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

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| University of Waikato | Professor Sam Charlton |
Chairman's foreword

As Chair of the Waikato Regional Transport Committee (RTC) it gives me great pleasure to present this Waikato Regional Road Safety Strategy. Road safety continues to be a significant national, regional and local issue and a major concern for us in the Waikato region.

The make-up of our region with an extensive road network and high traffic volumes on our inter-regional routes increases the risk of travel on our network. As a region we are up against high growth in traffic volumes in both light and heavy vehicles, as well as many other factors brought about by growth in population both in and outside of our boundaries. People and goods are travelling more and we are seeing a rise in visitors to our region. The standard of our roads is one factor we are looking at especially those roads carrying increasing freight loads as well as overall increasing traffic numbers.

The RTC is fully committed to this strategy and to the measures contained therein to reduce the high road casualties within the region. Through the committee’s work in developing the 2018 Regional Land Transport Plan, we have agreed that road safety remains as one of the three core priorities for us.

Some of the challenges lying ahead for the RTC, Regional Road Safety Forum and partner agencies are to strengthen leadership and collaborative, evidence-based planning. We will be working with all our partners and focusing on both the short and medium term priorities.

Speed management continues to be a key focus area for the committee and the strategy encourages further work by all partners in this area. We will also focus on our most vulnerable and least experienced, with priorities that address pedestrian, cycle, motorcycle and young driver safety. Looking ahead the region is well placed, through the forum, to tackle some of the complex issues that contribute to our current high casualties.

On behalf of the committee I would like to acknowledge the excellent collaborative work of the Regional Road Safety Forum in developing this strategy which demonstrates a very strong willingness to work together to achieve a common goal, across all areas of road safety. The strategy will need a strong commitment from all the parties to achieve the vision and targets we are seeking to achieve.

I commend this strategy to you.

Cr Hugh Vercoe
Chairman – Regional Transport Committee
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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.

Road Safety Coordinator

Regional Transport Committee. Chaired by Waikato Regional Council including representatives from territorial authorities, NZ Transport Agency and NZ Police.

Safe and Sustainable Transport Association

Safety Management System

Territorial Authority. Otherwise known as district or city council.

The New Zealand Local Authority Traffic Institute

Vehicle kilometres travelled

Waikato District Health Board

Young Road User Programme (Ruben) – Waikato Regional Council’s Young Road User Programme. Ruben the Road Safety Bear is the mascot.
Executive summary

The outcomes of road crashes in the Waikato region impose social costs of around $500 million per year along with intangible, financial, economic and community costs to society. The Waikato region is over represented nationally with deaths and serious injuries historically representing over 20 per cent of national casualties each year. The Waikato Regional Transport Committee (RTC) has prioritised road safety through the Waikato Regional Land Transport Plan (RLTP) with road safety priorities and policies, currently under development with the mid-term review of the RLTP. The Waikato Regional Road Safety Strategy (WRRSS) is a key implementation tool for the RLTP.

Regional stakeholders have developed this strategy together through the Regional Road Safety Forum (RRS Forum) and are committed to the regional vision of:

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

This strategy sets out a framework for the coordinated delivery of multiple agency road safety interventions overseen by the RRS Forum. The purpose of the strategy is to:

- identify short term priorities for the next three years for road safety partners, and inform the review of the 2018 RLTP road safety priorities
- provide signals for longer term priorities that could influence road safety culture change and a step change in road safety outcomes for the region.

**Key issues and responses**

The Waikato region has a large road network with 16 per cent of national state highways by length, high traffic volumes, and high freight volumes. Many state highways and local roads have relatively lower safety standards than other regions and this combines with high traffic volumes to increase crash risk for road users.

Vulnerable road users including pedestrians, cyclists and motorcyclists, young drivers and heavy vehicles are over represented in death and serious injury crashes. Inappropriate speed, alcohol, drugs, fatigue and distraction are key contributors to crashes and when mixed with an ageing vehicle fleet are a lethal combination.

**Short term priorities**

Moving forward, the following three key short term priorities have been identified which will inform the review of the 2018 RLTP.

- Leadership, collaboration and accountability.
- Speed management.
- High risk road users.

Under these priorities the following key activities for delivery include the following:

- Re-establishing the RRS Forum as a key driver and champion of road safety.
- Strengthening district Road Safety Action Plan (RSAP) groups and regional education.
- The region will continue to define and coordinate data requirements and analysis, reporting and monitoring for the region, and will coordinate a regionally agreed research strategy to ensure an evidence driven approach.
- Speed management planning and investment, supporting speed enforcement.
- Planning for the impact of an ageing and changing demographic on safety priorities.
- Targeting high risk priorities and high risk infrastructure.

Stakeholders will continue to deliver ongoing important core activities which underpin safe system delivery and provide baseline activities.

**Medium to longer term priorities**

The following medium to longer term priorities have been identified to enable more effective interventions.

- The region needs to set better targets, reinforce transport safety leadership and build community acceptance, priority, leadership and understanding of the Safe System.
- The region needs to continue to ensure our road infrastructure is safe and is managed at appropriate speeds.
- Partners need to support vulnerable road users and young drivers, work with the business sector on the ageing fleet and safe user behaviour.
- The Waikato region needs to build a case to central government for a 10 year targeted regional infrastructure funding package.

Looking forward, the region will continue to develop responses to emerging issues. Road safety partners will consider opportunities to create a step change in transport safety outcomes by exploring systemic issues and opportunities for investing differently to address safety issues. This work will help to inform long term priorities and actions, engagement with central government, input into the national road/transport safety strategy beyond 2020 and future RLTP priorities.

**Conclusion**

The region has a 10 year trend of decreasing deaths and serious injuries, with increases in the last few years, and we remain over represented nationally.

- Strategic partners need to keep implementing core activities as they combine to deliver the safe system approach and are needed as a baseline activity range.
Partners need to focus on key short term priorities:

- strengthening our leadership
- coordination and collaborative planning with emphasis on speed management plans
- investment and enforcement support
- target high risk priorities with evidence based interventions to achieve behaviour change, and support this with appropriate infrastructure, education, and forward planning.

In the longer term we need to achieve a culture change around road safety and this will require road safety partners to lead by example and engage strongly with community and business leaders.

Lastly, the strategy has identified a suite of strategic signals that the region needs to focus on enabling better outcomes in the short-medium term and explore opportunities for a step change in outcomes to inform the RLTP beyond 2021 and the review of the national road safety strategy beyond 2020.
Section 1: Introduction

Road safety in the Waikato region is a nationally significant issue with deaths and serious injuries historically representing over 20 per cent of national road fatalities per year. The Regional Transport Committee (RTC) has prioritised road safety for the region through the Waikato Regional Land Transport Plan (RLTP). The Waikato Regional Road Safety Strategy (WRRSS) is a key implementation tool that is developed and agreed with the Waikato Regional Road Safety Forum (RRS Forum) and is approved by the RTC and adopted by the Waikato Regional Council (WRC).

This strategy sets out a framework for the coordinated delivery of multiple agency interventions to reduce deaths and serious injuries on the region’s transport network, overseen by the RRS Forum. Key priorities in this strategy are underpinned by ongoing core (business as usual) activities that are considered essential to address the complex issue of road safety. Overall, this strategy informs road safety policy development and road safety partners planning and implementation.

The WRRSS has been developed through comprehensive engagement and consultation with regional stakeholders responsible for road safety outcomes. The key stakeholders involved include territorial authorities (TAs), the NZ Transport Agency (NZTA), NZ Police, Waikato Regional Council, Road Transport Association (RTANZ), National Road Carriers (NRC), the Accident Compensation Corporation (ACC) and Waikato District Health Board (Waikato DHB).

1.1 Purpose of the plan

The purpose of this strategy is to:

- identify short term priorities for the next three years for road safety partners, and inform the review of the 2018 RLTP road safety priorities
- provide signals for longer term priorities that could influence road safety culture change and a step change in road safety outcomes for the region.

1.2 Strategy duration and review

The WRRSS will be operational from 2017-21 and will be formally reviewed prior to the end of the 2017-21 operative period. The strategy will be monitored and progress will be reported annually against targets. A regional action plan to implement the priorities in this strategy beyond 2018 will be developed with stakeholders and agreed through the RRS Forum.

1.3 What regional partners have achieved

Road safety stakeholders across the region have worked together on a range of actions and issues under the guidance of the WRRSS 2013-16. A summary of achievements in the last three years is given in Appendix 1. Key highlights include the following:

- A 10 year decreasing trend of deaths and serious injuries across the Waikato region.
- Contribution to the national speed management approach through trialling the national speed management guide in the Waikato Demonstration project. The national speed management guide is now available and review of the Land Transport Rule: Setting of Speed Limits 2003 is underway.
- Regional road safety coordination, user education and interventions through a Waikato Regional Education Group (REG), including a support network for regional road safety coordinators, and a bilingual young road users programme.
- Contribution to the 2015 Safer Summer Coromandel Campaign (17 partner agencies) - winner Waikato Problem Orientated Policing (POP) Awards; ‘Excellent in achieving collective impact’ and ‘Supreme Award’, National POP Awards; and subsequently presented internationally.

1.4 How this document is set out

This document is laid out in six chapters, with supporting appendices. The chapters are summarised in Figure 1 below. Appendices include road safety partner achievements, crash issue identification methodology, regional maps of road safety data, a funding overview, and early thinking on potential activities to address medium-longer term priorities.
Figure 1: Structure of Waikato Regional Road Safety Strategy 2017-21

**CHAPTER 1**
- Purpose, duration and achievements

**CHAPTER 2**
- Policy context
- How we deliver road safety in the region

**CHAPTER 3**
- Regional road safety issues and focus areas

**CHAPTER 4**
- Key short term priorities, policies and core activities

**CHAPTER 5**
- Thinking ahead to medium long term priorities
- RLTP alignment

**CHAPTER 6**
- Conclusion
- Monitoring of strategy
- Next Steps
Section 2: Road safety policy framework and delivery model

This chapter outlines the national, regional and local road safety policy context for road safety delivery. It also outlines the way regional partners work together in the region and the Safe System approach used for road safety delivery nationally.

2.1 Road safety policy framework

The core elements of the road safety policy framework are depicted in Figure 2 below. Key national policy drivers are outlined as well as the Regional Land Transport Plan (RLTP) which provides the overall policy direction for road safety in the region.

Government Policy Statement on Land Transport

The GPS outlines what the Government expects to achieve from its investment in land transport through the National Land Transport Fund (NLT). The draft GPS 2018 reconfirms the Government’s existing strategic priorities:

- economic growth and productivity (key priority)
- road safety (remains a priority)
- value for money (draft GPS 2018 increases the emphasis on this priority).

These strategic priorities are supported by national land transport objectives and the results the Government wants to see. The objective for road safety is:

- A land transport system that is a Safe System, increasingly free of death and serious injury.

In looking to achieve a “reduction in deaths and serious injuries” the draft GPS 2018 focuses on:

- ensuring roads and roadsides support safe travel
- encouraging safe vehicle choices
- providing a framework to support compliance
- emphasising the need for road safety research to inform GPS investment and better manage risks on the road.

Safer Journeys

Safer Journeys is New Zealand’s road safety strategy for 2010-2020. It establishes a vision of “a safe road system increasingly free of death and serious injury” and is based on the Safe System approach. The Safe System approach to road safety planning and delivery is currently international best practice.

Under a Safe System the whole transport system is designed to protect people from death and serious injury. This is a ‘shared responsibility’ approach recognising the vulnerability of human beings to crash forces and the central premise of protecting road system users from serious injury or death.

The Safe System four main principles are:

- people are vulnerable
- people make mistakes
- the responsibility for ensuring safety is a shared one
- all parts of the system need to be strengthened to protect road users.

2.1.1 National policy framework

The Land Transport Management Act 2003 (LTMA) provides the principal legal framework for the development and management of the land transport system. The purpose of this Act is to contribute to an effective, efficient and safe land transport system in the public interest.

Under the LTMA, the Government’s strategic transport priorities are set out in a number of documents, including the Government Policy Statement on Land Transport (GPS) and Safer Journeys 2010-2020. These national priorities help to guide the regional policy direction and investment priorities for road safety.
The Safe System examines the complex components of a road system - from legislation, regulation and physical road design, to vehicle standards and road user behaviour. To create a safe system we need to achieve safe speeds, safe roads and roadsides, safe road use and safe vehicles (Figure 3). This requires the input and collaboration of multiple stakeholders.

Safer Journeys takes a whole-of-government approach requiring collaboration between central, regional and local government agencies and the private sector. The national road safety focus is supported by a robust regional policy framework, outlined below. The third and final action plan for the strategy covers 2016-2020.

2.1.2 Regional policy framework

At the regional level, the Waikato RLTP 2015-2045 sets the policy direction for road safety, consistent with national road safety policy directives. The Waikato Regional Road Safety Strategy (WRRSS) is a key delivery tool for implementing the road safety priorities, policies and measures in the RLTP.

This strategy will straddle two operative periods of the RLTP and must deliver on 2015-45 RLTP implementation as well as taking direction from road safety priorities and policies contained in the 2018-48 RLTP which will be adopted in 2018.

Waikato RLTP 2015-2045

Road safety is one of three core policy focus areas for the operative RLTP. In the short term, the RLTP priority measures are designed to reduce risk and achieve an ongoing trend of reduction in deaths and serious injuries on Waikato’s roads. In the longer term, the region is working towards increasing
effective safe system interventions which will ensure the continuation of this downward trend, ultimately resulting in zero deaths and serious injuries on Waikato’s roads.

The objective for road safety is “to achieve a significant reduction in risk, deaths and serious injuries across the Waikato region.” Key short-term priorities to drive progress on this objective over 10 years are outlined below. These are supported by road safety policies and implementation measures to guide stakeholder activities.

**RLTP 2015-2045 short term (1-10 years) road safety priorities**
- Deliver all actions in the WRRSS 2013-16.
- Support implementation of a national Speed Management Plan and advance speed management regionally.
- Reduce risk on high risk rural roads and roadsides, intersections and urban arterials.
- Design and deliver safety initiatives for road users at highest risk, with a particular focus on vulnerable road users.
- Apply comprehensive safety risk assessment across the full network and prioritise programmes accordingly.

**2018 update of RLTP**

The Regional Transport Committee (RTC) is currently reviewing the 2015 RLTP using business case guidelines. Whilst not operative, important signals for road safety are coming out of the review process. Road safety has been reconfirmed as one of three primary focus areas for the RLTP moving forward and for the first time, the RTC has given weighting to the region’s key transport problems and corresponding objectives. Road safety has been elevated as a key regional focus for investment and effort. In this light, operative road safety priorities and policies are in the process of being reviewed to strengthen regional road safety policy direction.

**Waikato Regional Road Safety Strategy**

The WRRSS is the principal implementation tool in delivering road safety outcomes under the RLTP. This strategy sets a vision, outcomes and targets for road safety partners to work toward, and is structured around the Safe System approach.

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 collaboration and supports the Safe System principle that no death or serious injury caused by road related crashes are acceptable to the region’s stakeholders. The vision is consistent with the Vision Zero multi-national road transport safety approach. Vision Zero was approved by the Swedish parliament in October 1997 and Sweden and the United Kingdom have the lowest road fatalities per population by country. A core principle of the vision is that ‘Life and health can never be exchanged for other benefits within society’.

**Outcomes**

While the long term vision is for a regional road system free of deaths and serious injuries, over the short-medium term the goal is to achieve an ongoing trend of reduction in serious injuries and fatalities, in line with national and regional (RLTP) road safety objectives. Policies and actions in this strategy aim to achieve progress toward five outcome areas:

- safe speeds
- safe roads and roadside
- safe road users, safe vehicles
- leadership, collaboration and accountability.

**Targets**

We know it will take many years to realise the region’s vision and progress needs to be incremental. The RTC will continue to prioritise road safety as one of three priority issues for our region. The approach is to build off the successful collaborative work being undertaken across the Safe System, and to prioritise work in the areas that have the most potential to reduce deaths and serious injuries.

To guide the region toward its vision the WRRSS sets the following targets:

- 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.

**Progress against targets**

Deaths and serious injuries regionally from 2006-2016 were compared to the targets. Figure 4 and Figure 5 show a decreasing trend in fatalities and serious injuries across the region. A linear trend line has been fitted as an estimation of possible future results. For fatalities, the rate of decrease may be realistic, but it is anticipated that serious injuries will follow a non-linear trend due to future fatal crashes being converted into serious injury crashes as safer vehicle technology uptake increases, and there may be any number of other factors which will influence the trend. Having said that, progress is being made.

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2.1.3 Local policy framework

Both the RLTP and WRRSS guide local authorities and road safety partners in developing their own policies, strategies and action plans.

Road Safety Action Plans (RSAP) and Activity Management Plans (AMP)

RSAPs are the key collaborative framework for identifying local road safety priorities and implementing regional road safety priorities. RSAP groups provide an opportunity for multiple agencies to come together to focus on coordinated delivery of local road safety interventions. RSAPs also influence the development of road safety priorities and programmes of work within AMPs and therefore ultimately help to direct funding toward local road safety interventions.
2.2 How we deliver road safety in the region

Leadership, collaboration and accountability are integral to successful safe system delivery. Waikato region stakeholders operate a three-tier model for the planning and implementation of regional road safety. This model is described below and illustrated in Figure 6.

The Waikato RTC takes ultimate responsibility for regional road safety. The RTC sets the political direction for road safety and identifies the region’s high level road safety priorities through its key strategic document, the RLTP. The RTC also prioritises all transport projects in the region including road safety projects, through the RLTP programme of activities.

The RTC is advised on road safety issues by the Regional Road Safety Forum (RRS Forum), formerly named the Regional Road Safety Steering Group, a cross-agency collective coordinated by Waikato Regional Council (WRC). The RRS Forum is responsible for regional policy advice, advocacy, promoting strategy implementation and monitoring. This technical group meets regularly to develop regional initiatives and provide ongoing technical advice and direction to local road safety action planning groups. A Regional Education Group (REG) oversees the delivery of multi-media education campaigns and programmes to address regionally significant safety issues and the Young Road User programme (Ruben) delivers regional road safety education for young road users.

The Waikato region is divided into five road safety operational areas (Map 1). Each area is responsible for developing local road safety priorities and actions and documenting these into a road safety action plan. Each RSAP group delivers road safety programmes and interventions which are targeted to local crash issues and communities, while also contributing to regional priorities.

The regional model identifies roles and responsibilities and ensures 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.
Map 1: Waikato region map illustrating road safety action plan areas and police districts. Note: Police districts do not follow territorial authority or regional council boundaries.
The total social cost of motor vehicle injury crashes to New Zealand in 2015 was $3.79 billion (up by 7.4 per cent from $3.53 billion in 2014) at June 2016 prices\(^3\). The annual social cost of road (death and) injury crashes for the Waikato region is significant, at around $500 million. The social cost of injury road crashes includes medical, legal and vehicle damage costs, and loss of life quality and productivity. Road crashes impose intangible, financial, economic and community costs to society. In 2016 the Waikato region had 24 per cent of national road casualties and historically the region has over 20 per cent of national casualties each year\(^4\).

**Why the Waikato region has nationally significant deaths and serious injuries**

The Waikato regional transport network is complex, with key inter-regional high volume routes, 16 per cent of the national state highway network (1,700kms) and 10 local Road Controlling Authorities (RCA) with over 10,000 kilometres of local roads. Major national arterials provide links between export industries and international ports, commercial urban hubs and popular tourist and holiday destinations. Traffic volumes are high (Map 2, Map 3) and traffic movements include short haul, local and long distance inter-regional traffic.

Key risk factors include the following:

- **Road Infrastructure Risk** – many state highways and local roads have low KiwiRAP\(^4\) star rating with relatively lower safety standards than other regions and this combined with high traffic volumes leads to increased crash risk.
- **Speed** – speed related crashes result from user behaviour or inappropriate or inconsistent speed limits on roads, where the speed limit does not suit the form or function of the road.
- **Freight** – Waikato roads carry large freight volumes compared to our population and trucks are significantly over-represented in serious and fatal road crashes (Map 4, Map 5).
- **Motorcycling** – our proximity to Auckland and increased motorcycling popularity has seen a significant rise in these high risk activity crashes.
- **Active users** – pedestrians and cyclists are extremely vulnerable in a crash and are disproportionately affected by traffic volume increase and vehicle speeds.
- **Vehicle age** – the New Zealand fleet is ageing and is not being replaced by enough newer and safer vehicles. Older vehicles have fewer safety features than newer cars and fare badly in crashes. Young drivers are often in older, less safe vehicles.
- **High risk behaviour, impairment and inexperience** – alcohol and drug driving, inappropriate speeds, not wearing seat belts or helmets, fatigue and distraction all contribute to our fatal and serious crashes. Risks are higher for young drivers and young active road users from lack of experience and risk taking profiles.

The following section of this strategy examines the regional issues in the context of the Safe System. The Waikato region-specific data is based on an analysis for the 10 year period from 2006 to 2015\(^5\). An explanation of the crash analysis methodology used to identify crash issues can be found in Appendix 2 of this document. Detailed crash maps for the region can be found in Appendix 3.

### 3.1 Speed management

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 due to inattention.

**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 as well as traffic and weather. Inappropriate speed can also include driving too slowly for the environment, disrupting traffic flow or creating a hazard.

**Impact speed** – the level of trauma a crash has on a human body is significantly influenced by 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 vulnerable to vehicle impacts at speed which are above the limits of human tolerance. This is clearly outlined in Figure 7.

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4 KiwiRAP: KiwiRAP is the New Zealand Road Assessment Programme. It is part of the International Road Assessment Programme, otherwise known as IRAP Star Rating road inspections look at the engineering features of a road (such as lane and shoulder width or presence of safety barriers). Between 1 and 5 Stars are awarded to road links, depending on the level of safety built-in to the road (the higher the star rating, the better the road) http://www.kiwiRAP.org.nz/about_kiwiRAP.html
5 Waikato region road safety analysis, Opus, September 2016.
3.1.1 Speed issues and focus in the Waikato region

Speed, or driving too fast for the conditions, continues to be a significant contributor to fatal and serious crashes in the Waikato region (Figure 8) and shows an increasing five year trend, accounting for 24 per cent of high severity crashes (Map 9). The region is over represented compared to New Zealand and each year approximately 100 people are killed or seriously injured in speed-related crashes in the Waikato. Speeding involves all types of vehicles and road users. However, speed related crashes still primarily involve male drivers. Inexperienced drivers also feature disproportionately highly in speed-related crash statistics.

The 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 has existed 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. Work is underway through the One Network Road Classification (ONRC) programme’s Speed Management Guide to address this inconsistency.

Police speed enforcement is also poorly understood and is not helped by negative media portrayal of it as ‘revenue gathering’ rather than as protection of road users. The need to change the conversation on speed was identified as part of the national speed management review.

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**Figure 7: 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>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10%</td>
</tr>
<tr>
<td>Pedestrian or cyclists struck by car</td>
<td>30km/h</td>
</tr>
<tr>
<td>Car driver in side impact collision with another car</td>
<td>50km/h</td>
</tr>
<tr>
<td>Car driver in frontal impact with another car</td>
<td>70km/h</td>
</tr>
</tbody>
</table>
The NZ Speed Management Guide (Guide) \(^8\) was released in late 2016. This is a tool designed to help the NZ Transport Agency (NZTA) and Road Controlling Authorities (RCAs) determine objective road risk, and work with communities to develop speed management practices to address that risk and meet their needs.

The Speed Management Framework, the focal point of the guide has been tested through demonstration projects in the Waikato region. The Framework is complemented by Better Conversations on Road Risk \(^9\), a programme designed to support all partners to build a better understanding of current community views and expectations. In the longer term this will help contribute to a more positive community environment for speed management initiatives.

This is a long-term programme over the next 10 years or more. The guide assists RCAs to manage speed at their own pace, and at a pace that works in their districts and for their communities. It is expected that most roads in the region will not require significant changes. In corridors where current travel speeds or speed limits may be too low or too high changes are expected to be made. These are what the guide describes as high benefit opportunities.

In progressively applying this guide to speed management, we will see more effective targeting to risk and investment in safety improvements. This will significantly improve the contribution that speed management makes towards the twin objectives of reducing deaths and serious injuries and improving economic productivity, while improving public engagement with speed management activities.

RCAs in the region are being encouraged to develop Speed Management Plans for their areas over the 2018-21 period. Ultimately these plans will be collated into a Regional Speed Management Plan. NZ Police and other partners will be involved with development of Speed Management Plans and technical data from speed management maps will help NZ Police to target their enforcement activities to risk.

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 automated enforcement \(^10\).

### 3.2 Roads and roadsides

Safer roads and roadsides is an area of high concern in Safer Journeys because unforgiving roads and roadsides contribute significantly to road trauma, especially head on crashes, run off-road crashes and intersection crashes. While roads and

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\(^10\) Automated enforcement includes speed cameras, digital recording devices and other electronic enforcement tools used by the Police and NZ Transport Agency such as vehicle weighing.
roadsides can be engineered to prevent or minimise the impact of mistakes and encourage safer use, the high cost of treatments means priority must be given to targeting the highest traffic volume/high risk roads.

In New Zealand, many roads fall short of best practice safety standards, and in the Waikato, this issue is exacerbated by the sheer scale of the network and high traffic volumes on roads with minimal safety infrastructure such as guard rails and wide shoulders.

3.2.1 Roads and roadside issues and focus in the Waikato region

In 2008, the national KiwiRAP programme was developed to assess the state highway network for crash risk, ranking risk on a 1-5 star basis. The Waikato region has the second highest vehicle kilometres travelled in New Zealand and in 2010 had nearly 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.

Regional trends

Despite our over-representation in death and serious injury crashes in national statistics, the Waikato region has shown a decreasing 10 year trend for both crashes and casualties, with a slight increasing trend over the past two years (6). Urban crashes on state highway and local roads show a downward trend, but this is offset by an increase in rural crashes.

Vehicle crashes per vehicle kilometre travelled in the Waikato continue to show a 10 year downward trend with a slight increasing trend over the past three years. Our casualty rates reflect the lower star ratings of our roads compared to Auckland and Wellington where much of the travel is carried out on motorways and roads with safe, high quality infrastructure (Map 6).

Crash movements

The main contributing factor differs when comparing all crashes to fatal and serious injury crashes. The top three crash movements for the region are summarised in Figure 9, and shown on Map 7. These three movements per scenario account for over 80 per cent of all crashes.

<table>
<thead>
<tr>
<th>URBAN (ALL CRASHES)</th>
<th>URBAN (DSI CRASHES)</th>
<th>RURAL (ALL CRASHES)</th>
<th>RURAL (DSI CRASHES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection (40%)</td>
<td>Intersection (40%)</td>
<td>Lost Control (62%)</td>
<td>Lost Control (51%)</td>
</tr>
<tr>
<td>Lost Control (22%)</td>
<td>Pedestrian (20%)</td>
<td>Intersection (13%)</td>
<td>Head On (23%)</td>
</tr>
<tr>
<td>Rear End (13%)</td>
<td>Lost Control (27%)</td>
<td>Head On (8%)</td>
<td>Intersection (14%)</td>
</tr>
<tr>
<td>Total (81%)</td>
<td>Total (81%)</td>
<td>Total (83%)</td>
<td>Total (88%)</td>
</tr>
</tbody>
</table>

Figure 9: Top three urban and rural crash movement types for the Waikato region (2006-2015)

Open (rural) road crashes

Over half of fatal and serious injury crashes on the region’s rural roads involve loss-of-control, 51 per cent of all rural (open road) crashes (Map 8). The Waikato region is around 20 per cent higher than the national average for rural roads. The majority of open road crashes occur on bends and often result in a head-on collision (Figure 10). Loss-of-control crashes on the open road are an issue on both the state highway network and local roads.

12 Waikato region road safety analysis, Opus, September 2016.
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.

Intersection crashes

Failure to give way at intersections is a factor in up to 23 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.

Interventions

While the current regional road toll is still unacceptably high, the decreasing trend (Figure 4 and Figure 5) illustrates progress, 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.

Since 2013 there has been a focus on extending the risk assessment methodology to identify and treat high risk local roads. A number of risk assessment tools have been developed by the Transport Agency, designed to assist local RCAs with the development of proactive risk based strategies for prioritising network treatments. Guides have been developed for:

- High Risk Rural Roads
- High Risk Intersections
- Safer Journeys for Motorcycling and Making Roads
- Motorcycle Friendly
- Cycling Network Guidance
- Safer Journeys for Rural Schools
- Urban KiwiRAP and Infrastructure risk ratings
- Speed management maps

The tools assist RCAs to identify risks and develop cost effective treatments to mitigate them.

Safer Journeys national initiatives benefiting the Waikato region include:

- Identifying and treating a number of high risk intersections
- Roads of National Significance - Waikato Expressway
- Motorcycle safety improvements have been implemented in the Southern Coromandel Loop
- Changes to the ‘give way rule’.

Completion of the Waikato Expressway will improve our regional star ratings for SH1 between south Auckland and Cambridge, and aims to move significant freight volumes off unsuitable routes. Safety improvements to SH2 have decreased crashes and business cases for improvements to SH1 and SH29 corridors are underway with safety and efficiency a core focus. The Transport Agency Safe Roads Alliance, delivering $600 million State Highway safety improvements across New Zealand, has a number of key projects in the Waikato region which will improve outcomes in key corridors over time.

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

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13 https://www.nzta.govt.nz/resources/
untreated because they belong to a different authority. In late 2016 the Transport Agency released tools and maps to assist RCAs identify and treat routes and intersections of highest risk across the regional network.

The ONRC approach helps authorities take a more holistic view of the road network, the function of each road in their network and the related level of service. This helps authorities prioritise improvements 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 Safe System.

### 3.3 Road use

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

#### 3.3.1 Road user issues and focus in the Waikato region

When people make mistakes on Waikato roads it too often leads to serious injury or death. Many regional crashes can be partially attributed to errors and lapses, and this combines with the unforgiving road network to create fatal results. Poor judgement, fatigue and distraction are three leading causes of error contributing to regional crashes. Many crashes and injuries also result from deliberate high-risk behaviour. The key road user issues contributing to crashes in the region are examined in the following section.

### Speed management

As outlined in Section 3.1, speed related crashes contribute to 24 per cent of all serious injuries and deaths in the region and shows a slight upward trend (Map 9). Speed behaviour change campaigns and enforcement are two key activities in regional speed management planning.

### 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. Nationally, for every 100 alcohol or drug-impaired drivers or riders who die in road crashes, 47 of their passengers and 24 sober road users die with them. In 2015 the total social cost of national crashes involving alcohol/drugs was about $790 million; 21 per cent of the social cost associated with all injury crashes.

From 1 December 2014 the alcohol limit for drivers aged 20 years and over lowered from 400mcg of alcohol per litre of breath to 250mcg. The blood alcohol limit lowered from 80mcg of alcohol per 100ml of blood (0.08), to 50mcg (0.05). For drivers under 20, the limit remains at zero. At all blood alcohol levels, the relative risk of a crash is higher for young adults. Alcohol/drug-affected driving is largely a male issue where 85 per cent of affected drivers in fatal crashes were male.

While some drivers are intoxicated and violating the law, many others choose to drink alcohol in quantities up to the legal limit and then drive, unaware of the crash risk it poses. Crash risk increases exponentially with higher alcohol concentrations, so even a small reduction in the level of offending by drinkers exceeding the current breath or blood alcohol limits can result in significant road safety benefits.

Local Alcohol Policies (LAPs) are an important factor in helping to control harmful types of alcohol consumption and mitigate drink drive risk across the region. Extended opening hours ensure alcohol is available to more people for longer periods of time. Late closing is likely to benefit those who are already under the influence of alcohol. It is important to acknowledge the harm extended opening hours can bring and address these as part of LAPs. Achieving regional consistency in LAPs and plans is a critical tool for managing alcohol related harm in communities going forward.

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 some parts of 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. Additionally, recent research indicates that a large number of drug-related issues are due to anti-depressants and anti-anxiety medications and it is unclear how health issues impact on fatigue and driving impairment.

### Restraints

While the majority of vehicle occupants in New Zealand use restraints, up to 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. Drivers affected by alcohol are less likely to wear safety belts than sober drivers. For the car and van drivers who died between 2013 and 2015, 50 per cent of drivers affected by alcohol/drugs were not restrained at the time of the crash. This compares to 16 per cent for other drivers.

### High risk road users

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

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18 Waikato Regional Road Safety Strategy 2013-16.
Young drivers

Inexperienced drivers aged 16-24. 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 around 30 per cent of serious injury and fatal crashes in the region.

Motorcyclists

The Waikato region is well known for its popular motorcycle routes. Unfortunately, the New Zealand Travel Survey7 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 and casualties show an increasing trend, representing 25 per cent of rural and 20 per cent of urban deaths and serious injuries in 2015.9 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 (Map 11).

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 in a crash. Active road users have recently accounted for almost 40 per cent of all urban road deaths and serious injuries in the region, almost matching car drivers/passenger casualties in the last five years.10 Pedestrian crashes are the most significant group, but all active users show an increasing trend in crashes.

The young and the elderly are particularly vulnerable. In the Waikato region, transport is the leading cause of unintentional injury death for children and young people aged 0-24, 69 per cent of all unintentional injury deaths.11 The Waikato Regional Council’s Young Road User programme is a bilingual interactive and fun programme that teaches children aged 3 to 7 years old foundation road safety skills to keep them safe around roads and traffic.

Pedestrians

Pedestrians represented between 14-25 per cent of regional urban casualties between 2006-15, with an increasing trend. Pedestrians aged 5-9 years are the highest casualty age group followed by 20-24 year olds.

Nationally, more than nine in every 10 police reported pedestrian casualties occurred on urban roads (speed limit of 70km/h or less). Over half (53 per cent) of all pedestrian casualties occurred on major urban roads (typically busy arterials). Forty per cent happened on minor urban roads and 7 per cent on roads with speed limits of over 70km/h. The majority (86 per cent) of reported pedestrian casualties on urban roads occurred when the pedestrian involved was crossing the road. About two-thirds (66 per cent) of these casualties occurred when the pedestrian was crossing the road in an uncontrolled area (for example, not at a pedestrian crossing or traffic lights).

Pedestrian volumes on footpaths and road crossings are not monitored as well as motor vehicle traffic on roads, impacting on the ability to assess pedestrian risk in any particular environment. Perceived safety may be a factor in whether a pedestrian chooses to cross a road or make a trip at all.

Cyclists

Cyclists represented about 15 per cent of urban casualties in the region between 2006-15, with an increasing trend. Cyclists aged 45-49 years are the highest casualty age group and children aged 10-14 years are the second highest.12 The main risk factors for cyclists are decreased stability and impact with a vehicle. The majority (86 per cent) of all pedestrian casualties occurred on urban roads (speed limit of 70km/h or less). Over half (53 per cent) of all pedestrian casualties occurred on major urban roads (typically busy arterials). Forty per cent happened on minor urban roads and 7 per cent on roads with speed limits of over 70km/h. The majority (86 per cent) of reported pedestrian casualties on urban roads occurred when the pedestrian involved was crossing the road. About two-thirds (66 per cent) of these casualties occurred when the pedestrian was crossing the road in an uncontrolled area (for example, not at a pedestrian crossing or traffic lights).

Cyclist volumes on footpaths and road crossings are not monitored as well as motor vehicle traffic on roads, impacting on the ability to assess pedestrian risk in any particular environment. Perceived safety may be a factor in whether a pedestrian chooses to cross a road or make a trip at all.

The Cycling Safety Panel published its recommendations to make cycling safer and more attractive. The top priority of the Cycling Safety Panel to increase safe cycling is by providing improved cycling infrastructure, particularly in urban areas where the majority of crashes occur. The second and third key priorities are reduced traffic speeds and a major culture shift among all road users toward sharing the road safely. A range of work has taken place since then and

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19 Waikato region road safety analysis, Opus, September 2016.
21 http://ruben.govt.nz/
22 Pedestrians crash facts 2016, Ministry of Transport.
24 Waikato region road safety analysis, Opus, September 2016.
26 Cyclists crash facts 2016, Ministry of Transport.
a progress report was published by the Transport Agency in April 2017\textsuperscript{(28)}. Regionally a programme business case for investment in cycling in the region seeks a key benefit of improved safety of cyclists\textsuperscript{(29)}. Cycle crash data is not well represented for crashes not involving motor vehicles, and work is required to understand this aspect of cycle safety to inform future cycle facility planning.

Motorcyclists as well as cyclists, pedestrians, and road workers can be adversely affected by stock truck effluent discharges on road corridors, creating a slippery surface and a health hazard through ingestion. Effluent disposal facilities across the region are required to reduce the risk of discharge.

### Heavy motor vehicles

This group features in a disproportionately high number of crashes in the region, regardless of fault, with more than 20 per cent of regional crashes involving a heavy motor vehicle, around 15 per cent of rural crashes (Map 10). Nationally, just over 6 per cent of the total distance travelled on New Zealand roads is travelled by trucks\textsuperscript{(30)} and the Waikato represents upward of 13 per cent of total freight movements by volume\textsuperscript{(31)}. Unfortunately, crashes involving heavy motor vehicles nearly always result in serious injury or death.

### 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\textsuperscript{(32)}. Focus on company fleet policies and practices can result in reduced injuries, vehicle costs and hidden costs including organisation reputation\textsuperscript{(33)}.

### Visiting drivers

The Waikato region hosts many visiting drivers, both as a destination and for visitors travelling through the Waikato, often at the beginning of their trip. The road environment and driving rules in New Zealand are quite different to many countries and Waikato rural roads can be particularly challenging for visiting international and inter-regional domestic drivers. In past years there have been a number of high profile crashes involving visitors to the 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.

#### Ageing population and disability

New Zealand has an ageing population which will result over time in an increasing incidence of disability and impairment. People over the age of 65 were reported as having 59 per cent identify as disabled in 2013\textsuperscript{(34)}. Disabled people are also living longer and there will be an increasing number of people with age-related disabilities. Older road users have different reaction times, vision and hearing abilities. The Waikato region is working on an access and mobility business case\textsuperscript{(35)}.

Road user education and behaviour change is a core component of the strategic approach going forward. NZ Police and the Transport Agency will work closely with Road Safety Coordinators to target high risk issues and audiences that have been identified as regional priorities. New relationships in the private sector will be explored and inter-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 road safety outcomes, such as drug driving legislation, and will link to national campaigns and initiatives. The region will also advocate for more resources to train inexperienced drivers, and for national work to ensure that visiting drivers fully understand the driving environment and rules when they visit New Zealand.

#### 3.4 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 14 years and rising\textsuperscript{(36)}. 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.

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\textsuperscript{28} Cycling safety action plan, making cycling safer and more attractive, NZ Transport Agency, April 2017.

\textsuperscript{29} Cycling in the Waikato Region, Waikato Regional Council Programme Business Case, May 2017.

\textsuperscript{30} Trucks 2015, Ministry of Transport.

\textsuperscript{31} Waikato Regional Land Transport Plan 2015-2045, Waikato Regional Council (p37) and Map 5(this document): Change in average daily traffic volumes for trucks on the state highway network in the Waikato Region (2011-2015), showing an increase on most major routes.


\textsuperscript{33} Waikato Regional Road Safety Strategy 2013-16.

\textsuperscript{34} https://www.fleetsafety.govt.nz/planning-your-policy/reasons-to-do-fleet-safety/

\textsuperscript{35} 2015 New Zealand Vehicle Fleet Annual Statistics, Ministry of Transport.
3.4.1 Vehicle issues and focus in the Waikato region

The Waikato regional fleet age mirrors that of the national fleet. Traffic volumes in the Waikato region are the second highest in the country with much of the region’s dairy industry is based. As the number of High Performance Motor Vehicles (HPMV) increases over time, with new safer vehicles being imported, it is expected that there should be road safety benefits on HPMV routes, but this may not be reflected on non-HPMV routes as more marginal operators with older vehicles are likely to service these routes in the short term. Operator rating systems and roadside infringement detection by the police also have an impact on heavy vehicle safety standards.

Motorcyclists also favour a number of regional routes. The challenging nature of these routes requires skilled riding and safe vehicles, particularly brakes and tyres. 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.

Regional stakeholders have little influence over vehicle import standards or vehicle legislation. However, the region does play a role in regulation, enforcement, education, awareness and advocacy. Stakeholders will continue to promote safety as a key consideration for the purchase and operation of regional vehicle fleets, and to private and commercial vehicle owners. The Regional Education Group (REG) 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.

3.5 Leadership, collaboration and accountability issues and focus in the Waikato region

System designers and people who use the roads share responsibility for creating a safer road system where crash forces do not result in death or serious injury. Responsibility for what happens in a crash reflects the relationship between:

- road users
- transport system designers
- utility providers
- those whose decisions influence how people behave
- how well the system protects road users.

The existing regional model allows road safety stakeholders to come together at all levels of planning and operation. 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 with associated funding pressures, it is critical to ensure 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 (RTC) has taken a lead role by recognising and prioritising road safety. This strategy identifies the need to further engage politicians, community leaders and key decision makers in the safety conversation. The support of high profile road safety champions is vital, particularly when seeking community buy-in for new safety initiatives, maintaining a regional profile and when advocating to central government for legislation change.

At the district level, stakeholders work together on operational Road Safety Action Plans (RSAP). While some districts in the region are working well, others lack resources and the full buy-in of the local road controlling authorities or their partners. 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 is an ongoing key focus of this strategy.

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

The review of the Waikato Regional Road Safety Strategy (WRRSS) 2013-16 identified the need to coordinate our region’s data and research requirements as a short term priority. Good information is essential to make good decisions and to be able to evaluate progress against targets. A wealth of information is collected, both regionally and nationally, and stakeholders wish to harness the value of this in the work they do, as well as identify gaps, or opportunities. There is also a large amount of transport research undertaken annually both in New Zealand and overseas. Stakeholders would like to define their research needs, and consider options for new research if their needs cannot be met from existing research, as well as raising awareness of available research.

To consistently deliver safe and appropriate, high quality, risk targeted solutions and infrastructure at a reasonable cost, professional staff and contractors need to be using the right
tools, guides, and methods, the latest relevant research and to take an integrated approach across all transport modes. Appropriate professional education awareness and access is a key tool to ensuring quality outcomes for planning, infrastructure and activities. The Transport Agency offers a range of professional education opportunities and communication about these and understanding education gaps will be a short term focus.

Road safety is still viewed by some as a stand-alone activity. Road safety is a direct outcome of transport and land use planning and is impacted by many other planning processes and requires integration across portfolios. 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.
Section 4: Key short term priorities, policies and core activities 2017-2021

Regional road safety issues, Regional Land Transport Plan (RLTP) priorities, Safer Journeys 2016-20 and progress against regional road safety targets were considered by road safety partners in order to identify key priorities for the next three years. Partners were very clear that core activities need to continue as important ongoing business as usual to provide an integrated Safe System approach, with three key areas elevated in priority in the short term.

Continued collaboration and strong leadership are seen by stakeholders as critical to improving road safety outcomes across the region. Speed management continues to be a priority for the Regional Transport Committee (RTC) through the RLTP and there is strong support for building on the expertise gained from the national speed management guide – Waikato demonstration project. Our strategic analysis and research indicated that we also need to continue to focus on high risk road user groups and infrastructure interventions to support these groups. Longer term priorities, some areas to enable better outcomes, and opportunities to identify systemic issues and innovative approaches are discussed in Chapter 5.

4.1 Leadership, collaboration and accountability short term priority

Leadership, collaboration and accountability are vital components of this strategy, and are considered key to ensuring successful safe system delivery. Regional partners have reconfirmed that a combined forum is valuable for sharing information and in its previous format was able to successfully advocate nationally on key priorities.

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<tr>
<th>No</th>
<th>Action</th>
<th>Lead agency</th>
<th>Support agencies</th>
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<tbody>
<tr>
<td>4.1.1</td>
<td>Re-establish the Regional Road Safety Forum (RRS Forum) as a key driver and champion of road safety change and education in the region and inter-regionally.</td>
<td>RRS Forum</td>
<td>Waikato Regional Council</td>
<td>Ongoing</td>
</tr>
<tr>
<td>4.1.2</td>
<td>Informed by the Waikato Region Road Safety Analysis (2016); prioritise planning and funding for transport investment by risk, with a region-wide focus on: rural roads – head on, loss-of-control and intersection crashes urban/town centre areas – intersection, pedestrian and cyclist, loss-of-control crashes</td>
<td>RTC, RRS Forum, Road Controlling Authorities (RCA)</td>
<td>Waikato Regional Council</td>
<td>2017 for 2018 RLTP and ongoing implementation</td>
</tr>
<tr>
<td>4.1.3</td>
<td>Continue to strengthen region-wide coordination of education and enforcement campaigns between the members of Waikato region Road Safety Action Plan (RSAP) groups including the Regional Education Group (REG), NZ Police, ACC, and NZ Transport Agency (NZTA).</td>
<td>RRS Forum</td>
<td>Road Safety Coordinators, REG, NZ Police, ACC, RSAP groups, NZTA</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
### 4.2 Safe Speeds: Speed management short term priority

Managing speed on the road network is crucial to reducing deaths and serious injuries because the consequences of all crashes are strongly influenced by impact speed. Achieving safer speeds across the entire road network with an emphasis on high-risk routes, speed limits appropriate to a road’s characteristics, and fewer drivers and riders exceeding those speed limits, are powerful ways to reduce deaths and serious injuries.

The Safe System goal is to reduce the number of speed-related crashes and the severity of all crashes if they do occur. Safer travel speeds that also support economic productivity will help achieve this goal.

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<tbody>
<tr>
<td>4.2.1</td>
<td>The speed management steering group to assist Waikato region RCAs to develop their Speed Management Plans.</td>
<td>NZTA, Waikato Regional Council</td>
<td>RCAs, Safe Roads Alliance</td>
<td>2017-2021</td>
</tr>
<tr>
<td>4.2.2</td>
<td>Waikato region RCAs to incorporate Speed Management Plans or funding to develop these during 2018-21, into their Activity Management Plans (AMP).</td>
<td>RCAs</td>
<td>NZTA</td>
<td>2017 for 2018-21 RLTP &amp; AMPs</td>
</tr>
<tr>
<td>4.2.3</td>
<td>Advocate to the Ministry of Transport (MoT) and the Transport Agency for increased funding support for speed management implementation in the following 10 years.</td>
<td>RCAs, RTC</td>
<td>Waikato Regional Council</td>
<td>Ongoing 2018 RLTP</td>
</tr>
<tr>
<td>4.2.4</td>
<td>Actively advocate for and promote the introduction of automated enforcement tools and advocate for the Waikato region to implement this technology. Coordinate advocacy for the fast tracking of legislation changes to support automated enforcement at a national level.</td>
<td>RTC, NZ Police, RRS Forum</td>
<td>Waikato Regional Council</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

Table 2: Speed management key actions
4.3 Safe Road Use: High risk road users short term priority

Mistakes and errors by drivers, riders and pedestrians on Waikato roads, too often lead to serious injury or death. Analysis of Waikato crashes identifies a number of growing or continuing trends where user behaviour or vulnerability contribute to over representation in our road casualties. User skills, behaviour and appropriate facilities are identified as contributing factors in many crashes, and the priorities below seek to address these.

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</table>
| 4.3.1 | Road safety partners to plan regionally integrated behaviour change, education and enforcement campaigns, to address high risk priorities, identified for the 2017-21 period below.  
  • Speed management  
  • Motorcycling  
  • Vulnerable road users – pedestrians and cyclists  
  • Impaired drivers - alcohol and drugs, fatigue, distraction  
  • Young drivers (16 – 24 year olds)  
  • Heavy motor vehicles  
  • Restraints | REG, RSAP groups, NZ Police, ACC, NZTA | RRS Forum, RCAs, Waikato Regional Council | 2017 for 2018 RLTP |
| 4.3.2 | Enabling actions to support focus on high risk priorities.  
  • Further data investigation to help validate some of the types of programmes and treatments to target, to help inform action 4.3.1.  
  • Plan and implement safe and appropriate pedestrian and cycle infrastructure.  
  • Review current interventions to determine which are evidence based and effective in changing driver behaviour. Adopt changes to improve outcomes and evaluate interventions going forward.  
  • Increase education for transport practitioners on the safe system approach, raise awareness of high risk guides, promote their use and best practice in relation to high risk user priorities.  
  • Identify and plan for a higher level of service on key motorcycle routes. | NZTA, RCAs, Waikato DHB, Road Safety Coordinators, REG, Waikato Regional Council | Regional Advisory Group (RAG) | Ongoing |
| 4.3.3 | Compare estimated demand against actual counts of vulnerable road users and the mobility impaired in the transport environment, and collect information in order to do the following.  
  • Understand the current ability of all users to access the transport system due to real or perceived road safety risk  
  • Enable planning for the impacts of demographic change and the ability of all users to access the transport system safely  
  • Identify safe/unsafe routes and road crossing opportunities for vulnerable road users on preferred routes and town centre destinations. | RRS Forum, RCAs | NZTA, ACC, Waikato Regional Council | 2017 2018-21 and beyond |
| 4.3.4 | Develop an implementation plan for rest stops for heavy vehicles on key routes in the Waikato region to address fatigue and safety concerns. | NZTA, RCAs | RTA, CVIU, Waikato Regional Council | 2017 2018 RLTP |
### Table 3: High risk road users key actions

<table>
<thead>
<tr>
<th>No</th>
<th>Action</th>
<th>Lead agency</th>
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<tbody>
<tr>
<td>4.3.5</td>
<td>Advocate for partners to put more emphasis on high risk road users in their programmes, and increase their effort in road safety issues awareness, engagement, and collaboration.</td>
<td>RTC, RRS Forum</td>
<td>RSAP groups, AA, ACC</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

#### 4.4 Policies and core activities underpinning regional Safe System delivery – ongoing business as usual

The key short term priorities above are underpinned by policies and business as usual or core activities to support Safe System delivery across the region. These activities have been confirmed as ongoing and of benefit in contributing a baseline of activities needed to support a reduction in deaths and serious injuries on our region’s roads.
4.4.1 Leadership, collaboration and accountability policies and core activities

**Policies**

**P1** Work together to prioritise, plan, advocate for, evaluate and report on road safety activities, investment and outcomes using the Safe System approach for agreed regional priorities.

**P2** Engage with our communities to understand road safety concerns, foster an understanding of road risk and build an environment where there is public support for road safety interventions and activities.

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<tr>
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<th>Action</th>
<th>Lead agency</th>
<th>Support agencies</th>
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<tbody>
<tr>
<td>4.4.1.1</td>
<td>Actively engage politicians and regional decision makers. Seek to appoint road safety champions in each organisation</td>
<td>Waikato Regional Council, NZ Police, Waikato DHB, RCAs</td>
<td>RRS Forum</td>
<td>Ongoing</td>
</tr>
<tr>
<td>4.4.1.2</td>
<td>Seek out opportunities for inter-regional alliances for road safety</td>
<td>RRS Forum, NZ Police</td>
<td>Neighbouring authorities</td>
<td>Ongoing</td>
</tr>
<tr>
<td>4.4.1.3</td>
<td>Maintain robust relationships with the National Road Safety Committee (NRSC), Ministry of Transport, NZTA, The New Zealand Local Authority Traffic Institute (TRAFINZ), Safe and Sustainable Transport Association (SASTA), Local Government New Zealand (LGNZ) and Local Government Transport Special Interest Group (TSIG)</td>
<td>Waikato Regional Council</td>
<td>RRS Forum</td>
<td>Core activity</td>
</tr>
<tr>
<td>4.4.1.4</td>
<td>Continue to foster relationships with industry and user groups through meetings and workshops on relevant and current safety topics</td>
<td>RRS Forum</td>
<td>REG, RSAP groups</td>
<td>Ongoing</td>
</tr>
<tr>
<td>4.4.1.5</td>
<td>Collect and disseminate data and research for shared use by all regional road safety stakeholders.</td>
<td>NZTA, NZ Police</td>
<td>RRS Forum</td>
<td>Ongoing</td>
</tr>
<tr>
<td>4.4.1.6</td>
<td>Make road safety funding recommendations to the Regional Land Transport Plan (RLTP) through the Regional Advisory Group (RAG)</td>
<td>RRS Forum</td>
<td>RSAP groups</td>
<td>Core activity, every three years</td>
</tr>
<tr>
<td>4.4.1.7</td>
<td>Work with stakeholders to ensure that road safety policy is aligned with key strategic policy documents such as the RLTP, Regional Policy Statement (RPS), Road Policing Programme and District Plans</td>
<td>RRS Forum</td>
<td>RSAP groups</td>
<td>Ongoing</td>
</tr>
<tr>
<td>4.4.1.8</td>
<td>Submit on national and regional policy of relevance to road safety</td>
<td>Waikato Regional Council</td>
<td>RRS Forum</td>
<td>At every opportunity</td>
</tr>
<tr>
<td>4.4.1.9</td>
<td>Produce annual transport monitoring report to measure and report on progress against strategy targets</td>
<td>Waikato Regional Council</td>
<td>RRS Forum</td>
<td>Core activity annually</td>
</tr>
</tbody>
</table>

Table 4: Leadership, collaboration and accountability actions
4.4.2 Safe speeds policies and core activities

**Policies**

P3 Implement regionally consistent, safe and appropriate speeds by using a wide range of speed management tools for all travel modes including vulnerable road users.

P4 Build public understanding of road risk and engage with communities on local speed management issues to gain support for implementing speed management measures.

P5 Support and resource risk-targeted speed enforcement across the whole network.

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<tr>
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<tbody>
<tr>
<td>4.4.2.1</td>
<td>Enforce compliance with posted speed limits and vehicle specifications. Support with education</td>
<td>Police</td>
<td>REG, RCAs</td>
<td>Core activity</td>
</tr>
<tr>
<td>4.4.2.2</td>
<td>Regional governance oversight of the technical group for the development of a regional speed management plan</td>
<td>RRS Forum to oversee</td>
<td>Speed Reference Group</td>
<td>2017-21</td>
</tr>
<tr>
<td>4.4.2.3</td>
<td>Advocate for the integration of speed management in local and regional planning documents</td>
<td>RTC, RRS Forum</td>
<td>RSAP groups</td>
<td>At every opportunity</td>
</tr>
</tbody>
</table>

*Table 5: Safe speed actions*

4.4.3 Safe road use policy and core activities

**Policy**

P6 Collaboratively plan a coordinated programme of road user interventions, education and behaviour change to address agreed high risk regional priorities.

<table>
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<tr>
<th>No</th>
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</thead>
<tbody>
<tr>
<td>4.4.3.1</td>
<td>Continue to implement high profile drink drive and speed enforcement</td>
<td>NZ Police</td>
<td>REG, RCAs, NZ Police</td>
<td>Core activity</td>
</tr>
<tr>
<td>4.4.3.2</td>
<td>Work with media to keep regional public informed about road safety issues and initiatives</td>
<td>REG, RCAs, NZ Police</td>
<td>NZTA</td>
<td>Core activity</td>
</tr>
<tr>
<td>4.4.3.3</td>
<td>Continue to deliver the Young Road User Programme (Ruben) in all districts</td>
<td>Waikato Regional Council</td>
<td>RCAs, NZ Police</td>
<td>Core activity</td>
</tr>
<tr>
<td>4.4.3.4</td>
<td>Hold regular regional education forums to develop and share ideas</td>
<td>REG</td>
<td>RRS Forum, RSAP groups</td>
<td>Core activity</td>
</tr>
<tr>
<td>4.4.3.5</td>
<td>Work with local authorities on the development of consistent and coordinated alcohol policies</td>
<td>Waikato DHB, NZ Police</td>
<td>RRS Forum, RSAP groups</td>
<td>Ongoing</td>
</tr>
<tr>
<td>4.4.3.6</td>
<td>Advocate for national education programmes promoting road safety to overseas visitors</td>
<td>RTC, RRS Forum</td>
<td>RSAP groups</td>
<td>At every opportunity</td>
</tr>
</tbody>
</table>

*Table 6: Safe road use actions*
### 4.4.4 Safe roads and roadsides policies and core activities

#### Safe roads and roadsides policies

**P7**  
Prioritise planning and investment to reduce deaths and serious injuries for highest risk infrastructure and vulnerable road users with a focus on agreed regional priorities.

**P8**  
Plan for the impacts of changing demographics, ageing population and changing technology on transport safety investment and outcomes.

<table>
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<tbody>
<tr>
<td>4.4.4.1</td>
<td>Implement safety works in conjunction with programmed maintenance and renewal works where possible</td>
<td>RCAs</td>
<td>RSAP groups</td>
<td>Core activity</td>
</tr>
<tr>
<td>4.4.4.2</td>
<td>Develop targeted safety barrier programmes to mitigate head-on and run-off road crashes</td>
<td>RCAs</td>
<td>NZ Police, RSAP groups, Safe Roads Alliance</td>
<td>Core activity</td>
</tr>
<tr>
<td>4.4.4.3</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>Core activity</td>
</tr>
<tr>
<td>4.4.4.4</td>
<td>Ensure all programmes consider the safety of vulnerable road users and the recommendations of Safer Journeys for people who cycle and Cycling Network Guidance (39)</td>
<td>RCAs</td>
<td>REG</td>
<td>Core activity</td>
</tr>
<tr>
<td>4.4.4.5</td>
<td>Ensure all programmes consider the safety requirements of heavy motor vehicles</td>
<td>RCAs</td>
<td>ACC, REG, RTA, NRC</td>
<td>Core activity</td>
</tr>
<tr>
<td>4.4.4.6</td>
<td>Advocate for the implementation of a national road classification system to include safety levels of service for all roads</td>
<td>RTC, RRS Forum</td>
<td>NZTA, RCAs, NZ Police</td>
<td>At every opportunity</td>
</tr>
<tr>
<td>4.4.4.7</td>
<td>Advocate for the enhancement of the funding system to ensure adequate funding for safety infrastructure</td>
<td>RTC, RRS Forum</td>
<td>NZTA, RCAs, Police</td>
<td>At every opportunity</td>
</tr>
</tbody>
</table>

*Table 7: Safe roads and roadsides actions*

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4.4.5 Safe vehicles policy and core activities

Safe vehicles policies

P9 Work with business, the freight sector and the wider community to promote safe vehicle use policies and the purchase of safe vehicles to reduce the age of the vehicle fleet and improve safety outcomes.

P10 Continue to advocate for mandatory safety standards for imported vehicles and a cap on the import of older, less safe vehicles into the wider fleet.

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<tbody>
<tr>
<td>4.4.5.1</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>RRS Forum, RCAs</td>
<td>Core Activity</td>
</tr>
<tr>
<td>4.4.5.2</td>
<td>Promote public awareness of vehicle selection and vehicle safety technologies through education campaigns</td>
<td>REG, NZTA</td>
<td>NZ Police, RCAs</td>
<td>Core Activity</td>
</tr>
<tr>
<td>4.4.5.3</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>Core Activity</td>
</tr>
<tr>
<td>4.4.5.4</td>
<td>Promote and deliver safety tools, skills development, and maintenance tips for motorcyclists</td>
<td>ACC, RCAs</td>
<td>REG, NZ Police, NZTA</td>
<td>Core Activity</td>
</tr>
<tr>
<td>4.4.5.5</td>
<td>Advocate for the introduction of mandatory safety standards for all new and used vehicles entering the New Zealand fleet</td>
<td>RTC, RRS Forum</td>
<td>RSAP groups</td>
<td>At every opportunity</td>
</tr>
<tr>
<td>4.4.5.6</td>
<td>Advocate for continued regular WOF and COF checks for vehicles</td>
<td>RTC, RRS Forum</td>
<td>RSAP groups</td>
<td>At every opportunity</td>
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</tbody>
</table>

Table 8: Safe vehicles actions
The Regional Road Safety Forum (RRS Forum) has identified short term road safety priorities (Chapter 4) and have also considered areas of focus for the medium to longer term. Consideration of longer term priorities included; barriers to stakeholder effort, gaps, systemic issues, enabling actions, and actions which could not be achieved across stakeholder organisations in the short term due to lack of capacity, knowledge, strategic planning, or funding constraints.

The purpose of this chapter is to provide some early signals around future strategic priorities and potential actions that can be taken to address road safety issues across the Waikato region over the medium to longer term.

This chapter considers influences on road safety outcomes, and outlines strategic signals that will influence and inform future transport planning and funding documents, including the following:

- Waikato Regional Land Transport Plan (RLTP) 2018 and future reviews
- Road Safety Action Plans (RSAP)
- Activity Management Plans (AMP)
- Long term plans (LTP) and annual plans
- the next regional road safety strategy
- the next national road safety strategy beyond 2020.

“Signals” in this document convey a message from the RRS Forum to the Waikato Regional Transport Committee (RTC) and other stakeholders about what the RRS Forum believes we as a region need to work on together to decrease deaths and serious injuries from road transport.

The strategic signals use the following framework.

1. Set goals to establish accountability and develop a leadership culture that supports stakeholders to achieve and drive change.
2. Plan to address highest risk using evidence and best practice tools.
3. Address funding constraints to be able to achieve better outcomes.
4. Looking ahead, understanding barriers and potential responses.
   - Understanding emerging issues to keep stakeholders informed.
   - Identify systemic issues and problems that are preventing better outcomes, consider how these might be addressed.
   - Explore innovative approaches.

Some early development of potential future activities to address these signals is included in Appendix 5 to assist stakeholders with their forward planning. Appendix 5 includes some consideration of preparatory work that may be required to determine a forward strategy and action plan beyond the life of this strategy. It can be considered a discussion document.

In the rest of this chapter the term “transport safety” is used in place of the more traditional “road safety” in an intentional shift in language. This responds to indications from the NZ Transport Agency (NZTA) of a shift in focus from road safety to addressing transport harms. Transport harms has a considerably wider scope than this strategy is able to address, but partners need to be aware of this expansion of focus and potential future implications from this.
Section 5: Signals for longer term strategic priorities

5.1 Factors and drivers that will influence future regional responses to transport safety

There are a range of factors and drivers that will influence future regional responses to transport safety and will shape the options available to successfully implement the Waikato Regional Road Safety Strategy (WRRSS). Some of these drivers are illustrated in Figure 11 and briefly discussed.

Any change in national policy direction will influence road safety priorities, policy and funding availability, with a flow on effect to regional and local road safety delivery. Uncertainty around the speed and direction of technology changes, and the influence of technology on safety outcomes and transport choices, mean that road safety partners need to be agile to respond to a rapidly changing environment.

The way we work is changing and there are opportunities to broaden the road safety conversation across traditional local government and inter regional boundaries. The Upper North Island Strategic Alliance (UNISA) is an example of cross regional collaboration that has an increasing focus on the safety and resilience of upper north island strategic corridors.

Demographic change, ageing population and economic growth will also drive and influence road safety interventions, with growth in some areas and decline in others influencing the ability to plan and fund local road safety delivery.

5.2 Enabling actions to achieve better outcomes in the medium-longer term – RTC Signals

Whilst road safety partners will continue to deliver core activities and drive short term priority projects and investment identified through this strategy, the RRS Forum has identified the following future priority areas to inform 2018 RLTP development.
Setting goals and driving culture change

- Setting better targets for road safety.
- Building leadership and a culture of transport safety.

Quality planning

- Safe road infrastructure managed at appropriate speeds.
- Supporting pedestrians, cyclists, motorcyclists and other vulnerable road users.
- Supporting young drivers.
- Leading by example and targeting the business sector to address fleet age and safe driving behaviour.

Addressing funding constraints and advocating for increased funding for safety infrastructure.

These are discussed in detail below and signals for the RTC/RLTP are given. To supplement this strategy a regional implementation plan will be confirmed subsequent to adoption of the strategy, confirmation of the Government Policy Statement on Land Transport (GPS) 2018-19 and the RLTP 2018.

5.2.1 Setting better targets for road safety outcomes

The trend of a decrease in fatalities and serious injuries across the Waikato region over the last 10 years demonstrates road safety partners’ strategies, plans and interventions are making a difference to our road casualties. Figures 4 and 5 in Section 2 of this document suggest current targets in the WRRSS can be met or exceeded if regional partners continue to work together, and with our partners in surrounding regions and nationally.

Setting stronger objectives and targets in the RLTP, and advocating for national targets would help to drive investment. This would create an even stronger message to support the road safety priority the RTC has already identified in the 2018 RLTP review process. Setting a more ambitious target would also bring the region into alignment with leading countries addressing road safety through the ‘Vision Zero’ approach.

5.2.2 Increase leadership and build a transport safety culture – build community acceptance, priority, leadership and understanding of the Safe System

5.2.2.1 Safe System and the generation of a transport safety culture

The issues associated with road/transport safety are complex and require a system-wide approach to address them. To ensure good buy-in and support from the community and wider sectors (e.g. business) we need to build a culture of transport safety in the same way that workplace health and safety has become an essential part of ‘how we do business’. We need to move transport safety into the zone of “it’s how we do things around here” known as a generative safety culture, illustrated in Figure 12.
Creating culture change across the spectrum of the population is a long term desired goal of this strategy. The WRRSS proposes greater focus on our own and partner organisations; to lead by example and to then tell that story to the wider public and business sector. We need to increase understanding of Road Risk, the Safe System approach, people’s role in this, and we need to tell a compelling story of the benefits and improved outcomes of investing in transport safety.

5.2.2.2 Transport safety leadership

Leadership is critical to develop a transport safety culture. The existing model of road safety leadership in the Waikato needs to be strengthened.

RTC/RLTP Signals

Greater emphasis needs to be given to transport safety leadership at all levels to ensure priority and coordination between key transport safety partners and to drive culture change. The RTC needs to provide stronger leadership in advocating for road safety priorities to regional partners and to central government agencies.

5.2.2.3 Community and business leadership

Community leadership encompasses local government and central government social agencies; health, justice and social development. We need to influence community leaders to gain traction within their organisations and communities. We need to tell the story of transport safety and the Safe System to convey the scale of the issue and what they and their organisations can do to give effect to the strategy.

RTC/RLTP Signals

Advocate for transport safety and an understanding of Road Risk and the Safe System approach to the mayoral forum and regional CE’s forum with the aim of including transport safety as an agreed regional priority in strategic documents.

Link transport safety to workplace health and safety outcomes in the RLTP and use as mechanism to advocate to business leaders to engage in transport safety across their organisation.

5.2.3 Ensure our road infrastructure is safe and is managed at appropriate speeds

Regionally we need to upgrade our highest risk road, pedestrian and cycling infrastructure, reduce speeds in high risk environments and reduce motorcycling and heavy vehicle risk.

Regional issues, Section 3, defines target areas for infrastructure investment, with significant gains expected from low cost interventions and by taking a corridor approach. The
Safe System approach directs infrastructure providers to address high risk as a priority on the basis that people make mistakes and that infrastructure should be forgiving.

For the Waikato region the key infrastructure focus is:

- rural areas – head on, loss-of-control and intersection crashes
- urban/town centre areas – intersection, pedestrian and cyclist facilities, loss-of-control
- identifying and improving level of service on key motorcycling routes
- addressing the needs of freight and heavy vehicles on key local and state highway routes
- in new infrastructure or renewals provide for future technology that enables safer driving and vehicle interaction with infrastructure.

The Waikato region has already invested in the development and demonstration of the national speed management tools and guides. Speed management continues to be a complex and challenging factor to tackle on our region’s roads, but it has huge potential to achieve significant transport safety benefits and reduce road casualties. Managing roads at safe and appropriate speeds has a core role to play in the reduction of road casualties that have been achieved in leading countries Sweden, United Kingdom and the Netherlands. Safe Speeds and the support of speed management is identified as a key short term priority.

RTC/RLTP Signals

Continue to plan and prioritise transport infrastructure investment to target for highest risk as identified in the WRRSS.

Continue to plan and deliver speed management interventions and contribute to a regional speed management plan and advocate for automated enforcement tools and supportive legislation.

5.2.4 Support vulnerable road users

Vulnerable road users include pedestrians (40 per cent urban DSI), cyclists, and motorcyclists (25 per cent rural and 20 per cent urban DSI), all of whom are significantly over-represented in death and serious injury crashes in the region.

The young and elderly are particularly vulnerable, and motor vehicle crashes are the leading cause of unintentional injury deaths for children aged 0-14 in New Zealand. Our ageing population, with accompanying increasing disability, and our current disabled population (24 per cent of New Zealanders) and pedestrian fatalities demand a response through safe and appropriate infrastructure provision including, mobility friendly footpaths and pedestrian crossing facilities.

Motorcycling is a key Safer Journeys priority, supported by the Motorcycle Safety Strategy (ACC, Motorcycle Safety Advisory Council) and safe cycling infrastructure and skills are key components of the recently completed Waikato Regional Cycling Programme Business Case.

RTC/RLTP Signals

RTC to advocate nationally and plan regionally and locally for increased investment in safe, convenient and accessible footpaths, crossing and cycle facilities to protect vulnerable road users and enhance their access to the transport system.

Regional Education Groups (REG) and RSAP groups to continue to educate and promote safer motorcycle choice, rider skills development and training, and RTC to support investment in identified high risk motorcycle routes.

5.2.5 Support young drivers

Young drivers account for around 30 per cent of regional death and serious injury crashes. There are three key issues to address in order to support young drivers and decrease their involvement in fatal and serious injury crashes.

- The vehicles that young drivers purchase themselves, or are supported into by whānau, are often older cheaper vehicles with limited or no safety features.
- Some young people have difficulty accessing safe, road worthy and legal vehicles for learning and driver licence testing, or cannot access driver licence testing itself, as it has been withdrawn from some of the smaller communities. Other young people struggle with literacy, affecting their ability to access testing.
- Young drivers are frequently high risk drivers due to inexperience and an elevated propensity for risk taking.

Without driver licences some young people may not be able to access employment, further education or social opportunities and this has further impacts on their local community. Driver licence infringements are a significant aspect of road policing, and a reduction could reduce the resource and funding required within the Police, and increase safe driving behaviour. Likewise, improved compliance would potentially reduce the load on Justice services and the Ministry of Social Development. Other key stakeholders include health, iwi, and most importantly young people themselves.

44 Safer Journeys Action Plan 2016-20
45 Discussions with NZ Police, Road Safety Coordinators, NZ Transport Agency, ACC, and RTC members.
There are a range of driver licence training providers in the Waikato region and a range of programmes, some of which are very highly regarded. There is also an opportunity to incorporate learning from the Safer Journeys High Risk Young Drivers signature project.

**RTC/RLTP Signals**

Investigate improvement to driver licensing training and access for young drivers in the region through a multi-sector business case to scope opportunities for improvement for those not doing well in the current driver licence process.

Engage with whānau and secondary and tertiary education providers to support young drivers into newer, safer vehicles.

Support strategic partners to work with young drivers to improve their skills and mitigate high risk behaviour.

**5.2.6 Work within road safety partner organisations and with large or high risk businesses on the ageing fleet and safe behaviour**

The age of the vehicle fleet in New Zealand is relatively old and getting older, and vehicle age can determine the outcome of a crash. ACC claims for serious work injuries on the road averaged $1.02 million per year across the Waikato region in the last five years, and entitlement claims averaged $3.2 million per year. If we improve the safety of the commercial fleet (light and heavy) by encouraging safe purchasing and safe use policies within large organisations and supporting new electric vehicle uptake, we can expect flow on benefits to the wider fleet over time as vehicles roll into the second hand market.

REG has been working in this space over the preceding years and there are gains to be made by increasing the priority and scope of this programme to reach a wider audience. The Transport Agency has been developing an internal safe speed policy and have informally reported flow on effects to staff outside of work hours. There is an opportunity for road safety partner organisations to lead by example and implement safe purchasing and safe use policies inside their organisations and then promote this to a wider audience. This will require additional resources within REG or a re-prioritisation of REG activities. ACC and the Transport Agency are developing workplace resources and it is not intended to replicate these, but to use them as part of the regional programme.

**RTC/RLTP Signals**

REG to develop and roll out a comprehensive fleet programme in coordination with RSAP groups to engage with the working population by encouraging safe vehicle purchasing and operation policies in large and high risk organisations with the aims of increasing newer safer vehicles entering the fleet and influencing employees work and private behaviour and private vehicle choices.

Lead by example – RTC constituent organisations and RRS Forum member organisations to adopt and roll out safe vehicle purchasing and operation programmes within their own organisations and advocate to large businesses.

**5.2.7 Build a case for a central government 10 year targeted regional funding package**

Road safety outcomes in the Waikato region are nationally significant, with fatalities and serious injuries historically representing over 20 per cent of national casualties every year. The region has a large and complex transport network with key inter-regional high volume routes and 16 percent of the national state highway network (1,700kms). Freight volumes, servicing Auckland, Hamilton, Tauranga and all parts in between are high and projected to increase significantly. Heavy vehicles are disproportionately represented in regional crashes (Chapter 3).

While the Waikato region is benefiting from six Safe Roads Alliance road safety projects on rural state highways, there are further opportunities to address our highest risk local roads, urban state highways, rural villages on state highways, intersections, and key motorcycle, cycling and pedestrian routes and crossing facilities (mix of state highway and local roads).

The Waikato region Speed Management Programme Business Case has quantified the cost range of implementing speed management for the 5-10 per cent highest risk infrastructure across the region. At current investment levels it is likely that some territorial authorities will not be able to afford to implement this within 10 years due to funding constraints on local share, which could push implementation for the highest risk infrastructure over a longer time period and continue to contribute to higher casualties.

In 2015, the cost of treatment at Waikato Hospital for 349 road transport and motorcycle crash casualties was approximately $6 million. This does not take account of the myriad of costs on the wider fleet over time as vehicles roll into the second hand market.
further health sector costs that road crashes incur. Social costs accrued from crashes in the Waikato region are estimated at close to $500 million per annum.

Changing demographics across the region are impacting on the ability of Territorial Authorities (TAs) to fund infrastructure improvements on high risk local roads for the purposes of safety, speed management, route resilience and to manage the rising cost of maintenance required to service increasing volumes of High Performance Motor Vehicles (HPMV).

The scale of interventions that are needed to effectively address road safety issues across the region, to significantly reduce deaths and serious injuries, is beyond the scale of the current funding model and the region’s ability to co-fund this. To see the benefits of consistent speed management across the region combined with high risk safety treatments and interventions to reduce crashes and build safe infrastructure, there is a strong argument for a dedicated funding package for the region to bring down national deaths and serious injuries.

**RTC/RLTP Signals**

RTC will provide strategic direction to support the development of a high level case for a 10 year targeted additional regional infrastructure funding package, to address highest risk infrastructure interventions and speed management.

Seek support from regional and inter-regional road safety partners and advocate to the Government for the increased funding package.
5.3 Looking ahead, understanding barriers and potential responses

5.3.1 Understanding and responding to emerging issues

A range of emerging issues have been identified in the table below. The region needs to develop a better understanding of the following emerging issues in order to incorporate responses into our planning, and develop new investment programmes where required.

<table>
<thead>
<tr>
<th>Changing demographics and economic growth</th>
<th>Population change across the region and economic growth – what do we need to provide for different communities, what safety issues are going to dominate in different locations and socio-demographic groups.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessibility</td>
<td>As our population ages, we are living longer but in worse health. The proportion of our population who are disabled will continue to grow in line with population projections.</td>
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<tr>
<td></td>
<td>• Road safety plays a role in the ability of the mobility impaired to access the transport system.</td>
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<td></td>
<td>• Research shows that absent or unsafe footpaths and road crossings prevent some people from accessing the transport system, therefore excluding them from participating in day to day life.</td>
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<tr>
<td>Ageing population</td>
<td>Preparation for the ageing demographic’s changing needs as drivers and users of the transport system as a whole.</td>
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<td></td>
<td>• Ageing pedestrians and cyclists – pedestrians over 70 are over-represented in crashes.</td>
</tr>
<tr>
<td></td>
<td>• Ageing drivers – as drivers age their abilities, reflexes and needs change and they are operating in an increasingly complex environment.</td>
</tr>
<tr>
<td></td>
<td>• Mobility scooters - increased use is leading to more casualties and deterioration of users physical ability through lack of physical activity.</td>
</tr>
<tr>
<td>Children</td>
<td>Consider if children have been given sufficient priority as a high risk group.</td>
</tr>
<tr>
<td></td>
<td>• Motor vehicle crashes are the second leading cause of unintentional injury death among children aged 0 to 14.</td>
</tr>
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<td></td>
<td>• Pedestrians aged 5-19 are over represented across the region.</td>
</tr>
<tr>
<td>Tourism</td>
<td>Tourism is increasing in the region and brings challenges for visiting drivers, whether domestic or international. Frequently, drivers are more used to urban roads with slower speeds and safer infrastructure, and do not understand the risks of our region’s rural roads. Key tourism assets may also require enhanced safety infrastructure and signage that has not been planned.</td>
</tr>
<tr>
<td>Technology implications</td>
<td>Technology is influencing the way we live at an unprecedented rate. The following trends require more understanding of the safety implications of:</td>
</tr>
<tr>
<td></td>
<td>• young people in urban areas increasingly choosing not to drive, preferring public transport and active modes</td>
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<td></td>
<td>• electric vehicles and electric bikes</td>
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<tr>
<td></td>
<td>• automated and autonomous vehicles (AV) – safety of the vehicles themselves and the way that road infrastructure needs to respond to the vehicle sensors so that AVs can operate to maximise safety benefits.</td>
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<tr>
<td>Drug driving roadside detection</td>
<td>We suspect drug driving is a significant issue in the region from anecdotal evidence (Police). With no consistent and affordable roadside drug testing currently available, we are unable to quantify the scope of the problem and have limited ability to influence or impact on the issue.</td>
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</tbody>
</table>

52 Ministry of Health.
53 Waikato DHB
Pedestrian distraction with devices has been identified by Tracksafe as a growing trend in rail corridor injuries and near misses.

Lack of restraint use is an emerging issue particularly in association with high risk behaviour. Despite high compliance, lack of restraints is being seen in a significant number of crashes. The draft GPS 2018 has included funding for restraints, but community expertise for restraints has diminished since this was last funded.

Responses to the broader harm caused by the transport system need to be considered and planned for. Examples are the contribution of emissions to cardiovascular and respiratory diseases, and broader environmental effects.

5.3.2 Explore potential opportunities to create a step change in road safety outcomes

When we invite different partners to the table, we may look at the transport safety issues we face in a different way and can develop innovative solutions. Road safety partners will explore a small range of systemic issues and investment thresholds to understand barriers, gaps and opportunities for better outcomes. The resulting discussion papers will be used to inform long term priorities, engagement with the Government, and contribution to the national road/transport safety strategy beyond 2020. Partnership with other regions will be sought and outputs will be widely circulated to generate discussion in advance of 2020.

Both the systemic issues and innovation opportunities listed below are suggestions to start a discussion, and determine which options the region should explore further. It is not expected to explore all items listed and there may be other areas that are more promising or useful to explore than those suggested below. Road safety partners will be consulted on options through RRS Forum meetings.

We need to understand systemic factors that are or will become barriers to quantum improvement within the region’s direct circle of influence and on a wider basis.

- Better understand the health and safety approach and how it may be applied.
- Communicate findings and engage communities of interest to build awareness and buy-in to needing to overcome barriers.
- Consider solutions and develop a programme of advocacy, funding or actions to address this.

We can explore the national or regional threshold for investment in other priorities that will have regional transport safety benefits. For example, 2016 research showed that an increase in mass transit use resulted in decreased deaths and serious injuries, therefore we could explore the amount of public transport uptake needed, the level of investment required and the time frame to achieve breakeven or positive benefits.

Where possible, we would partner with other regions interested in exploring a particular area and circulate outputs widely to generate discussion.

The RRS Forum has so far identified the following prospective topics to explore/investigate as having potential to create a step change or paradigm shift in road safety outcomes.

- Public health – road crashes are the second leading cause of unintentional injury death among children aged 0 to 14 and the fifth leading cause of death for male New Zealanders. If we treat this as a societal issue with ramifications for transport, health and the broader economy, including the health economy, where does that take us?
- Fleet rollover initiatives – innovation, identify key levers and influencing factors.
- Public Transport – mass transit, Mobility as a Service, and emerging offerings.
- Active transport – health, environmental and social benefits.
- Rail – road safety benefits associated with removing traffic and freight.
- Justice – police, the courts and detention (e.g. driver licensing, recidivism treatment).
- Insurance – incentives for safe driving behaviour and safer vehicles.

Safer than you think! Revising the transit safety narrative. Todd Litman, Victoria Transport Policy Institute, November 2016
- Funding – the impact of Auckland and demographic changes – consider how funding is allocated and whether regional packages would help local authorities struggling to fund infrastructure.
- Investment in ITS technologies – opportunities.
- Investment in navigation aids - to direct drivers onto safe and appropriate routes.

**RTC/RLTP Signal**

RTC to support the Waikato Regional Council to lead development of discussion papers on an agreed range of systemic issues and opportunities for innovation.
Section 6: Conclusions and next steps

6.1 Conclusions

Waikato road safety partners continue to work together using the Safe System approach to tackle the challenge of death and serious injury crashes on our region’s roads. Regional crash trends show that over the past 10 years deaths and serious injuries have been declining, with an upswing in the last couple of years. Partners are working together to deliver a range of initiatives and infrastructure and many actions in the Waikato Regional Road Strategy (WRRSS) are core activities undertaken as business as usual.

This strategy details the collective regional actions to be undertaken or continued in 2017-21 and signals for the 2018 Regional Land Transport Plan (RLTP) and beyond. The region has identified that leadership and coordination, and data and information flows need to be strengthened. As a region we can make significant gains by implementing speed management plans and ensuring our infrastructure is supporting safe and appropriate speeds.

Regional partners have identified a range of factors that will impact on road safety outcomes in the medium to long term. We have identified priority areas for the Regional Transport Committee (RTC) to consider for the interim review of the RLTP – these focus on enabling better planning, delivery and coordination of existing objectives.

Partners acknowledge that we need to build a culture of transport safety to create demand for better outcomes and support for transport safety initiatives through securing public buy-in. We need to support all our initiatives with risk targeted behaviour change programmes supported by evidence and measurement and we need to ensure we are targeting high risk infrastructure. Partners have identified an approach to consider systemic issues and opportunities for a step change in road safety outcomes through engaging with non-traditional stakeholders with the aim of informing the RLTP beyond 2021 and the next national road safety strategy beyond Safer Journeys 2016-2020.

6.2 Monitoring the strategy

Monitoring the strategy is important to ensure the region is making progress towards short term priorities identified in this strategy, and for informing future priorities.

Performance is measured annually and published in the Waikato Regional Council’s Annual Transport Monitoring Report. Trends for specific crash factors are reported annually against regional vehicle kilometres travelled. By monitoring crash trends, stakeholders can build a picture of how each issue contributes proportionally over time. Current monitoring includes speed, alcohol and drugs, fatigue, distraction, restraints, crash environments, vehicle movements and vehicle types.

A 2016 report \(^{56}\) analysed road safety trends and outcomes within the Waikato region and districts. The purpose of this review was to determine key areas of focus to work towards achieving local, regional and national safety outcomes. The analysis also considered the Safer Journeys Action Plan 2016-2020 focus areas: enable smart choices on the road, make motorcycling safer, ensure roads and roadsides are safer, and encourage safe vehicles.

Progress against the actions of the 2013-2016 strategy were evaluated in 2016 to understand regional and national progress, how effective actions had been and gaps in the current approach \(^{57}\). The evaluation made recommendations for the monitoring and evaluation framework, and identified key areas of focus going forward.

Baseline data has already been established for each of the key priority areas outlined in this strategy. Regular road safety reports are provided to the RTC.

6.3 Next steps

The Regional Road Safety Forum (RRS Forum) will continue to meet to engage and inform members, workshop issues, and strengthen road safety leadership, advocacy and delivery in the region and to plan implementation of the strategy. The RRS Forum will provide technical advice and inputs to the RTC through the Regional Advisory Group (RAG). Road safety partners will continue to strengthen their coordination, information sharing and reporting.

The membership of the RRS Forum will seek to include broader representation of high risk user groups and/or engage more widely with high risk groups \(^{58}\) and sectors \(^{59}\), specifically to include pedestrian and cycling-specific representation. Greater collaboration and a wider membership will be developed for the Regional Education Group (REG).

Road safety partners will develop implementation plans to progress the actions in Chapter 4 and consider the signals in Chapter 5 to include in work programmes over the 2018-21 period, and beyond where relevant. The RRS Forum will drive implementation of the strategy, monitor activities and report on progress to the RTC.

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56 Waikato Region Road Safety Analysis 2016, Opus.
58 Cycle Action Waikato’s submission requested participation in this Forum.
59 Include utility sector for roadside obstacles, e.g. WEL network, Chorus etc.
The RRS Forum will work toward strengthening its coordination and support for RSAP groups and the REG (4.1). This strategy has a broad overview of issue areas. Greater in-depth analysis, research and investigation work is needed to inform the planning of activities and infrastructure investment for high risk road users (4.1, 4.2, 4.3), and this will be supported by the establishment of the RRS Forum data and monitoring group. Forum members will also form a working group to develop a regional communications plan (4.1) and the technical speed management group will continue to support speed management planning (4.2) under the governance of the RRS Forum. The RRS Forum will consider the approach for the development of the next strategy in alignment with the development of subsequent RLTPs, and will develop a regional action plan for 2018-21 to accompany this strategy following adoption, and will be responsible for ensuring implementation. The RRS Forum will also consider the current road safety targets and whether these should be revisited.

An outline of the processes and planning timeframes affecting the delivery of this strategy and planning for subsequent review of strategic documents is summarised in Figure 13.

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<td>PRIORITIES</td>
<td>Short term priorities</td>
<td>Ongoing delivery</td>
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<td>RTC/RLTP Signals</td>
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<td>RLTP priorities</td>
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<td>Implementation Plan development</td>
<td>Confirmed Implementation Plan for Delivery</td>
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<td>LONG TERM THINKING</td>
<td>ID Systemic issues</td>
<td>Inform RLTP 2021</td>
<td>Investigate, discuss papers, disseminate</td>
<td>Inform National Road Safety Strategy development 2020</td>
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<tr>
<td>ROAD SAFETY PARTNERS</td>
<td>Ongoing delivery</td>
<td>Inclusive in strategies, plans and funding</td>
<td>Ongoing delivery</td>
<td>Inclusion in strategies, plans and funding</td>
<td>Ongoing delivery</td>
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Figure 13: Overview of the Waikato Regional Road Safety Strategy process 2017-21, timing and next steps
Section 7: Appendices

7.1 Appendix 1: What have we achieved – highlights from 2013-16

Road safety stakeholders across the region have worked together on a range of actions and issues with the aim of reducing deaths and serious injuries. The following list captures highlights from the implementation of the Waikato Regional Road Strategy (WRRSS) 2013-16.

**Successful national legislation and policy advocacy**

- Compulsory use of child restraints for children up to seven years.
- Safe Roads Alliance road safety interventions on key corridors across the Waikato region.
- Reduction of legal adult blood alcohol limit to 50mg per 100mL (BAC of 0.05).
- SH3 government funding for safety and resilience improvements.

**Contribution to national policy, guide development and implementation**

- Contribution to the national speed management approach through demonstrating the national speed management guide in the Waikato Demonstration project. The national speed management guide is now available and review of the Land Transport Rule: Setting of Speed Limits 2003 is underway.
- Safer Rides Southern Coromandel motorcycle project, an engineering/education initiative.
- Contribution to Safer Journeys for Rural Schools.
- Hamilton City Council implementation of safer speeds in residential and metro areas.

**Multi-stakeholder planning and implementation**

- One Network Road Classification (ONRC) implementation is underway.
- Significant progress on regional consistency and coordination of Local Alcohol Policies (LAPs) with eight out of 10 councils having an LAP in force and one council has a cap in place for off-licence premises.
- Programme Business Case for Cycling, with a strong focus on safe cycling and Programme Business Case for Access and Mobility.
- Business cases underway for corridor safety, efficiency and resilience improvements SH1 Cambridge to Piarere, SH1-SH29 Piarere to Tauriko, SH1 Piarere to Taupō and SH1 Taupō to Waiouru and Paeroa to Waihi including SH2.
- Speed Management Programme Business Case.

**Safety benefits accrued from Waikato Road Asset Technical Accord (RATA) formation and standardisation of infrastructure delivery and levels of service.**

**Road safety coordination, user education and interventions**

- Regional Education Group (REG): Annual fleet days (safe vehicles), and Drive Sober “Magic” partnership addressing alcohol, “Keep it 10 below” heavy vehicle campaign and billboards picked up in other regions, Reduce the Risk website and social media engagement.
- Waikato Regional Council’s Young Road User Programme (Ruben) continues to reach most schools and pre-schools in the region, receives high ratings from evaluations, and resources are requested from other regions.
- Support network for regional road safety coordinators.

**Achievements**

- A 10 year decreasing trend of deaths and serious injuries across the Waikato region.
- NZ Police representation on RTC.
- Hamilton City Council – winner of The New Zealand Local Authority Traffic Institute (TRAFINZ) leadership award for Safer Speed Areas programme.
- Regular road safety updates at RTC meetings through standing agenda item.
- East Waikato Road Safety Coordinator nominated for TRAFINZ Cedric Rogers Memorial award 2015-2016.
- Contribution to the 2015 Safer Summer Coromandel Campaign (17 partner agencies) – winner Waikato Problem Orientated Policing (POP) Awards; ‘Excellence in achieving collective impact’ and ‘Supreme Award’, National POP Awards; and subsequently presented internationally.
7.2 Appendix 2: 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 (WRRSS) 2017-21, 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 the Transport Agency).

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

Ten year data (2005-2015) 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

Data analysis primarily focused on fatal and serious crashes so the crash factors and patterns that cause fatal or serious injuries can be identified.
7.3 Appendix 3: Data maps

**Legend**

Average traffic volumes (vehicles per day):

- > 0 - 3,000
- > 3,000 - 6,000
- > 6,000 - 9,000
- > 9,000 - 12,000
- > 12,000 - 15,000
- > 15,000 - 20,000
- > 20,000

State highways

Waikato regional boundary

**Acknowledgements and Disclaimers**

1. Traffic volumes data for state highways sourced from the New Zealand Transport Agency.
2. North Island Road Centriche Data sourced from Land Information New Zealand under CC-By.

**Map 2:** Average daily traffic volumes for all vehicles on the state highway network in the Waikato region (2015)
Map 3: Change in average daily traffic volumes for all vehicles on the state highway network in the Waikato region (2011-2015)
Average daily traffic volumes for trucks on the state highway network in the Waikato region (2015)

Acknowledgements and Disclaimers
1. Traffic volumes data for state highways sourced from the New Zealand Transport Agency.
2. North Island Road Centreline Data sourced from Land Information New Zealand under CC-By.

Created by: A Jeffries
Date: 9/03/2017
Version: 1
Job No.: 33816
File: 33816 Traffic Volumes (Trucks) on SH for 2015.mxd
Scale at A4 = 1:1,400,000

Map 4: Average daily traffic volumes for trucks on the state highway network in the Waikato region (2015)

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Map 5: Change in average daily traffic volumes for trucks on the state highway network in the Waikato region (2011-2015)
Road types where fatal and serious crashes occurred by TA in the Waikato region (2011 - 2015)

Acknowledgements and Disclaimers
3. Digital boundary data sourced from Statistics New Zealand.

* The scaled sizing of the 11 TA doughnut charts does not apply to the Waikato Region doughnut chart.

Created by A Jeffries
Date: 2/03/2017
Version: 1
Job No.: 33816
File: 33816 Road Types

Map 6: Road types where fatal and serious crashes occurred by TA in the Waikato region (2011-2015)
Fatal and serious crash movement types by TA in the Waikato region (2011-2015)

Map 7: Fatal and serious crash movement types by TA in the Waikato region (2011-2015)

Acknowledgements and Disclaimers
3. Digital boundary data sourced from Statistics New Zealand.

*The scaled sizing of the 11 TA doughnut charts does not apply to the Waikato Region doughnut chart.

Created by: A Jeffries
Date: 2/03/2017
Version: 1
Job No.: 33816
File: 33816 F&S Crash Movement Types by TA 2011-
Fatal and serious crashes on rural roads by TA in the Waikato region (2006 - 2015)

Acknowledgements and Disclaimers
3. Digital boundary data sourced from Statistics New Zealand.

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Map 8: Fatal and serious crashes on rural roads by TA in the Waikato region (2006-2015)
Map 9: Fatal and serious crashes involving speed as a contributing factor by TA in the Waikato region (2006-2015)
Fatal and serious crashes involving trucks in the Waikato region (2006-2015)

Map 10: Fatal and serious crashes involving trucks in the Waikato region (2006-2015)
Fatal and serious crashes involving motorcycles in the Waikato region (2006 - 2015)

Acknowledgements and Disclaimers
2. North Island Road Centreline Data sourced from Land Information New Zealand under CC-BY.

Map 11: Fatal and serious crashes involving motorcycles in the Waikato region (2006 - 2015)
7.4 Appendix 4: 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 Approved Organisations (AO) are required to make road safety funding applications to the NZ Transport Agency (NZTA). The region is responsible for prioritising road safety activities through the Regional Land Transport Plan (RLTP). This regional funding prioritisation process is overseen by the Regional Transport Committee (RTC) with technical assistance from representative staff, known as the Regional Advisory Group (RAG). The completed RLTP is submitted to the Transport Agency for inclusion in the National Land Transport Programme (NLTP). The Transport Agency then allocates funds from the NLTF on the basis of national priority for a three year period. The current funding programme covers 2015-18.

**Long term plans**

Territorial Authorities develop Long Term Plans for a three year period, currently 2015-18, and confirm local share funding for NZTA funded projects as well as projects that are not eligible for NLTF funding, such as most footpaths, or are low strategic NLTP priority, but high local priority.

**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 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. Waikato Regional Council and the Transport Agency 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 Transport Agency 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 Waikato Regional Road Safety Strategy (WRRSS), 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.
7.5 Appendix 5: Early thinking on potential activities to address medium-longer term priorities

During the development of this strategy the Project Steering Group spent time thinking about what implementation of the medium-longer term priorities might look like, and what and who might be involved in implementing the priorities. This appendix details this thinking and is provided as a discussion document for road safety partners to consider when planning ahead toward the end of the 2017-21 period. Some of the activities support the short term priorities in Chapter 4 and are seen as enabling actions for being more effective in our regional and local delivery. These potential activities relate directly to the signals given in Section 5.

7.5.1 Setting better targets for road safety outcomes

Potential road safety partner activities to address RTC signals

<table>
<thead>
<tr>
<th>Incorporate transport safety objectives and targets</th>
<th>Update strategies and plans to reflect the following:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• RLTP 2018 road safety objectives, priorities and implementation measures once it becomes operative.</td>
</tr>
<tr>
<td></td>
<td>• WRRRSS road safety objectives, priorities and targets.</td>
</tr>
<tr>
<td></td>
<td>• Review the interim targets to determine if more ambitious targets are appropriate.</td>
</tr>
</tbody>
</table>

7.5.2 Increase leadership and build a transport safety culture – build community acceptance, priority, leadership and understanding of the Safe System

7.5.2.1 Transport safety leadership

Potential road safety partner activities to address RTC signals

<table>
<thead>
<tr>
<th>Technical Group - Regional Road Safety Forum</th>
<th>The RRS Forum is a cross-agency collective coordinated by Waikato Regional Council, which advises the RTC on road safety matters. This group currently has a strong operational membership, which is important for confirming and delivering the actions in the strategy. The group would benefit from greater strategic input to ensure plans and policies, and therefore funding, reflect its priorities.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential approach</td>
<td>• Invite participation of district strategic planners and policy advisors or strengthen relationships, to ensure road safety strategies are being reflected in Councils plans and processes, to give a mandate to funding transport safety activities within organisations.</td>
</tr>
<tr>
<td></td>
<td>• Increase advocacy and education about transport safety issues to planners and strategic advisors across the region.</td>
</tr>
<tr>
<td></td>
<td>• Invite representatives of high risk road user groups to participate in planning activities.</td>
</tr>
</tbody>
</table>

7.5.2.2 Community and business leadership

Potential road safety partner activities to address RTC signals

<table>
<thead>
<tr>
<th>Community Leadership</th>
<th>Community leadership encompasses local government and central government social agencies; health, justice, and social development.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>We need to influence community leaders to gain traction within their organisations and communities. We need to tell the story of transport safety, Road Risk and the Safe System to convey the scale of the issue and what they and their organisations can do to give effect to the strategy.</td>
</tr>
</tbody>
</table>
Community leaders could:

- include transport safety priority in their high level strategic policies and documents
- embed transport safety in corporate priorities, alongside or within workplace health and safety
- embed transport safety priority and policies into plans, and consent and development proposal feedback
- implement policies including, infrastructure, education and behaviour change
- build transport safety into their corporate and organisational culture – lead by example through safe vehicle purchasing and safe use
- tell the story to their wider community and encourage local champions.

**Business Leadership**

Linking transport safety to workplace health and safety and environmental outcomes is a useful mechanism to approach business leaders to engage in transport safety. We need to engage with business leaders to communicate what they can do and what the benefits are. Key sectors to consider include insurance, technology, utilities, construction, farming, vehicles, alcohol and the tertiary education sector.

**Potential approach**

- Engage with business leaders through business forums, conferences, health and safety opportunities, and innovation collectives.
- Demonstrate how transport safety can be incorporated into their plans and policies, as described above for community leadership.
- Identify transport safety champions by leveraging off organisations already leading in this space.
- Identify strategic sector thinkers and bring them into transport safety forums that consider innovation and step change opportunities – inviting diverse thinking and perspectives.

### 7.5.3 Ensure our road infrastructure is safe and is managed at appropriate speeds

**Potential road safety partner activities to address RTC signals**

<table>
<thead>
<tr>
<th>Priority</th>
<th>Activity</th>
</tr>
</thead>
</table>
| **Prioritise high risk infrastructure** | Continue to prioritise planning and funding for transport investment by risk, with a region-wide focus on:  
  - rural areas – head on, loss-of-control and intersection crashes  
  - urban/town centre areas – intersection, pedestrian and cyclist loss-of-control  
  - identifying and improving level of service on key motorcycling routes  
  - addressing the needs of freight and heavy vehicles on key local and state highway routes  
  - in new infrastructure or renewals provide for future technology that promotes safer driving and safer cycling. |
| **Speed management** | Continue to plan and deliver speed management interventions and contribute to a regional speed management plan. |
| **Advocacy** | Advocate for:  
  - a review of the speed penalty system with demerit points for all speed offences regardless of method detected  
  - reduced speed “tolerances” for police enforcement with supporting legislation. |

7.5.4 Support vulnerable road users

The activities below support the high risk road user priorities identified in Chapter 4.3.1, and need to be an ongoing focus due to historical under-investment in these areas.

Potential road safety partner activities to address RTC signals

| Active users – pedestrian safety, cycle safety | Continue to plan an increase in investment in safe footpaths, crossings and cycle facilities in urban areas/town centres to protect vulnerable road users and enhance their access to the transport system, support an ageing and increasingly disabled population. We need to support this with: |
| |
| - urban/town centre street audits |
| - user counts |
| - use of predictive tools to understand latent demand. |

| Motorcyclists | Continue to educate and promote safer vehicle choice, skills development and training. Support initiatives for identified high risk motorcycle routes. |

7.5.5 Support young drivers

The activities below support the high risk road user priorities identified in Chapter 4.3.1, and could be started within the 2017-21 period, or scoped or advocated for during this period.

Potential road safety partner activities to address RTC signals

| Safer vehicle choice and maintenance | We need to engage with whānau and secondary and tertiary education providers to support young drivers into newer, safer vehicles. |
| Recommendation | Research and scope an engagement programme and potentially run a pilot project. |
| Driver licensing | We need to support driver licensing for young people through a multi-sector approach. |
| Potential business case approach | • Review driver licensing delivery in the Waikato and scope opportunities for better education and access to driver licensing for those not doing well in the current education process. |
| | • Engage with health, social welfare, justice, education, iwi and police to map the issues and barriers to better outcomes in this area. |
| | • Identify successful programmes underway, and develop a recommended programme of investment and regional support, which may include advocacy for legislative and funding changes. |

| Skills and high risk behaviour | Support strategic partners to work with young drivers to improve their skills and mitigate high risk behaviour. |

7.5.6 Work within road safety partner organisations and with large businesses on the ageing fleet and safe behaviour

The actions below seek to expand the work carried out under Chapter 4 core activity 4.4.5.1, and planning work will be needed within the 2017-21 period to confirm the scope of an expanded programme.

Potential road safety partner activities to address RTC signals

| Fleet programme | REG to develop a comprehensive fleet programme to engage with the working population by encouraging safe vehicle purchasing and operation policies in large organisations and influence employees private behaviour and vehicle choices. |
Develop, or promote nationally developed, fleet purchasing and operation policies, supported by education initiatives, with the aims of:

- increasing the safety of the light and commercial fleet through increased purchase of 5-star vehicles, including electric vehicles
- improving freight sector and heavy vehicles safety, safe operation, and risk awareness by other road users
- improving driver behaviour, focusing on speed, impairment (alcohol, drugs, fatigue) and distraction, and understanding of risk for all transport modes
- encouraging demand for 5-star vehicles with the latest safety features and discouraging the removal or disconnection of safety features on imported vehicles
- leading by example – RRS Forum membership to adopt and roll out programmes within their own organisations.

Work more closely with the freight and heavy vehicle sector to:

- support trucking industry initiatives with education providers/operator partnerships around building driver and logistics capacity and quality
- support trucking education industry initiatives around awareness of heavy vehicles including ‘share the road’ campaigns and cyclist education.

**7.5.7 Build a case for a central government 10 year targeted regional funding package**

Potential road safety partner activities to address RTC signals

**Regional Funding package**

The region could put together a high level case and advocate to central government for extra funding for state highway and local roads for high risk infrastructure and speed management implementation.

- We need to emphasise the long term and ongoing over-representation of fatal and serious injury crashes – 20-25 per cent of national fatalities compared to 9 per cent of population, combined with high freight volumes across the whole network and regional demographic changes impacting the ability of local councils to fund this.
- Road safety partners will need to show that they are targeting to risk and planning for speed management, and quantify costs. This information will need to be collated as part of the package to define the scope and scale of additional funding requirements.

**Advocacy**

- Seek support and advocacy for this through Mayoral Forum and Waikato Plan, Waikato DHB, road freight organisations, the tourism sector and other key organisations.
- Seek support from connecting regions, particularly Auckland, Bay of Plenty and Taranaki due to the implications for inter-regional travel and freight movements.

**7.5.8 Respond to emerging issues**

Potential road safety partner activities to address RTC signals

**Approach**

- Communicate with partners how issues are impacting their area of responsibility.
- Share any research or insights with the RRS Forum.
- Participate in any working groups that are set up to explore areas.
- Consider any actions that could be taken to address emerging issues.
- Advocate to Regional Tourism Organisations to work with tourism providers to include or expand their considerations around transport safety when promoting their offering.
- We could develop resources to raise awareness of the effect of recreational and medical drug driving.
- We can continue to support advancements in drug driving detection through advocacy.
7.5.9 Explore potential opportunities to create a step change in road safety outcomes

Potential road safety partner activities to address RTC signals

<table>
<thead>
<tr>
<th>Approach</th>
<th>Consider areas of interest or potential innovation and communicate these to the RRS Forum when topics are being considered or debated.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Suggest people from relevant or non-traditional sectors for discussion groups.</td>
</tr>
<tr>
<td></td>
<td>Participate in discussion groups, review, or circulate discussion papers as requested.</td>
</tr>
</tbody>
</table>