

# TRANSPORT AGENCY UPDATE

Bay of Plenty Regional Transport Committee  
24 May 2019

# NLTP prioritisation and TARGETED ENHANCED FUNDING

- The overwhelming response to the GPS and TEFAR has meant all NLTF activity classes are over subscribed.
- Most activity classes are significantly committed.
- We have prioritised the remaining NLTP projects, that best align with the GPS outcomes of safety, access, environment and value for money.
- The initial approved funding allocation for each local government's individual Low Cost Low Risk programme will not increase as a result of projects being eligible for TEFAR.



# NATIONAL LAND TRANSPORT PROGRAMME (NLTP)

- Looking ahead to the next 2021–24 NLTP, we've begun discussing transport priorities with the Government. We're currently developing a plan and initial timeline for the next NLTP process.
- The plan has been developed based on what we heard from stakeholders and our staff.



## Areas of focus include:

- increasing transparency and understanding of the NLTP process
- including stakeholders early on as we develop the NLTP
- developing systems and tools that are adaptable and easier to follow
- strengthening relationships with our partners

# SPEED MANAGEMENT UPDATE



- We are engaging with local councils to discuss speed management as part of a suite of safety interventions to be delivered as part of the Safe Network Programme.
- A complementary programme of speed reviews has been completed in some regions outside Auckland, Waikato and Canterbury in response to strong community requests or where we have long standing commitments for speed changes.
- We envision the planning of public and stakeholder engagement and consultation on the highest priority sites to start in the next few months.

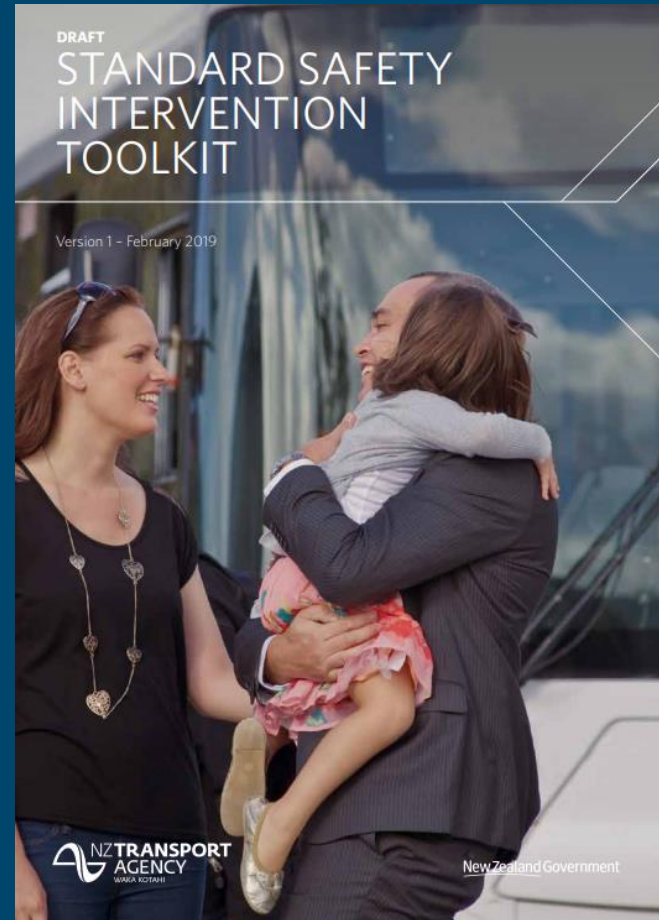
# MEGA MAPS SPEED MANAGEMENT TOOL



- More people will be able to access the Mega Maps speed management tool as we start to make this information more freely available.
- The Transport Agency will now assess access to the tool on a case-by-case basis but it will only be granted if training is undertaken.

# STANDARD SAFETY INTERVENTION TOOLKIT

- The Standard Safety Intervention Toolkit has been released as part of the Safe Network Programme. It is available on the NZ Transport Agency website.
- The toolkit is intended to provide guidance for road practitioners of all types and levels, including: road safety and transport engineers, asset managers, town planners, civil designers and community road safety officers. It is relevant to both state highway and local authority networks.
- The toolkit will assist project managers in demonstrating value for money to support investment decisions on projects or activities that meet the required criteria at a programme level.





# E-SCOOTERS

- While the Road User Rule does not require e-scooter riders to wear a helmet, the NZ Transport Agency strongly recommend helmets are worn for safety.
- We are working with the Ministry of Transport to develop a regulatory package called 'Accessible Streets' to improve safety and accessibility for those using the footpath and to encourage more people to use active transport.
- Learnings from the current local authority e-scooter trials will be fed into this work. Some of the regions currently thinking about holding trials include Tauranga, Wellington and Queenstown.
- If you want to discuss e-scooters in more detail with the Transport Agency, please contact [mark.rounthwaite@nzta.govt.nz](mailto:mark.rounthwaite@nzta.govt.nz).



**SCOOT SAFE**

*eScooters are cool.\**  
**Be a cool scooterist.**

**The scooterists code:**

1. ears out, eyes up
2. cars hurt – scoot where it's safe
3. it's cool to wear a lid
4. keep it cruisey and enjoy the ride
5. one scooterist per scooter
6. avoid people, it's the best way forward.

\*Scooters without motors are cool too. For more information, re-read this poster.

#scootsafe



Auckland Council  
To Kaurahere o Tamaki Makaurau

# ELIZABETH ST ROUNDABOUT METERING

- Results of monitoring to date are positive
- Average AM peak travel time for the Takitimu Drive southbound approach has reduced from 250 seconds (pre-metering) to **50** seconds
- That's an **80%** travel time reduction
- The average increase in travel time for the off ramp is **10** seconds.







Questions?