

# Submissions on the draft Regional Road Safety Plan

Full copies: Submissions 1 -10





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11 September 2009

Joe Hewitt  
Greater Wellington Regional Council  
PO Box 11646  
Wellington

Dear Mr Hewitt

### **Submissions on the Greater Wellington Draft Regional Road Safety Plan and Travel Demand Management Plan**

Thank you for the opportunity to comment on both the Greater Wellington Draft Road Safety Plan and Regional Travel Demand management Plan.

ACC's submission covers comment on many aspects of these plans. Recommendations are made in respect of the overview of the national framework and some of the proposed regional activities and the rationale for ACC's involvement in Road Safety and Travel Demand Management is outlined as a context for some of these requests (Appendix 1 refer).

ACC is committed to working in partnership with other agencies to reduce the incidence, severity and cost of serious injuries and fatalities resulting from road crashes, and looks forward to providing direct support to the proposed regional strategies.

### **Rationale for ACC's involvement in Road Safety and Travel Demand Management**

Injuries resulting from vehicle crashes present a significant issue for the Corporation, due to the serious consequences for both ACC and Wellington region in general. In 2008, 3247 people were injured and required medical treatment following injuries on roads in the Greater Wellington region, with \$29.8 million spent on these new injuries and previous claims over the same period.

Whilst vehicle-related claims are low in volume across the ACC Scheme overall, they are high in severity and cost. New claims resulting from motor-vehicle crashes represented only 4.7% of ACC's total claims volume, but accounted for 17% of the total cost. Of all serious injuries on the ACC Scheme, 33% are in the Motor Vehicle account.

ACC's road safety efforts contribute directly to national road-related strategies. The current "Road Safety to 2010" Strategy was developed by the National Road Safety Committee (NRSC), which is chaired by the Ministry of Transport (MoT). As well as the MoT, NRSC members include the New Zealand Transport Agency, New Zealand Police, Transfund New Zealand, ACC, and Local Government New Zealand.

An overview of ACC's road safety priorities is provided in Appendix 1, with direct relevance to the Greater Wellington region.

### **Comment on the Draft Wellington Regional Road Safety Plan**

ACC supports the actions which improve walking, cycling and motorcycling safety. In the year ending June 2008 there were 409 new claims for motorcycle crashes in the Greater Wellington region, and the total cost of all active claims for motorcycle crashes was just over \$5 million

Nationally, ACC claims for motorcycle crashes have increased significantly since 2002. In 2002/03 ACC claim costs were \$42.8 million while in 2007/08 costs exceeded \$61 million. From 2004 85% of the increase in motor vehicle hospitalisations was from motorcycles. Driven by a range of factors, motorcycle use is sharply increasing. Motorcycle registrations have increased fivefold since 2002 to almost 13,000 for the year ending 31 December 2008. The NZ Travel Survey shows that motorcyclists are 14 times more likely to have an injury or fatal crash than car drivers. ACC encourages you to continue to investigate all safety issues, review these against your plans and address through alignment of the 3E's, being Education, Enforcement and Engineering.

ACC also supports the action to provide safer vehicles in corporate fleets. Electronic stability control can reduce the chances of crashing by 30%. Side curtain airbags can also reduce the extent of trauma received in a crash. With both of these features combined there would be an estimated 40% reduction in fatalities. ACC also encourages that safety advancements are used in any updated public transport vehicles to the best international practice.

ACC supports the training of inexperienced drivers and urges that programmes be delivered and targeted at young drivers and the graduated driver licensing system. Nationally there are significantly more new ACC motor vehicle claims per 1,000 licence holders for the 15-24 age group than any other age group. The cost of active claims in 2007- 2008 for ACC was \$66 million per annum.

Practice programme was developed to strategically target novice drivers who hold a learner licence prior to them obtaining a restricted licence and commencing driving unsupervised. The Practice programme also delivers resources to these learner drivers that will improve their engagement in supervised driving both in quantity (hours on the road) and quality (range of conditions). It enhances the value of the graduated driver licensing system as a progressive preparation of novice drivers for driving independently. ACC recently conducted a robust evidence based review of this programme at a national level and redeveloped based on the findings of that review. ACC would suggest that the action point to review this programme be changed to review the uptake at a local level and work with key Road Safety partners to encourage that uptake amongst young drivers.

### **Comment on the Draft Wellington Regional Travel Demand Management Plan**

ACC supports the Workplace and Business Travel Tool box and the use which this may be for vulnerable road users. In the year ending July 2008 there were 313 new claims for Pedestrians in the Wellington region, with \$2.9 million spent on active claims. For cyclists

there were 201 new claims and \$1.7 million spent on active claims in that period. ACC also supports the promotion and provision of new walking and cycling routes away from the road. ACC encourages that the tool ActiveSmart is included into promotion of walking and cycling as a form of transport. This tool has been developed by ACC to promote safe training practices to reduce injuries. Due to lack of visibility, cyclists and pedestrians are often not seen when on the road, therefore ACC encourages that high visibility be promoted through this plan.

ACC urges that safety is considered throughout this plan and an emphasis is placed on education around not only sustainability issues but safety as well.

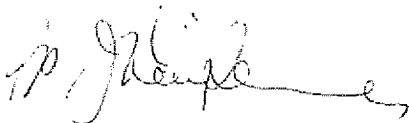
### **Plan implementation**

Greater Wellington is encouraged to continue to strengthen and expand collaborative relationships between government agencies, territorial local authorities and organisations with an interest in Safety and Sustainability programmes. A shared vision, cohesive action and the strategic use of combined resources will provide a strong platform for achieving sustained road safety outcomes.

Congratulations on the production of such a high quality plan and consultation process, both of which convey Greater Wellington commitment to inter-agency ownership. ACC appreciates being involved in the planning process, and having the opportunity to contribute.

I wish you every success in realising the goals of the plan.

Yours sincerely



Julie Anne Garnons-Williams  
**Team Manager Injury Prevention**

## Appendix 1: Overview of ACC road safety priorities in Wellington Region

ACC has two road safety objectives for Greater Wellington Region:

- To reduce the number of serious injuries occurring on the road.
- To build and maintain relationships with key stakeholders to develop sustainable and effective road safety initiatives.

ACC's national priorities (as follows) are directly relevant to the Greater Wellington region:

- Motorcycle safety – to reduce the incidence of motorcycle crashes by promoting a Motorcycle Safety Culture through the implementation of safety initiatives to increase motorcycle rider skills and promote the use of appropriate protective equipment in the Wellington Region.
- Vehicle technology promotion, to the extent that, by the end of 2010, 100% of New Zealand's new motor vehicle fleet will have Electronic Stability Control and Side Curtain Airbags.

ACC would like to see the inclusion of promotion of motorcycle safety awareness along with the promotion of vehicle technology so that all Government departments in Greater Wellington are taking actions consistent with the Government's Right Car strategy.

The National Road Safety Committee Vehicle Technology marketing strategy is focussed on promoting the benefits of Electronic Stability Control (ESC) and Side Curtain Airbags (SCA). The goal of this programme of work is to ensure that by June 2010, 100% of new vehicles sold in New Zealand have ESC and SCA. If all vehicles in New Zealand were to have these two safety features incorporated, approximately 40% of all motor vehicle fatalities could be prevented.

- To reduce the incidence of Impairment (drugs, alcohol and fatigue) in crashes.
- Road Transport – continue to build industry capacity through the Wellington regional industry forum which will be used as a key delivery channel for implementing on-road safety initiatives (incl. restraint wearing and speed reduction).

*Regional Public Health*  
Better Health For The Greater Wellington Region



September 11<sup>th</sup> 2009

Regional Road Safety Plan  
Regional Travel Demand Management Plan  
Free Post 181120  
Greater Wellington Regional Council  
P O Box 11-646  
Wellington 6142

Dear Joe Hewitt

**Re: Draft Regional Travel Demand Management Plan, and the Draft Regional Road Safety Plan, Regional Transport Committee.**

Regional Public Health (RPH) would like to thank you for the opportunity to provide a written submission on the proposed Regional Travel Demand Management Plan and the Draft Regional Road Safety Plan. RPH has been able to contribute to the review of both of these plans through participation in the working group, and through Dr Stephen Palmer's representation at Regional Transport Committee meetings, and would like to summarise our support for each plan in the attached table.

Overall we support each plan, and commit to working alongside implementing agencies to support the actions within each plan. We will continue to advocate at a national and local level for changes that will improve regional road safety and support a reduction in the need for vehicle travel. In particular, we strongly believe that improved environments for pedestrians and public transport will have significant positive impact on the environment and the health and wellbeing of communities in the Wellington region.

Yours Sincerely

A handwritten signature in black ink, appearing to be 'S.Palmer', with a long horizontal line extending to the right.

Dr Stephen Palmer  
Medical Officer of Health  
Regional Public Health

A handwritten signature in black ink, appearing to be 'P. Gush', with a long horizontal line extending to the right.

Peter Gush  
Service Manager  
Regional Public Health

### **Draft Regional Travel Demand Management plan**

<i>Action Heading</i>	<i>Action</i>	<i>RPH Comment</i>
<b>Optimise use of the existing road network</b>	<i>Road network Efficiency</i>	<b>Support Actions.</b> We support network improvements, especially methods focused on improving efficiencies for public transport and active transport. We support active consideration of how to improve efficiencies on roads of national significance SH1 between Levin and Wellington, in particular ensuring public transport efficiencies for the Ngauranga to Airport corridor.
	<i>Parking Management</i>	<b>Support Actions.</b> We support development and review of parking policies for each local authority, and support the review of District Plan parking standards particularly for mixed use or higher density developments.
	<i>School Travel Plan programme</i>	<b>Support Actions.</b> We support Greater Wellington's continued coordination and the increasing involvement of local authorities in school travel planning. RPH will continue to support travel plans through our Health Promoting Schools programme.
<b>Encourage sustainable and efficient travel choices</b>	<i>Workplace Travel planning</i>	<b>Support Actions.</b> The development of the Workplace and business travel toolbox will support a wider uptake of sustainable business travel practices. We support the ongoing maintenance of workplace travel programmes in large organisations.
	<i>Travel awareness/ Leading by example</i>	<b>Support Actions.</b> RPH will continue to support workplace travel initiatives developed through the HVDHB Travel Plan.
	<i>Regional Policy Statement</i>	<b>Support Actions.</b> We will continue to advocate for sustainable urban form principles within the Regional Policy Statement.
<b>Promote land use that supports sustainable travel options</b>	<i>District Plans</i>	<b>Support Actions.</b> We will continue to advocate for sustainable urban form principles within District Plan changes and reviews.
	<i>Structure Plans</i>	<b>Support Actions.</b> RPH will continue our input to areas of significant development. E.g. Maymorn Structure Plan
<b>Advocate for measures to improve network efficiency and</b>	<i>Advocacy to Govt</i>	<b>Support Actions.</b> We believe that continued advocacy for road pricing and technology and innovation is critical despite lack of supportive legislation for road pricing currently. Targeted pricing is shown to be effective in

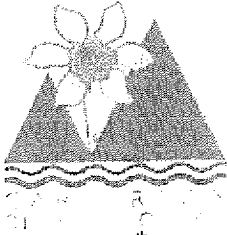


<i>sustainability</i>		supporting modal shifts.
<b>Collect and share information to support sustainable transport options</b>	<i>Regional participation at a national level.</i>	<b>Support Actions.</b> RPH will also engage in consultation for national level strategy development, and policies that have significant impact on travel demand management.

### **Draft Regional Road Safety Plan**

RPH supports all of the actions to improve road safety in the Wellington region. We would specifically like to comment on the action areas below; that we believe should be given particular priority by implementing agencies.

<i>Action</i>	<i>RPH Comment</i>
<b>Improve walking and cycling safety</b>	We support programme development consistent with the regional walking and cycling plans. RPH will continue to advocate to local authorities to implement regional plans and to assign sufficient funds to this area. We believe that improving the pedestrian and cycling environment and prioritising the movement of pedestrians and cyclists in urban areas, will provide significant economic, health and social benefits and is crucial to improving our regional road safety record. Methods of improving cycle and pedestrian safety on local roads should focus on the management of vehicle speeds through actions to improve urban speed management. This is as opposed to actions that might disadvantage the efficient movement of pedestrians and cyclists.
<b>Improve urban speed management</b>	This action area will have a significant impact on whether actions to improve walking and cycling safety are successful. We would hope that as part of a safer system approach, that traffic calming and speed management are proactively linked to the operation of safety management systems that local authorities are encouraged to implement. We strongly support the use of traffic calming methods and significant reductions to speed limits in more densely populated areas, retail hubs, areas of mixed use and around all schools and early child hood settings.
<b>Advocate for national level change</b>	We strongly support the areas listed for national level change. In particular RPH will focus on advocacy related to pedestrian and cyclist safety, lowering of the legal blood alcohol level and a safer systems approach with particular emphasis on the wider environmental factors that influence road safety. We are also submitting on the National Road Safety 2020 discussion document.



# Carterton District Council

10<sup>th</sup> September 2009.

5P0236.00 001WA

## REGIONAL ROAD SAFETY PLAN

The Carterton District Council thanks Greater Wellington Regional Council for the opportunity to comment on the Draft Regional Road Safety Plan.

The Carterton District Council is concerned at the trend in fatal and serious crashes which showed an improvement from 1990 to 2000, but has shown an increase since then.

The four point 'What we plan to do' is supported.

It is noted that the Road Safety Action Programme identifies a number of actions by Road Controlling Authorities, GWRC, NZTA, ACC and the police.

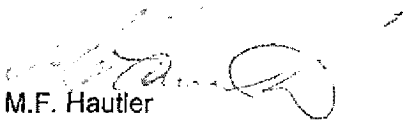
In respect of Local Authorities Carterton District Council supports the proposals and accept the opportunity to participate. Where cost is involved CDC expects to attract financial assistance from NZTA to complete the programmes. In this way the cost is shared between the ratepayer and motorists.

The Wairarapa currently has a very active Road Safety Council, which employs a co-ordinator and plays its part in road safety issues.

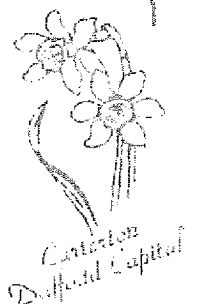
Carterton District Council thanks GWRC for the opportunity to comment.

The Carterton District Council does not wish to make an oral presentation.

Yours faithfully



M.F. Hautler  
Acting Chief Executive Officer





NZ TRANSPORT AGENCY  
WAKA KOTAHI

Wellington Regional Council  
11 SEP 2009

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20 Balance Street  
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08 September 2009

Joe Hewitt  
Greater Wellington Regional Council  
PO Box 11-646  
Manners Street  
Wellington 6142

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Dear Joe

**Regional Road Safety Plan Submission**

Thank you for your letter dated 13 August 2009 requesting our submissions on the Regional Travel Demand Management (TDM) Plan and the draft Regional Road safety Plan. Your letter has been referred onto me from Geoff Dangerfield for response. Please note that our feedback on the Draft Regional TDM Plan is being compiled by Selwyn Blackmore, Integrated Planning Manager and will be forwarded to you before the end of week ending 11<sup>th</sup> September 09.

The NZ Transport Agency (NZTA) thanks Greater Wellington Regional Council (GWRC) for providing the opportunity to make a submission on draft Regional Road Safety Plan (RRSP) 2009. NZTA would not like to be heard at a submissions hearing. The following submission represents the views of NZTA from a Wellington regional standpoint.

NZTA's strategic investment direction is developed from the latest Government Policy Statement (GPS) that gives increased priority for investment in road safety where the greatest safety impacts can be achieved through improving transport safety by delivering and/or supporting significant parts of a relevant national road safety strategy.

NZTA supports GWRC in developing a RRSP for road users. NZTA also supports the RRSP in principle, particularly the support of safe systems as is the basis for MoT's Safer Journeys RS2020. A number of actions proposed in this plan match the government direction of improving road safety for all users and reducing the risk and number of serious and fatal injuries. However, we believe further emphasis could be given by including the following in the RRSP:

- **Safer Systems approach** - The safe system approach applied in Safer Journeys 2020 also includes safe travel speed as one of the interventions in addition to safer road users, safer vehicles and safer roads. NZTA recommends that this should be included in the safe systems approach in your document so as to fully align it with Safer Journeys 2020.
- **Operate Safety Management Systems (SMS)** - It is the responsibility of TLA to operate an SMS to ensure safety is considered in all aspects of a TLA's activities. Wellington City Council did not sign up to SMS but have a safety strategy. Therefore a generic term like 'safety strategy' is more useful, perhaps with SMS being one example.
- **Operate Risk Targeted Patrol Plans (RTPP)** - The RTPP needs to be linked to the road safety issues identified in road safety action plans. This will ensure that risks are collectively identified and Police resources are effectively and efficiently used.

- **Undertake Road Safety Co-ordination** – The action is to undertake road safety education campaigns to help promote an improved road safety culture. There needs to be a strong link between the development of road safety education campaigns and national road safety strategy. All local/regional programs should deliver/support significant parts of Safer Journeys 2020.
- **Improve walking and cycling safety** – The programmes need to be consistent not only with regional but local walking/cycling strategies/plans
- **Improve urban speed management** - Speed Information Devices (SID) like speed trailers are now used widely on urban roads in various regions to manage speeds. This could be added to the action as improving warning signage and information devices.
- **Promote awareness of driver fatigue issues** – Education campaigns targeting high fatigue crash routes have been effective in raising awareness of fatigue crashes among motorists especially long haul truck drivers. For example, one of the education campaigns in Kaikoura and Marlborough promoting fatigue stops on SH1 offering motorists free coffee vouchers at designated cafes on that route.
- **Review enforcement practices** – Red light and local speed cameras should be used to target high crash/risk areas and need to be prioritised at network level with support from TLAs. The application of the regional allocation of Police resource requires TLAs input and support. Therefore responsibility should include NZ Police/TLAs.
- **Improving motorcycle safety** – Motorcyclists are vulnerable road users like pedestrians and cyclists. Motorcycle safety is a high priority in Safer Journeys 2020, and with the increasing number of injury crashes in the region along with the growing demand for motorcycles, a separate regional motorcycle plan is suggested, like as is currently done for pedestrians and cyclists.

The following are our comments on some of your proposed actions.

- **Reduce repeat offending** - Working with the local judiciary on this is a good initiative and will require advocacy before cooperative working is achieved. This could be through the Mayor or at a national level.
- **Provide adequate road safety funding** – The GPS and Investment and Revenue Strategy (IRS) set up NZTA's investment direction. IRS states that NZTA will give increased priority to safety related activities that will significantly contribute to relevant national road safety strategy.
- **Implement Road Safety Action Plans (RSAP)** – Once safer Journeys 2020 is released (early 2010), the current RSAP need to reflect the strategy's objectives, direction and targets.

In summary, NZTA supports the RRSP that contributes to a safer environment for all forms of transport in Greater Wellington region.

Yours sincerely



**Peter Hookham**  
Programmes and Funding Manager  
(Wellington, Nelson, Tasman and Marlborough)

**KAPITI COAST GREY POWER ASSOCIATION INC.**



RURU

86, Kapanui Road,  
Waikanae 5036.

September 14th 2009.

Greater Wellington Regional Council,  
Wellington.

Re: **DRAFT REGIONAL ROAD SAFETY PLAN**

This submission is made on behalf of the Kapiti Coast Grey Power Association Inc.

Currently, the Association has a membership of almost 7,000 persons, representing roughly 14% of the total Kapiti population of 48,000. At the last census, Kapiti Coast had the highest percentage of persons 65+ years of age (23.3%) in New Zealand; nearly twice the national average and we estimate that at least one-third of all residential ratepayers in the District are superannuitants. Most of us make good use of the opportunity to travel on public transport using the Gold Card provided by Government.

Previously we have made submissions on Transport Programmes, Transport Plan 2007-16, and the three stages of the Western Corridor Study. In these submissions we have been supportive of Greater Wellington's commitment to provide Public Transport infrastructure, and Road Safety improvements, This submission provides our comments on the Draft Regional Road Safety Plan, August 2009.

**Comments:**

Page 1: The worsening road safety outcomes are noted. In the list of particular significance in the region we suggest that: Drug use related crashes, and Cell phone Use related crashes could be added.

Kapiti Grey Power Support the actions that are stated in "What we Plan To Do" on Page 2.

We support the Objectives in Road Safety Vision using the 'Safer Systems' Approach and Monitoring.

### **Road Safety Action Plan.**

All the proposed actions are **strongly supported** especially:

- Ensuring that appropriate local education campaigns are undertaken as well as national strategic road campaigns being devolved to regional and local levels to promote an improved safety culture.
- It is important to achieve a change in attitude to improve driving standards.
- Adequate funding of enforcement resources. Review speed limit setting policies and procedures
- Lowering the legal blood alcohol limit from 80 mg to 50 mg.

It is important to change the drink/drive culture.

Urban Speed Management, Enforcement Practices and the development of various awareness programmes are supported.

### **Conclusion**

Kapiti Grey Power appreciates the work being done to improve increased safety, and security for cyclists and pedestrians, especially the older citizens and children.

Kia Ora Tatou,

*Betty van Gaalen.*

Local Body Spokesperson,  
Kapiti Coast Grey Power Association Inc.

## **Living Streets Wellington submission September 2009**

### **Regional Road Safety Plan**

Living Streets Wellington support the aim of making our roads safer for all users. Walking is the primary means of transport and used by all for at least part of every journey so improvements to road safety will aid pedestrians.

We would like to see improvements in safety for pedestrians walking along roadways (ie on footpaths) by a focus on removing vehicles from pedestrian paths, both parked vehicles and those driving along footpaths (an increasing problem with both bicycles and motorbikes).

Greater enforcement of existing rules regarding parking and use of footpaths, and more motorbike parks on the roadway would assist here.

We would like to see improvements in safety for pedestrians crossing over the road with reduced speed limits in built up areas, better design of roads to slow vehicles down, removal of multi-stage pedestrian crossings, reduction in wait times at pedestrian crossings, use of red-light cameras, use of 'shared space' in appropriate circumstances and other design measures.

We note that public transport is acknowledged as the safest transport mode yet there are no initiatives proposed to promote and support it.

### **Regional Travel Demand Management Plan**

Living Streets Wellington support the aims of this plan to use TDM tools to make transport more efficient for all users. Walking is a component of all journeys.

The introduction to the TDM Plan states the purpose is to reduce the demand for travel particularly by single occupant vehicles, and reduce negative impacts of car use. To achieve the aim to help optimize use of the regions transport network and sustainable transport choices there is a need to not only focus on the negative aspects of cars and how to better manage them but to consider how to promote other modes of transport.

We support a reduction in the amount of parking spaces available in main urban areas and to cease increasing capacity of roads to bring vehicles into the main urban areas, this will shift demand to public transport and more active modes.

Land use planning must support compact urban areas well connected by public transport, better design of roads to promote walking and dedicated pedestrian walk-paths free of vehicles.

Areas with high numbers of walkers supports vibrant communities and active economies.

In general, both these plans lacked concrete actions for the regional council to take and therefore ways to measure progress against them. One or two SMART measures in both plans would be welcome.

We would like to make an oral submission on both these plans.

### **About Living Streets**

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of LSA are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners e.g. walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

Living Streets Wellington is the local group based in the Wellington region which is working to make city and suburban centres in the region more walking-friendly.

For more information, please see: [www.livingstreets.org.nz](http://www.livingstreets.org.nz).



**Subject: RTDM Plan Submissions and Regional Road Safety Plan Submission on Behalf of Cycle Aware Wellington**

Submitted by email only

14 September 2009

Cycle Aware Wellington  
PO Box 27-120  
Wellington 6141

Dear Joe Hewitt,

Please accept our submissions on the above plans. We wish to make an oral presentation to support these submissions

You may be familiar with Cycle Aware Wellington(CAW):

**CAW's Vision:**

Cycling is used as a means of transport by most people for some trips each month.

**CAW's Objectives:**

- 80% of people cycle for some trips each month by 2020
- 20% of all trips are by cycle by 2020
- 90% of those who cycle are satisfied with their cycling experience by 2020
- Rates of fatality and injury for cycling are below that for cars (currently 5 per 100 million km) by 2020
- Cycling is perceived as positive by 90% of the general population by 2020

We enjoy sharing a positive relationship with Greater Wellington Regional Council and look forward to continued cooperation.

Yours sincerely

Stuart Edwards  
for Cycle Aware Wellington

## **Regional Road Safety Plan - Cycle Aware Wellington Submission**

### **General comments**

We hold concerns that Action "Improve Walking and Cycling Safety" is a stand alone item. We are pleased that cycling is recognised however, we advocate a change to ensure all new or improved roads are required to include adequate provision for cyclists and walkers (where appropriate) to enjoy a safe and efficient user experience. Additionally we would like to see GW

- Set up internal audit procedures to ensure all roading projects give adequate consideration to cyclists' needs and to ensure opportunities for improvements for cyclists are identified, and existing facilities are not degraded.
- Adopt a cycling strategy
- Think big!; promote the Wellington region as the cycling capital; aim to displace Christchurch

We would like to see the RLTS 2007-2016 of "Fewer than 75 cyclists injured in the region per annum", reviewed to read "75% fewer cyclists injured in the region per annum"

### **Review enforcement Practices**

We wish to see emphasis on implementing and enforcement of the 1.5metre passing rule (for vehicles passing cyclists).

**Absolutely****POSITIVELY****Wellington**

14 September 2009

Regional TDM and Road Safety Plan Submissions  
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Wellington 6142

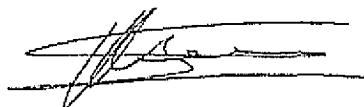
**Regional TDM and Road Safety Plan - Submission**

Thank you for the opportunity to make a submission on each of the draft Regional TDM and draft Regional Road Safety plans. Attached are the submissions from Wellington City Council.

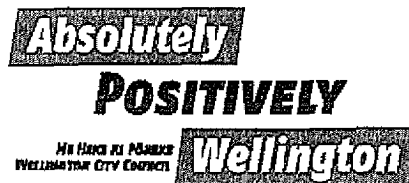
As noted in our submission we do not wish to be heard.

Feel free to contact Paul Barker, the Councils Programme Manager for TDM and Transport Safety on 803 8043 if you wish to discuss further.

Yours sincerely



**Stavros Michael**  
Director, Infrastructure



**SUBMISSION**

**On the Draft Regional Road Safety Plan**

**September 2009**

## **1. Introduction**

Wellington City Council (WCC) welcomes the opportunity to make a submission on the draft Regional Road Safety Plan (RRSP). This, in conjunction with the Government's proposal for *Safer Journeys to 2020*, is an important document for the region's response to its poor performance in reducing trauma on our regions roads, WCC commends the work that has been carried out by Greater Wellington Regional Council (GW).

## **2. Background**

Our overall goal is for Wellington's transport network to support the economic, social, cultural and environmental aspirations of its citizens. This will mean ensuring the state highway system and arterial roads provide efficient access to the city and to key transport hubs, while also encouraging public transport and walking as ways to get around the areas of high-density development. It will also mean promoting developments that increase the energy efficiency of the transport system.

The city's Transport Strategy (2006) contains the following objective:

### **2.5 Safer: Wellington will seek to improve the safety and security of its citizens as they move around the city and region.**

Transport safety and personal security will be enhanced by:

- programmes aimed at improving road safety

## **3. Comments**

### **3.1 General**

Wellington City Council is supportive of the main thrust of the draft RRS Plan which aligns well with its Transport Strategy. Council officers have participated in the working group which assisted Greater Wellington in developing the draft Plan.

The Council does, however, wish to make some comments and suggestions regarding the Plan as follows.

### **3.2 Adequate Funding**

We note that there is no assessment as to what adequate funding is. It is suggested that GW gives consideration to this issue.

We also note that the recently approved NLTP has significantly reduced funding for community road safety programmes.

There is a concern that the regional target has little relevance as safety programmes will stretch or shrink according to the available budget.

### **3.3 Safety Management Systems**

Wellington City Council does not operate a formal or NZTA approved Safety Management System, however we have a formalised systematic approach to addressing road safety issues.

### ***3.4 Road Safety Action Plans***

The Road Safety Action Planning process is very mature in Wellington City. We have been using this approach for a number of years and now have refined it to a point that all parties are in agreement and cooperate fully to help achieve the agreed outcomes

### ***3.5 Road Safety Co-ordination***

As we noted earlier we are disappointed to see that funding has been reduced in the most recent NLTP and only secured for one year for this type of activity. We strongly believe that locally focused and targeted education is an important component of this Regional Road Safety Plan.

We are concerned that road safety campaigns that are regionally focused do not include any involvement by Greater Wellington. We note that funding constraints for some Territorial Land Authorities (TLA's) means that regionally focused campaigns are not always delivered consistently across the region.

### ***3.6 Speed Management***

Over the last five years we have made a number of changes to speed limits in the city. We have proposals for lower speed limits in all our suburban shopping centres and a lower limit in the central city. In addition to the highly pedestrianised shopping areas we have proposals for speed limits less than 50km/hr in residential streets, and parts of Newtown have been lowered to 40km/hr. We are concerned that we seem to be on our own in the region with this approach, we welcome inclusion of speed management in the Regional Road Safety Plan and encourage other TLA's to follow suit to enable regional consistency for drivers.

### ***3.7 Training Programmes***

As noted earlier, funding for programmes to improve motorcyclists and inexperienced drivers skills has been reduced in the NLTP and is in doubt beyond this year.

## **4. Conclusion**

Thank you for the opportunity to make a submission on this document. Wellington City Council is supportive of the intent of the draft Regional Road Safety Plan, but has some concerns on how it may be translated into worthwhile projects by TLA's, given the reduction in funding from Central Government. The Council does not wish to be heard at the submission hearing.



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Natasha Hayes  
Senior Policy Advisor  
Greater Wellington Regional Council

Dear Natasha

### **Draft Regional Road Safety Plan**

Thank you for the opportunity to comment on the Draft Regional Road Safety Plan. This submission is from Hutt City Council officers.

Hutt City Council officers welcome the opportunity to review the region's approach to road safety - particularly as road safety in the region has deteriorated over the last few years.

Hutt City Council officers fully endorse the draft plan. The plan contains many sensible initiatives that will make a significant impact on road safety if implemented adequately by central government, the New Zealand Transport Agency, and local authorities.

We intend to advance the local authority initiatives in the plan as far as funding allows and to work with the New Zealand Transport Agency to see their role fulfilled. We also recognise there are many non-riding factors that contribute to safety, and we fully endorse those issues you intend to raise with central government on behalf of the region concerning licensing, vehicle safety, policing, and training.

Yours sincerely

Ron Muir  
Manager, Roading and Traffic

## **Porirua City Council**

### **Submission on the Draft Regional Road Safety Plan, August 2009**

#### **1. General Comments**

The overall Draft Wellington Regional Road Safety Plan is supported, subject to the following comments.

#### **2. Specific Comments on the draft document**

##### **2.1. Government funding of Road safety projects.**

The document should recognise that local road safety projects are subsidised by New Zealand Transport Agency and that this continued support is vital to reducing the accident rate and achieving the Governments' long term road safety goals.

##### **2.2. Road Safety issues on State Highways**

Road Safety issues on State Highways need to be addressed. There are several parts of the State Highway system in Porirua where there are long standing safety issues and despite continued lobbying from Porirua City Council and the local community the works in these areas continue to be delayed. The examples in Porirua are the intersections along State Highway 58, the pedestrian and community severance issues at Pukerua Bay described in the Neighbourhood Access Plan (NAP) and the inability for cyclists and pedestrians to use the State Highway 58 corridor between Porirua and the Hutt Valley.

The Regional Road Safety Plan should commit Greater Wellington Regional Council to supporting local Councils in lobbying NZTA and central government to provide funding for road safety projects on State Highways. The Strategy should also commit NZTA (highways division) to give a higher priority to improvement works where road safety is an issue.

##### **2.3 Local enforcement of Static Vehicle Offences e.g. Warrant of Fitness.**

The principal of greater enforcement of static vehicle offences vehicle Warrants of fitness is supported from a road safety point of view. However, Porirua City Council is of the view that enforcement of vehicle offences 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 enforce.