

Regional Transport Committee
Wednesday 7 August 2019 at 10.00am

AGENDA

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	Deputy Chairman Paul Dimery	KDC Councillor Julie Geange
WDC Councillor Greg Martin	NZTA Representative Mr Steve Mutton	

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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
5 June 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 – Evania 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 – Del la 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 Matakoho 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.

Regional Transport Committee
5 June 2019



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
5 June 2019

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.

ID: A1198815

3

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.

Attachments

Attachment 1: RTC Uptake Report for August 2019 Meeting [!\[\]\(bd1a142de767a21e5362c595f844a4ff_img.jpg\) !\[\]\(d4257ae6a3e163e6d467b3eb87960fa1_img.jpg\)](#)

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

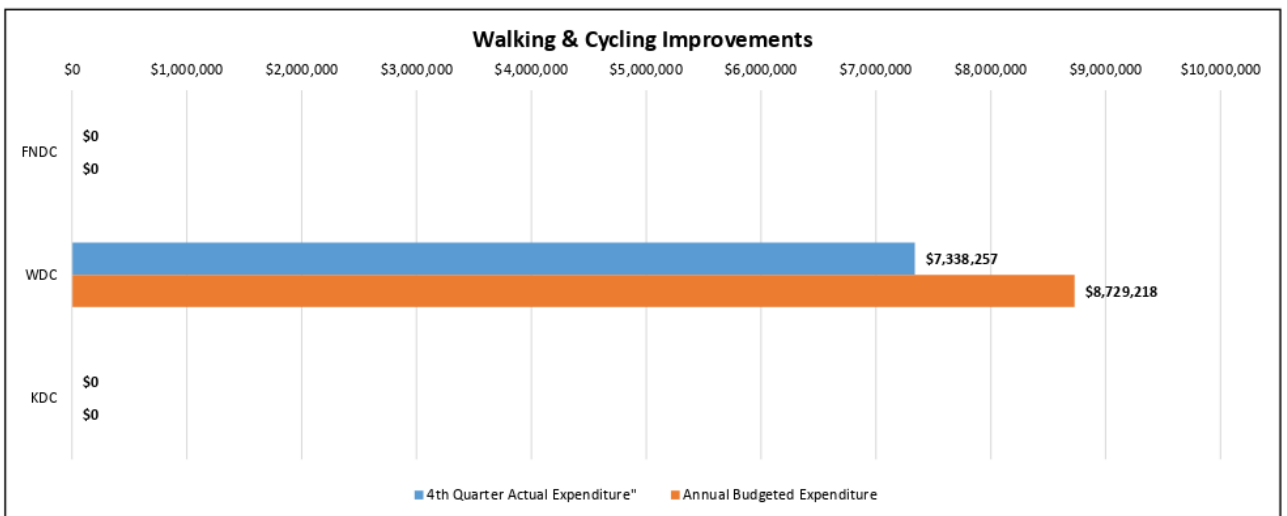
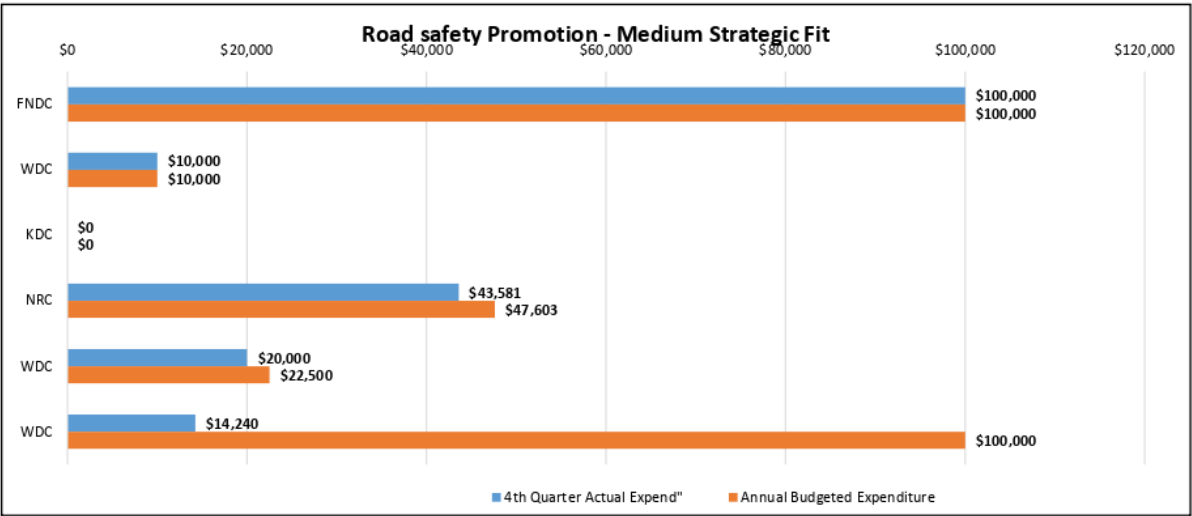
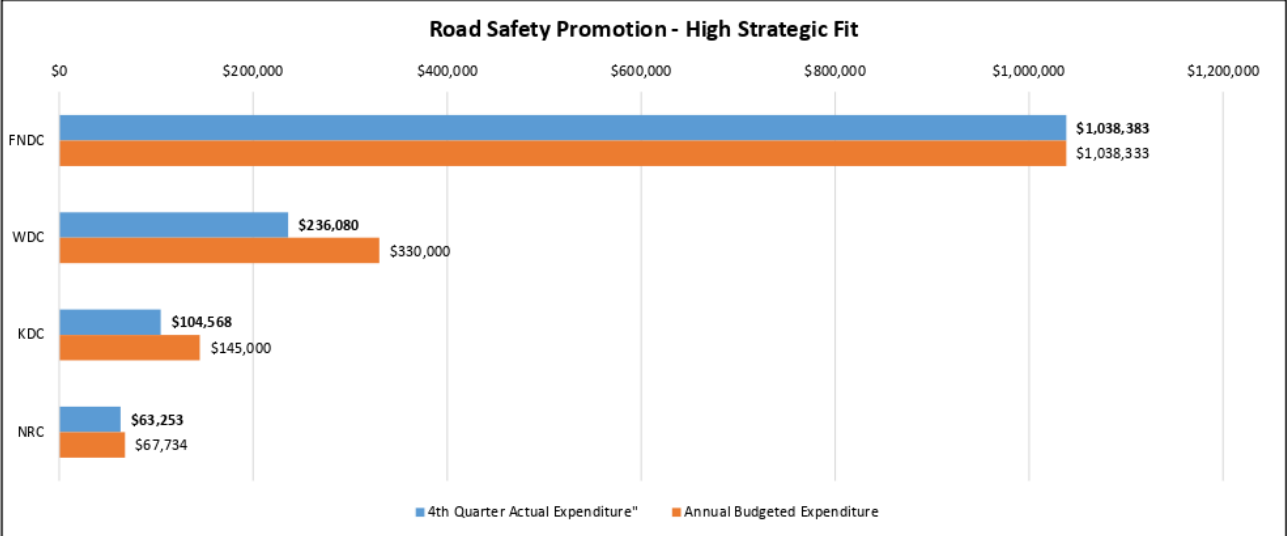
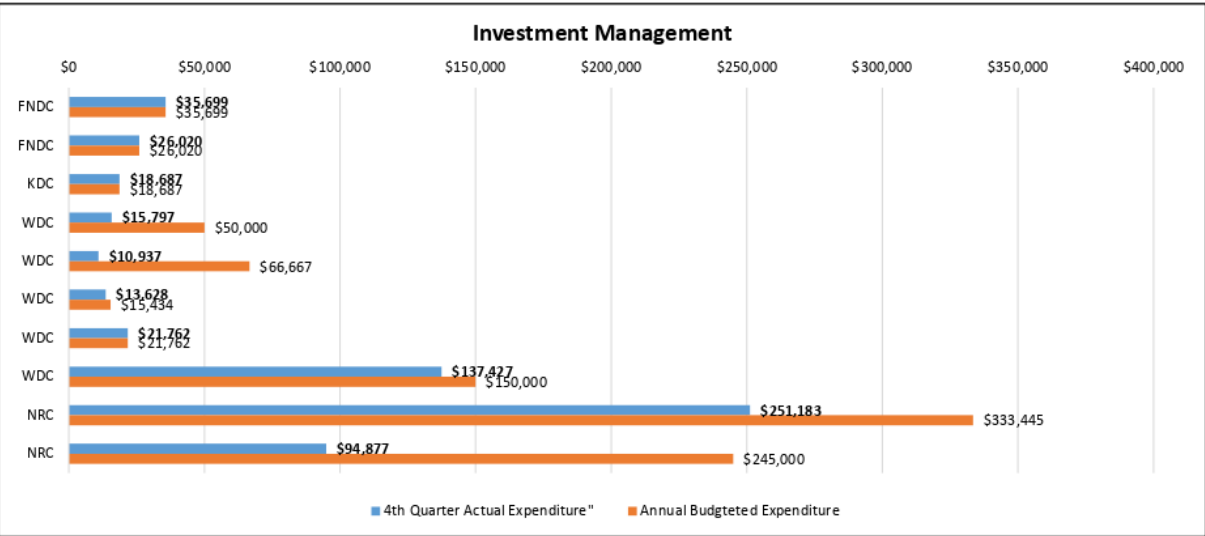
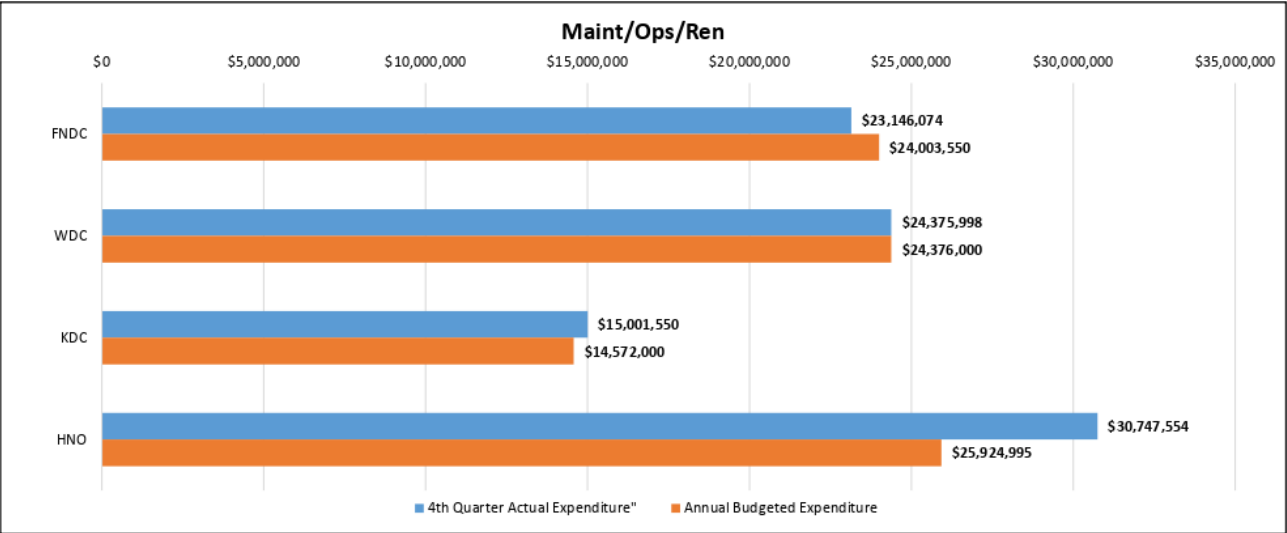
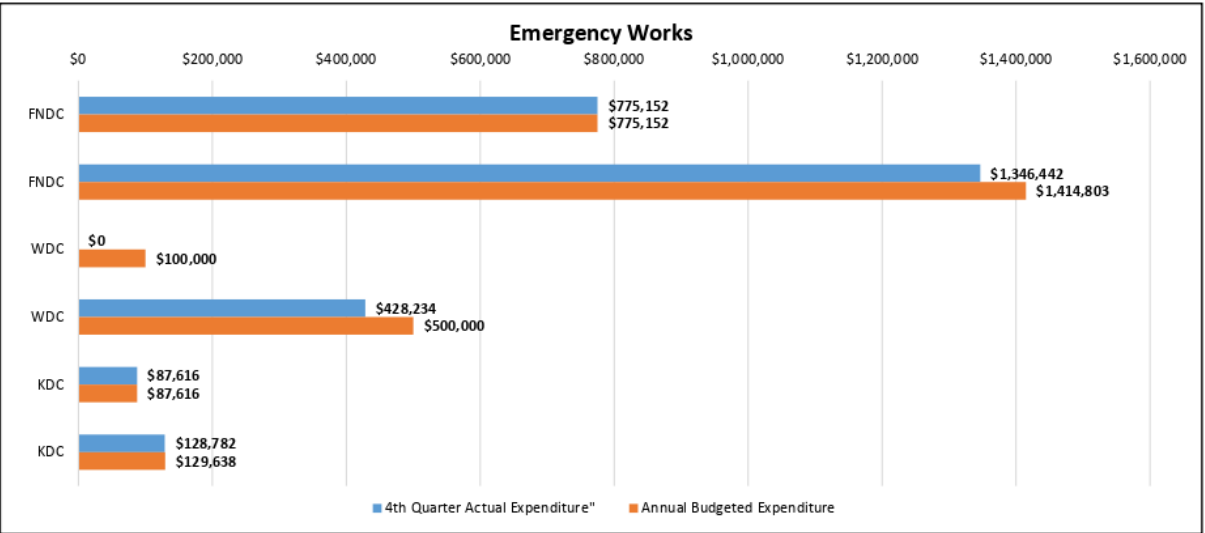
Date: 30 July 2019

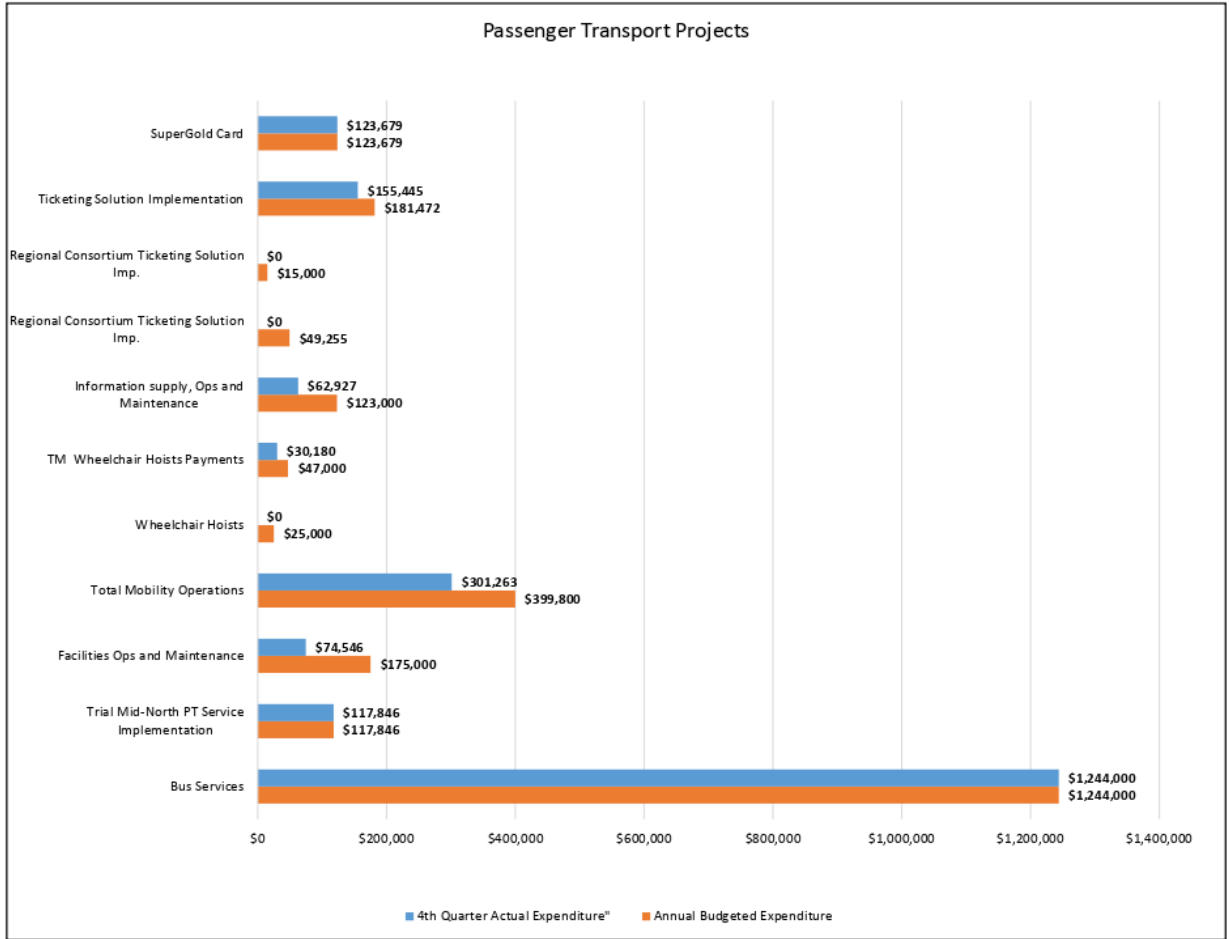
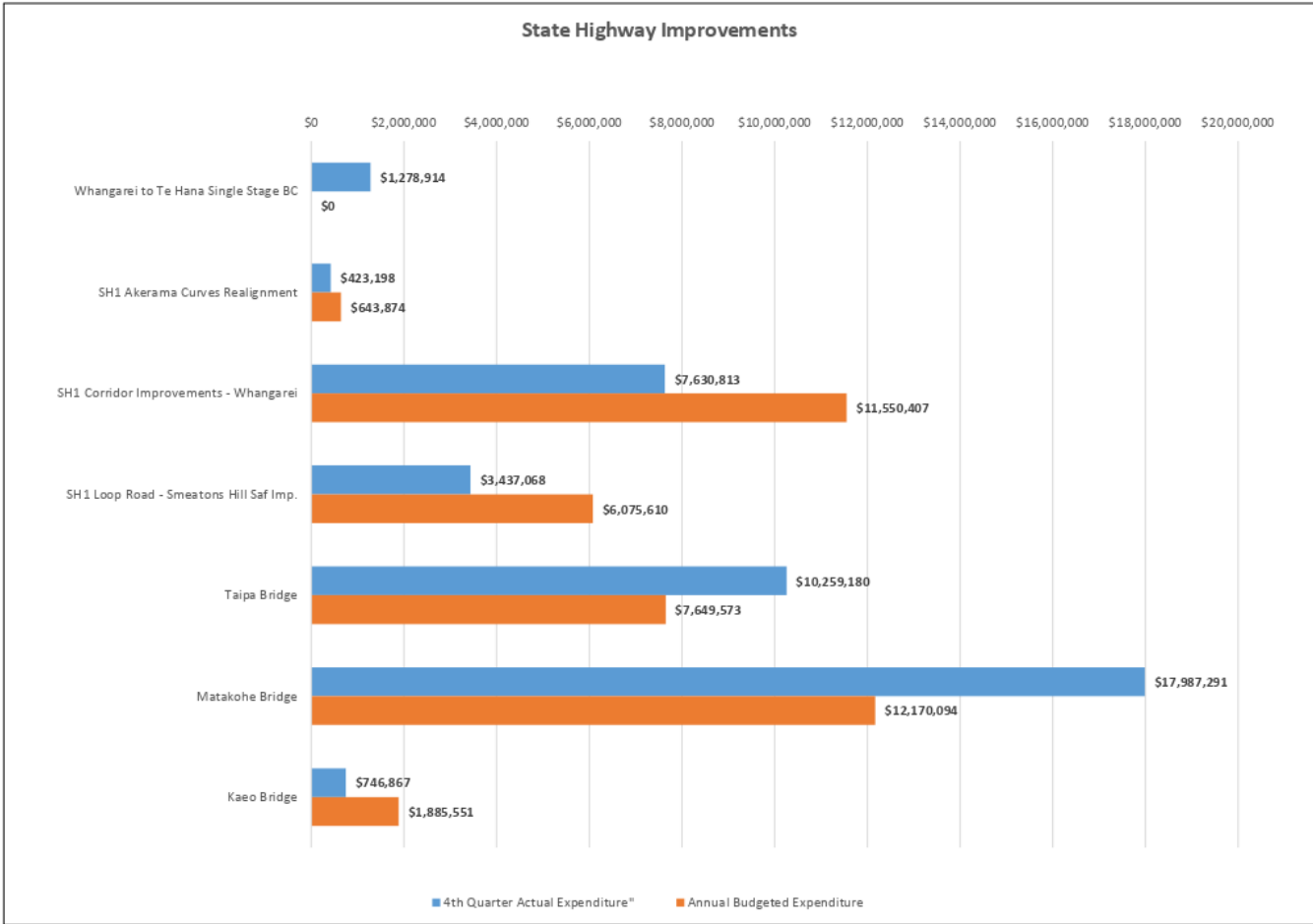
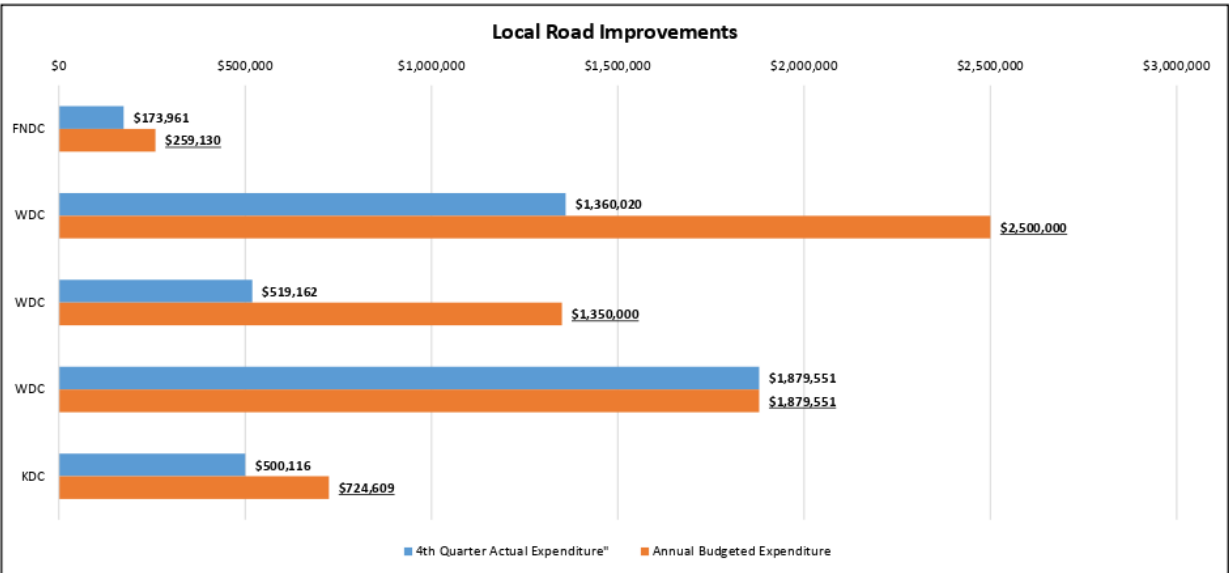
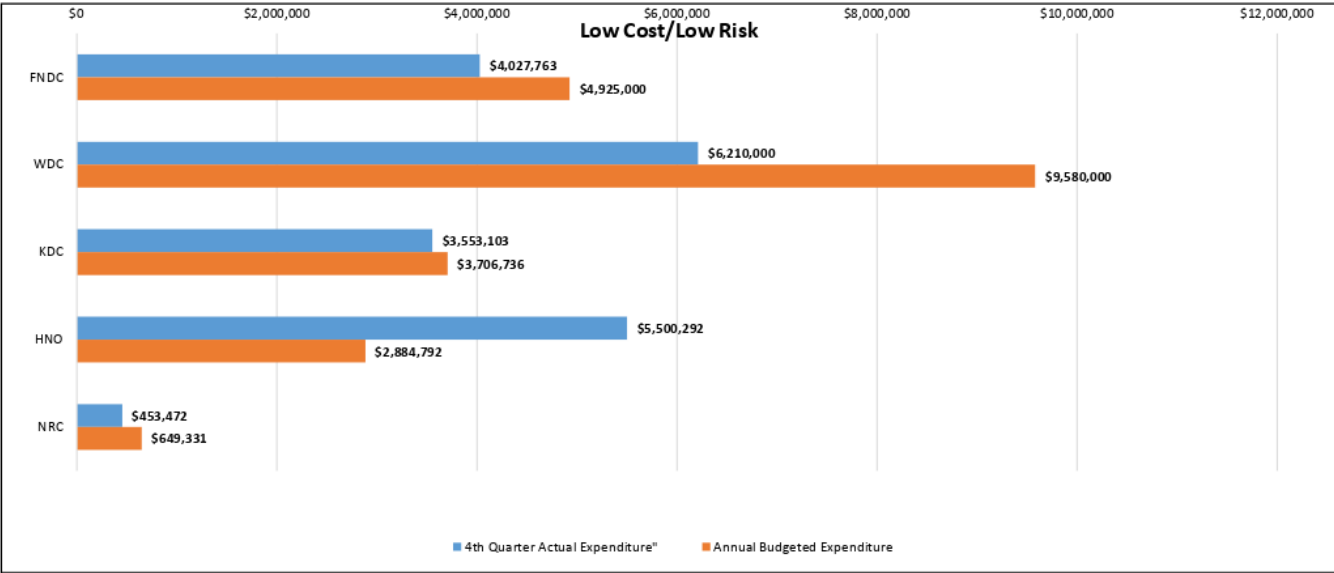
Regional Land Transport Plan 2015/2021 Three Year Review - Funding Uptake for the 2018/19 Financial Year

RLTP Funding 4th Quarter = 1 July 2018 to 30 June 2019.

Activities/Programmes	W/C	App Auth	FAR	Status	2018/2019 Financial Year			Remaining Expenditure 2018/2019	1st Quarter			Cumulative 1st & 2nd Quarters			Cumulative 1st, 2nd & 3rd Quarters			Cumulative 1st, 2nd, 3rd & 4th Quarters			Ability to uptake full national funding assistance allocation in 2018/19 financial period	Reasons for Variance and Remedial Action to be Taken
					Annual Budgeted Cost	Total Actual Expenditure to Date	Annual Progress %		Forecast Expenditure	Actual Expenditure	Progress for 1st Quarter	Forecast Expenditure	Actual Expenditure	Progress	Forecast Expenditure	Actual Expenditure	Progress	Forecast Expenditure	Actual Expenditure	Progress		
Emergency Works																						
March 2017 Storm Event	141	FNDC	66%	App	\$775,152	\$775,152	100%	\$0	\$549,398	\$505,056	92%	\$624,649	\$721,002	115%	\$699,900	\$757,453	108%	\$775,152	\$775,152	100%	Fully Utilised	Project Completed
E/W June 2018	141	FNDC	66%	App	\$1,414,803	\$1,346,442	95%	\$68,361	\$0	\$0	0%	\$0	\$89,209	#DIV/0!	\$253,502	\$0	0%	\$1,414,803	\$1,346,442	95%	Not Fully Utilised	Discussion in progress with NZTA to allow for a carry over of remaining funds into 2019/20
E/W - 15 July 2018: Various Sites	141	WDC	53%	App	\$100,000	\$0	0%	\$100,000	\$100,000	\$0	0%	\$200,000	\$0	0%	\$300,000	\$0	0%	\$397,617	\$0	0%	Not Fully Utilised	Work still ongoing. Remaining funding to be carried over into 2019/20.
E/W - 20 June 2018: Various Sites	141	WDC	53%	App	\$500,000	\$428,234	86%	\$71,766	\$250,000	\$255,835	102%	\$500,000	\$357,750	72%	\$500,000	\$426,066	85%	\$500,000	\$428,234	86%	Not Fully Utilised	Work still ongoing. Remaining funding to be carried over into 2019/20.
E/W KDC Cyclone Cook April 2017	141	KDC	61%	App	\$87,616	\$87,616	100%	\$0	\$60,000	\$72,150	120%	\$87,616	\$87,616	100%	\$87,616	\$87,616	100%	\$87,616	\$87,616	100%	Fully Utilised	Programme Complete
E/W KDC Cyclone Debbie April 2017	141	KDC	61%	App	\$129,638	\$128,782	99%	\$856	\$100,000	\$76,236	76%	\$129,638	\$96,339	74%	\$129,638	\$129,782	100%	\$129,638	\$128,782	99%	Fully Utilised	Programme Complete
Maintenance/Ops/Renewals																						
																					Not Fully Utilised	The contractor received the footpaths maintenance and renewals programme February 2019, all works programmed to be completed 2019/20. The programme for Structures Renewals programme was reprioritised by accelerated deterioration detected in the Otatau bridge, requiring new foundations. Design is complete and procurement well advanced, supplier availability has proved an issue therefore any works will be programmed to be completed 2019/20.
111 - 222	FNDC	66%	App	\$24,003,550	\$23,146,074	96%	\$857,476	\$6,006,840	\$4,788,233	80%	\$12,001,775	\$11,643,263	97%	\$18,002,663	\$17,956,762	100%	\$24,003,550	\$23,146,074	96%			
111 - 222	WDC	53%	App	\$24,376,000	\$24,375,998	100%	\$2	\$3,500,000	\$3,416,021	98%	\$10,000,000	\$9,733,297	97%	\$17,500,000	\$18,475,927	106%	\$24,376,000	\$24,375,998	100%	Fully Utilised	Ongoing programme. Programme completed for the 2018/19 year	
111 - 222	KDC	61%	App	\$14,572,000	\$15,001,550	103%	-\$429,550	\$3,313,609	\$2,860,383	86%	\$6,609,742	\$5,477,752	83%	\$11,339,826	\$12,297,502	108%	\$14,572,000	\$15,001,550	103%	Fully Utilised	Programme Complete	
111 - 222	HNO	100%	App	\$25,924,995	\$30,747,554	119%	-\$4,822,559	N/A	\$3,106,268	N/A	N/A	\$12,309,602	N/A	N/A	\$23,737,235	N/A	N/A	\$30,747,554	N/A	Fully Utilised	Increased resal & Rehabilitation programme	
Investment Management																						
Activity Management Improvement Plan 2018/21	3	FNDC	66%	App	\$35,699	\$35,699	100%	\$0	\$8,925	\$0	0%	\$17,850	\$0	0%	\$26,775	\$0	0%	\$35,699	\$35,699	100%	Fully Utilised	Project Completed
Kerikeri/Waipapa PBC 2018/21 - Programme Business case	2	FNDC	66%	App	\$26,020	\$26,020	100%	\$0										\$26,020	\$26,020	100%	Fully Utilised	Project Completed
Activity Management Improvement Plan/ONRC Bus Case	3	KDC	61%	App	\$18,687	\$18,687	100%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$9,343	\$0	0%	\$18,687	\$18,687	100%	Fully Utilised	Programme Complete
Activity Management Improvement Plan 2018/21	3	WDC	53%	App	\$50,000	\$15,797	32%	\$34,203	\$0	\$0	0%	\$0	\$0	0%	\$0	\$14,208	#DIV/0!	\$50,000	\$15,797	32%	Not Fully Utilised	Funding approval was delayed. Work on Asset Management Planning underway. Remaining funding will be carried over into 2019/20.
Activity Management Improvement Plan 2018/21	3	WDC	53%	App	\$66,667	\$10,937	16%	\$55,730	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	\$66,667	\$10,937	16%	Not Fully Utilised	Funding approval was delayed. Work on Asset Management Planning underway. Remaining funding will be carried over into 2019/20.
ONRC Transition Plan	3	WDC	53%	App	\$15,434	\$13,628	88%	\$1,806	\$5,000	\$3,253	65%	\$15,434	\$9,640	62%	\$15,434	\$13,628	88%	\$15,434	\$13,628	88%	Not Fully Utilised	Programme nearly completed for 2018/19 with minor underspend. Remaining funding will be carried over into 2019/20.
Crash Reduction Study	4	WDC	53%	App	\$21,762	\$21,762	100%	\$0	\$21,762	\$21,762	100%	\$21,762	\$21,762	100%	\$21,762	\$21,762	100%	\$21,762	\$21,762	100%	Fully Utilised	Programme fully completed.
Whangarei Transportation Plan - PBC	2	WDC	53%	App	\$150,000	\$137,427	92%	\$12,573	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	\$150,000	\$137,427	92%	Not Fully Utilised	Funding approval was delayed. Programme nearly completed for 2018/19 with minor underspend. Remaining funding will be carried over into 2019/20.
Regional Land Transport Plan	1	NRC	54%	Sub.	\$333,445	\$251,183	75%	\$82,262	\$68,000	\$0	0%	\$136,000	\$41,316	30%	\$204,000	\$125,932	62%	\$272,000	\$251,183	92%	Not Fully Utilised	Work ongoing. Under budget due to newly approved staff position yet to be filled. An application has been made to NZTA for the unspent portion to be carried into the 2019/20 financial year.
Regional Road Safety Action Plan	3	NRC	54%	Sub.	\$245,000	\$94,877	39%	\$150,123	\$61,250	\$0	0%	\$122,500	\$33,871	28%	\$183,750	\$0	0%	\$245,000	\$94,877	39%	Not Fully Utilised	Work ongoing. Under budget due to newly approved staff position yet to be filled. An application has been made to NZTA for the unspent portion to be carried into the 2019/20 financial year.
Regional Public Transport Plan	3	NRC	54%	Sub.	\$10,800	\$883	8%	\$9,917	\$0	\$0	0%	\$5,400	\$0	0%	\$8,000	\$0	0%	\$10,800	\$883	8%	Not Fully Utilised	Work ongoing. Under budget due to newly approved staff position yet to be filled. An application has been made to NZTA for the unspent portion to be carried into the 2019/20 financial year.
Road Safety Promotion																						
High Strategic Fit																						
	432	FNDC	66%	App	\$1,038,333	\$1,038,333	100%	-\$50	\$259,583	\$0	0%	\$519,166	\$775,329	149%	\$778,749	\$775,329	100%	\$1,038,333	\$1,038,333	100%	Fully Utilised	All projects completed
	432	WDC	53%	App	\$330,000	\$236,080	72%	\$93,920	\$25,000	\$0	0%	\$100,000	\$125,132	125%	\$200,000	\$203,600	102%	\$330,000	\$236,080	72%	Not Fully Utilised	Ongoing programme. Programme nearly completed for 2018/19. Remaining funding will be carried over into 2019/20.
	432	KDC	61%	App	\$145,000	\$104,568	72%	\$40,432	\$18,125	\$49,110	271%	\$54,375	\$65,943	121%	\$108,750	\$83,319	77%	\$145,000	\$104,568	72%	Not Fully Utilised	Externally managed programme of works currently under review for 2019/20 delivery
	432	NRC	54%	App	\$67,734	\$63,253	93%	\$4,481	\$16,933	\$0	0%	\$33,867	\$48,698	144%	\$50,800	\$67,734	133%	\$67,734	\$63,253	93%	Not Fully Utilised	Work ongoing. An application has been made to NZTA for the unspent portion to be carried into the 2019/20 financial year.
	432	NRC	54%	App	\$40,881	\$31,888	78%	\$8,993	\$10,220	\$0	0%	\$20,440	\$15,522	76%	\$30,660	\$26,055	85%	\$40,881	\$31,888	78%	Not Fully Utilised	Financial corrections to be made under this work category. If required, an application will be made to NZTA for permission to carry over any unspent funding into the 2019/20 financial year.
Medium Strategic Fit																						
	432	FNDC	66%	App	\$100,000	\$100,000	100%	\$0	\$25,000	\$0	0%	\$50,000	\$74,671	149%	\$75,000	\$74,671	100%	\$100,000	\$100,000	100%	Fully Utilised	All projects completed
	432	WDC	53%	App	\$10,000	\$10,000	100%	\$0	\$10,000	\$0	0%	\$10,000	\$10,000	100%	\$10,000	\$10,000	100%	\$10,000	\$10,000	100%	Fully Utilised	Ongoing programme. Programme completed for 2018/19 year
	432	KDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	#DIV/0!	N/A	No funding assistance was applied for under this work category.
	432	NRC	54%	App	\$47,603	\$43,581	92%	\$4,022	\$11,900	\$0	0%	\$23,801	\$20,728	87%	\$35,701	\$36,134	101%	\$47,063	\$43,581	93%	Not Fully Utilised	Request will be made to NZTA to carry the unspent portion into the 2019/20 financial year.
Road Safety Promotion 18/21 - ACC Funded Bike Skills Training	432	WDC	100%	App	\$22,500	\$20,000	89%	\$2,500	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	#DIV/0!	\$22,500	\$20,000	89%	Not Fully Utilised	Programme completed for 2018/19 year with minor underspend. Remaining funding will be carried over into 2019/20 if possible.
Road Safety Promotion 18/21 Bike Skills Training	432	WDC	53%	App	\$100,000	\$14,240	14%	\$85,760	\$0	\$0	0%	\$25,000	\$0	0%	\$50,000	\$0	0%	\$100,000	\$14,240	14%	Not Fully Utilised	Tender awarded in May and programme underway. This late award has affected the spend in 2018/19. Remaining funding will be carried over into 2019/20.

Walking & Cycling Improvements																						
	452	FNDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	N/A	No subsidy application under this work category
Cycleways Construction 2015/18-Construction	452	WDC	53%	App	\$8,729,218	\$7,338,257	84%	\$1,390,961	\$1,800,000	\$1,661,200	92%	\$3,500,000	\$3,967,309	113%	\$6,500,000	\$6,329,861	97%	\$8,729,218	\$7,338,257	84%	Not Fully Utilised	The last aproved stage of the Kamo Shared Path is well underway and is likely to be completed in October 2019. This work has been delayed slightly due to meeting KiwiRail requirements. Remaining funding will be carried over into 2019/20.
	452	KDC	N/A	N/A	\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	N/A	No subsidy application under this work category
Low Cost Low Risk																						
Low cost / low risk improvements 2018-21-Local Roads	341	FNDC	66%	App	\$4,925,000	\$4,027,763	82%	\$897,237	\$1,570,000	\$917,228	58%	\$3,140,000	\$1,630,286	52%	\$4,710,000	\$2,436,477	52%	\$4,925,000	\$4,027,763	82%	Not Fully Utilised	Work ongoing. Remaining funding to be carried over into 2019/20. Programme well underway. Some work has been delayed due to the work having to be retendered, while some projects have taken longer than expected to design. Remaining funding will be carried over into 2019/20.
Low cost / low risk improvements 2018-21-Local Roads	341	WDC	53%	App	\$9,580,000	\$6,210,000	65%	\$3,370,000	\$700,000	\$237,530	34%	\$2,500,000	\$513,105	21%	\$6,000,000	\$3,463,838	58%	\$9,580,000	\$6,280,000	66%	Not Fully Utilised	Full programme delivered. Some savings through contracts scope changes and tender prices received. Underspend deferred to 2019/20 programme of works.
Low cost / low risk improvements 2018-21-Local Roads	341	KDC	61%	App	\$3,706,736	\$3,553,103	96%	\$153,633	\$200,000	\$154,652	77%	\$990,000	\$711,505	72%	\$2,600,000	\$2,645,143	102%	\$3,706,736	\$3,553,103	96%	Not Fully Utilised	3 yr programme. Funds cash-flowed to Yr1.
Low cost/low risk improvments 2018-21 Northland	341	HNO	100%	App	\$2,884,792	\$5,500,292	191%	-\$2,615,500	N/A	\$1,128,873	N/A	N/A	\$3,257,551	N/A	N/A	\$3,518,397	N/A	N/A	\$5,500,292	N/A	Fully Utilised	Budgeted Trial Whangarei Rural services yet to be implemented. An application has been made to NZTA for the unspent portion to be carried over into the 2019/20 financial year.
Low Cost Low Risk Improvements 18/21 - Public Transport	532	NRC	54%	App	\$649,331	\$453,472	70%	\$195,859	\$100,000	\$0	0%	\$200,000	\$88,677	44%	\$400,000	\$269,000	67%	\$649,311	\$453,472	70%	Not Fully Utilised	
Local Road Improvements																						
LED StreetLight Upgrades	324	FNDC	85%	App	\$259,130	\$173,961	67%	\$85,169	\$64,782	\$10,695	17%	\$129,565	\$37,970	29%	\$194,347	\$111,595	57%	\$259,130	\$173,961	67%	Not Fully Utilised	NZTA have approved carry forward of remaining funds. Hardware availability has caused delays nationally.
LED StreetLight Upgrades	324	WDC	85%	App	\$2,500,000	\$1,360,020	54%	\$1,139,980	\$300,000	\$329,443	110%	\$700,000	\$628,966	90%	\$2,000,000	\$863,169	43%	\$3,364,811	\$1,360,020	40%	Not Fully Utilised	Delay in project which the arterial road lights were being designed and supplied. The arterial road LED roll out is now starting on site. Remaining funding will be carried over into 2019/20.
Maunu Rd/Porowini Ave Int Improvements - Const.	324	WDC	53%	App	\$1,350,000	\$519,162	38%	\$830,838	\$0	\$0	0%		\$259,989	#DIV/0!		\$513,966	#DIV/0!	\$1,350,000	\$519,162	38%	Not Fully Utilised	Late award of the tender has slowed spend on this project. Tender awarded in May and construction underway. Construction should be completed in January 2020. Remaining funding will be carried over into 2019/20.
Tarewa Rd/Porowini Ave Intersection Imp	324	WDC	53%	App	\$1,879,551	\$1,879,551	100%	\$0	\$300,000	\$453,902	151%	\$1,368,551	\$844,311	62%	\$1,368,551	\$1,866,838	136%	\$1,879,551	\$1,879,551	100%	Fully Utilised	Project fully completed.
LED StreetLight Upgrades	324	KDC	61%	App	\$724,609	\$500,116	69%	\$224,493	\$150,000	\$0	0%	\$174,609	\$0	0%	\$474,609	\$265,189	56%	\$724,609	\$500,116	69%	Not Fully Utilised	Programme to continue with V-Cat installation in 2019/20 and budgets deferred as required.
Provincial Growth Fund																						
Far North District Council		FNDC			\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	0%	0%	0%	0%	0%	0%	N/A	No funding has as yet been approved for projects in this category
Whangarei District Council		WDC			\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	0%	0%	0%	0%	0%	0%	N/A	No funding has as yet been approved for projects in this category
Kaipara District Council		KDC			\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	0%	0%	0%	0%	0%	0%	N/A	No funding has as yet been approved for projects in this category
New Zealand Transport Agency																						
SH10 Waipapa Intersection Imp	324	NZTA	100%	App	\$518,777	\$757,668	146%					\$54,628				440631%			757668%		Fully Utilised	Pre imp phase currently. Construction start Oct 2019 subject to land aquisition and consent.
Northland Regional Council		NRC			\$0	\$0	0%	\$0	\$0	\$0	0%	\$0	\$0	0%	0%	0%	0%	0%	0%	0%	N/A	No passenger transport, road safety or regionally related strategic project applications have been made under this work category.
State Highway Improvements																						
Whangarei to Te Hana Single Stage BC	324	HNO	100%	App	\$0	\$1,278,914	#DIV/0!	-\$1,278,914	N/A	N/A	N/A	N/A	\$957,721	N/A	N/A	\$1,274,865	N/A	N/A	\$1,278,914	#DIV/0!	N/A	No comment provided
SH1 Akerama Curves Realignment	324	HNO	100%	App	\$643,874	\$423,198	66%	\$220,676	N/A	N/A	N/A	N/A	\$218,160	N/A	N/A	\$336,891	N/A	N/A	\$423,198	66%	Not Fully Utilised	Final claim July 2019. Project completed.
SH1 Corridor Improvements - Whangarei	324	HNO	100%	App	\$11,550,407	\$7,630,813	66%	\$3,919,594	N/A	N/A	N/A	N/A	\$2,190,254	N/A	N/A	\$5,797,588	N/A	N/A	\$7,630,813	66%	Not Fully Utilised	Work still ongoing. Remaining funding to be carried over into 2019/20.
SH1 Loop Road - Smeatons Hill Saf Imp.	324	HNO	100%	App	\$6,075,610	\$3,437,068	57%	\$2,638,542	N/A	N/A	N/A	N/A	\$334,214	N/A	N/A	\$1,274,864	N/A	N/A	\$3,437,068	57%	Not Fully Utilised	Contract commenced late March 2019. Earthworks season shortened. Funding will be carried over into the 2019/2020 financial year.
Taipa Bridge	324	HNO	100%	App	\$7,649,573	\$10,259,180	134%	-\$2,609,607	N/A	N/A	N/A	N/A	\$5,951,895	N/A	N/A	\$8,365,256	N/A	N/A	\$10,259,180	134%	Fully Utilised	Cost Increase approved.
Matakohe Bridge	323	HNO	100%	App	\$12,170,094	\$17,987,291	148%	-\$5,817,197	N/A	N/A	N/A	N/A	\$11,209,466	N/A	N/A	\$14,978,850	N/A	N/A	\$17,987,291	148%	Fully Utilised	Cost Increase approved.
Kaeo Bridge	324	HNO	100%	App	\$1,885,551	\$746,867	40%	\$1,138,684	N/A	N/A	N/A	N/A	\$295,579	N/A	N/A	\$508,352	N/A	N/A	\$746,867	40%	Not Fully Utilised	Design & Pre imp (consenting) phase currently underway.
Passenger Transport																						
Bus Services	511	NRC	54%	App	\$1,244,000	\$1,244,000	100%	\$0	\$311,000	\$332,338	107%	\$622,000	\$978,169	157%	\$933,000	\$1,093,870	117%	\$1,244,000	\$1,244,000	100%	Fully Utilised	Funding fully utilised in provision of services.
Trial Mid-North PT Service Implementation	511	NRC	54%	App	\$117,846	\$117,846	100%	\$0	\$60,000	\$67,694	113%	\$120,000	\$145,874	122%	\$180,000	\$130,940	73%	\$117,846	\$117,846	100%	Fully utilised	Funding fully utilised in provision of services.
Facilities Ops and Maintenance	514	NRC	54%	App	\$175,000	\$74,546	43%	\$100,454	\$40,000	\$0	0%	\$87,500	\$21,214	24%	\$131,250	\$41,689	32%	\$175,000	\$74,546	43%	Not Fully Utilised	Budgeted expenditure for CityLink related infrastructure not fully expended. Request will be made to NZTRA to carry the remaining funds into 2019/20.
Total Mobility Operations	517	NRC	60%	App	\$399,800	\$301,263	75%	\$98,537	\$100,000	\$52,772	53%	\$200,000	\$136,536	68%	\$300,000	\$235,921	79%	\$399,800	\$301,263	75%	Not Fully Utilised	New service provider commenced during 2018/19 resulting in increased trips undertaken by clients. No funding will be carried into 2019/20
Wheelchair Hoists	519	NRC	54%	App	\$25,000	\$0	0%	\$25,000	\$0	\$0	0%	\$0	\$0	0%	\$0	\$0	0%	\$25,000	\$0	0%	Not Utilised	No applications received to insatl hoists to Total Mobility Vans. Unused funding will not be carried over into 2019/20
TM Wheelchair Hoists Payments	521	NRC	100%	App	\$47,000	\$30,180	64%	\$16,820	\$11,750	\$8,070	69%	\$23,500	\$16,320	69%	\$32,250	\$25,647	80%	\$47,000	\$30,180	64%	Not Fully Utilised	Anticipated increase in number of lifts required by clients did not eventuate
Information supply, Ops and Maintenance	524	NRC	54%	App	\$123,000	\$62,927	51%	\$60,073	\$30,875	\$0	0%	\$61,750	\$27,477	44%	\$62,625	\$52,800	84%	\$123,500	\$62,927	51%	Not Fully Utilised	Advertising and promotional work on CityLink service held back due to delay in implementation of new electronic ticketing system, and outcome of the Employment Relations Agreement for bus drivers.
Regional Consortium Ticketing Solution Imp.	524	NRC	65%	App	\$49,255	\$0	0%	\$49,255	\$10,000	\$0	0%	\$24,627	\$0	0%	\$39,255	\$0	0%	\$49,255	\$0	0%	Not Utilised	Project delayed due to software issues. Approval obtained to carry funding into 2019/2020.
Regional Consortium Ticketing Solution Imp.	524	NRC	54%	App	\$15,000	\$0	0%	\$15,000	\$0	\$0	0%	\$7,500	\$0	0%	\$11,250	\$0	0%	\$15,000	\$0	0%	Not Utilised	Project delayed due to software issues. Approval obtained to carry funding into 2019/2020.
Ticketing Solution Implementation	531	NRC	65%	App	\$181,472	\$155,445	86%	\$26,027	\$45,368	\$0	0%	\$90,736	\$54,146	60%	\$136,104	\$74,116	54%	\$181,472	\$155,445	86%	Not Fully Utilised	Project delayed due to software issues. Approval obtained to carry remaining funding into 2019/2020.
SuperGold Card	522	NRC	100%	App	\$123,679	\$123,679	100%	\$0	\$30,920	\$123,679	400%	\$61,840	\$46,142	75%	\$92,760	\$103,066	111%	\$123,679	\$123,679	100%	Fully Utilised	Funding fully utilised. No funding carry over to 2019/20 required.





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 tapirihanga

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 effectively 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

Approach for RLTP 2021/2027

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

Questions?



TITLE: Investigation into the Needs and Availability of Total Mobility/Disability Transport Services in Northland - Update

ID: A1217331

From: Chris Powell, Transport Manager - Northland Transport Alliance

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 [!\[\]\(95b425611cbd2b8716a140cf67c81822_img.jpg\) !\[\]\(98475352b625a273242ad989dd0cabc3_img.jpg\)](#)

Attachment 2: NZTA Update to August RTC Meeting [!\[\]\(b4eeff342f60cc7bcd67d869b4fedca2_img.jpg\) !\[\]\(7cbfaf281ed50ce10ba1259f16ecca5e_img.jpg\)](#)

Authorised by Group Manager

Name: Tony Phipps

Title: Group Manager - Customer Services - Community Resilience

Date: 31 July 2019

Quarterly Update – Q4 2018 / 2019

Project	Q3 RAG	Q4 RAG	Quarter 4 (Apr – Jun) Planned	Quarter 4 (Apr – Jun 2019) Update	Work planned for Quarter 1 (July – Sept 2019)	Timeframe	Stage
Complete business case for improvements to SH11 - Kawakawa to SH10 Puketona			Continue business case development, including long list of options and community engagement.	Business case development continued with a focus on stakeholder and Hapu engagement.	Continue business case development. Business case is due for completion in June 2020.	2018 - 2020	Delivery
Complete business case for improvements to SH12 - Rawene to Waipoua, including Opononi and Omapere town centre improvements			Continue business case development, focusing on engineering assessments and economic evaluations. Planned community engagement in Q4.	Business case development continued with a focus on stakeholder and Hapu engagement.	Continue business case development. Business case is due for completion in December 2019.	2018 – 2019	Delivery
Complete Rest Area Strategy and Implementation Plan			Continue business case development, including crash data and gap analysis.	Business case development continued with a focus on stakeholder and Hapu engagement.	Continue business case development. Business case is due for completion in December 2019.	2018 – 2019	Delivery
Complete business case identifying improvements to passing and overtaking opportunities			Continue business case development, including crash data and gap analysis.	Business case development continued with a focus on stakeholder and Hapu engagement.	Continue business case development. Business case is due for completion in December 2019.	2018 – 2019	Delivery
Complete business case for Twin Coast			Continue business case development, including consultation on long list	Business case development continued with a focus on	Complete business case and deliver final business case to stakeholders.	2018 – 2019	Delivery

Project	Q3 RAG	Q4 RAG	Quarter 4 (Apr – Jun) Planned	Quarter 4 (Apr – Jun 2019) Update	Work planned for Quarter 1 (July – Sept 2019)	Timeframe	Stage
Discovery Route Wayfinding Signage			of options and an audit of existing signage.	stakeholder and Hapu engagement.			
Complete bridge replacements in Matakohe, Taipa and Kaeo			Matakohe: construction continuing. Kaeo: design and consent work continuing. Taipa: disestablishment of the old bridge, bridge construction continuing.	Matakohe: 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.	Kaeo: design and consent work continuing. Taipa: disestablishment of the old bridge, bridge construction continuing.	2017-2022	Delivery
Complete Puhoi to Warkworth			Remain on track for delivery.	Works continued.	Remain on track for delivery.	2016 - 2022	Delivery
Complete Route Protection for Warkworth to Wellsford			No update.	No update.	Continue progressing necessary works to obtain route designations.	2017 - 2022	Planning
Complete improvements from Wellsford to Whangārei			No confirmed work.	Works continued.	Continue progressing design and approval processes.	2017 - 2024	Delivery
Complete Whangārei Urban Improvements			Continue construction, including on the western side of the new Otaika Bridge.	Works continued.	Continue construction.	2017 - 2021	Delivery

Project	Q3 RAG	Q4 RAG	Quarter 4 (Apr – Jun) Planned	Quarter 4 (Apr – Jun 2019) Update	Work planned for Quarter 1 (July – Sept 2019)	Timeframe	Stage
Deliver the Northland Delivery Framework			Continue to deliver the Northland Delivery Framework.	Continuing to use the Framework to deliver qualifying projects.	Continue to use the Framework to deliver qualifying projects.		
Twin Coast Discovery Route – Complete Integrated Northland Cycle Plan			Continue business case development, including confirmation of short list of preferred options.	Business case complete following approvals processes.	Deliver final business case to stakeholders.	2018 - 2019	Delivery
Twin Coast Discovery Route - Produce Township plans			Continue business case development, including regional engagement and developing list of possible early deliverables.	Business case development continued with a focus on stakeholder and Hapu engagement.	Continue business case development. Business case is due for completion in December 2019.	2018 - 2019	Delivery

Region	Project Name	Summary of what the application/EOI proposes to do	Commenting on assessing an EOI or application	Outcome of PGF funding decision	Notes	NTA initiated
Northland	Northland Rail		EOI	Approved for PGF funding	North Auckland Line Feasibility Study released on the Ministry of Transport website: https://www.transport.govt.nz/multi-	
Northland	Howard League	Programme to assist driving Offenders get their license	EOI	Approved for PGF funding		
Northland	North Hokianga Infrastructure		EOI	Declined for PGF funding		
Northland	Northland Economic Development Fund	Investment to enable the undertaking of further feasibility studies for infrastructure development. In particular initial study on rail.	EOI	Declined for PGF funding		
Northland	Waipu Trail	Complete a walking and cycling route connecting Waipu historic village to Langs Beach, via Waipu Cove	EOI	Unsupported EOI		NTA
Northland	Whangarei Forestry Road	Sealing of three forestry roads with significant dust issues	EOI	Unsupported EOI		NTA

Region	Project Name	Summary of what the application/EOI proposes to do	Commenting on / assessing an EOI or application	Outcome of PGF funding decision	Notes	NTA initiated
Northland	Pou Herenga Tai cycle trail	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 Opuia.		Withdrawn	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 Opuia 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.	NTA
Northland	Whangarei Bridges 50Max HPMV Network Extension	To strengthen 6 existing bridges, for greater access for highly efficient new freight vehicles to increase productivity	EOI	Unsupported EOI	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.	
Northland	Cove Road Detour Bridge Two Laning and Curve Improvement	To widened 3 single lane bridges, and curve improvements	EOI	Unsupported EOI	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.	

Region	Project Name	Summary of what the application/EOI proposes to do	Commenting on / assessing an EOI or application	Outcome of PGF funding decision	Notes	NTA initiated
Northland	Far North District Council Bridges 50 Max HPMV Enabling	To extend 50MAX and HPMV freight vehicle access over 33 bridges through our network. It will increase productivity of journeys	EOI	Unsupported EOI	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.	
Northland	"Kick for the seagulls" Program	To establish a program "Kick for the Seagulls". Lowie Institute Ltd is an educational body that aims to engage the socially, economically, educationally excluded using the vehicle of sport based on Graham Lowe's 12 principles.	Application	On hold		
Northland	Te Mingi barge site	feasibility study	Application	Approved for PGF funding	Feasibility study should estimate effects on roading network.	
Northland	Waipoua River Road	visitor Information and camping site redevelopment for iwi. Includes improving access on Waipoua River Road	Application	Kaipara Package approved	Contract to be signed with KDC and PDU.	
Northland	Pouto Road	Upgrade to local road to service forestry	Application	Kaipara Package approved	Contract to be signed with KDC and PDU.	

Region	Project Name	Summary of what the application/EOI proposes to do	Commenting on / assessing an EOI or application	Outcome of PGF funding decision	Notes	NTA initiated
Northland	Kaiwaka Mangawhai Road Bridge Two Laning	To Replace a single lane to a two lane, to improve safety and bring up to 50MAX capability	Application	Withdrawn	NZTA provided comment to PDU on 29 March 2019.	
Northland	Kaihu Valley Rail Trail	Seeks funding for an off-road cycle trail following a rail corridor, as an alternative to the current on road SH12 Heartland Ride	Application	Withdrawn by applicant.	To be considered as part of the Northland Integrated Cycle Plan Business Case, being progressed as part of the Twin Coast Discovery Route work.	NTA
Northland	Kaipara Bridges 50Max HPMV Network Extension	To extend the ability of the 50MAX and HPMV freight vehicles access for horticulture, forestry, dairy and other activities in the region	EOI	Kaipara Package approved	Contract to be signed with KDC and PDU.	
Northland	Kaipara Kickstart Roding	Feasibility Study	Application	Kaipara Package approved	Contract to be signed with KDC and PDU.	

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

- The Investment Decision-Making Framework (IDMF) Review held a series of national workshops in June.
- 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.



**Smart street design helps to
create great places to live,
work and play**

**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, Kaitia



Local Road Safety

New Footpaths

Kelly Street Footpath – Dargaville



Safe Network Programme

Update

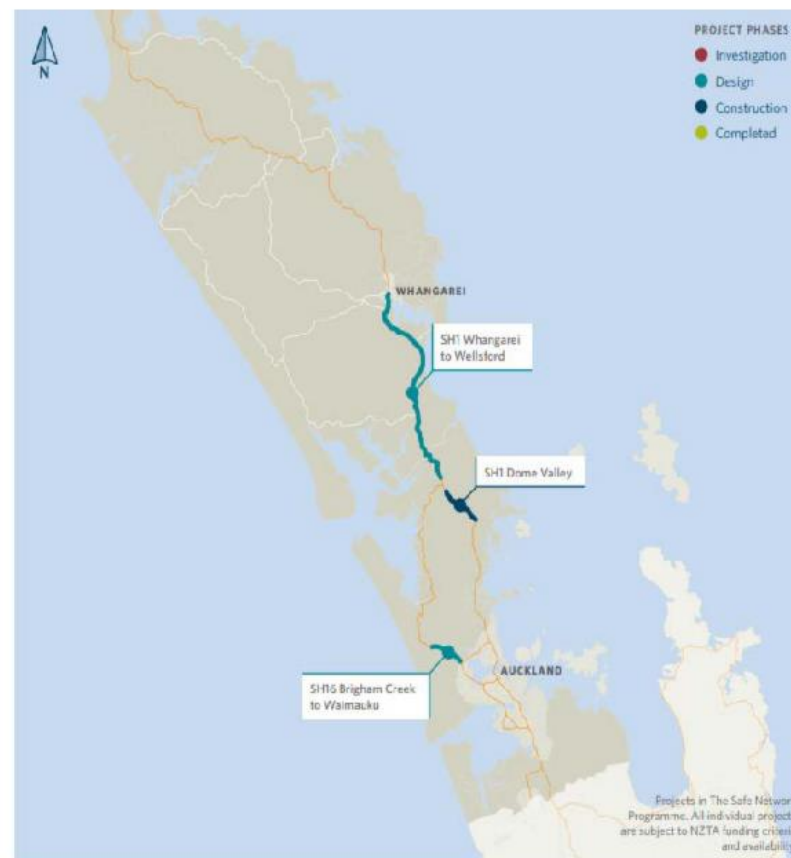
The Whangarei to Wellsford project has been split into three geographical sections and will focus on short-medium term safety interventions, within the existing alignment.

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

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.

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

Public Transport for Northland







Provincial Growth Fund – Northland Transport Investment

PROJECT	SH, LOCAL ROAD, OR RAIL	DELIVERABLE	RECENT PROGRESS	EXPECTED COMPLETION DATE	UPCOMING MILESTONES
SH11 Kawakawa to SH10 Puketona (Twin Coast Package)	SH	Business case with recommended investment programme.	Business cases are continuing with a focus on stakeholder engagement.	June 2020	Continue business case development. Business case is due for completion in June 2020.
SH12 Rawene to Waipoua (Twin Coast Package)	SH	Business case with recommended investment programme.		December 2019	Continue business case development. Business case is due for completion in December 2019.
Rest Area Strategy and Implementation Plan (Twin Coast Package)	SH	Strategy and implementation plan for rest areas.		December 2019	Continue business case development. Business case is due for completion in December 2019.
Passing and Overtaking Opportunities (Twin Coast Package)	SH	Business case with recommended investment programme.		December 2019	Continue business case development. Business case is due for completion in December 2019.
Integrated Cycle Plan (Twin Coast Package)	SH	Cycle plan for Northland with five cycleways designed and ready for investment.	Draft business case is being prepared.	June 2019	Deliver final business case to stakeholders.
Township Plans (up to 12 plans) (Twin Coast Package)	SH	Urban design plans for selected Northland townships.	Business case is continuing with a focus on stakeholder engagement.	December 2019	Collate outputs from community engagement and complete plans.
Twin Coast Discovery Route Wayfinding Signage (Twin Coast Package)	SH	Business case with recommended investment programme.	Draft business case is being prepared.	June 2019	Deliver final business case to stakeholders.
SH10 Waipapa Intersection Improvement	SH	Physical works to construct a roundabout at the intersection of State Highway 10 and Waipapa Road.	Land negotiations and detailed design are progressing well.	Construction complete December 2020	Construction to start in the second half of 2019.







Provincial Growth Fund – Northland Transport Investment

PROJECT	SH, LOCAL ROAD, OR RAIL	DELIVERABLE	RECENT PROGRESS	EXPECTED COMPLETION DATE	UPCOMING MILESTONES
50MAX High Productivity Motor Vehicle (Kaipara Kickstart)	LR	Upgrading structures to be 50MAX/HPMV capable.	Contract sent to KDC for signing.	TBC	Sign contract.
Pouto Road Phase 1 (Kaipara Kickstart)	LR	Design then physical works to seal 10km.			
Pouto Road Phase 2 BC (Kaipara Kickstart)	LR	Business case to extend the seal in Phase 1 to Pouto Point.			
Pouto Road Phase 2 (Kaipara Kickstart)	LR	Physical works to extend the seal in Phase 1 to Pouto Point.			
Road retaxing (Kaipara Kickstart)	LR	Improving the quality of existing road surfaces.			
Waipoua River Road (Kaipara Kickstart)	LR	Physical works to widen and seal 1.5km from SH12 to the Waipoua Visitor Information Centre.			
North Auckland Line Business Case	Rail	Single Stage Business Case on a proposed upgrade of the North Auckland Line (NAL).			

Project Performance

Activity	2018-21 NLTP	Completion	Progress	Commentary
State highway maintenance, operations and renewals	\$75.40M	Ongoing		Good finish to the season. Team currently finalising programme for this year.
State highway low cost, low risk improvements	\$6.74M	Ongoing		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.
Whangarei to Te Hana SSBC	\$0M			No update
Whangarei to Wellsford (Northern) Standard Safety Intervention	\$4M	Underway		Pre-implementation phase has commenced for Whangarei to Port Marsden Highway section.
SH1 corridor improvements – Whangarei (Tarewa Road)	\$53.34M	Early-2020		Traffic will be moved onto western side of newly completed bridge this month.
SH1 Loop Road Safety improvements	\$25.76M	Summer 2020/21		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.

Project Performance

Activity	2018-21 NLTP	Completion	Progress	Commentary
Taipa bridge	\$12.09M	Late- 2019		Bridge completion December, landscaping and project completion February 2020.
Matakohe bridge	\$23.48M	Mid-2019		Bridges completed, landscaping underway
Kaeo bridge	\$21.95M	2021		Lodgement of consents this month. Enabling works programmed to start Feb 2020.
SH10 Waipapa corridor improvements	\$9.23M	2021		Lodgement of consents this month. Construction start October.
Twin Coast Discovery Business Cases (PGF funded)	\$6.25M	April 2019 (business cases)		<ul style="list-style-type: none"> • 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 MBIE 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

Month	Activity
July – August	<ul style="list-style-type: none">• Kamo Shared Path (Whangarei Urban Cycleways Programme) – opening event for stage 3
September – October	<ul style="list-style-type: none">• SH10 Waipapa Corridor Improvements – sod turning

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.

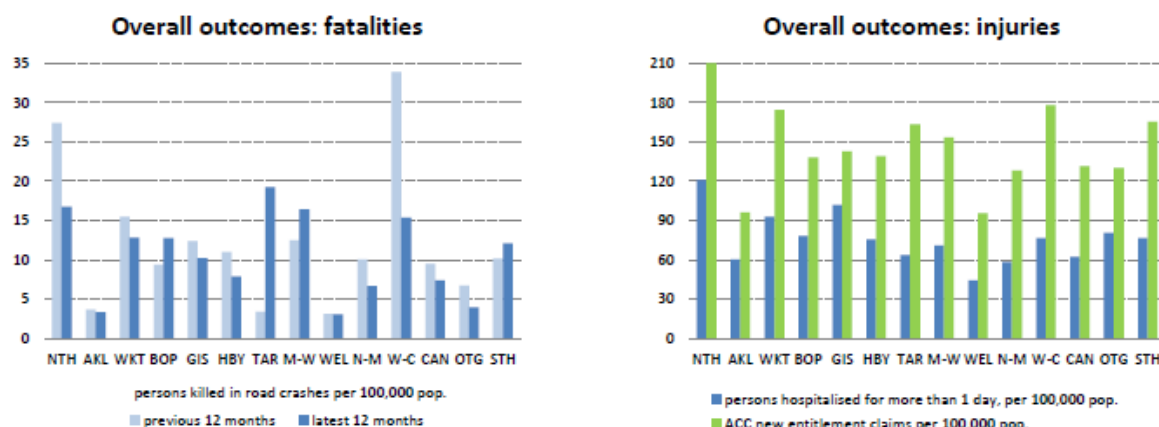
Since the last report tabled at the June 2019 RTC meeting, staff have been heavily involved in the Regional Road Safety Plan Workshop held on 12 June 2019 and the related outcomes.

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: -

	Local Roads	State Highway	Total
Far North	1	4	5
Whangarei	2	7	9
Kaipara	2	2	4
Northland	5	13	18
National	208		

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 [↓](#) 

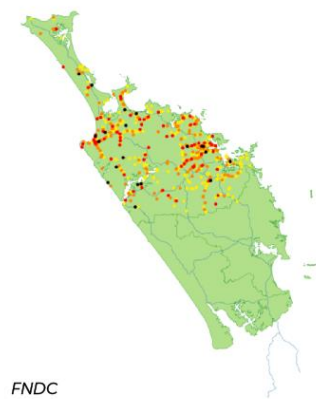
Authorised by Group Manager

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

High Risk Rural Roads



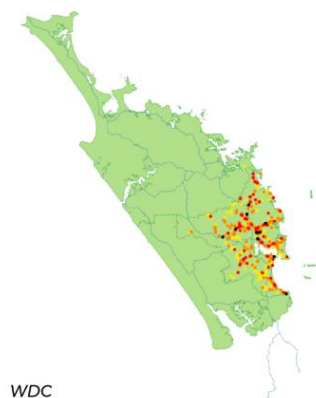
NZTA



FNDC

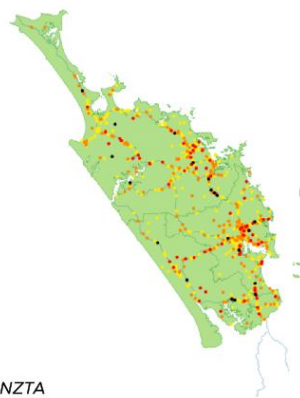


KDC

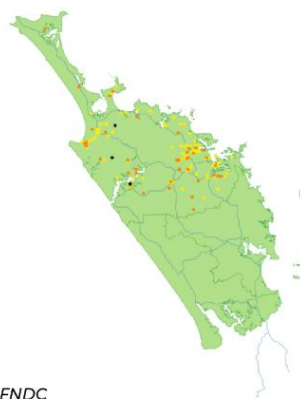


WDC

Bend Loss of Control in Wet



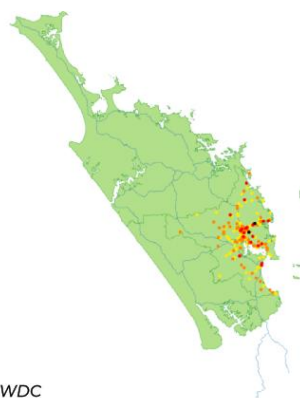
NZTA



FNDC



KDC



WDC

High Risk Rural Intersections



NZTA



FNDC



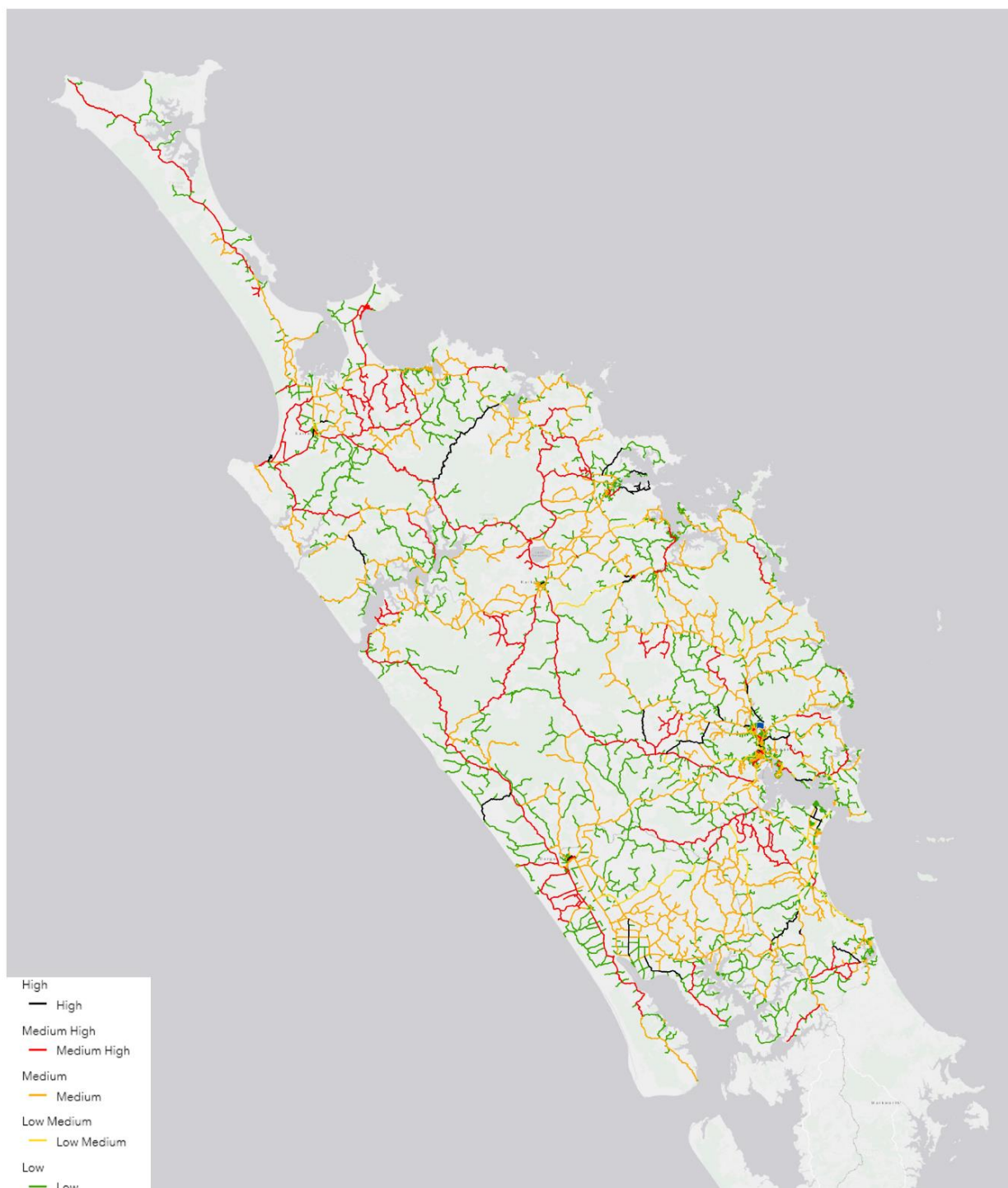
KDC



WDC

Personal Risk

$$\text{Personal risk} = \frac{\text{Fatal crashes} + \text{serious crashes}}{(\text{length of road in km} \times \text{number of years of data} \times 365 \text{ days} \times \text{AADT}) / 10^6}$$



Source: Aggregated Corridors, Personal Risk; Northland Transport Alliance Risk Mapping
(2018 data)

Personal Risk

$$\text{Personal risk} = \frac{\text{Fatal crashes} + \text{serious crashes}}{(\text{length of road in km} \times \text{number of years of data} \times 365 \text{ days} \times \text{AADT}) / 10^6}$$

High

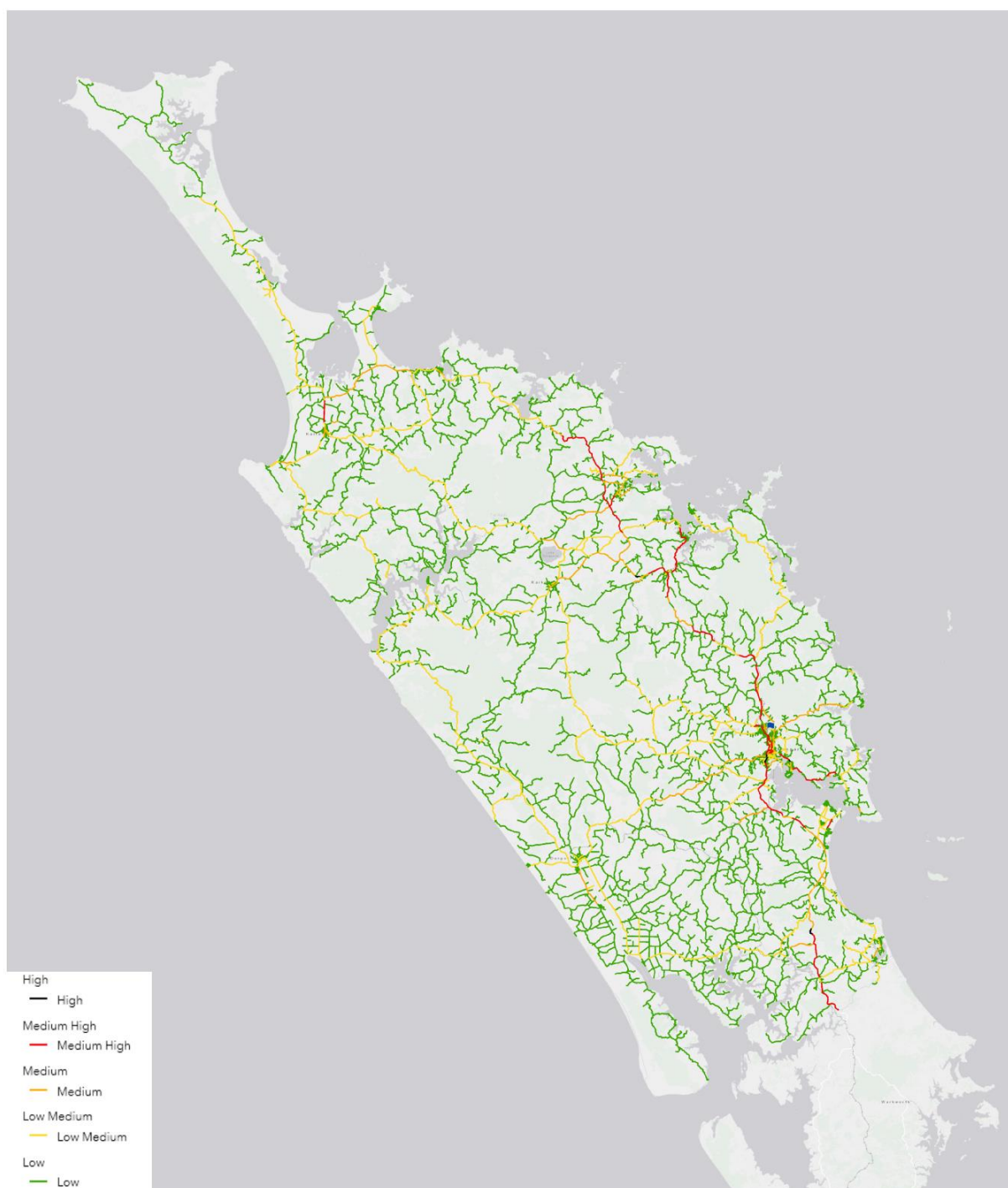
- SH1N Turntable Hill (Moerewa)
- SH1N Brynderwyns South Side
- Davis Strongman Place
- De Merle Street Hongi St to Park Rd
- Iwitaia Road SH1N to Otangaroa Rd
- Kakapo Road
- Kerikeri Inlet Road Reinga Rd to End
- Opito Bay Road Rangitane Rd to Pukewhau Rd
- Otangaroa Road Iwitaia Rd to SH10
- Otiira Road Pembroke St to Ngapipito Rd
- Oтуру Road Donald Rd to Quarry Rd
- Pukepoto Road Commerce St to Redan Rd
- Purerua Road Kapiro Rd to Hewitt Rd
- Runaruna Road Pawarenga Rd to West Coast Rd
- Takahe Road
- Dunn Road Rehia Rd to SH12
- Gorge Road District Bdy to Golden Stairs Rd
- Omamari Road SH12 to Omamari Beach Road
- Ranfurly Street Hokiang Rd to end
- Tara Road Brown Rd to Moir St
- Te Kowhai Road SH12 to Summer Road
- George Street King St to SH1N
- King Street Valley Rd to George St
- Kokopu Road Pipiwai Rd to SH15
- Pipiwai Road Rail O/Br to Dip Rd
- Matarau Road Pipiwai to Rushbrook Rd
- Manse Street Mill Rd to SH1N
- McEwan Road One Tree Point Rd to Marsden Point Rd
- Rust Avenue Bank St to Selwyn Ave
- Saleyards Road (N) SH1N to Vinegar Hill Rd
- Selwyn Avenue Rust Ave to SH1N
- Marsden Point Road Sime Rd to SH15
- Vinegar Hill Road Balmoral Rd to Saleyards Rd
- Waipu Gorge Road SH1N to District Bdy
- Whangarei Heads Rd Waikaraka to Parua Bay
- Whareora Road Waiaatawa Rd to Harris Rd
- Wright Road Pipiwai Rd to McCardle Rd

Medium High

- | | | | |
|----------------------|------------------------------|---------------------------------|------|
| NZTA | • SH1N | Cape Reinga to Pukenui | NZTA |
| NZTA | • SH1N | Kaitaia to Okaihau | NZTA |
| FNDC | • SH1N | Brynderwyns South Side | NZTA |
| FNDC | • SH10 | Waipapa to McGee Road | NZTA |
| FNDC | • SH11 | Kawakawa to Paihia | NZTA |
| FNDC | • SH12 | Opononi to Dargaville | NZTA |
| FNDC | • SH15 | Kaikohe to Otaika | NZTA |
| FNDC | • Awaroa Road | Haumanga Rd to Pawarenga Rd | FNDC |
| FNDC | • Bonnett Road | Kaitaia to Gill Rd | FNDC |
| FNDC | • Commerce Street | South Rd to North Rd | FNDC |
| FNDC | • Duncan Road | SH10 to Fairburn Rd | FNDC |
| FNDC | • Fairburn Road | SH1N to Wells Rd | FNDC |
| FNDC | • Foreshore Road | Takahe Rd to Wharo Way | FNDC |
| FNDC | • Inland Road | SH10 to Whatuwhiwhi | FNDC |
| FNDC | • Kaitaia-Awaroa Road | Kaitaia to Haumanga Rd | FNDC |
| KDC | • Kerikeri Inlet Road | Cobham Rd to Reinga Rd | FNDC |
| KDC | • Koutu Loop Road | SH12 to SH12 | FNDC |
| KDC | • Mataraua Road | SH12 to Kaikohe Rd | FNDC |
| KDC | • Ness Road | Waipapa West to end | FNDC |
| KDC | • Oruru Road | SH10 to Honeymoon Valley Rd | FNDC |
| KDC | • Otaua Road | SH12 to Wahrepunga Rd | FNDC |
| WDC | • Paranui Road | Oruru Road to Taylor Rd | FNDC |
| WDC | • Parapara Road | SH10 to Taumata Road | FNDC |
| WDC | • Pungaere Road | SH10 to Waiare Road | FNDC |
| WDC | • Peria Road | Wells Rd to Honeymoon Valley Rd | FNDC |
| WDC | • Taupō Bay Road | SH10 to Taupō Bay | FNDC |
| WDC | • Waiare Road | SH1N to SH10 | FNDC |
| WDC | • West Coast Road | SH1N to Waipapakauri Ramp | FNDC |
| WDC | • Whalers Road | SH1N to end | FNDC |
| WDC | • Baylys Coast Road | SH12 to Baylys Beach | KDC |
| WDC | • Brown Road | Tara Rd to Kai-Mang Rd | KDC |
| WDC | • Gorge Road | Woodland Rd to SH12 | KDC |
| WDC | • Kaiwaka-Mangawhai Rd | Kaiwaka to Mangawhai | KDC |
| WDC | • Mount Wesley Coast Rd | Poutō Rd to Mahuta Rd | KDC |
| WDC | • Notorious West Road | Poutō Rd to Mahuta Rd | KDC |
| WDC | • Omana Road | | KDC |
| WDC | • Oruawhoro Road | SH1N to end | KDC |
| • Pouto Road | Dargaville to Kellys Bay Rd | KDC | |
| • Redhill Road | Stallworthy Rd to Mahuta Rd | KDC | |
| • Tinopai Road | Matakohe to Tinopai | KDC | |
| • Central Avenue | | WDC | |
| • Corks Road | Paramount Pde to Kiripaka Rd | WDC | |
| • Hukerenui Road | SH1N to Jordan Valley Rd | WDC | |
| • Jack Street | Miro St to Cairnfield Rd | WDC | |
| • Jordan Valley Road | Hukerenui Rd to Rushbrook Rd | WDC | |
| • Keyte Street | | WDC | |
| • Mangapai Road | | WDC | |
| • Matapouri Road | Pullman Ln to Clements Rd | WDC | |
| • Mount Tiger Road | | WDC | |
| • Nova Scotia Drive | | WDC | |
| • Ngunguru Ford Road | | WDC | |
| • Pataua South Road | | WDC | |
| • Rathbone Street | | WDC | |
| • Russell Road | Rawhiti Rd to Oakura Rd | WDC | |
| • Waiotira Road | | WDC | |
| • Whangarei Heads Rd | Beach Rd to Waikaraka | WDC | |

Collective Risk

$$\text{Collective risk} = \frac{(\text{fatal crashes} + \text{serious crashes}) / \text{number of years of data}}{\text{Length of road section}}$$



Source: Aggregated Corridors, Collective Risk, Northland Transport Alliance Risk Mapping
(2018 data)

Collective Risk

$$\text{Collective risk} = \frac{(\text{fatal crashes} + \text{serious crashes}) / \text{number of years of data}}{\text{Length of road section}}$$

High

• SH1N	Turntable Hill (Moerewa)	NZTA
• SH1N (Otaika Rd)	Maunu to Murdoch	NZTA
• SH1N	Brynderwyns South Side	NZTA
• Onerahi Road	Waimahanga to Montgomery	WDC

Medium High

• SH1N	Awanui to Kaitaia	NZTA
• SH1N	Moerewa to Waiomio	NZTA
• SH1N	Ruapekapeka to Rusk	NZTA
• SH1N	Waiotu Block to Springs Flat	NZTA
• SH1N	Puna Rere to Maunu Road	NZTA
• SH1N	Murdoch to Flyger Road	NZTA
• SH1N	Brynderwyn South to District Bdy	NZTA
• SH10	Puketona to McGee Road	NZTA
• SH11	Kawakawa to Paihia	NZTA
• Kerikeri Road	SH10 to Hall Road	FNDC
• Bank Street	Kamo Rd to Walton St	WDC
• Dent Street	Walton St to Bank St	WDC
• Kamo Road	Pipiwai Rd to Bank St	WDC
• Marsden Point Road	Sime Rd to SH15	WDC
• Pipiwai Road	Rail O/Br to Dip Rd	WDC
• Riverside Drive	Tanekaha Dr to Onerahi Rd	WDC
• Rust Avenue	Bank St to Selwyn Ave	WDC
• Selwyn Avenue	Rust Ave to SH1N	WDC
• Walton Street	Dent St to Water St	WDC
• Whangarei Heads Rd	Beach Rd to Waikaraka	WDC
• Whangarei Heads Rd	Waikaraka to Parua Bay	WDC
• Whangarei Heads Rd	Crisp Rd to Turiapua Ln	WDC

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 Ministry of Transport released the draft “Road to Zero - 2020/2020 Road Safety Strategy” (draft strategy) consultation document on 17 July 2019.

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; and
- 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.

Regional Problems	Guiding Principle	Road to Zero Focus Areas
Speed/Head on Crashes	All Guiding Principles apply	Infrastructure Improvements Speed Management
Impairment rate	All Guiding Principles apply	Infrastructure Improvements Speed Management
Restraints	All Guiding Principles apply	Road User Choices
Distraction	All Guiding Principles apply	Work-Related Road Safety. Road User Choices

Regional Problems	Guiding Principle	Road to Zero Focus Areas
Road Infrastructural Improvements	All Guiding Principles apply	Infrastructure Improvements
Motorcyclist Safety	All Guiding Principles apply	Infrastructure Improvements Speed Management Vehicle Safety
High Risk Drivers & Recidivist Offenders	All Guiding Principles apply	Infrastructure Improvements Speed Management. Road User Choices
Loss of Control on Rural Roads	All Guiding Principles apply	Infrastructure Improvements Speed Management
Dangerous rural intersections	All Guiding Principles apply	Infrastructure Improvements Speed Management
Cycle Safety	All Guiding Principles apply	Infrastructure Improvements Speed Management
Pedestrian Safety	All Guiding Principles apply	Infrastructure Improvements Speed Management

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

Options

No.	Option	Advantages	Disadvantages
1	Do Nothing	None	Failure to advise Central Government of the regions road safety issues.
2	Submit on the Road to Zero - 2020/2030 Road Safety Strategy	Bring the regions road safety related challenges to the Governments attention	Failure to advise Central Government of the regions road safety issues.

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

(INSERT 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: its 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.

1.

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;

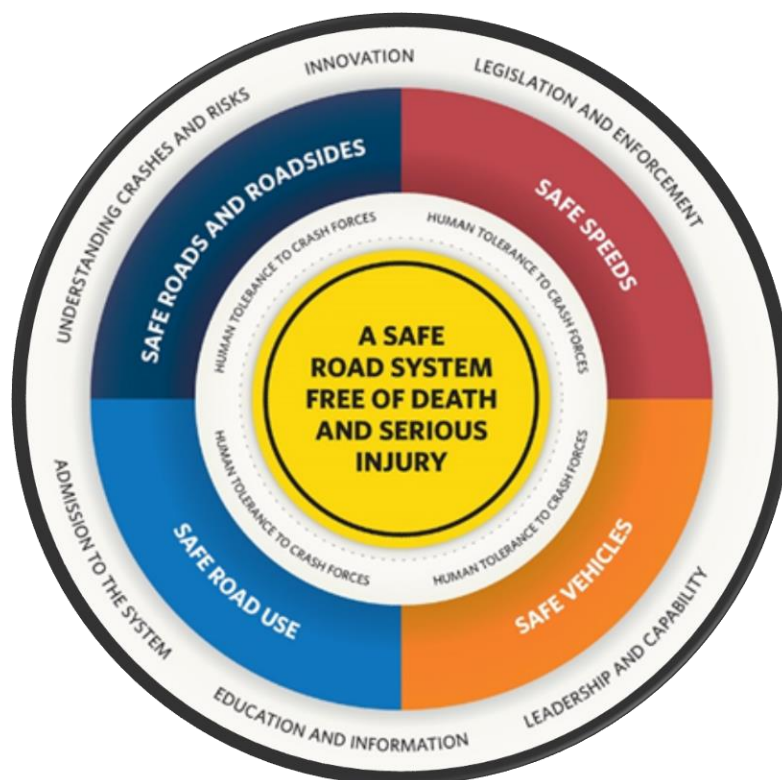
- Reduced wearing of motorcycle helmets; and
- Distraction.

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;
- 2.
- 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.

Under-pinning 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 Kaitiaki; 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

Action	Roles	Outcome sought
<ul style="list-style-type: none"> Complete a stocktake of Northland high-risk areas, and identify potential options for improvement (Year 1) 	<ul style="list-style-type: none"> Councils with NZTA support RTC strategic oversight 	<ul style="list-style-type: none"> 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
<ul style="list-style-type: none"> Drafting a strategic business case for funding utilising information collected in the stocktake (Year 1) 	<ul style="list-style-type: none"> Councils RTC strategic oversight 	<ul style="list-style-type: none"> Increased funding, potentially over multiple years

Action	Responsible Agency	Role for RTC	Strategy alignment	Barriers to be overcome	Timeframes
<ul style="list-style-type: none"> Identify and address any legislative barriers to enabling effective delivery (Year 2-5) 	<ul style="list-style-type: none"> Variety of Central Government agencies, depending on Act 	<ul style="list-style-type: none"> Directing work identifying legislative barriers Building relationships with Government and Central Agencies to get buy-in to proposals 	<ul style="list-style-type: none"> (GPS) Safety (RLTP) Road safety, Route resilience, Greater alignment 	<ul style="list-style-type: none"> Government commitment to legislative change Resource constraints 	<ul style="list-style-type: none"> Begin 2021 for benefit realisation in 3-5 years
<ul style="list-style-type: none"> Identify and implement improved safety standards on transport infrastructure (Year 2 -....) 	<ul style="list-style-type: none"> NZTA NRC NTA 	<ul style="list-style-type: none"> Governance and strategic leadership with communities and relationship building with NZTA 	<ul style="list-style-type: none"> (GPS) Safety (RLTP) Road safety, Greater alignment 	<ul style="list-style-type: none"> Funding limitations Resources Public support 	<ul style="list-style-type: none"> Begin in 2021/22 with benefit realisation ongoing over the term of the project
<ul style="list-style-type: none"> Increased investment in identified required improvement for Northland roads (Year 2/3....) 	<ul style="list-style-type: none"> Central Government Police NZTA TLAs 	<ul style="list-style-type: none"> Building relationships with Central Government, including current and opposition Government to get buy-in to improved funding 	<ul style="list-style-type: none"> (GPS) Safety (RLTP) Road safety, Route resilience, Greater alignment 	<ul style="list-style-type: none"> Funding limitations Resources Public support 	<ul style="list-style-type: none"> Begin laying groundwork now, regarding relationships, and building of business case for benefit realisation over time

Identified Action Plan

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.



Action	Roles	Outcome sought
<ul style="list-style-type: none"> Complete a stocktake of Northland target groups, including their reasons for choosing not to comply with safe practices (Year 1) 	<ul style="list-style-type: none"> Councils with NZTA support RTC strategic oversight 	<ul style="list-style-type: none"> Detailed information that is unique to Northland, which can be used to focus attention on key areas likely to enact the most change
<ul style="list-style-type: none"> Developing relationships with school Boards, community organisations, Court officials, and other strategic parties interested in improving road safety in Northland (Year 1) 	<ul style="list-style-type: none"> Councils with NZTA support RTC strategic oversight 	<ul style="list-style-type: none"> Buy-in from community groups and schools to improving road safety, and collaborative support to developing a plan

Identified Action Plan

Action	Responsible Agency	Role for RTC	Strategy alignment	Barriers to be overcome	Timeframes
<ul style="list-style-type: none"> 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) (Year 2-.....) 	<ul style="list-style-type: none"> Councils and Police with NZTA support 	<ul style="list-style-type: none"> Building relationships with Government and Central Agencies to get buy-in to proposals Endorsing plans at a strategic level and maintaining relationships 	<ul style="list-style-type: none"> (GPS) Safety (RLTP) Road safety, Route resilience, Greater alignment 	<ul style="list-style-type: none"> Resource constraints Possible community mistrust Long term commitment to the action plan 	<ul style="list-style-type: none"> Begin 20/192020 for benefit realisation in 2-4 years
<ul style="list-style-type: none"> Expand enforcement tools and road policing staff e.g. – more speed cameras, increased highway patrol, community officers, drug testing kits. (Year 2 -....) 	<ul style="list-style-type: none"> NZ Police (with Central Government support) 	<ul style="list-style-type: none"> Building relationships with Government and Central Agencies to get buy-in to proposals 	<ul style="list-style-type: none"> (GPS) Safety (RLTP) Road safety, Greater alignment 	<ul style="list-style-type: none"> Funding limitations Resources Public support Attractiveness of the Police force as a career 	<ul style="list-style-type: none"> Begin in 2021/22 with benefit realisation ongoing over the term of the project
<ul style="list-style-type: none"> Work with Courts to identify consistent penalties that apply appropriate consequences to offenders, relevant to Northland and identifying potential rewards for good behaviour. (Year 2/3....) 	<ul style="list-style-type: none"> Central Government Police NZTA Local Councils 	<ul style="list-style-type: none"> Building relationships with Central Government current and opposition, and Courts to gain buy-in 	<ul style="list-style-type: none"> (GPS) Safety (RLTP) Road safety, Route resilience, Greater alignment 	<ul style="list-style-type: none"> Funding limitations Resources Independence of judges 	<ul style="list-style-type: none"> Begin 2020 – it may take time to gain buy-in for the tools and their application in the legal system

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

Action	Roles	Outcome sought
<ul style="list-style-type: none"> Develop a whole-network approach to Northland so that the State Highway and Local Road networks are aligned and seamless (Year 1) 	<ul style="list-style-type: none"> Councils and NZTA RTC strategic oversight 	<ul style="list-style-type: none"> A one-road-network approach to Northland road speed
<ul style="list-style-type: none"> Developing relationships with school Boards, community organisations, and other strategic parties interested in improving road safety in Northland (Year 1) 	<ul style="list-style-type: none"> Councils with NZTA support RTC strategic oversight 	<ul style="list-style-type: none"> Buy-in from community groups and schools to improving road safety, and collaborative support to developing a plan

Identified Action Plan

Action	Responsible Agency	Role for RTC	Strategy alignment	Barriers to be overcome	Timeframes
<ul style="list-style-type: none"> 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-...) 	<ul style="list-style-type: none"> Councils and NZTA Police engagement 	<ul style="list-style-type: none"> Building relationships with Government and Central Agencies to get buy-in to proposals Endorsing review and recommendations at a strategic level 	<ul style="list-style-type: none"> (GPS) Safety (RLTP) Road safety, Route resilience, Greater alignment 	<ul style="list-style-type: none"> Arduous process Resource constraints Community buy-in Economic pressures Long term commitment to the action plan 	<ul style="list-style-type: none"> Begin 2020/2021 for benefit realisation in 5- 6 years
<ul style="list-style-type: none"> Review the policies and legislation around the process for changing a speed limit, to identify opportunities for streamlining that process (Year 2 - ...) 	<ul style="list-style-type: none"> NZTA and MOT with Council support 	<ul style="list-style-type: none"> Building relationships with NZTA, MOT and the Minister/Associate Minister to get buy-in to the Review and support from Officials 	<ul style="list-style-type: none"> (GPS) Safety (RLTP) Road safety, Route resilience, Greater alignment 	<ul style="list-style-type: none"> Arduous process Cabinet time constraints Resource constraints Evidence vs political motivations 	<ul style="list-style-type: none"> Begin 2020 with benefit realisation in 5 years
<ul style="list-style-type: none"> 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 -....) 	<ul style="list-style-type: none"> Councils with NZTA support and Police engagement 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> (GPS) Safety (RLTP) Road safety, Greater alignment 	<ul style="list-style-type: none"> Funding limitations Resources Public support Long term commitment to the action plan Government support 	<ul style="list-style-type: none"> Begin in 2020 with benefit realisation ongoing over the term of the project

Identified Action Plan Continued...

Action	Responsible Agency	Role for RTC	Strategy alignment	Barriers to be overcome	Timeframes
<ul style="list-style-type: none">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(Year 2....)	<ul style="list-style-type: none">Councils and NZTAPolice support	<ul style="list-style-type: none">Building relationships with community groupsBuilding relationships with potential sources of funding e.g. – ACCEndorsing the review recommendations	<ul style="list-style-type: none">(GPS) Safety(RLTP) Road safety, Route resilience, Greater alignment	<ul style="list-style-type: none">Funding limitationsResources	<ul style="list-style-type: none">Begin 2020 with benefit realisation from 2022

Good reporting

Safe Vehicles

Recommended Pre-work

Action	Roles	Outcome sought
<ul style="list-style-type: none"> Complete a stocktake of the current Northland fleet, and identify barriers to people purchasing 3+ star rated vehicles (Year 1) 	<ul style="list-style-type: none"> Councils and NZTA RTC strategic oversight 	<ul style="list-style-type: none"> 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.
<ul style="list-style-type: none"> 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) 	<ul style="list-style-type: none"> Councils with NZTA support RTC strategic oversight 	<ul style="list-style-type: none"> Buy-in from community groups and schools to improving road safety, and collaborative support to developing a plan

Identified Action Plan

Action	Responsible Agency	Role for RTC	Strategy alignment	Barriers to be overcome	Timeframes
<ul style="list-style-type: none"> Develop a plan utilising the findings from the stocktake, to encourage Northlanders into safer vehicles (Year 2-...) 	<ul style="list-style-type: none"> Councils and NZTA 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> (GPS) Safety (RLTP) Road safety, Route resilience, Greater alignment 	<ul style="list-style-type: none"> Resource constraints Community buy-in Economic pressures Long term commitment to the action plan 	<ul style="list-style-type: none"> Begin 2021 for benefit realisation in 2 years
<ul style="list-style-type: none"> Embedding change continuity across Government for improving vehicle safety nationally. (Year 2 - ...) 	<ul style="list-style-type: none"> RTC and NZTA 	<ul style="list-style-type: none"> Building relationships with NZTA, MOT, the Minister/Associate Minister AND the opposition to get buy-in to a long-term agreed plan 	<ul style="list-style-type: none"> (GPS) Safety (RLTP) Road safety, Route resilience, Greater alignment 	<ul style="list-style-type: none"> Resource constraints Economic efficiency vs safety balance Socio-economic impacts 	<ul style="list-style-type: none"> Begin 2020 with benefit realisation in 5 years
<ul style="list-style-type: none"> Develop a framework for all parties to utilise to assess the balance between economic and safety outcomes. (Year 2 -....) 	<ul style="list-style-type: none"> NZTA with Council support 	<ul style="list-style-type: none"> 8. Endorse the framework and commit to its methodology, as well as its embedment into daily business 	<ul style="list-style-type: none"> (GPS) Safety (RLTP) Road safety, Greater alignment 	<ul style="list-style-type: none"> Resource limitations Public support Long term commitment to the action plan Either/or thinking 	<ul style="list-style-type: none"> Begin in 2020 with benefit realisation ongoing over the term of the project

Identified Action Plan Continued....

Action	Responsible Agency	Role for RTC	Strategy alignment	Barriers to be overcome	Timeframes
<ul style="list-style-type: none">Identify possible policy and legislative mechanisms for improving vehicle safety, for example limited the engine size allowed for learner and restricted drivers.	<ul style="list-style-type: none">MOT with NZTA and Council support	<ul style="list-style-type: none">Building relationships with NZTA, MOT, the Minister/Associate Minister AND the opposition to get buy-in to a long-term agreed plan	<ul style="list-style-type: none">(GPS) Safety(RLTP) Road safety, Greater alignment	<ul style="list-style-type: none">Resource limitationsPublic supportLong term commitment to the action plan9.10.	<ul style="list-style-type: none">Begin in 2020 with benefit realisation ongoing over the term of the project

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 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

Action	Responsible Agency	Role of the RTC	Barriers to overcome
<ul style="list-style-type: none"> Review expectations for reporting to RTC (and other organisations) and create policy, templates and guidelines for consistency 	<ul style="list-style-type: none"> Northland Regional Council with input and support from all Councils, Police and NZTA 	<ul style="list-style-type: none"> Identify core strategic measures to guide reporting focus 	<ul style="list-style-type: none"> Potentially limited baseline data Gathering data from multiple sources
<ul style="list-style-type: none"> Embed reporting development within business case process 	<ul style="list-style-type: none"> All Councils with support from NZTA 	<ul style="list-style-type: none"> Endorse reporting requirements 	<ul style="list-style-type: none"> Business case processes may be restrictive
<ul style="list-style-type: none"> Identify potential inputs, and data sources, that could be used for good reporting and for baseline data 	<ul style="list-style-type: none"> Northland Regional Council with input and support from all Councils, Police and NZTA 	<ul style="list-style-type: none"> Building relationships at a strategic level with potential data suppliers 	<ul style="list-style-type: none"> Potentially limited data, or limited access to data
<ul style="list-style-type: none"> Create a comms plan to accompany any measures to ensure all involved parties are consistent, with a regular review of key messages 	<ul style="list-style-type: none"> Northland Regional Council with input and support from all Councils, Police and NZTA 	<ul style="list-style-type: none"> Endorse and agree to use key messages Endorse comms plan 	<ul style="list-style-type: none"> Encouraging consistency Reducing political influence on issues

THE REGIONAL TRANSPORT COMMITTEE (RTC)

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

Action	Responsible Agency	Role of the RTC	Barriers to overcome
<ul style="list-style-type: none"> Review the Terms of Reference for the RTC and ensure they are reflective of its mission and processes 	<ul style="list-style-type: none"> Northland Regional Council with input and support from all Councils, Police and NZTA 	<ul style="list-style-type: none"> Strategic guidance Approval of reviewed Terms 	<ul style="list-style-type: none"> Challenges of change Limited resources
<ul style="list-style-type: none"> Develop and embed an annual planning and reporting process for the RTC (including a communication and engagement plan, and agreement of focus) 	<ul style="list-style-type: none"> All RTC membership organisations 	<ul style="list-style-type: none"> Endorse process 	<ul style="list-style-type: none"> Time limitations Resource limitations Challenge of change
<ul style="list-style-type: none"> Develop and embed annual subject matter workshops on road safety, and regular governance refreshers, particularly when new RTC members join 	<ul style="list-style-type: none"> All RTC membership organisations 	<ul style="list-style-type: none"> Endorse ongoing learning opportunities 	<ul style="list-style-type: none"> Time limitations Resource limitations Challenge of change
<ul style="list-style-type: none"> Review the membership of the RTC to ensure all relevant organisations are involved appropriately, at the right level (i.e. – political and operational) 	<ul style="list-style-type: none"> All RTC membership organisations 	<ul style="list-style-type: none"> Endorse recommendations 	<ul style="list-style-type: none"> Time limitations Resource limitations Challenge of change



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

New Zealand Government

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.

New Zealand Government

ROAD TO ZERO

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



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 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 makes our towns and cities better places to live and work in and our communities more vibrant places to spend time in.

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 details the steps we need to take over the next decade to reduce road trauma.

People in New Zealand spend an average of **AN HOUR A DAY** TRAVELLING



37% of people aged 15+ in New Zealand have **USED PUBLIC TRANSPORT** IN THE PAST YEAR



31% of people aged 15+ in New Zealand have **CYCLED IN THE PAST YEAR**



There are **94,000KM** OF ROADS ON THE NETWORK

There are **83,000KM** OF LOCAL ROADS

There are **11,000KM** OF STATE HIGHWAYS

2



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 make 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 5,600 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.

04 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.

4

05 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 10km at 80 km/h instead of 100 km/h, it would take you between 30 to 48 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 safety cameras
- ▶ 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.

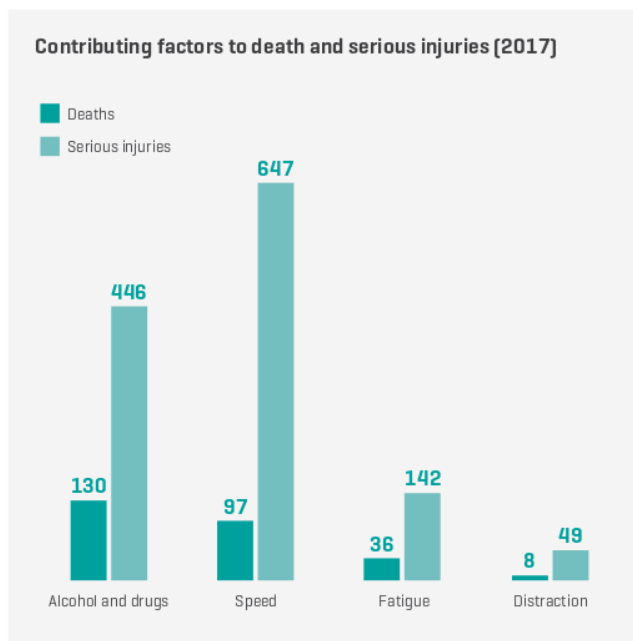
We know that not all businesses treat road safety as a critical health and safety risk, and that businesses in all sectors need better information about how to meet their obligations. This is especially important when it comes to rules about speed, fatigue and how long people can travel for before they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

6



What we've heard

In developing the consultation document, we have spoken to a broad range of road safety experts, academics and representatives of local and central government and businesses. We have held meetings with groups that represent different types of road users, and members of the public have written to us to share their ideas and experiences.

There has been broad support for a more ambitious approach to road safety, with many people telling us that they want more investment and stronger leadership to support lasting change.

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 are:

- 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.

06



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.

ISBN 978-0-478-10043-3 [PDF]
ISBN 978-0-478-10046-4 [Print]

With thanks to the NZ Transport Agency and Tourism NZ for use of their photo libraries