



greater WELLINGTON
REGIONAL COUNCIL

Regional Road Safety Plan

Adopted August 2004

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Road Safety Plan

The Road Safety Plan (formerly known as the Regional Road Safety Strategy) was developed with the aim of providing a safer community for everyone through a transport system that achieves or improves on targets of the national *Road Safety to 2010* (RS2010) strategy. It sets out a vision shared by the region's key agencies involved in road safety and sets objectives and outcomes for the improvement and promotion of

road safety. A road safety action programme to achieve these objectives and outcomes is included.

The plan was adopted by the RLTC on 17 August 2004. Ensuring alignment with the strategic framework provided by the RLTS 2007 – 2016 will be carried out as part of the plan's next review.

The objectives of the RLTS are:

- Assist economic and regional development
- Assist safety and personal security
- Improve access, mobility and reliability
- Protect and promote public health
- Ensure environmental sustainability
- Ensure that the Regional Transport Programme is affordable for the regional community.

The RLTS outcomes of particular relevance to this implementation plan are:

- Increased safety for pedestrians and cyclists
- Improved regional road safety.

The RLTS 2016 targets of particular relevance to this implementation plan are:

- There are no road crash fatalities attributable to roading network deficiencies
- Fewer than 100 pedestrians injured in the region per annum
- Fewer than 75 cyclists injured in the region per annum.

Road Safety Vision

To continuously improve the level of regional road safety based on a firmly established safety culture.

Objectives

- To achieve or exceed the regional road casualty reduction and road user behaviour targets set by the national RS2010 strategy.

- To promote an improved road safety culture which creates safer attitudes, skills and behaviour among road users.
- To develop a safer roading environment for all road users to improve public health, safety and personal security.



Outcomes

- Improved regional road safety
- Improved perceptions of road safety
- A safer roading environment for all road users.

Targets

The short and long term Wellington regional targets for deaths and hospitalisations¹ are set out in the following table.

Monitoring

Progress of actions outlined in the following Road Safety Action Programme against respective performance measures will be monitored by GWRC and the Wellington regional office of Land Transport NZ on an ongoing basis. Progress will be reported in the RLTS Annual Monitoring Report.

	2004 ²	2010 ³
Deaths plus hospitalisations	not exceeding 300	not exceeding 240
Deaths plus hospitalisations of more than 1 day	not exceeding 200	not exceeding 150
Deaths plus hospitalisations of more than 3 days	not exceeding 120	not exceeding 90

Table 1: Road safety targets

¹ "Deaths are injuries that result in death within 30 days of the crash. Hospitalisations are the number of hospital admissions reported by the New Zealand Health Information Service. Along with deaths, the number of people hospitalised for more than one day and more than three days have been included as measures of more serious injuries" (LTSA, 2003b, p12). Deaths and hospitalisations are the most practical indicators of road casualties.

² LTSA, 2003b, p12.

³ Specific 2010 targets have yet to be determined by Land Transport NZ for the Wellington region. The targets have been determined using the regional proportions applied in RS2010.

Road Safety Action Programme

Actions	Responsibility	Timing	Target	Performance measures	Performance indicators
<p>Safety Management Systems (SMS) Ensure that RCAs' decisions about construction, maintenance and management of road networks lead to the achievement of clear safety targets consistent with Land Transport NZ best practice guidelines</p>	RCAs (Development and implementation)	Ongoing	All RCAs to have a SMS in place by the start of the 07/08 financial year	Number of RCAs that have SMSs in place	<ul style="list-style-type: none"> New Zealand Health Information Service death and hospitalisation data MoT's annual regional road crash and casualty data Land Transport NZ annual regional attitude survey GWRC biennial perception survey Significant regional road safety education campaign evaluation results Land Transport NZ National Land Transport Programme.
<p>Road Safety Action Plans (RSAP) Key partners agree on the road safety risks, identify objectives, direct tasks (including policing), set targets, develop plans, monitor and review progress for each TA</p>	Transit (Development and implementation) Supported by Land Transport NZ and NZ Police.	Quarterly, ongoing	All TAs to have a RSAP and quarterly review programme in place by the start of the 05/06 financial year	Number of TAs that have RSAPs in place	
<p>Road Safety Co-ordinators, Police Education Advisors, ACC Injury Prevention Consultants and Land Transport NZ Regional Education Advisors Ensure that appropriate local education campaigns are undertaken as well as ensuring national strategic road safety campaigns are devolved to a regional and local level to help promote an improved safety culture</p>	TAs, Police, ACC and Land Transport NZ (Development and implementation) GWRC (Facilitation)	Ongoing	Road Safety education is promoted at every feasible opportunity at a TA level and a regionally focused campaign is carried out at least annually	To be determined for each project	
<p>Risk Targeted Patrol Plans (RTPP) The Police implement Risk Targeted Patrol Plans to ensure more efficient and effective use of enforcement resources according to risk</p>	Police (Development and implementation)	Ongoing	All areas of the Wellington Policing District to have a RTPP and annual review programme in place by the end of the 04/05 financial year	Number of policing areas that have RTPPs in place	
<p>Adequate RCA Road Safety Funding RCAs to seek adequate funding for road safety works</p>	RCAs (Development and implementation) GWRC (Support, where appropriate)	Annually, ongoing	Sufficient funding is included in annual budgets to ensure safety programmes can be fully implemented	Road safety funding included in annual budgets	