

# Road Safety Performance incentives: the Transmission Gully Toll Road and State Highway Safety Alliance



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# Safety Alliance (1)

- Background
- Safer Roads and Roadsides Business Case
  - Primarily National and Regional strategic highway
  - KiwiRAP high and medium high risk corridors
  - High risk intersections 24
  - \$754m over 10 years approximately
- Professional Services (not construction)

# Safety Alliance (2)

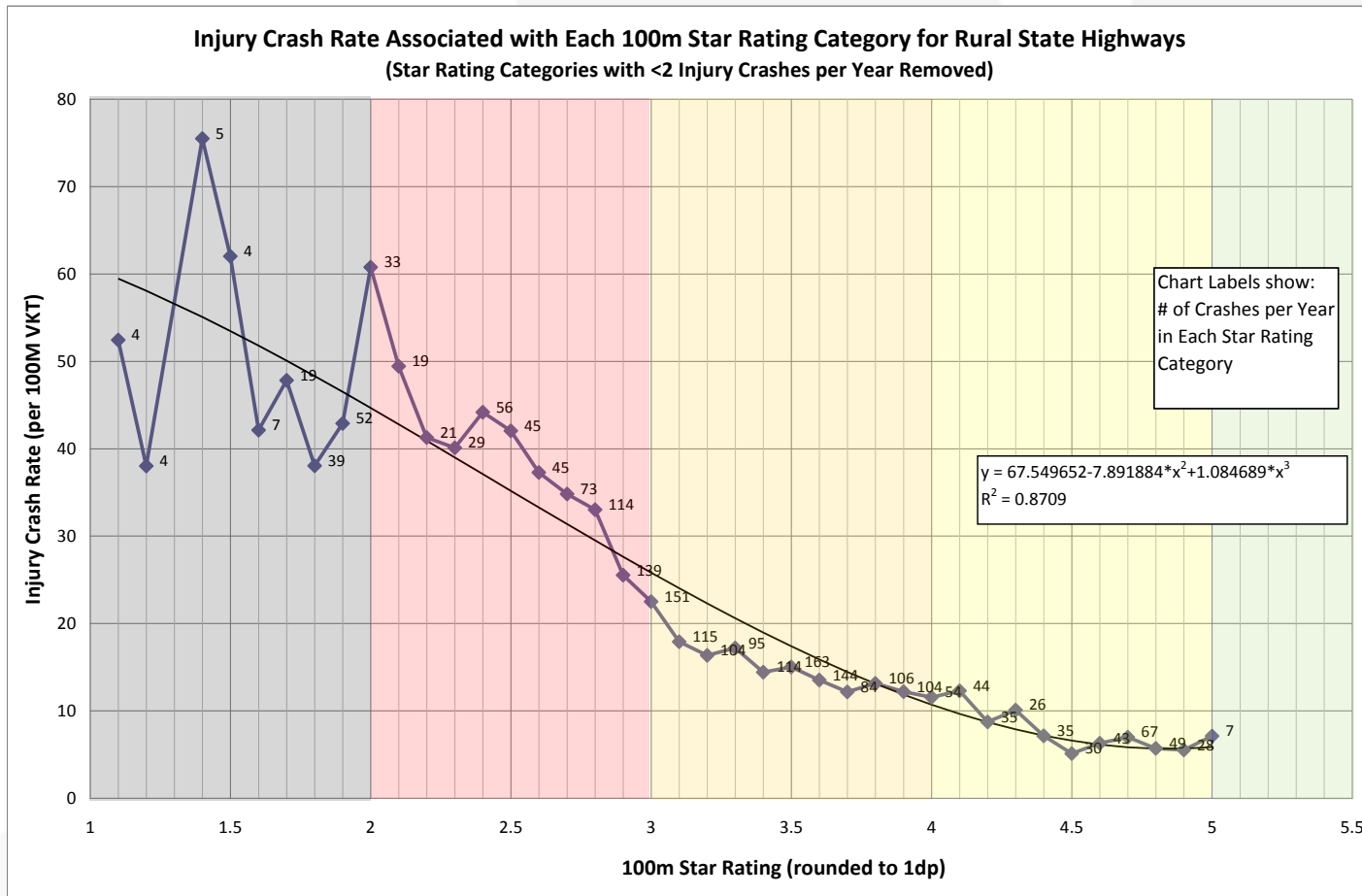
- KP1 reduce death and serious injuries by 1,426 over 10 years
- KP2 improve the KiwiRAP star rating on 424km
- Success Factor 1 treat 8 high risk intersections by 2016 and 14 more by end of programme
- Success Factor 2 increase the star rating to above 3.5 for 135km of highway

# Two PPPs

- **Transmission Gully**
  - 26km new four lane highway
  - Currently under construction
- **Puhio to Wakworth**
  - 38km new four lane highway
  - Currently being procured (FRP issued to 3 consortia 25 August)
- **Both**
  - Construction + 25 years operation
  - Safety in both design and operation

# Minimum Star Rating PPPs

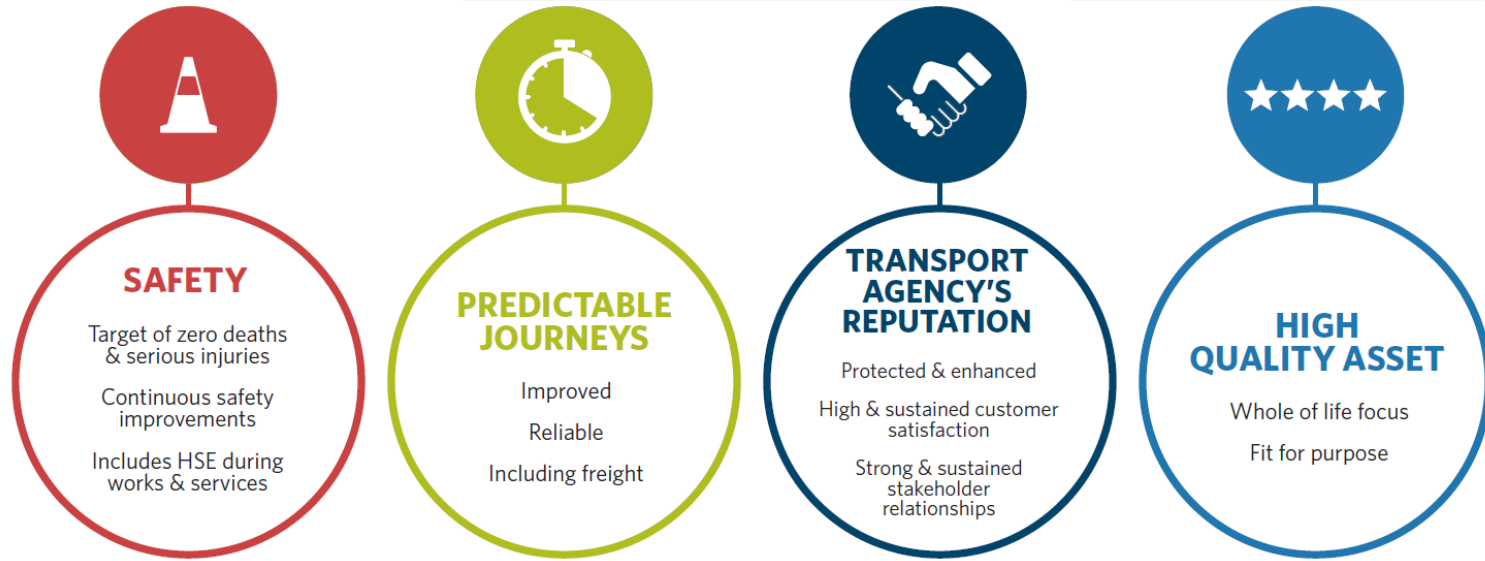
- Requires a 4 star KiwiRAP rating



# Safety in NZ PPPs

- PPP Model in NZ is outcomes based.
- Tenderers are evaluated with significant weighting applied to demonstrating the ability to deliver on these outcomes
- Contractor gets paid an availability payment when the road is available for use
- A performance regime sits within the PPP agreement and ‘incentivises’ the behaviours and outcomes we are looking for.
  - Influences design
  - Influences operations and need to improve performance (or asset) when required

# Outcomes



- **COMPLICATED** but the short version
  - Charge for each fatal and serious crash
  - Charges increase when there are systemic crashes (location or cause)