

STAFF REPORT

To: Chairman and Members, Engineering Services Committee
From: Road Safety Coordinator, Kirsty Barr
Reference: R878
Date: 31 May 2006
Subject: **ROAD SAFETY COORDINATOR'S REPORT**

1 PURPOSE

To update the committee on work carried out by the Road Safety Coordinator (RSC), including the delivery of activities under the Community Road Safety Programme for 2005/06. To seek feedback on planned road safety events for 2006/7 financial year.

2 BACKGROUND

2.1 Road Safety at TDC

Road safety coordination has been around in the Tasman District for 15 years. With this role being 'in-house' Council has a road safety face, enabling it to deal with general queries in a timely way and providing practical support and liaison with the community on progressing specific issues.

Council is represented on regional Road Safety Action Plan meetings which focus on current crash trends for the district. This forum enables police, engineers and educators to review projects as well as work together on upcoming campaigns. Crash data is analysed and action plans established to address specific issues. More recently extra focus has been given to one of the country's key 'black spot' areas, ie SH60 (Appleby Highway) and involves working with Transit NZ due to intersections involving both state highway and local roads.

Every year Council applies for funding from Land Transport NZ's Community Road Safety Programme (CRSP) and many of the projects mentioned in this report are funded via this source. Many involve other road safety partners such as police, schools, community groups, other councils/RCAs, ACC and health promotion. CRSP is designed to bring road safety partners and the community together to deal with road safety issues that are particular to the locale. A summary of recent and upcoming projects is given below.

LTSA's merge with Transfund to form Land Transport NZ results in a broadening of road safety coordination to embrace their objectives of "contributing to an integrated, safe, responsive and sustainable land transport system". Most of these goals are already present in many council documents such as the LTCCP, Regional Land Transport Strategy etc.

2.2 National Road Safety Issues:

The national issues identified by Land Transport NZ are based on crash data (ie police reported crashes only) and are listed below. However national and regional issues aren't always the same, as is the case for the Tasman District. Listed below are the four most significant national road safety issues along with a profile of Tasman District's crash history in relation to this:

National Road Safety Issues: 2000-2004	How this issue is reflected in local data:
Speed	<ul style="list-style-type: none"> Travelling too fast for conditions is factored in 21 of all injury crashes. This is same for similar authorities but higher than for all of NZ This 'higher than NZ' percentage probably reflects the higher speed/rural nature of Tasman District's roads.
Alcohol	<ul style="list-style-type: none"> Alcohol was identified as a factor in 13% of crashes on our roads, which is lower than for rest of NZ <u>and</u> similar authorities. However, local police report they have recently been apprehending more young people in relation to drinking and driving. It may just be a matter of time before this shows in crash statistics.
Failure to give way	<ul style="list-style-type: none"> 16% of crashes on local roads involved drivers failing to give way. This is lower than that for rest of NZ and slightly higher than that of similar authorities. Note: Intersections is identified as a local road safety issue and failure to give way is the principal reason for crashes. Council is currently underway with an intersection campaign.
Restraints	<ul style="list-style-type: none"> National compliance rate = 94%, Tasman District = 97% While compliance is high in our area, work continues to deal with issues not reflected in data, ie incorrect installations of restraints or inappropriate seats for age/weight of child.

2.3 Local Road Safety Issues: Tasman District

Overview of Crash Statistics 2000-2004:

Tasman District: Urban & Rural								
Crash Type	2000	2001	2002	2003	2004	Total	% of overall injury crashes	Group D* %
Fatal	4	8	6	7	6	31	5	8
Serious	36	37	36	39	29	177	31	26
Minor	65	59	83	92	79	378	64	67
Total injury crashes	105	104	125	138	114	586	100	100
Non injury crashes	190	191	194	246	235	1056		

* Group D = Similar Authorities: Peer group where figures represent averages from 22 districts similar to Tasman

2.4 Road Safety Issues Reports

Land Transport NZ annually produces road safety issues reports that show the four most vulnerable user groups or risk areas. These reports show where the region's crash rates are higher than that of their NZ counterparts.

Major road safety issues for the Tasman District are:

- Cyclists
- Motorcyclists
- Loss of control on bends *
- Intersections

**Note loss of control often includes other contributing factors such as fatigue, alcohol, speed (or all 3).*

Funding for projects is largely determined by local road safety issues as mentioned above. However they are also directed by national issues, feedback from other road safety partners and anecdotal information. A summary of current projects and upcoming ones for the next financial year are given below.

3 SUMMARY OF ROAD SAFETY COORDINATOR'S ACTIVITIES 2005/06:

Project Name	Description
Bikewise Week: Family Fun Ride at ASB Aquatic Centre	Week involves promotion of cycling (to promote sustainable transport) and cycle safety. Mayor Hurley and Cr Wilkins helped promote the event by leading the community ride on a novelty "quad bike". Motueka Community Board members biked to their board meeting one evening during bikewise week. Cr Kempthorne and TDC staff supported the week in taking part in the Bikewise Business Battle.
Stopping Distances Project	Demonstrations were held outside 10 school to show it takes <i>twice as long</i> for a car to stop at 60 km/h (instead of 50) making it much more likely to cause injury/death. Thanks to all TDC staff and councillors who came to witness and support the event.
Motorcycle Training weekends	Historically motorcycle crash rates have been high in the Tasman District. A 'defensive riding' course was held and received overwhelmingly positive feedback. This highlighted need for further work in this area.
Pass Slow and Wide: Vulnerable road users project	Pedestrian and cycle safety are major issues for the Tasman District and our particular roading environment presents a challenge for these road users. Often there is little or no shoulder available; there is a varied of traffic mix (including heavy traffic) and often an open road environment resulting in higher speeds. Billboard messages aim to highlight need to give more space to vulnerable road users. This may require drivers to overtake as if they were passing another vehicle, rather than 'squeezing past', assuming there is enough room.

“Who’s’ Behind you”: Driveway Safety	This is a national issue that appears in local media periodically and carries a local risk due to shared driveways and increased subdivision activity. Mock corflute road signs have been distributed to child care centres, schools, and some supermarkets, along with an explanatory postcard.
“Push not Pedal on the Path” Cyclists on Footpaths	This was a joint initiative with Golden Bay Community Board who received complaints of pedestrians feeling unsafe (and in one case injured) in downtown Takaka because of people riding bikes on the footpath. Local artist created a postcard design that became a colouring competition open to all primary schools. The colours of the winning entry to be used in final postcard version.
Walk to School Day	NCC & TDC took part in this as a trial, with Tasman District coming up trumps thanks to Brightwater School. This was the only school in country to get 100% of their children walking/cycling/scootering to school. Their prize was a sponsored breakfast with Olympic triathlete Hamish Carter.
Visibility Campaign: Cycle Safety	Targeting un-lit cyclists at dawn and dusk with high viz gear/lights as incentives and supported by print and radio media. Targeting drivers to “look twice think bike” before opening the car door, turning at intersections, reversing (these movements based on 0800 Cycle Crash data highlighting most common issues)
Intersection Safety	“Spotters” used to target drivers who blatantly run red lights/stop signs. Letter sent to drivers with aim of educating prior to police enforcement to be carried out 2 weeks later. Media campaign profiling local black spots, general road code info, and road code quiz to encourage participation to be distributed in June.
Driver Reviver	Every year council gets involved with driver fatigue projects (such as voluntary stop at Maruia School over Waitangi Weekend). Media campaigns (eg billboards, print & radio ads) also remind drivers of how to be aware and manage signs of fatigue.

4 SUMMARY OF ROAD SAFETY COORDINATOR’S ACTIVITIES 2006/07:

Project Name	Description
Youth Drive Sober	Targeting young drivers at risk of drinking and driving. Facilitator will be young person who will implement programme in schools. Gives an opportunity for young people to <i>experience</i> how drinking can impair judgement while demonstrating to others the risk they would take if they ended up as a passenger in their vehicle. Project will highlight impairment caused by <u>all</u> drugs - not just alcohol.
Roadside Road Safety Education	Working with other councils/Transit NZ on project which will install billboards in key areas profiling local problems such as ‘Keep Left’ (aimed at tourists), following distances, speed, reminders of being in a ‘high crash rate area’, winter conditions, fatigue etc.

Pedestrian Safety	<p>“Walking Wednesdays” project to be offered to all Tasman District Schools. Involves children walking to school (or part way to school) over 2 terms encouraged by class and school competitions and rewards. Some schools have a high number of students that use bus transport and may not be interested in taking part. However the project is designed for any school that has:</p> <ul style="list-style-type: none"> • congestion at school gate and want longer term solutions; • suppressed or current demand for children to walk/cycle to school; • desire to increase activity and impact on health issues such as diabetes, obesity; • want to encourage or establish walking school buses.
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<p>Targeting Rural Areas:</p> <p>Safe with Age</p> <p>Child Restraints Programme</p> <p>Re-cycling Programme</p> <p>Drivetime</p>	<p>The following programmes to be promoted/made available in Golden Bay, Motueka and Murchison:</p> <p>Older Driver Refresher Course.</p> <p>Targeting children and their parents at early childhood centres.</p> <p>Practical courses for adults ‘re-discovering’ their bike with emphasis on cycle safety.</p> <p>For young drivers and their coaches providing practical tips and support with negotiating the graduated driver license system.</p>
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5 Other activities 06/07:

- Intersections, cycle safety, motorcycle training, driver reviver campaigns
- Promoting and supporting walking school bus programmes/trialling of “cycle trains” for competent and older child cyclists
- Continuation of 0800 Cycle Crash Facility – this is providing valuable data to help direct engineering enforcement and educational resources

6 RECOMMENDATION:

THAT Council receive this report.

Kirsty Barr
Road Safety Coordinator