

**INFRASTRUCTURE AND ENVIRONMENT COMMITTEE**

**SUPPLEMENTARY AGENDA**

8 October 2009

ITEM NO: 6A

**REPORT**



**TO** Infrastructure and Environment Committee  
**ON** 8 October 2009  
**FROM** Paul Green – Manager: Community Development  
**APPROVED BY** Lloyd Barton – Director: Customer Service  
**SIGNATURE**

A handwritten signature in black ink, appearing to read "Lloyd Barton".

**SUBJECT** SUBMISSION TO SAFER JOURNEYS DOCUMENT  
**FILE REF** RF/228/8

**PURPOSE OF REPORT:**

<input type="checkbox"/> Information only	<input type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input type="checkbox"/> Statutory process
<input checked="" type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input type="checkbox"/> Administrative matter			

**IMPLICATIONS:**

(i)	Is this matter significant in terms of Council's Policy on Significance? No
(ii)	Implications in terms of Vision Rodney? Yes
(iii)	Implications in terms of Long Term Council Community Plan / Annual Plan? Yes
(iv)	Implications in terms of other Council Strategic documents or Council Policy? Yes
(v)	Is a budget amendment required? No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required? The Safer Journeys Discussion document has been released by the Ministry of Transport for comment by stakeholders and road users.

(vii)	Does a decision on this matter require Auckland Transition Agency approval? (yes / no / advice being sought?)
	No

**FINANCIAL IMPLICATIONS:**

Capital cost implications	None
Is it currently budgeted for?	Not applicable
Funding source of capital costs	Not applicable
Ongoing operational cost implications	None
Is it currently budgeted for?	Not applicable
Funding and rating impact (whether resulting from capital expenditure or arising directly)	Not applicable

**SUMMARY:**

The Ministry of Transport recently released the new road safety strategy: *Safer Journeys*, and is seeking comments on the discussion document. The feedback received from road users will be used to develop *Safer Journeys 2020*, a road safety strategy for the next ten years.

A councillors' workshop was held on 24 September 2009, and a submission to the Safer Journey's Discussion Document 2009 (attached as **Appendix 2**) has been prepared based on the outcome of the workshop.

**RECOMMENDATION:**

**That the submission to *Safer Journeys* on the High Concern Priorities as detailed in Appendix 2 to the agenda report, be approved and forwarded to the Ministry of Transport.**

**1.0 Background**

The Ministry of Transport recently released the new road safety strategy, *Safer Journeys* (attached as **Appendix 1**), as a discussion document that sought comment and feedback from stakeholders and road users.

This discussion document and responses to it will form an important part of developing a safer road system for all New Zealanders and the feedback received will be used to develop *Safer Journeys 2020*, a road safety strategy for the next ten years.

A councillors' workshop was held on 24 September 2009, to discuss the content of the *Safer Journeys* document released in August, and to agree on points to be included in the Council's submission in response to the questions that the document raised.

The document detailed 13 Priorities areas with 61 initiatives for consideration. However the workshop focused on the five areas of high concern. The Council supports the high road safety priorities outlined in the *Safer Journeys* document as these areas are of a high concern in the Rodney District.

The *Safer Journeys* councillors' workshop was attended by the Mayor, Penny Webster, and Councillors Kirikiri, Turner, Powell, Parker, Goudie and Craig. The Council's submission, attached as **Appendix 2**, is based on the outcomes of the workshop.

## 2.0 Issues

The Council acknowledges that road safety is a shared responsibility between communities, families and individuals, government agencies, local government and many other organisations. Currently the Rodney District Council is responsible for delivering engineering and education road safety initiatives in the Rodney District. The key road safety issues in the Rodney District are:

- crashes on bends
- alcohol
- speed
- vulnerable road users.

The Council employs a Road Safety Co-ordinator to co-ordinate road safety educational campaigns and to develop the Rodney District Road Safety Action Plan in collaboration with key road safety partners (NZ Police, ACC Injury Prevention, NZTA and Transfield and RDC Engineers). This plan details the road safety initiatives (engineering, education and enforcement) over the course of the year.

The Council does this to reduce fatal and serious crashes in the Rodney District and up until April 2009, these crashes had been steadily declining:

- In 2005 there were 20 fatal crashes and 24 deaths;
- In 2006 there were 16 fatal crashes and 19 deaths;
- In 2007 there were 11 fatal crashes and 13 deaths;
- In 2008 there were 9 fatal crashes and 9 deaths.

The workshop and resulting submission highlights that views on reducing the blood alcohol level for drivers and increasing the minimum driving age are mixed. There is greater consensus around using education and improving road safety features to make journeys safer.

## 3.0 Options

### Option 1

That the submission to *Safer Journeys*, on the high concern priorities as detailed in **Appendix 2** be approved and forwarded to the Ministry of Transport. This is the preferred option.

### Option 2

That the Rodney District Council does not comment on the *Safer Journeys* Discussion Document. This is not the preferred option.

## 4.0 Conclusion

The *Safer Journeys* discussion document will form the basis of Travel Demand Management and Road Safety programmes over the next ten year period. As such, it is important that the Council takes the opportunity to comment on the draft document as it will have a significant impact on the work being done in this district over the next ten years.

The consultation process opened on 18 August 2009 with submissions due by 5 p.m., 2 October 2009. The Council has been granted an extension to this submission deadline in order for the report to be approved today.

# APPENDIX 1

# APPENDIX 2

## **1. REDUCING ALCOHOL/DRUG IMPAIRED DRIVING**

### **a) Which of the suggested initiatives to reduce alcohol/drug impaired driving do you support?**

Maintain the legal blood alcohol limit at 80 mg per 100 ml (BAC 0.08) and increase the severity of penalties (this is an alternative to lowering the BAC to 0.05).

Introduce a zero blood alcohol limit for certain drivers (drivers under 20 years, adults without a full licence, commercial drivers).

Address recidivism through a zero blood alcohol limit for recidivists and move towards mandatory alcohol interlocks.

### **b) Which initiative to reduce drink driving is the most important to you?**

Address recidivism through a zero blood alcohol limit for recidivists and move towards mandatory alcohol interlocks.

### **c) Do you support lowering the legal adult Blood Alcohol Content (BAC) limit from BAC 0.08 to BAC 0.05?**

Consensus on maintaining or reducing the BAC limit was not reached (refer general comments below).

### **d) How could rural communities be better empowered to address drink driving?**

Education initiatives that encourage the social networks of the rural community, to promote safe driving, encourage carpooling and designated drivers.

Every car driver should have compulsory insurance, and that compulsory insurance should not be limited to just young drivers.

### **e) Do you have other ideas for how we can reduce drink driving?**

As above.

### **f) Do you think we should introduce random roadside drug testing for the presence of illegal drugs as technology allows?**

Yes. It was agreed that as technology develops then the resources should be there to provide random roadside testing for the presence of illegal drugs.

### **g) Do you have other ideas for how we can reduce drug impaired driving?**

Introduce tough penalties for people caught driving under the influence of drugs.

## **General Comments**

Some Councillors wanted the BAC level to be reduced to 0.05 and others wanted it to remain at the same level i.e. 0.08 (with the instigation of tougher penalties). The Councillors acknowledged that Rodney District Council had sent a letter of support to the Point Zero Five Group. However the main concern for NOT reducing the BAC to 0.05 was that the people who only drank a glass or two of alcohol at dinner would be adversely affected, not the problem drinkers.

## **2. INCREASING THE SAFETY OF YOUNG DRIVERS**

### **a) Which of the suggested initiatives to increase the safety of young drivers do you support?**

Extend the Learners Licence period to 12 months.

Introduce compulsory third party insurance (but not limited to young drivers; it should be all drivers).

### **b) Which initiative to increase the safety of young drivers is the most important to you?**

Extend the Learners Licence period to 12 months.

### **c) Do you support raising the minimum driving age? If so, at what age should young people start learning to drive – 16 or 17?**

Agreement not reached. Reasons for not raising the driving age included the impact on mobility, particularly in rural communities not well served by public transport.

### **d) Do you support extending the learner period by six months?**

Yes.

### **e) If the driving age was raised and the learner period extended – do you think there should be an exemption for rural youth who can demonstrate, via a practical test that they have the skills and attitudes to drive safely and competently?**

Agreement not reached.

### **f) Do you support having compulsory third party insurance?**

Yes but for all drivers and not limited to just young drivers.

### **g) Should we introduce vehicle restrictions (e.g. power) for young drivers?**

No.

### **h) Do you have other ideas for how we can increase the safety of young drivers?**

Introduce Unit Standards for practical and academic driving skills added into the school curriculum.

## **General Comments**

While the skills of a young driver are easy to assess it is difficult to assess the attitudes of young drivers and it is often the attitude of the driver is the problem.

Unit Standards for driving (practical and academic) should be introduced into the school curriculum. It was also agreed that the learning time should be extended to 12 months, so

that the young drivers are better educated and competent. Again there was mutual agreement that every car driver should have compulsory insurance, and that compulsory insurance should not be limited to just young drivers.

### **3. SAFER ROADS AND ROADSIDES**

#### **a) Which of the suggested initiatives to make our roads and roadsides safer do you support?**

Implement targeted programmes to address run-off road, head-on and overtaking crashes on high-volume, high-risk rural roads.

Support a targeted programme for high-risk urban intersections.

Change the give way rules for turning traffic and pedestrians.

Develop and support new approaches to safety on mixed-use arterial roads.

Implement treatments to make high-risk roads more self-explaining.

Carry out more crash reduction studies and make these more targeted.

#### **b) Which initiative to make our roads and roadsides safer is the most important to you?**

Implement targeted programmes to address run-off road, head-on and overtaking crashes on high-volume, high-risk rural roads.

Develop and support new approaches to safety on mixed-use arterial roads.

#### **c) Is there anything we have left out in our suggestions for making our roads and roadsides safer?**

The Council encourages the Government to continue with building the Puhoi to Wellsford State Highway as this would lead to a significant reduction in fatal and serious crashes in the Rodney District.

Continue to invest in safety engineering initiatives for both local roads and State Highways.

### **General Comments**

Agreement was reached very quickly on making roads safer, and everyone agreed that engineering solutions remain a priority for the Rodney District.

Once a driver has their licence there is no further testing and when the road rules get updated, often the information about these changes to the rules is not readily available for the public; therefore TV adverts informing the public of the road rule changes would be highly effective and more emphasis should be on the educational aspects of road safety and not the shock factor i.e. less shock, more education.

The Rodney District Council Approach Bends Safely Campaign and the Motorcycle Campaign plan your corners were campaigns that were acknowledged as being effective educational tools. These campaigns were tactical campaigns linked to outcomes that make it easy for a driver to identify with and respond appropriately.

In a rural environment the road berms should be developed to allow room for cyclists in order to provide a safer environment for them as vulnerable road users.

Introduce separate carriage ways and to ensure the signs that are placed in the roading berm (both educational and regulatory signs) are well placed, are not contradictory e.g. a

speed limit sign and a stop sign should not be located in close proximity and that educational signs should not impact the environment negatively (e.g. too big for the environment, that it detracts from the natural beauty).

There was mutual agreement that every car driver should have compulsory insurance, and that compulsory insurance should not be limited to just young drivers.

#### **4. SAFER SPEEDS**

##### **a) Do you support the suggested initiatives to reduce speed-related crashes?**

Reinvigorate our education and advertising to improve understanding of the risks and consequences of speeding.

Maintain the speed zones (80 km/h, 90 km/h) on high risk rural roads.

##### **b) Which initiative to reduce speed-related crashes is the most important to you?**

Reinvigorate our education and advertising to improve understanding of the risks and consequences of speeding.

##### **c) What else could we do to reduce speed-related crashes?**

Maintain the speed zones (80 km/h, 90 km/h) on high risk rural roads.

##### **d) Do you support having higher demerit points and lower fines for speed-related offences?**

Yes.

#### **General Comments**

Driving to the conditions was extremely important for public safety and as conditions change, drivers should respond appropriately.

It was agreed that the Puhoi to Wellsford State Highway would increase the safety of road users travelling through the Rodney District and that 100 km would be an appropriate limit because the road will be build with safety features, like Alpur 1 and 2.

Consistent speed zones are important and the 40 km signs outside schools have seen a reduction in car versus pedestrian crashes near schools. Electronic signs are effective for educating road users to adjust their speeds.

Slow drivers on Open Roads cause problems and can frustrate other drivers. There fore instant fines should be issued to these slow drivers. Run an educational campaign that raises awareness for slow drivers to pull over on the open road to avoid holding up traffic.

#### **5. INCREASING THE SAFETY OF MOTORCYCLING**

##### **a) Which of the suggested initiatives to increase the safety of motorcyclists do you support?**

Promote high visibility and protective clothing for motorcyclists.

Improve rider training and licensing regime for new motorcycle riders.

Introduce a specific programme of treatments for black spots.

License moped riders and require warrant of fitness tests for mopeds.

**b) Which initiative to increase the safety of motorcyclists is the most important to you?**

Introduce a specific programme of treatments for black spots.

**c) Do you have other ideas for how we can increase the safety of motorcyclists?**

Yes.

**General Comments**

A consensus was reached that it was important to promote high visibility and protective clothing for motorcyclists and to tighten the rules around practical motorcyclists training.

It was also agreed that road controlling authorities should improve black spots for motorcyclists. The Rodney District has lots of recreational riders and these riders frequently use SH16 and there are some trouble spots on this road for Motorcyclists.

**ROAD SAFETY EDUCATION**

**a) Are we putting enough emphasis on road safety education? What would you change?**

Road safety education is acknowledged by the Council as a key tool for educating the public in the five areas of high concern.

Once a driver has their licence there is no further testing and when the road rules get updated, often the information about these changes to the rules is not readily available for the public; therefore TV adverts informing the public of the road rule changes would be highly effective and more emphasis should be on the educational aspects of road safety and not the shock factor i.e. less shock, more education.

The Council believed that Unit Standards for driving for both practical and academic should be introduced into the school curriculum to improve the driving skills of young drivers. It was also agreed that the learning period should be extended to 12 months, so that the young drivers are better educated and competent.

**b) In your opinion does our current road safety advertising work well? What would you change?**

It is important to have reinforcement of road safety advertisements to raise awareness of road rules and advertisements that concentrate on tactical activities like plan your corners, slow down before a bend, and merge like a zip. These adverts need to alert drivers to the consequences of their behaviour e.g. Drink Drive Die.

**c) How can we better link our education efforts with other road safety initiatives?**

The Rodney District Council maximises education efforts with road safety initiatives through participation in Road Safety Action Plan Group meetings and participating in the Network Safety Co-ordination meetings.

