Regional Transport Committee
Wednesday 7 August 2019 at 10.00am
Regional Transport Committee Agenda

Meeting to be held in the Council Chamber
36 Water Street, Whangārei
on Wednesday 7 August 2019, commencing at 10.00am

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

MEMBERSHIP OF THE REGIONAL TRANSPORT COMMITTEE
Chairman, Councillor John Bain
FNDC Councillor Ann Court
FNDC Councillor Ann Court
Deputy Chairman Paul Dimery
KDC Councillor Julie Geange
WDC Councillor Greg Martin
NZTA Representative Mr Steve Mutton

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<td>Investigation into the Needs and Availability of Total Mobility/Disability Transport Services in Northland - Update</td>
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<td>New Zealand Transport Agency Report to Regional Transport Committee</td>
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<td>DECISION MAKING MATTERS</td>
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<td>Regional Road Safety Action Plan Workshop and &quot;Road to Zero&quot;</td>
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TITLE: Confirmation of Minutes - 05 June 2019
ID: A1220256
From: Evania Arani, Executive Assistant Customer Services - Community Resilience

Recommendation
That the minutes of the Regional Transport Committee meeting held on 05 June 2019, be confirmed as a true and correct record.

Attachments/Ngā tapirihanga
Attachment 1: Unconfirmed Minutes of the Regional Transport Committee Meeting - 05 June 2019

Authorised by Group Manager
Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 30 July 2019
Regional Transport Committee Minutes

Meeting held in the Council Chamber
36 Water Street, Whangārei
on Wednesday 5 June 2019, commencing at 10.00am

Present:

Chairman, Councillor John Bain
Deputy Chairman, Councillor Paul Dimery – Arrived at 10.17am
FNDC Councillor Ann Court
KDC Councillor Julie Geange
WDC Councillor Greg Martin
NZTA Representative Jacqui Hori-Holt

In Attendance:

Full Meeting/Part Meeting
NRC Chairman – Bill Shepherd
NRC Chief Executive – Malcolm Nicolson (Arrived at 10.10am)
GM - Customer Service - Community Resilience – Tony Phipps
Meeting Secretary – Evana Arani
Media – Kirsten Edge
NTA – Calvin Thomas
NRC - Michael Payne
NRC/NTA – Dean Mitchell
NRC/NTA – Sharlene Selkirk
NRC/NTA – Ian Crayton Brown
NRC/NTA – Chris Powell
Police – Senior Sargent Wayne Ewers and Detective Sargent Renee O’Connell
KDC Councillor – Delia Varis Woodcock
FNDC – Andy Finch
WDC – Jeff Devine
KDC – Bernard Petersen

Members of the Public

The Chair declared the meeting open at 10.00am

Secretarial note: It has been brought to our attention that the photo of the SH1 Matakohe Bridges Realignment on page 61 in the RTC Agenda dated Wednesday 5 June 2019 was incorrect. Please see the correct photo on the following page.
Apologies (Item 1.0)

Moved (Bain /Geange)

That the apologies from NZTA representative, Steve Mutton for non-attendance be received

Carried

Declarations of Conflicts of Interest (Item 2.0)

It was advised that members should make declarations item-by-item as the meeting progressed.

Confirmation of Minutes - 03 April 2019 (Item 3.1)

ID: A1193362
Report from Evania Arani, Executive Assistant Customer Services - Community Resilience

Moved (Court/Bain)

That the minutes of the Regional Transport Committee meeting held on 03 April 2019, be confirmed as a true and correct record.

Carried
Regional Transport Committee

Northland Regional Land Transport Plan 2018 - 2021 Funding Uptake (Item 4.1)

ID: A1194655
Report from Chris Powell, Transport Manager - Northland Transport Alliance

Moved (Martin/Geange)

That the report ‘Northland Regional Land Transport Plan 2018 - 2021 Funding Uptake’ by Chris Powell, Transport Manager - Northland Transport Alliance and dated 20 May 2019, be received.

Carried

Secretarial note: The chair requested that a paper be tabled at the next meeting on what is available for the disabled community in Northland. Mr Powell advised that there is an upcoming investigation into the availability of transport for the disabled in the region and work will commence within the next couple of months. Cr Bain asked that this work try to be brought forward and reported on.

Northland Regional Road Safety Update (Item 5.1)

ID: A1195192
Report from Ian Crayton-Brown, Transport Projects Officer

Moved (Bain/Geange)

1. That the report ‘Northland Regional Road Safety Update’ by Ian Crayton-Brown, Transport Projects Officer and dated 21 May 2019, be received.

2. That the RTC hold a Road Safety Workshop on 12 June 2019 to agree on a road safety vision and priorities for action to achieve that vision for inclusion in a Northland RTC submission on the Northland Road Safety Strategy.

Carried

Secretarial note: Councillor Court requested that roadside drug testing be added to the agenda for the 12 June Regional and National Road Safety workshop. She queried if the committee needs to be putting the questions to the crown on the correlation of roadside deaths relating to drugs and where the legislation might be heading.

New Zealand Transport Agency Update (Item 5.2)

ID: A1197872
Report from Steve Mutton, NZTA - Director Regional Relationships Upper North Island

Moved (Dimery/Geange)

That the presentation ‘New Zealand Transport Agency Update’ by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 30 May 2019, be received.

Carried

Secretarial note: NZTA has estimated 87% of speed limits on NZ roads are too high. Cr. Geange requested that NZTA provide the committee with the data around this and where we sit as a region? Discussion from the committee around the Northland Land Transport Plan – 12 million dollars’ worth of projects being cut in Northland. The NZTA rep advised that project cuts have been made all throughout the country and not just Northland. Cr Geange requested the data on the total figure of projects removed from the list for the entire country.
Regional Transport Committee  
5 June 2019

Provincial Growth Fund Applications for Funding for Land Transport Related Projects. (Item 5.3)

ID: A1195606 
Report from Chris Powell, Transport Manager - Northland Transport Alliance

Moved (Dimery/Geange)

That the report ‘Provincial Growth Fund Applications for Funding for Land Transport Related Projects.’ by Chris Powell, Transport Manager - Northland Transport Alliance and dated 23 May 2019, be received.

Carried

Secretarial note: Cr Court requested that a centralised database be put together which captures all the RCA workstreams in Northland and that the data contains the buckets of money in play, projects in play and where we might aim. It has also been requested that the data captures what applications have been put forward, what’s been approved and what hasn’t as well as the projects that have been considered. This is to be tabled at the next committee meeting.

Request to Vary the Northland RLTP 2015/21 – Northland Transport Alliance PGF Projects (Item 6.1)

ID: A1195091 
Report from Calvin Thomas, Northland Transport Alliance Manager

Moved (Martin/Geange)

1. That the report ‘Variation to the 2015/2021 Regional Land Transport Programme – Northland Transport Alliance – Mangawhai Shared Path and Robert/Walton Intersection Improvements’ by Calvin Thomas – Northland Transport Alliance Manager, dated 14 May 2019 be received

2. That the Regional Transport Committee approves the request to vary the Regional Land Transport Plan 2015/21 to make the following changes:

   Kaipara District Council
   • Include the Mangawhai Shared Path project with a 2018/21 budget of $1,550,000.
   • Reduce the Low Cost/Low Risk programme for 2018/21 by $1,550,000

   Whangarei District Council
   • Include the Robert Street/Walton Street Intersection Improvements project with a combined budget of $1,613,660.
   • Remove the Bank Street/Dent Street Intersection Improvements project with a combined budget of $1,613,660.

Carried

Conclusion

The meeting concluded at 11.32am
Title: Northland Regional Land Transport Plan 2018 - 2021 Funding Uptake

ID: A1212659

From: Chris Powell, Transport Manager - Northland Transport Alliance

Executive summary
This report covers the final subsidy claims submitted to the New Zealand Transport Agency (NZTA) for the first year of the 2018/2021 three-year funding period and details the funding uptake by each approved authority for the financial period 1 July 2018 to 30 June 2019.

Recommendation
That the report ‘Northland Regional Land Transport Plan 2018 - 2021 Funding Uptake’ by Chris Powell, Transport Manager - Northland Transport Alliance and dated 11 July 2019, be received.

Background
Reports on the Northland Regional Land Transport Plan – Funding Uptake are tabled at each Regional Transport Committee (RTC) meeting.

These reports serve to update the RTC on the progress of those Activities/Programmes approved for funding assistance in the National Land Transport Programme for each of the regions four approved road-controlling authorities and the Northland Regional Council.

Please note that the attached spreadsheets include a new section titled “Provincial Growth Fund” that provides updates on the progress of projects that have their funding approved under this category.

Comparisons on Budgeted Expenditure against Actual Expenditure by Activity/Programme for both the full financial year and year to date for the relevant financial year are provided.

It is important to note that the Activities/Programmes reflected in the attached spreadsheet do not include non-subsidised projects or work categories.

The base information contained in the spreadsheets is sourced directly from the New Zealand Transport Agency’s (NZTA’s) ‘2018 – 21 National Land Transport Programme for Northland’ and from the relevant subsidy claims as submitted to NZTA by the approved authorities.

Any questions in regards to the information reflected in the attached spreadsheets, can be directed to the relevant approved road controlling authority.
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**Notes:**
- This table outlines the planned maintenance and renewal programme for 2019-2022.
- The programme is designed to ensure the continued operation and safety of the rail network.
- The expected start and completion dates are approximate and subject to change.
- Funding levels are based on approved budgets and may be subject to future adjustments.
ITEM: 4.1

Regional Transport Committee
7 August 2019

Attachment 1

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- The page contains a table and some text.
Regional Transport Committee
7 August 2019

ITEM: 4.1

Attachment 1

ID: A1222267

State Highway Improvements

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Local Road Improvements

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TITLE: Improving the Value of the Regional Land Transport Plan

ID: A1216169

From: Chris Powell, Transport Manager - Northland Transport Alliance

Executive summary/Whakarāpopototanga

This paper serves to report to the Regional Transport Committee (RTC) the work being undertaken by the Transport Special Interest Group in regards to the increasing number of challenges having to be overcome in the compilation of Regional Land Transport Plans.

A PowerPoint presentation will be presented in support of this paper at the meeting.

Recommendation

That the report ‘Improving the Value of the Regional Land Transport Plan’ by Chris Powell, Transport Manager - Northland Transport Alliance and dated 17 July 2019, be received.

Background/Tuhinga

The Regional Land Transport Plan (RLTP) is extremely important because it identifies the long-term vision and outcomes for transport in the region along with the key regional priorities. It provides for the local voice in transport investment decisions and can provide opportunities to improve transport and land use integration. However, a number of challenges have been identified which can result in suboptimal outcomes for regions.

The significant effort to develop RLTP’s is not reflected in the preparation of the National Land Transport Plan (NLTP) and subsequent funding decisions. The current processes make engagement with the public and stakeholders challenging, there is a disconnect between strategy and programme development, and the isolated development of the state highway programme limits opportunities for the RTC and the public to influence key projects.

Other regions are all facing similar issues with Regional Land Transport Plans (RLTP). The regional sector has identified opportunities as well as challenges by working together to agree more consistent RLTP development, processes, and format. Regions can improve efficiency, reduce churn and duplicated effort, and more effectively engage with NZTA and central government on regional transport priorities. Work on the 2021 RLTP is about to begin.

In 2009, annual funding applications for national funding assistance was amended to a three-year Regional Land Transport Plan and in 2015 a six-year Regional Land Transport Plan with a three-year review. Since the introduction of these changes, the process to be followed in the compilation of the RLTP and the related application criteria required to be undertaken for national funding assistance through the National Land Transport Fund has become progressively more difficult, disjointed, resource and time consuming and unnecessary churn challenging stakeholder and public engagement.

The presentation that is attached to this report will provide greater detail on the challenges being faced and the proposed opportunities available.
Proposed Approach for the RLTP 2021

The Northland Regional Council (NRC) has been working together with regional councils, Auckland Transport and unitary councils to investigate ways to improve the value that RLTPs add to transport planning and investment decision making. As part of this work, it is proposed to improve the process for developing RLTPs. An important aspect of this is building a stronger link between the strategic component, investment priorities and the programme of activities.

Through this work, it is hoped to improve efficiency, reduce churn, provide a better product and improve engagement with NZTA and other national stakeholders. Key aspects of this are:

- Stronger links with land use planning;
- Improved consistency of RLTPs across the country, while retaining flexibility to recognise regional differences;
- A consistent structure and framework for presenting the strategic direction comprising a 30-year strategic outlook, 10-year investment priorities and a 3-6 year programme;
- A simpler prioritisation approach for major projects.

Other work is underway in collaboration with NZTA and the Ministry of Transport to explore options to give greater weight to RLTPs in NZTA’s investment decision-making processes, to improve the transparency of the development of NZTA’s investment proposal for state highways and other activities, and to improve the tools available for RLTP development.

Attachments/Ngā tapihiranga

Attachment 1: Improving the Value of Regional Land Transport Plans

Authorised by Group Manager

Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 31 July 2019
Improving the Value of Regional Land Transport Plans

Chris Powell
7 August 2019
Context

- Northland Regional Land Transport Plan – Three-Year Review completed in June 2018
- Lessons learnt exercise identified a number of challenges and opportunities to improve RLTP processes
- We are scoping RLTP 2021/2027 and looking to make improvements
Why the RLTP is Important

• Identifies long term vision and outcomes for transport in the region
• Identifies key regional priorities
• Provides for local voice in transport investment decisions
• Can provide opportunities to improve transport and land use integration
Challenges

• Significant effort to develop RLTPs, but priorities not reflected in NLTP – inclusion in the RLTP doesn’t mean projects are funded

• Timing misalignment between RLTPs and LTPs creates confusion and churn

• Disconnect between strategy section and the regional programme limits effectiveness of strategy
Challenges (cont.)

• Current processes make engagement with the public and stakeholders challenging

• Isolated development of the State Highway programme limits opportunities for RTC and the public to influence key projects

• There is significant churn and wasted use of constrained resources
Opportunities

- Other regions are all facing similar issues with RLTPs
- By working together to agree more consistent RLTP development processes, format, and content we can:
  - Improve efficiency
  - Reduce churn and duplicated effort
  - Provide a better product
  - More effectivity engage with NZTA and MoT about RLTPs
Opportunities (cont.)

- Work with MoT on GPS and potential legislative changes
- Work with NZTA on:
  - Improving tools for RLTP development
  - Giving more weight to RLTPs in NZTA’s investment decision making
  - Clarifying RLTPs role in business case approach
  - Improving integration of State Highway Programme development
  - Clarifying relationship with Long Term View
Recommendation is for:

- Shorter, more succinct strategy;
- Greater collaboration;
- Investment Logic Mapping exercise to include:-
  - 30 year strategic outlook/framework;
  - 10 year investment priorities.
- Simpler prioritisation of major projects
- Stronger linking of land use and transport issues
Approach for RLTP 2021/2027 (cont.)

- NTA Project Team formed;
- RLTP Project Plan being compiled. Will be presented to December 2019;
- Ministry of Transport looking to release Draft GPS 2021 in December 2019;
- Recommendation to commence compilation of Draft “Strategy” (front end) section first for RTC approval;
- RTC to consider release of draft front end in mid 2020 for comment so it can inform council programmes as part of LTP development.
What’s Next?

April – May:

• Further scoping work for RLTP 2021
• Commence review of strategic framework and monitoring framework
• Develop pressures and issues paper

18 June RTC meeting/workshop:
• further detail on the scope
• strategic framework workshop
Executive summary/Whakarāpopototanga

At the June 2019 Regional Transport Committee meeting, the Chairman requested that an update be provided on the progress of the “Investigation into the Needs and Availability of Total Mobility/Disability Transport Services in Northland” to the August 2019 meeting. This paper serves to update the Regional Transport Committee on this matter.

Recommendation

That the report ‘Investigation into the Needs and Availability of Total Mobility/Disability Transport Services in Northland - Update’ by Chris Powell, Transport Manager - Northland Transport Alliance and dated 18 July 2019, be received.

Background/Tuhinga

At the February 2019 Regional Transport Committee (RTC) meeting a report titled “Investigation into the Needs and Availability of Total Mobility/Disability Transport Services in Northland” was tabled. This report outlined the proposed investigation into the transport needs of persons with impairments in Northland. The RTC approved the recommendation:

“That the Regional Transport Committee approve the investigation into what transport options are currently available to people who would be eligible for subsidised transport under the Total Mobility Scheme in the Far North and Kaipara.”

Progress to Date

Since the last report, staff have continued to liaise with representatives from the Far North District Council. With little progress being made with the Kaipara District Council, staff will be organising a community meeting with agencies and current public transport operators. The Kaipara District Council will be fully advised of all arrangements.

In addition to the above, staff have presented to the Far North Disability Advisory Group, St Johns and other stakeholders where this matter has been positively received.

The funding application for this investigation was approved for the 2019/2020 financial year of the Regional Land Transport Plan 2018/2021. Once the funding for the investigation has been finalised, a consultant will be employed to undertake the work required.

It is important to note that this is a collaborative effort and will require positive input from all partners and stakeholders to ensure the best possible outcome.

Attachments/Ngā tapirihanga

Nil

Authorised by Group Manager

Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 31 July 2019
TITLE: New Zealand Transport Agency Report to Regional Transport Committee

ID: A1221466

From: Steve Mutton, NZTA - Director Regional Relationships Upper North Island

Executive summary/Whakarāpopototanga
The New Zealand Transport Agency will provide an update report to the Regional Transport Committee.

Key messages include:

- The NZ Transport Agency focus in Northland continues to be on creating a transport system that is safer, provides stronger communities connections, supports better access to economic and employment opportunities, and that is resilient to withstand extreme weather events.

- We met with our local government partners to discuss the current National Land Transport funding for each region.

- Road to Zero – Ministry of Transport new approach submissions are open now to 14th August 2019

- Investment Decision-Making Framework reviews held with national workshops in June

- Speed review has commenced where we are looking at three stretches of high-risk Northland state highways and a new drug driving campaign has been launched nationally

Mrs. Jacqui Hori-Hoult, Manager, System Management – Northland will be speaking to this paper to the attached presentation.

Recommendation(s)

1. That the report ‘New Zealand Transport Agency Report to Regional Transport Committee’ by Steve Mutton, NZTA - Director Regional Relationships Upper North Island and dated 30 July 2019, be received.

Attachments/Ngā tapirihanga

Attachment 1: NZTA Quarterly Update - Q4 2018/19
Attachment 2: NZTA Update to August RTC Meeting

Authorised by Group Manager

Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 31 July 2019
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</thead>
<tbody>
<tr>
<td>Complete business case for improvements to SH11 - Kawakawa to SH10 Pukekona</td>
<td></td>
<td></td>
<td>Continue business case development, including long list of options and community engagement.</td>
<td>Business case development continued with a focus on stakeholder and Hapu engagement.</td>
<td>Continue business case development. Business case is due for completion in June 2020.</td>
<td>2018 - 2020</td>
<td>Delivery</td>
</tr>
<tr>
<td>Complete Rest Area Strategy and Implementation Plan</td>
<td></td>
<td></td>
<td>Continue business case development, including crash data and gap analysis.</td>
<td>Business case development continued with a focus on stakeholder and Hapu engagement.</td>
<td>Continue business case development. Business case is due for completion in December 2019.</td>
<td>2018 – 2019</td>
<td>Delivery</td>
</tr>
<tr>
<td>Complete business case identifying improvements to passing and overtaking opportunities</td>
<td></td>
<td></td>
<td>Continue business case development, including crash data and gap analysis.</td>
<td>Business case development continued with a focus on stakeholder and Hapu engagement.</td>
<td>Continue business case development. Business case is due for completion in December 2019.</td>
<td>2018 – 2019</td>
<td>Delivery</td>
</tr>
<tr>
<td>Complete business case for Twin Coast</td>
<td></td>
<td></td>
<td>Continue business case development, including consultation on long list</td>
<td>Business case development continued with a focus on</td>
<td>Complete business case and deliver final business case to stakeholders.</td>
<td>2018 – 2019</td>
<td>Delivery</td>
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<tr>
<td>Discovery Route Wayfinding Signage</td>
<td></td>
<td></td>
<td>of options and an audit of existing signage.</td>
<td>stakeholder and Hapu engagement.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Complete bridge replacements in Mataköhe, Taipa and Kaeo</td>
<td></td>
<td></td>
<td>Mataköhe: construction continuing. Kaeo: design and consent work continuing. Taipa: disestablishment of the old bridge, bridge construction continuing.</td>
<td>Mataköhe: construction completed, and the Bridge was opened by Hon Shane Jones. Kaeo: design and consent work continued. Taipa: disestablishing the old bridge, bridge construction continued.</td>
<td></td>
<td>2017-2022</td>
<td>Delivery</td>
</tr>
<tr>
<td>Complete Puhoi to Warkworth</td>
<td></td>
<td></td>
<td>Remain on track for delivery.</td>
<td>Works continued.</td>
<td>Remain on track for delivery.</td>
<td>2016 - 2022</td>
<td>Delivery</td>
</tr>
<tr>
<td>Complete Route Protection for Warkworth to Wellsford</td>
<td></td>
<td></td>
<td>No update.</td>
<td>No update.</td>
<td>Continue progressing necessary works to obtain route designations.</td>
<td>2017 - 2022</td>
<td>Planning</td>
</tr>
<tr>
<td>Complete improvements from Wellsford to Whangārei</td>
<td></td>
<td></td>
<td>No confirmed work.</td>
<td>Works continued.</td>
<td>Continue progressing design and approval processes.</td>
<td>2017 - 2024</td>
<td>Delivery</td>
</tr>
<tr>
<td>Complete Whangārei Urban Improvements</td>
<td></td>
<td></td>
<td>Continue construction, including on the western side of the new Otāka Bridge.</td>
<td>Works continued.</td>
<td>Continue construction.</td>
<td>2017 - 2021</td>
<td>Delivery</td>
</tr>
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</tr>
<tr>
<td>Deliver the Northland Delivery Framework</td>
<td></td>
<td></td>
<td>Continue to deliver the Northland Delivery Framework.</td>
<td>Continuing to use the Framework to deliver qualifying projects.</td>
<td>Continue to use the Framework to deliver qualifying projects.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Twin Coast Discovery Route – Complete Integrated Northland Cycle Plan</td>
<td></td>
<td></td>
<td>Continue business case development, including confirmation of short list of preferred options.</td>
<td>Business case complete following approvals processes.</td>
<td>Deliver final business case to stakeholders.</td>
<td>2018 - 2019</td>
<td>Delivery</td>
</tr>
<tr>
<td>Twin Coast Discovery Route - Produce Township plans</td>
<td></td>
<td></td>
<td>Continue business case development, including regional engagement and developing list of possible early deliverables.</td>
<td>Business case development continued with a focus on stakeholder and Hapu engagement.</td>
<td>Continue business case development. Business case is due for completion in December 2019.</td>
<td>2018 - 2019</td>
<td>Delivery</td>
</tr>
<tr>
<td>Region</td>
<td>Project Name</td>
<td>Summary of what the application/EOI proposes to do</td>
<td>Commenting on assessing an EOI or application</td>
<td>Outcome of PGF funding decision</td>
<td>Notes</td>
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<tr>
<td>Northland</td>
<td>Northland Rail</td>
<td></td>
<td>EOI</td>
<td>Approved for PGF funding</td>
<td>North Auckland Line Feasibility Study released on the Ministry of Transport website: <a href="https://www.transport.govt.nz/multi-">https://www.transport.govt.nz/multi-</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northland</td>
<td>Howard League</td>
<td>Programme to assist driving Offenders get their license</td>
<td>EOI</td>
<td>Approved for PGF funding</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northland</td>
<td>North Hokianga Infrastructure</td>
<td></td>
<td>EOI</td>
<td>Declined for PGF funding</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northland</td>
<td>Northland Economic Development Fund</td>
<td>Investment to enable the undertaking of further feasibility studies for infrastructure development. In particular initial study on rail.</td>
<td>EOI</td>
<td>Declined for PGF funding</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northland</td>
<td>Waipu Trail</td>
<td>Complete a walking and cycling route connecting Waipu historic village to Langs Beach, via Waipu Cove</td>
<td>EOI</td>
<td>Unsupported EOI</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northland</td>
<td>Whangarei Forestry Road</td>
<td>Sealing of three forestry roads with significant dust issues</td>
<td>EOI</td>
<td>Unsupported EOI</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Region</td>
<td>Project Name</td>
<td>Summary of what the application/EOI proposes to do</td>
<td>Commenting on assessing an EOI or application</td>
<td>Outcome of PGF funding decision</td>
<td>Notes</td>
<td>NTA initiated</td>
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<tr>
<td>Northland</td>
<td>Pou Herenga Tai cycle trail</td>
<td>To construct a permanent cycle trail on a new embankment/boardwalk along much the same scenic route through rail reserve and land-banked Office of Treaty Settlements land. This will maintain the cycle trail link to Opua.</td>
<td></td>
<td>Withdrawn</td>
<td>The Transport Agency understands that an EOI was withdrawn by the applicant. A new application for both the vintage railway upgrade and the new cycle trail between Kawakawa and Opua is expected. The Transport Agency understands that the new application was the Northern Adventure Experience (NAX). The NZTA provided comment to PDU on 28 March 2019.</td>
<td>NTA</td>
<td></td>
</tr>
<tr>
<td>Northland</td>
<td>Whangarei Bridges 50Max HPM/V Network Extension</td>
<td>To strengthen 6 existing bridges, for greater access for highly efficient new freight vehicles to increase productivity</td>
<td>EOI</td>
<td>Unsupported EOI</td>
<td>All three Councils have advanced proposals for 50 Max HMPV Extension based on aspiration. Regional Approach needed to ensure appropriate mix of network extension. Will need business cases to advance via the NLTF. NZTA provided comment to PDU on 29 March 2019.</td>
<td></td>
<td></td>
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<tr>
<td>Northland</td>
<td>Cove Road Detour Bridge Two Laning and Curve Improvement</td>
<td>To widened 3 single lane bridges, and curve improvements</td>
<td>EOI</td>
<td>Unsupported EOI</td>
<td>Could be funded from the NLTP but is not yet included in the RLTP. Advised PDU that NZTA will work with the applicant on the process. NZTA provided comment to PDU on 29 March 2019.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Region</td>
<td>Project Name</td>
<td>Summary of what the application/EOI proposes to do</td>
<td>Commenting on assessing an EOI or application</td>
<td>Outcome of PGF funding decision</td>
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<tr>
<td>Northland</td>
<td>Far North District Council Bridges 50 Max HPMV Enabling</td>
<td>To extend 50MAX and HPMV freight vehicle access over 33 bridges through our network. It will increase productivity of journeys</td>
<td>EOI</td>
<td>Unsupported EOI</td>
<td>All three Councils have advanced proposals for 50 Max HMPV Extension based on aspiration. Regional Approach needed to ensure appropriate mix of network extension. Will need business cases to advance via the NLTF. NZTA provided comment to PDU on 29 March 2019.</td>
<td></td>
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<tr>
<td>Northland</td>
<td>&quot;Kick for the Seagulls&quot; Program</td>
<td>To establish a program &quot;Kick for the Seagulls&quot;. Lowie Institute Ltd is an educational body that aims to engage the socially, economically, educationally excluded using the vehicle of sport based on Graham Lowie’s 12 principles.</td>
<td>Application</td>
<td>On hold</td>
<td></td>
<td></td>
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<tr>
<td>Northland</td>
<td>Te Mingi barge site</td>
<td>feasibility study</td>
<td>Application</td>
<td>Approved for PGF funding</td>
<td>Feasibility study should estimate effects on roading network.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northland</td>
<td>Waipoua River Road</td>
<td>visitor information and camping site redevelopment for iwi. Includes improving access on Waipoua River Road</td>
<td>Application</td>
<td>Kaipara Package approved</td>
<td>Contract to be signed with KDC and PDU.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northland</td>
<td>Pouto Road</td>
<td>Upgrade to local road to service forestry</td>
<td>Application</td>
<td>Kaipara Package approved</td>
<td>Contract to be signed with KDC and PDU.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Region</td>
<td>Project Name</td>
<td>Summary of what the application/EOI proposes to do</td>
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<td>Notes</td>
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<tr>
<td>Northland</td>
<td>Kaiwaka Mangawhai Road Bridge Two Laning</td>
<td>To Replace a single lane to a two lane, to improve safety and bring up to 50MAX capability</td>
<td>Application</td>
<td>Withdrawn</td>
<td>NZTA provided comment to PDU on 29 March 2019.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northland</td>
<td>Kaihu Valley Rail Trail</td>
<td>Seeks funding for an off-road cycle trail following a rail corridor, as an alternative to the current on road SH12 Heartland Ride</td>
<td>Application</td>
<td>Withdrawn by applicant.</td>
<td>To be considered as part of the Northland Integrated Cycle Plan Business Case, being progressed as part of the Twin Coast Discovery Route work.</td>
<td>NTA</td>
<td></td>
</tr>
<tr>
<td>Northland</td>
<td>Kaipara Bridges 50Max HPMV Network Extension</td>
<td>To extend the ability of the 50MAX and HPMV freight vehicles access for horticulture, forestry, dairy and other activities in the region</td>
<td>EOI</td>
<td>Kaipara Package approved</td>
<td>Contract to be signed with KDC and PDU.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Northland</td>
<td>Kaipara Kickstart Roading</td>
<td>Feasibility Study</td>
<td>Application</td>
<td>Kaipara Package approved</td>
<td>Contract to be signed with KDC and PDU.</td>
<td></td>
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</table>
Northland Regional Transport Committee

August 2019
Key Messages

- The NZ Transport Agency focus in Northland continues to be on creating a transport system that is safer, provides stronger communities connections, supports better access to economic and employment opportunities, and that is resilient to withstand extreme weather events.

- We met with our local government partners to discuss the current National Land Transport funding for each region.

- Road to Zero – Ministry of Transport new approach submissions are open now to 14th August 2019

- Investment Decision-Making Framework reviews held with national workshops in June

- Speed review has commenced where we are looking at three stretches of high risk Northland state highways and a new drug driving campaign has been launched nationally
WORKING TOGETHER

We met with our local government partners around the country in May and June to discuss the current National Land Transport Programme (NLTP) funding for each region.

- We’re continuing to focus on how we can better work together now in a challenging funding environment, as well as in the future.

- As part of developing the 2021-24 NLTP, we will share and discuss investment signals early to support you as you’re putting together Regional Land Transport Plans (RLTPs).

- These investment signals will be formed as we identify more ways to put a greater emphasis on people and places, rather than vehicles and networks.
INVESTMENT DECISION-MAKING FRAMEWORK


- Some of the themes that emerged for us to focus on were to:
  - provide better guidance around right size business cases,
  - have a co-designed approach to business cases,
  - have better alignment between business cases and other strategic plans.

- The review has three phases – investigation, design, and implementation. We’re now completing the investigation phase and moving on to design.

- There will be more opportunities to have further input, including informal testing of design concepts and regional workshops towards the end of the design phase.

  We’re looking at a fundamental change in how we make investment decisions. We want to put people and places, rather than vehicles and networks at the centre of our decision-making.
ROAD TO ZERO

- Our vision for road safety is a New Zealand where everyone arrives alive — every time.
- Road to Zero is the Ministry of Transport’s proposed new approach to road safety.
- The new strategy will help us build the safest transport system we can and work towards zero deaths and serious injuries on the roads.
- Public consultation is open now to 14 August 2019.

Making a submission is simple and easy.

Visit www.transport.govt.nz/zero and fill in the form online.
SPEED MANAGEMENT

- A reduction in speed on our roads is the most cost-effective way to help reduce deaths and serious injuries.
- Speed is the single biggest factor that determines if you survive a crash, or walk away unharmed.
- The Government has asked Road Controlling Authorities to focus on reducing speeds on the top 10% of the high-risk parts of the network.
- We’re also working to reduce speeds on priority parts of the state highway and streamline regional speed management to make it easier for regional authorities to set safe and appropriate speeds.
- When reviewing speeds in your region, we need to work together and have your support to achieve the best results for your communities.
- We’re not looking at blanket reductions. We know that one size doesn’t fit all when it comes to safe speed limits.
SPEED REVIEW - NORTHLAND

• Our focus is on treating the top 10 percent of the network where speed management can have the biggest impact, and will result in the greatest reduction in deaths and serious injuries.

• We’re currently reviewing three stretches of state highway in Northland:
  - State Highway 1 between Moerewa and Kawakawa
  - State Highway 10 between Awanui and Taipa
  - State Highway 11 between Haruru and Puketona

We held four community drop-in session in July and additional feedback can provided up until 4 August 2019 at www.nzta.govt.nz/northland-speed-reviews
NEW DRUG DRIVING CAMPAIGN

- Drug driving is more commonplace than you may think. Last year, 71 people were killed in crashes where a driver was found to have drugs or medication in their system which may have impaired their driving.
- We recently launched our new advertising campaign called The Unsaid.
- This campaign shares people’s real stories of loss and will facilitate people to share their drug driving related stories, ultimately showing New Zealanders that drug driving is both harmful and prevalent.
- The Unsaid deliberately targets broader road users rather than drug drivers directly.
- For more information visit our website www.nzta.govt.nz/the-unsaid
INNOVATING STREETS FOR PEOPLE

- GPS 2018 supports investment in liveable cities by improving walking, cycling and public transport and by increasing transport choice.
- We want to support towns and cities to make changes more quickly and cost effectively, using innovative techniques to reduce vehicle speeds and create more space for people.

We’ll improve the support and advice we offer to help councils deliver:

- temporary physical changes to streets
- improvements that are in advance of a permanent fix
- activations with a primary aim to impact safety and deliver on community ‘placemaking’ aspirations
Northland Region Updates

Topics to cover:

- Local Road Safety
- Safety Network Programme
- Speed Management
- Road Safety Strategy
- Public Transport
- PGF
- Project Performance
- Key Milestones
- Key Insights Detour Routes
- Project Updates and Photos
Local Road Safety

Pedestrian safety

Landing Rd

Kamo Shared Path / Manse St
Local Road Safety

Speed Management

Keyte St, slow street

Lupton Ave, slow street, ped Xing
Local Road Safety

High Risk Rural Roads

Vinegar Hill Rd

Murphy’s Corner, Ngunguru Rd
Local Road Safety

High Risk Rural Roads

Aucks Rd Guardrail

Westcoast Rd
Local Road Safety

High Risk Intersections

Riverside Dr / Mackesy Rd

Corks Rd / Station Rd
Local Road Safety

New Footpaths

Okara Dr

Arnold Rae Park, Kaitaia
Local Road Safety

New Footpaths

Kelly Street Footpath – Dargaville
Safe Network Programme

Update

The Whangarei to Wellsford project has been split into three geographical sections and will focus on short-medium term safety interventions, within the existing alignment. The three sections are:

- Northern section – SH1 Whangarei to SH1/SH15 Port Marsden Highway
- Central section – SH1/SH15 Port Marsden Highway to the northern base of the Brynderwyn Hills
- Southern section – SH1/SH12 Brynderwyn Hills to SH1 Wellsford

The northern section will be delivered first and will include:

- Centre flexible wire barrier
- Widened centrelines
- Roadside barriers at High Risk locations
Speed Management

Update

- Three speed reviews currently underway in Northland
  - SH10 Awanui to Taipa
  - SH1 Moerewa to Kawakawa
  - SH11 Haruru to Puketona

- Key stakeholders and partners have been engaged (July)
- Public engagement has just closed (4th August)

- Team is collating all the feedback received and gearing up for statutory consultation

- We will report back with the consultation report

- Gazetting will be required before new speed limits are implemented

- Where speed limits have changed, road users and communities will be informed and speed signs replaced on the highways.
Strengthening Northland’s Road to Zero

Purpose
Identify authentic collaborative solutions to reducing death and serious harm on Northland’s roads

Workshop goals
- Identifying key issues and leverage opportunities
- Designing for and testing the future
  - Alignment to current national and regional strategies
  - Prioritising and allocating resources
- Develop and implement a shared plan of action

Delivering Change
- Strong strategic relationships
- Good baseline data to better understand and mitigate barriers
- Coordinated whole of network approach
- Robust evidence based decisions
- Plan for and commit to success
- Shared ownership

The summary document is a representation of the feedback captured and outlines areas of focus by Safe System theme to better inform Road to Zero submission content.
Public Transport for Northland
# Provincial Growth Fund – Northland Transport Investment

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>SH, LOCAL ROAD, OR RAIL</th>
<th>DELIVERABLE</th>
<th>RECENT PROGRESS</th>
<th>EXPECTED COMPLETION DATE</th>
<th>UPCOMING MILESTONES</th>
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<tbody>
<tr>
<td>Passing and Overtaking Opportunities (Twin Coast Package)</td>
<td>SH</td>
<td>Business case with recommended investment programme.</td>
<td>December 2019</td>
<td>Continue business case development. Business case is due for completion in December 2019.</td>
<td></td>
</tr>
<tr>
<td>Integrated Cycle Plan (Twin Coast Package)</td>
<td>SH</td>
<td>Cycle plan for Northland with five cycleways designed and ready for investment.</td>
<td>June 2019</td>
<td>Deliver final business case to stakeholders.</td>
<td></td>
</tr>
<tr>
<td>Township Plans (up to 12 plans) (Twin Coast Package)</td>
<td>SH</td>
<td>Urban design plans for selected Northland towns hips.</td>
<td>December 2019</td>
<td>Collate outputs from community engagement and complete plans.</td>
<td></td>
</tr>
<tr>
<td>Twin Coast Discovery Route Wayfinding Signage (Twin Coast Package)</td>
<td>SH</td>
<td>Business case with recommended investment programme.</td>
<td>June 2019</td>
<td>Deliver final business case to stakeholders.</td>
<td></td>
</tr>
<tr>
<td>SH10 Waipapa Intersection Improvement</td>
<td>SH</td>
<td>Physical works to construct a roundabout at the intersection of State Highway 10 and Waipapa Road.</td>
<td>Construction complete December 2020</td>
<td>Construction to start in the second half of 2019.</td>
<td></td>
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</table>
### Provincial Growth Fund – Northland Transport Investment

<table>
<thead>
<tr>
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<th>EXPECTED COMPLETION DATE</th>
<th>UPCOMING MILESTONES</th>
</tr>
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<tbody>
<tr>
<td>50MAX High Productivity Motor Vehicle (Kaipara Kickstart)</td>
<td>LR</td>
<td>Upgrading structures to be 50MAX/HPMV capable</td>
<td></td>
<td></td>
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<tr>
<td>Pouto Road Phase 1 (Kaipara Kickstart)</td>
<td>LR</td>
<td>Design then physical works to seal 10km.</td>
<td></td>
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<tr>
<td>Pouto Road Phase 2 BC (Kaipara Kickstart)</td>
<td>LR</td>
<td>Business case to extend the seal in Phase 1 to Pouto Point.</td>
<td></td>
<td>Contract sent to KDC for signing</td>
<td>TBC</td>
</tr>
<tr>
<td>Pouto Road Phase 2 (Kaipara Kickstart)</td>
<td>LR</td>
<td>Physical works to extend the seal in Phase 1 to Pouto Point.</td>
<td></td>
<td></td>
<td>Sign contract.</td>
</tr>
<tr>
<td>Road remodelling (Kaipara Kickstart)</td>
<td>LR</td>
<td>Improving the quality of existing road surfaces.</td>
<td></td>
<td>TBC</td>
<td></td>
</tr>
<tr>
<td>Waposua River Road (Kaipara Kickstart)</td>
<td>LR</td>
<td>Physical works to widen and seal 1.9km from SH12 to the Waposua Visitor Information Centre.</td>
<td></td>
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</tbody>
</table>
## Project Performance

<table>
<thead>
<tr>
<th>Activity</th>
<th>2018-21 NLTP</th>
<th>Completion</th>
<th>Progress</th>
<th>Commentary</th>
</tr>
</thead>
<tbody>
<tr>
<td>State highway maintenance, operations and renewals</td>
<td>$75.40M</td>
<td>Ongoing</td>
<td></td>
<td>Good finish to the season. Team currently finalising programme for this year.</td>
</tr>
<tr>
<td>State highway low cost, low risk improvements</td>
<td>$6.74M</td>
<td>Ongoing</td>
<td></td>
<td>Good finish to the season with a large number of projects completed in June 2019. Completed projects include 16 of 20 safety projects and all 11 BOOST projects.</td>
</tr>
<tr>
<td>Whangarei to Te Hana SSBC</td>
<td>$0M</td>
<td></td>
<td></td>
<td>No update</td>
</tr>
<tr>
<td>Whangarei to Wellsford (Northern) Standard Safety Intervention</td>
<td>$4M</td>
<td>Underway</td>
<td></td>
<td>Pre-implementation phase has commenced for Whangarei to Port Marsden Highway section.</td>
</tr>
<tr>
<td>SH1 corridor improvements – Whangarei (Tarewa Road)</td>
<td>$53.34M</td>
<td>Early-2020</td>
<td></td>
<td>Traffic will be moved onto western side of newly completed bridge this month.</td>
</tr>
<tr>
<td>SH1 Loop Road Safety improvements</td>
<td>$25.76M</td>
<td>Summer 2020/21</td>
<td></td>
<td>Project on schedule. Value engineering returned good outcomes to date with elimination of 200m long retaining wall for earthworks batter, 650 concrete piles instead of 1280 driven timber piles for ground improvements.</td>
</tr>
</tbody>
</table>
# Project Performance

<table>
<thead>
<tr>
<th>Activity</th>
<th>2018-21 NLTP</th>
<th>Completion</th>
<th>Progress</th>
<th>Commentary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taipa bridge</td>
<td>$12.09M</td>
<td>Late- 2019</td>
<td></td>
<td>Bridge completion December, landscaping and project completion February 2020.</td>
</tr>
<tr>
<td>Matakohe bridge</td>
<td>$23.48M</td>
<td>Mid-2019</td>
<td></td>
<td>Bridges completed, landscaping underway</td>
</tr>
<tr>
<td>Kaeo bridge</td>
<td>$21.95M</td>
<td>2021</td>
<td></td>
<td>Lodgement of consents this month. Enabling works programmed to start Feb 2020.</td>
</tr>
<tr>
<td>SH10 Waipapa corridor improvements</td>
<td>$9.23M</td>
<td>2021</td>
<td></td>
<td>Lodgement of consents this month. Construction start October.</td>
</tr>
</tbody>
</table>
| Twin Coast Discovery Business Cases (PGF funded)| $6.25M       | April 2019 (business cases) |          | • Northland Integrated Cycle Plan – endorsed  
• Wayfinding Implementation Plan – endorsed  
• 5 remaining business cases nearing completion |
| Kaipara package (PGF funded)                  | $20M         |            |          | The PGF funding agreements (between MBlE and Kaipara District Council) are being progressed. The agreement for the main roading component is expected to be presented to the Council’s meeting on 29 August for approval. |
## Upcoming Key Milestones and Events

<table>
<thead>
<tr>
<th>Month</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>July – August</td>
<td>• Kamo Shared Path (Whangarei Urban Cycleways Programme) – opening event for stage 3</td>
</tr>
<tr>
<td>September – October</td>
<td>• SH10 Waipapa Corridor Improvements – sod turning</td>
</tr>
</tbody>
</table>
Key insight

Detour routes Update
SH12 Matakohe Bridges Realignment Opening Celebration
SH10 Taipa Bridge deconstruction
SH1 / Tarewa Road Intersection Safety Improvements
SH1 Loop Road Safety improvements
Thank you

Questions and discussions
TITLE: Northland Regional Road Safety Update
ID: A1213119
From: Ian Crayton-Brown, Transport Projects Officer

Executive summary/Whakarāpopototanga
This report serves to update the Regional Transport Committee (RTC) on the progress of the Northland Road Safety Action Plan and on-going regional road safety related issues.

Inspector Wayne Ewers will be giving a presentation updating the RTC on the work undertaken by the New Zealand Police since the last meeting.

Recommendation
1. That the report ‘Northland Regional Road Safety Update ’ by Ian Crayton-Brown, Transport Projects Officer and dated 12 July 2019, be received.

Background/Tuhinga
Regional road safety progress reports are tabled at each Regional Transport Committee (RTC) meeting. These shared reports from the regions road safety partners including the Northland Road Policing Manager, provide an update of the progress made on both the strategic and programme outcomes for the Northland region.

Northland Road Policing will provide a presentation to the RTC detailing the activities and Road Policing interventions undertaken since the June 2019 RTC meeting.

Whilst national, regional and district road safety partners strive to reduce the number of deaths and serious injuries on the region’s roads through education, enforcement and infrastructural improvements, the unfortunate truth is that these numbers continue to rise year on year.

Regional Road Safety Action Plan Workshop and Road to Zero.
Since the last report tabled at the June 2019 RTC meeting, staff have been heavily involved in the Regional Road Safety Plan Workshop held on 12 June 2019 and the related outcomes.

On 17 July 2019, the Government released the “Road to Zero – 2020/2030 Road Safety Strategy” which provides for how they want to address the escalating deaths and serious injuries on the nation’s roads.

Due to the high level of details this will be reported in a separate paper to the RTC titled “Regional Road Safety Action Plan Workshop and Road to Zero”

Regional Deaths and Serious Injuries Update
The current National and Northland road death figures are reflected in the following table:
The data shows a reduction in the number of road deaths compared to the previous 12-month period.

Whilst the number of deaths has reduced, it is concerning to note that hospitalisations and ACC claim numbers continue to surpass other regions.

As at 23 July 2019, the current National and Northland road death figures stood at:

<table>
<thead>
<tr>
<th></th>
<th>Local Roads</th>
<th>State Highway</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Far North</td>
<td>1</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>Whangarei</td>
<td>2</td>
<td>7</td>
<td>9</td>
</tr>
<tr>
<td>Kaipara</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Northland</td>
<td>5</td>
<td>13</td>
<td>18</td>
</tr>
<tr>
<td>National</td>
<td></td>
<td>208</td>
<td></td>
</tr>
</tbody>
</table>

At the time of compiling this report, the statistics relating to Serious Injuries were not available.

**Northland Road Safety Action Plan**

**Regional Road safety Enforcement, Education and Promotion**

Since the June 2019 RTC meeting, the regions road safety partners have continued to look for ways of mitigating the regions priority areas as detailed in the “Road Safety Outcomes Q2 2018/2019” that was presented at the June 2019 RTC meeting. This has included:

- The regions road safety partners in conjunction with the Motorcycle Safety Advisory Council and ACC are in the process of compiling a draft Regional Motorcycle Safety Strategy. This strategy will highlight the evidence based “Priority Focus Areas” and will detail the “Desired Outcomes” to address these.

  On completion of the draft Strategy, it will be presented to the RTC for comment and approval to be released for public submission.

- The group is also in the process of setting up a number of static motorcycle events, which will have a strong safety related theme to them. The first of these is scheduled for 7 September 2019 in Whangarei.
Transportation Infrastructure

Please find attached copies of the “Heat Maps” and the list of local roads and state highways that are categorised as “High Personal Risk” roads in Northland.

Whilst these maps and related lists are updated annually, they will continue to be included in these reports as a point of reference. Copies of the maps can be sourced from the Northland Regional Council.

Northland Transportation Alliance staff continue the process of compiling a tabulated format representing historical and future remedial action for these roads. As stated in previous reports, due to funding being contained in a number of different work categories, staff are ensuring care is taken to present the correct information.

Attachments/Ngā tapirihanga

Attachment 1: Northland Regional Road Safety Risk Mapping

Authorised by Group Manager

Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 30 July 2019
Personal Risk

\[
\text{Personal Risk} = \frac{\text{Total crashes} \times \text{serious crashes}}{\text{Length of road} \times \text{number of years}} \times 10^6 \times \text{KAPF}\]

Source: Aggregated Corridors Personal Risk, Northland Transport Alliance Risk Mapping

(2018 data)
Collective Risk

Collective risk = (Number of crashes) / (number of years of data) / length of road section

Source: Aggregated Corridors, Collective Risk, Northland Transport Alliance Risk Mapping (2019 data)
## Collective Risk

Collective risk - (total crashes x various models) / number of years of data
Length of road section

<table>
<thead>
<tr>
<th>ID</th>
<th>Name</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>SHIN</td>
<td>Turutu Hill (Moerewa)</td>
<td>NZTA</td>
</tr>
<tr>
<td>SHIN (Otaika Rd)</td>
<td>Maunu to Murdoch</td>
<td>NZTA</td>
</tr>
<tr>
<td>SHIN</td>
<td>Blynderwyns South Side</td>
<td>NZTA</td>
</tr>
<tr>
<td>Onerehi Road</td>
<td>Waimahanga to Montgomery</td>
<td>WDC</td>
</tr>
</tbody>
</table>

### Medium High

- SHIN: Awanui to Kalaha
- SHIN: Moerewa to Waomio
- SHIN: Ruapekapeka to Rusk
- SHIN: Waipatu Block to Springs Flat
- SHIN: Punu Rene to Maunu Road
- SHIN: Murdoch to Ryger Road
- SHIN: Blynderwyns South to District Bdy
- SH10: Pukehora to McGee Road
- SH11: Karawaka to Parua
- Kerikeri Road: SH10 to Hall Road
- Bank Street: Kamo Rd to Walton St
- Dent Street: Walton St to Bank St
- Karo Road: Piopeii Rd to Bank St
- Marsden Point Road: Sime Rd to SH15
- Pipiwa Road: Rail Obir to Dip Rd
- Riverbank Drive: Tanebahi Dr to Onerehi Rd
- Rust Avenue: Bank St to Selwyn Ave
- Selwyn Avenue: Rust Ave to SH11
- Walton Street: Dent St to Water St
- Whangarei Heads Rd: Beach Rd to Waikaraka
- Whangarei Heads Rd: Waikaraka to Parua Bay
- Whangarei Heads Rd: Crisp Rd to Turiaqua Ln

ID: A1222267
TITLE: Regional Road Safety Action Plan Workshop and "Road to Zero"

ID: A1221566

From: Chris Powell, Transport Manager - Northland Transport Alliance

Executive summary/Whakarāpopototanga

This report serves to update the Regional Transport Committee (RTC) on the outcome of the “Regional Road Safety Action Plan Workshop” held on 5 June 2019 and to provide information on the draft “Road to Zero - 2020/2030 Road Safety Strategy” released on 17 July 2019 for consultation.

It concludes with the recommendation that the Regional Transport Committee make a submission on the draft “Road to Zero - 2020/2030 Road Safety Strategy” based on the feedback received from the Regional Road Safety Action Plan Workshop.

Recommendation(s)

1. That the report ‘Regional Road Safety Action Plan Workshop and "Road to Zero”’ by Chris Powell, Transport Manager - Northland Transport Alliance and dated 30 July 2019, be received.

2. That the Regional Transport Committee approve staff complete the on-line submission on the draft “Road to Zero - 2020/2030 Road Safety Strategy” based on the feedback received from the Regional Road Safety Action Plan Workshop.

3. That the Regional Transport Committee delegate authority to Tony Phipps, Group Manager Customer Services – Community Resilience to undertake any grammatical and formatting that may be required to be made to the submission.

4. That the Regional Transport Committee delegate authority to the RTC Chairman, Councillor John Bain, to approve release of the completed submission.

Background/Tuhinga

Northland Road Safety Action Plan Workshop

Northland is over-represented in road deaths, with 9% of road fatalities in 2018 occurring on Northland roads - yet, Northland only has just over 3% of New Zealand’s population. Northland also has higher instances of behaviours contributing to fatal crashes in comparison to national statistics, such as:

- Reduced seatbelt use;
- Impairment by drugs and/or alcohol;
- Driving too fast for the conditions;
- Distraction.

Based on the above, at the meeting of 5 June 2019, the Regional Transport Committee (RTC) approved the recommendation:

“That the RTC hold a Road Safety Workshop on 12 June 2019 to agree on a road safety vision and priorities for action to achieve that vision for inclusion in a Northland RTC submission on the National Road Safety Strategy.”

Invitations to the workshop were forwarded to all RTC representatives, RTC alternate Representatives, Mayors, Chairs, Chief Executive Officers and appropriate staff.

A total of thirty-four invitees attended.
The workshop identified a number of “challenges” that the region faces when attempting to reduce death and serious injuries on its roads. These challenges were found to have changed little from the last survey undertaken in 2013 and are listed as:

- Limited funding and resources including for road policing;
- The high number of “head on crashes”;
- The higher number of deaths and serious injury crashes on State Highways than on local roads - counter to the national trend;
- High number of roads that require improvements;
- High incidence of meth and cannabis use;
- Increasing population but limited infrastructure and investment in transport infrastructure, services and road safety mechanisms;
- High level of lower star vehicles used;
- Remoteness of rural areas adversely impacting on effective road policing;
- Lack of other modes of transport;
- Being the “forgotten region” resulting in limited visibility and understanding of the challenges, the region faces.

Following a very interactive day, the attendee’s provided the following that they considered most important and need to be targeted if Northland is to achieve a reduction in deaths and serious injuries on its roads.

- Barriers to prevent head on crashes on state highway;
- Speed related crashes;
- High Impairment rate (drugs, alcohol and fatigue);
- High number of deaths and injuries related to non-use of restraints;
- Road Infrastructural Improvements including dangerous rural intersections;
- Distractions (cell phones, eating etc.)
- Motorcyclist Safety
- Number of “High Risk Drivers” (recidivist offenders);
- Loss of Control on Rural Roads;
- Cycle Safety;
- Pedestrian Safety.

From the above, a proposed plan of action was agreed to which can be viewed in the attached copy of “Northland Road Safety Workshop”.

Road to Zero - 2020/2030 Road Safety Strategy


The draft strategy is based around five overarching criteria: -

Vision

“A New Zealand where no one is killed or injured in road crashes.”
Target

“A 40 percent reduction in deaths and serious injuries by 2030”

Guiding Principles

- Plan for people’s mistakes;
- Design for human vulnerability;
- Strengthen all parts of the road transport system;
- Have a shared responsibility for improving road safety;
- Actions are grounded in evidence and evaluated;
- Our road safety actions support health, wellbeing and liveable places;
- Make safety a critical decision-making priority.

Focus Areas

- Infrastructure improvements and speed management;
- Vehicle Safety;
- Work-related road safety;
- Road user choices;
- System management.

Measuring Success

“Regular monitoring and reporting is critical to keep us on track towards our 2030 target.

Attached to this report is the following documents in regards to the strategy:

- Road to Zero at a Glance;
- Road to Zero Summary Document.

Due to the size of the Road to Zero Consultation Document it hasn’t been attached to this report but can be provided to you on request. Alternatively, the document can be downloaded from the Ministry of Transport website www.transport.govt.nz/zero

Submissions close on 14 August 2019.

Comparison of Northland Road Safety Action Plan to Road to Zero

On analysis there is good alignment between the desired objectives and outcomes for road safety both regionally and nationally.

The table below shows how Northland’s requirements are aligned to those imbedded in the draft National strategy.

<table>
<thead>
<tr>
<th>Regional Problems</th>
<th>Guiding Principle</th>
<th>Road to Zero Focus Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed/Head on Crashes</td>
<td>All Guiding Principles apply</td>
<td>Infrastructure Improvements</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Speed Management</td>
</tr>
<tr>
<td>Impairment rate</td>
<td>All Guiding Principles apply</td>
<td>Infrastructure Improvements</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Speed Management</td>
</tr>
<tr>
<td>Restraints</td>
<td>All Guiding Principles apply</td>
<td>Road User Choices</td>
</tr>
<tr>
<td>Distraction</td>
<td>All Guiding Principles apply</td>
<td>Work-Related Road Safety.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Road User Choices</td>
</tr>
<tr>
<td>Regional Problems</td>
<td>Guiding Principle</td>
<td>Road to Zero Focus Areas</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>--------------------------------------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td>Road Infrastructural Improvements</td>
<td>All Guiding Principles apply</td>
<td>Infrastructure Improvements</td>
</tr>
<tr>
<td>Motorcyclist Safety</td>
<td>All Guiding Principles apply</td>
<td>Infrastructure Improvements</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Speed Management</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Vehicle Safety</td>
</tr>
<tr>
<td>High Risk Drivers &amp; Recidivist Offenders</td>
<td>All Guiding Principles apply</td>
<td>Infrastructure Improvements</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Speed Management</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Road User Choices</td>
</tr>
<tr>
<td>Loss of Control on Rural Roads</td>
<td>All Guiding Principles apply</td>
<td>Infrastructure Improvements</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Speed Management</td>
</tr>
<tr>
<td>Dangerous rural intersections</td>
<td>All Guiding Principles apply</td>
<td>Infrastructure Improvements</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Speed Management</td>
</tr>
<tr>
<td>Cycle Safety</td>
<td>All Guiding Principles apply</td>
<td>Infrastructure Improvements</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Speed Management</td>
</tr>
<tr>
<td>Pedestrian Safety</td>
<td>All Guiding Principles apply</td>
<td>Infrastructure Improvements</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Speed Management</td>
</tr>
</tbody>
</table>

Whilst the content of the above table aligns in principle with the region’s needs, there are a number of issues not addressed and it is recommended that these be included in the submission:

- This is a very ambitious strategy particularly in regards to the target of reducing deaths and serious injuries by 40% by 2030. Is this a realistic target and is it achievable when compared to the present death and serious injury trends?
- Will there be sufficient national funding and resources to achieve what is being proposed?
- Has the ability of regions to raise the local share for local road safety initiatives been taken into consideration?
- Government assurance that reduced speed limits will not be used as a cheap alternative to maintaining and/or upgrading the roading infrastructure;
- Recognise that Northland does not follow the national trend of 60% of deaths and serious injury crashes being on local roads. 60% of Northlands deaths and serious injury crashes occur on the state highways;
- No mention is made of four laning state highways as an option to reduce deaths and serious injury crashes;
- National funding assistance for education and promotional road safety initiatives was cut from 75% to 54% in Northland, with an expectation that this work would continue or increase. If the government is serious about achieving the Road to Zero, will this funding be returned to its original level?
- The Road to Zero document refers on a number of occasions to “modelling” for road safety related initiatives. Whilst this is an internationally acceptable practice, this should not replace “on the spot” investigations to justify required funding.
Northland Regional Transport Committee Submission

The attendees at the workshop supported an assessment of regional issues (as mentioned above) against the proposals reflected in the draft Road to Zero - 2020/2020 Road Safety Strategy.

It would appear that the submission process is confined to an on-line process only and does not indicate if the submitter has the option of speaking to their submission.

Please note that whilst the Regional Transport Committee may make a submission, the councils NZTA and Northland Transport Alliance may also make their own submission.

Considerations

<table>
<thead>
<tr>
<th>No.</th>
<th>Option</th>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Do Nothing</td>
<td>None</td>
<td>Failure to advice Central Government of the regions road safety issues.</td>
</tr>
<tr>
<td>2</td>
<td>Submit on the Road to Zero - 2020/2030 Road Safety Strategy</td>
<td>Bring the regions road safety related challenges to the Governments attention</td>
<td>Failure to advice Central Government of the regions road safety issues.</td>
</tr>
</tbody>
</table>

The staff’s recommended option is **Option 2**

2. **Significance and engagement**

   No significance or engagement issues have been identified.

3. **Policy, risk management and legislative compliance**

   There are no policy, risk management or legislative compliance issues

Sections 4, 5, 6, and 7 are not required.

Attachments/Ngā tapirihanga

Attachment 1: Northland Road Safety Action Plan Summary Document
Attachment 2: Road to Zero at a Glance
Attachment 3: Road to Zero Summary Document

Authorised by Group Manager

Name: Tony Phipps
Title: Group Manager - Customer Services - Community Resilience
Date: 31 July 2019
NORTHLAND ROAD SAFETY WORKSHOP

A collaborative and coordinated approach to improving Road Safety outcomes for Northland

(ININSERT ALL LOGOS HERE)
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More information

NZ Transport Agency
July 2019

If you have further queries, call our contact centre on 0800 699 000 or write to us:

NZ Transport Agency
Private Bag 6995
Wellington 6141

This document is available on the NZ Transport Agency’s website at http://www.nzta.govt.nz
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FOREWORD

Let’s Summarise

The Northland Road Safety workshop was held in June 2019 and brought together all partners with an interest in road safety within the Northland region. The aim of the workshop was to create a collaborative approach to road safety where all parties took responsibility for delivering an agreed coordinated response, based on evidence and designed to reduce the number of deaths and serious harm on Northland’s roads.

From the workshop, proposed actions were created to form a workplan based on evidence, hinged around the Safe System, and aligned with the Regional Transport Action Plan, and the Government Policy Statement for Road Transport. Although these proposed actions have focused on what Northland can do, some of the identified projects would be the responsibility of other organisations outside of Northland. These projects are only a blueprint of Northland’s thinking - external organisations have not agreed to these actions and Northland cannot control the outcomes of any wider national policy, however through the RTC, it can influence policy direction, and choose to progress these projects within the Northland region on a smaller scale.

The success of the workplan will require coordinated commitment over the long-term by the RTC, and its member organisations. The benefit realisation for most of the projects will not be instantaneous, but rather will occur over many years. This means that a commitment to the process of delivering road safety is vital to the success of Northland reducing its rate of road-related death and serious harm.

There is great opportunity for the RTC to become a model of good governance and leadership within the road safety space, however this will only come through agreement on key focus areas and coordinated action taken over time. The RTC operating as a cohesive unit on matters of road safety is vital to the success of road safety projects in Northland, as well as to the promotion of those successes with Central Government, Parliament and the people of New Zealand.

Let’s talk about the support needed for success

The Government has identified road safety as a key issue for New Zealand and its Vision Zero proposal is ambitious and necessary. However strategic design will only take New Zealand so far without funding assistance for Councils made available to enable delivery.

For any funding mechanism to succeed, action needs to be taken in response to evidence-based problems that are relevant to each individual region. Northland faces a problem in that it does not follow the pattern of other regions around New Zealand: it’s issues are on State Highways, not rural roads, and it faces a unique combination of challenges to a degree not seen in the rest of the country.

Positive change is unlikely to be delivered quickly. While some changes, such as to road infrastructure, may net immediate results, other benefits, such as those netted through culture and behaviour change, may take many years. For this reason, funding (and monitoring) needs to be available over a long period of time, tied to long-term projects and potentially across many Governments.

For Northland, financial support for road safety is vital. Such support will mean the difference between Northland having to prioritise one high-risk, high-priority area out of many, and being able to address all high-risk and high-priority areas. The current roading budget for Northland is barely able to deliver adequate business as usual, and, with a high prevalence of low socio-economic communities, is not able to net additional funding through rates or other means. Northland has a great desire to reduce death and serious harm on its roads, however, without additional funding, it is likely that Northland will need to choose between improved safety outcomes and delivering the status quo.
LET’S TALK ABOUT THE WORKSHOP

What was the Northland Road Safety workshop?
The Northland Road Safety workshop was created as an opportunity for all parties with an interest in improving road safety in Northland to come together, discuss their concerns and beliefs, and start looking at collaborative solutions to reducing death and serious harm on Northland’s roads.

Who attended the workshop?
Invitees to the workshop were representatives of members of the Regional Transport Committee (RTC), including:

- NZ Police
- Northland Regional Council
- Kaipara District Council
- Far North District Council
- Whangarei District Council
- New Zealand Transport Agency;
- Far North REAP;
- ACC;
- Northland Transportation Alliance.

What was the aim of the workshop?
The workshop aims were to:

- Work together to co-design a holistic evidence-based road safety approach for Northland (using the Safe System approach, and aligning with the regional road safety action plan), which we can all own, that will contribute to Vision Zero;
- Identify key issues and concerns, and discussing solutions that will contribute to improved road safety in Northland over the short, medium and long term;
- Create a realistic draft plan that can be promoted internally and adopted with confidence by each organisation at the January 2020 RTC meeting for possible inclusion into the Road Safety Action Plan and used in business cases for funding applications.

……but mostly the aim of the workshop was to get everyone talking and sharing their thoughts and ideas.

Why Northland?
Northland is over-represented in road deaths, with 9% of road fatalities in 2018 occurring on Northland roads - yet, Northland only has just over 3% of New Zealand’s population. Northland also has higher instances of behaviours contributing to fatal crashes in comparison to national statistics, such as:

- Reduced seatbelt use;
- Impairment by drugs and/or alcohol;
- Driving too fast for the conditions;
Reduced wearing of motorcycle helmets; and

Distraction.

The Regional and District Councils, as well as the Police and road safety partners in Northland are all committed to reducing death and serious harm on Northland's roads.
LET’S TALK ABOUT THE SAFE SYSTEM

What is the Safe System?

The Safe System is an approach to road safety that acknowledges people are human, and humans err. The Safe System takes a holistic view of all parts of a road system, and how they may be altered to increase the human tolerance to crash forces and mitigate death and injury when a crash occurs.

The Safe System has four pillars, which combined result in a safe road system: Safe road use, Safe roads and roadsides, Safe speeds and Safe vehicles. These are influenced by regulatory interventions, including: understanding crashes and risks, innovation, legislation and enforcement, leadership and capability, education and information, and admission to the system.

All aspects of the Safe System working together, result in fewer crashes that cause death and serious harm. The workshop used the Safe System to assist in the creation and identification of interventions that could result in better road safety outcomes for Northland.
LET’S TALK ABOUT NORTHLAND

What were the thoughts on the statistics?

The statistics overall were not unexpected, although the higher incidents involving fully-licensed individuals were commented on. Several comments were received regarding why Northland was still experiencing such high figures, and some comments around potential fixes were observed.

Are the priorities identified in the Opus report still correct?

The priorities were generally agreed to still be relevant, even though some time had passed since the report was drafted. The focus for the RTC should be where all these priorities align – that is – where there is commonality across issues. These can be found in the Northland Regional box.

Minor changes and additions were received, and some terminology was updated received, and the priorities are considered as follows:

Northland Region
- Impairment (alcohol, drugs & fatigue)
- Speed
- Restraints
- Road conditions & ratings
- High-risk drivers
- Young drivers (16 to 24)
- Rural intersections
- Rural loss of control/head on
- Cyclist involved
- Motorcyclist involved
- Distractions

Far North District
- Impairment (alcohol, drugs & fatigue)
- High risk drivers
- Speed
- Rural loss of control
- Pedestrian involved
- Restraints

Kaipara District
- Young drivers (16 to 24)
- Impairment (alcohol, drugs & fatigue)
- Speed
- Rural loss of control
- Motorcyclist involved
- Cyclist involved
- Pedestrian involved
- Restraints

Whangarei District
- Rural intersections
- Rural loss of control
- Cyclist involved
- Pedestrian involved
- Impairment (alcohol, drugs & fatigue)
- Distractions
What unique challenges are there for Northland?

The group identified many unique challenges for Northland when it comes to combatting death and serious injuries on its roads, these include:

- Limited funding in comparison to the extent of the roads and the extent of the challenge;
- High number of head-on crashes;
- More fatal and serious injury crashes occurring on State Highways than on rural roads, which is counter to the National trend;
- High number of low rating roads, or roads that require improvement;
- Limited resources, including policing and road policing resources;
- Being the ‘forgotten region’ with limited visibility and understanding of challenges outside of the region;
- A lack of public transport options;
- A high incidence of meth-use and cannabis growth and use;
- A growing population but limited infrastructure, and investment in transport infrastructure, services and road safety mechanisms;
- Remoteness of rural areas, particularly for policing;
- A high prevalence of lower star vehicles;
- High level of unemployment;
- Potential high impact of cannabis becoming legalised.

These challenges mean that Northland must be confident that where it chooses to spend money will result in a high degree of change. This may limit the region’s ability to try the more innovative options and could indicate a need to invest in options that have been proven to work previously in New Zealand or overseas. Additionally, this may result in the need to complete a high degree of research and/or modelling of solutions prior to deciding to act.
LET’S TALK ABOUT THE IDENTIFIED PLAN

What was the process?
The plan was identified through the process of group collaboration:

- Everyone was allocated to a group colour that corresponded one pillar of the Safe System;
- Once gathered, the group identified what overall success looked like for that part of the Safe System in Northland (that is, the overall aim was identified). The group then identified what success looked like in 2020, 2022 and 2025;
- The group then came up with possible actions, ideas or projects that could contribute to the overall success of their Safe System pillar (as per the aim) and decided which regulatory intervention these aligned with. The groups then all moved around the room at 15-minute intervals, until they had repeated the process for each Safe System pillar;
- The groups then returned to their original pillar and proceeded to sort the proposed actions/projects/ideas into categories of: ‘feasible and ordinary’, ‘feasible and innovative’, ‘not (yet) feasible and ordinary’, and ‘not (yet) feasible and innovative’;
- From here the groups then focused on the ‘feasible’ ideas, and completed high-level analysis on each item to ensure they aligned with appropriate strategies and that barriers to success could be overcome;
- Once the ideas were identified as ‘feasible’, each group voted on the actions their group agreed with. The groups got four votes per station, and these could only be used where consensus was achieved;
- To ensure everyone was heard, each participant also received two personal votes that could be used to represent the individual view of their person or organisation.

How were the results collated/analysed?
The results were provided with high-level analysis. This analysis included:

- Formulation of strategic goals/visions for each Safe System pillar for Northland from the information provided regarding overall success;
- Formulation of clear strategic goals/visions for 2020, 2022 and 2025 based on information provided, that supported the overall strategic goal/vision;
- Verification of all analysis completed by the groups on the identified projects/actions/ideas to ensure feasibility and correctness;
- All votes counted and summarised;
- Allocation of projects into a timeline, based on provided information;
- Identification the role for the RTC in each project/action/idea;
- Summary of risks to the project/idea/action succeeding;
- Identification of next steps.

This analysis culminates in a series of actions for RTC to consider.
What about reporting?

In addition to the information identified as part of the exercise, several challenges were raised around good reporting to RTC, to enable informed action (discussed later in this document). This analysis also addresses these and proposes next steps for the individual organisations that report to RTC, and the RTC itself.
LET’S SEE THE IDENTIFIED PLAN

Safe Roads and Roadsides

Overall aim
Reducing death and serious harm on Northland roads by balancing the installation of fit-for-purpose infrastructure with the use of new technology and underpinning this with funding for ongoing adequate maintenance.

Success in 2020 is....
- We have completed an infrastructure stocktake and identified our high-risk routes;
- We have completed a social assessment and identified our high-risk groups for targeted action.

Success in 2022 is....
- We have completed planning solutions (moving toward higher rated roads) and prioritised our high-risk routes, and have begun making the high reward changes;
- We have begun a targeted campaign with our high-risk groups, leveraging community leaders where possible.

Success in 2025 is....
- We can measure the impact of our changes through a reduction of death and serious injury rates at the sites on which we have worked;
- We have seen a significant reduction in the instances of impaired driving, speeding and other behaviours within our targeted group, as well as an increase in seatbelt use, and a reduction of death and serious injury because of head-on crashes.

Summary Analysis
Core to the delivery of the aims and action identified as part of the Safe Roads and Roadsides pillar is a good understanding of the current high-risk points on the Northland road network (including into the future), and the appropriate infrastructure and technology tools that should be applied in each instance to improve the road and roadsides under the Safe System.

Without this base analysis, it would be difficult to a) identify any legislative barriers to change, and b) create a viable business case for increase funding to implement the improvements.

Underpinning the aims and actions is the need for the RTC to build strategic relationships with the appropriate levels of Central Government and promote the interests of Northland, and its needs., and vice versa. Additionally, none of the actions identified in the group task addressed the goals regarding high-risk groups in the community. This aim could be better suited to Safe Road Use, however, and has been included in that pillar.

Two projects received only two consensus votes each, as opposed to four: a four-lane road from Auckland to Whangarei and increased lanes into Kaitaia; and Improved research and reporting of problems. It is considered that both projects/actions may be addressed within the three projects on the following page, and the recommended preliminary stocktake of information and solutions.
### Recommended Pre-work

<table>
<thead>
<tr>
<th>Action</th>
<th>Roles</th>
<th>Outcome sought</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Complete a stocktake of Northland high-risk areas, and identify potential options for improvement (Year 1)</td>
<td>• Councils with NZTA support • RTC strategic oversight</td>
<td>• Detailed information able to form a long-term plan, complete with prioritisation for improving the safety of Northland's roads and roadsides. Information can be inputted into the business case below and used to begin policy work around legislative barriers</td>
</tr>
<tr>
<td>• Drafting a strategic business case for funding utilising information collected in the stocktake (Year 1)</td>
<td>• Councils • RTC strategic oversight</td>
<td>• Increased funding, potentially over multiple years</td>
</tr>
</tbody>
</table>

### Identified Action Plan

<table>
<thead>
<tr>
<th>Action</th>
<th>Responsible Agency</th>
<th>Role for RTC</th>
<th>Strategy alignment</th>
<th>Barriers to be overcome</th>
<th>Timeframes</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Identify and address any legislative barriers to enabling effective delivery (Year 2-5)</td>
<td>• Variety of Central Government agencies, depending on Act</td>
<td>• Directing work identifying legislative barriers • Building relationships with Government and Central Agencies to get buy-in to proposals</td>
<td>• (GPS) Safety • (RLTP) Road safety, Route resilience, Greater alignment</td>
<td>• Government commitment to legislative change • Resource constraints</td>
<td>• Begin 2021 for benefit realisation in 3-5 years</td>
</tr>
<tr>
<td>• Identify and implement improved safety standards on transport infrastructure (Year 2-....)</td>
<td>• NZTA • NRC • NTA</td>
<td>• Governance and strategic leadership with communities and relationship building with NZTA</td>
<td>• (GPS) Safety • (RLTP) Road safety, Greater alignment</td>
<td>• Funding limitations • Resources • Public support</td>
<td>• Begin in 2021/22 with benefit realisation ongoing over the term of the project</td>
</tr>
<tr>
<td>• Increased investment in identified required improvement for Northland roads (Year 2/3....)</td>
<td>• Central Government • Police • NZTA • TLAs</td>
<td>• Building relationships with Central Government, including current and opposition Government to get buy-in to improved funding</td>
<td>• (GPS) Safety • (RLTP) Road safety, Route resilience, Greater alignment</td>
<td>• Funding limitations • Resources • Public support</td>
<td>• Begin laying groundwork now, regarding relationships, and building of business case for benefit realisation over time</td>
</tr>
</tbody>
</table>
Safe Road Use

Overall aim
Road users are held accountable for their actions (including breaking the law) and have the self-awareness and understanding to identify the limits of themselves and the road and choose to stay within these limits.

Success in 2020 is....
We have identified target groups (including identifying root causes of behaviours) and developed a plan to encourage higher compliance in the community, and involving community groups such as schools, courts/judges, churches and sporting clubs.

Success in 2022 is....
We have the buy-in and support of community groups who have adopted the plan for community engagement, and children in primary schools and young adults (year 9/10) are now being taught road safety and good practice as part of their schooling;
Police are beginning to see a downward trend in speed infringements issued, and failures of blood alcohol count or suspect drug use, and an upward trend seatbelt use, and helmet use by motorcyclists.

Success in 2025 is....
Crashes where driver impairment, lack of seatbelts and helmets, and speed are a factor in death and serious injury are trending downward.
Police are seeing a continued downward trend in the number of speed infringements issued, failures of blood alcohol count or suspect drug use and these are becoming rare instances, and an upward trend seatbelt use, and helmet use by motorcyclists.

Summary Analysis
Core to the delivery of the aims and actions identified for Safe Road Use is community support, buy-in and mobilisation toward the goal of improving safe driver decision-making. Building relationships with schools, courts, judges, sporting groups, iwi, and other core parts of the Northland community is key to seeing change on a regional level. Developing these relationships at a strategic level is an important role for the RTC, while it is equally important for each member organisation in the RTC to be developing the same relationships at the operational level in a coordinated fashion. This is not to say these relationships do not currently exist, but rather that a coordinated effort from all parties might be beneficial.
In addition to this, ensuring the right messaging is reaching the right groups is also important, and therefore creating a good understanding of the people choosing poorly, and the motivations behind these choices is necessary. The group primarily highlighted driver impairment due to alcohol and/or drugs, speed and poor seatbelt use as the primary focus for behaviour change.
Encouraging Safe Road Use will require the use of a range of regulatory tools ranging from education through to enforcement, and this spectrum was reflected in the proposed actions. It will also have to occur on both a regional and national level. However, it also requires an understanding of the barriers to people making good choices, and a willingness and ability to work on these within the region – which was not included.
### Regional Transport Committee

**Item 6.1**

**7 August 2019**

**Attachment 1**

**Recommended Pre-work**

<table>
<thead>
<tr>
<th>Action</th>
<th>Roles</th>
<th>Outcome sought</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete a stocktake of Northland target groups, including their reasons for choosing not to comply with safe practices</td>
<td>Councils with NZTA support, RTC strategic oversight</td>
<td>Detailed information that is unique to Northland, which can be used to focus attention on key areas likely to enact the most change</td>
</tr>
<tr>
<td>Developing relationships with school Boards, community organisations, Court officials, and other strategic parties interested in improving road safety in Northland</td>
<td>Councils with NZTA support, RTC strategic oversight</td>
<td>Buy-in from community groups and schools to improving road safety, and collaborative support to developing a plan</td>
</tr>
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#### Identified Action Plan

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<th>Barriers to be overcome</th>
<th>Timeframes</th>
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<tbody>
<tr>
<td>Utilise developed partnerships with other organisations and groups to create agreed plans for action in the community, education, Court and law enforcement spaces (focusing on target groups and new generations)</td>
<td>Councils and Police with NZTA support</td>
<td>Building relationships with Government and Central Agencies to get buy-in to proposals 3</td>
<td>(GPS) Safety (RLTP) Road safety, Route resilience, Greater alignment</td>
<td>Resource constraints, Possible community mistrust, Long term commitment to the action plan</td>
<td>Begin 20/192020 for benefit realisation in 2-4 years</td>
</tr>
<tr>
<td>Expand enforcement tools and road policing staff e.g. – more speed cameras, increased highway patrol, community officers, drug testing kits.</td>
<td>NZ Police (with Central Government support)</td>
<td>Building relationships with Government and Central Agencies to get buy-in to proposals 3</td>
<td>(GPS) Safety (RLTP) Road safety, Greater alignment</td>
<td>Funding limitations, Resources, Public support, Attractiveness of the Police force as a career</td>
<td>Begin in 2021/22 with benefit realisation ongoing over the term of the project</td>
</tr>
<tr>
<td>Work with Courts to identify consistent penalties that apply appropriate consequences to offenders, relevant to Northland and identifying potential rewards for good behaviour.</td>
<td>Central Government, Police, NZTA, Local Councils</td>
<td>Building relationships with Central Government current and opposition, and Courts to gain buy-in</td>
<td>(GPS) Safety (RLTP) Road safety, Route resilience, Greater alignment</td>
<td>Funding limitations, Resources, Independence of judges 4.</td>
<td>Begin 2020 – it may take time to gain buy-in for the tools and their application in the legal system</td>
</tr>
</tbody>
</table>
Safe Speed

**Overall aim**
People understand the impact of speed in Northland and there is a reduction of speed-related crashes due to drivers self-regulating their driving behaviour to suit the environment.

**Success in 2020 is....**
A community plan is established and seen by people of all ages, from small children through to adults.

**Success in 2022 is....**
There is a downward trend in the mean speed on infringements and in speed-related crashes.

**Success in 2025 is....**
There is a continued downward trend in the mean speed on infringements and in speed-related crashes, to the extent that these are rare occurrences.

**Summary Analysis**
Most of the projects and actions identified were similar to those in Safe Road Use. Most of projects did not focus on ensuring road speeds were appropriate, but rather on the behaviour change of drivers. To be effective, any change in speed limits will need to take place with behaviour change as changing the limits will not automatically mean drivers will choose to comply with them. The need for a whole-of-network approach was identified as necessary to ensure cohesion between State Highways and Local roads. Therefore, is a need to create a Northland network information map, to begin identifying areas that may benefit from altered limits.

The slow process for changing road speeds has been identified as a barrier to delivery, and so reviewing to ensure the policy and legislative frameworks are still appropriate is necessary. In addition to this, community buy-in and support for any change in road speeds will be critical, therefore relationship development and management on a strategic scale will be vital.
### Recommended Pre-work

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<tr>
<td>• Develop a whole-network approach to Northland so that the State Highway and Local Road networks are aligned and seamless. (Year 1)</td>
<td>Councils and NZTA RTC strategic oversight</td>
<td>A one-road-network approach to Northland road speed</td>
</tr>
<tr>
<td>• Developing relationships with school Boards, community organisations, and other strategic parties interested in improving road safety in Northland. (Year 1)</td>
<td>Councils with NZTA support RTC strategic oversight</td>
<td>Buy-in from community groups and schools to improving road safety, and collaborative support to developing a plan</td>
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<tr>
<td>• Conduct a ‘speed review’ of the whole Northland network to ensure the appropriate speeds are assigned to the appropriate roads (including testing the ‘MegaMaps’ recommendations for real-world application), including prioritisation of risk roads. (Year 2–….)</td>
<td>Councils and NZTA Police engagement</td>
<td>Building relationships with Government and Central Agencies to get buy-in to proposals 5. Endorsing review and recommendations s at a strategic level</td>
<td>(GPS) Safety (RLTP) Road safety, Route resilience, Greater alignment</td>
<td>Arduous process Resource constraints Community buy-in Economic pressures Long term commitment to the action plan</td>
<td>Begin 2020/2021 for benefit realisation in 5–6 years</td>
</tr>
<tr>
<td>• Review the policies and legislation around the process for changing a speed limit, to identify opportunities for streamlining that process. (Year 2 - …)</td>
<td>NZTA and MOT with Council support</td>
<td>Building relationships with NZTA, MOT and the Minister/Associate Minister to get buy-in to the Review and support from Officials</td>
<td>(GPS) Safety (RLTP) Road safety, Route resilience, Greater alignment</td>
<td>Arduous process Cabinet time constraints Resource constraints Evidence vs political motivations</td>
<td>Begin 2020 with benefit realisation in 5 years</td>
</tr>
<tr>
<td>• Review the tools available (e.g. – Point to Pont Speed Cameras) and identify candidates that could be applied to high speed areas, and that may also increase Police agility. (Year 2 -….).</td>
<td>Councils with NZTA support and Police engagement 6.</td>
<td>Endorsing the outcomes of the Review Identifying opportunities at a Government and international level for trials and testing of relevant technology in Northland Building relationships with Government and Central Agencies to get buy-in to proposals</td>
<td>(GPS) Safety (RLTP) Road safety, Greater alignment</td>
<td>Funding limitations Resources Public support Long term commitment to the action plan Government support</td>
<td>Begin in 2020 with benefit realisation ongoing over the term of the project</td>
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</table>
### Identified Action Plan Continued...

<table>
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<th>Strategy alignment</th>
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</thead>
</table>
| • Review and identify technologies able to be placed into vehicles that monitor speed and behaviour, and could be rolled out to high-risk community groups | • Councils and NZTA
• Police support | • Building relationships with community groups
• Building relationships with potential sources of funding e.g. – ACC
• Endorsing the review recommendations | • (GPS) Safety
• (RLTP) Road safety, Route resilience, Greater alignment | • Funding limitations
• Resources | • Begin 2020 with benefit realisation from 2022 |
Safe Vehicles
### Recommended Pre-work

#### Action
- Complete a stocktake of the current Northland fleet, and identify barriers to people purchasing 3+ star rated vehicles
  - (Year 1)
- Developing relationships with school Boards, community organisations, and other strategic parties interested in improving road safety in Northland, including Central Government and Ministers
  - (Year 1)

#### Roles
- Councils and NZTA
- RTC strategic oversight
- Councils with NZTA support
- RTC strategic oversight

#### Outcome sought
- Understanding of Northland’s current state and concerns to ensure success measures can be created, and any actions are focused on resolving the right barriers.
- Buy-in from community groups and schools to improving road safety, and collaborative support to developing a plan

### Identified Action Plan

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<tr>
<td>Develop a plan utilising the findings from the stocktake, to encourage Northlanders into safer vehicles (Year 2 - …)</td>
<td>Councils and NZTA</td>
<td>Building relationships community groups to get buy-in to proposal 7. Endorsing the plan and recommendations at a strategic level, ensuring all groups are aligned</td>
<td>(GPS) Safety (RLTP) Road safety, Route resilience, Greater alignment</td>
<td>Resource constraints Community buy-in Economic pressures Long term commitment to the action plan</td>
<td>Begin 2021 for benefit realisation in 2 years</td>
</tr>
<tr>
<td>Embedding change continuity across Government for improving vehicle safety nationally (Year 2 - …)</td>
<td>RTC and NZTA</td>
<td>Building relationships with NZTA, MOT, the Minister/Associate Minister AND the opposition to get buy-in to a long-term agreed plan</td>
<td>(GPS) Safety (RLTP) Road safety, Route resilience, Greater alignment</td>
<td>Resource constraints Economic efficiency vs safety balance Socio-economic impacts</td>
<td>Begin 2020 with benefit realisation in 5 years</td>
</tr>
<tr>
<td>Develop a framework for all parties to utilise to assess the balance between economic and safety outcomes (Year 2 - …)</td>
<td>NZTA with Council support</td>
<td>8. Endorse the framework and commit to its methodology, as well as its embedment into daily business</td>
<td>(GPS) Safety (RLTP) Road safety, Greater alignment</td>
<td>Resource limitations Public support Long term commitment to the action plan Either/or thinking</td>
<td>Begin in 2020 with benefit realisation ongoing over the term of the project</td>
</tr>
</tbody>
</table>
Identified Action Plan Continued….  

<table>
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<tbody>
<tr>
<td>Identify possible policy and legislative mechanisms for improving vehicle safety, for example limited the engine size allowed for learner and restricted drivers.</td>
<td>MOT with NZTA and Council support</td>
<td>Building relationships with NZTA, MOT, the Minister/Associate Minister AND the opposition to get buy-in to a long-term agreed plan</td>
<td>(GPS) Safety&lt;br&gt;(RLTP) Road safety, Greater alignment</td>
<td>Resource limitations&lt;br&gt;Public support&lt;br&gt;Long term commitment to the action plan 9, 10.</td>
<td>Begin in 2020 with benefit realisation ongoing over the term of the project</td>
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</table>

Good reporting
LET’S TALK ABOUT GOOD REPORTING

Overview

Good reporting underpins all Identified Action Plans. Good reporting enables staff to not only measure the success of a project, but also communicate this effectively; This in turn may enable projects to secure ongoing funding and support, but also allow for people to see the difference being made.

In the workshop, good reporting was raised several times, particularly around the challenge of reporting positive outcomes with regards to road safety. An example was provided of a stretch of road, which was improved and, as a result, the number of crashes and deaths on that stretch of road had almost disappeared – but it was difficult to prove that the investment had been worthwhile, although anecdotal evidence from emergency services noted the lowered call-outs for their units.

It is easy when looking at road safety to focus on the number of deaths, and these are important, but when endeavouring to show improvements to road safety, it needs to be counted in terms of lives or, for those more economically inclined, savings.

For each project or action, a valid measurement of success needs to be applied and reported on. This measurement needs to be:

- Based on evidence;
- Comparable to the counterfactual (i.e. – what if it had not been done);
- Realistic; And, in some instances,
- Timebound

Based on evidence

To ensure decision-making is robust, it needs to be based on evidence. Therefore, good reporting needs to include a continuation of this evidence. Ensuring that any data on which an action was based can still be collected either in a continuation from the previous state or as the counterfactual to that state is necessary. For example, in the identified instance above, reporting might include statistics of crashes on that site before and after changes were made to the road; the number of hours emergency service (FENZ and ambulance) spend on that site now versus previously; the amount of money being spent on clean-up previously compared with costs of improvements and clean up now.

Comparable to the counterfactual

When showing the value of making changes or taking an action, good reporting may include a comparison between the before and after. Ensuring good baseline data is collected over time is necessary for example, a trend over five years. Ongoing collection of data will be necessary even if the need for reporting is over, as may will assist with informing future decision-making or as case studies later. When comparing the counterfactual, it is also possible to identify the savings. For example, how many people on average (based on previous evidence) have likely lived because of the changes or action; how many hours have emergency services had to respond elsewhere; how much money has been saved?

Realistic

When developing project measures, it is necessary they are realistic and measurable. When developing measures, it may also be necessary to consider whether measuring trends rather than absolutes is more suitable, and this will depend on the action or project. For speed or seatbelt compliance, trends could be a better option than a zero measure, however when looking at death or serious harm on a certain stretch of road absolute numbers are more suitable.
Timebound

When considering reporting, it may be necessary to apply a time to which the reporting will apply. For example, when measuring the benefits of improvements to a road, a period of five years may be agreed to ensure the improvements are making long term benefit (although instantaneously results may also be seen), however reporting overall of the Northland network would be ongoing. The amount of time allocated to reporting may depend on the action or project, and the time expected before benefit realisation occurs.

Ensuring good reporting, begins at the project scope or business case. This is where the initial thinking around measures and project benefits will be introduced. A good guide to ensure the project outcomes/benefits and measures are appropriate and will enable good reporting, is the S.M.A.R.T. goal system. This system helps develop goals that are: Specific, Measurable, Attainable, Relevant and Timely.

Identified Action Plan

<table>
<thead>
<tr>
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<th>Role of the RTC</th>
<th>Barriers to overcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Review expectations for reporting to RTC (and other organisations) and create policy, templates and guidelines for consistency</td>
<td>Northland Regional Council with input and support from all Councils, Police and NZTA</td>
<td>Identify core strategic measures to guide reporting focus</td>
<td>Potentially limited baseline data Gathering data from multiple sources</td>
</tr>
<tr>
<td>Embed reporting development within business case process</td>
<td>All Councils with support from NZTA</td>
<td>Endorse reporting requirements</td>
<td>Business case processes may be restrictive</td>
</tr>
<tr>
<td>Identify potential inputs, and data sources, that could be used for good reporting and for baseline data</td>
<td>Northland Regional Council with input and support from all Councils, Police and NZTA 11.</td>
<td>Building relationships at a strategic level with potential data suppliers</td>
<td>Potentially limited data, or limited access to data</td>
</tr>
<tr>
<td>Create a comms plan to accompany any measures to ensure all involved parties are consistent, with a regular review of key messages</td>
<td>Northland Regional Council with input and support from all Councils, Police and NZTA</td>
<td>Endorse and agree to use key messages Endorse comms plan 12.</td>
<td>Encouraging consistency Reducing political influence on issues</td>
</tr>
</tbody>
</table>
Overview

The RTC currently consists of representatives from the district and regional councils, and the Transport Agency. There could be benefit in expanding this to include the NZ Police, which holds valuable, factual, information regarding risks and priorities, as well as connections into the emergency services.

The RTC is the strategic force behind road initiatives in Northland, including road safety. Its core role is to set Northland’s vision for road safety and enable its member organisations to deliver this vision by developing the relationships and strategic buy-in with partners, Government, and community groups.

The workshop agreed that the RTC was in the best position to actively drive and promote road safety regionally through strong leadership and to lobby central government for funding for approved initiatives that will assist to reduce deaths and serious injuries on Northland’s roads.
## Recommended Action Plan

<table>
<thead>
<tr>
<th>Action</th>
<th>Responsible Agency</th>
<th>Role of the RTC</th>
<th>Barriers to overcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>Review the Terms of Reference for the RTC and ensure they are reflective of its mission and processes</td>
<td>Northland Regional Council with input and support from all Councils, Police and NZTA</td>
<td>Strategic guidance, Approval of reviewed Terms</td>
<td>Challenges of change, Limited resources</td>
</tr>
<tr>
<td>Develop and embed an annual planning and reporting process for the RTC (including a communication and engagement plan, and agreement of focus)</td>
<td>All RTC membership organisations</td>
<td>Endorse process</td>
<td>Time limitations, Resource limitations, Challenge of change</td>
</tr>
<tr>
<td>Develop and embed annual subject matter workshops on road safety, and regular governance refreshers, particularly when new RTC members join</td>
<td>All RTC membership organisations</td>
<td>Endorse ongoing learning opportunities</td>
<td>Time limitations, Resource limitations, Challenge of change</td>
</tr>
<tr>
<td>Review the membership of the RTC to ensure all relevant organisations are involved appropriately, at the right level (i.e. – political and operational)</td>
<td>All RTC membership organisations 13.</td>
<td>Endorse recommendations</td>
<td>Time limitations, Resource limitations, Challenge of change</td>
</tr>
</tbody>
</table>
LET’S TALK ABOUT NEXT STEPS

Summary
This document contains the analysis and summary of the workshop held in Whangarei on the 12th of June 2019, and from this has made recommendations as to a possible workplan for each pillar of the Safe System, as well as for reporting, and governance arrangements.

Several projects identified by the workshop participants rely on actions and decisions by entities outside of the RTC’s control. In these instances, effort has been made to identify actions and decisions that can be taken by Northland individually without national buy-in, but with a view of potential national action occurring. To advance these on a national level, the RTC will be required to influence a variety of central government organisations, Ministers and Parliament.

Northland faces many challenges in road safety, including limited funding and resources to make improvements. To be effective in delivering change, Northland will need to prioritise carefully, leverage community resources to a high degree, and be prepared for a long-term delivery plan. Core to success is the strategic and united planning and leadership from RTC, particularly in developing relationships with key groups within Northland and across New Zealand.

Next steps
This document will be socialised at a meeting scheduled in Whangarei on the 19th of July with core representatives from RTC membership organisations. After this meeting any feedback will be reviewed, and a final document released prior to August.

Agreement for this document will be sought from the RTC and each member organisation in January 2020, at which time the agreed plan can be implemented.
Too many people are dying on our roads, streets, and footpaths

The number of people who die or are seriously injured on our roads has been rising in recent years. New Zealand now lags behind many other developed countries on road safety.

Last year 377 people lost their lives and thousands more suffered life-changing injuries. Deaths and serious injuries are devastating for individuals, families and communities. We shouldn’t accept them as the price we pay for getting around.

We need to do things differently

Traditionally, we focused our road safety efforts on trying to improve driving skills and tackling risk-taking behaviours. This is important, but it won’t solve the road safety problem by itself. No one expects to crash, but any of us could make a simple mistake that changes lives in an instant.

We need to build a safe road system that is designed for people. This means doing our best to reduce the number of crashes, but acknowledging that some will happen. When they do, we can prevent serious harm through safer vehicles, safer speeds and more forgiving road design.

Safe roads benefit us all

A road safety strategy outlines a plan to stop people being killed or injured on our roads.

It also aims to give people more choice about how they get around because they’ll feel safer to walk or bike, and won’t worry so much about letting their families head out on the roads.

It also makes our country, our towns and our cities better places to live and work because we put the needs of people, rather than vehicles, at the heart of our decisions.

HAVE YOUR SAY

We welcome your feedback on the proposed new approach to road safety.

Tell us what you think at: www.transport.govt.nz/zero

Submissions close at 5pm on 14 August 2019
What’s in the proposed road safety strategy?

Our strategy includes a new vision, a proposed target, focus areas, initial actions, and a framework for monitoring our progress. Each section is summarised below. More details about these proposals can be found in the full consultation document.

www.transport.govt.nz/zero

02 Vision

• Our proposed vision is: a New Zealand where no one is killed or seriously injured in road crashes.
• It is based on the world-leading ‘Vision Zero’ approach, which says that no death or serious injury while travelling on our roads is acceptable.
• We know we have a long way to go, but we can achieve our vision if we shift the way we think about road safety and what we are prepared to accept.

03 Target

• We want to reduce death and serious injuries on our roads by 40 percent over the next decade.
• Steady progress towards this would mean around 750 fewer people would be killed on our roads over the next 10 years, compared to now.

04 Principles

• We propose seven guiding principles that will be central to how we design the network and make road safety decisions.
• They include designing for human vulnerability, planning for people’s mistakes, and grounding our actions in evidence.

05 Focus areas

• We want to focus our efforts in the areas that will have the greatest impact.
• Research tells us that these are infrastructure improvements and speed management, vehicle safety, work-related road safety, road user choices and system management.

05 Initial actions

• We are proposing initial actions in each of the five focus areas.
• Actions include new spending on infrastructure changes, changing the way we set speed limits, and requiring new motorbikes to be fitted with anti-lock braking systems.
• We will develop new actions through the life of the strategy.

Next steps

Please take the time to read through Road to Zero and tell us what you think. We will use your feedback to refine our approach and aim to deliver a final strategy and initial action plan before the end of 2019.

With thanks to the NZ Transport Agency and Transit NZ for use of their photo libraries.
New Zealand Government

ROAD TO ZERO

Creating New Zealand's new
Road Safety Strategy 2020-2030
Summary document

CONSULTATION DOCUMENT - NOT GOVERNMENT POLICY
This is a summary of Road to Zero, a consultation document that outlines proposals for a new road safety strategy for New Zealand and some first actions. The strategy will replace Safer Journeys, which concludes at the end of this year.

Road safety is a really important issue in New Zealand; too many people are being killed and injured on our roads every day. We’re keen to hear what you think about our plan to improve safety for everyone who uses our roads, streets and footpaths.

This document is intended to help people to complete the online submission. Visit our website at www.transport.govt.nz/zero to find out more and share your views.

The public submission process is open from 17 July – 14 August 2019.

01
The case for change

New Zealand’s road system, including our streets, footpaths, cycleways, bus lanes and state highways, shapes how we get around and how we use public spaces.

Last year, 377 people were killed on our roads, and thousands more seriously injured. The impact of these tragedies on families, survivors and communities, as well as on the economy and health system, is devastating and it is unacceptable. Deaths or serious injuries should not be a cost of travelling around.

Most other developed countries have far lower rates of death and serious injury on their roads so we know we can do better. If New Zealand’s roads were as safe as Norway’s (a country with a similar road network and population to New Zealand), around two-thirds of the people who were killed last year would still be alive.

A good road safety strategy is about putting the needs of people, rather than vehicles, at the heart of decision making.

Our new strategy will detail the steps we need to take over the next decade to reduce road trauma.
02 Vision

Our proposed vision is: a New Zealand where no one is killed or seriously injured in road crashes.

Our proposed vision is based on Vision Zero - a world-leading approach that says that no death or serious injury while travelling on our roads is acceptable.

Vision Zero has delivered significant reductions in road trauma in countries and cities that have adopted it, such as Sweden, New York and parts of Australia.

We recognise that we have a long way to go, but we need to be far more transformative in our approach.

Traditionally, we have focused most of our road safety efforts on trying to improve driving skills and tackling risk-taking behaviours. This is important, but it won’t solve the road safety problem by itself. No one expects to crash, but everyone makes mistakes - including those of us who are usually careful and responsible drivers.

We need to build a safe road system that is designed for people. This means doing our best to reduce the number of crashes, but acknowledging that mistakes will happen. When they do, we can prevent serious harm through safer vehicles, safer speeds and more forgiving road design.

We can achieve our vision if we shift the way we think about road safety and work together.

03 Target

On the way to achieving our vision, we propose to reduce death and serious injuries on our roads by 40 percent over the next decade. Steady progress towards this target would mean approximately 750 fewer people would be killed and 5,800 fewer would be seriously injured on our roads over the next 10 years, compared to now.

Change will not happen overnight. It will take time, investment, and teamwork to make the changes we need. If we are truly committed to this vision, we need to set an ambitious interim target and hold ourselves to account.

We are proposing a target of reducing annual deaths and serious injuries on our roads by 40 percent by 2030 (from 2018 levels). This is a challenging but achievable target, based on modelling of a substantial programme of road safety improvements over the next ten years. This target will ensure that we continue to prioritise effective road safety interventions and allow us to be held to account on overall outcomes.

The modelling tells us that investment in proven infrastructure upgrades, such as median barriers and rumble strips, and in effective enforcement will be a key part of achieving this target. This will need to be supported by a programme of safety changes, including setting safe and appropriate speeds, improving the safety of vehicles, and tackling risk taking on our roads.
Principles

These guiding principles will be central to how we design the network and how we make road safety decisions. They provide a shared understanding of how we will work and the values that will direct our activities.

1. We plan for people’s mistakes
   We accept that people will make mistakes and take risks but that these mistakes should not result in people dying or suffering serious injuries on our roads.

2. We design for human vulnerability
   There are physical limits to the amount of force our bodies can take before we are injured in a crash and we will design our road system to acknowledge this.

3. We strengthen all parts of the road transport system
   We will improve the safety of all parts of the system – roads and roadsides, speeds, vehicles, and road use – so that if one part fails, other parts will still protect the people involved. We will make roads and streets safer for more vulnerable road users such as pedestrians, cyclists, motorcyclists and scooter riders.

4. We have a shared responsibility for improving road safety
   The people who design, build and manage the road transport system, as well as the individuals and communities who use it, all have a part to play in making our roads safe.

5. Our actions are grounded in evidence and evaluated
   We will strengthen road safety research so that we can base our decisions on the best evidence available. We will evaluate the changes we make so that we see what works, what doesn’t work and what needs to be altered.

6. Our road safety actions support health, wellbeing and liveable places
   Our roads are not just used for getting from A to B. In urban areas in particular, they are often places where people meet, shop and where children play. We will acknowledge this in our decision-making process to support healthier and more liveable places.

7. We make safety a critical decision-making priority
   We will treat safety as a higher priority in the way we make decisions. This does not mean that other objectives, such as efficiency, are no longer important, but that they should not be achieved at the cost of safety.
Focus areas

Our five focus areas

1. Infrastructure improvements and speed management
2. Vehicle safety
3. Work-related road safety
4. Road user choices
5. System management

The journey towards our vision requires us to improve the quality of our roads, to encourage people to drive safer vehicles, to incentivise people to follow traffic laws and to create a transport culture that values and protects human life. We also need to ensure that the way we manage the road safety system enables all these changes to happen.

We have examined how and why crashes happen, and what road safety measures are most effective. This work has helped identify five areas for us to focus work on over the next decade.

1. Infrastructure improvements and speed management

We want to make the road network safer by investing in infrastructure changes that are long-lasting and proven to save lives. Evidence tells us that median barriers virtually eliminate the risk of head-on crashes. Rumble strips and side barriers help prevent run-off crashes. Roundabouts can help reduce the number of casualties at intersections.

Safer travel speeds on our highest risk roads will save lives. They also reduce stress for other road users, including passengers, and help people feel safe to walk, bike, or travel with children. Safer speeds can also reduce harmful emissions.

Won’t lower speed limits in some areas mean slower journeys?

Research has shown that reducing your speed a little generally results in a very small increase in travel time. When you factor in traffic lights, congestion and intersections, travel times don’t vary as much as many people think. If you drove for 10 km at 80 km/h instead of 100 km/h, it would take you between 30 to 40 seconds more. In some instances, lower travel speeds can also save fuel.

Our initial actions in this area include:

- Investing more in safety infrastructure
- Taking a new approach to tackling unsafe speeds by changing the way we set speed limits, by reducing speeds in urban areas and around schools, and by taking a new approach to camera coverage
- Reviewing infrastructure standards and guidelines to ensure they are fit for purpose
- Improving the safety and accessibility of footpaths, bike lanes and cycleways for vulnerable users.
2. Vehicle safety

We know that safer vehicles not only help drivers avoid crashes, but also protect occupants and other road users when crashes do happen. We want to raise the safety standard of vehicles entering New Zealand, and to lift demand for safer vehicles. We will also support the uptake of proven safety technologies into our existing fleet.

Did you know? You’re at least 90 percent more likely to die or be seriously injured in a crash in a one-star safety-rated car than in a five-star safety-rated car.

Our initial actions in this area are:
- raising safety standards for vehicles entering the fleet
- promoting the availability of vehicle safety information
- requiring anti-lock braking systems to be fitted on new motorcycles over 125cc (or a simpler system known as a combined braking system on smaller motorcycles).

3. Work-related road safety

Every day, thousands of people travel on our roads while at work. Some of these people are professional drivers transporting goods. Others may be tradespeople moving between jobs or salespeople visiting clients. All of them have the right to come home from work healthy and safe.

We know that not all businesses treat road safety as a critical health and safety risk, and that businesses in all sectors need better information about how to meet their obligations. This is especially important when it comes to rules about speed, fatigue and how long people can travel for before they should take a break.

While trucks are not involved in significantly more crashes per kilometre than other types of vehicles, these crashes are far more likely to be fatal, accounting for over 20 percent of road deaths.

Our initial actions in this area are:
- supporting best practice for work-related road safety. This includes collecting more data about work-related driving, and providing better information to businesses about how to keep workers safe on the roads
- strengthening regulations governing commercial transport. This includes the rules on log books and work time requirements.
4. Road user choices

Although most road users intend to follow the rules of the road, many will occasionally push the limits or make poor choices. It could be going too fast, misjudging the gap in traffic at a busy intersection, driving too close when passing someone riding a bicycle, or travelling too fast past a school bus picking up or dropping off children. Or it could be diverting attention – even for a second or two – to a phone or a passenger.

There is no doubt that if everyone followed the rules, stayed alert and sober, drove at safe travel speeds for the road and wore a seatbelt, fewer people would be killed or seriously injured on our roads. That’s why it is important that the new road safety strategy promotes good, law-abiding and considerate road use.

Wearing a seatbelt during a crash doubles your chances of surviving a serious crash. Yet, every year, over 80 people die in crashes not wearing a seatbelt.

Our initial actions in this area include:
- prioritising road policing to tackle high-risk behaviours, particularly use of seatbelts, alcohol and drug impairment, driver distraction and speed
- reviewing financial penalties and remedies
- enhancing drug driver testing
- supporting motorcycle safety, including through rider training programmes.

5. System management

Road safety belongs to everyone. This strategy’s success will require visionary leadership, strong partnerships, sound governance, and communities working together. We need to build good relationships across the network so that we can share information and work together effectively. This is especially important in the area of post-crash response. Different agencies need to collaborate to ensure that emergency responders can get to crash scenes quickly and provide the best quality care.

We also need to make sure that decision makers can access sound data and evidence about what works if they are to take action with confidence.

A recent New Zealand report found that improved post-crash care could have affected 11 percent of fatal crashes sampled.

Most of these relate to crashes that occurred in rural areas. In some cases there was no one able to call 111 and in others it was difficult for emergency services to access the crash site.

Our initial actions in this area include:
- improving data collection and research by implementing the new Transport Evidence Base Strategy
- developing a monitoring framework to help agencies keep their road safety work on track
- helping transport, health and emergency services agencies to work together to improve the way we respond to road crashes and treat crash victims.
Measuring success

Road to Zero provides a draft outcomes framework, which provides a list of key measures that can help us track progress and performance indicators to help us meet our targets. This outcomes framework will help us monitor how the road safety system is performing, drive action and hold agencies publicly accountable for delivering the strategy.

The framework will continue to evolve as we develop the final strategy. If you would like more information, or to comment on our proposed measures, please see the full Road to Zero consultation document.

Next steps

Please let us know your views by completing a submission on our website at www.transport.govt.nz/zero. Submissions must be lodged by 14 August 2019.

We will use your feedback to refine our approach and aim to deliver a final strategy and a first plan of actions before the end of 2019.