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Committee Regional Transport Committee  
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## Draft Regional Road Safety Plan

### 1. Purpose

This report presents the new draft Regional Road Safety Plan for the Committee's approval for consultation.

### 2. Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

### 3. Background

A series of recent reports to the Committee have highlighted the region's worsening road safety record. The road safety issues facing the region were reported in the 'Greater Wellington Road Safety Investigation 2008' which was presented to the Committee on 8 April. As a result, the Committee requested that the Technical Working Group (TWG) review the current Regional Road Safety Action Plan (August 2004).

A TWG made up of officers from organisations represented on the committee, together with NZ Police and ACC have reviewed the road safety issues facing the region. They developed a number of advocacy matters which were adopted by the Committee at its last meeting on 23 June. These matters have subsequently been communicated to the Ministry of Transport with the expectation that they will be taken into account in the development of the National Road Safety Strategy to 2020.

Since then the TWG has met to examine the opportunities for improving road safety at the regional and local level. The outcome of these considerations is set out in the recommended draft plan and action programme (**Attachment 1**).

The latest annual crash statistics report<sup>1</sup> for 2008, provided by the NZ Transport Agency on 21 June 2009, confirms the region's poor safety record at a level similar to that seen in 2007.

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<sup>1</sup> Greater Wellington Region Road Safety Report 2004 to 2008, NZ Transport Agency, June 2009.

## 4. Comment

### 4.1 Policy framework

National strategic direction generally seeks to improve road safety. The current Road Safety Strategy to 2010 is being reviewed by government and a new strategy to 2020 is anticipated before the end of the year.

### 4.2 Regional 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:

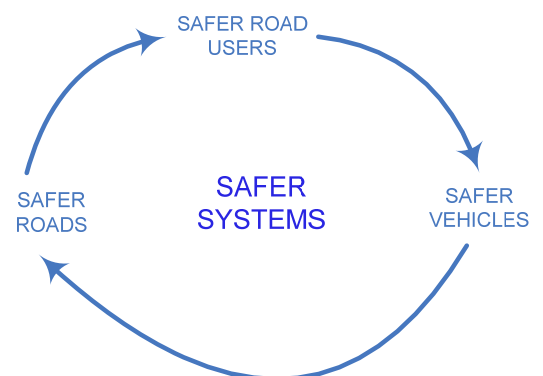
- Increased safety for pedestrians and cyclists
- Improved regional road safety.

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

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

### 4.3 Safer systems approach

Current 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 this 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.



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

#### **4.4 Proposed action programme**

The proposed programme starts with a series of actions that reinforce current best practices:

- Provide adequate road safety funding
- Operate safety management systems
- Implement road safety action plans
- Undertake road safety coordination
- Operate risk targeted patrol plans.

The next action ‘advocate for national level changes’ records the items agreed by the Committee at its last meeting. These are matters outside the region’s control, for which we seek changes at the national level.

Finally, the programme includes the following new actions that have been identified by the TWG as appropriate for some level of local intervention. These are actions that mainly rely on the road controlling authorities for genuine progress. The local actions are:

- Improve walking and cycling safety
- Promote awareness of driver fatigue issues
- Review enforcement practices
- Improve urban speed management
- Improve motorcycling safety
- Provide training programmes for inexperienced drivers
- Reduce repeat offending
- Provide safer vehicles in corporate fleets.

The TWG considered whether there was a need to include a specific action around illegal street racing (‘boy racers’) but concluded that it was covered by the other actions e.g. training programmes for inexperienced drivers, targeted enforcement and urban speed management. The illegal street racing issue is best addressed by enforcement and improved legislation which is currently under review at the national level.

#### **4.5 Key changes from the previous Road Safety Plan**

The previous plan took a high level approach which only addressed the best practice items set out at the beginning of section 4.4. This plan goes further, setting out changes sought to the national system as well as a number of local initiatives that have some additional potential for improving the region’s road safety outcomes. The detail and cost of the local actions have not been determined. They will not be known until the scope of the initiatives appropriate to each authority area have been developed. However, it is clear from the current worsening road safety trend that a business as usual approach cannot continue if we are to see improved safety on our roads.

## 5. Next steps

- Draft plan released for consultation (pending approval by the Committee) August 2009
- Submissions received (4 weeks) September
- Hearings if required October
- Submissions considered and plan amended as necessary Oct/Nov
- Revised plan considered by the Committee for adoption. 2 December 2009

## 6. Communication

In considering the best way to consult on the draft Regional Road Safety Plan, officers were mindful of the feedback received from the general public through recent consultation processes around consultation fatigue.

A high priority was given to road safety activities through development of the Regional Land Transport Programme. This approach was generally supported by the consultation feedback.

The implementation of many actions in this draft Road Safety Plan will be of most interest to those organisations in the region who will be responsible for leading the various actions and who will be working together to implement the plan. These organisations have all been represented at workshops to develop the draft plan to date. Others who may have an interest are advocacy groups, community groups, and organisations with a particular interest in a safe, efficient and sustainable transport network.

Therefore it is proposed to communicate and invite feedback on the draft plan using the following:

- Media release
- Public notice in regional newspapers (Dominion Post and Wairarapa Times Age)
- GWRC website (dedicated web page with draft plan available as a pdf)
- Mail out to key stakeholders and interest groups.

The draft Regional Road Safety Plan consultation will be coordinated with the consultation on the draft Travel Demand Management Plan, which is the matter of a separate report on this agenda.

## 7. Recommendations

*That the Committee:*

1. ***Receives*** the report;
2. ***Notes*** the content of the report;
3. ***Agrees*** to release the draft Regional Road Safety Plan, as set out in Attachment 1, for consultation; and
4. ***Delegates*** to the Chair of the Regional Transport Committee authority to approve any final amendments to the draft plan resulting from this Committee meeting.

Report prepared by:

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**Attachment 1: Draft Regional Road Safety Plan, August 2009**