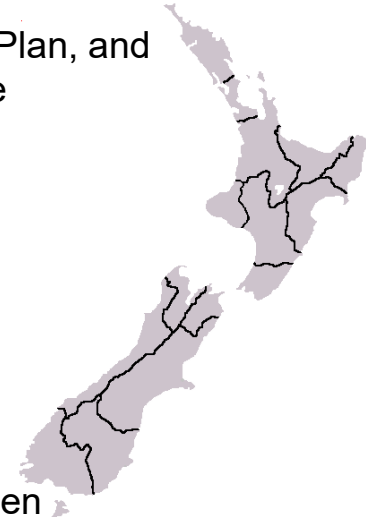


The NZTA would be required to develop a National (State Highway) Speed Management Plan, and to then work collaboratively with RCAs and Regional Transport Committees to support the development of Regional Speed Management Plans.

Speed management plans would:

- be aligned with the land transport planning process
- take a 'one network' approach to considering speed limit changes
- address Government priorities outlined in the Road Safety Strategy
- align, where appropriate, with recommended safe and appropriate travel speeds when proposing speed management changes
- be consulted on by RCAs to ensure robust analysis and local knowledge is accounted for
- outline how and when speed limit changes will be implemented.

This approach would remove the current bylaw-making requirements and is intended to clarify and streamline the speed limit setting process. A 'one network' approach ensures that speed management planning for state highways and local roads is aligned.



Transitioning to lower speed limits in areas with high numbers of active mode users – around schools and in urban centres



The following options are being considered:

ROADS OUTSIDE URBAN SCHOOLS

RCAs would be required to implement a maximum speed limit around urban schools. This could be a permanent or variable speed limit.

This could be 40 km/h for all schools, with RCAs having the option of implementing a 30 km/h speed limit.



ROADS OUTSIDE RURAL SCHOOLS

RCAs would be required to implement a maximum speed limit of 60 km/h (variable or permanent) around rural schools.



ROADS IN URBAN CENTRES

RCAs would be required to review speed limits on key roads in urban centres where there are high numbers of active mode users.

This would involve the consideration of implementing 30 km/h or 40 km/h speed limits.



A new approach to safety cameras – moving towards the Swedish model

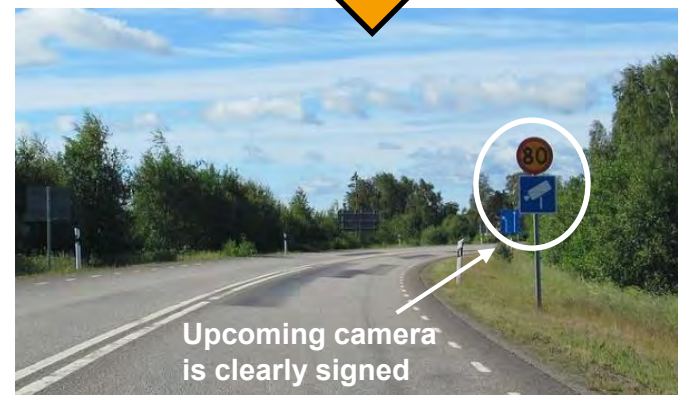
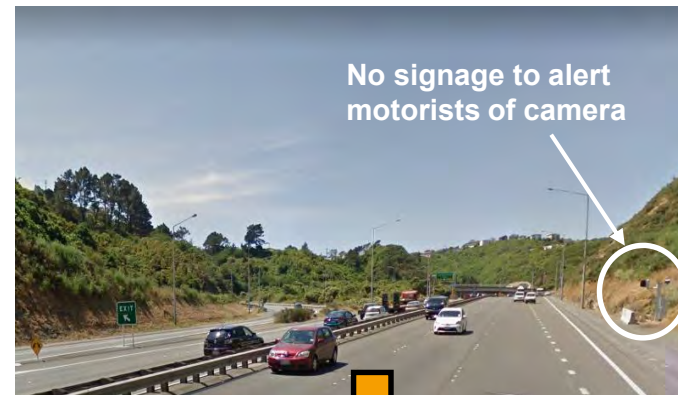


A new approach would include the following components:

- Additional safety cameras would be rolled out and installed on the highest risk parts of the network.
- Cameras would be made clearly visible and well-sign posted so that road users have advanced warning they are approaching a camera.
- Public messaging would be focused on explaining the purpose of safety cameras, the risks of speeding and why they are located in certain locations.

In addition:

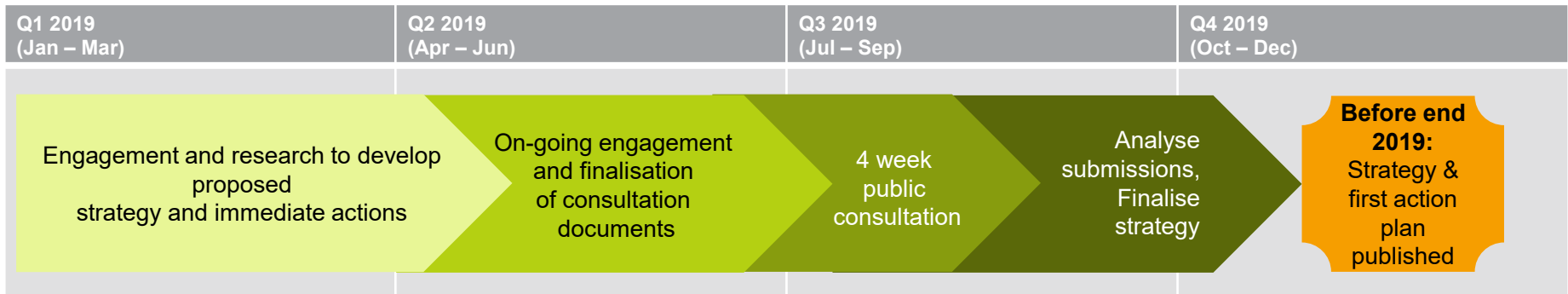
- The current back-office processing system is reaching the end of its life and will be upgraded, allowing for the introduction of more cameras and different types of cameras including average speed cameras.
- Police currently owns the camera network and processes infringement notices. The option of transferring ownership and operational responsibilities of the camera network to NZTA is being considered.



What next?



Delivery and next steps



Before end 2019: Strategy and first action plan published

Other key steps between now and end 2019 to progress specific actions will include:

- Consultation on Accessible Streets
- Policy decisions on the Tackling Unsafe Speeds package
- Rule changes to mandate ABS in motorcycles
- Big programme of road improvements through NZTA's Safe Networks Programme

Thank you

