



BUILDING AND MAINTAINING
NEW ZEALAND'S LAND TRANSPORT
INFRASTRUCTURE

Phone: 04 471 1184
Fax: 04 471 1185

2 Collina Terrace
PO Box 12 412
Thorndon
Wellington, New Zealand

WWW.ROADINGNZ.ORG.NZ

7th October 2009

Safer Journeys
PO Box 3175
Wellington

Dear Sir,

Safer Journeys Discussion Document

Roading New Zealand thanks the Ministry of Transport (MoT) for the opportunity to make a submission on the above Discussion Document. Roading New Zealand also congratulates the Government for seeking ways to improve road safety outcomes for all New Zealanders.

Roading New Zealand represents contractors who build and maintain New Zealand's land transport infrastructure. Our members are very interested in this document firstly as contractors carrying out the majority of the country's roading work and secondly as users of the roading network.

In many ways the introduction and uptake of a safety culture by those using the roading network is very similar to the issues faced when introducing or changing a health and safety culture within a company. We believe that the Ministry of Transport could pick up key learning's from both the Industry and the Department of Labour in this respect.

Our comments follow and we ask that they be considered for inclusion in the final Road Safety Strategy document.

(1) Vision, Safety System and Priorities

We believe that the public may not know what the term "road system" in the proposed Vision means. We also believe that the Vision should have reference to Zero Harm. Accordingly we suggest the following Vision.

"Safer road trips that increasingly reduce deaths and serious injuries to zero"

We agree with the "safe system" approach as a means to achieving the proposed Vision. We also agree with the elements of the "safe system" as listed in the document.

The priorities listed in the document appear to be intuitively correct as well as being well researched. As roading contractors we are concerned about road safety around roadwork's sites and ask that this area be specifically investigated as a priority as well. The NZ Transport Agency has provided us with the following data for casualties around roadwork's sites and we are concerned about the upward trend from 2006 onwards. It is clear to us that the positive effects of the 2004 "Slow Down Around Roadwork's" Campaign is now wearing off and its an opportune time to reassess the priority of reducing crashes around roadwork sites.

Year	Deaths	Serious injuries	Minor injuries	Total
2004	11	27	143	181
2005	4	26	145	175
2006	1	28	141	170
2007	7	34	157	198
2008	5	36	160	201
Total	28	151	746	925

(2) Safer Roads and Roadsides

As evidenced by the improved safety record of State Highways up to 2007 we believe that safety retrofitting to the road network is very effective in achieving the Vision statement. In particular, the construction of passing lanes not only substantially reduces the likelihood of head on collisions, they also improve journey times.

(3) Safer Speeds

The achievement of safe speeds through roadwork sites according to the speed restriction signs has been an ongoing challenge. Not only is exceeding the speed limit dangerous for motorists, it is also dangerous for those working on the road. Despite numerous requests over many years for assistance in the enforcement of those speed restriction zones, very little has eventuated. Potential options for addressing this issue include:

- Regular use of police officers on site to enforce the restrictions
- Doubling of fines and/or demerit points for any breaches due to the threat to the health and safety of road workers. This is common practise in other countries
- Dynamic signs displaying the actual speed of vehicles at the beginning of roadwork's sites to make motorists aware of their speeds

- Running another “Slow Down Around Roadwork’s” campaign similar to the very successful 2004 campaign
- Allowing contractors to erect speed humps or chicanes as part of their worksites - approved by the RCA

We also ask that the Road Code be strengthened and enhanced with information around safety at roadwork sites to enable motorists to cope better with recent developments around:

- mobile operations
- advanced warning message signs
- truck mounted attenuators

In addition driver education about negotiating manned and unmanned worksites would be desirable.

(4) Improving the Safety of Heavy Vehicles and Reducing Fatigue

Roading New Zealand supports the national implementation of the “Commercial Driver Programme” to improve the safety of heavy vehicles on our roads. We believe this would be a very effective programme. To further improve the safety of heavy vehicles companies would like public access to the names of drivers with convictions. This will enable our members to take any previous unsafe behaviour into account when employing new drivers.

Research presented at the Australian Asphalt Pavements Association’s Conference 3 years ago clearly showed the negative impact of driver fatigue on the safety of heavy vehicles on our roads. We ask that further research is carried out here in New Zealand to substantiate this for New Zealand and to identify mitigation measures.

We trust you find this submission helpful and ask that we be given the opportunity to speak to it.

Yours sincerely



Chris Olsen
Chief Executive