

## Submission on

# Land Transport Road Safety and Other Matters Amendment Bill

21 October 2010

### Introduction

Thank you for the opportunity to make a submission on the Land Transport Road Safety and Other Matters Amendment Bill. TRAFINZ **supports** the Bill as including a valuable set of initiatives to promote road safety, and under 'other matters' assist in the management of Council owned land.

### About TRAFINZ

TRAFINZ (The Traffic Institute of New Zealand Inc) represents a wide grouping of NZ local authorities, covering the majority of the New Zealand population. Its membership includes regional councils, the major metropolitan cities and smaller provincial authorities as well as private sector and non local government members.

TRAFINZ' Executive is comprised of elected councillors and officers, drawn from a cross section of the membership, together with senior personnel representing its key government partners and supported by a number of senior technical staff from transport consultancies that volunteer their services *pro bono*. This year TRAFINZ ran its 62nd Annual conference.

The Institute's primary focus is on sustainable transportation planning, traffic management and road safety. It provides specialist advice to member authorities on traffic and safety issues by drawing from the depth of expertise available through its members. It also acts as a conduit for local authorities to respond to the NZ Government on new transport policies and legislation.

### Submission

TRAFINZ welcomes the Bill as a step in the right direction to improving road safety. We see the safety related initiatives as providing some useful additional tools for the police and judicial system to address road safety problems especially where exacerbated by substance abuse. TRAFINZ has noted the value that leading road safety countries place on such initiatives as alcolocks. We **support** all the measures included in the safety related parts of the Bill including the ability to increase penalties for causing death or injury when driving recklessly or under impairment. We consider that it is important to send appropriate signals about responsible road use.

TRAFINZ would also like to take the opportunity to note our disappointment that the Bill does not advance addressing the blood alcohol level for non specified drivers. We consider there is ample evidence that reducing the BAC level from the current 0.8 to 0.5 would save lives and reduce injuries and social costs of crashes.

We would also like to make the obvious point that the initiatives contained in the Bill are not on their own the answer to New Zealand's road safety problem which costs the country around \$4

billion a year in social cost. Key initiatives are also required in road engineering, appropriate speed limits, vehicle fleet standards, driver licensing and training etc. We have separately submitted in support of the Driver Licensing Amendment Bill

## **Other Matters**

### **Managing Unformed Legal Road**

TRAFINZ **supports** the changes to bylaw powers in clause 10 particularly noting the new power to pass bylaws to manage or exclude vehicles from unformed legal road to reduce environmental damage and improve safety for other users. Many of our member authorities have significant recreational and environmental areas which include unformed legal road. Sometimes vehicle access is appropriate, but there are often conflicts between vehicle and other users and vehicles and environmental values. Better ability to manage these areas in context of appropriate management arrangements (eg consulted on Management Plans under the Reserves Act) would be very useful and much more flexible and cost effective than a road stopping process.

### **Special Vehicle Lane Enforcement**

TRAFINZ has long advocated for the power for local authorities to manage special vehicle lanes. Special vehicle lanes are instituted generally by local authorities and are vitally important to the transport strategies particularly in the larger cities. That importance is growing as congestion increases. Our long experience is that enforcing such lanes is an understandably low priority for Police. Therefore it is important that a streamlined, certain process is available to warranting local authority officers or contractors to undertake this enforcement work.

### **Entitlement to Infringement Fees**

The Bill mentions local authority entitlement to infringement fees at the discretion of the Minister of Finance. TRAFINZ has had this discussion before with Government on behalf of Local Government. We consider it remains very important that Local Government Road Controlling Authorities are able at least to obtain sufficient funding from infringement fees to cover the costs of collecting such fees as are listed in the Bill. We particularly note registration and warrant infringements, special vehicle lane infringements and we hope in future red light camera infringements.

## **Conclusion**

Thank you again for the opportunity to make a submission. We would welcome the opportunity to speak to our submission and to provide further information if required.

Cr Andy Foster  
President  
TRAFINZ – The New Zealand Traffic Institute