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Report 09.341

Regional Transport Committee

Minute extract from meeting held on 23 June 2009

Road Safety Advocacy Matters

Resolved

That the Committee:

1. *Receives the report.*
2. *Notes the contents of the report.*
3. *Instructs officers to prepare feedback to the Ministry of Transport for the development of the new national Road Safety Strategy to 2020 in line with the following advocacy positions:*
 - 3.1 *Consideration of incentives to encourage faster take up of new vehicle technologies, thereby working to quickly reduce the current average vehicle age from over 12 years. One particular proposal is to reduce the relatively high cost of new vehicles by reducing taxes associated with new vehicle purchases, and offsetting this by increased running costs. Such a change could be cost neutral, and would provide safety benefits as well as significant reductions in fuel use, CO₂ and other harmful emissions. Also, consideration should be given to encouraging the retirement of older vehicles, possibly by using incentives to encourage scrapping.*
 - 3.2 *Adequate funding and financial support (particularly increased financial assistance rates for local cycling strategies and minor safety works) be provided in future Government Policy Statements, to allow Road Controlling Authorities to quickly implement local cycling and safety strategies.*
 - 3.3 *Consideration of restrictions for inexperienced drivers to address the clear risks (exacerbated by speed and alcohol) faced by this sector of the population. Opportunities include:*

- *compulsory third party insurance to discourage use of high risk vehicles.*
 - *Introduction of lapsing of learner and restricted licences to encourage completion of the full licence process*
 - *introduction of a supervised driving requirement to enable development of hazard identification and judgement skills.*
- 3.4 *Quicker progress in identifying and implementing median and side protection barriers on high speed, high volume roads (mainly state highways) to reduce the severity of incidents which are, for the foreseeable future, inevitable. Consideration should be given to the removal of road side hazards, and the needs of cyclists and motorcyclists should also be taken into account when designing such infrastructure.*
- 3.5 *Adequate funding of enforcement resources aimed at minimising the incidence of the highest risk behaviour, and continuing the programme of Police education officers attending schools.*
- 3.6 *A review of speed limit setting policy and procedures to simplify the process, and allow road controlling authorities greater flexibility to respond to local needs.*
- 3.7 *Consideration of lowering the legal blood alcohol limit from 80 mg to 50 mg. Regional Public Health and ACC officially support this change. There is a good body of evidence from around the world that clearly demonstrates the positive road safety benefits, both in terms of lives saved and reduced incidence of injury crashes, as a result of this intervention.*
- 3.8 *The New Zealand Transport Agency be asked to give further consideration to the matter of roadside rest areas to address fatigue crash blackspots. A well thought out submission on the proposed Regional Land Transport Programme highlighted this issue and requested that momentum built up in recent years not be lost with the change from Transit New Zealand to the NZ Transport Agency.*
- 3.9 *That the classification of mopeds be reviewed to ensure that riders are required to have appropriate training and skills to allow the safe use of this type of vehicle on the roads.*
- 3.10 *That all new motorcyclists be required to undertake compulsory bike handling training as part of rider licensing requirements.*
- 3.11 *That more attention be given to dealing with repeat offenders, including consideration of compulsory confiscation of vehicles in which a serious offence is committed.*
- 3.12 *That the benefits of mode change be promoted.*
4. *Delegates authority to the Chair of the Committee to sign letters related to these positions.*

