



# Regional Road Safety Plan

Adopted October 2009

Quality for life



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# Regional Road Safety Plan

This Road Safety Plan has been developed collaboratively by the agencies represented on the Regional Transport Committee, with assistance from NZ Police and Accident Compensation Corporation (ACC). The plan sets out an action programme aimed at improving the region's road safety outcomes to address the issues highlighted in a comprehensive review<sup>1</sup> undertaken in late 2008.

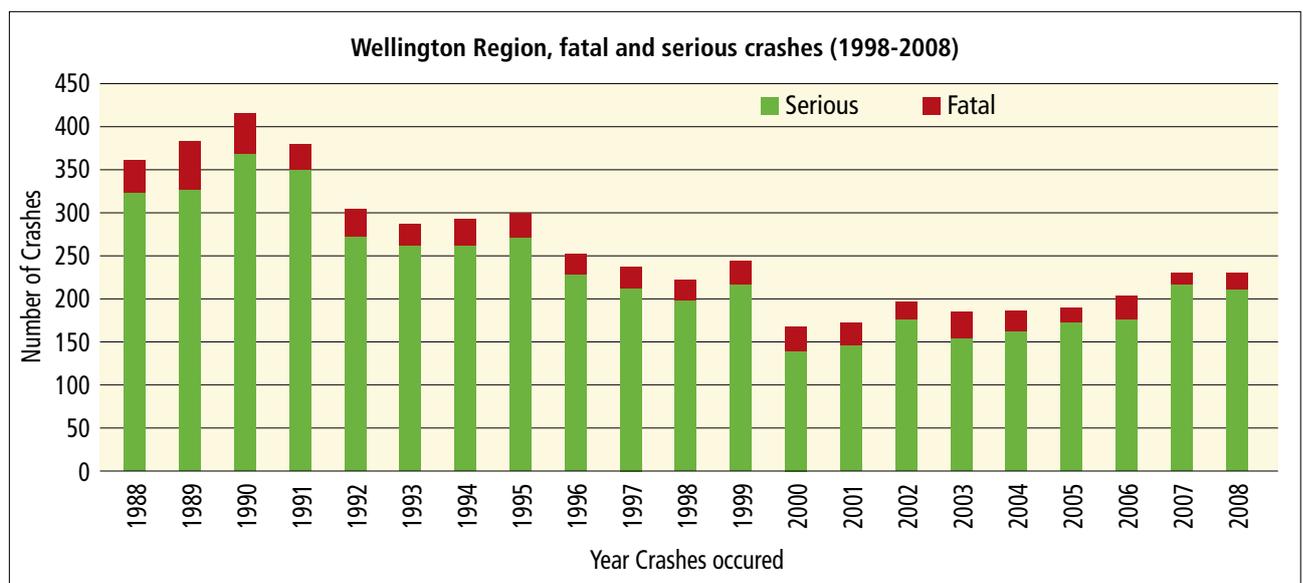
## Worsening road safety outcomes

In recent years there has been a growing trend in road crashes. This trend is in the wrong direction and quite unacceptable. The following graph highlights the recent increase in fatal and serious injury crashes.

Road safety issues of particular significance in the region include:

- In 2007 the social cost of the region's road crashes was around \$394 million
- 63% of injury crashes occurred on local urban roads
- Nearly one third of crashes involve 15 to 24 year olds, well above their proportion of the population
- Human factors (such as failure to give way, travelling too fast, poor judgement) are the most common causal factors of reported crashes
- The general pattern of causal factors and crash types has remained fairly constant over the last twenty years
- The number of fatal and serious crashes involving cyclists in 2007 was a record high
- Alcohol and speed remain very significant factors in fatal and serious crashes, particularly involving males up to 49 years of age
- Alcohol related crashes declined markedly during the 1990s but have remained steady for much of the last decade
- The average age of the vehicle fleet has risen steadily to over 12 years of age, meaning that adoption of safer vehicle technologies is relatively slow
- A recent increase in the use of motorcycle and mopeds correlates to a similar rise in fatal and serious crashes involving riders of these vehicles.

Figure 1: Fatal and serious crashes per annum (source: New Zealand Transport Agency)



1 Greater Wellington Road Safety Investigation 2008, J Maass & C Walther.

### Relationship of this Road Safety Plan with other regional plans

Many of the region's transport plans contribute to achieving a safe transport system. The regional plans for walking, cycling, and public transport sit alongside and integrate with this plan. These other plans focus on the provision of good quality infrastructure and services to ensure they are easy, safe and attractive to use. Public transport is the safest mode of travel and mode shift from less safe modes will positively contribute to safer outcomes. The corridor plans also include specified road and public transport improvements which often have safety benefits.

### What we plan to do

The agencies responsible for implementing road safety actions in the region are all reporting good progress against the actions agreed in the previous plan (adopted August 2004). However, the worsening outcomes clearly suggest that more needs to be done. In developing this Regional Road Safety Plan, we have given consideration to:

- what can be done differently at a national level
- what can be done at a regional/local level
- whether we are doing enough locally; and
- what we need to do differently.

### Strategic context

The plan is aligned with the strategic framework provided by the Regional Land Transport Strategy (RLTS) 2007 – 2016.

#### **The objectives of the RLTS are:**

- Assist economic and regional development
- Assist safety and personal security
- Improve access, mobility and reliability
- Protect and promote public health
- Ensure environmental sustainability
- Ensure that the Regional Transport Programme is affordable for the regional community.

#### **The RLTS outcomes of particular relevance to this implementation plan are:**

- Increased safety for pedestrians and cyclists
- Improved regional road safety.

#### **The RLTS 2016 targets of particular relevance to this implementation plan are:**

- There are no road crash fatalities attributable to roading network deficiencies
- Fewer than 100 pedestrians injured in the region per annum
- Fewer than 75 cyclists injured in the region per annum.

## Road Safety Vision

To continuously improve the level of regional road safety based on a firmly established safety culture.

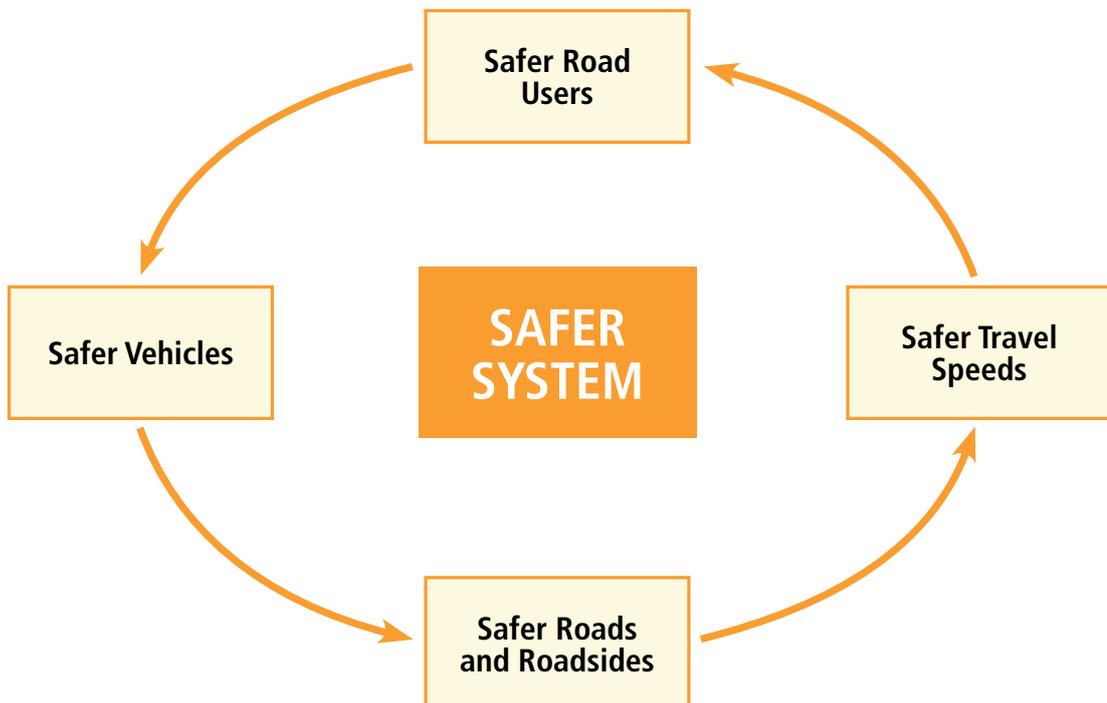
## Safer Systems approach

International best practice recommends a systems approach<sup>2</sup> be applied to the road safety problem with a focus on road environment, vehicle and road user interventions. This approach uses appropriate combinations of engineering, education and enforcement to achieve a safer system. The Ministry of Transport is supporting a systems approach as they go about developing the new national road safety strategy to 2020. The approach has been used in the development of the plan's action programme.

## Monitoring

Progress of actions outlined in the following Road Safety Action Programme will be reported to the Regional Transport Committee on a quarterly basis.

A number of key outcome indicators relating to safety will continue to be reported annually by the New Zealand Transport Agency and in the Regional Transport Committee's Annual Monitoring Report on the RLTS.



<sup>2</sup> Adapted from New Zealand Road Assessment Programme/KiwiRAP, 2008.

## Road Safety Action Programme

Actions	Responsibility	Cost	Funding	Timing	Target/measures
<p><b>Provide Adequate Road Safety Funding</b> Identify and give high priority to the allocation of adequate funding in annual plans for road safety programmes</p> <p>Advocate for adequate funding to be allocated</p>	<p>Road Controlling Authorities</p> <p>GWRC</p>	<p>To be determined</p> <p>Administrative</p>	<p>Road Controlling Authorities (NZ Transport Agency)</p> <p>GWRC</p>	<p>Ongoing</p> <p>Annually</p>	<p>Sufficient funding is included in annual budgets to ensure safety programmes can be fully implemented</p> <p>Submissions made to Territorial Authority Annual Plans</p>
<p><b>Operate Safety Management Systems</b> Proactively operate Safety Management Systems (or other formalised systematic approach) to ensure decisions about construction, maintenance and management of road networks lead to the achievement of safety targets</p> <p>Particular consideration should be given to establishing audit procedures that ensure all road projects give adequate consideration to the needs of cyclists and pedestrians</p> <p>Promote and support proactive use of Safety Management Systems</p>	<p>Road Controlling Authorities</p> <p>NZ Transport Agency</p>	<p>Administrative</p>	<p>Road Controlling Authorities (NZ Transport Agency)</p>	<p>Ongoing</p>	<p>All Road Controlling Authorities report proactive implementation of their Safety Management System</p>
<p><b>Implement Road Safety Action Plans</b> Key partners agree on the road safety risks, identify objectives, set targets, develop plans, direct tasks (including policing), monitor and review progress for each Territorial Authority area</p>	<p>Territorial Authorities (lead)</p> <p>Supported by NZ Transport Agency, NZ Police and ACC</p>	<p>Administrative</p>	<p>Road Controlling Authorities (NZ Transport Agency)</p>	<p>Ongoing</p>	<p>All Territorial Authorities have a current Road Safety Action Plan in operation</p>
<p><b>Operate Risk Targeted Patrol Plans</b> Implement Risk Targeted Patrol Plans, linked to issues identified through Road Safety Action Plans, to ensure more efficient and effective use of enforcement resources according to risk</p>	<p>NZ Police</p>	<p>To be determined</p>	<p>NZ Transport Agency</p>	<p>Ongoing</p>	<p>All areas of the Wellington Policing District report ongoing use of Risk Targeted Patrol Plans</p>

## Road Safety Action Programme

Actions	Responsibility	Cost	Funding	Timing	Target/measures
<p><b>Undertake Road Safety Co-ordination</b></p> <p>Ensure that appropriate local education campaigns are undertaken as well as ensuring national strategic road safety campaigns are devolved to a regional and local level to help promote an improved safety culture</p> <p>Regional Territorial Authorities come together on a regular basis to identify and deliver suitable regional campaigns</p>	<p>Territorial Authorities, NZ Police, ACC, GWRC and NZ Transport Agency</p> <p>Territorial Authorities, NZ Police, ACC, GWRC and NZ Transport Agency</p>	<p>To be determined</p> <p>To be determined</p>	<p>Road Controlling Authorities (NZ Transport Agency)</p> <p>Road Controlling Authorities (NZ Transport Agency)</p>	<p>Ongoing</p> <p>Ongoing</p>	<p>Education focused campaigns identified in Road Safety Action Plans and the community focused activities class of the NLTP have been implemented</p> <p>Road Safety education is promoted at every feasible opportunity at a regional level</p>
<p><b>Improve Walking and Cycling Safety</b></p> <p>Develop programmes and implement improvements consistent with regional and local walking and cycling plans or strategies</p>	<p>All agencies</p>	<p>To be determined</p>	<p>All agencies (NZ Transport Agency)</p>	<p>Ongoing</p>	<p>Sufficient funding is included in annual budgets to ensure programmes can be fully implemented</p>
<p><b>Promote Public Transport Use</b></p> <p>Promote the use of public transport as a safe mode of travel through local and regional plans and programmes (eg. through travel behaviour change programmes and the Regional Passenger Transport Plan)</p>	<p>GWRC (lead)</p> <p>All agencies</p>	<p>To be determined</p>	<p>GWRC (NZ Transport Agency)</p>	<p>Ongoing</p>	<p>The safety benefits of public transport are promoted at every opportunity</p>

## Road Safety Action Programme

Actions	Responsibility	Cost	Funding	Timing	Target/measures
<p><b>Advocate for National Level Changes</b></p> <p>Advocate to central government for the following:</p> <ul style="list-style-type: none"> <li>• Incentives to reduce the current average vehicle age from 12 years</li> <li>• Adequate funding of enforcement resources</li> <li>• Adequate funding of road safety works, particularly for implementing local cycling and safety strategies</li> <li>• Quicker progress in identifying and implementing median and side protection barriers</li> <li>• Restrictions on inexperienced drivers</li> <li>• Requiring new motorcyclists to undertake skills training</li> <li>• Review the classification of mopeds</li> <li>• Review speed limit setting policy and procedures</li> <li>• Lowering the legal blood alcohol limit from 80mg to 50mg</li> <li>• Consideration be given to the matter of road side rest areas and rumble strips or audio tactile edge lines, to address fatigue crash black spots</li> <li>• More attention to dealing with repeat offenders</li> <li>• Promote the safety benefits of mode change</li> </ul>	Regional Transport Committee supported by each agency as appropriate	Administrative	GWRC Each agency	Ongoing	Every opportunity is taken to advocate
<p><b>Improve Urban Speed Management</b></p> <p>Review urban speed management policies giving consideration to matters such as:</p> <ul style="list-style-type: none"> <li>• Road design and traffic calming</li> <li>• Speed limits appropriate for the surrounding activity</li> <li>• Speed information devices</li> <li>• Improving warning signage</li> </ul>	Road Controlling Authorities	To be determined	Road Controlling Authorities (NZ Transport Agency)	Ongoing	Reduced incidence of crashes on urban local roads with speed as a causal factor
<p><b>Promote Awareness of Driver Fatigue Issues</b></p> <p>Promote awareness on Cook Strait ferries</p> <p>Raise issues in highway liaison meetings around items such as:</p> <ul style="list-style-type: none"> <li>• Improving signage to rest areas</li> <li>• Catering for the needs of truck drivers</li> <li>• Targeting high fatigue crash routes</li> <li>• Provision of warning devices such as rumble strips and audio tactile edge lines</li> </ul>	Road Controlling Authorities, ACC	To be determined	Road Controlling Authorities (NZ Transport Agency)	Ongoing	Reduced incidence of crashes with driver fatigue as a causal factor

## Road Safety Action Programme

Actions	Responsibility	Cost	Funding	Timing	Target/measures
<p><b>Review Enforcement Practices</b></p> <p>Consider the use of red light and local speed cameras</p> <p>Advocate to allow Road Controlling Authorities to own and operate passive traffic enforcement devices such as red light and speed cameras</p> <p>Consider local enforcement of static offences such as expired Warrants of Fitness</p> <p>Consider improved enforcement of illegal vehicle parking or use of pedestrian footpaths</p> <p>Improve accountability of the application of the region's allocation of Police resources</p>	<p>Road Controlling Authorities</p> <p>NZ Police (Lead) Territorial Authorities</p>	<p>To be determined</p> <p>Administrative</p>	<p>Road Controlling Authorities (NZ Transport Agency)</p> <p>NZ Police Territorial Authorities</p>	<p>Ongoing</p> <p>By Dec 2009</p>	<p>Reduce incidence of crashes with red light running, speed and vehicle faults as a causal factors</p>
<p><b>Improve Motorcycling Safety</b></p> <p>Investigate the application of safety skirts on median and side barrier systems</p> <p>Develop programmes to provide motorcyclist skills training</p> <p>Develop programmes to promote awareness of motorcycling safety issues such as:</p> <ul style="list-style-type: none"> <li>• Car driver awareness</li> <li>• Motorcyclist visibility</li> </ul>	<p>NZ Transport Agency</p> <p>Territorial Authorities, NZ Transport Agency and ACC</p> <p>Territorial Authorities</p>	<p>To be determined</p> <p>To be determined</p> <p>To be determined</p>	<p>NZ Transport Agency</p> <p>Territorial Authorities (NZ Transport Agency) ACC</p> <p>Territorial Authorities (NZ Transport Agency) ACC</p>	<p>By Dec 2010</p> <p>By June 2010</p> <p>By June 2010</p>	<p>Reduced incidence of crashes involving motorcyclists</p>
<p><b>Provide Training Programmes for Inexperienced Drivers</b></p> <p>Review uptake of the Practice programme at the local level and work with key road safety partners to encourage uptake</p> <p>Develop programmes to provide driver skills training, possibly targeted at those drivers who have not proceeded through the license system</p>	<p>ACC</p> <p>Territorial Authorities NZ Transport Agency</p>	<p>To be determined</p> <p>To be determined</p>	<p>ACC</p> <p>Territorial Authorities (NZ Transport Agency)</p>	<p>By Dec 2010</p> <p>By June 2011</p>	<p>Reduced incidence of crashes involving young and inexperienced drivers</p>

## Road Safety Action Programme

Actions	Responsibility	Cost	Funding	Timing	Target/measures
<p><b>Reduce Repeat Offending</b> Work with the local judiciary to find better ways of dealing with repeat offenders</p>	Territorial Authorities	Administrative	Territorial Authorities	Ongoing	Reduced incidence of repeat offending
<p><b>Provide Safer Vehicles in Corporate Fleets</b> Ensure vehicle fleet replacement policies strongly provide for adoption of safe vehicle technologies</p>	All agencies	Administrative	All agencies	By June 2010	Corporate vehicles are increasingly safe