

Road to Zero for the Waikato

Discussion Document

Waikato Regional Road Safety Forum

Have your say on a regional transport safety approach for the Waikato region

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06 July 2020

1 HOW TO USE THIS DOCUMENT

Finding your way around this document

The [Executive Summary](#) highlights key issues, priorities and actions.

The summary is followed by the discussion document which contains four parts.

Part One – Introduction

- Explains the impact of road trauma on our region and the context for a regional approach.

Part Two – Proposed Strategic Direction 2020 – 2030

- Sets out the regional road safety framework, and proposed long term vision, principles, priorities and measures. This section also discusses regional aspirations.

Part Three – Proposed Action Plan 2020-24

- Provides more detail on short-term and core safe system actions to deliver road safety benefits to all people in the region.

Part Four – Your feedback and next steps

To find more information

- Visit the online information provided at <https://www.waikatoregion.govt.nz/road-safety-strategy/>
- View the draft Regional Evidence Base at [xxxxxxxxxxxx](#)
- Contact the project team at transport@waikatoregion.govt.nz

Have your say on Road to Zero in the Waikato Region

Please provide feedback by completing the submission form online, available at [xxxxxxxxxx](#) (survey monkey).

Alternatively, you could download the submission form online (or request it from us). Email the submission to transport@waikatoregion.govt.nz

In your submission include

- Your name or organisation name
- Your email or postal address

Submissions close 31 July 2020.

Publishing and releasing submissions

All or part of any written submission may be published in a submissions report to the Regional Transport Committee and the Regional Road Safety Forum. Unless you clearly specify otherwise in your submission, the project team will consider that you have consented to share this information.

2 MESSAGE FROM THE REGIONAL ROAD SAFETY FORUM

Road trauma outcomes are an ongoing challenge for us as a region. Solving this is a long-game and requires us to work together as practitioners in transport safety. The Regional Road Safety Forum was formed in 2016 and has been working together to increase capability, network and advocate for the region's priorities. The Forum advises the Regional Transport Committee and has input into the region's transport policies through a regional safety strategy.

Through 2018 and 2019 we advocated strongly for a national Vision Zero approach to replace Safer Journeys. We are delighted that Road to Zero takes up this challenge, but it takes more than strategy – it takes focus, collaboration, determination, funding and above all leadership. This is hard mahi. We know that by working together we can make a difference and ultimately save lives and support our communities. In these unprecedented times of responding to and recovering from the Covid-19 pandemic, safety is a critical tool to support economic recovery through investment, but also to prevent additional trauma and loading on our health system.

We have engaged with many of our existing partners and stakeholders on a new regional strategy. We know there are further opportunities to hear from those working in this space or impacted by the outcomes. We invite you to give feedback on the proposed direction for the region and the identified activities. We also ask you to consider your organisation's ability to commit to these priorities and let us know about this.

Transport Safety Strategy Project Steering Group

3 EXECUTIVE SUMMARY

Purpose

This discussion document highlights transport safety outcomes in the Waikato region and seeks partner and stakeholder views on a shared strategic direction and short-term actions to prevent road trauma and achieve safe mobility for all people using our transport network.

Why it matters

The transport system is used for our employment, education and social mobility needs every day. A significant amount of public money is spent on transport, and this impacts safety, mobility and equity outcomes. Communities want safe, equitable transport choices across all travel modes and increasingly for low carbon transport – walking, cycling and public transport.

Around 3,000 people are killed and seriously injured every year in New Zealand using the transport system. In 2019, in the Waikato region 78 people were killed and 359 seriously injured. In 2018, in-hospital acute care in the Waikato region was estimated at \$51.96 million. The estimated social costs from 2009 -2018 to the Waikato is \$5,870,487,000¹. Seventy per cent of our region's crashes are on our rural network, and almost a third of urban casualties are people walking or cycling. Drugs, alcohol, and

¹ at June 2018 prices, Ministry of Transport figures.

speed are major factors, alongside high-risk road users, motorcyclists, impaired drivers and heavy vehicle movements. Our young people and Māori are particularly at risk.

Vision Zero and Safe System response

The Government's national road safety strategy, Road to Zero, takes a world-leading safety approach to reduce harm in a crash by focusing on a system-level response. Regional stakeholders and partners have confirmed they want a coordinated and collaborative regional response to drive better outcomes, more quickly and efficiently and meet the principles and priorities of the Government's Transport Outcomes Framework.

Proposed Strategic Direction 2020-2030 – Working Together

In line with Road to Zero, a 10-year strategic focus is recommended. This approach will support local and regional delivery of Road to Zero and the priorities and policy position of the Waikato Regional Land Transport Plan. A regional strategy would highlight:

- Regional issues and opportunities
- Evidence to prioritise investment, activities and secure funding
- Guidance to the Regional Transport Committee to drive priorities and policy at a high level
- Key issues for regional advocacy

Continuation of the regional model is supported through existing partnerships and roles via governance, strategy and collaboration and implementation planning and delivery.

Feedback is sought on the proposed long-term vision:

“Working together to increase safe mobility and eliminate deaths and serious injuries on our transport network.”

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 and circumstances. Wider benefits include improved health, accessibility, wellbeing, a sense of place and traffic managed efficiently on appropriate networks.

Road to Zero proposes a 40 per cent reduction in deaths and serious injuries by 2030. The current strategy includes a 25 per cent reduction in serious injuries and a 50 per cent reduction in deaths by 2040. Feedback is sought on this regional interim aspirational figure.

Regional principles to prioritise focus

Decision making has a focus on people, wider safety benefits, and positive impacts on future outcomes. In summary, we:

- Support Road to Zero and consider accessibility and equity outcomes between different road users.
 - Work on defined problems with good evidence, where we can measure effectiveness.
 - Work on widely agreed priorities.
 - Will grow partnership with iwi Māori.
-

- Will lead through our actions and our conversations and build on existing safety programmes which have momentum.

Regional priorities

System management- effective regional response - through leadership and collaboration, partners deliver a safe transport system for people. Focus is on accountability, evidence driven priorities, building sector capability and partnerships, increased engagement and partnership with iwi Māori, safe mobility focus and policies, advocacy and strong relationships.

Infrastructure improvements and speed management - implement regionally consistent safe and appropriate speeds and infrastructure targeting the highest risk areas and providing for our most vulnerable people. Focus is on a multi-modal safe system approach to planning, investment and implementation, vulnerable road users and high-risk infrastructure, safe and appropriate speeds, public understanding and support, changing demographics and technology impacts.

Road user choices – helping people to have a safety mindset, the right skills and to make safe choices. Collaboratively plan and deliver education and behaviour change programmes to communities across the region. Focus is on targeting to risk, integrated education and behaviour change, community understanding and support, rules compliance and enforcement, improved driver licensing and more delivery to schools / vulnerable road users.

Work-related road safety - improving the safety of the work fleet, through workplace use policies, buying practices and road use behaviour on the job. Focus is on collaboration with the business and freight sector.

Vehicle safety – promoting better vehicle regulation, maintenance and informed choices for purchasers. Focus is on promoting newer, safer vehicle purchasing, mandatory safety standards advocacy, heavy vehicle safety and maintenance.

A measurement framework will be confirmed.

Proposed action plan 2020-24

The regional priorities include core safe system activities - an ongoing baseline to drive safety, and key activities, along with lead and partner agencies. Actions are outlined in this document for the five focus areas, and key partners and lead agencies include the following organisations:

Regional Road Safety Forum members, Accident Compensation Corporation, Blind Foundation, CCS Disability, Cycle Action Network, Disabled Persons Assembly, freight and heavy vehicle membership groups, iwi Māori, Midland Trauma, Ministry of Education, Motorcycle Safety Advisory Council, NZ Police, NZ Police Commercial Vehicle Safety Team, Regional Advisory Group, Regional Asset Technical Accord, Regional Efficiency Group, Road Controlling Authorities, Road Safety Action Planning groups, Safe Network Group, Sport Waikato, Students Against Drunk Driving, Waikato District Health Board, Waikato Regional Council, Waikato Regional Transport Committee, Waka Kotahi.

Measurement will include death and serious injury counts and progress on action plan implementation.

4 PART ONE - INTRODUCTION

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 transport choices is critical for an accessible society where disabled people 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, with 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 large proportion of local and central government budgets are spent on transport networks, and for decades there has been a strong bias toward personal motorised transport modes. As a result, communities are subjected to harms from noise, pollution, severance and road trauma. People want safe walking and cycling facilities. Safe walking and cycling facilities contribute to a sense of place by creating places where people feel welcome in, which is also good for business.

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 demand for public transport are clear indicators of a demand for safer infrastructure and lower carbon transport modes. Safe and sustainable mobility must be a future focus as we take on the challenge of reducing 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.² Alongside high-risk groups, Māori are disproportionately impacted by road trauma outcomes³.

In the Waikato region 78 people were killed in 2019 and 359 were seriously injured⁴. 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

² Provisional numbers as at 20 May 2020.

³ Midland Trauma figures, see Section 2.5.

⁴ 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)

incapacitation, medical costs, 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 – a Regional Evidence Base](#).

Waikato region death and serious injury crashes (requiring hospitalisation)

- Over 70% of all high severity crashes occur in rural areas
- 31% of casualties in urban areas are cyclists and pedestrians (active users)
- 5-9 year-olds were the highest pedestrian casualties and 45-49 year-olds were the highest cycle casualties, followed by 10-14 year olds
- 20% of severe regional crashes involve motorcyclists and 45-49 year olds feature most.
- Heavy vehicles are over represented in crashes and older drivers 60-64 are most involved
- Over 30% of crashes involve alcohol or drug impaired drivers and both types of crashes have been increasing.
- Speed (or travelling too fast for the conditions) caused 20% of high severity crashes⁵

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 hard to make change in, is a 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 see⁶. Sweden and Norway have acted decisively and have more than halved deaths and serious injuries from road transport system crashes in 20 years⁷.

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

Vision Zero is an ethics-based transport safety approach pioneered in Sweden in the late 1990’s. Since its implementation Sweden has more than halved deaths and serious injuries on its transport network at

⁵ WSP 2019 Waikato Region Road Safety Analysis

⁶ Road to Zero. New Zealand’s Road Safety Strategy 2020-2030, Ministry of Transport, December 2019.

⁷ Road-to-Zero-consultation-document-July2019.pdf, Ministry of Transport.

the same time as 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 accident 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.

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 response (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 users. We all have a role in preventing harm and ensuring all users of the system make it home safe, every time they travel.

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 4-1 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 www.transport.govt.nz/zero

Figure 4-1 Road to Zero Summary



Why we need a continued regional response

The Waikato is a large, complicated region, as described in the Waikato Regional Land Transport Plan (RLTP)⁹. There are a lot of stakeholders, many 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. With collaboration our efforts can be at a scale that is economic and will provide faster, 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. This 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.

Road Trauma in the Waikato Region – the cost of insufficient action

The Midland Trauma System reports¹⁰ that in the previous five financial years (2014/15 to 2018/19) about 3,275 people suffered injuries severe enough to be admitted to hospital following a crash. This includes the occupants of motor vehicles and the more vulnerable road users¹¹ including motorcyclists, cyclists and pedestrians.

Those people injured on the road network in 2018 spent an average time of almost six hours in the Emergency Department before being admitted as an inpatient where they then spent an average of six days in hospital. The total cost of providing this acute care is estimated at \$51.96 million. These hospital costs do not include the cost of rehabilitation once discharged from hospital, or the often life changing economic and social costs to injured individuals, their caregivers/whānau and the wider community. The estimated social costs from 2009 -2018 to the Waikato is \$5,870,487,000¹².

Over five years, more males than females required hospital care (64.3%), children under 15 years made up almost 10% of hospital admissions (9.8%) with just over a quarter (26.3%) 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 per 100,000 people 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 – what our partners and stakeholders have told us

When we began reviewing the 2017-2021 road safety strategy, we asked Regional Road Safety Forum members what needed to change in a new strategy and action plan. There was resounding feedback that there was strong value in having a regional strategy and providing a detailed evidence section. We

⁹ 2018 Update to the Waikato Regional Land Transport Plan 2015-2045, Waikato Regional Council.

¹⁰ Supplied by Midland Trauma.

¹¹ 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.

¹² at June 2018 prices, Ministry of Transport figures.

also received great feedback on how this might look and feel, and different ways to provide the tools and resources to support regional partners.

Partners and stakeholders use the current strategy:

- 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 statistics for presentations and informing others, and
- to support planning and policy – priorities, workstreams, projects and direction.

An engagement workshop in late 2019 helped the project team to confirm ongoing priorities and develop new priorities in alignment with Road to Zero. Maōri engagement was identified as a gap, and work is underway to grow engagement and identify future partnership opportunities.

This discussion document is seeking feedback on the strategic direction and shorter-term priority actions for regional partners. A regional evidence base is being completed and will be made available in due course.

5 PART TWO – PROPOSED STRATEGIC DIRECTION 2020 – 2030

5.1 OUR REGIONAL APPROACH: WORKING TOGETHER

During the development of **Road to Zero** the Waikato region advocated strongly for a Vision Zero approach through the Regional Transport Committee (RTC) and the Regional Road Safety Forum (RRS Forum).

A regional strategy supports delivery of Road to Zero locally and regionally. The regional strategy and action plan 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.¹³

The **Purpose** of a regional strategy:

- Identify key regional issues and opportunities to improve road safety death and serious trauma outcomes
- 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, to drive priorities and policy at a high level
- Identify key issues the region wishes to advocate for - nationally and to relevant sectors

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 the 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 Road Safety Strategy. It is also a forum to support networking between professionals, 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 Working Group, SH3 and SH1/29 working groups. These groups are convened as

¹³ 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).

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 - 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, 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.

Question

To what extent do you agree with having a 10 year strategic direction and why?

5.2 A LONG-TERM VISION FOR THE WAIKATO REGION

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 will 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.

OUR LONG TERM VISION

Working together to increase safe mobility and eliminate deaths and serious injuries on our transport network.

This means that:

- 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 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 access the transport system for their daily lives and they feel safe to do so.
- The health system will be able to respond to wider health issues as road crash trauma reduces. This may mean faster and better access to elective surgery and other treatments.

- Urban areas will be safer to move around, because they will be designed with people in 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 managed to support their use and traffic volumes. This will mean greater safety for the farm sector, freight movements and travel for domestic and overseas visitors.

Question

To what extent do you agree with the long-term vision for the Waikato region, and why?

5.3 WHAT ARE WE AIMING TO ACHIEVE?

The Waikato Regional Road Safety Strategy 2017-21 has the following aspirations:

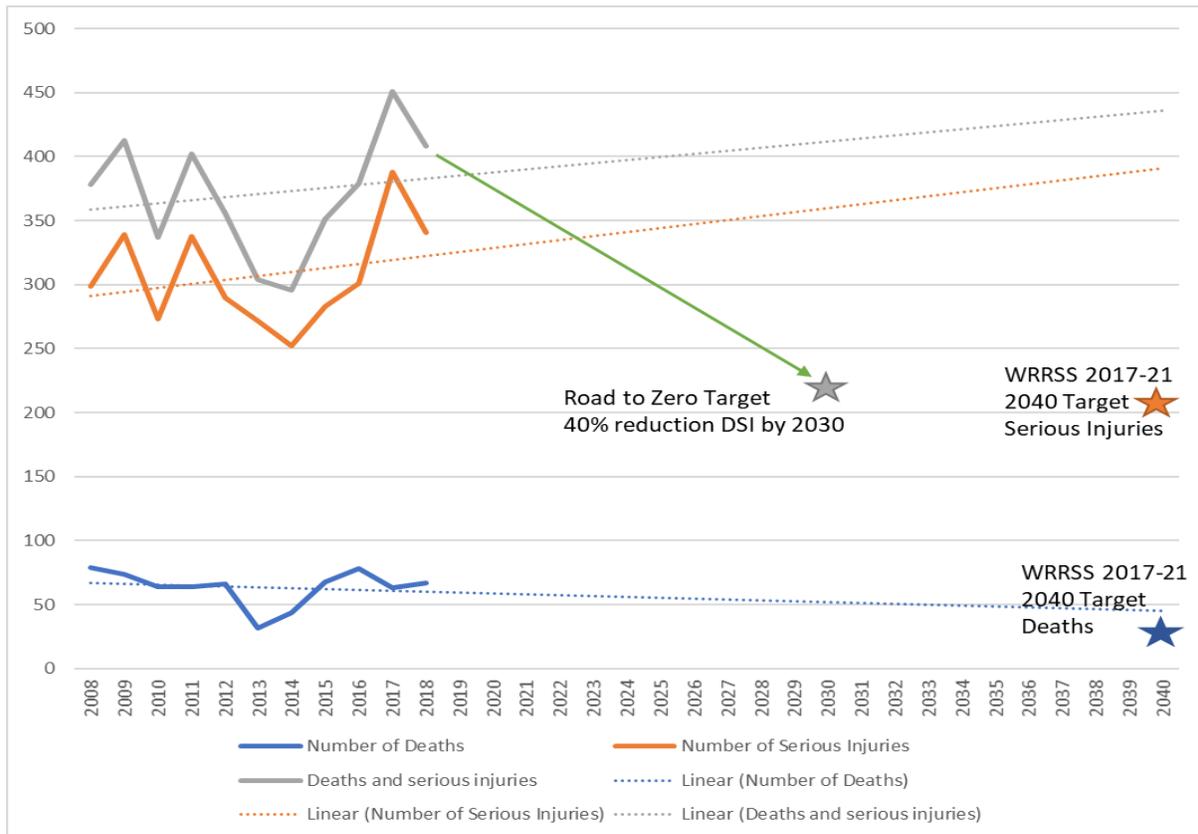
- By 2040 there will be a 50 per cent reduction in road related fatalities compared with the baseline (annual five-year average 2004-2008) of 79 deaths. By 2040 there will be no more than 39 deaths per annum in the region.
 - By 2040 there will be a 25 per cent reduction in road related serious injuries compared with the baseline (annual five-year average 2004-2008) of 299 serious injuries. By 2040 there will be no more than 225 serious injuries per annum in the region.
-

Figure 5-1 shows deaths and serious injuries in the last 10 years, from a baseline (annual five-year average 2004-2008) of 79 deaths and 299 serious injuries. In 2016 the region was heading toward these targets, but the increase in casualties between 2015-2019 means that these targets need to be reviewed.

The 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. 5,600 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.

The region currently represents around 20 per cent of national casualties, under Road to Zero we could see deaths and serious injuries fall to 245 by 2030. This would be 150 fewer deaths and 1,120 fewer serious injuries over the next 10 years. But it all depends on every organisation and person with a responsibility in road safety acting, with the mandate and funds being available to do so.

Figure 5-1 Deaths and Serious Injuries in the Waikato Region from baseline 2004—2008 average to 2018, against regional 2040 targets and national 2030 Road to Zero target.



Question

Which target(s) do you believe to be more appropriate, and why?

5.4 HOW WE PRIORITISE OUR FOCUS – OUR REGIONAL PRINCIPLES

We believe that to in order to fully realise our strategic vision and our direction to 2030 we need to keep the following front of mind:

- As part of our decision making we look at the wider benefits of safety and work to have a positive impact on wellbeing, considering how users of our network will be better off.
- Our priorities will be future focused, and will consider how the priority or action will impact the transport system in 10 years or beyond.
- We support *Road to Zero* and the Transport Outcomes Framework principles and priorities with consideration of broader accessibility and equity outcomes for our most vulnerable and deprived people.
- We work on transport safety problems that we can define, where there is good evidence to inform our actions and effectiveness can be measured.

- We work on agreed priorities that a wide range of partners and stakeholders support, and which can be resourced and funded.
- We will work together to meet our Treaty of Waitangi obligations through growing engagement with iwi Māori.
- Our actions show leadership in transport safety, both in the actions themselves, and in leading the conversation.
- We will build on existing work programmes in which there is already local, regional or national momentum for safety outcomes

Question

To what extent do you agree with the regional principles below, and why?

5.5 WHERE WE WILL WORK - OUR PRIORITIES

System management - effective 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 and accountability
- Evidence driven priorities and integrated infrastructure, enforcement and education planning
- Build sector capability and partnerships
- Increase partnerships with iwi Māori and grow opportunities to develop targeted programmes
- Safe mobility and accessibility for all
- Good safety policy, advocacy at a national, regional and local level, with strong relationships

Infrastructure improvements and speed management

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

Implement regionally consistent safe and appropriate speeds and infrastructure targeting the highest risk areas and providing for the most vulnerable people

- Drive a Safe System approach to transport planning, investment and implementation
- Safe and appropriate infrastructure for all land transport modes
- Focus on vulnerable people and high-risk infrastructure
- Safe and appropriate speeds across the regional network
- Help the public understand road risk and gain support for speed management measures
- Plan for changing demographics, ageing population and changing technology impacts

Road user choices

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

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 road safety rules, compliance and enforcement activities
- Advocate for an improved driver licensing programme
- Increase education delivery to schools and vulnerable road user groups

Work-related road safety

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

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

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

Question

To what extent do the five key regional priorities align with your own organisation's priorities for transport safety? Please explain.

5.6 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 and will investigate alignment with Waka Kotahi Investment Decision Making Framework (IDMF).

The IDMF benefits framework includes tangible measures such as number of crashes, deaths and serious injuries, rates per km and vehicle kilometre travelled, as well as perception of safety for different modes.

6 PART THREE – PROPOSED ACTION PLAN 2020-24

System management - effective regional response

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

- Establish a practitioner online platform
- Establish road safety Leadership group and resource coordinator
- Strengthen Regional Road Safety Forum reporting accountability mechanisms
- Develop and resource a regional Communications and Engagement programme
- Engage with iwi Māori across the Waikato on road safety leadership and activities

Priorities and Evidence

- Develop an integrated evidence base for partners
- Develop implementation programme for Monitoring and Evaluation Framework

Build Capability and Partnerships

- Grow Forum membership with safety partners and stakeholders
- Establish an accessibility adviser regional network
- Grow liveable communities / universal design concepts and delivery

Core Safe System activities

- Regular meetings for the Regional Road Safety Forum
- Maintain robust relationships with national agencies and representative groups
- Maintain and grow relationship with stakeholders, industry and user groups
- Make road safety funding recommendations to the RLTP
- Align road safety policy with key strategic policy documents and advocate on national policy and regulation changes
- Integrated infrastructure, enforcement and education planning through RSAP groups
- Regular road safety coordinator and behaviour change stakeholder network meeting

Lead and Partner Agencies

Regional Road Safety Forum members, Waikato Regional Council, Safe Network Group, Waka Kotahi, NZ Police, Midland Trauma, Waikato District Health Board, Road Controlling Authorities, Regional Asset Technical Accord, CCS Disability, Disabled Persons Assembly, Blind Foundation, Regional Advisory Group, Road Safety Action Planning groups, Regional Transport Committee, iwi Māori, Accident Compensation Corporation

Infrastructure improvements and speed management

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

Safe roads, 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 RCAs can take to reduce trauma and has been an ongoing focus for the region.

Safe and appropriate speeds

- Safe Network Working Group to support Regional Speed Management plan development and region-wide delivery
- Implement the 'Tackling Unsafe Speeds' action plan and setting of speed limits requirements
- Develop a coordinated action plan for safe and appropriate speeds around schools and other locations where we anticipate people to be walking and cycling.

Safe and appropriate infrastructure

- Plan infrastructure for increased mode shift and safe travel using the One Network Framework
- Include safety audits as a standard activity for all projects for safety and mode shift
- Advocate for more funding for safety projects and programmes to respond to **Road to Zero**
- Develop targeted safety barrier programmes
- Safety audit of rural bus stops outside of Hamilton on the WRC serviced network

Core Safe System activities

- All programmes to consider vulnerable road user safety and use safe system approach
- Coordinate safety works in conjunction with programmed maintenance and renewal works
- Make safety planning and delivery a priority in Road Asset/Activity Management Plans
- Consider all vehicles safety including heavy vehicles, buses and motorcycles

Lead and Partner Agencies

Safe Network Working Group, Waka Kotahi, NZ Police, Road Controlling Authorities, Regional Asset Technical Accord, Regional Advisory Group, Road Safety Action Planning groups, Waikato Regional Council, Regional Efficiency Group, Regional Transport Committee

Question

To what extent do you agree with having a shorter term action plan? Please explain.

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

- Road safety partners to plan regionally integrated behaviour change, education and enforcement campaigns, to address high risk priorities.
 - 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
 - poor observation and wet road and night-time driving
- Partners to emphasise high risk road users in their programmes, and increase their efforts
- Advocate for road safety education in schools and utilise existing training material
- Promote Ride Forever motorcycle rider training, and safe infrastructure on high risk routes
- Lead Vision Zero and Safe System conversations and education
- Research crash causes specific to harm to Māori to inform regional and local interventions.

Road safety regulation and compliance

- Advocate for stronger driver license renewal programme and refresher courses
- Investigate a regional driver licence network to support driver licensing across the region

Core Safe System activities

- Deliver the Young Road User Programme (Ruben) in all districts
- Implement high profile drink-drive, drug-drive and speed enforcement
- Support cycle skills education regional delivery

Lead and Partner Agencies

Waka Kotahi, NZ Police, Road Controlling Authorities, Regional Asset Technical Accord, Regional Advisory Group, Road Safety Action Planning groups, Waikato Regional Council, Regional Transport Committee, Regional Road Safety Forum members, Ministry of Education, Accident Compensation Corporation, Motorcycle Safety Advisory Council, Midland Trauma, Waikato DHB, Sport Waikato, Students Against Drunk Driving, Cycle Action Network

Question

Do you have any comments about your organisation's roles/responsibilities in the proposed action plan 2020-24?

Work-related road safety

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

- Promote safe fleet purchase and safe driver assessments to company fleet vehicle operators
- Promote workplace Safe Driving Policies

Lead and Partner Agencies

Waka Kotahi, Road Controlling Authorities, Waikato Regional Council, Accident Compensation Corporation

Vehicle safety

Promoting better vehicle regulation, maintenance and informed choices for purchasers

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

- Advocate for mandatory safety standards for all vehicles entering the New Zealand fleet.
- Support public awareness campaigns on vehicle selection and vehicle safety technologies

Core Safe System activities

- Heavy motor vehicles checks, tests and driver/operator education

Lead and Partner Agencies

Waka Kotahi, Road Controlling Authorities, Waikato Regional Council, Accident Compensation Corporation, Regional Transport Committee, NZ Police Commercial Vehicle Safety Team, freight and heavy vehicle membership groups

6.1 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.
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7 PART FOUR – YOUR FEEDBACK AND NEXT STEPS

Thank you for taking the time to read this discussion document. Your specific feedback on the proposals in this document will help to inform policy development for the RLTP 2021 and strategic direction, programmes, activities and funding for transport safety partners across the region. Please provide feedback via the survey (preferred) or by submission (see Section 1, How to use this document for links).

Feedback will be analysed and reviewed by the Project Steering Group, and will be used to finalise a Strategic Plan, with supporting documents and tools. There will be no hearings or verbal submissions, but if you wish to communicate directly with the project team (additional to your feedback), please email us at transport@waikatoregion.govt.nz.

Questions
Do you have any further suggestions on how we might best work together to achieve better transport safety outcomes?
Are there any other comments you would like to make?

8 APPENDICES

Glossary

AA	Automobile Association – membership group
ACC	Accident Compensation Corporation
Active Users	Pedestrians, cyclists, wheeled pedestrians (wheelchair and mobility device users)
ANCAP	Australasian New Car Assessment Program
CAS	Crash Analysis System
CCS Disability	CCS Disability are an advocacy group.
CVST	Commercial Vehicle Safety Team
IDMF	Investment Decision Making Framework
Km/h	Kilometres per hour
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).
MoE	Ministry of Education
MoT	Ministry of Transport
MSAC	Motorcycle Safety Advisory Council
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme. The programme established for the prioritisation and distribution of the National Land Transport Fund.
NRSC	National Road Safety Committee
Waka Kotahi	Waka Kotahi New Zealand Transport Agency
RAG	Regional Advisory Group comprising roading managers/engineers from Waikato territorial authorities, NZ Transport Agency and representatives from Waikato Regional Council. The RAG group are advisors to the Regional Transport Committee.
RATA	Waikato Regional Asset Technical Accord, local government roading asset management services
RCA	Road Controlling Authority. Every territorial authority is a Road Controlling Authority, as is Waka Kotahi which manages the State Highway network, and Department of Conservation.
REG	Road Efficiency Group – 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	Regional Land Transport Plan. 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.
RRS Forum	Regional Road Safety Forum. A multi-agency group, empowered by the RLTP 2018, which oversees regional road safety direction in the Waikato and which has also served as the steering group for the development of this discussion document.
RSAP	Road Safety Action Plan. A planning tool used by local road safety partners to coordinate activities. Also a funding requirement of the NZ Transport Agency.
RSC	Road Safety Coordinator
RTC	Regional Transport Committee. Chaired by Waikato Regional Council including representatives from territorial authorities, NZ Transport Agency and NZ Police.
Safe Network Group	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
VKT	Vehicle kilometres travelled
VRU	Vulnerable Road Users
Waikato DHB	Waikato District Health Board
Waka Kotahi	Waka Kotahi the New Zealand Transport Agency are a Road Controlling Authority for State Highways, and also have a role as central government co-investor and regulator
WRC	Waikato Regional Council
YRU	Young Road User Programme (Ruben) – Waikato Regional Council’s Young Road User Programme. Ruben the Road Safety Bear is the mascot.

Contributors

Early engagement has occurred through the Regional Road Safety Forum and the Regional Transport Committee. Participants in engagement sessions, presentations and discussions include representatives of the following organisations:

Accident Compensation Corporation, Automobile Association, CCS Disability Action, Cycle Action Network (Waikato), EROAD, Fire and Emergency, Hamilton City Council, Hauraki District Council, Matamata-Piako District Council, Midland Trauma System, Momentum Research, National Road Carriers, NZ Police (BoP), NZ Police (Intelligence), NZ Police (Waikato), Otorohanga District Council, Road Transport Association NZ, Safe Roads, South Waikato 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.

