

# ROAD SAFETY INITIATIVES TO 2010

project update march 2004

The Road Safety to 2010 strategy, released in 2003, sets out how the government aims to reduce New Zealand's road toll to no more than 300 fatalities and 4,500 hospitalisations per annum by 2010. To achieve this, the National Road Safety Committee (NRSC) has embarked on a substantial work programme, the initial phase of which focuses on the 27 projects in this update.

Since the first 2010 project update was distributed in July 2003, significant progress has been made on each project, but there is a lot more work to be done in 2004. The project teams will continue to consult and work with key stakeholders, like you, to ensure robust, comprehensive and acceptable results for these 2010 projects.

If you require further detail about a particular project, please contact the project manager concerned.

# PROJECTS



## SAFETY MANAGEMENT SYSTEMS

Purpose	To ensure that road controlling authorities' (RCAs) decisions about the construction, maintenance and management of road networks lead to the achievement of clear safety targets.
Deliverables	Guidelines to assist RCAs in the development of safety management systems (SMSs). Initiation of 15 voluntary demonstration projects followed by an evaluation of their progress.
Project manager	Bill Greenwood, LTSA Safer Roads
Email	bill.greenwood@ltsa.govt.nz
Direct dial	04 931 8702
Current status	Guidelines for developing SMSs have been updated to include feedback from September's SMS review workshop and re-issued. The guidelines outline a development process for SMSs and include examples of existing SMSs developed by RCAs.  Further interim guidelines for the implementation and auditing of SMSs are currently being developed and will be published shortly.



## ROAD NETWORK PERFORMANCE

Purpose	To ensure that the SMS approach for RCAs is soundly based on relevant information and analysis of the road network structure, its characteristics and performance measures.
Deliverables	Development of an agreed national road classification system, the setting of performance targets and measures, risk profiles and an assessment of the extent of roadside hazards on the national road network.
Project manager	Alan Dixon, LTSA Safer Roads
Email	alan.dixon@ltsa.govt.nz
Direct dial	04 931 8754
Current status	Work continues on the development of a road network classification system. Feedback has been received from RCAs via a web-based questionnaire and five workshops. Twelve local authorities have undertaken trials of the proposed system. The results of these trials and work completed to date are being compiled into a report and proposal for consideration by the NRSC in April 2004.  Several phases of the roadside hazard assessment project have now been completed. These include analysis of the LTSA's crash database, the development of a method for measuring and ranking roadside hazards, and a sampling methodology for the surveys. Surveying of 750 kilometres of road throughout New Zealand has been completed and a final report is being compiled for the NRSC's consideration in April 2004.



## PEDESTRIAN AND CYCLIST BEST PRACTICE STANDARDS AND GUIDELINES

Purpose	To develop and promote best practice standards and guidelines for the planning of networks and the engineering of facilities for pedestrians and cyclists.
Deliverables	The development of specific standards for pedestrians and cyclists and an ongoing programme of standards development for vulnerable road users.
Project manager	Lyndon Hammond, LTSA Safer Roads
Email	lyndon.hammond@ltsa.govt.nz
Direct dial	04 931 8861
Current status	Guidelines for installing pedestrian facilities for people with visual impairment were published and released in September 2003.  Consultation on the draft cycle network and route planning guide has been completed and feedback is now being incorporated. The final document will be produced and distributed in April 2004.

The literature review for the guidelines for the design of pedestrian network planning and facilities is complete. A steering group of stakeholders has agreed on what should be covered by the guidelines and the process for its development. Work has now begun on a draft guideline document which will go out for consultation in June 2004. Final guidelines will be produced by December 2004.

Information is being gathered from these and other related projects which will contribute to the development of the ongoing pedestrian and cyclist best practice standards and guidelines programme.



## SAFER ROUTES

Purpose	To establish an environment that will encourage the delivery of well founded community-based pedestrian and cyclist safety improvements to the road environment.
Deliverables	An agreed programme delivery model and operational policy and guidelines for safer routes activities.
Project manager	Jane Mitchell, LTSA Communications
Email	jane.mitchell@ltsa.govt.nz
Direct dial	04 931 8863
Current status	Guidelines for local authorities that are facilitating safer routes activities are being developed. Following consultation with local authorities, the first safer routes pilot projects are being initiated in Nelson, South Dunedin and Papatoetoe. Further pilot sites are being investigated.



## PEDESTRIAN AND CYCLIST SAFETY FRAMEWORK

Purpose	To provide a clear strategic platform for managing the safety of pedestrians and cyclists.
Deliverables	A pedestrian and cyclist safety framework will be developed in collaboration with interested groups.
Project manager	Matt Grant, LTSA Safety Strategy
Email	matt.grant@ltsa.govt.nz
Direct dial	04 931 8813
Current status	Final consultation on the draft pedestrian and cyclist safety framework has taken place and feedback is now being incorporated.  A research work programme outlining pedestrian and cyclist research priorities and timeframes will be developed by the end of the 2003/2004 financial year.  Communications and information sharing systems are currently being developed. These systems will help ensure a co-ordinated approach with the main stakeholder groups in implementing the pedestrian and cyclist best practice initiatives outlined in the framework.



## HEAVY VEHICLE SAFETY STRATEGY

Purpose	To provide strategic direction for government agencies and a strategic framework to focus agency work on improving safety outcomes related to heavy vehicles.
Deliverables	A heavy vehicle safety strategy.
Project manager	Rachel Petrus, LTSA Safety Strategy
Email	rachel.petrus@ltsa.govt.nz
Direct dial	04 931 8800
Current status	The NRSC has agreed on the purpose, objectives and scope of the project. Background work on identifying key risk areas is well underway. This work, and the results of consultation scheduled for later in 2004, will inform the development of strategic options consistent with the Road Safety to 2010 strategy.



## TRUCK LAW COMPLIANCE

Purpose	To collect and analyse data from Police Commercial Vehicle Intelligence Unit (CVIU) operations to provide information that would be useful for the CVIU in its enforcement activities.
Deliverables	This work will be carried out to a scale that would provide useful information for the CVIU.
Project manager	Bill Frith, LTSA Research and Statistics
Email	bill.frith@ltsa.govt.nz
Direct dial	04 931 8805
Current status	Heavy vehicle and driver compliance measurements for the 2002/2003 season have been completed by the Police and analysed for the CVIU's use. Measurements for the 2003/2004 season will be conducted in early 2004.



## PERFORMANCE MEASUREMENT

Purpose	To assist territorial authorities develop local road safety strategies and target local resources by providing more performance estimates at a territorial level.
Deliverables	There will be an increase in the number of LTSA surveys of speed and the use of rear and front seat restraints being conducted in selected territorial areas.
Project manager	Bill Frith, LTSA Research and Statistics
Email	bill.frith@ltsa.govt.nz
Direct dial	04 931 8805
Current status	Data from the speed surveys carried out in winter 2003 in all local authority user areas are now being analysed. The results will be made available to local authorities in early 2004.  Surveys of child restraint use and rear safety belt use have been conducted. Analysis is underway.



## CONTINUING TRAVEL SURVEY

Purpose	To ensure the availability of up-to-date travel data to inform transport and road safety analysis and decision-making.
Deliverables	Comprehensive interviews of household members are undertaken on an ongoing basis and the results published.
Project manager	Bill Frith, LTSA Research and Statistics
Email	bill.frith@ltsa.govt.nz
Direct dial	04 931 8805
Current status	Interviewing of selected household members is currently being conducted for the second year of the project. The first provisional analyses will be made available on the LTSA website in 2004.



## CRASH ANALYSIS SYSTEM (CAS) FOR EXTERNAL USERS

Purpose	To give transport sector decision-makers access to tools and information which will help them evaluate factors contributing to road crashes in order to achieve the best possible safety outcomes.
Deliverables	Development of CAS training materials, delivering a training programme for the LTSA's road safety partners and launching CAS to external users via the internet.
Project manager	Stuart Badger, LTSA Research and Statistics
Email	stuart.badger@ltsa.govt.nz

Direct dial 04 931 8803

Current status The launching of CAS to external users, comprising RCAs, engineering consultants, the New Zealand Police, road safety co-ordinators and emergency services, was completed in December 2003.



## REGIONAL STRATEGY DEVOLUTION

Purpose To provide strategic support to local government as it moves to incorporate national road safety goals into its transport responsibilities.

Deliverables Strategic planning guidelines will be developed in consultation with local government followed by ongoing promotion to ensure they are incorporated into regional land transport strategies.

Project manager Adrian Regnault, LTSA Safety Strategy

Email [adrian.regnault@ltsa.govt.nz](mailto:adrian.regnault@ltsa.govt.nz)

Direct dial 04 931 8869

Current status Following consultation with local government, draft strategic guidelines are being developed. The opportunity to participate in the community planning process is now being investigated.



## AGENCY SAFETY ASSESSMENT

Purpose To assess the ability of government agency policies and practices to ensure delivery of safety benefits across the road network and road user groups.

Deliverable Current programmes in the government transport sector that have an identifiable impact on road safety will be analysed, and potential areas for improvement in agencies' policies and programmes will be identified.

Project manager Rachel Petrus, LTSA Safety Strategy

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Direct dial 04 931 8800

Current status NRSC agencies are currently working to implement most of the recommendations from the independent report which looked at current road safety programmes and further activities that could be implemented to improve road safety outcomes.



## ADMINISTRATIVE PENALTIES REVIEW

Purpose To enhance the safety focus and effectiveness of administrative penalties.

Deliverables Risk and Deterrence Study.  
Public attitudes survey.  
Ranking of risk factors.  
Framework for penalties regime.

Project manager David Weinstein, LTSA Safer People

Email [david.weinstein@ltsa.govt.nz](mailto:david.weinstein@ltsa.govt.nz)

Direct dial 04 931 8846

Current status Work continues on the development of a risk-based framework for administrative penalties. Analysis has been undertaken on Police infringement offence notices, payment of fines, and penalties for court-based traffic offences.



## COMMUNITY ROAD SAFETY PROGRAMME (CRSP) REVIEW IMPLEMENTATION

Purpose	To enhance the capacity of the CRSP to support the Road Safety to 2010 strategy.
Deliverables	Release of a revised Community Road Safety Strategy. A web-based information system. Professional development for those involved with the CRSP. Policies for community road safety programmes.
Project manager	Patricia McAloon, LTSA New Zealand Road Safety Programme
Email	patricia.mcaloon@ltsa.govt.nz
Direct dial	04 931 8796
Current status	The LTSA has produced and distributed the revised Community Road Safety Strategy and a brand for all CRSP-related documentation has also been developed.  An information resource/manual for community road safety practitioners will be printed by the end of April 2004 and the CRSP information system (including the website) will be completed and implemented nationally by the end of June.  Induction and evaluation workshops for community road safety practitioners are underway and will be completed by the end of April 2004. A New Zealand Qualifications Authority endorsed qualification for community development work in road safety is being developed.  Operational policy for the safe with age and driver licence assistance courses, as well as the child restraint and community alcohol action programmes, has been finalised. Policy is currently being developed for recidivist drink-driver and early intervention programmes.



## ROADSENSE – ATA HAERE

Purpose	To increase the amount of road safety being taught in schools.
Deliverables	One thousand schools involved in the RoadSense programme.
Project manager	Maria Cunningham, LTSA Education
Email	maria.cunningham@ltsa.govt.nz
Direct dial	04 931 8799
Current status	One thousand primary and intermediate schools throughout New Zealand will be taking part in the RoadSense programme in 2004.  A network of 14 RoadSense facilitators are delivering in-school support, workshops and resources to schools in the programme.  LTSA will continue to develop specific road safety education resources for RoadSense schools. All schools can now access the RoadSense website. Evaluation of the RoadSense programme is underway.



## NOVICE DRIVER EDUCATION PILOT

Purpose	To trial new approaches to driver education that enhance the value of the graduated driver licensing system as a progressive preparation of novice drivers for driving independently.
Deliverables	An information campaign for novice drivers and their parents or caregivers.  Trial and evaluate the implementation of a competency-based training and assessment (CBTA) programme for novice driver licensing, including relevant training and qualifications for approved driver educators.  Trial and evaluate the implementation of CBTA in a secondary school setting with secondary school age students.
Project manager	Michael Cummins, LTSA Education

Email	michael.cummins@ltsa.govt.nz
Direct dial	04 931 8771
Current status	<p>Of the 48,000 learner drivers who have been invited to participate in the learner licence education programme, <i>Practice</i>, 9,785 (20 percent) have registered to take part. This figure continues to exceed the target of 15 percent.</p> <p>Evaluation of learner drivers actively working through the <i>Practice</i> plan indicates a 24 percent increase in the amount of supervised driving practice being undertaken. Awareness of the need for more supervised driving practice among supervisors (coaches) of learner drivers has increased by 50 percent.</p> <p>The second stage of the pilot campaign, <i>DriveSmart</i> (for restricted licence holders), was launched in February 2004.</p> <p>A total of 977 general candidates and 168 secondary school candidates have registered for learner and restricted CBTA courses. To date, nearly 800 learner and restricted drivers have successfully completed CBTA courses and been granted exemptions from restricted or full licence tests.</p>



## DRIVER EDUCATION CAMPAIGN

Purpose	To contribute to a reduction in the number of crashes where someone fails to give way.
Deliverables	To commence a targeted advertising campaign in 2003 to encourage behaviour change, supported by Police enforcement.
Project manager	Rachel Prince, LTSA Communications
Email	rachel.prince@ltsa.govt.nz
Direct dial	04 931 8710
Current status	The second television advertisement in the 'failure to give way' campaign was launched at the end of September 2003 and has continued since then. It is supported by cinema and billboard advertising, with bus display advertising added in October 2003. Radio advertising commenced at the end of January 2004 to support the television advertisement.



## ROAD POLICING FUNDING

Purpose	To review Police district resource allocation through the New Zealand Road Safety Programme (also known as the Safety Administration Programme) and work towards district-based purchasing.
Deliverables	Review resource allocation based on the most recent crash data, and promote the purchase and delivery of road policing services based on a Police district level, instead of a single local authority level, on an ongoing basis.
Project managers	<p>Patricia McAloon, LTSA Strategy</p> <p>David Trappitt, New Zealand Police Planning and Policy</p>
Email	<p>patricia.mcaloon@ltsa.govt.nz</p> <p>david.trappit@police.govt.nz</p>
Direct dial	<p>04 931 8796</p> <p>04 474 9499</p>
Current status	<p>The resource allocation model was applied for the 2004/2005 year to allocate road policing resources by road type, namely, rural state highways, urban roads and rural local roads. It was constrained in that no cluster or local area lost or gained resources.</p> <p>The promotion of district-based purchasing of services is being undertaken on an ongoing basis.</p>



## ENFORCEMENT CAPABILITY

Purpose	To reinvest in Police equipment to support strategic enforcement and build strategic capability within the Police to improve delivery.
Deliverables	Leasing and delivery of equipment (eight booze buses, 67 vehicles, 42 lasers, 177 variable message signs ((VMS)) and 572 radars) to Police districts.  Appointment of additional strategic capability staff (21 non-sworn staff).
Project manager	Mary Schollum, New Zealand Police Road Policing Support (some responsibility for the implementation of each project has been delegated to various individuals)
Email	mary.schollum@police.govt.nz
Direct Dial	04 470 7395
Current status	All of the additional road policing vehicles are in place. Booze buses are expected to be available from May 2004.  A trial of the VMS signs will be completed shortly. Procurement of further VMS signs will be dependent on the results of this trial.  The replacement radar stock (two-fifths of the total allocation) has been leased and delivered to districts. Following a worldwide tender process, 236 of the 250 additional radars and lasers have been received.  The majority of the strategic capability staff are in place with the remainder soon to be appointed.



## TARGETED ENFORCEMENT

Purpose	To increase Police enforcement capability (47 sworn and 23 non-sworn staff over two years) in the areas of commercial vehicles, Auckland motorways and rural compulsory breath testing.
Deliverables	Additional sworn and non-sworn staff (intelligence, motorways support, vehicle safety and weighbridge enforcement staff) and accompanying equipment (five booze buses, 39 cars, seven lasers, 23 variable message signs ((VMS)) and 28 radars).
Project manager	Mary Schollum, New Zealand Police Road Policing Support
Email	mary.schollum@police.govt.nz
Direct dial	04 470 7395
Current status	All 57 staff for 2002/2003 are now in place and operational and the 2003/2004 staff are being appointed on schedule. The procurement of the additional equipment is also on schedule, with the exceptions of the booze buses and VMS noted above.



## CYCLE DESIGN GUIDE

Purpose	To develop and promote best practice standards and guidelines for the engineering of cycle facilities.
Deliverables	The development of the New Zealand Supplement to Austroads GTEP Part 14: Bicycles, to reflect New Zealand conditions.
Project manager	David McGonigal, Transit New Zealand
Email	david.mcgonigal@transit.govt.nz
Direct dial	04 496 6623
Current status	The New Zealand Supplement to Austroads GTEP Part 14: Bicycles has been completed and can now be viewed at <a href="http://www.transit.govt.nz">www.transit.govt.nz</a> .



## STATE HIGHWAYS

Purpose	To develop innovative engineering solutions, focusing on lower-cost strategic safety improvements on the state highway network.
Deliverables	Scheme assessment for median cable barrier 2+1 trial (completed January 2003). Scheme assessment for roadside clearance trial (completed March 2003). Roadside clearance trial (completed June 2003). Median cable barrier 2+1 trial installation (completed December 2003). Development of draft guidelines for the safety retrofit of roadside hazards (completed December 2003).
Project manager	Dave Bates, Transit New Zealand
Email	dave.bates@transit.govt.nz
Direct dial	04 496 6644
Current status	The median cable barrier 2+1 trial installation on State Highway 58 has been completed and performance monitoring has commenced.  Draft safety retrofit guidelines are being developed as a result of the work on the safety trial retrofit sites.  Programmes for treating (ie protecting or removing) roadside hazards have commenced in all regions. The results will be monitored and the guidelines amended as work progresses.



## MOTORCYCLISTS

Purpose	To reduce the number and severity of injuries sustained by motorcyclists through strategies targeting key injury issues.
Deliverables	The development of strategies targeting key injury issues for motorcyclists including licensing and training issues, protective gear, engineering issues and community delivery models. This includes the completion and evaluation of a community project pilot, and a competency-based training and assessment trial.
Project manager	Leonie McCormack, ACC, Injury Prevention and Client Services
Email	leonie.mccormack@acc.co.nz
Direct dial	04 918 4132
Current status	A trial competency-based training and assessment initiative for new motorcycle riders is underway.  The impact of the design and maintenance of roads on motorcyclists is currently being considered.  ACC is working on the development of a promotion targeted at motorcyclists, which will encourage them to adopt safer riding practices, including improving their riding skills through training and choosing adequate protective gear.  In early 2004, ACC (in partnership with the Ulysses Club of New Zealand) will undertake 14 community projects aimed primarily at addressing factors contributing to injuries sustained by motorcyclists who are involved in crashes at intersections.



## EVALUATION OF ENGINEERING SAFETY BENEFITS

Purpose	To: <ol style="list-style-type: none"> <li>(a) audit crash reduction benefits estimated in project evaluations to confirm the accuracy of the benefits attributed to road improvements.</li> <li>(b) improve the crash reduction prediction methods in Transfund's Project Evaluation Manual for different types of safety improvements.</li> </ol>
Deliverables	(a) Report on the feasibility of a system for measuring the achievement of safety works (June 2003).

(b) An operational system, if the report shows this is feasible.

Project manager	Bob Alkema, Transfund New Zealand
Email	Bob.Alkema@transfund.govt.nz
Direct dial	04 916 4260
Current status	Transfund has completed a study to re-evaluate earlier work on the feasibility of linking the Transfund Allocation Programme System (TAPS) database to LTSA's Crash Analysis System in light of changes made since the earlier report was completed in 2002. The final report has been received and a project plan to implement its recommendations will now be developed.



## PREDICTIVE ACCIDENT ANALYSIS

Purpose	To develop procedures to move project evaluation from a reactive to a more predictive focus.
Deliverables	Amendments to Transfund's Project Evaluation Manual (PEM) and Evaluation Procedures for Alternatives to Roothing (ATR).
Project manager	Ian Melsom, Transfund New Zealand
Email	Ian.Melsom@transfund.govt.nz
Direct dial	04 916 4266
Current status	Transfund's project evaluation procedures were revised in 2002/2003 to include predictive crash analysis methods. This work is now complete and the procedures can be used for modelling forecasts of future crash numbers and associated economic costs.



## ENHANCE UPTAKE OF SAFETY AUDITS

Purpose	To increase the uptake of safety audits.
Deliverables	New manual, Policy Proposals.
Project manager	Ian Appleton, Transfund New Zealand
Email	Ian.Appleton@transfund.govt.nz
Direct dial	04 916 4271
Current status	A review of safety audit policy and procedures has been completed. Policy proposals were submitted to the Transfund Board at its September 2003 meeting, and the Board agreed that the completion of a road safety audit should be a condition of funding for new projects after 1 July 2004. Draft criteria for the application of this policy were also submitted to the Board, and the Board agreed that these criteria should be finalised. Once these criteria have been finalised, the manual will be revised and relevant groups notified.



## REVIEW OF LOCAL AUTHORITY ROAD SAFETY AND MANAGEMENT

Purpose	To review current local authority road safety management and delivery and consider its appropriateness, in terms of both funding levels and quality.
Deliverables	A report outlining the results of a survey of 15 local authorities on their expenditure and activities directly related to road safety, including information on effectiveness, constraints and future requirements for road safety.
Project manager	Tim Davin, Local Government New Zealand
Email	tim.davin@lgnz.co.nz
Direct dial	04 924 1206
Current status	The final report on the survey results was submitted by Peter Beilby Consulting Limited in November 2003. A report summarising the findings of the review will be considered by the NRSC in April 2004.

# CO-ORDINATION



## CO-ORDINATION

The co-ordination of this activity will be overseen by the Minister of Transport and monitored by the National Road Safety Committee (NRSC), which comprises the chief executives of:

- Accident Compensation Corporation (ACC) – preventing and managing motor vehicle injury through the Motor Vehicle Account
- Land Transport Safety Authority (LTSA) – regulating and managing road safety, including managing the New Zealand Road Safety Programme (NZRSP), which funds and manages road policing, and safety education and strategic services
- Local Government New Zealand – representing 12 regional council areas and 74 territorial and local authorities, whose Regional Land Transport Strategies integrate safety into regional transport planning, and Local Land Transport Programmes manage the safety maintenance and improvement of local roading networks
- Ministry of Transport – providing Ministerial advice and managing road safety legislation
- New Zealand Police – policing New Zealand's road network, funded and managed through the NZRSP
- Transfund New Zealand – managing the National Land Transport Programme, which funds network safety maintenance and improvement on state highways and local roads, as well as public transport and alternatives to roading
- Transit New Zealand – managing the safety maintenance and improvement of the highway network through the State Highway Programme.

