

"In response to its community, the council continues to seek further improvements to road safety."



Chapter

6

Safety and Security

- Provide a transport system that is safe and enhances personal security
- Improve road safety by focusing on engineering, education and enforcement
- Engineer and maintain a network of priority emergency routes for use in the event of a natural disaster
- Collaborate with national, regional and community safety agencies.

Safety and security are addressed throughout this strategy in their wider contexts. This chapter addresses road safety, public safety, and the security of the road network to sustain access in emergency situations, but it must be read in conjunction with Chapters 3 to 8.

6.1 Introduction

Road Safety - Past Progress and Future Aspirations

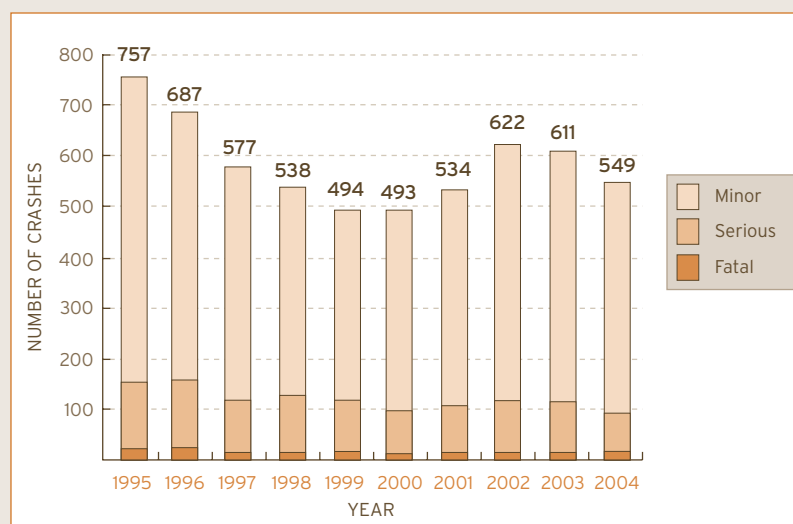
Manukau City Council aims for the city to achieve and maintain a level of road safety better than or equivalent to the safest comparable cities in New Zealand.

As a low density, suburban city, Manukau's urban form and lifestyle is based on use of motor vehicles and relatively high trip rates. Associated with this lifestyle is the cost and danger of vehicle crashes, injury and fatality.

There has been considerable effort applied to improving road safety in Manukau over the last decade in conjunction with nationwide

action resulting from public dissatisfaction with the nation's very high death and trauma rates. This effort has successfully reduced the annual totals of crashes that result in injury and death (see Figure 6.1). Overall, statistical evidence demonstrates that road safety in Manukau is on par with comparable cities in New Zealand.

Figure 6.1: Number of Injury Crashes
Manukau City





“Manukau City Council has adopted a road safety plan that fits into a national and regional framework.”

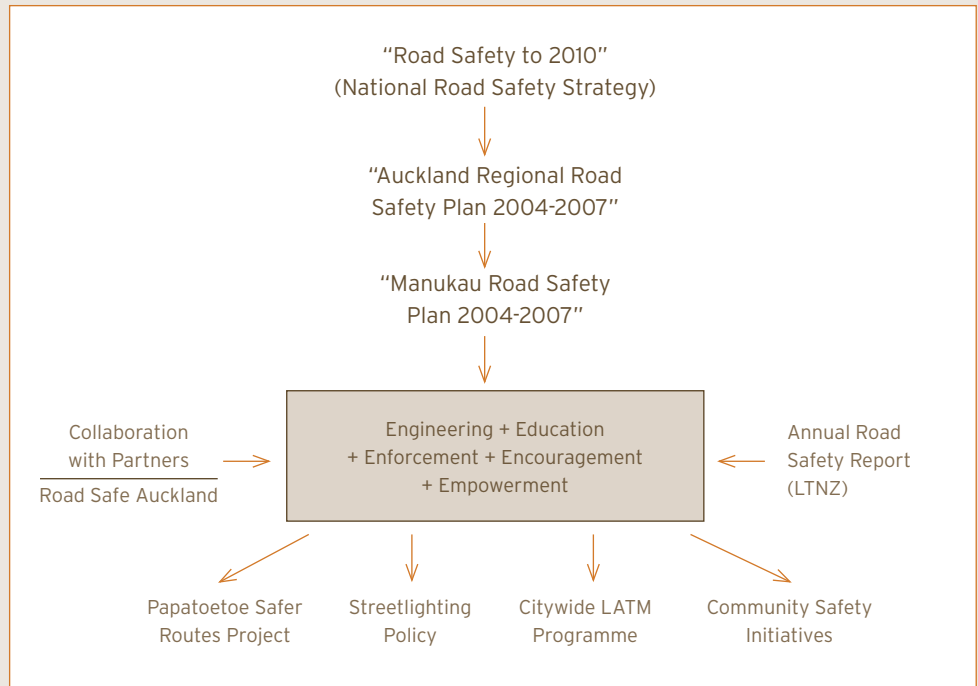
Despite this progress the community cost of injury related traffic crashes in Manukau is very high in terms of both dollars and human suffering. In 2004 there were 20 fatalities, 94 serious casualties and 617 minor casualties in Manukau crashes, with a combined community cost of \$160 million.

In response to its community, the council continues to seek further improvements to road safety in line with local needs and the road safety aspirations and programmes of central and regional government.

Responsibility and Role of the Council

Manukau City Council has adopted a road safety plan that fits into the framework provided by both the National and Regional Road Safety Plans (see Figure 6.2). Funding for the implementation of that plan, together with other policies, is provided for in this strategy.

Figure 6.2: Road Safety Planning Framework



Manukau City Council participates in regional safety collaborations and is committed to delivering the outcomes of the Regional Road Safety Plan within its city. The Manukau Road Safety Plan is revised triennially and is structured to address the issues that are identified in the LTNZ Road Safety Report for the city. Specific road safety targets will

vary over time depending on what issues are identified within the report and the actual road safety performance of the city. The road safety plan delivers the road safety aspects of this strategy.

6.2 Road Safety

Focussed efforts to improve road safety in the city will continue to be based on the

“3 E’s” – engineering, education and enforcement.

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|-------------|---|
| Engineering | Focuses on the physical environment and infrastructure itself by designing and building safety into the transport system. Techniques such as best practice engineering safety audits, and black spot treatment are used in the design of new roads and improvement of existing ones. Improvements to the walking and cycling environment that enhance safety will also assist in achieving other policies for these modes which are dealt with in other chapters. |
| Education | Focuses on road users and involves lifelong learning of good safety skills and behaviours by drivers, cyclists and pedestrians. This includes: community based driver education programmes dealing with matters such as licensing, drink driving and child road safety, and use of local media. Targeting of ‘at risk’ user groups such as Maori, Pacific Island, Asian and new migrant portions of the population will continue. |
| Enforcement | Focuses on road user behaviour and involves coordination and targeting to achieve compliant behaviours which will enhance safety the most such as, speed, alcohol and restraint wearing. The vast majority of enforcement is undertaken by NZ Police, while council parking wardens enforce some safety matters such as, vehicles without current WOF’s with bald tyres and parking on ‘No Stopping Lines’. Council wardens could make a greater direct contribution to safety enforcement if the law were to be changed so that they could also enforce certain moving traffic offences such as speed and red light cameras. |

Targeting of effort and expenditure among these three approaches is guided by the statistical evidence from the annual road safety report for Manukau City Council that is produced by Land Transport New Zealand. The report describes the road safety performance and identifies the factors and types of crashes for which the city has high numbers or is over represented relative to appropriate comparison groups or cities. In implementing the ‘3 E’s’ approach, the greatest effort is applied to the issues/areas of greatest risk and potential benefit from improvement.

This strategy also recognises two other significant factors in the success achieved so far:

Intersectoral or multi party approach

Considerable impact is made through the co-ordinated efforts of all the various agencies which have some role in road safety including: Land Transport NZ; Police; Transit NZ; ACC; ARC; Regional Public Health Service. Continued participation in forums such as Road Safe Auckland and the Tomorrow’s Manukau Outcome Group for Safe Communities will be funded.

Community involvement

The council will continue to facilitate and encourage the greatest possible level of community ownership of both causes of, and solutions to, road safety problems. This involves identification of causes of safety problems, and the delivery of solutions, especially those in the form of community based education programmes lead by local people. Enthusiasm and commitment to this is progressively emerging from within the Manukau community. Assistance will be targeted towards increasing community capability and skill levels to achieve delivery of quality road safety programmes, and also to ensure effective management of events, projects, administration and public funding, for which there must be transparency and accountability. In Manukau this community development approach is represented by the fourth and fifth ‘E’s’ of encouragement and empowerment. Resourcing includes salaries for road safety co-ordinators who work directly at the local community level.

6.3 Public Safety - Actual and Perceived

Tomorrow's Manukau includes an ambitious safety outcome: "Manukau's public spaces will be crime free". Personal security and safety is an important influence in people's use and enjoyment of public areas, and on their transport mode choice. People are much more willing to use public transport, to cycle or walk when they feel safe in transport termini, shelters, walkways and cycleways, and on public transport vehicles. Good design and layout, lighting, monitoring and enforcement increase security and therefore usage and enjoyment. Basic maintenance such as cleanliness from litter, and graffiti removal, also enhance perception of safety.

This strategy provides for good design of new facilities, together with projects to retro-fit existing sub standard areas, such as 'Safer Routes Projects'.

Safety and good design are important elements of the transport system that the council is creating. They are incorporated throughout the policies and actions of the chapters of the strategy that deal with roading, passenger transport, land use and environment, and cycling and walking.

6.4 Resilience of Roading Network During Emergencies

In the event of a natural disaster, the city's transport system would be a vital element in plans to evacuate, bring assistance, and save lives. While it may not be possible to ensure that the entire road network continues to be usable, a network of priority emergency routes is engineered and maintained to a

standard which preserves its usability in such an emergency. The council continues to work with other owners of engineering lifelines (e.g. water, electricity) to ensure readiness and co-ordination of service within the provisions of the civil defence and emergency management legislation and agencies.

Safety and Security - Goals and Objectives

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| Goal | Using roads and other forms of transport in Manukau will be as safe or safer than in any comparable city in New Zealand. |
| Objectives | <ol style="list-style-type: none"> i. The road safety record in Manukau city is as good or better than any comparable city in New Zealand. ii. People feel safe when cycling, walking or using passenger transport, and their perception is confirmed by experience. iii. Road safety is part of the culture of Manukau people. iv. Safe results are delivered by organisations that are involved in planning, funding, and building roads and other transport facilities and services. |

Safety and Security - Policies and Actions

| Policy | Action |
|---|--|
| Safety Planning and Management | |
| P.6.1 Implement the Manukau Road Safety Plan 2004-2007 in a manner that contributes to the wider safety aspirations of Tomorrow's Manukau. | A.6.1 Report Manukau's actual performance against road safety targets annually, based on the LTNZ Road Safety Report. |
| | A.6.2 Revise the road safety plan triennially. |
| Safer Road Users | |
| P.6.2 Actively target and eliminate causes of crashes, casualties, and fatalities for situations in which Manukau has high actual numbers or is statistically over represented. | A.6.3 Target for reduction and elimination, the causes of crashes which involve: <ul style="list-style-type: none"> - alcohol; - speed; - pedestrian casualties; - cycle casualties; - hours of darkness; - vehicles crossing/turning, and losing control/ head-on crashes in urban settings; and - vehicles overtaking and losing control/head-on crashes in rural settings. |
| | A.6.4 Encourage central government to amend legislation to empower local authorities to enforce speed and red light offences. |



“Equip community groups involved in road safety to be even more effective.”

Safety and Security - Policies and Actions (cont.)

| Policy | Action |
|--|---|
| Safer Roads and Transport Facilities | |
| P.6.3 Build-in safety and security to new elements of the transport system as a means of eliminating potential harm. | A.6.5 Conduct safety audits of new roads and transport facilities pre and post construction. |
| | A.6.6 Use District Plan rules to require land sub-dividers and developers to pre audit and meet safety standards |
| | A.6.7 Design new transport features to be intrinsically safe and secure through: layout, design, lighting, CCTV, graffiti removal and crime prevention through environmental design audits. |
| P.6.4 Undertake corrective engineering works where it is identified that they will eliminate road related causes of crashes. | A.6.8 Maintain transport features to a high standard. |
| | A.6.9 Implement and monitor an effective Safety Management System. |
| | A.6.10 Identify (for elimination) physical causes of crashes through programmed and responsive: <ul style="list-style-type: none"> - road inspections - crash reductions studies - safety audits - blackspot reduction programmes |
| | A.6.11 Retrofit existing facilities which are unsafe for vulnerable users such as cyclists and pedestrians. |
| | A.6.12 Rehabilitate cycling and walking environments through area wide schemes e.g. Papatoetoe Safer Routes Project. |
| | A.6.13 Implement the citywide Local Area Traffic Management/Speed Management Strategy. |
| Co-ordination of Effort | |
| P.6.5 Actively foster collaboration between all agencies and community groups involved in transport safety to achieve holistic outcomes. | A.6.14 Implement the road safety action plan. |
| | A.6.15 Keep abreast of evolving technology and utilise it as part of ATIS for the city when it is stable and cost effective. |
| | A.6.16 Make an active contribution to intersectoral groups e.g. Roadsafe Auckland. |
| | A.6.17 Work with Injury Free Counties Manukau to reduce transport related injury. |

Safety and Security - Policies and Actions (cont.)

| Policy | Action |
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| Community Ownership and Capability | |
| P.6.6 Encourage the Manukau community to 'own' transport safety issues, and develop the community's capability to effectively improve road safety. | A.6.18 Equip community groups involved in road safety to be even more effective in delivering high quality road safety programmes through "train the trainer" education which provide: <ul style="list-style-type: none"> - technical skills - teaching skills - management skills (event planning, risk management, financial management and accountability) |
| | A.6.19 Encourage and equip community groups to develop and deliver ongoing road safety programmes which target specific problems and sections of the community, including: <ul style="list-style-type: none"> - 'Safe with Age' - 'Community Alcohol Action Programme' - 'Safe 2Go' - 'Driver License Assistance Course' |
| | A.6.20 Facilitate the development and delivery of community based road safety programmes and projects. |
| | A.6.21 Conduct promotional/education campaigns |
| Disaster Resilience | |
| P.6.7 Maintain a network of priority emergency routes that will continue to safely function during and after a major emergency/natural disaster. | A.6.22 Maintain and test a current continuity plan for the city's priority emergency routes |
| | A.6.23 Ensure roading lifelines are capable of withstanding emergency events (of agreed magnitude) |
| | A.6.24 Support Auckland Engineering Lifelines Group |
| | A.6.25 New works engineered in accordance with natural hazard risk |
| | A.6.26 Existing roads and structures on priority emergency routes audited and brought up to resilient standard as necessary. |