

ROAD TO ZERO FOR THE WAIKATO



STRATEGIC DIRECTION 2020-2030
STRATEGIC PLAN 2020-2024

Message from the Regional Road Safety Forum

Transport safety remains an ongoing problem for us as a region.

Everyone should expect to arrive safely from every journey and feel safe regardless of how they choose to get around. Safe transport options allow all people to participate in the economic and social life of our region.

We are committed to our vision of accessible journeys free of deaths and serious injuries. We know we can only achieve this bold vision by working together.

This strategic direction and plan guides our collective mahi, and helps us on our path to zero. Achieving 'our' Road to Zero will take consistent focus, collaboration, determination, funding and above all leadership. We know that by working together we can make the Waikato a region all people can get around safely, save lives and support our communities' wellbeing.

We invite you to lend your strength and talents.

Transport Safety Strategy Project Steering Group

Message from the Midland Trauma System

Road traffic crashes are a major cause of admission to hospital, often with a serious threat to life. The burden of injury in our community is immense and the highest cost is borne by injured people and their whānau – often continuing even decades after the initial injuries have been treated.

At the Midland Trauma System we support the vision of accessible journeys that are free of death and serious injuries. We believe this is achievable but only through working together with the right resources and by taking a systems approach to road safety. Implementing the plan will be challenging but together we can all be part of the solution.

Associate Professor Grant Christey (MBChB, FRACS, FACS)
Clinical Director, Midland Trauma System

Message from the Regional Transport Committee

Road safety is a huge social, health and economic issue for the Waikato region and a top priority for the Regional Transport Committee. For far too many years we have experienced significant numbers of deaths and serious injuries from road crashes on our extensive rural regional roading network and in our urban centres.

The RTC is convened by Waikato Regional Council and has representation from all local councils in the region, as well as Waka Kotahi NZTA and the NZ Police. It is a unique forum to provide collective leadership on road safety to all our regional communities. Our aim is to bring about a change in culture to reduce the heavy burden that road crashes have on our communities.

The RTC supports the Waikato Road to Zero Policy and it is fully committed to work with regional partners to make our roads safer. Through the Regional Land Transport Plan the RTC will prioritise funding and resources to make our roads safer, make speed limits more consistent and ensure road safety education programmes are delivered.

By working together, we will make progress on our ultimate aim of zero deaths and serious injuries.

Cr Hugh Vercoe
Chair, Regional Transport Committee

Finding your way around this document

*Kia waia haere koe ki tēnei
mahere rautaki*

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Waikato region transport safety context

Te horopaki a waka haumaruru ki te rohe o Waikato

Safe mobility

People must be at the heart of any strategy to address transport safety outcomes. Transport supports our everyday needs as we travel from our homes for employment, education, essential services, socialising and recreation. Transport delivers our food and consumables and supports growers, processors, manufacturers, importers and exporters to provide these goods. Transport networks shape the physical form of our communities, how we live within them and how we move about.

For many, transport is an equity issue – providing safe, inclusive transport choices is critical for an accessible society where people with disabilities can access transport just the same as able bodied people. Even for the able bodied, a lack of safe accessible transport choices can result in trips not made, particularly in low socioeconomic or rural areas. For Māori, road safety and trauma is an equity issue, having a higher incidence rate of hospital admission

than non-Māori. A lack of safe accessible transport results in negative health, wealth and wellbeing impacts.

A lot of local and central government expenditure is on transport networks, and for decades there has been a strong bias toward personal motorised transport. As a result, communities are subjected to harms from noise, pollution, severance and road trauma. People want safe, inclusive walking and cycling facilities which contribute to a sense of place by creating spaces where people feel welcome and businesses thrive.

The significant impacts of climate change are making people want to make sustainable transport choices and not be constrained by unsafe environments. The uptake of electric bikes, e-scooters, other forms of micro-mobility and growing public transport are clear indicators of demand for sustainable transport choices. Safe and sustainable mobility must be our focus as we reduce the carbon footprint of transport for the safety, security and wellbeing of our present and future communities.



Why a safe transport system matters

In 2019, 352 people were killed on New Zealand's transport network and thousands more were seriously injured. This level of trauma happens every year. Over 10 years, around 30,000 people have been killed or seriously injured across New Zealand using our transport system.¹ Alongside high-risk groups, Māori are disproportionately impacted by road trauma outcomes.²

In the Waikato region, 78 people were killed in 2019 and 359 were seriously injured.³ This level of trauma is nearly twice what the region might expect based on our population numbers.

Beyond direct injuries or death, the social impacts (costs) include loss of quality of life, loss of output due to temporary incapacitation, medical and legal costs, property damage costs, and impacts on family, workmates and social connection. The reasons for these serious and fatal crashes are detailed in *Challenges we face – Waikato region transport safety evidence base*.⁴

A lack of safe and accessible transport options can prevent people from participating fully in the economic and social life of our region. Much of this goes unmeasured – we are not good at measuring pedestrian activity and the suitability of all footpaths for all people as well as access to public transport, the safest mode of travel. We are also not good at measuring the impacts of lack of participation by disabled people. In this context, disabled refers to a wide range of impairments, including blind, low vision, deaf, spinal injury/paraplegia, spinal injury/tetraplegia, autism, learning disability, mobility impairment from cerebral palsy, mobility impairment from stroke, degenerative mobility impairment from disease, and other forms of impairment.

For decades, road deaths and injuries were an acceptable price of mobility – a road 'toll'.

We have seen this played out in successive

government policies that have focused on efficiency and placed individual blame for 'accidents'.

One of the reasons this area is so difficult to make change in is the belief that crash events are random, and the difficulty in assigning responsibility when most of the population are participants in the system.

Without strong action, more lives will be lost and physical health destroyed. More whānau shattered. More communities missing children, business leaders, nurses, teachers, plumbers, farmers, entrepreneurs, sports people, future leaders – citizens.

It cannot continue this way.

As a country, we perform poorly in road trauma. Comparative developed countries like Norway and Sweden have less than a third of the fatalities we see.⁵ Sweden and Norway have acted decisively and have more than halved deaths and serious injuries from road transport system crashes in 20 years.⁶

There is a knowledge base of research available on what can be done to prevent serious and fatal crash outcomes. Road safety professionals know what to do to stop the carnage, but they need support to act. They need mandate through strong political leadership, public support, funding and dedicated people resource to get on with this critical job.

Road safety is still viewed by some as a stand-alone activity. In fact, road safety is a direct outcome of transport policies, practices and land use planning. It is impacted by many other planning processes requiring integration across portfolios. Vision Zero – a world leading safety response

1 Provisional numbers as at 20 May 2020

2 Midland Trauma figures, see Section 2.5.

3 CAS analysis May 2020 (Waikato region deaths and serious injuries include a portion of the Rotorua District - Territorial Land Authority which may lead to discrepancies when comparing data sets and analysis)

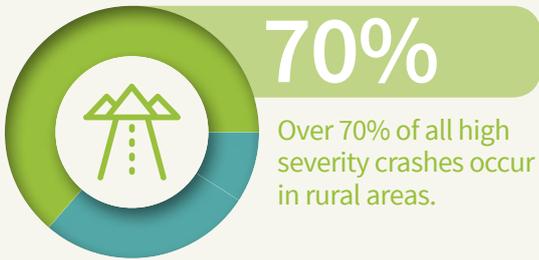
4 <https://www.waikatoregion.govt.nz/council/policy-and-plans/transport-policy/road-safety-strategy/>

5 Road to Zero. New Zealand's Road Safety Strategy 2020-2030, Ministry of Transport, December 2019.

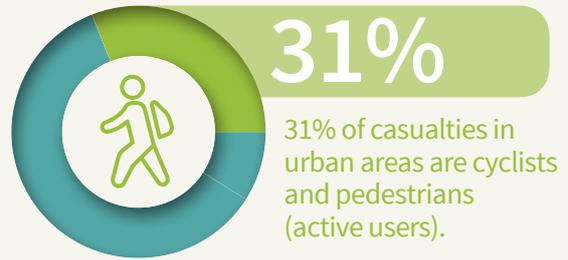
6 Road-to-Zero-cosultation-document-July2019.pdf, Ministry of Transport.

Waikato region death and serious injury crashes (requiring hospitalisation)

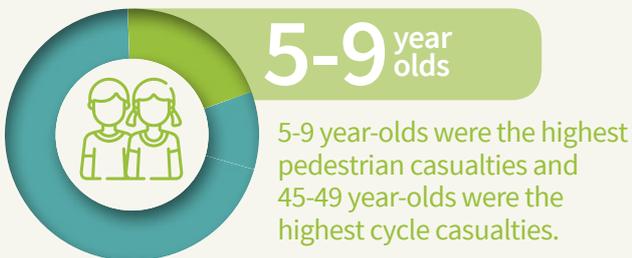
RURAL CRASHES



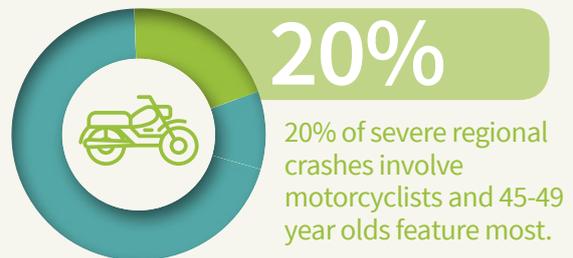
URBAN CRASHES



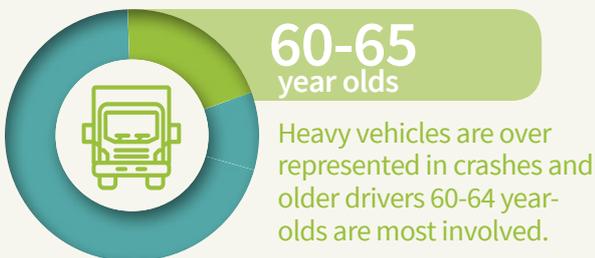
PEDESTRIANS & CYCLISTS



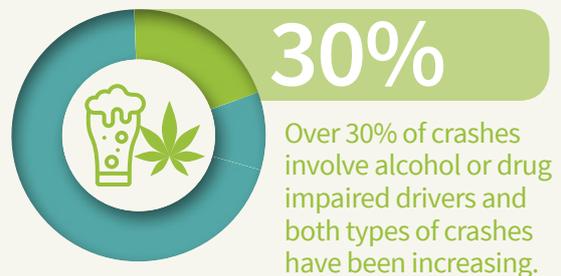
MOTORCYCLISTS



HEAVY VEHICLES



ALCOHOL & DRUGS



SPEED & CONDITIONS



Ash's Story

On 5 March 2019, I left work and headed home biking along the cycleway down Te Rapa Straight, Hamilton. A car parked on the cycleway opened his door right on me. I'm usually really careful because I know how dangerous roads can be but I didn't see this fella, he just opened his door onto a 60km/h busy road, which struck me, and I bounced off the door into an oncoming car going past which also ran me over.

I don't remember anything at all of this day. I had seven broken ribs, both of my shoulder blades were broken, and I was in a coma from a head injury.

I was in Waikato Hospital ICU for about 10 days and had surgery to stabilise my ribs so I could manage breathing better. I have flashback memories of only after the first couple of weeks.

Those early days were perhaps the hardest on my family. Not knowing how I was going to be, the time off work required to support me and meet with doctors. Managing our children and their anxieties, not to mention the everyday life stuff that continues while basically your world has slammed to a stop.

I was in hospital for four weeks – that's a long time for anyone to cope, but then I had to go to Auckland to have ongoing rehabilitation. Sometimes the traffic was so bad for my partner it would take her 3 hours to get back home. It also was really hard for my family who live in Tauranga and Tokoroa to visit so actually I felt quite isolated. After seven weeks I needed my family, my friends, my house and some sense of normality so I discharged myself.

I have been told by my specialists that I have come a long way and made a miraculous recovery. I am now back working full time, but on a daily basis I still suffer dizziness and balance issues and feel crazy tired at the end of a day. I also had a lot of work pressures in the past few months from my employer where I had to get a lawyer involved to save my job.

One split decision by someone else changed my life so dramatically. Last year was seriously the worst year of my whole life. Until cycle lanes/roads can be made much safer for a cyclist, I don't envision biking again.

(Courtesy Midland Trauma)

Vision Zero – a world leading safety response

Vision Zero is an ethics-based transport safety approach pioneered in Sweden in the late 1990s. Since its implementation, Sweden has more than halved deaths and serious injuries on its transport network yet at the same time the volume of traffic has increased dramatically. Sweden continues to lead the world with this approach.

“Traditional road safety management has put a lot of effort into crash prevention, and most crashes are caused by road users. The aim of such strategies is therefore to try to create the perfect human who always does the right thing in all situations. If an accident⁷ happens, the blame can almost always be put on a road user.

Vision Zero challenges this approach. Instead, it is assumed that there are no perfect humans. It is human to make a mistake, but mistakes should not cost a person's life or health. Instead, effort is directed at designing the transport system so that accidents will not lead to serious consequences. The focus is on the roads, the vehicles and the stakeholders who use the road transport system, rather than on the behaviour of the individual road user.”⁸

Road Safety Sweden

People are at the heart of a Vision Zero approach to create a safe and accessible transport system.

Vision Zero places responsibility on the people who design and operate the transport system to provide a system that is safe for its users. In the same way that loss of life or health is not considered to be an inevitable and acceptable part of the aviation and maritime sectors, Vision Zero applies that same expectation to the road system.

“Vision Zero is an ethical and system-based response to ongoing, unnecessary and unacceptable tragedy.”

Taking a Safe System approach

A 'Safe System' looks at the different components of how transport is provided, managed and used. Each part has a role to play in keeping people alive, whole and healthy. The foundation is safe infrastructure, safe speeds, safe vehicles, system management, supporting safe use of the network and post-crash responses (which includes pre-hospital emergency care, acute care in hospital and rehabilitation services).

- A safe system assumes that people will make mistakes. Even if we follow the rules all the time, we will still make mistakes which can result in a crash that harms us or someone else.
- We are human. We are fragile. We are not designed to withstand excessive crash forces. Elderly and young people are particularly fragile.
- We cannot focus on one part of the system as a solution. We must strengthen all parts of the system.
- We have a shared responsibility for making the system safe. Transport is a complex system with a huge number of participants from the supply end through to people who use the transport system. We all have a role in preventing harm and ensuring all people using the system make it home safe, every time they travel.

“Vision Zero is a philosophy and a commitment. It is usually grounded in a safe system approach.”

⁷ Road crashes in New Zealand are no longer referred to as accidents. This is a direct quote from Road Safety Sweden.

⁸ Road Safety Sweden (2019) Vision Zero – No fatalities or serious injuries through road accidents. Retrieved from <https://www.roadsafetysweden.com/about-the-conference/vision-zero---no-fatalities-or-serious-injuries-through-road-accidents/>

Road to Zero, New Zealand's Road Safety Strategy 2020-2030

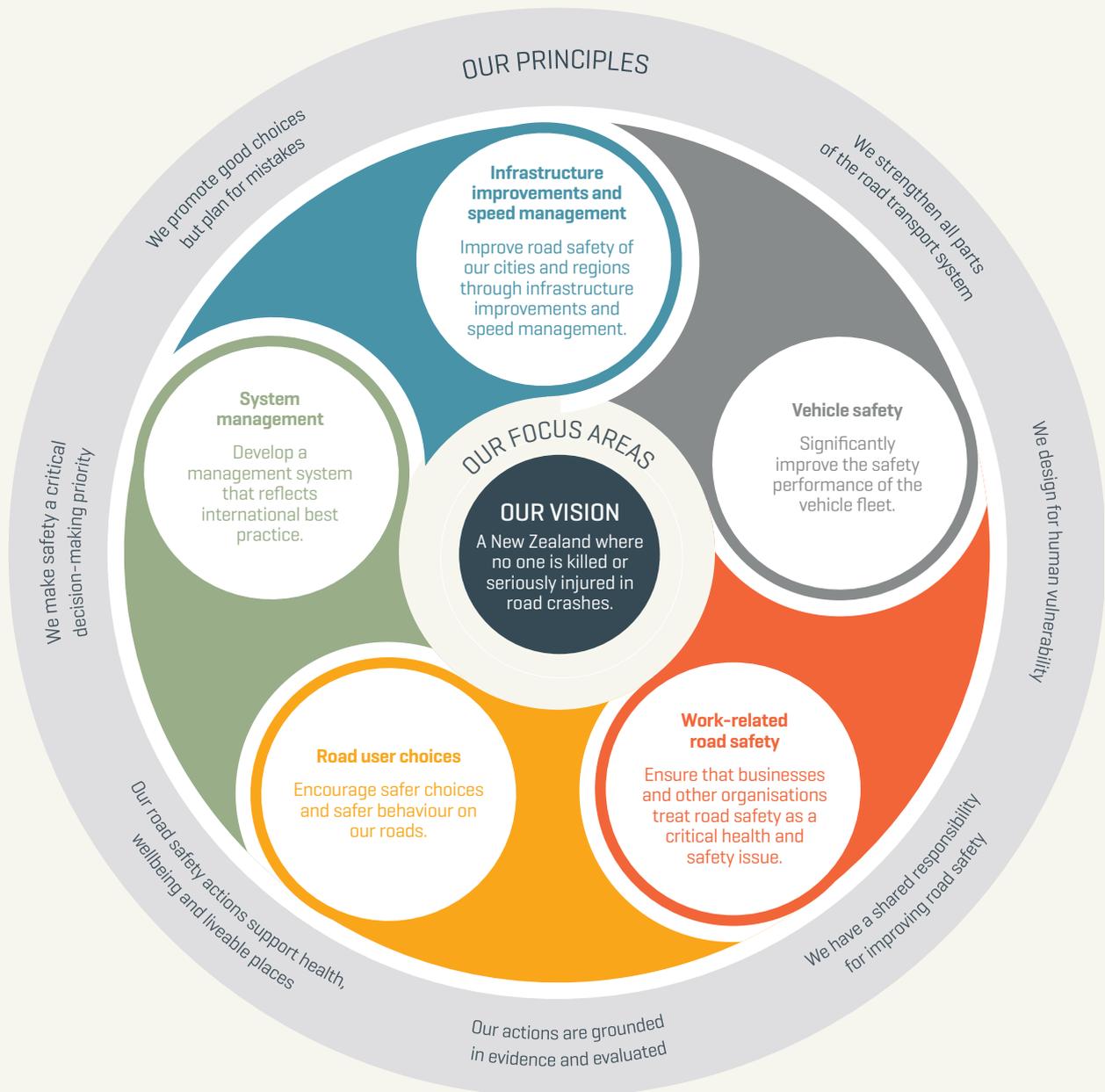
Road to Zero sets out a vision where no one is killed or seriously injured in road transport crashes in New Zealand. It takes a world-leading Vision Zero approach and sets an ambition to reduce deaths and serious injuries on New Zealand's roads, cycle lanes and footpaths by 40 per cent over the next 10 years.

This would prevent 750 deaths and 5,600 serious injuries in that time compared to current trauma.

Seven principles will guide how the road network is designed and how road safety decisions are made, and the strategy focuses on five focus areas. The strategic framework is summarised in Figure 1 below.

The strategy is supported by an Action Plan 2020-2022 with immediate actions across the five focus areas. Detail on the strategy and the current action plan can be found at transport.govt.nz/zero.

Figure 1 - Road to Zero Summary



CASE STUDY: Hamilton – Thomas/Gordonton roads intersection – a safe system approach

The Thomas/Gordonton roads intersection in Hamilton has a history of serious crashes. It is one of Hamilton's busiest intersections, used by approximately 16,000 vehicles per day. In April 2019, the Hamilton City Council introduced several safety measures, including traffic lights and a 60km/h speed limit as well as berm work and new road markings.

One key safety feature is a raised safety platform. It is the first time in New Zealand that one is being trialled at an intersection. Raised safety platforms are an elevated section of road like speed humps, but with a much gentler ramp to help reduce speeds. They have been used successfully overseas with a 40-50 per cent reduction in crashes that caused injury.⁹

Previously, the intersection was unsignalised and 85 per cent of vehicles were passing through with speeds at around 80km/h. Following the installation and full operation of the raised safety platforms, 85th percentile speeds through the intersection are well below 50km/h and comfortably meet the performance target of not exceeding 50km/h.

Between 2015 and early 2019, there were five death and serious injury crashes and 39 minor or non-injury crashes at this intersection. Since the raised safety platforms were installed there have been no recorded crashes¹⁰.

Raised safety platforms are associated with intersection speeds well under the safe system target. They have a low likelihood of associated safety risks, and the delivery and operation of the raised safety platforms has progressed smoothly.¹¹

The raised safety platforms highlight one of many tools in implementing a safe system approach.

Why we need a continued regional response

The Waikato is a large complex region as described in the *Waikato Regional Land Transport Plan (RLTP)*.¹² There are many stakeholders, a lot of them small, with limited capacity, capability and funding. If we all operate independently, we are less effective and risk losing out on the benefits of collaboration – for our own organisations and communities. By working together, our efforts can be at a scale that is economic and will provide faster and better outcomes for all our communities and visitors, and gain central government support.

A regional approach provides leadership at a scale that local and regional organisations can respond to and elevates issues at a national level. This approach needs regional leaders who will champion implementation. Government can give strong policy signals and funding support, but it is the actual implementation at a local level which will determine whether people walk away from a road crash or not.

“Crashes are inevitable. Death or serious injuries as a result should not be.”

9 Waka Kotahi New Zealand Transport Agency 2020. Safe Network Programme Case studies. Retrieved from <https://www.nzta.govt.nz/safety/our-vision-of-a-safe-road-system/safe-network-programme/case-studies/>

10 Hamilton City Council, Crash Analysis System (CAS) statistics, full year 2015-2019. One non-injury crash occurred during installation of the platforms.

11 Mackie, H., Blewden, M., Thorne, R., & Hirsch, L. (2019). Raised Safety Platform Evaluation: Gordonton and Thomas Road intersection. Prepared by Mackie Research for New Zealand Transport Agency, Auckland, New Zealand.

12 2018 Update to the Waikato Regional Land Transport Plan 2015-2045, Waikato Regional Council.

Road trauma in the Waikato region – the health and social costs of insufficient action

The Midland Trauma System reports¹³ that between 2014/15 and 2018/19, about 3275 people suffered hospital admission severity injuries following a crash within the Waikato region. This includes motor vehicle occupants and vulnerable road users¹⁴ such as motorcyclists, cyclists and pedestrians.

In 2018, such people spent on average almost six hours in the emergency department before an average of six days in hospital. The total cost of providing this acute care is estimated at \$51.96 million. Hospital costs do not include rehabilitation costs following discharge, or the often life changing economic and social costs to injured individuals, their caregivers/whānau and the wider community. Estimated social costs from 2009-2018 to the Waikato is \$5,870,487,000.¹⁵

Over five years, more males than females required hospital care (64.3 per cent), children under 15 years made up almost 10 per cent of hospital admissions (9.8 per cent) and just over a quarter (26.3 per cent) of injured people self-reported as Māori. There is an equity issue in road safety and trauma with Māori having a higher incidence rate of hospital admission than non-Māori. In 2018, the incidence rate stood at 114 per 100,000 for Māori compared with 94 per 100,000 for non-Māori.

The value of a shared regional strategy

Our stakeholders and partners have told us there is strong value in having a regional strategy and providing a detailed evidence section. They use these:

- to gain a deeper understanding overall of the issues we face as a region and the specific details of high-risk areas, i.e. as a reference document
- to support funding applications by showing that local actions support a regional issue
- for evidence for submissions, reporting and advocacy using data, statistics and maps
- as part of initiating new staff and bringing them up to speed
- as a resource for regional and local statistics for presentations and informing others
- to support planning and policy – priorities, workstreams, projects and direction.



13 Supplied by Midland Trauma.

14 Vulnerable road users refers to the pedestrians, cyclists, motorcyclists, mobility challenged, the young, and elderly – it refers to the fragility of a person in a crash.

15 at June 2018 prices, Ministry of Transport figures.

Our vision

Accessible journeys free
of deaths and serious injuries.

We know it will take time to put the systems and infrastructure in place to prevent the road trauma we see now. We know we need interim targets and activities. We also know that as a region we collectively need to see where we are going and what we are aiming for, which is why we have a long-term vision. We have taken a Vision Zero and Safe System approach in identifying our regional vision.

This means:

- in the long term no one dies or is seriously injured moving around our region on the transport network
- residents and visitors can make safe transport choices that are appropriate to their needs, abilities and circumstances.

There are wider benefits, some of which are captured below.

- More people will walk, cycle, wheel and use public transport because they feel safe doing so, including children getting to school by bike or on foot. This has health and equity benefits.
- More people with accessibility challenges will be able to use the transport system for their daily lives and feel safe to do so.
- The health system will be able to respond to wider health issues as the burden of road crash trauma reduces. This may mean additional resources for both health promotion and injury prevention activities alongside reduced pressure on emergency departments and the provision of acute care, improved access to and shorter wait times for elective surgery and improved rehabilitation services.
- Urban areas will be safer to move around because they will be designed with people at the centre of the decision-making process. This will attract people, make them feel safe and comfortable, and be good for business.
- Rural and arterial roads will be designed and existing roads managed to support use and traffic volumes. This will mean greater safety for the farming sector, freight movements, and travel by domestic and overseas visitors.



Our regional targets

The national Road to Zero interim target is a 40 per cent reduction in deaths and serious injuries (from 2018 levels) by 2030.

Although this is unlikely to be realised with an even spread across New Zealand, on a per capita basis this would mean 750 people would go home to their whānau and 5600 people would not have hospital stays, life changing injuries, rehabilitation and subsequent negative impacts on their families, finances and communities over the 10-year period.

“Every person killed or seriously injured on our road transport network is one too many.”

Our short-term target

By 2030 we will see a 40 per cent reduction in deaths and serious injuries (from 2018 levels) across our regional transport network.

The region currently represents around 20 per cent of national casualties. With this target we could see deaths and serious injuries fall nationally to 245 by 2030. Regionally this would be 150 fewer deaths and 1120 fewer serious injuries over the next 10 years.

Achieving our short-term target requires every organisation and person with responsibilities that impact on transport safety outcomes to act.

Our regional principles

To fully realise our strategic vision and direction to 2030 we need to keep the following front of mind.

People at the centre



- We believe in a safe system that values the life of everyone, the right to feel safe and arrive safely on every journey.
- We support all people to access the transport system, and be involved in decision making to ensure accessible and equitable transport options.

Iwi Māori relationships



- We will work together to meet our Te Tiriti o Waitangi obligations through growing engagement and partnerships with iwi Māori.

Direction setting



- Our actions show leadership in transport safety and in leading the conversation.

Evidence informed



- We work on transport safety problems that we can define, where there is good evidence to inform our actions and effectiveness can be measured.

Wider benefits



- We look at the wider benefits of safety as part of our decision making and work to have a positive impact on wellbeing, considering how people using our network will be better off.

Future focus



- Our priorities will be future focused, and will consider how the priority or action will impact the people using the transport system during the next 10 years and beyond.

Collaboration



- We work on agreed priorities that a wide range of partners and stakeholders support, and which can be resourced, funded and implemented.

Build momentum



- We will expand on existing work programmes in which there is already local, regional or national momentum for safety outcomes.

Our approach – working together

A regional strategic direction and plan supports delivery of Road to Zero locally and regionally. They are tools to support a clearly articulated and unified response and deliver on the priorities and policy position of the *Waikato Regional Land Transport Plan*.¹⁶

The purpose of a shared regional approach

- Identify key regional issues and opportunities to improve road safety death and serious trauma outcomes.
- Articulate priorities and actions which will collectively deliver on our regional targets.
- Identify key issues the region wishes to advocate for – nationally and to relevant sectors.
- Provide evidence to support partners to prioritise their investment and activities on risk and to secure funding to deliver the appropriate interventions (regional evidence base).
- Provide guidance to the Regional Transport Committee in their development of the *Regional Land Transport Plan*, and to drive priorities and policy at a high level.



¹⁶ The Waikato Regional Land Transport Plan (RLTP) sets out the strategic direction for land transport in the Waikato region over 30 years. It describes what our region is seeking to achieve for the land transport system and how this will contribute to an effective, efficient and safe land transport system in the public interest, as required under the Land Transport Management Act 2003 (LTMA).

Our priorities – where we will work

EFFECTIVE REGIONAL RESPONSE

– Managing the system.

National objective:¹⁷ New Zealand's road safety management system reflects international best practice.

Regional response: Regional partners show leadership and collaboration – partnering to deliver a safe system for the public and community.

- Support and strengthen safety leadership, collaboration, accountability and advocacy.
- Safe mobility and accessibility for all and inclusion of disabled peoples' perspective.
- Increase partnerships with iwi Māori and grow opportunities to develop targeted programmes.
- Evidence informed priorities and integrated infrastructure, enforcement and education planning.
- Build sector capability and partnerships.
- Good safety policy and advocacy at a national, regional and local level, with strong relationships.

SAFER ROADS

– Making the physical environment safe and inclusive, with appropriate speeds for its function and use.

National objective: Improve road safety in our cities and regions through infrastructure improvements and speed management.

Regional response: Implement infrastructure improvements and consistent speed management which targets highest risk.

- Drive a safe system approach to transport planning, investment and implementation.
- Safe, appropriate and accessible infrastructure for all land transport modes, including footpaths, shared paths, cycleways and public transport.
- Focus on vulnerable people and infrastructure improvements of highest benefit.
- Safe and appropriate speeds across the regional network through speed management plans.
- Help the public and responsible agencies understand road risk and gain support for speed management measures through education and advocacy.
- Plan for changing demographics, ageing population, and changing technology impacts.

¹⁷ National objectives are the Road to Zero objectives for the corresponding focus area https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/Road-to-Zero-strategy_final.pdf

ROAD USER CHOICES

– Helping people to have a safety mindset, the right skills and make safe choices.

National objective: Encourage safer choices and safer behaviour on our roads.

Regional response: Collaboratively plan and deliver education and behaviour change programmes to communities across the region.

- Risk targeted integrated road user education and behaviour change programmes
- Improve people's understanding of road risk, Road to Zero, and safe system to build public support for safety interventions and activities
- Targeted compliance and enforcement activities
- Advocate for a more accessible driver licensing programme to support community delivery
- Increase education delivery to schools and vulnerable people



SAFE WORK-RELATED TRAVEL

– Improving the safety of the work fleet, through workplace-use policies, buying practices and road use behaviour on the job.

National objective: Ensure that businesses and other organisations treat road safety as a critical health and safety issue.

Regional response: Work collaboratively with regional partners and businesses on safe workplace travel.

- Work with the business and freight sector to improve fleet safety outcomes.
- Promote safe workplace travel policies and vehicle purchasing.

VEHICLE SAFETY

– Promoting better vehicle regulation, maintenance and informed choices for purchasers.

National objective: Significantly improve the safety performance of the vehicle fleet.

Regional response: Work with regional partners, businesses and the wider community to promote safe vehicle purchase and vehicle maintenance.

- Promote buying of newer, safer, low emission vehicles with an ANCAP star rating of 4 or more to reduce the age of the vehicle fleet and improve safety and environmental outcomes.
- Advocate for mandatory safety standards for imported vehicles and a cap on the import of older, less safe vehicles into the wider fleet.
- Continue to focus on heavy vehicle safety and maintenance.

What we will measure

Regional partners are working on a measurement framework. The framework will identify regionally specific and relevant measures that align with Road to Zero reporting.

Our regional model – partnerships and roles

Managing the road transport system involves a range of organisations and people. Our current partners and roles are summarised below.

Governance

The Regional Transport Committee, supported by a technical Regional Advisory Group and serviced by Waikato Regional Council, drives regional policies, priorities, funding support and advocacy for road controlling authorities (territorial authorities, Waka Kotahi NZ Transport Agency (Waka Kotahi), Department of Conservation and a small number of other agencies.

Strategy and collaboration

The Regional Road Safety Forum oversees development and implementation of the *Regional Transport Safety Strategy*. It is also a forum to support networking between professionals, advocates and community providers, the sharing of best practice and research, monitoring and reporting, identifying opportunities for collaborative planning, consultation and engagement, and national updates of programmes impacting safety activities and investment.

Implementation planning and delivery

Implementation can occur at a purely local level, at a regional level and inter-regionally.

- Several regional working groups focus on areas or topic-specific projects and programmes, e.g. Safe Network Programme Working Group, SH3 and SH1/29 ECMT working groups. These groups are convened as appropriate and can run for several years, drawing technical staff and political/governance representatives.
- Road Safety Action Plan groups are local inter-district groups typically including the local council(s), Waka Kotahi and NZ Police. Additional members may include network contractors, ACC, membership groups with an interest like heavy vehicles, Waikato Regional Council, Fire and Emergency and others on a topical basis.
- Regional programmes are run on behalf of the region or on a collaborative basis, e.g. the Young Road User Programme, Child Restraints and Cycle Safety Skills. National programme delivery may also be supported regionally, e.g. ACC's Ride Forever motorcycle skills programme, and Cycle Action Network heavy vehicle/cycle safety training.
- Local delivery is managed by councils or Waka Kotahi (on state highways), and there are other community groups delivering programmes such as Right Track, driver licensing programmes and supporting activities.



Mary Anne's Story

I am very lucky to still be here to tell my story. I was in a road traffic crash, received multiple injuries and spent nearly three months in hospital. My recovery is ongoing more than a year later and I live with the lasting effects of trauma.

I sustained severe internal injuries, including a kidney injury and many broken bones. I required several emergency surgeries, including the removal of a fist sized piece of my liver! I had to be intubated several times in ICU due to breathing difficulties.

The crash turned our whole world upside down and the impact on my family has been enormous. We live rurally and they travelled every day to see me, not knowing what state they'd find me in. My husband and family were so focussed on me that they neglected their own wellbeing. The emotional toll it took on them to watch me going through that was huge. It was particularly hard for them when I was in surgery as they didn't know if I would be OK. The doctors kept telling my family that I had a long recovery ahead.

The crash also took a financial toll on us as the family had to take time off work to visit me. The whole experience was frustrating and really tough. Everyone was so tired and drained by the time discharge came around, and I am so grateful that they were there every step of my journey. It is amazing to look back and realise how far I've come. Even small things were affected, including things we take for granted like being able to write. I had to learn to write all over again.

I don't dwell on this time of my life, unless it is having a conversation with people. I bless every day how lucky I am to tell the story.

(Courtesy Midland Trauma)

Our strategic direction sets our regional priorities for 2020-2030. The strategic plan outlines our short-term actions and will be reviewed and updated regularly.

Our focus areas

- Effective regional response
- Safer roads
- Road user choices
- Safe work-related travel
- Vehicle safety

Effective regional response

Managing the system

Having the right information, the right skills, good relationships, good policy and appropriate programmes in place will drive a strong safety response. Without the right structural support in place, partners actions can only be partially effective.

Leadership and collaboration	Lead agency	Supporting agencies
Establish a practitioner online platform for collaboration and measurement.	WRC	Safe Network Programme WG
Establish stronger executive road safety leadership that aligns with the National Road Safety Committee and supports implementation.	Sub-group of RS Forum	RS Forum members, RTC
Strengthen RS Forum reporting schedule and accountability mechanism to RS Forum meetings.	WRC	RS Forum members
Develop and resource implementation of a regional communications and engagement programme to grow Vision Zero and safe system understanding aimed at system managers, practitioners and public.	WRC	Waka Kotahi, RS Forum members, RTC
Establish an engagement programme with iwi Māori across the Waikato to grow awareness and participation in road safety leadership and activities, and explore opportunities for wider local/marae-based engagement	WRC	RS Forum members, RTC

Priorities and evidence	Lead agency	Supporting agencies
Develop an integrated evidence base for partners to support planning and monitoring of agreed aspects of transport safety.	Data sub-group of RS Forum	WRC, Waka Kotahi
Develop an implementation programme for a monitoring and evaluation framework aligned to Road to Zero.	Data sub-group of RS Forum	NZ Police, WRC, Waka Kotahi, Midland Trauma, RCAs, RATA
Build capability and partnerships	Lead agency	Supporting agencies
Grow RS Forum membership with safety partners and stakeholders to expand reach of influence and activities, including post-crash response agencies and other groups involved in safety activities.	WRC	RS Forum members
Establish a regional network of accessibility advisers to brief decision makers on universal design concepts and establish formal relationships of RCAs to local reference groups to support planners and transport designers/managers (where these do not currently exist). Support understanding and implementation of liveable communities/ universal design concepts and practices to ensure a range of transport modes are available, safe and accessible.	RS Forum, CCS Disability	WRC, RS Forum members, Waka Kotahi, Disabled Persons Assembly, Blind Foundation
Core Safe System activities	Lead agency	Supporting agencies
RS Forum meets quarterly to support collaboration, coordination, education, issue identification, regional advocacy and progress reporting against actions.	WRC	RS Forum members
Maintain robust relationships with the National Road Safety Committee (NRSC), Ministry of Transport, Waka Kotahi, the New Zealand Local Authority Traffic Institute (TRAFINZ), Safe and Sustainable Transport Association (SASTA), Local Government New Zealand (LGNZ) and Local Government Transport Special Interest Group (TSIG).	WRC, RTC	RS Forum members, RTC
Maintain and grow relationship opportunities with road safety stakeholders, industry and user groups through meetings and workshops on relevant and current safety topics.	RS Forum members	
Make road safety funding recommendations to the <i>Regional Land Transport Plan</i> (RLTP) through the Regional Advisory Group (RAG).	RCAs, RAG	WRC, RSAP groups, RTC
Work with stakeholders to ensure that road safety policy is aligned with key strategic policy documents such as the RLTP, <i>Regional Policy Statement</i> (RPS), Road Policing Programme and district plans and advocate on national policy and regulation changes.	WRC	RS Forum, RAG, RTC

Continue integrated infrastructure, enforcement and education planning at a local level through <i>Waikato Region Road Safety Action Plan</i> (RSAP) groups for highest risk issues and target groups.	RSAP groups	RAG
Hold regular road safety coordinator and behaviour change stakeholder network meetings to share evidence and practices, and coordinate activities.	WRC	RS Forum members

Safer roads

Making the physical environment safe and inclusive, with appropriate speeds for its function and use

Safe roads and inclusive footpaths, cycle and shared paths are critical for us to get to where we need to go. A strong focus on planning ahead and addressing issues appropriately will reduce the risk of vulnerable people being killed and seriously injured on our transport network. We need to manage our network at safe and appropriate speeds. This is one of the most critical actions that road controlling authorities can take to reduce trauma and has been an ongoing focus for the region.

Safe and appropriate infrastructure	Lead agency	Supporting agencies
Plan and implement infrastructure for increased mode shift and safe travel for all people using the One Network Framework.	RCAs, Waka Kotahi	REG, RATA
Include safety audits as a standard activity for all projects – to consider the needs of all modes and all people's abilities to encourage mode shift and ensure safe travel options.	RCAs	
Advocate for additional and enhanced funding for safety projects and programmes to respond to the national Road to Zero strategy.	RTC	RCAs, WRC
Develop safety barrier programmes targeting risk to mitigate head-on and run-off road crashes.	Waka Kotahi, RCAs	
Undertake a safety audit of all the rural bus stops outside of Hamilton on the WRC serviced network.	Waka Kotahi, RCAs	WRC
Safe and appropriate speeds	Lead agency	Supporting agencies
The Safe Network Programme Working Group to support regional speed management plan development and Waikato region RCAs' individual speed management activities.	Safe Network Programme WG	WRC, RCAs, Waka Kotahi, RATA, NZ Police, RTC
Implement the Tackling Unsafe Speeds action plan and setting of speed limits requirements targeting to highest risk.	Safe Network Programme WG	WRC, RCA, Waka Kotahi, RATA, NZ Police, RTC
Investigate and develop a coordinated action plan to implement safe and appropriate speeds around schools and other locations with a high number of people walking and cycling.	Safe Network Programme WG	RCAs, Waka Kotahi, RTC, RATA, NZ Police

Core Safe System activities	Lead agency	Supporting agencies
Ensure all programmes consider the safety and accessibility of all people and reflect the safe system approach.	RCAs, Waka Kotahi	
Continue to advocate to responsible agencies and individuals on the benefits of speed management in reducing deaths and serious injuries.	RS Forum members	RTC
Coordinate safety works in conjunction with programmed maintenance and renewal works where possible.	Waka Kotahi, RCAs	
Make safety a priority in road asset/activity management plans – ensure they reflect the Safe Networks Programme, that crash reduction studies are incorporated in these documents, and that recommendations continue to be implemented.	RCAs, Waka Kotahi	NZ Police
Ensure all programmes consider the safety of vehicles of all sizes, including heavy commercial vehicles, buses and motorcycles.	RCAs, Waka Kotahi	NZ Police

Road user choices

Helping people to have a safety mindset, the right skills, and make safe choices

Mistakes and errors by drivers, riders and pedestrians on our road network too often lead to devastating consequences. Working with our people in our communities will drive better outcomes for all.

Road safety education and behaviour change	Lead agency	Supporting agencies
<p>Road safety partners to plan regionally integrated behaviour change, education and enforcement campaigns to address high risk priorities.</p> <p>2020-2024 high risk death and serious injury priorities include:</p> <ul style="list-style-type: none"> • active road users – pedestrians and cyclists (particularly 5-14 year olds) • impairment – alcohol and drug use, fatigue • distraction • motorcycling • young drivers (15-24 year olds) • drivers and riders 45-49 years • speed management • restraints, including child restraints • poor observation and wet road and night-time driving. 	Waka Kotahi	RSAP groups, RCAs, NZ Police, WRC, RS Forum members, CAN, ACC

Partners to put more emphasis on high risk road users in their programmes, and increase their effort in road safety issues awareness, engagement and collaboration.	RTC, RS Forum	RTC, WRC, RCAs, RAG, RATA
Advocate for greater road safety education in schools and utilisation of the training material available from Waka Kotahi.	Waka Kotahi	WRC, RCAs, MoE, SADD
Promote motorcycle rider training through the Ride Forever programme, and safer infrastructure on high risk rural motorcycle routes.	ACC, Motorcycle Safety Council	Waka Kotahi, RCAs, NZ Police
Lead Vision Zero and safe system conversations and education with the public and promote tools and materials to road safety partners to support local activities.	Waka Kotahi	WRC, RCAs, RTC
Research crash causes specific to harm to Māori to inform regional and local interventions.	WRC	Waka Kotahi, RS Forum, WDH, Midland Trauma, ACC, Tbd
Road safety regulation and compliance	Lead agency	Supporting agencies
Advocate to strengthen the driver licence renewal programme or refresher course requirements.	RTC, RS Forum	WRC, RCAs, Driving Change Network
Investigate a regional driver licence network to support driver licence changes from Road to Zero, and to support improvements to driver licencing offered across the region.	Sub-group of RS Forum	NZ Police, RS Coordinators, Driving Change Network
Core Safe System activities	Lead agency	Supporting agencies
Continue to deliver the Young Road User Programme (Ruben) in all districts.	WRC	RCAs, NZ Police, Primary Schools and Early Childhood Learning Centres
Continue to implement high profile drink-drive, drug-drive and speed enforcement campaigns.	NZ Police	RCAs
Continue to support coordinated delivery of cycle skills education across the region.	Sport Waikato	RCAs, WRC, Bike Taupō

Safe work-related travel

Improving the safety of the work fleet through workplace use policies, buying practices and road use behaviour on the job

Businesses and organisations have a powerful role through their expertise and resources to improve trauma outcomes and a moral and legal responsibility to do so. Work vehicles will enter the second-hand fleet, and purchasing newer, safer vehicles now will lift the whole fleet safety over time.

Core Safe System activities	Lead agency	Supporting agencies
Continue to promote safe fleet purchase and safe driver assessments to company fleet vehicle operators through regular education campaigns and annual fleet manager safety days.	Waka Kotahi, WRC	RCA's
Promotion of the adoption and implementation of safe driving policies in workplaces.	ACC	RCA's

Vehicle safety

Promote safe vehicle purchase, safety maintenance and better vehicle regulation

Our vehicle fleet is relatively old and unsafe. Growing purchaser demand for safety features and improving import standards, regulations and maintenance will save the lives and health of many.

Vehicle safety response	Lead agency	Supporting agencies
Advocate for the introduction of mandatory safety standards for all new and used vehicles entering the New Zealand fleet. Advocacy positions may include the requirement of speed limiters on vehicles and ANCAP safety standards for imported vehicles.	RTC, RS Forum	WRC
Assist national public awareness campaigns and distribution on vehicle selection and vehicle safety technologies through road safety education and events.	Waka Kotahi	RCA's, WRC, ACC
Core Safe System activities	Lead agency	Supporting agencies
Undertake vehicle checks and tests on heavy motor vehicles. Support with educational initiatives targeting heavy motor vehicle operators and drivers.	NZ Police CVST	RCA's, freight and heavy vehicle membership groups

Measurement

The measurement of the strategy and action plan will be focused on two distinct areas.

1. The Road to Zero headline targets – Yearly figures will be run throughout the strategy and action plan to determine if we are on track with the reduction in deaths and serious injuries.
2. The action plan will be reviewed yearly to ensure progress has been made and actions have been taken as set out in the strategy and plan, and other measures determined from ongoing national monitoring.

Supporting documents

- waikatoregion.govt.nz/
- Waikato Region heading towards zero – A road safety discussion document, July 2020
- Challenges we face – Waikato region transport safety evidence base, October 2020





Glossary

Active users: Pedestrians, cyclists, wheeled pedestrians (wheelchair and mobility device users) and micro mobility users.

CCS Disability Action: The largest pan-disability support and advocacy organisation in New Zealand.

Midland Trauma: The Midland Trauma System is a network of specialised clinical people committed to ensuring best practice is applied in trauma care across the five district health boards in the Midland region (Bay of Plenty, Lakes, Hauora Tairāwhiti, Taranaki and Waikato).

NLTP: The National Land Transport Programme established for the prioritisation and distribution of the National Land Transport Fund.

RAG: The Regional Advisory Group comprising roading managers/engineers from Waikato territorial authorities, Waka Kotahi and representatives from Waikato Regional Council. RAG advises to the Regional Transport Committee.

RATA: Waikato Regional Asset Technical Accord, local government roading asset management services.

RCA: Every territorial authority is a road controlling authority, as is Waka Kotahi, which manages the state highway network, the and Department of Conservation.

REG: The Road Efficiency Group delivers a Local Government NZ and Waka Kotahi programme to support the transport sector to deliver a modern integrated system.

Ride Forever: ACC programme of motorcycle rider training.

RLTP: The Regional Land Transport Plan is the regional transport policy and funding programme which outlines regional funding priorities. This is prepared by the Regional Transport Committee and submitted for consideration into the NLTP.

RS Coordinators: Road safety coordinators have an education and behaviour change focus and generally work with or within roading teams for road controlling authorities.

RS Forum: The Waikato Regional Road Safety Forum is a multi-agency group empowered by the RLTP 2018, which oversees regional road safety direction in the Waikato and which served as the steering group for the development of this document.

RSAP: The Road Safety Action Plan is a planning tool used by local road safety partners to coordinate activities. It is also a funding requirement of the NZ Transport Agency.

RTC: The Regional Transport Committee is chaired by Waikato Regional Council and membership includes representatives from territorial authorities, Waka Kotahi and NZ Police.

Safe Network Programme: This is a multi-agency regional group focused on safe infrastructure and safe, appropriate and consistent speeds across the region.

TA or LA: Territorial authority or local authority, otherwise known as district or city council.

Tackling unsafe speeds: Government programme of reforms to address speed management.

Te Tiriti O Waitangi: The Treaty of Waitangi.

Waka Kotahi: Waka Kotahi the New Zealand Transport Agency is the road controlling authority for state highways, and also has a role as central government co-investor and regulator.

YRU: Waikato Regional Council's Young Road User Programme, which has Ruben the Road Safety Bear as its mascot.

Acronyms

- AA:** Automobile Association
- ACC:** Accident Compensation Corporation
- ANCAP:** Australasian New Car Assessment Program
- CAS:** Crash Analysis System
- CVST:** Commercial Vehicle Safety Team
- IDMF:** Investment Decision Making Framework
- Km/h:** Kilometres per hour
- MoE:** Ministry of Education
- MoT:** Ministry of Transport
- MSAC:** Motorcycle Safety Advisory Council
- NLTF:** National Land Transport Fund
- NRSC:** National Road Safety Committee
- Waka Kotahi:** The New Zealand Transport Agency
- RSC:** Road safety coordinator
- VKT:** Vehicle kilometres travelled
- VRU:** Vulnerable road users
- Waikato DHB:** Waikato District Health Board
- WRC:** Waikato Regional Council

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District Council, Students Against Dangerous Driving, Taupō District Council, Thames-Coromandel District Council, Waikato District Council, Waikato District Health Board, Waikato Regional Council, Waipā District Council, Waitomo District Council, Waka Kotahi NZ Transport Agency, WSP.

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Rachel Cook
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