

Hon Julie Anne Genter

Minister for Women

Associate Minister of Health

Associate Minister of Transport



13 December 2017

Tēnā koutou

I am writing to you and other councils seeking your support to work with me and take action to improve road safety in New Zealand.

As you will be aware, New Zealand's road toll has risen over the last four years. The year-to-date road toll for 2017 has already surpassed the road toll for all of 2016. This is a significant concern for me and this government. I am particularly concerned about the safety of people using our roads coming into the summer holiday season.

I have been working with officials from the Ministry of Transport, the NZ Transport Agency and the Police, to ensure the government is taking action to address the rising road toll. I would also like to work in partnership with you to improve road safety outcomes across New Zealand. I welcome your views on this challenge and how we can address it.

I would like your support to take action as quickly as possible to improve road safety outcomes, in particular on the high-risk roads in your region. I encourage you to consider how you could accelerate the implementation of the new speed management approach, introduced earlier this year, to ensure there are safe and appropriate speeds on local roads.

I would also like to acknowledge the safety treatments local councils are making over summer as part of your existing work programme.

On 20 November 2017, my colleague, Hon Phil Twyford, Minister of Transport, wrote to all local and regional councils about the government's focus for investment in the Government Policy Statement on land transport 2018 and how it might influence the development of your Regional Land Transport Plans (RLTPs). This includes delivering safety improvements.

In considering the safety priorities in your RLTPs, it will be important to identify the actions that have the greatest enduring effect on road safety in your region. For example, infrastructure investment or speed management, to treat high-risk roads in your region.

I have sought the NZ Transport Agency's support to partner with you on these matters. I have asked that it address any barriers councils face in progressing road safety outcomes that are within its control, including considering its funding arrangements. I have also directed officials from the Ministry of Transport to look across the road safety system and ensure that the appropriate funding, policy and regulatory settings are in place to implement changes to improve road safety as quickly as possible.

If we are to improve road safety it is important that it is a joint process. I would welcome feedback on your approach to improving road safety in your region: Where have you experienced success? What barriers do you face to making further progress in improving road safety? I encourage you to get in touch with the Ministry of Transport to share your local road safety experiences.

In early 2018, I plan to invite you and other councils to attend a national road safety summit, where I will be able to hear from you directly on these matters and discuss how we can work more closely together to improve road safety outcomes in New Zealand. I will be in touch next year to confirm the arrangements for the summit.

I will be making an announcement on Sunday 17 December 2017 that will outline my intentions in this area, including the planned summit and to confirm my desire to engage with all parties to improve safety. I would be grateful if you hold this letter in confidence until this date.

I would like this engagement with you to form part of an ongoing dialogue on the development of a road safety strategy for New Zealand. I have directed the Ministry of Transport to start work on a new strategy, including considering whether the “Vision Zero” framework is appropriate for New Zealand. I would appreciate your ongoing input and support for that work over the next 12 to 18 months.

The government will also be running a range of publicity campaigns over the summer to communicate safe driving messages. I would encourage you to get involved and urge your communities to drive safely over the holiday period.

Please direct any of your correspondence to Brent Johnston, Manager Mobility and Safety, Ministry of Transport, at b.johnston@transport.govt.nz.

You can find key safety statistics for your region to support public communications at <http://www.transport.govt.nz/research/roadcrashstatistics/regionalroadsafetyissues/>.

I thank you for your ongoing commitment to improving road safety and look forward to working with you in taking action on this important issue.

Please forward this letter as appropriate to the Chair of your Regional Land Transport Committee.

Yours sincerely



Hon Julie Anne Genter
Associate Minister of Transport

Copy to:
Hon Phil Twyford, Minister of Transport
Chris Moller, Chair, New Zealand Transport Agency
Fergus Gammie, Chief Executive, New Zealand Transport Agency
Peter Mersi, Chief Executive, Ministry of Transport



22 February 2018

Tēnā koutou

Invitation to attend Local Government Road Safety Summit, 9 April 2018

In December 2017 I wrote to you expressing my significant concern at the rising number of people dying on our roads and said that I would invite Councils to attend a road safety summit in early 2018.

I would now like to invite you to take part in this summit. The Local Government Road Safety Summit will be held from 11.00 am to 5.00 pm on Monday 9 April 2018 in Wellington. The venue will be the Rydges Hotel, 75 Featherston St, Wellington.

In my December letter I asked you to consider what actions Councils could take that would have the greatest enduring effect on road safety in your region. The Summit will provide the opportunity for Councils to put forward and discuss these actions and influence the Government's planning for road safety. An outline of the agenda for the day is attached.

I will be attending the whole event and I look forward to discussing this vitally important issue with you. In particular, I want to talk to Councils about infrastructure investment, speed management and options to treat high-risk roads in your regions. I am also interested in your plans to improve the safety for people who are walking and cycling.

The Summit is intended for Mayors, Chief Executives and senior road transport planning staff, along with Chairs of Regional Land Transport Committees.

This Summit will be part of the process of developing a new road safety strategy. It will also feed into the ongoing work to improve road safety that is already underway. The focus of the Summit will be on actions that local government can take to improve road safety, especially in the next few years. It is the first of what I intend to be a programme of engagements with all parts of the community over the next twelve months on development of the new strategy.

The Summit will operate under Chatham House Rules and the Ministry of Transport will note down the key points from the various sessions anonymously.

If you would like to attend the Summit or have any questions about the arrangements, please send your response to LGRSS@transport.govt.nz. Responses, including expressions of interest to take part in the panel discussion, are requested by 23 March 2018.

If you cannot attend the day and you have specific points that you wish to make, you are welcome to provide them to the Ministry of Transport at any time. Please direct your correspondence to Brent Johnston, Manager Mobility and Safety, Ministry of Transport, at b.johnston@transport.govt.nz.

I look forward to the opportunity to meet with you and to a productive day.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Julie Anne Genter', written in a cursive style.

Hon Julie Anne Genter
Associate Minister of Transport

Copy to:
Hon Phil Twyford, Minister of Transport
Chris Moller, Chair, New Zealand Transport Agency
Fergus Gammie, Chief Executive, New Zealand Transport Agency
Peter Mersi, Chief Executive, Ministry of Transport

Agenda for Local Government Road Safety Summit.

Monday 9 April 2018 11.00am – 5.00pm.

Venue: Grand Space, Rydges Hotel, 75 Featherston St, Wellington.

10.30 – 11.00	Coffee and biscuits
11.00 – 11.05	Introduction from Chair
11.05 – 11.30	Safer Journeys and what is a safe system? (Ministry of Transport) Discussion on road safety strategy in NZ. How does a new strategy fit in with other planning documents and what is process for updating it?
11.30 – 12.00	Associate Minister of Transport, Hon Julie Ann Genter on her vision for road safety in New Zealand
12.00 – 12.30	NZ's current road safety performance – why is our casualty rate so high? Dr Paul Graham from NZTA
12.30 – 1.15	Lunch
1.15 – 2.15	Panel discussion on Local Government's view about what more can be done to improve road safety Short presentations from invited council leaders, focussing on what is working and what needs to change. Followed by a moderated Q&A, where all speakers can be asked questions by the audience. Questions can also be asked of the Minister and participating central Government representatives.
2.15 – 2.20	Introduction to the workshop sessions
2.20 – 2.55	1st Workshop Session Safer Networks: What can we do to make our road networks safer? Small group workshop session on what councils want to do to improve roads and manage speed safely. How do we best target risk? Focus on what needs to change. This will allow ideas generated in the previous panel discussion to be further developed.
2.55 – 3.15	Report back from workshops – what are the actions that come out of this?
3.15 – 3.35	Afternoon tea
3.35 – 4.00	Local actions to improve safety and wellbeing Presentation to be confirmed
4.00 – 4.35	2nd Workshop Session Local road safety leadership: How can we do more? Small group workshop session. What can be done by councils to improve road safety outcomes for communities, especially for pedestrians and cyclists? What do councils need from central government to be effective? How do we consider longer term actions, including urban planning?
4.35 – 4.50	Report back from workshops What are the actions that come out of this session?
4.50 – 5.00	Concluding remarks from a) Chair b) LGNZ representative c) Minister

Hon Julie Anne Genter

Minister for Women

Associate Minister of Health
Associate Minister of Transport



17 April 2018

Tēnā koutou

Local Government Road Safety Summit 9 April 2018

I was extremely pleased to see over 100 senior Local Government representatives taking part in the Local Government Road Safety Summit in Wellington on 9 April 2018. Thank you to those who were able to attend. This high level of engagement enabled a very active and worthwhile discussion about how to improve road safety in New Zealand. It also provided a valuable opportunity for me to hear directly from Councils about the challenges they are facing, as well as the different needs of the different regions.

I would like to take this opportunity to thank Stuart Crosby Vice Chairman of LGNZ and the four panellists: Rachel Reese, Mayor of Nelson, Pippa Coom, Chair, Waitematā Local Board, Auckland Council, Hugh Vercoe, Regional Transport Committee Chair, Waikato Regional Council, and David Ayers, Mayor of Waimakariri District Council for taking part in the panel discussion. Their diverse perspectives and considered responses to the questions they were asked helped stimulate the thinking for the participants.

The feedback from the workshop sessions in particular gave me a great deal to think about, and they generated many concrete suggestions for changes. I thought it would be useful to share some of the key themes that emerged from the workshop session, especially for those who were not able to attend. These included:

- There should be strong and ongoing leadership on road safety from central government, including consideration of the Vision Zero approach to road safety
- There should be clear government road safety targets and consideration should be given as to whether local government should be tied to any interim targets
- There was support for increased funding for road safety projects including changing Funding Assistance Rates
- The processes for accessing funding for road safety improvements should not be unduly onerous and disproportionate to the scale of the project
- The process for changing local speed limits, including looking at how default speed limits are set, should be simplified and streamlined
- Road safety should be a whole of government approach and should bring together a wide range of government agencies, all of which should share a consistent view
- Improving the safety of children and other vulnerable users walking and cycling to school, including an increased use of eBikes, should be a priority
- There should be increased use of road safety education campaigns, as well as an increased level of on-road enforcement by NZ Police
- There should be improved access to national data especially for smaller councils which may lack specialist data analysis skills
- Ensuring consistent national standards for road markings, signage, and road designs.

I have already asked my officials to start investigating how these and the other ideas that were recorded can be developed further. Some of the ideas should be able to be implemented fairly quickly. Other suggestions will take longer to refine and implement and I expect to see these picked up in the new road safety strategy and its accompanying action plan. Where the suggestions involved funding, these will be taken up as part of consultation on the draft Government Policy Statement on Land Transport 2018/19 – 2027/28.

The Ministry of Transport is publishing the key documents related to the Summit and the new road safety strategy on its website (www.transport.govt.nz). As well as a formal report on the Summit, that it is currently preparing, it will publish a copy of the Cabinet Paper that agreed to the development of the new road safety strategy. This paper also set out the package of measures to improve road safety that I touched on in my opening address at the Summit. This material is likely to be of wider interest to the road safety community.

If you have any queries about the process for developing the new strategy, please feel free to email roadsafetystrategy@transport.govt.nz.

Finally, the Ministry of Transport has developed a short (six question) anonymous survey about the Summit. It would be very useful to help us plan further consultation on road safety if participants could take the time to answer these questions. The web address for this is <https://www.surveymonkey.com/r/K7V58JY>.

Thank you again to all who took part on the day and I look forward to working with you all as we develop our new road safety strategy over 2018 and 2019.

Yours sincerely



Hon Julie Anne Genter
Associate Minister of Transport

Copy to:
Hon Phil Twyford, Minister of Transport
Peter Mersi, Chief Executive, Ministry of Transport
Dame Fran Wilde, Acting Chair, New Zealand Transport Agency Board
Fergus Gammie, Chief Executive, New Zealand Transport Agency
Malcolm Alexander, Chief Executive, LGNZ

Development of a new road safety strategy

Presentation to the Local Government Road Safety Summit, 09 April 2018

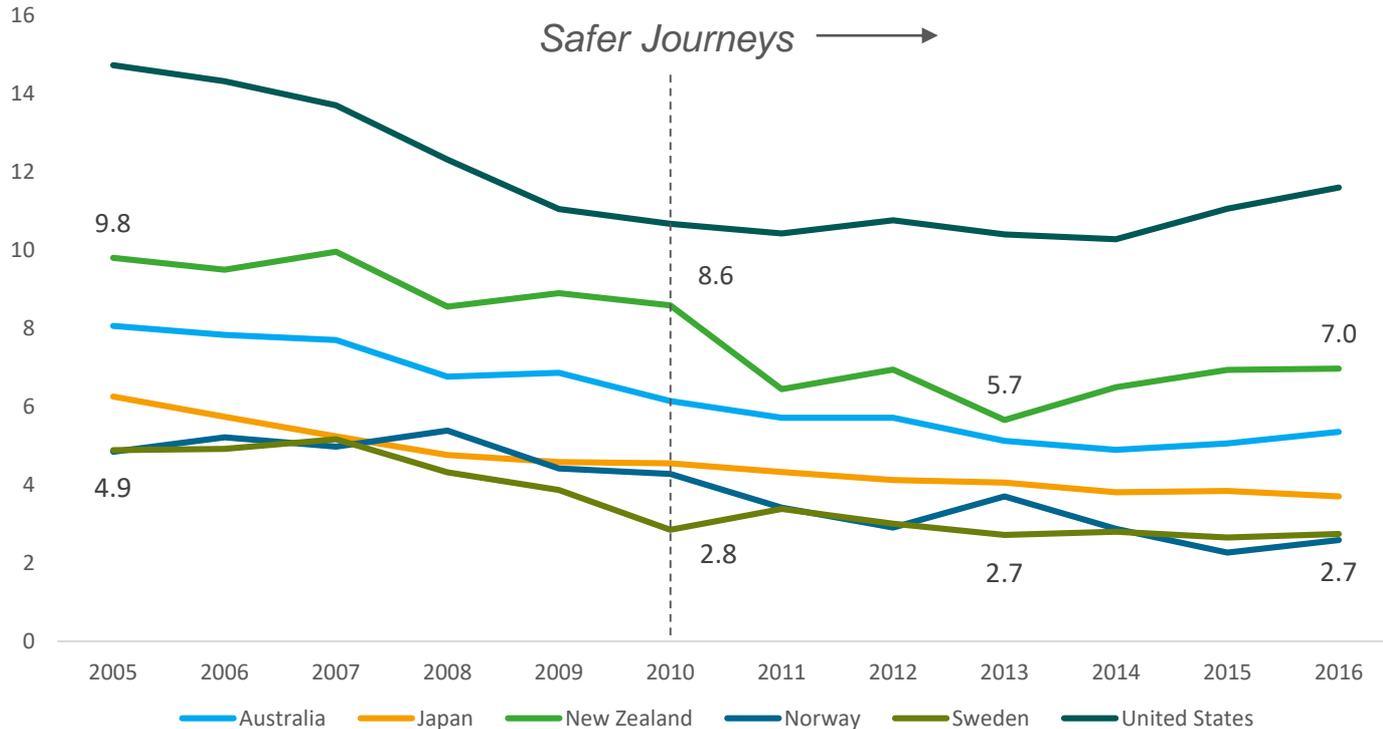
- Brent Johnston, Manager Mobility & Safety



The need for a new strategy



Road deaths per 100,000 population





“Road traffic deaths and injuries are not ‘accidents’. They are the direct consequence of system failures and political choices... when political will is focused on ending needless road deaths, lives can be saved very quickly...”

- Saul Billingsley, Executive Director of the FIA Foundation (March, 2018)

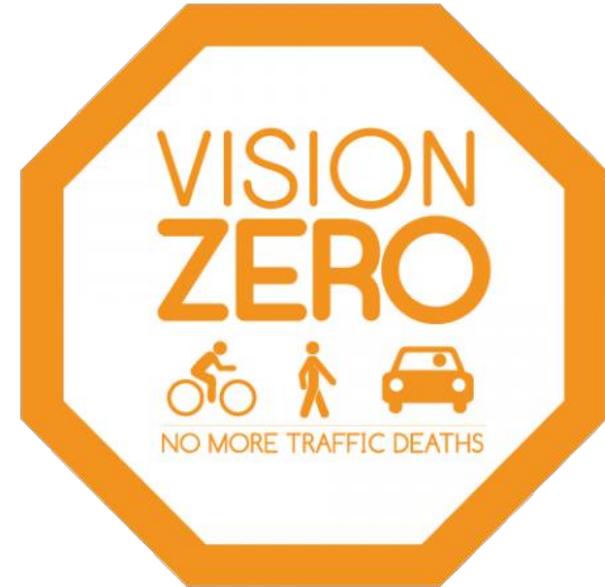
Developing the new strategy - a collaborative approach



Focus areas for the new road safety strategy



- Investigation of Vision Zero
- Measurable targets
- Broader harms to health
- System-wide approach
- Extensive engagement
- Robust research and data



Strategy development phases (indicative)



Phase 1: Programme establishment

- Project planning and governance establishment (underway)
- Consolidating data on key harms, causes and interventions and international best practice (mid-2018)

Phase 2: Vision and framework

- Stakeholder and public engagement, including workshops (beginning mid-2018)

Phase 3: Interventions

- Develop/model potential interventions, outcomes and targets (second half 2018)

Phase 4: Finalise strategy and action plan

- Consultation on draft strategy and action plan (1st half 2019)
- Finalise strategy and action plan (by September 2019)

Thank you



Road safety performance in New Zealand

Why is New Zealand's road safety performance declining?

Is our system safe?

- 95,000 km of roads
- 3.5 million vehicles
- 4.8 million people
- 45.8 billion vehicle-kilometres travelled

- 3,200 deaths and serious injuries

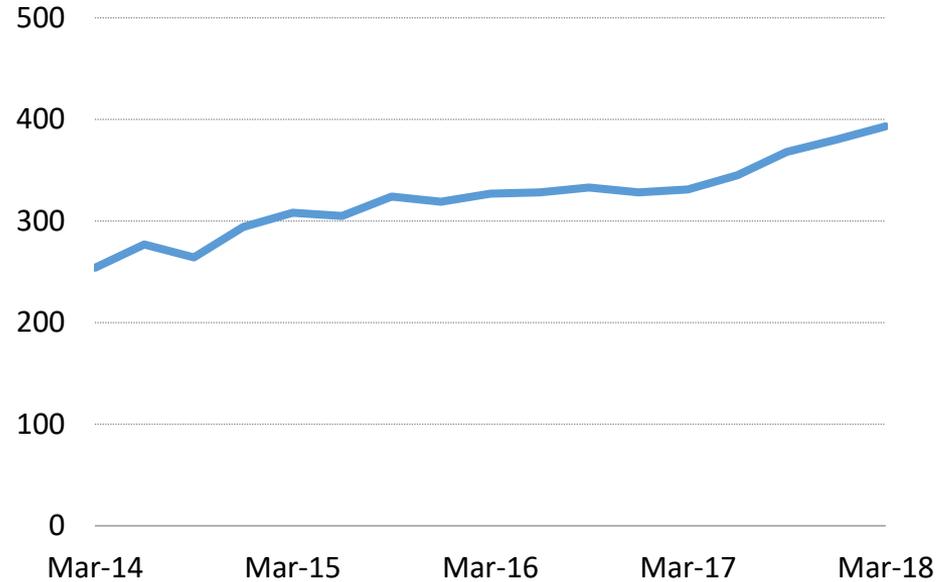
Ten years ago

- *94,000 km of roads*
- *2.9 million vehicles*
- *4.2 million people*
- *40.1 billion vehicle-kilometres travelled*

- *3,100 deaths and serious injuries*

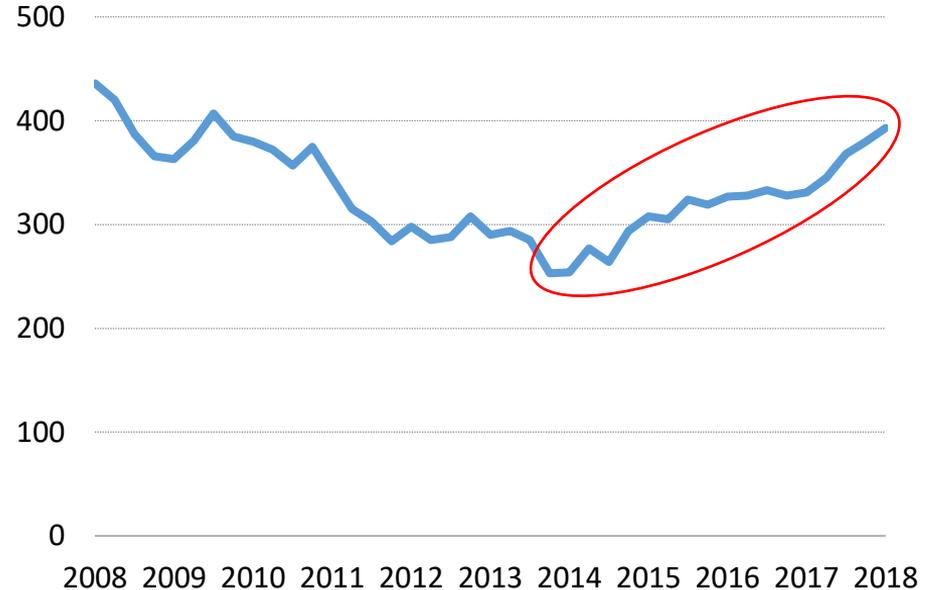
Fatalities in last 5 years

- 55% increase since 2014
- highest total since 2009
- today **394**



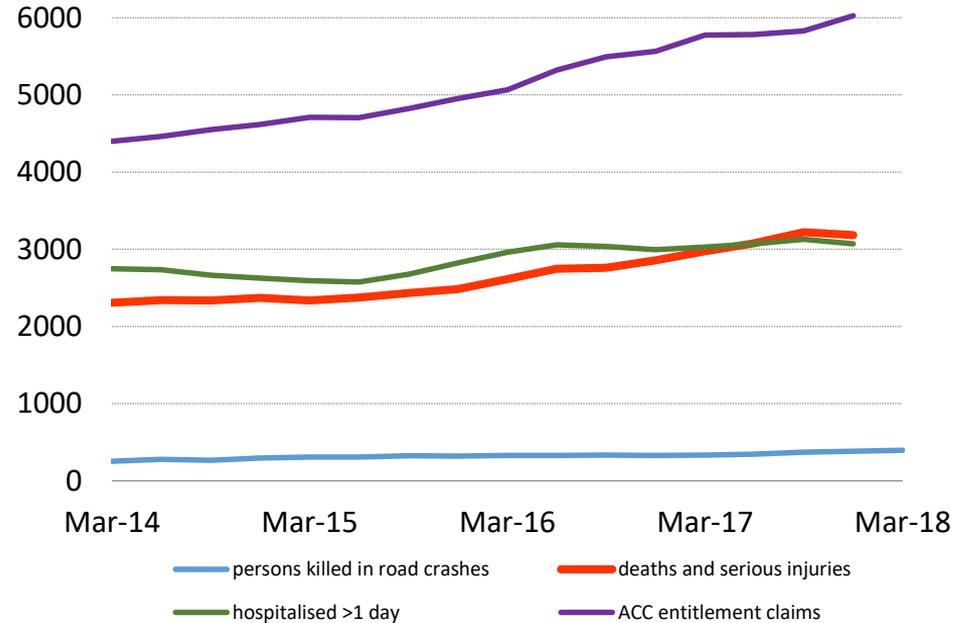
We were doing better

- 42% reduction from 2008 to 2013
- lowest annual road toll (253) in 2013

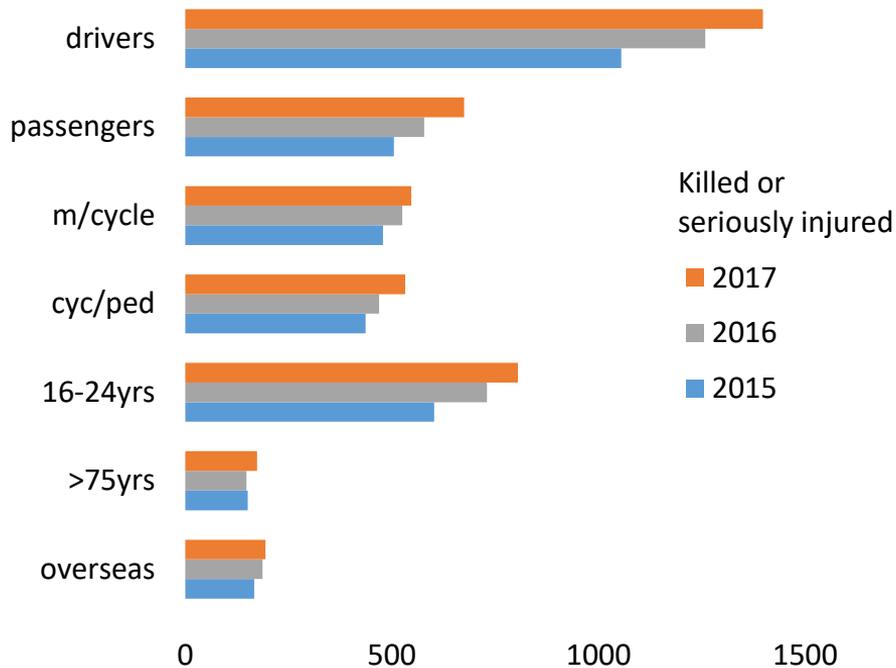


All casualty measures trending upwards

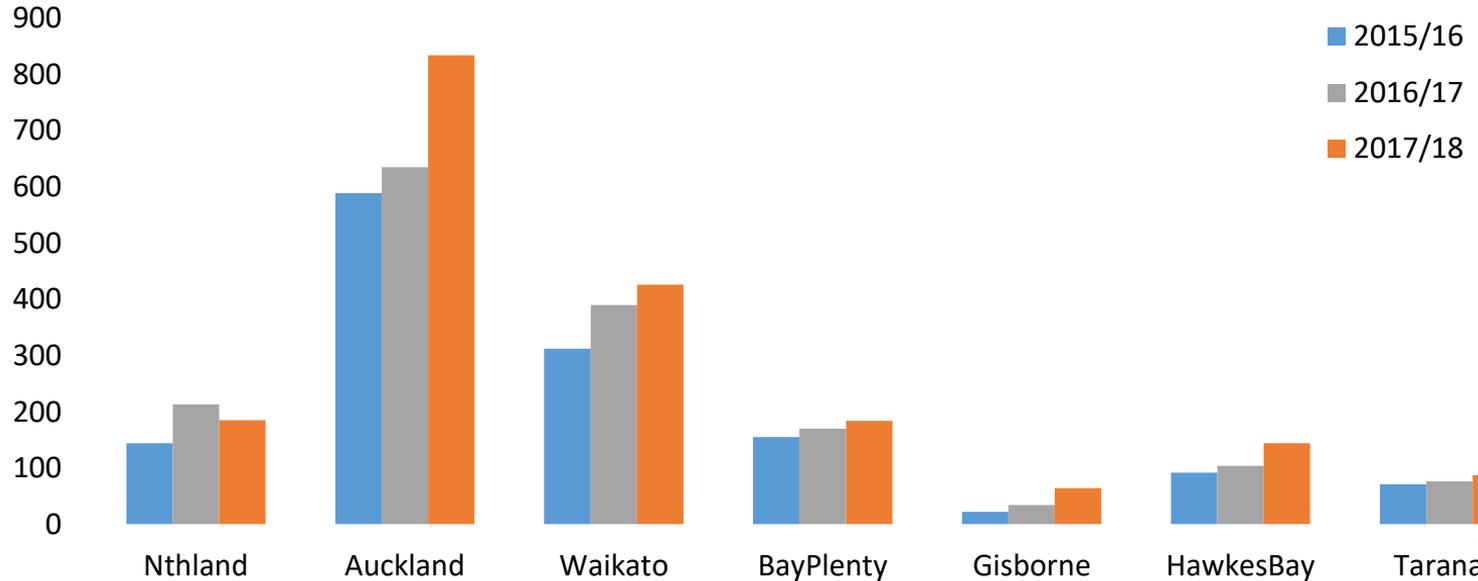
- fatalities +55%
- deaths and serious injuries (DSIs) +40%
- hospitalisations +10%
- ACC claims +39%



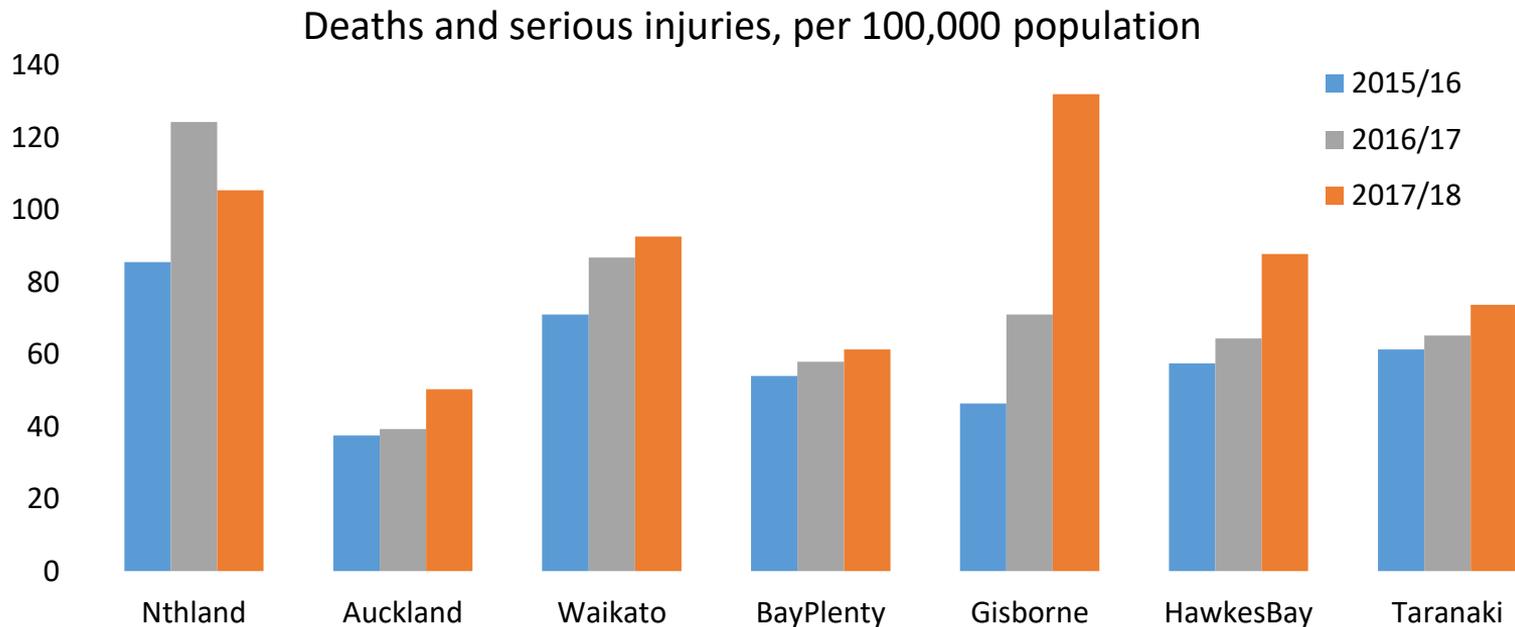
Where are the increases – users



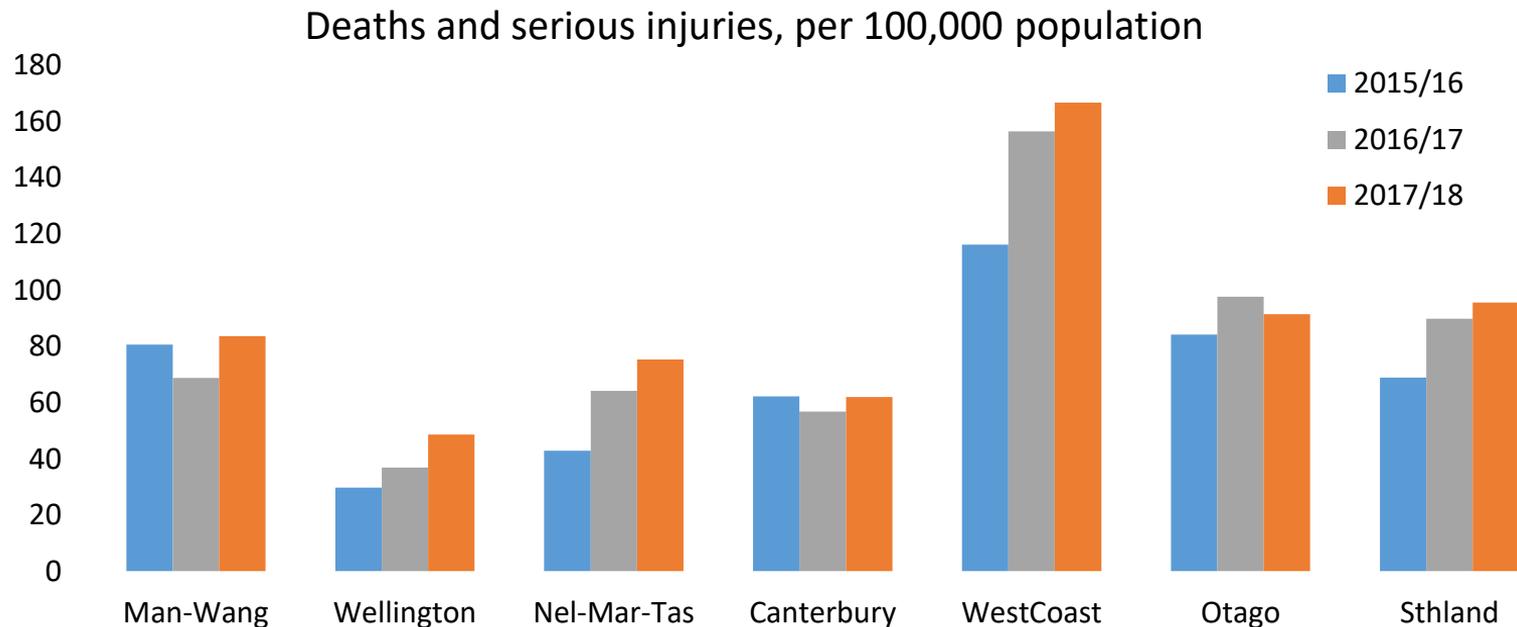
Where are the increases – regions



Where are the increases – regions



Where are the increases – regions



More vehicles and more travel



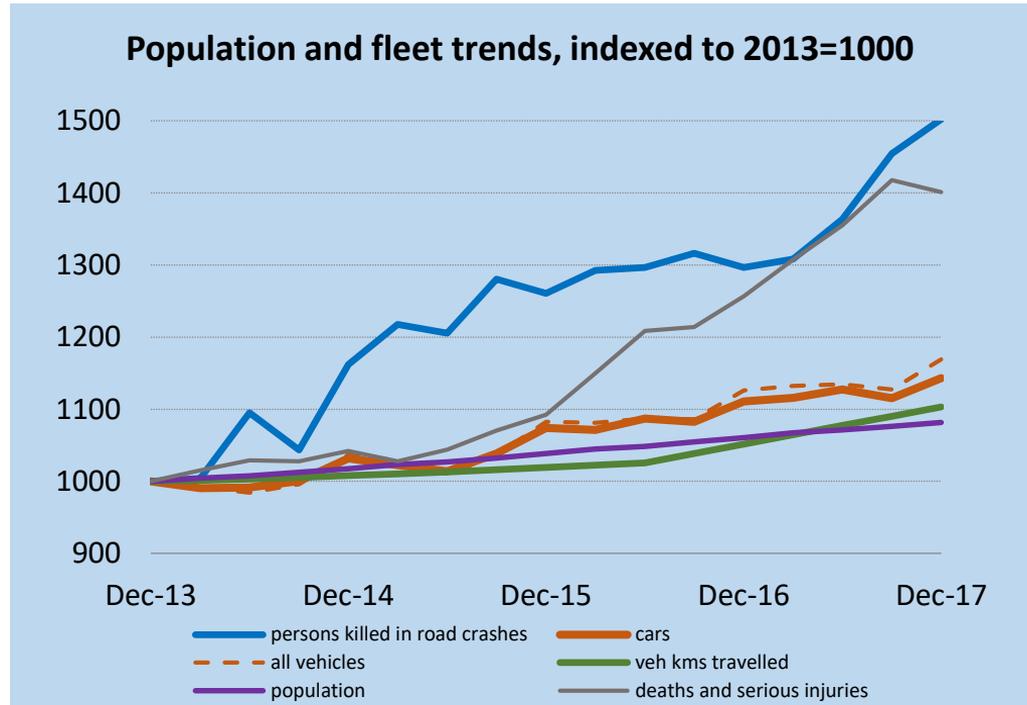
- with increasing population, increasing numbers of vehicles and increasing travel, the number of crashes on the network would be expected to increase*



- however, fatalities and serious injuries are increasing at a faster rate than can be explained by simple traffic growth

More vehicles and more travel

- cars +14%
- all vehicles +17%
- vehicle kilometres travelled +10%
- population +8%
- fatalities +55%
- DSIs +40%



Crashes vs injuries

- it is important to reduce crash numbers, and we have a good understanding of the factors which lead to crashes –
 - drivers impaired, by alcohol, drugs, fatigue
 - drivers distracted, by cellphones, passengers
 - too fast for conditions
 - the state of the road or the weather
 - inexperience, etc, etc
- but, accepting that crashes are inevitable, we also need to understand the factors which lead to fatal and serious injuries in those crashes

Crashes vs injuries

- reducing injury severity is about mitigating energy exchange in a collision
 - within the vehicle – crumple zones, seatbelts, side airbags
 - with roadside features – vegetation, barriers, culverts, poles
 - speed of impact – less speed, less harm
 - vulnerability of user – collisions involving pedestrians, cyclists, motorcyclists
 - road user incompatibility – e.g. truck vs car, car vs bicycle

If there are severity-increasing influences, deaths and injuries will increase .

Trends which increase injury severity

- crashes involving trucks are more severe
- crashes at higher speeds are more severe
- crashes involving motorcycles are more severe
- crashes involving older vehicles are more severe
- injuries in crashes when not wearing seatbelts are more severe

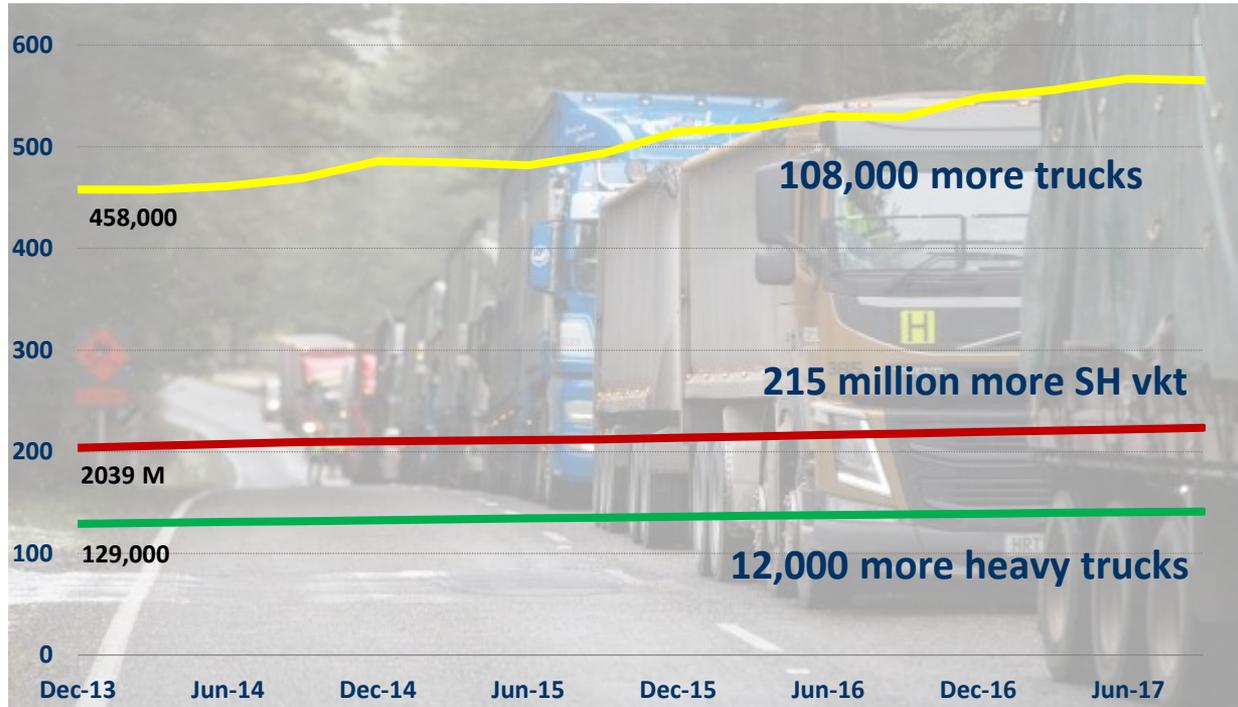
Vehicle mass makes a difference

In 2013-2017

- 26% of car vs truck crashes resulted in death or serious injury
- 14% of car vs car crashes resulted in death or serious injury
- 7% of car vs truck crashes resulted in death
- 1.5% of car vs car crashes resulted in death

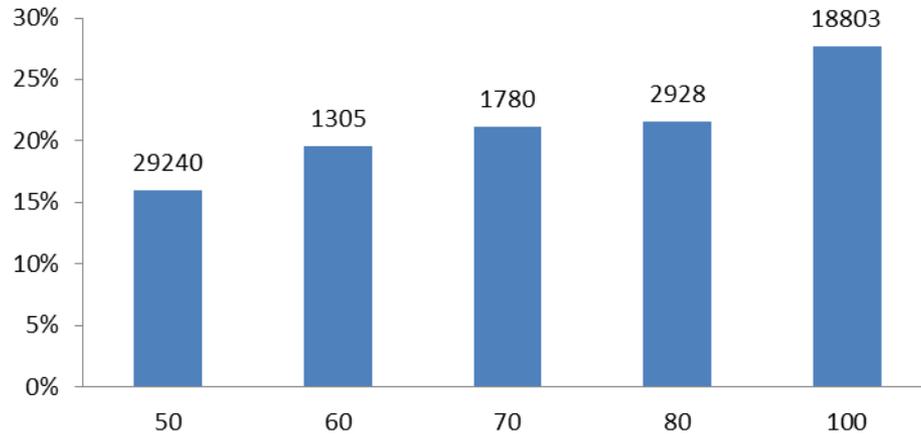


Heavy vehicles



Speed makes a difference

Percentage of crashes which were fatal/serious,
by speed limit

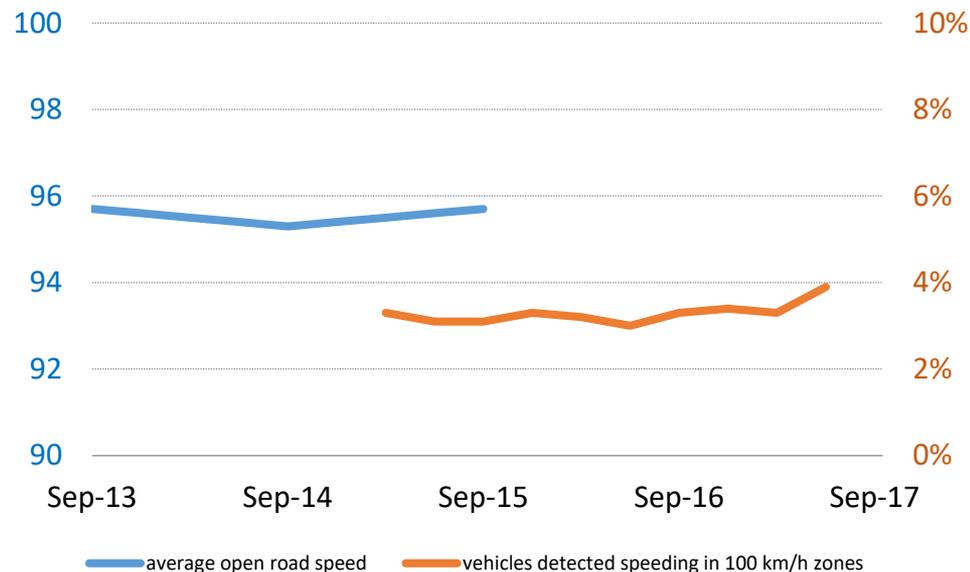


In 50km/h zones, 16% of crashes were fatal/serious



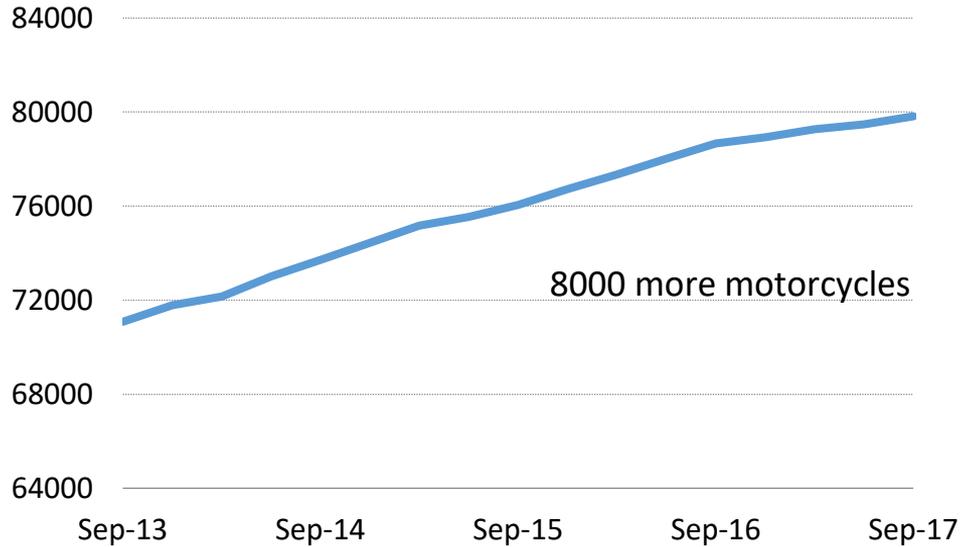
Speed trends

Speed on 100 km/h roads: behaviour and enforcement



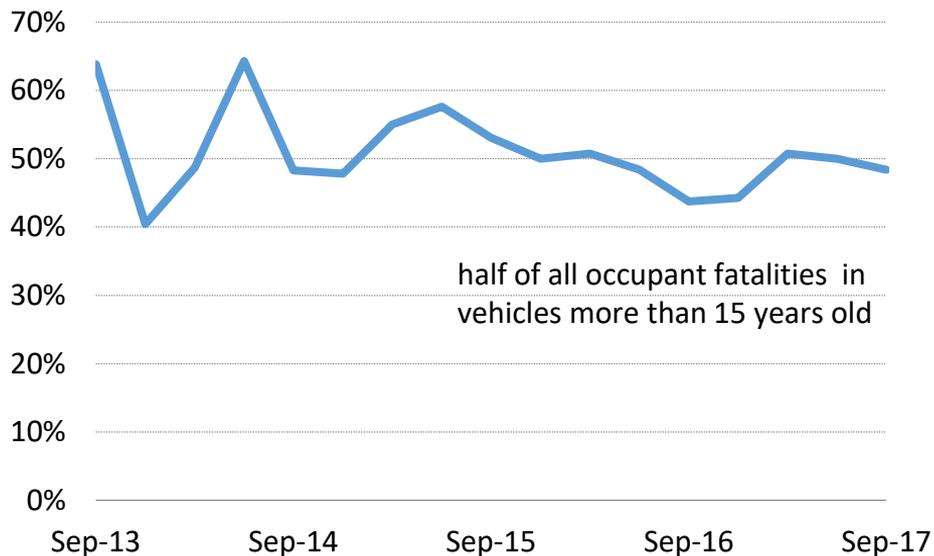
Motorcycles come with risk

Licensed motorcycles and mopeds



Vehicle age makes a difference

Percentage of occupant fatalities in older vehicles



half of all occupant fatalities in vehicles more than 15 years old



Compare



Share



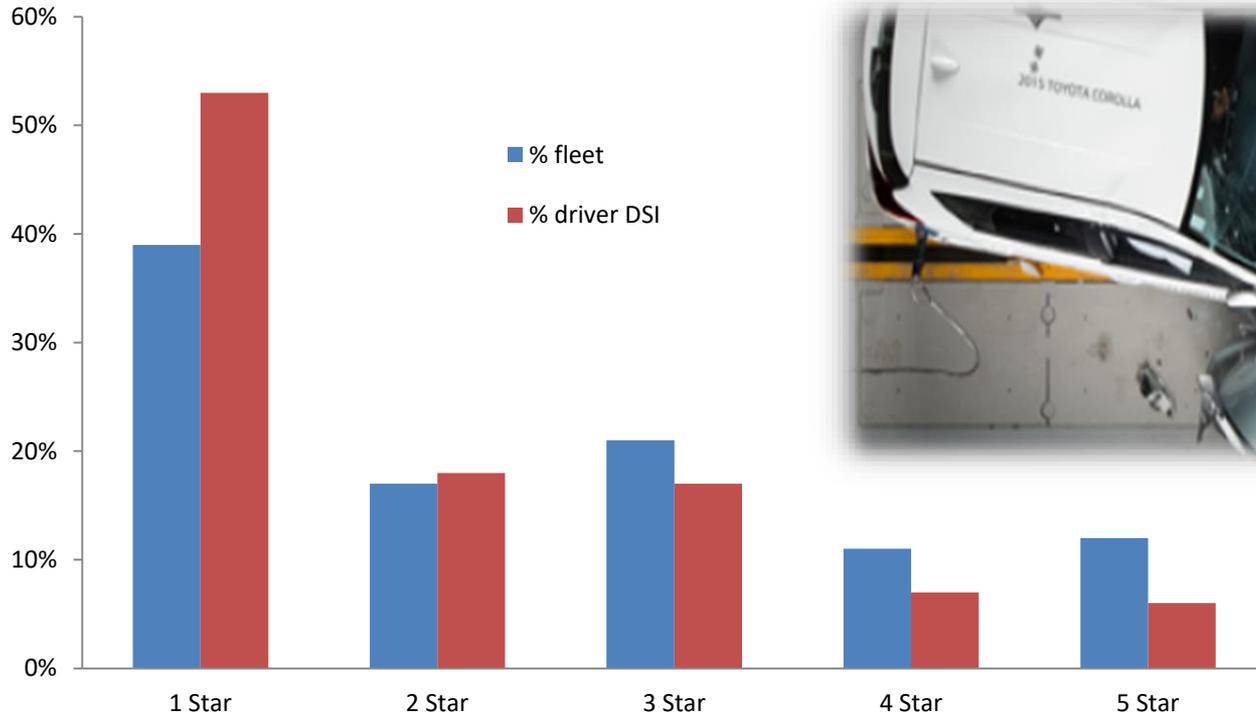
Enquire

2002 Mitsubishi Lancer GLXI AUTO SEDAN NZ
NEW

\$4,990

Including On Road Costs

Vehicle crashworthiness makes a difference



Influences on the road toll

crash numbers are influenced by

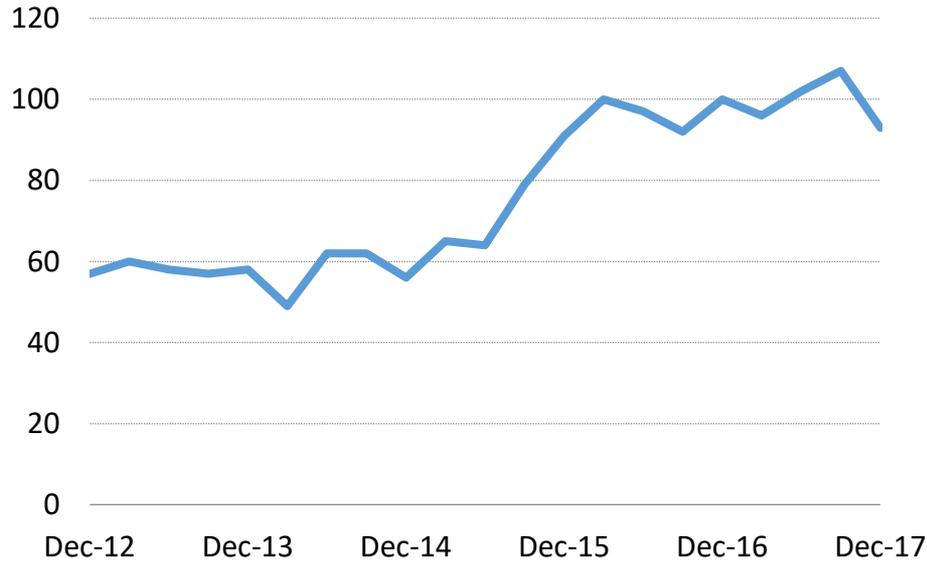
- vehicle kilometres travelled, increased by 10%
- licensed motorcycle numbers, increased by 11%
- average open road speed, increased 0.4 km/h*

and the severity of crashes is influenced by

- vehicle and roadside safety features
- vehicle mismatch and user vulnerability
- collision speed

Seatbelts

Vehicle occupants killed not wearing seatbelts



So ...

To build a safe road system free of death and serious injury

- reduce the opportunities for interactions between heavy and light vehicles, or between vulnerable users and other users
- improve the safety of motorcyclists (e.g. ABS, energy-absorbing roadside features)
- have speeds that ensure serious injuries are unlikely in a collision
- every vehicle occupant wears their seatbelt, all the time

A Safe System

In a safe system, people should not be seriously injured or killed as a result of someone's mistake.

The four pillars: Safe Roads and roadsides, Safe Vehicles, Safe Users, Safe Speeds

The principles: people make mistakes, people are vulnerable, all parts of the system are needed, shared responsibility

Local Government Road Safety Summit - 9 April 2018

Report on outcomes

The Associate Minister of Transport, Hon Julie Anne Genter held the Local Government Road Safety Summit in Wellington on 9 April 2018. Over 100 senior Local Government representatives, including 18 Mayors or Deputy Mayors, from all over New Zealand, registered to attend. Around 20 senior representatives from central government, including the Minister herself, also took part in the all-day event.

This high level of engagement enabled a very active and worthwhile discussion about how to improve road safety in New Zealand and showed the high level of interest in the topic.

The Minister called the Summit in response to the rising number of deaths and serious injuries on New Zealand roads. Its focus on local government reflects the key role that local government has in reducing the harm that is occurring on local roads. The day allowed all parties to present their views on what the opportunities were available to make meaningful changes, with a focus on what could be changed in the next 18 months. This focus on the short term reflected that there are already government actions, including the Government Policy Statement on Land Transport¹ and the new road safety strategy from 2020², that provide an opportunity to address the longer term issues.

As well as providing an opportunity for discussions and to hear from road safety figures, a key part of the Summit was a workshop session. In this session groups of people at different tables looked at what actions local government could take to improve road safety and what the barriers were, if any, to these occurring. Discussions varied from how to improve safety of pedestrians through to how the uptake of autonomous vehicles may improve safety. Summaries of these discussions were recorded by table facilitators at the time and were reported back to the participants.

This report sets out the key issues that were recorded by the groups. It also sets out how the Government, and its road safety partners, intends to respond to the issues that were raised.

As well as the workshop sessions, participants were asked at the end of the Summit to write down what they thought the single most important road safety initiative was. This ensured that if people had ideas they felt they could not convey during the discussions they could still be recorded. The full list of these suggestions has been attached separately³. It provides a very useful summary of the participants views about improving road safety.

Leadership and vision

The most consistent message from the Summit was the desire for strong leadership from central government to promote safety. Many groups spoke of their excitement at the increased priority road safety had already been given by the new administration and most groups included leadership as a key action.

¹ <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/gpsonlandtransportfunding/>

² <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/>

³ <https://transport.cwp.govt.nz/assets/Uploads/180910-Local-Governments-key-concerns-around-road-safety.pdf>

One of the ways that the groups wanted leadership to be expressed was by the adoption of measurable and meaningful road safety targets. This included potentially adopting a target of zero deaths. There was near universal support for consideration of adoption of the 'Vision Zero' approach to road safety. Although Vision Zero has a target of zero deaths it is as much about ensuring that safety has the highest priority in all aspects of transport decision making.

Attendees discussed the need for leadership, both from central and local government, to change community attitudes and create support for specific projects. Road safety initiatives are often opposed by those immediately affected, even if they are supported more broadly by users. Some groups suggested that for some road safety projects, such as installation of median barriers or cycleways, it might be easier to remove, or at least reduce consultation requirements. Some groups suggested going so far as to use legislation to compel the installation, to overcome opposition from those directly affected (not-in-my-back-yard-ism).

If there are to be targets, groups expressed interest in including agencies other than central government in the targets. Some suggested that local government should also be held accountable for meeting local road safety targets. Many added that if there were to be local road safety targets, they should be associated with the provision of funding, rather than being just a standalone target.

Increased funding for road safety was also seen as a way that leadership can be expressed. There was frequent mention of the opportunities to promote increased road safety investment through the new Government Policy Statement on Land Transport (the GPS). There was also mention of a desire to see Funding Assistance Rates (FAR) increased. Increased assistance was seen as especially important for smaller councils, for road safety-specific projects and for walking and cycling projects.

Speed management

There was widespread recognition that speed was a key road safety issue, however, there continued to be mixed views about whether and how to address it.

Many examples of successful local projects to address speeds were discussed such as reduced speeds, median barriers and development of separated walking and cycling infrastructure.

Accelerated deployment of the 2016 Speed Management Guide was a common theme, though not all participants were aware of it. Some suggested that increasing the awareness of this key new approach may be beneficial.

Participants agreed that speed can be addressed by improving the roads to make the roads safer to travel on, and by setting a more appropriate speed limit that reflects the actual level of safety provided by road infrastructure.

Some groups proposed that central government could set blanket lower limits, though there were divergent views about the merits of such an approach. Some groups wanted speed reductions on all roads, while others only wanted reductions on those already identified as less safe especially under the Speed Management Guide.

Groups that suggested limits could be lowered nationwide, suggested that councils would be allowed to raise them where it was appropriate. Default limits were suggested by the different groups of 40km/h for urban and 80km/h for rural roads, though other figures were mentioned (eg 70km/h and 90km/h for open roads). Other groups said that decisions about speed limits for local roads were best made by local councils and did not support a national approach.

Most participants felt that the existing process requiring RCAs to set speed limits through a bylaw making process is unduly onerous and there was a strong call for the government to review these processes. One suggestion was to amend the legislation to allow for temporary 'trial' reductions to allow councils to gauge local opinions before proceeding to the formal amendment process.

Central Government's role

As noted earlier, the need for strong leadership was seen as a key role for central government, especially where new legislation or funding was required or where national communication campaigns were needed.

Many participants reported that they felt current processes to access National Land Transport Programme (NLTP) investment for interventions to improve road safety were too onerous, especially for smaller councils without specialist staff and for relatively low value road safety improvements. On the other hand, participants spoke positively about recent changes that enabled simplified applications for projects less than \$1 million.

Some groups also reported that the process of amending bylaws that set speed limits is too cumbersome and calls were made for the process to be 'simplified and streamlined'.

Participants welcomed the opportunity to engage more directly between central and local government transport agencies. Many mentioned that other government organisations needed to be engaged in improving road safety such as Ministry of Education, on safety around schools, as well as more traditional road safety partners such as NZ Police and ACC. Several groups mentioned that they wanted all government agencies to 'speak with one voice' on safety as some thought agencies had quite different priorities at present.

Several groups said that central government should provide better options for freight delivery (including rail/coastal shipping) to reduce the number of heavy vehicles on roads.

Local Government role

Participants provided examples of a wide range of local and regional road safety campaigns including the 'Any number is too many' campaign. Many of these would benefit from increased resources or funding, including, according to some groups, funding for local road safety roles.

Increased community engagement and education campaigns led by local government about the need for 'better mobility' or 'liveable communities' was also suggested.

An increased focus on road safety meant that councils would need to invest more in staff/contractors and raising awareness and understanding of councillors on the safe system approach, and provide more resources for road safety specifically.

Walking and cycling

Improving the safety of children and other vulnerable users walking and cycling, including noting an increased use of e-bikes, was a common theme.

Many groups mentioned support for improved safety around schools to promote walking and cycling. There was also discussion about adoption of lower limits (30km/h was suggested) around schools, especially during school hours.

A wide range of specific practical safety approaches were put forward for consideration by the groups. These included changes to rules around cycleway design, and requests for easier and quicker access to, and cheaper leases for, railway corridors for cycleways. There was strong support for the creation of separated cycleways as a way to improve safety of cyclists and to increase the uptake of cycling overall.

An emerging issue of needing to enable (or regulate) use of the footpath by increasing numbers of mobility devices, as a result of an aging population and changes in technology was mentioned by some groups. Providing increased accessibility for those who can no longer drive was also identified as a concern.

Groups discussed driver awareness and the driver versus cyclist mentality, which needed to shift in order to create a safer culture for all users. Changing this culture could include a greater role for councils.

There was support for the Government's proposal to include footpath maintenance as an area for funding under the GPS.

Safe road use

Many groups talked of the need for increased use of road safety education campaigns. Many also made a specific mention of the need to focus on increasing the levels of seatbelt wearing.

Other also talked about wanting an increased level of on-road enforcement by NZ Police. There was a widespread impression that enforcement activities had declined in recent years and there were calls to increase this again. Discussion also focused on the enforcement tolerance for speed and the way this works against improving road safety outcomes.

Some groups thought that there should be increased use of 'safety cameras' to reduce speed and a desire for the introduction of point-to-point cameras (which measure average speed over a fixed distance, rather than at a single point) was also mentioned. A few groups also went on to suggest that councils should be able to deploy their own cameras. In some cases, groups thought that councils could get a share of revenue from safety cameras (including red-light cameras) so that they could pay for road safety activities in their communities (hypothecation).

Several groups wanted greater deployment of speed feedback devices that advise drivers of their speeds and flash at them to slow down if necessary.

Data and technology

A lack of skills needed to carry out a range of road safety tasks, from preparing funding applications to analysing data, especially in smaller councils, was a common concern discussed. As at least a partial solution it was suggested there should be improved access to national data especially for smaller councils which may lack specialist data analysis skills. Others mentioned ensuring that all data sources such as ACC, hospital and potentially insurance company data was included in analysis along with existing crash data from Police to give a broader picture.

A few groups mentioned the need to consider the future uptake of automated vehicles in planning for urban development.

Other matters

Ensuring consistent national standards for road markings, signage, and road designs was mentioned, at least partly to assist tourists to travel safely.

Actions

The key purpose of the Summit was to develop concrete actions that could lead to improvements in road safety, especially in the short term. Copies of this report, and of the more detailed list of key actions to improve road safety that were identified by individuals on the day, have been shared with staff at the Ministry of Transport and the NZ Transport Agency who are involved in developing the road safety strategy from 2020. Copies have also been provided to the team helping to develop the GPS and will inform the decision making around Government funding for road safety. Other specific outcomes include:

- The Government acknowledges that strong leadership will be essential to improve road safety. It has already made it clear, including by holding the Summit, that road safety is a priority. It is now reviewing its funding priorities through the GPS consultation process.
- The Government has already said it will investigate whether to adopt the vision zero approach to road safety, which gives the highest priority to road safety in decision making. This will be considered as part of developing the new road safety strategy from 2020 that was announced at the event. The strategy development will explicitly consider whether there should be targets, including interim targets. The development process will include consultation with local government as to whether it is appropriate to set targets for local government, as well as central government.
- The draft GPS, which was made available for consultation just prior to the Local Government Road Safety Summit, includes proposals to increase funding for walking and cycling initiatives. It also gives a clear priority for road safety projects and increased funding for local roads. [It also signalled an expectation that Government will review the incentives, processes and funding arrangement for investing in safety initiatives by local government to ensure that safety on local roads is being improved]
- The Associate Minister of Transport has written to the Board of the NZ Transport Agency and asked that it review the Agency's processes around local government access to NLTP investment for interventions that will improve road safety. This included capacity building and project delivery. The letter also asked the Board to consider how NZ Transport Agency staff can work with councils to provide additional

support, including with applications for funding and with the deployment of the Speed Management Guide

- The Ministry of Transport has several packages of work underway to look at how to improve the setting of safe and appropriate speed limits in New Zealand, as part of developing a new road safety strategy. This work includes looking at barriers to accelerating the implementation of the new Speed Management Guide approach. In particular, the current requirements to set speed limits by making a bylaw, and whether trials of temporary speed limits should be allowed while consultation on changes are occurring. As well as considering speed limits outside of schools and the use of technology to support speed enforcement. The insights from the summit have been fed into this work.
- Road policing is a critical part of the road safety system. The Government recognises that the number of road police has declined in recent years. The NZ Police, NZ Transport Agency and the Ministry are currently undertaking a funding review for road policing. It is important that we have in place the right level of funding and the right model that enables police to make the greatest impact on improving road safety
- A programme of work that is already underway is looking at how to improve safe access to footpaths, including for mobility devices, pedestrians, and cyclists.
- The Ministry of Transport with support from NZ Transport Agency is in the process of developing a set of actions to improve the way the transport sector collects, manages, shares and uses safety data and information. The 'Transport Domain Plan Stocktake of Information and Data Sources' was released in March 2017 and includes an inventory of safety and health data and information held by public agencies (<https://www.transport.govt.nz/resources/transport-domain-plan/>). In addition, as part of development of the new road safety strategy the Ministry will also work with organisations including LGNZ, NZ Police and ACC and where possible, private insurance companies, to collect and distribute relevant and targeted road safety information for councils and other partners.

Local Government Road Safety Summit - 9 April 2018

Responses to the question: What is the one thing you want to happen to improve road safety?

At the end of the Local Government Road Safety Summit on 9 April 2018, participants were invited to write an anonymous response to the question: ***What is the one thing you want to happen to improve road safety?*** The question was intended to allow all participants to reflect on discussions and emphasise any ideas they felt strongly about.

We received around 50 responses to the question. The suggestions have been transcribed and recorded largely as written (allowing for interpretation of hand writing and correction of spelling and editing for clarity). They are also grouped into common themes. A number of respondents recorded more than one suggestion and these are all included.

The responses provide a valuable insight into the key concerns around road safety in New Zealand from a local government perspective.

Speed

- Central Government should set default road speeds.
- Commitment to accelerating implementation of the new speed management guide as a priority.
- Central Government take the lead on key issues, especially speed. Less consultation cost for local authorities and enables them to concentrate on road safety.
- Change default speed limits to 80 km/h, Urban 40 km/h.
- Make it easy for councils to make changes to defaults where decisions are required for safety - not a by-law process.
- Simplify the process for RCAs to adjust the speed limits through accelerated legislation change nationally. Coupled with support for police to increase speed enforcement as a complete package to speed management.
- Bold focus on speed management
 - Simplify process for limit changes
 - Increased enforcement
 - A big campaign to support a change in the conversation around speed
 - The ability to trial new technologies.
- Leadership to speed up the implementation of the speed management guidelines 'safe speeds'.
- Nation-wide consensus on safe speeds in similar environments.
- Include design and implementation of appropriate speed limits, as well as funding for enforcement of appropriate speeds.

- Resource for and allow roading authorities to implement higher speeds (other than 80/40) only where evidence supports that this is ok.
- Local rural roads:
 - Match roads with speed limits
 - Encourage better behaviour - speed, risk taking, drug & alcohol
 - Enforce poor behaviour - points above plus lack of regos/licences
 - Roads & roadsides, Intersections, skid resistance, delineation, lighting.

Funding

- Increase FAR to 80 - 85%+ for safety projects.
- Increase FAR rate for networks, rather than single projects, pedestrianisation, cycle/walkways, public transport routes/stops prioritised as part of any development/project
- Increase government funding for cycleways would allow programmes to be completed quicker & it is only when the networks are completed that the full benefits can be realised.
- Provide a less onerous business case approach to obtain a FAR for cycling and footpaths.
- Incentivise behaviours through the FAR.
- Reduce and simplify the NZTA business case and approval process, which is time and resource hungry and can mean worthwhile projects and safety improvements are not progressed.

Safe Road Use

- More visible enforcement and harsher penalties (demerit points and loss of licence) for repeat offenders. Double demerits during holiday periods. Visible enforcement means more resources both on regional and local roads and visible traffic police officials who not only enforce but educate people.
- Greater police presence, providing guidance, education, as well as ticketing.
- More enforcement around the use of mobile phones whilst driving.
- Ask the police Minister to support the police to adopt a zero tolerance approach (and leave to officer discretion) – no “public tolerance”.
- Improve policing of anti-authoritarianism;
 - Impound “fleeing” pursued vehicles on next sighting.
 - Confiscate cell phones from users (collect from local police station later)
 - Policing truck speeds and behaviours.

- Target road policing at the higher risk areas (16 - 24 year olds, drink/drug driver and in areas with high crash statistics). Invest resource in these areas, rather than have police sitting on wide open roads, or bottom of passing lanes and giving tickets to “good drivers” doing 108km /hr. This will get more community buy in and support.

Education

- Roll out “Any Number Is Too Many” campaign (started in Otago and Southland) to the rest of NZ, to encourage community and self-responsibility for safety on our transport network.
- Driver licensing and training at schools.
- Education campaigns reinforcing road safety messages (other than speed & alcohol as currently), with the focus on enforcement – e.g. pull over when towing, make it click, do I have to pass, cycle share the roads etc.
- Education around cycle and pedestrian use as legitimate modes – especially in rural settings where vehicles can be at work and see other modes of transport as obstacles.
- Driver and rider education – mandated regularly (every 10 years?). To pick up new technologies and what it can do to deliver better safety and to check on skills linked to the vehicles being driven (e.g. what car was licence passed in, being driven now and what skills updating has been done).

Culture change

- Adopt and fully support “Vision Zero”
 - Requires strong leadership
 - Requires resource at local level to get buy-in at grass roots.
- Culture change that there doesn’t need to be a cost (i.e. deaths to use the roads).
- Change perception of policing in NZ to be one of road safety rather than enforcement.
- Change the mind set/behaviour of drivers and transport users.
- Bring the community along with speed changes, to avoid the risk of unintentional consequences e.g. Undermining police if only contact is enforcement of a speed limit which is not widely supported; drivers who want to drive fast will use lower quality secondary roads to avoid enforcement.
- Culture change – as road safety for councils is hard to measure and therefore justify funding. Strong messaging from Central government helps raise profile of road safety.

Motorcycling

- Offer heavily reduced registration if advanced riding course completed within last 2 years.
- Outlaw formation riding (this is a significant cause of serious accidents). Bring in single file only – as for cars.
- Embed making roads more motorcycle friendly.

Drug Testing

- Changes in legislation so that Police can take a blood sample where they suspect a driver is drug impaired - Random drug testing.
- Compulsory drug testing after an accident.

Technology

- Support for technology to make enforcement more effective and sustainable (e.g. point to point camera enforcement).
- NZTA launch a nationwide app on, no texting while driving (Driver sets it on and all texts get an automatic response saying “Thanks for saving lives on the roads”).

Other points raised

- Eliminate 1 star vehicles from the NZ fleet.
- Seatbelts.
- All roads should have a shoulder.
- Head lights on during the day for all vehicles.
- Compulsory Third Party Insurance.
- Take trucks off the roads, increase the use of rail and coastal shipping.
- Legislative change in line with the Dutch system where liability in the case of a cycle/vehicle crash rests immediately with the vehicle driver unless proven otherwise. This will give cyclists a right to use the road, rather than being viewed as a nuisance to car drivers who don't even give cyclists a basic courtesy of space on the roads.
- Greater awareness of the local government role in road safety issues.
- Greater investment in staff resources.
- Change KiwiRail approach to construction of cycle trails and walkways on their land. The previous government required KiwiRail to make money, which has resulted in a slow and costly process to gain approval to use land for new walkways and cycleways. KiwiRail land should be treated like the road network and access available without an annual charge and access should be a right.

- Have all authorities singing from the same sheet on road safety (i.e. NZTA “Go to person” who understands objectives, enables and does not put obstacles in place). Currently NZTA staff are not available, receptive to improvements and changes.
- Co-design policy, LGNZ and Government working in a genuine partnership.
- Mandatory safe systems analysis based on vision zero.
- Use of good evidence to support changes (e.g. Australia has lower deaths per 100,000 people but yet higher speeds).
- Look beyond the measurable (speed and alcohol etc.) and address distraction and fatigue.
- Measurable, accurate data and targets for all authorities that are aligned to National targets.

The Local Government Road Safety Summit, held at the Rydges Hotel in Wellington on Monday 9 April 2018 was attended by over 100 senior local government participants, 20 officials from NZTA and the Ministry of Transport, Minister Genter and her staff.

The total cost of hosting the event was \$10,199 (excluding GST), comprised of venue hire, catering for 115 people, professional advice on running workshops and airfares for the Minister's guest speaker.