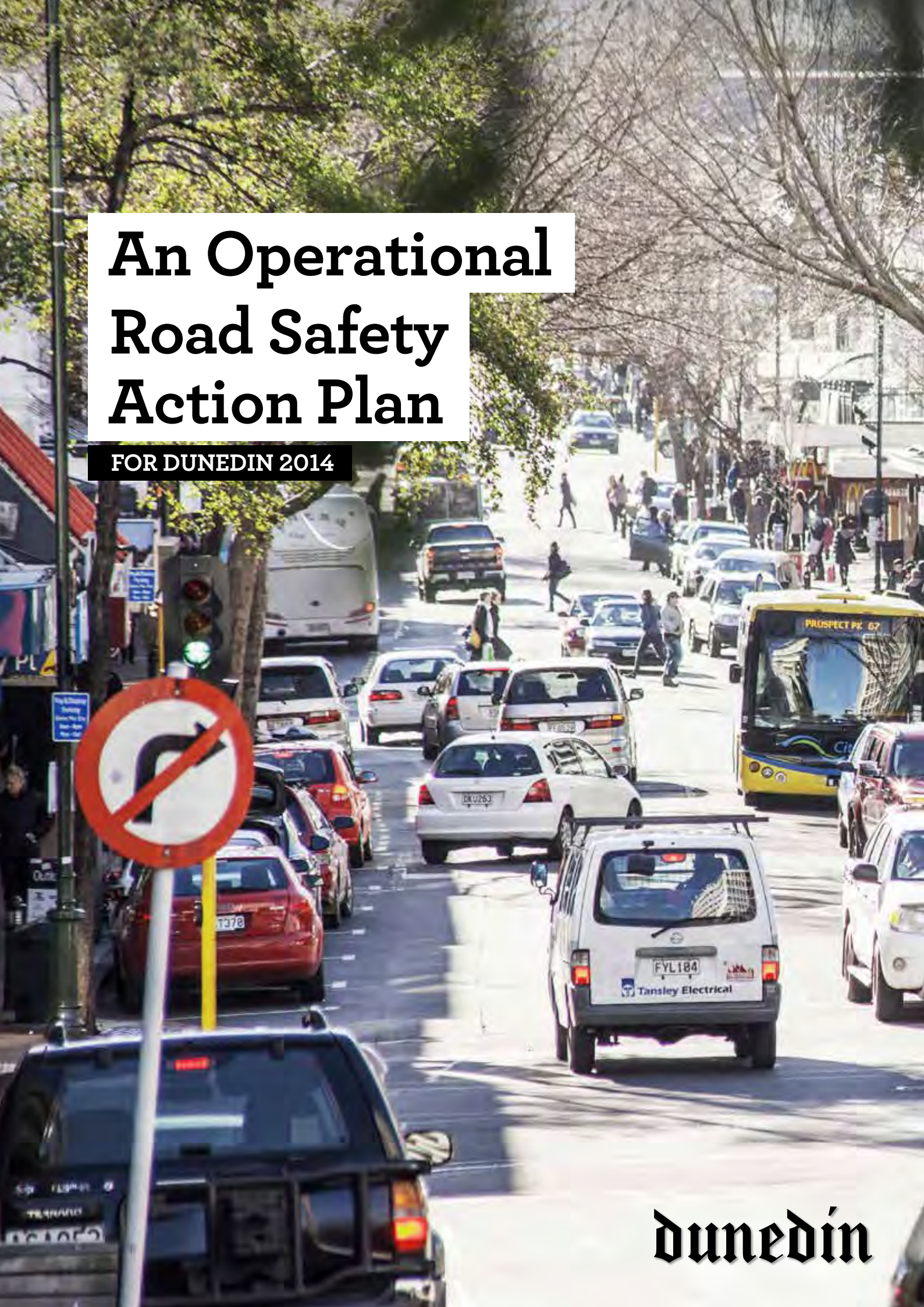


An Operational Road Safety Action Plan

FOR DUNEDIN 2014



dunedin



DUNEDIN



**TICKETS, INFO
& LUGGAGE**

FO

**TRAIN
& WAY OUT**

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We are killing and hurting our friends and family. It is time to stop.

Each year from 2009-2013, we killed or seriously injured an average of 80 of our friends, families and members of our community on our roads and roadsides.



Introduction

The Dunedin City Road Safety Action Plan (action plan) gives effect to the Integrated Transport strategy that has a goal that, by 2024, “the number of fatal and serious injury crashes in Dunedin will have decreased by 50% relative to 2014 levels”.

The action plan is a joint operational plan developed by the Dunedin road safety partners, comprising the Accident Compensation Corporation, Dunedin City Council, New Zealand Transport Agency, Otago Regional Council and the New Zealand Police.

The activities from the action plan will reduce the number of people seriously injured or killed on our roads and roadsides. Not only does each road safety partner have a legal role in road safety actions or compensation, they all seek to prevent harm and enhance the wellbeing of our urban and rural communities. These common goals enable effective co-ordination of resources, actions, and solutions for our community’s needs.

Like the United Nations Decade for Road Safety and Safer Journeys 2020, the Dunedin City’s action plan uses the Safe System approach as its primary delivery mechanism. This approach acknowledges that:

- **People are vulnerable** as our bodies have limited ability to withstand crash forces without being seriously injured or killed
- **People make mistakes** and some crashes are inevitable.
- **We need to share responsibility**, ie those who design our road and roadside systems and those who use them must have a shared responsibility.

The **Safe System** approach uses four pillars (NZ Government, 2013):

Safe speeds	Safe road use	Safe vehicles	Safe roads and roadsides
Speeds that suit the function and level of safety of the road, with users understanding and complying with speed limits and driving to the conditions	Ensuring road users are competent, alert, unimpaired, comply with road rules, choose safer vehicles, take steps to improve safety and demand safety improvements	Vehicles that help prevent crashes and protect road users from crash forces that cause death or serious injury	Roads and roadsides that are predictable, forgiving of mistakes, and encourage safe user behaviour

We are seeking solutions that reduce the likelihood of crashes and the severity of injuries, so that, when we improve the safety of all parts of the system, if there is a failure in one part that results in a crash, the other three parts should still protect the people involved.

Background

In March 2010, the United Nations General Assembly proclaimed the **Decade of Action for Road Safety 2011–2020** with the goal of reducing the forecast level of road traffic deaths around the world. Currently, this is an estimated 1.24 million deaths per annum.

In 2010, the New Zealand Government launched Safer Journeys, New Zealand's road safety strategy to 2020. In the last ten years, the number of fatalities has reduced by approximately 12% with a slight rise in the number of serious injuries from 2005 onwards (Ministry of Transport, 2009).

Several organisations are contributing to reductions in the number of road deaths and injuries. These are listed below, while Appendix 1 details the relationships between the organisations and contact people at those organisations.

- Accident Compensation Corporation
- Central Government
- Dunedin City Council
- Dunedin Road User Forum
- Ministry of Transport
- New Zealand Police
- New Zealand Transport Agency
- Otago Regional Council
- Regional Land Transport Committee

Despite the trend of reducing road death and injuries, Dunedin currently has the highest level of overall safety risk of all New Zealand cities (Dunedin's Integrated Transport Strategy, 2013). This action plan brings together our local road safety partners to achieve a 'Dunedin road system increasingly free of death and injury'.

Of the 67 territorial and unitary authorities in New Zealand, Dunedin is ranked as the seventh worst area in New Zealand for road safety risk (NZTA, 2013). Given our population size, this is extremely concerning. We have:

- the **highest risk** nationally for crashes at **intersections**
- the **second highest risk** for crashes involving **young drivers**
- the **third highest risk** for **older road users, motorcyclists and pedestrians**
- the **fifth highest risk** for **cyclists**

These are the key areas of high risk in which Dunedin is under-performing relative to other similar cities.



Vision

The vision for the action plan is:

A Dunedin road system increasingly free of death and injury.

The action plan enables collaboration on complex road safety issues, creating a network of organisations working together more effectively, spending more practically and achieving success in reducing road fatalities and injuries from crashes. We want to use the resources we have to get the most benefit to achieve the vision, thus improving the wellbeing of Dunedin's communities.

Each road safety partner has a different focus or strength for its road safety activities. The Regional Land Transport Strategy and the Dunedin Integrated Transport Strategy (2013) both identify road safety in Dunedin as a priority issue. Working collaboratively enables us to address the issue by aligning and coordinating the different Dunedin road safety partners' projects to achieve a greater outcome for Dunedin's community wellbeing.

Using the Action Plan

This action plan:

1. Guides, informs and enables co-ordination of road safety activities performed by the Dunedin road safety partners
2. Shows and enables the public to see and understand the focus for road safety activities in Dunedin
3. Supports National Land Transport funding applications for road safety activities

The action plan can be updated annually, or at any time when our crash data or information sources indicate a need for work. New versions will replace previous versions on the Dunedin City Council website.

The action plan, promoted within each organisation, supports work programmes for relevant road safety activities. One aim of the action plan is to establish and develop partnerships for road safety action. This is already proving to be a success, with the road safety partners working together to develop the actions.

For example, road safety programmes are increasingly targeting the 3.5% (Dunedin City Council, 2013) of the Dunedin transport network (by length) that accounts for approximately 50% of all injury crashes in Dunedin.



Community Outcomes

The Dunedin City Council Long Term Plan 2012/13 – 2021/22 seeks a sustainable and resilient city by creating:

- » A thriving and diverse economy
- » A connected community
- » A safe and healthy city
- » A distinctive built environment
- » A valued and protected natural environment
- » A supportive community
- » A vibrant and creative city
- » A city of learning
- » An active city

Road safety is a significant contributor to the majority of these community outcomes, so creating a safe road system in Dunedin through collaboration makes sense.

The action plan addresses these community outcomes by enabling collaboration of road safety organisations to address specific road safety issues within the Dunedin community. Every time the organisations succeed with their programmes, it supports those community outcomes.

The community can get involved in road safety by reading and understanding this action plan, and supporting improvement projects put out for public consultation. People can also help by making themselves and their friends and family share in road safety responsibility and by looking after themselves and others on the road.

If people believe there may be a road safety issue in their neighbourhood, or somewhere that they travel in Dunedin, we encourage them to contact the Dunedin City Council so the issue can be assessed and actioned as appropriate.

This supports one of the key philosophies of Safer Journeys, which is to have a population of road users that complies with road rules, takes steps to improve safety and demands and expects safety improvements.

Areas of high concern in our road system

The focus of this first action plan is on six current areas of road safety concern in Dunedin City, highlighted from a combination of Safer Journeys (New Zealand Government 2010) and the Communities at Risk Register (NZTA, 2013).

These six areas are:

Young drivers	Intersections	Pedestrians
Motorcyclists	Cyclists	Older road users

The action plan presents each area of concern as an action map to guide the road safety partners to specific locations or situations that have elevated crash rates. They outline what we want to achieve with our actions (the goals), where investigations can focus under the four pillars of the road system, as well as naming the lead agency, and to what timeframes they should adhere. The maps are presented in section 10.

Common themes

Although the foundation of each action map is a single area of road safety concern, there are common aspects.

Reducing fatal and serious injuries

Community and family responsibility

Influencing road user behaviour through education and/or enforcement

Collaboration for success

Awareness

- of risk
- of harm
- of other users

Planning professional for a safe system

- road use
- land use
- people spaces



Monitoring

We will know if our actions are successful by monitoring the crash rates at specific locations or in specific situations, depending on what each road safety action sought to achieve. We will celebrate our success with the Dunedin community in two main ways: media releases and an annual report, presented to the Council, on the success of the action plan.

We will examine:

- the overall trend
- our position on the Communities at Risk Register and what it means
- how our network is changing

Emerging issues

We know that the crash data is telling us what has happened, and therefore where a problem exists. What the data will not immediately tell us is what problems are beginning to emerge that may not have been an issue before. We know that older road users are a current concern, and that this will increase with our aging population. The goal is that older drivers will adapt to their changing driving ability, and many will switch their mode of travel and do more walking and cycling.

Motorcycling is also becoming increasingly popular for recreational journeys in the 45-65 year old age group, while crashes involving trucks and heavy vehicles are also increasing.

The Dunedin road safety partners will monitor these areas closely, by assessing the places where the increasing levels of risk throughout the city boundary warrant consideration of remedial actions will enable us to be proactive before problems become serious.

The action maps

Appendix 2 contains the six action maps for the Safer Journeys Dunedin areas of concern.



References

Dunedin City Council, 2013. *Dunedin's Integrated Transport Strategy*. www.dunedin.govt.nz/transport-strategy

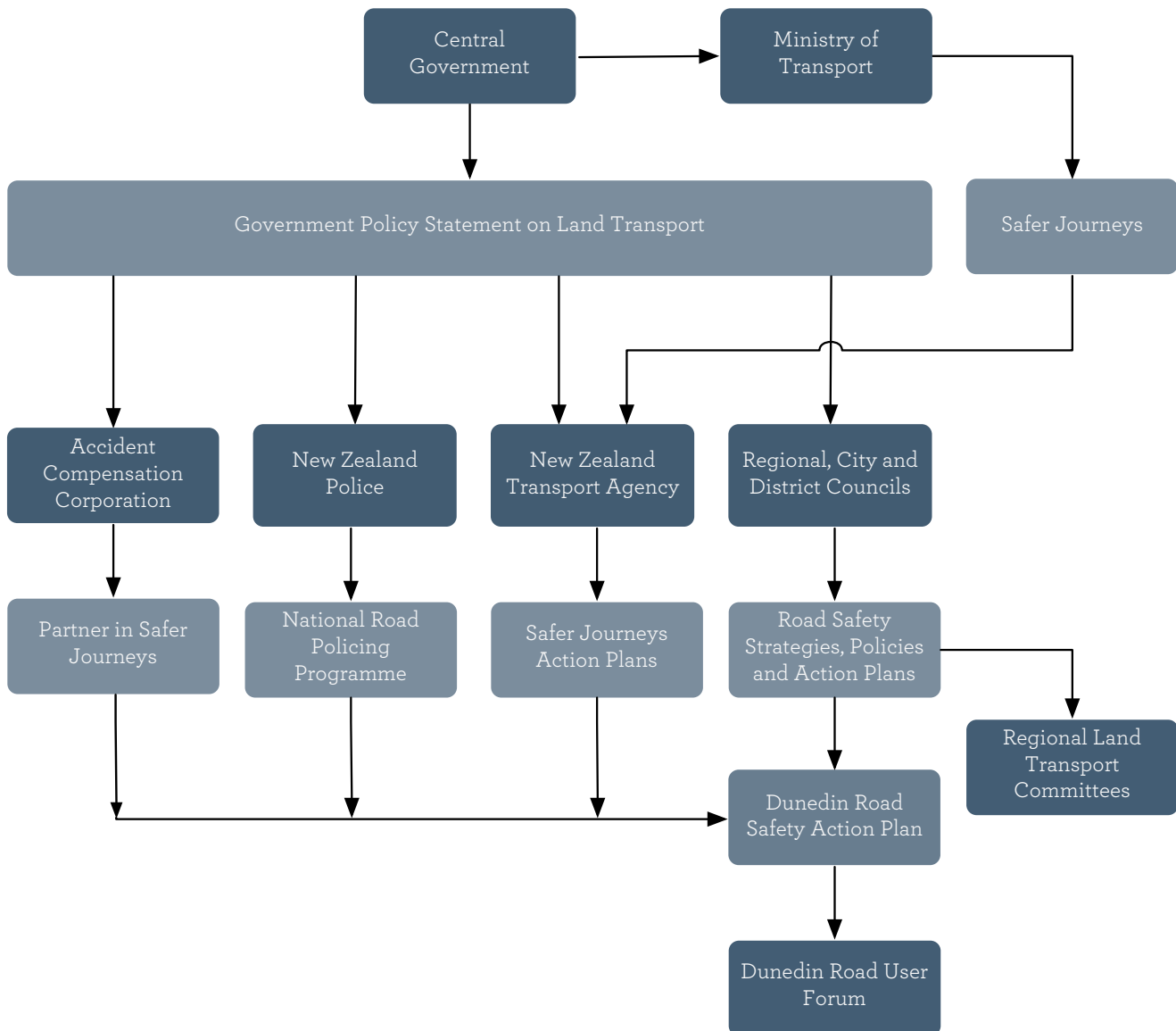
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Appendix 1

Figure 1 The relationship of organisations and their road safety planning action documents.



Young Drivers (Risk)

- Area of concern (Safer Journeys strategy, 2010-2020)
- Second highest risk relative to other Territorial Authorities ((Communities at Risk Register, 2013)

SUMMARY (Dunedin 2008-12)

- 420 serious and fatal crashes
- 486 people seriously or fatally injured (SFI)
- 169 (40%) of the 420 involved younger drivers resulting in 207 (43%) of the 486 SFIs (all age groups)

Terminology

- SFI: serious and fatal injuries
- SH: state highway, local, local council road
- Lead agency: responsible for delivery of action
- Speed Limits
 - » urban, ≤70km/h
 - » rural/open, >70km/h

Crash trends for young drivers – 2008-2012



Key Trends	Goals	Safe system four pillars	Actions - may relate to more than one pillar	Time	Status	Lead Agency
<p>Who</p> <ul style="list-style-type: none"> • Of the 207 SFIs, 146 (70%) were 15-24 years old • 92 (44%) were 15-24 year old drivers; of which 63 were male <p>Young drivers in these SFI crashes:</p> <ul style="list-style-type: none"> • 48 (38%) without a full licence <ul style="list-style-type: none"> » 25 (36%) Restricted » 23 (11%) Learner • 60 (47%) had full licences • 88 (70%) males • 143 (83%) at part/full fault • 103 (60%) at part/full fault males <p>Why</p> <ul style="list-style-type: none"> • 71 (42%) poor handling • 60 (36%) poor observation • 63 (37%) loss of control bends • 37 (22%) crossing turning • 49 (29%) too fast • 43 (25%) poor judgement • 37 (22%) failed to give way • 35 (21%) alcohol <p>Where</p> <ul style="list-style-type: none"> • 109 (64 %) local urban roads • 46 (27%) open roads - half local and state highways <p>Suburb</p> <ul style="list-style-type: none"> • 29 (17%) Dunedin Central • 13 (8%) North Dunedin <p>Conditions</p> <ul style="list-style-type: none"> • 101 (60%) daylight • 113 (67%) dry conditions 	<p>Progressively reduce crashes and fatal injuries involving young drivers by 2020 (from the 2008 baseline)</p>	<p>Safe speeds</p> <ul style="list-style-type: none"> • Implement education programmes at learner and restricted level to better develop drivers skills and capabilities eg conditions, distractions, effect of speed • Ensure speed management measures result in safe and appropriate speeds for all road users <p>Safe road use</p> <ul style="list-style-type: none"> • Develop education programmes such as defensive driving at learner and restricted level to improve driver skills and capabilities in: driving to conditions; not being distracted/scanning the road; identifying hazards (based on University of Waikato research) • Education campaign making people aware of responsibility for their own visibility on roads and roadsides • Develop an education campaign about the impact of drugs and alcohol on road users reactions • Educate and promote the continued involvement of parents, mentors and caregivers <p>Safe roads and roadsides</p> <ul style="list-style-type: none"> • Identify where young drivers crash, informed by risk mapping, and carry out engineering of problematic sites and routes. Use enforcement as appropriate • Collaborate with road safety partners and allied agencies to deliver on young driver education • Consider engineering treatments of problematic sites and routes. Use enforcement as appropriate <p>Safe vehicles</p> <ul style="list-style-type: none"> • Education programmes at learner level about effect of vehicle choice, eg modified vehicles, importance of car maintenance, journey preparation • Importance of safe vehicle choice/maintenance/tyres • Education about the physics behind what keeps cars on the road 	<p>2020</p> <p>February – October 2014</p> <p>March 2014</p> <p>2020</p>	<p>Young Driver Courses 200 Students (Completed)</p> <p>Survivor 2020 Expo For All Year 11 Students</p> <p>Survivor 2020 Covers Safe Vehicles/ Modified Vehicles</p>	<p>DCC/ NZTA</p> <p>DCC/ NZTA</p> <p>DCC/ NZTA</p> <p>DCC</p>	

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Intersections (Risk)

- Area of concern (Safer Journeys strategy, 2010-2020)
- Highest risk relative to other Territorial Authorities (Communities at Risk Register, 2013)

SUMMARY (Dunedin 2008-12)

- 420 serious and fatal crashes
- 486 people seriously injured or killed (SFI)
- 155 (37%) of the 420 crashes were at and within 50 metres of an urban intersection
- 180 (37%) of the 486 SFI were as a result of these 155 crashes

Terminology

- SFI: serious and fatal injuries
- SH: state highway, local, local council road
- Lead Agency: responsible for delivery of action urban, ≤70km/h rural/open, >70km/h
- Speed Limits

Crash trends for urban intersections – 2008-2012



Key Trends	Goals	Safe system four pillars	Actions - may relate to more than one pillar	Time	Status	Lead Agency
<p>Who</p> <ul style="list-style-type: none"> • SFI: 38 (20%) were 20-24 years old • 28 (70%) were 15-19 years old, of which 19 (70%) were male <p>At fault (prime or part)</p> <ul style="list-style-type: none"> • 26 (17%) 20-24 year olds, • 21 (16%) 15-19 year olds • 21 (15%) 30-39 year olds • 65% males • 121 (78%) multiple parties <p>Why</p> <ul style="list-style-type: none"> • 78 (50%) failure to give way • 71 (46%) poor observation • 67 (43%) crossing turning • 39 (25%) pedestrians <p>Where</p> <ul style="list-style-type: none"> • 127 (82%) local urban • 66 (42%) give way • 50 (32%) T intersections • 48 (31%) signals <p>Suburb</p> <ul style="list-style-type: none"> • 45 (29%) Dunedin Central • 27 (17%) North Dunedin • Road corridors <ul style="list-style-type: none"> » George Street » Stuart Street » State Highway 1 <p>Conditions</p> <ul style="list-style-type: none"> • 113 (73%) daylight • 113 (73%) dry • 90 (58%) dry daylight • 64 (41%) Weekday: 9am-6pm 	<p>Progressively reduce serious and fatal injuries at intersections by 2020 (from the 2008 baseline)</p> <p>Progressively reduce the number of high risk intersections in Dunedin by 2020</p>	<p>Safe speeds</p> <p>Consider engineering treatments at problematic locations and routes. Use enforcement as appropriate</p> <p>Ensure speed management measures result in safe and appropriate speeds for all road users</p> <p>Safe road use</p> <p>Explore ways to influence road user behaviour at intersections (particularly driver behaviour)</p> <p>Develop campaigns to target high risk users</p> <p>Options include enforcement and education campaigns</p> <p>Safe roads and roadsides</p> <p>Identify high-risk intersections and solutions. Identify and implement interventions and pedestrian measures and monitor success</p> <p>Check intersection coordination to influence red light running</p> <p>Liaise with planners regarding reviews of District Plans and policies in transport</p> <p>Research the use of art/landscaping, ie changing the environment around intersections; barriers to direct pedestrians</p> <p>Research red light cameras (national level, Auckland study)</p> <p>National prioritisation may impact</p> <p>Explore ways to raise awareness of the need for good brakes and braking</p> <p>Safe vehicles</p>	<p>Consider engineering treatments at problematic locations and routes. Use enforcement as appropriate</p> <p>Ensure speed management measures result in safe and appropriate speeds for all road users</p> <p>Explore ways to influence road user behaviour at intersections (particularly driver behaviour)</p> <p>Develop campaigns to target high risk users</p> <p>Options include enforcement and education campaigns</p> <p>Identify high-risk intersections and solutions. Identify and implement interventions and pedestrian measures and monitor success</p> <p>Check intersection coordination to influence red light running</p> <p>Liaise with planners regarding reviews of District Plans and policies in transport</p> <p>Research the use of art/landscaping, ie changing the environment around intersections; barriers to direct pedestrians</p> <p>Research red light cameras (national level, Auckland study)</p> <p>National prioritisation may impact</p> <p>Explore ways to raise awareness of the need for good brakes and braking</p>	<p>2015</p> <p>2014</p> <p>June - July 2014</p> <p>2020</p> <p>Medium Term</p> <p>-</p> <p>Medium-long term</p>	<p>On-going monitoring</p> <p>Risk mapping</p> <p>Centre assessment</p> <p>February - March campaign aimed at intersection behaviour highlighting:</p> <ul style="list-style-type: none"> • not giving way • poor observation <p>Ongoing since 2011</p> <p>Ongoing since 2011</p> <p>Discussion underway planning as part of Second Generation District Plan.</p> <p>-</p> <p>Initial focus likely to be rolled out by Police</p> <p>Commercial Vehicle Investigation Unit/ Road Transport Association education</p>	<p>DCC/ NZTA</p> <p>DCC</p> <p>DCC</p> <p>NZTA</p> <p>DCC</p> <p>-</p> <p>Police</p> <p>NZTA</p>

Dunedin City's Road Safety Action Plan is developed by Dunedin's Road Safety Partners: NZTA, NZ Police, ORC, ACC, DCC (ref <http://www.nzta.govt.nz/planning/process/road-safety.html>) Agencies we work with to deliver the action plan include organisations such as SADD (A not-for-profit organization focussed on saving the lives of young people by eliminating drunk driving)

Pedestrians (Risk)

- Area of concern (Safer Journeys strategy, 2010-2020)
- Third highest risk relative to other Territorial Authorities (Communities at Risk Register, 2013)

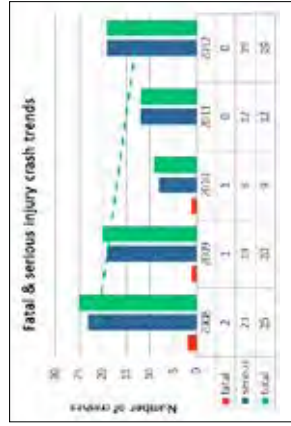
SUMMARY (Dunedin 2008-12)

- 420 serious and fatal crashes
- 486 people seriously injured or killed (SFI)
- 85 (20%) of the 420 crashes involved pedestrians
- 85 (17%) of the 486 SFI were pedestrians

Terminology

- SFI: serious and fatal injuries
- SH: state highway, local, local council road
- Lead Agency: responsible for delivery of action
- Speed Limits urban, <70km/h rural/open, >70km/h

Crash trends for pedestrians – 2008-2012



Key Trends	Goals	Safe system four pillars	Actions - may relate to more than one pillar	Time	Status	Lead Agency
<p>Who</p> <p>Of the 85 SFIs</p> <ul style="list-style-type: none"> • 17 (20%) were 20-24 years old, of which 12 (70%) were male • 12 (14%) were 15-19 years old <p>Why</p> <ul style="list-style-type: none"> • 74 (88%) crashes had a driver factor • 29 (34%) poor observation • 20 (24%) failure to give way • 13 (18%) turning traffic failed to give way at signals <p>Pedestrian factors in 48 (56%) crashes:</p> <ul style="list-style-type: none"> • 25 (52%) crossing heedless of traffic, walking, running • 9 (%) alcohol a factor <p>Where</p> <ul style="list-style-type: none"> • 73 (86%) local urban roads • 10 (12%) urban state highways <p>Crossing facilities (including signals)</p> <ul style="list-style-type: none"> • Most crashes not at a crossing • 23 (27%) crashes at signals <p>Other:</p> <ul style="list-style-type: none"> • 60 (75%) main roads • 46 (54%) mid-block • 71 (82%) car/van/ utility <p>Suburb:</p> <ul style="list-style-type: none"> • 28 (33%) Dunedin Central (George Street: highest number of crashes) • 11 (13%) North Dunedin <p>Conditions</p> <ul style="list-style-type: none"> • 63 (73%): in daylight • 66 (78%): dry conditions 	<p>Progressively reduce serious and fatal injuries involving pedestrians by 2020 (from the 2008 baseline) with a focus on the Central Business District</p>	<p>Safe speeds</p> <p>Advocate for CBD to be a focus for speed limit review, and inform the DCC</p> <p>Safe road use</p> <p>Inform and advise Dunedin Road User Forum submission on Integrated Transport Strategy</p> <p>Review outcome of Central Business District speed limit reduction</p> <p>Safe roads and roadsides</p> <p>Safer Journeys 2020 safe walking and cycling p38 'strengthen techniques to integrate safety into land use planning' (also focus on high risk roads and intersections)</p> <p>Partners</p> <ul style="list-style-type: none"> • Intersections: Continue introducing pedestrian protection to signalised intersections as a routine upgrade (prioritising high risk intersections) • State highway intersections: Review pedestrian safety and link to high risk intersections for upgrade work; pedestrian protection at signals. • Midblock and intersections: pedestrian facilities appropriate for older pedestrians • Study - transportation • Implement the development of pedestrian friendly environments, eg Centres Programmes • Increased focus on high risk areas and investigating solutions <p>Safe vehicles</p> <p>Refer to Safer Journeys</p> <p>Partners</p> <ul style="list-style-type: none"> • Vehicles: promote choosing vehicles with safety technology new ANCAP tests and star rating for vehicles with features such as sympathetic frontal design for pedestrian impact • Control over-rides for modern vehicles to identify obstacles and slow/stop the car in spite of driver actions 	<p>Advocate for CBD to be a focus for speed limit review, and inform the DCC</p> <p>Inform and advise Dunedin Road User Forum submission on Integrated Transport Strategy</p> <p>Review outcome of Central Business District speed limit reduction</p> <p>Awareness campaigns (Research, Develop, Implement, Evaluate):</p> <ul style="list-style-type: none"> • Research target groups and ways to influence their behaviour eg heavy commercial vehicles, students, elderly, distracted road users • Develop campaigns • Implement campaigns • Evaluate campaigns <p>Safer Journeys 2020 safe walking and cycling p38 'strengthen techniques to integrate safety into land use planning' (also focus on high risk roads and intersections)</p> <p>Partners</p> <ul style="list-style-type: none"> • Intersections: Continue introducing pedestrian protection to signalised intersections as a routine upgrade (prioritising high risk intersections) • State highway intersections: Review pedestrian safety and link to high risk intersections for upgrade work; pedestrian protection at signals. • Midblock and intersections: pedestrian facilities appropriate for older pedestrians • Study - transportation • Implement the development of pedestrian friendly environments, eg Centres Programmes • Increased focus on high risk areas and investigating solutions <p>Refer to Safer Journeys</p> <p>Partners</p> <ul style="list-style-type: none"> • Vehicles: promote choosing vehicles with safety technology new ANCAP tests and star rating for vehicles with features such as sympathetic frontal design for pedestrian impact • Control over-rides for modern vehicles to identify obstacles and slow/stop the car in spite of driver actions 	<p>2013/14</p> <p>2013/14</p> <p>2013/14</p> <p>2015</p> <p>2013/June</p> <p>2014</p> <p>June 14/2015</p> <p>2015-2017</p> <p>2017/18</p> <p>Ongoing</p>	<p>Scheduled to go to the Council 2015/18</p> <p>Walk the walk campaign (11-12/2013)</p> <p>Distracted pedestrians campaign 15-24 years, cell and head phone distraction (9-10/2013)</p> <p>Currently identifying sites using risk mapping, solutions, and prioritising sites for upgrading</p>	<p>DCC</p> <p>DCC</p> <p>NZTA</p> <p>DCC</p> <p>DCC</p> <p>DCC</p> <p>DCC/NZTA</p>

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Motorcyclists (Risk)

- Area of concern (Safer Journeys strategy, 2010-2020)
- Third highest risk relative to other Territorial Authorities (Communities at Risk Register, 2013)

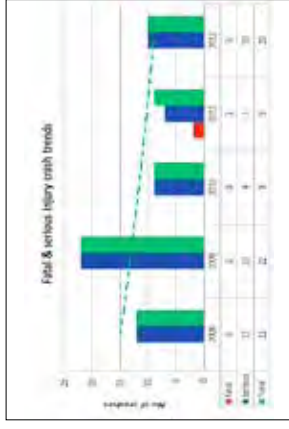
SUMMARY (Dunedin 2008-12)

- 420 serious and fatal crashes
- 486 people seriously injured or killed (SFI)
- 62 (15 %) of the 420 crashes involved motorcycles or mopeds
- 54 (11%) of the 486 SFI were motorcyclists
- 8 were moped users

Terminology

- SFI: serious and fatal injuries
- SH: state highway, local, local council road
- Lead Agency: responsible for delivery of action urban, ≤70km/h rural/open, >70km/h
- Speed Limits

Crash trends for motorcycles and mopeds – 2008-2012



Key Trends	Goals	Safe system four pillars	Actions - may relate to more than one pillar	Time	Status	Lead Agency
<p>Who</p> <ul style="list-style-type: none"> • 11 (18%) SFI: 20-24years, 10 males • 11 (18%) SFI: 15-19years, 9 males • 11 (18%) SFI: 50-54 years, 9 males • 53 (85%) male • 51 (87%) motorcycle • 8 (13%) mopeds • >90% motorcyclists at fault <p>Why</p> <ul style="list-style-type: none"> • 30 (51%) poor handling • 23 (39%) poor observation • 14 (24%) failure to give way • poor judgement, road factors, speed, too fast (especially on bends) • 38 (62%) full licence • 13 (21%) learner <p>Where</p> <ul style="list-style-type: none"> • 36 (58%) local urban • 13 (21%) local open • 31 (53%) mid block • 8 (100%) mopeds urban • >90% on sealed roads • <10% loose gravel <p>Suburb</p> <ul style="list-style-type: none"> • 8 (13%) Dunedin Central • 7 (11%) North Dunedin • 5 (8%) Waitati <p>Conditions</p> <ul style="list-style-type: none"> • 43 (70%) dry, daylight <p>Movement</p> <ul style="list-style-type: none"> • 27 (43%) head on or on a bend • 25 (93%) single vehicle • 15 (24%) crossing turning • 23 (44%) weekend • 14 (23%) on Sundays • 23 (44%) time 3pm-6pm 	<p>Progressively reduce crashes and serious and fatal injuries involving motorcyclists by 2020 (from the 2008 baseline).</p>	<p>Safe speeds</p> <p>Ensure speed management measures result in safe and appropriate speeds for all road users</p> <p>Influence the behaviour of motorcycle and moped users in relation to speed</p> <p>Safe road use</p> <p>Develop driver training and education programmes to refresh and improve motorcyclists' road skills and their understanding to enable them to adapt to their changing abilities</p> <p>Establish and strengthen relationships with motorcyclists to obtain their perspective. Invite motorcyclists to participate in the Dunedin Road User Forum</p> <p>Increase the awareness of motorcyclists using the roads via varied means including road safety in general for other road users, eg Dunedin Road User Forum</p> <p>Promoting safe road use among motorcyclists via clubs and education campaigns, and explore other avenues, eg skills training to ensure motorcyclists know and understand the risks</p> <p>Safe roads and roadsides</p> <p>Assess and apply NZTA 'high risk motorcycle guide' recommendations to Dunedin roads and roadsides</p> <p>eg review appropriateness of maintenance and design practice</p> <p>Safe vehicles</p> <p>Strengthen relationship with motor cycle retailers, ie promoting the right bike and safety features</p> <p>Police to undertake warrant checks on motorcycles</p>	<p>2015-18</p> <p>2014-15</p> <p>2020</p> <p>2015</p> <p>2020</p> <p>2015</p> <p>2015</p> <p>2014</p> <p>2015-2018</p> <p>2015-2018</p>	<p>Risk based speed limit reviews</p> <p>Autumn campaigns - ads in ODT and on road side billboards</p> <p>Campaign under action (2013-2014)</p> <p>Safety campaigns in November around Burt Munro event (2013-14)</p> <p>Underway - on-going (2013)</p> <p>ACC development of skills based training in Otago (2013-14)</p> <p>ACC</p> <p>DCC</p> <p>DCC</p> <p>DCC/ NZTA</p> <p>ACC</p> <p>Police</p>	<p>Dunedin City's Road Safety Action Plan is developed by Dunedin's Road Safety Partners: NZTA, NZ Police, ORC, ACC, DCC (ref http://www.nzta.govt.nz/planning/process/road-safety.html) Agencies we work with to deliver the action plan include organisations such as SADD (A not-for-profit organization focussed on saving the lives of young people by eliminating drunk driving)</p>	

Cyclists (Risk)

- Area of concern (Safer Journeys strategy, 2010-2020)
- Fifth highest risk relative to other Territorial Authorities (Communities at Risk Register, 2013)

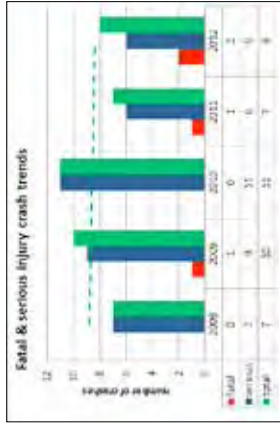
SUMMARY (Dunedin 2008-12)

- 420 serious and fatal crashes
- 486 people seriously injured or killed (SFI)
- 45 (11%) of the 420 crashes involved cyclists
- 45 (9%) of the 486 SFI were cyclists

Terminology

- SFI: serious and fatal injuries
- SH: state highway, local, local council road
- Lead Agency: responsible for delivery of action
- Speed Limits urban, <70km/h rural/open, >70km/h

Crash trends for cyclists – 2008-2012



Key Trends	Goals	Safe system four pillars	Actions - may relate to more than one pillar	Time	Status	Lead Agency
<p>Who</p> <ul style="list-style-type: none"> • Of those SFIs • 18 (42%) were 15-30 years • 8 (18%) were 30-34 and 45-49 years • 2 of the 4 fatalities >66 years • 28 (64%) were male <p>Why</p> <ul style="list-style-type: none"> • 21 (49%) crossing turning • 29 (67%) poor observation • 19 (44%) failure to give way/ stop • Car 8 fail to give way • Cyclist 3 fail to give way <p>Where</p> <ul style="list-style-type: none"> • 31 (72%) local urban • 8 (19%) urban SH <p>Suburb</p> <ul style="list-style-type: none"> • 10 (25%) Dunedin Central • 8 (20%) North Dunedin <p>Road corridor</p> <ul style="list-style-type: none"> • 8 on SH1 South • 3 on Portobello Road <p>Conditions</p> <ul style="list-style-type: none"> • 38 (89%) dry, daylight 	<p>Progressively reduce crashes and serious and fatal injuries involving cyclists by 2020 (from the 2008 baseline).</p>	<p>Safe speeds</p>	<p>Assess the suitability of speed environments in and around where cyclists are at risk, or where cyclists are a high proportion of the traffic. Consider including in report to the Council on risk based speed limit reviews. Decide whether to reduce speed limit or separate cyclists from motor vehicle traffic. Ensure speed management measures result in safe and appropriate speeds for all road users</p>	2015	Scheduled to go to the Council 2015/18	DCC
<p>Safe road use</p>		<p>Safe road use</p>	<p>Education programmes to develop cycling skills for all age groups</p> <p>Education programmes to develop awareness of all road users with respect to cyclists</p> <p>Develop awareness programmes specifically for heavy vehicles (buses and trucks)</p>	Ongoing	<p>Bike library (term 1, 2014)</p> <p>Cycle skills (term 4, 2014)</p> <p>Bikewise, Be Bright (2014)</p> <p>Share the Road (2014)</p> <p>Road user workshops (2014)</p>	DCC
<p>Safe roads and roadsides</p>		<p>Safe roads and roadsides</p>	<p>Identify high risk sites/routes using risk management and investigate/consider implementation/ intervention as required</p> <p>Develop and construct the strategic cycle network</p> <p>Consider cyclists needs whenever upgrades or improvements are planned</p>	2014 2014-18 2014-15 2014	<p>Develop risk maps</p> <p>Interim improvements in one way pair completed</p> <p>Long term investigations underway / South Dunedin cycle network being developed and implemented</p>	DCC/ NZTA DCC/ NZTA DCC DCC
<p>Safe vehicles</p>		<p>Safe vehicles</p>	<p>Vehicles: promote choosing vehicles with safety technologies. New ANCAP tests and star rating for vehicles with features such as sympathetic frontal design for pedestrian impact and control, overrides for modern vehicles to identify obstacles and slow/stop the car in spite of driver actions. For heavy vehicles (eg under run protection on trucks).</p> <p>Cyclists: promote safety gear for cyclists and maintenance of bikes (see also road user actions).</p>	Ongoing		DCC/ Police ACC

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Older Road Users (Risk)

- Area of concern (Safer Journeys strategy, 2010-2020)
- Third highest risk relative to other Territorial Authorities (Communities at Risk Register, 2013)

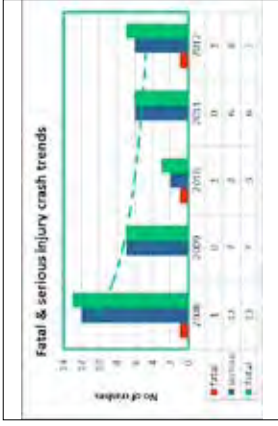
SUMMARY (Dunedin 2008-12)

- 420 serious and fatal crashes
- 486 people seriously injured or killed (SFI)
- 36 (9%) of the 420 crashes involved older road users (75 years and over)
- 36 (8%) of the 486 SFI were older road users

Terminology

- SFI: serious and fatal injuries
- SH: state highway, local: local council road
- Lead Agency: responsible for delivery of action
- Speed Limits
urban, 570km/h
rural/open, >70km/h

Crash trends for road users 75 years and over – 2008-2012



Key Trends	Goals	Safe system four pillars	Actions - may relate to more than one pillar	Time	Status	Lead Agency
Who <ul style="list-style-type: none"> • 75 years and over account for 6.6% of Dunedin's population¹ but 8% of SFI Why <ul style="list-style-type: none"> • 14 (39%): poor observation • 11 (31%): fail to give way/ stop • 10 (28%): poor handling • Crashes where older drivers prime/part fault 15/36 (42%) • 6 (33%): car/van • 13 (33%): pedestrians • 10 (28%): crossing turning Where <ul style="list-style-type: none"> • 29 (81%): urban state highway • 26 (71%): local urban road Suburb <ul style="list-style-type: none"> • 6 (17%): Dunedin Central • 5 (14%): South Dunedin • 4 (11%): Roslyn • 3 (8%): St Kilda • 3 (8%): Mosgiel Conditions <ul style="list-style-type: none"> • 34 (94%): daylight • 24 (67%): dry 	Progressively reduce crashes and serious and fatal injuries involving older road users by 2020 (from the 2008 baseline).	Safe speeds Ensure speed management measures result in safe and appropriate speeds for all road users Safe road use Education programmes to refresh older road users skills and understand how to adapt to their abilities Educate the wider public to increase tolerance and understanding of older road users Increase the availability of alternative transport modes plus promote awareness of these (eg super gold free bus travel) Develop awareness of safe road use (pedestrians, mobility scooters, car drivers) via education programmes and advertising Collaborate with road safety partners and allied agencies to deliver education programmes eg Police, Automobile Association, Accident Compensation Corporation, Non-governmental organisations (Age Concern, Disability Action, New Zealand Foundation for the Blind, Grey Power etc), and the Dunedin City Council)	Ensure speed management measures result in safe and appropriate speeds for all road users Education programmes to refresh older road users skills and understand how to adapt to their abilities Educate the wider public to increase tolerance and understanding of older road users Increase the availability of alternative transport modes plus promote awareness of these (eg super gold free bus travel) Develop awareness of safe road use (pedestrians, mobility scooters, car drivers) via education programmes and advertising Collaborate with road safety partners and allied agencies to deliver education programmes eg Police, Automobile Association, Accident Compensation Corporation, Non-governmental organisations (Age Concern, Disability Action, New Zealand Foundation for the Blind, Grey Power etc), and the Dunedin City Council)	2020 (as needed) 2014 2014	Stay Safe and Car fit courses Mobility safe work shops NZTA monitoring	NZTA/DCC NZTA/DCC/ Age Concern DCC/ Police/ Age Concern NZTA/DCC NZTA/DCC DCC/Age Concern
Safe roads and roadsides Safe vehicles		Consider engineering measures to ensure existing pedestrian facilities, roads and roadsides are appropriate for older users and ensure forward works programmes meet projected future population increases (aged)	Promote the safe choice and use of vehicles (car, mobility scooters), eg vehicles with side mirrors, backing cameras Assist and educate to ensure vehicles are fit for purpose (eg set up for a journey and the importance of maintenance) Ensure older road users are educated to enable them to adjust their driving position and the car's equipment so physiological changes do not escalate their risk.	2020 2020	NZTA monitoring 2014 Stay Safe and car fit courses	NZTA/DCC DCC/Age Concern

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Appendix 2.5

Contacts at relevant agencies

AGENCY	ROLE	AGENCY CONTACT
Accident Compensation Corporation	Supporting Safe System thinking and local Safer Journey projects	Community Injury Prevention Consultant ACC Private Bag 1943, Dunedin Phone 03 479 6931 Email information@acc.co.nz
Central Government	Frames and passes legislation supporting safe road use safe vehicles and roads and roadsides plus enabling public funds to be raised and used for the purposes outlined in this action plan. Sets overall aims and direction for the transport sector with the GPS	Refer to contacts below
Dunedin City Council	Responsible for leading the team that works with the community to maximise safety and sustainability in its use of the transport network	Senior Traffic Engineer Dunedin City Council The Octagon, Dunedin Phone 03 477 4000 Email dcc@dcc.govt.nz
Dunedin Road User Forum ¹	To inform the planning and implementation of safety interventions by road safety partners	Safe and Sustainable Travel Co-ordinator Dunedin City Council The Octagon, Dunedin Phone 03 477 4000 Email dcc@dcc.govt.nz
New Zealand Police	Funded through NZTA, agree on a National Road Policing programme reviewed annually.	Road Policing Manager Dunedin Central Police Station 25 Great King Street, Dunedin Phone 03 471 4800
Ministry of Transport	Gives effect to the directions agreed with government in the GPS develops key strategies and publishes a statement of intent	Safer Journeys Co-ordinator Ministry of Transport PO Box 3175, Wellington 6140 Phone: 04 439 9000 Email info@transport.govt.nz
New Zealand Transport Agency	Contracts to deliver on the GPS and the MoT strategies, such as Safer Journeys 20/20	Senior Safety Engineer NZTA The AA Building, Moray Place Phone: 03 955 2937 Email info@nzta.govt.nz
Otago Regional Council	Supporting the district approach and coordinating regional road safety actions and the applications for funding from the National Land Transport Fund	Senior Policy Analyst – Transport Otago Regional Council 70 Stafford Street, Dunedin Phone 0800 474 0827 Email: http://www.orc.govt.nz/
Regional Land Transport Committee	Supporting the district approach and coordinating regional road safety actions and the applications for funding from the National Land Transport Fund	Regional Land Transport Committee Chair Otago Regional Council 70 Stafford Street, Dunedin Phone 0800 474 0827 Email: http://www.orc.govt.nz/

¹ Twenty plus advisory organisations and groups whose role is to inform the planning and implementation of safety interventions by the Road Safety Partners



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