Acknowledgements

The strategy has been developed in collaboration with the Waikato Regional Road Safety Steering Group. Waikato Regional Council would like to thank the following organisations and their representatives who have been part of this group.

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<th>Organisation</th>
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<td>Laura Agar</td>
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<td>Automobile Association</td>
<td>Darrin Rhodes</td>
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<td>Hamilton City Council</td>
<td>Kerryn Merriman</td>
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<td>Hamilton City Council</td>
<td>Robyn Denton</td>
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<td>Susanne Kampshof</td>
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<td>National Road Carriers</td>
<td>Grant Turner</td>
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<td>New Zealand Transport Agency</td>
<td>Andrew McKillop</td>
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<td>Raymond Hudd</td>
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<td>Ōtorohanga District Council</td>
<td>Martin Gould</td>
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<td>Representing Road Safety Coordinators</td>
<td>Megan Jolly</td>
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<td>Gary Masters</td>
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<td>Gordon Naidoo</td>
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<td>Taupō District Council</td>
<td>Claire Sharland</td>
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<td>Richard Porter</td>
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<td>Waikato District Health Board Population Health</td>
<td>Kay Kristensen</td>
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<td>Dawn Inglis</td>
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<td>Waitomo District Council</td>
<td>Justin Dempsey</td>
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As Chairman of the Waikato Regional Transport Committee I am often asked why our region has such a high road toll. There is no simple response to this, but it would be fair to say that the answer lies in a combination of factors such as the physical roading environment, the high volumes of traffic, the behaviour of road users and, of course, the safety of the vehicles themselves.

It is because the issues are so varied and complex that the responsibility for addressing them lies with a good many of us, whether we be politicians, planners, engineers, police, professional drivers or the general public; we all have a role to play. The responsibility is a serious one.

Last year 65 people lost their lives on Waikato roads. These were local people and people from overseas, and many families have been left devastated by these losses in our communities and in communities around the world. Many hundreds more were hospitalised with serious injuries resulting from road crashes.

In 2011, the Regional Transport Committee elevated road safety to one of the three top strategic transport priorities for the region. The committee has a clear vision for safety and has set tough targets with an aim to halve our road toll by 2040. To help us get there, we review our operative road safety strategy every three years to ensure it is aligned with international best practice and remains responsive to the latest safety issues.

In 2009 the ‘safe system’ approach was introduced to regional road safety planning, with some considerable success. The safe system theory is now well understood in our region, however, the sector is still learning how to integrate this approach into core business and there are still some barriers to change that we need to address. This 2013-16 strategy therefore focuses on building capacity and knowledge in the sector and identifying and addressing these barriers so the region can keep moving forward toward achieving its long term vision and targets. A key priority for the region over the next three years will be the development of a regionally consistent ‘one network’ approach to road safety risk assessment and interventions. This approach will in turn assist with the rollout of consistent regional speed management programmes, safety infrastructure, road user education and fleet safety programmes.

Another focus will be on alcohol and drug impaired driving. This Regional Transport Committee unanimously resolved to advocate for a reduced legal blood alcohol limit for all adult drivers in 2009 and has been taking every opportunity to do so ever since. We also want to see the introduction of random drug testing by police. We will continue to lobby central government for the introduction of these long overdue measures which have the potential to substantially reduce the level of carnage on our roads.

Road safety is a Government priority, as evidenced through the Government Policy Statement and the Safer Journeys Strategy. The Waikato region has stepped up to respond to regional road safety issues, and is now taking a national lead with its’ coordinated and strategic approach to planning and delivery of safety interventions. The Waikato region is well represented on national road safety groups and regional stakeholders are working closely with central government on the development of future national policy.

There are many challenges ahead, but this region will tackle these challenges head-on. The region’s road safety partners have shown outstanding commitment to working together to deliver road safety in order to reduce the regional road toll. This collaboration will help to ensure resources continue to be deployed where they are needed most, and that this valuable work is sustained over time. I would like to thank the many individuals and organisations that have assisted in preparing this Regional Road Safety Strategy. I am confident that the views and objectives of all our stakeholders have been captured in this document and I commend this to you.

Norman Barker
Chairman of the Waikato Regional Transport Committee
## Glossary of terms

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Definition</th>
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<tr>
<td>AA</td>
<td>Automobile Association</td>
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<tr>
<td>ACC</td>
<td>Accident Compensation Corporation</td>
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<td>AO’s</td>
<td>Approved organisations</td>
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<td>BAC</td>
<td>Blood alcohol concentration</td>
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<td>CAS</td>
<td>Crash Analysis System</td>
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<tr>
<td>DHB</td>
<td>District health board</td>
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<td>HMV</td>
<td>Heavy motor vehicle</td>
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<tr>
<td>HNO</td>
<td>Highway and Network Operations Group</td>
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<tr>
<td>Km/h</td>
<td>Kilometres per hour</td>
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<tr>
<td>LGA</td>
<td>Local Government Act</td>
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<tr>
<td>LTP</td>
<td>Long term plan. Council funding document developed by all councils as a requirement of the Local Government Act.</td>
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<tr>
<td>MoT</td>
<td>Ministry of Transport</td>
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<tr>
<td>NLTF</td>
<td>National Land Transport Fund</td>
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<tr>
<td>NLTP</td>
<td>National Land Transport Programme. The programme established for the prioritisation and distribution of the National Land Transport Fund.</td>
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<tr>
<td>NZTA</td>
<td>New Zealand Transport Agency</td>
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<tr>
<td>RAG</td>
<td>Regional Advisory Group</td>
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<tr>
<td>RCA</td>
<td>Road Controlling Authority. Each local council is a Road Controlling Authority, as is the NZTA which manages the State Highway network.</td>
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<tr>
<td>REG</td>
<td>Regional Education Group. Reports to the RRSSG.</td>
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<td>RLTP</td>
<td>Regional Land Transport Programme. The regional funding programme which outlines regional funding priorities. This is prepared by the RTC and submitted for consideration into the NLTP.</td>
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<td>RLTS</td>
<td>Regional Land Transport Strategy 2011-41</td>
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<td>RMA</td>
<td>Resource Management Act</td>
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<td>RPS</td>
<td>Regional Policy Statement</td>
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<td>RRSSG</td>
<td>Regional Road Safety Steering Group. A multi-agency group which oversees regional road safety direction in the Waikato and which has also served as the steering group for the development of this plan.</td>
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<td>RSAP</td>
<td>Road Safety Action Plan. A planning tool used by local road safety partners to coordinate activities. Also a funding requirement of the NZTA.</td>
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<td>RSC</td>
<td>Road Safety Coordinator.</td>
</tr>
<tr>
<td>RTC</td>
<td>Regional Transport Committee. Chaired by Waikato Regional Council including representatives from local authorities, stakeholder groups and the NZTA.</td>
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<td>SMS</td>
<td>Safety Management System</td>
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<tr>
<td>TA</td>
<td>Territorial authority. Otherwise known as district or city council.</td>
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<tr>
<td>VKT</td>
<td>Vehicle kilometres travelled</td>
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Executive summary

Road safety in the Waikato is a nationally significant issue, with road deaths and serious injuries in the region accounting for approximately 20 per cent of the national toll each year.

The Waikato Regional Land Transport Strategy outlines road safety as one of three strategic priorities for transport in the region. This strategy responds to that policy directive by outlining the priorities and actions for regional road safety for the next three years. Regional stakeholders have come together to develop this strategy and are committed to the regional vision of:

**Working together towards zero deaths and serious injuries on Waikato’s roads.**

This strategy uses the safe system methodology to identify the key focus areas for road safety. It sets the policy framework and a plan of action to be implemented across the region over the next three years and also defines the work that will need to happen over the medium term in order to best position the region for the future.

Speed management has been the area of least progress nationally, however, as part of the strategy this region intends to address regional speed crashes by developing a regional speed management plan which considers speed limits, enforcement and education campaigns.

While there have been many safety improvements to some roads in the region, rural roads on the network are still prevalent in crash statistics. Road controlling authorities will start to look at ways of working together to identify network treatments as part of a ‘one-network’ approach to risk management.

It is vital that safety work is well understood by the regional community. Regional education and awareness campaigns will continue to be a core component of all road safety initiatives.

Central to the success of this strategy will be the ability of regional stakeholders to organise themselves to work together and to hold each other accountable. This strategy aims to further engage politicians, community leaders and key decision makers to lead the safety conversation and to advocate to central government on issues of safety legislation.

Stakeholders will also bid for a national signature project to demonstrate what safety gains can be achieved with collaboration, innovative thinking and dedicated resources.
Introduction
1. Introduction

The operative 2011-2041 Regional Land Transport Strategy (RLTS) for the Waikato region sets out a policy framework and long term targets for regional road safety. RLTS actions 7.49 and 7.53 require Waikato Regional Council to:

‘Implement, monitor and review the Waikato Regional Road Safety Strategy, ensuring that it remains responsive to relevant issues and focussed on regional safety priorities’.

This Regional Road Safety Strategy updates and replaces the 2009-12 strategy and has been developed in consultation with Waikato Regional Council’s key road safety stakeholders. It provides the current context for safety within a range of national and regional policies, strategies and legislation and outlines a best practice framework for directing regional resources to address road safety issues.

Purpose
The purpose of this strategy is to set out a framework for the coordinated delivery of multiple agency interventions to reduce deaths and serious injuries on the region’s roads.

More specifically this strategy:

- outlines the Waikato region’s contribution to implementing the Government’s Safer Journeys strategy
- sets out a vision, targets, policies and actions to address regional issues and deliver key safety outcomes
- provides direction for collaboration between regional road safety stakeholders
- provides a monitoring framework to measure progress towards stated outcomes
- provides a mechanism through which road safety stakeholders can advocate on significant matters
- directs and assists to prioritise regional resources including funding.

Each stakeholder organisation has individual safety responsibilities which are carried out as part of their own planning and ‘business as usual’ activities. This strategy does not specifically outline these individual responsibilities but they are assumed in this document and serve as the foundation for many of the actions contained within it.

Stakeholders
The key stakeholders that have been involved in developing this strategy include territorial authorities, the NZ Transport Agency, NZ Police, Waikato Regional Council, Automobile Association, Road Transport Association, National Road Carriers, the Accident Compensation Corporation and Waikato District Health Board.

Strategy duration and review
The Regional Road Safety Strategy will be operational from 2013-16, and will be formally reviewed prior to the end of this operative period. Between 2013 and 2016 this strategy will be continually monitored and progress towards targets will be reported annually.

Due to the changing nature of road safety challenges and the need for stakeholder responsiveness, interim recommendations may be made for some activities to be amended or updated. Any such amendments will be reported through the annual report.
1.1 Road safety policy framework

National
The Land Transport Management Act 2003 (LTMA) provides the principle legal framework for the development and management of the land transport system. Safety is core to the purpose of the LTMA.

Under this policy umbrella, the Government’s strategic direction for transport and transport priorities are articulated in a number of documents, including the Government Policy Statement on Land Transport Funding 2012/13-2021/22 (GPS) and the Safer Journeys Road Safety Strategy 2010-2020. The GPS outlines what Government expects to be achieved from its investment in land transport through the National Land Transport Fund. Improving road safety is one of three priority focus areas for the GPS, along with a focus on economic growth and productivity and ensuring value for money.

In 2010 the Government launched Safer Journeys, New Zealand’s road safety strategy to 2020. Safer Journeys established a vision for New Zealand of “a safe road system increasingly free of death and serious injury” and adopted the safe system approach. The first action plan for this strategy was released in 2011 and the second action plan was released in March 2013. The Safer Journeys strategy and companion action plans seek to improve road safety through a whole-of-government approach which requires collaboration between central, regional and local government agencies. This strong national priority focus on road safety is supported by a robust regional policy framework, as outlined below.

Regional policy framework
The operative Waikato RLTS 2011-2041 prioritises road safety as one of the three core policy focus areas for the strategy. Alongside focussing attention on strategic corridors and travel demand management and alternative modes, the safety of the transport network and the personal safety of the people using it are seen as integral to the ultimate success of this balanced policy approach. The desired outcome for safety and personal security in the strategy is “a transport system that provides safety and security across all modes of transport”.

The importance of the integration of land use and transport planning to the successful implementation of the RLTS is recognised and promoted in the strategy. Complementary policies, methods and actions in the proposed Waikato Regional Policy Statement (RPS) and RLTS have been developed to support this integration and in the area of road safety specific road safety policies contained in the RLTS that are guiding the development of this Regional Road Safety Strategy, are supported by land use policies and methods outlined in the proposed Waikato RPS.

The safety policies in the RLTS are designed to ensure that the safety and personal security of the transport network and its users are fundamental considerations in integrated land use and transport planning and operational decisions. The safe system approach is also endorsed, with many of the specific safety actions identified in the RLTS relying on this collaborative approach.

The proposed RPS contains land use policies and development principles for the built environment that coordinate growth and infrastructure and require planned and coordinated development. These policies contain specific reference to road safety, requiring land use planning to ensure the safe and efficient functioning of the existing and planned transport network. Regional and district plans are explicitly required to provide provisions to ensure that development maintains and enhances safety and does not add to existing road safety risks and, where possible, reduces such risks. This regional policy framework provides the mandate and, along with national policy, the guiding direction for development of this Regional Road Safety Strategy.
2. The safe system approach

In accordance with international best practice this strategy works on the philosophy that any work to improve road safety should be approached utilising the safe system methodology. This is a ‘shared responsibility’ approach which recognises the vulnerability of human beings to crash forces and is built around the central premise of protecting road system users from serious injury or death.

The safe system approach is founded on four main principles: that people are vulnerable, that people make mistakes, that the responsibility for ensuring safety is a shared one, and that all parts of the system need to be strengthened to protect road users.

The safe system approach examines the many complex component parts of a road system, from legislation, regulation and physical road design to vehicle standards and the behaviour of the end road user. To create a safe system we need to achieve safe speeds, safe roads and roadsides, safe road use and safe vehicles, which requires the input and collaboration of multiple stakeholders.

This strategy uses the safe system methodology to examine the strengths and weaknesses of the system in the Waikato region and to outline stakeholder priorities and interventions for system improvement going forward. The ultimate goal of this work is to reduce deaths and serious injuries and improve safety on the region’s roads.

2.1 Waikato road safety delivery

Leadership, collaboration and accountability are key to ensuring successful safe system delivery. In recognition of this, stakeholders in the Waikato region moved to a 3-tier model for the planning and implementation of regional road safety, with the adoption of the region’s first safe system strategy in 2009. This model is described overleaf and illustrated in Figure 2.

Figure 1: The safe system model as adopted in New Zealand
Within the Waikato region, the body that takes ultimate responsibility for regional road safety is the Regional Transport Committee (RTC). The committee is responsible for setting the political direction for road safety and providing high level regional policy through its key strategic document, the RLTS.

The RTC is advised on road safety matters by a Regional Road Safety Steering Group (RRSSG). This is a cross-agency collective coordinated by Waikato Regional Council. The steering group is responsible for regional policy advice, advocacy, strategy implementation and monitoring. This technical group meets regularly to develop regional initiatives and also provides ongoing technical advice and direction to local road safety planning groups. Within this group is a sub-group known as the Regional Education Group (REG), which oversees regional education campaigns and programmes.

At the local level, for operational road safety purposes, the Waikato region is divided into five areas as depicted in Map 1. Each area is responsible for developing its own local road safety priorities and actions and documenting these into a Road Safety Action Plan (RSAP). Each RSAP group delivers road safety programmes and interventions which are targeted to local crash issues and communities.

The regional model serves stakeholders well, primarily because it clearly identifies roles and responsibilities and ensures that there are strong links between strategic governance and road safety implementation. Stakeholders at each tier of the model have developed a deeper sense of common purpose and increasingly these groups now elect to come together to share problems, ideas and resources and act as one voice on issues of road safety advocacy.

Figure 2: The Waikato regional model for road safety delivery

- Territorial authority and local road safety activities
- State highway safety activities
- Community road safety activities
- Local road policing activities
3. Vision, outcomes, targets and monitoring

Vision
The long term vision for road safety in the region is:

Working together towards zero deaths and serious injuries on Waikato’s roads.

This vision emphasises the importance of collaboration and highlights the fact that, in line with safe system principles, no deaths and serious injuries caused by road related crashes are considered acceptable by the region’s stakeholders.

Outcomes
While the long term vision is for a regional road system in which there are no deaths and serious injuries, over the short-medium term the goal is to achieve an ongoing trend of reduction in serious injuries and fatalities on the region’s roads. Stakeholders are working across five outcome areas and the policies and actions contained in this strategy are framed against achieving progress towards these outcomes.

These outcome areas are safe speeds, safe roads and roadsides, safe road users, safe vehicles, leadership, collaboration and accountability.

Targets
It is recognised that it may take many years to realise the regional vision for road safety and that progress needs to be made in incremental steps. To help guide the region towards its vision, the RLTS sets out the following targets for road safety in the Waikato region. Progress against these targets is monitored annually.

- 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. This means that 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. This means that by 2040 there will be no more than 225 serious injuries per annum in the region.

Monitoring
Performance against 2040 targets is measured annually and published in the Waikato Regional Council’s Annual Transport Monitoring Report.

Trends against specific crash factors are also measured and reported annually against regional vehicle kilometres travelled. By monitoring these crash trends, stakeholders are able to build a picture of how each issue contributes proportionally over time and influences the overall regional picture. Current factors monitored include speed, alcohol, drugs, fatigue, restraints, crash environments, vehicle movements and vehicle types. This annual data assists stakeholders to maintain a close watch on emerging trends and form a response accordingly.

Baseline data has already been established for each of the key priority areas outlined in this strategy. Regular road safety reports are also provided to the Regional Transport Committee. Crash data for 2007-11 is depicted in map form in Appendix 2.
4. Regional issues, policy and actions

The Waikato region supports a complicated network of regional and inter-regional transport routes. In addition to the local road networks spanning 10 different local road controlling authorities, the region also holds the highest proportion of state highways (1,730km) of any region in New Zealand, representing 16 per cent of the national network.

All of the nation’s major transport arterials flow through the Waikato, providing vital links between export industries and international port facilities, as well as popular rural holiday destinations and commercial urban hubs. Consequently, traffic volumes are high, second only to Auckland in magnitude, and transport movements comprise a complex combination of short haul, local and long distance inter-regional traffic.

In accordance with the strategic direction set out in the RLTS, specific routes have been designated for development to carry heavy traffic volumes on roads with in-built safety infrastructure. Other roads, however, have evolved over time into principle transport routes despite never being intended for this purpose. This is a problem for the region, particularly on rural roads where high traffic volumes varying in functionality, size and speed all converge on infrastructure with minimal safety protection and there is very little room for error.

The Waikato has a significant problem with the many drivers who continue to operate their vehicles too fast, under the influence of alcohol and drugs, in breach of licence conditions, fatigued, and even without the basic protection of wearing safety belts. This puts these road users at a much higher risk of crashing, and consequently it puts them, their passengers and everyone else on the road with them in real danger of serious injury or death.

This combination of factors has contributed to the Waikato region holding one of the worst road safety records in the country. In recent years, crashes in the Waikato have contributed to around 20 per cent of the national road toll, carrying an annual social cost well in excess of $500 million. The real cost of injuries, in ongoing loss of earnings and long term physical and psychological rehabilitation, is estimated to be much higher.

The following section of this strategy examines the regional issues and identifies policy and actions to address them over the next three years. An explanation of the crash analysis methodology used to identify crash issues can be found in Appendix 1 of this document. Detailed crash maps for the region can be found in Appendix 2.
4.1 Safe speeds

Speed is perhaps the most complex and least understood component of the safe system. In a road system, speed can be defined in the following ways:

**Excessive speed** – driving above the speed limit for the road. This may be a deliberate violation or as a result of a slip in attention.

**Inappropriate speed** – driving at a speed that is inappropriate for the conditions of the road, even if the speed is within the legal limit. ‘Conditions’ may be fixed or variable and include the physical condition of the road such as surface, width, camber, bends and sight lines. Conditions also include traffic and weather. Whilst inappropriate speed generally involves travelling too fast, it can also include driving too slowly for the environment in a manner that disrupts traffic flow or creates a hazard.

**Impact speed** – The level of trauma that a crash has on a human body is significantly influenced by the impact speed. As impact speed increases, the forces that vehicle occupants must absorb in a crash increase dramatically. Occupant protection systems in vehicles are very effective at low and moderate speeds. However, they cannot adequately protect vehicle occupants from these kinetic forces at high impact speeds. Vulnerable road users are particularly exposed to vehicle impacts at speeds which are above the limits of human tolerance. This is clearly outlined in Figure 4.

*Figure 4: Probability of death occurring at different impact speeds in different types of collisions*

<table>
<thead>
<tr>
<th>Collision type</th>
<th>Probability of death</th>
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<tbody>
<tr>
<td>Pedestrian struck by car</td>
<td>10% 30% 50%</td>
</tr>
<tr>
<td>Car driver in side impact collision with another car</td>
<td>30km/h 40km/h 45km/h</td>
</tr>
<tr>
<td>Car driver in frontal impact with another car</td>
<td>50km/h 65km/h 75km/h</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>70km/h 95km/h 105km/h</td>
</tr>
</tbody>
</table>

![Image showing pedestrian and vehicle crash scenarios with speed limits and fatality rates.]
4.1.1 SPEED ISSUES AND FUTURE FOCUS IN THE WAIKATO REGION

‘Speed’ is a direct contributing factor in approximately 25 per cent of fatal and serious injury crashes on Waikato roads. Each year in the Waikato, approximately 100 people are killed and seriously injured in speed-related crashes. Speeding involves all types of vehicles and road users, however, speed related crashes still primarily involve male drivers. Inexperienced drivers also feature disproportionately in speed-related crash statistics.

Despite the fact that speed is the number one road safety problem in the Waikato, the level of risk associated with speed is still poorly understood by the general travelling public and attempts to build better understanding have only been partially effective.

Part of the confusion relates to the different interpretation of ‘safe speeds’ that exists between road controlling authorities in the region. Over many years the regional network has been developed by 11 different authorities, each determining their own road hierarchies and speed limits. This has resulted in different speed limits occurring on what appear to be very similar roads in different districts.

Police speed enforcement is also poorly understood and is not assisted by often negative media portrayal of it as ‘revenue gathering’ rather than as protection of road users from speed related harm. There is clearly much work to do to change the conversation about speed and this will be a focus nationally and regionally over the next three years.

Figure 5: Speed related serious injuries and fatalities in New Zealand and the Waikato region

A national speed management review is now underway which should result in best practice guidelines and a clear vision for speed management in New Zealand. Regional speed management work will commence with the formation of a speed reference group with a view to developing a regional speed management plan.

This regional plan will require the extensive coordination of infrastructure safety measures, speed limits and enforcement and may take some years to fully plan, fund and implement. It is envisaged this work will lie in closely with the work of the local road maintenance taskforce, the upcoming trial of network operating plans, and in due course will need to be integrated into district and regional planning documents.

This work will also build on learning from the speed demonstration projects that have already been carried out in the region. In Hamilton, the introduction of ‘Safer Speed areas’ initially around schools has led to a city-wide policy on speed management which aims to protect the most vulnerable of road users by implementing reduced speeds in residential and highly populated urban areas.

On a high risk section of State Highway 2 the operative speed limit on various rural sections has been reduced to 90km/h. This speed restriction follows the successful introduction of the 80km/h permanent speed limit through the Karangahake Gorge further along State Highway 2 in 2005, which resulted in an immediate and sustained reduction in serious injury and fatal crashes.

As part of the speed programme, a regional communications strategy will be developed and implemented to increase road user understanding of what travelling at a safe speed means. This will be an important tool in paving the way for wider public understanding and acceptance of speed management to start to bring about a decline in serious injury crashes. Stakeholders will work closely with media as part of this communications strategy.

Regional stakeholders will also continue to advocate for a review of the speed penalty system to highlight the safety significance of speed management. This will include advocacy on the introduction of demerit points for speed cameras.
4.1.2 SAFE SPEEDS POLICY AND ACTIONS

- To develop regionally consistent speed environments which suit the form and function of the road using a ‘one network’ approach.
- To build public understanding so that people will increasingly understand what travelling at a safe speed means.
- To ensure that speed enforcement is well resourced and risk-targeted.

Table 1: Safe speeds actions

<table>
<thead>
<tr>
<th>No</th>
<th>Action</th>
<th>Lead agency</th>
<th>Support agencies</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>A 1.1</td>
<td>Enforce compliance with posted speed limits and vehicle specifications. Support with education</td>
<td>Police</td>
<td>REG, RCAs</td>
<td>Ongoing</td>
</tr>
<tr>
<td>A 1.2</td>
<td>Engineer the existing environment as the opportunity arises to encourage appropriate speeds in line with best practice</td>
<td>RCAs</td>
<td></td>
<td>Ongoing</td>
</tr>
<tr>
<td>A 1.3</td>
<td>Establish a regional speed reference group. Using a ‘one network’ approach develop a 10-year regional speed plan which considers speed limits, public education campaigns, risk targeted enforcement and engineering recommendations</td>
<td>To be determined</td>
<td>RCAs &amp; appropriate RRSSG &amp; RSAP members</td>
<td>2013/14 group established &amp; plan developed 2014-24 plan delivered</td>
</tr>
<tr>
<td>A 1.4</td>
<td>Form a political governance group from the Regional transport Committee to oversee the work of the technical group in the development of a regional speed plan</td>
<td>RTC</td>
<td>Speed Reference Group</td>
<td>2013/14</td>
</tr>
</tbody>
</table>

Advocate for:

| A 1.5 | A national speed plan which includes a review of the speed limit rules and is aligned with the national road classification system and infrastructure standards | RTC, RRSSG | RSAP groups | At every opportunity |
| A 1.6 | A review of the speed penalty system with demerit points for speed camera offences | RTC, RRSSG | RSAP groups | At every opportunity |
| A 1.7 | The integration of safe speed policy in local and regional planning documents | RTC, RRSSG | RSAP groups | At every opportunity |
4.2 Safe roads and roadsides

The road environment plays a central role in the safety of the transport system and in the resulting injury in the event of a crash occurring. In the ideal system, all roads and roadsides would be designed to mitigate potential risk, minimising the possibility of severe impact and thus the severity of injury in the result of a crash occurring.

In the current environment in New Zealand, many roads fall short of best practice safety standards. In the Waikato, this issue is exacerbated by the sheer scale of the network and the high proportion of traffic that is being carried on roads with minimal safety infrastructure.

4.2.1 ROADS AND ROADSIDE ISSUES AND FUTURE FOCUS IN THE WAIKATO REGION

In 2008, the national KiwiRAP programme was developed to assess the state highway network for crash risk. A star rating system was brought out, ranking state highways for safety on a 1-5 star basis. The 2010 star rating results help to illustrate why there is a high incidence of serious injury and fatal crashes in the Waikato region.

Figure 6 shows that the Waikato region has the second highest vehicle kilometres travelled in New Zealand (second only to Auckland). It also demonstrates that the Waikato region has more than double the vehicle kilometres travelled on state highways rated ‘2 star’ than any other region and three times that of Auckland. This means that state highway users in the Waikato continually face higher exposure to the risk of lower standards of road infrastructure than they do in any other region in New Zealand. This information goes a long way to explaining the regional road toll, and is an important piece of information to understand when seeking appropriate regional solutions.

Figure 6: KiwiRAP star ratings of the New Zealand state highway network by VKT 2010

<table>
<thead>
<tr>
<th>Region</th>
<th>Vehicle km travelled x10^8 VKT/year</th>
<th>Proportion in each Star Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>1-star</td>
</tr>
<tr>
<td>Northland</td>
<td>7.73</td>
<td>0%</td>
</tr>
<tr>
<td>Auckland</td>
<td>35.59</td>
<td>0%</td>
</tr>
<tr>
<td>Waikato</td>
<td>25.19</td>
<td>0%</td>
</tr>
<tr>
<td>Bay of Plenty</td>
<td>10.91</td>
<td>0%</td>
</tr>
<tr>
<td>Gisborne</td>
<td>1.42</td>
<td>0%</td>
</tr>
<tr>
<td>Hawkes Bay</td>
<td>5.62</td>
<td>0%</td>
</tr>
<tr>
<td>Taranaki</td>
<td>6.75</td>
<td>0%</td>
</tr>
<tr>
<td>Manawatu-Wanganui</td>
<td>8.77</td>
<td>0%</td>
</tr>
<tr>
<td>Wellington</td>
<td>13.24</td>
<td>0%</td>
</tr>
<tr>
<td>Nelson-Tasman</td>
<td>3.49</td>
<td>0%</td>
</tr>
<tr>
<td>Marlborough</td>
<td>2.56</td>
<td>0%</td>
</tr>
<tr>
<td>Canterbury</td>
<td>15.61</td>
<td>0%</td>
</tr>
<tr>
<td>West Coast</td>
<td>3.48</td>
<td>0%</td>
</tr>
<tr>
<td>Otago</td>
<td>9.92</td>
<td>0%</td>
</tr>
<tr>
<td>Southland</td>
<td>4.48</td>
<td>0%</td>
</tr>
<tr>
<td>New Zealand</td>
<td>154.76</td>
<td>0%</td>
</tr>
</tbody>
</table>

Open (rural) road crashes

The majority of serious crashes in the region involve loss of control on the open (or rural) road. The incidence of these types of crashes is much higher in the Waikato than in any other region in New Zealand. The majority of these open road crashes occur on bends and often result in a head-on collision as outlined in Figure 7. Loss of control crashes on the open road are an issue on both the state highway network and local roads as outlined in Figure 8.
Figure 7: Regional deaths and serious injuries in open road loss-of-control crashes

North Island regions deaths and serious injuries over 5 years in open road loss-of-control crashes (2008-12)

Figure 8: District comparisons of deaths and serious injuries in open road loss-of-control crashes

Waikato deaths and serious injuries over 5 years in open road loss-of-control crashes (2008-12)

<table>
<thead>
<tr>
<th>District</th>
<th>Local road</th>
<th>State highway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waitomo District</td>
<td>16</td>
<td>50</td>
</tr>
<tr>
<td>Waipa District</td>
<td>48</td>
<td>36</td>
</tr>
<tr>
<td>Waikato District</td>
<td>134</td>
<td>119</td>
</tr>
<tr>
<td>Thames-Coromandel District</td>
<td>13</td>
<td>65</td>
</tr>
<tr>
<td>Taupo District</td>
<td>44</td>
<td>100</td>
</tr>
<tr>
<td>South Waikato District</td>
<td>27</td>
<td>73</td>
</tr>
<tr>
<td>Otorohanga District</td>
<td>20</td>
<td>19</td>
</tr>
<tr>
<td>Matamata-Piako District</td>
<td>62</td>
<td>62</td>
</tr>
<tr>
<td>Hauraki District</td>
<td>20</td>
<td>56</td>
</tr>
<tr>
<td>Hamilton City</td>
<td>14</td>
<td>19</td>
</tr>
</tbody>
</table>
Collision with roadside objects

Aside from impact with other vehicles, many loss-of-control crashes involve ‘run-off’ road and result in a death or serious injury as a result of impact with a roadside object such as a tree, power pole or culvert. It is estimated that over 40 per cent of regional road injuries and fatalities are caused as a result of such impact.

Intersection crashes

Failure to give way at intersections is a factor in up to 25 per cent of all regional serious injury and fatal crashes. Most serious intersection crashes occur at give way controls at intersections with a state highway link.

Despite the odds apparently being stacked against the region’s favour, it is significant to note that the regional road toll has for the past few years been declining. Fatal crashes per vehicle kilometre travelled in the Waikato are dropping and are now amongst the lowest in the country, with the exception of Auckland and Wellington where much of the travel is carried out on motorways and roads with high standards of safety infrastructure. While the regional road toll is still unacceptably high, this does illustrate progress in the region, largely as a result of the KiwiRAP risk assessment programme, where many of the state highway routes identified through the programme have been earmarked for safety improvements.

Moving forward, there will be a focus on extending this risk assessment methodology to identify and treat high risk local roads. Fortunately, since 2009 a number of risk assessment tools have been developed by the NZ Transport Agency, designed to assist local RCAs with the development of proactive risk based strategies for prioritising network treatments. Guides have been developed for safety interventions on high risk rural roads and high risk intersections. There has not yet been widespread uptake of these tools, however, they have the potential to assist local RCAs identify risks and develop cost effective treatments to mitigate them. This is a big step forward in addressing regional crash risk on the local road network.

The division of control of different parts of the regional network does not always assist and in the past it has been common for parts of the network to be assessed and treated for crash risk while adjoining roads with equal or higher safety risk go untreated because they belong to a different authority.

Going forward, stakeholders will form a unified regional plan with the purpose of identifying and treating routes and intersections of highest risk across the regional network. This work will tie in closely with the work on regional speed management.

This ‘one network’ approach should assist authorities to take a more holistic view of the network and identify the potential migration of safety issues from one part of the network to the next. It will also help stakeholders to identify resource gaps and future funding requirements for the network. The sharing of regional expertise will help to build sector knowledge and ultimately assist all regional partners to strengthen this part of the safety system.

Finally, it will be important to keep the travelling public aware of the safety variability on different parts of the network so they can adjust their driving behaviour and travel speed accordingly. There is considerable technical information already available about the safety of different roads, however, this is not generally in the public arena. The REG will work to bring this information to the regional public through campaigns designed to empower road users to make more informed choices about their driving behaviour and the routes they select.
4.2.2 SAFE ROADS AND ROADSIDES POLICY AND ACTIONS

- To proactively assess crash risk based on known crash trends and safety features of the road.
- To work together utilising a ‘one network’ approach to address corridor and intersection crash risk.
- To prioritise safety treatments to reduce fatalities and serious injuries on the roads and roadsides of highest risk in accordance with best practice for the road form and function.
- To build public awareness about safe roads and roadsides and promote route choice based on safety.

Table 2: Safe roads and roadsides actions

<table>
<thead>
<tr>
<th>No</th>
<th>Action</th>
<th>Lead agency</th>
<th>Support agencies</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>A 2.1</td>
<td>Develop a 10-year regional corridor and intersection plan to ensure RCAs work together utilising a ‘one network’ approach to prioritise and deliver roads and roadside safety interventions. Coordinate with speed plan</td>
<td>NZTA</td>
<td>All RCAs, REG</td>
<td>2013/14 group established and plan developed 2014-24 plan delivered</td>
</tr>
<tr>
<td>A 2.2</td>
<td>Implement safety works in conjunction with programmed maintenance and renewal works where possible</td>
<td>RCAs</td>
<td>RSAP groups</td>
<td>Ongoing</td>
</tr>
<tr>
<td>A 2.3</td>
<td>Develop targeted safety barrier programmes to mitigate head-on and run-off road crashes</td>
<td>RCAs</td>
<td>Police, RSAP groups</td>
<td>As per RCA programme</td>
</tr>
<tr>
<td>A 2.4</td>
<td>Ensure safety is a priority in Road Asset/Activity Management Plans, that crash reduction studies are incorporated in these documents, and that recommendations continue to be implemented</td>
<td>RCAs</td>
<td>Police</td>
<td>Ongoing</td>
</tr>
<tr>
<td>A 2.5</td>
<td>Ensure all programmes consider the safety of vulnerable road users</td>
<td>RCAs</td>
<td>REG</td>
<td>Ongoing</td>
</tr>
<tr>
<td>A 2.6</td>
<td>Ensure all programmes consider the safety requirements of heavy motor vehicles</td>
<td>RCAs</td>
<td>ACC, REG, RTA, NRC</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Advocate for:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A 2.7</td>
<td>The implementation of a national road classification system to include safety levels of service for all roads</td>
<td>RTC, RRSSG</td>
<td>NZTA, RCAs, Police</td>
<td>At every opportunity</td>
</tr>
<tr>
<td>A 2.8</td>
<td>The enhancement of the funding system to ensure adequate funding for safety infrastructure</td>
<td>RTC, RRSSG</td>
<td>NZTA, RCAs, Police</td>
<td>At every opportunity</td>
</tr>
</tbody>
</table>
4.3 Safe road use

Human factors are always at play in road crashes and must be factored into crash prevention systems. It is well understood that all humans at some point are prone to mistakes, lapses and slips in judgement. It is also recognised that some people deliberately choose to behave antisocially and to violate rules.

4.3.1 ROAD USER ISSUES AND FUTURE FOCUS IN THE WAIKATO REGION

As outlined previously, when people make mistakes on the roads in the Waikato it often leads to serious injury or death. Many regional crashes can be partially attributed to errors and lapses. Data outlined in Appendix 2 shows that poor judgement, fatigue and distraction are three of the leading causes of human error contributing to regional crashes. A high proportion of crashes and injuries in the region are also the result of deliberate high-risk behaviour. The key road user issues contributing to crashes in the region are examined in the following section.

Speed

As outlined in Section 4.1, speed related crashes contribute to 25 per cent of all serious injuries and deaths on the region’s roads. Speed awareness campaigns and enforcement are two of the principle activities to be included in regional speed management planning going forward.

Alcohol and drug impairment

Alcohol is the root of many known social harm issues and road crashes are no exception. Alcohol impairment is a factor in approximately one-quarter of all serious regional crashes.

While some drivers are intoxicated and violating the law, many others are choosing to drink alcohol in quantities up to the legal limit and then drive, unaware of the crash risk it poses. Research shows that an adult who chooses to drink alcohol up to the legal driving limit of BAC of 80mg/100mL is around 16 times more likely to be involved in a fatal crash than a driver with a zero blood alcohol level. A 15-19 year old is around 16 times more likely to be involved in a fatal crash when at 80mg/100ml.\(^1\)

Drug driving impairment statistics are not well known, but what is known is that the use of cannabis, methamphetamine and other recreational drugs is growing and that drug related harm is an issue in regional communities. Previous surveys of known drug users indicate that a majority of them continue to operate their vehicles whilst under the influence of drugs.

Restraints

While the majority of vehicle occupants in New Zealand use restraints, nearly 15 per cent of road fatalities in the Waikato still involve unrestrained vehicle occupants. Wearing a safety belt reduces the chance of death or serious injury in a crash by 40 per cent. For a passenger, the risk of serious or fatal injury is virtually the same whether they sit unrestrained in the front or the back seat.

High risk road users

Some particular road users are at higher risk of crashing, or of suffering injury or death in the event of a crash. In the Waikato the road users at highest risk are the following:

- **Young drivers**
  - Inexperienced drivers aged 15-24. The crash risk for this group increases threefold in the first six months that they drive solo on their restricted licence. Drivers in this age group account for 30 per cent of serious injury and fatality crashes in the region.

- **Motorcyclists**
  - The Waikato region is well known for its popular motorcycle routes. Unfortunately, the New Zealand Travel Survey indicates that, on average, the risk of being involved in a fatal or injury crash is more than 18 times higher for a motorcyclist than for a car driver over the same distance travelled. Motorcycle crashes account for a disproportionate number of road deaths and injuries on Waikato roads – 16 per cent in all. Two-thirds of all regional motorcycle crashes occur on open roads (both state highways and local roads) and are the prime responsibility of the rider. The majority of these are head-on, loss of control and speed related.

- **Vulnerable road users**
  - This group includes pedestrians, cyclists, those in wheelchairs and on scooters. Anyone who is not protected by a motor vehicle is at highest risk of injury or death on crash impact. The young and the elderly are particularly vulnerable. Vehicle related injuries account for over one-quarter of all hospitalisations of children under the age of 10.

- **Heavy motor vehicles**
  - This group features in a disproportionally high number of crashes in the region, with more than 20 per cent of regional crashes involving a heavy motor vehicle. It is important to note that in less than half of these crashes, the heavy motor vehicle operator is at fault. Unfortunately, crashes involving heavy motor vehicles nearly always result in serious injury or death.

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\(^1\) Kool, M.D., Frith W.J., & Patterson, T.L. (2004). The influence of alcohol, age and the number of passengers on the night-time risk of driver injury in New Zealand. Accident Analysis and Prevention, 36(1), 49-61.
Company fleet vehicles

‘At work’ drivers have crash rates that are 30-40 per cent higher than other drivers. In the Waikato there are high numbers of company vehicles on the roads and this group has been identified as a key target audience for road user safety messaging.

Overseas visitors

Many visitors to New Zealand travel through the Waikato region, often at the beginning of their trip. The road environment and driving rules in New Zealand are quite different to many countries and Waikato roads can be particularly challenging for overseas drivers. In the past few years there have been a number of high profile crashes involving overseas visitors in this region. Work has commenced in known tourist areas to alert visitors to the safety issues and this will continue to be a focus across the region.

Road user education campaigns and programmes are a core component of the strategic approach going forward. Enforcers and regulators will work closely with educators to target the high risk issues and audiences that have been identified as regional priorities. New relationships in the private sector will be explored and cross-regional partnerships developed to maximise opportunities to promote safe road use and raise awareness of the risks to road users.

The region will continue to advocate strongly for changes to legislation that have the potential to significantly impact on road safety outcomes, such as alcohol and drug driving legislation, and will make every opportunity available for central government to trial new technologies such as drug testing. The region will also advocate for more resources to train inexperienced drivers, and for national work to ensure that foreign visitors fully understand the driving environment and rules when they visit New Zealand.

The ‘Waikato truck legends’ campaign invited drivers to take a step back in time with a special edition collector’s card series featuring Waikato trucks and a unique road safety message aimed at truckies.
### 4.3.2 Safe Road Use Policy and Actions

- To design and deliver safety programmes to help protect all regional road users and, in particular, high risk and vulnerable road user groups.
- To encourage and enable road users to proactively improve road safety behaviour and manage risk.
- To advocate for legislation to support road safety best practice.

#### Table 3: Safe road use actions

<table>
<thead>
<tr>
<th>No</th>
<th>Action</th>
<th>Lead agency</th>
<th>Support agencies</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>A 3.1</td>
<td>Design and deliver plans for risk targeted education and behavioural campaigns in accordance with regional road safety priorities. Agreed priorities for 2012-15 are speed, alcohol and drugs, heavy motor vehicles, company fleet, young drivers, high risk roads and motorcycles.</td>
<td>REG</td>
<td>RRSSG, RCAS RSaP groups</td>
<td>12-15 RLTP, 15-18 RLTP</td>
</tr>
<tr>
<td>A 3.2</td>
<td>Continue to implement high profile drink drive and speed enforcement.</td>
<td>NZ Police</td>
<td></td>
<td>Ongoing</td>
</tr>
<tr>
<td>A 3.3</td>
<td>Provide driver/rider education to improve road user skills.</td>
<td>RCAs, ACC</td>
<td>REG, Police</td>
<td>Ongoing</td>
</tr>
<tr>
<td>A 3.4</td>
<td>Work with media to keep regional public informed about road safety issues and initiatives.</td>
<td>REG, RCAs, Police</td>
<td></td>
<td>Ongoing</td>
</tr>
<tr>
<td>A 3.5</td>
<td>Continue to deliver the Young Road User Programme (Ruben) in all districts</td>
<td>Regional Council</td>
<td>RCAs, Police</td>
<td>Ongoing</td>
</tr>
<tr>
<td>A 3.6</td>
<td>Hold regular regional education forums to develop and share ideas.</td>
<td>REG</td>
<td>RRSSG, RSAP groups</td>
<td>At least twice per year</td>
</tr>
<tr>
<td>A 3.7</td>
<td>Work with local authorities on the development of consistent and coordinated alcohol policies.</td>
<td>DHB</td>
<td>RRSSG, RSAP groups</td>
<td>Ongoing</td>
</tr>
<tr>
<td>A 3.8</td>
<td>Explore and develop new stakeholder relationships including private enterprise to extend the reach of regional education work.</td>
<td>REG</td>
<td>RRSSG, RSAP groups</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

**Advocate for:**

- A 3.9: A reduction in the legal adult blood alcohol limit to 50mg per 100mL (BAC of 0.05) with a supporting regime of tougher penalties for drink driving/riding offenders. RTC, RRSSG, RSAP groups | At every opportunity |
- A 3.10: The introduction of random roadside drug testing. RTC, RRSSG, RSAP groups | At every opportunity |
- A 3.11: More nationally funded driver skills training programmes to support tougher licensing tests. RTC, RRSSG, RSAP groups | At every opportunity |
- A 3.12: Compulsory use of appropriate child restraints for all children under 148cm. RTC, RRSSG, RSAP groups | At every opportunity |
- A 3.13: National education programmes promoting road safety to overseas visitors. RTC, RRSSG, RSAP groups | At every opportunity |
4.4 Safe vehicles

New Zealand has one of the oldest vehicle fleets in the developed world. The average age of the New Zealand light vehicle fleet is over 13 years and still rising. While advances in modern vehicle technologies are significantly improving occupant safety, many of these benefits are not realised in the older New Zealand fleet. Many older vehicles are not up to the safety standards of their modern counterparts and are less forgiving in the event of a crash, leading to occupants sustaining more severe injuries or death.

4.4.1 VEHICLE ISSUES AND FUTURE FOCUS IN THE WAIKATO REGION

In the Waikato the age of the regional fleet mirrors that of the national fleet. Traffic volumes in the Waikato region are the second highest in the country. The possibility of vehicles coming into conflict is proportionally high when compared with other regions. The road network hosts commercial, freight, tourist and commuter traffic and so by nature is used by many different types of vehicles.

Heavy motor vehicles are particularly prominent on the region’s state highways, servicing key freight routes, and also feature on the local road network where much of the region’s dairy industry is based. Escalating costs and commercial pressures have led to a notable decline in the maintenance regimes of some operators in recent years.

Motorcyclists also favour a number of regional routes. The challenging nature of these routes requires skilled riding and safe vehicles, particularly brakes and tyres. Unfortunately, motorcycle crashes contribute disproportionately to regional crash statistics.

It is in the interest of all road users that all vehicles are maintained to the highest safety standards and that they protect their occupants/riders in the event of a crash occurring.

It is recognised that regional stakeholders have little influence over import standards or vehicle legislation. However, the region does play a role in regulation, enforcement, education, awareness and advocacy.

Moving forward, stakeholders will continue to promote safety as a key consideration in the purchase and operation of regional vehicle fleets, and to private and commercial vehicle owners. The Regional Education Group will host workshops and information days and promote safety tools and tips through regional campaigns.

Stakeholders, particularly enforcement and regulatory authorities, will continue to ensure that appropriate safety checks are in place for operators of vehicles with the highest crash risk in the region and will work with operators on their safety programmes.

Regional stakeholders will advocate nationally for the introduction of vehicle import standards, customer information programmes and the promotion of operator rating systems.

Waikato road safety stakeholders are actively promoting the purchase and use of ‘5 star’ safety rated vehicles which provide maximum occupant protection in the event of a crash.
### 4.4.2 SAFE VEHICLE POLICY AND ACTIONS

- To promote safety as a key consideration in the purchase and operation of regional vehicle fleets.
- To ensure that appropriate safety checks and programmes are in place for operators of vehicles with the highest crash risk in the region.
- To advocate for improvements to national policy on vehicle safety standards.

#### Table 4: Safe Vehicle Actions

<table>
<thead>
<tr>
<th>No</th>
<th>Action</th>
<th>Lead agency</th>
<th>Support agencies</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>A 4.1</td>
<td>Promote safe fleet purchase and safe driver assessments to company fleet vehicle operators through regular education campaigns and annual fleet manager safety days</td>
<td>REG, NZTA, ACC</td>
<td>RGGGS, RCAs</td>
<td>Ongoing programme</td>
</tr>
<tr>
<td>A 4.2</td>
<td>Promote public awareness of vehicle selection and vehicle safety technologies through education campaigns</td>
<td>REG, NZTA</td>
<td>Police, RCAs</td>
<td>Ongoing programme</td>
</tr>
<tr>
<td>A 4.3</td>
<td>Undertake vehicle checks and tests on heavy motor vehicles. Support with educational initiatives targeting heavy motor vehicle operators and drivers</td>
<td>NZ Police (CVIU)</td>
<td>NZTA, REG</td>
<td>Ongoing programme</td>
</tr>
<tr>
<td>A 4.4</td>
<td>Promote and deliver safety tools, maintenance tips for motorcyclists</td>
<td>ACC, RCAs</td>
<td>REG, Police, NZTA</td>
<td>As outlined in RSAP in qualifying areas</td>
</tr>
</tbody>
</table>

**Advocate for:**

- A 4.5 The introduction of compulsory point of sale consumer information programmes on vehicle safety
  - RTC, RRSSG
  - RSAP groups
  - At every opportunity

- A 4.6 The introduction of mandatory safety standards for all new and used vehicles entering the New Zealand fleet
  - RTC, RRSSG
  - RSAP groups
  - At every opportunity

- A 4.7 All Government contracted services to only use companies with an ORS rating of 4 star and above
  - RTC, RRSSG
  - RSAP groups
  - At every opportunity

- A 4.8 Advocate for continued regular WOF and COF checks for vehicles
  - RTC, RRSSG
  - RSAP groups
  - At every opportunity
4.5 Leadership, collaboration and accountability

4.5.1 ISSUES AND FUTURE FOCUS IN THE WAIKATO REGION

Safety of the transport system is a shared responsibility. The existing regional model allows safety stakeholders in the sector to come together at all levels of planning and operations. However, while the appropriate regional structure is in place, it can only continue to be successful with strong governance and the ongoing buy-in of all parties.

In an ever changing environment, in the face of local government reform and funding pressures, there has never been a more critical time to ensure that the delivery of regional road safety is strategic, coordinated and effective. This is also the right time to look beyond the traditional sector to identify opportunities to partner with wider stakeholder groups.

The Regional Transport Committee has taken a lead role by recognising and prioritising road safety. Going forward, this strategy aims to further engage politicians, community leaders and key decision makers in the safety conversation. The support of high profile road safety champions is a vital component to the success of this strategy, particularly when seeking community buy-in for new safety initiatives, maintaining a regional profile and when advocating to central government for legislation change.

Some excellent work has already been initiated across agencies and between regions. This strategy will focus on exploring and developing new partnerships with the private sector, between regions and between national and regional stakeholders. This will include a possible ‘signature project’, an initiative signalled in the latest Safer Journeys action plan.

At the district level, stakeholders work together on operational Road Safety Action Plans. Some districts in the region are working well, however, others lack resources and the full buy-in of the local road controlling authorities. This is a critical system flaw and one that needs to be addressed in order to advance with many of the actions in this strategy. Building knowledge, capacity and ownership in RSAP groups will therefore be an area of immediate and ongoing focus.

Stakeholders will work together to prioritise and submit funding proposals through the next RLTP, while also investigating alternative funding sources and potential private sector funding partnerships.

Road safety is still largely treated as a stand-alone activity. Given that road safety is a direct outcome of transport and land-use planning and is further impacted by many other planning processes, it is important that consideration is given to integrating safety policy wherever possible. During the lifetime of this strategy sector stakeholders will work with those in other related fields to ensure that this holistic approach is understood and incorporated into local and regional policy, plans and documents.

The sod turning ceremony which kicked off construction of a new Kopu Bridge near Thames.
4.5.2 LEADERSHIP, COLLABORATION AND ACCOUNTABILITY POLICY AND ACTIONS

- To maintain a national and regional profile on Waikato road safety issues to ensure that the sector continues to secure resources and support.
- To build cross-sector capability by ensuring that all stakeholders are engaged, actively involved and collaborating on road safety planning and delivery.
- To lead out with effective regional strategy and performance measured against targets.
- To strengthen the integration of regional road safety with national, regional and local transport policies, strategies and plans and ensure a balanced approach with other strategic transport priorities.

Table 5: Leadership, collaboration and accountability actions

<table>
<thead>
<tr>
<th>No</th>
<th>Action</th>
<th>Lead agency</th>
<th>Support agencies</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>A 5.1</td>
<td>Actively engage politicians and regional decision makers. Seek to appoint road safety champions in each organisation</td>
<td>Regional Council, Police, DHB, RCAs</td>
<td>RRSSG</td>
<td>Ongoing</td>
</tr>
<tr>
<td>A 5.2</td>
<td>Meet regularly to plan and implement strategic actions and workshop issues of national and regional importance</td>
<td>RRSSG</td>
<td></td>
<td>Quarterly</td>
</tr>
<tr>
<td>A 5.3</td>
<td>Attend RSAP meetings and actively participate in sub-regional planning</td>
<td>RRSSG members</td>
<td>RSAP groups</td>
<td>Three times per year</td>
</tr>
<tr>
<td>A 5.4</td>
<td>Seek out opportunities for inter-regional alliances for road safety</td>
<td>RRSSG, Police</td>
<td>Neighbouring authorities</td>
<td>Ongoing</td>
</tr>
<tr>
<td>A 5.5</td>
<td>Maintain robust relationships with the NRSC, Ministry of Transport, NZTA, TRAFINZ, SASTA, LGNZ and Local Government Leadership Group</td>
<td>Waikato Regional Council</td>
<td>RRSSG</td>
<td>Ongoing</td>
</tr>
<tr>
<td>A 5.6</td>
<td>Continue to foster relationships with industry and user groups through meetings and workshops on relevant and current safety topics</td>
<td>RRSSG</td>
<td>REG, RSAP groups</td>
<td>Ongoing</td>
</tr>
<tr>
<td>A 5.7</td>
<td>Collect and disseminate data and research for shared use by all regional road safety stakeholders</td>
<td>NZTA, Police</td>
<td>RRSSG</td>
<td>At least annually</td>
</tr>
<tr>
<td>A 5.8</td>
<td>Make road safety funding recommendations to the Regional Land Transport Programme (RLTP) through the Regional Advisory Group (RAG)</td>
<td>RRSSG</td>
<td>RSAP groups</td>
<td>Every three years</td>
</tr>
<tr>
<td>A 5.9</td>
<td>Work with stakeholders to ensure that road safety policy is aligned with key strategic policy documents such as the RLTS, RPS, Road Policing Programme and District Plans</td>
<td>RRSSG</td>
<td>RSAP groups</td>
<td>Ongoing</td>
</tr>
<tr>
<td>A 5.10</td>
<td>Submit on national and regional policy of relevance to road safety</td>
<td>Regional Council</td>
<td>RRSSG</td>
<td>At every opportunity</td>
</tr>
<tr>
<td>A 5.11</td>
<td>Produce annual transport monitoring report to measure and report on progress against strategy targets</td>
<td>Regional Council</td>
<td>RRSSG</td>
<td>Annually</td>
</tr>
<tr>
<td>A 5.12</td>
<td>Progress dialogue with the NRSC to investigate options for a region wide ‘signature project’ in the Waikato</td>
<td>Regional Council, NZTA</td>
<td>RRSSG</td>
<td>Prior to 2015-18 RLTP</td>
</tr>
</tbody>
</table>
5. Funding

Regional road safety stakeholders source funding through different channels as follows:

**National Land Transport Fund**

The predominant source of road safety funding is through the National Land Transport Fund (NLTF). Funding from the NLTF is directed to approved organisations (primarily local and regional authorities) for a range of activities across the areas of engineering, education and enforcement.

All AOs are required to make road safety funding applications to the NZTA. The region is responsible for prioritising road safety activities through the RLTP. This regional funding prioritisation process is overseen by the RTC with technical assistance from representative staff known as the RAG. The completed RLTP is submitted to the NZTA for inclusion in the National Land Transport Programme (NLTP). The NZTA then allocates funds from the NLTF on the basis of national priority for a three year period. The current funding programme covers 2012-15.

**Safety engineering**

Safety engineering activities for state highways and local roads are submitted by RCAs through the RLTP for consideration in the NLTP. Funding is allocated on a three yearly basis for engineering activities that fall within the minor improvements budget and for capital works that fall under the roading programme.

**Road safety promotion**

AOs receive funding for community programmes and road safety education through the road safety promotion (previously community development programmes) funding provision in the NLTP. Territorial authorities are predominantly responsible for funding local road safety initiatives and providing resource to community groups for road safety education at the grassroots level. The regional council and the NZTA Highway and Network Operations Group (HNO) are predominantly responsible for funding network corridor and region wide education programmes and campaigns. This work is overseen by the joint agency Regional Education Group (REG).

**Police activities**

National road policing activity is directed by the Road Policing Strategy and delivered through the National Road Policing Programme. Funding is negotiated nationally with the NZTA and allocated through the NLTF in accordance with the Road Policing Performance Agreement. Regional funding is allocated to deliver programmes in line with strategies set down in the National Road Policing Programme and regional and districts level directives including the Regional Road Safety Strategy, the Waikato Police Business Plan and district road safety action plans.

**ACC**

ACC provides funding for injury prevention initiatives targeting the road safety issues that return the highest injury claims in the motor vehicle account. ACC usually provides and delivers injury prevention packages in collaboration with road safety partners, such as fleet management programmes or motorcycle skills training. ACC may sometimes provide some funding direct to local and regional campaigns and initiatives where there are mutual injury prevention objectives.
Waikato Regional Council’s popular Ruben the Road Safety Bear teaches preschoolers and primary children up to about seven years old about road safety.
The 'elephant vs mouse' awareness campaign is based on the top four road safety messages truck drivers would like other motorists to learn.

If you can’t see my mirrors, I can’t see you

Indicate to communicate

I’m heavy, it takes time for me to stop

Need to pass me? Are you sure it’s safe?
Appendix 1 – Crash issue identification methodology

The identification of crash issues affecting the region is considered vital in understanding the nature and scope of the problem and in directing a coordinated regional response to lower the current road toll. For the Waikato Regional Road Safety Strategy, the following methodology has been agreed by stakeholders and utilised in order to identify regional crash issues for prioritisation purposes.

Data sources
Data has been sourced from the Crash Analysis System (CAS). CAS is an integrated computer system that provides tools to collect, map, query and report on road crash and related data. CAS was selected because it contains the most comprehensive source of crash data, including crash location, type and contributing factors.

Waikato’s regional boundaries cover 10 territorial authorities, along with part of Rotorua District Council. For the purpose of transport planning and policy, Rotorua district sits within the Bay of Plenty region. The data referred to within this strategy therefore includes all regional territorial authorities, except Rotorua District Council. Rotorua has also been excluded from the territorial authority level analysis and mapping with their agreement.

Analysis method
To establish the current safety performance of the Waikato, the region has been compared to “All New Zealand (excluding motorways)”. The Waikato region is considered representative of New Zealand in terms of the ratio of urban roads to rural roads and local roads to state highways including a variety of road environments. Motorways have been excluded from the data because the Waikato region does not have any motorways (as defined by NZTA).

To compare the performance of territorial authorities to each other and to the Waikato region and all of New Zealand, separate calculations have been made to determine the percentage of the various contributing crash factors that were represented in fatal and serious crashes for each territorial authority, the Waikato region and “all of New Zealand”. Unless stated otherwise, analysis has been confined to drivers/vehicles that were at fault (or at part fault) in causing fatal and serious crashes.

Analysis period
Five year data (2007-2011) has been analysed.

Data analysed
Where possible, standard CAS reports using the territorial authority areas as defined within CAS have been used. To create the “Waikato region”, data from the 10 territorial authorities was amalgamated into one query.

Where specific data analysis has been required, Waikato regional data has been used with appropriate data queries from CAS. The required statistics have then been calculated using an Excel spreadsheet. Where this has occurred, the process has been documented so that it can be reviewed for accuracy and repeated as required in the future.

Crash severity
All the analysis is confined to fatal and serious crashes so the crash factors and patterns that cause fatal or serious injuries can be identified. A decision was made not to include the numerous minor and non-injury crashes that occur within urban areas. It was felt that including the number and type of the lower severity crashes might draw the focus of the strategy away from the causes of the most serious crash types in the region.
All motor vehicle average daily traffic (ADT) volume for 2011

LEGEND

- 15,000+ vehicles
- 12,500 to 14,999 vehicles
- 10,000 to 12,499 vehicles
- 7,500 to 9,999 vehicles
- 5,000 to 7,499 vehicles
- 2,500 to 4,999 vehicles
- 1 to 2,499 vehicles
- No data / 0 vehicles

Lake Taupo

All motor vehicle average daily traffic (ADT) volume for 2011

LEGEND

- 15,000+ vehicles
- 12,500 to 14,999 vehicles
- 10,000 to 12,499 vehicles
- 7,500 to 9,999 vehicles
- 5,000 to 7,499 vehicles
- 2,500 to 4,999 vehicles
- 1 to 2,499 vehicles
- No data / 0 vehicles

Lake Taupo
Factors contributing to fatal and serious crashes
(%) 2007 - 2011

LEGEND
- Alcohol
- Too fast for conditions
- Failed to keep left
- Overtaking
- Failed to give way / stop
- Incorrect lane / position
- Poor handling
- Poor observation
- Poor judgement
- Fatigue
- Weather / road conditions

Kilometres
Fatal and serious crashes involving speed as a contributing factor (%) 2007 - 2011

LEGEND
0% 10% 20% 30% 40% 50% 60% 75%
2007 2008 2009 2010 2011

Kilometres
0 10 20 30 40 50
Recorded environmental conditions during fatal and serious crashes (%) 2007 - 2011

LEGEND
- Day light - dry road
- Day light - wet road
- Day light - icy road
- Night time - dry road
- Night time - wet road
- Night time - icy road

Kilometres
Heavy motor vehicle average daily traffic (ADT) volume for 2011

LEGEND
- N -

1,200+ vehicles
1,000 to 1,199 vehicles
800 to 999 vehicles
600 to 799 vehicles
400 to 599 vehicles
200 to 399 vehicles
1 to 199 vehicles
No data / 0 vehicles
Location of fatal and serious crashes involving heavy motor vehicles (HMV) 2007-2011

LEGEND
- HMV caused crash
- HMV involved in crash
- State highways
Fatal and serious crash locations and number of vehicles involved (%) 2007 - 2011

Legend:
- Intersection - 1 vehicle
- Intersection - 2+ vehicles
- Midblock - 1 vehicle
- Midblock - 2+ vehicles
Location of fatal and serious motorcycle crashes 2007-2011

LEGEND
- Fatal motorcycle crashes
- Serious motorcycle crashes
- State highways
Road types where fatal and serious crashes occurred (% 2007 - 2011)

LEGEND

- Urban local road
- Urban state highway
- Open local road
- Open state highway

Kilometres
Vehicle types driven by at fault drivers in fatal and serious crashes (%) 2007 - 2011

LEGEND
- Car / station wagon
- Motor cycle / moped
- Van / utility
- SUV
- Truck
- Bus / taxi / other

Kilometres