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WELLINGTON REGIONAL ROAD SAFETY STRATEGY 2002/2007

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Road Safety in Wellington

Road safety is an important issue for our region. Even though the Wellington Region has a good road safety record in comparison to most other regions in New Zealand the social, economic and environmental costs of road safety issues have a considerable impact within our community.

The Proposed Road Safety Strategy 2010

The National Road Safety Plan 1995 targets were set to 2001. The National Road Safety Committee has prepared a strategy that will replace it, The Road Safety Strategy 2010. It is a consultation document and the objectives and targets are only proposed and have not yet been endorsed by the Government. The proposed national target is to achieve, by 2010, what is the world's best practice now, but it has not detailed any regional or local targets as yet. Because of this the targets in the Wellington Regional Road Safety Strategy are in relation to data collected from the Land Transport Safety Authority in the Wellington Regional Road Safety Report 1997-2001, comparing national and regional statistics for road safety.

The Proposed Road Safety Strategy 2010 recognises the significance of the cost impacts on the community and New Zealand as a whole. It outlines a planning process designed to facilitate the collective and individual targeting of road safety resources, and requires those organisations with road safety responsibilities to clearly identify the areas to which they can contribute and to develop their own regional road safety strategy.

The Wellington Regional Road Safety Strategy

The Proposed Road Safety Strategy 2010 encourages the Regional Council, in conjunction with the Land Transport Safety Authority, the New Zealand Police Wellington Metro District and the Wellington Region Road Safety Co-ordinating Group, to participate in a planning process aimed at improving regional road safety. The *Wellington Region Road Safety Strategy* aims to improve the regional road safety level and is a product of this planning process. It also supports the *Wellington Regional Land Transport Strategy* by providing more detailed and focused road safety planning direction.

The Regional Road Safety Strategy identifies key road safety themes and targets and provides goals, policies, and performance measures designed to aid organisations to address road safety. The strategy facilitates regional direction for various lead and support agencies, as well as any group or individual with an interest in road safety and provides an indication of possible areas for community road safety initiatives. Through this strategy the goals and objectives of the Road Safety Strategy 2010 are implemented in the Wellington Region.

Therefore, local authorities, government departments, insurance companies, business groups, transport industry groups, community interest groups and individuals are encouraged to contribute and comment on this strategy.

Our Vision

To achieve a level of regional road safety equivalent to the current level of road safety in the safest countries in the world based on a firmly established safety culture.

Our vision acknowledges the need to address Wellington Region's current level of road safety. In essence, it outlines an obligation to make our roads safer, by co-ordinated road safety projects and developments across the region.

Road safety measures must involve the whole community from pre-schoolers to parents to policy makers, and rely on full community support, as well as individual compliance and skills. It is emphasised that no single organisation or programme can by itself solve the road safety problem. Everyone within our community needs to take responsibility for road safety.

To achieve the vision the Wellington Region needs to establish a co-ordinated and community based approach, led by road safety agencies, to initiate and develop road safety projects across the region. The identification, development and implementation of road safety programmes, with public involvement both through the decision making processes and active participation in road safety programmes, is an integral aspect of the region's road safety strategy.

Draft

General Goals

The three main goals of the Regional Road Safety Strategy are:

- To achieve or better the regional targets (see performance measures in the following sections) set for road crash reduction and road user behaviour.
- To foster and support the development of an improved safety culture which creates safer attitudes, skills and behaviour amongst road users.
- To promote and develop a safer roading environment which will improve the public health.

THE REGIONAL ROAD SAFETY STRATEGY ACKNOWLEDGES THE FOLLOWING POINTS

- ⇒ Road Safety may be described as freedom from conflict between moving and/or stationary objects, people and vehicles
- ⇒ Everybody needs to take responsibility for road safety.
- ⇒ To be effective, road safety initiatives will require collaborative effort and co-operation among all parties with an interest in road safety. Co-ordinated programmes for safer environments, safer people and safer vehicles will seek to avoid, remedy or mitigate the social, economic and environmental costs of road crashes.
- ⇒ The different areas of concern needs of the region's decision makers and road users are recognised. Their needs are identified and where appropriate specific programmes are developed. For example, "Safe With Age" programmes focus on the needs of the elderly.
- ⇒ The key provisions of the Treaty should be considered in road safety planning, co-ordination and delivery.
- ⇒ The degree of society's acceptance of the current levels of carnage on our roads should be seen as a significant part of the road safety problem. The region's road safety culture needs to address this problem.
- ⇒ The *Ottawa Charter 1986* is a suitable framework for developing road safety strategies. The charter has been considered in the preparation of this document (see Appendix C).
- ⇒ The relevant strategies and policies of the *Wellington Regional Land Transport Strategy*.
- ⇒ The Road Safety Plans that have been developed by the Territorial Local Authorities
- ⇒ The action plans for the Local Authorities in the Wellington Region, which have been developed by LTSA, the Local Authority and the Police.

THE NEW ZEALAND PICTURE

In 2001 454 people were killed on New Zealand roads. The social cost of road crashes in New Zealand for that year is estimated at \$3466.47 million. In 2000 the National Road Safety Plan was reviewed and The National Road Safety Committee have proposed New Zealand's third long-term road safety strategy – The Road Safety Strategy 2010. The new proposed target is to reduce road deaths to 295 by 2010.

AGE

Using the deaths per 100,000 population figures, New Zealand has one of the worst road safety record for young people (15-24 year olds) of any similarly-motorised country in the world, with France being the only country with a worse record for the year 1999.

Country	Year	0-14	15-24	25-34	35-44	45-54	55-64	64+	All
New Zealand	1999	3.7	24.2	16.0	10.7	10.5	10.0	22.1	13.3
Australia	1998	2.7	17.8	10.9	8.3	7.4	7.8	13.1	9.4
Germany	1999	2.4	23.0	10.7	8.5	7.6	6.9	10.6	9.5
Japan	1999	1.5	11.1	6.1	4.6	6.0	9.1	17.7	8.2
France	1999	3.2	29.1	19.9	12.8	11.8	11.1	15.3	14.3
Sweden	1999	2.3	8.6	5.9	5.6	5.4	7.8	11.3	6.6
United Kingdom	1999	1.9	11.3	8.0	5.2	4.4	4.2	8.2	6.0

Deaths per 100,000 population, broken down by sub-age groups for selected countries

(LTSA, Research and Statistics: Motor Accidents in NZ 2000).

TARGETS FOR ROAD SAFETY

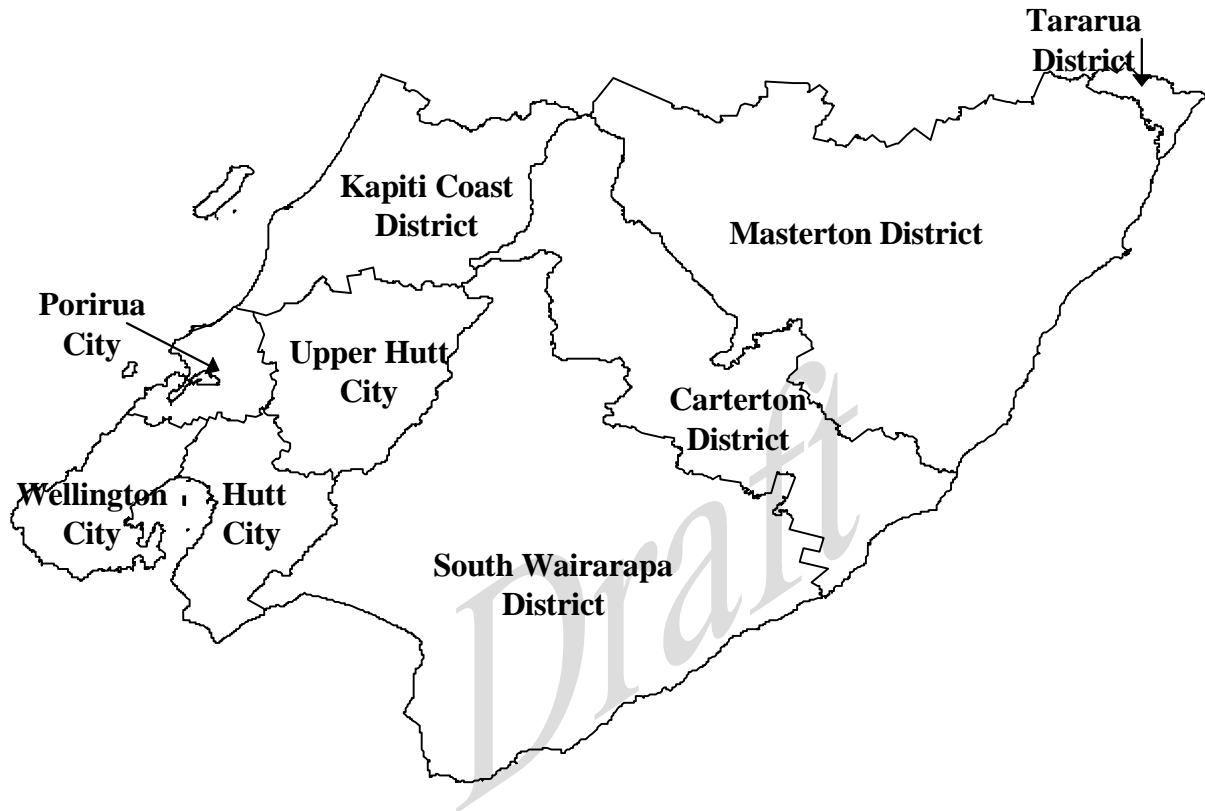
TABLE 2: NATIONAL ROAD SAFETY PLAN OUTCOMES AND TARGETS

National Road Safety Plan Outcomes and Proposed Road Safety Strategy 2010 Targets					
Measure	1992	1994	1997/98	2001	Proposed 2010
<i>Outcomes</i>					
Deaths	645	580	539	455	295
Deaths/10,000 vehs.	2.9	2.5	2.3	1.7	1.2
Deaths/100,000 pop	18.4	16.3	14.4	11.8	7.1
Injuries est.	16,799	17,180	13,413	11,408	
<i>Performance Measures</i>					
Proportion of drivers killed with excess alcohol	40%	38%	21%	21%	
Rural speed - mean	104km/h	103km/h	104.2km/h	101.8km/h	99km/h
85 th percentile	116km/h	114km/h	115km/h	110km/h	
Urban speed - mean					51km/h
Restraint use (%) front seat	90	88	88%	92%	98%
Restraint use (%) rear			59%	70%	90%
Child Restrained, 0-14 years			88%	89%	98%
Child Restrained, 0-4 years			75%	82%	98%
Cycle helmet wearing rate (%)		96%	94%	93%	98%

Performance measures for the region's road safety outcomes are taken from the Proposed Road Safety Strategy 2010 targets. These measures are used because at the regional level Wellington's road crash data is similar to the national road crash data, hence it is appropriate to use national measures as guidelines. (i.e., statistically, the regional scale is more comparable to the national.) Nevertheless, where the region's road safety statistics show a road safety issue worse than the national figures, performance measures have been developed or adopted to specifically target this issue. Analysis of the Land Transport Safety Authority's district level Road Safety Reports has also provided insight into the regional road safety problems. These reports provide specific and localised road safety data and information.

THE WELLINGTON REGION

FIGURE 2: MAP OF THE WELLINGTON REGION



For the purposes of this strategy, the region extends from Cook Strait in the South to the northern boundary of Otaki township in the Horowhenua, and to Mt Bruce, plus 1 ward of the Tararua District, in the Wairarapa.

The Regional Picture

Road Safety patterns in the region are monitored by the Land Transport Safety Authority, who have produced the *Wellington Region Road Safety Report 1997 - 2001 (WRRSR 2002)* and a Road Safety Report for each local authority in the region. The regional and local road safety reports provide data and national comparisons for the last 5 years. The data provides an indication where the regional and local road safety initiatives should be directed.

In general the analysis is based on data from 1997 to 2001, but where appropriate 1992 to 2001 data was used. Although the trends noted within this strategy are applicable to the whole region, individual districts will show some variation in behaviours and trends that may need to be addressed at a district level. The local road safety action plan should identify and address the local patterns.

The data in this strategy has been separated for urban and rural roads to take account of the different crash patterns that occur on these different types of road. Separation is not based on location, but rather upon speed. All roads with a speed limit of less than 80 km/h being deemed urban and 80 km/h or more rural.

SOCIAL COST OF CRASHES

Using representative resource costs for reported injury crashes (which are estimated from willingness to pay studies) in 2001 the cost to the community due to traffic crashes in the Wellington Region totalled \$253.76 million (Local Roads: urban \$127.26M, rural \$32.53M and State Highways: urban \$19.21M, rural \$74.76M).

CRASH TRENDS

- There were 774 injury crashes in 2001
- There was a reduction in rural crashes but an increase in the number of urban injury crashes

CASUALTY TRENDS

- Casualty numbers in 2001 (1019) were the lowest for the last 10 years.
- There was a large reduction in rural casualties but, as with crashes, there was an increase in urban casualties

(Reference WRRSR 2002: Section 2- Figure 2, 2a, 3, 3a, 4, 4a)

CRASH MOVEMENT TYPES

- Urban**
- Crossing and turning, rear end obstruction and pedestrian vs. vehicle are major contributing factors to urban crashes
 - Both crossing & turning and rear end obstruction are showing a downward trend.
 - Pedestrians are over-represented and is constant
- Rural**
- Loss of control on bends and rear end type crashes are the most common rural crashes.
 - Rear end collisions are over-represented.
 - The trend for both overtaking and rear end collisions is downward.
(Reference WRRSR 2002 : Section 3- Fig 28, 29, 30, 31)

FACTORS CONTRIBUTING TO CRASHES

- Urban**
- Poor observation, failure to give way, and pedestrian factors are the major contributing factors in urban crashes.
 - Poor observation, pedestrian factors and travelling too fast for conditions are over-represented
(Reference WRRSR 2002: Section 3- Figs 33, 35a, 35b)
- Rural**
- Poor observation, travelling too fast for conditions, poor handling, and road factors are all major contributing factors to rural crashes and are all over represented.
 - The incidence of poor handling crashes are increasing.
(Reference WRRSR 2002: Section 3- Figs 34,36a, 36b, 36c)
- Alcohol**
- Alcohol's contribution to crashes in the Wellington Region continues to reduce.
(Reference WRRSR 2002: Section 3- Figs 35e, 36e)
- Other**
- The percentage of urban crashes at intersections is nearly 50% and remaining steady.
 - Collisions with parked vehicles, fences and poles are most common in urban areas
 - Collisions with guard-rails, banks and fences are most common in rural areas
(Reference WRRSR 2002: Section 3- Figs 39, 47, 48)

CASUALTY CHARACTERISTICS

TYPES OF ROAD USERS KILLED OR INJURED

- Car/van drivers and passengers and motorcycle casualties are continuing to reduce. The 2001 casualty figures for these three groups are the lowest for the last 10 years.
- Pedestrian casualties show an upward trend, and are well above the national average.
- Cyclist casualties are also showing an upward trend and are above the national average

(Reference WRRSR 2002 Section 3-: Figs 8, 9, 14 –19a)

AGES OF ROAD USER KILLED OR INJURED

- The proportion of casualties in each age group is generally similar to the comparable “All New Zealand” casualties.
- Injuries to 20-34 year old motorcyclists and 20-39 year old pedestrians are over-represented.
- Injuries to 10 -19 year old cyclists are below the national average, however the 20-39 year old cyclist group is over-represented.

(Reference WRRSR 2002: Section 3- Figs 12, 13, 20-25)

OCCUPANT RESTRAINT

Wearing a safety belt reduces your chance of death or serious injury in a crash by about 40% and the risk of injury or death is almost the same whether you are sitting in the front or the back seat of the vehicle.

- Although restraint-wearing rates for front seat occupants is about 92 percent, at least 35 percent of vehicle occupants killed in crashes were not wearing a restraint at the time of the crash. The real figure may be much higher because, with the conditions often found at fatal crash scenes, seat belt use is unrecorded in about 30% of cases. 28% of vehicle occupants killed in crashes where alcohol is NOT cited as a factor are unrestrained, whereas 46% of vehicle occupants killed in crashes where alcohol IS cited as a factor are unrestrained. Approximately 50 lives throughout NZ could have been saved (year) if they had been wearing a seatbelt.
- Children killed as vehicle occupants are less likely to be restrained than adults (approximately 50% of under 10 year olds as compared with approximately 20% of 55-59 year olds unrestrained). This is partly due to the fact that children are often seated in the rear, where wearing rates of restraints is lower than for front seat occupants.
- The emphasis on developing the habit of seat restraint use with child passengers will carry through to the next generation of drivers but indication of an increase in the wearing rate will not show up so soon in car crashes.

<http://www.ltsa.govt.nz/research/belts.html>

WELLINGTON'S ROAD SAFETY PRIORITIES

The second part of the *Regional Road Safety Strategy* is separated into twelve sections, each with a heading denoting a specific road safety issue. The sections are defined as:

- Speed
- Alcohol
- Driver Skill
- Occupant Restraints
- Pedestrians
- Cyclists
- Motorcyclists
- Safer Roads & Environments
- Railway Crossings
- Rural Roads

Each of these issues and groups have been identified as significant road safety priority areas. It is stressed that this part does not deal with all issues or groups who contribute to the crash statistics of the region, but merely those which impact most severely on these regional statistics.

Co-ordination of road safety issues and the development of a road safety culture seek to address the relationship between each of the road safety priorities (this is also exemplified by the Ottawa Charter).

CO-ORDINATION



To ensure that Wellington Region's Road Safety problems continue to reduce a co-ordinated approach between the decision makers and the community needs to be maintained.

LTSA, the Police, Wellington Regional Council, Territorial Authorities and Road Safety Co-ordinators need to take the initiative and also support other agency projects in co-ordinating, planning and implementing road safety programmes.

The community needs to be more involved in the process and organisations and individuals with an interest in road safety and the development and implementation of road safety initiatives.

The Regional Road Safety Co-ordinating group is an excellent example of the sharing of knowledge and ideas and co-ordinating a regional approach to road safety. This committee was convened in February 1997 by the Land Transport Safety Authority (LTSA) with representatives from WRC, LTSA, Transit New Zealand, NZ Police Wellington Metro District, Wellington City Council, Hutt City Council, Porirua City Council, Upper Hutt City Council, Kapiti Coast District Council, Wairarapa Sub Region, ACC, and Hutt Valley Health.

Involvement in community and planning groups e.g. Wellington Regional Cycle Forum, KidSafe Coalitions, are ideal to ensure the wider community who have a particular interest in road safety can become involved.

By furthering co-ordination among the groups the Wellington Region can strive to achieve a level of road safety equivalent to the current level in the safest countries in the world.

Often the road safety problems of the area are separated and dealt with individually. With a more co-operation between groups and agencies these road safety problems can be recognised together. By promoting safer driving and increase in skill of the driver then the region would not just improve the driving and motor vehicle accidents but also provide a safer environment for pedestrians and other road users.

By developing a **road safety culture** we hope to change and improve the individual's and the community's behaviour to improve the road safety and become a leading region in New Zealand in its road safety progress.

SPEED



Goal

- ☞ Vehicle speed to be within legal limits and to be appropriate to prevailing driving conditions at all times.

Policy Measures

- ☞ Develop and support educational and engineering programmes, and advertising campaigns aimed at reducing speed in areas where speed related crashes are prevalent, and in sensitive community areas (for example, near schools).
- ☞ Support enforcement of speed limits (officer based active enforcement as well as mobile and fixed speed cameras).
- ☞ Support regular review of speed limits and introduction of traffic calming in sensitive community areas.
- ☞ Continue to identify speed “black spots”

Performance Measure

- ☞ Maintain and reduce rural mean speed to at least the regional five year average of 94.5km/h
- ☞ Maintain and reduce urban mean speed to at least the regional five year average of 54km/h
- ☞ Support traffic calming measures as specified in the Wellington Regional Land Transport Strategy, particularly Black Spots and heavy pedestrian routes.
- ☞ Reduce the percentage of speed related crashes to at least the national average annually.
- ☞ The percentage of fatal road crashes with ‘speed for conditions’ in the region:
30% (5 year avg.)
- ☞ The percentage of total road crashes with ‘speed for conditions’ in the region:
17% (5 year avg.)
- ☞ Reduce the percentage of motorists exceeding the speed limit to:

Agencies Responsible

Lead Agencies

- Territorial Authorities
- Land Transport Safety Authority
- Police
- Transit New Zealand

Support Agencies

- Schools
- Wellington Regional Council
- Community Groups and Organisations
- Educational Organisations

ALCOHOL



Goal

- ∩ Alcohol no longer a significant contributor in road crashes.

Policy Measures

- ∩ Promote and support regional and local education and community programmes to reduce the level of drinking and driving.
- ∩ Support highly visible drink drive enforcement programmes.
- ∩ Support the development and enforcement of desirable practices for the sale and distribution of alcohol within the community.

Performance Measure

- ∩ A reduction in the proportion of drivers over the legal alcohol limit at the time of the crash (a low base makes it unrealistic to set percentage targets) to below the regional five year average which is 10% of urban crashes and 12% of rural crashes.
- ∩ Promotion of Host Responsibility work taking place within the region at least once every two years.

Agencies Involved

Lead Agencies

- Territorial Authorities
- Land Transport Safety Authority
- Police
- Transit New Zealand
- Alcohol Advisory Council of New Zealand
- Public Health Services

Support Agencies

- Schools
- Wellington Regional Council
- New Zealand Automobile Association Inc.
- Students Against Drunk Driving (SADD)
- Mothers Against Drunk Driving (MADD)
- Iwi and Maori Groups
- Pacific Groups
- Business Groups
- Hotel Association of New Zealand
- Hotel & Catering Industry Training Board
- Service Groups
- Sports Groups

DRIVER SKILL



Goal

- ☞ Safe driving behaviour by all drivers.

Policy Measures

- ☞ Identify and support existing driver training programmes, both learner driver and advanced
- ☞ Assist in raising the profile of Safe Driving initiatives
- ☞ Promote and support initiatives which raise skill/knowledge levels of new and existing drivers.
- ☞ Support the development of basic driving skills
 - signalling intentions
 - following distance
 - keeping left
 - lane use
 - overtaking
 - intersection use
 - safe driving in adverse weather conditions
 - other road users i.e. pedestrians, cyclists and motorcyclists
 - for older road users (safe with age programmes)

Performance Measure

- ☞ WRC to host a Road Safety Campaign/Project to address driver skill and road safety issues every 2 years to the satisfaction of the LTSA regional office.

Agencies Responsible

Lead Agencies

- Territorial Authorities
- Land Transport Safety Authority
- Police
- Driver Training Agencies
- Insurance Companies
- Large Commercial organisations

Support Agencies

- Secondary Schools
- Wellington Regional Council
- New Zealand Automobile Association Inc.
- Iwi and Maori Groups
- Pacific Groups
- Department of Labour
 - Occupational Safety & Health Service
- Judiciary

OCCUPANT RESTRAINTS



Goal

- Maintain level of front seat belts usage and increase use of child restraints and rear seat belts.

Policy Measures

- Promote and support education and enforcement programmes which promote correct wearing of seat restraints for both adults and children in all seating positions in motor vehicles.
- Support low cost child seat restraint ownership and rental programmes

Performance Measures

- Improve annually on the regional average for the adult front seatbelt wearing rate, which is 2002 93%
- Improve on the regional average for the rear seatbelt wearing rate, which is 2001 71%
- Improve on the regional average for child wearing restraints wearing rate, which is 2001 84%
- Maintain a trend in reduction of the proportion of people involved in crashes not wearing seatbelts over a five-year period.

Agencies Involved

Lead Agencies

- Territorial Authorities
- Land Transport Safety Authority
- Police
- Plunket

Support Agencies

- Schools
- Wellington Regional Council
- Accident Rehabilitation and Compensation Inc. (ACC)
- Public Health Service
- Kohanga Reo
- Pacific Island Language Nests
- Maraes
- Kindergartens
- Community Groups
- Insurance Companies
- Commercial Agencies
- Radio Stations
- Media

PEDESTRIANS



Goals

- Safe pedestrian behaviour
- Safe driver and cyclist behaviour around pedestrian areas
- Safe environments for pedestrians

Policy Measures

- Promote and support pedestrian education and enforcement programmes
- Promote and support safe pedestrian environments
- Promote and support measures which enable pedestrians to be easily seen
- Support enforcement measures aimed at unsafe pedestrian and driver actions
- Promote measures which place higher priority on pedestrians than vehicles in urban areas
- Promote pedestrian awareness programme for drivers and cyclists and pedestrians
- Support more accurate reporting of pedestrian accidents
- Support the Wellington Regional Pedestrian Strategy

Performance Measure

- Reduce the rate of injuries and casualties to pedestrians to maintain a downward trend over a five year period.
- Wellington Regional Council to host a regional workshop or campaign designed to raise awareness of pedestrian safety issues every 2 years.
- Pedestrian safety and activity is considered as a key factor in the review of all design and planning proposals.

Agencies Involved

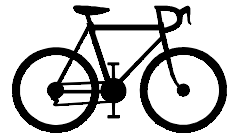
Lead Agencies

- Territorial Authorities
- Land Transport Safety Authority
- Police
- Schools
- Wellington Regional Council
- Living Streets Wellington

Support Agencies

- Community Groups and Organisations
- Public Health Service
- Transit New Zealand

CYCLISTS



Goals

- 🚲 Safe cyclist behaviour
- 🚲 Safe driver behaviour around cyclists
- 🚲 Correct cycle helmet and lighting use.

Policy Measures

- 🚲 Promote and support improvements for the safety, security and convenience of cyclists in both rural and urban areas.
- 🚲 Promote and support measures which enable bicycles and riders to be easily seen
- 🚲 Promote and support education enforcement measures/programmes aimed at unsafe cyclist and motorist actions
- 🚲 Promote measures which place higher priority on cyclists than vehicles in urban areas
- 🚲 Promote and support accurate reporting of cyclist accidents
- 🚲 Investigate innovations for cyclist movement, e.g., advance waiting boxes at traffic lights

Performance Measures

- 🚲 Improve regional bicycle helmet wearing rates to at least the national average.
- 🚲 Reduce the rate of crashes and casualties to cyclists to maintain a downward trend over a 5 year period.
- 🚲 Lead and support agencies actively support the Wellington Regional Cycle Forum.
- 🚲 Cyclist safety and activity is considered as a key factor in the review of all design and planning proposals.

Agencies Involved

Lead Agencies

- Territorial Authorities
- Land Transport Safety Authority
- Police
- Schools
- Wellington Regional Council
- Cycle Aware Wellington Inc.
- Cycle Retailers

Support Agencies

- Community Groups and Organisations
- Cycle Clubs
- Cycle Courier Organisations
- Public Health Service

MOTORCYCLISTS

Goals

- 🏍️ Safe riding by all motorcyclists.
- 🏍️ Correct helmet usage
- 🏍️ Full use of protective clothing



Policy Measures

- 🏍️ Promote and support measures to improve rider skills
- 🏍️ Promote and support measures that enable motorcycles and riders to be easily seen.
- 🏍️ Promote, support and encourage educational initiatives designed to reduce injury to motorcyclists, especially 20-24 year olds.

Performance Measure

- 🏍️ Annually reduce crash and casualty rates of all motorcyclists to below the national average.
- 🏍️ Conduct an educational program once every 2 years to ensure motorcyclists and other road users are aware of motorcyclist issues

Agencies Involved

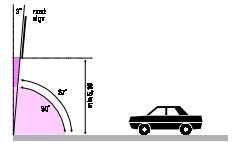
Lead Agencies

- Territorial Authorities
- Land Transport Safety Authority
- Police
- Motorcycle Retailers
- Motorcycle Clubs
- Motorcycle Riding Schools

Support Agencies

- Secondary Schools
- Wellington Regional Council
- Transit New Zealand
- Community Groups
- Justice Department

SAFER ROADS AND ENVIRONMENTS



Goal

- Road Safety is a major priority when planning land use and designing roads.

Policy Measures

- Include road safety as a key consideration in all transport and land use proposals.
- Promote the safe use of all forms of transport through good planning and design
- Encourage independent road safety audits of designs and planning proposals.
- Ensure road safety is considered in the preparation of district plans, codes of practice, land use and resource management planning.
- Support engineering initiatives that reduce crashes and casualties

Performance Measures

- All district plans and codes of practice give consideration to road safety issues as appropriate.
- Road safety audits are routinely conducted on:
 - ⇒ new planning proposals
 - ⇒ network improvements
 - ⇒ black spots and accident prone sites

Agencies Involved

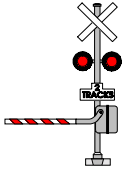
Lead Agencies

- Territorial Authorities
- Land Transport Safety Authority
- Police
- Transit New Zealand
- Wellington Regional Council
- Transfund New Zealand

Support Agencies

- Engineering Consultants
- Insurance Companies

RAILWAY CROSSINGS



Goal

- Railway crossings are safe for all users.

Policy Measures

- Promote and support development and implementation of education programmes for drivers, cyclists and pedestrians, e.g., “Rail Safe”
- Support a review of crossing sites used by both vehicle and pedestrians
- Support engineering initiatives which reduce crashes and casualties at railway crossings
- Encourage all Road Controlling Authorities and Rail Operators to implement new/appropriate rail crossing warning signage

Performance Measures

- Rail Safe programmes implemented at rail crossings with one or more crashes and/or casualties in the last five years.
- Wellington Regional Council to host Road Safety Forum to address driver skill and rail safety issues once every 5 years.
- All new/appropriate rail crossing warning signs installed by 2005.

Agencies Involved

Lead Agencies

- Territorial Authorities
- Land Transport Safety Authority
- Police
- Transit New Zealand
- Schools
- Wellington Regional Council
- Tranz Rail New Zealand

Support Agencies

- Commercial Vehicle Operators
- New Zealand Automobile Association Inc.

RURAL ROADS



Goal

- To achieve a substantial decrease in the number of traffic crashes and fatalities on our rural roads.

Policy Measures

- Promote, support and encourage programmes aimed at reducing the number and severity of rural crashes.
- Support enforcement and educational programmes which target driver behaviour in rural areas.
- Promote and support measures that reduce crashes with ridden horse traffic and other livestock.
- Support provision for more accurate recording of crashes on rural roads and accidents with horse traffic and other livestock.
- Promote and support improvements for fencing adjacent to roads

Performance Measures

- Encourage driver skill development courses and safe road and environment promotions to target appropriate negotiation of particular features of rural roads (e.g. gravel, narrow and twisty roads) as an ongoing activity.
- Regional Land Transport Committee will advocate Road Controlling Authorities and Transfund NZ for rural road upgrades everytime such a proposal meets the Regional Land Transport Strategy criteria.
- Crashes on rural roads reduced annually to at least the national average.
- Ensure crashes on rural roads involving alcohol are reduced annually to at least the regional five-year average.

Agencies Involved

Lead Agencies

- Territorial Authorities
- Land Transport Safety Authority
- Police
- Transit New Zealand
- Transfund New Zealand

Support Agencies

- Schools
- Wellington Regional Council
- New Zealand Automobile Association Inc.
- Community Groups
- Pony Clubs
- Riding Clubs
- Riding Schools

APPENDIX A

TABLE 3 TO 5(A) Crash Data for the Wellington Region

Non-injury crashes are not required by law to be reported to Police, therefore reporting rates will vary widely. A comparison of insurance and Police reports indicates that on average only one non-injury crash in 14 is reported

Traffic crash patterns and features for an area can depend on the specific traffic and roading characteristics. The most useful comparisons are made with other areas and authorities with similar characteristics rather than with the whole country. The data for the Wellington Region is compared with a peer group of similar local authorities along with data for all NZ (Appendix).

Where available, non-injury accident numbers are included in these tables only. A wide variation in reporting rate precludes their use in other tables and graphs.

TABLE 3: CRASH NUMBERS AND SEVERITY 1997-2001 - WHOLE REGION

YEAR	1997	1998	1999	2000	2001	Total	(%)of injury	Peer Group
Fatal	25	25	28	28	27	133	3%	6%
Serious	211	195	212	139	143	900	21%	25%
Minor	768	703	637	602	604	3314	76%	69%
Total Injury	1004	923	877	769	774	4347	100%	100%
Non-Injury	2692	2672	2684	2431	2430	12909		

TABLE 4: CRASH NUMBERS AND SEVERITY 1997-2001 - URBAN

YEAR	1997	1998	1999	2000	2001	Total	(%) of injury	Peer Group
Fatal	9	8	8	4	14	43	1%	3%
Serious	138	128	137	83	96	582	19%	21%
Minor	555	521	441	416	457	2390	79%	76%
Total Injury	702	657	586	503	567	3015	100%	100%
Non-Injury	2093	1999	2010	1792	1830	9724		

TABLE 5: CRASH NUMBERS AND SEVERITY 1997-2001 - RURAL

YEAR	1996	1997	1998	1999	2000	Total	(%) of injury	Peer Group
Fatal	16	17	20	24	13	90	7%	9%
Serious	73	67	75	56	47	318	24%	28%
Minor	213	182	196	186	147	924	69%	63%
Total Injury	302	266	291	266	207	1332	100%	100%
Non-Injury	599	673	674	639	600	3185		

TABLE 3(A): CASUALTY NUMBERS AND SEVERITY 1997-2001 – WHOLE DISTRICT

YEAR	1997	1998	1999	2000	2001	Total	(%) of injury	Peer Group
Fatal	26	26	33	32	30	147	2%	5%
Serious	270	217	254	164	165	1070	18%	21%
Minor	1175	993	944	858	824	4794	80%	74%
Total Casualties	1471	1236	1231	1054	1019	6011	100%	100%

TABLE 4(A): CASUALTY NUMBERS AND SEVERITY 1997-2001 - URBAN

YEAR	1997	1998	1999	2000	2001	Total	(%) of injury	Peer Group
Fatal	9	8	8	4	14	43	1%	2%
Serious	161	135	154	85	108	643	17%	18%
Minor	782	672	587	550	600	3191	82%	80%
Total Casualties	952	815	749	639	722	3877	100%	100%

TABLE 5(A): CASUALTY NUMBERS AND SEVERITY 1997-2001 - RURAL

YEAR	1997	1998	1999	2000	2001	Total	(%) of injury	Peer Group
Fatal	17	18	25	28	16	104	5%	7%
Serious	109	82	100	79	57	427	20%	24%
Minor	393	321	357	308	224	1603	75%	70%
Total Casualties	519	421	482	415	297	2134	100%	100%

APPENDIX B

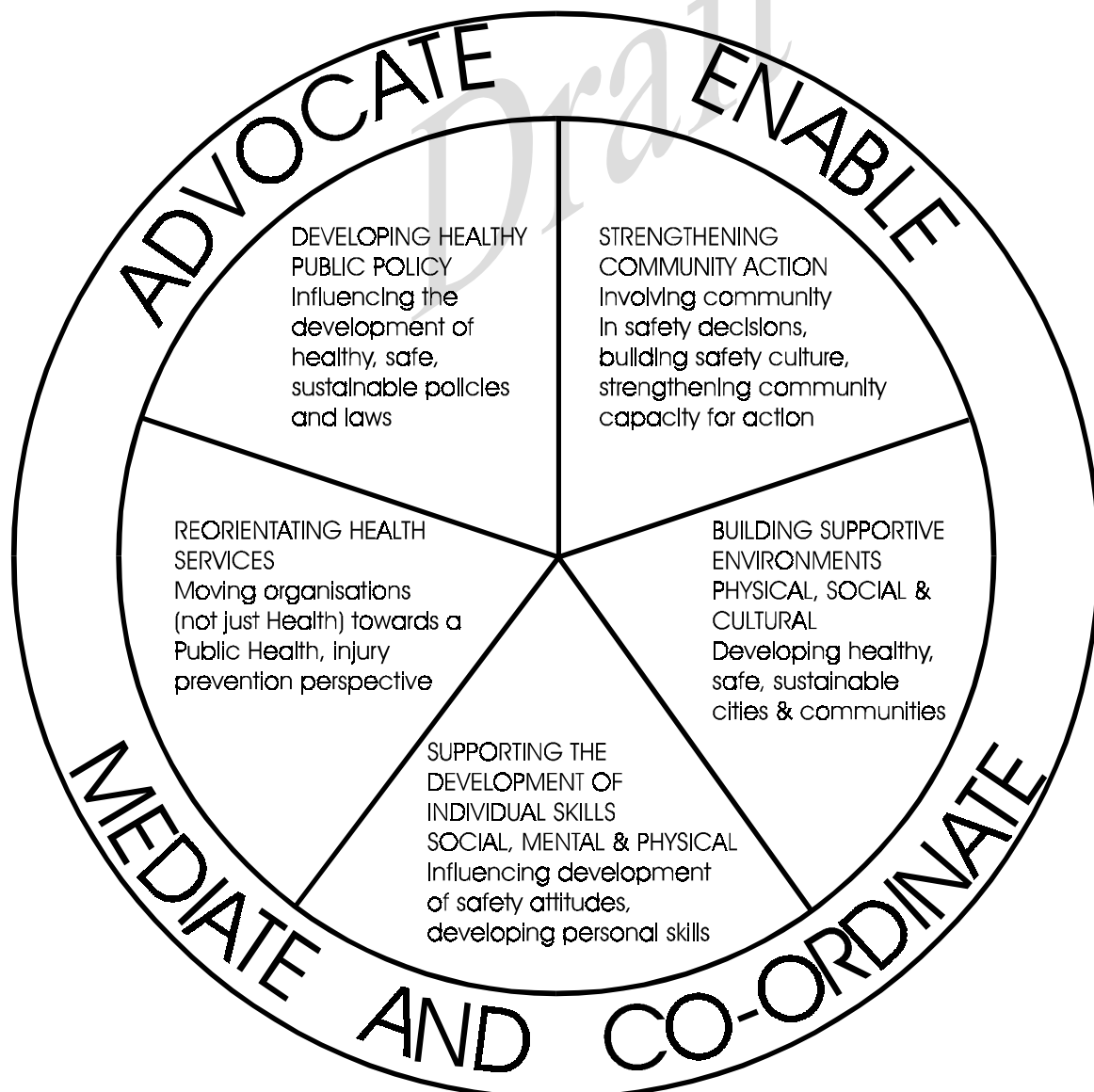
FIGURE 3: OTTAWA CHARTER

The World Health Organisation's 1986 Ottawa Charter can be used to bring a comprehensive Public Health Perspective to Road Safety.

The Ottawa Charter uses a health approach to address the problems of road safety. There are 5 strategy areas that make up the framework for the charter, which are specific and interrelated. An intervention in one strategy area will be more successful if supported by strategies in the other four areas.

The Charter stresses the need to involve the community in decision making, the building of supportive environments, the development of individual skills and the reorientation of organisations towards injury prevention in delivering road safety policies which are appropriate, effective and sustainable.

The five Strategies of the Ottawa Charter:



APPENDIX C

GLOSSARY OF TERMS

Child Passenger:	Refers to Passengers under 15 years old
Driver:	Drivers of motor vehicles, and includes motorcyclist, and cyclist
Territorial Authority:	Includes City Councils and District Councils only
Local Authority:	Includes Regional Councils, City Councils, District Councils, Unitary Councils and Special Purpose Authorities
WRRSR 2002:	Wellington Region Road Safety Report 1997-2001
Region:	The entire Wellington Region, which extends from Cook Strait in the South to the northern boundary of Otaki township in the Horowhenua, and to Mt Bruce, plus one ward of the Tararua District, in the Wairarapa
District:	The area the Territorial Authority encompasses
Rural Roads:	All roads with a speed limit of 80km/h or more
Urban Roads:	All roads with a speed limit of less than 80km/h
Fatal crash/casualty:	Injuries that result in death within 30 days of the crash
Serious crash/casualty:	Fractures, concussion, internal injuries, crushing, severe cuts and lacerations, severe general shock necessitating medical treatment and any injury involving removal or detention in hospital
Minor crash/casualty:	Injuries which are not serious but require first aid or cause discomfort of pain to the person injured, e.g. sprains and bruises.

APPENDIX D

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