

**WELLINGTON REGION ROAD SAFETY REPORT: JUNE 2001**

**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 and direction in developing a road safety culture in the region.

**3 Road Toll**

**i. New Zealand Region Road Toll (at 12 June 2001)**

REGION	1996	1997	1998	1999	2000	2001
Northland	43	27	39	35	41	15
Auckland	103	115	105	88	62	32
Waikato	81	98	78	94	82	46
Bay of Plenty	42	47	48	54	29	17
Gisborne/Hawkes Bay	30	39	34	25	25	13
Taranaki	9	17	15	18	12	05
Manawatu/Wanganui	58	54	39	44	32	26
Wellington	26	26	26	33	25	14
Nelson/Marlborough	13	17	20	14	9	05
West Coast	3	10	5	10	3	12
Canterbury	59	64	57	64	28	22
Otago	34	19	27	20	16	11
Southland	13	7	11	11	9	09
NEW ZEALAND	514	540	504	510	373	227

**ii. Wellington Region Road Toll (at 12 June 2001)**

WELLINGTON REGION	1998	1999	2000	2001
	Total	Total	Total	Total
Kapiti Coast	4	9	9	4
Porirua	2	3	5	0
Upper Hutt	2	2	1	0
Lower Hutt	7	6	1	3
Wellington	4	5	3	3
Masterton	3	2	1	1
Carterton	2	6	2	1
South Wairarapa	2	0	3	2
<b>Total</b>	<b>26</b>	<b>33</b>	<b>25</b>	<b>14</b>

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**4 LTSA Road Safety Initiatives**

**i. *S(A)P Community Road Safety Funding and Funding for Maori and Pacific Peoples***

Community funding is allocated each year via local authorities to Road Safety Coordinators and community groups under the annual road safety programme, managed by the LTSA. The community based programmes have been very successful in encouraging local ownership and responsibility for road safety issues. The funding approved in the budget in May 2001 will meet community demand for more local involvement in road safety initiatives appropriate to their own needs.

**Grants Approved 2001/02**

<b>Local Authority</b>	<b>Total</b>
Wellington Regional Council	\$65,000.00
Wellington City Council	\$66,500.00
Porirua City Council	\$89,750.00
Kapiti Coast District	\$86,700.00
Hutt City Council	\$56,200.00
Upper Hutt City Council	\$29,400.00
Wairarapa Sub-Region	\$34,500.00
<b>Total</b>	<b>\$428,050.00</b>

Applications for funding of road safety projects to be delivered to Maori and Pacific Peoples have been received and are being evaluated.

**ii. *2010 Road Safety Strategy***

The 2010 Road Safety Strategy was released in October 2000 for public consultation. Submissions have been analysed, summarised and presented to the Minister for consideration.

Road Safety improvements will require new direction and commitment from all levels of NZ society. The Strategy document set out a framework for discussion and options available to achieve a level of safety experienced in other parts of the world.

**iii. *Strait Road***

Attached is the latest issue of the Wellington Region Road Safety Group's publication Strait Road. It highlights some of the recent community based road safety activities of the Road Safety Coordinators in the region.

**iv. *Land Transport Rules***

LTSA produces rules, which are a form of second-tier legislation like regulations, for the Minister of Transport. Rules are produced with a focus on "safety at reasonable cost" and cover a wide range of safety and licensing issues.

They are written in plain language to ensure the widest possible audience can understand and work with them.

Each rule passes through several phases and a consultation process which gives everyone the opportunity to be involved and each phase is necessary to take into account any redrafting necessary as a result of the extensive consultation with registered interest groups and the general public.

Attached is a table of Rules on a variety of land transport issues which are currently being considered.

**v. *Policy Projects Under Development***

As a result of reviews or implementation of government policy a number of policy projects are underway which may be implemented by legislation or Rule. These include:

*Rail Safety Inquiry and Reviews*

To implement findings of the Wilson Inquiry following a number of rail shunting accidents.

*Operator Licensing Review*

To introduce an Operator safety rating system.

*Driver Hours and Logbooks Review*

To improve the current system with a view to simplify the process without compromising public safety.

*Driver Licensing Review*

To implement changes recommended by the review following the introduction of photo driver licences and other measures.

*Safety Management Review*

To implement a roading safety management system in New Zealand.

*Traffic Control Devices Project*

To govern the design, placement, operation maintenance and uniformity of traffic control devices including traffic signs, signals, parking, rail level crossings, bus and cycle lanes and markings.

**vi. *New Safety Publications***

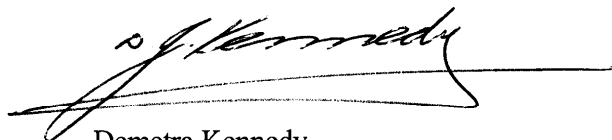
*a Crash Tests – New Car Safety – Large Cars.*

*b Your Guide to Modification and Customisation.*

**5 Recommendation**

That this report be received for information.

Report prepared and submitted by:

A handwritten signature in black ink, appearing to read 'D. Kennedy', with a long horizontal line extending to the right.

Demetra Kennedy  
**REGIONAL MANAGER**  
**WELLINGTON**

Rule	Key issues covered by rule	Current status at 7 June 2001
<b>Tyres and Wheels Rule</b>	General safety requirements for tyres and wheels and approved vehicle standards for tyres only. The rule includes requirements for temporary-use (space saver) tyres and also specifies operational reqs for all tyres.	Final consultation phase <b>Draft rule being finalised for clearance to go to MoT.</b>
<b>Light-vehicle Brakes Rule</b>	This rule is aimed at ensuring that all light vehicles have brakes that meet an acceptable level of safety when fitted and throughout their on-road life. The rule also applies to brakes on trailers towed by light vehicles.	Final consultation phase <b>Awaiting comments on draft rule from MoT.</b>
<b>Seat-related Rules (2)</b>	Standards for seats and seat anchorages and seatbelts and seatbelt anchorages in all motor vehicles. A number of related issues are yet to be considered by the Minister including that of single-dual sensitive retractor seatbelts and webbing grabber retractors for seatbelts.	Final consultation phase <b>Draft rules to MoT in early June 2001.</b>
<b>Vehicle Lighting Rule</b>	This rule will carry over and update the requirements in the Traffic Regs and Vehicle Standards Regs and in a number of gazette notices relating to lighting for all vehicles.	Red phase
<b>Heavy-vehicle Brakes Rule</b>	This rule will consolidate, clarify and update the current regs, some of which are more than 60 years old. The rule will incorporate new technologies resulting from major developments in last few years in field of brakes for heavy vehicles (over 3500kg).	<b>Submissions on red draft being analysed.</b> Blue/red phase <b>Draft being developed for internal review.</b>
<b>Heavy Motor Vehicles Rule</b>	This rule will consolidate, clarify and update the current regs, some of which are more than 60 years old. In addition, legislation is needed to cover heavy vehicles that are manufactured or modified domestically and individually, as well as to accommodate the newest technologies.	Blue/red phase <b>Draft being developed for internal review.</b>
<b>Vehicle Emissions Rule (policy development being managed by MoT and rule is being drafted by PCO)</b>	The aim of this rule is to closely control the emission of harmful constituents of vehicle exhaust gases.	phase <b>Not drafted by LTSA.</b>
<b>Revised Vehicle Standards Rules</b>	Revised versions of six impact protection rules will bring them into line with formatting changes in template used in drafting rules for vehicle standards. Will possibly require subsequent amendment re airbags.	White phase Final consultation phase (Frontal Impact)
<b>Light Trailer Rule</b>	This rule will update and convert existing regs on light trailers (3500kg and less) into rules. Review will include electrical & mech. couplings, stability, drawbeams.	Blue phase <b>Development of rule deferred to 2001/2.</b>

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Rule	Key issues covered by rule	Current status
<i>Vehicle Equipment Rule</i>	This rule will cover matters presently in Traffic Regs not the subject of individual vehicle standards rules – sun visors, TV monitors, motorcycle footrests etc.	Rule being drafted for internal review.
<i>Road User Rule (LTSA is developing policy but rule to be drafted by PCO.)</i>	This rule will be the result of the conversion of existing Traffic Regs relating to road user behaviour into a rule. Not likely to involve many changes to policy beyond road user behaviour in NZ with possible exception of change to the give way rules (what right-turning vehicles should do).	Blue phase Not being drafted by LTSA. <i>Finalising of instructions to PCO. Release of preferred position papers in mid June 2001.</i>
<i>Vehicle Dimensions and Mass Rule</i>	The rule will establish dimension and mass limits for all vehicles and their loads.	phase <i>Pre-yellow draft sent to MoT on 31 May 2001.</i>
<i>Traffic Control Devices Rule</i>	Rule will convert existing Traffic Regs relating to traffic control devices and will govern the design, placement, operation, maintenance and uniformity of traffic control devices including traffic signs & signals, parking, railway level crossings, bus and cycle lanes and markings.	Red phase <i>Awaiting further drafting material from technical advisors.</i>
<i>Setting of Speed Limits Rule</i>	Devolution of responsibility for setting speed restrictions to road controlling authorities, which will need to follow approved procedure in determining the 'limit' – LTSA to audit only.	White phase <i>Awaiting further changes being made by technical advisors.</i>
<i>Vehicle Standards Compliance Amendment Rule</i>	Amendment to '98 Rule will include a number of technical/ policy changes aimed primarily at making compliance regime more flexible, possibly including review of some aspects of WoF regime.	phase <i>Rule being redrafted for clearance to go to MoT.</i>
<i>Dangerous Goods Amendment Rule</i>	Proposed amendment will align the Dangerous Goods Rule (DG Rule) with regs controlling hazardous substances and new organisms made under the HSNO legislation. It will also address issues that have arisen since the rule came into force.	Blue phase <i>Internal discussions underway on necessary amendments.</i>

\* Cabinet approval required.

**Key:**  
 Blue phase - policy formulation  
 Red phase - registered interest group phase  
 Green phase - public consultation  
 Yellow phase - final comments phase  
 White phase – departmental phase

Prepared: 7 June 2001