

WELLINGTON REGION ROAD SAFETY REPORT: FEBRUARY 2002

1 Purpose

To report on the LTSA's road safety initiatives.

To report on regional road safety issues.

2 Background

The mission of the Land Transport Safety Authority is to promote safety in land transport at reasonable cost.

The role of the LTSA Regional Office is to provide leadership and direction in developing a road safety culture in the region.

3 Road Toll

i. *New Zealand Region Road Toll at 26 February 2002*

REGION	1996	1997	1998	1999	2000	2001	2002
Northland	43	27	39	35	46	27	8
Auckland	103	115	105	88	70	72	14
Waikato	81	98	78	94	99	85	6
Bay of Plenty	42	47	48	54	43	43	3
Gisborne/Hawkes Bay	30	39	34	25	32	20	2
Taranaki	9	17	15	18	15	17	3
Manawatu/Wanganui	58	54	39	44	42	45	7
Wellington	26	26	26	33	32	30	0
Nelson/Marlborough	13	17	20	14	13	13	5
West Coast	3	10	5	10	5	18	5
Canterbury	59	64	57	64	32	46	9
Otago	34	19	27	20	21	23	2
Southland	13	7	11	11	12	15	5
NEW ZEALAND	514	540	504	510	462	454	69

ii. *Wellington Region Road Toll at 26 February 2002*

WELLINGTON REGION	1998	1999	2000	2001	2002
	Total	Total	Total	Total	Total
Kapiti Coast	4	9	7	10	0
Porirua	2	3	7	2	0
Upper Hutt	2	2	2	0	0
Lower Hutt	7	6	3	6	0
Wellington	4	5	6	6	0
Masterton	3	2	1	2	0
Carterton	2	6	3	1	0
South Wairarapa	2	0	3	3	0
Total	26	33	32	30	0

4 LTSA Road Safety Initiatives

i. S(A)P Community Road Safety Programme Review

In November 2001 a review of the Community Road Safety Programme (CRSP) was commissioned by the LTSA with a view to enhancing the future capacity of the CRSP to support the Road Safety Strategy 20 10.

The first stage of the review was completed in February 2002 following the circulation of a questionnaire to stakeholders with a direct interest in the programme. They were requested to complete the survey and provide detailed information on the opportunities for enhancement of the community programme and issues of concern. The review found that stakeholders generally believe that the CRSP is sound and successful.

A series of workshops, Hui and Fono is being held throughout the country to develop a set of broad recommendations to enhance the CRSP, and address the issues and opportunities raised in stage one of the CRSP review.

ii. Strait Road

Attached is the latest issue of the Wellington Region Road Safety Group's publication Strait Road. It highlights some of the recent community based road safety activities of the Road Safety Coordinators in the region.

iii. Adult Rear Seatbelt Survey and Child Restraint Surveys

The results of national surveys conducted in September-November 200 1 were:

Child Restraint Wearing Rates 2001 (Pre-Schoolers)

Wellington Region	Wearing rate	84%
	Change since 2000	+3%
Wellington Metropolitan Wearing Rate	Wearing rate	87%
	Change since 2000	-3%
NZ Average	Wearing Rate	82%

Rear Safety Belt Use in Cars 2001

Wellington Region	Wearing rate	71%
	Change since 2000	-7%
NZ Average	Wearing Rate	70%

iv. RoadSense Ata Haere : A Road Safety Education Programme for Years 1-8

RoadSense Ata Haere launched by the LTSA and NZ Police is a new road safety programme being offered to primary and intermediate schools in New Zealand. It is to be progressively offered to all primary and intermediate schools over three years, beginning in 2002.

RoadSense Ata Haere:

- Offers an integrated cross-curricular approach to road safety education.
- Provides a meaningful context in which the curriculum can be delivered.
- Increases the amount of road safety education taking place in primary and intermediate schools.
- Builds on and supports the work Police Education Officers are doing in schools.
- Helps to develop life-long road safety thinking and learning.
- Empowers schools to address road safety issues.
- Aims to create a safety culture in schools and communities.

The overall aim is to reduce death and injury on New Zealand roads.

v. Land Transport Rules

LTSA produces rules, which are a form of second-tier legislation like regulations, for the Minister of Transport. Rules are produced with a focus on “safety at reasonable cost” and cover a wide range of safety and licensing issues.

They are written in plain language to ensure the widest possible audience can understand and work with them.

Each rule passes through several phases and a consultation process which gives everyone the opportunity to be involved and each phase is necessary to take into account any redrafting necessary as a result of the extensive consultation with registered interest groups and the general public.

Attached is an advisory circular that outlines seven new Vehicle Standards Rules that will come into force on 1 April 2002.

Two other important rules are now out for consultation which are:

Traffic Control Devices Rule

To govern the design, placement, operation maintenance and uniformity of traffic control devices including traffic signs, signals, parking, rail level crossings, bus and cycle lanes and markings.

The Road User Rule

This rule will result in the conversion of existing Traffic Regulations relating to road user behaviour into a rule.

Nine areas have been identified where changed or new traffic rules may contribute to improved road safety or efficiency outcomes, or where there is a need to clearly give the LTSA view on commonly suggested changes to traffic laws.

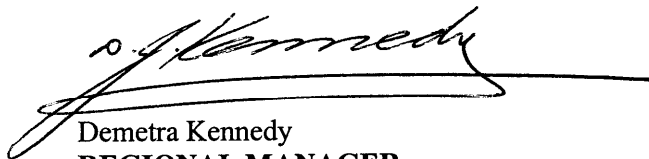
These are:

- cycle lanes;
- traffic laws for roundabouts;
- give way rules;
- giving way at pedestrian crossings;
- recreational devices, motorised mobility scooters and wheelchairs;
- left turn on red;
- speed limit when passing a school bus;
- use of headlights in the 'hour of darkness'; and
- cellular phones and risks to road safety.

5 Recommendation

That this report be received for information.

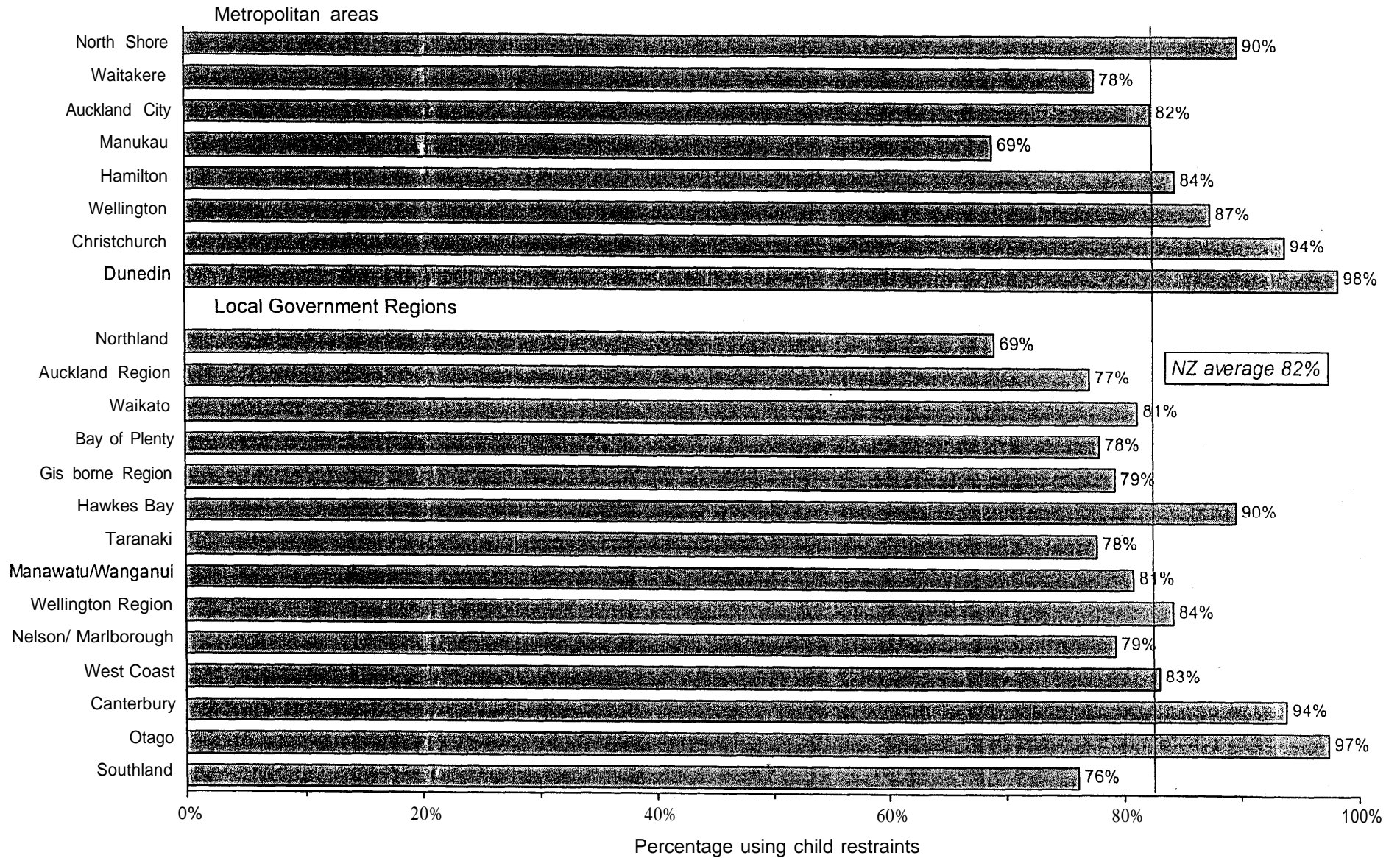
Report prepared and submitted by:

A handwritten signature in black ink, appearing to read 'D. Kennedy', with a long horizontal line extending to the right.

Demetra Kennedy
REGIONAL MANAGER
WELLINGTON

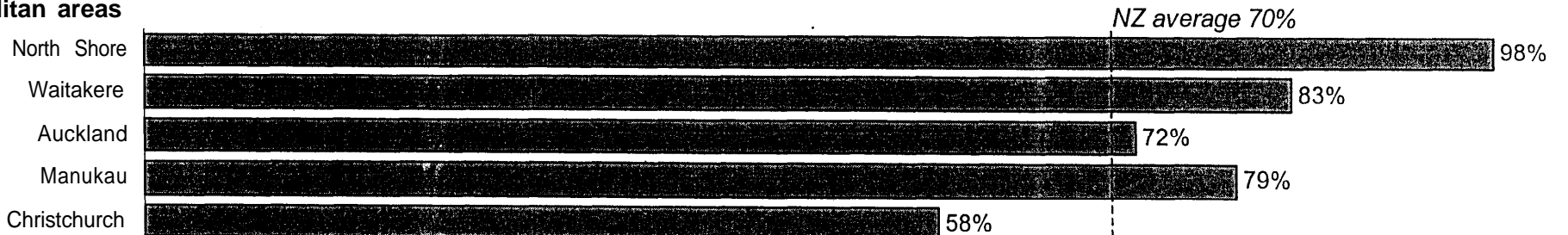
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Child restraint use rates, by Local Government Region (2001)

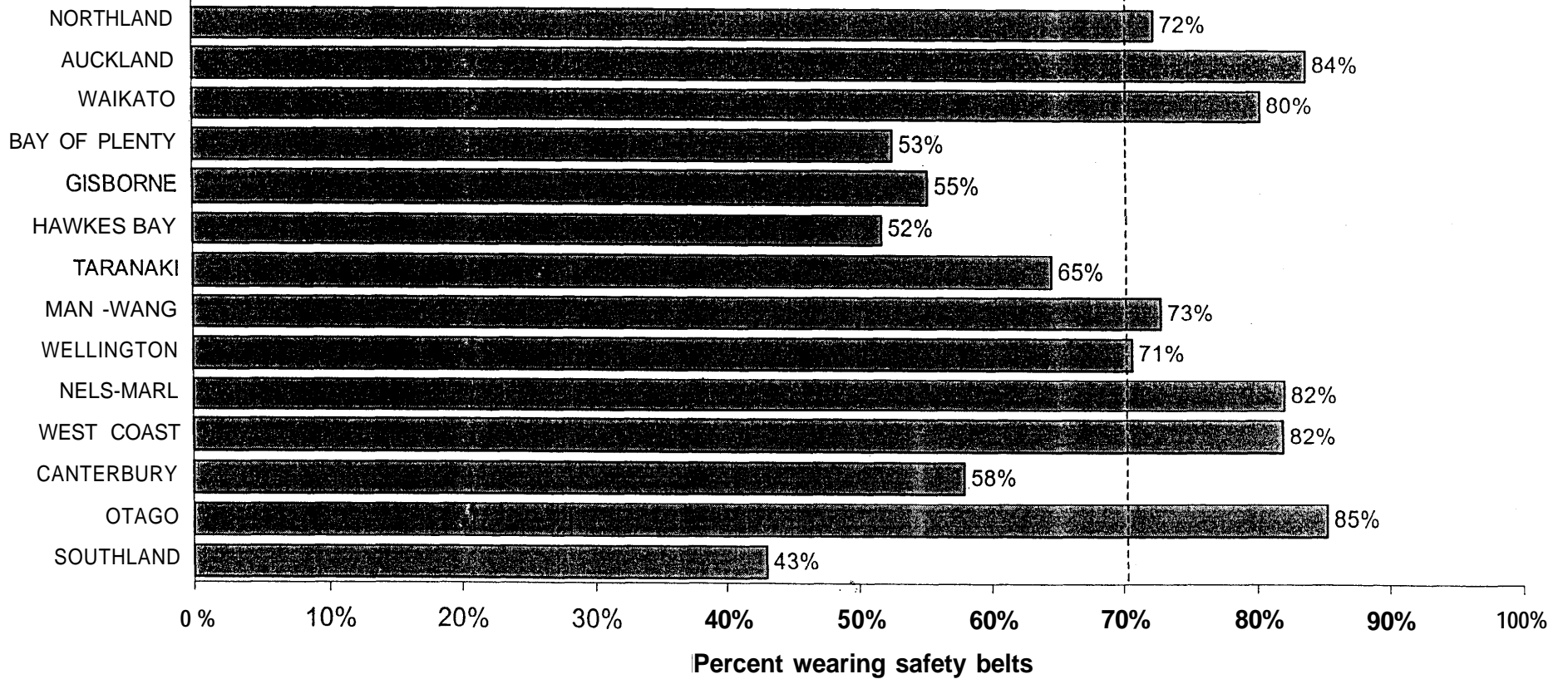


Rear seat adult safety belt wearing rates, by Region (2001)

Metropolitan areas



Local Govt Regions



advisory circular

NEW LAND TRANSPORT RULES FOR VEHICLE STANDARDS SIGNED BY MINISTER OF TRANSPORT

On 1 April 2002, seven new Land Transport Rules come into force. This circular outlines what these rules are about, and who and what they affect. It does not set out legal requirements; that is the function of the rules.

SIX REVISED RULES FOR VEHICLE STANDARDS

Six existing rules for vehicle standards, whose objective is to help reduce injuries in crashes, have been revised. These are:

- ☆ *Land Transport Rule: Door Retention Systems 2001* (Rule 32001/1)
- ☆ *Land Transport Rule: Interior Impact 2001* (Rule 32002/1)
- ☆ *Land Transport Rule: Steering Systems 2001* (Rule 3200311)
- ☆ *Land Transport Rule: External Projections 2007* (Rule 3200811)
- ☆ *Land Transport Rule: Head Restraints 2001* (Rule 32010/l).

(The changes made to these rules do not substantially alter existing requirements, but simply update and clarify the rules.)

- ☆ *Land Transport Rule: Frontal Impact 2007* (Rule 32006/1)

WHAT CHANGES HAVE BEEN MADE?

The rules now apply to vehicles that are not shown in *Table A* in the rules. This includes tractors and forklifts. These vehicles will have to comply with general safety requirements (for example, they must be able to steer safely).

The rules now cover vehicles manufactured before 1930. This will not result in any new requirements for those vehicles.

The *Steering Systems Rule* has been reworded to state explicitly that it applies to systems and components that are not part of a steering system itself, but that could affect the vehicle's directional control. This change is aimed at reducing the number of crashes from defective steering systems.

The *Head Restraints Rule* and the *External Projections Rule* incorporate new standards from overseas standard-setting jurisdictions.

The revised *Frontal Impact* Rule updates and replaces the rule that has been in place since 1998. The rule aims to protect a vehicle's driver and passengers from injury in a frontal impact crash. The rule requires that, from 1 April 2002, all class MA passenger vehicles comply with an approved frontal impact standard before they can be certified and registered for use in New Zealand, unless the vehicle was:

- ☆ inspected at the border before 1 February 2002
- ☆ first registered outside New Zealand 20 years or more before being certified for entry into service in New Zealand.

For a class MA passenger vehicle to be certified for registration on or after 1 April 2002 it must have documentation proving that the vehicle meets an approved frontal impact standard, except in the two cases outlined above. (The current rule only requires cars manufactured on or after 1 March 1999 to comply with a standard.)

The new requirement to comply with a frontal impact protection standard does not apply to:

- ☆ cars that have been inspected at the border before 1 February 2002
- ☆ cars that are already on the roads when the rule takes effect
- ☆ cars that were first registered **outside** New Zealand 20 years or more before entering New Zealand
- ☆ heavy vehicles, goods vans, utes or 4WDs, and most mini-buses.

The rule does not allow an **airbag** to be removed from a vehicle in the first 14 years of the vehicle's life. This means that when a car has crashed and the **airbag** has deployed it must be replaced. **Airbags** may however be removed from specialist vehicles, such as those modified for people with disabilities or for specific motorsport applications.

Replacement parts for frontal impact systems must not prevent a vehicle from complying with a frontal impact standard. The rule gives the Director the power to specify which types of new and used components may be used for repair. This would be done through notices published in the *New Zealand Gazette*.

TYRES AND WHEELS RULE

The objective of the seventh new rule *Land Transport Rule: Tyres and Wheels 2001* (Rule 32013) is to ensure that tyres and wheels meet an acceptable level of safety when fitted, and throughout their on-road life. Generally, the rule aims to improve the design, performance, condition and safe use of tyres and wheels. The rule also addresses public concerns about the safe use of space-saver tyres (referred to as 'temporary-use spare tyres' in the rule).

The new rule:

- ☆ consolidates and clarifies the current legal requirements and updates them in the light of technological advances
- ☆ includes operational requirements for tyres, including the correct tyre inflation pressure and safe tyre load ratings
- ☆ includes provisions for the safe use of space-saver tyres.

SPACE-SAVER TYRES

Space-saver tyres may only be used in an emergency, and the manufacturer's recommendations relating to tyre pressure and maximum speed must be followed. Vehicles will be limited to a maximum speed of 80 km/h when using a space-saver tyre, unless the manufacturer recommends a lower limit. Space-saver tyres in all vehicles imported from October 2002 will have to have an approved label attached with safety instructions. Approved labels will also be affixed to space-saver tyres when warrant of fitness inspections are done. By October 2003, all space-saver tyres will be labelled. Space-saver tyres manufactured on or after 1 October 2002 must comply with an approved vehicle standard.

WHO **Do** THE RULES AFFECT?

The rules will apply to all motor vehicles, on entry to the-vehicle fleet and throughout their on-road life. The rules cover tractors, fork-lifts, and other previously 'exempt' vehicles. Those who will have responsibilities under the rules include vehicle operators (including drivers) and those involved in the manufacture, repair, modification, certification, and retail of vehicles or vehicle structures, systems, components and equipment.

Changes to the *Steering Systems Rule* mean that the rule now specifically covers suspension systems and has implications for those who modify vehicles, including inspection agents who will be required to thoroughly inspect steering and associated systems.

WHERE CAN I **GET** COPIES OF THE RULES?

Copies of Land Transport Rules can be purchased from selected Bennett's, Paper Plus, **Whitcoulls**, and other book retailers that sell government legislation. A list of all rules made to date can be found on the LTSA's **website**. If a retailer does not have a particular rule in stock, it can be ordered from the rules publishers, Wickliffe Limited. Wickliffe also offers a standing order for rules published in loose-leaf format.

How CAN I GET MORE INFORMATION ABOUT THE NEW RULES?

Check out the LTSA's **website** at www.ltsa.govt.nz for media releases and factsheets, or contact the LTSA **HelpDesk** on 0800 699 000.

STRAIT ROAD

ROAD SAFETY NEWSLETTER

Issue no. 11 • December 2001

TEAM WORKSHOP BOOSTS REGION'S ENFORCEMENT PLANS



Strategies to tackle the big three traffic enforcement issues of speed, safety belts and alcohol were hammered out at a recent workshop attended by 50 of the region's leading police traffic enforcement personnel.

The daylong workshop, initiated by LTSA Regional Manager Demetra Kennedy, is being hailed a great success.

She says the workshop was one of the few times frontline and management staff from across the region had all been together. The opportunity to share their ideas and to be listened to by those who could make decisions and ideas happen was much appreciated.

"Fresh ideas and actions are needed if we are to reduce the region's crash rate. Many good initiatives have not progressed because planning didn't involve front line staff. This workshop

proved the combination of the whole team planning together could help make things happen," Demetra said.'

Wellington's geographical makeup prohibits some of the engineering solutions that take place in other regions. Education programmes bring longer-term gains. Enforcement is the key to making a difference to road safety in this region.

Two strategies emerged from the workshop. They are to use a rostered flying squad and introduce non-standard mufti cars.

Demetra says a commitment has been made to proceed with these ideas with further investigation needed into non-standard mufti cars. "Traffic teams will be kept informed and consulted about progress on these strategies," Demetra said.

Message from the Regional Manager – Demetra Kennedy

Welcome to the last issue of Strait Road for 2001. Although it's the end of the calendar year with many people looking forward to the festive season and annual holidays, the nine Road Safety Coordinators are just half way through another exceptionally busy year of road safety projects in their communities. The coordinators have a huge job to do to promote safety and implement projects. Their hard work and dedication makes our communities safer. We thank them for that.

We introduce to you in this issue two new coordinators who have joined the team this year in Porirua and Wellington. We expect to fill a vacancy in Lower Hutt soon and appoint a second coordinator in Wellington City. This will bring our full complement of Road Safety Coordinators to eleven.

We also acknowledge the work of our partners in the community – the Police, the local authorities and the numerous community agencies, organisations and local businesses who assist with expertise, funding and resources. This is a team effort delivering safety education and positive benefits in the community.

We particularly congratulate and welcome new mayors and councillors in our region. We look forward to working with you to keep our communities safe and well informed.

As the holiday season approaches it is important to remind ourselves not to relax our attention to sense and safety on the road whether driving or as pedestrians or cyclists. On behalf of my team, we wish you all a safe and happy Christmas and look forward to working with you in 2002.

NEW COORDINATORS BRING NEW DIMENSIONS AND SKILLS TO REGIONAL PROJECTS

Two safety coordinators joining the regional team this year are Mark Kairua at the Porirua City Council and Cristina van Dam at the Wellington City Council.

Both have had little time to get their feet under the desk having to pick up quickly to complete existing and planned projects.

The workload and nature of the road safety projects in the Wellington City Council area, which includes the Tawa Borough, will see a second coordinator appointed in the New Year.

For Cristina van Dam at Wellington City Council the second coordinator will make a huge difference. Since joining the council in February Cristina has coordinated a number of programmes including cycle safety, child car seats, Kidsafe week and school patrols, and refresher courses for elderly drivers in partnership with Age Concern to name but a few.

"I'm much busier than I ever expected to be and while there are some frustrations I find the work very rewarding. I was thrown in at the deep end coming from environmental health enforcement to road safety. It has been a great move for me with very positive experiences resulting from our education programmes."

Extra planning needed

"Wellington City has a huge job to do because we have the added responsibility of the thousands of people daily who travel into the city to work. We have to account for this fluctuating population in our safety programmes and planning," Cristina said.

Cristina is no stranger to public health and safety. She is a trained pharmacist and ran her own pharmacy in Argentina before emigrating to New Zealand in 1985.

She says New Zealand offered great prospects for a young family and a safer environment. After being held up four times at gunpoint in her pharmacy and the threat of compulsory military service for her two young sons, Cristina moved her family to New Zealand. She says learning English and learning to drive on the left hand side of the road were her first challenges in New Zealand.

Sixteen years on Cristina says the New Zealand experience has been good for all the family. Her mother still lives in Argentina and Cristina returns there frequently to visit.

"I think I can meet all the challenges this job throws up. There's not much time to stop and think about it with the full programme of events already planned for the first six months of next year":

Like Cristina, Mark Kairua at the Porirua City Council brings a range of skills and experiences to his road safety coordinator's role. He's been a schoolteacher, a trainer in fire safety, and worked in Life Education in communities of the East Coast. He has retained links to his family's pearl business in his native Cook Islands and he's discovered some ancestral roots in Tokamaru Bay where he has spent time working.

Mark was "in at the deep end" too. In just three months since joining the team as road safety coordinator at the Porirua

City Council he has completed two major projects and is guiding several others through to completion.

He says Project Corner Control was especially challenging. (Project Corner Control story on opposite page).

"Working with Joe McAndrew, a three times New Zealand rally champion, was amazing. It was a brilliant idea to use Joe to demonstrate the finer points of cornering. He is an excellent role model for young people and I'm sure the video and Joe's advice will be well received by young drivers."

Mark has also just completed a project with the Waitangirua Kindergarten and again the results have helped the local community find solutions to some serious traffic and pedestrian hazards around the kindergarten and nearby school.

"Working closely with the communities and listening to their concerns helps us to find solutions which meet everyone's needs. It's full on but our brief is about education and enforcement and ensuring drivers and pedestrians in our communities are kept safe," Mark said.

Mark's background in teaching and community work has prepared him well for the role at Porirua City. He came to New Zealand 12 years ago from the Cook Islands to take up a scholarship to complete his secondary education at St Pat's College in Wellington. University and Teachers College followed. He says he still regards New Zealand as his "big OE", but is here to stay.

Mark returns home to the Cook Islands to visit his family when he can and is planning to help them to market their pearl business in New Zealand.



Wellington City Council coordinator Cristina van Dam with car seats donated by councilstaff and local car dealer, Kirk Motors. Story on page 4.

CHAMPION RALLY DRIVER GIVES TIPS ON CORNERING

The success of a Porirua City initiative to make a video to demonstrate the finer points of driving on narrow winding roads and safe cornering techniques was assured even before the video was completed.

News of the initiative spread quickly and several local authorities have ordered copies of the video as part of the road safety education being carried out in their own areas.

Three times New Zealand road rally champion Joe McAndrew jumped at the chance to take part in Project Corner Control. As a champion rally driver he is recognised for his driving skills. But he says it's vitally important for young people in particular to recognise the difference between off-road driving as a controlled sport and on-road driving where good judgement and defensive skills are required to keep safe.

A key message in this project was drawn from the national road safety campaign slogan – “brake on the straight”.

Joe McAndrew says speed and lack of attention to the road and road conditions account for most accidents on corners. “Good judgement and common sense are so important when driving.”

Project Corner Control was filmed on one of the Wellington region's busiest windy and narrow roads – around the Pauatahanui Inlet. Joe says this road has just about every cornering



challenge a driver is likely to encounter.

The video takes the viewer on the nine kilometre journey with Joe at the wheel explaining each manoeuvre. It is taken from the driver's seat and from the roadside so every angle and manoeuvre is explained and analysed.

Porirua City Road Safety Coordinator Mark Kairua guided the project through and has just this month launched the video at the local polytechnic with Joe giving further driving demonstrations.

“This project had something of each of what we call the ‘3E’s’ – education, engineering and enforcement. We like to add a fourth to that – encouragement and that's where the launch came in at the Polytech. We were able to bring it

all to life for the young drivers with a further demonstration of skills from Joe. He is a fantastic role model and it was a great experience for me to follow this project to completion,” Mark said.

“As a teacher it is very satisfying to see such outstanding results from the programmes we are doing. This video is already in demand by other local authorities.”

“We are also grateful for the support we had from Enterprise Cars in Porirua who kindly donated a car for the video. It was a difficult piece to video but thanks to the expertise of Mike Nolan and his team from The Forge video production house we have a superb film and education resource,” Mark said.



Mark Kairua, Road Safety Coordinator at Porirua City Council, shows staff and board members of the Waitangirua Kindergarten the proposed traffic and pedestrian improvements to be made outside the kindy. The kindergarten was officially thanking Mark for his work. Mark conducted a survey of traffic and pedestrian movements in the area when the kindy asked for help to make the area safer for the children crossing busy intersections.

This was one of the first projects Mark did when he joined Porirua City in August. “It was a challenging exercise. The kindy and nearby school are bound by two major roads and bisected by another where traffic has been monitored at above legal speeds. We have come up with excellent solutions to place stands and speed barriers at strategic points. The kindy and nearby school are very pleased. The success of this project couldn't have happened without the help of the community – so we all benefit,” Mark said.

REGION GETS BEHIND KIDSAFE WEEK

Child car seats were the focus of this year's national Kidsafe Week in October and the region made a big contribution to the awareness programme and the need to fund more car seats for rental.

In Wellington City where the shortage of child car seats is a major road safety problem, council staff have answered the call and personally raised enough money to buy 11 car seats.

Wellington City Road Safety Coordinator Cristina van Dam says the response by council staff is a challenge to others in the city to support the Plunket programme.

"This is an excellent demonstration of local authority people actively supporting road safety. There are about 40 families on the waiting list and we had a disappointing response from businesses and car dealers in the city. We are grateful to Kirk Motors for donating a car seat. We would like other dealers to see this as a challenge to them to do the same."

"We decided the council needed to lead by example and we have done so. We also thank chief executive Garry Poole for supporting the initiative and encouraging staff to take part," Cristina said.

Up the coast at Kapiti, Road Safety Coordinator Sue Johnson and her team ran a car seat check day at the Coastlands shopping mall. They teamed up with Plunket, the Police and ACC to run the event.

As well as the Plunket Bus, the child restraint demonstration car and two Police cars, another car was placed inside the mall and set up to demonstrate a variety of car seats.

"We checked about 180 cars during the day. We found the majority of children and seats checked were being used, but many were ill fitting, badly installed, old or generally unsuitable to meet the safety standards.

"The demonstration car in the mall attracted a lot of interest with people bringing restraints in for checking and seeking advice on best methods and seats. We ran a competition for a booster seat and gave out spot prizes. Overall the team rated the day a great success", Sue said.



Sue says a survey conducted before the check day found that 87 percent of infants and children up to age 10 were in car seats or wearing safety restraints. There are plans to follow up on the those surveyed to see if there is any change resulting from the awareness programmes running during October.

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