NORTHLAND REGIONAL COUNCIL

REGIONAL TRANSPORT COMMITTEE

AGENDA

FOR A MEETING TO BE HELD IN THE COUNCIL CHAMBER, NORTHLAND REGIONAL COUNCIL, 36 WATER STREET, WHĀNGĀREI, ON WEDNESDAY 1 JUNE 2016, COMMENCING AT 10.00 AM

MEMBERSHIP OF THE COMMITTEE

Chairman (Cr J Bain, NRC)

Cr P Dimery (NRC)	Cr G Martin (WDC)	Mr E Zöllner (NZTA)
Mr P Winder (KDC)	Cr A Court (FNDC)	

Recommendations contained in the agenda are NOT decisions. Please refer to minutes for resolutions.

OPEN MEETING

ISSUE: Confirmation of Minutes – 6 April 2016

ID: A844368

To: Regional Transport Committee Meeting, 1 June 2016

From: Christine Niblock, Regional Transport Committee Secretary

Date: 17 May 2016

Report Type:	☑	Normal operations	☐	Information	☐	Decision
Purpose:	☐	Infrastructure	☐	Public service	☐	Regulatory function
	☑	Legislative function	☐	Annual\Long Term Plan	☐	Other
Significance:	☐	Triggered	☑	Not Triggered		

Executive summary:

The purpose of this report is to present the unconfirmed minutes of the Regional Transport Committee meeting held on 6 April 2016 **(attached)** for confirmation as a true and correct record.

Legal compliance and significance assessment:

Councils are required to keep minutes of proceedings in accordance with the Local Government Act 2002.

Recommendation(s):

1. That the minutes of the Regional Transport Committee meeting held on 6 April 2016 be confirmed as a true and correct record.

NORTHLAND REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Minutes of the Regional Transport Committee meeting held in the Council Chamber, 36 Water Street, Whangārei, on Wednesday 6 April 2016 commencing at 10 am

Present:

Northland Regional Council
Cr J Bain, Chairman
Cr P Dimery

Kaipara District Council
Mr P Winder

Far North District Council
Cr A Court

Whangarei District Council
Cr G Martin

New Zealand Transport Agency
Mr T Crow (on behalf of E Zöllner)

In Attendance:

Full Meeting
NRC Chairman – Cr Bill Shepherd
NRC Transport Manager – Chris Powell
NRC Transport Projects Officer – Ian Crayton-Brown
NRC CEO – Malcolm Nicolson
NRC RTC Secretary – Christine Niblock
WDC Roading Manager – Jeff Devine
KDC Roading Manager – Henri Van Zyl
FNDC Asset Engineer (Roading) - Garry McGraw
FNDC GM Infrastructure and Asset Management- Jacqui Robson
NZTA Senior Programme Adviser – Martin Taylor
Northland Inc. GM Investment and Infrastructure – Vaughan Cooper
Northland Inc. CEO – David Wilson

Part Meeting
NRC Infrastructure Manager – Graham Nielsen
NRC CDEM Manager – Graeme MacDonald

The Chairman declared the meeting open at 10:00am

Apologies (Item 1.0)

Moved (Martin / Bain)

That the apologies from Ernst Zöllner for non-attendance be received.

Carried

Declaration of Conflicts of Interest (Item 2.0)

The Chairman invited members to make declarations item-by-item as the meeting progressed. There were no declarations of conflict at this point.

Confirmation of Minutes – 3 February 2016 (Item 3.1)

ID: A828400
Report from Regional Transport Committee Secretary, Christine Niblock.

Moved (Martin / Bain)

1. That the minutes of the Regional Transport Committee meeting held on 3 February 2016 be confirmed as a true and correct record.

Carried

Matters arising from item 3.1:
On confirmation of the minutes of the Regional Transport Committee meeting held on 3 February 2016, matters arose relating to recommendation 2 of Item 5.2 – Briefing on the Regional Stock Truck Effluent Disposal Facility Needs Locality Requirements Report. A further recommendation was made:

Moved (Martin / Bain)

1. That the Regional Transport Committee approve Cr Ann Court as representative on rest stop areas as part of the Northland Stock Effluent Working Group.

Carried

Tai Tokerau Northland Economic Development Action Plan (Item 4.1)

ID: A814699
Report from Transport Manager, Chris Powell.

Northland Inc. General Manager – Investment and Infrastructure, Vaughan Cooper provided a presentation on the Tai Tokerau Northland Economic Development Action Plan, summarizing the following key points:

- Developing the Action Plan - the process
- The four work streams
  - Land and Water
  - Visitor Industry
  - Specialised Manufacturing and Services
  - Enablers
- How do we make it work for us?
- RTC's Involvement, what does it mean to be a lead partner?
- The next steps – Post launch/on-going, gear up for implementation.

Moved (Winder / Court)

1. That the report 'Tai Tokerau Northland Economic Development Action Plan' by Chris Powell, Transport Manager, dated 22 March 2016, be received.

Carried

Matters arising from item 4.1
Discussion was had regarding the various plans that have been demonstrated to the RTC recently which reinforce the need for improved flood management, access and the connection

of Northland with the rest of the country (Tai Tokerau Northland Economic Development Action Plan, CDEM Plan etc). The need to build on these existing platforms, ensuring we have everything lined up and the mechanisms in place to make it happen.

Action: Chris Powell to provide a report at the next RTC pulling the various aspects of these plans together and detailing the processes we can follow to ensure it is all included in the RLTP.

New Zealand Transport Agency Regional Report (Item 4.2)

ID: A828133
Report from Transport Manager, Chris Powell.

Moved (Dimery / Winder)

1. That the report 'New Zealand Transport Agency Regional Report' by Chris Powell, Transport Manager, dated 22 March 2016, be received.

Carried

Action/s: NZTA to provide a bullet point report to the next RTC on current projects within the Safety Improvements programme to give the RTC a better idea of what is happening at a local level and the opportunity to ask questions on specific projects.

NZTA to provide a report to the next RTC summarising the progress of the Loop Road project.

Connecting Northland – Auckland to Whangarei Programme Business Case (Item 4.3)

ID: A818611
Report from Transport Manager, Chris Powell.

New Zealand Transport Agency's Safety and Network Performance Manager, Tim Crow and Principal Transport Planner, Jim Sephton provided a presentation on the Programme Business Case for the Auckland to Whangarei corridor, summarizing the following key points:

- Met with stakeholders to set objectives, criteria analysis and options for the corridor.
- Encompasses a lot more than the SH1 corridor i.e alternative routes, alternate means of transport etc.
- Currently writing up the draft and assessing the list of options.
- On track for delivery of draft business case in June.

Moved (Martin / Court)

1. That the report 'Connecting Northland – Auckland to Whangarei Programme Business Case' by Chris Powell, Transport Manager, dated 22 March 2016, be received.

2. That an update on the Connecting Northland – Auckland to Whangarei Programme Business Case be presented to the next Regional Transport Committee meeting.

Carried

Northland Regional Land Transport Plan 2015 – 2018 – Funding Uptake (Item 4.4)

ID: A828126
Report from Transport Manager, Chris Powell.

Moved (Winder / Dimery)

That the report, 'Northland Regional Land Transport Plan 2015-2018 – Funding Uptake' by Chris Powell, Transport Manager, dated 22 March 2016, be received.

Carried

Action: Chris Powell to provide a report to the next RTC regarding preparation for the next RLTP, setting priorities for the region and our approach.

Regional Road Safety Update (Item 4.5)

ID: A828908
Report from Transport Projects Officer, Ian Crayton-Brown

Moved (Bain / Winder)

That the report ' Regional Road Safety Update' by Ian Crayton-Brown, Transport Projects Officer, dated 22 March 2016, be received.

Carried

Action: Ian Crayton-Brown to provide a report to the next RTC regarding the recent increase in fatalities, including 5 year statistics, and include an update from the NZ Police regarding infringement numbers in comparison with crash statistics to establish if there is a correlation between the two sets of data.

Integration of the Regional Land Transport Plan 2015/21 and the Northland Civil Defence Emergency Management Group Plan (Item 4.6)

ID: A829242
Report from CDEM Manager, Graeme MacDonald and Transport Manager, Chris Powell

Moved (Bain / Winder)

1. That the report, 'Northland Civil Defence Emergency Management Group Plan 2016 -2021' by Graeme MacDonald, CDEM Manager and Chris Powell, Transport Manager, dated 23 March 2016, be received.

2. That a progress report be provided to the next Regional Transport Committee meeting.

Carried

Variation to the Northland Regional Land Transport Plan 2015/2021 (Item 5.1)

ID: A828124

Report from Far North District Council, General Manager Infrastructure and Asset Management, Jacqui Robson

Moved (Court / Dimery)

1. That the report, 'Variation to the Northland Regional Land Transport Plan 2015/2021' by Jacqui Robson, General Manager Infrastructure and Asset Management, dated 22 March 2016, be received.

2. That the Streetlight LED Conversion be included as a variation to the Northland Regional Land Transport Plan 2015/21.

Carried

General Business/Information Only:

Secretarial note: A minutes silence was held in recognition of the passing of Mr Allan Shadbolt.

CONCLUSION

The meeting concluded at 11:06am

ISSUE: Regional Road Safety Update

ID: A844373

To: Regional Transport Committee Meeting, 1 June 2016

From: Ian Crayton-Brown, Transport Projects Officer, Trish Rudolph, Regional Road Safety Advisor, New Zealand Transport Agency and Inspector Wayne Ewers, New Zealand Police

Date: 17 May 2016

Report Type:	☑	Normal operations	☑	Information	☐ Decision
Purpose:	☐	Infrastructure	☐	Public service	☐ Regulatory function
	☐	Legislative function	☐	Annual\Long Term Plan	☑ Other
Significance Policy:	☐	Triggered	☑	Not Triggered	

Executive summary:

This report serves to update the Regional Transport Committee (RTC) on the Northland region's road toll in regard to fatal, serious, minor and non-injury crashes, and issues affecting road safety.

The compilation and content of this report and related presentations, is a joint effort between the Northland Regional Council (NRC), New Zealand Transport Agency (NZTA) and the New Zealand Police (NZP). It concludes with the recommendation that the report be received.

Legal compliance and significance assessment:

The activities detailed in this report are part of the council's day to day operations and as such are provided for in the council's 2015–2025 Long Term Plan and are in accordance with the council's decision making process and sections 76–82 of the Local Government Act 2002.

While the subject of road safety is a significant issue for the region, the purpose of the report is to provide an information update on road safety issues and trends in Northland. Therefore, when assessed against council policy, it is deemed to be of low significance.

Recommendation(s):

1. That the report 'Regional Road Safety Update' by Ian Crayton-Brown, Transport Projects Officer, Trish Rudolph Regional Road Safety Advisor, New Zealand Transport Agency and Inspector Wayne Ewers, New Zealand Police dated 17 May 2016, be received.

Report:
At the previous Regional Transport Committee (RTC) meeting staff were requested to provide a report to the next RTC meeting regarding the recent increase in fatalities, including 5 year statistics. There was a further request to include an update from the NZ Police (NZP) regarding infringement numbers in comparison with crash statistics to establish if in fact there is a correlation between the two sets of data. A representative from the NZP will be present to provide further commentary on this.

Road trauma update:

National road toll – 2016 year to date: (As at 17 May)
The national road toll for 2016 presently stands at 129 involving 115 fatal crashes. For the same period in 2015 it stood at 128 involving 112 fatal crashes.

Northland road toll – 2016 year to date: (As at 17 May)
The Northland road toll presently stands at 14. This figure is made up of

- Five deaths in the Far North;
- Five deaths in Whangārei;
- Four deaths in Kaipara district.

For the same period in 2015 the road toll stood at nine.

Northlands crash trends over the last five years – 2011-2015
During the five year period 2011-2015 there has been mixed results regarding crashes in Northland.

2011 had a record low for fatal crashes, standing at 7 (7 deaths). For the years 2012-2015, the crash fatality figures and related deaths are reflected:-

- 2012 = 16 (18),
- 2013 =19 (21),
- 2014 = 14 (18),
- 2015 = 23 (23).

Serious injury crashes followed a similar trend with a low of 84 (101 serious injuries) in 2011 and the following years 2012-2015 showing serious injury crashes and related serious injuries of:-

- 2012 = 96 (119),
- 2013 = 88 (117),
- 2014 = 101 (121),
- 2015 = 117 (140).

When calculating fatal crash rates per 100,000 head of population for Northland, based on the 2013 census population count of 151,692, the following figures are obtained:–

- 2011 – 4.61 (7 deaths)
- 2012 – 10.54 (16 deaths)
- 2013 – 12.52 (19 deaths)
- 2014 – 9.22 (14 deaths)
- 2015 – 15.16 (23 deaths)
- 2016 – 9.22 (14 deaths YTD)

In 2013, a table depicting fatalities per 100,000 head of population in the OECD countries was released. Of the 31 countries included, New Zealand was 19th on the list with 5.7 deaths per 100,000. Sweden topped the list at 2.7 & Argentina at the bottom at 12.3 deaths per 100,000 head of population.

Many of the Northland crashes continue to fall within the 'Fatal 5' risk areas despite a high level of active enforcement and intervention by Police, along with continuing initiatives by partner agencies.
Because of the relatively low numbers reflected, care must be taken when interpreting fluctuations across the regions annual figures as even a minor shift in numbers can provide a distorted image of driver behaviour and crash data causation issues.

In analysing crash & Police reports, poor observation, poor handling, speed, seatbelts & fatigue related incidents feature prominently in many of the fatal and serious crashes.

The 'Fatal Five' risk areas are:-

1. Speeding;
2. Drink/Drug Driving;
3. Restraints;
4. Dangerous/Careless Driving; and
5. High-Risk Drivers.

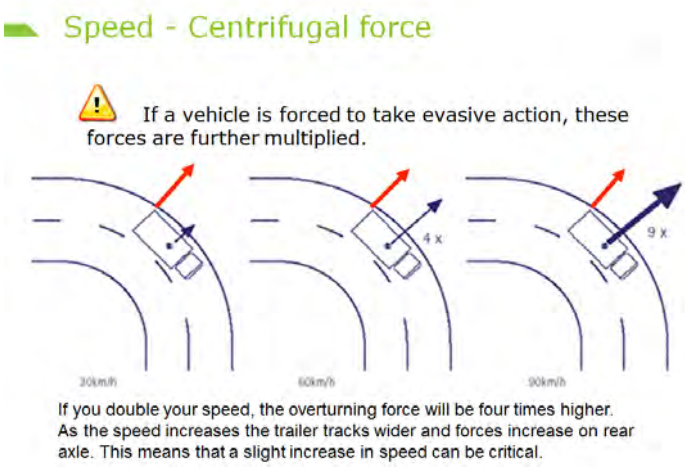
Logging truck roll-overs:
Since 11 April 2016, there have been five logging truck crashes in Northland, of which four were roll-over incidents. Investigations are continuing, but initial reports received would indicate that the crashes may have been caused by driver error or lapses of concentration.

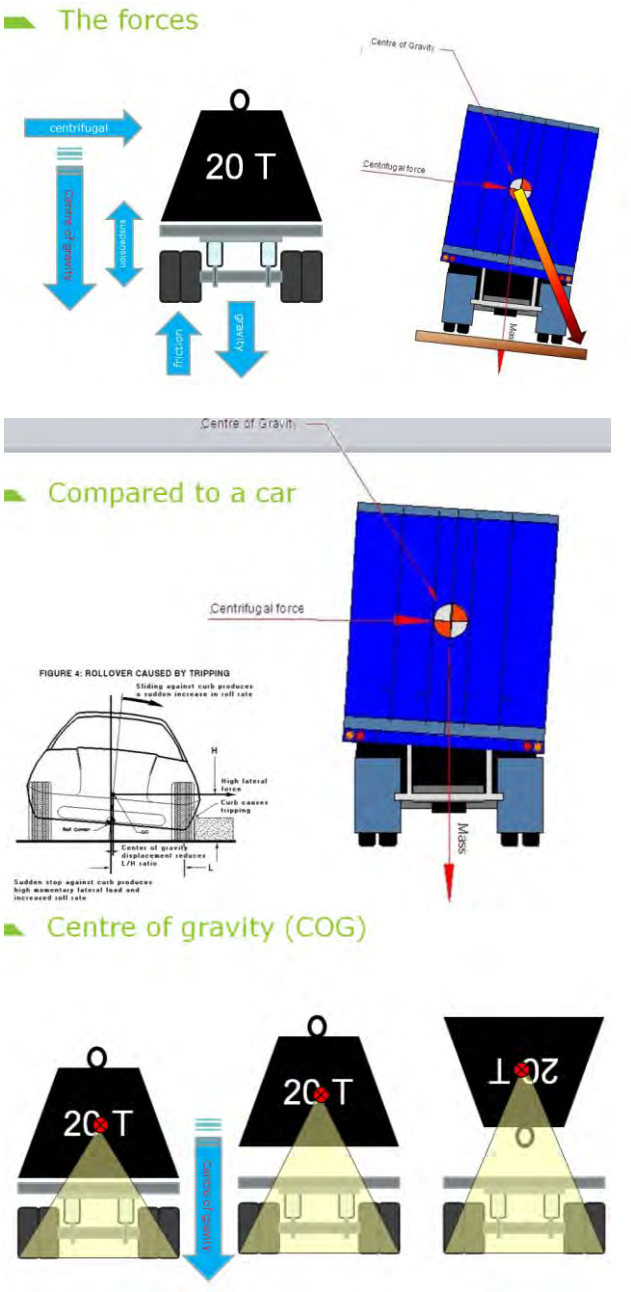
None of the crashes resulted in serious injury however one driver had a head injury stitched up and discharged from hospital. All crashes were single vehicle incidents. The trucks involved were either loaded with logs or were empty but were carrying (piggy backing) the trailer unit when the incident occurred. The crashes occurred at different locations which included:-

- Otaika Valley Rd (2);
- Near intersection of Waimate North & Okokako roads (1);
- Pouto Rd (1); and
- SH14 at Conn's Hill (1).

Factors that influence a truck 'roll-over' are identified as:-

- Speed,
- Gravity,
- Friction,
- Suspension,
- Centre of Gravity (COG), and
- Centrifugal Force.





The graphics above are taken from a VicRoads paper on Truck roll-over crash prevention program.

A 'Keep it 10 Below into Corners/Bends' campaign has been an on-going project with the Northland Freight Group targeting Northland log truck drivers'. This is to encourage truck drivers to travel at 10 km/h below the advisory speed through corners, and reduce the risk of being involved in a roll over or loss of control crash. Awareness campaigns have included radio messaging, roadside signage, handout resources promoting 'Keep it 10 Below into Bends/Corners'. Reminders are given at driver trainer sessions and 'tool box' safety meetings.

Two 'Roll-Over Prevention Seminars' are planned for Whangarei on the 26th and 27th May 2016 facilitated by the Road Transport Forum (RTF) and Hancock Forest Management as part of an on-going national driver training campaign.

'Ride Forever' motorcycle training workshops:
Another successful Training Course was held on Sunday 8th May 2016 in Whangarei for 12 riders of varying skills taking part covering the Bronze & Silver gradings.

ACC, NRC and ProRider will continue to work together and will aim to continue doing Whangarei training Workshops bi-monthly while there is still a good uptake of willing participants.

The next Course in Whangarei is scheduled for Sunday the 10 July 2016.

Safer Journeys Action Plan 2016-2020:
The third and final action plan for Safer Journeys, New Zealand's Road Safety Strategy to 2020 was released recently. See Attachment 1 for copy of Safer Journeys, New Zealand's Road Safety Strategy to 2020.

Martin Matthews, convenor of the National Road Safety Committee presented on the plan and emphasised 'the success of this Action Plan relies on road safety partners, industry, and the community working effectively together. Together, the nation can achieve a safer road system, increasingly free of deaths and serious injuries'.

In particular, this Action Plan's focus is to:-

- Enable smart and safe choices on the road;
- Make motorcycling safer;
- Ensure roads and roadsides support safer travel; and
- Encourage safe vehicles.

Each of these four new actions is expected in the long term to significantly reduce the numbers of people dying and suffering serious injuries on our roads.

Speed Management Guide:
The final Speed Management Guide will be released on 1 July 2016, providing greater national consistency in speed management.

The Speed Management Guide will be the key tool in achieving safe, efficient and appropriate speeds, and assist in the Safer Journeys goal of reducing speed related deaths by 2020.

Road Controlling Authorities will receive maps of their networks showing the top 5% of high benefit opportunities for speed management, together with tools to help with the rollout of the Guide and engage with communities about speed.

Award winning road safety radio advertisements:
Northland has had three of its road safety ads reaching the finals in the National Radio Awards. The radio ads are produced through a joint NRC & NZTA road safety package which has been working well for the last two years. The themes for the 'finalist' radio ads include – 'Drug use'; 'Texting' and 'Speed'. The Awards night is on 19 May.

Two of the Ads have already been successful in MediaWorks own annual National Awards, winning a 'Gold' and a 'Bronze' Award.

Safer Journeys

Safer Journeys
Action Plan 2016-2020

Contents

Foreword

This is the third and final action plan for Safer Journeys, New Zealand's road safety strategy to 2020.

The road toll today is significantly lower than when the strategy was launched in 2010. We've seen positive change through targeted campaigns and legislative measures, and collaborative partnerships across the sector that create the environment for new and powerful initiatives.

However, there are still too many people dying or seriously injured on our roads, and it is concerning that deaths and serious injuries have increased in recent years. The National Road Safety Committee recognises that, in order to make an impact, this Action Plan needs to reflect the principles of a Safe System: people make mistakes, people are vulnerable, we need to share responsibility, and we need to strengthen all parts of the system.

The actions contained here are less specific than previous action plans, but more transformational in their ambition. We are starting to see significant gains from initiatives started since 2010. The Third Action Plan consolidates these gains. It focuses attention on the areas of greatest concern, and presents opportunities for current and emerging technologies to help us address these concerns. The new actions complement the initiatives already under way, and I envisage they will markedly reduce the rate of deaths and serious injuries on our roads.

I am proud of what we have achieved so far with the longer term trend realising the vision of Safer Journeys, and the focus and commitment among road safety partners and communities to see better outcomes on our roads. The success of this Action Plan relies on road safety partners, industry, and the community working effectively together. Together, we can achieve a safer road system, increasingly free of deaths and serious injuries.

Martin Matthews
Convenor of the National Road Safety Committee

Introduction

Safer Journeys is New Zealand's road safety strategy for 2010 to 2020. It establishes a vision of "**a safe road system increasingly free of death and serious injury**".

Developed in 2010, Safer Journeys creates a framework for how road safety is managed across all parts of the road system: roads and roadsides, speed, safe vehicles, and road use. Priority is placed on areas with the most potential to reduce death and serious injury.

The Safer Journeys strategy is based on the Safe System. This approach aims for a more forgiving road system that takes human fallibility and vulnerability into account. Under a Safe System we design the whole transport system to protect people from death and serious injury.

This is the third and final Action Plan for the Safer Journeys Strategy 2010–2020.

Significant progress has been made under the previous two Action Plans, particularly in improving the safety of young drivers, and reducing impaired driving. Many of the initiatives will continue: they have become a core part of the policies and decision making of various agencies.

However there still remains a number of areas where progress towards a safe road system would benefit from more momentum. The Action Plan 2016–2020 is designed to renew focus on these areas.

In particular, this Action Plan's focus is to:

- Enable smart and safe choices on the road
- Make motorcycling safer
- Ensure roads and roadsides support safer travel
- Encourage safe vehicles.

Each of these four new actions is expected in the long term to significantly reduce the numbers of people dying and suffering serious injuries on our roads.

The actions focus extra effort where existing or planned work:

- does not adequately address the level of risk (including for motorcycling, urban road safety, and vulnerable users) or
- does not take advantage of emerging safety opportunities (such as safer choices and safer vehicles).

Figure 1: The Safe System

The Safe System

The Safer Journeys strategy applies the Safe System approach.

The Safe System looks beyond the road user and examines the entire road system to improve safety by creating safer roads and roadsides, safer speeds, safer vehicles and safer road use.

To protect people from death or serious injury, the Safe System's objectives are to:

- make the road transport system more forgiving to allow for human error
- reduce the forces that injure people in a crash to a level the human body can tolerate without serious injury
- minimise the level of unsafe road user behaviour.

The Safe System is underpinned by four principles noted on the opposite page.

People make mistakes

Occasionally we make mistakes and poor decisions that affect us and other road users—sometimes with life-changing consequences. Mistakes, which can be reduced but not entirely eliminated, include slips and lapses in attention, and skill and performance deficits. Poor decisions include impairment by drugs and alcohol or fatigue, speeding, and not wearing seatbelts or helmets.

People are vulnerable

When a crash occurs, the human body has limited ability to withstand crash forces. The Safe System response is to design the system to be more forgiving in a crash through technologies and approaches that reduce or absorb crash forces.

Shared responsibility

System designers and people who use the roads share responsibility for creating a safer road system where crash forces do not result in death or serious injury. Responsibility for what happens in a crash reflects the relationship between:

- road users
- transport system designers
- those whose decisions influence how people behave and
- how well the system protects road users.

Strengthening all parts of the system

Roads and roadsides, speeds, vehicles, and the use of the road are inter-related. We must strengthen all parts so that if one part of the system is weakened or fails, the other parts can compensate to prevent death or serious injury.

The emphasis is placed on deaths and serious injuries, as the types of crashes causing death and serious injury are the same or very similar. Many serious injuries cause lifelong debilitating physical and mental effects, with ongoing costs and trauma for individuals, families and communities.

Achievements since the launch of Safer Journeys in 2010

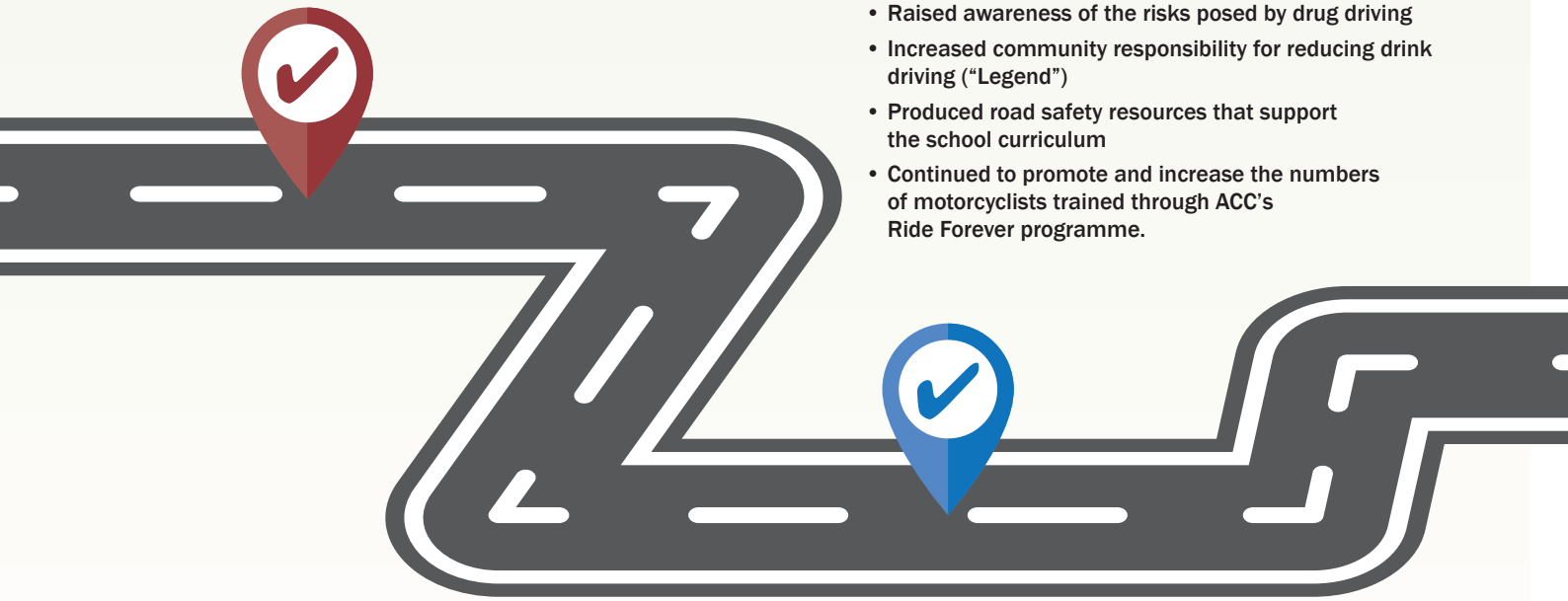
We have made significant achievements since 2010 through initiatives identified in the Action Plans. Many of the initiatives have become a core part of the policies and decision making of various agencies, and recognised by the public as a necessary contributor to road safety.

Safe Speeds

- Public campaigns to raise awareness of why speed matters (eg “Mistakes”, “Flying objects”)
- Developed and progressed the Speed Management Programme
- Progressive roll-out of Safety Camera Programme (eg red lights, speed)
- Speed Demonstration Projects
- Introduced vehicle and weather activated speed limit signage.

Safe Road Use

- Introduced a power-to-weight restriction for novice motorcycle riders
- Introduced competency based motorcycle licence testing
- Implemented an alcohol interlock programme
- Raised the minimum driving age to 16 years of age, and strengthened the driver licensing test
- Implemented a zero Blood Alcohol Concentration for drivers under 20 years of age
- Lowered the Blood Alcohol Concentration to 0.05 for drivers over 20 years of age
- Increased child restraint use for children up to 7 years of age
- Raised awareness of the risks posed by drug driving
- Increased community responsibility for reducing drink driving (“Legend”)
- Produced road safety resources that support the school curriculum
- Continued to promote and increase the numbers of motorcyclists trained through ACC’s Ride Forever programme.

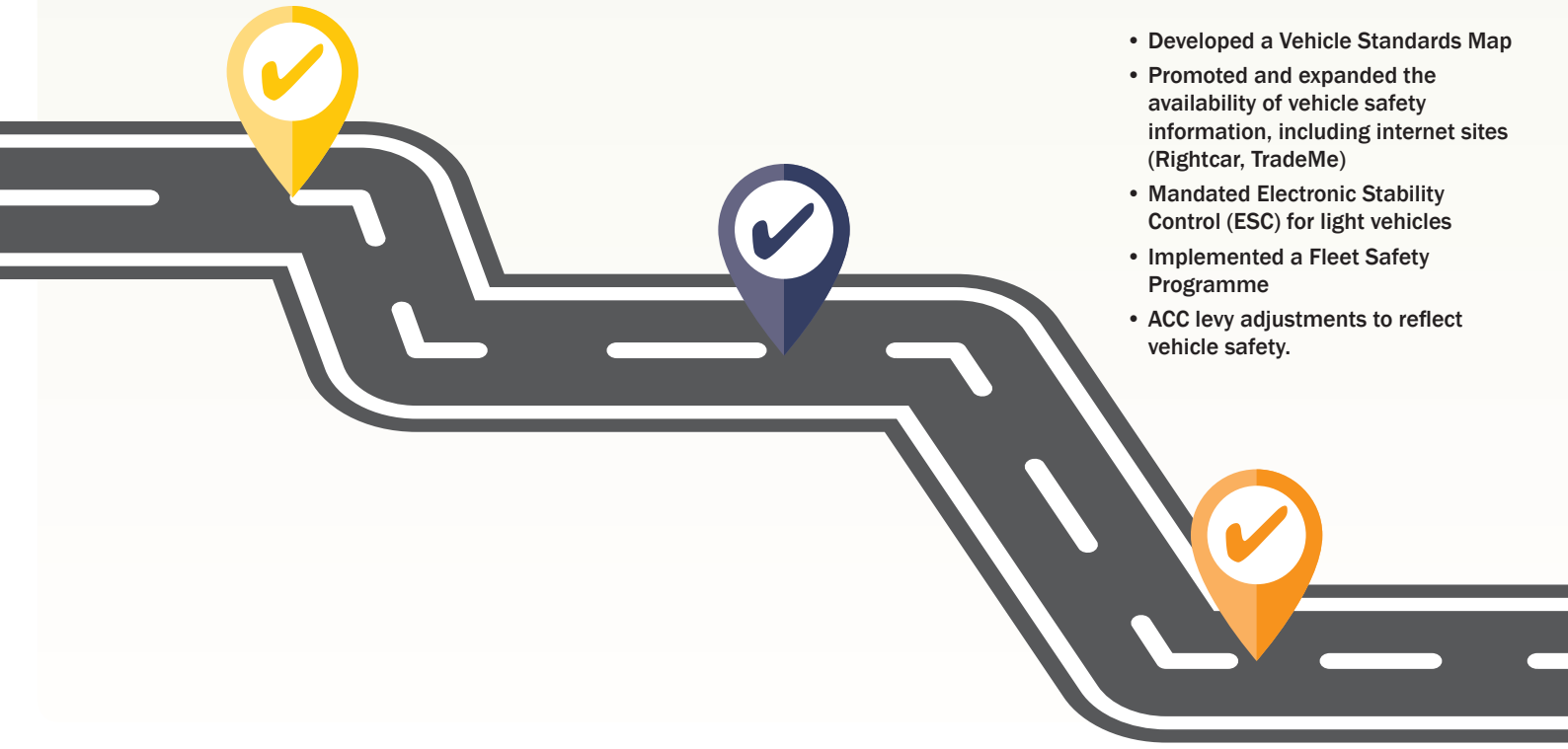


Safe System Approach

- Promoted the Safe System through facilitated workshops, developed the Safe System video, and providing training in how to apply the Safe System
- Introduced the Safer Journeys Signature Programme, which included:
  - > Visiting drivers project (lower South Island)
  - > Future streets – walking and cycling (Mangere)
  - > Young Driver Signature Project
  - > Rural road safety (Eastern Bay of Plenty)
- Commenced implementation of Cycle Safety Panel recommendations.

Safe Roads and Roadsides

- Developed and used guides for:
  - > High-Risk Intersections and High Risk Rural Roads,
  - > Safer Journeys for Motorcycling and the related Making Roads Motorcycle Friendly guides,
  - > Safer Journeys for Rural Schools
- Identified and treated high risk intersections
- Implemented changes to the 'give way rule'
- Designing the Roads of National Significance to a 4-star level of safety
- Implemented rumble strip and median barriers programmes on high risk roads
- Development and roll out of Urban KiwiRAP
- Implemented motorcycle safety improvements in the Southern Coromandel Loop.



Safe Vehicles

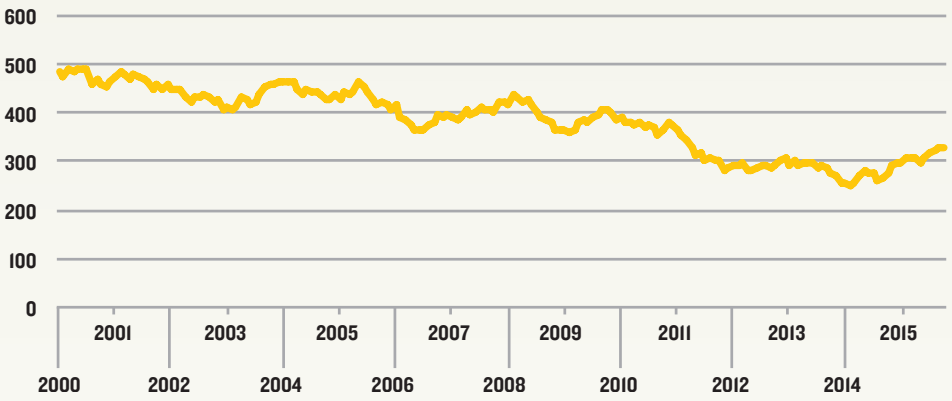
- Developed a Vehicle Standards Map
- Promoted and expanded the availability of vehicle safety information, including internet sites (Rightcar, TradeMe)
- Mandated Electronic Stability Control (ESC) for light vehicles
- Implemented a Fleet Safety Programme
- ACC levy adjustments to reflect vehicle safety.

How we are doing so far

Progress on Safer Journeys and creating a Safe System

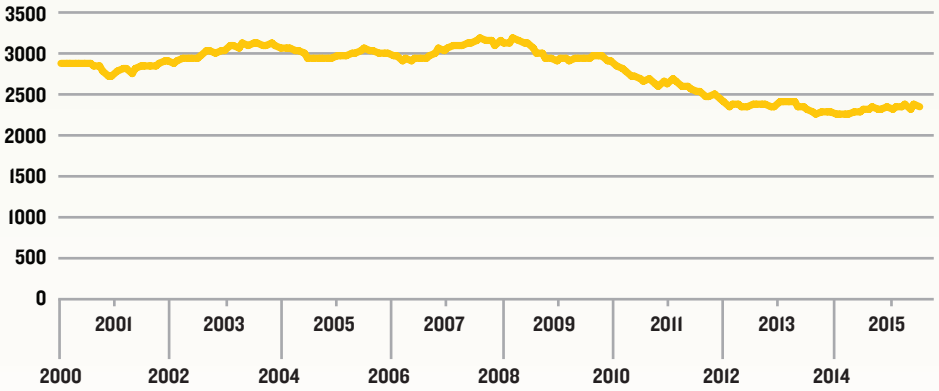
Progress in reducing deaths and serious injuries overall has been positive since Safer Journeys was introduced. Even so, the rate of decline has plateaued for serious injuries, while deaths have increased for two years in a row.

Figure 2: NZ road deaths, 2000–2015



Source: Ministry of Transport

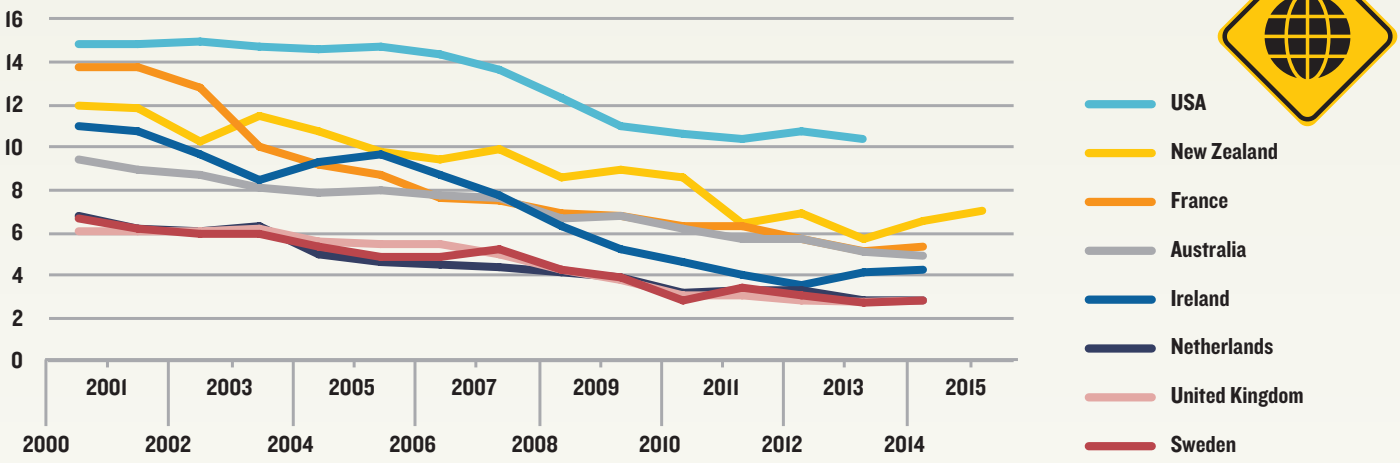
Figure 3: NZ serious road injuries, 2000–2015



Source: Ministry of Transport

Road deaths per 100,000 population reduced from 8.6 in 2010 to 5.8 in 2013. But this has since risen to 6.5 per 100,000 population in 2014 and 7.0 in 2015.

Figure 4: Road deaths per 100,000 population in seven countries



Source: Ministry of Transport

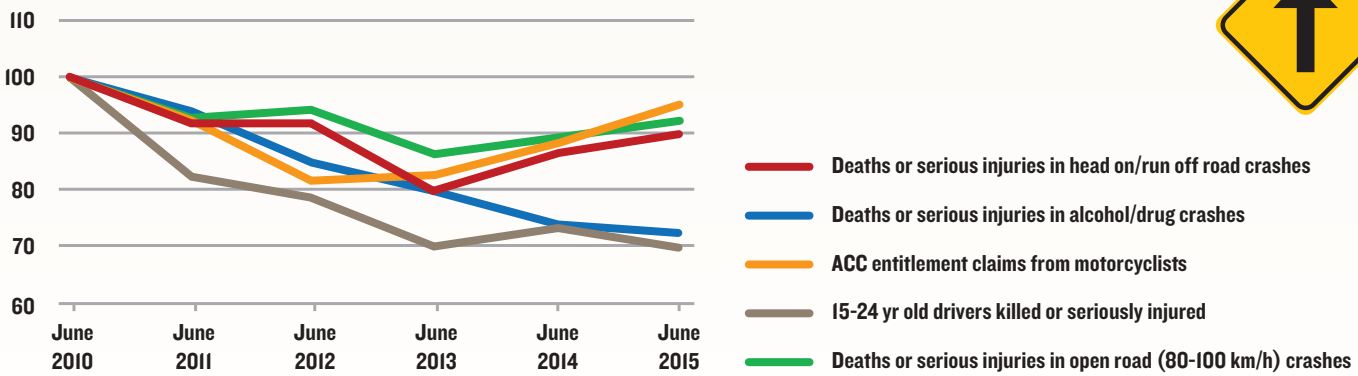
More vehicles, increased travel, and population increases all contribute to a greater overall exposure to risk. The trend is projected to continue increasing, so reducing deaths and serious injuries requires extra and more effective effort, and a willingness to explore new approaches.

Actions taken under the areas of high concern in Safer Journeys have reduced deaths and serious injuries, particularly those related to alcohol and the safety of young people.

Recent legislative changes are expected to lock in the improvements already made. High-risk behaviour and extreme non-compliance are less of an issue than in 2010, and compliance rates have improved for speed and alcohol since 2010. Even so, repeat offenders continue to make poor choices and continue to be over-represented in the justice system. Also, while most drivers wear a seatbelt and cyclists wear a helmet, people who decide to not wear them figure highly in fatal crashes.

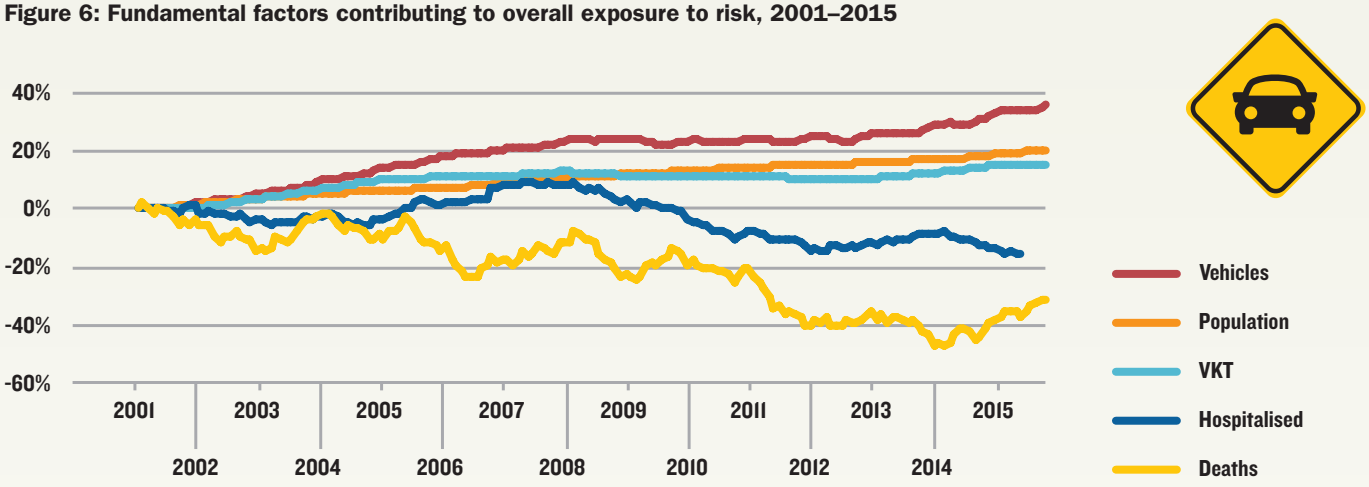
In 2015, 92 people who died on New Zealand roads were not wearing a safety restraint. It is estimated that more than half would have likely survived had they worn a seatbelt (a 60 percent increased survival rate for those sitting in the front; 44 percent for rear seat passengers).

Figure 5: Areas of high concern (percentage reduction/increase since 2010) per 100,000



Source: NZ Transport Agency

Figure 6: Fundamental factors contributing to overall exposure to risk, 2001–2015



Note: VKT means vehicle kilometres travelled

Source: Ministry of Transport

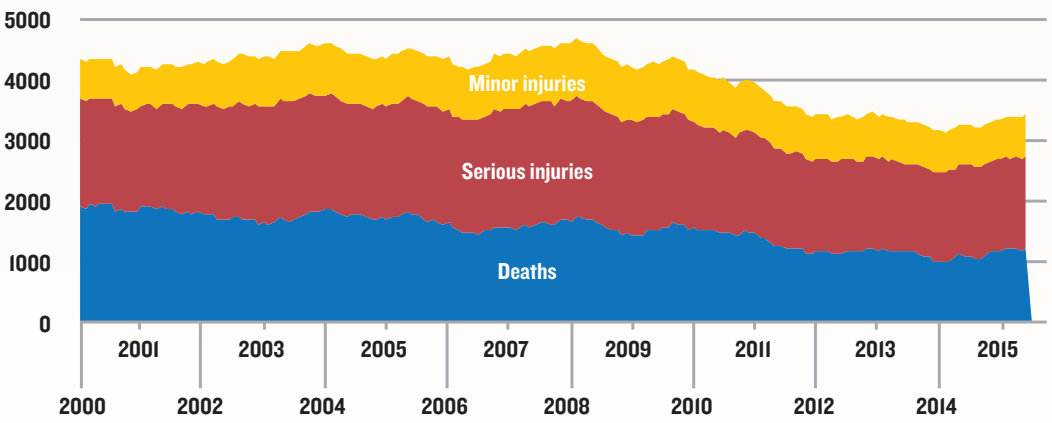
Significant safety improvements are still possible. With increasing vehicle kilometres travelled, it is hard to sustain the positive outcomes from early improvements in roads and roadsides and safer speeds. This is reflected in increases in head-on crashes and run-off-road crashes. The story is similar for vulnerable road users, with pedestrians and cyclists comprising about 15 percent of deaths and serious injuries, and outcomes worsening for motorcyclists.

Social cost

The social cost of a road crash resulting in injury includes loss of life quality, loss of productivity, medical costs, legal costs, and vehicle damage costs. Road crashes impose intangible, financial and economic costs to society.

Between 2010 and 2015, 1,834 people died on New Zealand roads, at a social cost of $7.3 billion, and over 12,550 were seriously injured. The combined social cost of deaths and serious injuries was about $16.4 billion.

Figure 7: Social cost of minor injuries, serious injuries, and deaths (cost in $millions as at June 2014)



Source: Ministry of Transport, Social cost of road crashes and injuries 2014 update, December 2014.

Core Road Safety Activity 2016–2020

Delivering road safety in New Zealand involves a range of participants: private and public organisations, communities, and interest groups.

Government-led activities are progressed through the National Land Transport Programme, the Road Policing Programme and Accident Compensation Corporation (ACC)'s injury prevention activities. The Safer Journeys Action Plan is part of a larger body of work that supports the creation of a Safe System.

The four new actions identified in this Action Plan build on core road safety work already under way that will continue and evolve over the next five years. This work considers learnings and innovations from the 2013-2015 Signature Programme and previous Action Plans. It uses data and evidence to embed the Safe System.

Below we discuss the initiatives under way that are focused on improving roads and roadsides, managing speed, making vehicles safer, and making road users safer.

Improving roads and roadsides

New Zealand will invest significantly to make roads and roadsides safer across the network over the period of this Action Plan, to improve the safety of the highest-risk roads and intersections. For example, an initial investment of $400 million by 2021 in more than 20 projects through the Safe Roads Alliance will include installing more median barriers and rumble strips, and intersection improvements. These safety projects are projected to prevent 1,500 deaths and serious injuries over six years.

The Roads of National Significance will be nearly complete by 2020. These high-volume roads will be designed and built to a minimum KiwiRAP[1] 4-star level of safety. Once complete, demand will reduce on some higher risk roads that currently have a 2-star or 3-star safety level.

Roads and roadsides improvements to improve safety for visiting drivers will continue, building on 275km of rumble strips, 850km of network with directional arrows and 135km of 'no passing' lines recently installed in the South Island.

Road safety innovations, such as Rural Intersection Activated Warning Signs (RIAWS), and weather-activated signs will also continue to be installed.

Work to improve urban roads and roadsides will include better integration of transport safety into urban design and planning, especially for vulnerable road users and older road users, and better integration between road and rail to reduce the risk of death or injury at railway crossings.

Speed management

In the 2013-2015 Safer Journeys Action Plan, the focus for speed management was on achieving greater consistency, better targeting to risk, and growing community understanding of the role of speed in crashes. This direction will continue over the next three years. New national guidelines ensure that speeds and speed limits are appropriate to the function of the road, and risks are obvious to drivers. NZ Police and Road Controlling Authorities (RCAs) will use tools to identify areas of highest risk in relation to speed to target resources to where the road safety benefits are highest. Awareness and education campaigns will continue to make drivers and communities aware that "all roads are not equal", and will help people to better 'read' and consider the risks in relation to speed.

Vehicles

Education and advertising will continue to raise awareness and build consumer demand for the features that would make the most impact now on lifting the level of vehicle safety in New Zealand. Such features include electronic stability control and side-curtain airbags.

Existing activity includes providing information on safety features on internet sites and at the point of sale to influence buying decisions, and encouraging safer vehicles through the ACC Motor Vehicle Levy regime.

The vehicle standards map identifies promising new vehicle standards and technologies for policy consideration. The map will be maintained and updated as new technologies become available.

The focus on safer vehicles is lifted significantly in this plan, for light vehicles, heavy vehicles and motorcycles.

Road use

Initiatives to make road users safer cover a wide range of people who use our roads.

Young drivers and young riders

Novice drivers and riders have a high error rate in the 2–3 years it takes them to master the complexities of driving. Since 2010 we have made excellent progress in improving the safety of young drivers. Work will continue to give novice drivers and young motorcyclists the right experience and competent skills needed to drive and ride safely, and protect them when errors occur.

1 The New Zealand Road Assessment Programme, KiwiRAP, analyses the road safety of the State Highway network. It is a partnership between the NZ Automobile Association, the NZ Transport Agency, Ministry of Transport, ACC and NZ Police.

One way to achieve this is to increase the participation and progression of people through the driver licensing system. We will continue to encourage disadvantaged drivers to improve their driving skills and complete their full licence requirements. Some initiatives are progressing through the Auckland Co-Design Lab's[2] driver licensing proposals. These proposals include:

- a more flexible licensing system
- improving the reach and appeal of existing education and information programmes
- extending the Young Driver Signature Project[3]
- continuing community-led initiatives such as mentoring.

NZ Police will continue to ensure that all young people who are stopped by them are informed about the various stages of driver licensing, from unlicensed through to full licence, and are driving within their licence conditions. Where they are not, NZ Police will explore broader compliance options for young drivers to keep them progressing through the driver licensing system. Young drivers and their families will also be encouraged to make smarter choices in the selection of safer vehicles. The aim is to help drivers and their families make smarter choices so that their inexperience, lack of skill, or unsafe vehicle does not cost lives.

Visiting drivers

The Visiting Drivers project will continue to improve road safety for, and of, visiting drivers, while maintaining New Zealand's reputation as an attractive and safe destination for tourists. The project's initiatives cover roads and roadsides, speed, vehicles and road use. The project aims to reach visitors at each stage of their holiday—when they plan and book, while they are in-bound, when they arrive in New Zealand, and when they start using our roads. The initial focus is Otago, Southland and the West Coast, but many of the initiatives will benefit all visitors to New Zealand as well as other road users. The most successful local initiatives will be rolled out nationwide.

Motorcycles

Since 2012, ACC has invested heavily in subsidised training for riders of mopeds, scooters, and motorcycles. Its Ride Forever programme supports competency-based licensing for motorcycling. From a 2012 target of 1,000 places a year, ACC has expanded the programme to 5,000 places a year. In 2015, three further expert training providers joined the programme, providing more coverage, more options, and more availability across New Zealand. ACC continues to focus on expanding the reach and quality of this programme as part of a shared motorcycle safety strategy with the Motorcycle Safety Advisory Council (MSAC).

From 2017, testing for motorcycle licences will align with the competency-based licensing system.

Planned roads and roadsides improvements include:

- completion of the Northern Coromandel motorcycling loop
- installing under-run barriers on high-risk motorcycle routes (like those installed on the Coromandel demonstration projects)
- trialling innovative perceptual cues for safer motorcycling to nudge safer riding.

We will also update the Safer Journeys for Motorcycling guide to emphasise urban motorcycling safety and prioritising motorcycling routes.

Cycling and pedestrian safety

The NZ Transport Agency and its partners will continue to deliver the Cycle Safety Action Plan through the National Cycling Programme—Making Cycling Safer and More Attractive. Actions include:

- co-investing more than $350 million in urban cycling infrastructure
- improving cycling design guidance
- encouraging local authorities to plan and deliver safer urban cycling networks
- considering changes to the road rules to help make cycling safer
- encouraging all road users to share the road
- undertaking investigations and research recommended by the Cycling Safety Panel.

The sector will increasingly take an integrated approach to cycling, by encouraging local delivery of cycling infrastructure through active engagement with the community, alongside education programmes. The aim is to change attitudes and perceptions towards cycling, so people better understand the broader social benefits of 'bike-friendly' towns and cities, the positive impacts of more people cycling, and sharing the road to improve cycling safety.

Short-term solutions to improve pedestrian safety include better roads and roadsides and smarter choices (both actions in this plan); better enforcement; and through better urban speed management.

Longer-term solutions include better and more collaborative integration of the needs of pedestrians into urban planning and design, and ensuring that urban development takes pedestrian safety into account (for example near schools, retirement villages, shopping centres, hospitals and public transport).

2 The Auckland Co-Design Lab is an initiative to explore the case for change using collective impact, co-design and other innovative approaches to complex social issues. The Lab is funded by the Treasury, and is co-located with the co-sponsor—Auckland Council's Southern Initiative team in Manukau.

3 The Young Driver Signature Project is a partnership between ACC and the NZ Transport Agency that focuses on creating an environment to support a young person to get their full driver's licence.

Workplace safety

Recognising that many vehicles are also workplaces, we will continue to improve workplace fleet safety including expanding the Fleet Safety and Fleet Saver programmes, and working with transport operators to improve operator safety, increasingly through technology and partnerships with industry outside the traditional areas. For example, ACC, supported by WorkSafe NZ and the NZ Transport Agency, will lead the development of a national fleet safety partnership programme co-designed with industry. The programme will put in place further safety initiatives for light vehicles and heavy vehicles.

High risk drivers

A safe road system requires drivers and riders to take responsibility and to comply with the rules. People who are not responsible and do not comply put all road users at risk. Enforcement will continue to set the expectation that everyone must comply with the road rules.

Extreme rule violations by high risk driving and repeat offenders are both highly correlated with fatal crashes. NZ Police will continue to target high-risk drivers, through road safety risk profiles and high risk driver profiling, and expand the use of proven and efficient technologies.

Impaired driving/riding (alcohol, drugs, fatigue and distraction)

Impairment caused by fatigue, alcohol, or drugs (both legal and illegal), compromises judgment and slows reaction abilities. Alcohol use is also correlated with serious crashes where restraints have not been worn. The NZ Transport Agency will continue to educate the public on the broader risks of impairment, working with drivers and their trusted influencers (such as general practitioners, pharmacists, NZ Police, heavy transport operators, school educators and student peers), and with the commercial sector.

The Ministry of Transport will continue to investigate the impact of impairment, particularly on those who deliberately drive impaired. The Ministry will work with New Zealand Police and the New Zealand Transport Agency on measures to reduce the impacts of drug and alcohol impaired driving.

Enforcement, education and advertising will also continue to make people more aware of the dangers of distraction (particularly texting and using social media while on the road), of fatigue, and of drug and alcohol impaired driving.

The smart and safe choices action in this plan will explore the potential for technology to complement existing activity to support safer choices.

Action I: Enable smart and safe choices

Purpose	To create an environment where technology enables smart and safe choices, resulting in fewer deaths and serious injuries for all road users.	
Objective	To reduce unintended errors and increase compliance by making real-time information and feedback more available, and make more use of technology and information systems.	
Specific Actions	• Engage with the public on the value of new safety technologies and encourage them to adopt those technologies voluntarily. • Pilot in-vehicle technologies that offer better real-time information to road users about road risk, speed limits and current road conditions.	**Responsibility for specific actions:** Ministry of Transport
Enabler Actions	• Enable and encourage more use of safety technology, and ready accessibility of data and information to road users to support them to make smarter choices. This initiative builds on the sector's Intelligent Transport Systems Action Plan, that includes: > a business case during 2016–2017 for a national speed limit database or equivalent to ensure speed and road risk information is timely and accurate > a review of legislation by the end of 2016 to identify unnecessary barriers to the continued deployment of ITS technologies, which may include accessing safety data or information safely on mobile devices in vehicles. • Encourage industry innovation in road safety technology and train people how to use technology. • Increase use of technologies to support road user education and training, in and out of the vehicle. • Develop an automated compliance strategy by the end of 2017 to take advantage of 21st century compliance technology.	**Enabler actions delivered through:** Ministry of Transport, NZ Transport Agency, ACC, NZ Police, RCAs, motor vehicle industry
Success Measures **Demonstrating the actions are meeting their objectives**	• Road safety applications available on smartphones (or equivalent) are linked to network information systems.	

Most road users comply with the road rules, and their occasional mistakes are unintended. Other road users sometimes lapse into unsafe and uncompliant behaviour believing that the extra risk to themselves is low. Yet increased risk to them, coupled with the large numbers of other road users, leads to a higher collective risk for everyone on the road. This occasionally non-compliant group of road users needs timely reminders and good "decision support" to stay within the law.

Behavioural science research has shown that the right influences and the right information can help a road user make smart and safe decisions about how they drive and behave on the road. The road user will ideally get these influences and information at the right time. Safer choices can also be encouraged by reducing surprises and unexpected incidents, or giving people a few more seconds and better information to react in risky situations, or where road conditions are changing.

What's the gap

Today's technology has become an integral part of how we go about our lives. It offers new opportunities for road users to get instant, accurate feedback and information about their environment and road risk. Technology, in particular intelligent transport systems, has the potential to positively impact on road safety outcomes in the future.

Technology solutions include the latest GPS-enabled information and communications systems[4] through smartphones. Technology solutions have wider application across the entire road safety system (roads and roadsides, vehicles, road use, and speed).

Examples include:

- electronic feedback signs, and electronic enforcement at the roadside
- in-vehicle messaging systems (eg, about changed speed limits or appropriate speed for road conditions, incidents, or increased road risk on the road ahead)
- bluetooth-type communication with vehicles, especially in areas where mobile phone coverage is absent or unreliable
- use of voluntary interlocks by the commercial sector
- in-vehicle technology that supports young drivers to be safe drivers
- sensors to detect fatigue and impaired driving
- black box systems in vehicles that provide feedback to fleet owners
- smart devices as a way to provide education to, and engage with, novice drivers and riders
- better information about road and traffic conditions, so road users can make smarter and safer mode or route choices.

The safety opportunities that current technology offers are not being sufficiently realised.

Some driver information and feedback systems in vehicles are not installed in models imported into New Zealand because they are not specified by importers, and some equipment does not work on New Zealand's available radio frequencies.

Some available technologies are not valued or used because road users do not know they exist, or lack training or confidence. For example, drivers might turn off a vehicle's Electronic Stability Control (ESC) because it makes the vehicle behave differently.

Systemic barriers make it hard to provide accurate real-time information about road risks and speed limits. For example, the transport sector's Intelligent Transport Systems Action Plan noted the lack of a speed limit map as one barrier.

Road Controlling Authorites (RCAs) may lack investment capital to increase their use of technology for road safety.

Coordination and integration in implementing innovative technologies, to ensure heavy vehicles comply with road rules, could be enhanced. For example, intelligent weighing systems, primarily used for charging purposes, could be used to more proactively manage overloading, and leveraged for enforcement purposes.

Actions and implementation

The action to enable smart and safe choices on the road aims to reduce unintended errors and to increase compliance through increased use of technology and information systems. Many of these technologies are emerging. It is proposed to increase the scale of their use to benefit all road users, and also to fill a gap between education and enforcement targeted at those who deliberately choose not to comply.

More people own smartphones or other mobile devices than own a new vehicle or motorcycle. In the next five years, smartphones provide the best opportunity to provide real-time safety information to road users. This assumes that smartphone applications can continue to access up-to-date and accurate data. It also assumes that a person can access relevant safety information legally and safely while driving, riding or walking (eg, through visual or audible alerts).

A key component in how the action is implemented will be to develop partnerships and cooperative relationships with the private sector. The supporting actions will encourage the support of the motor vehicle industry to import technology enhanced/enabled vehicles, and to take responsibility to improve awareness of road safety features through sales and promotion.

Solutions may need to be geared to the end user, so different solutions are likely for different drivers (such as older drivers, young drivers, visiting drivers, and commercial drivers). This action will consider safety applications for all modes of travel, including driving, motorcycling, cycling and walking.

4 These are information and communication systems that use the space-based Global Positioning System to provide navigational data (such as location, time and weather conditions) to a driver.

Action 2: Make motorcycling safer

Purpose	To improve road safety outcomes for motorcycling.	
Objective	To provide a safe environment for motorcycling, educate and inform motorcyclists, and leverage emerging technology to reduce the severity of motorcycling injuries.	
		Responsibility for specific actions:
Specific Actions	• Improve awareness of the benefits of Anti-lock Braking Systems (ABS), and vehicle safety features including conspicuity.	ACC
	• Investigate mandating ABS on all new motorcycles over 125cc (excluding off-road motorcycles).	Ministry of Transport
		Enabler actions delivered through:
Enabler Actions	• Encourage better consumer choice for protective equipment that reduces injury severity when crashes occur. • Integrate concepts from the Making Roads Motorcycle Friendly guide into Safer Journeys for Motorcycling by December 2016. Encourage RCAs to follow the guidance, and ensure motorcycle safety is better reflected in transport plans and activity management plans. • Make motorcyclists and moped riders more aware of the risks of motorcycling, appropriate behaviour and providing training opportunities. • Continue to work with existing riders to incentivise them to develop their motorcycling skills. • Investigate whether current motorcycle licensing systems are fit for purpose when balanced against the true level of risk and cost to the community. • Develop programmes that make all road users more aware of motorcycle use on our roads.	ACC, Motorcycle Safety Advisory Council, NZ Transport Agency, NZ Police, Ministry of Transport, RCAs, Regional Councils, motorcycle safety groups and safety training providers
Success Measures **Demonstrating the actions are meeting their objectives**	• The treatments recommended in the Safer Journeys for Motorcycling guide are increasingly applied to high-risk motorcycling routes. • Increased consumer awareness of ABS benefits. • Increased percentage of ABS is recorded in motorcycle fleet. • Reduced number of motorcyclist deaths and serious injuries. • Reduced severity of injuries (as measured by ACC claims data).	

Safer Journeys recognises that people are susceptible to making mistakes, and are vulnerable when they occur. Motorcycles lack the protective features of other light vehicles, making motorcyclists vulnerable on the road. Of the areas of concern identified in Safer Journeys, motorcycling has not shown the improvements made in other areas. Motorcyclists make up a higher percentage of all crash casualties, and so make up a disproportionate share of ongoing health costs and trauma.

Deaths and serious injuries involving motorcyclists increased from 2005-2008. Progress on improving motorcycling safety has been minimal since 2010, and the number of deaths and serious injuries has risen since 2013. Deaths and injuries to motorcycle users over the last 15 years has mirrored the size of the motorcycle fleet. As ownership has increased with the popularity of recreational motorcycling, so too have deaths and serious injuries. These statistics, and the level of vulnerability of motorcyclists, show the need for a Safe System response.

Existing and emerging vehicle technologies offer the greatest potential for improving safety. For example, ABS on motorcycles could reduce the fatality risk by about 30 percent. Yet some new motorcycles do not have ABS fitted as a standard feature in New Zealand, even though the equivalent models for some overseas markets do have ABS.

Protective and more visible equipment for motorcyclists (such as rider-worn airbag technologies) also offer promising benefits.

Actions and implementation

This action plan aims to create a safer road system for motorcyclists, with a particular focus on:

- increasing rider awareness
- skill
- voluntary uptake of modern, potentially lifesaving technologies (such as ABS and related stability technologies)
- improved protective clothing (such as safer helmets) and clothing fitted with technology (such as airbag systems).

Educating and training motorcyclists is also a focus, recognising the risk for moped riders and returning riders who do not currently need to build their skills and improve competency through the licensing process. The intention is to work with these groups so they voluntarily take up training that could potentially save their lives.

Action 3: Ensure roads and roadsides support safer travel

Purpose	To create safer roads and roadsides to reduce the likelihood of crashes, and to minimise the trauma when crashes occur.	
Objective	Reducing risk on New Zealand's highest risk roads will see fewer deaths and serious injuries, particularly those: • on urban arterial roads • related to head on, run off-road crashes and intersection crashes • related to vulnerable road users • related to crashes on the open road.	
		Responsibility for specific actions:
Specific Actions	• Develop and implement a national programme of safety improvements on specified highest risk local urban arterials that focuses on all modes and on vulnerable road users. The Programme will be developed by 2017, and implemented during the 2018–2021 National Land Transport Programme (NLTP)—or earlier where possible. • Develop and implement a national programme of lower cost safety improvements such as rumble strips, wide centrelines and paint treatments on high-risk local rural roads. The Programme will be developed by 2017, and implemented during the 2018–2021 NLTP—or earlier where possible.	NZ Transport Agency, in conjunction with local government
		Enabler actions delivered through:
Enabler Actions	• Continue to implement the State Highway road safety improvement programme, which targets key risks on State Highway urban arterials and rural roads. • Extend the coverage of risk-mapping tools, such as the high risk curves-mapping tool developed by SignatureNet and Urban KiwiRAP. • Increase the provision of sensor warning signs and ensure new infrastructure is designed to provide for future technology to encourage safer driving. • Review regulation relating to roads and roadsides to ensure it provides the flexibility to support the uptake of roadside technology and the Safe System.	NZ Transport Agency, ACC, RCAs, Trafinz, RCA Forum, NZ Police, Ministry of Transport, KiwiRail, road designers
Success Measures **Demonstrating the actions are meeting their objectives**	Reduce from current levels: • run off-road and head-on deaths and serious injuries on rural roads • deaths and serious injuries of vulnerable road users • deaths and serious injuries at intersections.	

Safer roads and roadsides is an area of high concern in Safer Journeys because unforgiving roads and roadsides contribute significantly to road trauma, especially head on crashes, run off-road crashes and intersection crashes. While roads and roadsides can be engineered to prevent or forgive mistakes and encourage safer use, the high cost of treatments means they can only be applied on the highest volume high risk roads.

Good progress during 2013–2015 helped to identify the highest-risk State Highways and planned investment of more than $400 million through the State Highway Roads and Roadsides Business Case 2015–2025 will help make them more forgiving.

Two areas still require a concerted plan to focus on residual risks: urban arterial roads; and a proportion of lower volume but still high risk rural roads.

What's the gap

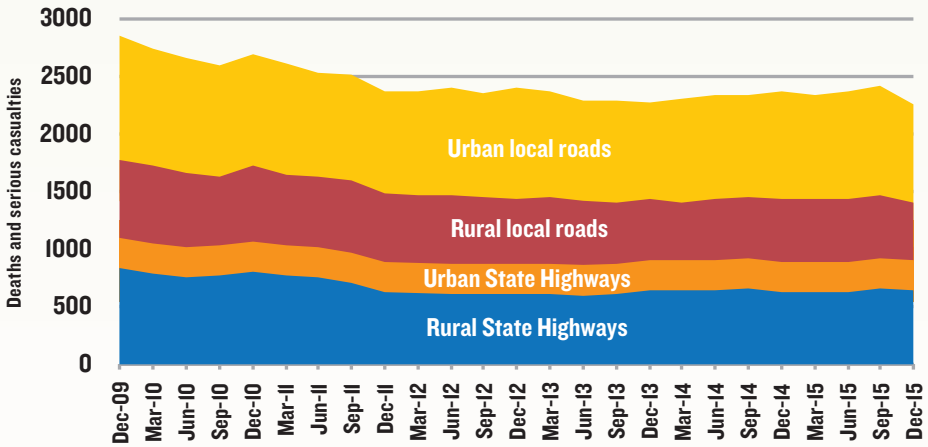
While urban roads account for 22.8 percent of the national network length, and the speeds are generally much lower than on open roads, they account for 68 percent of traffic volumes and approximately 40 percent of deaths and serious injuries. Risk is highest on particular urban arterial routes, and these are often where the risks to cyclists, pedestrians and motorcyclists are concentrated. Urbanisation, motorcycling, walking and cycling are all increasing, and a focus on urban arterials provides an opportunity to address both current and future risk.

- Between 2010 and 2014, 46 percent of fatal and serious crashes in urban areas occurred at urban intersections, while 55 percent of those crashes involved vulnerable users.
- Between 2010 and 2014, 1,108 pedestrians, 730 cyclists and 1,010 motorcyclists were killed or seriously injured on urban roads:
  - > 20 percent of these urban pedestrian deaths and serious injuries occurred on just 42 roads
  - > 20 percent of these urban cyclist deaths and serious injuries occurred on just 37 roads
  - > 20 percent of these urban motorcyclist deaths and serious injuries occurred on just 56 roads.[5]
- Nearly two-thirds (64 percent) of all motorcycle injury crashes and 45 percent of deaths and serious injuries occur on urban roads.

Urban KiwiRAP has identified the arterials that pose the highest risk, and those areas where vulnerable users are most likely to crash. However, there is not yet any national approach to address the level of risk in a systematic way. Local government is responsible for about 94 percent of urban roads, and achieving consistent and timely progress is more complex than on the State Highway network.

5 Source: Crash Analysis System.

Figure 8: Road user deaths and serious casualties on highways and local roads, 2010–2015



Source: NZ Transport Agency

Actions and implementation

To ensure roads and roadsides support safer travel, we propose a partnership between local government, the NZ Transport Agency, NZ Police, and relevant partners such as the RCA forum and Trafinz[6]. The partnership would develop a national Safe System programme and business case to reduce deaths and serious injuries on urban arterial routes. The interventions should proactively:

- identify and target significant risk, particularly to vulnerable users (pedestrians, cyclists, and motorcyclists) on urban roads
- prevent road safety trauma across all modes of travel
- support the recommendations of the Cycling Safety Panel
- seek to improve identified high-risk intersections (many on urban arterial routes), including several high-risk railway crossings.

The approach goes beyond engineering: safety improvements on urban roads need to be integrated with local road safety education and awareness, and enforcement. The programme would include any relevant intervention like:

- transport planning
- operating improvements
- roadside interventions to change road user behaviour, such as Intersection Activate Warning Signs (IAWS)
- automated compliance technology, including red light cameras at intersections.

Rural local roads

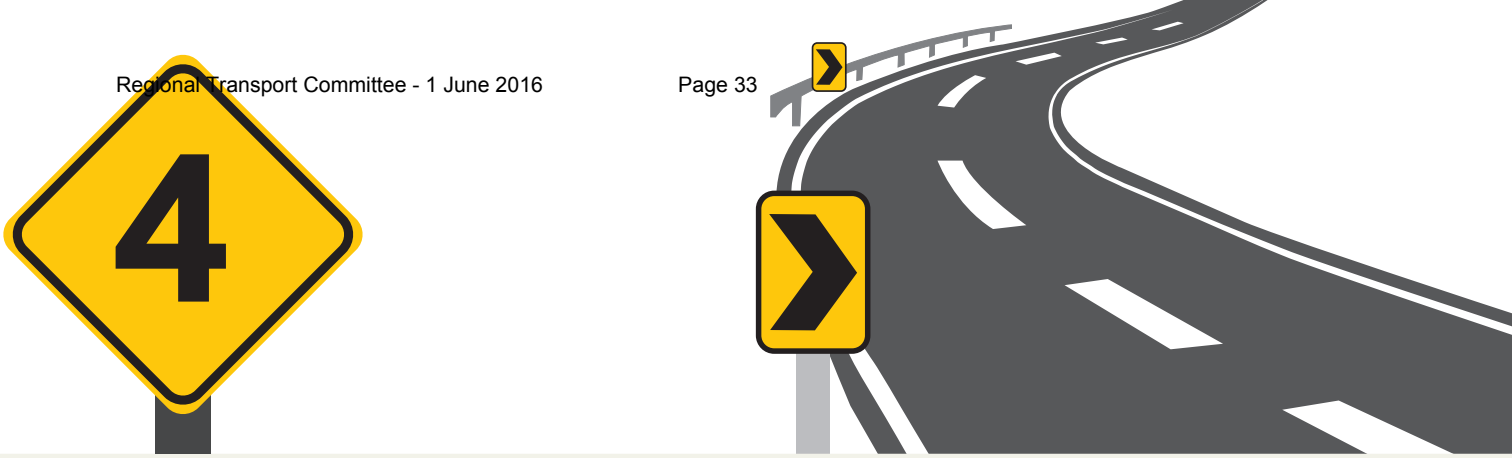
There is a second residual issue on a proportion of rural roads that have been identified as high risk, but due to lower or seasonal volumes do not qualify for significant infrastructure investment.

Low-cost treatments can have strong safety benefits on high-risk roads: New Zealand experience to date has been that wider painted medians have resulted in a reduction in head-on crashes of more than 40 percent where installed. Rumble strips have reduced deaths and serious injuries by 30 percent where installed.

Work is already underway to prioritise these minor safety works on the State Highway network. Through the partnership model noted above, it is proposed that this approach be extended across the entire network.

The proposal is to increase the coverage of low cost safety improvements (such as rumble strips and wider centrelines) in use. We will achieve this by better national targeting of investment in these treatments on the highest-risk routes. This programme may also include improvements to unsealed roads where the safety risk is considered significant.

6 The New Zealand Local Authority Traffic Institute (TRAFINZ) represents local authority views on road safety and traffic management in New Zealand, and comprises councillors, practitioners, and NZ Police.



Action 4: Encourage safe vehicles

Purpose	To improve the safety of the New Zealand vehicle fleet.	
Objective	To maximise the benefit that New Zealand receives from increasing levels of international vehicle safety, including new vehicle safety technology.	
		Responsibility for specific actions:
Specific Actions	Undertake initial investigation by December 2017 on the value of mandating the following safety standards or technology for vehicles entering the fleet: • Electronic Stability Control (ESC) for heavy vehicles • under-run protection on heavy vehicles • Anti-lock Braking System (ABS) for heavy vehicles and motorcycles (linked to Action 2) • side protection standards • side-curtain airbags for light used vehicles • Autonomous Emergency Braking (AEB) for all vehicles except motorcycles.	Ministry of Transport
		Enabler actions delivered through:
Enabler Actions	• Improve the availability and quality of vehicle safety information to consumers, and encourage vehicle buyers (particularly young and new drivers) to buy and maintain the safest vehicle they can. • Assist vehicle dealers to publicise safety information at point of sale; for example, by re-designing the consumer information notice (CIN) that dealers provide to give consumers better safety guidance. • Work with fleet buyers, importers, and operators to encourage and incentivise safer vehicle purchasing decisions. • Investigate the earlier adoption of international vehicle safety standards. • Set up the technology platform for future uptake of vehicle-to-vehicle communication, and vehicle-to-road communication.	Ministry of Transport, NZ Transport Agency, NZ Police, ACC, EECA (Energy Efficiency & Conservation Authority), MBIE (Ministry of Business, Innovation and Employment), MSAC, light and heavy vehicle importers and fleet operators, the motor vehicle industry
Success Measures **Demonstrating the actions are meeting their objectives**	Increased percentage of new vehicles sold with an ANCAP or equivalent 5-star safety rating.[6] Increase in the extent that people and businesses consider safety features when buying vehicles, to test if the information at the point of sale is making a difference. Increased percentage of the total fleet with ESC. Reduced deaths and serious injuries involving heavy vehicles.	

6 The Australasian New Car Assessment Program (ANCAP) is one of Australasia's leading independent vehicle safety advocate programmes. ANCAP's safety rating programme gives road users transparent information on how different vehicle models respond to the most common types of serious crashes. The rating is based in part on a vehicle's level of protection to its occupants and a vehicle's capability to avoid collisions.

Vehicle technology—including vehicle design and construction, and the equipment fitted—contributes to a Safe System by preventing or reducing the effects of human error, and by reducing the harm to people involved in a crash.

New vehicles have become safer over time as manufacturers have designed structures that better absorb crash forces. Particular technologies, such as seatbelts, laminated windscreens, front and side-curtain airbags and ESC have also contributed to increased vehicle safety. Other features, such as under-run protection on heavy vehicles, protect other road users to some degree from increased risk in a crash involving a heavy vehicle.

Other vehicle systems encourage safer use, such as audible restraint reminders. As vehicles with this feature become more widely available, deaths and serious injuries associated with failure to wear restraints should reduce.

In modern vehicles, the driver's actions are increasingly mediated by computers that directly control the vehicle's subsystems and by sensors that monitor how the vehicle behaves. This has enabled a new wave of safety technologies that promise benefits comparable to the technologies noted in the previous paragraphs. The cost of these can be low if installed at the point of manufacture. These newly available technologies include adaptive cruise control, lane departure avoidance, ABS and traction control for motorcycles, and autonomous emergency braking (AEB).

We can also look forward to vehicles soon being connected by flows of information that will further assist drivers and allow the vehicles themselves to automatically avoid collisions. In fact, we are entering a golden age of vehicle safety technology where quite dramatic reductions in deaths and injury are possible.

These safety technologies need to be increasingly seen as standard safety features in all models, provided at the cheapest possible cost.

What's the gap?

New Zealand imports vehicles that are generally specified for larger overseas markets. This means that we have access to new technologies at about the same time as other markets. We also benefit from regulation in other jurisdictions that requires vehicles be fitted with specific safety equipment. However, because some of the vehicles we import are from countries with lower regulatory and consumer demands, our uptake of lifesaving new technologies is slower than it could be. For example, even though side-curtain airbags were introduced in 2005, and they reduce deaths and serious injuries from side impact crashes (10 percent of deaths and serious injuries for light vehicle occupants are from side-impact crashes), less than half of the light vehicle fleet currently has side-curtain airbags installed.

Land Transport Rules take account of United Nations regulations for new vehicles. Used imported vehicles will mean a greater delay in benefiting from new technology than we would prefer. This may have made sense when vehicle markets were more strongly tied to particular centres of production. But modern vehicle markets source products from all over the world, and manufacturers produce for the world market, so a lack of demand can negatively influence manufacturer supply.

There is an opportunity to accelerate business, consumer and community awareness and understanding of the benefits of vehicle safety technologies, and to raise demand for safer vehicles so that buying the safest vehicle available is a prime criterion in the purchase decision. Consumers are already provided with energy efficiency information at the point of sale, however vehicle safety information is not as universally and consistently captured and available to the consumer, or to government agencies to allow uptake to be measured.

Many new imported light vehicles are company fleet vehicles that soon end up in the general fleet. The commercial light vehicle fleet is estimated to comprise 400,000 light vehicles at any one time. Currently, multiple standards and systems, independently developed, aim to influence the safety of commercial vehicles, both heavy and light. They include Fleet Saver, Fleet Safety, the Operator Rating System, ACC's Vehicle Risk Rating system, ISO standards, and workplace risk rating systems, as well as complementary environmental standards.

Government and private sector procurement principles and policies can also influence commercial fleet purchase decisions. There is an opportunity to link these systems better, to provide more consistent messaging and focus for fleet buyers and operators, and even to reduce any cost burden associated with safer vehicles.

Actions and implementation

This action aims to ensure that we maximise the benefit from the uptake of existing and future vehicle safety technologies into the New Zealand fleet. The ANCAP star rating system, or equivalent, recognises this, and to achieve a 5-star rating a new vehicle must meet the newest safety standards. For this reason, the proportion of new 5-star vehicles sold with this rating or with the equivalent features is a good barometer of the extent to which innovative safety technologies are being adopted.

We have an opportunity to realise the benefits of other jurisdictions introducing higher standards, and propose investigating earlier adoption of higher standards for new vehicles.

An enabler action will be to lift the level of information provided to fleet buyers, importers and operators, working co-operatively with them to make vehicle purchasing and maintenance choices based on road safety, that can also be integrated into and support workplace safety.

A number of mechanisms can be employed; for example, to ensure government procurement principles and policies support the purchase of safer fleet vehicles for government and businesses contracting to government, or to link vehicle fleet safety scoring (and training in the use of safety technologies) into workplace risk assessments. These objectives and mechanisms could be linked to broader government policy for energy efficient vehicles and electric vehicles

Ideally, vehicle safety information would also be captured at time of entry into the fleet. This would support providing better and consistent information to consumers at point of sale.

Recognising that many new imported company fleet vehicles end up in the general fleet, we intend to engage with price-sensitive fleet purchasers to encourage a strong emphasis on safety.

A particular feature of the New Zealand fleet is that about half the vehicles entering the country are used vehicles imported from Japan. This means that we replenish our fleet with vehicles that may not have the same level of safety as new cars. Imported used vehicles from Japan do not have the latest features, although many are very well specified. When useful new technologies are available in the Japanese used market, we will consider encouraging or requiring Japanese manufacturers to install and use those technologies while maintaining the supply of good, well-priced vehicles.

The numbers of new heavy vehicles entering the fleet has risen rapidly since 2014–2015 and this level of uptake is projected to continue. As heavy vehicles are in the fleet for some years, and ESC is now widely available, the time has come to investigate making its use compulsory.

NATIONAL ROAD SAFETY COMMITTEE

New Zealand Government

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ISSUE: New Zealand Transport Agency Regional Report

ID: A845948

To: Regional Transport Committee Meeting, 1 June 2016

From: Chris Powell, Transport Manager

Date: 23 May 2016

Report Type:	☐	Normal operations	☑	Information	☐	Decision
Purpose:	☑	Infrastructure	☐	Public service	☐	Regulatory function
	☐	Legislative function	☐	Annual\Long Term Plan	☐	Other
Significance Policy:	☐	Triggered	☑	Not Triggered		

Executive summary:

The purpose of this report is to introduce a report by Ernst Zöllner, Regional Director Northland/Auckland, New Zealand Transport Agency pertaining to national and regional issues. It concludes with the recommendation that the report be received.

Legal compliance and significance assessment:

No decision required.

Whilst both national and regional issues pertaining to the New Zealand Transport Agency are of high significance, the purpose of this report is to provide an information update only. Therefore, when assessed against council policy, it is deemed to be of low significance.

Recommendation(s):

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1. That the report 'New Zealand Transport Agency Regional Report' by Chris Powell, Transport Manager, dated 23 May 2016, be received.

ITEM: 4.3

ISSUE: Connecting Northland – Auckland to Whangarei Programme Business Case

ID: A845956

To: Regional Transport Committee Meeting, 1 June 2016

From: Chris Powell, Transport Manager

Date: 23 May 2016

Report Type:	☐	Normal operations	☑	Information	☐	Decision
Purpose:	☑	Infrastructure	☐	Public service	☐	Regulatory function
	☐	Legislative function	☐	Annual\Long Term Plan	☐	Other
Significance Policy:	☐	Triggered	☑	Not Triggered		

Executive summary:

The purpose of this report is to introduce a presentation by a New Zealand Transport Agency representative on the Programme Business Case for the Auckland to Whangarei corridor. It concludes with the recommendation that the report be received and that an update report be tabled at the next Regional Transport Committee meeting.

Legal compliance and significance assessment:

No decision required.

Whilst both national and regional issues pertaining to the New Zealand Transport Agency are of high significance, the purpose of this report is to provide an information update only. Therefore, when assessed against council policy, it is deemed to be of low significance.

Recommendation(s):

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1. That the report 'Connecting Northland – Auckland to Whangarei Programme Business Case' by Chris Powell, Transport Manager, dated 23 May 2016, be received.

2. That an update on the Connecting Northland – Auckland to Whangarei Programme Business Case be presented to the next Regional Transport Committee meeting.

Report:
At the Regional Transport Committee (RTC) meeting held on 3 February 2016, a presentation titled '*Connecting Northland – Auckland to Northland Programme Business Case*' was given by the New Zealand Transport Agency (NZTA).

This presentation detailed the progress made to date and the proposed way forward for the Programme Business Case for the Northland – Auckland state highway projects. The following aspects were highlighted:-

- A Programme Business Case sets out the long and short term investment plan, how the network operates and the environmental, social and cultural outcomes.
- Establishment of three Business Cases for the Northland Network by 2017.
- The process: confirm the strategic case, develop the programme, identify the preferred programme and deliver and monitor the programme.
- Strategic case: problems and benefits.
- SH14 to Warkworth section: programme.
- Extent of the corridor.
- Next steps: finalise evidence, confirm objectives and develop the programme.

Following on from the presentation, Mr. Zöllner suggested that the RTC *"continue to receive updates on this matter over the next few meetings".*

In addition, "*Cr Court suggested that the Regional Report be presented to the elected member of Northland via the next Northland Regional Governance Strategic Forum Meeting to be held at the Copthorne Hotel and Resort in the BOI on Tuesday the 23rd of February 2016*".

Mr. Zöllner of the NZTA provided the presentation at this forum meeting.

ITEM: 4.4

ISSUE: Northland's 10 Bridges - Update Report

ID: A845998

To: Regional Transport Committee Meeting, 1 June 2016

From: Chris Powell, Transport Manager

Date: 23 May 2016

Report Type:	☐	Normal operations	☑	Information	☐	Decision
Purpose:	☑	Infrastructure	☐	Public service	☐	Regulatory function
	☐	Legislative function	☐	Annual\Long Term Plan	☐	Other
Significance Policy:	☐	Triggered	☑	Not Triggered		

Executive summary:

The purpose of this report is to introduce a report by a New Zealand Transport Agency (NZTA) representative regarding the progress made to date on Northland's 10 Bridges. It concludes with the recommendation that the report be received.

Legal compliance and significance assessment:

No decision required.

Whilst both national and regional issues pertaining to the New Zealand Transport Agency are of high significance, the purpose of this report is to provide an information update only. Therefore, when assessed against council policy, it is deemed to be of low significance.

Recommendation(s):

1. That the report 'Northland's 10 Bridges – Update Report' by Chris Powell, Transport Manager, dated 23 May 2016, be received.

ISSUE: Shared Services Update

ID: A845277

To: Regional Transport Committee Meeting, 1 June 2016

From: Chris Powell, Transport Manager

Date: 19 May 2016

Report Type:	☐	Normal operations	☑	Information	☐	Decision
Purpose:	☐	Infrastructure	☐	Public service	☐	Regulatory function
	☑	Legislative function	☐	Annual\Long Term Plan	☐	Other
Significance Policy:	☐	Triggered	☑	Not Triggered		

Executive summary:

The purpose of this report is to provide an update on the Regional Transport Committees (RTC) request for an update on the progress of the Shared Services project and concludes with the recommendation that the report be received.

Simon Weston, Group Manager Infrastructure and Services, of Whangarei District Council will be providing an update and presentation at the meeting.

Legal compliance and significance assessment:

The activities detailed in this report are provided for in the council's 2015–2025 Long Term Plan, and as such are in accordance with the council's decision making process and sections 76–82 of the Local Government Act 2002.

Whilst the broader subject of funding for transport operations is a significant issue in Northland, the purpose of the report is to provide an information update on the normal operations of the council. Therefore, when assessed against council policy, it is deemed to be of low significance.

Recommendation(s):

1. That the report, 'Shared Services Update' by Chris Powell, Transport Manager, dated 19 May 2016, be received.

ISSUE: Integration of the Regional Land Transport Plan and the Northland Civil Defence Emergency Management Group Plan - Update

ID: A845135

To: Regional Transport Committee Meeting, 1 June 2016

From: Graeme MacDonald, CDEM Manager and Chris Powell, Transport Manager

Date: 19 May 2016

Report Type:	☐	Normal operations	☑	Information	☐	Decision
Purpose:	☑	Infrastructure	☐	Public service	☐	Regulatory function
	☐	Legislative function	☐	Annual\Long Term Plan	☐	Other
Significance Policy:	☐	Triggered	☑	Not Triggered		

Executive summary:

At the Regional Transport Committee (RTC) meeting held on 6 April 2016, a paper titled 'Integration of the Regional Land Transport Plan 2015/21 and the Northland Civil Defence Emergency Management Group Plan' was tabled.
At this meeting, it was moved:-

> *That a progress report be provided to the next Regional Transport Committee meeting.*

This report serves to update the RTC on the progress made in this regard and concludes with the recommendation that the report be received.

Legal compliance and significance assessment:

The activities detailed in this report are provided for in the council's 2015–2025 Long Term Plan, and as such are in accordance with the council's decision making process and sections 76–82 of the Local Government Act 2002.

Whilst the broader subject of national funding assistance for the upgrading of land transport infrastructure is a significant issue in Northland, the purpose of the report is to provide an information update on the normal operations of the council. Therefore, when assessed against council policy, it is deemed to be of low significance.

Recommendation(s):

1. That the report, 'Integration of the Regional Land Transport Plan and Northland Civil Defence Emergency Management Group Plan - Update' by Graeme MacDonald, CDEM Manager and Chris Powell, Transport Manager, dated 19 May 2016, be received.

Report:
At the Regional Transport Committee meeting held on 3 February 2016 the RTC moved:-

> *That staff (Transport and CDEM) report back to the next Regional Transport Committee meeting on the linking and integration of the work programmes from the Regional Land Transport Plan and the CDEM Group Plan*.

The report to the April 2016 meeting provided details pertaining to route resilience as contained in the Regional Land Transport Plan (RLTP) and the Northland Civil Defence Emergency Management (CDEM) Group Plan 2016/2021. Contained in this report was the recommendation:-

> *At the next meeting of the Northland Lifelines Utility Group an agenda item to discuss these matters will be undertaken. A recommendation will be made to establish a sub group consisting of representatives of the various roading authorities, together with the NRC Transport and CDEM staff to review the existing RLTP and Northland CDEM Group Plan in an effort to align the various roading and work programmes into a single regional road network resilience plan.*

The RTC approved this proposal and moved that:-

> *That a progress report be provided to the next Regional Transport Committee meeting.*

On the afternoon of 6 April 2016, the Northland Lifelines Utility Group (NLG) held its scheduled April meeting, at which this matter was tabled and discussed in detail.

The Group acknowledged and agreed:-

- That the Northland CDEM Plan identifies a number of road resilience issues;
- The Regional Transport Committee wanted better alignment between the CDEM Plan and Regional Land Transport Plan; with regard to route resilience;
- That a working group with NRC Transport, CDEM, TLA roading managers and NZTA.be established;
- That the first task is to collate and align all the proposed road resilience action plans / programmes;
- That Chris Powell /Graeme McDonald report on the progress to the next NLG meeting; and
- That alignment with the NZTA National Resilience Plan needs to be considered. Jacqui Hori-Hoult is on the national working group for that meeting and will present to the next NLG on this programme.

ISSUE: Northland Regional Land Transport Plan 2015-2021 – Funding Uptake and Review of the Northland Regional Land Transport Plan for the 2018/2021 Funding Period

ID: A844703

To: Regional Transport Committee Meeting, 1 June 2016

From: Chris Powell, Transport Manager

Date: 18 May 2016

Report Type:	☐	Normal operations	☑	Information	☐	Decision
Purpose:	☐	Infrastructure	☐	Public service	☐	Regulatory function
	☑	Legislative function	☐	Annual\Long Term Plan	☐	Other
Significance Policy:	☐	Triggered	☑	Not Triggered		

Executive summary:

The purpose of this report is to provide an update on the six year Northland Regional Land Transport Plan 2015–2021 (RLTP) for the period 1 July 2015 to 1 June 2016. It also covers the proposed approach to the process and preparation of the Northland RLTP Review.

The report concludes with the recommendation the report be received, that a group consisting of road controlling and NRC staff be formed to assist with the RLTP review and that the Regional Transport Committee approve a date for a workshop on the proposed review.

Legal compliance and significance assessment:

The activities detailed in this report are provided for in the council's 2015–2025 Long Term Plan, and as such are in accordance with the council's decision making process and sections 76–82 of the Local Government Act 2002.

Whilst the broader subject of funding for transport operations is a significant issue in Northland, the purpose of the report is to provide an information update on the normal operations of the council. Therefore, when assessed against council policy, it is deemed to be of low significance.

Recommendation(s):

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1. That the report, 'Northland Regional Land Transport Plan 2015–2021 – Funding Uptake and Review of the Northland Regional Land Transport Plan for the 2018/2021 Funding Period' by Chris Powell, Transport Manager, dated 18 May 2016, be received.

2. That the Regional Transport Committee approve:-

    a. That the roading staff from the New Zealand Transport Agency, Far North District Council, Whangarei District Council, Kaipara District Council and the Northland Regional Council meet and compile a detailed list of the relevant statutory, legislative and procedural requirements for the Regional Land Transport Plan 2015/2021 Review;

continued over page.

b. That the abovementioned group identify, assess and flag any problems these requirements may pose to the Northland Regional Land Transport Plan 2015/2021 review process;

c. That the group compile a flow chart detailing how these requirements link; and

d. That a separate RTC workshop be scheduled to update the members on the above.

3. That the Regional Transport Committee approve that the proposed workshop be held prior to, or after the upcoming local elections.

Report:

Northland Regional Land Transport Plan 2015–2021 – Funding Uptake
Reports on the Northland Regional Land Transport Plan – Funding Uptake have been tabled at the Regional Transport Committee (RTC) meetings since February 2010.

These reports detail the budgeted expenditure against actual expenditure by project and grouped by approved organisation for the detailed time period.

The base information contained in the spreadsheets is sourced directly from the New Zealand Transport Agency's (NZTA's) 'National Land Transport Plan 2015–2018 Northland' and from the relevant subsidy claims as submitted to NZTA from the various approved authorities.

The **attached** spreadsheets provide the relevant information on the uptake of funding for the period 1 July 2015 to 30 April 2016 by the Northland Regional Council, Far North District Council, Whangarei District Council, Kaipara District Council and NZTA.

Please note that this is the last report for the 2015/2016 financial year being the first completed year of the 2015/2021 funding period.

Details relating to the progress of the projects are provided under the column marked 'Comments'. More detailed information pertaining to individual projects may be obtained from the relevant road controlling authorities.

Review of the Northland Regional Land Transport Plan
At the Regional Transport Committee (RTC) meeting held on 6 April 2016, a paper tilted *Northland Regional Land Transport Plan – Funding Uptake* was tabled. This standard report details budgeted expenditure against actual expenditure by project and grouped by approved organisation for the detailed time period.

Following the delivery of this paper, the RTC discussed the need to commence the three year review of Northland Regional Land Transport Plan 2015/2021 (RLTP) in order to meet the requirements of the **Land Transport Management Act 2003, Section 18CA – Review of regional land transport plans** which states that:-

1) A regional transport committee must complete a review of the regional land transport plan during the 6 month period immediately before the expiry of the third year of the plan.

The RTC agreed that this review process should commence sooner rather than later with the following action being noted:-

> *Chris Powell to provide a report to the next RTC regarding preparation for the next RLTP, setting priorities for the region and our approach.*

It is proposed that the first step of the review be to identify and agree on clear, regional level transport related objectives, policies and measures, their long term outcomes and provide relative weightings to each objective.

If the RTC wishes to retain the existing objectives, policies and measures as contained in the Northland Regional Land Transport Plan 2015/2021, it will be required to test if the existing problems, objectives or policies are in fact still fit for purpose.

Having agreed to the objectives, policies and measures, the RTC must ensure that these align or comply with the following:-

- Government Policy Statements (GPS);
- Land Transport Management Act 2003;
- Asset Management Plans for Annual and Long Term Plans (AP & LTP);
- NZTA Funding Assistance Criteria;
- NZTA Business Case Approach Guidelines;
- One Network Road Classifications;
- Tai Tokerau Northland Economic Development Action Plan; and
- Civil Defence Emergency Management Plan.

Please note that the above list is not exhaustive.

What is not certain at this stage is how all of the above documents align or link to each other. A good example being that the GPS is a three year document and could potentially change when the 2018 version is released. The LTMA 2003 however states that the RLTP is a six year document with a review during the 6 month period immediately prior to the expiry of the third year of the plan. This in itself could potentially cause problems relating to where available funding should be directed.

In order to assist the RTC in in reaching agreement on regional objectives, policies, measures and the processes to be followed, the following recommendations are made:-

- That the roading staff from the New Zealand Transport Agency, Far North District Council, Whangarei District Council, Kaipara District Council and the Northland Regional Council meet and compile a detailed list of the relevant statutory, legislative and procedural requirements for the review;
- That the abovementioned group identify, assess and flag any problems these requirements may pose to the Northland Regional Land Transport Plan 2015/2021 review process;
- That the group compile a flow chart detailing how these requirements link; and
- That a separate RTC workshop be scheduled to update the members on the above.

As the next round of local and regional council elections will be commencing soon, it is further recommended that the RTC decide if they wish to convene the abovementioned workshop prior to, or after these elections.

Regional Land Transport Plan 2015 - 2018

ITEM: 5.1

Attachment 1

Northland Regional Council (NRC) **1 July 2015 - 30 April 2016**

Name	Phase	Status	16/17 FAR	Start	Final	Total 15/18 Budget	15/16 Budget	Revised Cost	15/16 Expenditure to date	Comments
Bus Services	Operations	Approved	54%	2015/16	2017/18	$3,456,614	$1,132,472	-	$721,917	Service operating within budget
Passenger Transport Facilities Operations and Maint.	Operations	Approved	54%	2015/16	2017/18	$400,000	$200,000	-	$27,255	Costs related to security service at Rose Street Terminus, terminus and bus stop maintenenace and renewals. Provision for the upgrade of Rose Street Bus Terminus has yet to be realised.
Total Mobility Operations	Operations	Approved	40%	2015/16	2017/18	$774,419	$256,930	-	$164,471	Client survey currently being undertaken to try and ascertain why client use of the Scheme remains low.
Total Mobility Wheelchair Hoist Use Payments	Operations	Approved	100%	2015/16	2017/18	$84,000	$28,000	-	$17,456	Wheelchair hoist claims remain within budget.
Public Transport Information Supply, Ops and Maint.	Operations	Approved	54%	2015/16	2017/18	$313,191	$104,397	-	$33,084	Provision was made for advertising the re-tender of the CityLink Bus Service. This re-tender has been delayed pending a decision on a national electronic ticketing system
Minor Improvements 2015/18 - PT Improvements	PT Improvements	Approved	54%	2015/16	2017/18	$420,000	$140,000	-	$116,667	Provision made for service pending finalisation of contract, which has now been completed.
Regional Land Transport Management Planning 2015/2018	Programme Business Case	Approved	54%	2015/16	2017/18	$266,387	$79,104	-	$30,039	Operating within budget.
Regional Road Safety Action Plan 2015/2018	Programme Business Case	Approved	54%	2015/16	2017/18		$66,010		$32,700	Recently approved. Will be utilised by year end.
Road Safety Promotion - Medium Strategic Fit	Implementation	Approved	54%	2015/16	2017/18	$102,100	$33,287	-	$17,569	Summer and holiday projects to be carried through into May 2016.
Road Safety Promotion - High Strategic Fit	Implementation	Approved	54%	2015/16	2017/18	$341,297	$111,565	-	$61,841	Summer and holiday projects to be carried through into May 2016.
SuperGold Card	Implementation	Committed	10%	2015/16	2017/18	105,000	$105,000	-	$85,542	Operating to budget

Regional Land Transport Plan 2015 - 2021

ITEM: 5.1

Attachment 2

Far North District Council (FNDC) **1 July 2015 - 30 April 2016**

Name	Phase	Status	16/17 FAR	Start	Final	Total 15/18 Budget	15/16 Budget	Revised Cost	15/16 Expenditure to date	Comments
Emergency Works Repairs September 2013 Event	Construction	Committed	59%	2015/16	2015/16	$370,152	$370,152	-	$370,152	Work Completed
Emergency Works Repair July/Aug 2014 - Stg 2 Permanent Repairs	Construction	Committed	79%	2015/16	2015/16	$1,193,257	$1,193,257	-	$1,193,257	Work Completed
Emergency Works - Mangakahia Road - April 2015	Construction	Committed	79%	2015/16	2015/16	$136,714	$136,714	-	$136,714	Work Completed
Emergency Works Repair July/Aug 2014 event, initial response	Construction	Committed	59%	2015/16	2015/16	$1,994,000	$1,994,000	-	$792,622	38% spent. Will track well below 15/16 budget. 36 sites in progress, 6 sites in investigation/design phase, 37 remaining sites to be tendered/priced and completed 16/17. Expected $540k expenditure to year end.
Emergency Works Repair July/Aug 2014. Stg 1 - Permanent Repairs	Construction	Committed	79%	2015/16	2015/16	$808,810	$808,810	-	$20,810	
Emergency Works Repair July/Aug 2014 - Stg 3 Permanent Repairs	Construction	Committed	79%	2015/16	2015/16	$1,280,681	$1,280,681	-	$724,575	
Maintenance & Operations Local Roads	Local Roads	Approved	59%	2015/16	2017/18	$77,714,841	$22,293,837	-	$15,441,689	69% spent. Will track below 15/16 budget. 15/16 Pavement rehabilitation programme reduced to allow for prioritisation of programme based on new network data and dTims implementation.
Asset Management Planning Review	Study	Committed	65%	2015/16	2015/16	$156,432	$156,432	-	$38,812	Some carry over (30%) predicted to carry on with ONRC and AMP improvements.
Road Safety Promotion - Medium Strategic Fit	Implementation	Approved	59%	2015/16	2017/18	$612,961	$204,320	-	$168,699	On target.
Road Safety Promotion - High Strategic Fit	Implementation	Approved	59%	2015/16	2017/18	$2,419,679	$806,560	-	$665,944	
Minor Improvements 2015-18	Local Roads	Approved	59%	2015/16	2017/18	$10,400,000	$4,000,000		$1,560,389	39% spent. Will track well below 15/16 budget. 4 bridge projects programmed for 2015/16 completion, additional 5 to be deferred to 2016/17 programme. Safety and associated improvement projects largely complete.

Regional Land Transport Plan 2015 - 2018

ITEM: 5.1

Attachment 3

Whangarei District Council (WDC) **1 July 2015 - 30 April 2016**

Name	Phase	Status	15/16 FAR	Start	Final	Total 15/18 Budget	15/16 Budget	Revised Cost	15/16 Expenditure to date	Comments
Emergency Works 2014/15: Various Sites	Construction	Committed	54%	2015/16	2015/16	$822,930	$822,930	-	$465,015	Ongoing project. Some work to be deferred until next Summer
Preventative Maintenance 2012/15	Construction	Committed	51%	2015/16	2017/18	$112,142	$112,142	-	$60,442	Ongoing project. Some work to be deferred until next Summer
Maintenance & Operations - Local Roads	Local Roads	Approved	54%	2015/16	2017/18	$71,681,265	$22,321,428	$21,893,755	$17,345,908	Ongoing programme. 79% complete.
Activity Management Planning 2015/2018 - Programme business case	Study	Approved	54%	2015/16	2017/18	$151,893	$50,000	-	$43,104	Ongoing programme.
Activity Management Planning 2012/2015 - Study	Study	Committed	61%	2015/16	2015/16	$3,463	$3,463	-	$3,463	Project Completed
Crash Reduction Study 2014/15	Study	Committed	61%	2015/16	2015/16	$16,367	$16,367	-	$7,656	Project nearly complete.
ONRC Transition Plan - Programme business case	Study	Approved	54%	2015/16	2017/18	$157,000	$66,000	-	$1,545	Ongoing programme.
Whangarei Transportation Network Strategy Update2014/15	Study	Committed	61%	2015/16	2015/16	$24,919	$24,919	-	$24,919	Project nearly complete.
Road Safety Promotion 2015/18 - High Strategic Fit	Implementation	Approved	54%	2015/16	2017/18	$776,000	$258,667	-	$175,806	Ongoing programme.
Road Safety Promotion 2015/18 - Medium Strategic Fit	Implementation	Approved	54%	2015/16	2017/18	$103,000	$34,333	-	$30,068	Ongoing programme.
Road Safety Promotion 2015/18 - Emerging Strategic Risk	Implementation	Approved	54%	2015/16	2017/18	$60,000	$20,000	-	$0	Ongoing programme.
Cycleway Construction 2012/15	Construction	Committed	61%	2015/16	2015/16	$1,666,259	$1,666,259	$2,310,000	$1,450,685	Project nearing completion.
Cycleway Construction 2015/18	Construction	Committed	54%	2015/16	2017/18	$4,575,000	-	$216,000	$0	New approval. Physical works to start 2016/17
Cycleway Construction 2015/18 - Urban Cycleway Programme Funded	Construction	Committed	100%	2015/16	2017/18	$2,000,000	-	$94,000	$0	New approval. Physical works to start 2016/17
Mill Road/Nixon Road Upgrades	Construction	Committed	61%	2015/16	2017/18	$6,851,400	$3,783,900	$4,783,900	$4,738,900	Stage 2 works are ongoing. Programmed for completion Dec 2016.
Minor Improvements 2015/18	Local Roads	Approved	54%	2015/16	2017/18	$6,972,209	$2,140,598	-	$1,306,393	Ongoing programme.

Regional Land Transport Plan 2015 - 2021

ITEM: 5.1

Attachment 4

Kaipara District Council (KDC) **1 July 2015 - 30 April 2016**

Name	Phase	Status	16/17 FAR	Start	Final	Total 15/18 Budget	15/16 Budget	Revised Cost	15/16 Expenditure to date	Comments
Emergency Works 2014/15: Various Sites	Construction	Committed	61%	15/16	15/16	$624,641	$624,641	-	$321,924	The slips repairs from June and July 2014 storm events are underway. Some low risk projects are also being completed by the maintenance contractor.
Emergency Works 2015/16: Various Sites	Construction	Committed	61%	15/16	15/16	$325,000	$325,000	-	$0	The projects have been tendered and construction is to start soon.
Maintenance & Operations Local Roads	Local Roads	Approved	61%	15/16	17/18	$41,448,363	$13,269,679	$13,816,127	$12,210,514	All major works complete, the remainder will be completed towards the end of the financial year.
Activity Management Planning	Prog. Bus. Case	not approved	69%	15/16	17/18	$318,336	$118,336	-	$0	Costs have to be transferred to this category.
Road Safety Promotion - Medium Strategic Fit	Implementation	Approved	61%	15/16	17/18	$60,000	$20,000	-	$18,206	**Toll: 3** deaths **Driver Mentor Programme:** the Programme has 4 mentors supervising the driving practice of 12 students **CDMP**: This programme has now ceased in Kaipara and the mentor is available for further mentoring **Drive Soba:** Six offenders are attending the current programme **Sadd**: No students attended the regional workshop **Driver Training: 5** Town and around volunteers attended a workshop held in March and 6 undertook the driving assessment **Signs:** A request has been made to ACC to remove the damaged sign on SH14
Road Safety Promotion - High Strategic Fit	Implementation	Approved	61%	15/16	17/18	$315,000	$105,000	-	$62,027	Linked to similar activities listed above.
Minor Improvements 2015-18 - Local Roads	Local Roads	Approved	61%	15/16	17/18	$7,489,800	$2,494,900	-	$1,054,165	The larger than usual minor safety projects programme is expected to be about 70% by end of June.

Northland Regional Land Transport Programme 2012 - 2015

ITEM: 5.1

Attachment 5

Northland Highway Network Organisation (NZTA) **1 July 2015 - 30 April 2016**

Name	Phase	Status	15/16 FAR	Start	Final	Total Budget	15/16 Budget	Revised Cost	15/16 Expenditure to date	Comments
Kamo Bypass Stage 2	Construction	Committed	100%	2009/10	2012/13	$683,381	$671,046	$9,500	$678,064	Project complete. Post Implementation
SH1 Akerama Curves Realignment and PL	Construction	Committed	100%	2006/07	2012/13	$14,723,000	$6,459,000	n/a	$3,989,044	Construction phase
SH1 Corridor Improvements - Whangarei	Construction	Committed	100%	2011/12	2015/16	$35,823,349	$7,696,331	$8,605,000	$6,124,160	Construction phase
SH1 Springfield to Mata Median Barrier DBC	Investigation	Probable	100%	2015/16	2015/16	$768,080	$115,795	n/a	$116,100	Investigation phase
SH1 Springfield to Mata Median Barrier	Construction	Probable	100%	2014/15	2016/17	$0	$0	$0	$0	currently in investigation phase
SH1N - Brynderwyn North Safe Systems Project	Construction	Approved	100%	2014/15	2014/15	$16,999,998	$3,282,070	$9,100,000	$9,782,088	Construction phase.
Maint, Operations and Renewals Programme 2015/18	Maintenance	Approved	100%	2015/16	2015/18	$116,831,333	$22,884,150	n/a	$17,402,964	Northland M&O and Renewals
Minor Improvements	Construction	Approved	100%	2015/16	2015/18	$7,116,000	$2,041,280	n/a	$1,430,880	Northland Minor Improvements