8. Nelson Transport Statistics

8.1. Journey to Work

The figure below shows the mode of travel to work for residents of Nelson for the 1996, 2001, and 2006 census, as well as the 2006 figures for the whole of New Zealand.

By far the most commonly used mode in Nelson is the private motor vehicle, with a similar percentage to the whole of New Zealand. Public bus use is lower than the national total, but Nelson does show slightly higher rates of cycling and walking.

Figure 19 - Journey to Work Data (Source: Statistics NZ Census Data)

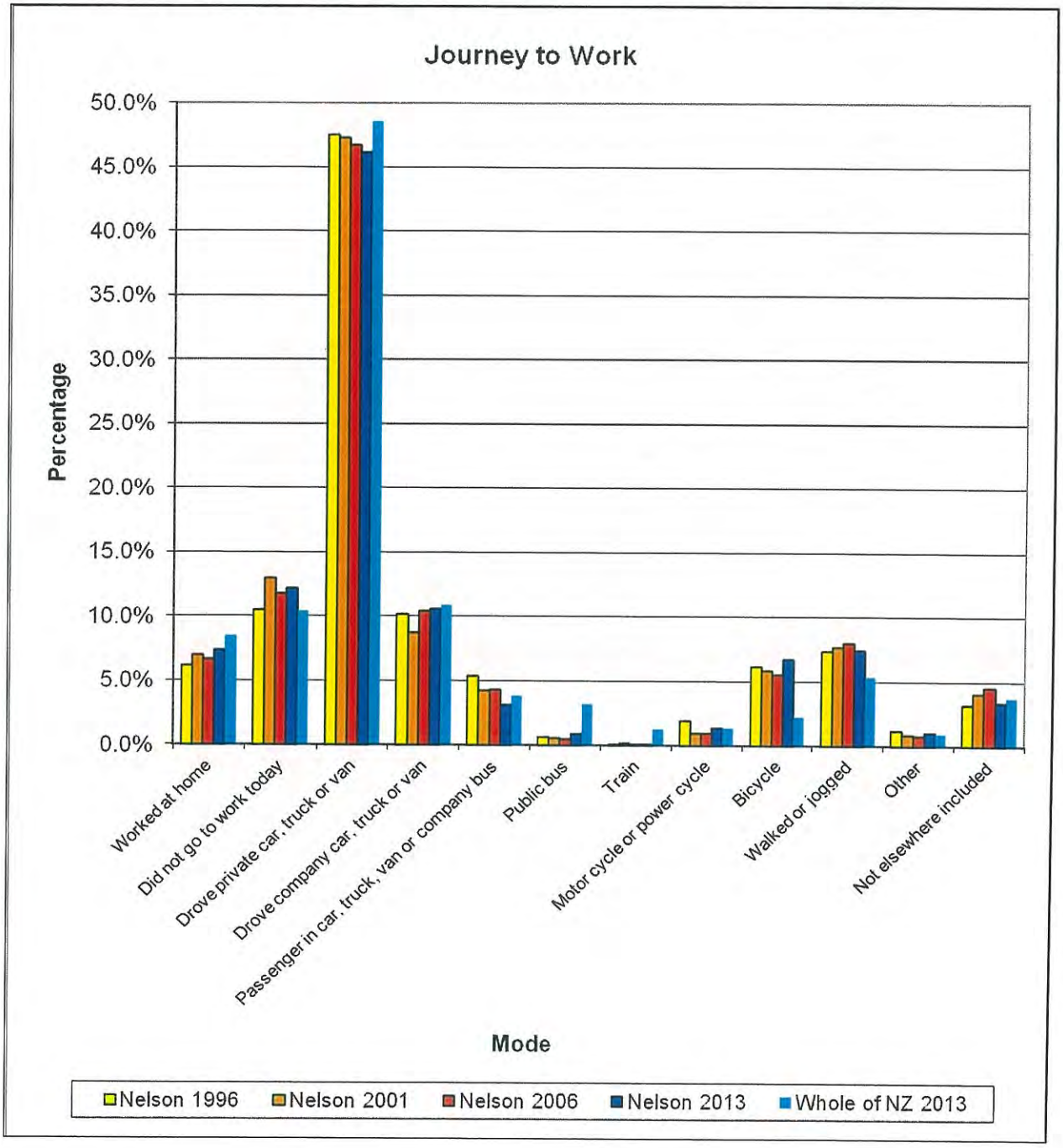
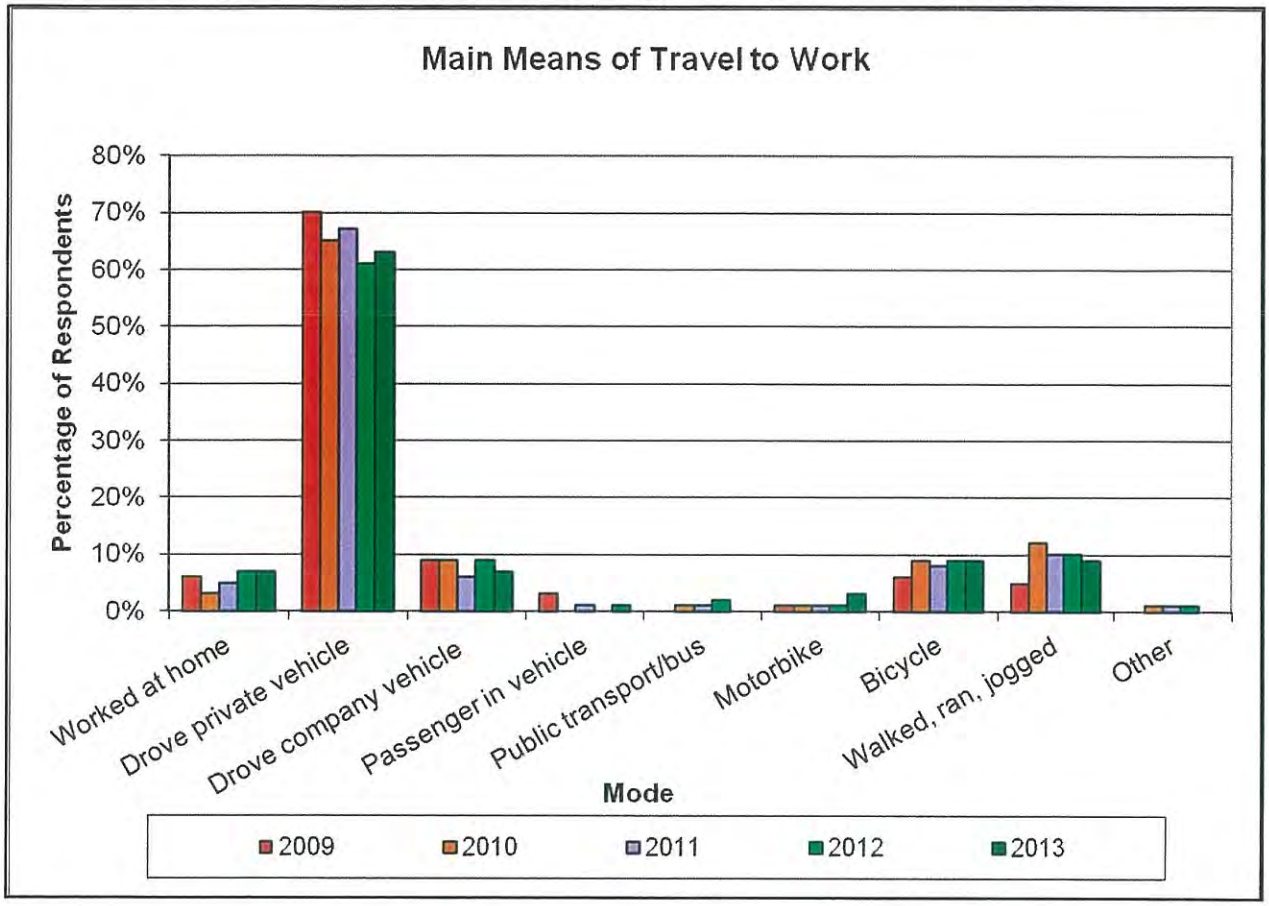


Figure 20 - Main Means of Travel to Work (Source: Annual Residents Survey)



8.2. Traffic Volumes

The following graphs show average daily traffic volumes for the arterial roads since 2006.

Figure 21 - Average Daily Traffic (ADT) and Annual Average Daily Traffic (AADT) – arterial roads

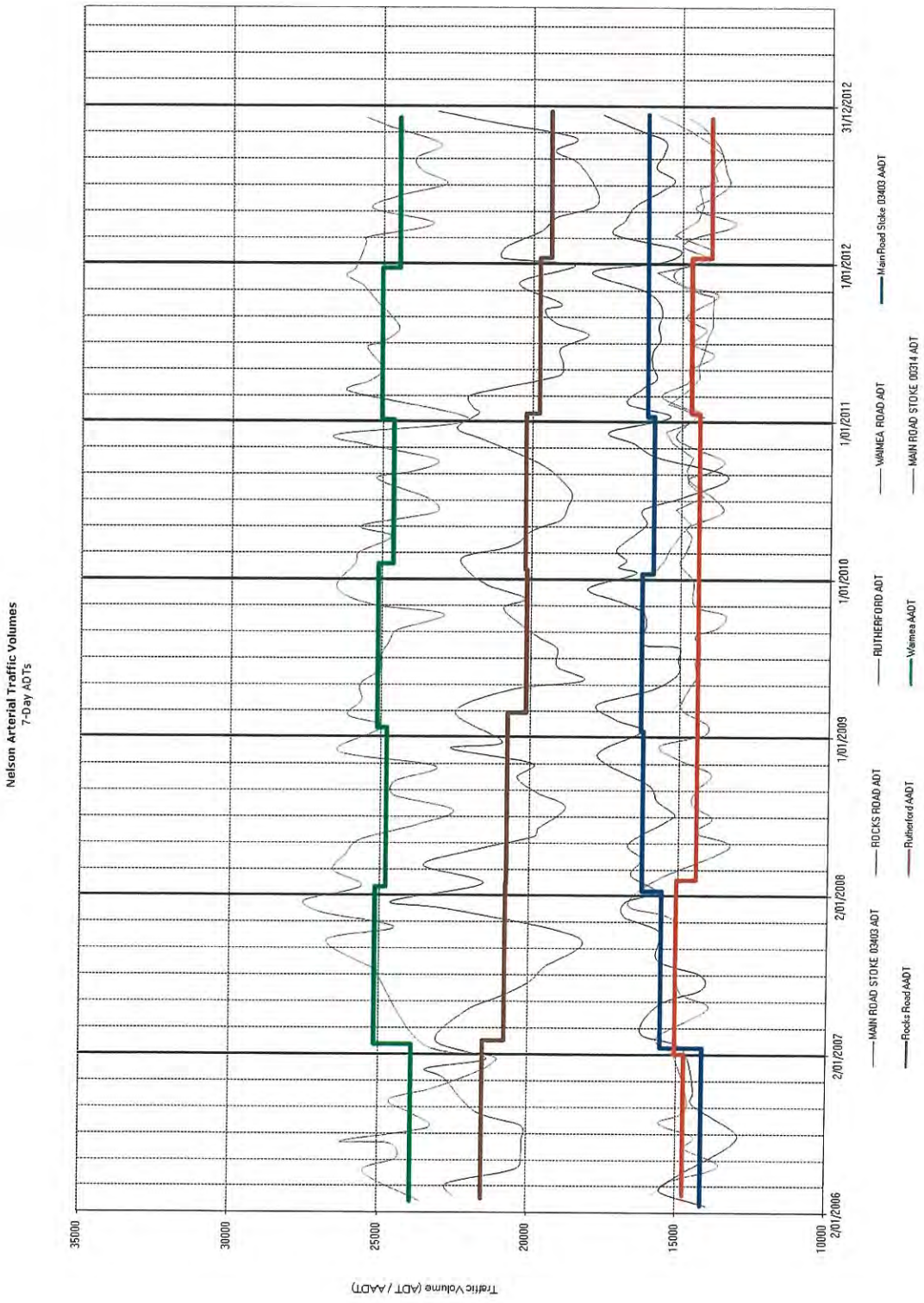


Figure 22 – Vehicle Counts on Waimea Road: Northbound Morning Peak

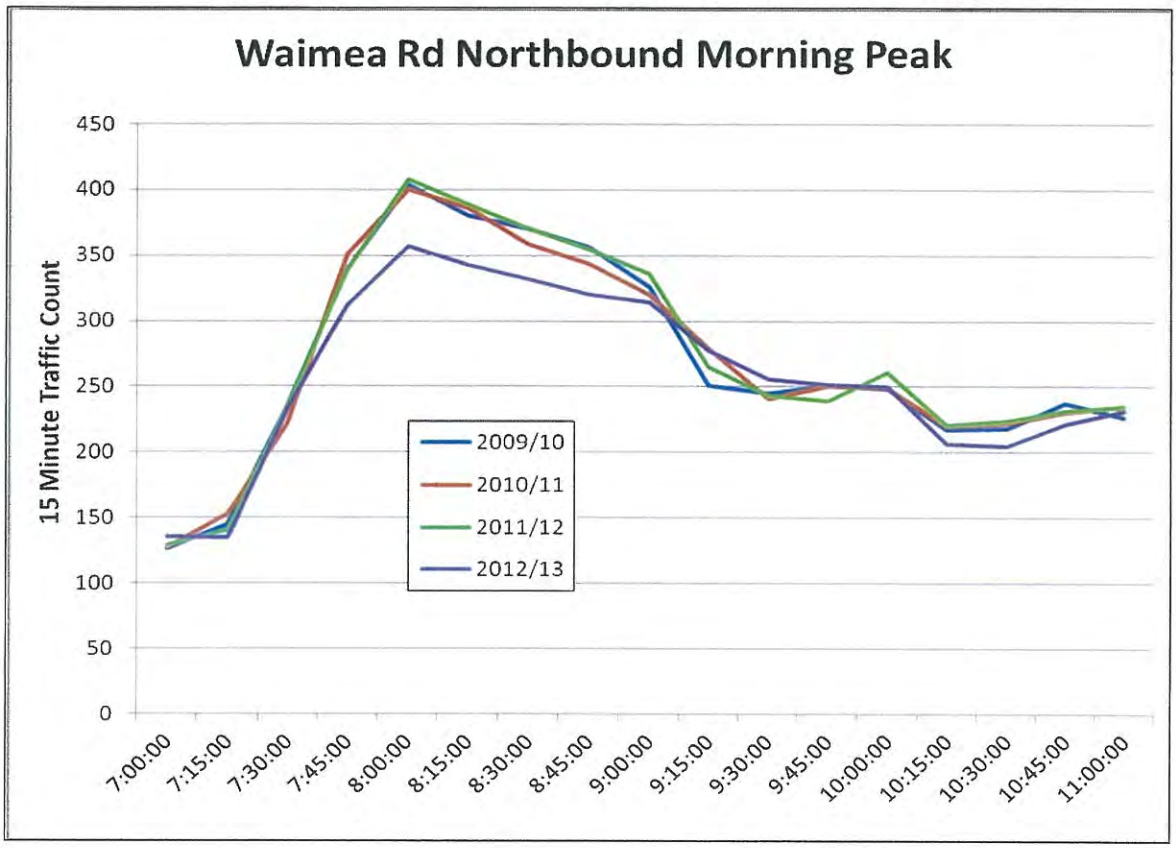


Figure 23 – Vehicle Counts on Waimea Road: Southbound Evening Peak

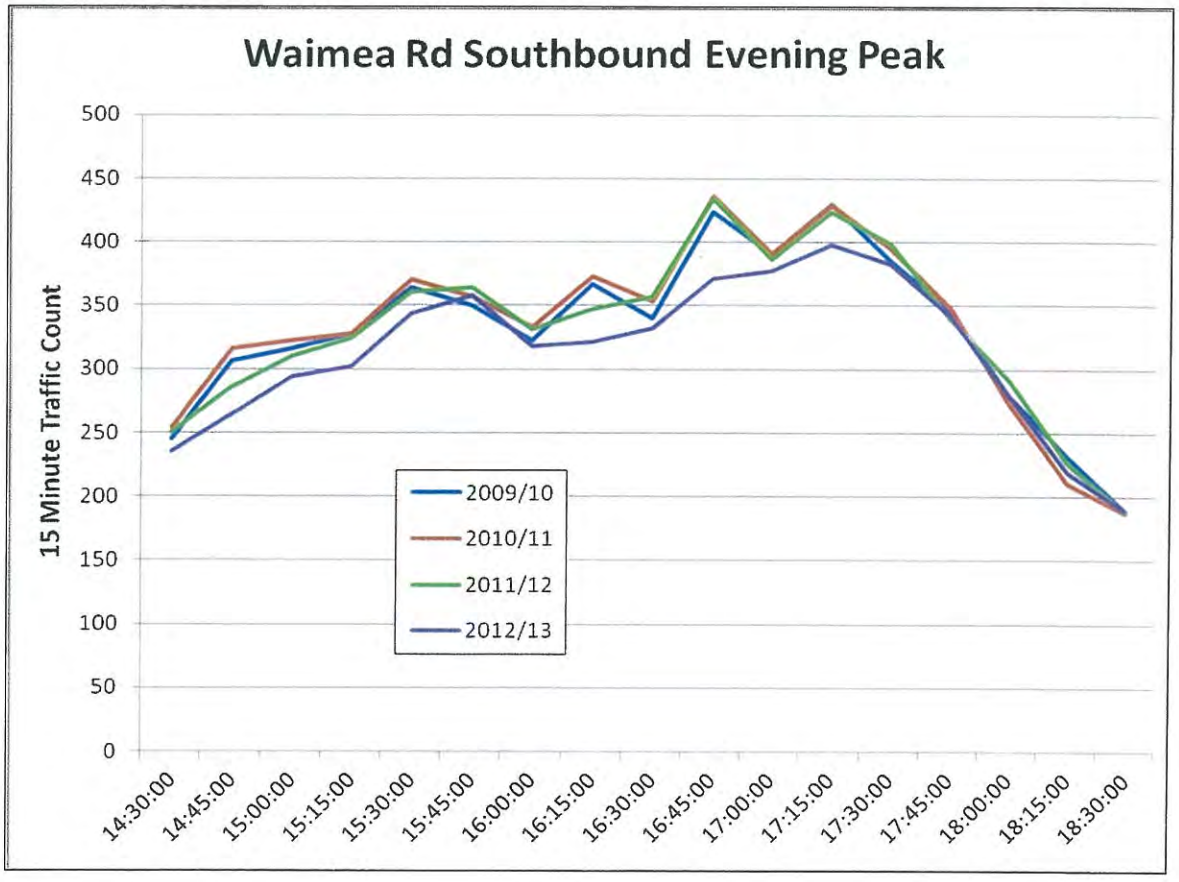


Figure 24 – Vehicle Counts on Rocks Road: Northbound Morning Peak

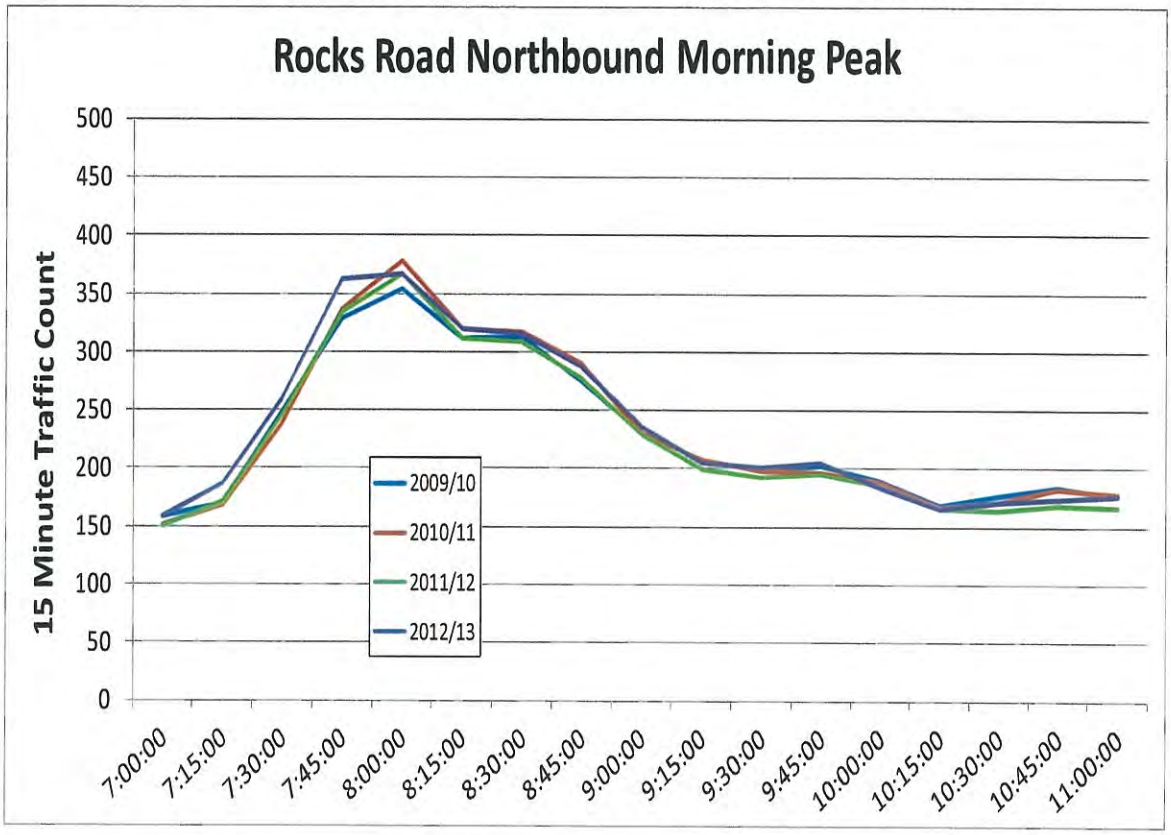
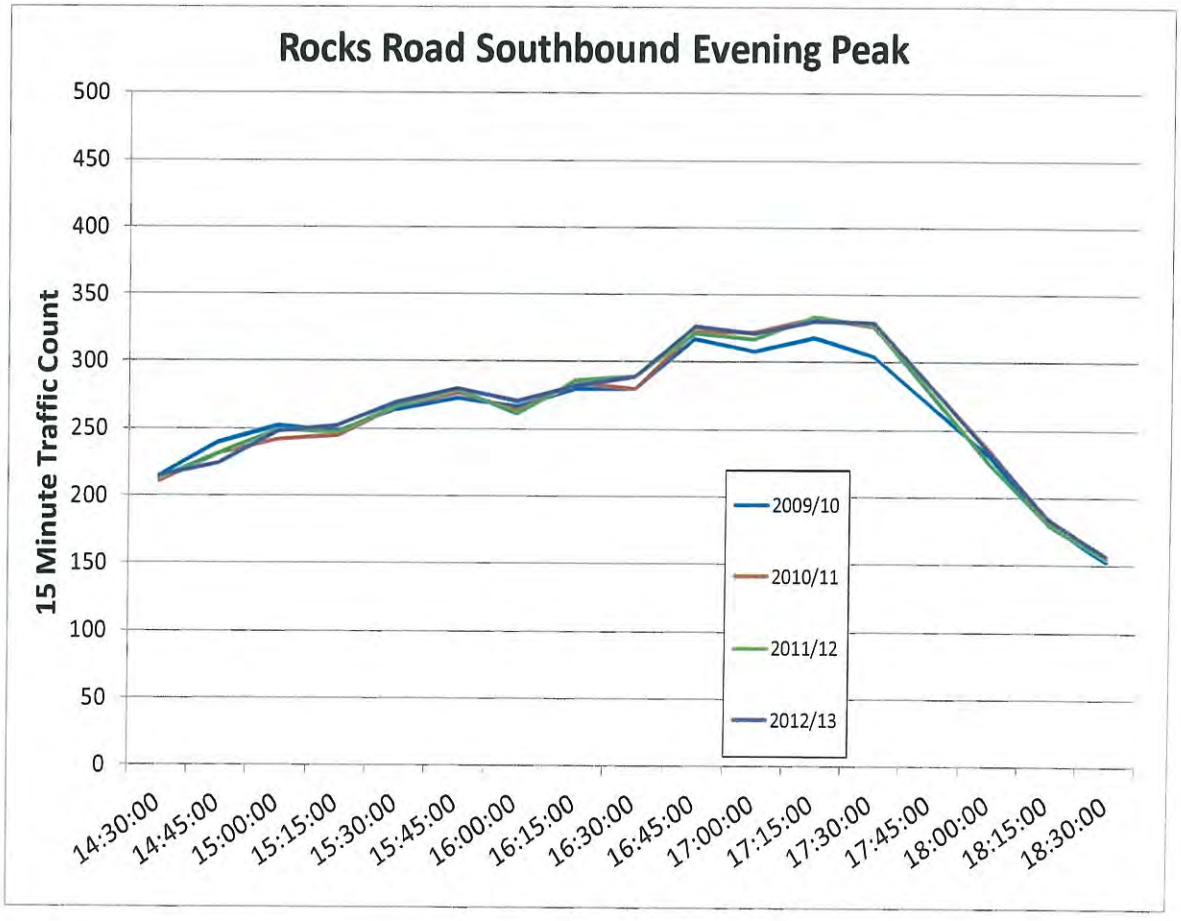


Figure 25 – Vehicle Counts on Rocks Road: Southbound Evening Peak



8.3. Cycle and Pedestrian Counts

The results of the 7 hour manual summer counts of pedestrians and cyclists are shown in the table below.

Table 4 - Summer 7 hour Manual Counts of Cyclists and Pedestrians

Site	Count	2007	2008	2009	2010	2011	2012	2013
Stoke Railway Reserve	Cyclists	287	377	332	405	399	440	458
	Pedestrians	178	207	175	209	241	274	264
Bishopdale Railway Reserve	Cyclists	186	211	176	276	330	437	275
	Pedestrians	30	27	41	66	170	92	66
Wakefield Quay	Cyclists	244	398	230	286	450	251	323
	Pedestrians	88	157	86	200	250	185	227
Atawhai Shared Path	Cyclists	-	-	-	164	220	213	202
	Pedestrians	-	-	-	40	94	51	54
Whakatu Shared Path	Cyclists	-	-	-	137	195	258	161
	Pedestrians	-	-	-	15	77	74	74
		2007	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**
SUBTOTAL (Stoke RR, Bish RR, Wakefield Quay)	Cyclists	717	986	738	967	1179	1128	1056
	Pedestrians	296	391	302	475	661	551	557
TOTAL - all sites	Cyclists				1268	1594	1599	1419
	Pedestrians				530	832	676	685

The following graphs show the timeseries data for cyclist counts extrapolated out to 24 hours. Counts were started in 2001 and counted regularly every 6 months from 2005 onwards. Two additional sites were added in 2010, the Whakatu Drive and Atawhai Drive shared paths. The seasonal difference in number of cyclists is clearly visible.

Figure 26 - Cycle Count - 24hr Estimates

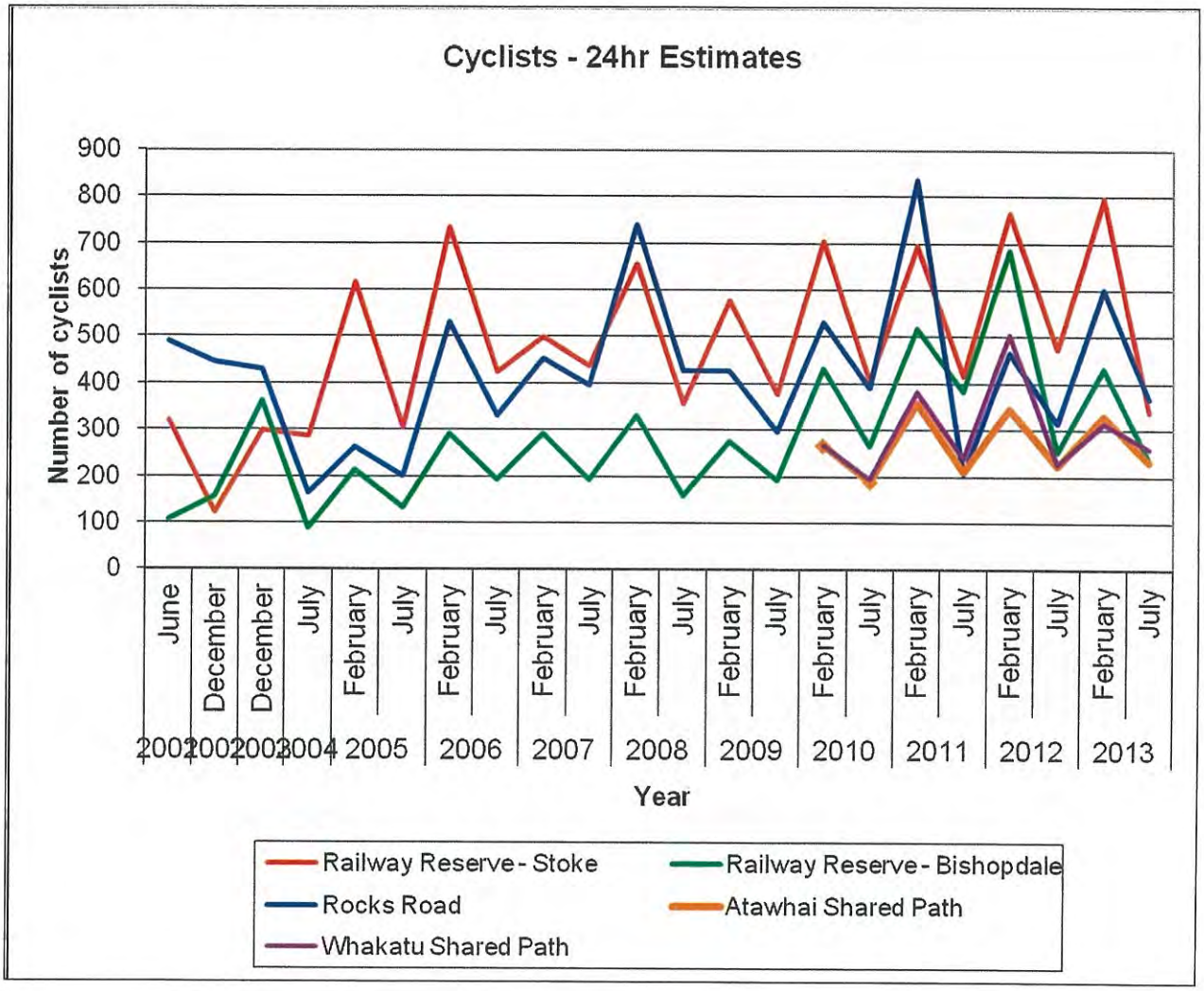
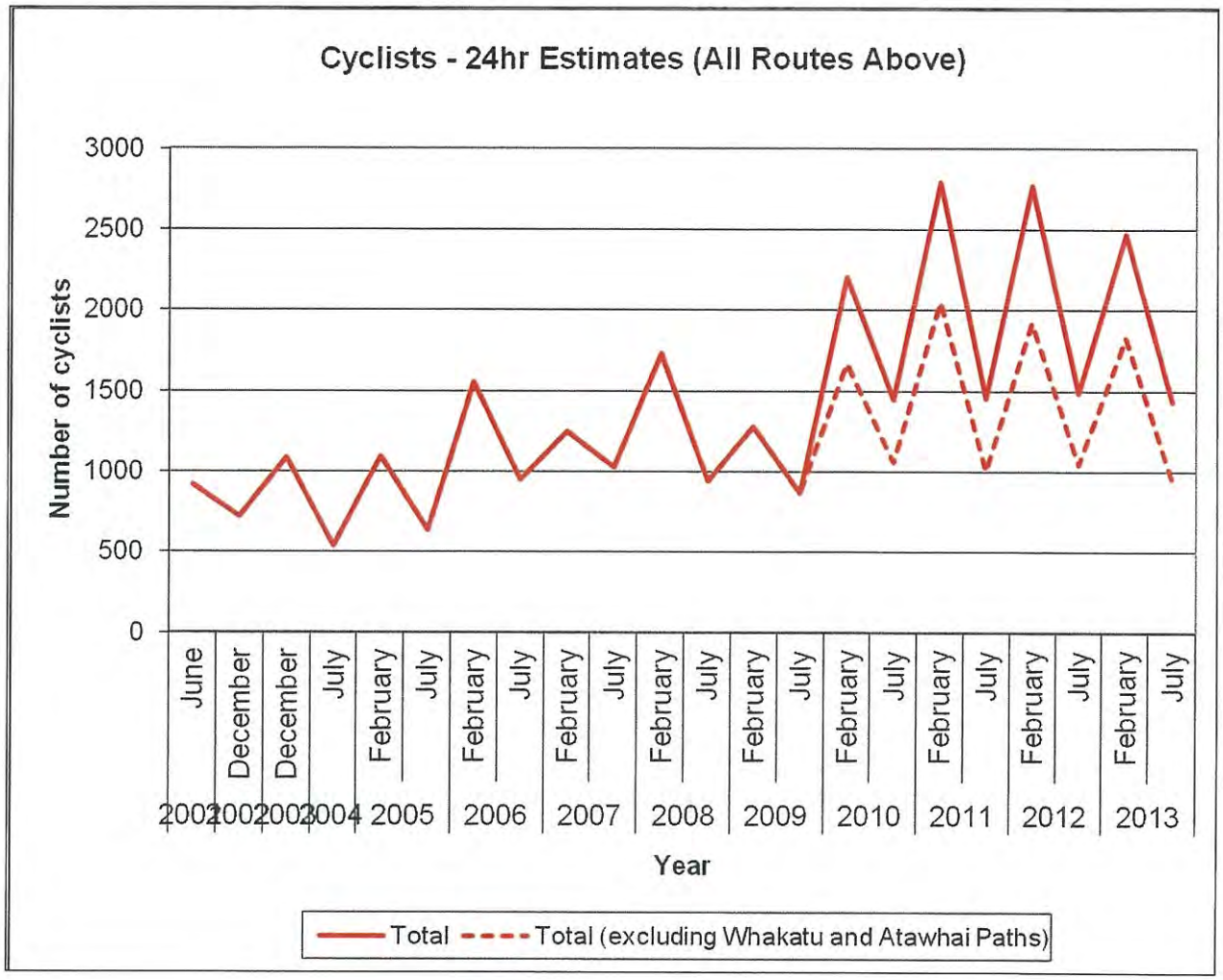


Figure 27 - Cycle Count - 24hr Total



The following graphs show the actual number of pedestrians counted over a 7 hour period. Counts are taken at the same sites and times as cyclist counts.

Figure 28 - Pedestrian Count – 7hr Count

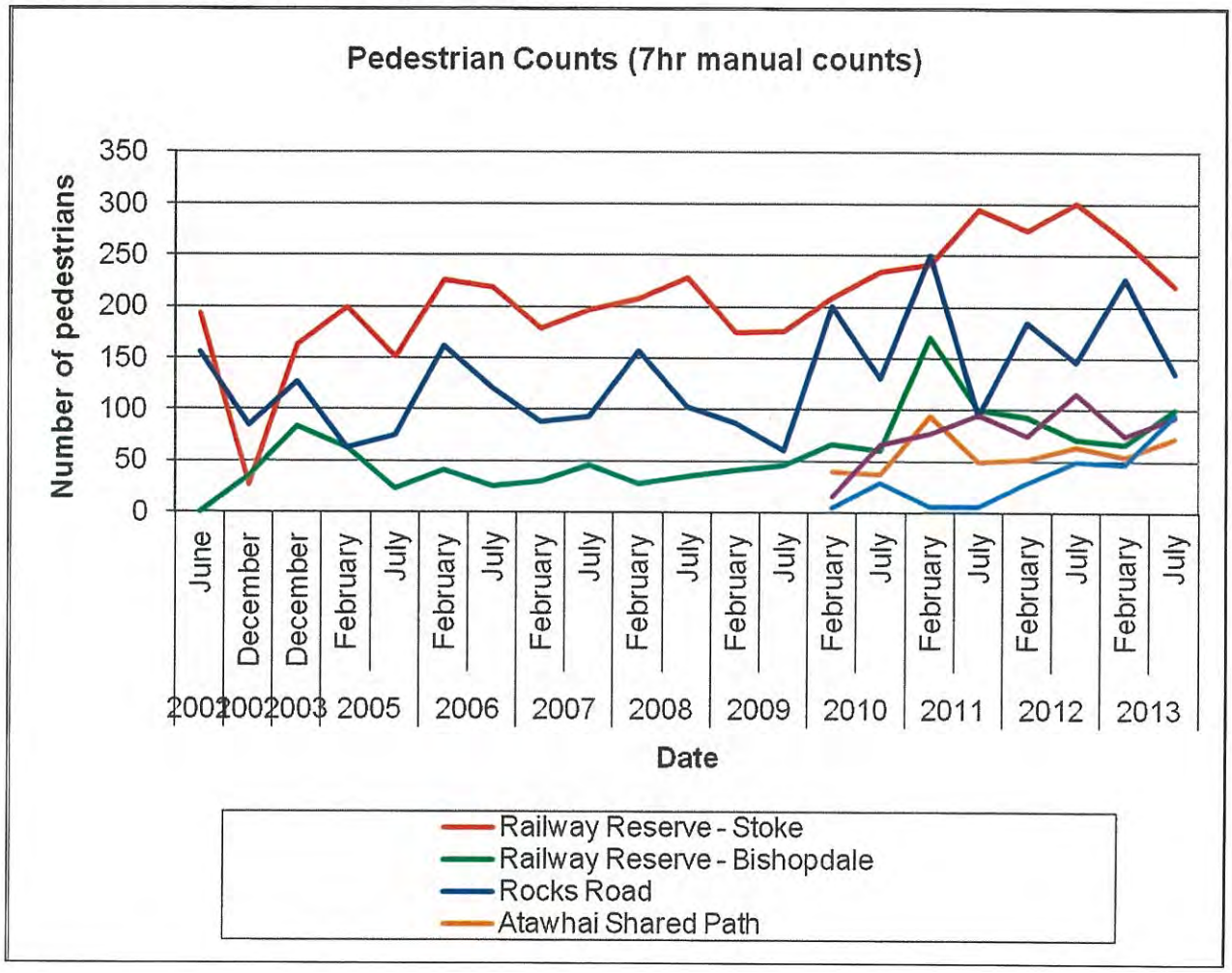
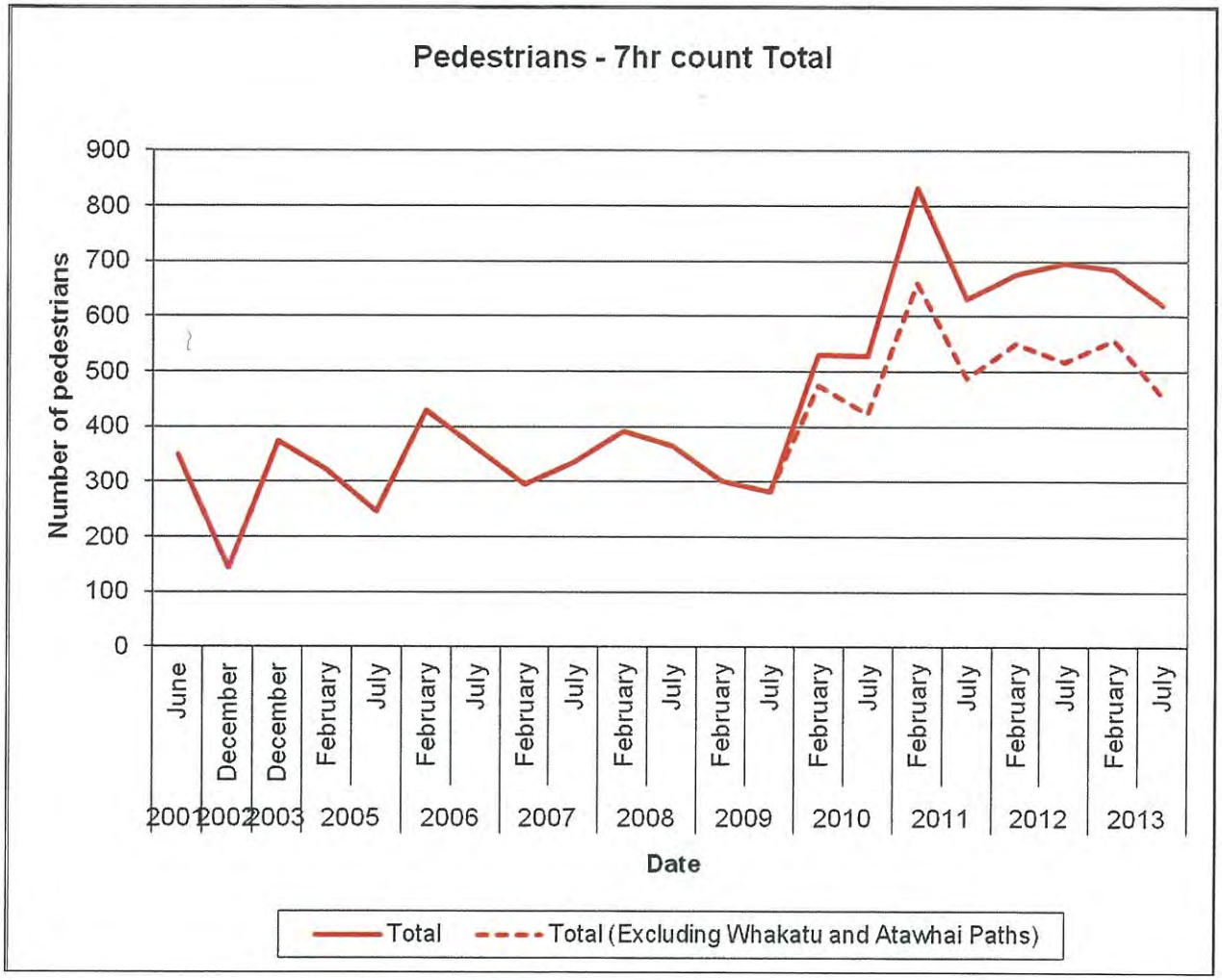


Figure 29 - Pedestrian Count - 7hr Count Total



The following maps present data collected in February 2010 in the first of a series of 5-yearly comprehensive cyclist and pedestrian counts (pedestrians have also been counted in some instances).

Figure 30 - Comprehensive Cycle Count - 7hr Count Total

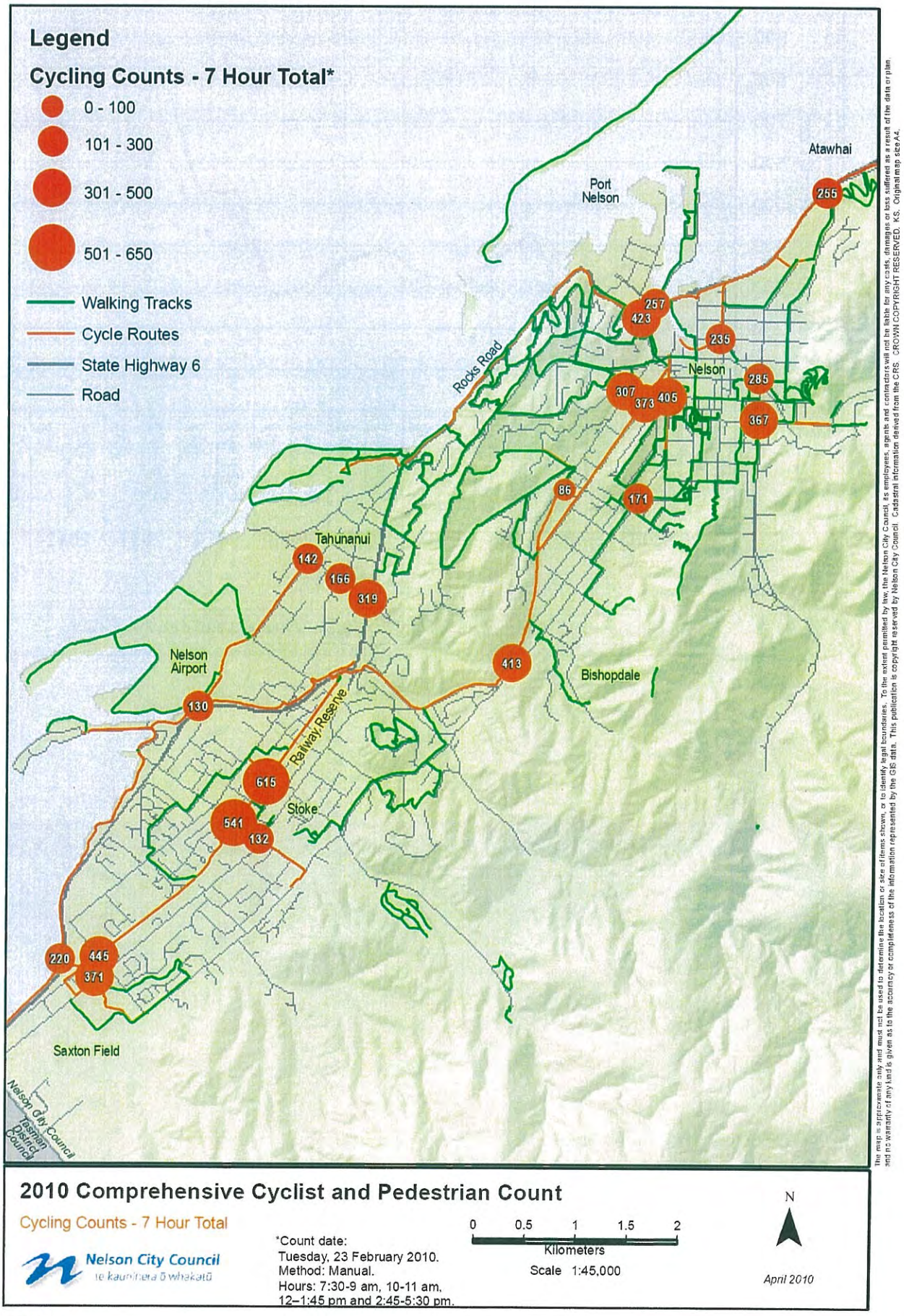


Figure 31 - Comprehensive Pedestrian Count - 7hr Pedestrian Count Total

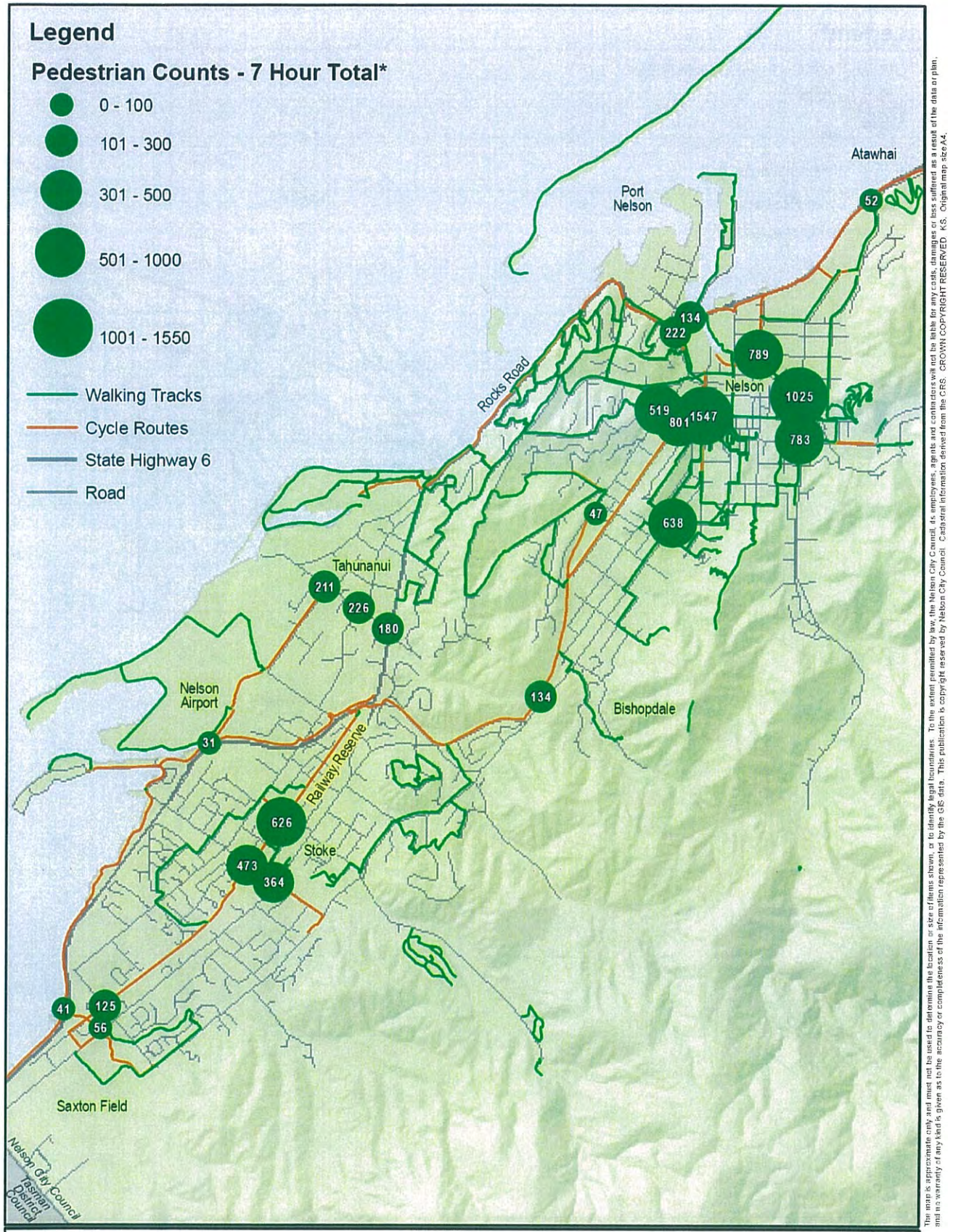


Figure 32 - Comprehensive Cycle Count - Male/Female Ratio

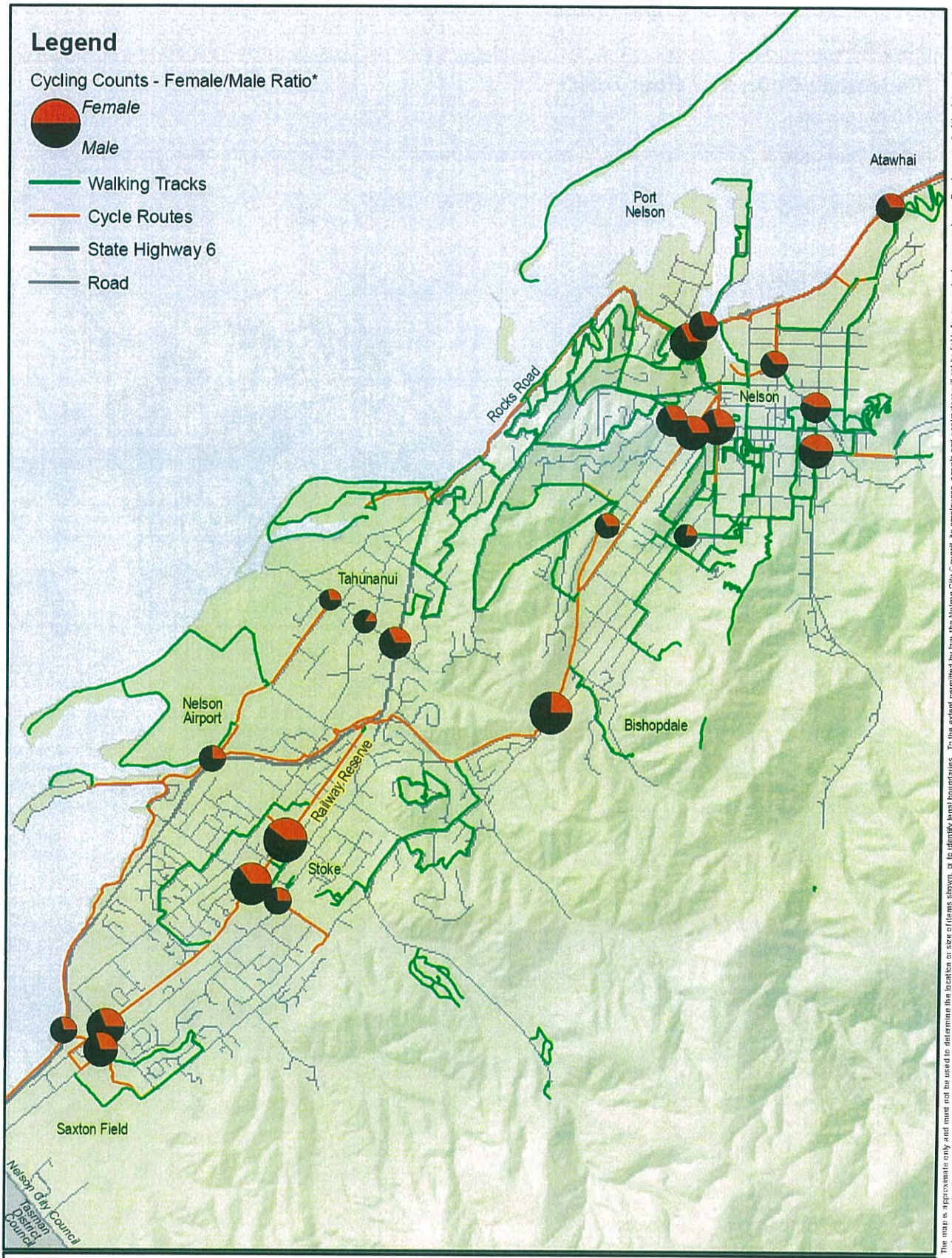


Figure 33 - Comprehensive Cycle Count - Age of Cyclist

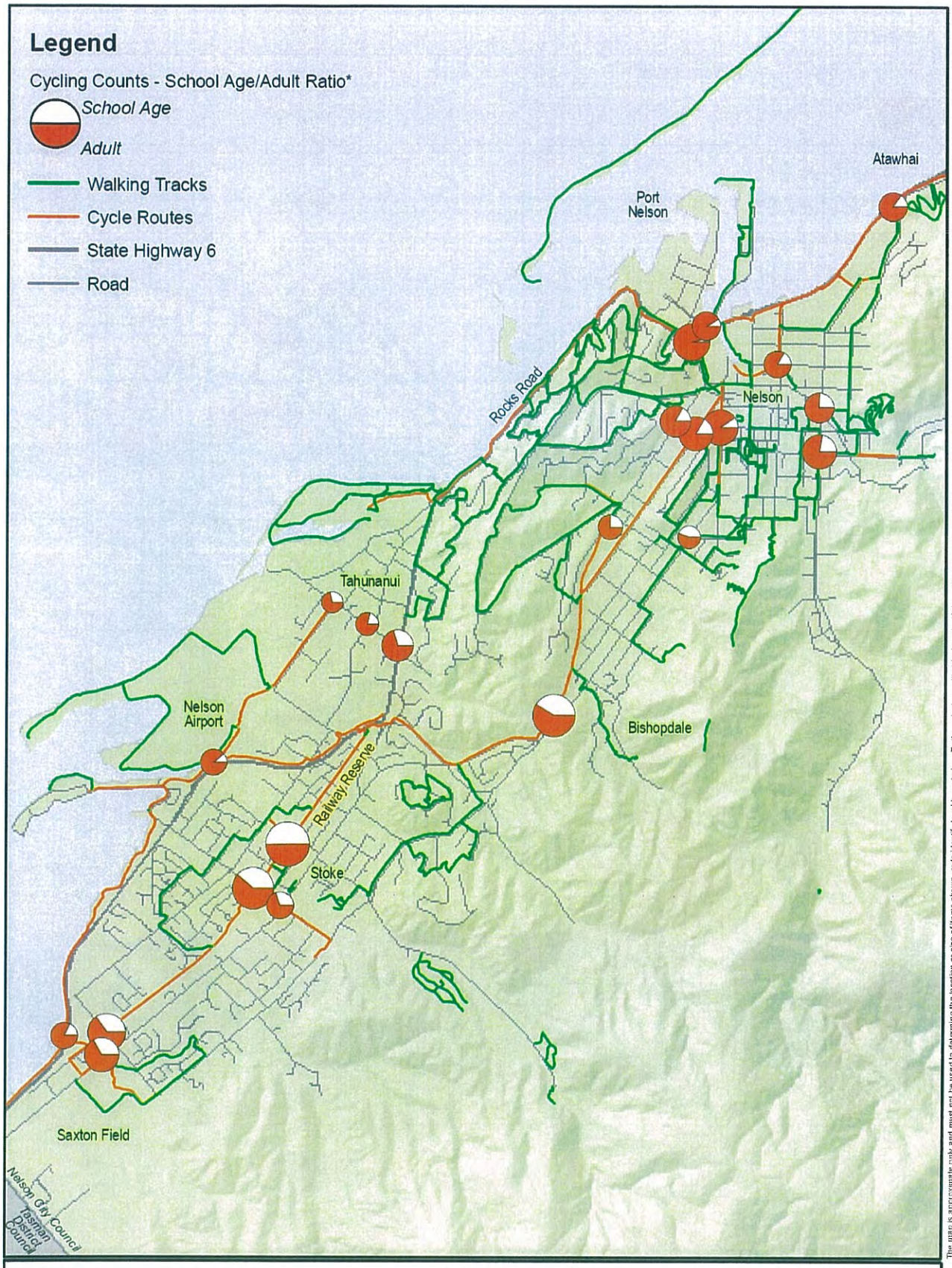


Figure 34 - Comprehensive Cycle Count - Helmet Use

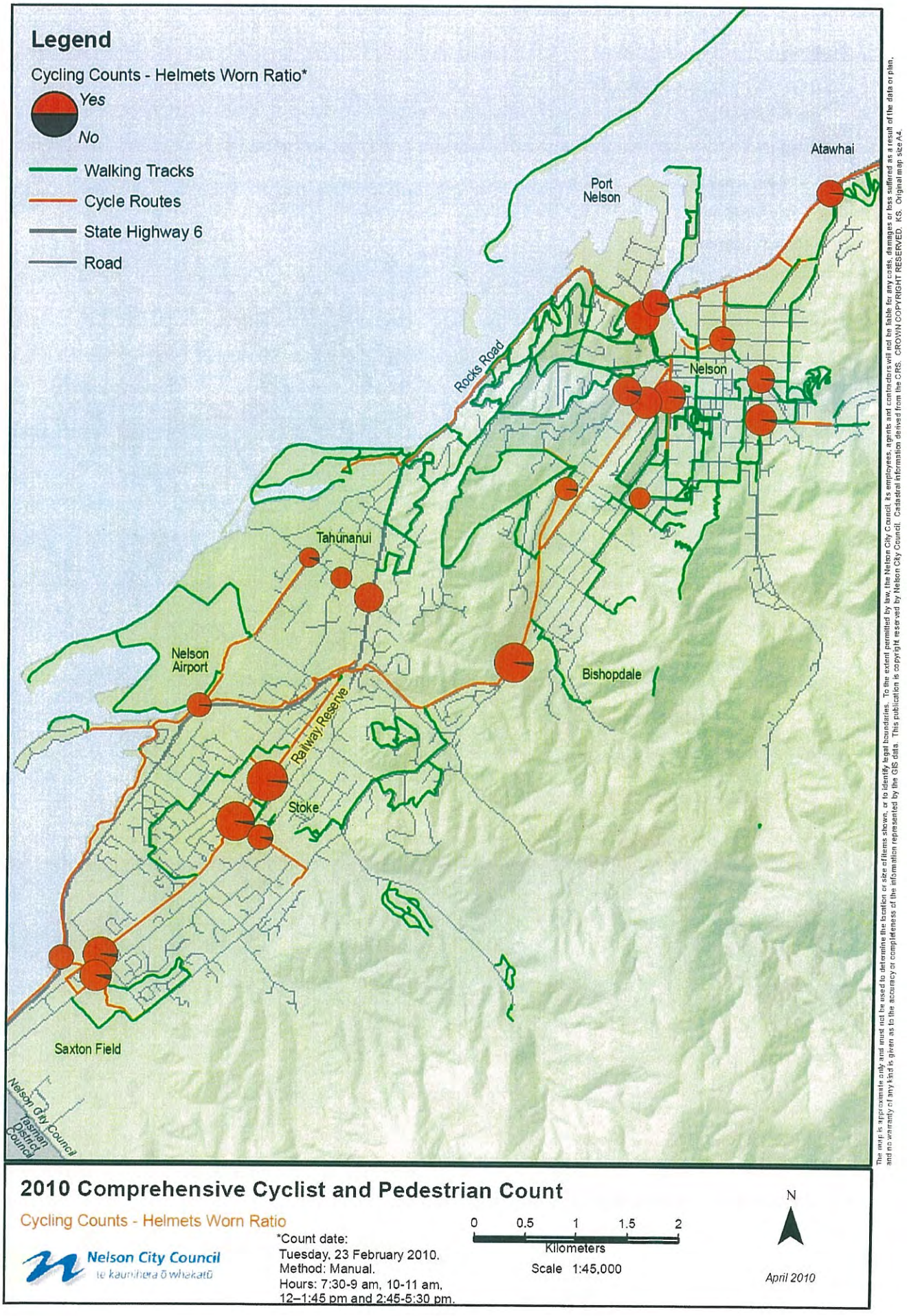
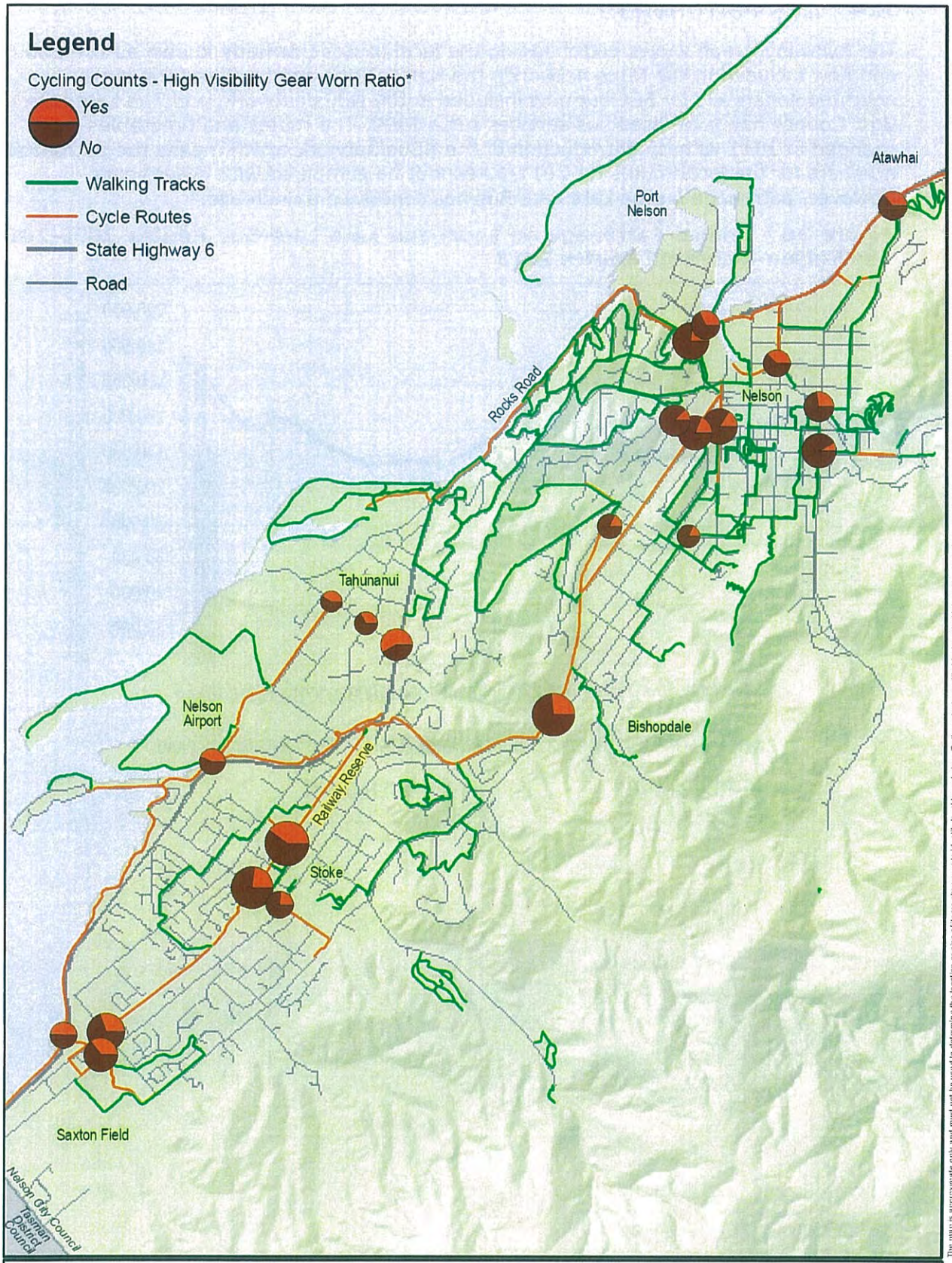


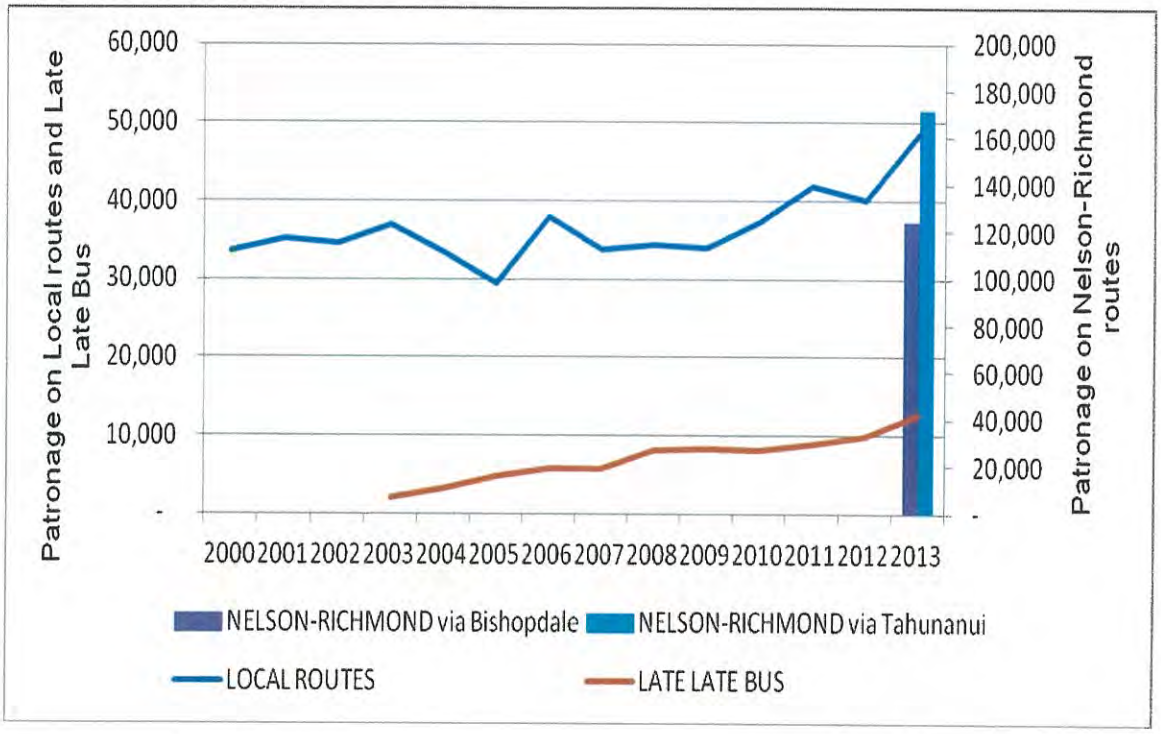
Figure 35 - Comprehensive Cycle Count - High Visibility Gear



8.4. Bus Patronage

The following graph shows patronage on the local routes (formerly known as The Bus and now included in the NBus network), the Nelson-Richmond routes (previously operated separately by SBL but now included in the NBus network, and The Late Late Bus. Council has subsidised bus services since 1999. The routes and timetables changed in 2011 with the introduction of the NBus network which means the patronage numbers for the local routes for 2011/12 cannot be compared with other years. However, patronage on the Late Late Bus has continued to increase.

Figure 36 - Annual Patronage on Local and Late Late Bus Routes 2000-2013 and Nelson-Richmond Routes 2013



8.5. Travel Times

The following graphs show congested and uncongested travel times on Rocks Road and Waimea Road from 2001/02 till 2012/13.

Figure 37 - Travel Times on Rocks Road Route

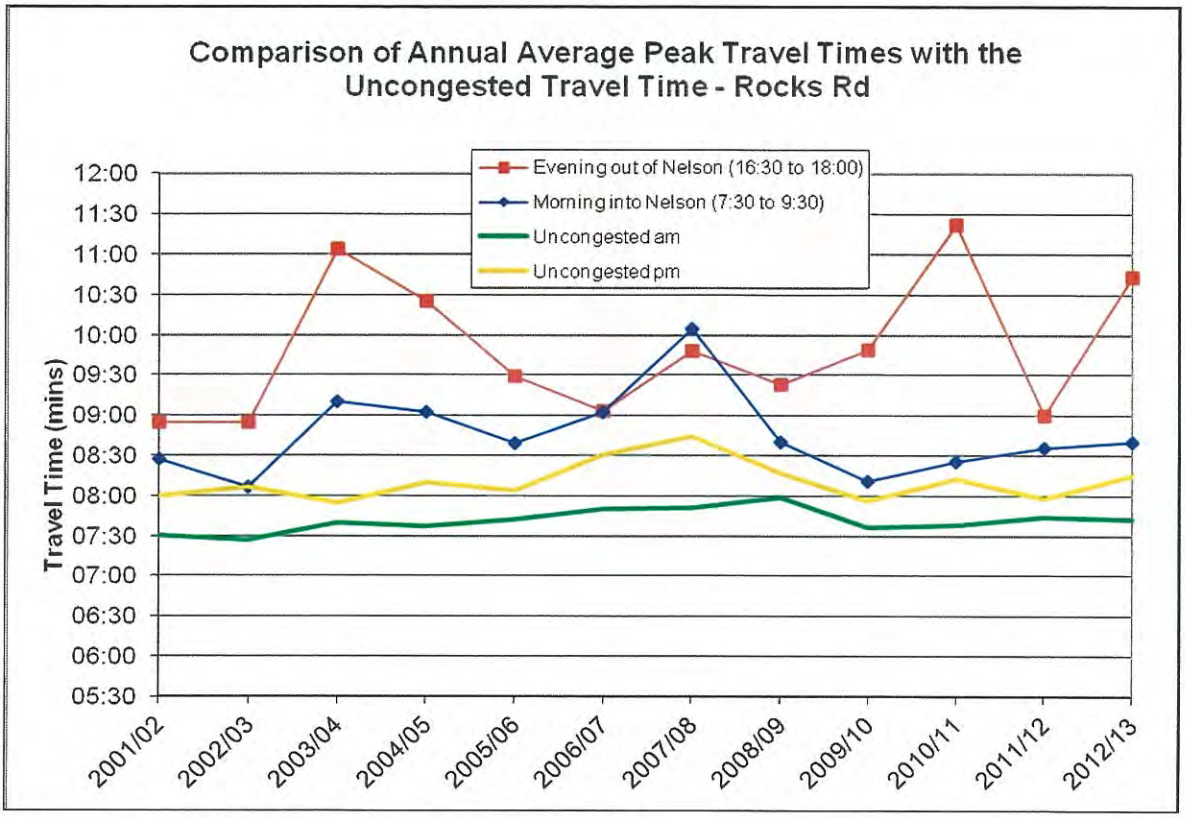
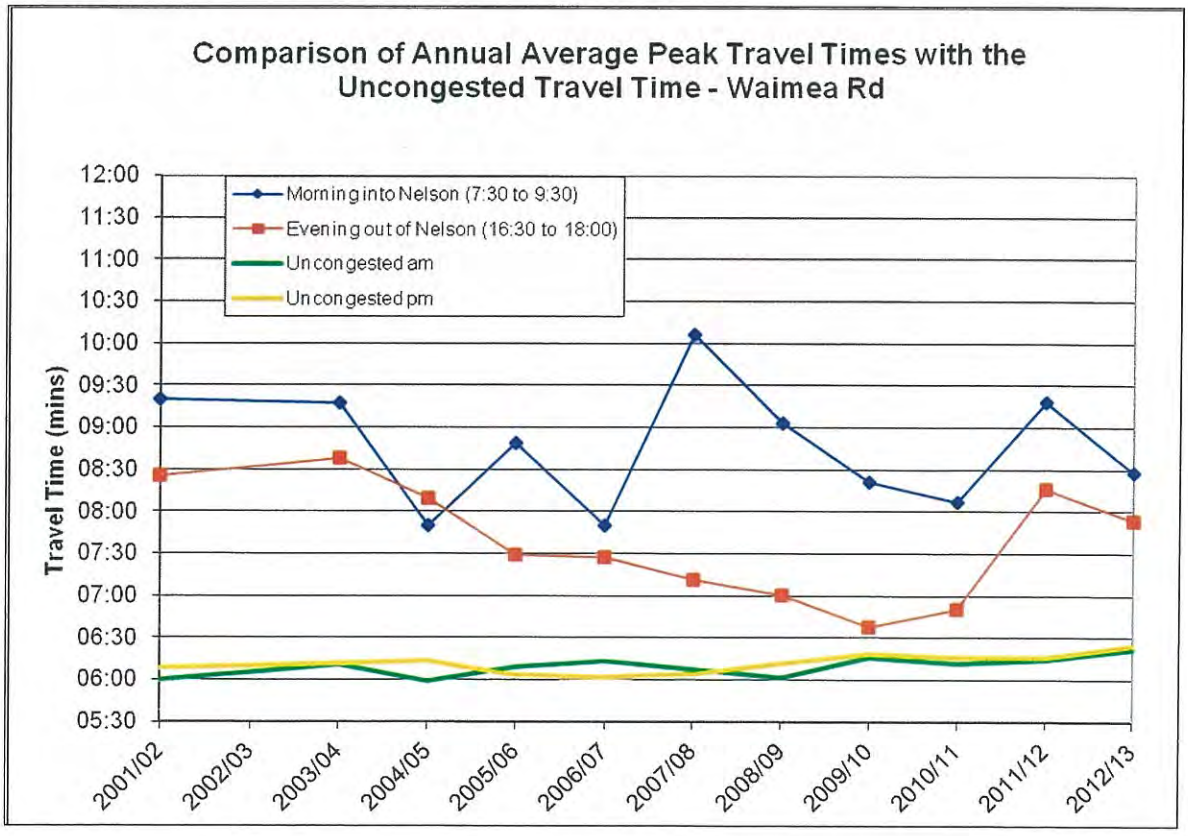


Figure 38 - Travel Times on Waimea Road Route



8.6. Crash and Casualty Data

The following tables are from the New Zealand Transport Agency 2012 Statistical Statement for Nelson City for local roads and state highways.

Figure 39 – Fatal/Serious Crash numbers

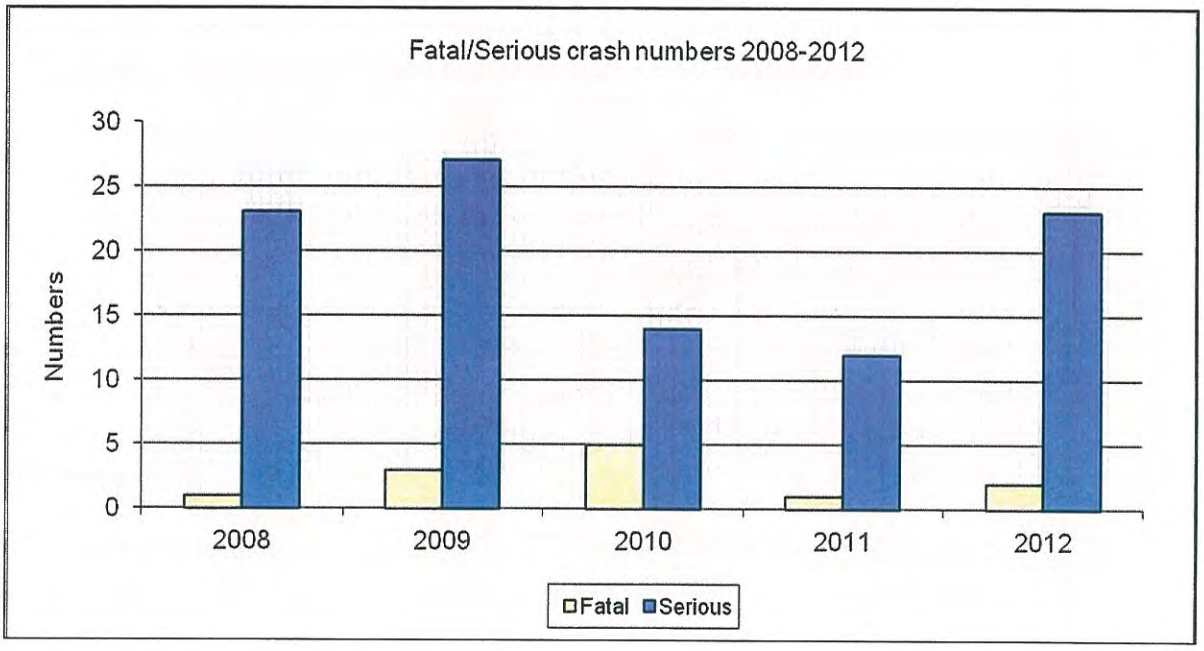
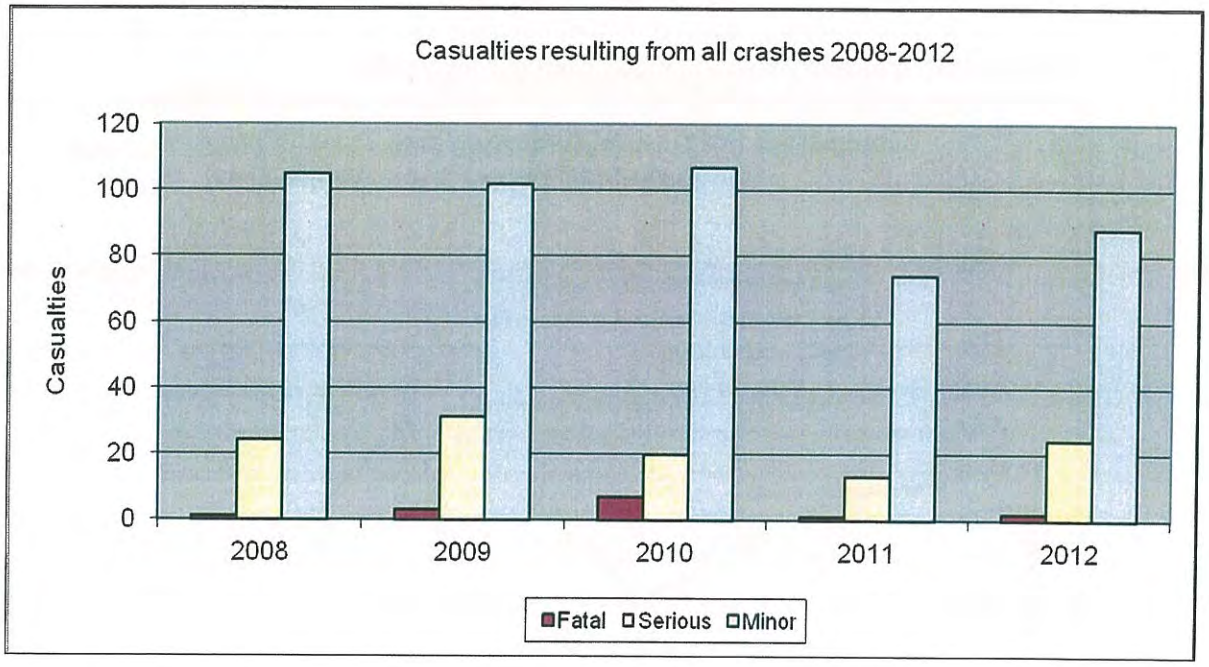


Figure 40 – Casualties resulting from all crashes



REPORT A1180401

Three Roundabouts – Saxton Field

1. Purpose of Report

1.1 To remove the Three Roundabouts – Saxton Field investigation project from the Regional Land Transport Programme.

2. Recommendation

THAT the report Three Roundabouts – Saxton Field (A1140401) and its attachment (A1181941) be received;

Recommendation to Council

THAT the Three Roundabouts – Saxton Field investigation project be removed from the Regional Land Transport Programme.

3. Background

3.1 The Three Roundabouts at Saxton Fields are located on the boundary between Nelson City Council (NCC) and Tasman District Council (TDC), and includes State Highway 6. State Highway 6 and the parallel arterial roads in NCC and TDC (Main Road Stoke and Salisbury Road) converge at the Three Roundabouts and many vehicles weave on and off the State Highway and local roading network at this point. There are no alternative transport connections between Nelson and Tasman. Effectively, the local roads and State Highway are integrated into one roading network for drivers using them for their daily travel routes for shopping, employments and other activities. Refer to Attachment 1 (A1181941) for the location plan.

3.2 Addressing transport inefficiencies and congestion at the three roundabouts has been under investigation for some years by officers in the Nelson City and Tasman District Councils in partnership with the New Zealand Transport Agency (NZTA).

3.3 Initial discussions to address congestion and future traffic growth in the area included a project feasibility investigation, commissioned in 2011/12. The final report recommended the development of a single large roundabout instead of the current three roundabouts where SH6, Main Road Stoke and Salisbury Road converge.

3.4 This area is congested at peak times and it is projected that the level of service for road users is likely to deteriorate in future. The current traffic count in the area is 21,000 vehicles per day on State Highway 6 and 16,500 vehicles per day on Main Road Stoke which results in queues in the evening peak hour of between 400 to 700m on both Main Road Stoke and the State Highway.

3.5 To progress transport planning options following the release of the Feasibility Report, both Councils and NZTA agreed to fund a scheme assessment. A Memorandum of Understanding was agreed by all parties in April 2013.

3.6 Officers from NCC, TDC and NZTA were not convinced the recommendations made in the project feasibility investigation would be in the best interests of the network as they had a singular focus on only the immediate three roundabouts area and thus carried out an Investment Logic Mapping (ILM) process to ensure the key issues that required addressing were identified.

4. Discussion

4.1 The ILM process first identified the three key issues with the area:

- A lack of future capacity which will only exacerbate congestion in the area and across the wider regional network (both local roads and the State Highway);
- A lack of alternative routes at this pinch point which makes the roading network more prone to resilience issues;
- There is no clear agreed plan for the network from all parties.

4.2 The outcome of subsequent ILM work is that it is evident the congestion issues at the Richmond/State Highway 6 traffic lights are of a greater magnitude than those on the State Highway 6 at the Three Roundabouts. Any congestion relief provided on State Highway 6 at the Three Roundabouts will only increase this magnitude, resulting in any travel time benefits achieved at the Three Roundabouts, when taken along the State Highway as a whole, as minor.

4.3 In fact, the three roundabouts are currently 'throttling' the traffic before it enters the Richmond deviation, relieving frustration to some extent at this downstream location.

4.4 The outcome of the ILM process identified that capacity and congestion issues in the Saxton Field area are best addressed by improving the roading configuration around the Richmond lights and deviation, otherwise relieving State Highway congestion at the Three Roundabouts would only increase delays at the Richmond deviation.

4.5 Improving the efficiency of the State Highway (and local roading connectivity) at the SH6 Richmond lights and Richmond deviation will lead to greater efficiencies in the whole network.

4.6 In addition, 2-laning the southbound sections of SH6 Whakatu Drive, between Saxton Road on-ramp and the three roundabouts will improve the efficiency and safety of the State Highway along this corridor and future encourage local traffic using Main Road Stoke and Saxton Road to access the arterial State Highway network sooner.

4.7 Through the ILM process it was agreed by all parties that the State Highway should have a higher level of service than the local roading network in this location to encourage traffic to the State Highway network as much as possible.

5. Conclusion

5.1 As investment at the SH6 Richmond lights and Richmond deviation between Saxton Road and the three roundabouts will lead to greater efficiencies in the network as a whole, it is recommended that the three roundabout investigation is removed from the regional land transport programme.

5.2 The agreement of all parties to fund investigations to improve the transport network in the region positively reflects on the partnership and willingness of both Councils and NZTA to progress achieving One Network. Undertaking the ILM process shows the commitment of all parties to thoroughly investigate the wider system issues and opportunities in a spirit of collaboration. Using ILM techniques is becoming more prevalent in progressing transport infrastructure opportunities and this project shows the worth of taking the time to undertake the process.

Rhys Palmer
Senior Asset Engineer Transport and Roading

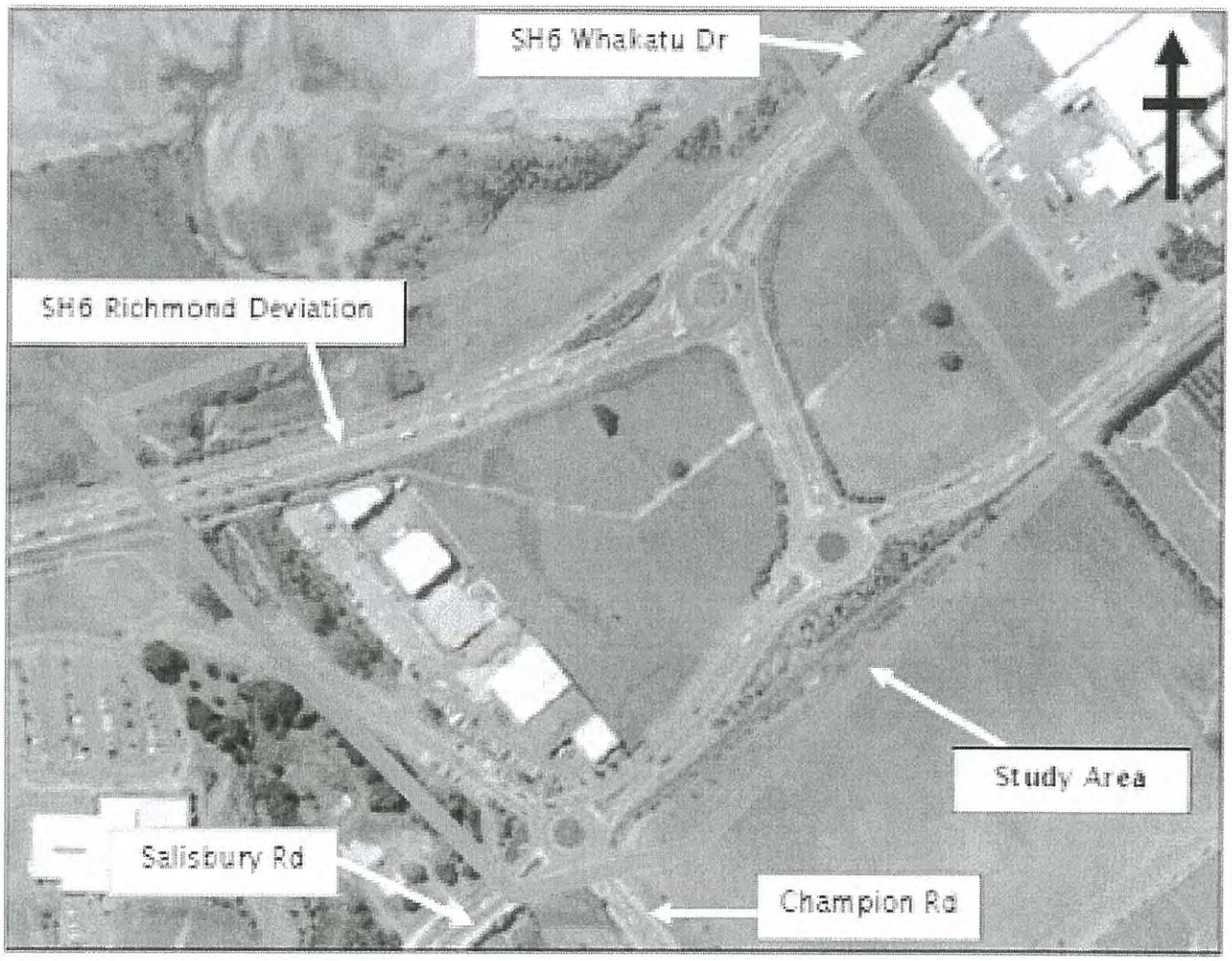
Attachments

Attachment 1: Three Roundabouts – Saxton Fields Location Plan A1181941

Supporting information follows.

Supporting Information	
1.	**Fit with Purpose of Local Government** Consideration of the wider network rather than making an isolated low benefit improvement aligns with the requirement to ensure the current and future needs of communities for good quality local infrastructure.
2.	**Fit with Community Outcomes and Council Priorities** The community will expect that any improvement will decrease their journey time. However the travel time for the journey between Nelson and Richmond would be relatively unaffected by any changes.
3.	**Fit with Strategic Documents** This project is included in the Regional Land Transport Programme and the 2013/14 Annual Plan.
4.	**Sustainability** Undertaking projects that have minimal benefits consumes resources and results in poor outcomes. Cancelling projects with poor outcomes is sustainable.
5.	**Consistency with other Council policies** No known inconsistencies with other Council policies.
6.	**Long Term Plan/Annual Plan reference and financial impact** $60,000 saving in 2013/14 financial year.
7.	**Decision-making significance** This is not a significant decision in terms of the Council's Significance Policy.
8.	**Consultation** There has been collaboration with Tasman District Council and the New Zealand Transport Agency only.
9.	**Inclusion of Māori in the decision making process** None carried out.
10.	**Delegation register reference** This is a Council Decision.

Three Roundabouts – Saxton Fields Location Plan



REPORT A1180382

Funding Assistance Rate Review – Joint Submission

1. Purpose of Report

1.1 To receive the second stage submission which was a joint submission from Nelson City Council and Tasman District Council on the New Zealand Transport Agency's (NZTA's) funding assistance rate (FAR) review.

2. Recommendation

THAT the report Funding Assistance Rate Review (A1180382) and its attachment (A1156816) be received.

3. Background

3.1 On 3 May 2013 Council made the first stage submission on the FAR review.

3.2 On 6 March 2014 Council delegated the activity to make the second stage submission on the Funding Assistance Rate Review to the Mayor and the Chair of the Works and Infrastructure Committee.

3.3 A joint submission with Tasman District Council to the NZTA was made and this is attached to this report (A1156816).

3.4 New FARs are programmed to be transitioned into place over the 2015-18 investment period.

4. Conclusion

4.1 That the submission be received by the Regional Transport Committee.

Rhys Palmer
Senior Asset Engineer Transport & Roading

Attachments

Attachment 1: FAR Submission A1156816

No supporting information follows

Attachment 1

Nelson City Council
te kaunihera o whakatū

PO Box 645 Nelson 7040
P 03 546 0200
F 03 546 0239

tasman district council

Private Bag 4 Richmond 7050
P 03 543 0800
F 03 543 9524

28 March 2014

Claire Sinnott
Project Leader (FAR Review)
NZ Transport Agency
Private Bag 6995
Wellington 6141

Dear Claire

JOINT TASMAN NELSON FINANCIAL ASSISTANCE REVIEW SUBMISSION

Thank you for the opportunity to make a submission on the last phase of NZTA's review of financial assistance rates.

This is a joint submission from Tasman District and Nelson City Councils.

As outlined in Tasman's previous submission, the transportation network is vital to the economic wellbeing of Tasman and Nelson. The funding assistance provided by NZTA has the single biggest impact on our ability to provide that infrastructure at a level that our community can afford.

Our joint submission is focused on those matters in the options discussion document that are most important to us as listed below:

- The proportion of the National Land Transport Fund that should be allocated to support local government transport activities;
- The best approach to assessing ability to pay;
- The proportion of councils that should be considered "most in need" and funded at a higher rate, and the number of FAR "bands";
- The triggers that should be used for emergency funding and the rate that should apply; and
- The funding of special purpose roads

These are commented on below in three sections. The first section is on the matters that both Tasman District Council and Nelson City Council agree on, the second on an issue specific to Nelson City and thirdly those matters that Tasman District would like to individually provide feedback on.

1. Joint Matters

Overall NLTF allocation

This is the single most important matter in the discussion document, as it will have the single biggest impact on our future financial assistance rate.

Both Councils rejects any allocation that is less than what the sector currently receives as a whole. The rationale for a 50% allocation appears to be based on little except that it makes the math simple.

Moreover, NZTA's funding for local government has flat-lined for several years, eroding NZTA's funding of the sector in real terms. While this may continue even under an over allocation of 53%, a 50% allocation will mean a 3% drop in nominal terms on top of any erosion of purchasing power through inflation. This will make any transition to a new system even more difficult given the significant potential negative impact the changes will have on many councils.

The best approach to assessing ability to pay

Tasman and Nelson acknowledge and agree that ability to pay and affordability is crucially important when setting financial assistance rates.

Neither council supports the use of the deprivation index as a measure of ability to pay. The index does not acknowledge the size of the network to be maintained relative to the overall size of the rating base to help fund it.

The enormous disparity in ability to pay, despite similar deprivation rating is apparent when the capital value able to support each lane kilometre is considered. Tasman and Wellington have almost identical deprivation ratings. However, Tasman has around $4m in capital value to support each lane kilometre, while Wellington has around $35m in capital value to support each lane kilometre. Given this information, it is impossible to conclude that both places have the same (or similar) ability to pay.

Option 2 has some merit, as it at least considers in some way the value of the rating base compared to the size of the district. However, it will disadvantage rural communities relative to larger metropolitan areas because rural communities have a lower number of rating units, but they will be relatively high in value. Moreover, multistorey and commercial buildings in metropolitan areas are often divided into separate habitable units that are classified as separate rating units, artificially pushing down their capital value/rating unit ratio, further reinforcing this disparity.

This can be seen in the ability to pay ratings for this measure in the discussion document. A number of fairly affluent urban districts are considered to have a low ability to pay, such as Upper Hutt and Napier, qualifying for additional financial assistance support ahead of Kaipara (for example). At the same time, Southland District Council rates as having the highest ability to pay in the country, ahead of all other councils, including New Zealand's large metropolitan councils. Given this, it is difficult to view option 2 as a useful or fair measure of ability to pay.

This leaves option 4 as the only viable alternative and this option is supported by both Tasman and Nelson (refer conditional support distinction below). This option has the key advantage of taking into account the size of a district's network compared to its funding base. It recognises that the capital value supporting each lane kilometre makes a huge difference in terms of affordability. Nelson City would however like to make the point that this measure makes no distinction between the costs of maintaining a busy arterial verse a low volume access road and proposes that a simplified classification factor is employed within option 4 to recognise this.

The triggers that should be used for emergency funding and the rate that should apply

Both councils acknowledge NZTA's concerns, but do not consider that the definition / principle approach used at present is fundamentally flawed. The proposed changes to the system appear to be trying to address inconsistent practice within NZTA. You acknowledge that you have no internal guidance on how to apply the current policy. Consequently, this appears to be an internal management problem, not a problem with the funding system. We suggest NZTA address this problem through guidance, training and independent review.

The discussion document suggests an option is to use an annual return period or a cost threshold in determining when emergency funding should apply. It is the joint councils view that that the cost threshold as proposed is too high, but the annual recurrence interval is too low. In recent rainfall events were both councils have made claims for emergency funding those events have had annual return periods ranging from 100-500 years. In a well maintained and resilient transport network there should be little damage in a storm event with an annual return period of 20-50 years. The cost threshold option set at 15% of the programme would potentially place a large burden on the environmental maintenance budget as extreme events that cause modest levels of damage would need to be funded from this category.

Both councils also support the status quo in regards to the emergency works financial assistance rates, however The current "graduated" approach to funding provides a useful way of increasingly "cushioning" the financial impact of emergency works through the year. It recognises that many councils can mange with little additional assistance for a low level of emergency works, but that increasing assistance is needed if there is a ongoing series of emergencies in any year that create increasing financial pressure.

2. Nelson City Council Matters

Nelson City Council acknowledges but disagrees with NZTA in not taking factors that influence the intrinsic cost of delivering land transport outcome such as the lack of rail into account in this review. The proportion of heavy vehicles is high in Nelson City due to the presence of the port, industry and airport coupled with a lack of rail infrastructure. The region is a key part of the economic growth for NZ with timber products and food exports being a

key component of this. Freight growth projections for forestry in the Nelson Tasman region are expected to more than double by 2023 and this combined with the overall freight task in all of NZ to double within 30 years will impact on our pavements and other related infrastructure and impose a higher demand on ratepayer funding for maintenance and renewal works caused by heavy vehicle use.

3. Tasman District Council Matters

The proportion of councils that should be considered "most in need" and funded at a higher rate, and the number of FAR "bands"

Tasman is comfortable with the proportion of councils considered "most in need" suggested by the discussion document. However, the rest of the councils (75%) are grouped together in one category. No attempt has been made by NZTA to consider the other end of the spectrum of ability to pay – those councils with an excellent ability to pay, and can therefore afford to be funded at a lower FAR.

Again, the disparity in ability to pay is most apparent when the capital value able to support each lane kilometre is considered. The disparity largely runs along an urban /non-urban divide. Consequently, Tasman District Council recommends that mainly urban councils receive a slightly lower FAR to recognise their economies of scale, regardless of which other measures of ability to pay are used.

The funding of special purpose roads

Tasman has two special purpose roads – Pupu Springs Road and Totaranui Road. Both serve the Department of Conservation estate for which Tasman District Council receives no rates revenue. The special purpose road classification acknowledges this situation.

Notwithstanding this, Tasman District Council is comfortable with the transition to a lower FAR for Pupu Springs Road. It is a relatively short well-formed road and costs little to maintain.

However, Totaranui Road runs through hilly Separation Point granite terrain and as a result, is subject to a high number of failures and slips, making it costly to maintain. For example, the costs of reconstructing this road after the 2011 weather event totalled $700,000 alone, while regular maintenance costs around $120,000 per annum.

Given these circumstances, Tasman District Council considers that a strong case remains for Totaranui Road to be funded separately at a higher rate, if not 100%. If a higher funding rate is not provided, Tasman District Council will consider ceasing maintenance of Totaranui Road if direct funding from the Department of Conservation cannot be secured.

Thank you again for the opportunity to make a submission. We trust that our submission will be given due consideration. Should you have any questions or require further information please contact Peter Thomson on 03 543 8441 from Tasman District Council or Rhys Palmer on 03 546 0263 from Nelson City Council.

Yours sincerely

Trevor Norriss
Chair, Engineering Services Committee, Tasman District Council

Eric Davy
Chair, Works and Infrastructure Committee, Nelson City Council

REGIONAL REPORT

Report to:	Nelson Regional Transport Committee
Presenter:	Jenny Chetwynd, Regional Director
Date:	6 June 2014

1. NZ Transport Agency News

The Future of Freight

The Ministry of Transport released the National Freight Demands Study (NFDS) in March. The NFDS is an important resource for the freight sector, the Transport Agency and local government. The NFDS provides a national picture of for the freight task, and some of the key headlines are:

- Overall freight volumes increased by more than 10 million tonnes since 2006/07 - that's around 300,000 fully laden trucks of extra freight travelling through the transport system each year. Some commodities have greatly reduced as a result of economic conditions, while other commodities - notably export commodities - have seen tremendous growth.
- Across New Zealand by 2042 there will be an extra 137 million tonnes, or an extra 13 billion tonnes/kilometres of freight moved. There are about 50 tonnes of freight moved each year for every person in New Zealand. By 2040 this will increase to 67 tonnes per person - keep in mind we will have a larger population then too. In some areas the growth is much higher than the 50% national average.
- The increase will generally fall on the modes as they are now, with road moving 75% of the current and future freight task. Rail has increased its proportion of the freight task to 16%, meaning the Government's investment in KiwiRail's Turnaround Plan appears to be bearing fruit.

While we expect that Nelson will experience the same increase in overall freight volumes, a key challenge for the region will be the significant volume of logs that are due to be harvested in the next ten years. While enabling greater use of high productivity motor vehicles (HPMVs including 50MAX) will improve productivity of the transport sector, forest owners, the wider freight sector, the Transport Agency and Nelson City Council will all need to work together to find innovative solutions to meet future freight task challenges.

TED Awards Recognises "Mistakes"

The Transport Agency's "Mistakes" advertisement has been selected as one of TED's ten advertisements worth spreading for the 2014. TED (which stands for Technology, Education and Design) is a global organisation with its Headquarters in New York and Vancouver which is committed to sharing "ideas worth spreading". The list of ten ads for 2014 was decided by a panel of TED speakers, staff and industry insiders who select advertisements from around the world that honour smart thinking and innovation in advertising. Sitting alongside work from big names like IBM, Google and Proctor & Gamble the 'Mistakes' spot is testament to some great creative thinking about safety.

Meanwhile "Mistakes" has now racked up over 9 million views on YouTube and remains a key tool in the Agency's objective to drive behaviour change around speed.

Expert Panel on Cycle Safety Established

The Transport Agency has established a panel of ten New Zealand-based experts who will develop recommendations for central and local government. The aim is to encourage cycling as a transport choice by making it safer.

A1193489

The panel was convened in response to findings of the coronial review of cycling safety in New Zealand. The panel met for the first time in April and aims to deliver its recommendations by the end of September.

One Network Road Classification

In April the NZ Transport Agency Board formally adopted the One Network Road Classification (ONRC) for use in the development of the NLTP 2015-18. ONRC replaces the State Highway Classification system and the State Highway network has been reclassified using the ONRC. The Transport Agency expects this will help to deliver a more integrated roading network for all of New Zealand, that supports working together and a customer focused approach.

Meanwhile, the Road Efficiency Group (REG) is progressing the final step for the ONRC - developing customer and technical performance measures. This is expected to be completed in June 2014 with substantive input from Roading Controlling Authorities (RCA's) and other stakeholders.

ONRC is one of the key building blocks of delivering better transport planning and investment. It relates to doing the right things at the right time for the right price. It will play a key role in determining the appropriate size of programme.

Because the ONRC will be used to develop the next National Land Transport Programme 2015-18, it will be important for road controlling authorities to begin to apply the ONRC in their own investment decision making and asset management planning, so that they can have their networks classified by the end of this year.

The new LGNZ (Local Government New Zealand) Centre of Excellence will provide resources to support local authorities as they apply the ONRC.

A self-assessment questionnaire has been sent out to all Roading Authorities to assist in the development of fit-for-purpose assistance and to identify any knowledge gaps that need filling.

FAR Review Update

The Board of the Transport Agency recently made some key decisions on Funding Assistance Rates (FAR) following consultation on the FAR Review Options Discussion Document.

Transport Agency Chief Executive Geoff Dangerfield has written to RTC Chairs, Mayors, Council Chief Executives and other key stakeholders to outline those decisions and explain the path ahead.

While ONRC is about the size of the programme, FAR relates to getting the right balance of contribution between direct land transport system users and ratepayers.

A presentation on the changes will be presented at the meeting.

Safety on a Page

The NZ Transport Agency is committed to delivering on road safety as part of our overall purpose of "Creating Transport Solutions for a Thriving New Zealand" and our vision of "A safe road system increasingly free of death and serious injury". As part of this commitment, the NZ Transport Agency has set itself ambitious targets at the national level for state highways and local roads, and for each of the Transport Agency's four regions.

These targets were set based on the current rate of decline of crashes with a little extra to put New Zealand in the group of world leading countries. The overall annual target is less than 175 fatalities and no more than 2,000 hospitalisations.

The appended "Safety on a Page" explains how we will link the four principles of a safe system, through the activities NZ Transport Agency and the key focus areas of "Safer Journeys" to the expected outcomes. It then describes the national targets and regional targets which will make up the national goal.

We are interested working with regional road safety groups to understand the relationship between these higher level targets and those developed by individual regions.

Safer Speeds

The cross sector working group set up to deliver a safer speed programme is nearing completion of a draft programme.

The draft covers;

- National guidance on speeds appropriate to road function, design and use
- Initiative's will help to improve public understanding of different speeds for different roads
- Provide best practice guidance to the sector on speed management and assessing speed according to risk

The programme will include other Safer Journeys considerations and the Safe System Approach.

2. Central Region Events

NLTP Mid-Term Reports

We've reached the halfway mark for delivery of the current (2012-15) National Land Transport Programme (NLTP). To mark this milestone the Transport Agency has prepared mid-term reports to keep our partners up to date on our progress and aware of our priorities for the rest of the programme. Significant progress has been made across many areas, and the Agency is making good headway in the creation of a transport system that helps New Zealand thrive, socially and economically.

The process for preparing the mid-term reports has also helped to identify areas nationally, where we need to do more in the next half. The delivery of walking and cycling initiatives is one of these areas. At the end of December 2013, claims against this activity class amounted to only 10% of approved funding (it should be around 40-50%). Over the next few months, we will be working to address this issue.

The mid-term reports, including Nelson's report, have been published on the NZ Transport Agency website. The national report sets out spending on each of the main activity classes and how they're tracking against forecast. Due to the lower-than-forecast revenue, end of term forecasts have been recast. Regional reports describe our investment partner's major achievements and challenges at the halfway point of the NLTP, as well as what the priorities will be for the remainder of this three year programme.

Safety

Over the 5 year period 2009 to 2013, there has been a significant reduction in the number of casualties resulting from vehicle crashes in the Nelson region. A total of 135 casualties occurred in 2009 (3F, 31SI, 102MI), last year 108 casualties (2F, 18SI, 88MI) were reported (a 20% reduction in crashes over the 5 year period). The social cost of crashes has reduced from $26.5 million in 2009 to $17 million last year (a 36% reduction in the cost of crashes). The figures below provide further background safety statistical data. We are hopeful that through the work of all partners in road safety this downward trend will continue.

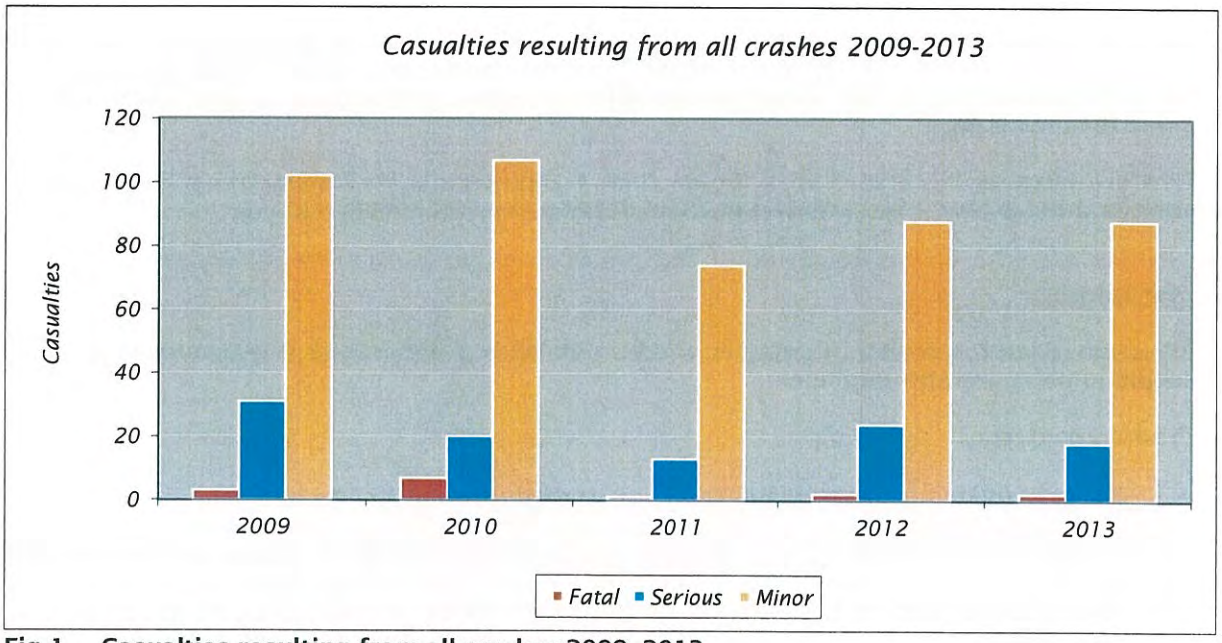


Fig 1. Casualties resulting from all crashes 2009- 2013

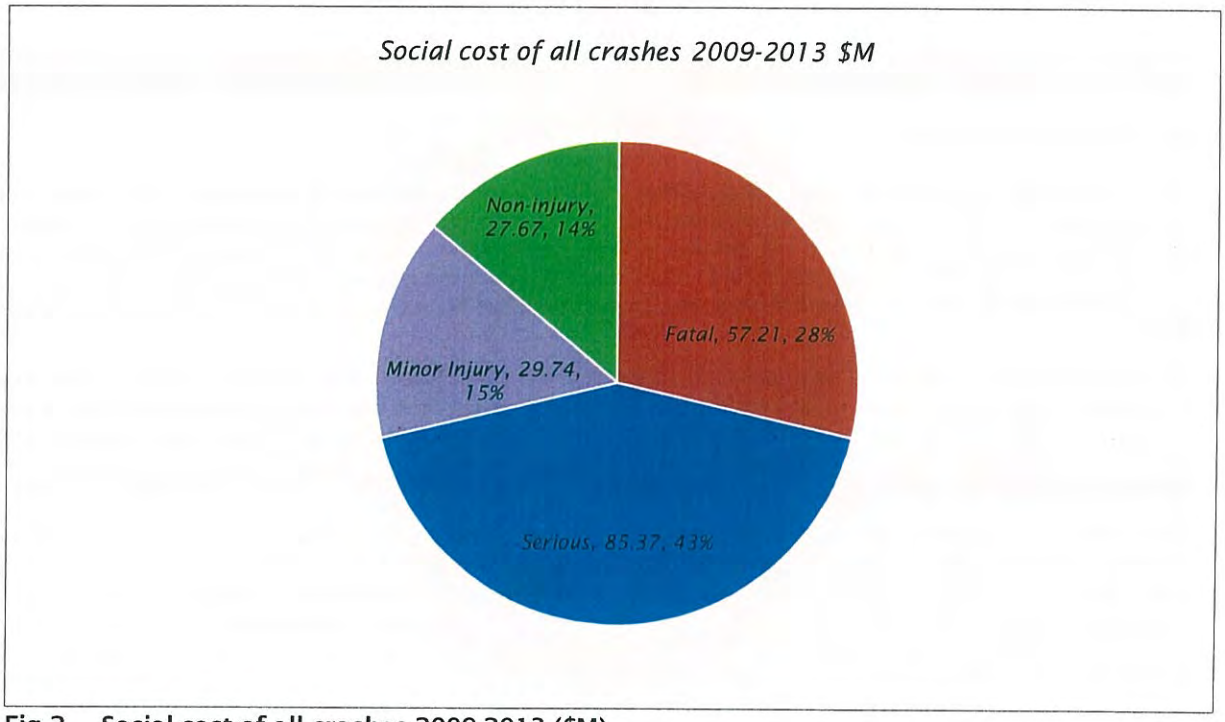


Fig 2. Social cost of all crashes 2009-2013 ($M)

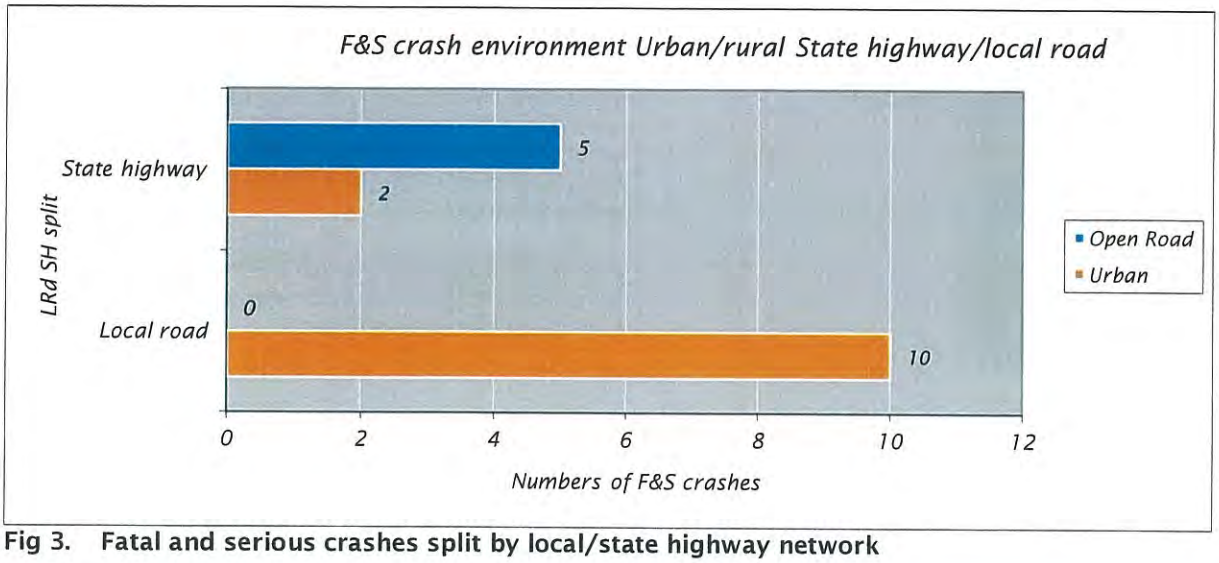


Fig 3. Fatal and serious crashes split by local/state highway network

3. Delivery of the National Land Transport Programme

National Land Transport Programme

The joint top of the south Technical Advisory Group (TAG) has met three times and are working well together. The group's focus is on the construction of the next Regional Land Transport Plan (2015 - 21). The front end of this document forms the Strategic Business Case whilst projects and programmes form the Programme Business Case. By working together they are developing a common shared approach to the Strategic case by virtue of considering the transport needs of all three Unitary Authorities by linking the transport hugs of the ports, airports, industry, freight and tourism.

A presentation will be given on the "building blocks" of the next RLTP / NLTP.

A series of updated data sheets are available on the NZTA website to view or download. Go to: http://onramp/Our-projects/NLTP/Pages/Home.aspx and view the May 14 Signals Pack documentation.

State Highway Programme

Maintenance & operations	Maintenance Programme Progress	The 2013_14 reseal programme is now complete. We have invested approx. $500k in the Nelson network
		The rock fall protection netting along Rocks Road if planned to be replaced before the end of July.
		We also have cliff stabilisation works programmed for later in 2014. We are currently liaising with land owner to negotiate easements.
	Structures maintenance	Concrete repairs are almost completed on the Rock Road sea wall.
		There has been a high level of HPMV applications in the Nelson region.
Safety Projects	Minor Safety	Additional safety barriers and stopping bay signage has been installed on SH6 Whanagmoa
		Agreement has been reached with NCC to retain the southbound clearway until Dec 2017, after which time it is likely to be removed to improve the intersections efficiency

		SH6 Tahunanui 40km/hr school variable speed zone approved
Transport Planning	Transportation Planning activities	The Nelson / Tasman / NZTA Three Roundabouts at Saxton Fields project has undertaken two Investment Logic Mapping workshops and one level of service meeting. A separate report will be submitted by Council officers on the direction going forward.
		The draft Top of the South Passing Opportunities investigation has finally been completed and is with Council for comment.

Regional Report

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						
SH6 / Quarantine Rd roundabout	Design						Design progressing. Draft contract documents due in July
Rocks Rd walk cycle project	Investigation	360,000		110,000	250,000	Approved	Concept plans and documentation being prepared for NCC/NZTA approval and community engagement
SH6 Nelson Stock Effluent Facility Improvements	Design	80	0	82.4	0	Probable	Professional services awarded. Design underway. Meeting to be held with TDC to confirm technical details of effluent discharge. Discharge of effluent to be trucked to Fittal Street Dumping station. Application to be made for disposal of Trade Waste. Disposal of contaminated soil from site to be resolved
SH6 Nelson Stock Effluent Facility Improvements	Construction	468	0	0	482.2	Probable	Programmed to start in July

Note: While this is a Nelson $R funded project it will be constructed within TDC region

Jenny Chetwynd
Regional Director

23 May 2014

NZ TRANSPORT AGENCY
ROAD SAFETY STRATEGY ON A PAGE

Safer Journeys

NZ TRANSPORT AGENCY WAKA KOTAHI

14-037

OUR PURPOSE

CREATING TRANSPORT SOLUTIONS FOR A THRIVING NEW ZEALAND

- Integrate one effective and resilient network for customers
- Shape smart, efficient, safe and responsible transport choices
- Deliver efficient, safe and responsible highway solutions for customers
- Maximise effective, efficient and strategic returns for New Zealand

PRINCIPLES

FOUR SAFE SYSTEM PRINCIPLES GUIDE US AND CHALLENGE US

PEOPLE MAKE MISTAKES
We accept that people make mistakes and some crashes are inevitable. But we don't accept that death or serious injury from crashes is inevitable.

PEOPLE ARE VULNERABLE
Our bodies have a limited ability to withstand crash forces without being seriously injured or killed. Crash forces need to be kept to survivable levels.

WE NEED TO SHARE RESPONSIBILITY
System designers and people who use the roads all share responsibility for creating a road system where crash forces do not result in death or serious injury.

WE NEED TO STRENGTHEN ALL PARTS OF THE SYSTEM
We need to improve the safety of all parts of the system – roads and roadsides, speeds, vehicles, and road use so that if one part fails, other parts will help protect the people involved.

KEY FUNCTIONS

WHAT WE DO EVERYDAY HELPS CREATE A SAFE SYSTEM FOR OUR CUSTOMERS

- Planning, investing and advising with a clear focus on reducing the likelihood and severity of serious casualties
- Network planning, design and operation that delivers a safer transport network for all customers
- Infrastructure improvement and maintenance that anticipates human error and reduces crash severity
- Licensing, educating and regulating to encourage alert and compliant users who understand their responsibilities
- Promoting, regulating and enforcing vehicle safety to improve the crashworthiness of the fleet
- Researching, analysing, monitoring and reporting to strengthen system performance
- Leading by example through Transport Agency workplace health and safety practices
- Developing sector-wide capability, capacity and culture to shape and deliver a safe road system

KEY FOCUS AREAS

SAFER JOURNEYS FOCUSES ON WHERE WE NEED TO DO EVEN MORE

SPEEDS (STRATEGIC PRIORITY TO 2016)
Develop and implement a National Speed Management Programme

VEHICLES
Accelerate the exit of less safe vehicles
Improve the safety of new and existing light and heavy vehicles
Contribute to safe motorcycles
Expand the use of technology to improve road safety

ROADS AND ROADSIDES
Improve and sustain safety improvements to high risk roads, intersections, motorcycling routes and HPMV routes
Contribute to safe motorcycling, walking and cycling
Reduce the impacts of impaired driving and driver error

USE
Support changes to reduce drink driving and drugged driving
Educate and promote safe motorcycling, walking and cycling
Educate and promote safe road use by focusing on fatigue, distraction and restraint use
Continue focusing on young drivers, high risk drivers and older drivers

SAFE SYSTEM APPROACH
Implement Safe System Signature Projects
Reframe the road safety conversation
Raise Safe System awareness and understanding

OUTCOMES

WE WORK WITH OTHERS TO MAKE A DIFFERENCE IN ALL PARTS OF THE SYSTEM

SAFE SPEEDS (STRATEGIC PRIORITY TO 2016)
Travel speeds that suit road function, design, use and level of safety
LEAD INDICATOR
Fewer than **1107** deaths and serious injuries on open roads per year by 2016

SAFE VEHICLES
A forgiving vehicle fleet that reduces error, aids recovery and absorbs crash forces
LEAD INDICATOR
More than **90** percent of new vehicles with 5 star ANCAP safety rating per year by 2016

SAFE ROADS AND ROADSIDES
A forgiving road network that accommodates human error and vulnerability
LEAD INDICATOR
Fewer than **1277** deaths and serious injuries in head on/run off road and intersections crashes per year by 2016

SAFE ROAD USE
Alert and compliant road users making safe choices
LEAD INDICATOR
Fewer than **437** deaths and serious injuries in alcohol/drug crashes per year by 2016

OUR VISION

A SAFE ROAD SYSTEM INCREASINGLY FREE OF DEATH AND SERIOUS INJURY

2020 TARGETS

WE'RE AIMING FOR A RATE OF FEWER THAN 3.7 DEATHS PER 100,000 POPULATION PER YEAR BY 2020

NORTHLAND AND AUCKLAND
Fewer than *35-45* deaths and *810-850* hospitalisations

WAIKATO AND BAY OF PLENTY
Fewer than *35-45* deaths and *290-330* hospitalisations

NATIONAL
FEWER THAN **175** DEATHS (FEWER THAN 95 ON STATE HIGHWAYS AND 80 ON LOCAL ROADS) AND **2000** HOSPITALISATIONS

CENTRAL
Fewer than *40-50* deaths and *400-440* hospitalisations

SOUTHERN
Fewer than *45-55* deaths and *420-460* hospitalisations

SEE OVER FOR FURTHER EXPLANATION

CREATING A FORGIVING ROAD SYSTEM WHERE MISTAKES DON'T COST LIVES OR LIMBS

NZ TRANSPORT AGENCY
ROAD SAFETY STRATEGY ON A PAGE - FURTHER INFORMATION

UNDERSTANDING OUR ROAD SAFETY TARGETS

At the NZ Transport Agency we are committed to delivering road safety.

We set road safety targets by extrapolating the current rate of decline in deaths and serious injury trends out to 2020, and adding some stretch.

Stretching ourselves requires us to continuously improve, in order to put us where world-leading countries are now, on a deaths per 100,000 population basis. Consequently we have set ourselves an ambitious target of no more than 175 deaths and no more than 2,000 hospitalisations by the year 2020.

Achieving this target requires much more than doing business as usual activities. It will require a huge effort from all of us. It is dependent on fully adopting the safe system approach, implementing Safer Journeys current and future action plans and delivering on our safe speeds strategic priority.

WHY SET TARGETS

Our targets are to help focus our efforts – in conjunction with our partner agencies – to significantly reduce deaths and serious injuries. Targets have been set at the national level for state highways and local roads, and for each of the Transport Agency's four regions. The targets are not predictions of our performance. It will require sustained effort to maintain current gains and innovation to make new gains, so that we improve performance in all parts of the system.

HOW REGIONAL TARGETS WERE SET

Several assumptions can be used to estimate the regional targets, each producing slightly different figures. The final estimate took the mid-points of several extrapolations, which were scaled to fit with the overall Transport Agency targets. As with all extrapolation and target setting there is an element of uncertainty involved, and the regional targets include a range of ±5 for deaths and ±20 for serious injuries to cater for this. The targets do not take into account factors such as internal population migration, changing vehicle kilometres travelled, fleet composition and other such factors.

WHY USE HOSPITALISATIONS FOR SERIOUS INJURIES

We use hospitalisations of longer than one day's stay as our indicator of serious injury. All people who are hospitalised are counted by the health system, but not all people who are injured in road crashes are reported in our Crash Analysis System (CAS). However, the CAS data give us superior information on the locality and nature of road crashes, such as whether the crash occurred on a state highway.