

Draft Regional Road Safety Plan

August 2009

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This draft Road Safety Plan has been developed collaboratively by the agencies represented on the Regional Transport Committee, with assistance from NZ Police and 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 review¹ undertaken in late 2008.

Worsening road safety outcomes

In recent years there has been a growing trend in road crashes. The following graph highlights the recent increase in fatal and serious injury crashes.

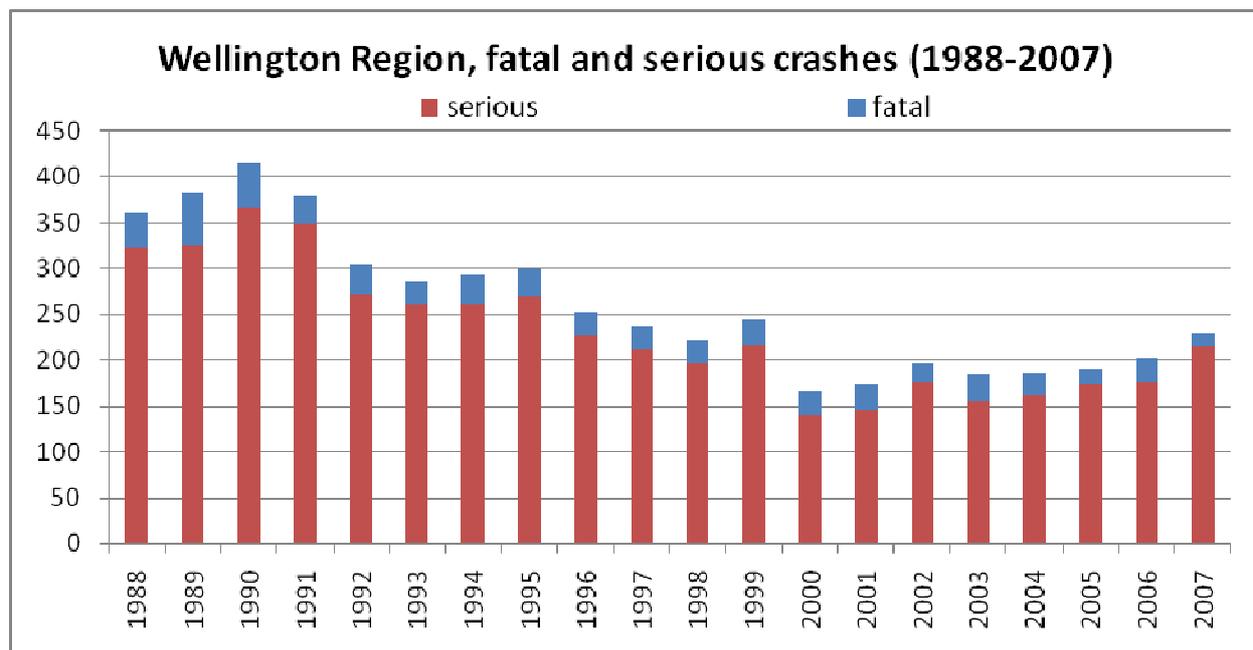


Figure 1: Fatal and serious crashes per annum.

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 reviewing the current 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.

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

Strategic context

The draft 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:

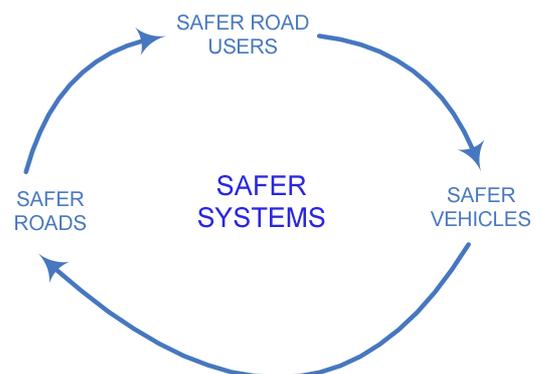
- There are no road crash fatalities attributable to road network deficiencies
- Fewer than 100 pedestrians injured in the region per annum
- Fewer than 75 cyclists injured in the region per annum.

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 approach² 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 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.

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

Road Safety Action Programme

Actions	Responsibility	Cost	Funding	Timing	Target/measures
<p>Provide Adequate Road Safety Funding Identify and allocate 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>Operate Safety Management Systems Proactively operate Safety Management Systems to ensure decisions about construction, maintenance and management of road networks lead to the achievement of safety targets</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>Implement Road Safety Action Plans 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 (currently funded activity)</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>Operate Risk Targeted Patrol Plans The Police implement Risk Targeted Patrol Plans to ensure more efficient and effective use of enforcement resources according to risk</p>	<p>NZ Police</p>	<p>To be determine (currently funded activity)</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>

Actions	Responsibility	Cost	Funding	Timing	Target/measures
<p>Undertake Road Safety Co-ordination 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 TA's 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 determine (currently funded activity)</p> <p>To be determine (currently funded activity)</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 indentified 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>Improve Walking and Cycling Safety Develop programmes and implement improvements consistent with the Regional Walking and Cycling Plans</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>

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Actions	Responsibility	Cost	Funding	Timing	Target/measures
<p>Advocate for National Level Changes Advocate to central government for the following:</p> <ul style="list-style-type: none"> • Incentives to reduce the current average vehicle age from 12 years • Adequate funding of enforcement resources • Adequate funding of road safety works, particularly for local cycling and safety strategies • Quicker progress in identifying and implementing median and side protection barriers • Restrictions on inexperienced drivers • Requiring new motorcyclists to undertake skills training • Review the classification of mopeds • Review speed limit setting policy and procedures • Lowering the legal blood alcohol limit from 80mg to 50mg • Consideration be given to the matter of road side rest areas to address fatigue crash black spots • More attention to dealing with repeat offenders 	<p>Regional Transport Committee</p> <p>supported by each agency as appropriate</p>	<p>Administrative</p>	<p>GWRC</p> <p>Each agency</p>	<p>Ongoing</p>	<p>Every opportunity is taken to advocate</p>
<p>Improve Urban Speed Management Review urban speed management policies giving consideration to matters such as:</p> <ul style="list-style-type: none"> • Road design and traffic calming • Speed limits appropriate for the surrounding activity 	<p>Road Controlling Authorities</p>	<p>To be determined</p>	<p>Road Controlling Authorities (NZ Transport Agency)</p>	<p>Ongoing</p>	<p>Reduced incidence of crashes on urban local roads with speed as a causal factor</p>

Actions	Responsibility	Cost	Funding	Timing	Target/measures
<p>Promote Awareness of Driver Fatigue Issues Promote awareness on Cook Straight ferries</p> <p>Raise issues in highway liaison meetings around items such as:</p> <ul style="list-style-type: none"> • Improving signage to rest areas • Catering for the needs of truck drivers • Provision of warning devices such as rumble strips and audio tactile edge lines 	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
<p>Review Enforcement Practices Consider the use of red light and local speed cameras</p> <p>Advocate to allow RCA's 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 Warrant of Fitness's</p> <p>Improve accountability of the application of the region's allocation of Police resources</p>	Road Controlling Authorities NZ Police	To be determined Administrative	Road Controlling Authorities (NZ Transport Agency) NZ Police (Lead) Territorial Authorities	Ongoing By Dec 2009	Reduce incidence of crashes with red light running, speed and vehicle faults as a causal factors

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Actions	Responsibility	Cost	Funding	Timing	Target/measures
<p>Improve Motorcycling Safety 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"> • Car driver awareness • Motorcyclist visibility 	<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 Jun 2010</p> <p>By Jun 2010</p>	<p>Reduced incidence of crashes involving motorcyclists</p>
<p>Provide Training Programmes for Inexperienced Drivers Review the process and cost of the 'Practice' system to achieve better take up</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 Jun 2011</p>	<p>Reduced incidence of crashes involving young and inexperienced drivers</p>
<p>Reduce Repeat Offending Work with the local judiciary to find better ways of dealing with repeat offenders</p>	<p>Territorial Authorities</p>	<p>Administrative</p>	<p>Territorial Authorities</p>	<p>Ongoing</p>	<p>Reduced incidence of repeat offending</p>
<p>Provide Safer Vehicles in Corporate Fleets Ensure vehicle fleet replacement policies strongly provide for adoption of safe vehicle technologies</p>	<p>All agencies</p>	<p>Administrative</p>	<p>All agencies</p>	<p>By Jun 2010</p>	<p>Corporate vehicles are increasingly safe</p>