

Report 12.350  
Date 30 July 2012  
File ST/01/02/01

Committee Regional Transport  
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## Road Safety Update

### 1. Purpose

To provide the Committee with an update on road safety statistics and road safety actions across the region.

### 2. The decision-making process and significance

No decision is being sought in this report as it is updating the Committee on road safety information.

### 3. Wellington region fatal and serious injury crash trends

#### 3.1 Previous trends

In 2008 Greater Wellington completed a report entitled ‘Greater Wellington Road Safety Investigation 2008’. It found that:

“The overall trend when analysing data and serious road crash statistics over the past 20 years is a decrease in crash numbers until around 2000, followed by a steady increase in crash numbers thereafter.”

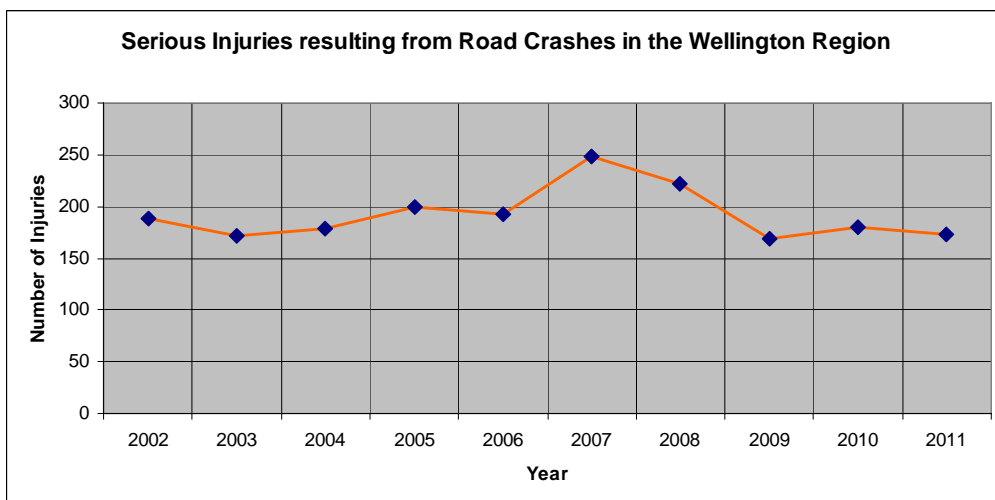
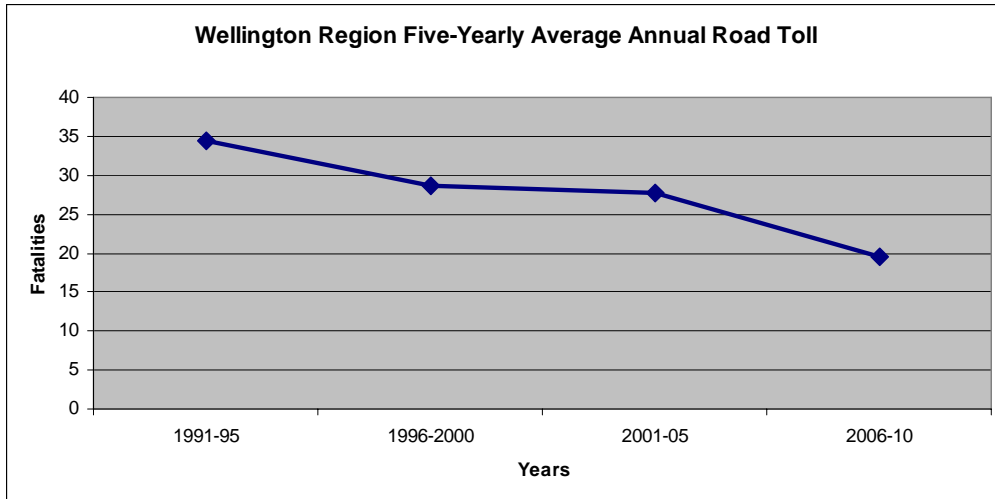
The report concluded that road safety initiatives carried out between 2000 and 2007 were somewhat off-set by the following factors:

- An increase in vehicle ownership, particularly in the high-risk 20-29 age group
- Growing traffic volumes
- An aging vehicle fleet with poor safety features.

One of the most concerning trends highlighted in the report was a threefold increase in fatal and serious cycle crashes between 2002 and 2007.

### 3.2 Current trends

Since 2007 there has been a significant reduction in road crash fatalities in the Wellington Region to the lowest levels in several decades. At the same time, there has been a reduction in serious injuries, back to similar levels experienced in the early 21<sup>st</sup> century.



The trend seen in the graph above (Serious injuries resulting from road crashes in the Wellington Region) is similar to the trend seen in graphs showing crashes where speed was the main causal factor. The reduction in speed limits in the vicinity of accident black spots, shopping precincts and outside schools that have occurred in many locations throughout the region over the last five years, appears to have had a positive effect in reducing the severity of high speed crashes particularly in areas where the roading environment was modified to reflect the new speed limit. There has also been tighter enforcement of speed limits by Police especially since 2010.

Traffic volumes in the Wellington region (as measured by vehicle kilometres travelled on the state highway network peaked in 2007/08) and has remained fairly steady since then.

### **3.3 Cyclists**

Cyclist casualties in the region appear to have decreased steadily since 2007 (from 150 down to 95 in 2011) however NZTA processing of minor injury crash reports for 2011 is currently under review (as Police suspect many reports have not been processed). Serious injury crashes in 2011 were down slightly from the peak in 2007 (down to 31 compared with 35). Two cyclists died between June 2009 and June 2011, compared with five in the previous three year period. While encouraging, it should be noted that the relative risk of road crashes for cyclists is still significantly higher than for most other transport modes.

### **3.4 Pedestrians**

While there has recently been a considerable amount of media interest in pedestrian casualties, the actual rate of casualties in the Wellington region peaked in 2008 and has been trending downwards since then. The lowest pedestrian casualty rates recorded in the last decade were in 2009 and 2011. The relative risk of pedestrians being injured on our roads remains low compared with other modes.

## **4. Regional Road Safety Action Plan Overview 2012-2015**

An overview of the road safety action plan activities in the Wellington region for the last year is included as **Attachment 1**. As this was the last year of the 3-year the New Zealand Transport Agency (NZTA) funding period, this overview is indicative of road safety activity throughout 2009-2012.

It can be seen from the overview that the region's road safety coordinators and partners attempted to address almost every area of concern identified in the Safer Journeys Strategy (the Ministry of Transport's road safety strategy). Under current policy, NZTA will only co-fund areas of high or medium concern.

Now that NZTA has confirmed indicative road safety funding for the 2012-2015 period, road safety coordinators will be completing their 2012/13 road safety action plans. An updated regional overview of plans will be completed shortly. This will be used to help identify campaign areas where the region's road safety coordinators might work collaboratively to ensure a better return on investment for ratepayers and NZTA. Greater Wellington's road safety programme for 2012-2015 (outlined below), will form part of this overview.

## 5. **GWRC Road Safety Campaigns 2012- 2015**

NZTA has confirmed indicative funding for Greater Wellington's 2012-2015 road safety and school travel plan programmes. The main campaigns are:

- Last Choice Crash Car to continue to be used region-wide by all TAs and Police. It will be refreshed with a new crashed car in 2014/15.
- Last Choice Motorcycle/Scooter safety campaign resources to be created in 2012-14.
- Safer Speeds online video campaign developed and refreshed annually 2012-2015.
- Bus driver/cyclist share the road workshops run quarterly 2012-2015.
- Cyclist Skills Training support, promotion and regional coordination provided.
- Mind the Gap cycle/pedestrian/motorist courtesy campaign to be maintained and refreshed.
- Be Safe-Be Seen campaign for cyclists and pedestrians (including distribution of reflective bag tags, tape and slap bands) to be run annually in autumn/winter.
- Bicycle lights test and discount voucher refreshed annually (in autumn/early winter).
- Pedestrian crossing safety promoted via the 'Two-way Street' online video campaign.
- Movin'March regional schools travel week focusing on children's safety and sustainable travel
- Supporting Territorial Authorities school travel plans

## 6. **Communication**

Communications will be made on an on-going basis.

## 7. **Recommendations**

*That the Committee:*

1. *Receives the report.*
2. *Notes the content of the report.*

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**Attachment 1: Regional Road Safety Action Plan Overview 2012-2015**