

Submission by**Hamilton City Council Staff****ROAD TO ZERO FOR THE WAIKATO - THE WAIKATO REGIONAL ROAD SAFETY FORUM'S DISCUSSION DOCUMENT (JULY 2020)****31 July 2020**

It should be noted that the following submission is from staff at Hamilton City Council and does not necessarily represent the views of the Council itself.

1.0 SUMMARY OF KEY POINTS**1.1 Introduction**

1.2 Support the overall direction and intent of the 'Road to Zero for the Waikato' discussion document. HCC adopted Vision Zero in 2017 for its road safety target by 2028.

1.3 Proposed Strategic Direction 2020-2030

1.4 Strongly agree with having a 10-year strategic direction and welcome the role the Waikato Regional Road Safety Forum plays in facilitating the regional approach to road safety in our region. This approach strengthens the Regional Land Transport Plan and the achievement of road safety outcomes in our region.

1.5 A Long-Term Vision for the Waikato Region

1.6 Strongly agree with the long-term Vision for the Waikato Region being '*Working together to increase safe mobility and eliminate deaths and serious injuries on our transport network*'.

1.7 It is not acceptable to have death or serious injury on our transport network. The Vision recognises the need to have mobility as a key outcome of ensuring a safe transport network alongside safety.

1.8 We need a transport system that is less dependent on vehicles as the primary mode of transport - this will not be possible unless there are safe alternatives.

1.9 What are we Aiming to Achieve?

1.10 We support a 40 percent reduction in deaths and serious injuries (from 2018 levels) by 2030.

1.11 How we Prioritise our Focus: Our Regional Principles

1.12 All eight principles outlined are appropriate - they will provide direction and focus to the activities best able to deliver the step change in safety for the Waikato Region needed to achieve Vision Zero.

1.13 Where we will Work

1.14 The five key regional priorities primarily align with HCC's priorities for transport safety.

1.15 Proposed Action Plan 2020-24

1.16 The proposed Action Plan is comprehensive and provides clear guidance for the lead and partner agencies to incorporate activities into their forward planning, including the programmes of work which will be included in the Regional Land Transport Plan.

1.17 Greater detail should be included in the final Action Plan as to which agency is taking the lead versus supporting role so that it is very clear who is responsible for the leadership required to gather the partner agencies together and to drive the achievement of the actions.

2.0 INTRODUCTION

- 2.1 Staff from Hamilton City Council (HCC) support the overall direction and intent of the Waikato Regional Road Safety Forum's July 2020 discussion document 'Road to Zero for the Waikato'.
- 2.2 In June 2017, HCC adopted Vision Zero for our road safety target by 2028.
- 2.3 HCC is an active member of the Waikato Regional Road Safety Forum and the Waikato Safe Networks Working Group.
- 2.4 The following provides our response to the various questions outlined in the discussion document and the online survey.

3.0 5 PART TWO - PROPOSED STRATEGIC DIRECTION 2020 - 2030

3.1 SECTION 5.1 - OUR REGIONAL APPROACH: WORKING TOGETHER

3.2 **Question:** To what extent do you agree with having a 10-year strategic direction and why?

3.3 **Response:** Strongly Agree.

3.4 HCC staff welcome the role that the Waikato Regional Road Safety Forum play in facilitating the regional approach to road safety in our region.

3.5 We believe that this approach strengthens the Regional Land Transport Plan and the achievement of road safety outcomes in our region.

3.6 Providing a common strategic direction that is supported by the wide range of organisations enables partnerships that will achieve far greater outcomes than the individual organisations can achieve alone.

3.7 SECTION 5.2 - A LONG TERM VISION FOR THE WAIKATO REGION

3.8 The long-term Vision for the Waikato Region is '*Working together to increase safe mobility and eliminate deaths and serious injuries on our transport network*'.

3.9 **Question:** To what extent do you agree with the long-term vision for the Waikato Region, and why?

3.10 **Response:** Strongly Agree.

3.11 HCC staff note that Hamilton City Council has adopted Vision Zero and also submitted on the Road to Zero discussion document in support of the Vision Zero approach being adopted for New Zealand. It is not acceptable to have death or serious injury on our transport network.

3.12 The Vision recognises the need to have mobility as one of the key outcomes of ensuring a safe transport network alongside safety.

3.13 Moving forward, we need to have a transport system that is less dependent on vehicles as the primary mode of transport and this will not be possible unless there are safe alternatives.

3.14 SECTION 5.3 - WHAT ARE WE AIMING TO ACHIEVE?

3.15 **Question:** Which of the following target(s) do you believe to be more appropriate, and why?

- By 2040 there will be a 50 percent reduction in road related fatalities. By 2040 there will be a 25 percent reduction in road related serious injuries.
- A 40 percent reduction in deaths and serious injuries (from 2018 levels) by 2030.
- I don't believe either are appropriate (please explain).

3.16 **Response:** Support a 40 percent reduction in deaths and serious injuries (from 2018 levels) by 2030.

3.17 HCC staff strongly support having a target to work towards in our ultimate achievement of Vision Zero.

3.18 HCC staff note that the previous National Road Safety Strategy 'Safer Journeys' did not have any targets, and on that basis supported the development of regional targets.

3.19 The 'Road to Zero' Road Safety Strategy has a target of a 40 percent reduction in deaths and serious injuries (from 2018 levels) by 2030 and it is considered appropriate that Waikato Region would also

adopt this target, noting that the Waikato currently represented around 20 percent of national casualties.

3.20 The 'Road to Zero' target is also a more challenging target than the current Waikato Regional Road Safety Strategy 2017-21 target and therefore should be reflected through to the Regional Land Transport Plan and the activities that are promoted for funding to achieve the national target.

3.21 **SECTION 5.4 - HOW WE PRIORITISE OUR FOCUS - OUR REGIONAL PRINCIPLES**

3.22 **Question:** To what extent do you agree with the following regional principles, and why?

- We look at wider benefits of safety as part of our decision-making.
- Our principles are future-focused and consider how resulting actions will impact our transport system in 10+ years.
- We support Road to Zero and the transport outcomes framework.
- We work on measurable transport safety problems with good evidence.
- We work on agreed priorities that can be resourced and funded.
- We work together through growing engagement with Māori.
- Our actions show leadership in transport safety.
- We build on existing programmes.

3.23 **Response:** Strongly Agree.

3.24 HCC staff believe that all eight principles are appropriate and that they will provide direction and focus to the activities that are best able to deliver the step change in safety for the Waikato Region needed to achieve Vision Zero.

3.25 **SECTION 5.5 - WHERE WE WILL WORK - OUR PRIORITIES**

3.26 The five key regional priorities are:

- System management - effective regional response – *'Regional partners show leadership and collaboration - partnering to deliver a safe system for the public and community'*.
- Infrastructure improvements and speed management - *'Making the physical environment safe, with appropriate speeds for its function and use'*.
- Road user choices - *'Helping people to have a safety mindset, the right skills, and make safe choices'*.
- Work-related road safety - *'Improving the safety of the work fleet, through workplace use policies, buying practices and road use behaviour on the job'*.
- Vehicle safety - *'Promoting better vehicle regulation, maintenance and informed choices for purchasers'*.

3.27 **Question:** To what extent do the five key regional priorities align with your own organisation's priorities for transport safety? Please explain.

3.28 **Response:** Mostly Aligned.

3.29 As a Road Controlling Authority (RCA) and territorial local authority (TLA), HCC has key roles and responsibilities defined in legislation.

3.30 HCC has strong alignment with the following priorities:

- System management.
- Infrastructure improvements and speed management.
- Road user choices.

3.31 HCC is in the early stages of becoming more active in the Work Related Road Safety priority area and as a consequence will also have some limited involvement into vehicle safety moving forward.

4.0 6 PART THREE - PROPOSED ACTION PLAN 2020-24

4.1 **Question:** To what extent do you agree with having a shorter term Action Plan? Please explain.

4.2 **Response:** Strongly Agree.

4.3 HCC staff believe that the proposed Action Plan is comprehensive and provides clear guidance for the lead and partner agencies to incorporate activities into their forward planning, including the programmes of work which will be included in the Regional Land Transport Plan.

4.4 HCC staff would like to see greater detail included in the final Action Plan as to which agency is taking the lead versus supporting role so that it is very clear who is responsible for the leadership required to gather the partner agencies together and to drive the achievement of the actions.

4.5 **Question:** Do you have any comments about your organisation's roles/responsibilities in the proposed Action Plan 2020-24?

4.6 **Response:**

4.7 Please refer to the comments in Section 3.0 of this submission regarding our organisation's alignment to the priorities and the legislative mandate to deliver many of these actions.

5.0 7 PART FOUR - YOUR FEEDBACK AND NEXT STEPS

5.1. **Question:** Do you have any further suggestions on how we might best work together to achieve better transport safety outcomes?

5.2. **Response:** No.

5.3. **Question:** Are there any other comments you would like to make?

5.4. **Response:**

5.5. HCC staff note that the work being undertaken by the Waikato Regional Council in providing leadership for the Waikato Regional Road Safety Forum is appreciated and valued.

5.6. HCC staff also note that the recent road safety workshop provided for the Elected Member representatives on the Regional Transport Committee (RTC) were well received and was a useful approach to ensuring that the representatives on the RTC have a good understanding of the road issues facing the region.

5.7. **Question:** Would you like to be included in any further correspondence relating to the development of a strategic approach?

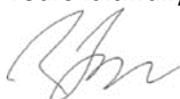
5.8. **Response:** Yes.

6.0 FURTHER INFORMATION AND OPPORTUNITY TO DISCUSS SUBMISSION POINTS

6.1. Should the Waikato Regional Road Safety Forum require clarification of the above submission points, or additional information, please contact Robyn Denton (Network Operations and Use Team Leader, City Transportation) on 07 838 6910 or 021 971 127, email robyn.denton@hcc.govt.nz in the first instance.

6.2. Hamilton City Council staff would welcome the opportunity to meet with representatives of the Waikato Regional Road Safety Forum to discuss the content of this submission in more detail.

Yours faithfully



Richard Briggs
CHIEF EXECUTIVE