



14 August 2019

Email: [roadsafetystrategy@transport.govt.nz](mailto:roadsafetystrategy@transport.govt.nz)

To whom it may concern

**SUBMISSION ON ROAD TO ZERO:  
CREATING NEW ZEALAND'S NEW ROAD SAFETY STRATEGY 2020-2030**

Thank you for the opportunity to submit on the draft Road Safety Strategy 2020-2030. We welcome and support this new approach to reduce deaths and serious injuries on our roads by 40 percent by 2030.

The draft Strategy is closely aligned to the Queenstown Lakes District's own Road Safety Plan, which is being developed, and is based on similar principles to those outlined in the Road to Zero Strategy.

I do, however, have concerns about the mechanisms to initiate improvements in road safety at a local level. These concerns are outlined in the attachment to this letter.

Please note that, in addition to this letter, staff have completed and submitted the Road to Zero online submission form. These submissions reflect the position of officers and have not been ratified by full Council.

Thank you again for the opportunity to comment.

Yours faithfully,

Mike Theelen  
**Chief Executive**



## **1.0 Vision Zero and Road to Zero**

- 1.1 Last year the Queenstown Lakes District Council (QLDC) considered a report called Vision Zero, which outlined a strategic response to road safety specific to our district.
- 1.2 While this report was not formally adopted by the Council, its content reflects the principles in the Road to Zero strategy and has informed the development of the QLDC's draft Road Safety Action Plan.

## **2.0 Funding road safety improvements**

- 2.1 The QLDC is responding to the level of growth in our district by undertaking multiple transport initiatives simultaneously to address safety, mode shift, travel demand management, and other elements that align with the Ministry of Transport's Government Policy Statement.
- 2.2 While we support the Road to Zero approach in principle, the QLDC's resources are severely limited in terms of implementing its safety objectives. As a Territorial Local Authority, it is crucial to have a clear indication from the government on funding in order to implement the Road to Zero Strategy locally.
- 2.3 The QLDC's current strategic transport programme will intrinsically address safety matters, but if the programme is subject to the NZTA's current investment process, it will be time-consuming and there is no certainty of investment.

## **3.0 Working with other agencies**

- 3.1 The draft Road to Zero Strategy does not adequately stress the importance of the New Zealand Transport Agency (NZTA) in the design and delivery of safer roads. As a local authority, we depend on NZTA support to achieve our local road safety objectives. It would be useful if the Strategy could describe the relationship between the NZTA and other stakeholders in giving effect to the Strategy.
- 3.2 We are now seeing other Ministries involved in transport matters (such as a blanket removal of District Plan minimum parking standards in certain zones). Without further investment, these activities will be very slow to start.

## **4.0 Active transport**

- 4.1 While the district is not in the high category for deaths and serious injury on local roads, there is a perceived risk that our roads are unsafe, and this discourages active transport modes. Support to implement the Road to Zero Strategy may help change that perception, and encourage more walking and cycling.

## **5.0 Recommendations**

5.1 The QLDC suggests that the Ministry considers the following:

- 5.1.1 separate infrastructure improvements and speed management as key action areas;
- 5.1.2 ensuring appropriate funding is available to achieve the Strategy's vision in line with the principles;



- 5.1.3 developing action plans in partnership with Road Controlling Authorities and include more specific targets in line with the 40 percent reduction that individual actions can be assessed against;
- 5.1.4 clarifying, and amending as required, the consultative requirement for adjusting speed limits to align with a safe and appropriate speed;
- 5.1.5 making appropriate legislative and funding changes to enable Road Controlling Authorities to work with the police to enforce speed limits and other traffic infringements through the use of cameras; and
- 5.1.6 acknowledge and support the role of public transport in achieving safety outcomes by reducing traffic volumes.

