

## Road Safety Plan Activities

### Action Status (March 2010)

Key milestone achieved in this quarter	✓
Progressing as planned	😊
Moderate delay	😐
Significant delay (more than two years)	😞

Action	No.	Description	Target/Measure	Responsibility	Overall Progress	Comments	Progress
Provide Adequate Road Safety Funding	1.1	Identify and give high priority to the allocation of adequate funding in annual plans for road safety programmes	Sufficient funding included in RCAs annual budgets to ensure safety programs can be fully implemented	KCDC	76%	12% cut in Road safety budget this year demands careful allocation of remaining funding.	😊
				PCC	60%	Community Road Safety programmes are funded by NZTA. 2009/10 programme has been trimmed to fit allocated funding and is in progress.	😊
				WCC	100%	Funding allowed for in Annual Plan, however NZTA subsidy not guaranteed.	😊
				HCC	100%	We have identified from the NZTA deficiency database ~\$25M of deferred safety works.	😊
				UHCC	60%	Road safety funding depends upon NZTA providing their share. For 2009/10 this has occurred.	😊
				SWDC/CDC/MDC	76%	Funding support for Community Programmes delivered through Wairarapa Road Safety Council is provided by the cluster of three Wairarapa TLA's. LTP Funding bids for minor improvement projects is at maximum level permitted under NZTA policy.	😊
				NZTA	NR	Nothing to report	
Provide Adequate Road Safety Funding	1.2	Advocate for adequate funding to be allocated	Submissions made to TA annual plans	GWRC	0%	Submissions to be made to draft 2010/11 annual plans.	😊
Operate Safety Management Systems	2.1	Proactively operate Safety Management Systems (or other formalised systematic approach) to ensure decisions about construction, maintenance and management of road networks lead to the achievement of safety targets. Particular consideration should be given to establishing audit procedures that ensure all road projects give adequate consideration to the needs of cyclists and pedestrians.	All RCAs report proactive implementation of their Safety Management System	KCDC	100%	Delivered by monthly Road Safety Team meetings	😊
				PCC	5%	Safety Management System has been documented, but not yet implemented.	😊
				WCC	100%	WCC does not have an approved Safety Management System but does operate an approved formalised systematic approach to road safety.	
				HCC	60%	Have SMS, but deficiency database is the only functional portion.	
				UHCC	100%	Was completed and implemented last financial year.	
				SWDC	NR	See CDC comment.	😊
				CDC	0%	CDC has adopted a Safety Management System in conjunction with South Wairarapa District Council.	😊
				MDC	92%	Draft SMS requires some updating prior to adoption. However content generally utilised as matter of perceived best practice in spite of no formal adoption.	😊
NZTA	0%	Annual delivery of the "Towards Safer Highways" report to identify emerging risk areas and locations that require safety improvements	😊				
Operate Safety Management Systems	2.2	Promote and support proactive use of Safety Management Systems	All RCAs report proactive implementation of their Safety Management System	NZTA	NR	Nothing to report	
Implement Road Safety Action Plan	3.1	Key partners agree on the road safety risks, identifying objectives, set targets, develop plans, direct tasks (including policing), monitor and review progress for each Territorial Authority area	All TAs have a current Road Safety Action Plan in operation	KCDC	100%	Delivered on quarterly road safety action plan meetings.	😊
				PCC	36%	Road Safety Action Plan has been compiled and actions are underway.	😊
				WCC	84%	There is a good cooperative relationship between all parties in the RSAP. We now have a very mature planning, implementation and review process in place.	😊
				HCC	100%	Regular multi-party Road Safety Action Plan meetings.	😊
				UHCC	76%	A current Road Safety Action Plan has been prepared, is being implemented and maintained and meetings are being held on a quarterly basis.	😊
				SWDC/CDC/MDC	100%	Key partners meet quarterly to implement and monitor RSAP for the cluster of three Wairarapa TLA's.	😊
Operate Risk Targeted Patrol Plans	4.1	Implement Risk Targeted Patrol Plans (RTPP), linked to issues identified through Road Safety Action Plans, to ensure more efficient and effective use of enforcement resources according to risk	All areas of the Wellington Policing District report ongoing use of RTPP	NZ Police	100%	Business as usual for Police	😊

Action	No.	Description	Target/Measure	Responsibility	Overall Progress	Comments	Progress
Undertake Road Safety Co-ordination	5.1	Ensure that appropriate local education campaigns are undertaken as well as national strategic road safety campaigns are developed to a regional and local level to help promote as improved safety culture	Education focused campaigns identified in Road Safety Action Plans and the community focused activities class of the NLTP have been implemented	GWRC	52%	Community road safety campaigns are now managed by the RCA's on an 'as required' basis - often as a result of the RSAP process. The Road Safety Technical Working Group agreed on areas for advocacy to Central Government. The subsequent report was approved by the Regional Transport Committee. Massey University students presented their initial ideas for a revitalised Share the Road campaign, that promotes safe overtaking by motorists, and safer cycling habits.	☺
				KCDC	76%	Education focused campaigns identified in Road Safety Action Plans and the community focused activities class of the NLTP have been implemented.	☺
				PCC	NR	Road Safety Coordinator is carrying out community road safety campaigns that are focused on education.	☺
				WCC	84%	Wellington City Council delivers a number of local education campaigns and takes the lead in delivering regionally focused campaigns.	☺
				HCC	100%	Addressed through Road Safety Action Plan process	☺
				UHCC	68%	Our program is being implemented as approved by NZTA.	☺
				SWDC/CDC/MDC	68%	The three Wairarapa TLA's support education campaigns coordinated or undertaken on their behalf by Wairarapa Road Safety Council under contract.	☺
				NZTA	15%	Funding for advertising by Road Safety Coordinators in the Wairarapa and Wellington approved. Liaison required to develop programme.	☺
				NZ Police	100%	Business as usual for Police	☺
			ACC	NR	ACC attended all local Road Safety Action Plan meetings for the region, and is working with local Road Safety partners on local projects.	☺	
Undertake Road Safety Co-ordination	5.2	Regional TAs come together on a regular basis to identify and deliver suitable regional campaigns	Road Safety education is promoted at every feasible opportunity at a regional level	GWRC	76%	GW officers contributed to Road Safety Action Plan meetings in Wellington, Upper Hutt and Wairarapa, and are working with NZ Police and road safety co-ordinators on a youth road safety initiative.	☺
				KCDC	100%	KCDC has quarterly meetings with regional TA's to discuss local issues.	☺
				PCC	76%	Meetings are held at least 3 times a year.	☺
				WCC	84%	WCC is trying to lead the coordination, however there are some TA's in the region that appear to be less than enthusiastic about planning, funding and delivering regional campaigns.	☺
				HCC	100%	Share campaign material for consistency across region	☺
				UHCC	0%	We meet with regional TA's as and when meetings are organised.	☺
				SWDC/CDC/MDC	NR	Three Wairarapa TLA's represented by a Wairarapa Road Safety Co-ordinator on regional campaigns.	☺
				NZTA	NR	Nothing to report	
				NZ Police	100%	Business as usual for Police, quarterly RSAP meetings with each TLA (combined in Wairarapa and Kapiti Mana)	☺
			ACC	NR	ACC attended all local Road Safety Action Plan meetings for the region and is currently working with WCC on intersections, pedestrian and motorcycle campaigns. ACC is also supporting a recidivist drink driving campaign in Porirua and a regional crash trailer resource.	☺	
Improve Walking and Cycling Safety	6.1	Develop programmes and implement improvements consistent with regional and local walking and cycling plans or strategies	Sufficient funding included in annual budgets to ensure safety programs can be fully implemented	All agencies	76%	GW sponsored a successful Go by Bike day on 17 February with an emphasis on high visibility and road safety. Over 700 cyclists attended. GW sponsored Living Streets Walk 2 Work day on March 10 which was also well attended. GW staff also assisted Kapiti Coast District Council to deliver cyclist skills at the Kapiti Sustainable Home and Garden Show.	✓
Promote Public Transport use	7.1	Promote the use of public transport as a safe mode of travel through local and regional plans and programmes (eg. through travel behaviour change programme and the Regional Passenger Transport Plan)	The safety benefits of public transport are promoted at every opportunity	GWRC All agencies	NR	Refer to attachments 1 and 2 for a full report on passenger transport progress	☺
Advocate for National Level Changes	8.1	Advocate to central government for the following: <ul style="list-style-type: none"> <li>• Incentives to reduce the current average vehicle age from 12 years</li> <li>• Adequate funding of enforcement resources</li> <li>• Adequate funding of road safety works</li> <li>• Quicker progress in identifying and implementing median and side protection barriers</li> <li>• Restrictions on inexperienced drivers</li> <li>• Requiring new motorcyclists to undertake skills training</li> <li>• Review the classification of mopeds</li> <li>• Review speed limit setting policy and procedures</li> <li>• Lowering the legal blood alcohol limit from 80mg to 50mg</li> <li>• Consideration be given to the matter of road side rest areas and rumble strips on audio tactile edge lines, to address fatigue crash black spots</li> <li>• More attention to dealing with repeat offenders</li> <li>• Promote the safety benefits of mode change</li> </ul>	Every opportunity is taken to advocate	RTC	NR	On-going. The next formal opportunity to advocate for some of these measures will be to the Select Committee when public submissions are called for on the Land Transport Amendment Bill. This is expected to be sometime after April 2010.	☺

Action	No.	Description	Target/Measure	Responsibility	Overall Progress	Comments	Progress
Improve Urban Speed Management	9.1	Review urban speed management policies giving consideration to matters such as: • Road design and traffic calming • Speed limits appropriate for the surrounding activity • Speed information devices • Improving warning signage	Reduce incidence of crashes on urban local roads with speed as a casual factor	KCDC	76%	Limited budget is focused in highest priority areas.	😊
				PCC	44%	Traffic calming and improved signage installed in some urban streets as part of Minor Improvements programme.	😊
				WCC	44%	We are in the process of implementing a range of new speed limits including 30km/hr speed limits for Tinakori Road, Aro Street, Island Bay and Kilbirnie.	😊
				HCC	100%	Usual 100 requests for speed humps. Delivering about 10 (\$50Kpa). Installed 15 Radar Driver feedback signs.	😊
				UHCC	76%	An ongoing core function.	😊
				SWDC	NR	See MDC comment.	😊
				CDC	NR	See MDC comment.	😊
				MDC	84%	Review of speed limit bylaw currently underway. Anticipate April completion.	😊
				NZTA	NR	Nothing to report	
Promote Awareness of Driver Fatigue Issues	10.1	Promote awareness on Cook Strait Ferries	Reduce incidence of crashes with driver fatigue as a casual factor	KCDC	NR	Not applicable.	
				PCC	0%	PCC not involved directly in this project.	
				WCC	0%	It is unlikely that this will proceed because of the difficulty aboard the ferries and ACC not being funded to deliver.	
				HCC	0%		
				UHCC	0%	UHCC has no ability to influence this statistic.	
				SWDC/CDC/MDC	0%	No action undertaken.	
				NZTA	NR	Nothing to report	
				ACC	NR	ACC has contracted Lions Club to deliver fatigue messages to ferry passengers heading south. Fatigue messages have been promoted to passengers heading north from Wellington via the "Rest Easy" resource produced by ACC, NZTA and NZ Police. ACC and Hutt City Council are also working with local car rental companies and hotels to promote driver fatigue awareness over the easter period.	😊
Promote Awareness of Driver Fatigue Issues	10.2	Raise issues in highway liaison meetings around items such as: • Improving signage to rest areas • Catering for the needs of truck drivers • Targeting high fatigue crash routes • Provision of warning devices such as rumble strips and audio tactile edge lines	Reduce incidence of crashes with driver fatigue as a casual factor	KCDC	92%	Driver reviver in Waikanae.	😊
				PCC	0%	We do not discuss these issues at SH Liaison meetings.	
				WCC	0%		
				HCC	100%	Through Road Safety Action Plan meetings	😊
				UHCC	0%	Safety concerns are discussed at our quarterly meetings with NZTA highway staff.	😊
				SWDC	NR	Not reported	
				CDC	NR	Not reported	
				MDC	52%	State Highway managers and consultants included in RSAP process. Local issues addressed through quarterly State Highway liaison meetings.	😊
				NZTA	44%	Areas for treatment with ATP have been identified. Physical works in 2010.	😊
ACC	NR	ACC has worked with employers to promote fatigue through the Summer Safety Campaign, with information going to over 35,000 employers within Wellington and to the top 2,500 employers throughout New Zealand. ACC also has promoted safe driving through the Commercial Driver campaign to over 30 employers. ACC has offered radar drones to all local councils, as yet none have taken up the offer.	😊				
Review Enforcement Practices	11.1	Consider the use of red light and local speed cameras	Reduce incidence of crashes with red light running, speed and vehicle faults as the casual factors	KCDC	NR	Not applicable.	
				PCC	0%	No plans for PCC to install these cameras.	
				WCC	0%		
				HCC	0%	Business as usual	
				UHCC	0%	We are not funded for red light cameras although we support their use on SH2. Local speed cameras are managed by Police with input from council on locations.	
				SWDC/CDC/MDC	0%	Speed camera sites serviced via regional programme only. No traffic light in district.	
				NZTA	NR	Nothing to report	
				KCDC	NR	Speed trailer and speed feedback signs available.	
				PCC	0%	No plans to advocate for this.	
WCC	0%						
HCC	0%						
UHCC	0%	This has not been considered by the council.					
SWDC	NR	Not reported					
CDC	NR	Not reported					
MDC	0%	No advocacy on this issue to date.					
NZTA	NR	Nothing to report					
Review Enforcement Practices	11.2	Advocate to allow RCAs to own and operate passive traffic enforcement devices such as red light and speed cameras	Reduce incidence of crashes with red light running, speed and vehicle faults as the casual factors	KCDC	NR	Speed trailer and speed feedback signs available.	
				PCC	0%	No plans to advocate for this.	
				WCC	0%		
				HCC	0%		
				UHCC	0%	This has not been considered by the council.	
				SWDC	NR	Not reported	
				CDC	NR	Not reported	
				MDC	0%	No advocacy on this issue to date.	
				NZTA	NR	Nothing to report	
Review Enforcement Practices	11.3	Consider local enforcement of static offences such as expired Warrants of Fitness	Reduce incidence of crashes with red light running, speed and vehicle faults as the casual factors	KCDC	NR	Not applicable.	
				PCC	0%	PCC regulatory group does not intend to enforce Warrants of Fitness.	
				WCC	100%	WCC is very active in this area.	
				HCC	100%	Traffic wardens address this as business as usual	
				UHCC	76%	Council already carries out this function.	
				SWDC	NR	Not reported	
				CDC	NR	Not reported	
				MDC	0%	Issue has previously been considered in the RSAP process.	
				NZTA	NR	Nothing to report	

Action	No.	Description	Target/Measure	Responsibility	Overall Progress	Comments	Progress
Review Enforcement Practices	11.4	Consider improved enforcement of illegal vehicle parking or use of pedestrian footpaths	Reduce incidence of crashes with red light running, speed and vehicle faults as the casual factors	KCDC	NR	Delivered by local bylaw regulations.	
				PCC	NR	PCC parking enforcement meets Annual Plan targets for parking availability.	
				WCC	92%		
				HCC	NR	Not reported	
				UHCC	76%	Council already provides this service.	
				SWDC	NR	Not reported	
				CDC	NR	Not reported	
				MDC	0%	Addressed on as required basis under the General Bylaw by Regulatory Dept.	
Review Enforcement Practices	11.5	Improve accountability of the application of the region's allocation of Police resources by Dec 2009		NZ Police	0%	This needs to be defined, as to what are the concerns and how are Police going to be measured. Furthermore who is going to undertake this review of the police resource allocations. Data in respect to the target subject matter can be supplied to show some trend information	☹️
Improve Motorcycling safety	12.1	Investigate the application of safety skirts on median and side barrier systems by Dec 2010	Reduce incidence of crashes involving motorcyclists	NZTA	NR	Nothing to report	☹️
Improve Motorcycling safety	12.2	Develop programmes to provide motorcyclist skills training by June 2010		KCDC	100%	Wellington Regional campaign in progress.	😊
				PCC	0%	PCC do not provide motorcycle skills training.	☹️
				WCC	0%		
				HCC	NR	Not reported	
				UHCC	68%	Included in the Road Safety Coordinators program.	😊
				SWDC/CDC/MDC	68%	Motorcyclist training regularly conducted by private deliverer and reinforced through community programmes.	😊
				NZTA	NR	Nothing to report	
ACC	NR	ACC is working with local authorities to develop projects to promote motorcycle and moped safety. ACC provides two websites and rider skills training throughout the region, via training workshops. ACC supported a motorcycle stop in the Wairarapa in February.	😊				
Improve Motorcycling safety	12.3	Develop programmes, by June 2010, to promote awareness of motorcycling safety issues such as: • Car driver awareness • Motorcyclist visibility		KCDC	100%	Wellington Regional campaign in progress.	😊
				PCC	84%	Two programmes run this year that involve motorcycle awareness training.	😊
				WCC	0%		
				HCC	60%		😊
				UHCC	68%	Included in the Road Safety Coordinators program.	😊
				SWDC/CDC/MDC	68%	Awareness programmes are delivered on behalf of cluster of three Wairarapa TLA's by Wairarapa Road Safety Council, NZTA and Police primarily targeting loss of control on rural roads.	😊
Provide Training Programmes for Inexperienced Drivers	13.1	Review uptake of the Practice programme at the local level and work with key road safety partners to encourage uptake	Reduce incidence of crashes involving young and inexperienced drivers	ACC	NR	ACC has encouraged the uptake of the Practice programme with local road safety partners and is working with AA centres to promote practice with new drivers.	😊
Provide Training Programmes for Inexperienced Drivers	13.2	Develop programmes to provide driver skills training, possibly targeted at those drivers who have not proceeded through the license system		KCDC	NR	Not applicable.	
				PCC	NR	PCC has run programmes aimed at learner and restricted licence holders.	😊
				WCC	0%		
				HCC	76%	Have run 3 of 5 programmes to date	😊
				UHCC	68%	Provided through Read, Write and the Marae	😊
				SWDC/CDC/MDC	68%	Community programmes delivered through Wairarapa Road Safety Council.	😊
				NZTA	NR	Nothing to report	
Reduce Repeat Offending	14.1	Work with the local judiciary to find better ways of dealing with repeat offenders	Reduce incidence of repeat offending	KCDC	100%	First reality check course occurred over Anniversary Weekend.	✓
				PCC	0%	Conversation with judiciary has started, but no actions yet.	😊
				WCC	0%		
				HCC	0%	Issue needs Police & CYFS support	
				UHCC	0%	Support the idea but no resource.	☹️
				SWDC/CDC/MDC	0%	No liaison with local judiciary to date	☹️
Provide safer Vehicles in Corporate Fleets	15.1	Ensure vehicle fleet replacement policies strongly provide for adoption of safe vehicle technologies	Corporate vehicles are increasingly safe	GWRC	60%	As part of their workplace travel plan, GW's fleet is monitored for safety and fuel efficiency.	😊
				KCDC	NR		
				PCC	NR		
				WCC	100%		
				HCC	NR	Yes - has policy in place	😊
				UHCC	NR	Included in our vehicle policy.	😊
				SWDC	NR		
				CDC	NR		
				MDC	NR	progressing but nothing formally adopted yet.	😊
				NZTA	NR		
				NZ Police	NR		
ACC	NR						