



**Far North
District Council**



ATTACHMENTS MINUTES

**Infrastructure Network Committee
Meeting**

21 March 2019

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roadsafety
FAR NORTH

Who Are We?

- Far North REAP
- Ngati Hine Health Trust
- Moerewa Christian Fellowship
- Te Runanga O Whaingaroa
 - Te Hauora O Ngapuhi
 - Hokianga Hauora
- Safer Community Council - Automotivate



Programme Overview

The Road Safety Programme is all about improving community safety on our Far North District roading network by:

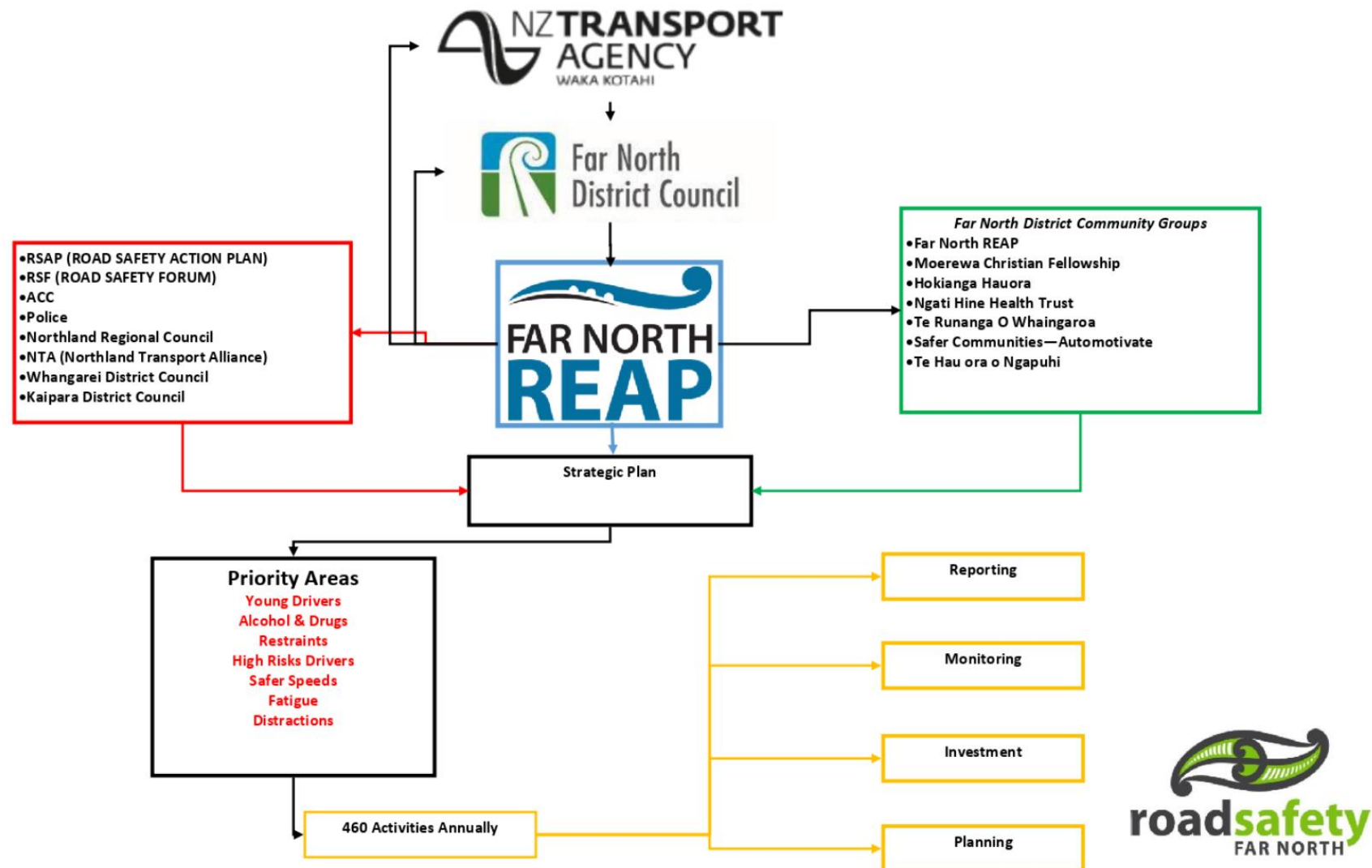
- Reducing impaired driving
- Increasing the use of restraints
- Reducing speed related crashes
- Reducing fatigue and distractions while driving
- Improving young driver awareness
- Supporting high risk road user on repeat breach offences



Investment into the Districts July 2018 – June 2021

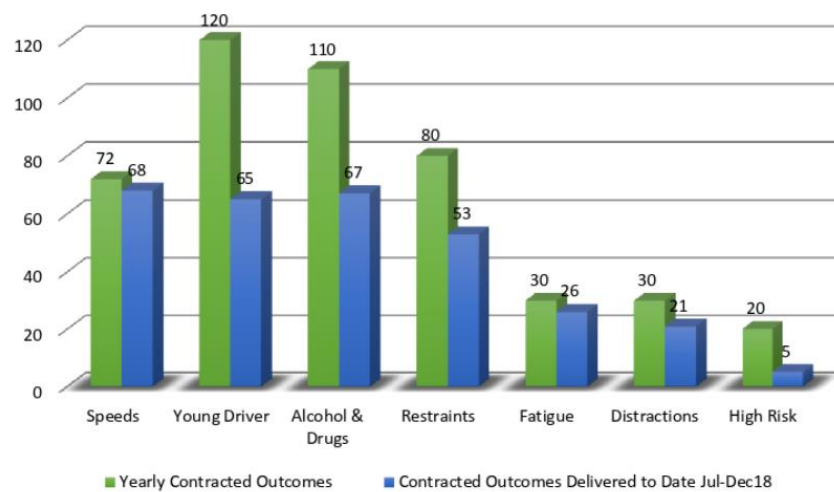
- \$3.4 Million over the next 3 years
 - NZTA fund 66%
 - FNDC fund 34%
- 1.1 Million Per annum



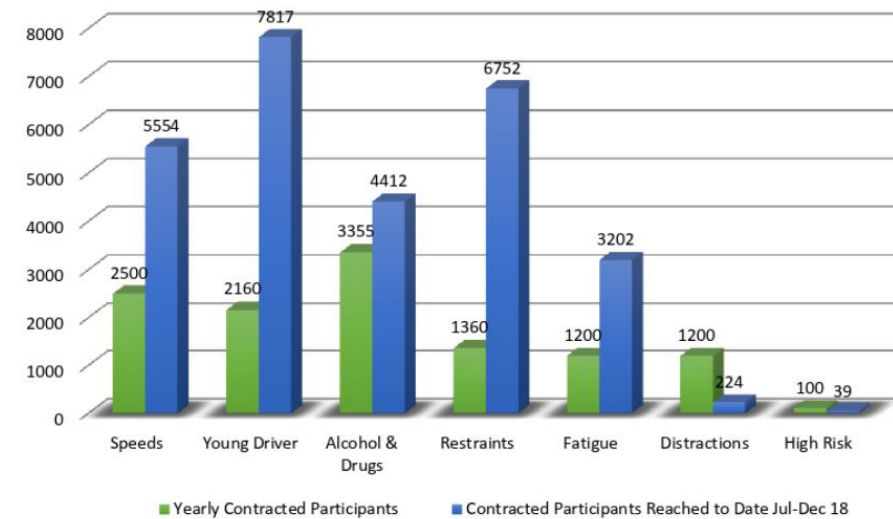


2018 – 2021 Contract

Contracted Activities & Initiatives



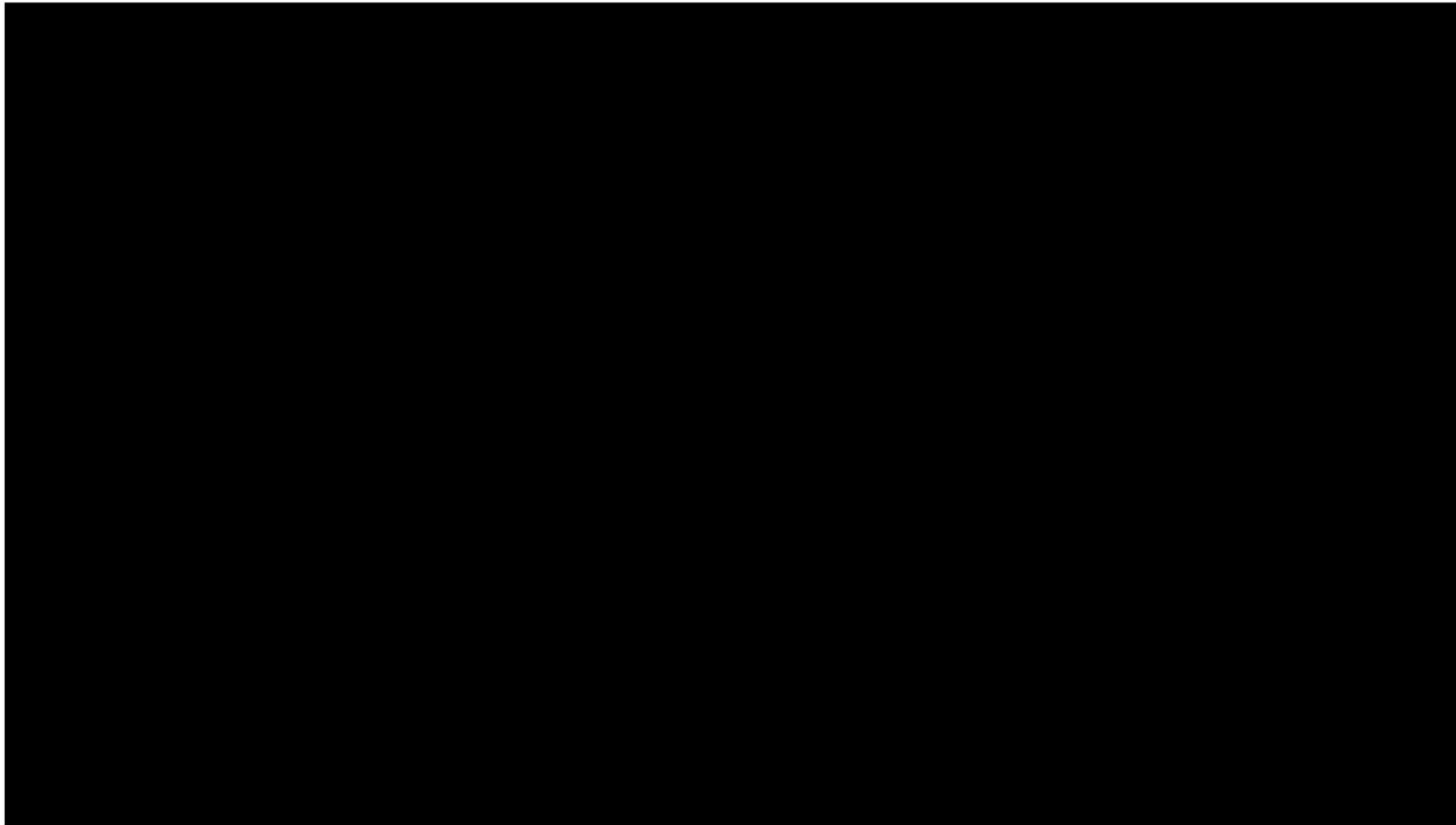
Contracted Participants



2015 – 2018 Contract & Deliveries

| Focus Area | Contracted 3 Years | Delivered 3 Years |
|----------------------------------|-----------------------|----------------------|
| Alcohol & Drugs | 327 | 377 |
| Young Drivers / Driver Education | 354 | 413 |
| Speeds | 195 | 303 |
| Restraints | 180 | 522 |
| Fatigue & Distractions | 75 | 135 |
| Total Programmes | 1131 | 1750 |





At-fault drivers for Northland's fatal road crashes

Background

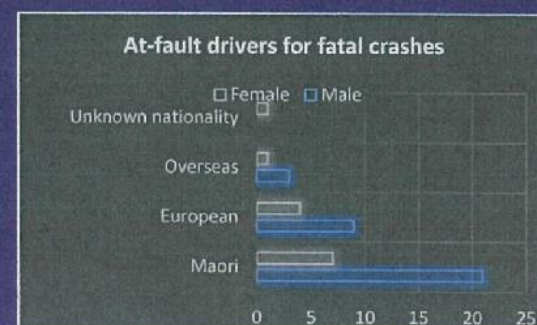
- Northland road toll has almost doubled between 2014 and 2018.
- 2017 and 2018 saw a significantly higher number of road deaths in Northland.

Overview

- The fatal road crashes recorded by the NZTA Crash Analysis System between January 2017 and August 2018 were examined.
- There were **56 fatal road crashes** in that time period, resulting in the **death of 64 people**.
- Of the 56 crashes, there were **46** where fault could be attributed to a particular driver.
- Although Maori only make up 30% of the Northland population, Maori drivers were *involved* in 55% of those 56 fatal crashes.

Who are the at-fault drivers?

Of the 46 fatal crashes where driver fault could be attributed, **Maori males were responsible for 46%.**



Maori males responsible for 46% of the fatal road crashes examined

Majority held full drivers licence, all whom had committed at least 1 ticket offence

48% were over the legal breath/blood alcohol limit

62% could be classified as high risk drivers



E tū ki te kei o te waka.
kia pakia koe e ngā ngaru o te wā

Of those Maori males:

- Full age range was represented but spike at 20 – 29 years.
- Majority held a full drivers licence, but of that majority, **all** had committed at **least 1 ticket offence** (traffic or speed camera infringement).
- Of the 5 disqualified drivers, 4 had held a full drivers licence. Of those 4, **all** had committed at **least 10 ticket offences**.
- 48% had breath/blood alcohol levels well above the legal limit, with half of those returning readings that were 3 – 4 times over the limit.
- 62% could be classified as a **high risk driver** – defined by police as drivers who demonstrate a clear pattern of repeated anti-social driving behaviours, including impaired driving (alcohol and/or drug), committing disruptive traffic offences (speeding, illegal street racing, graduated driving licence system breaches) and driving while unlicensed or disqualified.



Case study of an extremely high risk driver

- Killed self and passenger 1 March 2017 when vehicle he was driving crossed centre line into path of an oncoming truck.
- 27 years old. Held full drivers licence but was disqualified from driving.
- 6 convictions for driving with excess breath alcohol, 1 for causing injury while driving under the influence of drugs, 2 convictions for careless driving, 1 conviction for dangerous driving and 3 convictions for driving whilst suspended.
- From age 15 until he died, had committed 56 ticket offences.





Speed Limit Reviews

All Council's are reviewing speed limits as part of a national "Safer Journeys" Programme

Regional approach being taken in Northland to achieve cost efficiencies and consistency

Targeting smaller high benefit, self explaining roads and road catchments first

Expectation is that Council will review speeds on approximately 5% of its roads annually



Legislative and National Guidance

Land Transport Act 1998

- Speed Limits Bylaw is made under this Act

Setting of Speed Limits Rule 2017

- Identifies who Council must consult
- Identifies the matters that must be considered when setting or reviewing a speed limit.

Local Government Act 2002

- Sets out the consultation process

NZTA Speed Management Guidance 2016

- Provides the framework and guidance for prioritising roads and setting nationally consistent new speed limits

Far North District Speed Limits Bylaw 2008

Sets the speed limits on Local roads in the Far North (except State Highways)



Key Outcomes

- A reduction in serious injury and fatal crashes
- Regionally consistent, credible speed limits
- Avoidance of ad-hoc speed limit changes (review process must be evidence based)
- A programme of speed reviews that is within Council's resources

