

# MEETING — AGENDA —

Ngā Take

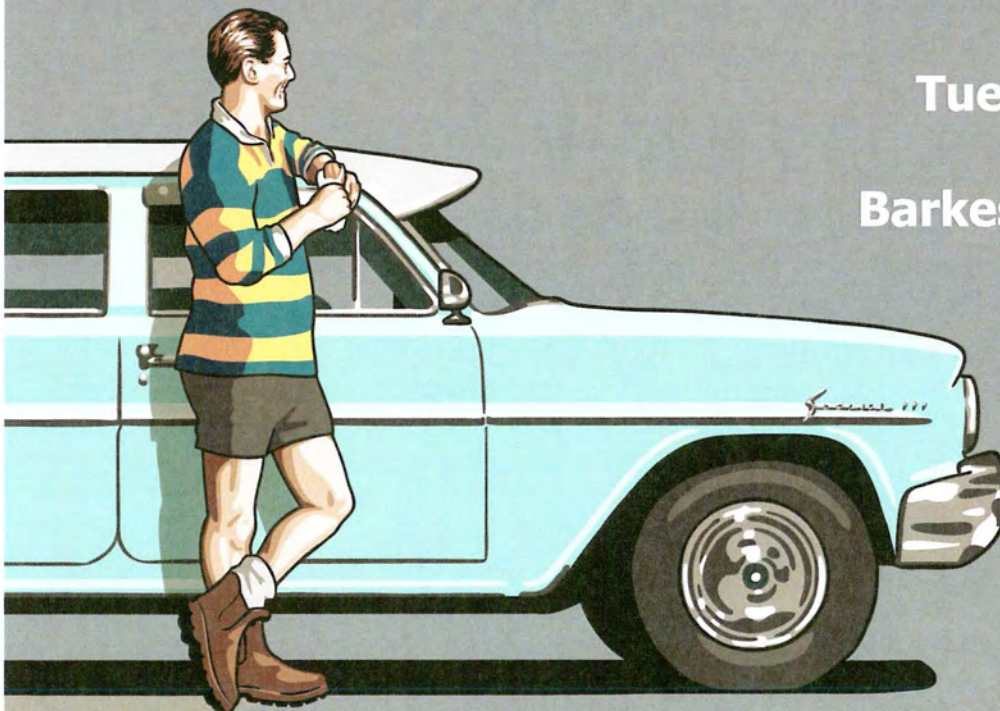
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# JOINT ROAD SAFETY COMMITTEE

*Komiti Manaaki Huarahi*

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**JRS10**  
**Tuesday, 21 May 2019**  
**Council Chambers**  
**Barkes Corner, Tauranga**  
**10.00am**



# Notice of Meeting No JRS10 Te Karere

## Joint Road Safety Committee Komiti Manaaki Huarahi

**Tuesday, 21 May 2019**  
**Council Chambers**  
**Barkes Corner**  
**10.00am**

### **Western Bay of Plenty District Council**

Councillor: Margaret Murray- Benge (Chairperson)  
Roading Engineer (East/West): Stuart Harvey

### **Tauranga City Council**

Councillor: Bill Grainger (Deputy Chairperson)  
Transportation Manager: Martin Parkes

### **Bay of Plenty Regional Council**

Councillor: Andrew von Dadelszen  
Sustainable Transport Officer: Jenny Mack

**New Zealand Police**  
**Travel Safe Programme Leader**  
**New Zealand Transport Agency**  
**Accident Compensation Corporation**  
**Automobile Association**

Sergeant Mark Pakes  
Karen Smith  
Adam Francis  
Jessica Davis  
Peter Bedford

Media  
Staff

Miriam Taris  
**Chief Executive Officer**  
**Western Bay of Plenty District Council - Administering Authority**



## **Delegations Mangai o Te Kaunihera**

**Role:**

To provide administration of the annual road safety programme and co-ordination of the work of various community groups concerned with road safety, with the power to co-opt other members as necessary.

This Committee to report to the appropriate operational Committees of the Western Bay of Plenty District Council and Tauranga City Council as designated by those authorities.

# Agenda for Meeting No. JRS10

Pages

**Present  
Apologies**

## **Public Forum (If Required)**

Under Standing Orders Appendix F a period of up to 30 minutes is set aside for a public forum. Members of the public may attend to address the Committee for up to three minutes on items that fall within the delegations of the Committee provided the matters are not subject to legal proceedings, and are not already subject to a process providing for the hearing of submissions. Speakers may be questioned through the Chair by members.

Such presentations do not form part of the formal business of the meeting, a brief record will be kept of matters raised during any public forum section of the meeting with matters for action to be referred through the service request system.

## **Recommendation**

*THAT the meeting adjourn for the purpose of holding a public forum.*

JRS10.1      **Minutes of Meeting No. JRS9 of the Joint Road Safety Committee held on Tuesday 26 February 2019**      7-14

A copy of the minutes are attached.

## **Recommendation**

*THAT the minutes of Meeting No. JRS9 of the Joint Road Safety Committee held on 26 February 2019 as circulated with the agenda be confirmed as a true and correct record.*

JRS10.2      **Western Bay Joint Road Safety Operations Meetings Minutes**      15-16

Attached are the minutes from the Western Bay Joint Road Safety Committee Operations dated 12 March 2019.

**Recommendation**

*THAT the minutes from the Western Bay Joint Road Safety Committee Operations dated 12 March 2019 be received.*

JRS10.3      **Chairperson's Report**      17-24

Attached is a report from the Chairperson dated 6 May 2019.

**Recommendation**

*THAT the Chairperson's report dated 6 May 2019 be received.*

JRS10.4      **New Zealand Police Report**      25-28

Attached is a report from the New Zealand Police dated May 2019.

**Recommendation**

*THAT the New Zealand Police's report dated May 2019 be received.*

JRS10.5      **Accident Compensation Corporation Update**

No report has been received for this agenda for the Accident Compensation Corporation but an update may be available at the meeting.

JRS10.6      **Travel Safe Programme Leader Update**      29-55

Attached is a report from the Travel Safe Programme Leader dated March 2019 - May 2019.

**Recommendation**

*THAT the Tauranga City Council Travel Safe Programme Leader's report dated March 2019 - May 2019 be received.*

JRS10.7      **Transport Agency Update**      56-58

Attached is a report from the Regional Road Safety Advisor of the New Zealand Transport Agency dated May 2019.

**Recommendation**

*THAT the New Zealand Transport Agency Regional Road Safety Advisor's report dated May 2019 be received.*

JRS10.8

**Road Safety Action Plan**

59-65

Attached is the report from the Bay of Plenty Regional Council Sustainable Transport Officer dated 30 April 2019.

**Recommendation**

*That the Bay of Plenty Regional Council Sustainable Transport Officer's report dated 30 April 2019 be received.*

**The next meeting of the Joint Road Safety Committee will be at 10.00am on Tuesday, 20 August 2019.**



## Western Bay of Plenty District Council

**Minutes of Meeting No. JRS9 of Joint Road Safety Committee  
held on 26 February 2019 in the Council Chamber, Barks Corner, Tauranga  
commencing at 10.00am**

### **Present**

Councillor Margaret Murray-Benge (Chairperson) and Stuart Harvey (Western Bay of Plenty District Council), Councillor Bill Grainger (Deputy Chairperson) and Phil Consedine (Tauranga City Council), Councillor Andrew von Dadelszen and Jenny Mack (Bay of Plenty Regional Council), Sergeant Mark Pakes (NZ Police), Marcell Davison (NZ Transport Agency), Nigel Kapa (Accident Compensation Corporation) and Peter Bedford (Automobile Association)

### **In Attendance**

G Allis (Deputy Chief Executive), P Howard and J Wilton (Westlink), K Elder, (Governance Manager), M Parnell (Governance Advisor), and L Nind (Governance Advisor)

### **Other**

Three members of the public and one member of the press.

### **Apologies**

Apologies for absence were received from Martin Parkes, Karen Smith and Jessica Davis.

**Resolved:** Member Bedford / Councillor von Dadelszen

*THAT the apologies for absence from Martin Parkes, Karen Smith and Jessica Davis be accepted.*

### **Presentation**

At the 2018 TRAFINZ Conference, Tauranga City Council received the TRAFINZ Safety Leadership Award for exceptional leadership in relation to its Travel Safe initiative. Tauranga City Council's Acting Transportation Manager, Phil Consedine, presented the TRAFINZ Safety Leadership Certificate to the meeting. The Chairperson accepted the Award on the Committee's behalf and thanked the Travel Safe Team for their work.

## Public Forum

**Resolved:** Councillor Murray-Benge / Member Pakes

*THAT the meeting adjourn for the purpose of holding a public forum.*

## Speeding

Ms Robyn Cossar, first female driving instructor in New Zealand and a new resident to Tauranga with an interest in road safety addressed the Committee. She expressed concerns and highlighted the following points relating to a 50 km/h speed sign on Lakes Boulevard at The Lakes:

- The sign was obscured by a tree
- The shrubbery around the tree needed to be removed
- Flashing lights needed to be installed around the 50 km/h sign

Ms Cossar was advised to contact the Tauranga City Council Service Centre directly and lodged a service request regarding these matters.

## State Highway 29

Mr John Sankey spoke of his concerns regarding SH29, severe traffic congestion, the Belk Road intersection and the lack of passing lanes near McLaren Falls.

The Regional Road Safety Advisor for the New Zealand Transport Agency (NZTA) Marcell Davison advised this would be addressed in NZTA's upcoming programme of work. The next Board Meeting is in March and new projects would be started after that.

The Deputy Chairperson asked Ms Davison to update the Committee regarding NZTA, noted the Chief Executive Officer had resigned at the end of last year. Ms Davison advised that Mr Mark Radcliffe has been appointed Acting Chief Executive Officer and there were several new Board Members. Upcoming projects were being considered and these would be discussed at the first Board Meeting in March.

It was noted that NZTA need to address State Highway 29 and particularly the Belk Rd intersection.

The Chairperson commended Adam Francis' work from NZTA and Ms Davison advised that NZTA's national programme would be made available.

## Pedestrian Vulnerability

Dr Ing John-Paul Thull representing a pedestrian advocacy group Living Streets Aotearoa BOP, spoke to a PowerPoint presentation about mitigating pedestrian vulnerability.

Discussion followed regarding the importance of pedestrian crossings being inter connected with retail areas and it was suggested that more pedestrian crossings be added to new residential subdivisions. The use of pedestrian crossings and refuges were discussed and the importance of applying caution when considering pedestrian crossing locations was noted.



It was suggested Dr Thull speak to Traffic Safety Engineers at both Tauranga City Council and Western Bay Of Plenty District Council.

The Chairperson thanked members of the public for addressing the meeting.

10.29am **Resolved:** Councillors Murray-Benge / von Dadelszen

*THAT the meeting reconvene in formal session*

#### JRS9.1 **Presentation - Blue Light Youth Driver Navigator Programme**

Jenny Mack, Bay of Plenty Regional Council, introduced Blue Light's Events Support Manager, Wendy Robertson and the Blue Light Youth Driver Navigator Programme.

The Events Support Manager spoke to a PowerPoint presentation and highlighted the following points:

- Blue Light is a Registered Youth Charity which works alongside the Police.
- There are 68 branches nationwide.
- The Blue Light Youth Driver Navigator Programme (BLYDNP) was developed at the national office and funded in partnership by Bay Trust, TECT and RECT.
- This enabled a 3 year pilot of the programme to be run in the Bay Of Plenty region by a local co-ordinator.
- The programme helped young people aged 16-24 from disadvantaged backgrounds to gain their full drivers licences, who otherwise might not be able to.
- The BLYDNP encouraged compliance and the end result being safe driving on the road.
- They operate in most colleges throughout the Bay Of Plenty and also work with Sport Bay Of Plenty.
- Sessions were run in the school holidays and qualifying students could self-refer.
- The presentation ended with examples of 'success stories', highlighting the positive benefits of the programme.

In response to questions Ms Robertson advised as follows:

- Referrals from schools and community agencies were processed to ensure students who needed the service received it.

The Chairperson thanked Ms Robertson for her presentation and her work in the community.

**Resolved:** Councillor von Dadelszen / Member Consedine

*THAT the presentation from the Events Support Manager regarding the Bluelight Youth Driver Navigator Programme be received.*

JRS9.2            **Minutes of Meeting No. JRS8 of the Joint Road Safety Committee held on 6 November 2018**

The Committee considered the minutes of JRS8 of the Joint Road Safety Committee meeting held on 6 November 2018 as circulated with the agenda.

The Chairperson tabled a copy of the letter sent to the Chief Executive Officer of NZTA (who had since resigned) from the Joint Road Safety Committee on 12 November 2018. It was noted that a reply had not been received to date.

The Chairperson noted in relation to the Belk Road intersection there had been issues with getting consent for the project from the Bay of Plenty Regional Council. The Bay of Plenty Regional Council Sustainable Transport Officer advised she would make enquiries and report back to the next Committee meeting.

It was confirmed that the resolution printed in the tabled document was from the minutes of the previous committee meeting held on 6 November 2018.

**Resolved:**            Councillor von Dadelszen / Member Harvey

*THAT the minutes of Meeting No. JRS8 of the Joint Road Safety Committee held on 6 November 2019 as circulated with the agenda be confirmed as a true and correct record.*

JRS9.3            **Western Bay Joint Road Safety Operations Meetings Minutes**

The Committee considered the minutes from the Western Bay Joint Road Safety Operations Meetings dated 27 November 2018 and 12 February 2019 as circulated with the agenda.

**Resolved:**            Members Mack / Consedine

*THAT the minutes from the Western Bay Joint Road Safety Operations Meetings dated 27 November 2018 and 12 February 2019 be received.*

JRS9.4            **New Zealand Police Report**

The Committee considered a report from the New Zealand Police dated February 2019 as circulated with the agenda. Senior Sergeant Pakes spoke to his report and noted there had been one fatality – a motorcyclist on Cambridge Rd. It was noted the New Zealand Police were focusing on speed and driving distraction.

In response to questions Senior Sergeant Pakes advised:

- Police have limited tolerance with regards to the use of cell phones and various methods were used to monitor this, including observation and stationary cameras at intersections. They were proactively working with schools to get the message across.
- There was no legislation requiring for motorcyclists to have their lights on full beam and some drivers found this distracting.
- Motorcycle riding will be focused on later in the year.

**Resolved:** Members Pakes / Bedford

*THAT the New Zealand Police report dated February 2019 be received.*

JRS9.5

### **Accident Corporation Compensation Report**

The Committee considered a verbal report from Nigel Kapa, Senior Injury Prevention Specialist from ACC, who made the following points:

- Research showed motorcyclists making slight sideways movements as they drove, were more easily seen than those who drove with their headlights on. This was taught in the ACC'S 'Ride Forever' programme along with other safety manoeuvres. Course participants were 27% less likely to be involved in an accident.
- Shiny Side Up events took place nationally for motorcyclists and motorcycle enthusiasts together. Shiny Side Up events were used to get people enrolled into the Ride Forever Programme. The last major Shiny Side Up event will be held at Hampton Downs as part of the Mike Pero Motorfest.
- Motorcycle Clothing Assessment Programme (MotoCAP) provided the motorcycling community with information regarding safety clothing.
- ACC and NZTA provided a programme to assist onto their full driver's licences. A Community Toolkit was developed which helped young drivers learn the Road Code in an interactive way. These had already been distributed to local driving instructors and community groups and there were more available.

In response to questions Mr Kapa advised the following:

- Motorcyclists in the older age group were a high percentage of those who had accidents. Mr Kapa had participated in two Ride Forever events and had found they had made him a much safer motorcyclist.

ACC is trying to prevent injuries before they occur.

**Resolved:** Members Kapa / Bedford

*THAT the Accident Compensation Corporation Representative's verbal report be received.*



JRS9.6

**Travel Safe Programme Leader Update**

The Committee considered a report from the Travel Safe Programme Leader dated November 2018 to February 2019 as circulated with the agenda.

In response to questions Mr Consedine advised:

- Outcomes of New Zealand Transport Agency Report to Road Safety Action Plan Meeting on page 57 of the agenda were noted.
- Travel Safe adhere to NZTA's guidelines.
- Travel Safe have recruited a new person to join their team.
- Mr Consedine advised he wasn't aware of cyclists having been educated not to ride on the white line in Carmichael Road. A cycleway was being developed to connect with the Omokoroa cycleway.

**Resolved:** Councillors Murray-Benge / von Dadelszen

*THAT the Travel Safe Programme Leader's report for the period November 2018 to February 2019 be received.*

JRS9.7

**Transport Agency Update**

The Committee considered a report from New Zealand Transport Agency's Regional Road Safety Advisor dated February 2019 as circulated with the agenda.

The Committee made the following comments:

- The Hairini Link speed limit was still temporarily 50 kilometres per hour and the slip lane was not operational. Concern was raised about signage which indicated cyclists should carefully cross two lanes of traffic, instead of being redirected to the underpass.
- NZTA should reconsider the priority of the works in the Tauranga to Omokoroa corridor, as this would have a greater impact on the safety of those using the road.
- A suggestion was made that bus lanes could be used for other traffic during non-peak hours. It was noted that cyclists and motorcyclists can legally use bus lanes, and currently use them during non-peak times. It was important that any decision to change bus lane traffic did not affect their safety.
- Tauranga's bus service was not widely used.

Regarding cycling through the Hairini Link, Ms Davison advised it was difficult to get a consensus on where it was best for people to ride. Commuting cyclists preferred the road, therefore signage was necessary for their safety but school aged children used the underpass. She noted NZTA was reviewing T2 and T3 lane options throughout the country.

Ms Davison suggested that the letter sent to NZTA from the Joint Road

Safety Committee meeting held on 6 November 2018 be resubmitted, as there had been a change of Chief Executive Officer, and note the points raised by the Committee at this meeting.

**Resolved:** Councillors Murray-Benge / von Dadelszen

*THAT the Committee's letter to NZTA dated 12 November 2018 be re-submitted to the new CEO of NZTA and note the following points:*

- *Request that safety works on the Tauranga to Omokoroa corridor be prioritised;*
- *Request that non-peak hour bus lane use be considered for other vehicles.*
- *The scheduled toll increase would impact on road users and community buy in.*

**Resolved:** Member Davison / Councillor von Dadelszen

*THAT the New Zealand Transport Agency Regional Road Safety Advisor's report dated February 2019 be received.*

JRS9.8

### **Road Safety Action Plan**

The Committee considered a report from the Bay of Plenty Regional Council Sustainable Transport Officer dated 31 January 2019 as circulated with the agenda. Ms Mack spoke to her report and advised the following:

- The report was organised by focus areas.
- Bay of Plenty Regional Council manages billboards, along with NZTA.
- Advertising campaigns aimed at young drivers included the following messages; be sensible; don't distract your driver and be sober as there's zero tolerance of young drivers and their drinking.
- Radio advertising over the long weekend had included messages of taking a rest and swapping drivers.
- The Bay of Plenty Regional Council supported ACC's Ride Forever Programme, including the Shiny Side up event. Scooter training had been trialled in schools in an effort to reduce scooter injuries.
- Young people travelling between Rhythm and Vines in Gisborne and Bay Dreams in Tauranga, were targeted in radio and Facebook campaigns. The radio campaign promoted the importance of taking rests and administration fees were waived for young people who attended driver safety courses.
- No further updates had been received from Central Government. The draft Roothing Strategy was not yet available and it would provide information on regional action and safety plans.

In response to questions, Ms Mack advised that this Committee did not report to the Regional Transport Committee, but could refer issues through to them.

**Resolved:** Member Davison / Councillor Murray-Benge

*(a) THAT the Bay of Plenty Regional Council Sustainable Transport Officer's report dated 31 January 2019 be received.*

*(b) THAT the letter to New Zealand Transport Agency also be copied to the Regional Transport Committee.*

The Chairperson asked Justine Wilton of Westlink to provide an update to the Committee. Ms Wilton advised the following:

- Opus had been purchased by a company called WSP and was now known as 'WSP Opus'.
- Safety engineers throughout New Zealand had met and discussed Vision Zero. Their goal was to achieve no deaths in road accidents.
- They assessed at a local level how much could be spent on projects to reduce the number of, or eliminate different types of crashes.
- Recent training looked at road design to help manage crashes, in an attempt to make them more survivable.

Ms Davison advised the Standard Safety Intervention Toolkit was available through New Zealand Transport Agency's Highway Information website. It was a "living" document that would be constantly updated and provided information about safety installations like roundabouts and rumble strips for safety engineers and planners.

Paul Howard from Westlink noted the dangers of 'summer ice', the slippery layer which had built up on the road after the extremely long dry spell.

The meeting concluded at 11.50am.

Confirmed as a true and correct record.

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Councillor Margaret Murray-Benge  
**Chairperson**

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Date

JRS9



JOINT ROAD SAFETY OPERATIONS MEETING	MINUTES
Date: 12 March 2019	Time: 1.30pm Place Level 3, Boardroom, 306 Cameron Road
<b>ATTENDEES</b>	
Chairperson	Karen Smith (TCC)
Tauranga City Council	Philippa Browne
Tauranga City Council	James Wickham
BOPRC	Jenny Mack
NZ Transport Agency	Marceli Davison
Westlink	Justine Wilton
Beca (seconded to NZTA)	Alex Jeffcoat
Minute Taker	Denice Hawker

## Minutes

GENERAL ITEMS		
Apologies	Martin Parkes, Mark Pakes, Duncan Wilson, Stuart Harvey	
	<b>MINUTES/ ACTION POINT CARRY-OVERS</b>	<b>BY WHO/WHEN</b>
	<b>Acceptance of Previous Meeting Minutes</b> The minutes of 12 February 2019 accepted as a true and accurate record of meeting. Correct the attendees to include James and Marceli	Moved by: Marceli Davison James Wickham
<b>AP 1/19</b>	Follow up with NZTA regarding red light introduction. Status of national position / options for regional introduction	<b>Marceli</b>
	Cameras now operating and the Police monitor. Roll out not known but up to the National Police to progress.	
<b>AP 2/19</b>	Forward Orange Day Banners to Mark Parkes	<b>Karen</b>
	Detail provided direct.	
<b>AP 3/19</b>	Traffic Counts at Matapihi (liaise with Karen to confirm requirements)	<b>James</b>
	James to send the data (received 12/3/19 to Karen and Cindi)	
	<b>ACTIVITY UPDATES</b>	
Marceli	Working with TCC on various joint projects TCC/NZTA to meet regarding RAYDER programme	
James	Review of pedestrian crossings around the area to ensure that they are up to National standard	
Philippa	City Centre review of pedestrian crossings and key risk areas – discussion ahead and NZTA to be invited Minor Safety Improvements programme still in progress Looking at bus infrastructure/public connections Site grouping for crash sites – looking at opportunities for minor safety improvements in the Top 10 areas Temporary pedestrian refuge on Maunganui Road to be installed near RSA Maunganui Road improvements include solid median and pedestrian refuge and bus stop will be relocated a short distance along the road	

Alex	Expecting decision this month if speed reviews can be progressed Preparing list of projects for LC/LR (including backlog from 2018)	
Justine	As a result of the recent Higgins crash and crash last evening in Wellington: <p style="text-align: center;">NZTA mobile operations suspended on Level 2</p> <p style="text-align: center;">Opus mobile operations ALL suspended</p> NZTA to be delivering advice note regarding duration of suspended period. Next update due today (12/3) WBOPRC voted to do no speed limit reviews this year Research on LED lights - much information about light factor on residential properties – dark zones on properties. NZ Post not extending their network in new sub-divisions. Issues regarding vehicle crossings and where the post boxes are to be located. Discussion to occur to get clarity about the way forward and where cost falls. Subdivision and earthworks have increased significantly Shared space approach and what that comprises is tentatively being explored by a property developer	
Jenny	Bus Service matters all consuming Regional Transport Committee meeting ahead Winter Road Safety Pit Stop planning in progress	
<b>AP 4/19</b>	Find out whether standard report on sub-regions road safety activities is required and if so, frequency	Jenny
Karen	<ul style="list-style-type: none"> <li>• Bike Month February 2019 completed – partnership Sport BOP and fantastic help from individuals in the community</li> <li>• 2019 planning in progress for primary, intermediate and secondary schools and, adult programmes</li> <li>• Primary Teacher Workshop with Pam Hook (Educationlist expert on Citizenship) and Pam MacConchie (NZTA), Debbie Lang (NZTA Bike Ready) held 8 March 2019</li> <li>• 2 Day Cycle Instructors workshop held 5 &amp; 7 March. Included Bike Ready update and CAN workshop including bus/trucks to build awareness of what bus drivers can/cannot see</li> <li>• Secondary student/ teacher workshop 14 March</li> <li>• Mobility scooter workshops in action in March in partnership with Age Concern</li> <li>• Young Driver workshop in planning stage for April 2019</li> <li>• Supporting Kiddiclic with Plunket and NZ Police starting in March/April 2019 (will be a month by month promotion)</li> <li>• Matapihi – students work on keyrings for NZ Police as part of pro-active follow up around speed limit changes</li> <li>• Recidivist driving programme - updates to programme required</li> <li>• BURS – Fed through changes to Mount College school road safety procedures – recommendations safer place to catch bus for students</li> <li>• Very successful helmet competition (1400+ entries submitted)</li> </ul>	
<b>AP 5/19</b>	Look at how to capture statistics on alternative transport options in schools e.g. e-bikes, scooters, motor scooters etc.	Karen

There being no further business, the meeting closed at 2.30 p.m.

**Date of next meeting – 10 April 2019 @ 1.30pm, 306 Cameron Road**



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## Western Bay of Plenty District Council

### Joint Road Safety Committee

### Chairperson's Report - May 2019

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#### 1. **Notification of Tauranga City Council Membership Attendance - Joint Road Safety Committee**

Please note that a letter has been received from Tauranga City Council confirming the arrangement for Mr Phil Consedine, Manager: Transportation to attend Committee meetings as the Tauranga City Council representative instead of Martin Parkes, until further notice. **Attachment A to this report**

#### 2. **Incoming Correspondence from New Zealand Transport Agency**

The following letters have been received from the New Zealand Transport Agency (NZTA):

**Attachment B** - Letter from New Zealand Transport Agency dated 14 December 2018 in response to the letter the Joint Road Safety Committee sent to NZTA on 12 November 2019 regarding Belk Road and Poripori Road intersections.

**Attachment C** - Letters from New Zealand Transport Agency dated 29 April 2019 and 14 December 2018 regarding the letters the Joint Road Safety Committee sent to NZTA on 12 November 2019 and 27 March 2019 regarding Belk Road and Poripori Road intersections.

**Attachment D** - Letter from NZTA dated 29 April 2019 regarding the letters the Joint Road Safety Committee sent to NZTA on 12 November 2019 and 27 March 2019 regarding safety works on the Tauranga to Omokoroa Corridor, use of bus lanes during non-peak hours and the recent toll road increase.

#### 3. **Safety Upgrade of Belk Road / State Highway 29**

It is with great concern that the New Zealand Transport Agency in Wellington has decided not to do the safety upgrade of Belk Road / State Highway 29.

We are aware that the Plan for the whole Tauriko roading development is very necessary, but the Government through the New Zealand Transport Agency is not



showing any interest in advancing the work, and even when they do, it will not happen overnight. In the meantime, we are now told that the Tauriko plan will also include the Poripori /State Highway 29, as well as Belk Road intersection.

For drivers who have not driven State Highway 29 lately, the heavy transport on this route is increasing all the time, and accessing and exiting the highway is dangerous.

Further, for years the Kaimai school has struggled with passing lanes going past the school in both directions, and they remain anxious for some sensible safe plan.

**Staff Comment:**

Please note that as mentioned on the letter received on 29 April 2019 (Attachment C) from NZTA, the Tauriko roading is part of the Tauriko Network Programme Business Case and is included in the Urban Form and Transport Initiative (UFTI). Accordingly, New Zealand Transport Agency may not be able to comment on the Tauriko roading but may be able to provide an interim or current status update.

## Recommendation

- 1. THAT the Chairperson's Report to the Joint Road Safety Committee for May 2019 be received.***
- 2. THAT New Zealand Transport Agency be invited to make a presentation on their scoping plan for the Tauriko roading development, which includes Belk Road and Poripori intersections, to the next Joint Road Safety Committee meeting on Tuesday, 20 August 2019, including their proposed timetable and their proposed plan for the road safety work outside of Kaimai school.***
- 3. THAT the letter from Tauranga City Council be received and it be noted that the Tauranga City Council interim staff representative is Phil Consedine until further notice.***

*M. E. Murray-Benge*  
Chairperson Murray-Benge

ATTACHMENT A

1 May 2019

Cr Margaret Murray-Benge  
Chairperson  
Joint Road Safety Committee  
Western Bay of Plenty District Council

Dear Margaret

**Notification of TCC Membership Attendance – Joint Road Safety Committee**

On behalf of Martin Parkes, Acting General Manager: Infrastructure, I advise that Mr. Parkes has arranged for **Phil Consedine**, Manager: Transportation, to attend future Joint Road Safety Committee meetings in his stead as the Tauranga City Council representative, until further notice.

I note the Committee membership from Tauranga City Council comprises Councillor Bill Grainger and *one transportation staff member*. We trust that this meets with your approval.

Yours Sincerely

A handwritten signature in blue ink that reads "BClarke".

Barbara Clarke

**Barbara Clarke** | Committee Advisor - Governance  
Tauranga City Council | 07 577 7435 | [barbara.clarke@tauranga.govt.nz](mailto:barbara.clarke@tauranga.govt.nz) |

ATTACHMENT B

WELLINGTON OFFICE  
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14 December 2018

Councillor Margaret Murray-Benge  
Western Bay of Plenty Council  
[Margaret.Murray-Benge@westernbay.govt.nz](mailto:Margaret.Murray-Benge@westernbay.govt.nz)

Ref: NZT-3447

Dear Margaret

Thank you for your correspondence of 12 November 2018 regarding the Belk Road/State Highway (SH29) intersection in the Bay of Plenty.

To ensure improved safety at this intersection, the NZ Transport Agency (NZTA) is developing a programme which will determine where improved speed management could provide a significant reduction in the number of people who are killed or seriously injured on our roads.

Nationally, the focus will be on the roads where the highest benefit is identified and ensuring safe and appropriate speeds. The programme will include a review of speed limits along SH29 between Tauriko and Te Poi and we expect this to occur in the next six to 12 months.

This work is happening as part of the Safe Networks programme, which will rapidly deliver proven safety interventions and safe and appropriate speeds on high risk routes across New Zealand. In addition, Tauriko Business Estate have a requirement to make a connection onto SH29 in the Belk Road area to enable the development to continue. This is likely to be in two to three years and will enable an opportunity to further enhance safety.

Detailed plans are not yet developed, but the Transport Agency is working with Tauriko Business Estate and Tauranga City Council to ensure good design and safety outcomes as well as value for money.

Thank you for writing to me. The NZ Transport Agency is committed to creating a safer transport system for all road users.

Yours sincerely

**Parekawhia McLean**  
Director Regional Relationships (Central North Island)





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29 April 2019

Councillor Margaret Murray-Benge  
Western Bay of Plenty Council  
[Margaret.Murray-Benge@westernbay.govt.nz](mailto:Margaret.Murray-Benge@westernbay.govt.nz)

Ref: NZT-3822

Dear Margaret

Thank you for your letter of 27 March 2019 requesting information regarding the historic Belk Road Safety Improvement Works.

Your letter of 12 November 2018 was responded to on 14 December 2018 by Parekawhia McLean, Director Regional Relationships (Central North Island), I have enclosed a copy of this response for your information.

I can confirm the Belk Road Safety Improvement Works have been superseded by the proposed connection to the southern end of the Tauriko Business Estate. This connection is indicated in the Tauriko Network Programme Business Case and is expected to be constructed at the intersection of SH29 and Redwood Lane. It is also to replace the existing Belk Road intersection which will be closed, and vehicles will be diverted onto the future Kaweroa Drive. This was presented in confidence to the Operations and Maintenance Committee of the Western Bay of Plenty District Council on 6 December 2018, along with examples of possible intersection layouts.

Tauranga City Council are leading the development of the plans for the intersection with SH29, Redwood Lane and the proposed Kaweroa Drive, with the aid of the developer Element IMF. It is anticipated it will be constructed from approximately 2021 to 2023. We have increased funding for low cost, low risk programmes, and there is currently a project underway regarding speed limits along SH29 and minor safety improvements. This is in the design phase and specifically includes Belk Road to Poripori Road.

If you would like to discuss this reply with the NZ Transport Agency, please contact Rob Campbell, Manager, System Management – Bay of Plenty, by email to [rob.campbell@nzta.govt.nz](mailto:rob.campbell@nzta.govt.nz) or by phone on (07) 928 7925.

Yours sincerely

**Brett Gliddon**  
General Manager – System Design & Delivery

Encl. NZT-3447 Letter from Parekawhia McLean dated 14 December 2018



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14 December 2018

Councillor Margaret Murray-Benge  
Western Bay of Plenty Council  
[Margaret.Murray-Benge@westernbay.govt.nz](mailto:Margaret.Murray-Benge@westernbay.govt.nz)

Ref: NZT-3447

Dear Margaret

Thank you for your correspondence of 12 November 2018 regarding the Belk Road/State Highway (SH29) intersection in the Bay of Plenty.

To ensure improved safety at this intersection, the NZ Transport Agency (NZTA) is developing a programme which will determine where improved speed management could provide a significant reduction in the number of people who are killed or seriously injured on our roads.

Nationally, the focus will be on the roads where the highest benefit is identified and ensuring safe and appropriate speeds. The programme will include a review of speed limits along SH29 between Tauriko and Te Poi and we expect this to occur in the next six to 12 months.

This work is happening as part of the Safe Networks programme, which will rapidly deliver proven safety interventions and safe and appropriate speeds on high risk routes across New Zealand. In addition, Tauriko Business Estate have a requirement to make a connection onto SH29 in the Belk Road area to enable the development to continue. This is likely to be in two to three years and will enable an opportunity to further enhance safety.

Detailed plans are not yet developed, but the Transport Agency is working with Tauriko Business Estate and Tauranga City Council to ensure good design and safety outcomes as well as value for money.

Thank you for writing to me. The NZ Transport Agency is committed to creating a safer transport system for all road users.

Yours sincerely

**Parekawhia McLean**  
Director Regional Relationships (Central North Island)



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29 April 2019

Cr Margaret Murray- Bengé  
 Chairperson – Joint Road Safety Committee  
 Western Bay of Plenty District Council  
 Via email to: [gary.allis@westernbay.govt.nz](mailto:gary.allis@westernbay.govt.nz)

REF: NZT- 3770

Dear Councillor Murray- Bengé

Thank you for your letter dated 27 March 2019 regarding the resolutions passed by the Western Bay of Plenty District Council's Joint Road Safety Committee (the Committee) at its meeting of 26 February 2019.

The Committee resolved that the NZ Transport Agency (NZTA) should note, and respond to, the following:

- Request that safety works on the Tauranga to Omokoroa corridor be prioritised;
- Request that non-peak hour bus lane use be considered for other vehicles; and
- Noted that the scheduled toll increase would impact on road users and community buy-in.

These matters are responded to under the headings as follows:

*Prioritisation of Tauranga to Omokoroa Corridor*

This corridor was one of a number of projects reviewed by the Transport Agency to evaluate whether they align with the new vision for our transport network. The re-evaluation was completed, and the outcome announced in October 2018. We are now considering funding and timing for the corridor against funds available nationally. We expect to be able to provide an update on the next steps for this project in the coming months.

Alongside this, the Transport Agency is considering short term safety improvement could be made to the corridor while preserving the opportunity for a long-term solution that addresses the wider challenges in the corridor. We recognise the community's concerns regarding the safety of the corridor and are using our expedited approval process to address these issues without compromising the possible long-term options. Options being considered include side and median barriers, intersection improvements and speed limit changes. The first section of the \$101 million Waihi to Omokoroa safety improvements package between Waihi and Trig Road has been programmed, is funded, and is underway.

*Use of bus lane by other vehicles*

During 2018/19 the Transport Agency consulted stakeholders on whether to allow high occupancy vehicles (HOVs) to use the SH2 Hewletts Road bus lane as a low cost, low risk trial. Allowing the use of these lanes by HOVs can encourage more people to ride-share, and therefore help manage traffic congestion.

Concerns were raised during that consultation as to how this would impact on levels of service for bus users and cyclists, who already use the bus lane. It was considered that current efforts to improve the reliability of new bus services across the city could be undermined, and that allowing additional vehicles to use the bus lane could create delays to some services. A further concern raised was that additional traffic in the bus lane could make it less safe for cyclists.

As increased public transport use and cycling in Tauranga are key transport objectives for the city, options to improve levels of service for bus users and cyclists will continue to be developed. However, these currently require further investigation.

Accordingly, the Transport Agency is not considering trialling the use of the bus lane by HOVs until concerns raised through consultation have been appropriately addressed, and improvements to the corridor between the Harbour Link Bridge and Papamoa have been tested.

*Impact of scheduled toll increase*

The impact of the toll increase is noted. The pricing of tolls is directly linked to the need to maintain debt repayments and to ensure that the debt used to construct the road is repaid as scheduled.

If you wish to discuss this response with the Transport Agency please contact Chris Gasson, Portfolio Manager, on (09) 928 8708 or at [chris.gasson@nzta.govt.nz](mailto:chris.gasson@nzta.govt.nz).

Yours sincerely



**Paul Glucina**  
Acting Senior Manager System Design



**POLICE REPORT**

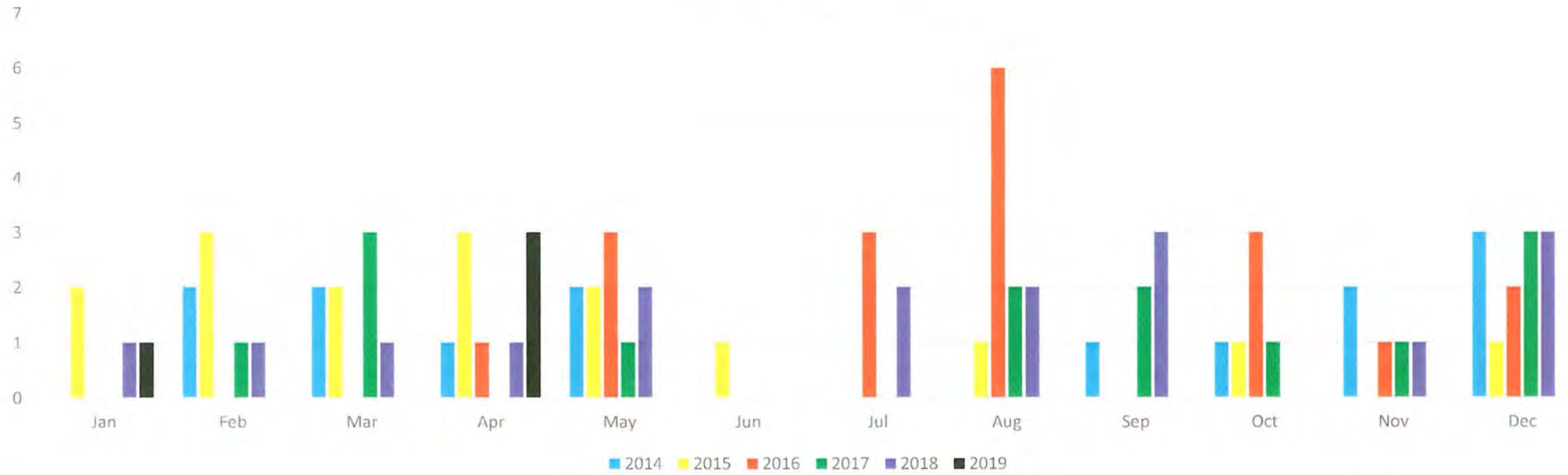
**JOINT ROAD SAFETY COMMITTEE MEETING**

**May 2019**



Crash data for the Western Bay of Plenty currently sits as follows;

WBOP Fatal Crashes



WBOP (past 5 years)	Fatals
2014	16
2015	18
2016	19
2017	14
2018	17
2019 (ytd)	4

## FATAL CRASHES 2019

Date dd/mm	Time 24hr	Crash #	Death #	Location	Type	Age	Sex MF	Brief circumstances	Pros Y / N
3 Jan	04:30	1	1	Cambridge Rd, Tauriko	Rider	21	M	Travelling along Cambridge Rd heading from SH29 and lost control of motor bike, crossed on to incorrect side of road and collided with a power pole	N
2 Apr	17:40	2	1	Te Puke Highway, Rangiuru	Driver	21	M	Travelling west along Te Puke Hway when crossed centreline and collided with van heading east bound direction. Driver of car killed instantly	N
9 Apr	04:48	3	1	Te Puke Highway (400m E - Manoeka)	Cyclist	66	M	Cyclist riding in easterly direction, HI VIS and lights utilised on cycle. Struck from behind between fog line and edge of seal by Nissan skyline	Y
28 Apr	19:43	4	1	State Highway 29A Maungatapu Bridge	Driver	51	M	Utility vehicle Travelling north on SH crossing Maungatapu bridge when has suddenly veered right and gone through side barrier and railing into the harbour. Single occupant of vehicle deceased at scene.	N

### Contributing Factors in crashes to date:

- Speed
- Intoxication

### 2019 - POLICE OPERATIONS to date:

#### Completed:

- Back to School campaign (Feb, April)
- Summer Policing (Joint OPS with IPT)

**Future Campaigns:**

- State Highway 2 North
- School operations (at the beginning of each school term)
- Kiddiclic (one per month in conjunction with Plunket)
- Distraction OPS (Red lights and Cell phone use)

**Emerging Issues:**

- There has been a notable increase in “Boy Racer” type behaviour around the WBOP and will be monitored
- Speed through road work sites
- Speed and poor driver behaviour around Tauriko and the Lakes subdivision

**Mark Pakes**  
**Senior Sergeant**  
**O/C Road Policing Team - Western Bay of Plenty**



# Road Safety Action Plan Report 2018/19

Tauranga City and Western Bay of Plenty

Period: March 2019 to May 2019

**Safer Journey Vision:** A safe road system increasingly free of death and serious injury



**Travel Safe Principles** (based on Ottawa Charter) <http://www.who.int/healthpromotion/conferences/previous/ottawa/en/index1.html>



- Listening to communities
- Keeping it simple and flexible
- Developing community ownership at the beginning
- Strengthening community action
- Developing personal skills
- Creating supportive environments
- Supporting building healthy public policy.

<https://www.facebook.com/TravelSafeBOP>



**Reducing alcohol/drug impaired driving (SI 2020 High Concern)**

**National success indicator:** A reduction in the number of local drivers with excess alcohol killed or seriously injured. An increase in the percentage of the community who believe that there is a high probability of being stopped and breath tested or impairment tested.

Safe System	Local activities	Activity objectives/outputs	Responsibility	Dates	Activity monitoring and evaluation	Reporting
Safe road user	<b>Activity 1</b> Bill Board and Media Campaigns	To reduce serious crashes reported to a maximum of 10 less. Deliver a robust media and billboard campaign focused on local offender rates. Licensed premises update permanent poster boards.	Travel Safe	Attached operations calendar	Annual monitoring through crash register and NZTA local issues data. Licensed premises	Planned campaign in long term plan.
Safe road user	<b>Activity 4</b> Recidivist driver programme	Deliver 10 one-day courses for court referred recidivist driving offenders and 1x 10 weeks longer course. Reduce the number of repeat offenders by 80%.	Ngati Kahu Travel safe Probation NZ Police	Attached operations calendar	Event survey and Court records for reoffending. 12 courses. 3x 2hr programmes for at risk	Ngati Kahu meeting resources updated for Ngati kahu. Following up with meeting.
Safe road user	<b>Activity 5</b> Young people Alcohol/drugs	To deliver a regional motivation programme and assist all 8 local secondary schools throughout the year.	Travel Safe NZ Police Re SADD	Attached operations calendar	Regular school reports / updates.  (see Secondary school travel planning integration)	Blue Light Navigator Programme in action. Attended Young Driver workshop in April

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**Safer Journeys Safe Speeds (SJ 2020 High Concern)**

**National success indicators:** reduction in the number of speed-related fatal and serious crashes. An increase in the percentage of the community who believe that there is a high probability of being stopped if they speed.  
 Changed attitudes in regard to "It's ok to speed". A reduction in the mean of all vehicle speeds. A reduction in the number of drivers exceeding posted speed limits.

Safe System	Local activities	Activity objectives/outputs	Responsibility	Dates	Activity monitoring and evaluation	Reporting
Safer speeds and user	<b>Activity 1</b> Back to School	To manage four campaigns to raise awareness of vehicle speeds and driver behaviour past schools and buses. Through pre and post campaign observation a 5% improvement will be realised.	Travel Safe NZ Police	Start of school terms.	Annual monitoring through crash register	Back to school campaigns in action under Travel Safe school travel plans. Calendar of events for 2019 in action - very comprehensive programme
Safer speeds and user	<b>Activity 2</b> Is your Speed Safe" (Mixed Media Campaigns)	To reduce the reported speed related crashes across the districts by 5%, through awareness and enforcement campaigns emphasising drive to the conditions, driver distraction and tolerance.	NZ Police NSC Travel Safe	Attached Operations Calendar	Annual monitoring through crash register and NZTA local issues data.	These messages continued to be shared at community workshops - Driver refresher and in school as part of Travel Safe School Action plans
Safer speeds and user	<b>Activity 3</b> Speed indicator devise	To update speed indicator device and use in areas to raise awareness to reduce speed.	NZ Police HRR/Travel safe Travel Safe	Attached operations calendar	Eight campaigns managed and speed reductions recorded pre and post campaign. Use of speed trailer in at risk areas Speed integrated into NSC programme	Speed trailer will cease to exist - outdated. Travel Safe will identify areas of concern in few areas for consideration of speed warnings etc. with TTOC team
Safer speeds and user	<b>Activity 4</b> SH29, SH 2, SH 2/33. Te Puke - 3 Mile Hill. Winter	To reduce the incidence of winter speed related crashes on our worst performing local highways SH29, SH2/33 Te Puke - 3 Mile hill and SH2 North maintaining downward trend.	NZ Police NSC - NZTA Travel safe	July- Aug NZ Police- April-May- June HRR - NZTA	Police report Integrated into Rural road risk NZTA programme	Travel Safe supports police with resources for campaigns aligning to NZTA.



	Enforcement Plan			Travel safe		
Safe roads and roadside	<b>Activity 5</b> Neighbourhood Travel safe	To establish contacts and support through Community Centre groups and workplaces with Travel Safe initiatives as integrated approach. To increase car safety awareness in local communities	Travel Safe. Local Communities Schools/ preschools Workplaces DHB BOPRC	Ongoing	As per NZTA LTTP TCC and WBOPDC focuses. Travel Safe community development integrated approach 2 Community Pit Stops in partnership with BOPRC	Completed Car fit x 5 sessions in partnership with Age Concern and local volunteers. Ongoing through School Travel Action plans. Travel Safe workplace coordinator appointed and now part of Travel Safe team
Safer speeds	<b>Activity 6</b> Police activity	To deliver ongoing enforcement focusing on speed (fatal 5) across all local Net work safety coordination routes (High risk rural roads) and local focus on cycle helmets and noisy vehicles.	NZ Police	Attached operations calendar Police	Annual monitoring through safety reports, local data and crash register and NZTA local issues data.	

**Safe roads and roadsides(SI 2020 High Concern) Urban Intersections**

National success indicator: A reduction in the number of fatal and serious head on, intersection and run-off road crashes.

Safe System	Local activities	Activity objectives/outputs	Responsibility	Dates	Activity monitoring and evaluation	Report
Safe road user	<b>Activity 1</b> Urban/Rural Intersections	To manage SJ 2020 initiatives to enable a reduction from the reported crashes across the districts to a maximum of 10 less. Ongoing education and awareness of local high risk intersections - Mixed media campaigns	Travel Safe Driver trainers NZ Police ACC	Attached operations calendar	Annual monitoring through MOT report, local data and crash register and NZTA local issues data. Support given to Age Concern	Intersection around using roundabouts correctly, cards given out at community workshops for young driver and Driver refresher in April - May
Safe road user	<b>Activity 2</b> Red Light enforcement campaign. Urban intersections	To manage a reduction in intersection related crashes through two enforcement campaigns aimed at a reduction of intersection related crashes by 5% over the last five years. Supported in education by integrated travel safe approach themed -Give clear signals	NZ Police Travel Safe	Attached Ops Calendar	Annual monitoring through CAS and NZTA local issues data. Supported education through media sources	Driver refresher and Young Driver workshops continuing to have component in workshops
Safe road user	<b>Activity 3</b> High risk rural roads	To further develop a high risk rural road multi media campaign (billboard, radio and print media) across this highway campaign with a focus on high risk rural roads and intersections (Note these campaigns have independent activity and action plans)	NZ Police NZTA Travel safe	Attached Ops Calendar	Annual monitoring through safety reports, local data and crash register and NZTA local issues data.  Summer messages/winter messages Media to appropriate settings New messages developed 2015-18	Local Billboards changed by BOPRC

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Safe Vehicle	<b>Activity 4</b> Drive to Conditions	To manage Drive to Conditions pilot on the ground campaign with local radio station and garages to integrate NZTA TWIRL campaign to encourage safer vehicles and owners upskilled into what makes a vehicle safer.	NZTA Travel Safe BOPRC Local mechanic (tertiary)	June, July, August	Aligning to Transport Agency programme alongside police partnership and media follow up. Feedback from community taking part in pilot. As above Pit Stops at 3 locations.	Consistency of message. Driver Refresher 20x programmes completed. Also through Car fit Inclusion through Young Driver Workshop Young driver workshop completed in April next one planned for July
Safe roads and roadsides	<b>Activity 5</b> Safety Engineering activity	Manage all minor safety retrofit construction projects in accordance with the attached engineering schedule.	NZTA, TCC, WBOPDC	See attached schedule of works	Annual monitoring through council and NZTA reports, local data and crash register and NZTA local issues data.	



**Safe roads and roadsides(SJ 2020 High Concern) - Driver Distraction Emerging issue**

National success indicator: A reduction in the number of fatal and serious head on, and run-off road crashes, created by distraction

Safe System	Local activities	Activity objectives/outputs	Responsibility	Dates	Activity monitoring and evaluation	Report
Safe roads and roadsides	<b>Activity 1</b> Distraction related crashes	To raise awareness of distraction as a major cause of serious and fatal crashes and reduce these incidences by raising awareness of what specific distractions contribute to these statistics	Police Travel Safe	Aug - Sept	Annual monitoring through data and crash stats.	Distraction police pamphlet to reach local workshops for all age drivers. FOMO campaign in planning stages from BOP Regional Council with distraction focus.

**Increasing the safety of motorcycling (SJ 2020 High Concern)**

National success indicator: A reduction in the number of motorcyclists killed and seriously injured.

Safe System	Local activities	Activity objectives/outputs	Responsibility	Dates	Activity monitoring and evaluation	Reports
Safe road user	<b>Activity 1</b> Motorcyclist training workshops	To reduce the reported serious crashes in Tauranga city to 5 less than through delivery of 2 regional training courses for motorcycles plus 2 training courses for scooters.	ACC Motorcycle Trainer.	March July	Annual monitoring through MOT report, local data and crash register and NZTA local issues data.	Promoted more to attend Shiny side up. Great response thanks to ACC input and on ground partnership.



Safe road user	<b>Activity 2</b> Mixed media campaigns	To reduce the reported serious crashes in Tauranga City to 5 less through delivery of a mixed media campaign.	ACC	Attached operations calendar	Annual monitoring through MOT report, local data and crash register and NZTA local issues data.	Workshops promoted on Travel safe face book page and in community
Safe road user	<b>Activity 3</b> Motorcycle Enforcement	To improve the safety of Motorcycling through motorcycle speed enforcement. Specifically focusing on the under 24 age group and 'born again riders' to further reduce the incidence of speed related motorcycle crashes	NZ Police ACC? (main deliverers) Travel safe	Attached operations calendar Sept Nov	Annual monitoring through MOT report, local data and crash register and NZTA local issues data. Supported through Travel Safe integrated approach in secondary school travel plan with scooter users.	Aligned to ACC and regional approach for 2019. Investigating training for school scooter users as part of School Action plan Still intending to do a pilot in 2019 with secondary school.
	<b>Activity 4</b> Scooter and Safety for Secondary Schools	To improve scooter safety in young people travelling to and from school and tertiary.	Travel Safe Motorcycle /scooter instructor	Term 1 annually	Evaluation and report based on programme at local secondary schools with piloting workshop. Linked to Travel Safe secondary school travel plans.	Inclusion at secondary school workshop and Young Driver in April.

**Increasing the safety of young drivers (High Concern)**

**National success indicator:** Reduction in the number of 15-24 year olds killed or hospitalised and an increased probability awareness of enforcement measures.

Safe System	Local activities	Activity objectives/outputs	Responsibility	Dates	Activity monitoring and evaluation	
Safe road user	<b>Activity 1</b> New Drivers	Conduct a campaign focused on reducing the number of new drivers crashing by 10 .Campaign to involve promotional materials to encourage safer driving and license progression through the GDLS.(Graduated Licence system) e.g. Practice.	Travel Safe NZ Police Driver trainers ACC	Attached operations calendar Feb 2017	Annual monitoring through MOT report, local data and crash register and NZTA local issues data.  (Linked to Secondary school Travel Plans)	Young Driver completed in April for learner young Driver workshop. Workshops planned for Learner, Restricted in July and October. Good partnership with NZTA.
Safe road user	<b>Activity 2</b> Anti-social drivers by youth campaign and Youth vehicle check	To raise the awareness of young drivers inexperience and risk taking mentality (SJ 2020 page 34) through an enforcement GDLS campaign focusing on driving restrictions and to encourage drivers to progress through the licence system. To manage the safety of youth vehicles through one vehicle check campaign	NZ Police Travel safe	Feb 2017 Oct 2016	Annual monitoring through MOT report, local data and crash register and NZTA local issues data. Supported by education in and around secondary/tertiary institutions.	Inclusion into Young Driver workshop with NZTA personnel around safe behaviour and also at Winter Pitstops in community. Winter Pitstops planned for May, June, July
Safe road user	<b>Activity 3</b> Regional mixed media campaign	To develop and deliver a comprehensive advertising campaign integrated and managed alongside the districts youth activities. This will assist the district in achieving their stated outcomes for youth.	BOPRC	Attached operations calendar	Annual monitoring through crash register and NZTA local issues data.	

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Safe road user	<b>Activity 4</b> Young driver	To develop an integrated Travel Safe programme, billboard and media campaigns for youth driver behaviour. Workplace settings and begin to pilot as part of secondary school travel plan and integrated package in alignment with NZTA	Travel Safe Schools Police Workplaces BOPDHB, BOPRC	Ongoing	Annual monitoring through crash register and NZTA portals and alignment.  1x radio advert (see Secondary school travel plans – student involvement).	Young Driver programme in action stages for 2019. Students at local secondary students will come to workshop in Term 1. Students feed in their ideas.
Safe road user	<b>Activity 5</b> <b>Young Driver Programme</b>	To deliver a driver mentoring programme with school students with suitable mentor to follow the young driver through to full license by National Bluelight Driver navigator programme. This programme is based on road safety 'best practice' outcomes e.g. Mangere programme reaching the real' at risk' students.	National Blue light Travel Safe Schools NZ Police Key stakeholders BOPRC	Attached Operations Calendar	Quarterly reports from programme to track progress  Linking it to Secondary school travel plan follow and Travel Safe Young driver programme	National Bluelight programme is under way in partnership with BOPRC and Travel Safe. Report available on request. Very good feedback.


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Young Driver programme in April

**Safe Pedestrian (S) Medium concern) (high concern)**

**National success indicator:** A reduction in the number of Fatal and serious crashes involving pedestrians.

Safe System	Local activities	Activity objectives/outputs	Responsibility	Dates	Activity monitoring and evaluation	Reports
Safe road user	<p><b>Activity 1</b> Road safety School travel plans (primary/intermediate, secondary)</p>	<p>To improve safety at our local schools and the wider community through addressing safety concerns in regard to school/community generated road traffic dangers. To manage and maintain the current 20 plans and develop a further four identified. To maintain the current KOF (Kids on feet) busses and develop 5 additional. To continue to set up pilots at intermediate schools. Begin a pilot at secondary schools that aligns with NZTA national education group</p>	<p>Local Schools and preschool institutions Travel Safe Police Engineers Ruben RSB Puppet Vision</p>	Attached operations calendar	<p>Selected site surveys and ongoing management template for each plan. Annual workshop evaluations.</p>  <p>New road patrol signs Stop, look Listen</p>	<p>MOE</p> <p><a href="http://www.education.govt.nz/school/property/state-schools/day-to-day-management/traffic-management">http://www.education.govt.nz/school/property/state-schools/day-to-day-management/traffic-management</a></p> <p>Encouraging school travel plans to traffic management</p> <p>School Action plans are all in progress aligned to Safer Journeys for 2019 outcomes with Travel Safe programmes and Travel Safe Calendar of Event.2019 in action for primary, intermediate and Secondary Teacher workshop with Pam Hook presenting (Pam writes curriculum for road safety for teachers) and safe bus use for June workshop with intermediate. Primary</p>



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						workshop completed – very successful thanks to Pam Hook and NZTA Pam McConchie. Travel Safe newsletter Term 2 to all primary/Intermediate Principals
Safe road user	<b>Activity 2</b> Road Safety Kids on Feet Caterpillar Feet	We aim to keep decreasing fatal and serious injuries by 5%. We will improve the levels of travel to school safety throughout our communities by developing and maintaining current activities, survey and identify issues that will impede safe travel options and remediate against these.	Travel Safe Local School and preschool institutions Local communities 	Attached operations calendar	Pre and post evaluations. Workshop and parent evening, public submissions. 	Kids On Feet buses in action for 2019. Park and Stride still in progress at Greenpark School and other schools see value in taking their lead. Pillans Point School has embraced the park and stride. Parents positively on board.
Safe road user	<b>Activity 3</b> Travel Smart/Safe senior Students (all levels)	To support and inform children and youth in regard to safe walking, cycling and bus use. By educating and empowering youth with critical safe methods they will then mentor their peers in these safe practises. Maintain the current 17 school programmes and develop an additional 5. To set up	Travel Safe Local Schools NZTA, BOPRC, Bikewise	Attached operations calendar	Student and school surveys evaluations and workshop. Orange day parade	Travel Safe / Smart students are in action groups are set up. 2x Travel Smart student workshops completed in April. Over 100 attended. Links to school key competencies. Promoting the concept - real learning

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		groups at intermediate schools and begin pilot at secondary school.				in action – whole school approach. Secondary student workshop completed over 40+ students attended.
Safe road user	<b>Activity 4</b> Knowing our Rules	We aim to enhance the safe travel practises of vehicles around schools and in particular parents delivering and collecting pupils. To increase and educate road users in safe travel. To audit and remediate any identified engineering site deficiencies. To work alongside enforcement with “Outside the school gate” campaigns. Deliver minimum of 60 events over the year.	Local Schools Local communities Travel Safe Police, Council Engineers Parking Officers	Attached operations calendar	Selected site surveys and maintain an ongoing management template for each plan. Annual workshop evaluations.	2019 Term1 in action programme completed - Students playing a valuable role. Looking to keep a positive focus so pro-active approach aligns to school road safety procedures. School procedures continually updated for schools an ongoing process.
Safe road user	<b>Activity 5</b> Secondary school	To improve safety at local secondary schools and wider community through addressing safety concerns in regard to School/community/young road user. To begin a pilot at secondary school which aligns with the NZTA model and using community development and students develop models for Travel Safe behaviour change. Involve students in road safety messages that reach wider community	Local secondary schools Travel Safe PEO's Engineers Local communities BOPRC ACC?	Attached operations calendar	Selected site surveys and ongoing management with template developed alongside community. Workshops and evaluations. 1x radio advert reaching community	Secondary programme in action stages with Secondary Workshop completed in term 1 with Students now follow up with students in action.
Safe Road User	<b>Activity 6</b> Share with care	To improve the safety of pedestrians on pathways as more modes of transport are using the shared pathways. Bring back the	Travel Safe All communities		Media Advertising and community programmes	On going Ride Leader groups very pro-active with new position in Sport BOP

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	(Footpath) (shared pathways)	bell campaign alongside Share with care.				funded by Travel Safe, Cycle NZ and TCC parks. Bike month programme fully in action in Feb.
Safe Road User	<p><b>Activity 7</b> Safe Pedestrian</p> <p>Safe Bus User (new in 2018/19 Action plan)</p>	<p>To improve carpark safety for pedestrians in local car parks and highlight the hazards to prevent further injuries.</p> <p>To encourage safe bus practice and young people to use buses commuting to and from school.</p>	<p>Travel Safe ACC?</p> <p>Travel Safe BOPRC</p>		<p>Select carparks that have injuries</p> <p>Ongoing integrated into School Travel plans through out year.</p>	<p>Messages through mobility scooter/footpath user workshops. 6x workshops completed in march in partnership with Age Concern.</p> <p>On going observations and surveys March, April, May 2019 in Links Ave with new bus lanes and safe pedestrian behaviour. Follow up over bus driver behaviour and dropping off students in early May. Partnering with BOP Regional under BURS programme to look at safer options e.g. buses turning into intermediate, safe crossing point by intermediate. Also pick up and drop off by Football Club for parents in cars. This is all part of Integrated Travel Safe School Action plans. Safe crossing point and shared pathway under construction.</p>

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Travel Safe workshop x 2 with 50-60 attendees per workshop for Travel Smart students and Teacher workshop below






Travel Safe 'Design Your own helmet' 2019 winners presented by Mayor Greg Brownless





**Safe Cycling (SI High Concern)**  
**National success indicator .A reduction in the number of fatal and serious crashes involving cyclists.**

Safe System	Local activities	Activity objectives/outputs	Responsibility	Dates	Activity monitoring and evaluation	Reports
Safe Cycling and road user	<b>Activity 1</b> Kids can ride	<p>Cyclists feature strongly in numbers overall and crash numbers to reduce these figures by 10% respectfully. Programme is designed to educate local 10 year olds at local schools in cycling technique, safe travel and road safety skills and follow on to intermediate to make it safer to cycle in our district</p> 	<p>Kids Can ride team.  Travel Safe  Cycle advocate  TCC  PEO  Schools  NZTA</p>	Attached operations calendar	<p>Post and pre event evaluations from every school. PEO's have cycle safety education where needed to enhance the gaps. (refer travel plans)</p>	<p>Kids can ride has come into Council as we move forward with National Bike Ready standards and accreditation. Cycle skills instructors will still be in community and work closer with us. We have grown cycle skills base to 20 community instructors and fully qualified them to Bike Ready outcomes. A cycling Co-ordinator in house coordinator is appointed. A national Cycle skills programme Bike Ready Tauranga Kids Can Ride is moving towards accreditation.under Bike Ready - a huge undertaking. Cycle instructors have all had comprehensive training.</p>



Safe System	Local activities	Activity objectives/outputs	Responsibility	Dates	Activity monitoring and evaluation	Reports
Safe cycling and road user	<b>Activity 2</b> Commuter and Leisure cycling Bikewise Month	Cyclists feature strongly in the overall crash numbers for Tauranga reduce these figures by 10% respectfully. This programme will engineer, design, build and publicise safe cycle routes throughout our city.	TCC Cycle Advocate Travel Safe, BOPRC TCC Planners Engineers CAT Sport BOP, Cycling clubs	Attached operations calendar	5% increase in the number of Web hits on TCC cycle web site. 5% in number of locals selecting cycling as a travel mode.	Bike Month 2019 is completed. Sport BOP Cycling Coordinator has completed Ride Leader Cycle savvy for adults and worked closely with Zespri to do cycle skills
Safe Cycling road user	<b>Activity 3</b> Neighbourhood Safe cycling	To establish contacts and support through community groups/workplaces to reach at risk cyclists and increase safe cycling integrated with other priorities. Cycle skills training for adults and Ride Leader groups with trained leaders.	Travel Safe Sport BOP	Attached calendar	Annual monitoring through data bases and evaluations 1x Ride Leader workshop 2x adult cycle skills courses	Bike Month programme completed for 2019. There is more response to grow this cycle skills programme. Ride Leader groups in full action there are large number of Ride Leader groups across both Councils Bikes in Schools Track is in completion stage at Tahatai Coast School. Thanks to Bikes on Trust and NZTA school will have a great community track.
Safe road user	<b>Activity 4</b> Regional Bike Month campaigns	To coordinate and promote Bike Wise activities across the Bay of Plenty. Look to develop a travel planning website where bike events can be promoted throughout the year. Provide prizes and safe bicycle equipment to support local events.	SPBOP BOPRC Travel Safe	Attached operations calendar	Annual monitoring through crash register and NZTA local issues data.	Bike Month fully completed with great community outcomes.

Safe System	Local activities	Activity objectives/outputs	Responsibility	Dates	Activity monitoring and evaluation	Reports
Safe vehicles	<b>Activity 5</b> Safe active transport	To maintain existing programmes to encourage and educate the community in safe travel through alternative modes and public transport.	BOPRC Travel SafeSport BOP Toi Te Ora Public health	Attached operations calendar	3% increase in local bus patronage and developing additional workplace travel plans locally.	Workplace travel plan are now in action under the Workplace Coordinator appointed at TCC. Building up a database and relationship with workplaces keen to adopt a travel plan. TCC workplace plan being re-surveyed. TCC is role modelling.
Safe road user	<b>Activity 6</b> Bike Wise – Travel Safe be Safe ,Be seen , be Bright	Cycle helmet enforcement campaign Cycling campaigns aligned to NZTA- Be bright Safe cycling integrated into Work well workplaces for safety outcomes	NZ Police Travel safe Toi Te Ora Public health DHB, BOPRC ACC workplace	April - May- June  Attached Operation s Calendar	Tauranga police records and Stats Cyclists given safety equipment as part of campaigns across city. Feedback from workplaces	Cycle helmet competition completed and presented over 1400+ entries. A big success. Presentations in community.  Be Safe, Be Seen. Be bright programme in full swing. Floro vests to packhouses, Workplaces have Be Safe Be bright packs and planned 6x checkpoints around city
Safe roads and roadside	<b>Activity 7</b> Safety Engineering activity	Manage all safety retrofit construction projects and minor works in accordance with the attached engineering schedule.	NZTA,TCC, WBOPDC	See attached schedule of works	Annual monitoring through council and NZTA reports, local data and crash register and	



Bike Ready Accreditation (as next page – 3x 3 day workshops to upskills local instructors)









**2019 School's Go By Bike winners Otumoetai Primary School**



**Feet First winning school**



## Workplace Travel Planning



Over two days Zespri workers 33 cyclists went through Cycle Savvy Gade 1 and 2



**Increasing the level of restraint use (SJ 2020 Continued and emerging focus) – low level**  
**National success indicators:** An increase in the number of children appropriately restrained and vehicle occupants wearing safety belts.  
 A reduction in % of vehicle occupant deaths where restraints not worn.

Safe System	Local activities	Activity objectives/outputs	Responsibility	Dates	Activity monitoring and evaluation	Report
Safe vehicles	<b>Activity 1</b> Child Restraints	To improve the reported MOT survey results of child restraint to a compliance rate. To investigate and car seat technicians and support training with new providers.	Ruben – Travel safe Child Restraint Providers Te Kupenga Hauora NZ Police NZTA approved car seat techs	March	Annual monitoring through MOT report, local data and crash register and NZTA local issues data. Plunket NZTA approved technicians	Supporting messages with Ruben road safety bear and Puppet Vision travel Safe school, pre-school audiences. Meeting with click safe to look at Kiddiclic.
Safe road user/Safe vehicles	<b>Activity 2</b> Seat belt compliance Restrained	Improving level of seat belt wearing compliance. Deliver one police led enforcement operation to improve the MOT survey results. Deliver one police led enforcement operation.	NZ Police	Attached Ops Calendar	Annual monitoring through MOT report, local data and crash register and NZTA local issues data	Kiddiclic programme in plan for 2019 to meet with Click Safe.
Safe vehicles	<b>Activity 3</b> School and Preschool education	To raise awareness in regard to seatbelt/click use within the integrated School travel plan campaign.  Integrate messages as part of Pre-school travel plans.	Ruben Travel Safe Team Puppet Vision Police Plunket	Attached operations calendar	Evaluated under School travel plan campaign.	Pre-school awareness through action plans on going. Ruben the road safety bear programme and puppet vision.

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**Increasing the safety of older New Zealanders (SJ 2020 Continued and emerging focus)**

National success indicator: To improve the fatality rate for older drivers from 15 per 1000,000 to 11 per 100,000

Safe System	Local activities	Activity objectives/outputs	Responsibility	Dates	Activity monitoring and evaluation	Report
Safe older road user	<b>Activity 1</b> Increasing the safety of older New Zealanders	To reduce the serious crashes and deaths reported for older drivers. To encourage older drivers to understand and use modern vehicle technologies. To assist older drivers across to mobility scooter use. Support Age concern with Car Fit programme and driver refresher	Occupational therapists NZ Police Retailers Travel Safe/road safety <b>Age Concern</b>	Ongoing  March-Oct	Annual monitoring through MOT report, local data and crash register and NZTA local issues data. 2x Car fit programmes in 5 suburbs annually 10xMobility scooter workshops annually 12x driver refresher courses annually	Carfit completed 5x workshops in Community April – May 2019. Age Concern to take have stronger partnership. Carfit workshop completed in March 2019 at Age Concern. Driver Refresher over 20 workshops in action this year 2019. Mobility scooter/Footpath user workshops completed 6 x completed March 2019.



**Fatigue (High Priority WBOPDC) Distraction emerging**

National success indicator: To improve the fatality rate for older drivers from 15 per 1000,000 to 11 per 100,000

Safe System	Local activities	Activity objectives/outputs	Responsibility	Dates	Activity monitoring and evaluation	Report
Safe road user	<b>Activity 1</b> High risk rural roads	Fatigue integrated into NZTA high risk rural road programme Fatigue and other distraction education through Workplaces at appropriate alignment to NZTA	Travel Safe NZTA Police DHB - Work well	Ongoing as part of HRRR	Annual monitoring through crash stats and MOT report	Planned fatigue messages through summer campaign later in year although always through Driver Refresher and Young Driver workshops





## Other outcomes

- National Cycle skills programme Bike Ready – Ran 3 x 3day training training up over 20+ instructors through to rolling out Bike Ready.
- BURS – Bus User-Still developing partnership with BOPRC to get best outcomes. Observations and surveys conducted in Links Ave with new bus lanes. Ongoing improvements for crossings and shared pathways.
- Papamoa Rotary presented Martin Parkes with \$3000 for Travel Safe for safe cycling for Papamoa Schools.

## Local Emerging Issues from 2018-19

- Elderly Drivers – up skilling Age Concern in Car Fit programme – with volunteers in April.
- Mobility Scooter – thanks to NZTA for national update around what constitutes mobility scooter?
- Population growth across TCC and WBOPDC including in all schools – proving challenging
- Cycling growth – Role of Workplace Coordinator appointed and role for Cycling Coordinator appointed in action has been extremely busy.
- Maintaining and growing travel Safe School Action plans upskilling NZTA ‘best practice’ for teachers and students.



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# NZ Transport Agency Report to Road Safety Action Plan Meeting

May 2019

## System Design and Delivery Update

### BoP Highway Projects

#### Waihi to Tauranga Corridor (SH2)

- The re-evaluation of this corridor confirmed the need for the Tauranga Northern Link which supports and prioritises public transport and high occupancy vehicle use. The TNL will be a new two-lane road, one lane in each direction, between Te Puna and Tauranga. The opportunity for an additional two lanes for the TNL which could be used for public transport and high occupancy vehicles.
- Delivery, timing and construction of the revised plan is dependent on funding priorities across the country.



#### Baypark to Bayfair Link (SH2 and SH29A)

- Work is progressing well with the recent traffic switch near the Bayfair roundabout to allow work to get underway on the Bayfair side of Maunganui Road, and to conduct preliminary ground improvements for the proposed new underpass. Stone column work at Maunganui Road is imminent, as well as construction of new lanes of the Bayfair side.



### Elizabeth St / Barkes Corner roundabout metering.

- SH29A Barkes Corner roundabout metering has been live since late December 2018, and early indications are positive. Monitoring will continue throughout the trial period.
- SH2 Elizabeth Street roundabout metering went live in April and is also performing well to date.

### Maungatapu underpass/Hairini link (SH29A)

- The Transport Agency and Tauranga City Council have been working together on safety issues around Welcome Bay Lane and the Hairini bus lane. People's safety remains the Transport Agency's top priority. Detailed traffic modelling results were presented to the Transport Committee in December 2018 with a view to returning to the committee this year with a formal recommendation. Tauranga City Council is leading the next part of the process.

### Central Corridor: SH30A / Amohau Street

- The detailed design phase for the Central Corridor is expected to be complete in 2019.
- This project includes walking and cycling improvements, as well as safety initiatives, to enable the further growth and revitalisation of business and tourism in the city centre.
- SH30A will become a local road managed by Rotorua Lakes Council.
- A public drop-in information session for people who would like to learn more about the proposed improvements was held on 8 May.

### SH30 Owhata Roundabout improvements

- Work to increase safety and help improve traffic flow at peak times at the State Highway 30 Owhata roundabout beginning March 2019 and should be completed in late May.
- Changes to the roundabout include the installation of a straight-through lane for city-bound traffic, as well as widening the existing shared path and cycleway.
- Approximately 100m either side of the roundabout will be widened to accommodate the extra lane.

### SH5 Maraeroa and Oturoa intersection improvements

- Safety improvements at Maraeroa Rd and Oturoa Rd intersections beginning March 2019.
- Installing two right turning bays to address ongoing safety concerns at the two intersections by removing through traffic from the turning lane.
- Works expected to be completed May 2019.

## Safe Roads Project update

### BoP Projects

#### Ngongotaha to Tarukenga (SH5)



- The Detailed Business Case for this project has been finalised, with the recommended option including a median barrier along a shortened passing lane.
- Funding to progress beyond the business case phase is subject to a current funding application.

### Te Ngae Road to Owhata safety improvements (SH30/SH33)

- The business case was submitted to the Transport Agency for interim IQA. It is likely that separate funding applications will be necessary for elements of the project, such as the roundabout option at the SH30/33 intersection.
- We're expecting to discuss the outcome with the public and stakeholders in mid-2019.
- The NZTA has approved a proposal to carry out a speed limit review along this section of state highway.

### Wainui Road to Opotiki (SH2)

- The business case has been completed.
- Moving into the pre-implementation stage will require funding applications which are underway and funding availability to be confirmed.
- The recommended safety improvements include side road re-alignment at the Ohiwa Beach/Waiotaha Back Valley Rd intersections, to create right turn bays separated from the bridge. A roundabout is proposed for the SH2/Wainui Rd (Matekerepu) intersection.
- Initial community feedback on the recommended options has been supportive, further engagement is planned for mid-2019.

### Te Ngae Junction to Paengaroa safety improvements (SH33)

- Stage 1 build is complete. Build on Section 2B between Allport Road and the Paengaroa straights is underway.
- Further stage 2 design work is progressing for sections planned for construction start in mid-late 2019. The new sections are south of Allport Rd and North of Okere Falls.
- The Transport Agency has approved the proposal to carry out a speed review in Paengaroa, and from Okere Falls to Rotorua Airport.

### Waihi to Omokoroa Safety Improvements (SH2)

- Delivery of the first section of safety improvements along SH2 between Waihi and Trig Road is expected to be complete by this June. Engagement with landowners along the next build section (Wharawhara to Sharp Road) starts in May with a community drop in session planned.
- The next two build sections, north and south of Katikati are expected to start construction by spring 2019.
- HEB Construction have recently been appointed to build all of the project sections, excluding the soon to be complete Waihi to Trig Rd section.

## 1. Bay of Plenty Regional Council - Regional Road Safety Action Plan update and delivery as at 30 April 2019

Bay of Plenty Regional Council road safety resources will be focussed on identified regional risk areas. The planned outcome for all interventions is to assist in the reduction of deaths and serious injuries and lower the social costs. Where feasible, planned interventions are co-ordinated and aligned to road safety partners' community and policing programmes and campaigns.

Priority area	Planned road safety outcomes for the Bay of Plenty	Measures of success	Planned intervention	
Alcohol and drugs	Alcohol and drug related road harm is reduced.	<ul style="list-style-type: none"> <li>• Increase in zero alcohol when driving and sober driving.</li> <li>• Reduction in alcohol and drug recidivist offending.</li> <li>• Increase practice of planning a safe journey before consuming alcohol or drugs.</li> <li>• Encourage whanau/community responsibility for a safer journey.</li> </ul>	<ul style="list-style-type: none"> <li>• Mixed media promotions and campaign.</li> </ul>	<ul style="list-style-type: none"> <li>• Small billboards</li> <li>• Region wide radio and billboard campaign over Dec 2018 and Jan 2019 using current NZTA and local campaigns, ( under 20 zero, zilch, nada and the example we set)</li> </ul>
Distractions	Drivers and passengers pro-actively manage and minimise the risks of distractions.	<ul style="list-style-type: none"> <li>• Increased awareness of the risk of external distractions responsive to each community.</li> <li>• Increased awareness of in car distractions.</li> </ul>	<ul style="list-style-type: none"> <li>• Mixed media promotions and campaign.</li> </ul>	<ul style="list-style-type: none"> <li>• Small billboards</li> <li>• Join region-wide social media campaign launched during road safety week in May. Target is cell phone use and the underlying behaviour. FOM the character challenges drivers to say No to FOMO and the Fear of Missing Out.</li> </ul>
Fatigue	Drivers proactively manage and minimise fatigue when driving.	<ul style="list-style-type: none"> <li>• More drivers know how to identify the signs of fatigue.</li> <li>• More drivers take breaks when driving.</li> </ul>	<ul style="list-style-type: none"> <li>• Mixed media promotions and campaign.</li> </ul>	<ul style="list-style-type: none"> <li>• Small billboards</li> <li>• Fatigue stop in Matata on New Year's Day</li> <li>• Radio campaign targeting travel over the long weekends in Jan 2019</li> </ul>



Priority area	Planned road safety outcomes for the Bay of Plenty	Measures of success	Planned intervention	
Motorcyclists	Motorcyclists manage and minimise road risks while riding.	<ul style="list-style-type: none"> <li>• More Motorcyclists ride to the conditions.</li> <li>• Improve awareness, knowledge, skills of safe riding practices.</li> </ul>	<ul style="list-style-type: none"> <li>• Mixed media promotions and campaign.</li> <li>• Promote the ACC 'Ride Forever' riding training.</li> </ul>	<ul style="list-style-type: none"> <li>• Support for Motorcycle Month in September</li> <li>• Continued support for Ride Forever courses through facebook messaging</li> <li>• Small billboards "Watch for Motorcyclists"</li> <li>• Shiny side up event in February 2019 was held and very successful with the event oversubscribed. 100+ attended with number signing up for Ride Forever courses highest in Country. This was due to Jessica Davis (ACC efforts).</li> </ul>
School bus user pedestrian programme	Children access the new PT Network safely	<ul style="list-style-type: none"> <li>• An increase in the number of children in the Western Bay using the public transport network, (including the schoolhopper network)</li> <li>• Zero road harm to children using the public transport bus network in the Western Bay</li> </ul>	<ul style="list-style-type: none"> <li>• Three year pedestrian road safety programme for children who use the PT Network to travel to and from school, working closing with the community and whole of school approach.</li> </ul>	<ul style="list-style-type: none"> <li>• Developing programme</li> <li>• Issue: Students accessing buses around Hewletts Rd, (College end) , Travel Safe observations used to make changes to Mount Maunganui College school travel plan, change bus stop and route adjustments. Collaborative effort between TCC, BOPRC and the School</li> <li>• Mount Maunganui College Hewletts Rd issue followed up in Oct 2018.</li> <li>• Positive feedback from students and school about changes received.</li> <li>• Links Ave Pedestrian</li> </ul>
Pilot Pedestrian Monitoring programme	Children access the new PT Network safely	<ul style="list-style-type: none"> <li>• Zero road harm to children using the public transport bus network in the Western Bay</li> </ul>	<ul style="list-style-type: none"> <li>• Trial safety programme around identified sites with heavy traffic to monitor, educate and ensure safe crossing of the road. Working in conjunction with RCA to identify other safety improvement measures and using whole of school approach</li> </ul>	<ul style="list-style-type: none"> <li>• Further investigation required</li> </ul>



Priority area	Planned road safety outcomes for the Bay of Plenty	Measures of success	Planned intervention	
Young drivers	Young people practice safe driving behaviour.	<ul style="list-style-type: none"> <li>An increase in young drivers progressing through the Graduated Licensing System.</li> <li>More young people adhere to the conditions of their licence.</li> <li>Provide opportunities to adopt and encourage good driving practices.</li> <li>More under 20's adhere to zero alcohol and drug conditions when driving.</li> </ul>	<ul style="list-style-type: none"> <li>Mixed media promotions and campaign.</li> <li>Support Young Driver Mentoring programmes.</li> <li>Engage with young drivers through joint regional engagement campaign.</li> </ul>	<ul style="list-style-type: none"> <li>Blue Light Navigator programme</li> </ul> <p><u>Number of licences passed in 2018</u></p> <ul style="list-style-type: none"> <li>- 43 Learners</li> <li>- 47 Restricted</li> <li>- 4 Full</li> <li>- 3 Defensive driving courses</li> </ul> <p>BLYDN advise 35 safer youth drivers on our WBOP roads</p> <p><u>Licenses passed in April 2019</u></p> <ul style="list-style-type: none"> <li>- 31 Learners</li> <li>- 3 Restricted</li> <li>- 1 Full</li> </ul> <p>For other facts and success stories see <a href="https://www.facebook.com/pg/BLDY">https://www.facebook.com/pg/BLDY</a></p> <ul style="list-style-type: none"> <li>Drive to Survive Campaign Dec 18 and Jan 19 targeting young people, radio, facebook and direct engagement by radio promotion staff and vehicle. Awaiting wrap up analysis. Note this campaign targets fatigue, distraction as well as promoting drive sober</li> </ul>
	Road users drive to the conditions at safe speeds.	<ul style="list-style-type: none"> <li>Increased understanding and practice of driving to the conditions.</li> <li>Increased understanding of speed and how it affects others.</li> </ul>	<ul style="list-style-type: none"> <li>Mixed media promotions and engagement campaign on driving to the conditions and checking your vehicle (joint regional collaboration).</li> <li>Promote and encourage use of the NZTA road risk tool kit and speed management guide.</li> </ul>	<ul style="list-style-type: none"> <li>Small billboards</li> <li>Winter drive to the conditions finished at end of August.</li> <li>Speed radio advertising campaign over Dec 2018 and Jan 2019 theme drive to conditions, challenging roads.</li> </ul>

Priority area	Planned road safety outcomes for the Bay of Plenty	Measures of success	Planned intervention	
Restraints	Seatbelt and restraint compliance is improved.	<ul style="list-style-type: none"> <li>Increased compliance, knowledge and skills.</li> <li>Correct and safe restraint use is the norm.</li> </ul>	<ul style="list-style-type: none"> <li>Mixed media promotions and campaign.</li> <li>Support police checkpoints and local awareness events.</li> <li>Support training of car seat technicians.</li> </ul>	<ul style="list-style-type: none"> <li>Small billboards</li> <li>Support to child restraint checks</li> </ul>
Roads and roadsides	Increased awareness of high risk intersections and rural roads.	<ul style="list-style-type: none"> <li>Increased understanding and practise of driving to the conditions.</li> <li>Increased understanding of speed and how it affects others.</li> </ul>	<ul style="list-style-type: none"> <li>Small billboards managed regionally in collaboration with NZTA.</li> </ul>	<ul style="list-style-type: none"> <li>Small billboards, note these are now printed double sided with different style/theme on each side. Contractors flip them. Streamlines process and reduces costs. Waikato has expressed interest in using same theme and co-ordinating across the two regions.</li> <li>A delay in the April changeover has occurred due to increased TMP requirements</li> </ul>
NLTP total annual spend (excluding staff costs)				

## 2. Regional Co-ordinators meetings

### Meetings held

- 06 August 2018
- 23 November 2018
- 11 April 2018 Combined Waikato and Bay of Plenty meeting
- 01 May 2019

### Current Regional Campaign

- Distractions Say No to FOMO targeting cell phone use

### Coming up

- August 2019 Rail safety week.
- May – August 2019 Winter pit stops and drive to the conditions joint partner campaigns, (NZTA, local and regional council, Toi Ohomai and Mediaworks)



### 3. News from the Regional Transport Committee (RTC) 15 March 2019 meeting

- Ross I'Anson – New Zealand Transport Agency is the interim NZTA representative on the Committee, following the departure of Parekawhia McLean.
- A report on the role of the Regional Transport Committee was received; among the key points was an increased emphasis on the role of the Regional Advisory Group's technical advice. It was also noted that the Committee had the authority to appoint Advisors
- See agenda and minutes for more information, above is a snippet only.
- Next meeting Friday 24 May 2019 at the Bay of Plenty Regional Council, 87 First Avenue, Tauranga,  
[Click here to see Agendas, Minutes and other supporting documentation](#)

### 4. Regional Land Transport Plan and road safety

This update is unchanged from September 2018. In the Regional Land Transport Plan road safety has been given a 30% weighting. The problem statement is largely unchanged “*Poor user behaviour in an unforgiving transport environment is resulting in unacceptable avoidable death and serious injury*”

A significant change is in the Key Performance indicators with a target of zero deaths and serious injuries on the region's transport system:

- To achieve the target of zero deaths and serious injuries on the region's road network.
- To achieve the target of zero deaths and serious injuries with alcohol or drugs as contributing factors.
- To achieve the target of zero deaths and serious injuries with speed as a contributing factor.
- To achieve the target of zero social cost of deaths and serious injuries on the region's road network.
- To achieve the target of zero deaths and serious injuries on the region's rail network.

The regional strategic response for road safety is based on the Safe System approach of the Governments Safer Journeys 2020 Strategy, (This strategy is currently under review.

Local government in the region also has an ongoing responsibility in the following areas:

- planning, developing and maintaining safe local roads and roadsides;
- informing and educating the public about road safety issues;
- providing effective road safety regulation at the local level;
- adequately funding road safety activities; and
- Integrating safety considerations for all modes into land use planning.

The RLTP Safety policies are under section 5.6:

22. *Adopt a safe system approach to managing priority road safety issues. (Road safety committees, NZTA, city and district councils, BOPRC, Police)*
23. *Implement the Safer Journeys Speed Management Guide. (NZTA, city and district councils)*
24. *Work collaboratively to reduce risk and improve safety across and along rail corridors. (KiwiRail, city and district councils, NZTA, BOPRC, Police)*
25. *Implement school walking and cycling programmes to increase safety and reduce congestion associated with schools at peak times. (City and district councils)*
26. *Implement low speed and shared space environments in urban areas, particularly in town and suburban centres, and residential areas. (City and district councils, NZTA)*
27. *Actively promote the adoption of technologies that improve transport safety and efficiency. (NZTA, city and district councils, BOPRC)*

The implementation of the Safer Journeys Speed Management Guide is new.



## 5. Central government and road safety strategy

[Link to Ministry of Transport Road Strategy information](#)

**April 2019** - The Ministry of Transport held a series of pre-consultation meetings to update road safety stakeholders on the development of the strategy, discuss the proposed Vision Zero approach, and hear about local road safety priorities. The Ministry will be inviting public consultation on the draft strategy in June. The presentation from the meeting is on their website [here](#)

The 2018 Community at Risk Register has been released. An analysis of Bay of Plenty results has not yet been carried out.

**September 2018** - The Government has announced the development of a new road safety strategy for New Zealand, replacing the current Safer Journeys strategy, which ends in 2020. As part of the development of the strategy, the Government will investigate adopting the 'Vision Zero' approach to road safety thinking, which would set a long-term objective of eliminating deaths on our roads. The strategy will also include consideration of broader harms to health, such as road-related air and noise pollution and physical inactivity. The development of a new road safety strategy will take until September 2019 and will incorporate multiple opportunities for collaboration and engagement with stakeholders and the broader public.

Update from **Brent Johnston Presentation** at the Trafanz Conference Nov 2018  
(Manager, Mobility & Safety, Ministry of Transport - Te Manatu Waka)

### Key issues in developing new road safety strategy

- Investigation into Vision Zero as requested by government
- Focus on protecting all road users including active modes
- Consideration of role of all participants
- Linkage to broader range of transport outcomes i.e. health
- Quantifiable outcomes and measures to track success
- Increase emphasis on systemic factors, speed, vehicle standards infrastructure especially those that have been successful elsewhere
- Evidence base building this so we understand what works
- Engagement with stakeholders and the public

### Vision Zero:

- What does it mean? **It is a vision not a target.**
- The government has not yet made a decision,
- **Vision Zero is a values based ambition that nobody should be killed or seriously injured on our roads.**
- Builds on Safe System principles and pillars
- **Involves setting interim stretch targets across the system and rigorously evaluating them**

### **Vision Zero is not:**

- A target to be achieved in the short or medium term
- A replacement for Safe Systems, it strengthens it
- A quick fix
- A slogan to be applied to give a fresh look to old ways of doing things
- A set of prescriptive solutions although there is a recognised base of best practice.

### **Reference groups have been setup**

- Speed – how will Speed Management Guide contribute to Vision Zero, what is working
- Infrastructure – design and planning
- Vehicles – recognising the role they play in safety and poverty issues is safe vehicle affordability
- Road user behaviour – huge scope, do existing interventions work
- Vehicles as a work place, increase in HV use

Groups will be sounding boards for strategy as it developed.

### **Infrastructure and how it interacts with land use planning and design is seen as critical**

### **Measures already being carried out/progressed i.e. not waiting for new road safety strategy as can make a difference now**

- Stronger prioritisation for road safety in GPS 01 July 2018
- Mandatory alcohol interlocks from 01 July 2018
- Increased road police funding from 1 July 2018
- \$22.5M NZTA boost programme added to existing \$100M safety improvement program.
- Accelerating implementation speed management guide – ongoing
- Enhancing safety vulnerable users and accessibility of pathways – ongoing
- Greater use of technology i.e. speed camera red light etc. – ongoing Options to improve vehicle standards – ongoing
- Evaluation of graduated driver licensing – ongoing
- Reviewing investment in road policing – ongoing