

# MEETING — AGENDA —

*Ngā Take*

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# JOINT ROAD SAFETY COMMITTEE

*Komiti Manaaki Huarahi*

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**JRS7**  
**Wednesday, 8 August 2018**  
**Council Chambers**  
**Barkes Corner, Tauranga**  
**10.00am**

**Notice of Meeting No JRS7  
Te Karere**

**Joint Road Safety Committee  
Komiti Manaaki Huarahi**

**Wednesday, 8 August 2018  
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 Wayne Hunter  
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. JRS7

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.*

JRS7.1	<b>Minutes of Meeting No. JRS6 of the Joint Road Safety Committee Held On 8 May 2018</b>	7-14
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A copy of the minutes are attached.

## **Recommendation**

*THAT the minutes of Meeting No. JRS6 of the Joint Road Safety Committee held on 8 May 2018 as circulated with the agenda be confirmed as a true and correct record.*

JRS7.2	<b>Western Bay Joint Road Safety Operations Meetings Minutes</b>	15-20
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Attached are the minutes from the Western Bay Joint Road Safety Committee Operations dated 12 June 2018 and 11 July 2018.

## **Recommendation**

*THAT the minutes from the Western Bay Joint Road Safety*

*xCommittee Operations dated 12 June 2018 and 11 July 2018 be received.*

JRS7.3      **Recommendation Report from the Joint Road Safety (Operations) Committee - Letter Regarding Request for Mobility Scooter Guidelines**      21-28

Attached is a recommendatory report from the Joint Road Safety (Operations) Committee dated 13 July 2018.

JRS7.4      **Road Safety Action Plan Report 2018 / 2021 for Approval**      29-52

Attached is a report from the Travel Safe Programme Leader dated 1 July 2018 to 30 June 2021.

JRS7.5      **Transport Agency Update**      53-57

Attached is a report from the Regional Road Safety Advisor of the New Zealand Transport Agency dated July 2018.

**Recommendation**

*THAT the New Zealand Transport Agency Regional Road Safety Advisor's report dated July 2018 be received.*

JRS7.6      **Travel Safe Programme Leader Update**      58-87

Attached is a report from the Travel Safe Programme Leader dated May - July 2018.

**Recommendation**

*THAT the Tauranga City Council Travel Safe Programme Leader's report dated May - July 2018 be received.*

JRS7.7      **Accident Compensation Corporation Update**      88

Attached is a report from the Accident Compensation Corporation dated 27 July 2018.

**Recommendation**

*THAT the Accident Compensation Corporation's report dated 27 July 2018 be received.*

JRS7.8

**Road Safety Action Plan**

89-95

Attached is the report from the Bay of Plenty Regional Council Sustainable Transport Officer dated 30 June 2018.

**Recommendation**

*That the Bay of Plenty Regional Council Sustainable Transport Officer's report dated 30 June 2018 be received.*

JRS7.9

**New Zealand Police Report**

The New Zealand Police will provide a verbal report at the meeting.

**Recommendation**

*THAT the New Zealand Police's verbal report be received.*

**The next meeting of the Joint Road Safety Committee will be at 10.00am on Tuesday, 6 November 2018.**

## Western Bay of Plenty District Council

**Minutes of Meeting No. JRS6 of Joint Road Safety Committee  
held on 8 May 2018 in the Council Chamber, Barkes Corner, Tauranga  
commencing at 10.04am**

### **Present**

Councillor Margaret Murray-Benge (Chairperson) and Stuart Harvey (Western Bay of Plenty District Council), Councillor Bill Grainger (Deputy Chairperson) and Karen Smith (Tauranga City Council), Councillor Andrew von Dadelszen and Jenny Mack (Bay of Plenty Regional Council), Sergeant Wayne Hunter (NZ Police), Marcell Davison (NZ Transport Agency), Jessica Davis (Accident Compensation Corporation) and Peter Bedford (Automobile Association)

### **In Attendance**

G Allis (Deputy Chief Executive), Justine Wilton (Westlink), and Michelle Parnell (Democracy Advisor)

### **Others**

Paul Howard (WestLink), Senior Constable Dennis Bidois (NZ Police) and J Brider (Accident Compensation Corporation).

### **Apologies**

An apology for absence was received from Member Martin Parkes.

**Resolved:** Councillors Murray-Benge / Grainger

*THAT the apology for absence from Member Martin Parkes be accepted.*

### **Public Forum**

**Resolved:** Members Harvey / Hunter

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

Mr Jean-Paul Thull spoke to a tabled document and outlined concerns around pedestrian safety in residential subdivisions and state highways in rural towns such as Katikati, and problems with State Highways Two and 29, along with some suggested solutions.

In response to questions from the Committee, Mr Thull clarified:

- In his opinion, it was not just driver error causing some of the issues on local roads but the roads themselves. He thought that cars being more powerful and drivers being more stressed had compounded existing issues.
- He confirmed he had never had issues with the reflectors on side of the roads but he had issues with the narrowness of the Wairoa bridge and being able to see pedestrians on it.
- In his opinion, there needed to be a change of culture in subdivision areas to encourage people to walk, take their bikes or use public transport instead of using their vehicles.
- Raised intersections would encourage drivers to slow down further at intersections to avoid damaging their vehicles. Putting a pedestrian crossing on these raised areas was recommended as drivers were travelling at reduced speeds already.

The Chairperson thanked Mr Thull for his presentation and advised that his comments would be circulated amongst the organisations represented in the meeting.

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

*THAT the meeting be reconvened in formal session at 10.28am.*

### **Late Item**

The Chairperson advised there was one late item for the Committee to consider for inclusion in the open of the agenda, being Road Closure Regulations.

The reason that this item was not included on the agenda was that it had come up after the agenda had been produced and it could not be delayed to the next scheduled Joint Road Safety Committee meeting because three road closures have been requested in the next six weeks and the next meeting was three months away.

**Resolved:** Murray-Benge / Davis

*THAT, in accordance with Section 46A (7) of the Local Government Official Information and Meetings Act the following item be considered as a late item of open business:*

- *Road Closure Regulations*

### **JRS6.1 Road Closure Regulations**

Stuart Harvey gave a verbal report to the Committee about the current regulations around road closure advertising specifically that road closures had to be advertised in a local newspaper. He advised that, in his opinion, road closures should also be advertised through at least one other relevant and commonly used advertising forum as well as the newspaper including but not limited to Facebook and via email.



Mr Harvey sought agreement from the Committee that best practice would be over and above the legislative requirements.

**Resolved:** Members Harvey / Smith

*THAT the Joint Road Safety Committee agree that best practice around advertising road closures involved more than just advertising in the newspaper and supported staff advertising road closures in the newspaper AND in at least one other relevant and commonly used communication forum.*

JRS6.2

**Minutes of Meeting No. JRS5 of the Joint Road Safety Committee Held on 6 March 2018**

The Committee considered the minutes of JRS5 of the Joint Road Safety Committee meeting held on 6 March 2018 as circulated with the agenda.

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

*THAT the minutes of Meeting No. JRS5 of the Joint Road Safety Committee held on 6 March 2018 as circulated with the agenda be confirmed as a true and correct record.*

JRS6.3

**Western Bay Joint Road Safety Operations Meetings Minutes**

The Committee considered the minutes from the Western Bay Joint Road Safety Operations Meeting dated 14 March 2018 as circulated with the agenda.

**Resolved:** Members Smith / Hunter

*THAT the minutes from the Western Bay Joint Road Safety Committee Operations dated 14 March 2018 be received.*

JRS6.4

**Membership of the Joint Road Safety Committee 2018**

The Committee considered a report from the Democracy Advisor dated 18 April 2018 as circulated with the agenda.

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

1. *THAT the Democracy Advisor's report dated 18 April 2018 and titled Membership of the Joint Road Safety Committee 2018 be received.*
2. *THAT the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.*
3. *THAT the membership of the Joint Road Safety Committee be*

*amended to remove:*

- *Senior Sergeant Ian Campion (NZ Police)*
- *Adam Francis (NZ Transport Agency)*
- *Alex Finn (Western Bay of Plenty District Council)*

*and replace with:*

- *Acting Senior Sergeant Wayne Hunter (NZ Police)*
- *Marceli Davison (NZ Transport Agency) and Alex Jeffcoat (NZ Transport Agency alternate)*
- *Stuart Harvey (Western Bay of Plenty District Council).*

JRS6.5

### **New Zealand Police Report**

The Committee considered a report from the New Zealand Police dated 13 April 2018 as circulated with the agenda.

Senior Sergeant Hunter explained that through the recent Kiddiclick programme every vehicle that was stopped had a safety issue with their car seats. The more serious issues were fixed onsite and those with less serious issues were given advice to remedy the situation. In a few instances free car seats were given to some drivers with unrestrained children in their vehicles.

He also advised that a boy racer operation in Paengaroa that had been successful and had resulted in the boy racers protesting the following weekend.

Senior Sergeant Hunter introduced his colleague Senior Constable Dennis Bidois. Senior Constable Bidois advised of his connection to the local community. He spoke to a tabled powerpoint presentation about a programme that he had developed called "Awhi", which was in the process of being rolled out nationwide.

He explained he had been given a mandate from his Area Commander to create a programme that caused a change in the culture of the community and how the Police were seen. The Awhi programme connected police with support groups in their vicinity that helped address the reasons why people were offending. Police officers had access to Awhi partners on their mobile devices and could send messages instantly to connect the public with these services.

There was a requirement of Awhi partners to confirm by email that the referral was accepted and again to confirm engagement with the referee, and a quality measurement that partners needed to meet. NZ Police also worked with partners to explain police processes and educate the community further helping to improve the way people in the community viewed the police.

Senior Constable Bidois advised that statistics showed that 68% of recidivist offender's first offences were around road safety and that the largest number of Awhi referral in the area came from the Road Safety

Officers. He explained that the Awhi programme was running in many areas in the Bay of Plenty and that other areas in the country were actively seeking to implement the programme.

In response to questions, the NZ Police representatives explained:

- Statistics presented in the presentation were national statistics unless stated otherwise.
- The Awhi programme would be reviewed regularly by the NZ Police to measure change created in the communities that ran it.
- The NZ Police worked very well with Customs Officers.
- Awhi was an opportunity to lead the horse to water but people could not be forced to drink. If they refused help through the Awhi programme they were ticketed or arrested.

11.10am

Councillor von Dadelszen left the meeting.

- Awhi partners included social change organisations that were well established in the community. The Awhi programme was a way of collating these services and bringing them to people's attention.
- Some of the programmes people were being referred to covered the same information as education programmes in schools because many of the offenders they were offering the programme to did not go all the way through school.
- Senior Sergeant Bidois particularly enjoyed hearing about Pākeha officers offering Awhi to Māori offenders, who tended to be blown away by the offer.
- Road Police Officers found Awhi particularly useful in connecting with offenders.
- The programme was easy, relevant and provided timely intervention. The strength of Awhi was in relationships.
- Those referred to the Awhi programme were still issued a ticket but if they completed their Awhi referral and recommended programme then the ticket was voided.

The Chairperson thanked Acting Senior Sergeant Wayne Hunter for his report and Senior Constable Bidois for his presentation.

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

*THAT New Zealand Police's report dated 13 April 2018 be received and recommended to each Council that they .*

JRS6.6

### **Accident Compensation Corporation Update**

The Committee considered a report from the Accident Compensation Corporation dated 24 April 2018 as circulated with the agenda. She introduced her manager, Jo Bridger, Injury Prevention Manager Regions of Accident Compensation Corporation.

11.27am Councillor Grainger left the meeting.

Ms Davis spoke to the report in the agenda and the Ride Forever programme. She advised of the advertising campaign for this programme and explained that the Bay of Plenty had been identified as an area that had higher than average motorcycle accidents. She explained that there would be an advertising campaign in June, and that the peak time from motorcycling was between October and March so there would be another campaign in spring targeted to this.

Ms Davis also pointed out that alongside the Ride Forever On-Road Coaching Programme that Accident Compensation Corporation also had an online coaching tool available on their website. Motorcyclists who had been through the course were statistically less likely to be hurt in an accident.

The Drive Website had been developed as a joint effort with central government specifically targeted towards young drivers. It was designed to resemble a video game and had a low requirement for literacy. Drive Toolkits had also been developed that would enable instructors to run the same programme without access to the website. These kits will be provided free to Councils and Accident Compensation Corporation was working with regional Road Safety Coordinators to distribute these.

**Resolved:** Members Davis / Mack

*THAT the Accident Compensation Corporation's report dated 24 April 2018 be received.*

JRS6.7

### **Travel Safe Road Safety Action Plan Report**

The Committee considered a report from the Travel Safe Programme Leader of the Tauranga City Council dated March 2018-May 2018 as circulated with the agenda.

Ms Smith informed the Committee that a national cycle skills programme was being developed and that the existing programme she ran worked well with the national direction and she was meeting with partners to ensure this.

She showed some photos from the recently run cycle helmet competition and also spoke about the Accident Compensation Corporation young drivers workshop where learners in the Western Bay area were given one hour with a driving instructor and instructions in car maintenance and insurances.

11.39am Councillor Grainger re-entered the meeting.

With regards to those who had attended recent mobility scooter workshops, Ms Smith advised that there was concern about the recently advertised larger models of mobility scooter advertised as suitable for use on roads and that these people were not interested in purchasing one. Mr Bedford confirmed that he had checked through the Automobile Association and that the NZ Transport Agency had not approved these vehicles despite the vendors advertising them as approved. Acting Senior Sergeant Hunter advised that, despite that, Police were unable to prosecute drivers of these vehicles because of the low wattage, which would be problematic since they are being advertised as being able to be used on the road.

**Resolved:** Councillors Murray-Benge / Grainger

*THAT the Tauranga City Council Travel Safe Programme Leader's report dated March 2018 - May 2018 be received.*

*THAT a letter be written by the Travel Safe Programme Leader of the Tauranga City Council and Acting Senior Sergeant Wayne Hunter on behalf of the Joint Road Safety Committee to the Minister of Transport and copied to Accident Compensation Corporation and the NZ Transport Agency communicating the concern expressed about overly large mobility scooters and the need for rules and regulations to be drawn up regarding their use and the licensing of those who drive them.*

JRS6.8

### **Transport Agency Update**

The Committee considered a report from the Regional Road Safety Advisor dated April 2018 as circulated with the agenda.

Ms Davison introduced herself to the Committee. She confirmed the outcome regarding the Belk Road matter was positive and explained that with the recent change in government that the projects that NZ Transport Agency were working through were being reviewed under the new governments mandate of improving current roads and road safety.

In response to questions, Ms Davison explained the Poripori Road and Pongakawa Station Road project would be re-scoped with the rest of the pending NZ Transport Agency projects. At the Chairperson's invitation Ms Wilton from WestLink advised that the works had been applied for but were declined at this stage as they had a low Death and Serious Injury Cost score and projects with higher scores would be prioritised.

**Resolved:** Members Davison / Harvey

*THAT the New Zealand Transport Agency Regional Road Safety Advisor's report dated April 2018 be received.*

**JRS6.9 Road Safety Action Plan**

The Committee considered a report from the Bay of Plenty Regional Council Sustainable Transport Officer dated 18 April 2018 as circulated with the agenda.

11.58am Councillor Bill Grainger left the meeting.

Ms Mack explained that the majority of her work was made possible with the partnerships within this committee and advised how the programmes that they reported on worked in with other organisations like the Police.

**Resolved:** Mack / Davis

*That the Bay of Plenty Regional Council Sustainable Transport Officer's report dated 18 April 2018 be received.*

At the conclusion of the meeting Mr Bedford from the Automobile Association advised of information that had been brought to the attention of the Automobile Association about the build up of CO<sup>2</sup> in cars over the last decade and how this affected drivers.

The Chairperson thanked the Committee and its guests for their attendance.

The meeting concluded at 12.12pm.

Confirmed as a true and correct record.

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Councillor Margaret Murray-Benge  
**Chairperson**

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Date

JRS6

JOINT ROAD SAFETY COMMITTEE		MINUTES	
Date: 12 June 2018		Time: 10.30am	
		Place: TCC Level 3 Boardroom, 306 Cameron Road	
ATTENDEES			
Chairperson		Karen Smith	
BOP Regional Council		Jenny Mack	
NZ Police		Wayne Hunter	
Tauranga City Council		Karen Hay	
WBOPDC		Stuart Harvey	
Westlink		Justine Wilton	
Minute Taker		Denice Hawker	

**Minutes**

GENERAL ITEMS		
<b>Apologies</b>	Martin Parkes, Marcell Davison, Philippa Browne, Alex Jeffcoat, Jessica Davis	
	<b>MINUTES/ ACTION POINT CARRY-OVERS</b>	<b>BY WHO/WHEN</b>
	<b>Acceptance of Previous Meeting Minutes</b> The minutes of 09 May 2018 accepted as a true and accurate record of meeting.	Wayne Jenny
	<b>Action Points Carried Over: 13/9/17</b>	
AP #8	Distribute TCC minor safety works for 2018/2019  In the process of sorting out programme for following year. Will issue a draft before the next meeting.	Pip
	<b>Action Points Carried Over: 09/05/18</b>	
AP #25	Minor Works programme from Stuart Harvey, to share with the Committee.	Stuart
ACTIVITY UPDATES		
Wayne	<p>Bluelight Expo very successful.</p> <p>Cellphone operation exercise in Turret Road recently – pinged 27 in 1 hour.</p> <p>Graduated licence campaign</p> <p>Operation Tri Series – drink drive exercise – 50+ stopped (reading average 500 – 600) and over 20+.</p> <p>Attrition rate in the force is such that the 'extra' new staff is just keeping pace filling the gaps. Road policing is the current focus.</p> <p>Iwi liaison panels commencing in July 2018.</p> <p>Confirmed that he would be available to do a crossover with Senior Sargent Pakes.</p> <p>Pyes Pa School complaint re speeds past the school. Police presence over 3 days picked up numerous speed infringements.</p> <p>Advised that he will be stepping back into his existing role in July.</p>	
Justine	<p>Flashing signs is a preference near schools. Current issue is that solar batteries are being stolen. Looking to get flashing signs hard wired.</p> <p>Agency required to have Safety Management Strategy. The document is being drafted. It is the policy document that dictates WBOP/TCC priorities and strategies.</p> <p>Speed Management SH2 North – basic proposal is out for consultation – drop most of highway to 80km (Bethlehem – Katikati). There will be a significant education campaign.</p> <p>When the Agency runs open days, the WBOPDC information will be included.</p>	

AP #28	Regional Land Transport Plan – 15 June going to LT Committee meeting for approval. Jenny to forward the link to the Plan, to Justine.	Jenny
AP #29	Check the Safety Management Strategy measures align with the Regional Land Transport Plan. Forward copy of document to JRSC members.	Justine
Karen H	Working with NZTA re speed limits at Maungatapu Underpass including bylaw changes. Agree default speed limit during construction will be 50km. Temporary speed limit will be in place through consultation process. Discussion re speed limit on the Matapihi Peninsula. Key message around speed management - collaborate. Proposed One Way Trial at Mount North – is not proceeding. Key focus currently - vulnerable road users. TCC Long Term Plan Cycle facilities funding - \$20M approved.	
Jenny	Regional Land Transport Plan – SH2 north has moved up the priorities. Winter Pit stops underway – 10 student mechanics volunteered to assist. Radio campaign about car checks and speed management.	
Stuart	Oropi School concerns – meeting ahead with community board and parents etc. Discussion focus with be on self-driven safety management.	
AP #30	Stuart to send invitation (30/7/2018) to Karen S so that the TCC Travel Safe Team attend discussion about the school management plans/road safety procedures. Intent is a collaborative approach between organisations.	Stuart
AP #30	Forward any notes from the previous meeting with Oropi School ahead of the discussion with the school representatives to the TCC Travel Safe team who manage, on behalf of WBOPDC, the road safety action plan.	Stuart
Karen S	Be Bright Campaign nearly completed. Orange Day planning is underway. Review of 40km signs with Tauranga Traffic Operations Centre staff. Road Safety Action Plan for 2018 – 2021: draft prepared by TCC Travel Safe and NZ Police (jointly). Draft to be emailed to <u>JRSC for comment</u> so that it is approved at the next JRSC Operations meeting on 11 July 2018.	
AP #31	Email out the Road Safety Action Plan 2018 – 2021 document	Karen S
AP #32	JRSC Operations Committee members to provide feedback to Karen on the Road Safety Action Plan no later than 5 July 2018.	All JRSC Operations members
	<b>General Business</b>	
Karen H	Research paper focused on bus lanes and cycle lanes – includes crash statistics. Karen recommends everyone take the time to read it (Google Search). Paper was done by a masters student.	
Karen S	Recommended a joint approach to a promotion of road signs.	



Karen S	Minor Safety works at Maketu – Karen sought an update regarding the concerning safety issue with a drain grate is in the middle of the footpath. Stuart advised that the matter is getting checked to determine whether it requires iwi consent etc.	
AP #33	Maketu minor works – forward works timeline to TCC Travel Safe, Cindi Feder.	Stuart
Karen S	Discussed draft memorandum regarding Mobility Scooter use.  Reference to Cycle lanes to be included in the memorandum.  Intention is for the memo to be provided to the Governance Committee and Road Safety Co-ordinators for comment. Next step will be to revise, as appropriate, and then forward to the Ministry of Transport.	
Jenny	Summarised activity in progress regarding Work Place Travel Plans – Quick Start Travel Tool Kit promotion. Encouraging using alternative travel modes.	

There being no further business, the meeting closed at 11:50 a.m.

**Date of next meeting – 11 July 2018 @ 1.30pm**

**306 Cameron Road**

**Level 3 Boardroom (no other large meeting room available)**

**Agenda Item for next Meeting:**

**Apologies for next Meeting:**

JOINT ROAD SAFETY COMMITTEE		MINUTES
Date: 11 July 2018	Time: 1.30pm Place: Level 3 Boardroom, 306 Cameron Road	
<b>ATTENDEES</b>		
Chairperson	Karen Smith	
BOP Regional Council	Jenny Mack	
NZ Police	Wayne Hunter	
NZ Police	Mark Pakes	
Tauranga City Council	Martin Parkes	
Tauranga City Council	Philippa Browne	
NZTA	Marceli Davison	
Beca (seconded to NZTA)	Alex Jeffcoat	
Minute Taker	Denice Hawker	

**Minutes**

GENERAL ITEMS		
<b>Apologies</b>	Stuart Harvey, Karen Hay, Paul Howard, Justine Wilton Jessica Davis	
	<b>MINUTES/ ACTION POINT CARRY-OVERS</b>	<b>BY WHO/WHEN</b>
	<b>Acceptance of Previous Meeting Minutes</b>	
	The minutes of 12 June 2018 accepted as a true and accurate record of meeting.	Jenny Karen S
	<b>Action Points Carried Over:</b>	
AP #25	Minor Works programme from Stuart Harvey, to share with the Committee.	Stuart
AP #29	Check the Safety Management Strategy measures align with the Regional Land Transport Plan. Forward copy of document to JRSC members.	Justine
<b>ACTIVITY UPDATES</b>		
Wayne	<p>Pedestrian fatalities – recommends education for pedestrians needs to be rolled out again as a refresher/reminder.</p> <p>Martin – TCC are trying to create environments that people are safe moving around. Asked Police identify key spots and to get in contact with Pip and Martin so that the area can be investigated.</p> <p>Wayne – Road Policing is a priority. Additional resources have been on-boarded.</p> <p>Martin – Matapihi speed change – currently working with local hapu. Some of the residents are a bit nervous about the speed change. Community is owning the communication campaign. Travel Safe (TCC) are supporting the community and have engaged a local artist to assist.</p> <p>Mark – outlined approach ahead of enforcement kicking in along the Matapihi peninsular.</p>	
Martin	<p>Speed Management investigation is the key area of focus for the next month – preparing the proposal in readiness to go to the market.</p> <p>New speed guide review will get underway soon. The focus is to determine appropriate speeds in certain hot spots. There will be strong community engagement.</p>	
Jenny	<p>Winter Pit Stops have kicked off (multi agency campaign) – summarised activity.</p> <p>MOU re Road Safety Programme for School Bus users – provided overview of status.</p>	
Alex	<p>Working through 2018/2019 Projects priorities.</p> <p>North of Omokoroa – first section is out to tender.</p> <p>B2B – strong advertising campaign to get the message about driving @ 50km.</p>	

Marceli	Road Safety projects have been assessed. Projects just need to be categorised with supporting cost benefit analysis.	
Pip	Provided overview of minor works programme – list inserted at end of these minutes. Delivery of PT Blueprint a key focus as well.	
Karen S	<p>Winter Pit Stops – Travel Safe feature</p> <p>School Travel Plans are underway – provided example of positive outcome from meeting with GreenPark School recently</p> <p>Travel Safe working with BOPRC re students trying to connect to buses along Hewletts Road – committee discussed concerns about the removal of the current bus stop at #19.</p> <p>Ministry of Education link on traffic management – very effective messages.</p> <p>MOE <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>Orange Day Planning underway for event on 30 November.</p> <p>National Cycling Guidelines under review. Moving to accreditation for Kids Can Ride programme.</p> <p>National Bike Ready meeting in Wellington 16 July 2018.</p> <p>Ride Leaders Workshop held in June – 22 ride leaders attended. Highlighted a 'good' problem – how to manage the number of people interested in the cycling programmes.</p> <p>E-bike training workplace roll out yet to be finalised.</p> <p>Travel Safe funding approved – additional resource approved – job soon to be advertised.</p> <p>3 Day training in National Bike Ready for instructors 18-20 July (to align with national guidelines).</p>	
AP #34	Alex will contact Mike Furniss to put removal of bus stop on hold until further discussions about safety solutions are discussed/agreed. Suggest	Alex
	<b>General Business</b>	
1	Road Safety Action Plan approved to go through the Governance Committee	
2	<p>Karen outlined discussion she had with Stuart regarding School Safety Plans.</p> <p>Karen S and Sheree E will be attending Oropi School meeting with Stuart H on 30 July.</p> <p>Advised Stuart's update that Paengaroa School, Old Coach Road safety options were under discussion with West Link with options and costs to be provided.</p> <p>Reaffirmed concern about the time to repair the section of footpath missing outside Maketu School, Stuart's advice is that works will probably proceed later in the year.</p>	
3	<p><b><u>Mobility Scooter</u></b></p> <p>Karen provided background and outlined NZTA's position. Advice from NZTA was that this committee should sent a letter to MOT as a matter of priority,</p> <p>Moved that the memorandum goes to the MOT</p>	<b>Moved by:</b> Jenny M Martin P
AP #35	Forward Letter to MOT to the Governance Committee for review/approval and sending	Karen S
AP #36	Karen to contact Bill B to find out who his contacts are at NZ Police and NZTA national offices. (Karen to include Marceli and Wayne in the email)	Karen S

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

**Date of next meeting – 15 August 2018 @ 1.30pm, 306 Cameron Road**

High Level Minor Works Summary from Philippa Browne:

These are the projects to be included in the first round of physical works;

- Oropi Road (before Christmas)
- Kairua Road (before Christmas)
- Kaitemako Road (January 19)
- Clarke Street bus bay (before Christmas)
- Windemere Dr/Lagoon Place RAB (before Christmas).
- Clarke Street ped crossing
- Grange Road ped crossings (2019) PROVISIONAL
- Waihi Rd / Otumoetai Road (2019)
- Gloucester Road (2019)
- Brookfield bus interchange
- Arataki Corridor improvements – bus lanes and cycle lanes

Also under design:

- Bellevue Rd / Windsor Rd - Optioneering to change
- Moffat Road (Decor) - New footpath extension.
- Kaitemako Rd near the junction Waipuna Grove - Optioneering and scoping. High speed and poor geometric layout.
- 9th/11th/Edgecumbe Area - two mini roundabouts. Christopher & Edgecumbe
- 9<sup>th</sup> Ave signals
- 3<sup>rd</sup> Ave signals
- 13<sup>th</sup> Ave signals
- Harrington St signals

And, all the cycle way projects, including Ngatai, Totara etc.

Date 13 July 2018  
 Subject Recommendation from the Joint Road Safety (Operations) Committee - Letter Regarding Request for Mobility Scooter Guidelines

Open Session

## Western Bay of Plenty District Council

### Joint Road Safety (Governance) Committee

### Recommendation from the Joint Road Safety (Operations) Committee - Letter Regarding Request for Mobility Scooter Guidelines

#### Recommendation from the Joint Road Safety (Operations) Committee - 11 July 2018

##### General Business

3	<p><b>Mobility Scooter</b></p> <p>Karen provided background and outlined NZTA's position. Advice from NZTA was that this committee should sent a letter to MOT as a matter of priority,</p> <p>Moved that the memorandum goes to the MOT</p>	<p>Moved by: Jenny M Martin P</p>
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##### Recommendation

***THAT the Joint Road Safety (Governance) Committee review the approved letter (Attachment A to this report) and send it to the Minister of Transport on behalf of all the partners that sit on the Joint Road Safety Committee.***



Karen Smith  
 Travel Safe Programme Leader

Draft Letter to the Ministry of Transport – as presented by the JRSC Operations Committee:

The Western Bay of Plenty Joint Road Safety Governance Committee seek to raise awareness of concerns in respect of the safety of elderly and vulnerable users of mobility scooters. Advancements in mobility scooter technology and the increasing size of (perceived) mobility scooters mean that some of this user group are less able to safely use larger models. In the western Bay of Plenty region, we have had 3 mobility scooter user fatalities in the past 5 years.

The definition of mobility device under current legislation is outdated and there are no road user rules regarding certification (medical, non able-bodied, certification for use, etc.) or parameters regarding use on road versus use on footpaths. The Governance Committee are seeking a commitment from the Ministry of Transport that a review be undertaken with urgency of the current legislation.

The Western Bay of Plenty and Tauranga Joint Road Safety Committee wish to raise the following major issues.

#### 1. Definition of Mobility Device

Attached for ease of reference are photographs of mobility devices that are of such a size that they take up the width (or more than the width) of a standard footpath. There is no class definition or criteria that defines what a mobility scooter is (or is not). To expand on this further:

- There is no clear evidence that the devices are designed for mobility impaired users only.
- Some of these devices can carry up to 4 people.
- The devices are being used on the footpath and on the roads.
- Police have no legal authority to enforce their safe use.
- Other footpath users can be left vulnerable or endangered.

#### 2. Current use of Mobility Scooters

The Committee's concerns are based on what is encountered in the community. Those concerns include the following:

- Legislation appears to give mobility scooter users the right of way over pedestrians .
- Unrestricted speed.
- Mobility scooters being purchased by people who have not used one before and often do not have tuition prior to using one as their preferred transport mode.
- Where there has been loss of driving license, there is no accountability on suppliers to assess capability of a purchaser, to use a motorized vehicle.
- Medical Certification of the prospective owner is not required.
- Training is not required to be given by suppliers to prospective purchasers.
- Mobility scooters purchased second hand have no 'safety certification' or 'warrant of fitness' requirement.
- Safety concerns regarding the use of this type of vehicle are not well understood or promoted.
- Current legislation does not include the right to enforce inappropriate use. For example; in the wrong area such as on-road.

The Governance Committee seeks a review of the 2005 legislation and in particular; the definition of mobility devices and the criteria for use. The introduction of proposals that:

- Limit who / what can use footpaths,
- Require certification of users
- Warrants of fitness of devices
- Users of mobility devices require regular medical certification.

Clarity around these matters will be enablers for improved safety through users conforming to a mobility scooter Code of Use, for the NZ Police to enforce compliance, and for medically appropriate users to be certified as certified mobility device users.

**Recommendation:**

That the Ministry of Transport undertake a review of the use of mobility devices/scooters in New Zealand. The review should focus on:

1. Standardising the dimensions of mobility scooters for use on footpaths/pathways.
2. Setting a speed limit for mobility scooters on footpaths/pathways.
3. Defining the limits as to where mobility scooters should be used.
4. Development of a Code of Use for mobility scooter users.
5. Development of a medical certification process or licence, as a requirement.
6. A Warrant of Fitness scheme for mobility scooters.

# Newage Vehicles

The new generation in personal mobility

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Clean, Green, Efficient,  
Low cost, Comfortable  
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## NV X3

**The NV X3 is a perfect transition scooter for those moving from a car to a mobility scooter.**

The NV X3 with its new end to end body cover, takes away the boot space from the back and adds it to the inside for added leg room in the front and the back.



The extra 30mm of width makes for more inside space.







Inside it has 3 seats and standard car controls.



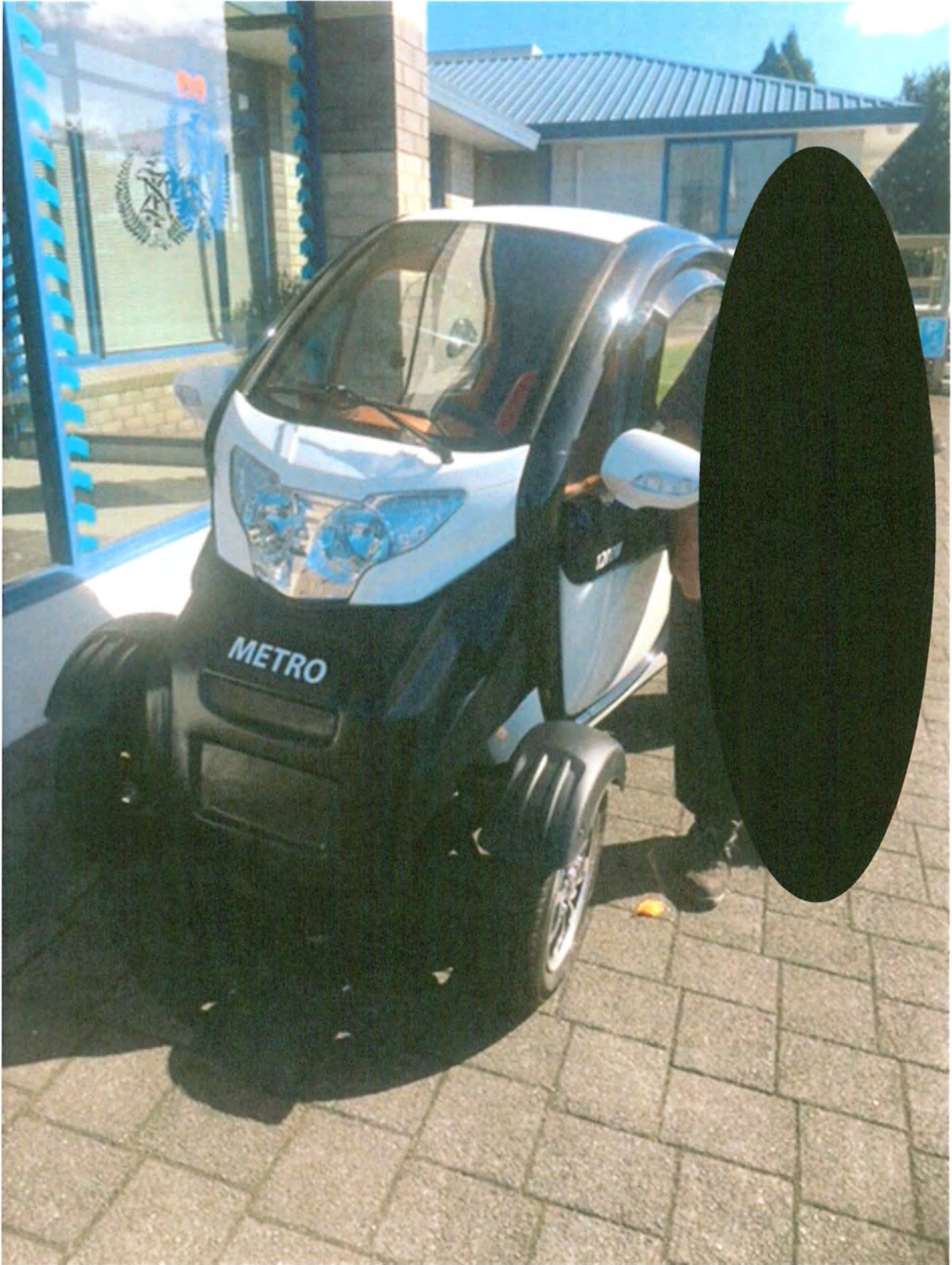
Safety is heightened with full metal construction and safety glass all round.



**Roof mounted spot lights for added light and safety at night.**



**Wide front seat with seat belt and lever to adjust.**



# Road Safety Action Plan Report 2018 / 21

Tauranga City and Western Bay of Plenty

**Period: 1 July 2018 to 30 June 2021**

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



## Function and Purpose;

This plan is a critical component in the delivery of a Road Safety programme across the Tauranga City and Western Bay of Plenty districts. The two councils through resolution have agreed to a cluster arrangement for the purpose of delivering a road safety programme across their respective districts. For management purposes a Joint Road Safety Committee has been appointed with representatives from political, key stakeholder and community groups.

The Joint Road Safety Committee is tasked with the management of all road safety activities. To enable this there is a supporting structure which includes:

1. Quarterly Committee meetings - part of Councils formal meeting roster, with formal agendas and minutes.
2. Monthly operational meetings for professional key staff with agendas reporting lines and minutes.
3. Planning processes, operational calendars and works schedules as attached.

The sub-region prides itself as a proactive forward thinking Road Safety Action Plan (RSAP) team fully aligned with Safer Journeys Strategy acknowledging the new safe system approach.

Note: Local council engineering / works schedules, and the travel demand calendar have not been attached to this exemplar.

## Strategy and Policy Alignment:

**Safer Journey Vision:** A safe road system increasingly free of death and serious injury (Ministry of Transport [www.saferjourneys.govt.nz](http://www.saferjourneys.govt.nz))

**Regional Vision:** “Best transport systems for a growing economy and a safe and vibrant Bay lifestyle”(RLTS (2011-2041), Bay of Plenty Regional Council)

**Tauranga Transport Vision:** Bay of Plenty is a place that is easy and safe to move around. <https://www.tauranga.govt.nz/services/transportation-roads.aspx>

**Western Bay of Plenty Vision:** 3.1 Public health risks (a) Road safety. <http://www.westernbay.govt.nz/LTCCP/>

### Safe System Approach

The Safe System approach focuses on creating four pillars to achieve the above objectives. Those pillars are:

- safe roads and roadsides
- safe speeds
- safe vehicles
- safe road use.

### Safe System Objectives

- Make the road transport system more accommodating of human error.
- Manage the forces that injure people in a crash to a level the human body can tolerate without serious injury.
- Minimise the level of unsafe behaviour.

### National areas of high concern identified in Safer Journey

- Reducing alcohol/drug impaired driving.
- Increasing safety of young drivers
- Safe roads and road sides

- Safe Speeds ( too fast for the conditions)
- Increasing the safety of motorcyclists

### National Areas of Medium Concern Identified in Safer Journeys

- Improving the safety of light fleet vehicles.
- Safe walking and cycling safety.
- Improving the safety of heavy vehicles.
- Reducing the impact of fatigue.
- Addressing distraction
- Reducing the impact of high risk drivers

### National areas of continued and emerging focus

- Increasing the level of seatbelts and restraint use
- Increasing the safety of older New Zealanders

**This plan acknowledges that:** Activities recorded in the Action Plan are identified and developed, reflecting the following four safe system principles:



1. Human beings make mistakes and crashes are inevitable;
2. The human body has a limited tolerance to crash forces;
3. System designers and system users must all share responsibility for managing crash forces to a level that does not result in death or serious injury;
4. It will take a whole-of-system approach to implement the Safe System in New Zealand.

## Travel Safe Principles/Strategies (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

**RSAP Goal:** To contribute to the Ministry of Transport's Safer Journeys Strategy and to reduce the number of deaths and serious injuries on our road network. This plan acknowledges the Government's Safer Journeys Strategy and that even a responsible driver may make mistakes on our local roads. It is the goal of this plan to better manage our road networks, our vehicles, our users and speeds to deliver a safe system across the Western Bay of Plenty sub region.

**Aims:** To achieve this goal; the Joint Road Safety Committee plans to:

1. Gain a full understanding of the crash risks on our road networks so that we can reduce the social costs of road crashes.
2. Engineer our high risk road infrastructure to be predictable; forgiving of mistakes; and self-explaining.
3. Manage our roads to ensure that the travel speeds suit the function and safety level for the road environment and conditions.
4. Encourage the use of safe and road worthy vehicles.
5. Encourage all road users to be skilled, competent, alert, and unimpaired. Educate road users of the risk of not complying with the road rules and encourage road users to take steps to improve their safety.

### Management:

This RSAP is a collaborative approach from participating partners to provide focus, commitment and urgency to address and mitigate local road safety risks. This RSAP will also identify opportunities for improvement, and will reflect national policy to encourage national consistency for Road Safety Action Planning.

1. The plan will be led and managed as a cluster agreement with Tauranga City appointed lead council
2. Identified key agencies are partners to this plan and will attend meetings and fully participate in planning and process

## 2017 Crash Statistics for the Bay of Plenty

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The statistics below have been gathered from the most recent NZTA Crash Analysis System data for the Bay of Plenty.

Fatality statistics due to road crashes	Five year rolling average 2012-2015	2016	2017
Tauranga City Council	3	5	3
Western Bay District Council	9.4	14	11
<b>Bay of Plenty region</b>	<b>25</b>	<b>32</b>	<b>14</b>

Serious injury statistics	Five year rolling average 2011-2015	2016
Tauranga City Council	35	28
Western Bay District Council	41.4	30
<b>Bay of Plenty region</b>	<b>139.2</b>	<b>138</b>

Social cost of serious injuries and deaths due to road crashes	Five year rolling average 2012-2016 (\$Millions)	Provisional 2017 (\$Millions)
Tauranga City Council	42.34	85.84
Western Bay District Council	74.68	106.17
<b>Bay of Plenty region</b>	<b>117.02</b>	<b>192.01</b>



# Appendix 2 - Risk Matrix

(Region and sub-regional priority ranking as identified in the Communities at Risk Register published May 2017 based on 2012-2016 CAS data).

Local Territorial Authority Ranking	NZTA/Safer Journeys - Areas of High Concern								NZTA/Safer Journeys - Areas of Medium Concern				NZTA/Safer Journeys - continued and emerging focus		All fatal and serious crashes
	Young drivers	Alcohol	Speed	Urban intersections*	Rural Intersections*	All intersections*	Rural roads*	Motorcyclist	Cyclist involved	Pedestrians	Distractions	Fatigue	Older drivers	Restraints	
Tauranga									AM	AM					
Western Bay	H	M	AM	AM	H	AM	AM			M	H	H	H	AM	M
<b>Bay of Plenty Regional Ranking</b>	<b>H</b>	<b>M</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>M</b>			<b>H</b>	<b>M</b>			<b>M</b>

\* A subset of safer roads and road sides

Key: Ranking in Communities at Risk Register
H = High
M = Medium
AM = Above Mean
Blank = Below Mean

High, medium and above mean risk ranking from the NZTA Community at Risk Register published May 2017 are shown. If the Bay of Plenty has a ranking of high or medium, this area will be considered a regional issue.

NZTA Advertising themes 2017/2018	Alcohol	Speed	Young drivers	Alcohol	Speed	Alcohol	Speed	Drugs	Young drivers	Alcohol	Speed
		Drugs	Distractions	Drugs	Young drivers	Fatigue	Speed	Fatigue	Distractions	Fatigue	Young drivers

**Police Calendar 2018**



## Delivery areas and activity plan Travel Safe- Police 2018/2019

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

**National success indicators:** 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 Objective / Outputs	Responsibility	Dates	Activity Monitoring and Evaluation	Reporting
Safe road user	<b>Activity 1</b> Community responsibility for safer journey messages around drugs and alcohol	To Promote zero tolerance and sober driving. Promote opportunities for young people to be involved in messages to their peers. Promote messages in community and workplaces.	Travel Safe	Attached operations calendar	Annual monitoring through crash register and NZTA local issues. 3x campaigns completed	
Safe road user	<b>Activity 2</b> Operation Profile alcohol and drugs	To reduce serious crashes reported to a maximum of 10 less through the delivery of operation profile	NZ Police Police Awhi	Jan - Dec	Annual monitoring and comparison with prior year's local data. Education/advertising prior.	
Safe road user	<b>Activity 4</b> Recidivist driver programme	Deliver ten one-day courses for court referred recidivist driving offenders and one ten weeks longer course. Reduce the number of repeat offenders by 80%.	Ngati Kahu Travel Safe Probation NZ Police/Awhi	Attached operations calendar	Event survey and Court records for reoffending. 12 courses. Three two-hour programmes for at risk.	

Safe System	Local Activities	Activity Objective / Outputs	Responsibility	Dates	Activity Monitoring and Evaluation	Reporting
Safe road user	<b>Activity 5</b> Young people Alcohol / drugs	To deliver a regional motivation / planning workshop to Travel Safe students and assist all eight 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)	

**Safer Journeys Safe Speeds (SJ2020 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 Objective / 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.	
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.	
Safer speeds and user	<b>Activity 3</b> SH29, SH 2, SH 2/33. Te Puke -3 Mile Hill. Winter Enforcement Plan	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	April - Aug	Police report Integrated into Rural Road Risk NZTA programme	

Safe roads and roadside	<b>Activity 4</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/presc hools Workplaces DHB BOPRC	Ongoing	As per NZTA LTTP TCC and WBOPDC focuses. Travel Safe community development integrated approach. Two Community Pit Stops in partnership with BOPRC.	
Safer speeds	<b>Activity 5</b> Police activity	To deliver ongoing enforcement focusing on speed (fatal five) across all local network 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 (SJ 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 Objective / Outputs	Responsibility	Dates	Activity Monitoring and Evaluation	Reporting
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 ten 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 issue data. Travel Safe community workshops. Support given to Age Concern.	
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. Theme: Slow down, be prepared to stop.	NZ Police Travel Safe	Attached operations calendar	Annual monitoring through CAS and NZTA local issues data. Supported education through media sources.	

Safe System	Local Activities	Activity Objective / Outputs	Responsibility	Dates	Activity Monitoring and Evaluation	Reporting
Safe road user	<b>Activity 3</b> Winter/Summer Campaigns	To further develop a high risk rural road multimedia messages, related to crash reports. Big focus on 'fatal five' identified by police.	NZ Police NZTA Travel Safe	Attached operations calendar	Annual monitoring through safety reports, local data and crash register and NZTA local issues data. Summer messages /winter messages. Media to appropriate settings.	
Safe vehicle	<b>Activity 4</b> Drive to Conditions	In partnership with BOPRC to do a Winter Pitstop campaign with local tertiary students from Toi Ohomai, local radio station to integrate NZTA TWIRL campaign to encourage safer vehicles and owners upskilled in to what makes a vehicle safer.	NZTA Travel Safe BOPRC Local /Tutors mechanics (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 three locations.	
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	Ongoing	Annual monitoring through council and NZTA reports, local data and crash register and NZTA local issues data.	



**Safe roads and roadsides (SI 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, creating a distraction.

Safe System	Local Activities	Activity Objective / Outputs	Responsibility	Dates	Activity Monitoring and Evaluation	Reporting
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 BOPRC	Aug - Sept	Annual Monitoring through data and crash stats.	

**Increasing the safety of motorcycling (SI 2020 High Concern)**  
**National success indicator:** Reduction in the number of motorcyclists killed and seriously injured.

Safe System	Local Activities	Activity Objective / Outputs	Responsibility	Dates	Activity Monitoring and Evaluation	Reporting
Safe road user	<b>Activity 1</b> Motorcyclist training workshops	To reduce the reported serious crashes in Tauranga city through delivery of regional training courses for motorcycles plus training courses for scooters.	ACC Motorcycle Trainer	As per ACC	Annual monitoring through MOT report, local data and crash register and NZTA local issues data.	
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.	

Safe System	Local Activities	Activity Objective / Outputs	Responsibility	Dates	Activity Monitoring and Evaluation	Reporting
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 BOPRC 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.	
Safe road user	<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	Pilot in 2018/19	Evaluation and report based on programme at local secondary schools with piloting workshop. Linked to Travel Safe Secondary school travel plan.	

**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 Objective / Outputs	Responsibility	Dates	Activity Monitoring and Evaluation	Reporting
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 Police to provide L plates to Learner drivers.	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 issue data. (Linked to Secondary school travel plans).	
Safe road user	<b>Activity 2</b> Young people conditions of licence	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	Ongoing	Annual monitoring through MOT report, local data and crash register and NZTA local issue data. Supported by education in and around secondary / tertiary institutions.	
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.	

Safe System	Local Activities	Activity Objective / Outputs	Responsibility	Dates	Activity Monitoring and Evaluation	Reporting
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. One radio advert (see Secondary school travel plans – student involvement)	
Safe road user	<b>Activity 5</b> Young Driver Programme	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.	

**Safe pedestrian (SI Medium Concern) (High Concern)**  
**National success indicator:** A reduction in the number of fatal and serious crashes involving pedestrians.

Safe System	Local Activities	Activity Objective / Outputs	Responsibility	Dates	Activity Monitoring and Evaluation	Reporting
Safe road user	<b>Activity 1</b> Road safety school travel plans (primary / intermediate, secondary)	To improve safety at our local schools and the wider community through addressing safety concerns in regards 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) buses and develop five additional. To continue to set up pilots at intermediate schools. Begin a pilot at secondary schools that aligns with NZTA national education group.	Local schools and preschool institutions Travel Safe Police Engineers Ruben RSB Puppet Vision	Attached operations calendar	Selected site surveys and ongoing management template for each plan. Annual workshop evaluations.	
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 issued that will impede safe travel options and remediate against these.	Travel Safe Local schools and preschool institutions Local communities	Attached operations calendar	Pre and post evaluations. Workshop and parent evening, public submissions.	

Safe System	Local Activities	Activity Objective / Outputs	Responsibility	Dates	Activity Monitoring and Evaluation	Reporting
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 practices. Maintain the current 17 school programmes and develop and additional five. To set up groups at intermediate schools and begin pilot at secondary school.	Travel Safe Local Schools NZTA BOPRC Bikemonth	Attached operations calendar	Student and school surveys evaluations and workshop. Orange day parade.	
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.	

Safe System	Local Activities	Activity Objective / Outputs	Responsibility	Dates	Activity Monitoring and Evaluation	Reporting
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	Attached operations calendar	Selected site surveys and ongoing management with template developed alongside community. Workshops and evaluations	
Safe Road User	<b>Activity 6</b> Share with Care (Footpath) (shared pathways)	To improve the safety of pedestrians on pathways as more modes of transport are using the shared pathways.	Travel Safe All communities		Media advertising and community programmes	
Safe Road User	<b>Activity 7</b> Safe Bus User	To encourage safe bus practice and young people to use buses commuting to and from school.	Travel Safe BOPRC Intermediate Schools Tga Travel Safe students	Ongoing integrated into school travel plans	Select carparks that have injuries.	

**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 Objective / Outputs	Responsibility	Dates	Activity Monitoring and Evaluation	Reporting
Safe Cycling and road user	<b>Activity 1</b> Kids can Ride (Cycle skills)	Cyclists feature strongly in the overall crash numbers for Tauranga representing 15% of all injuries and 18% of local fatalities, we would like 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 to make it safer to cycle in our district based on 2018 National Cycle skills Guidelines.	Kids Can ride team. Travel Safe Cycle advocate TCC PEO Schools NZTA	Attached operations calendar	Post and pre event evaluations from every school. PEO's have cycle safety education where needed to enhance the gaps. (refer travel plans)  Number of Cycle skills instructors updated and assessed by National guidelines	
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 representing 15% of all injuries and 18% of local fatalities we would like to 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, 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.	



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 aligned to 2018 national Cycle skills guidelines.	Travel Safe Soprt BOP	Attached calendar	Annual monitoring through data bases and evaluations one Ride Leader workshop two adult cycle skills courses.	
Safe road user	<b>Activity 4</b> National Bikemonth campaign	To coordinate and promote BikeMonth activities across the Bay of Plenty. Look to sustain 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.	
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 through a Workplace Quick start tool kit.	BOPRC Travel Safe Sport BOP Toi Te Ora Public Health	Attached operations calendar	3% increase in local bus patronage and developing additional work place travel plans locally.	
Safe road user	<b>Activity 6</b> BikeMonth – 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 operations calendar	Tauranga police records and Stats Cyclists given safety equipment as part of campaigns across city. Feedback from workplaces	

**Increasing the Level of Restraint Use (SI2020 Continued and Emerging Focus) - Low Level**  
**National success indicator:** An increase in the number of children appropriately restrained and vehicle occupant wearing safety belts.  
 A reduction in % of vehicle occupant deaths where restraints not worn.

Safe System	Local Activities	Activity Objective / Outputs	Responsibility	Dates	Activity Monitoring and Evaluation	Reporting
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. Police link to Awhi programme with car seats to community.	Ruben - Travel safe Tauranga Click safe Te Kupenga Hauora NZ Police Plunket - 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	
Safe road user / Safe vehicles	<b>Activity 2</b> Seat belt compliance Restrain	Improving level of seat belt wearing compliance. Deliver one police led enforcement operation to improve the MOT survey results. Deliver police led proactive operation.	NZ Police/Awhi	Attached operations calendar	Annual monitoring through MOT report, local data and crash register and NZTA local issues data	
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.	

**Increasing the safety of older New Zealanders (SI 2020 Continued and emerging focus)**  
**National success indicator:** To improve the fatality rate for older drivers from 15 per 100,000 to 11 per 100,000

Safe System	Local Activities	Activity Objective / Outputs	Responsibility	Dates	Activity Monitoring and Evaluation	Reporting
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. Support Age Concern	Retailers Travel Safe Road Safety Age Concern	Ongoing Feb- Dec	Annual monitoring through MOT report, local data and crash register and NZTA local issues data. 12-20 Driver refresher Workshops across Western bay with evaluations	
Safe Older road users	<b>Activity 2</b>	To reduce serious injury and death for mobility scooter users.	Travel Safe Age Concern Occupational Therapists - DHB	Mar- April  Oct- Nov	Ten mobility scooter workshops completed annually linking outcomes to safety.	
Safe Older road user	<b>Activity 3</b>	To help older drivers reduce distraction and understand their safest fit when driving.	Travel Safe Age Concern Occupational Therapists	Mar-May  Sept- Nov	10 x car Fit community sessions in community and evaluations from each	

**Fatigue (High Priority WBOPDC) Distraction emerging**  
**National success indicator:** A reduction in number of fatal and serious crashes involving fatigue.

Safe System	Local Activities	Activity Objective / Outputs	Responsibility	Dates	Activity Monitoring and Evaluation	Reporting
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.	

**Other outcomes**

- National Cycle skills programme on horizon - Western Bay Cycle skills programmes are well placed to adopt it and maintain local branding as well. This will take place 2018-19 aligning to nZTA National Guidelines

**Local Emerging Issues from 2018 - 19**

- Elderly drivers / mobility scooter users- Advocating to NZTA and MOT
- Population growth across Tauranga City Council and Western Bay of Plenty District Council including in all schools
- Cycling growth - need for people resource to align behaviour to infrastructure
- Restraints - retaining skill base in car seat technicians, knowing what to do going ahead

# NZ Transport Agency Report to Road Safety Action Plan Meeting

July 2018

## SYSTEM DESIGN AND DELIVERY UPDATE

### System Design

#### Tauriko West Network Connections

- Partners are continuing to work on the multiple activities associated with Tauriko for Tomorrow, a collaborative project driven by Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council and the Transport Agency.
- A partnership approach to consultation with Iwi has been agreed in parallel with a revised and more integrated approach to developing the multi-modal transport investments necessary to support the planned growth, and deliver improved safety and freight efficiency outcomes.
- The draft TAIP identifies this project for re-evaluation and this process is underway.

#### Piarere to Tauriko Business Case (SH29)

- The Detailed Business Case for the SH29 corridor from Piarere to Tauriko commenced in July 2017.
- The draft TAIP identifies this project for re-evaluation and this process is underway.

#### Waihi to Tauranga Corridor (SH2)

- Further investments along the remaining sections of the corridor are being considered as part of the TAIP re-evaluation process. This includes the following activities:
  - SH2 Waihi to Omokoroa (excluding Katikati)
  - SH2 Katikati Urban
  - SH2 Omokoroa to Te Puna
  - Tauranga Northern Link



## System Delivery

### SH2 speed limit review and consultation

- A review of the speed limits on SH2 between Katikati and Tauranga is underway.
- The outcome of the review is to recommend safe and appropriate speeds for the corridor, in line with the 2017 Speed Management Guide.
- These will be proposed as an interim speed limits until the wider programme of works can be confirmed.
- Once there is internal buy-in, consultation will begin with Western Bay of Plenty District Council to ensure they are aligned, and will then proceed to wider stakeholders (AA, ACC, NZ Police, community boards, and Councils), and then public consultation. The new speeds are expected to be implemented late-2018.

### SH2 Waihi to Omokoroa safety improvements

- There are a number of improvements to address safety which will be rolled out over the next five years from Waihi to Omokoroa. The Transport Agency Board approved the remaining \$87 million in May 2018 for this work.
- This work is split into 10 sections, to help reduce delays to people's journeys due to construction.
- Delivery of the first section of safety improvements along SH2 between Waihi and Trig Road is expected to begin construction in September 2018. This includes upgrading five intersections (with SH2; Heath, Crean, Baxter, Ford and Trig roads); road and shoulder widening, wide centreline, and installing roadside safety barriers and a right turn bay for Waimata School.
- The remaining nine sections included in the planned short term improvements are; Trig Road to Mathers Road, Mathers Road to Athenree Gorge, Athenree Road to Tanners Point Road, Tanners Point Road to Kauri Point Road, Kauri Point Road to Lindemann Road, Wharawhara Road to Sharp Road, Sharp Road to Sargent Drive, Wainui South Road to Esdaile Road and Esdaile Road to Omokoroa Road.

### Maungatapu Underpass / Hairini Link (SH29A)

- A Community Day for the project was held in May 2018 and the underpass was opened to traffic in June 2018.
- The underpass allows SH29A traffic to travel above the Welcome Bay traffic wanting to go to the city. A trial was carried out during mid-July to see if the traffic flow around the Maungatapu and Hairini roundabouts could be optimised.
- Tauranga City Council, Bay of Plenty Regional Council and the Transport Agency are working on a range of initiatives to help improve the reliability of bus trips for the Welcome Bay community into the City, looking for opportunities to give buses more priority on the roads.
- A separated dual cycleway through the underpass as well as a new pedestrian cycle bridge over the new link road, and a cycle and pedestrian underpass (currently being built) will allow cyclists and pedestrians to connect to existing cycleway by travelling under the off-ramp from Maungatapu roundabout.

### Minor improvements programme

- There are a number of small projects being carried out under the minor improvements programme.
- The programme includes the SH2 Te Puna Station Road trial, ramp metering at Elizabeth Street (SH2) and Barkes Corner (SH29A) and the SH5/SH36 Ngongotaha roundabout. Other projects will be confirmed later in 2018.

### Poike Road cycleway and overbridge (SH29A)

- The two kilometre shared path connecting Poike to Welcome Bay has been completed and was used as part of the Maungatapu Community Day in May 2018.

### SH2 Hewletts Road

- The Transport Agency, along with Tauranga City Council, is looking to trial High Occupancy Vehicle lanes on SH2 Hewletts Road. The 12-month trial will allow vehicles with three people to travel in the bus lanes (T3). A safety audit is being carried out to ensure cyclist safety.

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

- Work on the Baypark to Bayfair Link project is progressing, with the focus on earthworks along Matapihi Road, and on the new northbound on and off ramps at the Maunganui-Girven intersection, relocation of services and installing new ducting, gas line and power cables.
- The second major traffic switch at the Maunganui-Girven intersection is planned for September 2018.
- Work is ongoing with the cycling community to explore the feasibility of options for cyclists and pedestrians.

### K Valley overbridge / SH29

- The completion of the cycle overbridge over the Takitimu Road Toll Road to connect two cycle ways will be in August 2018.

## Safe Roads Project update

### SH2 Wainui Rd to Opotiki:

- We have assessed 35 options, and have identified a preferred option for the corridor,
- We are now refining this option and discussing it with Whakatane and Opotiki District Councils, before we share it with the public.
- We will be lodging the Business Case and applying for funding for the pre-implementation phase, with construction anticipated to start in Spring/Summer 2019.

### SH30 Owhata to Te Ngae Junction

- We have almost completed working through the assessment of a number of options, with a particular focus on the SH30/SH33 (Te Ngae Junction) intersection, where we're considering a roundabout, amongst other options. Once this is complete we will work to identify a recommended option, and apply for funding for pre-implementation.
- We're expecting to discuss the recommended option with stakeholders, including the public, in winter 2018.
- Subject to funding, construction is anticipated to start in spring 2019.

### SH5 Tarukenga to Ngongotaha

- We have now identified a preferred option. We are now finalising the Detailed Business Case prior to applying for funding for the pre-implementation to commence in early 2019.

- We're expecting to discuss the recommended option with stakeholders, including the public, in the next couple of months.
- Subject to receiving funding, construction is anticipated to start in spring 2019 for a duration of 12 months.

### Railway Level Crossing Upgrade

- We are working with KiwiRail to upgrade the following level crossings: Hewletts Rd, SH2 Paengaroa, Pongakawa, Benner, and Ohinepanea Rd.
- We are in the pre-implementation stage, due to complete this year. Planning for implementation during 2019.
- Type of work is low cost safety improvements that include upgrading: signs, lines, pavement widening, track and train signal improvements,

### SH 33 Te Ngae to Paengaroa

In November 2017 work started on making State Highway 33 (SH33) Te Ngae Junction to Paengaroa safer. Because the route is 34km long with some tricky terrain the construction has been split into stages.

We're putting in a wide centreline from Paengaroa to Te Ngae, flexible roadside barrier at high-risk locations, rural town safety and speed improvements, rumble strips, a potential passing lane and easing sharp curves.

#### Stage 1A near Paengaroa – in construction

- 100km/h area – widening the shoulders on both sides of the road and installing roadside safety barriers in some locations.
- 70km/h area – shoulder widening in some locations and new road markings.
- Works in this area will be completed in spring 2018 when the weather conditions are more suitable for the final road sealing and marking operations.

#### Stage 1B – work starting soon

- Between Okere Falls and Te Ngae Junction, work is planned to start on this section in the next month. By Christmas we'll have widened the road shoulder and installed the flexible roadside barriers in the current 100km/h areas.
- In Mourea and Okere Falls a number of improvements aimed at slowing down traffic are currently being reviewed, in conjunction with our partners, to allow for potential cycle route plans or the outcome from a speed review in these areas.

#### Stage 1C -- in construction

- Work is underway South of Allport Road but it may be slow going during winter We're working closely with the maintenance teams to coordinate works and minimise disruption to road users.
- By Christmas we will have widened the road shoulder, installed flexible roadside barriers and new line marking which includes a right turn bay.

#### Stages Two and Three

- Both Stages Two and Three have been split into three sections. We are currently reviewing the scope and timing for the whole of the remaining SH33 corridor to optimise the works programme.
- Work is expected to start by the end of this year or early 2019 (Subject to Implementation funding approval) and all going to plan this project will be finished in mid-2021.

#### What about the speed?



We know that speed is a concern in Paengaroa, Okere Falls and between Mourea to Te Ngae Junction. We are working with our partners to investigate speed and we are considering a review so that it's safe and appropriate. This includes the journey along SH33 into Rotorua.

### Keep up to date

Sign up for updates by visiting our webpage <https://nzta.govt.nz/projects/sh33-te-ngae-to-paengaroa>

For more information on the SH33 Te Ngae Junction to Paengaroa project, please get in touch with Justin Rae, our Community Engagement Manager, on 021 390 732 or email [justin.rae@saferoads.co.nz](mailto:justin.rae@saferoads.co.nz)



# Road Safety Action Plan Report 2017/18

Tauranga City and Western Bay of Plenty

**Period: May 2018 to July 2018**

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



New Zealand  
**POLICE**  
Kaitiaki Take Kōwhiri



ACC  
PREVENTION CARE RECOVERY  
Te Kaitiaki Take Kōwhiri



NZ TRANSPORT AGENCY  
WAKA KOTAHĪ

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**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	All completed per last report
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 continuing to delivering a successful programme with short course and long course. Planned catch up in September
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 has completed second report. Completed 30 June 2018 worked alongside 7 local secondary schools, 52 pre learners, 31 learners, 17 restricted. Report

						<p>available on request. This linked to Travel Safe YoungDriver workshop.</p>
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**Safer Journeys Safe Speeds (SI 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	Reports
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. Completed for term 1 and 2. Term 3 in progress. Travel Safe enforcement programme available on request.
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 have been shared at all community workshops taken in Term 2 and currently 3

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	Attache d operati ons calenda r	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 still to be updated and revamped by TTOC. Still in progress.
Safer speeds and user	<b>Activity 4</b> SH29, SH 2, SH 2/33. Te Puke -3 Mile Hill. Winter Enforcement Plan	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 Travel safe	Police report Integrated into Rural road risk NZTA programme	Travel Safe supports police with resources for campaigns aligning to NZTA. Using the Distractions and intersection information at community workshops that police and NZTA produced
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/pres chools 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 Pit Stops x 3 2018 at three locations taking on upskilling tertiary students. Very successful. See bOPRC road safety report

Safer speeds	<b>Activity 6</b> Police activity	To deliver ongoing enforcement focusing on speed (fatal 5) across all local Network 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.	
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Crew from Winterpitstop

Winter Pitstops – x3 with Tohomai Tertiary students – very successful partnership with students and BOPRC

**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	<a href="#">Pitstop feature to include check your car. August 2018 Intersection information in community workshops at all ages.</a>
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 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 have been changed by BOPRC
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.	Pitstops completed x 3 plus for 2018 in long term plan. See calendar of events. Feature completed for community to complement this in 2018. Consistency of message.. Driver Refresher 6x programmes completed. Inclusion through Young Driver Workshop

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.	
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**Winter Pitstop with students from Automotive Course at Te Ohomai**

**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 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 to raise awareness in winter.
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**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	
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.	Planning in place with BOPRC and ACC to have more attend training.
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

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 2018. Investigating training for school scooter users. Travel Safe facebook page.
	<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 October.

**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 addressing	Activity objectives/outputs	Responsibility	Dates	Activity monitoring and evaluation	Report
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	Attache d operati ons calenda r 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 workshops Planned for October for learners and Restricted workshops. Course filling up already after successful ones at beginning of year
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 though 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 Pitstops in community.
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	Attache d operati ons calenda r	Annual monitoring through crash register and NZTA local issues data.	
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	Ongoin g	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 2018.Students at local secondary

						students are involved with Travel Safe. Students decide direction and continue to drive initiatives.
Safe road user	<b>Activity 5 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.

**Safe Pedestrian (SI 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	<b>Activity 1</b> Road safety School travel plans	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	Local Schools and preschool institutions Travel Safe Police Engineers	Attached operations calendar	Selected site surveys and ongoing management template for each plan. Annual workshop evaluations.	MOE  <a href="http://www.education.govt.nz/school/prope">http://www.education.govt.nz/school/prope</a>

<p>(primary/intermediate, secondary)</p>	<p>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>Ruben RSB Puppet Vision</p>			<p><a href="http://www.transport.govt.nz/state-schools/day-to-day-management/traffic-management">http://www.transport.govt.nz/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 2018 outcomes with Travel Safe programmes and Travel Safe Calendar of Event. (Available on request) primary, intermediate and secondary) Planning next teacher workshop with Pam Hook presenting (pam writes curriculum for road safety for teachers and safe cycling. Very good on going feedback from teachers. Travel Safe newsletter goes out to all primary schools.</p>
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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 operation s calendar	Pre and post evaluations. Workshop and parent evening, public submissions.	Kids On Feet buses in action. New buses and new schools are coming 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 groups at intermediate schools and begin pilot at secondary school.	Travel Safe Local Schools NZTA, BOPRC, Bikewise	Attached operatio ns calendar	Student and school surveys evaluations and workshop. Orange day parade	Travel Safe /Smart students have set up student groups for 2018. Links to school key competencies. Promoting the concept- real learning in action – whole school approach. Workshops in planning stages. Intermediate one in May 2018,students already booked in.
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 operatio ns calendar	Selected site surveys and maintain an ongoing management template for each plan. Annual workshop evaluations.	2018 Term2 programme completed Students playing a valuable role. Looking to keep a positive focus so pro-active approach aligns to school road safety procedures. linked to school travel plans. Observations at specific school sites

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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 students working alongside travel Safe. Students are keen to lead the activities and direction in their school to their peers.. Students attended national SADD conference and working alongside travel Safe to achieve their outcomes.
Safe Road User	<b>Activity 6</b> Share with care (Footpath) (shared pathways)	To improve the safety of pedestrians on pathways as more modes of transport are using the shared pathways. Bring back the bell campaign alongside Share with care.	Travel Safe All communities		Media Advertising and community programmes	On going Ride Leader groups very pro-active. Ride leaderCycle savvy for adults reach a wider audience as do the Kids Can Ride team. Support up

						and coming Pedal Papamoa
Safe Road User	<b>Activity 7</b> Safe Pedestrian  Safe Bus User (new in 2018/19 Action plan)	To improve carpark safety for pedestrians in local car parks and highlight the hazards to prevent further injuries.  To encourage safe bus practice and young people to use buses commuting to and from school.	Travel Safe ACC?  Travel Safe BOPRC		Select carparks that have injuries  Ongoing integrated into School Travel plans through out year.	Messages through footpath user workshops  Observations at Mount College with students accessing buses to /from Hewlettes road. Trial change of bus stop – school road safety procedures to support school around cahnges

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Secondary Students in action and posters they produced used in their community

**CRUISE DON'T BRUISE**



**We Are A Travel Safe School**





Travel Smart/Safe  
Student groups  
In ACTION  
With Travel



Safe Cycling – Be Bright at 6x locations. Local billboards around city.





### 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	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.	Kids Can ride team. Travel Safe Cycle advocate TCC PEO Schools NZTA	Attached operations calendar	Post and pre event evaluations from every school. PEO's have cycle safety education where needed to enhance the gaps. (refer travel plans)	Kids can Ride fully booked for 2018 year with well over 4000 students to be trained to grade 2. Powerco Intermediate cycling programme completed for 2018- very successful response taking it in real time real environment traffic. A national Cycle skills programme Bike Ready training completed 3 days with Kids Can Ride, Travel Safe and Sport bOP
Safe cycling	<b>Activity 2</b> Commuter and	Cyclists feature strongly in the overall crash numbers for Tauranga reduce these figures by 10% respectfully. This	TCC Cycle Advocate	Attached operatio	5% increase in the number of Web hits on TCC cycle	Strong support over Bike Month by workplaces and workplaces support

Safe System	Local activities	Activity objectives/outputs	Responsibility	Dates	Activity monitoring and evaluation	Reports
and road user	Leisure cycling Bikewise Month	programme will engineer, design, build and publicise safe cycle routes throughout our city.	Travel Safe, BOPRC TCC Planners Engineers CAT Sport BOP, Cycling clubs	ns calendar	web site. 5% in number of locals selecting cycling as a travel mode.	promoting Be bright in May 2018, Be bright campaign completed with 6x Pitstops Completed e bike training with National Coordinator for TCC staff and looking to take this further with other workplaces
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	Cycle savvy skills programme in full action for 2018. There is more response to grow this cycle skills programme. Ride Leader groups in full action have grown and continue to grow. Ride Leader groups are very successful in our region and this pilot has taken this programme to a national programme thanks to partnership with Cycle NZ . Completed Ride Leader workshop. Bikes in Schools Track opening in Selwyn Ridge July 2018 and Tahatai Coast school in planning stages.
Safe road user	<b>Activity 4</b> Regional Bike Month	To coordinate and promote Bike Wise activities across the Bay of Plenty. Look to develop a travel planning website where bike events can be	SPBOP BOPRC Travel Safe	Attached operations calendar	Annual monitoring through crash register and NZTA local issues data.	Bike Month in planning for 2019



Safe System	Local activities	Activity objectives/outputs	Responsibility	Dates	Activity monitoring and evaluation	Reports
	campaigns	promoted throughout the year. Provide prizes and safe bicycle equipment to support local events.				Planning to support Papamoa Pedal in Sept 2018
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 encouraged with partners on board in early stages. . Presented at Workwell Workplaces for toi Te Ora June 2018.
Safe road user	<b>Activity 6</b> Bike Wise – Travel 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 Operations Calendar	Tauranga police records and Stats Cyclists given safety equipment as part of campaigns across city. Feedback from workplaces	Cycle helmet competition nearly in planning stages for 2019.  Be Bright programme for 2018 completed may-June- July- also reached pack house and seasonal workers.
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	

**Increasing the level of restraint use (SI 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.
Safe road user/ Safe vehicles	<b>Activity 2</b> Seat belt compliance Restrains	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
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

**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 10x Mobility scooter workshops annually 12x driver refresher courses annually	1x carfit workshop to train volunteers completed for March 2018 as refresher and train new volunteers. Have retained volunteer base and added 5 new volunteers 6x Carfit completed in March/April 2018 in community in suburbs 6 x Mobility scooter workshops Completed in April /May for 2018. See

Safe System	Local activities	Activity objectives/outputs	Responsibility	Dates	Activity monitoring and evaluation	Report
						Calendar of Events All elderly programmes in partners across both Council- these are fully booked. Hamilton City Council adopted Travel Safe/Age Concern Driver Refresher programme as so Thames Piako Council

**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 community workshops

## Other outcomes

- National Cycle skills programme Bike Ready – 3 day training for local cycle skills instructors completed. Alignment beginning.
- E bike training by National Co-ordinator for TCC workplace, plans to progress this for adults
- Walking and Cycling Conference – nominated to finals for two awards – E-bikes (Martin) , Cycle plan Consultation (Schools
- Cycle Savvy and Ride Leader position in Sport BOP – great partnership
- Travel Safe features – Winter pit Stop thanks to Jenny Mack and Mark Pakes
- 2016 – 2018 Travel Safe have achieved annually over 65+ community workshops covering 0-80+years.

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## Local Emerging Issues from 2018-19

- Elderly Drivers – important to maintain and grow Driver Refresher
- Mobility Scooter – Awaiting outcome form NZTA on footpath user update
- Population growth across TCC and WBOPDC including in all schools
- Cycling growth – Role for Workplace/Cycling for 2018-19 to be appointed this year
- Restraints – retaining skill base in car seat technicians ,( BOP regional Council supporting this)





## Accident Compensation Corporation Report

### Motorcycle:

Ride Forever numbers for June were 30 for the month. Total rolling average for the year is about 375 for 12 months. 30 for the month of June is good.

### Young driver:

ACC has developed Community Toolkits to assist with learning the road code. These toolkits are expected to arrive within the next 4 weeks and will be distributed to driving instructors throughout the BOP region. The toolkit complements the Drive website.

### Road Safety:

ACC's road safety team is planning to visit the BOP region to discuss regional priorities and data with our road safety stakeholders. This will likely be sometime between the 17<sup>th</sup> September and the 12<sup>th</sup> October.



## 1. Bay of Plenty Regional Council - Regional Road Safety Action Plan update and delivery as at 30 June 2018

BOPRC - planned outcomes	BOPRC - planned intervention	Update on activities
<p>Increase public awareness of alcohol/drugged driving related risks.</p> <p>Promote sober driving.</p>	<p>Design and/or deliver alcohol and drugs road safety messages across the region at high risk times of the year (common to all the sub-regions), via a mixed media campaign.</p>	<p><b>Holiday season campaign</b></p> <ul style="list-style-type: none"> <li>Over the holiday season, (Dec 2017 and Jan 2018) radio advertising and road safety campaigns targeting alcohol were delivered. These aligned to Police and local campaigns. Bar mats and coasters were also delivered to local bars promoting the NZTA “Drinking? Legends don’t drive” campaign. The campaign was multi media and included large billboard advertising.</li> </ul>
<p>Increase awareness of distractions as a factor in crossing the centre line road crashes and other open road crashes.</p> <p>Increase awareness of different types of distraction including inattention.</p>	<p>Design and/or deliver messages that encourage drivers to focus on driving and ignore distractions via a mixed media campaign.</p>	<p><b>Radio advertising and billboards</b></p> <ul style="list-style-type: none"> <li>A radio advertising campaigns targeting distractions was delivered Sep - Nov 17 and January 2018.</li> </ul>
<p>Increase awareness of fatigue as a factor in crossing centre line road crashes and other open road crashes.</p> <p>Raise awareness of the signs of fatigue and encourage drivers to stop and refresh or swap drivers.</p>	<p>Design and/or deliver message that encourages/informs drivers about the signs of fatigue and actions they can take via a mixed media campaign.</p>	<p><b>Driver Survivor campaign</b></p> <ul style="list-style-type: none"> <li>Over the holiday season, (Dec 2017 and Jan 2018) a radio advertising and road safety campaigns targeting fatigue was delivered. These aligned with Police and local campaigns</li> <li>Large groups of young people going to the Rhythm and Vines Festival in Gisborne travel through the Bay of Plenty.</li> <li>Fatigue stops were held in Rotorua and Matata 01 January 2018 targeting travellers leaving the festival. Police were present and over 1000 motorists were breath tested for alcohol. At the Rotorua police had 12 breath screen positives, 3 positive evidential breath tests. In Matatā there were no positives for alcohol.</li> <li>The fatigue stops were very well received and people took advantage of the chance to stop and have free food and water.</li> <li>NZTA State highway electronic signage also displayed messages advising people to take a break if tired.</li> <li>We are currently investigating the possibility of a fatigue stop in the Western Bay of Plenty 3 January 2019 for people leaving the Bay of Dreams festival.</li> </ul>

BOPRC - planned outcomes	BOPRC - planned intervention	Update on activities	
<p>Raise awareness amongst Motorcyclists of the ACC 'Ride Forever' riding training.</p> <p>Encourage motorcyclists to report roading hazards that affect them.</p>	<p>Through billboards and promotion to retailers and motorcycle clubs. Promote Roading Controlling Authorities' and NZTA state highways' contact details to motorcyclists.</p>	<p>Funding was reallocated in the 2018. Refer to the Regional Road Safety Action Plan that identified Motorcycling as an area of concern. ACC have also identified the region as a hot spot. ACC lead Spring Initiative Campaign supported throughout the Bay of Plenty (Sep – Dec 2017), with all road safety co-ordinators in the Bay of Plenty providing support, as well as five retailers and local police.</p> <ul style="list-style-type: none"> <li>• The Get Ride Ready campaign ran from 1 September through to 18 December. Riders could get a free 10-point safety check on their bikes from local retailers and take a Ride Forever course for free. The uptake on the free motorbike checks offered by Retailers was low, (less than 10). BOPRC supported access to Ride Forever courses by waiving admin fee and visiting retailers to promote courses, promoted through facebook. 162 Riders attended the Ride Forever courses for free. ACC has identified riding skills as a factor in some motorcycle crashes. These courses are aimed at improved riding skills.</li> <li>• The Look Twice campaign began mid-September. This campaign encourages other road users to look twice for motorcyclists. We want to encourage all road users to take a second look.</li> <li>• The campaigns were multi-pronged and included <ul style="list-style-type: none"> <li>○ Online and social media promoting Motorcycle Month (September), Get Ride Ready and Look Twice for Motorbikes. The Look Twice for Motorcycles campaign was also promoted on Sunlive over February and March 2018.</li> <li>○ Back of bus promoting "Look twice for Motorcycles" November and December 2017.</li> <li>○ Radio advertising and interviews.</li> <li>○ Print – Get Ride Ready posters and DLE brochures, business sized card promoting free training courses, including a print Feature in the Tauranga local newspaper "The Weekend Sun". Article in the Eastern Bay papers interviewing police, retailers and road safety co-ordinator.</li> <li>○ Joint media release around Motorcycle month and Get Ride Ready with ACC, picked up by Sunlive and Whakatāne Beacon.</li> <li>○ Promotion packs containing Mankey clothes, DLE flyers and Motorcycle month sticker.</li> </ul> </li> <li>• ACC waived admin fee for Ride Forever courses in June 2018 and provided online advertising campaign tailored for Bay of Plenty</li> </ul>	

BOPRC - planned outcomes	BOPRC - planned intervention	Update on activities																																																																																																									
<p>Raise public awareness of:</p> <ul style="list-style-type: none"> <li>• speed as a factor in road crash survival rates,</li> <li>• the consequences of speeding and the importance of driving to the conditions,</li> <li>• what is a safe speed and driving to the conditions, and</li> <li>• how speed affects others.</li> </ul> <p>Encourage safe driving speeds.</p>	<p>Design and deliver road safety messages that encourage safe driver behaviour around speed via mixed media campaigns.</p> <p>Promote driving to the road and weather conditions and checking your vehicle. Engage with the public through the winter 'check your car' campaign.</p> <p>Use and promote the NZTA road risk tool kit.</p>	<p><b>Winter Drive to the Conditions</b></p> <ul style="list-style-type: none"> <li>• The Winter Drive to the Conditions (and check your car campaign) started in Apr 2017 and continued through the end of Aug 2017. The campaign is comprised of radio, social media and community engagement. A total of 364 cars were put through the NZTA TWIRL check. Results are below. Participation by Toi Ohomai student mechanics has increased to now to include all areas, (Whakatane, Rotorua and Tauranga) with the NZTA Technical Advisor providing training on how to carry out the TWIRL checks and importance of WOF standards.</li> </ul> <table border="1" data-bbox="1014 512 1861 831"> <thead> <tr> <th>Date</th> <th>Location</th> <th>No of cars</th> <th>No of faults</th> <th>Fail rate</th> </tr> </thead> <tbody> <tr> <td>25-May</td> <td>Pāpāmoa Plaza</td> <td>64</td> <td>17</td> <td>27%</td> </tr> <tr> <td>7-Jun</td> <td>Ōpōtiki New World</td> <td>46</td> <td>9</td> <td>20%</td> </tr> <tr> <td>13-Jun</td> <td>Fairy Springs Rd, Rotorua</td> <td>23</td> <td>11</td> <td>48%</td> </tr> <tr> <td>28-Jun</td> <td>Toi Ohomai Windermere Campus, Tauranga</td> <td>51</td> <td>23</td> <td>45%</td> </tr> <tr> <td>12-Jul</td> <td>Murupara Shopping centre car park</td> <td>61</td> <td>47</td> <td>77%</td> </tr> <tr> <td>26-Jul</td> <td>Countdown Rotorua</td> <td>33</td> <td>16</td> <td>48%</td> </tr> <tr> <td>3-Aug</td> <td>Fraser cove, Tauranga</td> <td>61</td> <td>14</td> <td>23%</td> </tr> <tr> <td>16-Aug</td> <td>Toi Ohomai at Mokoia Campus, Rotorua</td> <td>25</td> <td>13</td> <td>52%</td> </tr> </tbody> </table> <ul style="list-style-type: none"> <li>• During December 2017 and January 2018 a radio advertising campaign targeting speed was run promoting the less speed less harm message was delivered.</li> </ul> <p><b>Winter Pit Stop and Drive to the Condition Campaign 2018</b></p> <ul style="list-style-type: none"> <li>• Starts May 2018, pit stops dates are as below have included results from after 30 June 2018</li> </ul> <table border="1" data-bbox="1041 970 1856 1294"> <thead> <tr> <th>Area</th> <th>Date</th> <th>Location</th> <th>No of cars</th> <th>No of faults</th> <th>Fail rate</th> </tr> </thead> <tbody> <tr> <td>WBay</td> <td>16-May</td> <td>Windermere*</td> <td>Training</td> <td>NA</td> <td></td> </tr> <tr> <td>WBay</td> <td>23-May</td> <td>Tertiary Windermere</td> <td>61</td> <td>24</td> <td>39%</td> </tr> <tr> <td>Rot</td> <td>30-May</td> <td>Mokoia*</td> <td>Training</td> <td>NA</td> <td></td> </tr> <tr> <td>Rot</td> <td>19-Jun</td> <td>Tertiary Mokoia</td> <td>18</td> <td>6</td> <td>33%</td> </tr> <tr> <td>WBay</td> <td>20-Jun</td> <td>Pāpāmoa Plaza</td> <td>54</td> <td>21</td> <td>39%</td> </tr> <tr> <td>Ebay</td> <td>26-Jun</td> <td>Kawerau</td> <td>64</td> <td>19</td> <td>30%</td> </tr> <tr> <td>Rot</td> <td>26-Jul</td> <td>Rotorua Countdown</td> <td>27</td> <td>5</td> <td>19%</td> </tr> <tr> <td>Ebay</td> <td>25-Jul</td> <td>Whakatane</td> <td>70</td> <td>11</td> <td>16%</td> </tr> <tr> <td>WBay</td> <td>1-Aug</td> <td>Fraser Cove</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>*Training session run by NZTA Technical Advisor for student mechanics.</p>	Date	Location	No of cars	No of faults	Fail rate	25-May	Pāpāmoa Plaza	64	17	27%	7-Jun	Ōpōtiki New World	46	9	20%	13-Jun	Fairy Springs Rd, Rotorua	23	11	48%	28-Jun	Toi Ohomai Windermere Campus, Tauranga	51	23	45%	12-Jul	Murupara Shopping centre car park	61	47	77%	26-Jul	Countdown Rotorua	33	16	48%	3-Aug	Fraser cove, Tauranga	61	14	23%	16-Aug	Toi Ohomai at Mokoia Campus, Rotorua	25	13	52%	Area	Date	Location	No of cars	No of faults	Fail rate	WBay	16-May	Windermere*	Training	NA		WBay	23-May	Tertiary Windermere	61	24	39%	Rot	30-May	Mokoia*	Training	NA		Rot	19-Jun	Tertiary Mokoia	18	6	33%	WBay	20-Jun	Pāpāmoa Plaza	54	21	39%	Ebay	26-Jun	Kawerau	64	19	30%	Rot	26-Jul	Rotorua Countdown	27	5	19%	Ebay	25-Jul	Whakatane	70	11	16%	WBay	1-Aug	Fraser Cove			
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BOPRC - planned outcomes	BOPRC - planned intervention	Update on activities
<p>Restraint use is the norm throughout the region and the level of infringements issued reduces.</p> <p>The use of correctly fitted child restraints is the norm throughout the region.</p> <p>Raise public awareness that safety belts and child restraint use increases survival rates in road crashes.</p>	<p>Design and deliver mixed media and community engagement campaign targeting restraints use promoting restraint use as critical in avoiding serious injury and death in road crashes.</p> <p>Police checkpoints and awareness events.</p> <p>Continued advocacy for the use of correctly fitted child restraints.</p>	<p><b>Same Diff Campaign</b></p> <ul style="list-style-type: none"> <li>• A region-wide back of bus Same Diff Seatbelt campaign is running over May, June and July 2017 and complemented NZTA national advertising</li> <li>• Car seat checks have taken place in Eastern Bay and Rotorua. Results are disappointing. Car Restraint Technician training has been offered to assist in addressing this issue.</li> <li>• We continue to work closely with Plunket, Parent Centre and Police.</li> <li>• All three organisations report high rates of incorrect use and installation (70% plus)</li> <li>• Car seats (31) have been distributed regionally for use in campaigns promoting the use of car seats and educating parents on their correct use.</li> </ul>
<p>Raise public awareness:</p> <ul style="list-style-type: none"> <li>• on driving to the roading conditions at appropriate speeds on rural roads with a lower KiwiRap star rating,</li> <li>• of potential risks of rural and urban intersections.</li> </ul>	<p>Small billboards managed regionally changed out each spring and autumn in collaboration with NZTA.</p> <p>Promote driving to the conditions and checking your vehicle.</p>	<p>Regional billboards are managed in collaboration with NZTA</p> <ul style="list-style-type: none"> <li>• The Region's small billboards were changed out Oct 2017 to summer themes and messaging.</li> <li>• The large billboard in Whakatāne has finally been determined as belong to the Eastern Bay road safety committee and is being utilised for road safety billboards.</li> <li>• Billboards warning of wandering stock were put at locations that had been identified as an issue in conjunction with Rotorua Lakes Council.</li> <li>• Billboards targeting drink driving that had been requested by Eastern Bay Police were placed at Te Kaha and Waihou Bay.</li> <li>• In Apr 2018 the style of the billboards was updated in consultation with NZTA and the Region's Road Safety Co-ordinators TLAs and Police. The new billboards are printed on both sides and will be flipped each Oct and Apr to display a summer style and winter style respectively.</li> </ul>

BOPRC - planned outcomes	BOPRC - planned intervention	Update on activities
<p>Increase awareness of:</p> <ul style="list-style-type: none"> <li>• road crash risks for young drivers,</li> <li>• sub-region youth programmes via a mixed media campaign,</li> <li>• safe driver behaviour amongst youth, and</li> <li>• safety belts, fatigue, distractions, speed, alcohol/drugs as factors in road crashes.</li> </ul> <p>Young people progressing through the graduated licensing system adhere to the conditions of their license.</p>	<p>Design and deliver road safety messages to young people in the region via mixed media campaigns.</p> <p>Support Young Driver Mentoring programmes.</p> <p>Provide access to road codes for young people in the region.</p> <p>Engage with young drivers through the Winter Pit Stop Campaign.</p>	<p><b>Young Drivers - Blue Light Young Driver Navigator Programme</b></p> <ul style="list-style-type: none"> <li>• The Blue Light Navigator mentor programme has gained momentum in the Bay of Plenty. At the end of October 2017 there were 85 registered volunteers. A request for financial support for the programme was received.</li> </ul> <p><b>Young Drivers - Blue Light Young Driver Navigator Programme</b></p> <ul style="list-style-type: none"> <li>• In 2017, NZ Blue Light Ventures Incorporated launched a 3-year pilot of the Blue Light Youth Driver Navigator Programme (BLYDN Programme) for the Bay of Plenty region funded in partnership by Bay Trust, Tauranga Energy Consumer Trust (TECT) and Rotorua Energy Charitable Trust (RECT).</li> <li>• A memorandum of understanding between Tauranga City Council, Bay of Plenty Regional Council, and NZ Blue Light Ventures Incorporated was signed to provide funding for a Western BOP coordinator to allow the existing Co-ordinator to manage and oversee the three year Bay of Plenty Pilot BLYDN Programme.</li> </ul> <p><b>The BLYDN Programme outcomes for the learner driver are:</b></p> <ul style="list-style-type: none"> <li>• Becoming safer drivers on the road whilst reducing road trauma and associated costs.</li> <li>• Role modelling safe driver habits to family and peers.</li> <li>• Reduce the numbers of offences on the road especially for breaches of licence conditions.</li> <li>• Opening up future opportunities for employment and training.</li> <li>• Upskilling of community members in the delivery of youth services to their community. Detailed quarterly reporting is available.</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Provided Road Codes to programmes and sub regions.</li> <li>• Support provided to Rotorua Road Safety youth expo including transport of Eastern Bay Students to the event. Event costs were less than anticipated.</li> <li>• Blue Light road safety expo in Western Bay no longer supported.</li> </ul>

## 2. Regional Co-ordinators meetings

### Meetings held

20-21 July 2017 – Planning workshop

22 August 2017

09 October 2017

07 February 2018

10 May 2018

### Upcoming meetings

06 August 2018

10 October 2018

## 3. News from the Regional Transport Committee (RTC)

- RTC Committee Meeting held 15 September 2017 at Rotorua Lakes Council Chambers
- RTC Sub-Committee hearings on submissions to the Regional Land Transport Plan were heard 10-11 April 2018
- RTC Committee Extra ordinary held 24 April 2018 at Bay of Plenty Regional Council offices in Tauranga
- RTC Committee Extra ordinary held 25 May 2018 at Western Bay of Plenty Council Chambers
- RTC Committee Meeting held 15 June 2018 at Bay of Plenty Regional Council offices in Tauranga

[Click here to see Agendas, Minutes and other supporting documentation](#)

## 4. Regional Land Transport Plan and road safety

The Regional Council is responsible for preparing the Regional Land Transport Plan (RLTP) which is the guiding document for road safety and improvements in the region. Interim results indicate that road safety is the 2nd most important problem identified by the RTC. The Regional Council approved the [Bay of Plenty Regional Land Transport Plan 2018](#) at the 28<sup>th</sup> of June 2018 meeting of the Council and the plan has been submitted to the New Zealand Transport Agency.

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 polices 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.

#### Road Safety Strategy update from central government 27 April 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. It will outline the steps New Zealand will take to meaningfully reduce deaths and serious injuries over the coming decade.

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.

#### Final GPS questions and answers