

Subject: Road Safety Community Projects
Prepared By: Lenora McDonald (Road Safety Coordinator)
Meeting Date: 18 March 2010

Report to REGIONAL TRANSPORT Committee for noting

SUMMARY

The Road Safety Action Plan group consists of local stakeholders, e.g. NZ Police, ACC, NZTA, GDC and councillors. Attached are the minutes of the February meeting which provide a three monthly update on Enforcement, Education and Engineering work that is being delivered to resolve road safety issues throughout the Tairāwhiti region.

RECOMMENDATIONS

That the Committee

1. receives the report.

Lenora McDonald
Road Safety Coordinator

Peter Higgs
Engineering & Works Manager

Road Safety Action Plan Meeting Minutes



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Held in the GDC's Committee Room on Thursday 18 February at 10 a.m.

PRESENT:

Dave Hadfield (GDC Land Transport Manager) Chairperson; Colin Goble (NZTA); Emma Benson (ACC); Tim Petro (Ernslaw One); Councillor Nona Aston, Councillor Kathy Sheldrake; Maui Aben, Rachel Kapa, (NZ Police); Keith Murton (Opus); Peter Higgs (Engineering and Works Manager), , Robin Beale (Roading Area Engineer – Eastern), Lynda McIntosh (Roading Administrative Assistant) (GDC).

APOLOGIES:

Trent Higgs, Sam Aberhama, Carl Neustroski, (NZ Police); Denise Elers, Ken Holst (NZTA) Fay Pohatu, (ACC); Mike Noble (Ernslaw One Ltd); Lenora McDonald (Road Safety Co-ordinator)

Record of ROAD SAFETY ACTION PLAN Committee

1. CONFIRMATION OF MINUTES OF MEETING held on 19 November 2010

2. MATTERS ARISING

2.1 CAS is now up and working correctly.

2.2 Section 4.1.2. – Fatigue Stop postponed to Easter Friday due to staffing issues.

2.3 Section 4.4. Restraints – funding has been accepted.

2.4 Section 4.2. Wainui Road/Oneroa Road intersection – GDC to target community education to highlight safe use of this intersection.

2.5 Targeted Intersections – these are still a major issue in terms of road safety so still a Police focus, of primary concern is speed, failure to stop and failure to give way.

MOVED by Dave Hadfield, seconded by Peter Higgs.
That the minutes of 19 November 2009 be accepted.

CARRIED

3. FOLLOW UP FROM PREVIOUS ISSUES/ACTIONS RAISED

Action/Issue	Description	By Whom	Update
<p>Rural loss of control Review rural loss of control crash data to identify and prioritise engineering improvements to prevent loss of control crashes.</p>	Data provided to Opus, Police, GDC RSC on 6 th October. Analysis of data and identification of safety improvements targeted and prioritised to locations of risk required.	NZTA C Goble	May 2010
Review crash information and prepare an enforcement action plan for rural state highways.	Working Group formed 20 th August to focus on addressing SH rural loss of control crashes	Police – Highway Patrol T Higgs	May 2010
<p>Intersections Intersection Campaign</p>	RSC to analyze compliance at indentified problematic intersection and give way at the high priority sites, by using stats from Police	GDC, RSC, Police, OPUS	May 2010
<p>Vulnerable Road Users Implement recommendations of Gisborne District Cycling Strategy.</p>	Implementation of further engineering measures e.g. cycle lanes etc, (especially at higher risk locations)	R Beale Keith Murton	May 2010
Visibility Investigate hi-vis vest wearing compliance within schools.	Monitoring by PEO's and road sense facilitator during school visit. Ensure 100% compliance of Hi Vis wearing for all students that have received Hi Vis vests. Survey and evaluation check will be done with outcome inserted in with a media release.	GDC RSC, Police-P Mankelow, S Cairns, T Keelan	May 2010

4. DISCUSSION

4.1 Rural Loss of Control

4.1.1 Engineering - Keith reported Opus is undertaking investigations to target where minor safety funding can be spent i.e. study & design of curves versus speed at which a curve can be travelled at. Currently compiling statistics on intersections.

Opus is to make changes to the Vegetation Control contract led by Opus/Transit that will alter the lengths at which vegetation is cut back to. Ernslaw One Ltd had commented on the number of areas along state highways where vegetation was encroaching over road or obscuring visibility.

Opus has a list of minor safety works for the next 12 months. Not just work on curves, but intersections also. Police would be interested to know which curves Opus will be working on so they can target these curves for enforcement. Black spot curves will have a higher priority for work on the list.

GDC Road Safety Audit was undertaken 3 months ago. One area that was highlighted was that the Rooding Areas in our district all utilise different standards relating to 'catseye' road markers. This year GDC will standardise the district so all areas work to the same standard.

It was suggested that the area maintenance engineers go through the Police crash list report with the Police to identify rural road listings to work our areas that may be looked at for improvement.

4.1.2 Education – Fatigue checkpoint was run on 07/01/2010 at Te Puia resulting in 70 vehicles being stopped. Survey was worked through with drivers on where they have driven from etc. Funding through the Runanga provides all drivers with a pack containing drink and lollies & info. Approximately six fatigue stops are run per year throughout the Tairāwhiti region.

4.1.3 Enforcement – will roll the current three month plan over to the next.

4.2 Intersections

4.2.1 Engineering – Childers Road/Roebuck Road intersection is being investigated. The upgrade here will create two staggered 'T' intersections. Problems have arisen with the planned roundabout at Childers Road/Carnarvon Street, in regard to the bend of the roads. At the intersection of Back Ormond Road and Waimata Valley Road a right-turn bay is to be installed, but not in this financial year. Visibility reduced due to the hump of the bridge means that smaller vehicles and cycles are not seen clearly enough. GDC will look into possibility of signage around the intersection.

Opus raised the issue of the Oneroa Road Wainui Road intersection and said that there had been one recorded crash at the intersection in 2004. The next closest along the state highway was 300m on the Wainui side and the other 700m on the city side. Keith believes that the issues raised at this intersection are best solved as an education issue. The Road Safety Coordinator is to undertake a targeted campaign (letter drop to residents) (Appendix 1).

The speed inconsistency along Wainui Road either side of Oneroa road was raised. Speed zones run from 70 km/hr to 100 km/hr for 1.5 km, and then drops back down to 70 km/hr again. It was felt that the whole area should be at a consistent single speed. The Sponge Bay subdivision and Wheatstone Road upcoming subdivision will result in more traffic trying to get out onto Wainui Road. It was pointed out that the traffic from the Sponge bay development exits onto Sponge Bay Road itself, which intersects with Wainui Road in the 70 km/hr speed zone. Wheatstone Road development is not significantly underway as yet. Traffic regulations set out requirements for setting speed limits. The 100 km speed zone on Wainui Road was reviewed 18 months ago and was passed at its current level.

4.2.2 Education - Lenora will be running an intersection campaign. Awaiting engineer and media drafts of the intersection information then education will proceed once media image has been approved.

4.2.3 Enforcement – NZ Police to continue running mini ops. Good results are being obtained.

R&V traffic management was run more effectively this year.

4.3 Vulnerable Road Users (Cyclists, Pedestrians, Motorcyclists)

4.3.1 Engineering – Wainui Road cycle lanes - still with Ken Holst.

Roundabout cycle lane trial will be undertaken at Lytton Road/Gladstone Road roundabout. GDC will be ensuring that education and advertising are in place prior to implementation. Markings will not go down onto the road until the advertising is ready. Awaiting Gisborne Herald advertising for image draft.

4.3.2 Education – NZ Police will take education into schools i.e. trial layout and the use of it. 'Don't burst their bubble' campaign will carry through to the next meeting.

4.3.3 Enforcement – Lack of use of cycle helmets is still an issue.

Diversion programme is working.

Maui commented that he has noticed that it is not just the kids wearing vests while cycling these days, more adults are also.

4.4 Restraints

4.4.1 Education – NZ Police & Restraint Coalition target incorrect use of child restraints at monthly roadside checkpoints.

On the 22 & 23 of each month checkpoints are held am & pm. Non-complying vehicle users are diverted to NZ Police to get a restraint or bolt fitted as required. If compliance is achieved with 14 days the \$150 fine is diverted. The high priority areas are targeted that show low compliance statistics.

4.4.2 Enforcement – ongoing

National Police restraint week runs from 7-13 March. Results will be provided at next meeting.

4.5 Alcohol & Drugs

4.5.1 Education – Recidivist offenders have been identified, Police are now aware of who they are. There is the possibility of funding from ACC to run a programme modeled on one in Auckland where a 3-4 day education programme was run. This had a good result in regard to a lack of offending.

4.5.2 Enforcement – During R&V & Baywatch timeframe Police kept high visibility with checkpoints. No drunk drivers or failed youth results and designated drivers were evident. This was noted to be a very pleasing result.

In regard to the new drug legislation, there have been no prosecutions as yet. Tests are based on a judgment call by officers. Testing is not done on site, but must occur at the station. It takes at least half an hour to complete the test.

4.6 Speed

4.6.1 Education – Fatal Crash Scenario to be run at Ngata College on 12 May. All East Coast schools (15 yr plus) have been invited to attend. The fatal crash scenario will run in the morning and reports from emergency services representatives on crashes will be held in the afternoon.

- 4.6.2 Enforcement – ACC has offered to pay for two Radar Drones at approx \$150 each. These will be put into high speed areas or in rural areas, such as by schools. The drone sends out a signal that mimics a police radar signal and is picked up by vehicles with radar detectors. The units can be fixed to poles or set up as mobile units hooked into a vehicle cigarette lighter (Appendix 2).

The speed reduction to 30 km on Awapuni Road alongside the Baywatch Camp during Christmas/New Year has raised no feedback. Trucking companies were mostly off work during this time.

5. GENERAL

- 5.1 Peter Higgs has been approached by a resident of Crawford Road about banning trucks on that street. GDC is unable to do this but is wondering if a voluntary agreement can be reached with trucking companies. Tim pointed out that it is a lot easier for vehicles travelling up the coast to enter Wainui Road at the Crawford Road intersection. Tim will speak to and seek the opinion of forestry owners. He will try to set up a meeting with forestry companies and Council to see what can be achieved.
- 5.2 Peter has had a meeting with residents in Oak Street and Pine Street. Speed humps were installed in Oak Street. There are now concerns over vehicles travelling along Pine Street at speeds of 100 km. Council is unable to do anything more here so Peter has raised this issue so Police can assist via enforcement. Maui will discuss with Carl to see what can be done.
- 5.3 Colin Goble presented NZTA regional update for Road Safety.

Rural Loss of Control	More emphasis to be put onto this.
Intersections	Increase in numbers
Alcohol, drugs, fatigue & speed	Numbers decreasing in all
Pedestrians	Steady – no increase or decrease
Mopeds/cycles	Increase

Regional Crash Figures

2004	298
2005	334
2006	310
2007	308
2008	354
2009	339 (incomplete year)

There was a decrease last year in fatal and serious injuries on non state highway roads. Also a reduction in serious and minor injuries on state highway roads. The 'Cost of Accidents' to the Gisborne region was a total of \$55.6m. This is made up of \$29m from accidents occurring on local roads and \$26m on state highways.

Dave Hadfield has received an email from Trent Higgs in regard to bylaws for skateboarding and parking outside Ideal Dairy on Wainui Road. This has been forwarded to GDC bylaws.

- 5.4 Ernslaw One is participating in a behavioural study being conducted locally and in Hawkes Bay, through Road Safety Coordinators in each area, for an Otago University Student's PhD thesis (Appendix 3). Twenty of their drivers are so far involved. This will run over 12 months and is aimed at looking at changing drivers attitudes.
- 5.5 Bike wise week – This is mostly pushed through the Sports Trusts. GDC have been involved with a breakfast on Monday, a GDC bike to work day and the Mayoralty bike ride (Appendix 4).
- 5.6 Section Traffic Unit Action Plan submitted from Carl Neustroski (Appendix 5).
- 5.7 Ruatoria sub district Road Policing Report – February 2010 submitted (Appendix 6).

Dave Hadfield

Convenor

Next meeting: **Thursday 20 May 2010 at 10 a.m. GDC Committee Room**