

**WELLINGTON REGION ROAD SAFETY REPORT : SEPTEMBER 1999****1. Purpose**

To report on the LTSA's road safety initiatives.

To report on regional road safety issues.

**2. Background**

The mission of the Land Transport Safety Authority is to promote safety in land transport at reasonable cost.

The role of the LTSA Regional Office is to provide leadership in developing a road safety culture in the region.

**3. Road Toll****i. New Zealand Region Road Toll 1999 (at 28 September 1999)**

REGION	11993	1994	1995	11996	11997	1998	1999
Northland	42	36	42	43	27	39	22
Auckland	120	103	118	103	115	105	71
Waikato	98	100	98	81	98	78	82
Bay of Plenty	47	37	54	42	47	48	38
Gisborne/Hawkes Bay	42	45	46	30	39	34	17
Taranaki	16	18	8	9	17	15	12
Manawatu/Wanganui	59	45	51	58	54	39	39
Wellington	27	33	33	26	26	26	28
Nelson/Marlborough	24	23	13	13	17	20	8
West Coast	12	12	6	3	10	5	3
Canterbury	68	76	65	59	64	57	42
Otago	31	28	29	34	19	27	11
Southland	14	24	19	13	7	11	8
NEW ZEALAND	600	580	582	514	540	504	381

**ii. Wellington Region Road Toll 1999 (at 28 September 1999)**

WELLINGTON REGION	1998	1999
	Total	Total
Kapiti Coast	4	9
Porirua	2	1
Upper Hutt	2	1
Lower Hutt	7	5
Wellington	4	5
Masterton	3	2
Carterton	2	5
South Wairarapa	2	0
<b>Total</b>	<b>26</b>	<b>28</b>

i. *Photo Driver Licences*

On 3 May 1999 the provisions of the Land Transport Act 1998 introducing the NZ photo driver licence and other significant changes to the driver licensing regime took effect.

Further amendments adding to the list of documents which will be accepted as proof of identity, changes to the structure of fees and options for licence endorsements will come into effect on 3 October 1999.

ii. *District Road Safety Reports 1994-1998*

The District Road Safety reports for the five years period 1994-1998 for each TLA in the Wellington region were released in August. A summary of the key issues from the Wellington Regional Road Safety Report is attached. Overall the reducing level of crashes in the region is very encouraging. Speed too fast for conditions and improving driver behaviour remain priority issues in this region.

iii. *National Road Safety Surveys*

National surveys are undertaken each year on a number of selected items to gauge the level of compliance to the standards and legal requirements.

The topics selected for the national survey by the LTSA in 1998/1999 were:

- ◆ Pedestrian Platforms
- ◆ Floodlighting at Pedestrian Crossings
- ◆ Road Friction.

The surveys are conducted in a number of **TLA's** selected at random. In this region, surveys were conducted in Masterton District, Wellington City and Hutt City. The surveys were welcomed by the **TLA's** and final reports will be released by November 1999. Provisional findings indicate some variation from the Standard in some areas.

iv. *Vehicle Standards Compliance*

The Compliance Rule consolidates and clarifies existing laws regarding the certification of vehicles. Its aim is to ensure that vehicles meet appropriate standards before they can be certified for registration, and that throughout their on-road lives they remain within safe tolerance of their original state when manufactured. The Compliance Rule applies to all vehicles, irrespective of their date of registration in New Zealand or date of manufacture. For the most part the new rule leaves the present system unchanged. Warrant of Fitness and Certificate of Fitness procedures, for instance, are not changed. However, the rule does make changes to streamline and improve the procedures for certifying used light vehicles for registration on the Motor Vehicle Register on entry to the fleet.

The Compliance Rule:

- ◆ is comprehensive in scope, covering all vehicles throughout their on-road lives, and covering entry-level certification, in-service certification, modification and repair
- ◆ consolidates various legislation concerning vehicle certification into one rule
- ◆ streamlines the pre-entry certification process for imported used light vehicles and enables compliance costs to be reduced overall
- ◆ establishes clear links with the vehicle registration and licensing system
- ◆ establishes clear “gatekeeping” functions: a vehicle compliance certifier is responsible for certifying the whole vehicle
- ◆ provides for specialist certifiers, who are in general responsible for parts of the vehicle or specific systems
- ◆ allows the Director of Land Transport Safety to appoint certifiers, approve their procedures and audit their performance, ensuring that a consistent level of inspection and verification of standards is delivered throughout New Zealand at the various stages of a vehicle’s life.

v. *Safe Driving is Good Business*

LTSA has developed a kit for organisations which maintain vehicle fleets to assist them to develop and implement a safe driving policy. The aim of the kit is to encourage organisations to adopt best safe driving policies as part of their management systems. This not only addresses best road safety practices but also other OSH responsibilities.

Best safe driving policies are achieved through an integrated series of activities involving safe driving attitudes, appropriate driver training courses, safe vehicle selection and good vehicle maintenance.

Copies of the kit ‘Safe Driving is Good Business’ are available from the LTSA Regional Office.

vi. *Capital E Road Safety Exhibition 24 July-3 October 1999*

**RoadWise** *STREETSMART* is a new interactive road safety exhibition at Capital E. The exhibition is presented in association with LTSA, NZ Police and **StreetSkills** (Health Sponsorship Council).

The exhibition targets 7-14 year olds and allows them through interactive activities to experience real-life challenges and discover for themselves how to be the safe cyclists and pedestrians of today and drivers of tomorrow.

The show will visit venues in Palmerston North and Auckland until June 2000, with an estimated audience of up to 71,000. A national tour of the exhibition is planned from June 2000.

vii. *"From CrashFactors to CrashFree"*

The Wellington Region crash statistics show that nearly half of all injury crashes involve young adult drivers 17-25 years old.

A different approach to communicate with and involve the drivers in this age group was required. As peer group pressure seems to be a more effective means of communicating, it was decided to encourage youth representatives from various groups in the region to plan and deliver a road safety forum, moving away from the conventional formula of the 'establishment' preaching to youth.

On 28 April the Youth Forum was held in Wellington City. Young people from around the Wellington region combined theatre sports and road safety messages at a unique youth forum titled "From Crashfactor to Crashfree".

Potential youth leaders gathered to come up with innovative ideas on how they can become crash free. Each group was encouraged to initiate a road safety programme within their organisation or group following the Forum. The Forum was jointly sponsored by the Wellington Regional Council and LTSA.

viii. *Strait Road, Wellington Region Road Safety Newsletter*

The quarterly issue of Strait Road (attached) was published in August. It highlights some of the road safety work being undertaken by the Road Safety Coordinators, communities and other partners in road safety throughout the Region.

ix. *S(A)P Funding for Community Road Safety Programmes 1999/2000*

The following table sets out the funding allocations for 1999/2000 to each TLA to support community road safety work.

1999/2000	
<b>The Wellington Regional Council</b>	
<i>Community Projects</i>	
Road Safety Forum	\$5,000
Road Safety Week	\$20,000
Small Projects Fund	\$14,780
Straitroad Newsletter	\$8,000
<b>Total</b>	<b>647,780</b>

1999/2000	
<b>Kapiti Coast District Council</b>	
<i>Community Projects</i>	
Road Safety Co-ordinator Joint Porirua	\$12,500
Safe With Age	\$1,500
Intersection Campaign	\$4,000
Secondary Students Video Project	\$1,000
<b>Total</b>	<b>\$19,990</b>

1999/2000	
<b>The Hutt City Council</b>	
<i>Community Projects</i>	
Road Safety Co-ordinator	\$15,000
Pilot Whanau Safety Belt Campaign	\$12,770
Hutt City Driver Awareness Programme	\$2,600
Marae Based Road Safety Education	\$2,000
Driver Learner Licence	\$2,000
Restraint Roadshow	\$4,000
Turtle Time	\$3,000
<b>Total</b>	<b>\$41,370</b>

1999/2000	
<b>Masterton District Council</b>	
<b>Carterton District Council</b>	
<b>South Wairarapa District Council</b>	
<i>Community Projects</i>	
Wairarapa Road Safety Co-ordinator	\$27,000
Recidivist Drink Drivers (LDA)	\$2,000
Drink Drive 2000	\$7,000
<b>Total</b>	<b>\$36,000</b>

1999/2000	
<b>Porirua City Council</b>	
<i>Community Projects</i>	
Road Safety Co-ordinator	\$22,500
Car Safety Belts "Safe Fit to Safe Sit"	\$3,000
Project Agoga Amata - Caring for our kids on the road	\$2,000
Safe Routes to School	\$7,000
<b>Total</b>	<b>\$34,500</b>

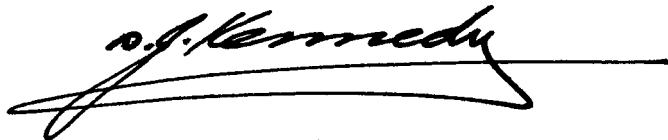
	1999/2000
Upper Hutt City Council <i>Community Projects</i>	
Road Safety Co-ordinator	\$10,000
Safe With Age	\$500
Cyclist of the Year 1999	\$1,000
Rural Driving Behaviour	\$3,500
Total	\$15,000

	1999/2000
Wellington City Council <i>Community Projects</i>	
Road Safety Co-ordinator	\$30,000
Operation Pedestrian	\$6,000
Bike the Bays	\$1,000
Total	\$37,000

#### 4. Recommendation

That this report be received for information.

Report prepared and submitted by:



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**REGIONAL MANAGER  
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