REG: SMARTER TOGETHER - REALISING ENDURING EXCELLENCE BY ENABLING INNOVATION AND LEADING CHANGE

A Framework for a Safer Land Transport System

Trafinz Conference

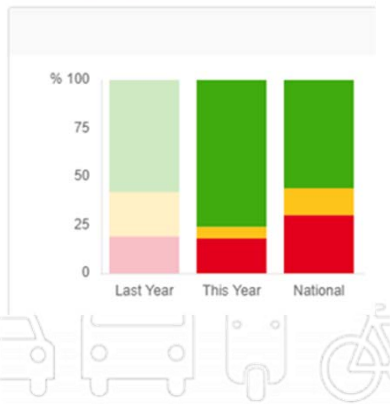**12 November 2019**

REG THE ROAD EFFICIENCY GROUP

We are. LGNZ.
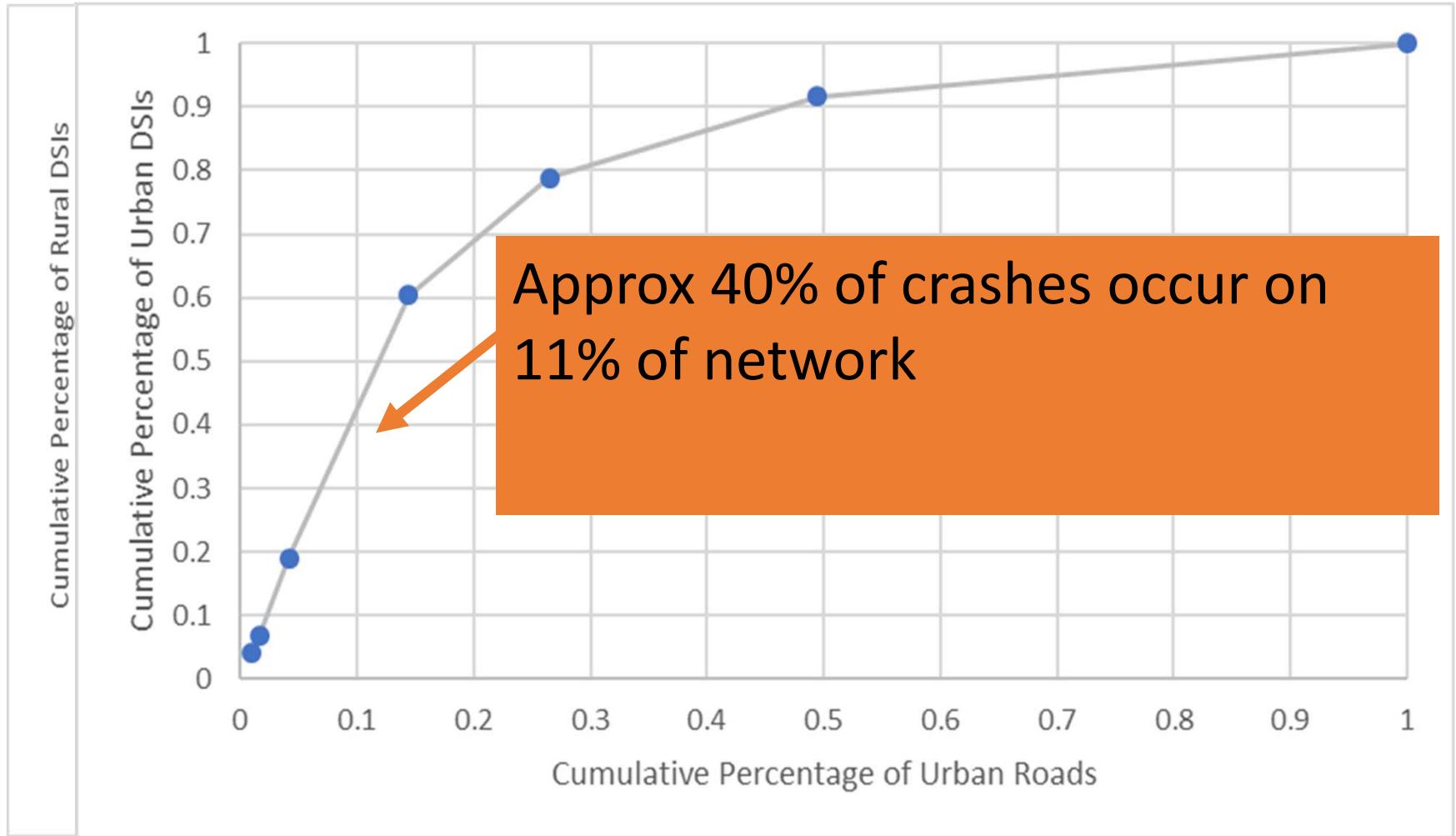
WAKA KOTAHI
NZ TRANSPORT AGENCY

REALISING EXCELLENCE IN THE TRANSPORT SECTOR
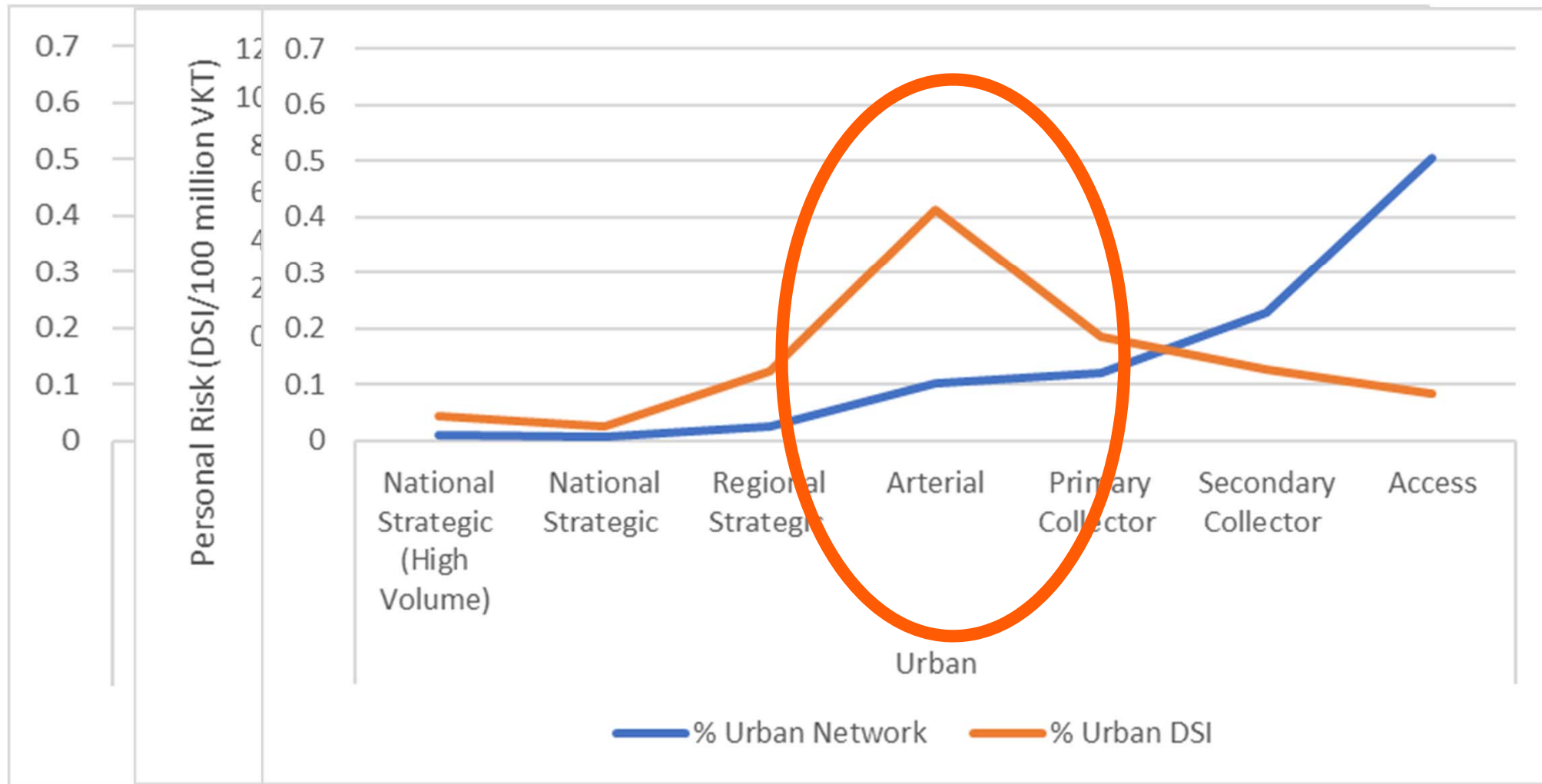

DATA
QUALITY

OVERALL RESULTS

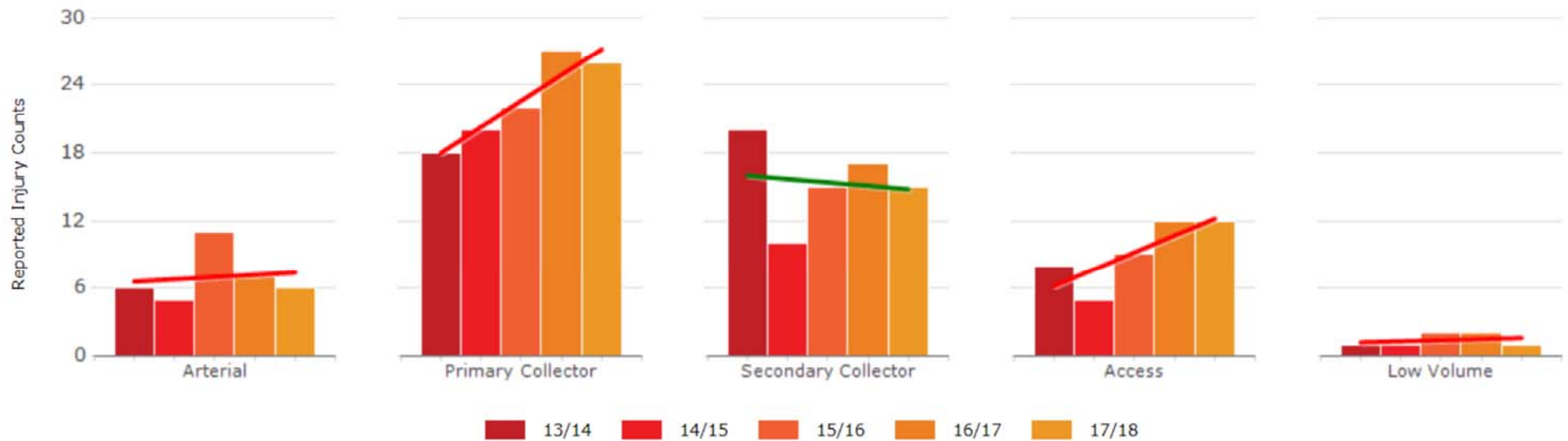Approx 40% of crashes occur on 11% of network
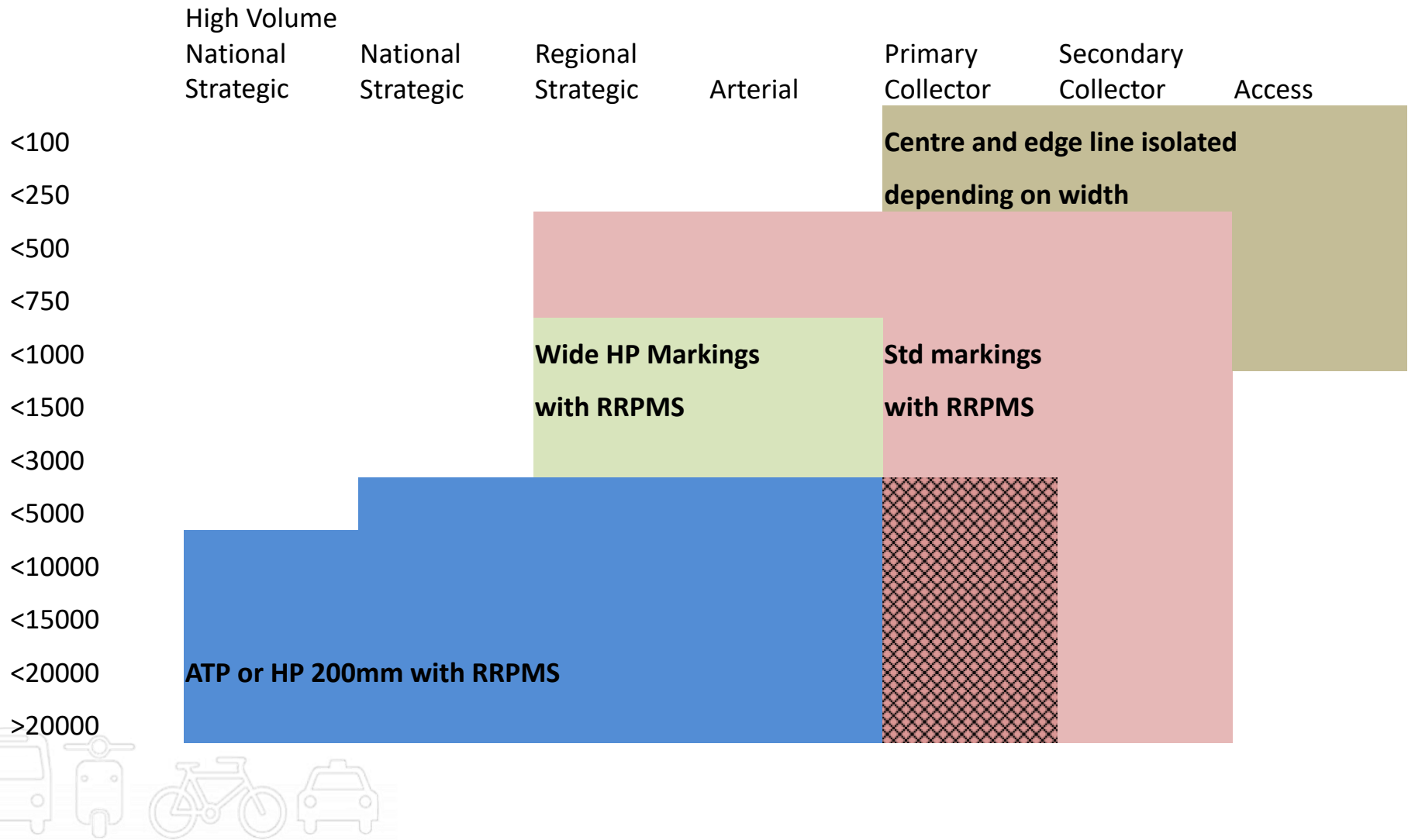
Information courtesy Dr Fergus Tate WSP Opus

Evidence is available to compare performance and enable peer to peer learning

The total number of reported serious injuries and fatalities (DSI) each year on the network

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Straw Men sealed rural

	High Volume National Strategic	National Strategic	Regional Strategic	Arterial	Primary Collector	Secondary Collector	Access
<100					**Centre and edge line isolated depending on width**		
<250							
<500							
<750							
<1000			**Wide HP Markings with RRPMS**		**Std markings with RRPMS**		
<1500							
<3000							
<5000							
<10000							
<15000							
<20000	**ATP or HP 200mm with RRPMS**						
>20000							

Intervention hierarchy for National Land Transport Fund (NLTF) investments

CONSIDER LAST

NEW INFRASTRUCTURE	Where affordable, to meet desired outcomes
BEST USE OF EXISTING NETWORK	Through optimised levels of service on roads and public transport services
DEMAND MANAGEMENT	Address demand through supply-side measures: active modes, public transport and school or workplace travel plans
INTEGRATED PLANNING	Align development with existing transport infrastructure and services, and plan for urban form which reduces travel demand

COST — Higher / Lower

CONSIDER FIRST

Evolving ONRC

- The REG Governors said we had to retain many elements of ONRC because;

    - It is fit for purpose for 85 % of the network
    - The sector owns it
    - It is used in many planning through to delivery process and documents

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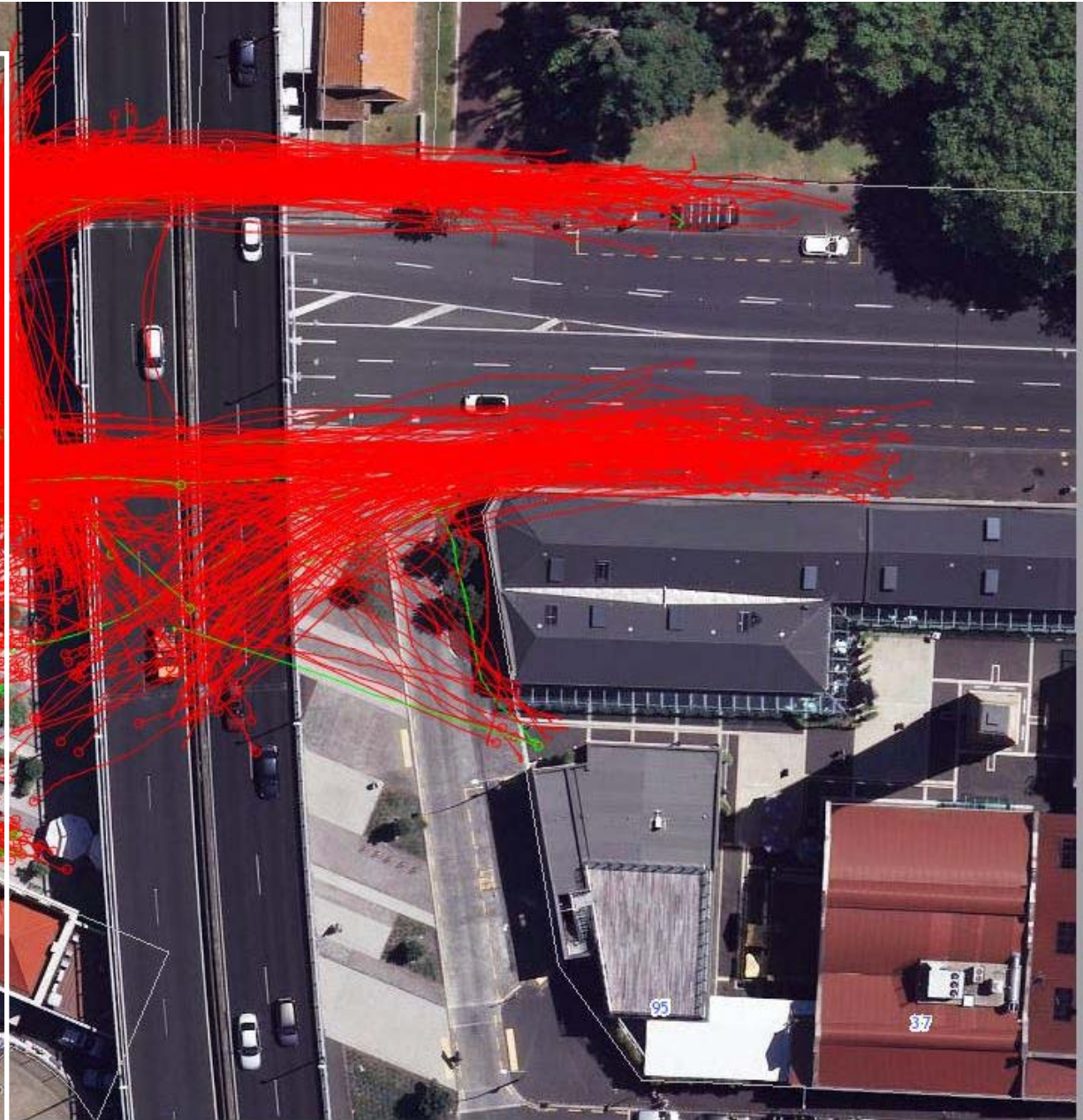We are. LGNZ. — NZ TRANSPORT AGENCY WAKA KOTAHI

The **One Network Framework** aims to provide a common language to reflect the role transport corridors play in the movement of people and goods across all land transport modes, the social spaces they provide and their role in providing access to adjacent land. The resulting framework is a toolbox to support consistent communication to customers and have conversations about the service levels they can expect.

What has changed

The Sector has seen the benefit of ONRC so;

- We are looking for greater representation of the activity associated with land use that occurs

- Need to cater for all modes and the need to balance the through put of people and freight

- Align with other frameworks, and

- We have access to more data

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Activity Street
M4P3

Local Street
M2P2

Regional Connector
M4P1

Significance

Movement

National High Volume	Connectors		Vibrant Streets
Regional Connectors		Activity Streets	Main Streets
Collectors			
Access	Local Streets		Community Spaces
Low Volume			

Local Area · Neighbourhood · Township/District · Regional · National → Significance

Place

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What's in it for you

Planners – land use

'I want a clear direction and framework to provide robust decisions that will withstand legal scrutiny.'

Descriptors
Development of land in accordance with the District Plan and other Council strategies
Optimising available land resources
Making the best use of what is available

Context
Non technical information required
Visual, spatial (don't need to understand strategy behind spatial plan)

Primary Goal
Clarity of strategy for area of interest they are investigating

Jobs to be done
Confirm decision makers strategy
Feedback how their plan will give effect to strategy
Scenario planning

Gains
Privy to transport outcomes desired
Understand wider implications of their decisions
Seamless interaction between transport and land use planners

Pains
Hearings
Decision based on ONF maybe challenged
Misalignment between District Plan and the ONF

Roading Manager

'I want to ensure the network can provide an appropriate level of service for users today and in the future.'

Descriptors
Accountable to the community for return on investment
Wear a lot of hats
Have to get a lot from a little
Time poor (urgent matters)

Context
80% roads are rural
20% towns with some 'go fast roads'
Competing priorities
Township is dependent on through trade

Primary Goal
Keep the network operating
Longer-term planned investment – a basis for investment
Get the money

Jobs to be done
Easy to apply to funding requests
Easy basis for discussion with Council / Boards
LTP / AMP / RLTP

Gains
Easy to get money
Better basis for saying no/yes
Community outcomes

Pains
Local vs national
Metro vs rural
Different user groups

Chief Executive & Governance

'I want a clear investment story that is support by robust evidence, is easy to understand, and identifies customer service levels, options and trade-offs.'

Descriptors
District or City Council
Decision makers and strategic level – recommend to Council
CE buck stops with them
Subject mater expert
Accountable
Need technical advice
Political awareness

Context
Easy to communicate
Help with clear evidence
Simple and context with legislative and regulatory framework
Evidence base to support decision and trade-offs

Primary Goal
Informed decision making recognising the political environment in which decisions made (but can challenge predetermined solutions)

Jobs to be done
Hearts and minds
Present detail simply and succinctly
KPIs, budget planning, long term

Gains
Maximise budget and spend (NLTP and Local Share)
Target budget
Lack of controversial decision making
Clarity / consistency
Understand trade-offs

Pains
Political – community backlash
Funding decrease
Mis-information
Need for strategic approach – now vs. future
Return to type mentality rather change plan

Retail Association

'I want a place where customers can come and get what they need without any hassle.'

Descriptors
Customers in and out
Parking (customer & staff; free!)
Amenity, Drawcard, be the go-to destination, point of difference. Competing with shops up the road

Context
Suburban shops
Busy arterial

Primary Goal
Customers

Jobs to be done
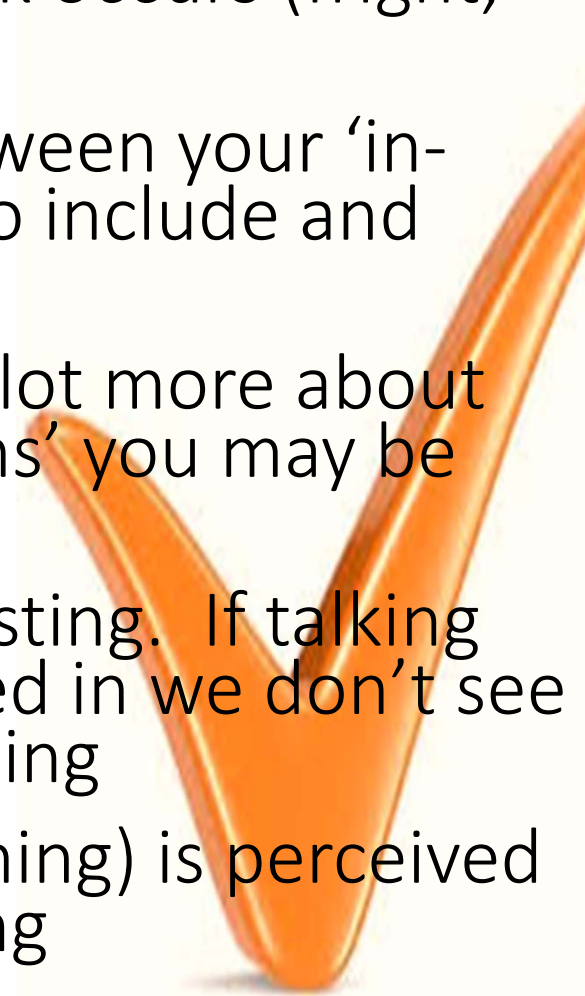Make over of street
Remove vacant lots

Gains
Customers
Good place to work

Pains
Noisy hared to cross road, access
Getting service delivery
Absent/vacant lots
Litter / grime
Council indifference
Different advice from different groups (i.e. Council vs Banks on what makes a good shopping area)

- **Don't Scare Us** – frightened brains don't respond to creative thinking, the Amygdala Hijack occurs (fright, flight or freeze response)

- **Embrace Diversity** – Differentiate between your 'in-group' and your 'out-group' – seek to include and understand your 'out-group'

- **Our Past is NB** (noted)! – We worry a lot more about 'losses' (5x more) relative to any 'gains' you may be proposing

- **"Include Us"** – wired to be self-interesting. If talking about the future we are not interested in we don't see ourselves in the picture you are painting

- **"Prime Us"** – New information (incoming) is perceived and interpreted relative to old/existing information. Sow seeds.

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Thank you