

STAFF REPORT

TO: Chair and Members, Engineering Services Committee

FROM: Transportation Manager, Gary Clark

DATE: 07 August 2010

SUBJECT: **Road Safety Projects – 2010–2011 - RESC-10-08-05**
Report prepared for meeting of 19 August 2010

1 PURPOSE

The purpose of this report is to provide information on the road safety projects that are planned for the 2010–2011 financial year.

2 INTRODUCTION

The Road Safety Coordinator's role is an important component of delivering safer roads to our District. The Road Safety Coordinators from Tasman District and Nelson City Council work together to provide a variety of programmes and projects to address the issues across the region.

The funding mechanisms for this road safety area are constantly changing with the New Zealand Transport Agency's (NZTA) different focus on delivering road safety. The programme outlined below has been modified from last year's activities to reflect the change in funding and focus.

This change of focus will mean some areas that have seen some benefit in the Road Safety Coordinators efforts will be lost over time.

3 ROAD SAFETY PROJECTS 2010-2011

Motorbikes

During the next two financial years our Road Safety Coordinator will be working on a Top of the South motorbike plan. This would involve contracting a motorbike trainer to run training courses in the Tasman District, and also Nelson and Marlborough to ensure consistency of training. The regional plan will be led by Tasman District Council and ACC. This plan's top focus would be training of a range of different riders, ages and abilities from students on 50cc scooters to riders returning to riding on larger bikes. There will be both off-road and on-road courses. The plan also outlines an awareness campaign aimed at both motorbike riders and other vehicle drivers and the setting up of a motorbike stakeholder group.

Taking the lead on this project highlights Tasman District Council's commitment to motorbike safety. The regional plan has also been shared with other councils and ACC within New Zealand who aim to follow in our footsteps. It has ensured that we have been kept informed on the new Motorbike Training Syllabus and how money from ACC levies from motorbike licences will be spent.

Young drivers

Last year was the first year Rotary Youth Driver Awareness (RYDA) had been run in the District. The project received good feedback, but there are several areas in how this project could be extended and further enhanced. For example Motueka High and Collingwood Area Schools did not attend last year, so earlier consultation with these schools would be needed to ensure they attend. More work is also needed before the day to ensure that areas and ideas can be taken back by the school teachers to increase the longevity of the project and make sure it is not just a one day project. Using the Students Against Drink Driving (SADD) group in the promotion and running of the day would increase their visibility within their peer group and also assist in the longevity of the project.

Fatigue

Unfortunately due to the Communities at Risk Register and the 2020 Safer Journeys Strategy, NZTA does not see fatigue as an issue for the Tasman District and so will not fund fatigue-related projects. Fatigue can be hard to identify in a crash and is not always recognised by the police who complete the traffic crash reports. However due to the vast area of the Tasman District, long distances are travelled by drivers and fatigue can be an issue. The fatigue voucher campaign that we have been running for the past three years has proved popular with a range of different groups/camp grounds/organisations and vehicle drivers, especially over the busy summer months.

Cycling

Bike Wise – We have applied for funding to run Bike Wise events again. The route of the Takaka Family Fun Ride would be changed so cyclists would not cycle along the state highway for part of the ride. Quieter and off-road paths would be utilised. For both the Takaka and Motueka Family rides support from local schools would be incorporated into the event, which would act as a fundraiser for them and to increase participation levels. For both events a different approach to promotion and publicity needs to be taken to increase the number of riders, give the rides more of a local community feel and provide entertainment or activities for those finishing quickly.

Cycle skills and maintenance courses – Due to the withdrawal of funding for the Community Education classes a joint approach for cycle skills and maintenance courses through the Way 2 Go Hubs will be taken. They have trainers in place and direct access to the local communities.

Restraints

Checking Clinics and Checkpoints – these are run in conjunction with Plunket and the Police. From previous restraint campaigns it has been shown locally that a large number of restraints are either not installed correctly, are the wrong size for the child or are out of date. The 2009 campaign showed that 50% of the restraints checked were incorrectly installed, although this is an improvement from 25% in 2005. During this campaign a number of restraints were fixed on site and there was also the opportunity to provide information and guidance to those whose seats could not be fixed on site. The only cost for these clinics/checkpoints is staff time. This may not be funded by NZTA due to restraints not being seen as a local issue. However this data is based on Ministry of Transport counts which involve someone standing and counting how many children are in

child restraints; not if these restraints are installed correctly or if the child is in the seat correctly.

Buckle Bear and Booster Rooster – over the past couple of years the Buckle Bear and more recently the Booster Rooster resources have been developed. These are interactive puppets which visit early learning centres and teach children about the importance of child restraints and booster seats. Buckle Bear has regularly been visiting centres and developed a good relationship with many centres. The Booster Rooster puppet is aimed at older children and educates them about the importance of staying in a booster seat past the age of five years and ideally until the child reaches 148cm in height.

Billboards

These swaps have cost more in the past two years as additional boards for local communities have been made and there was a price increase from the contractors who swapped the boards every 3 months. A new contractor has been sought and a fixed price for the year has been established. This is at a lower rate than previously.

School Travel Plan

This years School Travel Plan (STP) will continue with the Salisbury Road cluster of schools. The action table will be finalised and safety issues that have been raised during the process will be split into education, encouragement, engineering and enforcement issues. Actions from other STPs will continue to be monitored and Walking School Buses and Cycle Trains will continue to be supported.

Speed

From the Communities at Risk Register speed was identified as a high risk area for the District. To target this several projects will be run throughout the next two years.

Speed outside Schools – this will be run outside schools across the district and will involve stopping distance demonstrations. It will raise the profile of how travelling at just 10km/h over the speed limit increases stopping distance and increases the likelihood of injury/death if a child is hit.

Speed campaign – Colleges will be invited to apply for funding for a peer-led speed campaign aimed at the local college and community. This will focus on speeding, not driving to the conditions and driving outside licence conditions.

Speed gun – ACC currently own this speed gun, but using contacts with local schools it is promoted and distributed at schools across the district.

4 FUNDING CONSTRAINTS

The above programme has a shortfall of around \$20,000 as a result of the funding constraints imposed by NZTA. The full impact of the proposed changes to the funding of Road Safety Campaigns is to be decided by NZTA at the end of September 2010.

The road safety programme provides an important aspect to making our roads safer. This is achieved through targeted education programmes through media, promotion and

educating road users. These programmes can have a significant impact by changing the behaviour of road users across the generations.

5 RECOMMENDATION

THAT the Road Safety Projects 2010-2011 Report (RESC10-07-05) be received by the Engineering Services Committee.

THAT the Engineering Services Committee recognise that there is a shortfall in funding for the Road Safety activity area.

THAT the Engineering Services Committee approve the allocation of \$20,000 from the Minor Improvements Programme to provide for the shortfall in funds in the Road Safety activity area.

Gary Clark
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