

**MEETING:** COUNCIL - August 2018  
**Name of item:** REPORT TO COUNCIL –ROAD CONTROLLING  
AUTHORITIES FORUM  
**Author:** Councillor Ann Court  
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## **Event**

Councillor Ann Court and Road Safety and Capital Works Engineer Tim Elliott attended the 27<sup>th</sup> July meeting of the Road Controlling Authorities Forum held at the James Cook Hotel in Wellington as part of our function as a Road Controlling Authority.

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## **Purpose**

The Road Controlling Authorities Forum (RCA) is held three times a year in Wellington. It provides a knowledge community for all owners of road assets within New Zealand to support the development of nationally consistent best practice, standards and guidelines for road investment and management through research, education and the exchange of information for the benefit of all road owners and road users.

We are also representative on the Special Interest Group Low Volume Roads (SIGLVR) which is a subset of the Road Controlling Authorities (RCA) Forum Representation on this interest group is from RCA's throughout New Zealand who have a special interest in low volume roads with the aim to complete research in conjunction with the industry to develop a set of guidelines for the management of low volume roads.

Additionally we are represented on the Dust Working Party.

## **Hon. Phil Twyford: Minister of Transport**

The Minister spoke to the new GPS highlighting:

- We are deliberately elevating safety and access as the two key drivers for investment in the land transport system. It is quite a policy challenge in getting things right – none of this is easy.
- Changing patterns of urban settlement requires less investment in roads and higher investment in public transport.
- Spending all of the funding on four laning and Auckland improvements is too expensive and leaves nothing for everything else. Auckland's motorways are great to drive on in the middle of the night but at all others times look a very expensive car park.
- Having said that the Whangarei/Warkworth project is currently being reworked as it has the strongest business case of all of the SHW projects and it has been historically under-invested.
- We need to address the widening infrastructure deficit in rural New Zealand. We have significantly increased funding for local roads, they have been under funded for too long and we need to redress the imbalance.

- Auckland will continue to be funded but we need to be very clear that whilst Auckland consumes the band width in the national conversation, Auckland will get only their fair share and no more – they will not consume resources at a cost to the regions.
- Transport planning needs to integrate to land use.
- We are currently reviewing the role rail and coastal shipping plays in the New Zealand freight task and will embed changes in GPS 2.
- We have a study underway to look at the role the upper North Island plays in the supply chain. We are looking to empower Marsden Point to compete more effectively.
- We are doing a lot of thinking around our drivers licensing systems and the future of our vehicle fleet.
- We have a review underway to look total mobility.
- We need to get smarter about pricing in the externalities rather than simple savings in journey time.

### **Peter Mersei: Chief Executive for the Ministry of Transport**

- Total investment \$4.8b. The GPS provides direction on how those funds will be invested.
- Environment Section now explicitly includes dust.
- Public Transport Section now explicitly covers areas outside of major urban centres.
- Footpath maintenance now included.
- New activity classes to support rail and rapid transit.
- Decrease in funding for state highway improvements.
- Increases to all other activity classes.
- Safety and Access are elevated and are now the key strategic priorities.
- Three key themes are:
  - Incorporating technology and innovation into the design and delivery of the land transport investment.
  - A mode neutral approach to transport planning and investment decisions.
  - Integrating land use and transport planning and delivery.

### **Fergus Gammie: Chief Executive New Zealand Transport Agency**

- Envision a lot of change in the GPS over coming years to embed the changes and redress the imbalance.
- You need to think about how to align your Regional Land Transport Plan (RLTP) to be consistent with the GPS.
- Money for State Highway Improvements is substantially less.
- Northland: Our focus is safety and access not moving people PDQ that may mean design solution are not four laning but a combination of other design solutions such as barriers, passing lanes, intersection improvements and speed management.
- Our job is not to litigate the rights or wrongs of the GPS but to enable it to happen. This is reflected in our investment framework.
- We are setting up a priority programme that will attract a higher FAR (Enhanced Funding Assistance) this is being overseen by a Local Government working groups. Local road safety projects are an example of

this focus as this will incentivise you to bring forward projects. Focus is on high risk areas and the FAR rate will be somewhere between your normal FAR and 100%. We want these projects to come through quickly and are looking to have them established by mid-September. Conditions apply.

- You must continue to spend your budget allocation on roading
  - This is not a tool to address funding challenges
  - Applies to 2018-21 only
- Ministry of Transport (MOT) is looking at speed – what decisions need to be made at a national level? Is your base 100kmph unless you argue otherwise or is it 50kmph unless you argue otherwise?
- Have you heard about the National Speed Register? NZTA is currently developing a National Speed Limit Register which will provide a modern, GIS enabled, central source of all fixed speed limits for roads in New Zealand. The register will make it easier for TCA's to update and share speed limit data and will enable the data to be accessed by the public and third party vendors. The Transport Agency will be engaging with RCA's throughout the development of the register and will provide support and training on how to migrate data and use the register. **[www.nzta.govt.nz/national-speed-limited-register](http://www.nzta.govt.nz/national-speed-limited-register)**
- The issue of gravel roads needs more scrutiny. What are the types of solutions we can apply in different situations? There are regional variations!
- Who is going to be leading the charge in technology change? We need a national approach (Future Technology Road Map). We need to avoid reactive investment which may lead to sunk or lost costs.
- Piloting GPS technology: We currently have technology that identifies where every bus and taxi is in Auckland in real time and how many people are in any bus at any given time.
- Capacity in the sector is challenging and an emerging challenge is resourcing project delivery. We are willing to provide capacity to assist local government. We are thinking about how NZTA can resource up to help LG deliver.
- NZTA have spoken with LGNZ about procurement and service delivery. How can we think differently so we don't have ten people doing the same thing in ten different parts of the country? Can we find areas to address procurement and service delivery in the construction sector as we transition to a market of more smaller projects rather than the historic large construction projects?
- Skill capacity is challenging
- Roading material supply is starting to become challenging.

#### **Andrew McKillop: Road Efficiency Group (REG)**

- We are working to improve public confidence and demonstrate greater value for money from Transport Investment by developing best practice leading into the next RLTP round.
- REG captures best practice and shares it within the industry to drive business excellence across the transport sector. The REG objectives are:
  - Connecting people to build capability, enable innovation and develop customer focused systems.
  - Helping the sector to understand the performance of their part in the wider transport system – including performance measurement and turning good data into evidence.
  - Making it easier to work together through systems standardisation and collaboration.
  - Helping the sector to understand the importance of its role in planning and delivering community outcomes.

- We are helping Road Controlling Authorities (RCA's) to build an Asset Management Plan (AMP) that tells a story based on systems and evidence. Communicating those messages to assist in good decision making and outcomes.
- AMP's need to be fit for purpose 'Facts do not cease to exist because they are ignored'. Data is not the story – data helps to tell the story.
- There is no better disinfectant than sunlight.
- Whether we like it or not we are dealing with an aging task force. Capacity in the sector is real. We need to consider graduates and internes.
- REG is not the delivery agent but an enabler.

Note: The REG scorecard on RCA's AMP's was circulated via email following the discussion at the INC Committee Meeting July 31<sup>st</sup>.

### **Dennis Mander: National Roothing Advisor for the Department of Conservation**

- 87 million hectares of public conservation land (30% of New Zealand). 1800km of roading.
- DOC roads are currently deteriorating our AMP is not ambitious we are currently aiming to simply hold the line. Currently we have no formal standards, no clear view on performance, inconsistent approaches to road maintenance and new investment is hard to justify unless the asset has failed.
- We are engaging with RCA's to see if they have an appetite to undertake DOC roading maintenance in a collaboration partnership. There are good parallels with the One Network Road Classification (ONRC) the standards are mature and supported by an inspection regime.
- Seeking a relationship to allow the parties involved to arrive at an outcome that is mutually beneficial without any preconceived models.

### **Other presenters not covered in this report:**

- Miguel Menezes: Whangaparoa Road: Dynamic Lane Control Trial
- Stacy Goldworth: Hot Cut Back Bitumen Risks
- Fergus Tate: Implementing Code of Practice Temporary Traffic Management (CoPTTM) in contracts. Assess your risk correctly. Make sure you are not paying for a traffic management system you don't need. Don't get overcharged and don't accept poor performance due to cost constraints.
- Robyn Findlay: Wynyard Quarter Bus Infrastructure (Young Engineers Presentation)

Next Forum 16 November 2018

All presentations are available to view on the RCA website: <http://rcaforum.org.nz/>