

Report No.	20-114
Decision Required	

ROAD SAFETY STRATEGY

1. PURPOSE

- 1.1. The purpose of this report is to advise members of plans to develop a Regional Road Safety Strategy and seek support for the concept for developing the document.

2. EXECUTIVE SUMMARY

- 2.1. The Transport Team are proposing to develop a Regional Road Safety Strategy in partnership with Territorial Authorities (TAs), Waka Kotahi, NZ Transport Agency and other key stakeholders. The intent of the Regional Road Safety Strategy is to set out a framework for the coordinated delivery of multiple agency road safety interventions across the region.

3. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 20-114.
- b. supports the development of a Regional Road Safety Strategy as proposed in the item below.

4. FINANCIAL IMPACT

- 4.1. At this time, there is expected to be no direct financial impact associated with the development of this strategy. The cost of development of the strategy will be funded through the transport planning budgets.

5. COMMUNITY ENGAGEMENT

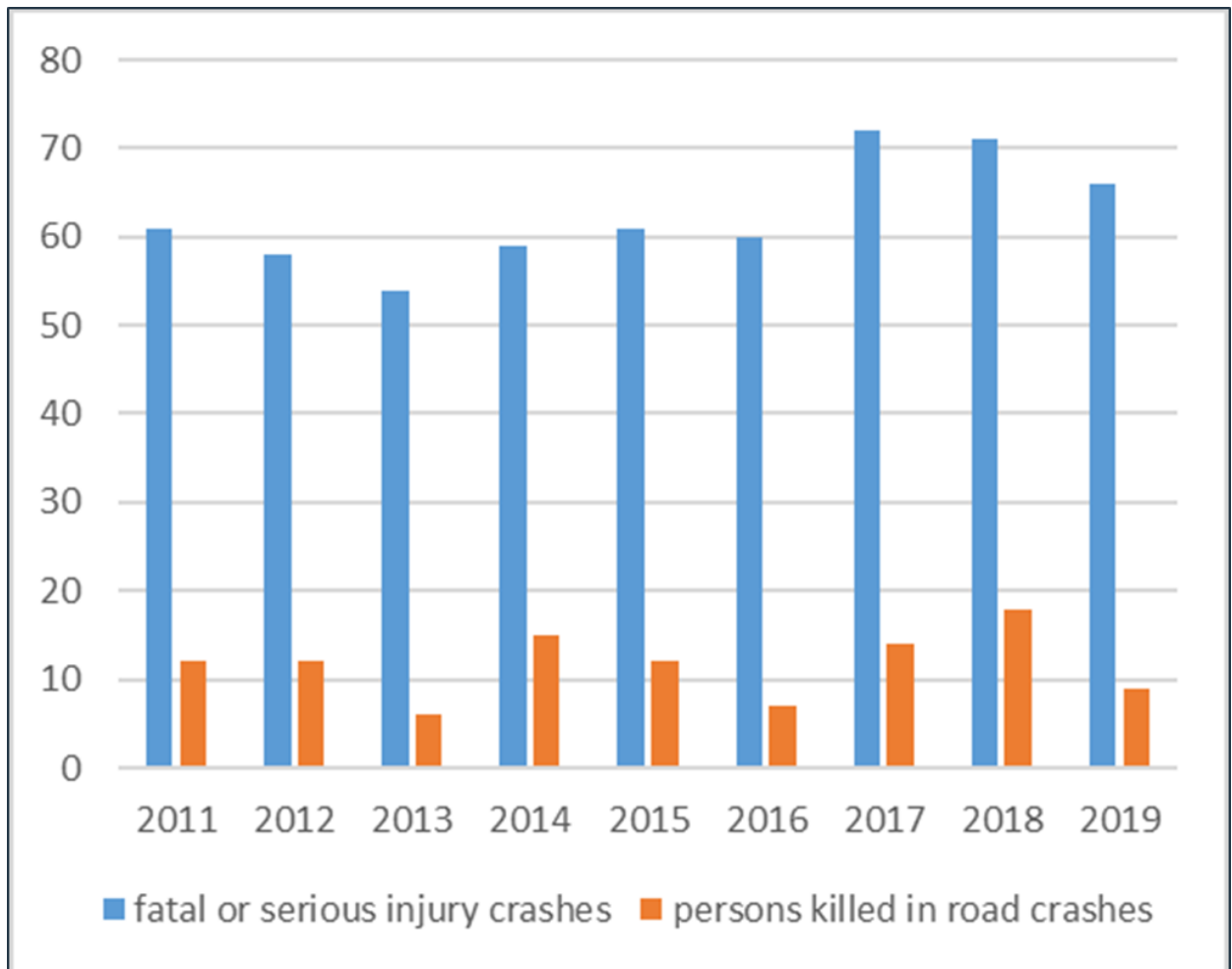
- 5.1. None required.

6. SIGNIFICANT BUSINESS RISK IMPACT

- 6.1. There is no significant business risk impact associated with this item.

7. BACKGROUND

- 7.1. Road safety is an ongoing issue nationally. Regionally, Manawatū-Whanganui sits near the middle for road trauma per population size. In 2017 there were 208 deaths and serious injuries on our roads, which was an increase on previous years. Since then the number of deaths and serious injuries have reduced, but only marginally. On average three people are seriously injured every week and one person dies every fortnight on our region's roads. This is not acceptable and as a region we need to commit to doing better.
- 7.2. The graph below shows the number of deaths and serious injuries on the region's roads since 2011.



7.3. The present Government has provided a strong directive to improve safety through the draft Government Policy Statement on Land Transport, 2021 (draft GPS, 2021). That, along with the release of a number of other key safety documents (listed below) opens up an opportunity to implement a new regional approach to road safety.

7.4. Key documents released and under development which guide road safety:

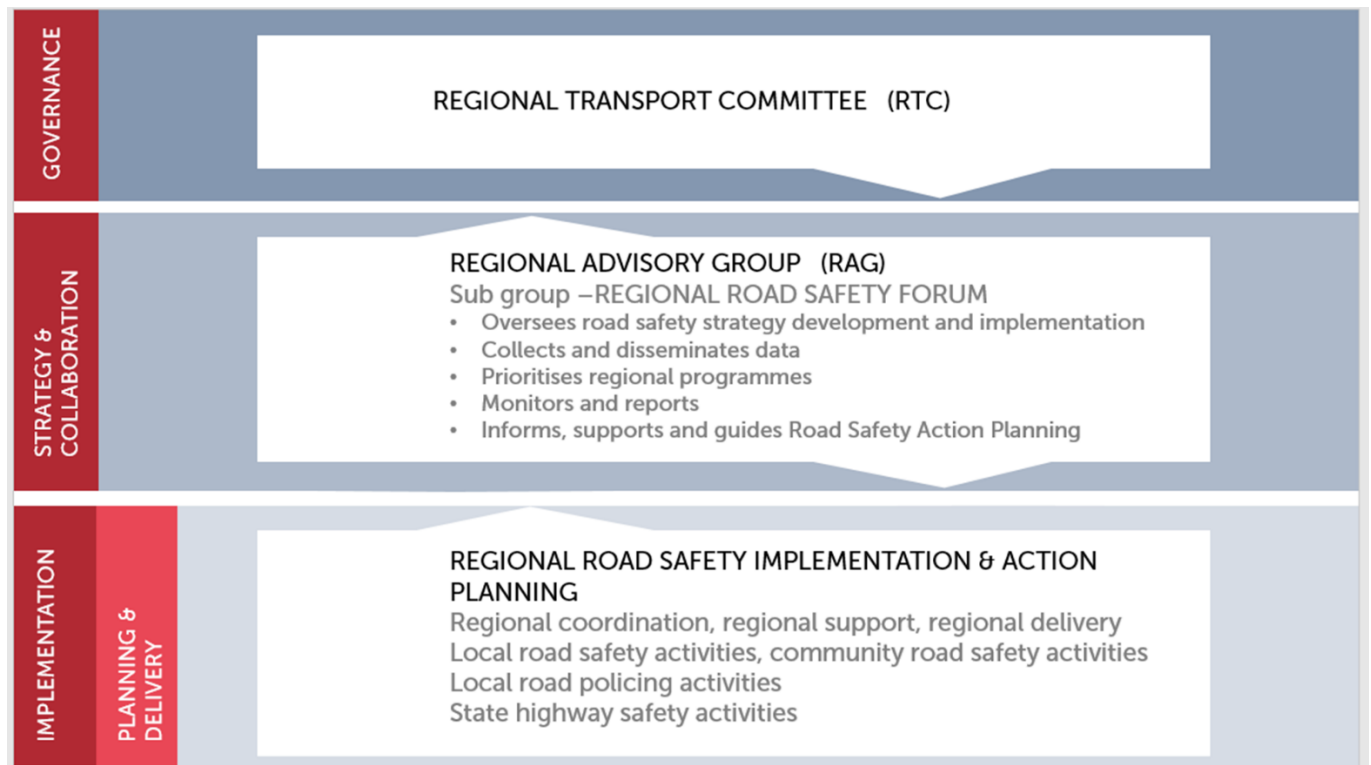
- **Road to Zero Strategy (2020-30) and Action Plan (2020-22)** – a government driven strategy to guide improvement in road safety in New Zealand over the next 10 years. The strategy places human well-being at the heart of road transport planning and is driving regions to create a transport system in both urban and regional areas that protects people. This strategy marks a step change for New Zealand and calls for all road safety partners to throw their energies into the programme. This is a clear opportunity for our region to play a key role in improving safety.
- **Draft GPS, 2021** – The draft GPS places a high value on improving safety within the land transport system. Safety is a key strategic priority within the draft GPS and as such will guide future land transport investment. Given the priority this highlights the importance for us as a region to be united and collaborative in our approach to road safety. It is in our region's interest to work together across our local communities to secure the necessary funding based on an evidential, committed and connected approach just as we have successfully done with regional development and other transport projects.
- **Tackling Unsafe Speeds Programme** – This is a requirement which has come from the new government approach to speed management. Road controlling authorities

and regional transport committees are required to work together to develop, consult on and implement a cohesive regional speed management plan for local roads within their region. By working together on a Regional Road Safety Strategy and a regional speed management plan, we will have the opportunity to do more and make a greater impact on our transport system, enabling better community wellbeing outcomes.

- **Regional Land Transport Plan, 2021-31** (under development): The RLTP is guided by the draft GPS and as such will have a strong theme of improving regional road safety.
- **Arataki, 2021-31** – this document sets the Waka Kotahi 10 year view of what is needed to deliver current priorities and long term outcomes for our region’s land transport system. It informs planning and investment at a regional level and is intended to be used jointly by Waka Kotahi and Councils. Arataki lists a range of step changes needed, one of which is to significantly reduce harm. This has been identified as a medium priority for the Manawatū-Whanganui Region.

8. DISCUSSION

- 8.1. With the Government directives on road safety, combined with requirements to develop plans at a regional level to improve safety, there is a real opportunity to establish a new regional approach to road safety.
- 8.2. Key national priorities help to guide the regional policy direction and investment priorities for road safety. It is our view that to meet national requirements and achieve the collective goal of improving the safety of the land transport system, a collaborative, ambitious and multi-agency approach with strong regional leadership is required. The natural next step is to coordinate this through a Regional Road Safety Strategy.
- 8.3. If developed, it is intended that the Regional Road Safety Strategy would set out a framework for the coordinated delivery of multiple agency road safety interventions. The Strategy would be developed through engagement and consultation with a range of regional stakeholders responsible for road safety outcomes.
- 8.4. At a high level, the Strategy would:
 - Set key objectives and initiatives for safety for a 10 year period (2021-2031);
 - Be supported by detailed three year action plans;
 - Focus equally on lowering fatalities and serious injuries;
 - Encourage shared responsibility for road safety outcomes;
 - Support the delivery of New Zealand’s Road Safety Strategy 2020-2030;
 - Be updated as required.
- 8.5. The Regional Road Safety Strategy would be administered by Regional Council but requires commitment and buy-in from Territorial Authorities and other key stakeholders in order to work and be effective. The development of a Regional Road Safety Strategy was discussed at a Regional Advisory Group workshop in July and received general support.
- 8.6. The following diagram is an indication of how governance, development and implementation of the strategy could work. Ultimately, leadership, collaboration and accountability would be integral to successful delivery of a Regional Road Safety Strategy.



8.7. To summarise, it is our view as officers that development of a Regional Road Safety Strategy will assist with coordination of key road safety activities/priorities at a regional level and encourage a consistent approach to road safety across the region. It will also assist Territorial Authorities and the RTC with developing a regional speed management plan and other key national government directives.

9. TIMELINE / NEXT STEPS

9.1. If the Committee were to approve development of a Regional Road Safety Strategy, work on development would commence in October, with completion around September 2021. Throughout this time, revisions of the plan and updates would be taken to RTC for feedback and guidance throughout the development process.

10. SIGNIFICANCE

10.1. This is not a significant decision according to the Council's Policy on Significance and Engagement.

Leana Shirley
SENIOR TRANSPORT PLANNER

Rhona Hewitt
MANAGER TRANSPORT SERVICES

ANNEXES

There are no attachments for this report.