

Road Safety Plan Activities

Action Status (December 2009)

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

Action	No.	Description	Target/Measure	Responsibility	Overall Progress	Comments	Delay
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	0%	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	50%	Funding allowed for in Annual Plan, however NZTA subsidy not guaranteed.	
				HCC	0%	We have identified from the NZTA deficiency database ~\$25M of deferred safety works.	
				UHCC	50%	After a two month delay NZTA finally approved a budget albeit half of that applied for operational projects.	
				SWDC	0%	Not reported	
				CDC	0%	Not reported	
				MDC	50%	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	0%	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	50%	WCC does not have an approved Safety Management System bus 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	0%	Not reported	
				CDC	0%	Not reported	
				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	50%	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	0%	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	50%	Road Safety Action Plan has been compiled and actions are underway	
				WCC	50%	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	50%	Regular multi-party RSAP meetings. Remarkable lack of interest from third parties.	
				UHCC	44%	Road Safety Action Plans are prepared by Police in liaison with TA. Police should be lead agency.	
				SWDC	0%	Not reported	
				CDC	0%	Not reported	
MDC	100%	Key partners meet quarterly to implement and monitor RSAP for the cluster of three Wairarapa TLA's.					

Action	No.	Description	Target/Measure	Responsibility	Overall Progress	Comments	Delay
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	
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 an 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	50%	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. GW officers completed feedback to the Ministry of Transport for the development of the new national Road Safety Strategy to 2020. Massey University students are working with GW on a design brief for a revitalised Share the Road campaign, that promotes safe overtaking by motorists, and safer cycling habits.	
				KCDC	100%	Education focused campaigns identified in Road Safety Action Plans and the community focused activities class of the NLTP have been implemented	
				PCC	50%	Road Safety Coordinator is carrying out community road safety campaigns that are focused on education	
				WCC	50%	We have a new Road Safety Coordinator, Anna Blomquist formerly of Hutt City has replaced Michelle Stevenson	
				HCC	50%	Wish it was clear.	
				UHCC	0%	Does not make sense. UHCC does not have budgets for implementing Road Safety Action Plans.	
				SWDC/CDC/MDC	50%	Three Wairarapa TLA's support education campaigns coordinated or undertaken by Wairarapa Road Safety Council.	
				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	50%	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	50%	GW officers contributed to Road Safety Action Plan meetings in Wellington, Hutt City and Wairarapa, and the development of Wellington's pedestrian safety campaign.	
				KCDC	100%	KCDC has quarterly meetings with regional TA 's to discuss local issues.	
				PCC	50%	Meetings at least 3 times a year	
				WCC	50%	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	36%		
				UHCC	0%	Regional activities are not a TA function and we are not resourced for it.	
				SWDC/CDC/MDC	50%	Three Wairarapa TLA's represented by a Wairarapa Road Safety Co-ordinator on regional campaigns.	
				NZTA	0%	Nothing to report	
				NZ Police	100%	Business as usual for Police, quarterly RSAP meetings with each TLA (combined in Wairarapa and Kapiti Mana)	
ACC	50%	ACC attended all local Road Safety Action Plan meetings for the region and is currently working with WCC on intersections, pedestrian and motorcycle campaigns.					
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	50%	Refer to attachments 6 and 7 for a full report on cycling and walking plan progress	
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 programmes and the Regional Passenger Transport Plan)	The safety benefits of public transport are promoted at every opportunity	GWRC All agencies	0%	Refer to attachments 1 and 2 for a full report on passenger transport progress	

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Advocate for National Level Changes	8.1	Advocate to central government for the following: <ul style="list-style-type: none"> • Incentives to reduce the current average vehicle age from 12 years • Adequate funding of enforcement resources • Adequate funding of road safety works • Quicker progress in identifying and implementing median and side protection barriers • Restrictions on inexperienced drivers • Requiring new motorcyclists to undertake skills training • Review the classification of mopeds • Review speed limit setting policy and procedures • Lowering the legal blood alcohol limit from 80mg to 50mg • Consideration be given to the matter of road side rest areas and rumble strips or audio tactile edge lines, to address fatigue crash black spots • More attention to dealing with repeat offenders • Promote the safety benefits of mode change 	Every opportunity is taken to advocate	RTC	50%	Recent advocacy includes: Letter sent to the Ministry of Transport from the RTC Chair on these advocacy matters on 8 July 2009. Letter sent to the Law Commission on 25 August 2009 from the RTC Chair supporting proposed changes to the legal blood alcohol levels. Submission to the government's 'Safer Journeys' discussion document from the RTC Chair dated 2 September 2009.	
Improve Urban Speed Management	9.1	Review urban speed management policies giving consideration to matters such as: <ul style="list-style-type: none"> • 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	50%	Limited budget is focussed in highest priority areas	
				PCC	50%	Traffic calming and improved signage installed in some urban streets as part of Minor Improvements programme.	
				WCC	50%	We are in the process of implementing a range of new speed limits including 30km/hr speed limits for Tinakori Road and Aro Street	
				HCC	50%	Usual 100 requests for speed humps. Delivering about 10 (\$50Kpa). Installed 15 Radar Driver feedback signs.	
				UHCC	0%	Cannot comment until the safety report prepared by NZTA at end of financial year is available	
				SWDC	0%	Not reported	
				CDC	0%	Not reported	
				MDC	84%	Review of speed limit bylaw currently underway. Anticipate April completion.	
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	0%	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%	We used to partner with Transport Companies & ACC	
				UHCC	0%	UHCC has no ability to influence this statistic	
				SWDC/CDC/MDC	0%	No action undertaken.	
				NZTA	0%	Nothing to report	
				ACC	50%	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.	
Promote Awareness of Driver Fatigue Issues	10.2	Raise issues in highway liaison meetings around items such as: <ul style="list-style-type: none"> • 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	0%	Driver reviver in Waikanae	
				PCC	0%	We do not discuss these issues at SH Liaison meetings	
				WCC	50%		
				HCC	0%	Not reported	
				UHCC	0%	UHCC has no ability to influence this statistic	
				SWDC	0%	Not reported	
				CDC	0%	Not reported	
				MDC	50%	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 expected to start late January	
				ACC	50%	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.	

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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	0%	Not applicable	
				PCC	0%	No plans for PCC to install these cameras	
				WCC	0%		
				HCC	0%	Business as usual	
				UHCC	0%	UHCC has no ability to influence this statistic	
				SWDC	0%	Not reported	
				CDC	0%	Not reported	
				MDC	0%	Speed camera sites serviced via regional programme only. No traffic light in district.	
Review Enforcement Practices	11.2	Advocate to allow RCAs to own and operate passive traffic enforcement devices such as red light and speed cameras		NZTA	0%	Nothing to report	
				KCDC	0%	Speed trailer and speed feedback signs available	
				PCC	0%	No plans to advocate for this	
				WCC	0%		
				HCC	0%	Not reported	
				UHCC	0%	UHCC has no ability to influence this statistic	
				SWDC	0%	Not reported	
				CDC	0%	Not reported	
Review Enforcement Practices	11.3	Consider local enforcement of static offences such as expired Warrants of Fitness		MDC	0%	No advocacy on this issue to date.	
				NZTA	0%	Nothing to report	
				KCDC	0%	Not applicable	
				PCC	0%	PCC regulatory group does not intend to enforce Warrants of Fitness.	
				WCC	50%	WCC is very active in this area	
				HCC	0%	Not reported	
				UHCC	0%	UHCC has no ability to influence this statistic	
				SWDC	0%	Not reported	
Review Enforcement Practices	11.4	Consider improved enforcement of illegal vehicle parking or use of pedestrian footpaths		CDC	0%	Not reported	
				MDC	0%	Issue has previously been considered in the RSAP process.	
				NZTA	0%	Nothing to report	
				KCDC	0%	Delivered by local bylaw regulations	
				PCC	50%	PCC parking enforcement meets Annual Plan targets for parking availability.	
				WCC	50%		
				HCC	0%	Not reported	
				UHCC	0%	UHCC has no ability to influence this statistic	
Review Enforcement Practices	11.5	Improve accountability of the application of the region's allocation of Police resources by Dec 2009		SWDC	0%	Not reported	
				CDC	0%	Not reported	
				MDC	50%	Addressed on as required basis under the General Bylaw by Regulatory Dept.	
				NZTA	0%	Nothing to report	
				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	0%	Nothing to report	
Improve Motorcycling safety	12.2	Develop programmes to provide motorcyclist skills training by Jun 2010		KCDC	50%	Wellington Regional campaign in progress.	
				PCC	0%	PCC do not provide motorcycle skills training.	
				WCC	0%		
				HCC	0%	Not reported	
				UHCC	0%	UHCC responsibly manages its roading network with the ongoing aim of reducing accidents but it cannot specifically target accident classes.	
				SWDC	0%	Not reported	
				CDC	0%	Not reported	
				MDC	50%	Motorcyclist training regularly conducted by private deliverer and reinforced through community programmes.	
				NZTA	0%	Nothing to report	
				ACC	50%	ACC is working with local authorities to develop projects to promote motorcycle and moped safety. ACC provides two websites and rider skills training through out the region, via training workshops.	

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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	50%	Wellington Regional campaign in progress.	
				PCC	50%	Two programmes run this year that involved motorcycle awareness training.	
				WCC	0%		
				HCC	0%	Not reported	
				UHCC	0%	UHCC responsibly manages its roading network with the ongoing aim of reducing accidents but it cannot specifically target accident classes.	
			SWDC/CDC/MDC	50%	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	50%	ACC has encouraged the uptake of the Practice programme with local road safety partners.	
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	0%	Not applicable	
				PCC	50%	PCC has run programmes aimed at learner and restricted licence holders.	
				WCC	0%		
				HCC	36%	About to try. It is an issue on the Wainui Hill Road. Several initiative in place which HCC RSC is supporting.	
				UHCC	0%	UHCC responsibly manages its roading network with the ongoing aim of reducing accidents but it cannot specifically target accident classes.	
				SWDC/CDC/MDC	50%	Community programmes delivered through Wairarapa Road Safety Council.	
				NZTA	0%	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	15%	First reality check course due Anniversary Weekend	
				PCC	0%	Conversation with judiciary has started, but no actions yet.	
				WCC	0%		
				HCC	0%	Police issue	
				UHCC	0%	We have no idea where these measurements have come from but they all exhibit a concerning lack of infrastructural knowledge and responsibility	
			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	50%	Nothing to report	
				KCDC	0%		
				PCC	0%		
				WCC	0%		
				HCC	0%		
				UHCC	0%		
				SWDC	0%		
				CDC	0%		
				MDC	0%		
				NZTA	0%		
				NZ Police	0%		
ACC	0%						