

West Coast Regional Transport Committee Meeting

- Meeting Time: 10.30am, 14 June 2019
- Location: Council Chambers, Grey District Council, Greymouth

Agenda

- i. Apologies
- ii. Minutes of the last meeting of the Regional Transport Committee dated 18 October 2018
- iii. Matters arising from previous Minutes
- iv. Request to vary the West Coast Regional Land Transport Plan 2018-21 (J. Harland and P. Connors - NZTA)
- v. Buller District Council transport matters (G. Howard)
 - a. Speed management for Blacks Point/Reefton
 - b. Pedestrian safety Ngakawau Bridge
 - c. Digital speed sign for Hector
 - d. Rough River Bridge
 - e. Reefton street lights
- vi. Transport Special Interest Group and South Island RTC Chairs Group Update (N. Costley)
- vii. Economic Development (K. Stratful – verbal update)
 - a. Rebranding of State Highway 6
 - b. Destination Plan – reporting on early results
 - c. Potential future freight movements
- viii. Road Safety Update (K. Jackson – verbal update)
- ix. Ms Karen Dow’s petition to Parliament on drugged drivers (N. Costley)
- x. General business
- xi. Next meeting

THE WEST COAST REGIONAL TRANSPORT COMMITTEE

MINUTES OF THE MEETING OF THE WEST COAST REGIONAL TRANSPORT COMMITTEE HELD ON 18 OCTOBER 2018, AT THE THOMAS EDWARD ROOM, KINGSGATE HOTEL, GREYMOUTH – COMMENCING AT 10.30 AM

PRESENT:

A. Robb (West Coast Regional Council – Chair), J. Harland (NZ Transport Agency), D. Havill (Westland District Council), P. Haddock (Grey District Council), N. Clementson (West Coast Regional Council)

IN ATTENDANCE:

N. Costley (West Coast Regional Council), T. Robertson (Buller District Council), M. Sutherland (Grey District Council), D. Inwood (Westland District Council), P. Connors (NZ Transport Agency), K. Jackson (Westland District Council)

1. Apologies:

W. Costello (Department of Conservation), G. Howard (Buller District Council)

Moved (P. Haddock/J. Harland) that the apologies be accepted.

2. Confirmation of Minutes dated 2 November 2017

The Minutes of the last meeting of the RTC were confirmed.

Moved (P. Haddock/Harland) That the Minutes of the West Coast Regional Transport Committee meeting, dated 2 November 2017, be confirmed as correct.

Carried

3. Matters arising from the previous Minutes

P. Haddock – Mingha Bluff the surface has been uneven. P. Connors responded. Have had some contractual issues. Worked through these. Currently got the road marked out for repairs over summer. Will look a lot better after the summer season. P. Haddock noted that was an awesome project and design shame that the standard was substandard.

4. Variation to the 2015-2021 Regional Land Transport Plan

Report was taken as read. J. Harland explained that required to be in the RLTP, to get into the NLTP. Simply a technicality. Noted a change in wording from a NLTF to a NLTP in para three.

J. Harland questioned whether this was one project or two – will be one project as these are not standalone. The project also will not change the objectives – another reason it would not be considered to meet the significance criteria.

Moved (J. Harland/D. Havill) That the West Coast Regional Transport Committee:

1. *Receive this report;*
2. *Add the Iconic Underpass and Pedestrian/Cycleway facilities to the New Zealand Transport Agency Programme in the RLTP;*
3. *Notes that this variation does not require further consultation;*
4. *Recommends this variation to West Coast Regional Council for its consideration.*

Carried

5. Freedom camping bylaw

This was considered to be more of a regulatory issue and should be resolved in another forum.

6. Visiting drivers programme update

J. Harland provided a verbal update on the visiting drivers programme. Have a campaign coming up for the summer. Still a group that works together but does not have to put the effort in that did initially. Have moved the perception of NZ people so this issue does not have the high level of interest as it did 2-3 years ago. Have targeted the Chinese and Indian market in the past. Picking up their visa they are getting messages via these channels. There has been a 5% year on year reduction in deaths on roads by police. Targeting resource to the hot spots, know crash sites etc.

D. Havill noted that south of Hokitika those on the road are primarily tourists. When looking at the crash numbers do not think doing too bad. Inevitable that there will be crashes. Have installed guard rails, pointed arrows etc, but only so much can do in this space. Need to recognise the visitor drivers on the network and drive a little differently to take these into account.

Noted that New Zealander's are starting to become a little more aware of these drivers and what is happening said A. Robb. There is a need for us to adapt.

Discussion on the directional arrows and whether this work has been completed? Colin Hey is the network contact now. New maintenance contractor starting soon P. Connors to provide contact details for these. Some of the directional arrows and road markings are very faded in South Westland. Also noted for Meybille Bay some form of guardrail as can get very misty. P. Haddock to provide location on a map.

Pinch points that had been previously identified were discussed. In some cases this may need a different approach to fix – take the centreline out and do something different. P. Connors noted that they have all the pinch points and will look at these individually and how to address. Where is the biggest risk when looking at the works doing e.g. Pinch point vs guard rails. P. Connors to come back to the RTC on what are happening with the identified pinch points.

K. Jackson provided a short update on what is happening with West Coast Road Safety. Been a focus on speed as opposed to visitor drivers.

7. General business

N. Costley tabled a report to update RTC members on the activity of the South Island RTC Chairs Group.

M. Sutherland noted guard rail on bridges – wooden ones. Aware of the enhanced FAR coming up – questioned whether there is an opportunity there to utilise this? J. Harland noted that if it is in the plan and has a high rating then it is eligible for enhanced FAR. However, the saving has to be put onto another transport activity and completed within the next three years.

M. Sutherland noted that they have a number of bridges are not up to standard for HPMV. Are getting a lot of requests for HPMV access across these. Are putting up signs of do not cross – not a good look, want to see economic progress. Get bridging stock up to standard believe should be a case for enhanced FAR. These are not just key routes – the trucks go everywhere. From farm gate to production factory. P. Connors noted that this is not just specific to the West Coast. D. Inwood said that this has a big impact on resilience if key route HPMV are closed for some reason. P. Connors and J. Harland said that need to be realistic and the cases have to stack up for the district.

D. Havill wanted to see the three bridges improved to 54. Currently at 50MAX. Griffin, Wainini and Bealey. Can improve economics for trucks. Are not asking for full HPMV.

South Island RTC chairs – aim of the group to look at transport as a whole for the South Island. D. Havill asked whether anyone had spoken to the freight operators in regards to the freight hub. Units are 95%

loaded everywhere they go. Kevin Stratful to be asked to meet with D. Havill to discuss this issue. J. Harland noted that the important thing to ask is what is the problem that are trying to fix? Is there a way to reduce the burden on the roads by improving efficiencies? Draft South Island freight plan from NZTA was good in looking at where the freight task was going and going to come from. When put the environmental lens over this – emissions, fossil fuels etc – rail then plays a role but there will be stuff that has to be moved by road. Then the shipping role comes in. D. Havill believe that within 5-10 years believe will be driving hydrogen trucks. JIT lifestyle depends on the freight network.

D. Inwood asked whether there was any update on the SPR outcomes from NZTA – Jacksons Bay road. J. Harland to follow up on this and Karamea. Council understanding is that it is all ready to go to the Board.

Ahaura Bridge – this will be happening. At the design phase. Indications are that it will happen over the next three years.

D. Inwood - modes of transportation – Westland Wilderness Trail. Had cycle trail counters installed in February. Has been excellent data – live data. Looking forward to getting the commuter counts – Karoro and the Hoki-Kaniere section. Concern from govt about safety on certain sections of the track where it on the road. Have been asked to apply for more off road funding. Looking favourable.

8. Next meeting

To be advised

Meeting closed at 11.20

Actions

- N. Costley to put Variation up to WCRC
- Freedom camping bylaw to be resolved in another forum
- P. Connors to provide contact details for new maintenance contractor and Colin Hey
- P. Connors to come back to RTC on pinch points
- NZTA to look at feasibility of enhancing last three bridges on SH73 to cater to 54T
- N. Costley to connect Kevin and Durham to discuss freight hub and freight work
- J. Harland to follow up on SPR for both Karamea and Jackson Bay Roads

To: Chairperson, West Coast Regional Transport Committee

From: The NZ Transport Agency

Meeting Date: 14 June 2019

Subject: Request to vary the West Coast Regional Land Transport Plan 2018-21

Purpose

The purpose of this request is to ask the Regional Transport Committee to vary the 2018-21 Regional Land Transport Plan (RLTP) to include the West Coast SH Speed Management Guide Implementation.

This request is made pursuant to section 18D of the Land Transport Management Act 2003 (LTMA) by adding the following activity into the programme of activities for the NZ Transport Agency:

- West Coast SH Speed Management Guide Implementation.

Background

The Government Policy Statement on Land Transport (GPS) 2018 presents a number of changes in direction for the New Zealand transport system, including prioritising a safer transport system free of death and injury. The Investment Assessment Framework (IAF) assessment methodology enables programmes of safety projects to be included in the 2018-21 National Land Transport Programme (NLTP) to deliver the step change in safety outcomes sought in the GPS by allowing for assessment and investment decisions to be made at a programme rather than individual project level.

Safer speed is a pillar of the Safe System approach that can deliver safety outcomes, i.e. in some situations, the best safety improvement option may be to simply lower the operating speed to a safe and appropriate level through the use of speed limit signs and minor infrastructure improvements that align with the adjusted speed limit.

When the RLTP was published the SH Speed Management Programme was being developed as a national programme and hence was not submitted to the Regional RLTP's. The Transport Agency has now formalised the approach to speed management and seeks to include regional SH activities in all RLTP's.

Implementing a speed management approach focusing on the top 10 percent of the SH network will result in the greatest reduction in deaths and serious injuries has a Very High results alignment (Priority 1) under the IAF.

The Safe Networks Programme (SNP) was endorsed by the NZTA Board at their November 2018 meeting. Three key components will be used to deliver the three-year national safety programme through the 2018-21 NLTP.

The key workstreams include:

- Safe Roads and Roadsides - State highways and Local Roads
- Safe and appropriate speeds
- Safe level crossings

The workstreams are complemented by a toolbox of measures to support their rollout, including investment in cycling, walking, effective enforcement, safer vehicles and customer behaviour measures. The NZTA Board reconfirmed its commitment to the acceleration of the speed management approach at its December 2018 Board meeting, including the implementation of the Speed Management Guide (SMG).

The SMG is a document that helps modernise the approach to managing speed in New Zealand. It supports a consistent approach to speed that is appropriate for road function, design, safety, use and the

surrounding environment (land use). It helps Road Controlling Authorities (RCAs) to identify and prioritise the parts of their networks where better speed management will contribute most to reducing deaths and serious injuries, while supporting overall economic productivity. It also assists RCAs to have better conversations and engagement with their communities, to better understand priorities and perspectives on local roads, and improve understanding of speed management activities.

To help ensure future speed management efforts are better targeted to risk and applied consistently across the country, regional maps are produced by the NZTA for RCAs that identify the top 5-10 percent 'high benefit' speed management opportunities. These maps highlight the appropriate intervention based on the road's function, which may be a mix of safety improvements that support current or higher travel speeds and possible changes to the limits, up or down. These maps provide a starting point for RCAs to engage with their communities. The SMG promotes a tailored approach to engagement, supported by a variety of engagement tools. RCAs can use and adapt these tools to suit their engagement needs.

For many roads, no change to travel speeds – or speed limits – will be needed. It is for those corridors where current travel speeds or speed limits may be too low or too high that changes should be made.

The endorsement from the Board enables the Agency to now approach Regional Transport Committees (RTC) to seek inclusion of the implementation of the Speed Management Guide on the state highway in their RLTP.

Key Points

The Government Policy Statement on Land Transport (GPS) 2018 presents a number of changes in direction for the New Zealand transport system, including prioritising a safer transport system free of death and injury. NZTA has developed the Safe Networks Programme to deliver the safety objectives within the GPS, including acceleration of the implementation of the Speed Management Guide.

GPS 2018 supports investment in state highways and local roads to accelerate the implementation of the new Speed Management Guide, focusing on treating the top 10 percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible. This Guide was developed to provide a nationally consistent approach to speed management, delivering both a safe system and network efficiency.

MegaMaps (the Safer Journeys Risk Assessment Tool) is used to assess an appropriate operating speed for all roads, both local roads and state highways. The results from this technical exercise can then be used to increase community awareness and understanding of road risk, informing local communities so that they can effectively engage in discussions on proposed interventions.

As part of the SNP, a nationwide programme of activities is being developed and the West Coast region is identified as a Very High priority area for the implementation of speed management and a wider range of network safety improvements.

The Agency has established a framework through its Speed Management Guide to allow a systematic and consistent application and implementation of safe and appropriate speed across both the state highway network and local roading network under local government jurisdiction.

This comprehensive programme has identified those sections of the network which have the top 10% Death and Serious Injuries (DSI) savings on the network and because they will provide the greatest immediate benefit due to the level of traffic, regional speed reviews in Auckland, Waikato and Canterbury have commenced.

The West Coast SH Speed Management Guide Implementation activity covers the identification and implementation of the highest benefit safety improvements on the state highway network within the West

Coast region and is part of the three year nationwide Safe Network Programme announced by the Minister on 16 December 2018.

Complementary projects may be required on local roads and these may be the subject of later RLTP variation requests. NZTA and local road controlling authorities will work collaboratively on developing the detailed programmes of work required.

Complementing this systematic approach, the Agency is concurrently seeking to undertake speed reviews of state highway corridors and parts of the network where it has given a historic commitment or there has been similar sustained historic local authority or community interest and where a similarly high potential benefit has been identified.

Public engagement and consultation form an important part of the speed review process so the community will be informed when the speed review publicly commences. This specific initiative and the wider programme are proceeding as they are a critical part of the Governments stated policy of improving road safety for all New Zealanders.

Note that the cost estimates presented are budget only and are subject to the business case and final NZTA funding approval process. We re-iterate that inclusion in the RLTP is the first step in the process to access funding from the National Land Transport Fund, with subsequent steps for inclusion in the National Land Transport Programme and more stringent tests that apply to activities for which funding approval is sought.

The West Coast SH Speed Management Guide Implementation activity is estimated to cost \$1.45m in total (over 3 years). It will be funded through Work Category 324 "Road Improvements" with 100% Funding Assistance Rate.

Project	Phase	Anticipated Cost	Profile	Work Cat
West Coast SH Speed Management Guide Implementation	Pre-implementation Implementation	\$1.45 million	Very High, Low (Priority 1)	324 (Road Improvements)

This project is strongly aligned with the overarching safety objectives identified in section 2, the strategic direction of the RLTP.

This variation is low cost and is not significant.

Public consultation is not required.

Recommendations

That the West Coast Regional Transport Committee:

1. *Notes that the following state highway activity is proposed as a variation to the Regional Land Transport Plan:*
 - a. *West Coast SH Speed Management Guide Implementation*
2. *Determines that the requested variation is not significant.*
3. *Agrees to vary the Regional Land Transport Plan by adding the above proposed activity to Table 9 – "Activities included in the West Coast Regional Land Transport Plan" in the RLTP.*
4. *Recommends the variation and change to the West Coast Regional Council.*

Office of the Mayor
Garry Howard

30 May 2019

West Coast Regional Council
Nichola Costley
Email: nc@wrc.govt.nz

Dear Nichola

Potential WC Regional Transport Committee Meeting – 14 June

BDC has just undertaken draft Annual Plan submissions along with public consultation. As below, items have been raised by residents that are applicable to RTC and NZTA attention.

- Reefton residents very concerned at traffic speed from the Lewis Pass entering Black Points/Reefton, in particular the area from the swing bridge to Reefton that now has reasonable foot traffic that is walking on the shoulder edge of the road as there is no formed footpath. Residents request that this area be deemed a 50km zone and footpath construction be undertaken.
- Residents of Ngakawau/Hector concerned at the public safety adjacent SH 67 on the northern side of the Ngakawau bridge. This has pedestrian traffic between Ngakawau and Hector as the local store is located on this northern side. A request has been made for a footpath to link to the bridge on the northern side.
- There has also been request for a digital speed sign to be erected on SH 67 along the straight, north of the medical centre in Hector. This area not only has a number of pedestrians but a reasonable amount of traffic that enters and exits the medical facility and there is concern about the high speed that traffic continues along this stretch.
- Rough River Bridge:
 - GDC lead agency (BDC co-funder). Intention to proceed (including revised timing and budgets). What will their Council resolve?
 - NZTA confirmation not included in RLTP and original drivers/priority for upgrade no longer applicable?



BULLER
DISTRICT COUNCIL
Te Kaunihera O Kawatiri

- Street lights in Reefton:
 - NZTA feedback requested – funding if in accordance with attached specification M30?

Kind regards

Garry Howard

Buller District Mayor

Phone 03 788 9684 | Email garry.howard@bdc.govt.nz

To: West Coast Regional Transport Committee

From: Nichola Costley – Manager Strategy and Comms, West Coast Regional Council

Date: 14 June 2019

Subject: Transport Special Interest Group and South Island RTC Chairs Group Update

Purpose

To provide an update on the work underway by the Transport Special Interest Group (TSIG) and the South Island Regional Transport Committee Chairs Group (SIRTC)

Transport Special Interest Group

The Transport Special Interest Group (TSIG) is one of the Regional SIGs in operation. The TSIG has been recognised as one of the priority SIGs by the Regional Council Chief Executives due to the important role transport plays throughout New Zealand. The Group meets four times a year with Greater Wellington having recently taken over the convenor role.

The TSIG has identified four primary workstreams. These are:

1. Review of the Regional Land Transport Plans (and related work and reviews)
2. Influencing, communications and stakeholders
3. Public Transport
4. Safety

The various workstreams will be providing written reports on the progress of their work for discussion and decision making at each TSIG meeting.

South Island Regional Transport Committee Chairs Group

The SIRTC group last met in March 2019. Key outcomes of work progressed by the Group include:

Freight mode optimisation report

The draft report has been completed and is currently awaiting final signoff from the SIRTC Group. Initial findings indicate that:

- 30% growth in the freight task is forecast from 2012 to 2042, with growth in line with this trend.
- 8% of road freight could likely be shifted to rail, resulting in reductions in external costs of \$30-\$40 million per year, with upfront investment of around \$30 million to achieve this. This equates to a reduction of approximately 25 road fatalities over a standard 40 year appraisal, a reduction of approximately 18,000 tonnes of carbon production per year, and a reduction of approximately \$35M in road maintenance costs per year (8% of the annual maintenance budgets).
- whilst these research findings have been circulated to the NZ Transport Agency and Ministry of Transport as part of the project steering group, additional work will be required to confirm whether the calculation and assumptions made as part of this analysis are considered suitably robust to demonstrate the economic case for progressing either the case studies, or programme business case.

The project team focused on seven case studies to develop a methodology and demonstrate the opportunity for freight mode optimisation. While the initial groundwork has been completed, the secretariat is working with KiwiRail and individual councils on how those case studies might be implemented. A programme Business Case is recommended by the project team, in order to identify the remaining opportunities through case studies.

The Chairs have agreed to seek guidance from the Ministry of Transport, the NZ Transport Agency and Ministry of Business, Innovation and Employment on options for progressing this work to meet the Government Policy Statement theme of mode neutrality.

Visitor Journeys work

- The South Island has been experiencing fast growth in tourism. The “Understanding current and forecast visitor flows to the South Island” work sets out to understand measures of visitor activity in the South Island and forecasts for these activities, with a key focus being on the associated journeys. There are several work streams in this space being run by separate groups. There is a desire to see that this work is not duplicated. The Canterbury Mayoral Forum is also co-ordinating work across the South Island on a Destination Management Plan and the SIRTC Group is working to see that the two projects align.

Building transport resilience

- Resilience was identified as one of the top three priorities for the Chairs, the others being freight and visitor journeys.
- Environment Canterbury is undertaking a piece of work to improve the resilience of the transport network. This may be something that the Chairs may decide to pursue collectively in the future. The focus of this work is on collecting data from numerous sources and aggregating the data to establish the exposure of infrastructure to hazards and the impact of this exposure. A large number of agencies produce hazard maps, but these are stored in a range of locations, with limited cross-agency understanding of what is available.
- For the next steps Canterbury is continuing with this hazard and asset data collation (80-90% complete) and is looking at options for presenting and publishing the data in a user friendly manner.

Environment Canterbury continues to provide secretariat support to this group.

There will be a new Chair and Deputy Chair appointed by the Group following the next election cycle as the incumbents are not standing again.

Recommendation

That the Regional Transport Committee receives this report.

To: West Coast Regional Transport Committee

From: Nichola Costley – Manager Strategy and Comms, West Coast Regional Council

Date: 14 June 2019

Subject: Ms Karen Dow’s petition to Parliament on drugged drivers

Purpose

To inform the RTC of a petition to the Committee from Ms Karen Dow in the name of her late son Matthew Dow.

To seek a decision from the RTC on how to respond to Ms Dow’s petition.

Background

Hon Nick Smith has written to the West Coast RTC, on behalf of Ms Dow, requesting that the Committee “endorse and promote the petition of Karen Dow in the name of her late son Matthew”.

The petition requests:

That the house of Representatives urgently pass legislation to introduce random roadside drug testing to reduce the escalating road toll from drugged drivers, which resulted in 29 fatal crashes in 2017 and exceeds the number caused by those impaired by alcohol.

Existing legislation

The following information has been largely taken from the Ministry of Transport’s website:

<https://www.transport.govt.nz/legislation/acts/qasdrugimpaireddrivinglaw>

It is an offence to drive while impaired and with evidence in the bloodstream of a qualifying drug. The presence of a qualifying drug alone is not sufficient for an offence; there must first be impairment as demonstrated by unsatisfactory performance of a compulsory impairment test. This law complements a drivers’ duty to be mentally and physically fit when they drive a motor vehicle on public roads - this includes not being impaired by alcohol or drugs.

There is also an offence of driving or attempting to drive while under the influence of drink or drugs to the extent of being incapable of proper control of a motor vehicle.

Where a Police officer has “good cause to suspect” that a driver has consumed a drug or drugs, the officer may require the driver to take a compulsory impairment test. Grounds for having good cause to suspect include erratic driving or, if the driver has been stopped for another reason, appearing to be under the influence of drugs.

Drug testing at random is not possible, as impairment must be demonstrated.

Saliva testing is not currently used in New Zealand. Information on the Ministry of Transport website indicates this is because it cannot show the driver is impaired - only the presence of a drug - and because saliva testing technology is not yet reliable enough for use in criminal prosecutions.

Changes to the drug driver testing and enforcement system in New Zealand

The Government is considering making changes to New Zealand’s drug driver testing and enforcement regime and to look at options for enhancements to the current behavioural testing regime. On 23 May 2019, the Ministry of Transport released a discussion document to inform this process and has invited the public to be involved in the discussion.

The Ministry of Transport states that addressing drug impaired driving is an important objective if roads are to be made safer. Since 2013, the number of road deaths in New Zealand has increased by nearly 50 percent. Drug driving is making an increasing contribution to this statistic.

The Discussion Document outlines possible approaches to improving the drug driving system. The consultation seeks feedback about:

- How we can be better at detecting drug drivers and deterring drug driving?
- The circumstances in which drivers should be tested for drugs?
- How to decide which drugs to test for?
- What evidence is required to establish a drug driving offence?
- How we should deal with people caught drug driving?

The Ministry requests written submissions and they must arrive by 5.00 pm Friday 28 June 2019 to be considered.

There is a need to look into options for dealing with drugged drivers, including the option proposed in Ms Dow's petition - random drugged driver testing by way of a saliva test.

Recommended action

Road safety is a high priority for the West Coast Regional Transport Committee, due to the devastating emotional and financial impact that loss of life has on families and communities. However, in regards to this matter it is recommended that West Coast officials monitor the approaches taken by other regions to ensure a consistent approach is adopted across the sector in response to Ms Dow and the discussion document released by the Ministry of Transport.

The work that the Ministry of Transport is undertaking is likely to supersede the request made by Ms Dow, provided that the most efficient and effective means of testing for this impairment is determined and adopted.

Recommendations

That the West Coast Regional Transport Committee:

1. *Agrees to write to Ms Dow to extend members' sympathies on the loss of her son and provide information on its decision at this stage.*
2. *Declines to endorse Ms Dow's petition at this stage pending the outcomes of the Ministry of Transport work on changing the drug driving testing and enforcement system*
3. *Works with other RTCs to ensure a consistent approach across the sector to respond to this matter and Ms Dow's petition.*

Attachments

Letter from Hon Nick Smith and Ms Karen Dow
Petition



Hon Dr Nick Smith

Member of Parliament for Nelson

28 FEB 2019

To Chairs of Regional Transport Committees

To Whom it May Concern

We are writing to request your Council endorse and promote the petition of Karen Dow in the name of her late son Matthew.

The petition requests "That the House of Representatives urgently pass legislation to introduce random roadside drug testing to reduce the escalating road toll from drugged drivers, which resulted in 79 fatal crashes in 2017 and exceeds the number caused by those impaired by alcohol."

Matthew Dow was 23 years old when killed on New Year's Eve 2017 by a drugged driver high on meth and cannabis. The woman had previously served time for drug convictions and was driving like a maniac at Appleby when she killed Matthew. Matthew's parents have initiated this petition to raise awareness of the problem of drugged drivers and to give Police the tools needed that have been successfully used in Australia, the United Kingdom and Canada to get drugged drivers off the roads.

The proposal is to enable police to use a simple saliva test as used currently to great success in countries including Australia, Canada and the United Kingdom. The system is simple to administer and takes less than 10 minutes.

Last year there were 79 deaths nationally involving drug drivers, compared to 70 deaths where drink drivers were involved. Conversely during that same period there were 16,000 convictions for drink driving but less than 200 for drug driving. The current system is simply too difficult for police and too open to interpretation. A test that is quick, easy and objective is essential if we are to reduce our road toll and make our roads safer for all. This issue will become more important in the context of the Government's policies to liberalise access to drugs like cannabis.


There are two ways your Council and/or Transport Committee could assist with this road safety petition. We would invite you to have the petition available for public signatures at your Council offices, libraries or other areas engaging with the public. We enclose a petition form that you could photocopy for this purpose. You could also draw public attention to the digital version of Matthew's petition at the following web address

https://www.parliament.nz/en/pb/petitions/document/PET_82698/petition-of-karen-dow-matthews-petition-seeking-urgent

The other way your Council could assist would be to formally endorse the intent of the petition. The more Councils we have supporting this initiative, the more likely we will get Government and Parliament to address this increasing road safety risk.

If you have any further questions please feel free to contact nick.smith@parliament.govt.nz

Kind regards,

A handwritten signature in blue ink, appearing to be 'N. Smith', written in a cursive style.

Hon Dr Nick Smith

MP Nelson

A handwritten signature in blue ink, appearing to be 'PP Karen Dow', written in a cursive style.

Karen Dow

Petition initiator and Matthew Dow's mother

Matthew's Petition

To the House of Representatives

Respectfully requests that House of Representatives urgently introduce random roadside drug testing so as to reduce the escalating road toll from drugged drivers, of 79 in the last year of which now exceeds those impaired by alcohol.

Name	Signature

- Matthew Dow was 23 years old when at 9pm on December 31st 2017 he was killed on State Highway 60 at Appleby, Nelson. Matthew, a much loved son of Karen and Peter Dow of Christchurch, was a gentle, safety conscious young man, planning to study engineering at Ara Polytechnic this year.
- The driver responsible for the accident was Alicia Fulcher-Poole who had been smoking meth, had been witnessed driving erratically and passing recklessly. The accident scene was described as horrific by emergency services, with debris thrown 100 metres from the vehicle, including cans of bourbon, cannabis plants and drug bong. Two unrestrained children in her vehicle were miraculously not seriously injured. She was subsequently found guilty of driving causing death and injury and while under the influence of drugs and is now serving a 3.5 year prison sentence.
- The number of people killed in road accidents from drugged drivers was 79 compared to 70 for drunk drivers in the last year. This is the first year fatalities from drugged drivers exceeded those of drink driving. UK, Australia and Canada have all introduced roadside drug testing and shown saliva testing is technically feasible, reliable and successful in saving lives.