



# AGENDA

**Ordinary meeting of the**

**Regional Transport Committee**

**Wednesday 4 September 2019**

**Commencing at 9.00a.m.**

**Council Chamber**

**Civic House**

**110 Trafalgar Street, Nelson**

**Pat Dougherty  
Chief Executive**

Membership: Councillor Mike Rutledge (Chairperson), Her Worship the Mayor Rachel Reese, Councillors Paul Matheson, Gaile Noonan (Deputy Chairperson) and Mr Jim Harland (NZTA Representative)

Quorum: 3

Nelson City Council Disclaimer

Please note that the contents of these Council and Committee Agendas have yet to be considered by Council and officer recommendations may be altered or changed by the Council in the process of making the formal Council decision.

Guidelines for councillors attending the meeting, who are not members of the Committee, as set out in Standing Order 12.1:

- All councillors, whether or not they are members of the Committee, may attend Committee meetings
- At the discretion of the Chair, councillors who are not Committee members may speak, or ask questions about a matter.
- Only Committee members may vote on any matter before the Committee

It is good practice for both Committee members and non-Committee members to declare any interests in items on the agenda. They should withdraw from the room for discussion and voting on any of these items.

**1. Apologies**

Nil

**2. Confirmation of Order of Business****3. Interests**

3.1 Updates to the Interests Register

3.2 Identify any conflicts of interest in the agenda

**4. Public Forum****5. Confirmation of Minutes**

5.1 1 July 2019

**7 - 16**

Document number M4335

Recommendation

***That the Regional Transport Committee***

- 1. Confirms the minutes of the meeting of the Regional Transport Committee, held on 1 July 2019, as a true and correct record.***

**6. Chairperson's Report****7. 2018/19 Annual Monitoring Report on the Regional Transport Plan 2015-21****17 - 45**

Document number R10299

Recommendation

***That the Regional Transport Committee***

- 1. Receives the report 2018/19 Annual Monitoring Report on the Regional Transport***

***Plan 2015-21 (R10299) and its attachment (A2229275).***

**8. New Zealand Transport Agency Update 46 - 50**

Document number R10386

Recommendation

***That the Regional Transport Committee***

- 1. Receives the report New Zealand Transport Agency Update (R10386) and its attachment (A2240237).***

**9. Update on National Land Transport Programme funding 51 - 56**

Document number R10391

Recommendation

***That the Regional Transport Committee***

- 1. Receives the report Update on National Land Transport Programme funding (R10391) and its attachment A2212999 and A2244093.***

**10. Nelson Future Access Update 57 - 64**

Document number R10423

Recommendation

***That the Regional Transport Committee***

- 1. Receives the report Nelson Future Access Update (R10423) and its attachment (A2253273 and A2253275).***



## **11. South Island Regional Transport Committee Chairs Group Update**

**65 - 88**

Document number R10434

Recommendation

***That the Regional Transport Committee***

- 1. Receives the report South Island Regional Transport Committee Chairs Group Update (R10434) and its attachment (A2246471).***

## **PUBLIC EXCLUDED BUSINESS**

### **12. Exclusion of the Public**

Recommendation

***That the Regional Transport Committee***

- 1. Excludes the public from the following parts of the proceedings of this meeting.***
- 2. The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:***

<b>Item</b>	<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Particular interests protected (where applicable)</b>
<b>1</b>	<b>Regional Transport Committee Meeting - Public Excluded Minutes - 1 July 2019</b>	Section 48(1)(a)  The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7.	The withholding of the information is necessary: <ul style="list-style-type: none"><li>• Section 7(2)(b)(ii) To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of</li></ul>

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
			<p>the person who supplied or who is the subject of the information</p> <ul style="list-style-type: none"> <li>• Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</li> </ul>



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## Minutes of a meeting of the Regional Transport Committee

**Held in the Council Chamber, Civic House, 110 Trafalgar Street, Nelson**

**On Monday 1 July 2019, commencing at 1.35p.m.**

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Present: Councillor M Rutledge (Chairperson), Her Worship the Mayor R Reese, Councillors P Matheson, G Noonan (Deputy Chairperson) and Mr Harland (NZTA Representative)

In Attendance: Councillors I Barker, M Lawrey, B McGurk and S Walker, Chief Executive (P Dougherty), Group Manager Infrastructure (A Louverdis), and Governance Adviser (E Stephenson)

Apologies : Her Worship the Mayor for lateness

### 1. Apologies

Resolved RTC/2019/013

***That the Regional Transport Committee***

- 1. Receives and accepts the apology from Her Worship the Mayor for lateness.***

Noonan/Matheson

Carried

### 2. Confirmation of Order of Business

There was no change to the order of business

### 3. Interests

There were no updates to the Interests Register, and no interests with items on the agenda were declared.

#### **4. Public Forum**

##### **4.1 Nelsust - What should Nelson's Regional Transport look like in a Climate Emergency?**

Peter Olorenshaw, Convenor for Nelsust, provided a presentation and spoke about the significance of transport emissions in New Zealand, and what could be done to reduce them. He said that he would like to see RTC representatives on the Nelson Plan working group and more options for commuters and clearway lanes for road transport and buses. He advocated for the use of electric vehicles and reducing the attraction of car commuting. Mr Olorenshaw answered questions regarding his presentation.

##### **Attachments**

- 1 A2217831 - Peter Olerenshaw PowerPoint presentation

Attendance: Her Worship the Mayor entered the meeting at 1.39p.m.

#### **5. Chairperson's Report (Agenda Item 6)**

The Chairperson gave an oral report. He acknowledged the current upheaval at the New Zealand Transport Agency (NZTA) and the work undertaken on Council's behalf, particularly on keeping the Nelson Future Access project moving forward and progressing the Atawhai Speed Review Programme. Topics he covered included the smooth rollout of the Waimea Road speed reduction and that it was good to see clarity on the Future Access Project.

He expressed disappointment on the Targeted Enhanced Funding Assistance Rate (TEFAR) programme roll out, noting that Council had now been told that there would not be any more funding from that programme. He felt that the programme had resulted in a huge amount of work for Council to put up projects aligning with the Government Policy Statement on Land Transport (GPS) to attract TEFAR funding, which had also set community expectations regarding projects that would be progressing, for example, the Whakatū to Atawhai noise reduction resurfacing programme.

He voiced concern, in the light of another fuel tax increase and increasing road user charges, at seeing more and more money taken out of Nelson and not seeing the same level of investment necessary to keep it moving forward. He felt that rural and provincial New Zealand's transport safety, access and liveability needs should not be sacrificed for major projects in Auckland and Wellington.

Resolved RTC/2019/014

***That the Regional Transport Committee***

**1. Receives the Chairperson's oral report.**

Her Worship the Mayor/Matheson

Carried

In response to a question regarding the effects of the changed speed limit on Waimea Road, Group Manager Infrastructure, Alec Louverdis, said that officers would report back at a suitable time, but that it was still too early to extract meaningful data.

**6. Confirmation of Minutes (Agenda Item 5)**

6.1 15 April 2019

Document number M4160, agenda pages 8 - 16 refer.

A minor correction to the minutes on agenda page 11 was noted.

Resolved RTC/2019/015

***That the Regional Transport Committee***

**1. Confirms the minutes of the meeting of the Regional Transport Committee, held on 15 April 2019, as a true and correct record.**

Matheson/Her Worship the Mayor

**7. New Zealand Transport Agency Update - Atawhai Speed Review and other matters**

Document number R9903, agenda pages 17 - 21 refer.

The meeting was adjourned at 2.01p.m. and reconvened at 2.02p.m.

Jim Harland, NZTA, thanked Council for its support during this challenging time. A printed PowerPoint presentation was tabled. Topics in the update included:

- National Land Transport Plan (NLTP) funding
- The NZTA's 10 year plan (Arataki – Our Plan for the Land Transport System), and its inputs into the next NLTP
- The NZTA Investment Decision-Making framework
- Ratings and the shift in emphasis to safety, place making, access, environment and value for money

- Technical workshops to develop a draft framework which would provide guidance on business cases
- Speed management was a top priority, focusing on safety for users of footpaths and roadways
- Speed review decisions, targeting the top 10% of areas at risk
- Innovating streets for people, the need to recognise liveable places when planning networks.

Mr Harland answered questions regarding alignment between the NLTP and Regional Land Transport Plans (RLTP) and speed management, in particular relating to cost effectiveness.

In response to a question regarding how quickly they could start looking at implementation costs and engineering solutions for innovating streets for people, and the possibility of a trial for willing residents, Steve Higgs, NZTA, offered to find out what was intended under that programme and report back to the next Committee meeting.

Further discussion took place regarding 10 year plans and changes in government, discretionary funding, changes as a result of three year reviews, the economic cost of speed management to the region and prioritisation of the Atawhai section of the Nelson to Blenheim corridor improvements.

Resolved RTC/2019/016

***That the Regional Transport Committee***

- 1. Receives the report New Zealand Transport Agency Update - Atawhai Speed Review and other matters (R9903) and its attachment (A2210105).***

Noonan/Matheson

Carried

**Attachments**

- 1 A2219375 - NZTA Update Presentation

## **8. Update on South Island Visitor Flows Project**

Document number R10192, agenda pages 22 - 23 refer.

Manager Transport and Solid Waste, Marg Parfitt, spoke to the report. She advised that the Committee would be kept updated regarding progress.

Steve Higgs, NZTA, answered questions regarding the project, including data sources, a reliable source of truth, effects of visitor numbers on infrastructure and the next stage of the project.

In response to a question regarding the policy of the RTC South Island Chairs Group, the Chairperson advised that he had only been to one meeting where this was discussed. He advised that the South Island Freight Project had just been received and that he would update the Committee at the next meeting.

The benefit of the region having the right data to build into business cases was highlighted and in terms of the desire for tourist dispersal over the South Island, the need to ensure that the region had the draw cards to encourage tourists here. It was emphasised that the trends for reduction in air travel and increase in land travel meant that reliable visitor flow information would be very helpful in building a tourism strategy.

Resolved RTC/2019/017

***That the Regional Transport Committee***

- 1. Receives the report Update on South Island Visitor Flows Project (R10192).***

Rutledge/Her Worship the Mayor

Carried

**9. Submission to Ministry of Transport Government Policy Statement 2018 : Revised draft measures**

Document number R10207, agenda pages 24 - 31 refer.

Manager Transport and Solid Waste, Marg Parfitt, noted that this was a procedural matter to retrospectively approve the submission that had been sent to the Ministry of Transport (MoT). Ms Parfitt noted that the Ministry of Transport had acknowledged the submission.

Resolved RTC/2019/018

***That the Regional Transport Committee***

- 1. Receives the report Submission to Ministry of Transport Government Policy Statement 2018 : Revised draft measures (R10207) and its attachment (A2187966); and***

- 2. Approves retrospectively the submission from the Regional Transport Committee Chairperson to the Ministry of Transport (A2197966 to report R10207).**

Matheson/Her Worship the Mayor

Carried

Councillor Noonan abstained, as she felt she had not received enough information to make a decision.

The meeting was adjourned at 3.01p.m. and reconvened at 3.09p.m.

## **10. Nelson Future Access Update**

Document number R10225, agenda pages 32 - 38 refer.

Rhys Palmer and Coral Aldridge, NZTA, spoke to the report and answered questions regarding the Investment Logic Map (ILM), the membership of the Project Reference Group and public engagement.

Mr Palmer answered questions regarding the Rocks Road Walking and Cycling project, noting that a decision to push the project out had been made by the NZTA after a recommendation by the Steering Group. Discussion took place on the state of the sea wall, the difficult consenting environment and progression of the business case. Frustration was expressed by members at the revised programme. A request was made for better engagement with the political side of council on changes of that magnitude.

Her Worship the Mayor raised a Point of Order against Councillor Barker regarding a comment that the climate change emergency had been declared at the request of the Government. The Point of Order was upheld by the Chairperson and Councillor Barker withdrew the comment and apologised.

Further discussion took place regarding the need to ensure a credible set of options to get the best chance of funding on a national basis.

Resolved RTC/2019/019

### ***That the Regional Transport Committee***

- 1. Receives the report Nelson Future Access Update (R10225) and its attachment (A2214088).**

Her Worship the Mayor/Rutledge

Carried



**11. 2017/18 Annual Monitoring Report on the Regional Land Transport Plan 2015-2021**

Document number R10262, agenda pages 39 - 61 refer.

Attendance: Her Worship the Mayor Reese left the meeting at 4.12p.m.

Manager Transport and Solid Waste, Marg Parfitt, answered questions regarding the monitoring report, including, HPMV routes, setting of targets, cycling and walking counts and availability of data.

Resolved RTC/2019/020

***That the Regional Transport Committee***

- 1. Receives the report 2017/18 Annual Monitoring Report on the Regional Land Transport Plan 2015-2021 (R10262) and its attachment (A2015759)***

Noonan/Harland

Carried

**12. Regional Land Transport Plan variation - Nelson State Highway Speed Management Guide Implementation**

Document number R10295, agenda pages 62 - 69 refer.

Steve Higgs and Jeanine Foster, NZTA, spoke to the report and answered questions regarding the request to vary the Nelson RLTP 2018-21.

Attendance: Her Worship the Mayor returned to the meeting at 4.25p.m.

Resolved RTC/2019/021

***That the Regional Transport Committee***

- 1. Receives the report Regional Land Transport Plan variation - Nelson State Highway Speed Management Guide Implementation (R10295) and its attachment (A2209766)***

Noonan/Harland

Carried

Recommendation to Council RTC/2019/022

***That the Council***

- 1. Approves that the Nelson Regional Land Transport Programme 2015-21 is varied to include a total of \$1.26M for Nelson State Highway Speed Management Guide Implementation over 2018-2021 with a 100% Funding Assistance Rate**

Noonan/Harland

Carried

### **13. Exclusion of the Public**

Steve Higgs, of The New Zealand Transport Agency, was in attendance for Item 2 of the Public Excluded agenda - Public Transport Contract – supplementary report, to answer questions and, accordingly, the following resolution was required to be passed:

Resolved RTC/2019/023

#### ***That the Regional Transport Committee***

- 1. Confirms, in accordance with sections 48(5) and 48(6) of the Local Government Official Information and Meetings Act 1987, that Steve Higgs of the New Zealand Transport Agency remain after the public has been excluded, for Item 2 of the Public Excluded agenda (Public Transport Contract – supplementary report), as he has knowledge relating to the matter that will assist the meeting.**

Matheson/Noonan

Carried

Resolved RTC/2019/024

#### ***That the Regional Transport Committee***

- 1. Excludes the public from the following parts of the proceedings of this meeting.**
- 2. The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:**

<u>Matheson/Noonan</u>		<u>Carried</u>	
<b>Item</b>	<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Particular interests protected (where applicable)</b>
<b>1</b>	<b>Regional Transport Committee Meeting - Public Excluded Minutes - 15 April 2019</b>	<p>Section 48(1)(a)</p> <p>The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7.</p>	<p>The withholding of the information is necessary:</p> <ul style="list-style-type: none"> <li>• Section 7(2)(b)(ii) To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</li> <li>• Section 7(2)(h) To enable the local authority to carry out, without prejudice or disadvantage, commercial activities</li> </ul>
<b>2</b>	<b>Public Transport Contract - supplementary report</b>	<p>Section 48(1)(a)</p> <p>The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7</p>	<p>The withholding of the information is necessary:</p> <ul style="list-style-type: none"> <li>• Section 7(2)(b)(ii) To protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</li> <li>• Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</li> </ul>

The meeting went into public excluded session at 4.31p.m. and resumed in public session at 4.35p.m.

There being no further business the meeting ended at 4.35p.m.

Confirmed as a correct record of proceedings:

\_\_\_\_\_ Chairperson \_\_\_\_\_ Date

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## **2018/19 Annual Monitoring Report on the Regional Transport Plan 2015-21**

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### **1. Purpose of Report**

- 1.1 To receive the 2018/19 Annual Monitoring Report on the Regional Land Transport Plan 2015-2021

### **2. Recommendation**

***That the Regional Transport Committee***

- 1. Receives the report 2018/19 Annual Monitoring Report on the Regional Transport Plan 2015-21 (R10299) and its attachment (A2229275).***

### **3. Background**

- 3.1 Section 16(3)(f) of the Land Transport Management Act 2003 requires measures to monitor the performance of the activities identified in the Regional Land Transport Plan (RLTP). Appendix 3 of the Regional Land Transport Plan details the Regional and Nelson monitoring indicators and targets and states that the monitoring will be reported annually. Note some changes to the Regional monitoring indicators occurred in the Mid Term Review of the RLTP including the introduction of vehicle occupancy, walking and cycling counts, and bus patronage.

### **4. Conclusion**

- 4.1 The monitoring report is attached as Attachment 1.
- 4.2 The presentation of the monitoring report is required by the Regional Land Transport Plan. It is recommended that this report be received.

Item 7: 2018/19 Annual Monitoring Report on the Regional Transport Plan 2015-  
21

**Author: Margaret Parfitt, Manager - Transport and Solid Waste**

**Attachments**

Attachment 1: A2229275 2018-19 RLTP monitoring report [↓](#)



4 September 2019

**2018/19 Annual Monitoring Report on the Regional Land Transport Plan 2015-2021 – Mid Term Review**


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## 1. Introduction







Section 16(3)(f) of the Land Transport Management Act 2003 requires measures to monitor the performance of the activities identified in the Regional Land Transport Plan. Appendix 3 of the 2015 Regional Land Transport Plan – Mid Term Review details the Regional and Nelson monitoring indicators and targets and states that the monitoring will be reported annually.

This report has been compiled to monitor the specific measureable targets and indicators as detailed in appendix 3 of the 2015 Regional Land Transport Plan – Mid Term Review. The monitoring is presented in two parts. The first part detailing the Regional or Top of the South objectives are summarised in section 2, with the Nelson objectives summarised in section 3.

## 2. Regional (Top of the South) Monitoring

Regional Objectives	Indicator	Target	18/19 Performance
1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region	Travel Time variability and travel time between SH6/60 Intersection and Port Nelson during the Peak Hour	Downward trend from 2015 baseline for travel time and travel time variability	<b>On Track.</b> In general the travel time variability matches 2015, but mean travel times are longer than the mean travel times recorded in 2015. These results are similar to previous years.  (refer graphs 2.1.1 & 2.1.2 for further detail) 







Item 7: 2018/19 Annual Monitoring Report on the Regional Transport Plan 2015-21:  
Attachment 1

Regional Objectives	Indicator	Target	18/19 Performance
2) Supporting economic growth through providing better access across the Top of the South's key journey routes.	Travel time variability between Picton and the Marlborough Kaikoura border between 8am and 5pm	Downward trend from 2015 baseline for travel time and travel time variability	<b>On Track.</b> Travel Time variability between Picton and the Marlborough Kaikoura boundary in 2018-19 matched the 2014-15 baseline (refer graph 2.2.1 and 2.2.2 for further detail). 
	Vehicle Occupancy on urban arterial routes:  SH6 Rocks Road – Nelson  Waimea Road – Nelson  Salisbury Road – Tasman  SH6 Gladstone Road – Tasman  SH1 Sinclair Street – Marlborough	Increasing trend of multiple occupancy	SH6 Rocks Road and Waimea Road, Nelson - <b>Target not met.</b> The average occupancy of vehicles has not increased in 2018/19. (Refer graph 3.4.1)  Salisbury Road and SH6 Gladstone Road – Tasman <b>Not measured.</b>  SH1 Sinclair Street – Marlborough - <b>Achieved</b> The average occupancy of vehicles has increased since 2016. This trend is however flattening so may not continue without intervention. (Refer graph 2.2.3)   
	HPMV routes	Increasing HPMV route availability over time	<b>Achieved.</b> All State highways in the Top of the South are now pre-approved for HPMV <sup>1</sup> . 
3) Communities have access to a resilient transport system.	The number of hours that sections of the key journey routes are closed due to unplanned disruptions	Downward trend from 2015 baseline	<b>Target not met.</b> Increase of 118.5 hours from 2014/15 baseline due to unplanned disruptions. This result is a reduction of 128.5 hours on the 2017/18 result. (refer section 2.3 for details) 

<sup>1</sup> A2233976



Item 7: 2018/19 Annual Monitoring Report on the Regional Transport Plan 2015-21:  
Attachment 1

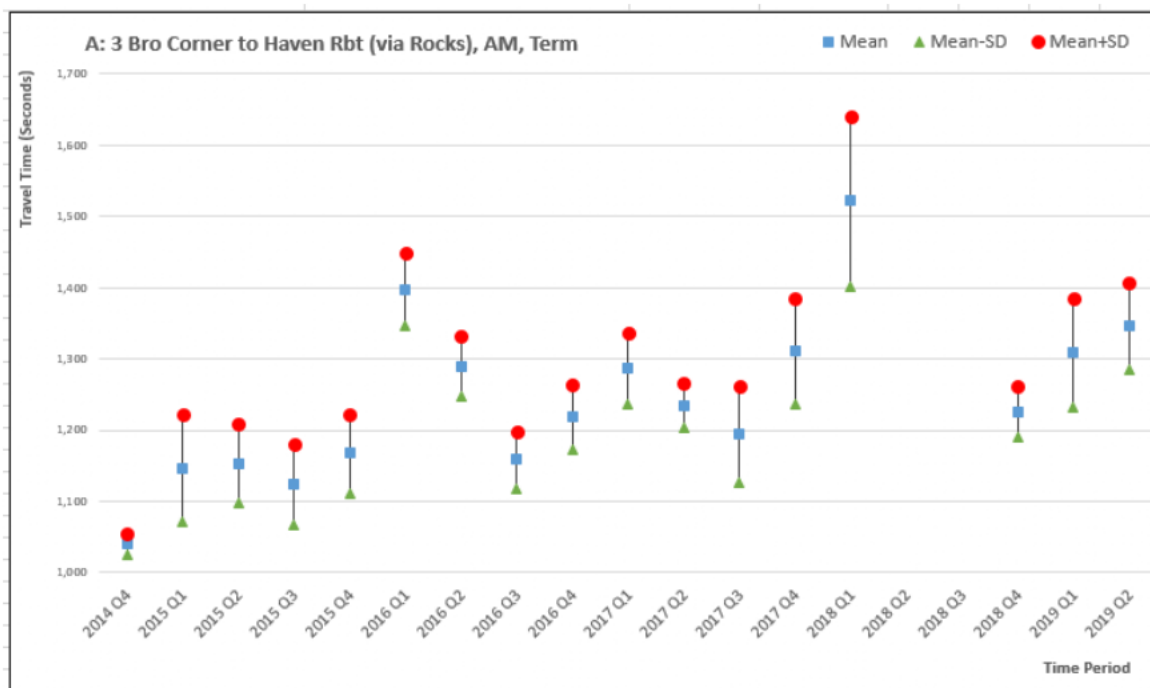
Regional Objectives	Indicator	Target	18/19 Performance
4) Communities have access to a safe transport system.	Fatal and Serious Crashes	Reduction in the average annual number of fatal and serious crashes in the 6 year period 2015-21 compared with the previous 6 year average 2009-14	<p><b>Target not met.</b> There were 5 fatal and 35 serious crashes on the Top of the South state highway network, and 3 fatal and 52 serious crashes on the local road networks (Nelson, Tasman and Marlborough combined) in 2018. The average annual number of crashes between 2015 and 2018 is 84 which is more than the previous 6 year average of 69 fatal and serious crashes for 2009-14 (refer section 2.4 for details)</p> 
5) Communities have access to a range of travel choices to meet their social, economic, health and cultural needs	Trips undertaken by walking, cycling and public transport. Screen line counts for walking and cycling at: <ul style="list-style-type: none"> <li>Nelson at SH6 Rocks Road, Bishopdale Hill &amp; Railway Reserve</li> <li>Richmond at Salisbury Road</li> <li>Blenheim</li> </ul>	Increasing trend in number of trips by walking, cycling and public transport	<p><b>Achieved.</b> Nelson Screen Line Count for walking and cycling measured at Rocks Road, Railway Reserve at Bishopdale and Waimea Road at Bishopdale has increased from 868 in 2014 to 1216 in 2018. This is also an increase from 1172 in 2017. (refer graph 2.5.1)</p> <p>The base 8 hour screen line count for Richmond at Salisbury Road is 379 cyclists and 36 pedestrians in 2018.</p> <p>Results for Marlborough are not yet available.</p>   
	Total annual Bus Patronage for Nbus service in Nelson and Richmond and the Bayleys Bus in Blenheim	Increasing trend in number of trips by walking, cycling and public transport	<p><b>Achieved.</b> There was a 5.1% increase in public transport patronage from 2017-18 to 2018-19 because of the re-introduction of the Stoke Loop. There was an increase of 3.5% on all routes, excluding the new Stoke Loop.</p> <p>Results for Marlborough are not yet available.</p>  

## 2.1 Regional Monitoring - Travel Time Variability Data

The following graphs presents the travel time variability. This is a measure of the ability for customers to be able to predict the time a journey will take.

The graphs present data in the peak direction for the key journey route between SH6/60 intersection (3 Brothers Corner) and Port Nelson during school term time only.

The standard deviation has been presented in order to compare travel time variability against the 2015 quarterly baseline. One standard deviation either side of the mean is approximately 68 percent of the total.



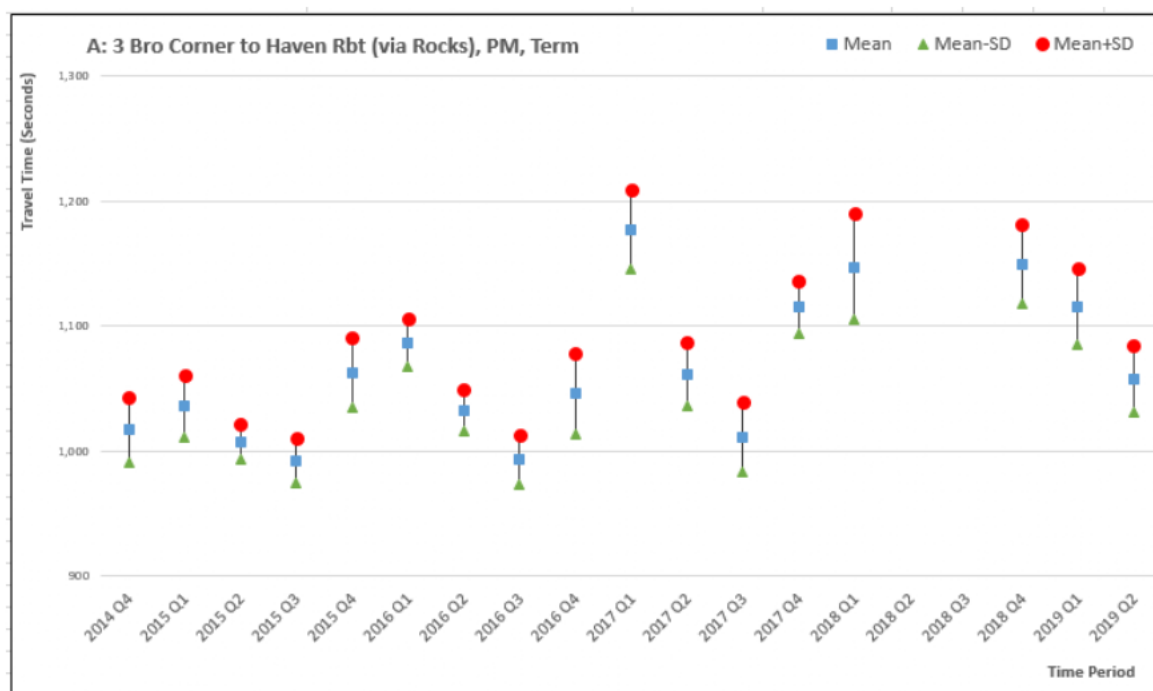
Graph 2.1.1 - Travel Time variability between SH6/60 Intersection (3 Brothers Corner) and Port Nelson (Haven Road Roundabout) via Rocks Road during the AM peak hour during school term time.

The variation of travel times over the peak hour for 68% of vehicles (one standard deviation either side of the mean) is tabled below for the 3 Brothers Corner to the Haven Road Roundabout in the am peak direction:

Table 2.1.1 <i>SH6/60 Intersection (3 Bro Corner) and Port Nelson (Haven Road Roundabout) via Rocks Road, AM , Term</i>		
Period	Variation of Travel Time (seconds)	Change from 2015 (seconds)
Q3 2018 July – Sept	No data	N/A
Q4 2018 Oct- Dec	72	-39.2
Q 1 2019 Jan- March	152.7	2.1
Q2 2019 April –June	121.5	8.9

There was no data for July – September 2018 due to a technical failure of Bluetooth recording equipment.

There was a small decrease in travel time variability in Q4 2018 compared to Q4 2015 and minor increases in travel time variability in Q1 and Q2 2019 compared to Q1 and Q2 2015. In general the travel time variability match previous years, but mean travel times are longer than the mean travel times recorded in 2015.



Graph 2.1.2 - Travel Time variability between Port Nelson (Haven Road Roundabout) and SH6/60 Intersection (3 Brothers Corner) via Rocks Road during the PM peak hour excluding school holidays

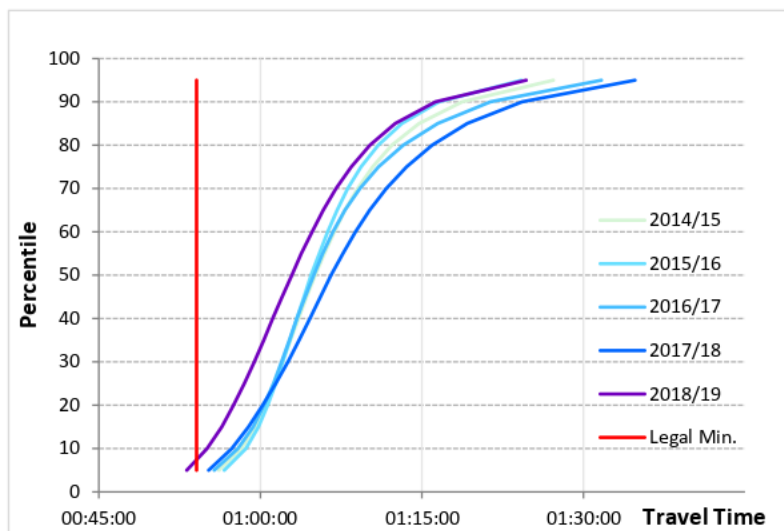
The variation of travel times over the peak hour for 68% of vehicles (one standard deviation either side of the mean) is tabled below for Haven Road to 3 Brothers Corner in the pm peak direction:

Table 2.1.2 Port Nelson (Haven Road Roundabout) and SH6/60 Intersection (3 Bro Corner) via Rocks Road , PM , Term		
Period	Variation of Travel Time (seconds)	Change from 2015 (seconds)
Q3 2018 July – Sept	No data	N/A
Q4 2018 Oct- Dec	108	69.2
Q 1 2019 Jan- March	135.4	18.6
Q2 2019 April –June	71.6	-69.6

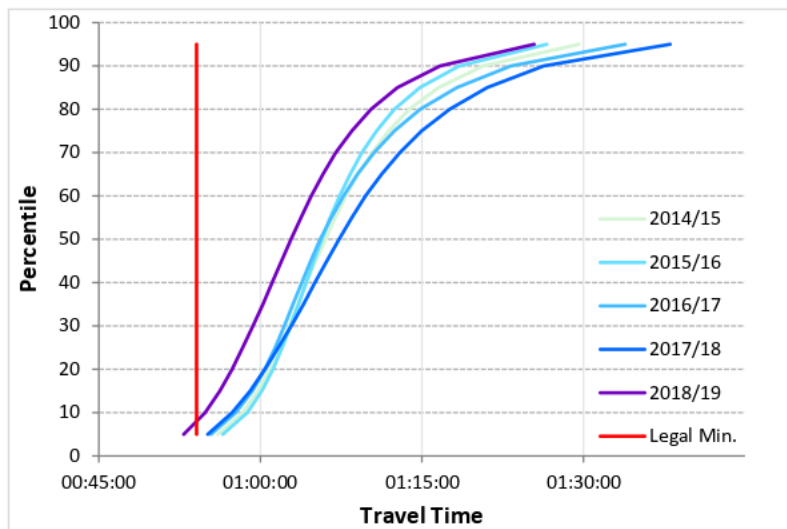
There was no data for July-Sept 2018 due to a technical failure of Bluetooth recording equipment.

The travel time variability increased in Q4 2018 and Q1 2019 compared to Q3 2014 and Q1 2015 respectively but decreased in Q2 2019 compared to Q2 2015. In general the travel time variability match previous years, but mean travel times are longer than the mean travel times recorded in 2015.

## 2.2 Regional Monitoring - Graphical Travel Time Variability Between Picton and Marlborough Kaikoura border

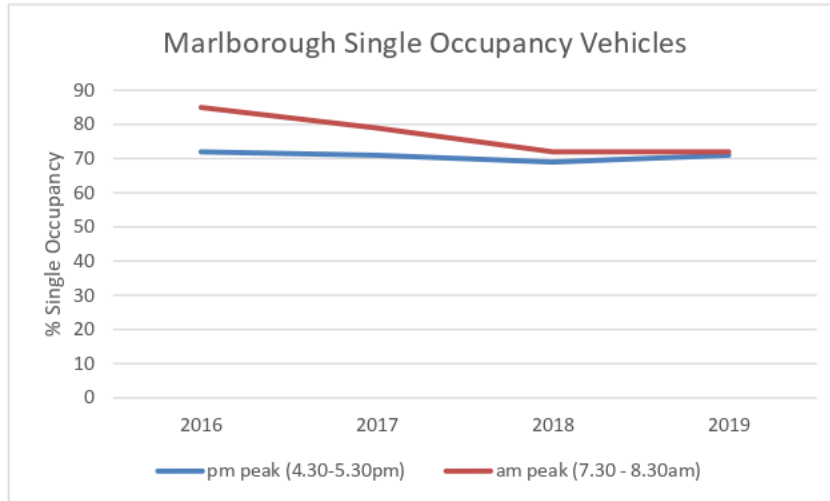


Graph 2.2.1 – Percentile Travel Times southbound between Picton and the Marlborough Kaikoura border.



Graph 2.2.2 – Percentile Travel Times northbound between the Marlborough Kaikoura border and Picton.

Graph 2.2.1 and 2.2.2 above shows that the trip variability in 2018/19 year is similar to the 2014/15 year. The graph lines are parallel. Overall travels times have decreased. The Kaikoura earthquake occurred in November 2016, and SH1 was closed for 13 months before reopening in December 2017 while major repair work was still underway.



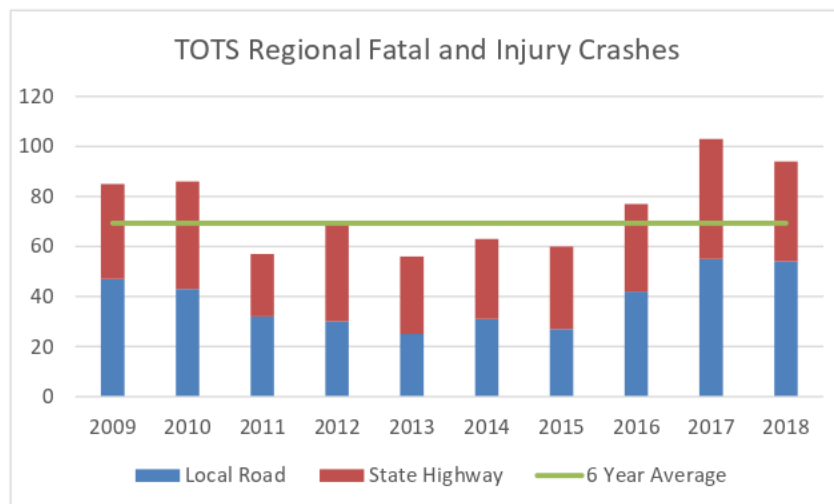
Graph 2.2.3 – Single Occupancy Vehicles SH1 Sinclair Street - Marlborough .

### 2.3 Regional Monitoring - Unplanned Disruptions (Road Closures)

State Highway	2014/15	2015/16	2016/17	2017/18	2018/19	Trend since 2014/15
SH1	0	7	138	9	19	Increase of 19 hours
SH6	7	35	86	21	54.5	Increase of 47.5 hours
SH60	4	21	28	182	40	Increase of 38 hours
SH63	0	6	15	21	16.5	Increase of 16.5 hours
SH65	0	0	6	25	0.5	Increase of 0.5 hours
<b>Total</b>	<b>12</b>	<b>69</b>	<b>272</b>	<b>259</b>	<b>130.5</b>	<b>Overall increase of 118.5 hours since 2014/15, but a decrease of 128.5 hours since 2017/18</b>

Table 2.3.1 – Unplanned Disruptions to State Highway (road closures)<sup>2</sup>.

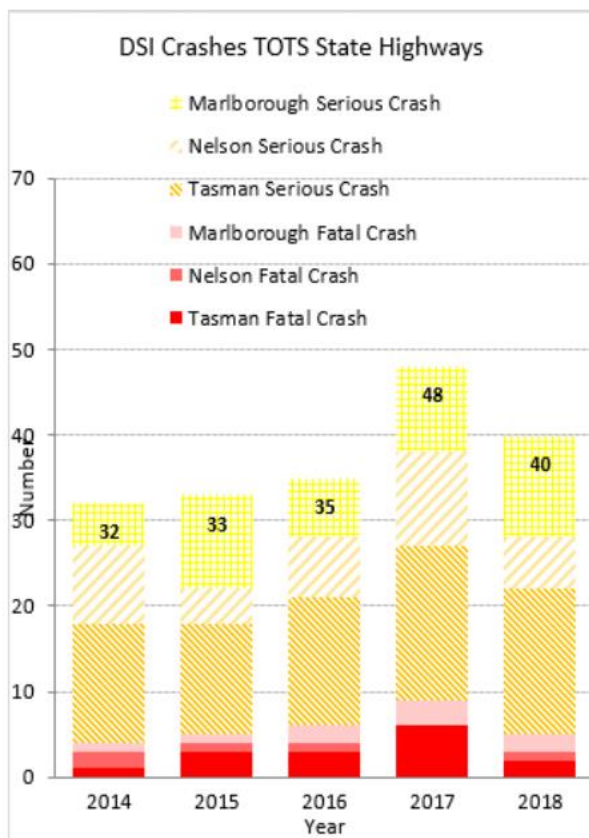
### 2.4 Regional Monitoring - Fatal and Serious Crashes



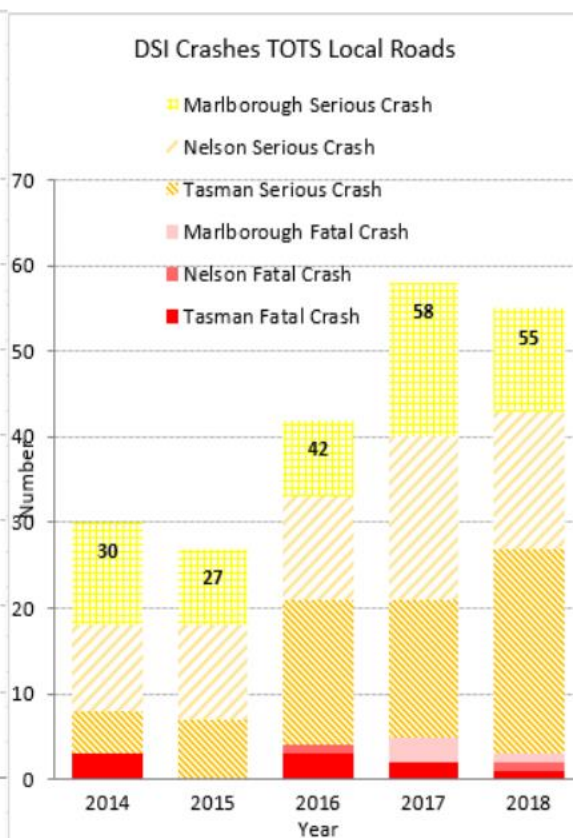
Graph 2.4.1 Top of the South Fatal and Serious Crash Trend against the 2009-14 6 year average

<sup>2</sup> A2233113, A223295  
2018\_19 rltp performance  
monitoring report  
(a2229275).docx

Graph 2.4.1 Fatal and Serious Crashes on State highways

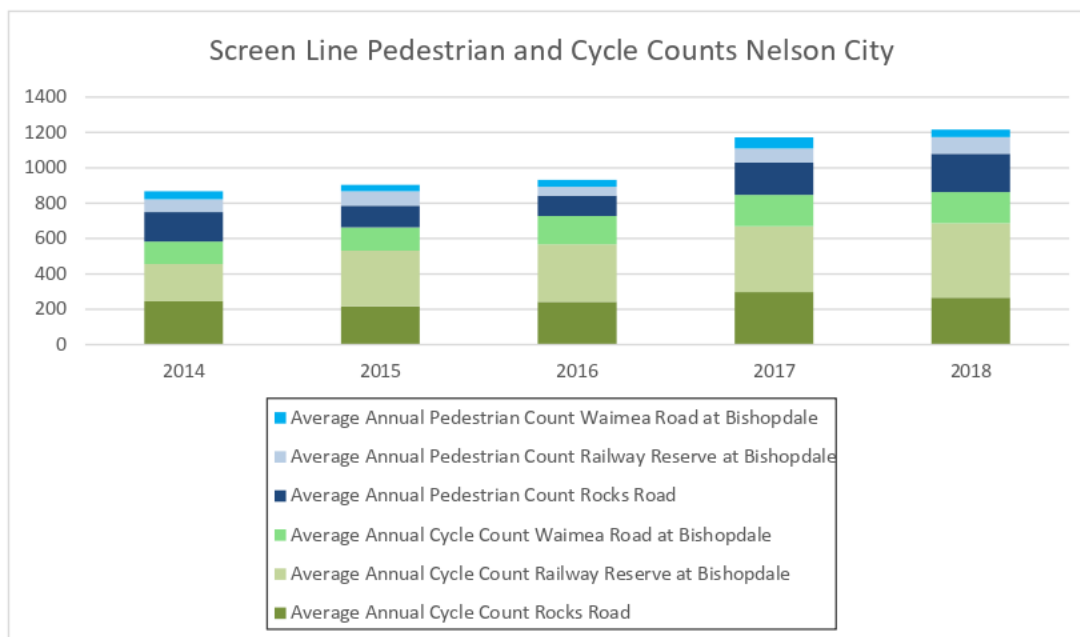


Graph 2.4.2 Fatal and Serious Crashes on Local Road networks





## 2.5 Regional Monitoring – Walking and Cycling and Public Transport





*Graph 2.5.1 Total 8 hour Pedestrian and Cycle Screen Line Counts*

The number of people walking and cycling in Nelson, measured at the Rocks Road, Railway Reserve at Bishopdale and the Waimea Road at Bishopdale screen lines has increased from 868 in 2014 to 1216 in 2018. This is also an increase from 1172 in 2017. This is an 8 hour count (7.30am to 9am, 10am to 11am, 12pm to 1345pm and 1445pm to 1730pm).



### 3. Nelson Monitoring

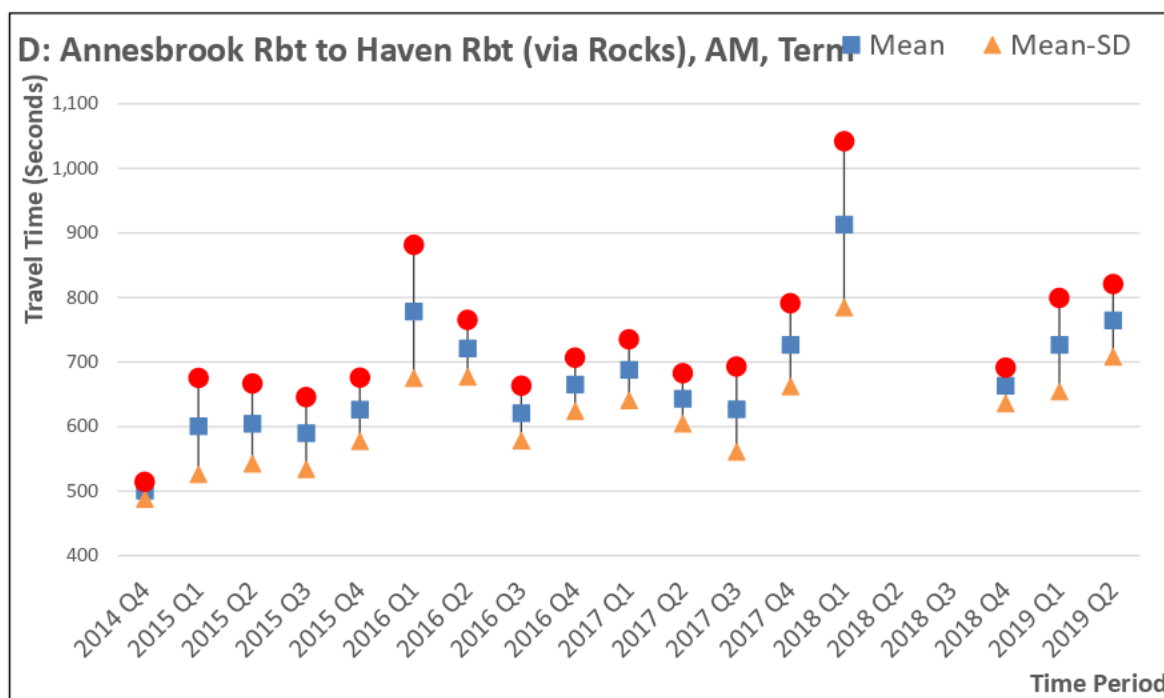
Nelson Objectives	Indicator	Target	18/19 Performance
<p>1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region</p> <p>2) Supporting economic growth through providing better access across the Top of the South's key journey routes</p>	<p>Travel Time variability and travel time between</p> <ul style="list-style-type: none"> <li>- SH 6 Annesbrook and QEII Drive via SH6</li> <li>- Annesbrook and Rutherford Street via Waimea Road</li> </ul> <p>During the peak hour</p>	<p>Downward trend from 2015 baseline</p>	<p>Travel time variability - <b>On Track.</b> There was minor improvement in travel time variability across more quarters than there was decrease in travel time variability across both the SH6 and Waimea Road routes. But the improvement was not enough to consider as a trend. The travel time variability was within the typical pattern presented between 2015 and 2019, to date. There were no extreme events during the 2018-19 period to affect the traffic flows.</p> <p>Travel time - <b>Target not met.</b> Travel time exceeded the target for more weeks in 2018-19 than the same period in 2014-15. However, the travel time was within the typical pattern presented between 2015 and 2019, to date. There were no extreme events during the 2018-19 period to affect the traffic flows.</p> <p>(refer graphs 3.1.1,3.1.2, 3.1.3, 3.1.4, 3.1.5, and 3.1.6 for further detail)</p> <div>   </div>

### 3.1 Nelson Monitoring - Travel Time Variability Data

The following graphs presents the travel time variability. This is a measure of the ability for customers to be able to predict the time a journey will take.

The graphs and data present data in the peak direction for the key journey route of Rocks Road between Annesbrook roundabout and Haven Road roundabout, and Waimea Road between Annesbrook and Selwyn Place during school term time only.

The standard deviation has been presented in order to compare travel time variability against the 2015 quarterly baseline. One standard deviation either side of the mean is approximately 68 percent of the total.



Graph 3.1.1 - Travel Time variability between Annesbrook Roundabout and Haven Road Roundabout via Rocks Road during the AM peak hour excluding school holidays

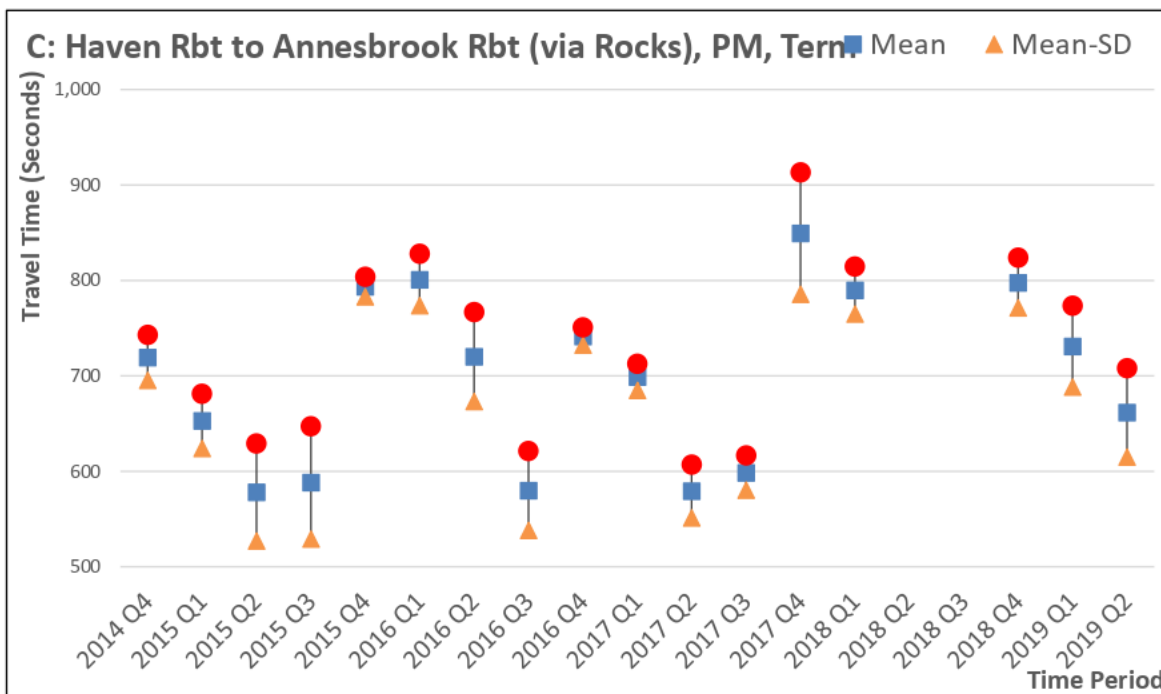
The variation of travel times over the peak hour for 68% of vehicles (one standard deviation either side of the mean) is tabled below for Annesbrook to Selwyn Place via Waimea Road in the am peak direction:

Table 3.1.1 <i>Annesbrook Roundabout and Haven Road Roundabout via Rocks Road, AM, Term</i>		
Period	Variation of Travel Time (seconds)	Change from 2015 (seconds)
Q3 2018 July – Sept	No data	No data
Q4 2018 Oct- Dec	55.6	29.3
Q 1 2019 Jan- March	144.6	-4.3
Q2 2019 April –June	112.9	-11.9

There was no data for July-Sept 2018 due to a technical failure of Bluetooth recording equipment.

There was a small increase in travel time variability in Q4 2018 when compared to Q4 2014, and there were minor decreases in travel time variability for Q1 and Q2 2019 when compared to Q1 and Q2 2015.

It should also be noted that all the mean travel times for 2018/19 have increased from the 2015 baseline.



Graph 3.1.2 - Travel Time variability between Haven Road Roundabout and Annesbrook Roundabout via Rocks Road during the PM peak hour excluding school holidays

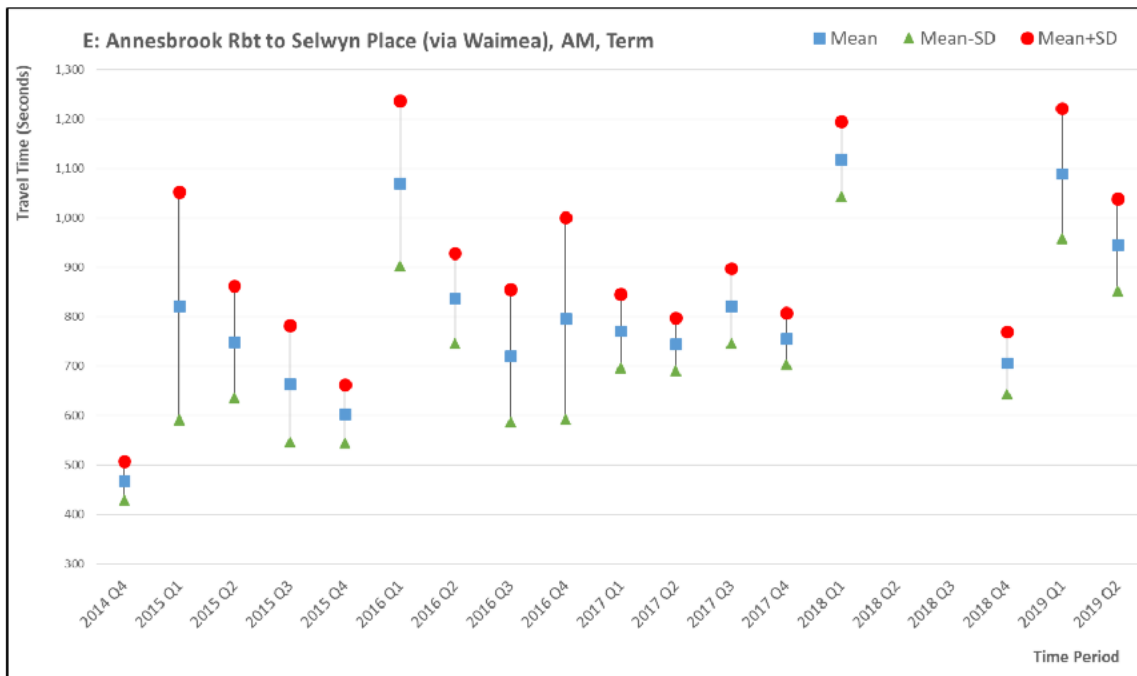
The variation of travel times over the peak hour for 68% of vehicles (one standard deviation either side of the mean) is tabled below for Annesbrook to Selwyn Place via Waimea Road in the am peak direction:

Table 3.1.2 Haven Road Roundabout and Annesbrook Roundabout via Rocks Road, PM , Term		
Period	Variation of Travel Time (seconds)	Change from 2015 (seconds)
Q3 2018 July – Sept	No data	No data
Q4 2018 Oct- Dec	52.6	4.9
Q 1 2019 Jan- March	85	27.9
Q2 2019 April –June	92.8	-9.3

There was no data for July-Sept 2018 due to a technical failure of Bluetooth recording equipment.

There was a small increases in travel time variability in Q4 2018 and Q1 2019 when compared to Q4 2014 and Q1 2015 respectively, and there was a minor decreases in travel time variability for Q2 2019 when compared to Q2 2015.

It should also be noted that all the mean travel times for 2018/19 have increased from the 2015 baseline.



Graph 3.1.3 - Travel Time variability between Annesbrook Roundabout and Selwyn Place via Waimea Road during the AM peak hour excluding school holidays

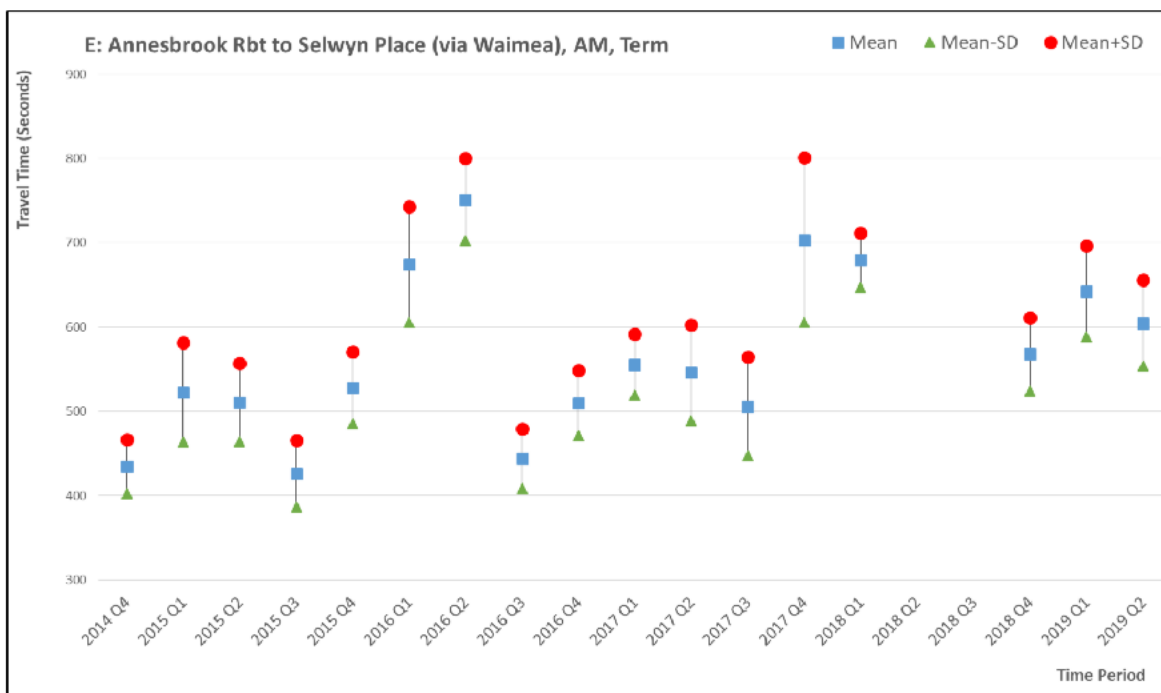
The variation of travel times over the peak hour for 68% of vehicles (one standard deviation either side of the mean) is tabled below for Annesbrook to Selwyn Place via Waimea Road in the am peak direction:

Table 3.1.3 Annesbrook Rbt to Selwyn Place (via Waimea) , AM , Term		
Period	Variation of Travel Time (seconds)	Change from 2015 (seconds)
Q3 2018 July – Sept	No data	No data
Q4 2018 Oct- Dec	126.6	7.4
Q 1 2019 Jan- March	262.4	-199
Q2 2019 April –June	186.1	-40.9

There was no data for July-Sept 2018 due to a technical failure of Bluetooth recording equipment.

There was a small increase in travel time variability in Q4 2018 when compared to Q4 2014, and there were decreases in travel time variability for Q1 and Q2 2019 when compared to Q1 and Q2 2015.

It should also be noted that all the mean travel times for 2018/19 have increased from the 2015 baseline.



Graph 3.1.4 - Travel Time variability between Selwyn Place and Annesbrook Roundabout via Waimea Road during the PM peak hour excluding school holidays

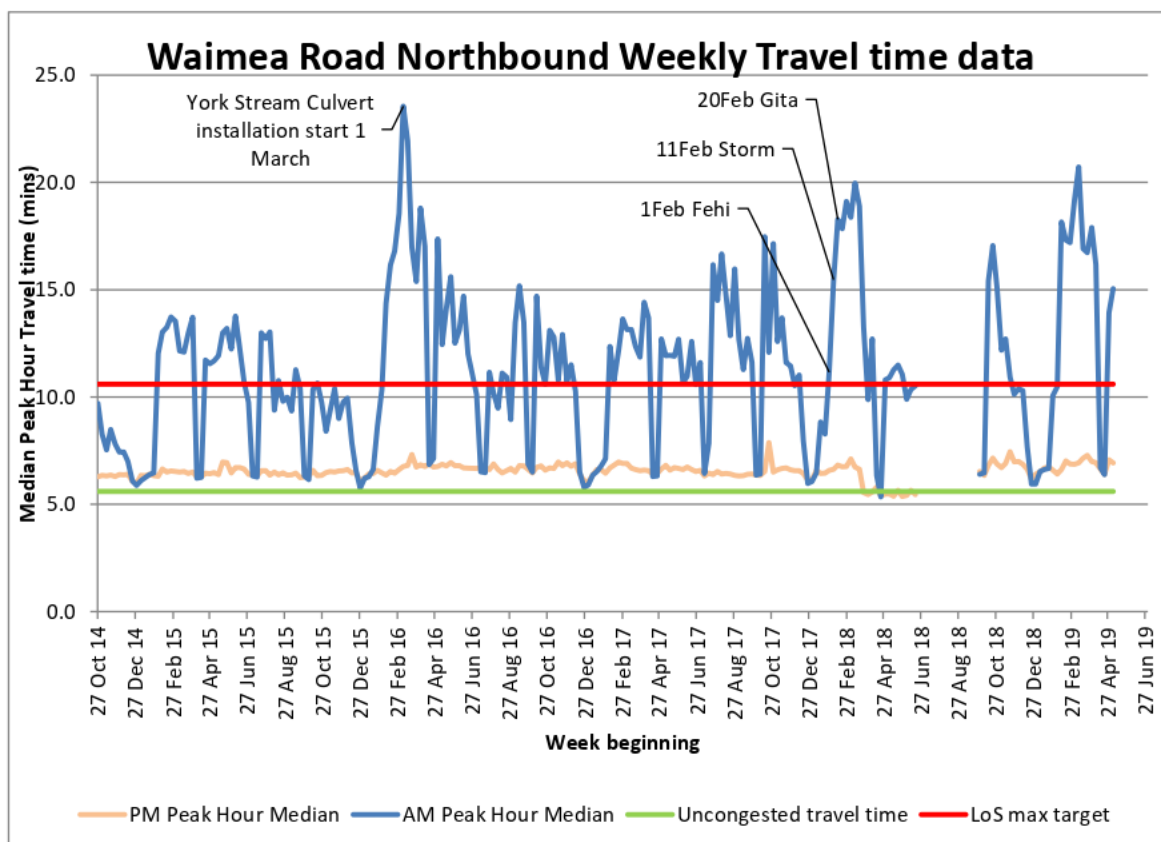
The variation of travel times over the peak hour for 68% of vehicles (one standard deviation either side of the mean) is tabled below for Rutherford Street to Annesbrook via Waimea Road in the pm peak direction:

Table 3.1.4 Rutherford to Annesbrook Roundabout (via Waimea), PM, Term		
Period	Variation of Travel Time (seconds)	Change from 2015 (seconds)
Q3 2018 July – Sept	No data	No data
Q4 2018 Oct- Dec	86.8	1.2
Q 1 2019 Jan- March	108.2	-10.4
Q2 2019 April –June	102.6	-9.0

There was no data for July-Sept 2018 due to a technical failure of Bluetooth recording equipment.

There was a small increase in travel time variability in Q4 2018 when compared to Q4 2014, and there were minor decreases in travel time variability for Q1 and Q2 2019 when compared to Q1 and Q2 2015.

It should also be noted that all the mean travel times for 2018/19 have increased from the 2015 baseline.



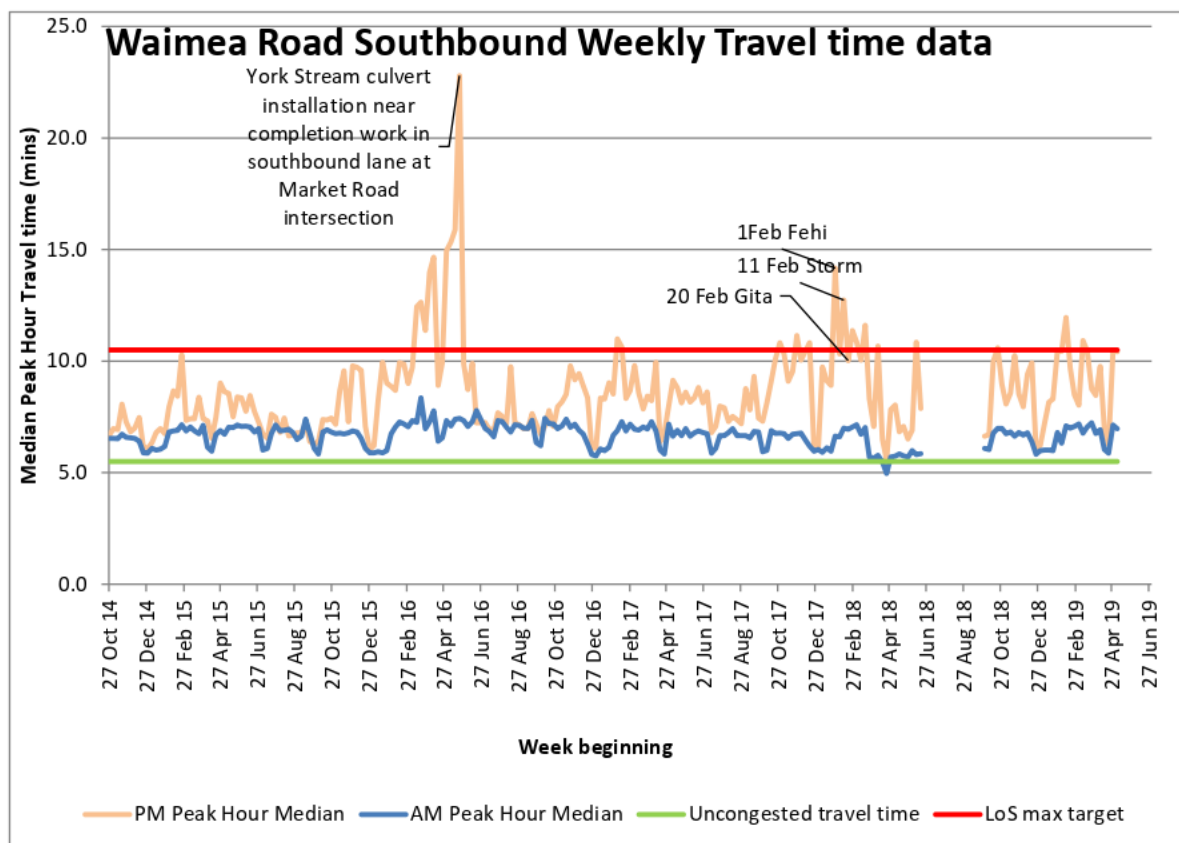
Graph 3.1.5 - Travel Time northbound between Annesbrook Roundabout and Selwyn Place via Waimea Road, am and pm peak

The uncongested time to travel Waimea Road is 5.6 minutes.

The target is to keep travel time below 10.6 minutes in peak times.

There were 17 out of 32 weeks between October 2018 and June 2019 when the am peak exceeded the maximum target in the north bound direction. This is more than the 16 weeks exceeded for the same time period in 2015.

There were 0 out of 32 weeks since October 2018 when the pm peak exceeded the maximum target in the north bound direction. This has not changed since 2015.



Graph 3.1.4 - Travel Time southbound between Selwyn Place and Annesbrook Roundabout via Waimea Road, am and pm peak

The uncongested time to travel Waimea Road is 5.6 minutes.

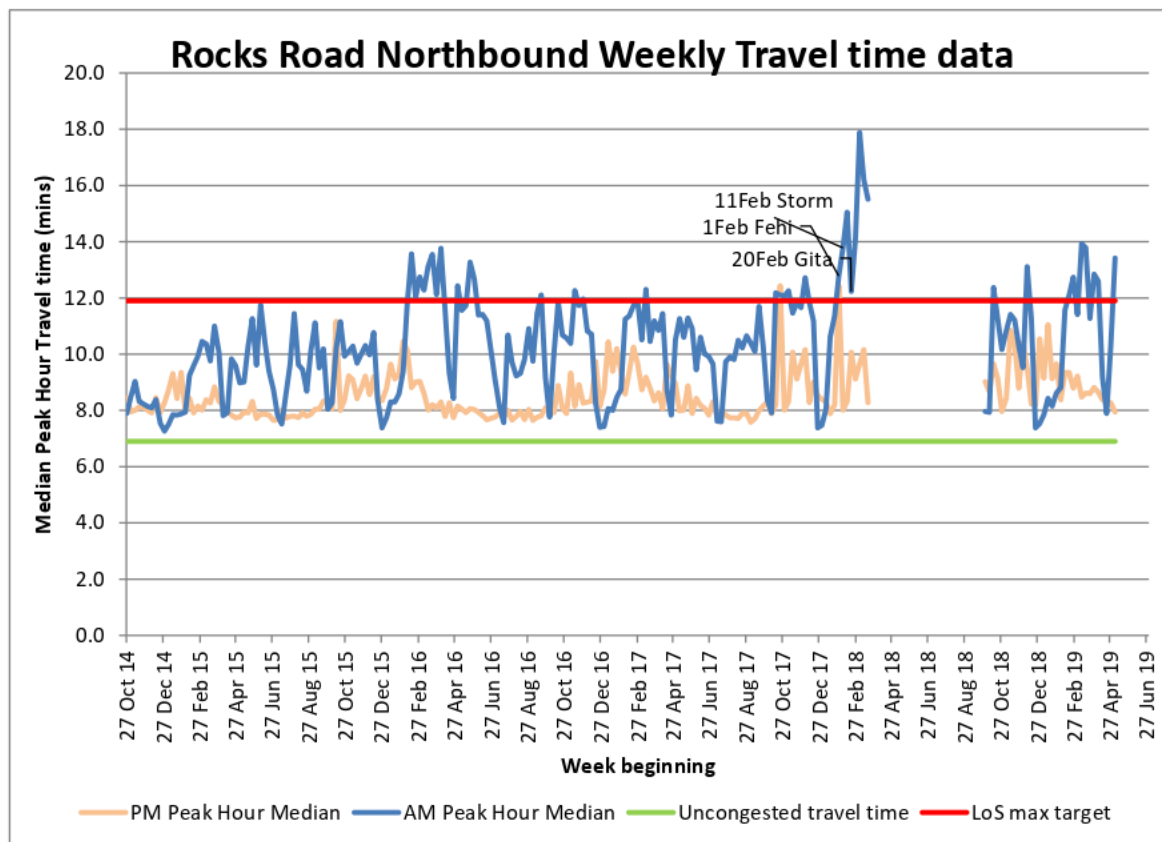
The target is to keep travel time below 10.6 minutes in peak times.

There were 0 out of 32 weeks since October 2018 when the am peak exceeded the maximum target in the southbound bound direction. This has not changed since 2015.

There were 3 out of 32 weeks since October 2018 when the pm peak exceeded the maximum target in the south bound direction. There were 0 weeks in the same period in 2015 when the travel time exceeded the target.



Graph 3.1.5 - Travel Time northbound between Annesbrook Roundabout and Haven Road



Roundabout via Rocks Road, am and pm peak

The uncongested time to travel Rocks Road is 6.9 minutes.

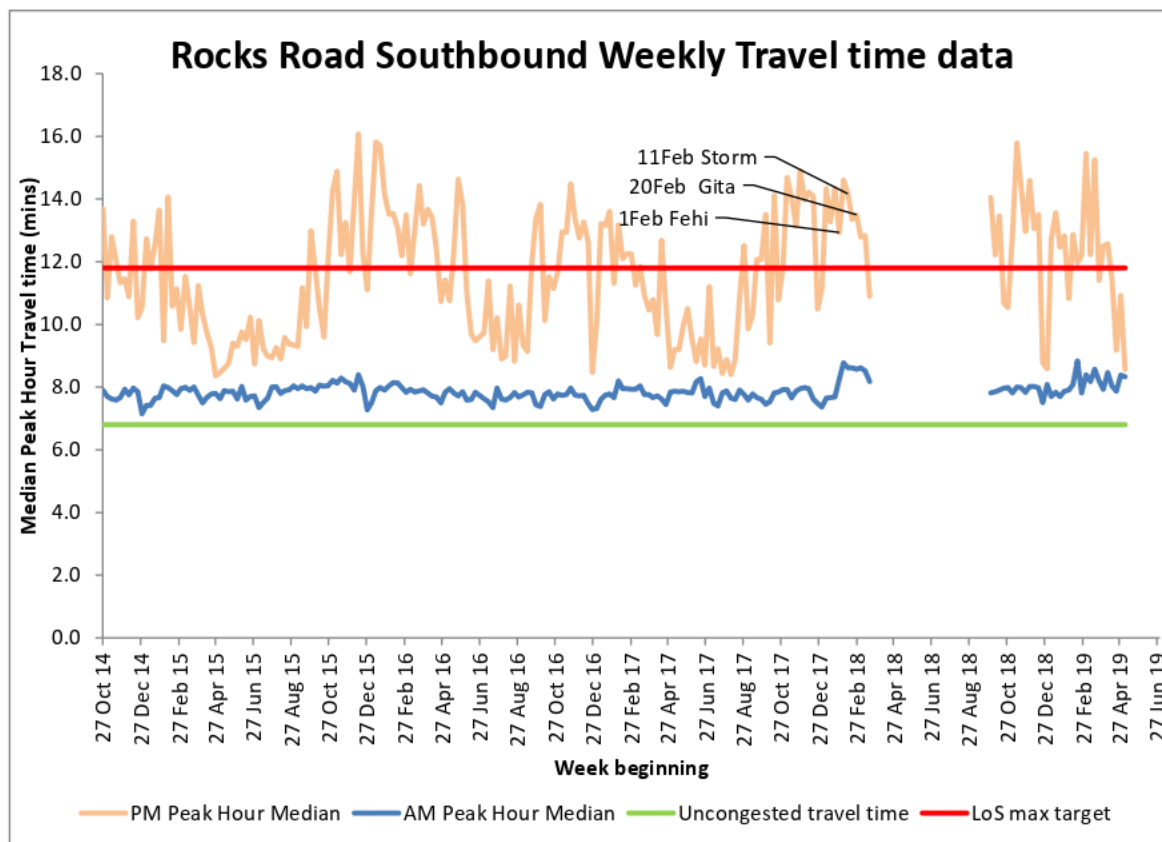
The target is to keep travel time below 11.9 minutes in peak times.

There were 9 out of 32 weeks since October 2018 when the am peak exceeded the maximum target in the north bound direction. There were 0 weeks in the same period in 2015 when the travel time exceeded the target.

There were 0 out of 32 weeks since October 2018 when the pm peak exceeded the maximum target in the northbound bound direction. This has not changed since 2015.



Graph 3.1.6 - Travel Time northbound between Haven Road Roundabout and Annesbrook



Roundabout via Rocks Road, am and pm peak







The uncongested time to travel Rocks Road is 6.9 minutes.

The target is to keep travel time below 11.9 minutes in peak times.




There were 0 out of 32 weeks since October 2018 when the am peak exceeded the maximum target in the southbound bound direction. This has not changed since 2015.

There were 22 out of 32 weeks since October 2018 when the pm peak exceeded the maximum target in the southbound direction. There were 8 weeks in the same period of 2015 when the travel time exceeded the target.





Item 7: 2018/19 Annual Monitoring Report on the Regional Transport Plan 2015-21:  
Attachment 1

Nelson Objectives	Indicator	Target	18/19 Performance	
<p>1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region</p> <p>2) Supporting economic growth through providing better access across the Top of the South's key journey routes</p>	HPMV Routes	Increasing HPMV route availability over time	<b>On Track.</b> The length of network available to HPMV is static. 14.1km <sup>3</sup> is pre-approved for HPMV vehicles.	
	Arterial road alternative route volume during the peak hours: Bisley Avenue Princes Drive Tosswill Road	Downward trend from 2015 baseline	<b>On Track.</b> The peak hour traffic volumes on Bisley Ave, Princes Drive and Tosswill Road in 2018 are more than the traffic volumes in 2015 but are less than the traffic volumes in 2016 and 2017. There is no obvious trend, except the effect of the major works on Waimea Road in 2016.  (Refer graph 3.2)	
	Smooth Travel Exposure (STE)	The average quality of ride on the sealed local road network, measured by smooth travel exposure is greater than 87% on the local road network and 97% on the State Highways.	<b>Achieved.</b> The average quality of ride on the sealed local road network measured by smooth travel exposure is 88% in 2018/19.  <b>Target not met.</b> The average quality of ride on the sealed state highway network measured by smooth travel exposure is 96% in 2018/19.	 
3) Communities have access to a resilient transport system.	Reduction in the number of hours that sections of SH6 (Rai to Richmond) and Waimea Road (Annesbrook to Rutherford Street) were closed due to unplanned disruptions	Downward trend from 2015 baseline	State Highway 6 - <b>Target not met.</b> There was 28.5 hours of closure State Highway 6 in 2018/19. There were no unplanned closures in 2014/15.  Waimea Road – <b>Target met</b> because there were no unplanned closures in 2018/19. <sup>4</sup>	 

<sup>3</sup> HPMV pre-approved routes A2236386  
Road closures A2123067  
2018\_19 rltip performance  
monitoring report  
(a2229275).docx

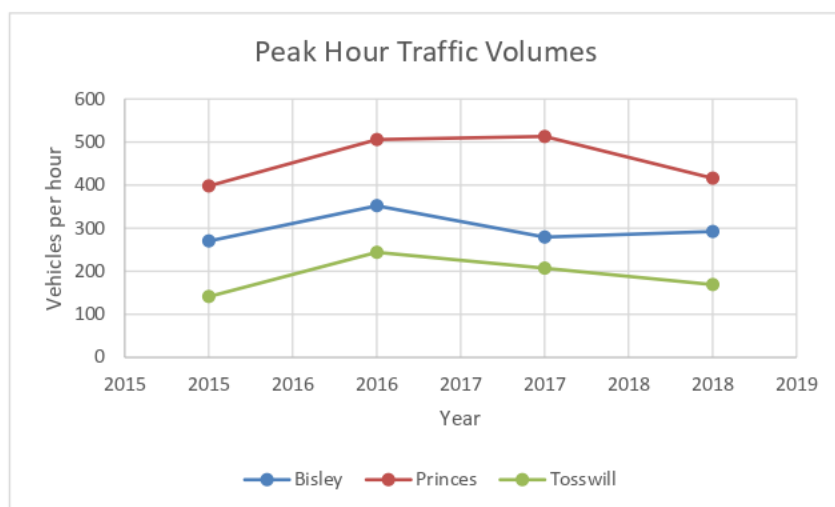
4) Communities have access to a safe transport system	Fatal and Serious Crashes	Reduction in the average annual number of fatal and serious injury crashes in the 6 year period 2015-2021 compared with the previous 6year average 2009-2014.	<b>Target not met.</b> There were 30 fatal and serious injury crashes in 2018. The average annual number of crashes between 2015 and 2018 is 24 which is more than the previous 6 year average of 21.	
		Reduction in the average annual number of fatal and serious injury crashes involving cyclists in the 6 year period 2015-2021 compared with the previous 6year average 2009-2014.	<b>Achieved.</b> There were 24 fatal and serious injury crashes involving cyclists in 2018. The average annual number of crashes between 2015 and 2018 is 25 which is less than the previous 6 year average of 27.5.	
		Reduction in the average annual number of fatal and serious injury crashes involving pedestrians in the 6 year period 2015-2021 compared with the previous 6year average 2009-2014.	<b>Target not met.</b> There were 24 fatal and serious injury crashes involving pedestrians in 2018. The average annual number of crashes between 2015 and 2018 is 16 which is more than the previous 6 year average of 14.  (refer graphs 3.2.1, 3.2.2, and 3.2.3 for further detail)	

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5) Communities have access to a range of travel choices to meet their social, economic, health and cultural needs	Number of people walking or cycling on the Railway Reserve, Bishopdale shared path Atawhai shared path and Rocks Road.	2% annual increase in the number of trips by walking, cycling at both peak times and during the day.	<b>Achieved.</b> There is 5% growth in walking and cycling volumes measured at the Railway Reserve, Bishopdale shared path Atawhai shared path and Rocks Road since 2015. There is however a slight drop in numbers from 2017/18 from a decrease in the number of people walking. (Refer graph 3.3.1)	
	Total NBus Patronage.	4% annual increase in the number of trips by NBus at peak times and through the day.	<b>Achieved.</b> There was a 5.1% increase in public transport patronage from 2017-18 to 2018-19 because of the introduction of the new Stoke Loop. There was an increase of 3.5% on all routes, excluding the new Stoke Loop. (Refer graph 3.3.2)	
N6) The transport system supports national strategies for energy efficiency and climate change, and protects natural systems and community values	Vehicle Occupancy on urban arterial routes - SH6 Rocks Road - Waimea Road	Increasing trend	<b>Target not met</b> 21% of vehicles had more than 1 occupant. This is the same as 2017/18 result, and is an overall decreasing trend since 2015. (Refer graph 3.4.1)	
	Energy efficiency	Reducing trend in local road vehicles kilometres travelled per capita from 2013 levels.	<b>Achieved.</b> 2018/19 measure shows no increase in VKT from 2017/18 to 2018/19 <sup>5</sup> . The VKT per capita has decreased due to assumed population growth in the absence of census data. (Refer graph 3.4.2)	

5

### 3.2 Nelson Monitoring – Arterial road alternative routes



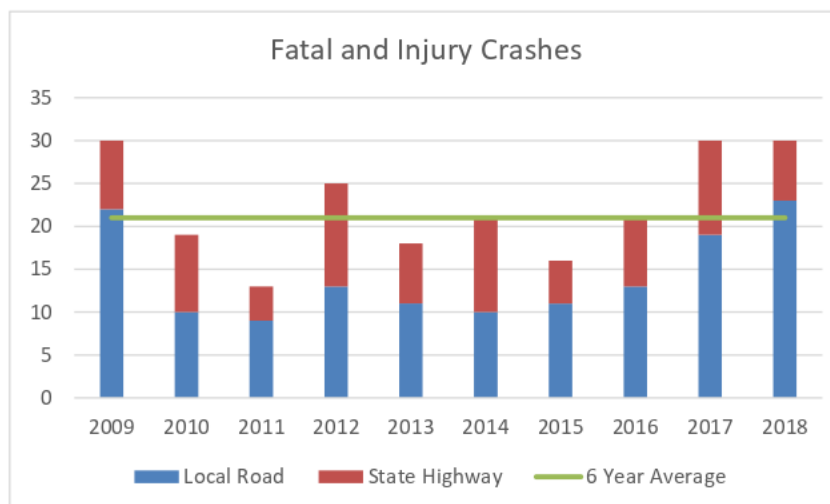
Graph 3.2 Peak Hour Traffic Volumes on arterial road alternative routes.

The change in the peak hour traffic volumes on the arterial road alternative routes is summarised in table 3.2 below.

Alternative Route	Peak Hour Traffic volume (number vehicles)	Change from 2015
Bisley Ave	292	+22
Princes Drive	416	+18
Tosswill Road	169	+28

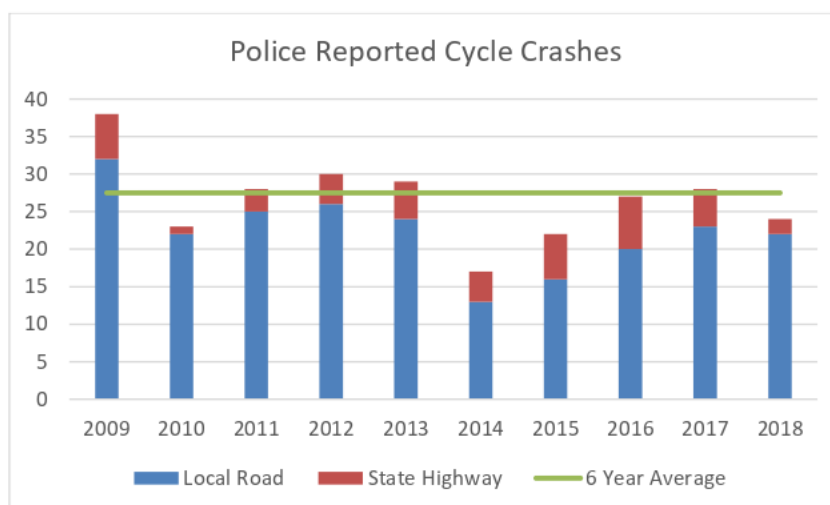
All peak hour traffic volumes on alternative routes have increased from 2015 volumes. The 2018 volumes are however less than the 2016 peak when 60-90 more vehicles were using each of the alternative routes in the peak hour. In 2016 there were major works on Waimea Road (York Stream upgrade, and Little Go Stream Upgrade) that are likely to have caused the 2016 peaks.

### 3.3 Nelson Monitoring - Road Safety Objective – Detail



Graph 3.2.1 – Fatal and Injury Crashes<sup>6</sup>

Graph 3.2.1 above plots the number of fatal and serious crashes in the Nelson land transport network over time. The graph shows that the 2009-2014 average annual rate of 21 crashes. There was a total of 30 fatal and serious crashes on the network in the 2018 calendar year which contributes to a 6 year average, to date, of 24 crashes per year.

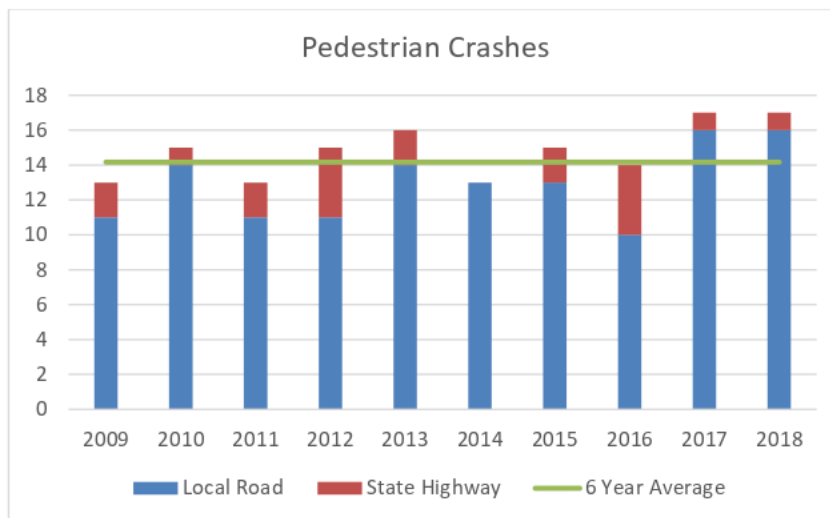


Graph 3.2.2 – Police Reported Cycle Crashes<sup>7</sup>

Graph 3.2.2 above plots the number of Police reported cycle crashes in the Nelson transport network over time. The graph shows that the 2009-2014 average annual rate of 27.5 crashes. There was a total of 24 Police reported cycle crashes on the network in the 2018 calendar year which contributes to a 6 year average, to date, of 25 crashes per year.

<sup>6</sup> A1655330 RLTP Monitoring - Crash

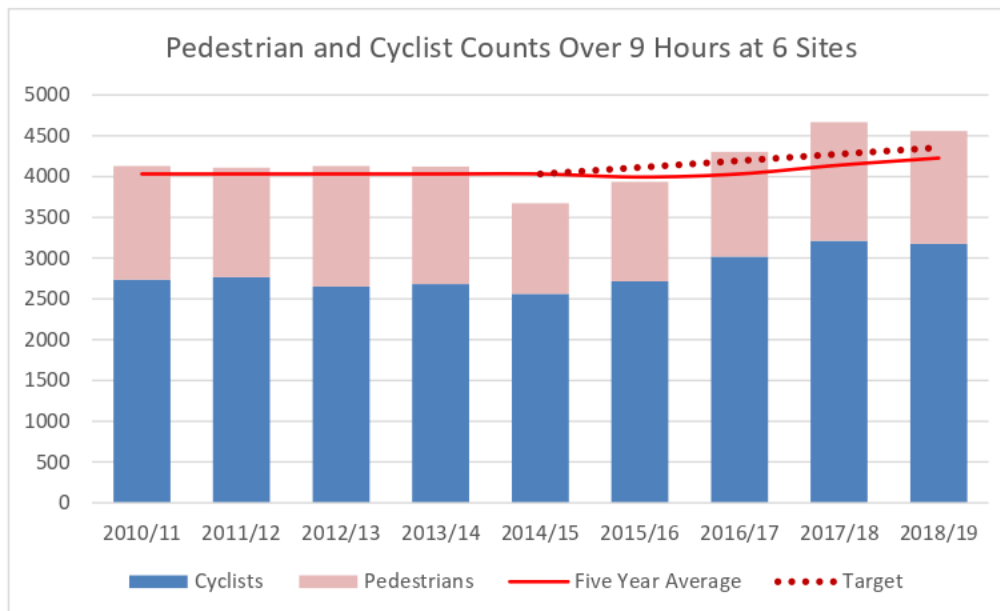
<sup>7</sup> A1655330 RLTP Monitoring - Crash



Graph 3.2.3 – Pedestrian Crashes<sup>8</sup>

Graph 3.2.3 above plots the number of pedestrian crashes in the Nelson transport network over time. The graph shows that the 2009-2014 average annual rate of 14 crashes. There was a total of 17 Pedestrian crashes on the network in the 2018 calendar year which contributes to a 6 year average, to date, of 16 crashes per year.

### 3.4 Nelson Monitoring - Travel Choice Objective - Detail



Graph 3.3.1 – Walking and Cycling Counts<sup>9</sup>

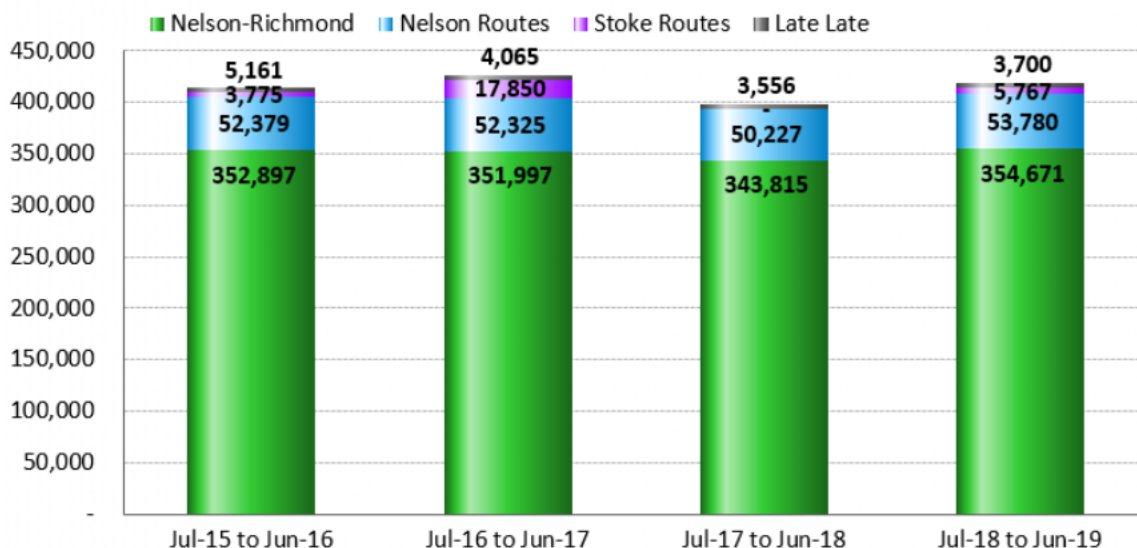
<sup>9</sup> A861021 Cycle Counting Summary

<sup>9</sup> A861021 Cycle Counting Summary

2018\_19 rtp performance  
monitoring report  
(a2229275).docx

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Walk and Cycle count data is presented in the graph above from 6 screen line sites across the city. The 2018-19 data indicates 5% growth since 2014-15, and while cycling numbers remained static from 2017/18 the number of people walking dropped giving an overall drop of 2% from 2017/18.



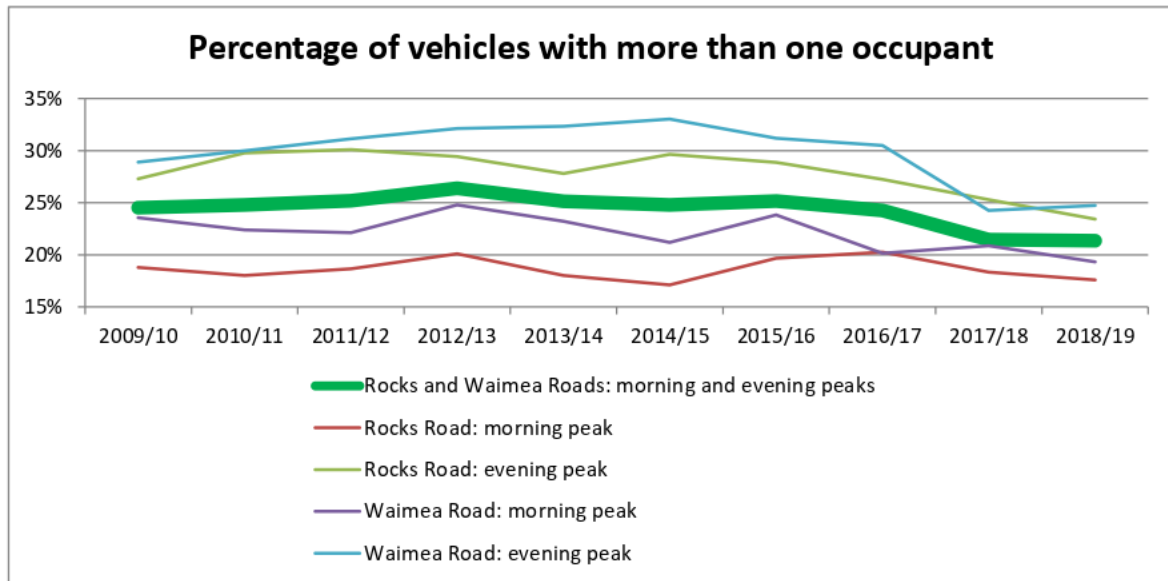
Graph 3.3.2 – Public Transport Patronage<sup>10</sup>

2018/19 data indicates an increasing bus patronage. The growth has come from the Nelson and Nelson-Richmond routes where patronage is at an all-time high. The reintroduction of the new Stoke Loop has increased overall patronage by 5.1%. There was an increase of 3.5% on all routes, excluding the new Stoke Loop.

<sup>10</sup> A883923 Monthly NBus Data (LOS Annual Patronage tab)  
2018\_19 rltp performance  
monitoring report  
(a2229275).docx



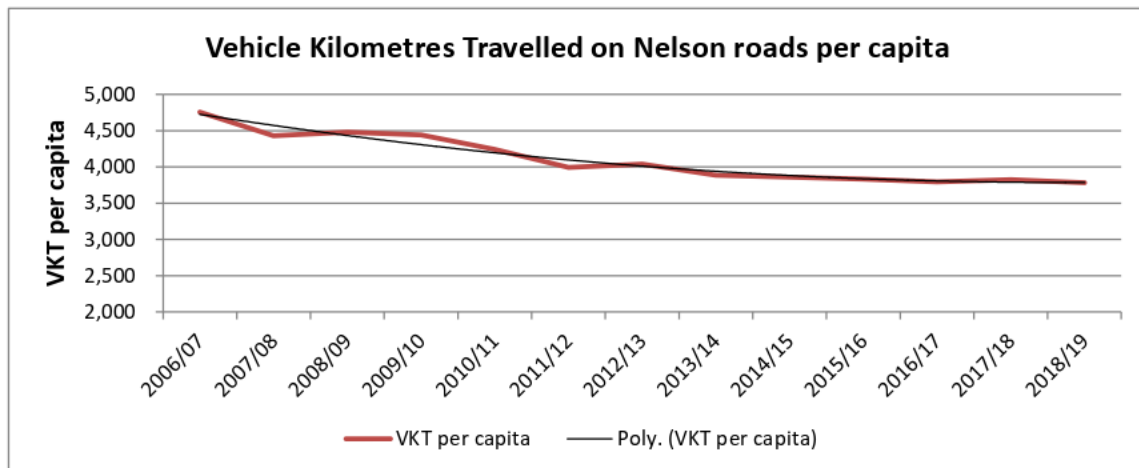
### 3.5 Nelson Monitoring - Energy Efficiency Objectives



Graph 3.4.1 – Percentage of Vehicles with more than One Occupant<sup>11</sup>

The average occupancy during the peak period is shown by the bold green line in the graph 3.6.1 above. The average percentage of vehicles across all routes with more than 1 occupant was 21%, therefore 79% of all vehicles had only 1 occupant.

The measure simply reflects observations of vehicle occupancy and is not linked to any registered carpooling or ride share scheme. Reasons why afternoon peaks show higher occupancy are unknown without surveying all drivers and passengers.



Graph 3.4.2 – Vehicle Kilometres Travelled on Nelson Roads per Capita<sup>12</sup>

The total network vehicle kilometres travelled (VKT) was static at 199 million VKT between 2017/18 and 2018/19. The vehicle kilometres per capita has however dropped slightly from 2017/18 to 2018/19 assuming a population increase from 52,100 to 52,720 in the absence of census data.

<sup>11</sup>

<sup>12</sup> A1657148 Vehicle Kilometres Travelled  
2018\_19 rltip performance  
monitoring report  
(a2229275).docx

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## **New Zealand Transport Agency Update**

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### **1. Purpose of Report**

- 1.1 To provide the Committee with the New Zealand Transport Agency (NZTA) update on various items.

### **2. Recommendation**

***That the Regional Transport Committee***

- 1. Receives the report New Zealand Transport Agency Update (R10386) and its attachment (A2240237).***

### **2. Background**

- 2.1 This report provides an update from the NZTA on the following items as requested at the 1 July RTC meeting (refer to Attachment 1):
- 2.1.1 Speed Management implementation, specifically the outcome of the Atawhai speed assessment; and
  - 2.1.2 The South Island Freight Optimisation Project; and
  - 2.1.3 Innovating Streets programme.
- 2.2 The NZTA representatives will be in attendance at the meeting to answer any questions and to provide any update further to their report.

**Author: Margaret Parfitt, Manager - Transport and Solid Waste**

### **Attachments**

Attachment 1: A2240237 NZTA Update report [↓](#)



## MEMO

**To** Nelson Regional Transport Committee  
**From** Steve Higgs  
**Date** 4 September 2019  
**Subject** NZ Transport Agency Update

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### Purpose

To provide an update to the Nelson RTC.

### Recommendation:

That the Nelson RTC notes this update

### Background

#### **SH6 update/ Nelson RTC (4 September)**

Progress continues to be made following the confirmed prioritisation of SH6 speed management activities in the top of the south in July. The technical assessments have been through internal review and a communications and engagement plans have been approved to cover proposed community and stakeholder engagement activities along the Blenheim to Nelson corridor.

A Safe Network Programme (SNP) workshop is planned for the end of August at a regional level and includes officers from Nelson District Council, Marlborough District Council and Tasman District Council. The aim of this workshop is to deep dive into SNP local roads and speed programmes (and review of technical assessments) and other activities and road safety opportunities that are being explored in the region. A priority for the workshop is to ensure a connected partnership approach is achieved with local councils and key stakeholders which places community outcomes at the centre of our work to specifically address the reduction of death and serious injuries on the network. The speed reviews planned for the region remain on target to meet public consultation phases by the end of this year.

#### **Innovative streets**

The NZ Transport Agency is developing an Innovative Streets Programme which we will be communicating more broadly in August. The Programme aims to make it faster and easier to transition urban streets to safer and more liveable spaces through low cost tactical interventions. We are working with Councils and key partners from across the sector to develop a toolkit of techniques specifically targeted at retrofitting streets.

A2240237 NZTA update

Good street design helps make our existing towns and cities great places to live, work and play but wholesale upgrades have long timeframes, are expensive, and face a wide variety of barriers. These include the lack of a fit for purpose processes for funding, traffic management, project delivery, and design.

By testing innovations in streets with communities before committing to major investment, councils can have more assurance that they're getting the direction of change right. Testing also enables communities to get a sense of what their streets could be like, to input to changes in an iterative process and make more informed decisions. This technique of employing fast tactical changes is well-evidenced and has the potential to deliver significant benefits in a short time frame.

We asked those in the sector who want to test changes in streets to tell us what is not working for them. We heard that most people find these projects 'not at all easy' to deliver. We are improving the support we offer to councils involved in street innovation by providing draft guidance that will be tested through several live case studies. This support package will make it easier for councils to deliver:

- temporary physical changes to streets
- improvements that test a permanent fix and prototype a street design
- activations such as events, pop ups and placemaking projects that help communities reimagine their streets
- activities to improve safe access for active modes and to public transport.

This guidance is a work in progress and the tools, case studies, monitoring and evaluation and legislative changes that will be updated as we progress. We will launch a new website in August and test the draft guidance that will be published on the website through live case studies over the next year. We anticipate legislative changes, formal guidance and training being delivered over the course of 2020. To find out more about the programme, or to discuss the potential of becoming a case study, contact [Kathryn.king@nzta.govt.nz](mailto:Kathryn.king@nzta.govt.nz)

### **South Island Freight Study**

The study was developed in response to the Ministry of Transport's forecast of considerable freight growth and what opportunities there might be to move some of this growth from road to rail. This work was commissioned by South Island Chairs. The study covered the following topic areas:

- Understand constraints to deciding on mode choice
- Update South Island growth forecasts
- Understand transport externality costs and identify technology opportunities
- Development of case studies for new opportunities for mode shift opportunities

#### **Key findings of study:**

- the total South Island freight volume was expected to increase from 12billion tonne kilometres (btk) to 16btk by 2041 (33% increase).
- Most freight generated within a region stayed within a region (87%). As an example of the 9.7btk generated by the Top of the South 8.7btk remained within the region.
- Nelson Port is primarily export and similar in volume to Timaru (but less than Lyttleton, Port Chalmers and Bluff).

- The rail sector covered its immediate operating costs but not its full operating costs whereas road heavy freight covered all costs.
- Externality costs for road much higher than rail or shipping.

Interestingly constraints to moving from road to rail were not related to line capacity (other than the West Coast Line). Constraints were linked to reliability of rail services; ability to develop terminals (land and consenting); lack ability to properly compensate rail for less externalities.

Recent reliance issues (Kaikoura and fire on the West Coast Line) demonstrated its vulnerability to natural events resilience.

The Study was publicly released on 9<sup>th</sup> August. The next steps are to focus on the case studies to determine whether these opportunities can be realised. Subsequent to completion of the body of this study, KiwiRail has made a decision to invest in a more detailed examination of the commercial viability of Milton/Milburn Logging Terminal case study. The waste case study is also being investigated on whether rail can be used.

### **Tourism Related Projects**

#### **A - Tourism Flows Study**

There are two tourism related initiatives undertaken by two South Island Governance Groups.

The South Island RTC Chairs Group undertook a Tourism project desktop study into South Island visitor flows. In summary, this research has highlighted how the South Island faces the following situation:

1. The available forecasts (e.g. by Queenstown and Christchurch airports) show that strong tourism growth is expected in the South Island as it is nationally.
2. The number of international visitor arrivals to the South Island by 2045 is likely to be in the order of two to three times the 2016/17 number (which was around 1.9 million). Domestic tourism will also increase but is harder to measure and forecast.
3. The impact of these increased tourist numbers will be felt along routes – traffic flows on key routes will increase significantly – and at destinations. In the South Island, physical constraints at destinations are likely to kick in before physical constraints on routes.
4. At many key sites such as Milford Sound, Aoraki Mt Cook and the Glaciers, there will be physical constraints on being able to accommodate this number of visitors.

These findings highlighted:

1. the need to improve better dispersal, across regions of visitors and of tourism benefits, in order to accommodate forecasted visitor numbers; and
2. ability to plan the necessary infrastructure to accommodate these forecasted numbers, and to make best use of the South Island's transport network – including, but not limited to, transport infrastructure
3. improve understanding of infrastructure requirements along the journey, as well as the infrastructure required at tourist destinations.

The next stage is to develop a visitor tourism model. It is still being scoped and is not yet funded.

### **B - South Island Destination Management Planning**

The South Island Mayors have commissioned the development of a South Island destination management plan, being led by the Canterbury Mayoral Forum. The purpose of the destination management plan is to understand the impact of tourism on destinations, identify solutions, and prioritise investment to manage high visitor locations. While there is less focus on the transport networks between destinations, ensuring we can access accurate visitor flow data, is a priority focus of the project. The management plan will be completed in November.

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**REPORT R10391**

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**Update on National Land Transport Programme funding**

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**1. Purpose of Report**

- 1.1 To provide the Regional Transport Committee (RTC) with and update on the National Land Transport Programme (NLTP) local funding.

**2. Recommendation**

***That the Regional Transport Committee***

- 1. Receives the report Update on National Land Transport Programme funding (R10391) and its attachments A2212999 and A2244093.***

**3. Background**

- 3.1 In response to a request from the NZTA to confirm, or outline any changes to the NZTA's proposed NLTP funding activities in Nelson, Council wrote a letter to NZTA dated 28 June 2019 (Attachment 1).
- 3.2 The response from NZTA is appended as Attachment 2.
- 3.3 NZTA representatives will be in attendance at the meeting to answer any questions and to provide any update.

**Author: Margaret Parfitt, Manager - Transport and Solid Waste**

**Attachments**

Attachment 1: A2212999 NCC letter to NZTA re NLTP [↓](#)

Attachment 2: A2244093 - NZTA letter to Nelson City Council - Reprioritisation of NLTP Activities - 13 August 2019 [↓](#)



Ref: NLTP Funding

Civic House, 110 Trafalgar Street  
PO Box 645, Nelson 7040, New Zealand

28 June 2019

P (03) 546 0390  
E [alec.louverdis@ncc.govt.nz](mailto:alec.louverdis@ncc.govt.nz)  
**nelson.govt.nz**

New Zealand Transport Agency  
50 Victoria Street  
Private Bag 6995  
Wellington 6141  
Attention Jim Harland

Dear Jim

### **NLTP Funding Update – Nelson City**

The email dated 24 May 2019 from your Interim Chief Executive to our Mayor and Chief Executive relating to the NLTP, TEFAR and the Nelson programme refers.

The request has been made for Nelson to outline a case for changes to the NZTA's proposed funding priorities for activities in Nelson City by 28 June.

We note existing funding approval for the following projects:

- LED Streetlight Upgrade (Construction)
- National Ticketing Programme (Implementation)
- Regional Consortium Interim Ticketing Solution (Implementation)
- Saltwater Creek Bridge (Construction)
- Tahunanui Cycle Network (Construction)

The Agency's likely commitment to the subsequent phase of the Tahunanui Cycle Network is also welcomed as this is an extension of an existing project that has phase one almost complete on site and completing this network is critical to achieving desired outcomes for our ratepayers and visitors to the region.

The list provided also notes that the following projects are "Unlikely to be approved".

- Quarantine/Nayland intersection upgrade
- Rocks Road to Maitai Path Cycle Facility

Following interrogation of NZTA's Transport Investment Online (TIO) and having sought clarification from our assigned Christchurch based NZTA Senior Investment Advisor that the values in TIO are used to develop the NLTP, we have the following feedback:

1. The values in the email with respect to the categories listed (Local Road Improvements, Public Transport, Regional Improvements and Walking/Cycling) do not match up with what is in TIO and are in fact lower than those indicated in TIO. Clarification is sought

Internal Document ID: A2212999



that "Approval" or "Likely Approval" has been determined based on the funding levels indicated in TIO?

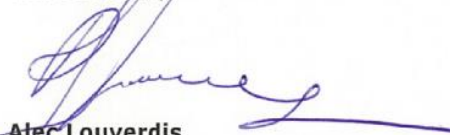
2. With respect to Quarantine/Nayland intersection upgrade project we note that this is in our RLTP and AMP as a major project for 2021-25 and that construction is likely to take place in the 2021-25 NLTP period.
3. With respect to Rocks Road to Maitai Path Cycle Facility project, the information in the email shows that construction for this project is "Unlikely". Part of this connection has already been completed and our comments relate to that portion that falls under the Nelson Future Access (NFA) project. In this matter we accept that construction on this project is unlikely to occur in the 2018-21 NLTP period. However with the NFA project underway we believe that a pre-implementation phase exists for this project within the NLTP which is not included in your email to Council of 24 May. Assurances have been provided to this Council that \$1.9M pre-implementation would likely be approved within this NLTP period (subject to the outcome of the NFA project) to enable pre-implementation.

We also seek clarification that the Urban Cycleway Funding is additional to NLTP funding, as this is not signalled in the information provided.

Finally we take the opportunity to thank NZTA for visiting Nelson on 13 June and for the open and frank discussions that took place on a variety of matters.

Can you please confirm the matters raised in this letter.

Yours sincerely



**Alec Louverdis**

Group Manager Infrastructure

Copy: Councillor Mike Rutledge (Chair of the Nelson RTC)



50 Victoria Street  
Private Bag 6995  
Wellington 6141  
New Zealand  
T 64 4 894 5400  
F 64 4 894 6100  
[www.nzta.govt.nz](http://www.nzta.govt.nz)

13 August 2019

Alec Louverdis  
Group Manager Infrastructure  
Nelson City Council  
PO Box 645  
Nelson 7040

Kia ora Alec

Thank you for your letter of 28 June 2019 responding to the reprioritisation of activities in the 2018-21 National Land Transport Programme (NLTP).

We appreciate your acknowledgement of the current funding constraints and willingness to engage with the Transport Agency as we work through the next two years of the 2018-21 programme. It's important we keep talking and find solutions that work for your community where there is available funding and opportunities.

The work we have done over the last few months is to ensure that we give effect to the Government Policy Statement on land transport (GPS) and deliver a programme of enhancements and improvements to the land transport system that deliver on these new transport priorities.

What we could have done a lot better is to keep local government well-informed throughout the process, as it was not ideal for either local government or ourselves. We acknowledge your frustration and have already signalled that we want to work more closely with local government as we develop the 2021-24 NLTP.

It's important to remember that when any NLTP is launched, it is a snapshot in time and the programme continues to change throughout the three-year period. Projects named in the NLTP are only eligible for funding, most will still need to complete the business case process and then have funding approved. Only then are projects in the position to proceed.

We have considered your request for the following projects to be included in the list of activities that we expect funding to be available in 2018-21: Quarantine/Nayland intersection upgrade (pre-implementation) and Rocks Road to Maitai Path Cycleway (pre-implementation).

These projects were reviewed against the following criteria:

- priority profile under the Investment Assessment Framework (IAF)
- readiness to deliver in this NLTP period
- urgency to address problem or integrate with development / other projects
- criticality
- giving effect to GPS priorities
- any obligation arising from an agreement, consent or commitment made
- need for a pipeline for implementation in the next NLTP 2021-24.

We also had to consider the amount of funding required and the ability to accommodate this within the programme.

The additional information you provided helped us revise our assessment of some of these projects. We can now confirm that we expect funding to be **available** for the following project phases in 2018-21, with those highlighted showing the changes as a result of this review:

A2244093

Project name	Phase	Decision	Reason
Quarantine/Nayland intersection upgrade	Pre-implementation	Unlikely	This project has an IAF profile of 6 and is therefore below the cut-off for funding in this NLTP
Rocks Road to Maitai Path Cycleway	Pre-implementation	Likely	This project has an IAF profile of 5 Funding availability for pre-implementation would enable a pipeline for implementation in the next NLTP

A “likely” status doesn’t mean funding is **approved** as projects (other than those in a low cost low risk programme) still need to go through the usual funding application process to obtain funding approval.

We have updated the complete list of activities for the activity classes in the 2018-21 period that went through the reprioritisation and are categorised as funding approved, likely to have funding available, and unlikely to have funding available.

Phase ID	Project Name in TIO	Activity Class	Phase	Approved/ Likely/ Unlikely
258242	LED Streetlight Upgrade	Local Road Improvements	Construction	Approved
248903	National Ticketing Programme	Public Transport	Implementation	Approved
259936	Regional Consortium Interim Ticketing Solution	Public Transport	Implementation	Approved
263058	Regional Consortium Interim Ticketing Solution	Public Transport	Implementation	Approved
248904	National Ticketing Programme	Public Transport	Implementation	Approved
263059	Regional Consortium Interim Ticketing Solution	Public Transport	Implementation	Approved
241769	Quarantine/Nayland intersection upgrades	Regional Improvements	Pre-implementation*	Unlikely
241768	Quarantine/Nayland intersection upgrades	Regional Improvements	Detailed Business Case	Unlikely
241770	Quarantine/Nayland intersection upgrades	Regional Improvements	Construction	Unlikely
247249	Saltwater Creek Bridge	Walking & Cycling	Construction	Approved
267064	Saltwater Creek Bridge	Walking & Cycling	Construction	Approved

Phase ID	Project Name in TIO	Activity Class	Phase	Approved/ Likely/ Unlikely
267002	Tahunanui Cycle Network	Walking & Cycling	Construction	Approved
219570	Tahunanui Cycle Network	Walking & Cycling	Pre-implementation*	Approved
219571	Tahunanui Cycle Network	Walking & Cycling	Construction	Approved
236749	Rocks Road to Maitai Path Cycle Facility	Walking & Cycling	Pre-implementation	Likely
236750	Rocks Road to Maitai Path Cycle Facility	Walking & Cycling	Construction	Unlikely

Local government is a critical co-investment partner in New Zealand's land transport system. You have our commitment that our communications will be more transparent; we will have clear messages and work to avoid any ambiguity.

We welcome your feedback and suggestions about what we can do to improve how we partner with you.

If you have any questions or wish to discuss, please contact Jim Harland, Director Regional Relationships.

Ngā mihi



p.p.

**Emma Speight**

Director Regional Relationships

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## **Nelson Future Access Update**

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### **1. Purpose of Report**

- 1.1 To update the Committee on the progress of the Nelson Future Access.

### **2. Recommendation**

***That the Regional Transport Committee***

- 1. Receives the report Nelson Future Access Update (R10423) and its attachments (A2253273 and A2253275).***

### **3. Background**

- 3.1 The update from the New Zealand Transport Agency (NZTA) is appended as Attachment 1. The NZTA project managers will be in attendance at the meeting to answer any questions and to provide any update further to their report.
- 3.2 An update on the Richmond network Operating Framework project is also appended for the Committees information (refer to Attachment 2).

**Author: Alec Louverdis, Group Manager Infrastructure**

### **Attachments**

Attachment 1: A2253273 - Nelson RTC NFAP Update [↓](#)

Attachment 2: A2253275 - Nelson RTC Richmond NOF Update [↓](#)



## RTC Report

**To** Nelson Regional Transport Committee  
**Cc**  
**From** New Zealand Transport Agency  
**Date** 4 September 2019  
**Subject** Nelson Future Access Project

---

### 1. Purpose

To provide a progress update on the Nelson Future Access Project.

### 2. Resolution

Receive this update from the New Zealand Transport Agency on the Nelson Future Access Project.

### 3. Background

At the last meeting on the 1 July 2019 an update was received by the RTC on the Nelson Future Access Project by the NZ Transport Agency. The update included:

- Investment Logic Map – Problems and Benefits;
- Stakeholder and Community Engagement Planned;
- A programme update.

### 4. Update for September

#### 4.1 Business Case Part A – Strategic Case Development

As discussed in the last update to the RTC the first step in developing the business case is building on the work done to date by updating the Strategic Case. The Strategic Case will pull together the identified priorities for investment, evidence collection, the wider strategic environment (RLTP, climate, local policies, port, tourism etc) and any other factors required to make an evidence based case for investment.

The project team have been summarising the existing evidence and developing or updating the technical evidence such as the network operating framework, traffic modelling, and commissioned a wave overtopping analysis to inform the strategic case.

The Strategic Case has been drafted and is scheduled to go to the project Governance Group for endorsement on 12 September 2019, noting that it is likely that it will be further refined throughout the project.

A2253273

## 4.2 Stakeholder and Community Engagement Update

### Iwi

On the 18 July 2019 at the Iwi Council Partnership Group meeting with Nelson City Council, Alec Louverdis –Group Manager Infrastructure introduced the Nelson Future Access Project to the eight Iwi from the Top of the South. It was agreed Iwi Managers were best placed to engage on this project directly and separate to the Council led processes in place. The project team have planned a 4-step process following a similar outline to the Project Reference Group that will enable the eight iwi from the top of the south to collaborate and co design cultural criteria to assess the project options alongside the community criteria that will be co-designed by the Project Reference Group.

### Project Reference Group

The specific purpose of the Project Reference Group is to assist the Transport Agency and Nelson City Council with input and advice on the following matters:

- a) To refine a long list of potential multi-modal options to the transport system.
- b) To participate in the evaluation of multi-modal transport option(s) or a package of options to meet agreed project evaluation criteria with a focus for the PRG on the community based criteria;
- c) On the basis of (a) and (b) participate in shaping a recommended programme of investment for consideration by the Transport Agency and Nelson City Council.
- d) To provide ongoing feedback and information to respective organisations and communities to ensure good awareness of the process and project.

The first Project Reference Group session was held on 14 August 2019. It was an introductory session to the group and the project; an opportunity to confirm the new problem statements. Two group sessions were held. The first discussed the identified problems and the second considered the list of options for this project.

Key insights from the Project Reference Group in relation to the identified issues were obtained in the first session which predominately validated the problem statements. Key insights to the problem statements were also obtained with respect to changing travel culture, importance of recognising environmental impacts of travel choice and the customer reflections on the barriers to mode change.

In the second group session, the majority of solutions captured by the Project Reference Group added a level of detail to the broad long list solution set identified in the previous stage. The exercise on the long list revealed new options such as differential public transport fare structures



to encourage bus travel at peak times, the need to broaden the options considered on Rocks Road, and the potential of priority lanes<sup>1</sup>.

Planning is now underway for the second Project Reference Group. The community stakeholders session will:

- Provide a project update
- Describe multi criteria assessment (MCA) approach and how this fits in with NZTA investment criteria and RMA requirements;
- Collectively develop RMA based community objectives and evaluation criteria;
- Present the long list of solutions developed from the previous stage, the insights gained from PRG #1 and the wider project team and how they have been grouped/refined.

#### **Drop in sessions**

Drop in sessions for any interested member of the public to learn more about the project have been scheduled at the Elma Turner Library every second Monday. The drop in sessions are by appointment only via the [nelsonfutureaccess@nzta.govt.nz](mailto:nelsonfutureaccess@nzta.govt.nz) email address.

#### **Project Newsletter**

In mid-August a project newsletter was released via the website to over 300 people and organisations that have signed up to receive project updates. A copy of the newsletter can be found at the following link.

<https://www.nzta.govt.nz/assets/projects/nelson-future-access-project/nelson-future-access-project-update-august-2019.pdf>

The next newsletter is planned for late September and it will cover the Draft strategic case and PRG feedback from first session.

### **4.3 Programme Update**

The current project programme is attached at the end of this update.

The completion is scheduled to be brought to Council in August 2020 and the NZTA Board in September 2020.

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<sup>1</sup> Priority lanes or Transit lanes (also known as T2 or T3 lanes) are put in place to provide improved travel for buses, taxis and other vehicles carrying multiple occupants. They can also be used by emergency vehicles, motorcycles and bicycles.



## ATTACHMENT 1 – PROGRAMME

Milestones/Key Tasks		Dec 18	Jan 19	Feb 19	Mar 19	Apr 19	May 19	June 19	Jul 19	Aug 19	Sept 19	Oct 19	Nov 19	Dec 19	Jan 20	Feb 20	Mar 20	Apr 20	May 20	June 20	July 20	Aug 20	Sept 20	Oct 20	Nov 20	Dec 20
General	Stakeholders approve scope of DBC																									
	Procurement complete																									
	Stakeholder and Public Engagement Strategy																									
Discrete activities	Identification of discrete activities to be delivered 18-21																									
DBC	Problems and Benefits workshop																									
	Project Reference Group Step #1 Introduction, Problems, Long List																									
	Transport Modelling																									
	Project Reference Group Step# 2 MCA Criteria and Process, Objectives																									
	Update Strategic Case including finalising evidence base, confirm problems, benefits and investment objectives																									
	Complete network hierarchy (including assessment)																									
	Programme development and assessment																									
	Project Reference Group Step #3, Long List to Short List Presentation by tech experts, PRG scores community criteria on short list																									
	Public Engagement on Objectives and short list																									
	Project Reference Group Step #4 Evaluation of Recommended option																									
	Recommend option																									
	Engage on recommended option																									
	Complete refinement of recommended option																									
	Complete business case																									
SH6 Rocks Rd	Update evidence base and strategic context for Rocks Road																									
	Technical assessments including sea wall, storm surge and resilience																									
	Public Engagement combined with wider DBC																									
	Recommend programme to proceed to pre implementation																									
	Finalise single stage business case (having regard to the programme development and assessment process in the wider DBC)																									
Planned																										
Complete																										
Hold Point for Council/NZTA Endorsement																										
Project Reference Group Inputs																										



## RTC Report

**To** Nelson Regional Transport Committee  
**Cc**  
**From** New Zealand Transport Agency  
**Date** 4 September 2019  
**Subject** Richmond Network Operating Framework

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### 1. Purpose

To provide a progress update on the Richmond Network Operating Framework Project.

### 2. Resolution

Receive this update from the New Zealand Transport Agency on the Richmond Network Operating Framework Project.

### 3. Background

The New Zealand Transport Agency, Tasman District Council and Nelson City Council are in the process of developing a Network Operating Framework for the Richmond area. This study area extends north into Nelson City Council as far as Saxton Road/Suffolk Road and is bounded by the Wairoa and Waimea Rivers to the south and west.

A Network Operating Framework is an approach to network planning which road controlling authorities can utilise to consider all road users and the inter-relationship with places, land use, transport networks, and transport infrastructure and services. The framework provides an integrated approach to managing and planning the transport system.

Development of a Network Operating Framework aims to recognise the diverse needs of road users with a hierarchy for each transport mode. It considers the user and network needs of general traffic, freight, public transport users, pedestrians, and cyclists combined with the inter-relationship of those modes with land use and places.

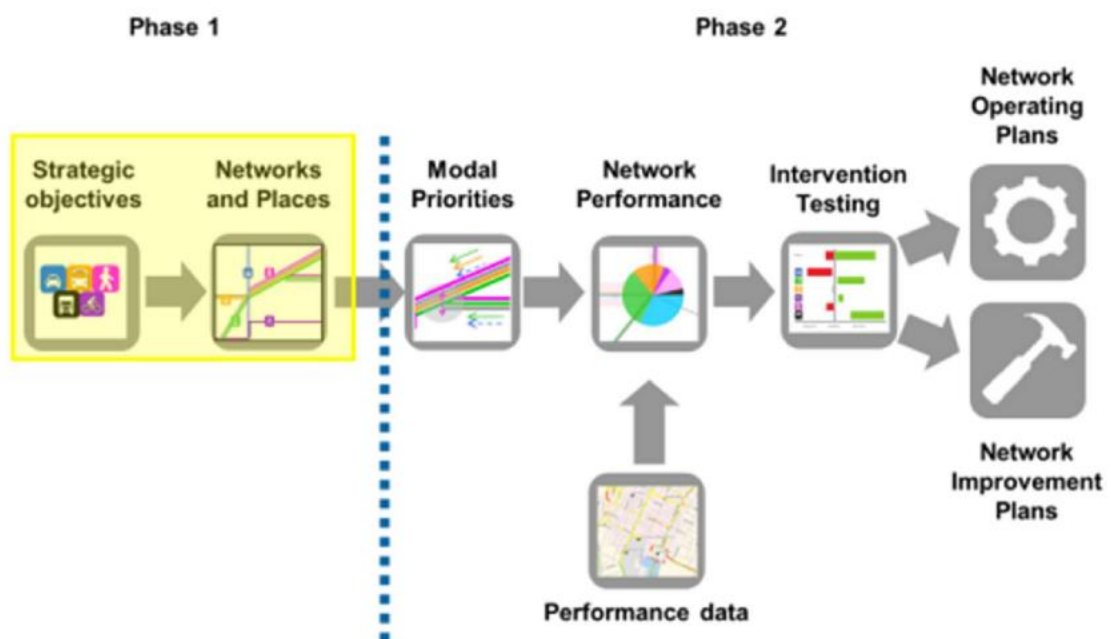
It will give guidance on network operations and planning and where to consider trade-offs in terms of relative encouragement between modes. It is being developed in a consistent way to the Nelson Future Access Plan so that the two operating frameworks are compatible with one another when looking at the broader network interventions. It will also take into account the land use work done through the Future Development Strategy.

## 4. Process

The Richmond Network Operating Framework process has two phases. The first being, based on strategic objectives the development of mode based level of service, and the preparation of network hierarchy maps. This provides the foundation for planning and assessing the transport network. For Richmond this phase is complete.

The second phase assesses the transport network to understand the performance gaps and recommends a prioritised suite of interventions, both operational and improvement to close the performance gaps.

The two phases and the activities are shown graphically below.



## 5. Next Steps

The Network Operating Plan is programmed for completion by May 2020 with the purpose of informing the key planning documents being developed by the three organisations. The steps are shown in table below.

Description	Date
Working Group – Determine modal priorities, traffic modelling outputs. Develop interventions including how they could be packaged	September 2019
Stakeholder Workshop to test and refine Working Group modal priorities, and interventions. Present traffic modelling and report on consequences to network.	September 2019
Identify operating gaps in future network	October 2019
Develop the Network Improvement Plan and Network Operating Plan and issue draft including packaging	October/November 2019
Governance Group signoff of draft Network Improvement Plan and Network Operating Plan	Dec 2019
Stakeholder workshop	Dec 2019
Council Briefing Workshop – TDC (NCC if interventions identified within NCC)	Feb 2020
Finalise the Network Improvement Plan and Network Operating Plan	March 2020
TDC Council/NZTA/NCC RTC endorsement to inform development of Regional Land Transport Plan, Long Term Plans, Transport Activity/Asset Management Plans and the NZTA Transport Agency Investment Proposal as appropriate.	April – May 2020
Migration to SmartRoads tool or TDC GIS based system	June 2020

## **South Island Regional Transport Committee Chairs Group Update**

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### **1. Purpose of Report**

- 1.1 To provide the Committee with the South Island Regional Transport Chairs Group submission on Road to Zero, the 2020-2030 National Road Safety Strategy.

### **2. Recommendation**

***That the Regional Transport Committee***

- 1. Receives the report South Island Regional Transport Committee Chairs Group Update (R10434) and its attachment (A2246471).***

### **3. Background**

- 3.1 The Ministry of Transport has released the Road to Zero, the 2020-2030 National Road Safety Strategy. The South Island Regional Transport Committee Chairs submission is appended at Attachment 1. Submissions closed on 14 August 2019.

**Author: Alec Louverdis, Group Manager Infrastructure**

### **Attachments**

Attachment 1: A2246471 - Road to Zero consultation document - Draft South Island RTC Chairs submission [↓](#)

DRAFT South Island Regional Transport Group Chairs Group Submission

## Road to Zero

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### Consultation on the 2020-2030 Road Safety Strategy

#### Overview of South Island Regional Transport Group Chairs Group Submission

Dear Sir or Madam

The South Island Regional Transport Group Chairs Group (the Group) welcomes the opportunity to make a submission on *Road to Zero*, the 2020-2030 National Road Safety Strategy.

The Group commends the Government for proposing the adoption of Vision Zero and signalling the step change that is required to address the significant number of deaths and serious injuries occurring on New Zealand roads. The Group is highly supportive of the approach signalled in *Road to Zero*, including the vision, principles, focus areas and list of actions.

*Road to Zero* rightly recognises that implementation is critical. *Road to Zero* indicates that while the focus of current strategy, *Safer Journeys*, is sound, there has been “insufficient leadership and sector capacity necessary for successful implementation”. The Group welcomes *Road to Zero* as a step toward ensuring road safety strategy in New Zealand is data driven, and the right leadership, capability, capacity and funding are available to support implementation.

The Group urges the Government to continue the same leadership and dedication shown in the Government Policy Statement on Land Transport 2018 and *Road to Zero* through to the action and resourcing that is required for successful implementation of Vision Zero.

The Group would like to comment generally on the following key matters:

- **Funding needs to be addressed:** *Road to Zero* does not consider funding. The Group queries whether a 40% target can be achieved within existing funding levels, particularly given the current severe shortfall in funding for the National Land Transport Programme. The Group considers that *Road to Zero* should include discussion of the funding needed for successful implementation.
- **Actions need to be based on evidence:** The Group welcomes the approach signalled in *Road to Zero* of basing the focus areas and proposed actions on

A2246471

evidence. However, there is little discussion of the specific problems the target assumes and prioritisation is sought into the long-list of actions without explaining which the evidence suggests will have the greatest impact on reducing deaths and serious injuries. The Group suggests that where analysis supports the prioritisation of an action above other actions, this should be made clear.

- **Path to Zero:** The Group welcomes the introduction of a practical target to drive action. The Group suggests that *Road to Zero* also signal the timeframe anticipated for moving from a 40% reduction to a 100% reduction (ie Vision Zero).
- **Community buy in is essential:** The importance of community buy in cannot be underestimated. *Road to Zero* assumes a step change in attitudes without explaining how community buy in will be achieved. The Group suggests this area could benefit from greater attention in the strategy.
- **Importance of national consistency for speed management:** The Group urges the Government to consider national consistency for best practice speed management, including default speed limits for residential areas, schools, and state highways. The current approach is piecemeal, varying between territorial authorities, and is greatly dependent on public opinion. The safety of a journey should not change when people cross regional and sub-regional borders. The Group would like to see central government taking a stronger leadership role in this area, including with respect to consultation on speed limit changes.
- **Greater emphasis on rural roads needed:** The Group recommends increasing the emphasis in *Road to Zero* on local rural roads. It is important that these roads are maintained and enhanced.
- **Importance of partnership and local government role:** Overseas experience suggests that strong partnerships across central and local government, police and other emergency services are key to improve safety outcomes. The Group considers that the importance of partnership should be explicitly recognised in the strategy's principles. Government investment decision making processes also need to have greater regard to the local priorities articulated in Regional Land Transport Plans.
- **Role of mode shift needs greater recognition:** The Group considers that central and local government can also play a greater role in road safety by focusing on incentivising mode shift from Single Occupancy Vehicles to public transport as well as freight mode shift from road to rail and coastal shipping.

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A2246471

### **We want to know what you think**

*Road to Zero* is a new plan to make roads and footpaths safer for everyone in New Zealand.

Road safety is a really important issue; too many people are being killed and injured on our roads every day.

We want to hear what you think about our plan to improve safety for everyone who uses our roads and footpaths.

---

### **Why are we doing this?**

Most of us travel on roads and footpaths every day, to get to work, to the shops, and to visit friends and family.

We should be able to get places safely, and feel safe too.

We all need to follow the rules when we use the roads, but we know that anybody can make a mistake. So we need to make a safe road **system** to protect people when mistakes happen.

#### **A safe system**

A safe road system looks at all the things we can do to keep people safe, so that if they crash, they don't get badly hurt.

- Safe roads and footpaths
- Safe travel speeds
- Safe vehicles
- Safe road users

#### **Our Vision**

We want to make our roads safer so that no one gets hurt on the roads.

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

A2246471



We want to aim for zero deaths and zero serious injuries on our roads

To what extent do you support this proposed vision?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

What was the reason for your rating? Do you have any other comments?

	Comment	Recommendation
1	<p>Road safety is a core priority for the Group. The Group does not consider any deaths or serious injuries on our roads acceptable.</p> <p><i>Road to Zero</i> indicates that the adoption of Vision Zero is more than aspirational. The Group suggests consideration therefore be given as to whether a timeframe should be identified for achieving Vision Zero - see, for example, the approach recommended by the European Commission which includes a timeframe of 2050:  <a href="https://ec.europa.eu/transport/road_safety/what-we-do_en">https://ec.europa.eu/transport/road_safety/what-we-do_en</a></p>	<p>The Group recommends the Government consider specifying a timeframe for realising Vision Zero.</p>
2	<p>Capacity, capability and funding are fundamental to implementing Vision Zero. It is not just a question of the extent of resourcing that is needed to achieve the required change, but also what changes are needed to ensure we maximise value from existing levels of resourcing.</p> <p>Funding is a very important question in light of the funding constraints NZTA is under, which led to NZTA running a workshop series for councils across New Zealand to discuss how funding shortfalls would be managed. This raises a live question as to whether the capability, capacity and funding are available to implement <i>Road to Zero</i>.</p>	<p>The Group recommends greater attention is given in <i>Road to Zero</i> as to how the strategy will be implemented, including addressing the issues of capability, capacity, and funding.</p>
3	<p><i>Road to Zero</i> identifies that there has been insufficient leadership and sector capacity necessary for successful implementation of <i>Safer Journeys</i>. <i>Road to Zero</i> has strengthening leadership, support and co-ordination as one of 14 actions. The Group considers that this action underlies every other action as a precondition to success.</p>	<p>The Group recommends that strengthening leadership, support and co-ordination is seen as a precondition of successfully implementing Vision Zero.</p>

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## Our Target

We will aim to reduce the deaths and serious injuries on our roads by **40%** in 10 years

We know it will take time to make the changes we need.

Last year, 377 people died in crashes on the roads. We think we need to lower the number of people being really hurt on our roads by 40% in the next 10 years.

That would mean that 150 fewer people would die in crashes in 2030 than they did last year.

➤ What do you think of this target?

- ☐ That target is too high
- ☐ It sounds about right
- ☐ That target is not high enough
- ☒ Don't know (more information is required about the analysis underlying the target)

If you want to write some notes about this target, you can do it here

	Comment	Recommendation
4	<p>The Group commends the leadership shown by the Government in setting a target of a 40% reduction as a practical way of incentivising the change that is needed to set Vision Zero in motion.</p> <p>As <i>Road to Zero</i> does not comment in any detail on the analysis which underlies the target, it is impossible to know whether the target is too high or not high enough. It is noted that a 40% target takes us just below the level of fatalities that were occurring in 2013, just before fatalities began to increase again.</p>	<p>The Group recommends more information be provided about the analysis underlying the <i>Road to Zero</i> target, including the specific actions and funding approach that has been assumed.</p>
5	<p>The Group would be interested to know if the Integrated Intervention Logic Model used to derive the target could be applied regionally, with regional inputs, or even locally, to address specific road safety issues at a regional or sub-regional level.</p>	<p>The Group also recommends regard be had to whether modelling could and should also be undertaken at a regional and/or sub-regional level.</p>

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## Our principles

Principles help us to make decisions and outline our values. We have proposed seven guiding principles for road safety.

### (1) We plan for people's mistakes

We can plan for people's mistakes on the roads so that they don't hurt themselves or others when they happen.

To what extent do you support this principle?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Do you have further comments on this principle?

	Comment	Recommendation
6	<p>It is not clear whether principles have been prioritised, but without otherwise saying, a priority in numerical order is implied. Planning for mistakes is important, but should not be first in order of magnitude of the principles.</p> <p>Greater emphasis is needed on providing better driver training so we can minimise the potential for mistakes to happen in the first place.</p>	<p>Principles 4, 5 6, and 7 are the strongest principles and the Group recommends that they should be ordered as such.</p> <p>The Group recommends greater emphasis on driver training to help avoid mistakes.</p>

### (2) We design our roads for human bodies

Our bodies are strong, but they can only survive certain forces before they're injured. We will design our road system to protect people from high-speed crash forces.

To what extent do you support this principle?

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Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Do you have further comments on this principle?

None.

**(3) We strengthen all parts of the road transport system**

We need to improve the safety of all parts of the road system – safe roads, safe speeds, safe vehicles, and safe road users – so that if one part fails, other parts will protect people.

To what extent do you support this principle?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Do you have further comments on this principle?

	Comment	Recommendation
7	The Group strongly supports the retention of the safe system approach which involves the four pillars of road safety (speeds, vehicles, road use, roads and roadsides). A concern has been raised by local government organisations that funding has been largely focused on State Highways in the major areas. Improvements on local roads, including rural roads and provincial state highways are also required and specific targeted funding will be needed to make progress. The priority for local councils tends to be maintaining existing assets, and it can be difficult to fund road improvements.	The Group recommends that <i>Road to Zero</i> recognise and respond to concerns that local roads and roadsides are not currently receiving sufficient investment.

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8	<i>Road to Zero</i> does not define what constitutes a “safe road”. This should be made clear within the One Road Network Classification for each category of road.	The Group recommends that a nationally consistent approach be taken to defining a “safe road”.
9	Education is not a short-term response; rather it brings about change over a longer period. The Group notes that enhancing safety and accessibility of footpaths, bike lanes and cycleways should always be linked to driver education given the underlying causes of the majority of car/cycle and car/pedestrian crashes.	The Group recommends that <i>Road to Zero</i> ensure sufficient weight is given to the importance of driver education.
10	In 2017, driver distraction was a contributing factor in 36 fatal crashes and 192 serious injury crashes across New Zealand (approximately 10%). The NZTA website indicates that anything that diverts a driver’s attention for more than two seconds can significantly increase the likelihood of a crash or near crash. Causes can include mobile phones, music devices such as iPods, driver information screens and GPS devices, food and drink, other passengers and scenery.	The Group recommends that <i>Road to Zero</i> ensure that sufficient weight is given to the increasing importance of addressing driver distraction.

#### (4) We have a shared responsibility for improving road safety

We all have a part to play in making our roads safe.

To what extent do you support this principle?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Do you have further comments on this principle?

	Comment	Recommendation
12	The Group considers that the community must start taking ownership of road safety. <i>Road to Zero</i> does not consider how a change in community attitudes could be achieved. To take action, the community needs to talk about the risks they are exposed to on the road.	The Group recommends that <i>Road to Zero</i> expressly consider how changing community attitudes can be achieved.
13	While the Group agrees that road safety is the responsibility of all, the Group considers that strong leadership from central government is vital, given that central government sets the	The Group recommends that the principles recognise the need for

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	fundamental policy settings for the road safety system, and also that many solutions have a national dimension or require a partnership approach. Overseas experience also suggests that very strong, focused partnerships to deliver safety outcomes across central government, local government, police and other emergency services, are key to improved performance.	central government leadership and reflect a stronger call to partnership action.
14	Local government is a key stakeholder in road safety and partners with NZTA in funding road safety interventions. The Group wishes to ensure the role of local government is adequately reflected in <i>Road to Zero</i> .	The Group also recommends the development of action plans in partnership with Road Controlling Authorities that include more specific targets against which individual actions can be assessed.

#### (5) We do the things that will make a difference

We'll base our decisions on research and we review everything we do to make sure we are doing the things that will make the biggest improvements to safety.

To what extent do you support this principle?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Do you have further comments on this principle?

	Comment	Recommendation
15	The Group wishes to highlight the need for an improvement in access to quality data and analysis of that data. It can be difficult for Road Controlling Authorities, particularly in smaller councils, to access quality information and translate that information into interventions and evaluation of those interventions. If the interventions that fall out of <i>Road to Zero</i> are not data driven, we risk not achieving Vision Zero.	The Group recommends that greater weight is given in <i>Road to Zero</i> to access to quality data and analysis of that data, as well as support Road Controlling Authorities.

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16	There are many organisations that have data or information on road safety including Ministry of Transport, NZTA, NZ Police, ACC, health authorities and local government. <i>Road to Zero</i> needs to ensure that these parties are working in close collaboration so that the best possible evidence is available to support investment decisions. The use of new technology-based solutions is supported.	The Group recommends greater collaboration led by central government to ensure the best possible evidence is available to support investment decisions.
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#### (6) Our actions improve people's health, wellbeing and our places

Our roads are places where people meet, shop, and play. When we make decisions about road safety, we will also think about how to support healthier people and make towns and spaces that are nicer to live in.

To what extent do you support this principle?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Do you have further comments on this principle?

	Comment	Recommendation
17	<p>The principle as currently articulated does not recognise the important role of public transport in advancing road safety. Buses and trains are the safest vehicles in which people can travel. Multiple individual journeys being made with one professional driver reduces the risk of accidents as fewer car trips and vehicle manoeuvres reduce exposure within the network. Public transport also provides a viable, cost effective alternative choice to using a vehicle in circumstances where a person cannot drive safely. With an aging population, this will become more important by 2030.</p> <p>Increasing uptake of public transport is also a sustainable way of increasing uptake of safer vehicles, without relying on changes in technology and the vehicle fleet. There is a clear link between Travel Demand Management (TDM) and road safety, and this needs to be strengthened in <i>Road to Zero</i>.</p>	<p>The Group recommends amending the principle so it reads: "Our road safety actions support health, wellbeing and liveable places, and the uptake of public and active transport options".</p> <p>The Group also recommends ensuring that the role of public and active transport in increasing road safety is reflected in <i>Road to Zero</i>.</p>
18	There is also an important link between freight mode shift (from road to rail and coastal shipping) – and road safety. The South Island Regional Transport Group Chairs Group	The Group recommends that the importance of freight mode shift to road

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	undertook work to determine an optimised freight mode split and a copy of this report is available on Environment Canterbury's website <a href="https://www.ecan.govt.nz">https://www.ecan.govt.nz</a> .	safety through removing heavy vehicles from the road, is recognised in <i>Road to Zero</i> .
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### (7) We make safety a critical decision-making priority

We will treat safety as a high priority when we make decisions. Helping people to get places on time is important, but it should not be achieved at the expense of safety.

To what extent do you support this principle?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Do you have further comments on this principle?

	Comment	Recommendation
19	<p>It is important that this principle is fully reflected in government funding frameworks and allocations. NZTA's Investment Decision Making Framework reflects this principle at a high level, but there is a question about the extent to which it has been practically implemented.</p> <p>Beyond reference to the Safe Network Programme, there is a question as to how road safety outcomes will be funded in amongst the other priorities in the Government Policy Statement on Land Transport and how trade-offs with objectives such as access and sustainability will be addressed.</p>	<p>The Group recommends government funding frameworks fully reflect this principle and trade-offs with other objectives are explicitly addressed.</p>

Do you have any other comments about any of our principles?

None.

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## Focus areas

***Our five focus areas***

- Safer roads and safer speeds
- Vehicle safety
- Work-related road safety
- Road user choices
- System management

There are five things we want to focus on.

***1. Safer roads and footpaths, and safer speeds***

We can make our roads and footpaths safer by separating fast moving cars from each other, and keep cars and trucks separated from pedestrians and bikes.

Safer speeds on the most risky roads will save lives, and make it less stressful for other people who are walking and biking or travelling with children.

To what extent do you support this focus area?

Strongly  
oppose



Mildly  
oppose



Mildly  
support



Strongly  
support



I don't  
know



Do you have further comments on this focus area?

	Comment	Recommendation
20	The Group considers both infrastructure investment and speed management critical to achieving Vision Zero. The Group is concerned that the recent emphasis on speed management is intended to compensate for insufficient infrastructure investment. As such, the Group considers infrastructure and speed should be separated as focus areas.	The Group recommends that infrastructure and speed be separated as focus areas, to ensure infrastructure investment receive proper

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	<p>In some cases, roads of strategic importance may need engineering up rather than a change to the posted speed limit. However, in most cases, MegaMaps recommends a lowering of the posted speed limit, rather than engineering up. Some councils have concerns about whether adequate consideration has been given to engineering up roads of strategic importance.</p> <p>The Group also considers that uptake of public transport services, as well as improved roading infrastructure and lower posted speed limits, need to be part of the investment response.</p>	<p>consideration, and that service investment also be considered as follows:</p> <ul style="list-style-type: none"> <li>• Focus area one: Investment in infrastructure and services</li> <li>• Focus area two: Speed management.</li> </ul>
22	<p>As outlined under the principles section, funding for local road safety improvements has been lacking to date and there is a need for significant additional funding to address the poor crash record on rural local roads.</p>	<p>The Group recommends that <i>Road to Zero</i> include more emphasis on road safety interventions on rural roads and how they can be resourced.</p>

## 2. Vehicle safety

Safer cars, buses, and motorbikes not only help drivers avoid crashes, but also protect people when crashes do happen.

To what extent do you support this focus area?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Do you have further comments on this focus area?

	Comment	Recommendation
23	<p><i>Road to Zero</i> notes the potential for autonomous vehicles to have an impact on road safety, but considers this kind of technology as likely to be outside <i>Road to Zero's</i> time horizon. There is a possibility that this does not adequately recognise the fast pace at which vehicle technology is changing.</p>	<p>The Group recommends that the focus area on vehicle safety also considers the integration of autonomous vehicles within the fleet, alongside considering other potential technological improvements.</p>

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24	The Group considers that the trade off with raising safety standards for vehicles entering the fleet, with sustainability, needs to be articulated.	The Group recommends that <i>Road to Zero</i> articulate the trade off between raising safety standards for vehicles entering the fleet with sustainability.
25	The Group supports safety initiatives such as including lifting minimum standards, retrofitting safety technology and removing unsafe vehicles from the fleet.  The Transport Special Interest Group submission indicates that 45% of the existing vehicle fleet is at 1 star or lower. There is a need to provide greater public education on vehicle safety so that the public have a clear understanding of the safety of the vehicles they are driving or intend purchasing.	The Group recommend <i>Road to Zero</i> include an action of educating the public on the safety rating of their vehicle - this could potentially be done by labelling as part of the current Warrant of Fitness test.
26	Only transitory attention is paid in <i>Road to Zero</i> to the safety features of heavy vehicles; yet when these vehicles are involved in a crash the outcomes are generally more severe.	The Group recommends that safety features for heavy vehicles receives more consideration in <i>Road to Zero</i> .
27	The Group supports the intention to review warrant of fitness and certificate of fitness systems to ensure existing cars in the fleet are as safe as they can be. However, the Group questions whether changes to improve fleet safety need as long a lead in time as contemplated by <i>Road to Zero</i> . The Group considers bringing the implementation dates forward for both new and imported secondhand vehicles is an immediate priority and would have a significant and immediate impact on reducing harm.	The Group strongly recommends that the Government consider bringing the implementation dates for both new and imported secondhand vehicles forward.

### 3. Work-related road safety

Every day, thousands of people travel on our roads while at work. All of them have the right to come home from work healthy and safe.

To what extent do you support this focus area?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Do you have further comments on this focus area?

	Comment	Recommendation
28	The Group supports the focus on work-related road safety. The Group supports strengthening commercial transport regulation as an immediate action. A clear definition as to what best practice is, in the New Zealand context, is needed within the Government Policy Statement on Land Transport.	The Group recommends addressing best practice for work-related road safety.  Driver hours and fatigue is also a significant concern and the Group recommends that this particular issue is given immediate attention.

#### 4. Road user choices

Although most road users try to follow the rules, many of us sometimes make bad choices or mistakes.

We need to help people follow the rules and make good choices, and take care of each other.

To what extent do you support this focus area?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Do you have further comments on this focus area?

	Comment	Recommendation
29	The Group supports the focus on encouraging road users to make better choices and the emphasis on road safety education. Shifting public mindsets and behaviours, and obtaining buy in to Vision Zero is essential.  However, as noted briefly under the principles section, <i>Road to Zero</i> does not provide any indication of how a change in	The Group recommends <i>Road to Zero</i> explicitly address the action and leadership that is needed to shift community mindsets.

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	community attitudes could be achieved or consider the leadership that is needed to bring about such a change.  Road safety education requires a strong partnership among central and local government as well as many other partners and stakeholders. However, <i>Road to Zero</i> does not address the role of local government road safety co-ordinators – there has been a decline in the number of co-ordinators in some places, compromising the ability of local government to deliver education.	
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### 5. System management

We need to work together so we can make a difference.

To what extent do you support this focus area?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Do you have further comments on this focus area?

	Comment	Recommendation
30	<p>The Group supports the increased focus on effective leadership, co-ordination and partnering, including the recognition of the role of local government and Regional Transport Groups.</p> <p>Currently, Regional Land Transport Plans (RLTPs) are not given sufficient mandate and recognition as part of the land transport planning and funding framework. Transport Special Interest (TSIG) is working on developing a more consistent format and content for RLTPs across the country. As part of this, TSIG is also working with NZTA to identify the parts of RLTPs where improved consistency and best practice could add the most value in supporting NZTA to make decisions under the Investment Decision Making Framework (IDMF). TSIG would like to see NZTA take account of the strategic direction and outcomes contained within an RLTP as part of the National Land Transport Programme (NLTP) development and funding approval processes, and have greater regard to regional priorities when making investment decisions under the IDFM.</p>	<p>The Group recommends that NZTA give greater weight to prioritisation within Regional Land Transport Plans when making decisions under the IDMF to ensure that critical regional infrastructure and service projects are supported, including critical safety projects.</p>

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31	It is noted that NZTA, the Ministry of Transport and NZ Police have formed a road safety partnership to support joined-up delivery of the 2018-21 Road Safety Partnership Programme. To support a more integrated and co-ordinated approach, local government should also be included in this partnership.	The Group also recommends that local government be represented on the Road Safety Partnership.
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Do you have any other comments about these focus areas?

No.

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### Actions

Here is a list of our proposed initial actions for the first action plan.

Please select **three** you think are the most important:

1. Invest in safety treatments and infrastructure improvements
2. Introduce a new approach to tackling unsafe speeds
3. Review infrastructure standards and guidelines
4. Enhance safety and accessibility of footpaths, bike lanes and cycleways
5. Raise safety standards for vehicles entering the fleet
6. Promote the availability of vehicle safety information
7. Implement mandatory anti-lock braking systems (ABS) for motorcycles
8. Support best practice for work-related travel
9. Strengthen the regulation of commercial transport services
10. Prioritise road policing
11. Enhance drug driver testing
12. Support motorcycle safety
13. Review financial penalties and remedies
14. Strengthen system leadership, support and co-ordination

The Group supports the priorities identified by Transport Special Interest , which are:

1. Invest in safety treatments and infrastructure improvements
2. Introduce a new approach to tackling unsafe speeds
3. Raise safety standards for vehicles entering the fleet.

In addition, the Group supports the proposal by Transport Special Interest Group to view the strengthening of system leadership, support and co-ordination as a pre-condition to achieve all other actions outlined above.

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Do you have any comments about these priority actions?

	Comment	Recommendation
32	<p>The Group does not possess a body of information and modelling to be able to make a fully informed decision based on evidence as to which of the action areas are required across the South Island and in what combination to achieve the target outlined in <i>Road to Zero</i> as well as, ultimately, Vision Zero itself.</p> <p>The Group supports the same priorities proposed by Transport Special Interest because it is clear that speed and unsafe vehicles contribute significantly to deaths and serious injuries in the South Island, and that investing in safety treatments, and infrastructure and service improvements will be vital to improving outcomes. Improving leadership, and addressing issues relating to capability, capacity and funding is clearly a pre-condition to successful implementation of any actions.</p> <p>The top priority actions, however, should ultimately be based on evidence relating to the greatest potential to reduce deaths and serious, and whether those actions are a pre-condition for the success of other interventions.</p>	<p>The Group recommends that the <i>Road to Zero</i> provide more information about the actions which would result in the greatest reduction in deaths and serious injuries, and which are a necessary pre-condition to other actions to improve road safety.</p> <p>The Group also recommends that Vision Zero implementation be aligned with long term planning and funding cycles.</p>
33	<p>The Group are interested in the new approach to tackling unsafe speeds. The Group wish to take this opportunity to highlight the need for an evidence-based approach to setting speed limits, to ensure the posted speed limit for any given road is the Safe and Appropriate Speed Limit for that road. The evidence-based approach needs to be implemented nationwide; road users should not be exposed to less safe posted speed limits simply because they have crossed a geographical border. Central government also needs to ensure the consultation process supports the setting of evidence-based posted speed limits, while having regard to local insights.</p> <p>The Group also wishes to highlight that while MegaMaps is seen by many as a good starting point for identifying speed changes, further technical and expert analysis is vital to ensuring a robust, evidence-based set of complimentary recommendations for change. Some regard should be had to areas of great need and/or where public support is likely – such as lowering speed limits around schools and urban areas, and unsealed rural roads.</p>	<p>The Group recommends that an evidence-based approach to setting speed limits be implemented nationwide and that consultation processes support the setting of evidence-based posted speed limits.</p> <p>The Group also recommends that technical and expert analysis support the use of the MegaMaps tool in identifying speed changes.</p>
34	<p>The Group would also like to take this opportunity to reiterate that there is a need to avoid a default to lowering speed limits to improve road safety. There should be a greater emphasis on taking a comprehensive Safe System Approach where engineering solutions should also be seriously considered, alongside funding implications, as well as other speed reduction tools. These include speed cameras and police enforcement.</p>	<p>The Group recommends a greater emphasis on a Safe System Approach when considering speed management interventions.</p>

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35	The Group notes that police speed tolerance and enforcement practices may influence driver behaviour. There is a need to ensure Police and central and local government actions are aligned – enforcement action should support the new approach. It is not clear whether the prioritisation of road policing refers to greater direction as to how police allocate resourcing, increases in resourcing, increasing enforcement or removing or reducing the speed tolerance.	The Group recommends that police enforcement and partnership with central and local government be a key part of the drive to tackling unsafe speeds.
36	The Group welcomes the proposed increase of safety cameras. International evidence supports national safety camera deployment and signing strategies, often delivered by close partnerships between central and local government and enforcement agencies. The Group would welcome a stronger commitment to the significant expansion of speed enforcement and red-light running resources in the early years of strategy implementation as an action which would likely greatly improve the chances of the 40% target being achieved. Many Road Controlling Authorities see safety cameras as low cost solutions to road safety concerns and may be willing to invest in their installation. However, under the current model only the police can take enforcement action and there are limitations with their backend processing capacity. Changes to the current model could vastly improve the opportunity to deploy more of these valuable road safety resources.	The Group recommends the proposed increase in safety cameras be an immediate action for tackling unsafe speeds.
37	The Group supports the review of the penalties regime. There is a need to ensure deterrence strategies, including penalties and enforcement, are effective. For example, an ongoing issue arises around cellphone use and other distractions while driving, as well as poor restraint use (e.g. no demerit points). Another concern is the ability to continue to drive on a limited licence after a restricted or full licence has been revoked.	The Group considers cellphone use, poor restraint use, and the ability to drive on a limited licence after a restricted or full licence has been revoked, should be considered in the review of the penalties regime.
38	The list of actions includes both “support motorcycle safety” and “Implement mandatory anti-lock braking systems (ABS) for motorcycles”. The latter is very specific and should not be included as a separate action.	The Group recommends all motorcycle-related actions be included in a single action “support motorcycle safety”.

### Additional actions

What else do you think we should do to make the roads safer?

	Comment	Recommendation
39	New technological solutions have the potential to deliver significant improvements to road safety outcomes as well as creating additional hazards. <i>Road to Zero</i> needs to ensure	The Group recommends a specific action covering the rollout of new technology to improve

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	both possible dimensions of technological advances will be addressed.	road safety and managing the disruptions posed by technology.
40	As outlined earlier in this submission, the Group considers there are serious issues with access to quality information and ensuring support is in place to analyse information and use it to develop, implement and evaluate initiatives. The Group considers an explicit action, or sub-action, is needed to address this issue.	The Group recommends an action on improving access to quality information, and analysis of that information, for the purposes of investment planning and decision making.
41	Councils have concerns about safety at level crossings, as KiwiRail is not funded to improve the interface between the rail and roading systems and this poses serious risks to safety.	The Group recommends the ongoing issue of safety at level crossings be addressed in <i>Road to Zero</i> .

### Measuring success

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

Do you have any comments about the way we intend to monitor our performance?

	Comment	Recommendation
42	The Group strongly supports the proposed monitoring regime. <i>Safer Journeys</i> was not supported by a comprehensive monitoring framework to enable an effective way in which to adjust the strategy or actions when it became clear that the desired targets would not be met.  The Group suggests that there is a need to develop national data capture and reporting functionality to allow for reporting on a regional and sub regional basis.	The Group recommends that consideration be given to the need to report on a regional and sub-regional basis.
43	<i>Road to Zero</i> includes a measure of 40km/hour for urban schools – best practice is 30km/hour.	The Group recommends a measure of 30km/hour for urban schools be considered.
44	The measures are heavily focused on reducing speed limits, and could be achieved if a national approach is taken to implementation. As speed reductions appear to be the focus of the measurements rather than proportion of the network when upgrades to the network have been put in place, the action plan needs to reflect this, with the Government driving	The Group notes the emphasis in the measures on reducing speed limits and recommends the Government lead the drive for nationally

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	the process and not individual Road Controlling Authorities as is currently the case.	consistent implementation of speed limit reductions. The Group also considers there is a need to separate out monitoring of speed and infrastructure improvements, and ensure infrastructure improvements are appropriately monitored.
45	The Group considers a number of additional measures might also be useful.	The Group recommends monitoring the number of deaths and serious injuries where the vulnerable road user is not at fault; qualitative assessment such as public perceptions on safety (in particular, on matters such as speed management); police enforcement; and the percentage implementation of speed limit interventions on the top 10% of high risk roads (state highways and local roads).

#### Additional supporting information

If you would like to provide any additional supporting material, you can attach it here. Please note, this is not required.

None.

#### Use of information

The Ministry of Transport will publish a summary of submissions, which may include quotes from individual submitters.

Do you want your submission to be anonymous and your name or organisation's name to be withheld from any information that the Ministry of Transport publishes?

☐ Yes

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✓ No

Please check this box to acknowledge

✓ I understand that this submission will be classified as Official Information and may be subject to public release under the Official Information Act 1982 if requested.

Thank you for helping us

Once you have filled in your answers, please send this back to the Ministry of Transport by:

***5pm Wednesday, 14 August 2019***

You can **email** it to

[roadsafetystrategy@transport.govt.nz](mailto:roadsafetystrategy@transport.govt.nz)

Or **post** it to

Helen Presland

Ministry of Transport

PO Box 3175

Wellington 6140

A2246471