Nelson City Council
te kaunihera o whakatū

AGENDA

Ordinary meeting of the

Regional Transport Committee

Wednesday 17 September 2014
Commencing at 9:00am
Ruma Marama
Civic House
Trafalgar Street, Nelson

Membership: Councillor Eric Davy (Chairperson), Her Worship the Mayor Rachel Reese, Councillors Ruth Copeland (Deputy Chairperson) and Brian McGurk, and Lyndon Hammond (NZTA)

A1245404

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

- All councillors, whether or not they are members of the Committee, may attend Committee meetings (SO 2.12.2)
- 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 (SO 3.14.1)
- 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 table for discussion and voting on any of these items.

Nelson City Council
te kaunihera o whakatū

Regional Transport Committee

17 September 2014

A1245404

Page No.

Apologies

1. Confirmation of Order of Business

2. Interests

2.1 Updates to the Interests Register

2.2 Identify any conflicts of interest in the agenda

3. Public Forum

4. Confirmation of Minutes – 1 August 2014 3-8

Document number A1228495

Recommendation

<u>THAT</u> the minutes of the meeting of the Nelson City Council – Regional Transport Committee, held on 1 August 2014, be confirmed as a true and correct record.

5. Chairperson's Report

6. Draft Regional Land Transport Plan – 2015-2021 9-12

Document number 12458949

Recommendation

<u>THAT</u> the report Draft Regional Land Transport Plan 2015-2021 (A1245894) and its attachment (A1244851) be received;

<u>AND THAT</u> officers amend the draft Regional Land Transport Plan 2015-2021 to incorporate the editorial changes requested by the Committee;

<u>AND THAT</u> the Committee delegate authority to Council to approve the submission of the draft Regional Land Transport Plan to New Zealand Transport Agency by 17 October 2014 for their national moderation process;

<u>AND THAT</u> the Committee delegate approval to Council to amend the draft Regional Land Transport Plan following New Zealand Transport Agency moderation as the version to commence the Special Consultation Procedure with respect to the draft;

<u>AND THAT</u> the Committee approve the draft timetable for consultation of the draft Regional Land Transport Plan.

Note: Attachment 1 to this report, the Draft Regional Land Transport Plan, will be circulated separately as a major late item not on the Agenda.

7. NZTA Regional Report 13-34

Document number A1245869

NZTA Regional Manager Lyndon Hammond will present the report.

Nelson City Council
te kaunihera o whakatū

Minutes of a meeting of the Nelson Regional Transport Committee

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

On Friday 1 August 2014, commencing at 1.00pm

Present:	Councillor E Davy (Chairperson), Councillors R Copeland and B McGurk, and L Hammond (NZTA)
In Attendance:	P Hookham and Kate Styles (NZTA), Group Manager Infrastructure (A Louverdis), Senior Asset Engineer – Transport and Roading (R Palmer), Group Manager Strategy and Environment (C Barton), Contractor – Strategy and Planning (C Pawson), and Administration Adviser (G Brown)
Apology:	Her Worship the Mayor R Reese

1. Apology

Resolved

THAT the apology from Her Worship the Mayor be received and accepted.

Davy/McGurk — 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 were declared in relation to any agenda items.

4. Confirmation of Minutes – 6 June 2014

Document number A1206257, agenda pages 6-12 refer.

Resolved

THAT the minutes of the meeting of the Nelson City Council – Regional Transport Committee,

held on 6 June 2014, be confirmed as a true and correct record.

Davy/McGurk Carried

5. Chairperson's Report

Document number A1222316, agenda pages 13-14 refer.

It was discussed that Councillor McGurk would not be able to attend the additional Regional Transport Committee (RTC) meeting proposed for 12 September 2014.

Councillor Davy, seconded by Councillor McGurk moved

Resolved

THAT the Chairpersons Report (A1222316) be received;

AND THAT the Committee recognises Jenny Chetwynd's service to the Regional Transport Committee and notes Lyndon Hammond as a replacement until further notice;

AND THAT an additional Regional Transport Committee meeting be scheduled for a date in mid September 2014.

Davy/McGurk Carried

6. New Zealand Transport Agency(NZTA) Regional Report

Document number A1222262, agenda pages 15-19 refer.

Regional Manager, NZTA Lyndon Hammond summarised the main points raised in the NZTA Regional Report.

In response to a question, Senior Asset Engineer, Rhys Palmer informed the Committee that Nelson City Council (NCC) would be making a submission on the Draft Government Policy Statement in accordance with the recent Works and Infrastructure Committee report (A1217533).

Mr Hammond discussed the safety issues in relation to truck rollovers. He advised that NZTA conducted a workshop in Christchurch in relation to raising awareness on this issue. It was suggested a workshop to be in Nelson could be arranged.

In response to a question, Mr Hammond advised that the 50MAX High Productivity Motor Vehicle (HPMV) when utilised would have less impact on the network, and that there are currently online mapping tools available to help identify these routes. Mr Palmer clarified that

Nelson has adopted 50MAX HRMV city wide with exclusions which included bridges in the Maitai Valley. Mr Hammond also advised that 50MAX HPMV allowed the opportunity to carry additional weight by the addition of an extra axle which spreads the load and therefore allows a greater weight to be carried without extra damage to the pavement structure.

Mr Hammond informed the Committee that the central Government had announced an additional funding package for bridge replacements in Marlborough and for the investigation and design of the Southern Link in Nelson.

Councillors raised concerns about the cycle crossing near the junction on SH6 at Quarantine Road. Mr Palmer told the Committee that he had seen draft plans that indicated the existing crossing would remain but be increased in size to better accommodate cyclists.

In response to a question, Mr Hammond advised that investigation, design and consenting of the Southern Link would be conducted over the next 3 – 5 years, and that this work programme was only announced a number of weeks ago. It was discussed that this would be a NZTA lead project but would require NCC support.

7. Top of the South Technical Officers Group – Terms of Reference

Document number A1221247, agenda pages 20-24 refer.

Mr Palmer discussed the Terms of Reference (TOR) from the Technical Officers Group. He advised that the key points from the TOR was to enable strategic direction in the delivery of transport projects from the top of the south region. He advised that this approach enabled opportunities for collaboration and officer support. Mr Palmer tabled the signed TOR (A1228956).

In response to a question, Group Manager Infrastructure, Alec Louverdis informed the Committee that himself, Mr Palmer, NZTA, NCC, Tasman District Council (TDC) and Marlborough District Council (MDC) all attend the officers group and its primary focus was to discuss transport issues which would then be brought to the Works and Infrastructure Committee.

Resolved

> ***THAT the report Top of the South Technical Officers Group – Terms of Reference (A1221247) and its attachments (A1179060) be received.***

Davy/McGurk — Carried

8. Regional Land Transport Plan 2015-18

Document number A122058, agenda pages 25-31 refer.

Mr Palmer tabled a document (A1228946). He said that Sections A through to G would be the strategic 'front end' of the Regional Land Transport Plan (RLTP) and describe the strategic thinking. He advised that NZTA were encouraging NCC to have joined up thinking as it would give the region a more collective voice and opportunity to receive maximum investment.

NZTA Planning and Investment Manager, Peter Hookham advised that it had been discussed at TDC's RTC that to ensure all Committee's had fair input to the process it was agreed to participate in a joint RTC to look at the strategic 'front end' of the RLTP. He advised that the joint RTC would be facilitated by an independent Chair who would be provided by NZTA.

It was discussed that SH6 required an upgrade as Nelson was the second highest growth area behind Auckland.

In response to a question, Mr Palmer said that the Public Transport Plan had not yet been developed, but that this would be developed in parallel with the RLTP.

In response to a further question, Mr Palmer clarified that the RLTP was the key vehicle for documenting what was going to happen with funding from the National Land Transport fund, and that the Southern Link investigation was included due to the need to document all significant transport projects from other funds. Mr Hookham informed the Committee that the Southern Link funding would come from the Future Investment Fund, and that any projects over $5million were classed as significant.

Mr Palmer tabled a document (A1228159) and discussed the proposed programme for community engagement. It was suggested that the special consultative process be brought forward to November/December, and that the hearing and deliberations be heard by Council rather than the Committee, due to time constraints.

Resolved

<u>THAT</u> the report Regional Land Transport Plan 2015-18 (A1222058) be received.

<u>Davy/McGurk</u> <u>Carried</u>

Recommendation to Council

<u>THAT</u> the strategic "front end" of the Regional Land Transport Plan be written in conjunction with Tasman District Council and Marlborough

District Council, subject to similar agreement by Tasman District and Marlborough District Councils.

Davy/McGurk Carried

9. Waimea Road/The Ridgeway Intersection Improvements

Document number A1213609, agenda pages 32-38 refer.

Mr Palmer provided background to the report and the safety issues at this intersection. He advised that the investigation was complete and the options of a roundabout or a set of signals imposed significant delays to traffic on Waimea Road. He stated that an alternative option under the safe systems approach would be to consider lowering the speed limit to mitigate the potential for crashes without increasing the peak travel time delay to Waimea Road traffic.

Concerns were raised regarding the bridge near Beatson Road roundabout as the underpass did not meet current design standards, and that this was a major link for pedestrians and cyclists. Mr Palmer informed the Committee that an upgrade was considered with the Waimea Road cycleway but it was expensive at $300-$400K and still would not have met design standards.

It was discussed that the Marsden and Ngawhatu Valley developments would increase the use of this intersection along with the eastern suburbs of Richmond.

Councillor Davy, seconded by Councillor McGurk moved

Resolved

THAT the report "Waimea Road/The Ridgeway Intersection Improvements" (A1213609) be received;

AND THAT existing funding be used for future possible options.

Davy/McGurk Carried

10. Regional Land Transport Programme 2012-2015

Document number A1223552, agenda pages 39-41 refer.

Mr Palmer informed members that the Regional Land Transport Strategy (RLTS) required that the Committee view all status updates which were primarily focussed on the R Fund spend, however not all projects were funded for the RLTP.

In response to a question, Mr Hookham advised that projects were nationally prioritised and that the 'Does not qualify" status projects

had lower profiles and the benefits for these projects would be extremely low.

Resolved

> ***THAT** the report Regional Land Transport Programme Status Update (A1223552) and its attachment (A1191076) be received.*

McGurk/Copeland Carried

11. Cable Bay Road Upgrade

Document number A1223605, agenda pages 42-44 refer.

Mr Palmer provided background to this report and how Cable Bay Road had an insufficient width and shoulder support, and this was why it had deteriorated rapidly. He proposed that NZTA fund this upgrade through the RLTP.

In response to a question, Mr Palmer confirmed that it was a 100kph road and that no discussions had taken place with the residents about raising the speed limit back to 100kph at this stage. Mr Palmer also clarified that no comments had not been received from local users through the annual plan process.

Resolved

> ***THAT** the report Cable Bay Road Upgrade (A1223605) be received;*
>
> ***AND THAT** the upgrade to the first 900m of Cable Bay Road be included in the Regional Land Transport Programme.*

Davy/McGurk Carried

There being no further business the meeting ended at 2.28pm.

Confirmed as a correct record of proceedings:

_____ Chairperson _____ Date

A1245894

Draft Regional Land Transport Plan 2015 -2021

1. Purpose of Report

1.1 To receive the draft Regional Land Transport Plan 2015-2021 (RLTP) as the version to be submitted to NZTA for moderation and to approve delegation to Council of submission of the draft RLTP for consultation.

2. Delegations

2.1 The Regional Transport Committee (RTC) has delegated authority to prepare the RLTP in accordance with the requirements of the Land Transport Management Act 2003, and as amended by the Land Transport Management Amendment Act 2013.

3. Recommendation

***THAT** the report Draft Regional Land Transport Plan 2015-2021 (A1245894) and its attachment (A1244851) be received;*

***AND THAT** officers amend the draft Regional Land Transport Plan 2015-2021 to incorporate the editorial changes requested by the Committee;*

***AND THAT** the Committee delegate authority to Council to approve the submission of the draft Regional Land Transport Plan to New Zealand Transport Agency by 17 October 2014 for their national moderation process;*

***AND THAT** the Committee delegate approval to Council to amend the draft Regional Land Transport Plan following New Zealand Transport Agency moderation as the version to commence the Special Consultation Procedure with respect to the draft;*

***AND THAT** the Committee approve the draft timetable for consultation of the draft Regional Land Transport Plan.*

4. Background

4.1 A core function of the RTC is to prepare an RLTP for the approval of Council. The Land Transport Management Act 2003 requires Unitary Authorities to prepare a RLTP every six years and update it every three years.

4.2 The RLTP sets out how the region's land transport system will develop and identifies proposed regional transport activities for investment (local and/or central government) over the next ten years.

4.3 The plan's scope includes policy and activities related to road maintenance and improvements, public transport services and infrastructure, walking and cycling infrastructure, road safety education and transport planning.

4.4 The draft RLTP is a joint document with Tasman District Council and Marlborough District Council to enable the key transport objectives and policies to provide a joint voice when competing for central government funding. A section is also included in the plan for the objectives and policies that are more relevant to Nelson. This joint approach was endorsed by the RTC on 1 August 2014 and approved by Council on 28 August 2014.

4.5 The approved RLTP will replace the Regional Land Transport Strategy 2009 and Regional Land Transport Programme 2012-2022.

4.6 The Draft RLTP is due for national moderation by the NZTA and officers have programmed this to occur in mid October 2014 so that community consultation may take place prior to Christmas. The final RLTP is due to the NZTA on the 30 April 2015.

4.7 A draft timetable will be tabled at the meeting showing the programme for consultation, hearings and deliberations through to the submission of the final plan by 30 April 2015. This timetable is very tight.

5. Discussion

Development of draft RLTP

5.1 The draft RLTP has been developed in conjunction with Tasman District Council (TDC), Marlborough District Council (MDC) and NZTA to provide Nelson with fundable road projects that contribute to improving the transport environment of the area. A joint workshop to finalise the front end of the document was held with the three Councils and NZTA on 3 September 2014.

5.2 The timetable tabled for approval has been prepared to achieve the requirement to submit the final RLTP to NZTA by 30 April 2015. To achieve this it will be necessary to delegate two decisions to Council, in order to reduce the need for both RTC and Council meetings to consider the same information. This has been discussed and agreed with NZTA as fundamentally the use of Council to make decisions removes the NZTA RTC committee member from the decision making process (ie voting).

5.3 In doing this it will be necessary for the RTC to delegate authority to Council to make the following decisions regarding the draft RLTP:

- Review the feedback and make appropriate amendments to the RLTP as recommended by NZTA as a result of their National moderation process in late October 2014, and
- Approve a final draft version as the basis for consultation.

6. Options

6.1 The option to follow the process of each decision being agreed by the RTC then referred to Council, would result in the consultation being undertaken after Christmas, most likely in February 2015. It would then be impossible to programme hearings and deliberations for the RTC and then have the RTC report to Council before the 30 April 2015 NZTA deadline.

7. Assessment of Significance against the Council's Significance Policy

7.1 The adoption of this recommendation is not a significant decision in terms of the Council's Significance Policy. The decisions arising from the draft RLTP are considered to be significant will be consulted in accordance with Section 82 of the Local Government Act 2002.

8. Alignment with relevant Council Policy

8.1 The draft RLTP will inform the preparation of the Long Term Plan 2015-25 and aligns with the Council's strategic documents. Any issues will be consulted on as part of the Long Term Plan and future Annual Plan process.

8.2 The policies set and activities funded through the RLTP will feed into future Council policy documents and, consequently, may change current Council policy.

9. Consultation

9.1 The RLTP has its own consultation process in accordance with the requirements of the Land Transport Management Act 2003. The timetable will be tabled at the Committee meeting.

10. Inclusion of Māori in the decision making process

10.1 Maori will have the opportunity to provide feedback as part of any consultation process.

11. Conclusion

11.1 A draft RLTP has been prepared in collaboration with MDC, TDC and NZTA for approval by the RTC with a recommendation for it to be submitted to Council and then the NZTA moderation process in mid October 2014.

11.2 Delegating the approval to submit the RLTP to the NZTA to Council along with any changes that result from their moderation process will allow consultation to occur prior to the Christmas holiday period. This is essential to enable sufficient time to hear submissions, deliberate and submit a final RLTP by 30 April 2015 deadline.

Rhys Palmer
Senior Asset Engineer – Transport and Roading

Attachments

Attachment 1: Draft Regional Land Transport Plan (A1244851)

Regional Report

TRANSPORT AGENCY

Report to:	**Nelson Regional Transport Committee**
Presenter:	Lyndon Hammond, Regional Manager
Date:	17 September 2014

1. NZ Transport Agency News

Draft Government Policy Statement released by Ministry

The Government Policy Statement (GPS) sets out the Government priorities for the land transport sector and guides the Agency in the development of the National Land Transport Programme (NLTP). The draft GPS 2015 looks ahead 10 years from 2015/16 and was released for consultation by the Ministry of Transport last month. The draft GPS continues the Governments' prioritisation of economic growth and productivity, road safety and value for money. It has several new features:

- It establishes national objectives for the land transport system as a whole, and sets out the results expected to be delivered from the allocation of funding from the National Land Transport Fund (NLTF).
- It more clearly links the investments to the desired results, and shows how these results will be measured.
- It merges some activity classes to make it easier for the Transport Agency to shift resources to the most efficient form of investment.
- It places more emphasis on reporting the measurable value delivered by investment.

In terms of funding, the draft GPS proposes:

- Increased funding for road policing, road safety promotion, and walking and cycling.
- Increased funding for state highway maintenance, local road improvements and local road maintenance.
- Introducing a new "Regional" fund

The Transport Agency has worked closely with the Ministry in the development of the GPS and the investment signals that the Agency has been communicating to Regional Transport Committees (RTC) and approved organisations are consistent with the priorities outlined in the draft. The draft GPS and supporting documentation can be found on the Ministry of Transport website.

The Draft GPS can be viewed at:
http://www.transport.govt.nz/ourwork/keystrategiesandplans/gpsonlandtransportfunding/gps2015/

Investment Signals / Investment Assessment Framework

The latest round of investment signals has just been released. These signals confirm the availability and content of the Investment Assessment Framework (IAF). This is a replacement for the Investment and Revenue Strategy (IRS) that was used to create the profiles for the current 3 year programme. The IAF will be available in the Planning and Investment Knowledge Base (PIKB) and gives effect to the GPS. Organisations submitting programmes for the Regional Land Transport Plan will need to assess their individual programmes and projects against the IAF.

The first early signals pack was released in November 2013, and an updated signals pack, based on the latest evidence (geospatial maps) and clearer guidance on process and timing for different RLTPs, RPTP, and AMPs programmes, was released in May 2014.

The May information pack provides clearer additional information on network issues and opportunities, expectations and guidance on optimising programmes, and expectations about including a journey approach when developing programmes. It also covers process requirements and timings for programmes.

Information on Planning for the 2015-18 National Land Transport Programme (NLTP) can be found at:
http://www.nzta.govt.nz/planning/nltp-2015-2018/index.html

A1245869

A top of the south workshop for the One Network Road Classification was held on 28 July. The workshop confirmed the Performance Measures and the connection between the classifications, customer levels of service and performance measures. The Transport Agency also gave clear signals on requirements for the level of inclusion of the One Network Road Classification in Asset Management Plans.

FAR review further update

In May 2014, the Transport Agency made a series of decisions on the future of funding assistance rates (FAR). While come important decisions were made at that time, several key areas required more work to finalise or clarify them. These include:

- Finalising the methodology to calculate the base FAR.
  - The NZ Transport Agency Board will make a decision on the methodology for calculating individual FARs at the end of October. Once that decision is made the normal FARs for all councils can be confirmed. Both these decision will be communicated to the sector in November.
  - To allow Councils to adjust to the new rates they will transition in over nine years (three NLTP investment periods), by no more than 1 percentage point per year. Nelson City Council's "starting rate" its average weighted FAR is 46%. The lowest FAR that any council will receive is 52%. This means that the FAR rate for Council in 2015-16 will increase to 47% and then at 1% p.a. until it reaches 52%.

- Emergency Works Policy. The Board has made some key policy decisions in respect Emergency Works, including
  - that elevated FARs for emergency works will only be available for out-of-ordinary short duration natural event,
  - that an elevated emergency works FAR will only apply to the costs incurred in responding to an event that is greater than 10% of the council's approved road maintenance, operations and renewals programme for the relevant year, and
  - that elevated emergency rates will be set by adding 20 percentage points to a council's normal FAR, e.g. if a normal rate is 52%, an elevated emergency works rate will be 72%.
- The Transport Agency is preparing a draft Emergency Works policy to clarify the definition of a qualifying event and how the policy will be implemented. We will engage with sector about the proposal during September. Final decisions on the Emergency Works policy will be announced in November.

The Agency is working with Council's on transition pathway for special purpose roads. Guidance is being developed on the application of targeted enhanced funding assistance rates. Other work streams also underway include: Guidelines for application targeted enhanced funding assistance rates, and changes to FAR for Department of Conservation.

Safety: Working Together to Prevent Truck Rollover

A truck rolls over every two to three days on New Zealand roads. Truck rollovers cause deaths and serious injuries every year, not to mention the vehicle and product-loss costs that add up to tens of millions of dollars. The industry knows it has a problem, but it has struggled to reduce the number of rollover crashes. So the Transport Agency is embarking on a programme to work with the industry in helping to bring the truck rollover crash rate down - and keep it down.

The goal of the programme is to reduce the numbers to those of comparable countries - and that means we need to reduce our rate by half. As part of this work, and the safer speeds programme, we're setting out to radically change the cornering speed of trucks on our roads.

This won't be a simple fix - truck rollovers happen for a range of reasons, so we need to take a comprehensive approach. We'll need to take a fresh look at speed and stability from a trucking perspective to address the issues. Some of the factors we need to consider are covered in our Stability Guide, which we'll update as part of the project.

The programme kicked off in late June when The Agency teamed up with the Road Transport Forum, ACC and Police to champion a series of the VicRoads Rollover Prevention Programme around the country. This was an awareness building exercise - a forerunner to an extensive rollover prevention programme, which is planned for 2015.

The workshops attracted around 200 industry representatives and the feedback has been very positive. The challenge now is to maintain the momentum we've built and to increase industry ownership of this problem.

Online innovations to improve 50MAX uptake

The two innovations, a zoomable online map and an electronic permit application form, underline our commitment to moving more freight on fewer trucks. The introduction of a zoomable online map for 50MAX, in particular, is seen as a major improvement for operators. The new online map is a specific response to feedback from operators who found the initial mapping provisions a bit cumbersome.

The map went online in mid-May, and with many operators carrying tablet devices or smart phones, this is now the most convenient and sensible option to plan a 50MAX travel route. The new map will make it easier to pre-plan routes before taking the load, and regularly check routes that will change over time.

The second innovation benefits anyone who is applying for a 50MAX permit, be they an operator or a vehicle or trailer manufacturer. With permit numbers for the new generation of truck now nearing one thousand, applicants should be pleased with the new online application form. Introduced at the beginning of March, the new online form makes it easier to send the application and the required attachments to the Agency, for operators and manufacturers who seek permission to travel New Zealand's roads in 50MAX trucks.

Applications for 50MAX permits are usually turned around in 48 hours, so having an electronic application process that identifies potential errors and confirms the application has been received will make the whole process easier for those who apply and for the Agency staff processing the application.
The Agency expects the 50MAX developments will show the way for other Agency permitting processes, particularly in the freight transport area.

All this will help to make road freight transport more efficient and safer for New Zealand. We have very high safety standards for 50MAX and other HPMVs, including increased resistance to rollover and the inclusion of electronic braking systems. And it is particularly pleasing that quite a number of operators are investing in additional safety measures, such as speed limiting, GPS monitoring, weight load cells and Electronic Stability Control.

2. Central Region Events

Safety: Crash Analysis Briefing Notes - Regional Supplement

As part of the NZ Transport Agency's commitment to the government's Safer Journeys strategy, we provide a range of crash analysis reports. These reports provide information at a variety of levels (national, regional and territorial authority) and across a number of key road safety themes.

The Transport Agency has published a regional supplement to the annual crash analysis briefing notes.

The attached report reflects areas of concerns in a regional one network context.

Whereas the Crash Analysis Briefing Notes highlight areas of concern at a local body level, this report looks at each area of concern in its regional context. And the regional share of national serious trauma (using the latest five year death & serious injury data) relating to that area of concern, across all road safety regions, across the eight high strategic priorities covered in the crash analysis briefing notes.

3. Delivery of the National Land Transport Programme

Government $212m package announced
The government has announced $212 million from the Future Investment Fund for a package of 14 regionally important State highway projects. Top of the South projects include the construction of Opawa and Wairau Bridge replacements in Marlborough, and the investigation and design of the Southern Link in Nelson.

Government $100m Urban Cycling package announced

The $100 million will be allocated from the Crown's Consolidated Fund, and divided between capital and operational expenditure. The expenditure is estimated to be spread over the next four years.

The government will establish a panel consisting of representatives of central government, local government and other organisations. Draft Terms of Reference for the group will be presented to Cabinet before 31 October 2014.

The Urban Cycleway Investment Panel will include a representative of local government, and the $100 million Crown investment will be able to be spent on local roads - which are managed by local government - as well as State highways.

Draft State Highway Asset Management Plan

The draft SHAMP 2015-18 is HNO's business case for the state highway programme, which will be part of the submission for 2015-18 NLTP funding. The SHAMP describes why and how we propose to operate, maintain and improve the state highways in a ten-year period.

The SHAMP has a national focus and takes into consideration state highways' contribution to economic growth and safety, changes in traffic and land use, and changes in the environment that we operate within. It describes the trade-offs made between different priorities for investment, how management of the state highway network is integrated with adjacent networks, and how safety is managed.

A presentation will be given at the meeting. The document can be viewed and downloaded from: http://www.nzta.govt.nz/network/management/draft-shamp.html

State Highway Activities

Maintenance & operations	Maintenance Programme Progress	The 2014/15 programme has been approved. We will be treating 0.82km on SH6, within the Nelson City Council area. Rocks Road cliff works - the design for 1st section is complete and awaiting land entry access. The 2nd tranche of works is under design.
	Structures maintenance	Repairs have been completed to the Rocks Rd seawall
Safety Projects	Minor Safety	Additional SH6 safety barriers proposed between Hillwood and Boulder Bank Drive. Design underway

Regional Report

NZ TRANSPORT AGENCY
WAKA KOTAHI

Nelson Highway & Network Operations	Phase	Total 2012/15	2012/13	2013/14	2014/15	Funding Priority (NLTP)	Comments on Progress
Rai saddle curve realignment	Design	357,100	257,600	61,300	0		Design complete. RMA Consents and property purchase outstanding- updating the project details (cost/benefits) early 2014.Land Purchase negotiations continuing. RMA consents being prepared for lodgement - awaiting input from Iwi
SH6 / Quarantine Rd roundabout	Design	212,000	0	218,400	0		Design proceeding. Andrew James reviewing the safety of the roundabout. Draft contract documents due early in October. Design complete. Safety Audit started.
Rocks Rd walk cycle project	Investigation	110,000	0	113,300	0	Approved	60% progress - Consultation planned for 24th July to 25th August.
SH6 Nelson Stock Effluent Facility Improvements *	Design	80	0	82.4	0	Probable	Meeting held with NCC (Alec Louverdis) on 21 May to confirm effluent will be trucked to Fittal St. dump station. Memorandum of Understanding signed. Lease Agreement to be signed by NCC. Draft Contract Documents and Operation Manual sent to NCC. NCC confirmed they have finance for construction Consents from Tasman District Council approved Contract advertised,
SH6 Nelson Stock Effluent Facility Improvements *	Construction	468	0	0	482.2	Probable	closing 9 September

Lyndon Hammond
Regional Manager, Planning and Investment, Central
8 September 2014

Attachment 1

briefing notes crash analysis

a Safe System approach

Regional supplement

Reducing death and serious injury on our roads is the driving force behind Safer Journeys. Taking a Safe System approach requires looking across the entire road system to improve safety by creating safer roads and roadsides, safer speeds, safer vehicles and safer road use. Within these categories, it sets a number of areas of concern where action is needed.

The Crash Analysis Briefing Notes highlight areas of concern at a local body level. This supplement reflects these areas of concerns in a regional one network context.

This report links in with our existing set of reports; it draws from these and reflects the level of concern around eight Safer Journeys areas of high strategic concern to each road safety region.

Note that in this report the term serious trauma is used to describe death and/or serious casualty counts.

This report looks at the regional share of national serious trauma (using the latest five year data), across all road safety regions, across the eight high strategic priorities covered in the crash analysis briefing notes. Alongside this national view, each area of concern is shown in its regional context.

The levels of risk used in this report are consistent with the Communities at Risk Register for personal risk. Personal risk is a concern when the count of deaths and serious injuries based offset against exposure, road use, is above one standard deviation from the national mean. The flag for concern around collective risk used here is based on those regions above the 75th percentile for each area of concern. Again these concerns are shown for each region across eight Safer Journeys areas of concern.

Note that across nearly all regions, rural speed zone crashes involving a driver losing control and/or head-on crashes feature highly in the local share of serious trauma due in part to use. As a topic the involvement of alcohol and speed feature as factors in these crashes.

NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government

Safer Journeys

A1245869

briefing notes crash analysis

a Safe System approach

Northland

Alcohol and/or drugs and speed are Safer Journeys areas showing a high concern regarding personal risk to road users in the region.

Northland region accounts for 7.0 percent of the national serious trauma from crashes involving excess alcohol and/or drugs. The region accounts for 6.3 percent of the national serious trauma from crashes involving speed too fast for conditions.

Alcohol and/or drugs account for a third, 33.4 percent, of the serious trauma in the region and speed for over a quarter, 27.6 percent.

Like nearly all regions rural speed zone crashes involving a driver losing control and/or head-on crashes feature highly in the local share of serious trauma, 62.4 percent, due in part to use. As a topic the involvement of alcohol and speed feature as factors in these crashes.

Also crashes involving young drivers, those below 25 years of age, feature in over a quarter, 28.3 percent, of the serious trauma regionally.

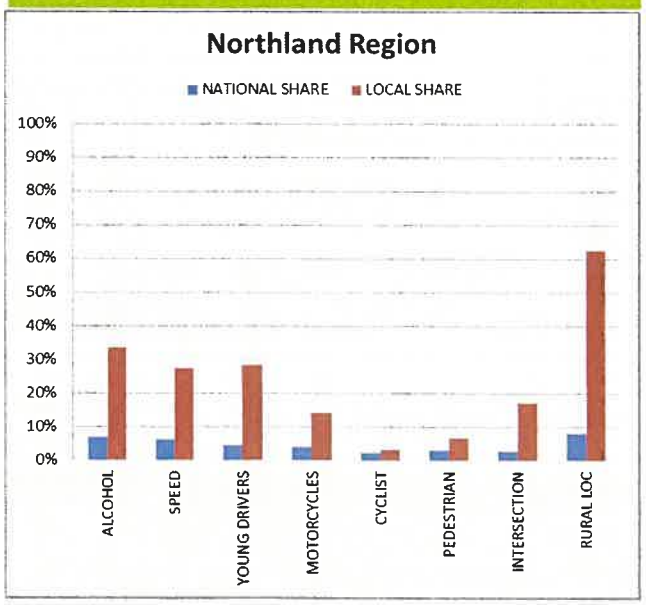
For a regional overview to the latest traffic crash data please refer to the Crash Analysis Statistical Statements.

Shown below is the local regional annual average count of serious trauma by these Safer Journeys areas of concern. This is a summary from the Communities at Risk Register. Alongside the counts it is noted where there is a high concern around the assessed level of risk; personal, collective or both.

Deaths & serious	Annual average	Concern
Alcohol and/or drugs	43	Personal
Speed too fast	36	Personal
Young drivers	37	
Motorcycles	18	
Cyclist	4	
Pedestrian	9	
Intersections	22	
Rural loss of control	81	

Please see the Crash Analysis Trend Reports for details on serious trauma trends across 13 Safer Journeys areas of high, medium and emerging concern.

National and regional share of serious trauma



Safer Journeys concerns have been identified at a local body level across the region are:

Far North District
- Young drivers
- Alcohol and/or drugs
- Speed
- Rural speed zone loss of control/head-on

Kaipara District
- Young drivers
- Alcohol and/or drugs
- Speed
- Rural speed zone loss of control/head-on

Whangarei District
- Young drivers
- Alcohol and/or drugs
- Speed
- Rural speed zone loss of control/head-on
- Intersection

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New Zealand Government

Safer Journeys

briefing notes crash analysis

a Safe System approach

Auckland

All eight of the Safer Journeys areas covered show a high concern regarding collective risk nationally, with cyclists and pedestrians showing also a high concern regarding personal risk within the region.

Auckland Council accounts for 29.4 percent of the national serious trauma from pedestrian involved crashes. The region accounts for 23.1 percent of the national serious trauma from intersection crashes and 22.7 percent of alcohol involved serious trauma nationally.

Intersection crashes account for over a third, 35.4 percent, of the serious trauma in the region.

Also crashes involving young drivers, those below 25 years of age, feature in a third, 32.7 percent, of the serious trauma regionally.

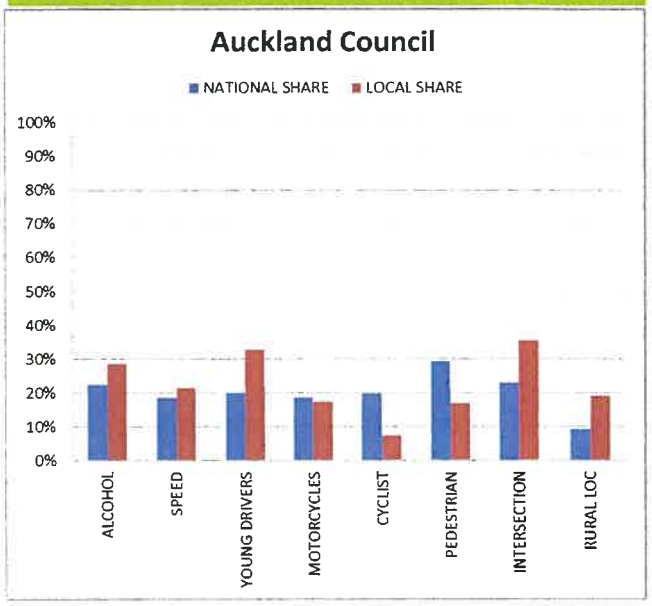
For a regional overview to the latest traffic crash data please refer to the Crash Analysis Statistical Statements.

Shown below is the local regional annual average count of serious trauma by these Safer Journeys areas of concern. This is a summary from the Communities at Risk Register. Alongside the counts it is noted where there is a high concern around the assessed level of risk; personal, collective or both.

Deaths & serious	Annual average	Concern
Alcohol and/or drugs	139	Collective
Speed too fast	105	Collective
Young drivers	159	Collective
Motorcycles	85	Collective
Cyclist	37	Both
Pedestrian	82	Both
Intersections	172	Collective
Rural loss of control	93	Collective

Please see the Crash Analysis Trend Reports for details on serious trauma trends across 13 Safer Journeys areas of high, medium and emerging concern.

National and regional share of serious trauma



Safer Journeys concerns have been identified at a sub region level across the region are:

Across all sub regions
- Young drivers
- Alcohol and/or drugs
- Speed
- Intersections

Cyclists & pedestrians in
- Urban central
- Urban north
- Urban south

Motorcyclists in
- Rural speed zone north
- Urban central
- Urban north
- Urban south

Rural speed zone loss of control/head-on in
- Rural speed zone north
- Rural speed zone south
- Urban south

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New Zealand Government

Safer Journeys

briefing notes crash analysis

a Safe System approach

Waikato

Most Safer Journeys areas covered show a high concern regarding collective risk nationally, the exception is cycle involved crashes.

Waikato region accounts for 16.0 percent of the national serious trauma from crashes involving speed too fast for conditions. The region accounts for 14.4 percent of the national serious trauma from crashes involving excess alcohol and/or drugs.

Regionally alcohol and/or drugs account for a little less than a third, 29.6 percent, of the serious trauma and speed for a quarter, 25.0 percent.

Like nearly all regions rural speed zone crashes involving a driver losing control and/or head-on crashes feature highly in the local share of serious trauma, 52.2 percent, due in part to use. As a topic the involvement of alcohol and speed feature as factors in these crashes.

Also young drivers, those below 25 years of age, feature in involvement in a quarter, 24.4 percent, of the serious trauma regionally.

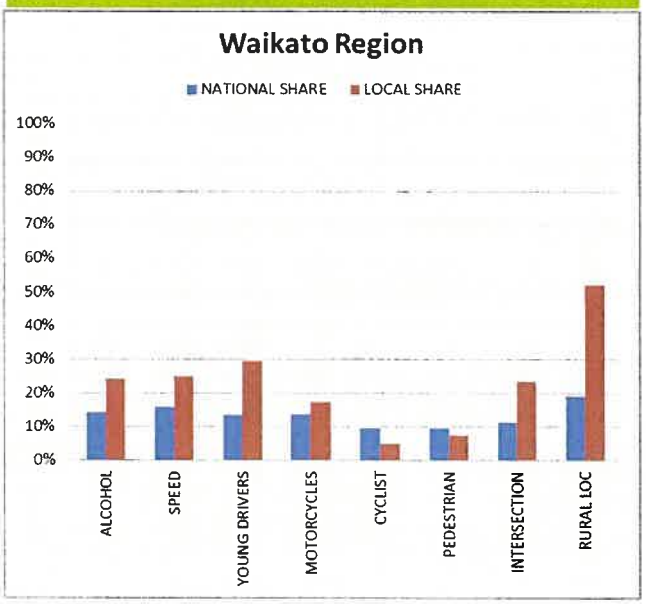
For a regional overview to the latest traffic crash data please refer to the Crash Analysis Statistical Statements.

Shown below is the local regional annual average count of serious trauma by these Safer Journeys areas of concern. This is a summary from the Communities at Risk Register. Alongside the counts it is noted where there is a high concern around the assessed level of risk; personal, collective or both.

Deaths & serious	Annual average	Concern
Alcohol and/or drugs	88	Collective
Speed too fast	90	Collective
Young drivers	107	Collective
Motorcycles	63	Collective
Cyclist	18	
Pedestrian	27	Collective
Intersections	85	Collective
Rural loss of control	188	Collective

Please see the Crash Analysis Trend Reports for details on serious trauma trends across 13 Safer Journeys areas of high, medium and emerging concern.

National and regional share of serious trauma



Safer Journeys concerns have been identified at a local body level across the region are:

Hamilton City
- All except rural speed zone loss of control/head-on

Waikato District
- All except cyclists & pedestrians

Young drivers in
- Hamilton City
- Matamata-Piako District
- Otorohanga District
- Taupo District
- Waikato District
- Waipa District

Alcohol and/or speed in
- Hamilton City
- Matamata-Piako District
- Otorohanga District
- Taupo District
- Waikato District
- Waipa District

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Safer Journeys

briefing notes crash analysis

a Safe System approach

Bay of Plenty

Alcohol and/or drugs, young drivers, intersections and rural speed zone loss of control are Safer Journeys areas of concern showing a high concern regarding personal risk to road users in the region.

Bay of Plenty region accounts for 9.2 percent of the national serious trauma from crashes involving young drivers. The region accounts for 8.7 percent of the national serious trauma from crashes involving alcohol and/or drugs.

Crashes involving young drivers, those below 25 years of age, feature in over a third, 38.1 percent, of the serious trauma.

Like nearly all regions rural speed zone crashes involving a driver losing control and/or head-on crashes feature highly in the local share of serious trauma, 41.1 percent, due in part to use. As a topic the involvement of alcohol and speed feature as factors in these crashes.

Alcohol and/or drugs are involved in over a quarter, 28.3 percent, of the serious trauma regionally.

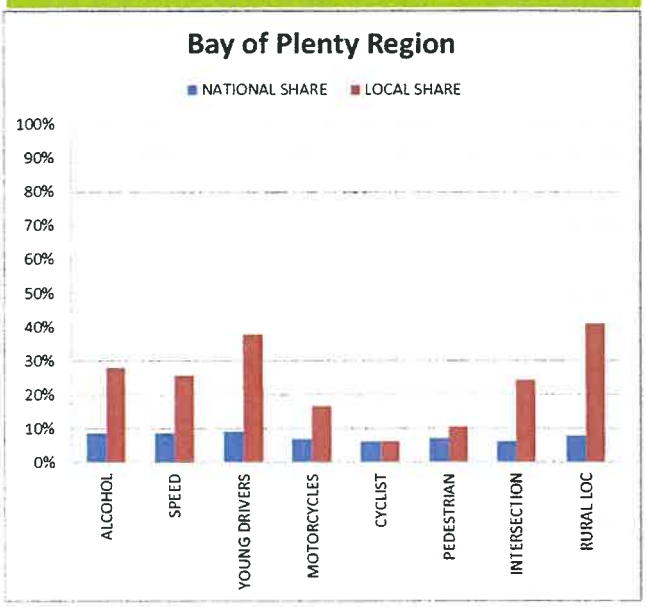
For a regional overview to the latest traffic crash data please refer to the Crash Analysis Statistical Statements.

Shown below is the local regional annual average count of serious trauma by these Safer Journeys areas of concern. This is a summary from the Communities at Risk Register. Alongside the counts it is noted where there is a high concern around the assessed level of risk; personal, collective or both.

Deaths & serious	Annual average	Concern
Alcohol and/or drugs	53	Personal
Speed too fast	49	
Young drivers	73	Personal
Motorcycles	32	
Cyclist	12	
Pedestrian	20	
Intersections	46	Personal
Rural loss of control	27	Personal

Please see the Crash Analysis Trend Reports for details on serious trauma trends across 13 Safer Journeys areas of high, medium and emerging concern.

National and regional share of serious trauma



Safer Journeys concerns have been identified at a local body level across the region are:

Young drivers
- All local bodies in the region

Alcohol and also rural loss of control
- All local bodies except Tauranga City

Speed
- Opotiki District
- Rotorua District
- Western Bay of Plenty

Intersections
- Kawerau District
- Rotorua District
- Tauranga City

Motorcycles
- Tauranga City

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New Zealand Government

Safer Journeys

briefing notes crash analysis

a Safe System approach

Taranaki

None of the Safer Journeys areas of concern show a concern regarding the level of neither personal risk to road users in the region nor collective risk nationally.

Taranaki region accounts for 3.5 percent of the national serious trauma from crashes involving motorcyclists. The region accounts for 3.4 percent of the national serious trauma from crashes involving alcohol and/or drugs, and 3.3 percent from speed too fast for conditions.

Crashes involving young drivers, those below 25 years of age, feature in a third, 33.5 percent, of the serious trauma regionally. Intersection crashes account for a little less than a third, 30.2 percent, of the serious trauma regionally.

Like nearly all regions rural speed zone crashes involving a driver losing control and/or head-on crashes feature highly in the local share of serious trauma, 46.0 percent, due in part to use. As a topic the involvement of alcohol and speed feature as factors in these crashes.

Also alcohol and/or drugs are involved in over a quarter, 28.5 percent, of the serious trauma crashes regionally.

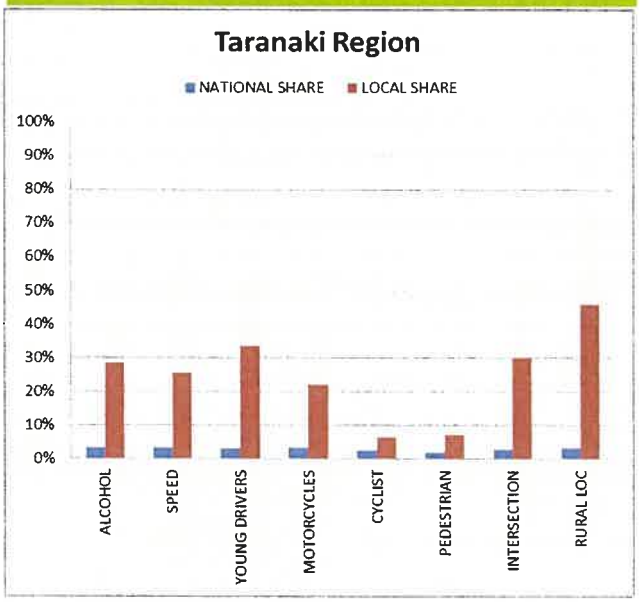
For a regional overview to the latest traffic crash data please refer to the Crash Analysis Statistical Statements.

Shown below is the local regional annual average count of serious trauma by these Safer Journeys areas of concern. This is a summary from the Communities at Risk Register. Alongside the counts it is noted where there is a high concern around the assessed level of risk; personal, collective or both.

Deaths & serious	Annual average	Concern
Alcohol and/or drugs	21	
Speed too fast	18	
Young drivers	24	
Motorcycles	16	
Cyclist	5	
Pedestrian	5	
Intersections	22	
Rural loss of control	78	

Please see the Crash Analysis Trend Reports for details on serious trauma trends across 13 Safer Journeys areas of high, medium and emerging concern.

National and regional share of serious trauma



Safer Journeys concerns have been identified at a local body level across the region are:

New Plymouth District
- Young drivers
- Alcohol and/or drugs
- Speed
- Rural speed zone loss of control/head-on
- Intersections

South Taranaki District
- Rural speed zone loss of control/head-on

Stratford District
- Speed

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WAKA KOTAHI

New Zealand Government

Safer Journeys

briefing notes crash analysis

a Safe System approach

Manawatu Wanganui

Intersection crashes are Safer Journeys areas of concern showing a high concern regarding the level of personal risk to road users in the region.

Manawatu Wanganui region accounts for 7.7 percent of the national serious trauma from crashes involving alcohol and/or drugs. The region accounts for 7.0 percent of the national serious trauma from intersection crashes. The region accounts for 7.1 percent of the national serious trauma from crashes involving motorcyclists.

Regionally young drivers, those below 25 years of age, are involved in over a third, 33.5 percent, of the serious trauma crashes. Intersection crashes account for a little under a third, 29.7 percent, of the serious trauma regionally.

Like nearly all regions rural speed zone crashes involving a driver losing control and/or head-on crashes feature highly in the local share of serious trauma, 44.0 percent, due in part to use. As a topic the involvement of alcohol and speed feature as factors in these crashes.

Also alcohol and/or drugs are involved in over a quarter, 26.9 percent, of the serious trauma crashes regionally.

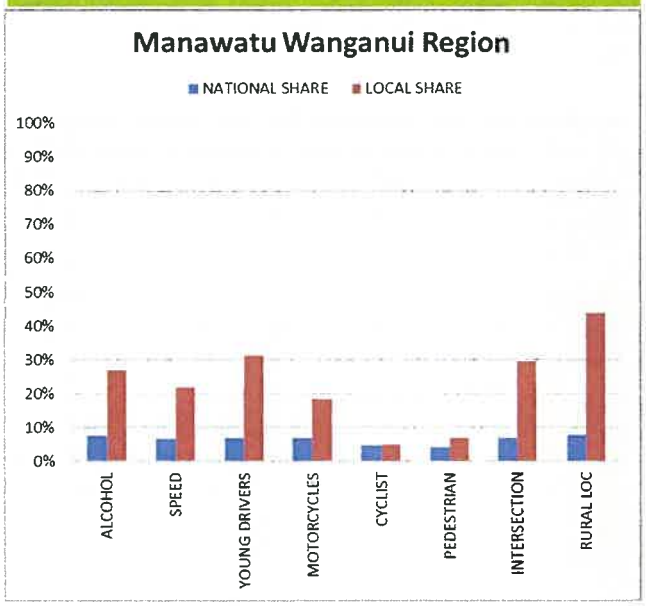
For a regional overview to the latest traffic crash data please refer to the Crash Analysis Statistical Statements.

Shown below is the local regional annual average count of serious trauma by these Safer Journeys areas of concern. This is a summary from the Communities at Risk Register. Alongside the counts it is noted where there is a high concern around the assessed level of risk; personal, collective or both.

Deaths & serious	Annual average	Concern
Alcohol and/or drugs	47	
Speed too fast	38	
Young drivers	55	
Motorcycles	33	
Cyclist	9	
Pedestrian	12	
Intersections	52	Personal
Rural loss of control	77	

Please see the Crash Analysis Trend Reports for details on serious trauma trends across 13 Safer Journeys areas of high, medium and emerging concern.

National and regional share of serious trauma



Safer Journeys concerns have been identified at a local body level across the region are:

Palmerston North City
- Young drivers
- Alcohol and/or drugs
- Intersections
- Pedestrians

Ruapehu District
- Speed
- Rural speed zone loss of control/head-on

Intersections
- Horowhenua District
- Palmerston North City
- Wanganui District

Rural speed zone loss of control, all except
- Palmerston North City
- Wanganui District

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New Zealand Government

Safer Journeys

briefing notes crash analysis

a Safe System approach

Gisborne

Alcohol and/or drugs, speed and rural speed zone loss of control are Safer Journeys areas of concern showing a high concern regarding the level of personal risk to road users in the region.

Gisborne region accounts for 2.5 percent of the national serious trauma from crashes involving excess alcohol and/or drugs. The region accounts for 1.8 percent of the national serious trauma from crashes involving speed too fast for conditions.

Regionally alcohol accounts for over half, 53.1 percent, of the serious trauma and speed for over a third, 35.2 percent.

Like nearly all regions rural speed zone crashes involving a driver losing control and/or head-on crashes feature highly in the local share of serious trauma, 55.2 percent, due in part to use. As a topic the involvement of alcohol and speed feature as factors in these crashes.

Also young drivers, those below 25 years of age, are involved in over a quarter, 28.3 percent, of the serious trauma crashes regionally.

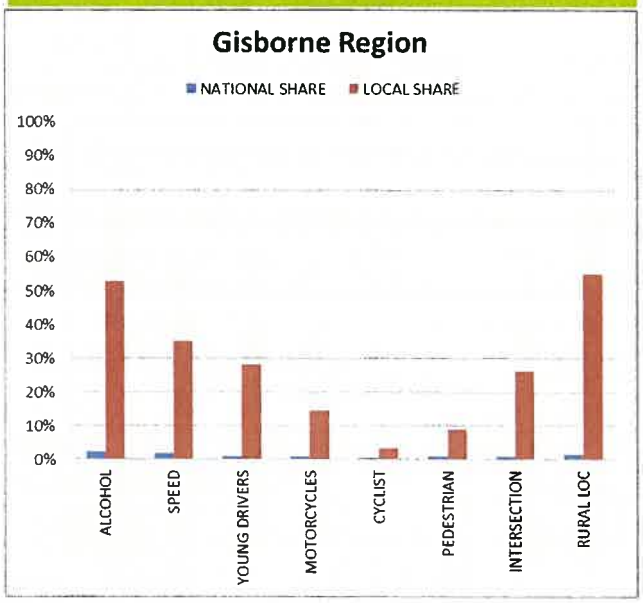
For a regional overview to the latest traffic crash data please refer to the Crash Analysis Statistical Statements.

Shown below is the local regional annual average count of serious trauma by these Safer Journeys areas of concern. This is a summary from the Communities at Risk Register. Alongside the counts it is noted where there is a high concern around the assessed level of risk; personal, collective or both.

Deaths & serious	Annual average	Concern
Alcohol and/or drugs	15	Personal
Speed too fast	10	Personal
Young drivers	8	
Motorcycles	4	
Cyclist	1	
Pedestrian	3	
Intersections	8	
Rural loss of control	16	Personal

Please see the Crash Analysis Trend Reports for details on serious trauma trends across 13 Safer Journeys areas of high, medium and emerging concern.

National and regional share of serious trauma



Safer Journeys concerns have been identified at a local body level across the region are:

Gisborne District

- Alcohol and/or drugs
- Speed
- Rural speed zone loss of control/head-on

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New Zealand Government

Safer Journeys

briefing notes crash analysis

a Safe System approach

Hawke's Bay

Alcohol and/or drugs and speed are Safer Journeys areas of concern showing a high concern regarding the level of personal risk to road users in the region.

Hawke's Bay region accounts for 4.5 percent of the national serious trauma from crashes involving excess alcohol and/or drugs. The region accounts for 4.2 percent of the national serious trauma from crashes involving speed too fast for conditions.

Regionally alcohol accounts for just over a quarter, 26.4 percent, of the serious trauma and speed for just under a quarter, 22.3 percent.

Like nearly all regions rural speed zone crashes involving a driver losing control and/or head-on crashes feature highly in the local share of serious trauma, 51.5 percent, due in part to use. As a topic the involvement of alcohol and speed feature as factors in these crashes.

Also young drivers, those below 25 years of age, are involved in over a quarter, 29.3 percent, of the serious trauma crashes regionally.

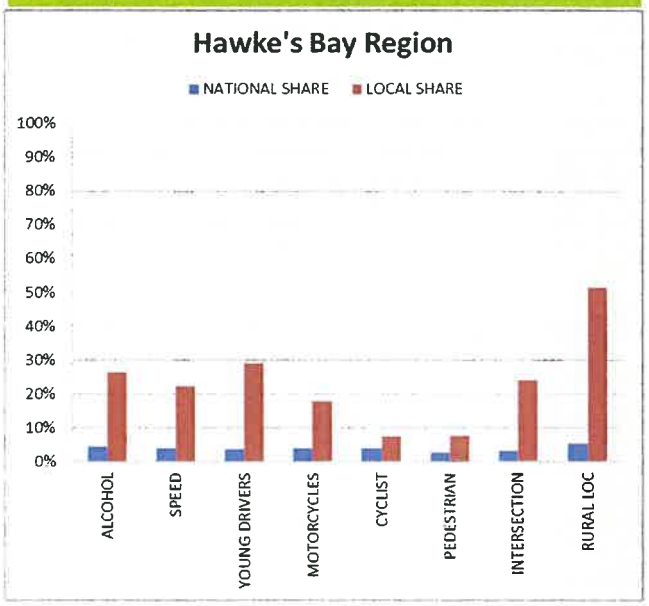
For a regional overview to the latest traffic crash data please refer to the Crash Analysis Statistical Statements.

Shown below is the local regional annual average count of serious trauma by these Safer Journeys areas of concern. This is a summary from the Communities at Risk Register. Alongside the counts it is noted where there is a high concern around the assessed level of risk; personal, collective or both.

Deaths & serious	Annual average	Concern
Alcohol and/or drugs	28	Personal
Speed too fast	23	Personal
Young drivers	31	
Motorcycles	19	
Cyclist	8	
Pedestrian	8	
Intersections	25	
Rural loss of control	54	

Please see the Crash Analysis Trend Reports for details on serious trauma trends across 13 Safer Journeys areas of high, medium and emerging concern.

National and regional share of serious trauma



Safer Journeys concerns have been identified at a local body level across the region are:

Hastings District
- All concerns except pedestrians

Central Hawke's Bay District
- Alcohol and/or drugs

Wairoa District
- Young drivers
- Alcohol and/or drugs
- Speed
- Rural speed zone loss of control/head-on

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New Zealand Government

Safer Journeys

briefing notes crash analysis

a Safe System approach

Greater Wellington

Pedestrians and cyclists are Safer Journeys areas of concern showing a high concern regarding collective risk from a national perspective and with motorcyclist a high concern regarding the level of personal risk to these road users in the region, as do cyclists also.

Greater Wellington region accounts for 12.7 percent of the national serious trauma from crashes involving cyclists. The region accounts for 11.9 percent of the national serious trauma from crashes involving pedestrians and 9.2 percent of those involving motorcyclists.

Regionally intersection crashes account for just under a third, 30.6 percent, of the serious trauma. Young drivers, those below 25 years of age, are involved in over a quarter, 26.8 percent, of the serious trauma crashes regionally.

Like nearly all regions rural speed zone crashes involving a driver losing control and/or head-on crashes feature highly in the local share of serious trauma, 24.3 percent, due in part to use. As a topic the involvement of alcohol and speed feature as factors in these crashes.

Also motorcyclist involved crashes account for just under a quarter, 22.9 percent, of the serious trauma regionally.

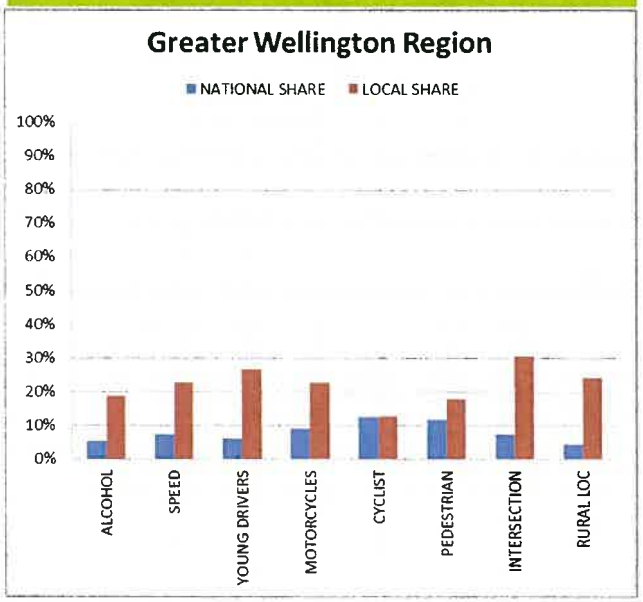
For a regional overview to the latest traffic crash data please refer to the Crash Analysis Statistical Statements.

Shown below is the local regional annual average count of serious trauma by these Safer Journeys areas of concern. This is a summary from the Communities at Risk Register. Alongside the counts it is noted where there is a high concern around the assessed level of risk; personal, collective or both.

Deaths & serious	Annual average	Concern
Alcohol and/or drugs	35	
Speed too fast	42	
Young drivers	49	
Motorcycles	42	Personal
Cyclist	24	Both
Pedestrian	33	Collective
Intersections	56	
Rural loss of control	45	

Please see the Crash Analysis Trend Reports for details on serious trauma trends across 13 Safer Journeys areas of high, medium and emerging concern.

National and regional share of serious trauma



Safer Journeys concerns have been identified at a local body level across the region are:

Wellington City
- All concerns except alcohol and rural speed zone

Carterton District
- Young drivers
- Speed

Masterton District
- Alcohol and/or drugs
- Speed

South Wairarapa District
- Young drivers
- Speed

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New Zealand Government

Safer Journeys

briefing notes crash analysis

a Safe System approach

Tasman Nelson Marlborough

Motorcyclist involved crashes are Safer Journeys areas of concern showing a high concern regarding the level of personal risk to road users in the combined region Tasman Nelson Marlborough.

As a region Tasman Nelson Marlborough accounts for 4.3 percent of the national serious trauma from crashes involving motorcyclists. The region accounts for 3.3 percent of the national serious trauma from crashes involving speed and 3.2 percent from those involving alcohol and/or drugs.

Regionally young drivers, those below 25 years of age, are involved in just under a quarter, 24.0 percent, of the serious trauma crashes regionally. Similarly, motorcyclist involved crashes for just under a quarter, 23.6percent.

Like nearly all regions rural speed zone crashes involving a driver losing control and/or head-on crashes feature highly in the local share of serious trauma, 49.0 percent, due in part to use. As a topic the involvement of alcohol and speed feature as factors in these crashes.

Also alcohol and/or drugs are involved in a little under a quarter, 23.1 percent, of the serious trauma crashes regionally.

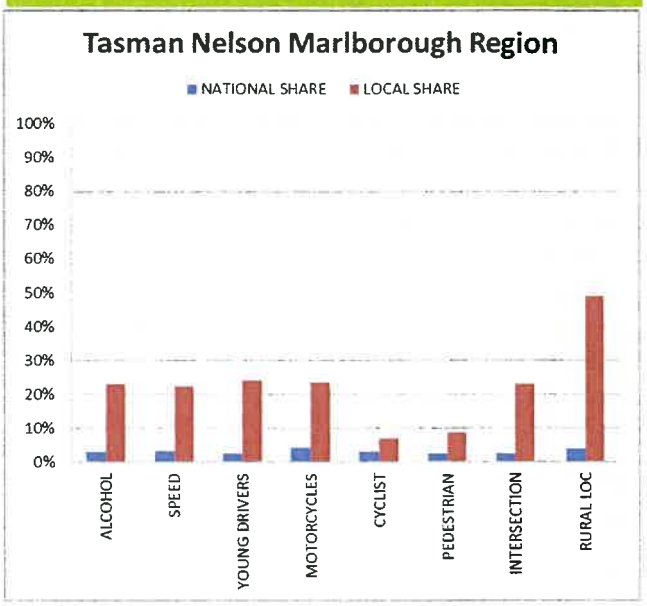
For a regional overview to the latest traffic crash data please refer to the Crash Analysis Statistical Statements.

Shown below is the local regional annual average count of serious trauma by these Safer Journeys areas of concern. This is a summary from the Communities at Risk Register. Alongside the counts it is noted where there is a high concern around the assessed level of risk; personal, collective or both.

Deaths & serious	Annual average	Concern
Alcohol and/or drugs	19	
Speed too fast	19	
Young drivers	20	
Motorcycles	20	Personal
Cyclist	6	
Pedestrian	7	
Intersections	19	
Rural loss of control	41	

Please see the Crash Analysis Trend Reports for details on serious trauma trends across 13 Safer Journeys areas of high, medium and emerging concern.

National and regional share of serious trauma



Safer Journeys concerns have been identified at a local body level across the region are:

Marlborough District

- Rural speed zone loss of control/head-on

Tasman District

- Rural speed zone loss of control/head-on

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New Zealand Government

Safer Journeys

briefing notes crash analysis

a Safe System approach

West Coast

Young drivers, speed and rural speed zone crashes are Safer Journeys areas of concern showing a high concern regarding the level of personal risk to road users in the region.

West Coast region accounts for 1.8 percent of the national serious trauma from crashes involving young drivers, those below 25 years of age. The region accounts for 2.4 percent of the national serious trauma from crashes involving speed too fast for conditions.

Regionally young drivers, those below 25 years of age, are involved in just under a third, 30.2 percent, of the serious trauma crashes. Speed contributes to over a quarter, 28.5 percent of the serious trauma crashes regionally.

Like nearly all regions rural speed zone crashes involving a driver losing control and/or head-on crashes feature highly in the local share of serious trauma, 69.8 percent, due in part to use. As a topic the involvement of alcohol and speed feature as factors in these crashes.

Also motorcyclists are involved in over a quarter, 26.0 percent, of the serious trauma crashes regionally.

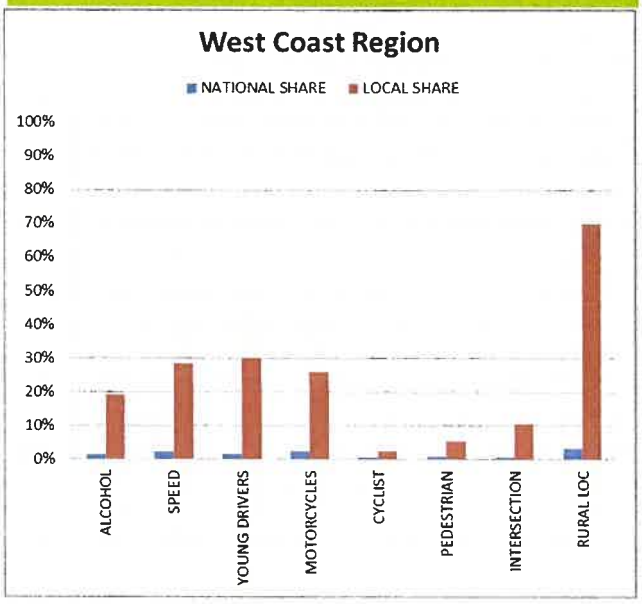
For a regional overview to the latest traffic crash data please refer to the Crash Analysis Statistical Statements.

Shown below is the local regional annual average count of serious trauma by these Safer Journeys areas of concern. This is a summary from the Communities at Risk Register. Alongside the counts it is noted where there is a high concern around the assessed level of risk; personal, collective or both.

Deaths & serious	Annual average	Concern
Alcohol and/or drugs	9	
Speed too fast	13	Personal
Young drivers	14	Personal
Motorcycles	12	
Cyclist	1	
Pedestrian	3	
Intersections	5	
Rural loss of control	33	Personal

Please see the Crash Analysis Trend Reports for details on serious trauma trends across 13 Safer Journeys areas of high, medium and emerging concern.

National and regional share of serious trauma



Safer Journeys concerns have been identified at a local body level across the region are:

Grey District
- Young drivers
- Speed
- Rural speed zone loss of control/head-on

Westland District
- Young drivers
- Speed
- Rural speed zone loss of control/head-on

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New Zealand Government

Safer Journeys

briefing notes crash analysis

a Safe System approach

Canterbury

All eight of the Safer Journeys areas covered show a high concern regarding collective risk nationally, with motorcyclists and pedestrians showing also a high concern regarding personal risk within the region.

Canterbury region accounts for 23.4 percent of the national serious trauma from crashes involving cyclists. The region accounts for 19.8 percent of the national serious trauma from crashes at intersections.

Regionally intersection crashes account for two fifths, 40.9 percent, of the serious trauma. Young drivers, those below 25 years of age, are involved in a little under a third, 29.9 percent, of the serious trauma crashes regionally.

Like nearly all regions rural speed zone crashes involving a driver losing control and/or head-on crashes feature highly in the local share of serious trauma, 30.2 percent, due in part to use. As a topic the involvement of alcohol and speed feature as factors in these crashes.

Also motorcyclists are involved in a fifth, 19.3 percent, of the serious trauma crashes regionally.

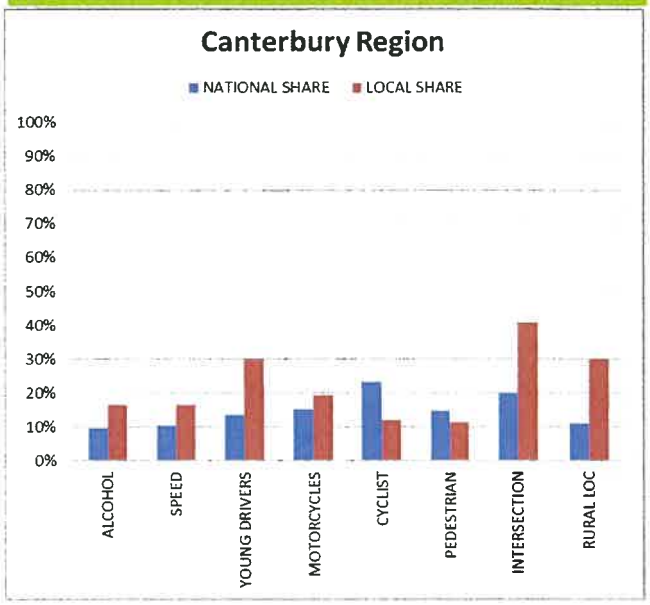
For a regional overview to the latest traffic crash data please refer to the Crash Analysis Statistical Statements.

Shown below is the local regional annual average count of serious trauma by these Safer Journeys areas of concern. This is a summary from the Communities at Risk Register. Alongside the counts it is noted where there is a high concern around the assessed level of risk; personal, collective or both.

Deaths & serious	Annual average	Concern
Alcohol and/or drugs	60	Collective
Speed too fast	59	Collective
Young drivers	108	Collective
Motorcycles	70	Both
Cyclist	43	Collective
Pedestrian	41	Both
Intersections	148	Collective
Rural loss of control	109	Collective

Please see the Crash Analysis Trend Reports for details on serious trauma trends across 13 Safer Journeys areas of high, medium and emerging concern.

National and regional share of serious trauma



Safer Journeys concerns have been identified at a local body level across the region are:

Christchurch City
- All eight areas of concern

Young drivers
- Christchurch City
- Selwyn District
- Waimakariri District

Rural speed zone loss of control/head-on
- Christchurch City
- Mackenzie District
- Selwyn District
- Waimakariri District

Intersections
- Christchurch City
- Selwyn District
- Timaru District

NZTA web link to all the Crash Analysis Briefing Notes

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Otago

Young drivers, pedestrians and intersections are Safer Journeys areas of concern showing a high concern regarding the level of personal risk to road users in the region.

Otago region accounts for 9.1 percent of the national serious trauma from crashes involving young drivers, those below 25 years of age. The region accounts for 7.9 percent of the national serious trauma from crashes involving pedestrians and 7.8 percent of the national serious trauma from crashes at intersections.

Regionally young drivers, those below 25 years of age, are involved in over a third, 36.4 percent, of the serious trauma. Crashes at intersections account for a little under a third, 29.8 percent, of the serious trauma and speed for a fifth, 20.5percent.

Like nearly all regions rural speed zone crashes involving a driver losing control and/or head-on crashes feature highly in the local share of serious trauma, 41.5 percent, due in part to use. As a topic the involvement of alcohol and speed feature as factors in these crashes.

Also alcohol contributes to just under a fifth, 18.0 percent, of the serious trauma crashes regionally.

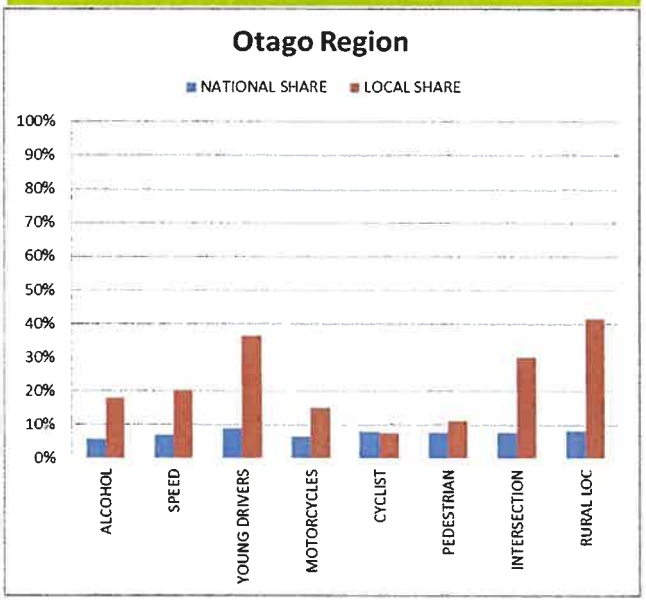
For a regional overview to the latest traffic crash data please refer to the Crash Analysis Statistical Statements.

Shown below is the local regional annual average count of serious trauma by these Safer Journeys areas of concern. This is a summary from the Communities at Risk Register. Alongside the counts it is noted where there is a high concern around the assessed level of risk; personal, collective or both.

Deaths & serious	Annual average	Concern
Alcohol and/or drugs	35	
Speed too fast	40	
Young drivers	71	Personal
Motorcycles	29	
Cyclist	15	
Pedestrian	22	Personal
Intersections	58	Personal
Rural loss of control	81	

Please see the Crash Analysis Trend Reports for details on serious trauma trends across 13 Safer Journeys areas of high, medium and emerging concern.

National and regional share of serious trauma



Safer Journeys concerns have been identified at a local body level across the region are:

Dunedin City
- All eight areas of concern

Central Otago District
- Young drivers
- Rural speed zone loss of control/head-on

Clutha District
- Rural speed zone loss of control/head-on

Queenstown Lakes District
- Young drivers
- Rural speed zone loss of control/head-on

Waitaki District
- Rural speed zone loss of control/head-on

NZTA web link to all the Crash Analysis Briefing Notes

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a Safe System approach

Southland

Intersections are a Safer Journeys area of concern showing a high concern regarding the level of personal risk to road users in the region.

Southland region accounts for 3.5 percent of the national serious trauma from crashes at intersections. The region accounts for 4.1 percent of the national serious trauma from crashes involving young drivers, those below 25 years of age.

Regionally young drivers, those below 25 years of age, are involved in over a third, 36.9 percent, of the serious trauma. Alcohol contributes to just under a quarter, 23.5 percent, of the serious trauma regionally and speed for over a fifth, 21.9 percent.

Like nearly all regions rural speed zone crashes involving a driver losing control and/or head-on crashes feature highly in the local share of serious trauma, 51.2 percent, due in part to use. As a topic the involvement of alcohol and speed feature as factors in these crashes.

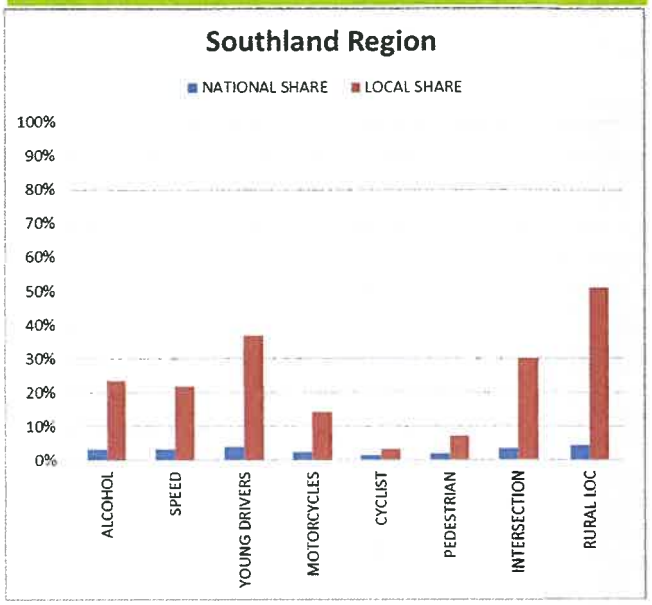
For a regional overview to the latest traffic crash data please refer to the Crash Analysis Statistical Statements.

Shown below is the local regional annual average count of serious trauma by these Safer Journeys areas of concern. This is a summary from the Communities at Risk Register. Alongside the counts it is noted where there is a high concern around the assessed level of risk; personal, collective or both.

Deaths & serious	Annual average	Concern
Alcohol and/or drugs	20	
Speed too fast	19	
Young drivers	32	
Motorcycles	12	
Cyclist	3	
Pedestrian	6	
Intersections	58	Personal
Rural loss of control	81	

Please see the Crash Analysis Trend Reports for details on serious trauma trends across 13 Safer Journeys areas of high, medium and emerging concern.

National and regional share of serious trauma



Safer Journeys concerns have been identified at a local body level across the region are:

Invercargill City
- Young drivers
- Intersections

Southland District
- Young drivers
- Alcohol and/or drugs
- Speed
- Rural speed zone loss of control/head-on

NZTA web link to all the Crash Analysis Briefing Notes

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Safer Journeys

NATIONAL SHARE OF SERIOUS TRAUMA BY ROAD SAFETY REGION, ACROSS EIGHT SAFER JOURNEYS AREAS OF HIGH STRATEGIC CONCERN

	ALCOHOL	SPEED	YOUNG	MOTORCYCLES	CYCLIST	PEDESTRIAN	INTERSECTION	RURAL LOC
NORTHLAND	7.0%	6.3%	4.6%	4.0%	2.4%	3.1%	3.0%	8.3%
AUCKLAND	22.7%	18.7%	20.1%	18.7%	19.8%	29.4%	23.1%	9.6%
WAIKATO	14.4%	16.0%	13.5%	13.9%	9.7%	9.7%	11.4%	19.3%
BAY OF PLENTY	8.7%	8.7%	9.2%	7.0%	6.4%	7.3%	6.2%	8.0%
TARANAKI	3.4%	3.3%	3.1%	3.5%	2.6%	1.9%	2.9%	3.4%
MANAWATU WANGANUI	7.7%	6.8%	7.0%	7.1%	4.7%	4.4%	7.0%	7.9%
GISBORNE	2.5%	1.8%	1.0%	0.9%	0.5%	0.9%	1.0%	1.6%
HAWKE'S BAY	4.5%	4.2%	3.9%	4.2%	4.2%	2.9%	3.4%	5.6%
WELLINGTON	5.6%	7.4%	6.2%	9.2%	12.7%	11.9%	7.5%	4.6%
TASMAN NELSON MARLBOROUGH	3.2%	3.3%	2.6%	4.3%	3.2%	2.6%	2.6%	4.2%
WEST COAST	1.5%	2.4%	1.8%	2.7%	0.6%	0.9%	0.7%	3.4%
CANTERBURY	9.7%	10.5%	13.7%	15.3%	23.4%	14.7%	19.8%	11.2%
OTAGO	5.7%	7.1%	9.1%	6.4%	8.0%	7.9%	7.8%	8.4%
SOUTHLAND	3.3%	3.4%	4.1%	2.7%	1.6%	2.3%	3.5%	4.6%

NATIONAL SHARE medium strategic

Key

- Collective risk >75th percentile
- Personal risk >1STDEV
- Both

NZ TRANSPORT AGENCY WAKA KOTAHI

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Safer Journeys

LOCAL SHARE OF SERIOUS TRAUMA BY ROAD SAFETY REGION, ACROSS EIGHT SAFER JOURNEYS AREAS OF HIGH STRATEGIC CONCERN

ALCOHOL	SPEED	YOUNG	MOTORCYCLE	CYCLIST	PEDESTRIAN	INTERSECTION	RURAL LOC	
33.4%	27.6%	28.3%	14.2%	3.4%	6.8%	17.2%	62.4%	NORTHLAND
28.6%	21.6%	32.7%	17.6%	7.6%	16.9%	35.4%	19.2%	AUCKLAND
24.4%	25.0%	29.6%	17.5%	5.0%	7.5%	23.5%	52.2%	WAIKATO
28.0%	25.7%	38.1%	16.8%	6.2%	10.7%	24.3%	41.1%	BAY OF PLENTY
28.5%	25.5%	33.5%	22.2%	6.6%	7.2%	30.2%	46.0%	TARANAKI
26.9%	21.8%	31.5%	18.5%	5.0%	6.9%	29.7%	44.0%	MANAWATU WANGANUI
53.1%	35.2%	28.3%	14.5%	3.4%	9.0%	26.2%	55.2%	GISBORNE
26.4%	22.2%	29.3%	18.1%	7.4%	7.8%	24.1%	51.5%	HAWKE'S BAY
18.9%	22.8%	26.8%	22.9%	12.9%	18.1%	30.6%	24.3%	WELLINGTON
23.1%	22.4%	24.0%	23.6%	7.1%	8.8%	23.1%	49.0%	TASMAN NELSON MARLBOROUGH
19.1%	28.5%	30.2%	26.0%	2.6%	5.5%	10.6%	69.8%	WEST COAST
16.5%	16.4%	29.9%	19.3%	12.0%	11.4%	40.9%	30.2%	CANTERBURY
18.0%	20.5%	36.4%	15.0%	7.6%	11.2%	29.8%	41.5%	OTAGO
23.5%	21.9%	36.9%	14.3%	3.5%	7.4%	30.2%	51.2%	SOUTHLAND

LOCAL SHARE medium strategic

Top 2 locally

3rd + 4th locally

NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government

Safer Journeys