Regional Road Safety Plan

October 2009

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This 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 review[1] 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.

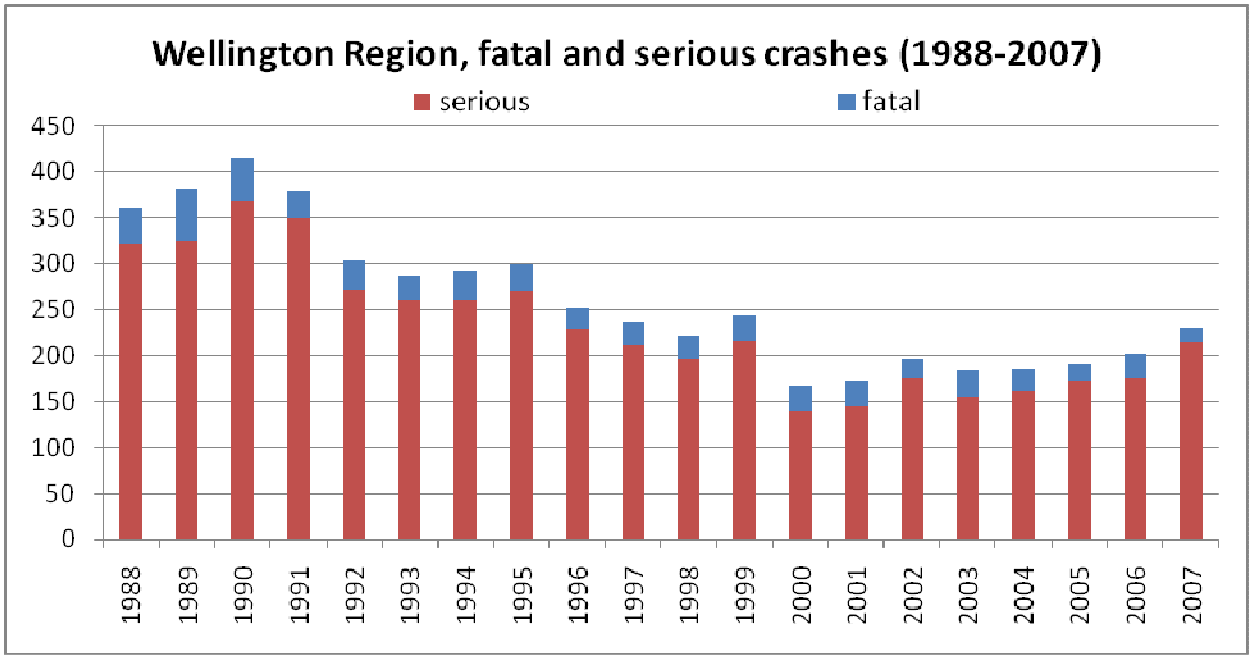


Figure 1: Fatal and serious crashes per annum (source: New Zealand Transport Agency)

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

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

- 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.

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:

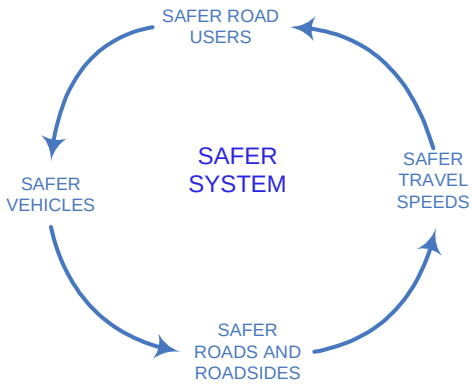
- There are no road crash fatalities attributable to roading network deficiencies
- Fewer than 100 pedestrians injured in the region per annum
- Fewer than 75 cyclists injured in the region per annum.

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[2] 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.

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

Road Safety Action Programme

Actions	Responsibility	Cost	Funding	Timing	Target/measures
Provide Adequate Road Safety Funding Identify and give high priority to the allocation of adequate funding in annual plans for road safety programmes	Road Controlling Authorities	To be determined	Road Controlling Authorities (NZ Transport Agency)	Ongoing	Sufficient funding is included in annual budgets to ensure safety programmes can be fully implemented
Advocate for adequate funding to be allocated	GWRC	Administrative	GWRC	Annually	Submissions made to Territorial Authority Annual Plans
Operate Safety Management Systems 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 (Particular consideration should be given to establishing audit procedures that ensure all road projects give adequate consideration to the needs of cyclists)	Road Controlling Authorities	Administrative	Road Controlling Authorities (NZ Transport Agency)	Ongoing	All Road Controlling Authorities report proactive implementation of their Safety Management System
Promote and support proactive use of Safety Management Systems	NZ Transport Agency				
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	Territorial Authorities (lead) Supported by NZ Transport Agency, NZ Police and ACC	Administrative (currently funded activity)	Road Controlling Authorities (NZ Transport Agency)	Ongoing	All Territorial Authorities have a current Road Safety Action Plan in operation
Operate Risk Targeted Patrol Plans 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	NZ Police	To be determine (currently funded activity)	NZ Transport Agency	Ongoing	All areas of the Wellington Policing District report ongoing use of Risk Targeted Patrol Plans

Actions	Responsibility	Cost	Funding	Timing	Target/measures
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	Territorial Authorities, NZ Police, ACC, GWRC and NZ Transport Agency	To be determine (currently funded activity)	Road Controlling Authorities (NZ Transport Agency)	Ongoing	Education focused campaigns indentified in Road Safety Action Plans and the community focused activities class of the NLTP have been implemented
Regional TA's come together on a regular basis to identify and deliver suitable regional campaigns	Territorial Authorities, NZ Police, ACC, GWRC and NZ Transport Agency	To be determine (currently funded activity)	Road Controlling Authorities (NZ Transport Agency)	Ongoing	Road Safety education is promoted at every feasible opportunity at a regional level
Improve Walking and Cycling Safety Develop programmes and implement improvements consistent with regional and local walking and cycling plans or strategies	All agencies	To be determined	All agencies (NZ Transport Agency)	Ongoing	Sufficient funding is included in annual budgets to ensure programmes can be fully implemented

Actions	Responsibility	Cost	Funding	Timing	Target/measures
Advocate for National Level Changes Advocate to central government for the following: • Incentives to reduce the current average vehicle age from 12 years • Adequate funding of enforcement resources • Adequate funding of road safety works, particularly for implementing 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 and rumble strips or audio tactile edge lines, to address fatigue crash black spots • More attention to dealing with repeat offenders • Promote the safety benefits of mode change	Regional Transport Committee supported by each agency as appropriate	Administrative	GWRC Each agency	Ongoing	Every opportunity is taken to advocate

Actions	Responsibility	Cost	Funding	Timing	Target/measures
Improve Urban Speed Management Review urban speed management policies giving consideration to matters such as: • Road design and traffic calming • Speed limits appropriate for the surrounding activity • Speed information devices • Improving warning signage	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
Promote Awareness of Driver Fatigue Issues Promote awareness on Cook Strait ferries Raise issues in highway liaison meetings around items such as: • Improving signage to rest areas • Catering for the needs of truck drivers • Targeting high fatigue crash routes • 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

Actions	Responsibility	Cost	Funding	Timing	Target/measures
Review Enforcement Practices Consider the use of red light and local speed cameras Advocate to allow RCAs to own and operate passive traffic enforcement devices such as red light and speed cameras Consider local enforcement of static offences such as expired Warrants of Fitness Consider improved enforcement of illegal vehicle parking or use of pedestrian footpaths	Road Controlling Authorities	To be determined	Road Controlling Authorities (NZ Transport Agency)	Ongoing	Reduce incidence of crashes with red light running, speed and vehicle faults as a causal factors
Improve accountability of the application of the region's allocation of Police resources	NZ Police (Lead) Territorial Authorities	Administrative	NZ Police Territorial Authorities	By Dec 2009	
Improve Motorcycling Safety Investigate the application of safety skirts on median and side barrier systems	NZ Transport Agency	To be determined	NZ Transport Agency	By Dec 2010	Reduced incidence of crashes involving motorcyclists
Develop programmes to provide motorcyclist skills training	Territorial Authorities, NZ Transport Agency and ACC	To be determined	Territorial Authorities (NZ Transport Agency) ACC	By June 2010	
Develop programmes to promote awareness of motorcycling safety issues such as: • Car driver awareness • Motorcyclist visibility	Territorial Authorities	To be determined	Territorial Authorities (NZ Transport Agency) ACC	By June 2010	

Actions	Responsibility	Cost	Funding	Timing	Target/measures
Provide Training Programmes for Inexperienced Drivers Review uptake of the Practice programme at the local level and work with key road safety partners to encourage uptake. Develop programmes to provide driver skills training, possibly targeted at those drivers who have not proceeded through the license system	ACC Territorial Authorities NZ Transport Agency	To be determined To be determined	ACC Territorial Authorities (NZ Transport Agency)	By Dec 2010 By June 2011	Reduced incidence of crashes involving young and inexperienced drivers
Reduce Repeat Offending Work with the local judiciary to find better ways of dealing with repeat offenders	Territorial Authorities	Administrative	Territorial Authorities	Ongoing	Reduced incidence of repeat offending
Provide Safer Vehicles in Corporate Fleets Ensure vehicle fleet replacement policies strongly provide for adoption of safe vehicle technologies	All agencies	Administrative	All agencies	By June 2010	Corporate vehicles are increasingly safe