

Draft Regional Road Safety Plan – September 2009

Summary of submissions and officer recommendations

Sub No.	Name(s)	Organisation	Summary of Submission	Comments in response	Recommended amendments
1	Julie Anne Garnons-Williams	Accident Compensation Corporation	Supports actions to improve walking, cycling and motorcycling safety. Notes that nationally, ACC claims for motorcycle crashes have increased significantly since 2002.	Noted.	No change recommended.
1.1			Supports actions to provide safer vehicles in corporate fleets. Notes safety features can reduce fatalities by 40%.	Noted.	No change recommended.
1.2			Encourages use of safety advancements in any updated public transport vehicles in accordance with international best practice.	The <i>Land Transport Rule: Passenger Service Vehicles 1999</i> specifies the legal requirements for the design and construction of all passenger service vehicles in New Zealand to ensure that any vehicles offering a passenger service in New Zealand are safely designed and constructed. Approved vehicle standards from recognised overseas organisations have been taken into account in this rule.	No change recommended.
1.3			Supports training of inexperienced drivers. Notes that the 15 to 24 age group are significantly over-represented in ACC motor vehicle claims. Suggests change to this action point to review uptake of the 'Practice' programme at local level and work with key road safety partners to encourage uptake.	Noted.	Amend the text under the heading 'Provide Training Programmes for Inexperienced Drivers' to read 'Review uptake of the Practice programme at the local level and work with key road safety partners to encourage uptake '.
2	Dr Stephen Palmer	Regional Public Health	Supports all of the actions to improve road safety in the Wellington region.	Noted.	No change recommended.
2.1			Believe the following actions should be given priority by implementing agencies - improve walking and cycling safety; improve urban speed management; advocate for national level change (in particular pedestrian and cyclist safety, lower blood alcohol level, and a safer systems approach).	The RPH suggested priorities for implementing agencies are noted. The initiatives proposed in the plan have not been prioritised as they are all complementary and should be considered as vital parts of a fully integrated safety programme to improve safety.	No change recommended.
3	M F Hautler	Carterton District Council	Is concerned about worsening trend in fatal and serious crashes since 2000.	Noted.	No change recommended.

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3.1			Supports the actions in the plan. Notes the plan includes a number of actions for local authorities, accepts this opportunity to contribute and notes that financial assistance from NZTA are expected for these actions to share cost between ratepayer and motorists.	Noted. NZTA are identified as a funding partner for most actions throughout the plan.	No change recommended.
3.2			Notes Wairarapa has a very active Road Safety Council that plays its part in road safety issues.	Noted.	No change recommended.
4	Peter Hookham	NZ Transport Agency	Overall supports the plan that contributes to a safer environment for all forms of transport in the region.	Noted.	No change recommended.
4.1			Supports the safer systems approach - but suggests 'safe travel speeds' be added to align with the governments Safer Journeys 2020.	Agree. Safe travel speeds have been a consideration of the plans development and it is appropriate that the diagram showing the 'safer systems' approach be amended to align with the approach in Safer Journeys 2020.	Recommended change: Amend diagram on page 3 of the plan to include ' safer travel speeds '.
4.2			Safety Management Systems (SMS) - suggest a more generic term like 'safety strategy' is more useful with SMS as one example.	Noted. 'Safety Management Systems' is the term used by NZTA to describe the formalised system to ensure safety is considered in all aspects of TA's activities and this is recognised by most agencies. However we understand that in WCC's case they call this system a 'safety strategy'.	Recommended change: Amend the text under the action heading 'Operate Safety Management Systems' to read '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'.
4.3			Risk Targeted Patrol Plans (RTPP) - need to be linked with issues out of road safety action plans to ensure effective use of police resources.	Agree. Making an explicit link between these two initiatives is appropriate.	Recommended change: Amend the text under the action heading 'Operate Risk Targeted Patrol Plans' to read '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'.

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4.4			Road Safety Coordination - needs to be strong link between local/regional education/awareness campaigns and Safer Journeys 2020.	The subject action identifies the need to ensure 'national strategic road safety campaigns are devolved to a regional and local level...' Consistent with this, any local education or awareness activities will need to reflect any new directions from the Safer Journeys 2020 document currently being developed by government.	No change recommended.
4.5			Improve walking and cycling safety - programmes need to be consistent with local as well as regional plans.	Noted.	Recommended change: Amend the text under the action heading 'Improve Walking and Cycling Safety' to read 'Develop programmes and implement improvements consistent with regional and local walking and cycling plans or strategies '.
4.6			Urban speed management - suggest use of Speed Information Devices as an additional action.	Noted.	Recommended change: Add ' speed information devices ' to the list of tools listed under the action heading 'Improve Urban Speed Management' on page 6 of the plan.
4.7			Driver fatigue - campaigns targeting high fatigue crash routes have been effective in raising awareness.	Noted.	Recommended change: Add a new bullet ' targeting high fatigue crash routes ' under the action area 'Promote Awareness of Driver Fatigue Issues' to identify this as an issue to be raised and considered in highways liaison meetings'.
4.8			Review enforcement practices - regional allocation of police resources require TA input - therefore responsibility should be Police/TAs.	Noted.	Recommended change: Add TAs alongside NZ Police under the responsibility column for the action to 'Improve accountability of the application of the region's allocation of Police resources.

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4.9			Improve motorcyclist safety - Motorcyclists are vulnerable road user and a high priority in Safer Journeys 2020 - suggests development of a separate regional motorcycle plan.	This plan recognises motorcyclists as a vulnerable road user and identifies a specific action area to 'Improve Motorcycling Safety'. However, the network for motorcyclists is the same as other motor vehicles (eg. they use the road network and travel at similar speeds to cars/trucks) and motorcyclists are subject to driver licensing and vehicle safety checks. Therefore it is considered that a separate regional motorcycle plan is not warranted. In the case of the other vulnerable road users such as pedestrians and cyclists, safety is a key issue, but they also have quite different needs and network provision to motorists eg. footpaths, crossings, cycle lanes, off-road cycle tracks - which is why separate regional plans have been developed for these modes.	No change recommended.
4.10			Notes that the GPS and Investment and Revenue Strategy (IRS) give increased priority to safety activities that will contribute to Safer Journeys 2020.	Noted. This regional plan for improving safety is well aligned with the Safer Journeys 2020 document that has been released for consultation.	No change recommended.
5	Betty van Gaalen	Kapiti Coast Grey Power Association	Agree and support all that is in the plan.	Noted.	No change recommended.
5.1			Suggests drug use and cell phone use could be added to issues of particular significance to region.	These issues were not identified specifically through the background road safety report as significant issues for this region in particular, however we note that these issues have both recently been addressed through new legislation at the national level.	No change recommended.
5.2			Supports the actions in the plan and the 'safer systems' approach.	Noted.	No change recommended.
5.3			Strongly support - local and national campaigns to promote an improved safety culture - adequate funding of enforcement resources - lowering the legal blood alcohol limit.	Noted.	No change recommended.

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5.4			Believes it is important to change the drink/drive culture. Urban speed management, enforcement practices and awareness programmes also supported.	Noted.	No change recommended.
6	Ellen Blake	Living Streets Aotearoa	Support aims of making our roads safer for all users.	Noted.	No change recommended.
6.1			Would like to see improvements in safety for pedestrians walking on footpaths by removing vehicles from pedestrian paths - eg. parked vehicles and cycles/motorcycles - suggests greater enforcement of existing rules would assist.	Noted.	Recommended change: Add an additional point under 'Review Enforcement Practices' for road controlling authorities to ' Consider improved enforcement of illegal vehicle parking or use of pedestrian footpaths '.
6.2			Would like to see improvements for pedestrians crossing roads by reduced speed limits in built up areas, traffic calming, removal of multi-stage crossings, reduced pedestrian wait times at crossings, red light cameras, use of 'shared space' where appropriate.	Many of these initiatives are included in the plan - eg. reduced speed limits, traffic calming and red light cameras. The other initiatives suggested are covered under the Regional Walking Plan as considerations to 'improve the pedestrian network' in accordance with best practice.	No change recommended.
6.3			While the plan acknowledges public transport is the safest mode - there are no initiatives to promote it.	The Regional Road Safety Plan is one of a suite of implementation plans, none of which should be viewed in isolation. The Regional Passenger Transport Plan includes projects to improve provision of and promotion of public transport. The Regional TDM Plan promotes use of public transport through many initiatives. It is appropriate to include an additional advocacy point around that recognises the safety benefits of public transport as a mode. However, it should be noted that nationally, public transport accounts for only 2.7% of total trips legs (4% in Wellington) and even if public transport use was to double it is unlikely to make a significant difference to road safety outcomes.	Add: ' Promote the benefits of mode change ' as an additional advocacy action to central government.

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6.4			Plan lacks concrete actions for the regional council and therefore ways to measure progress - one or two SMART measures would be welcome.	There are few actions for GW in the safety plan because GW is not a road controlling authority and role is limited to support and advocacy around regional road safety issues. The action tables in the plan have been formulated using the principle of SMART measures so that each action has a relevant measurable target with responsibility, timing and cost identified. Progress against these targets is monitored through quarterly agency reports to the RTC. Numerous system wide indicators are monitored and reported annually through the Annual Monitoring Report on the RLTS. (This includes progress against targets in the RLTS around increased walking and cycling mode share, reduced motor vehicle mode share, increased vehicle occupancy, reduced walking and cycling crash numbers, etc).	No change recommended.
7	Stuart Edwards	Cycle Aware Wellington	Have some concerns that 'improve walking and cycling safety' is stand alone item.	Improving walking and cycling safety is highlighted as an action area to recognise the importance of improving safety for these vulnerable road users and the need to implement the actions in the walking and cycling plans to help achieve this. Safety for pedestrians and cyclists will also fall under a number of other safety initiatives in the plan around funding, local safety management systems, road safety action plans, and road safety coordination, and urban speed management.	No change recommended.
7.1			Pleased to see cycling is recognised, but advocate a change to ensure all new and improved roads are required to include adequate provision for cyclists and walkers where appropriate.	The recently reviewed regional plans for walking and cycling have specific actions to improve walking and cycling network, in accordance with best practice guidelines. This includes considering the needs of cyclists as part of any new or improved roading project.	No change recommended.

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7.2			Would like GW to set up internal audit procedures for all road projects to ensure adequate consideration given to cyclists	It is not GW's role to establish audit procedures for road projects - this would be a matter for each road controlling authority to determine. The best practice guide referenced in the Regional Cycling Plan sets out some useful guidance on assessing needs and level of service for cyclists which audits could be based upon.	Recommended change: Add text under the action for local councils 'Operate Safety Management Systems' to highlight the need to consider cyclist safety issues as part of these systems. To read: <i>Particular consideration should be given to establishing audit procedures that ensure all road projects give adequate consideration to the needs of cyclists.</i>
7.3			Would like to see GW adopt a cycling strategy and promote Wellington region as the cycling capital of NZ.	The region recently adopted a Regional Cycling Plan (Dec 2008) to implement the cycling outcomes of the RLTS. The RLTS aspiration for cycling - as agreed by the RTC - is: <i>People will generally walk or cycle for short and medium length trips. Pedestrian and cycling networks will be convenient, safe and pleasant to use.</i> The outcomes sought for cycling are to increase cycling use, improve cycling level of service and improve safety for cyclists.	No change recommended.
7.4			Would like to see RLTS target changed from 'Fewer than 75 cyclists injured in the region per annum' to read '75% fewer cyclists injured in the region per annum'	This suggestion is referred to the RLTS review which is currently underway. However, we note that achieving the current target of 'Fewer than 75 cyclists injured in the region per annum' will require a 50% reduction compared with the current numbers and the trend is worsening. Having an even more ambitious target is unlikely to assist when we are so far from achieving the current one.	No change recommended through this plan.

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7.5			Wish to see emphasis on implementing and enforcement of 1.5m rule for vehicles passing cyclists.	Allowing 1.5m for a vehicle passing a cyclist is a recommendation in the road code, rather than a rule that can be enforced. The region's road safety coordinators are looking at a 'passing gap' campaign to raise awareness of giving cyclists adequate space. This is likely to be a joint venture and cycling groups are encouraged to be involved.	No change recommended.
8	Stavros Michael	Wellington City Council	Supportive of main thrust of draft plan and notes council officers were part of the working group who assisted in development of the plan.	Noted.	No change recommended.
8.1			<u>Adequate funding</u> - Notes there is no assessment of what 'adequate funding' is and suggests consideration be given to this.	'Adequate funding' is sufficient funding to ensure local safety programmes can be fully implemented.	No change recommended.
8.2			Also concerned that NLTP has significantly reduced funding for community road safety programmes and negative impact on safety programmes.	NZTA advise that the funding for the activity class Demand Management and Community Programmes (includes road safety programmes) in 2009/10 is a 12% reduction on the 2008/09 allocation. However, the three year funding provision of \$120M for 2009 - 12 is at a similar level to the previous three years. NZTA state that the current NLTP focuses on funding programmes likely to contribute significantly to congestion relief and the Safer Journeys 2020 strategy. NZTA are carrying out a review of programmes in this activity class for years two and three to ensure alignment with the strategic objectives of their Investment and Revenue Strategy.	The plan already identifies advocacy to central government for adequate funding for road safety activities - therefore no change recommended.
8.3			<u>Safety Management Systems</u> - WCC does not operate a formal SMS but does have a formalised systematic approach to road safety issues.	Noted.	See response and recommended change under the NZTA point about Safety Management Systems above.
8.4			<u>Road safety action plans</u> - have been used for many years in Wellington City and are operating successfully.	Noted.	No change recommended.

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8.5			<u>Road safety coordination</u> - Strongly believe this is an important component of plan and disappointed that funding has been reduced in NLTP.	Noted. See response to 8.2 above.	No change recommended.
8.6			Would like to see more GW involvement in region wide campaigns.	GW has a high level policy and advocacy role in relation to road safety, but local councils are best placed to identify local issues and respond to their community needs.	No change recommended.
8.7			<u>Speed management</u> - WCC have made a number of changes to speed limits in the city and have future proposal to do so - fully support this initiative included in the plan - and encourage other local councils to follow suit.	Noted.	No change recommended.
8.8			<u>Training programmes</u> - funding for training programmes has been reduced in NLTP and is in doubt beyond this year.	Noted. See response to 8.2 above.	No change recommended.
9	Ron Muir	Hutt City Council	Welcome the opportunity to review region's approach to road safety, particularly given worsening road safety trends over last few years.	Noted.	No change recommended.
9.1			Fully endorse the draft plan. Believes the initiatives will make a significant impact on road safety if implemented adequately by all responsible agencies.	Noted.	No change recommended.
9.2			Intend to advance the local initiatives as far as funding allows and work with NZTA.	Noted.	No change recommended.
9.3			Recognise that many non-riding factors contribute to safety and fully endorse the issues to be raised with central government through advocacy.	Noted.	No change recommended.
10	Jenny Brash	Porirua City Council	Document should recognise that local road safety projects are subsidised by NZTA and that this continued support is vital to reducing the accident rate and achieving the Governments' long term road safety goals.	The plan identifies NZTA as a funding partner next to almost every road safety initiative. The plan also identifies advocacy to central government for adequate funding to be allocated to road safety activities.	No change recommended.

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10.1			Road Safety issues on State Highways need to be addressed. In Porirua, key examples are - intersections along State Highway 58, lack of provision for cyclists and pedestrians on SH58, and pedestrian and community severance issues at Pukerua Bay described in the Neighbourhood Access Plan.	Noted. Local council Road Safety Action Plans (RSAPs) are the mechanism by which all key partners (including NZTA) agree on actions to address road safety issues within each local area.	No change recommended.
10.2			Suggests the plan should commit GW to supporting local Councils in lobbying NZTA and central government to provide funding for road safety projects on State Highways.	The plan commits the Regional Transport Committee to advocate for funding of road safety activities to allow local road safety programmes to be implemented. GW provides the administration function for the Regional Transport Committee.	No change recommended.
10.3			Suggests the plan should also commit NZTA to give a higher priority to improvement works where road safety is an issue.	Committing a national agency to anything is beyond the scope of this regional plan. We note, however, that NZTA note their commitment to improving road safety as a high priority in several places (pages 9 - 12) throughout the recently released NLTP document.	No change recommended.
10.4			The principal of greater enforcement of static vehicle offences [eg. for parked vehicles] in relation to 'warrant of fitness' issues is supported from a road safety point of view.	Noted.	No change recommended.
10.5			Believes that enforcement of [moving] vehicle offences [eg. red light running] is a Police issue as the fines involved are an order of magnitude above the level of fines for the parking offences which the Council does currently enforce.	Noted. The plan only asks local councils to <i>consider</i> use of local red light or speed cameras and advocates for legislation to allow these to be owned by the local councils - should they choose to operate them - so that any revenue can be utilised by local councils. This opportunity was welcomed by several local councils represented on the technical working group who developed the plan.	No change recommended.