



Auckland Region Pedestrian Strategy:

FINAL REPORT

November 2005 - March 2006

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INTRODUCTION

GOAL: *To significantly improve the safety of child pedestrians in the Auckland Region.*

The purpose of this report is to provide a final update on the objectives of the Regional Pedestrian Strategy Action Plan (see appendix 1) and to indicate the future direction of some of the pedestrian safety initiatives being delivered across the Region.

The Regional Pedestrian Strategy has operated as a collaborative project. The Strategy was developed as a result of Regional consensus amongst the injury prevention and road safety workforce to address child pedestrian injury issues. Safekids New Zealand was given the mandate to draft the Action Plan with consultation from Stakeholders across the Region. These stakeholders have continued to steer and progress the strategy.

Safekids NZ funded the first year of the project. A project co-ordinator was appointed to progress, support and document the objectives of the Action Plan and to consolidate the huge variety of pedestrian safety initiatives in operation across the Region. Applications to secure continued funding for the project have been declined, consequently the role of Safekids in the strategy has been wound up and the project delivered back to the Region.

The Final Report

Input for the Final Report was sought from the injury prevention and road safety workforce for the six month period to March 2006. The table below (table 1) shows the agencies that participated in the review process. In some instances participants were asked to complete a survey form, in others updates or summaries of pedestrian safety initiatives were supplied. The information was then collated and entered into the results table (table 2).

Table 1: Participants

Contact	Agency
Stephen Lindfield	Auckland Regional Transport Authority (ARTA) - Sustainable Transport Leader
Andrew Bell	Auckland Regional Transport Authority (ARTA) – Regional Road Safety Co-ordinator
Sue Kendall	Auckland Regional Transport Authority (ARTA) – Walking School Bus Co-ordinator
Berenice Langson	Child Safety Foundation – Executive Officer
Glen Morrison	NZ Police – Youth Education Services
Dick Trimble	NZ Police – Road Policing Manager
Val Stamper	Educating NZ - RoadSense Facilitator
Juanita de Senna	Safekids NZ – Injury Prevention Advisor
Julie Chambers	Safekids NZ – Policy Analyst
Bruce Conaghan	Manukau City Council -Traffic Engineer

Jacqui Dawson	Rodney District Council - Road Safety Coordinator (RSC)
Claire Dixon	Auckland City Council - Road Safety Coordinator (RSC)
Kitch Cuthbert	Waitakere City Council - Road Safety Coordinator (RSC)
Carol Baker / Marie Turner	Manukau City Council - Road Safety Co-ordinator (RSC)
Erin Bates	Papakura District Council - Road Safety Coordinator (RSC)
Andrew Baker	Franklin District Council – Road Safety Co-ordinator (RSC)
Bridget Farmiloe	ShoreSafe
Amanda Sutherland	Communities Living Injury Free (CLIF)
Carol Everard	Safe Waitakere
Lauren Van Coller	Injury Free Counties Manukau (IFCM)
Pepe Sapolu-Reweti	Safekids New Zealand
Kathy Tarawa	Haipia Te Hauora

Table 2 – Results

The result shown in table two give a solid indication of the type and levels of pedestrian safety initiatives being delivered across the Auckland Region. However, it must be noted that this report covers a short reporting period from November 2005 to March 2006. For a more complete picture it is advisable to refer to the Mid Point Review undertaken in October 2005, in conjunction with this report. Further, not all survey forms were retrieved therefore there likely are to be projects in operation which not documented here.

OBJECTIVES	Activities to support this strategy																		
<p>1. To encourage implementation of pedestrian teaching kits in 90% of preschool and early childhood centres.</p>	<p>Child Safety Foundation (CSF): The CSF secured funding for 150 pedestrian safety kits for distribution to the Auckland Region. To date 67 kits have been distributed to Auckland kindergartens in a pattern consistent with the geography of crashes as demonstrated by Land Transport New Zealand's Crash Analysis System maps 2000-2004. The remaining kits have been sent to injury prevention advisors across the Region for distribution at their discretion.</p> <p>The CSF has no plans at present to obtain funding for more pedestrian kits. The CSF will however continue to promote the pedestrian kit along with their other safety kits.</p> <table border="1" data-bbox="448 1003 1337 1559"> <thead> <tr> <th data-bbox="448 1003 890 1066">Territorial Authority</th> <th data-bbox="890 1003 1337 1066">Kindergartens that have received CSF kits</th> </tr> </thead> <tbody> <tr> <td data-bbox="448 1066 890 1128">Rodney District Council</td> <td data-bbox="890 1066 1337 1128">2</td> </tr> <tr> <td data-bbox="448 1128 890 1191">Northshore City Council</td> <td data-bbox="890 1128 1337 1191">12</td> </tr> <tr> <td data-bbox="448 1191 890 1254">Auckland City Council</td> <td data-bbox="890 1191 1337 1254">18</td> </tr> <tr> <td data-bbox="448 1254 890 1317">Waitakere City Council</td> <td data-bbox="890 1254 1337 1317">19</td> </tr> <tr> <td data-bbox="448 1317 890 1379">Manukau City Council</td> <td data-bbox="890 1317 1337 1379">16</td> </tr> <tr> <td data-bbox="448 1379 890 1442">Papakura District Council</td> <td data-bbox="890 1379 1337 1442">0</td> </tr> <tr> <td data-bbox="448 1442 890 1505">Franklin District Council</td> <td data-bbox="890 1442 1337 1505">0</td> </tr> <tr> <td data-bbox="448 1505 890 1559">TOTAL</td> <td data-bbox="890 1505 1337 1559">67</td> </tr> </tbody> </table> <p>Safekids NZ: Child Pedestrian Project For Pacific Preschoolers Safekids is working collaboratively to develop a Pacific child pedestrian teaching resource under the National Campaign. The resource comprising a flipchart, uses appropriate imagery and pictures to get pedestrian safety messages across to children, a teachers guide is also included along with relevant pages form the Helping Hands Booklet (New Zealand Police, 2004). The resource will be ready for distribution to Pacific early childhood centres around the middle of the year.</p>	Territorial Authority	Kindergartens that have received CSF kits	Rodney District Council	2	Northshore City Council	12	Auckland City Council	18	Waitakere City Council	19	Manukau City Council	16	Papakura District Council	0	Franklin District Council	0	TOTAL	67
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OBJECTIVES	Activities to support this strategy
<p>2. To provide an adult supervision resource pack for every parent involved in an Early Childhood Centre</p>	<p>WalkIT Living Streets has been given the mandate to pilot a national walking database designed to be a one stop shop for information for walkers. As a major road users with special needs, child pedestrians will be catered for as will schools and parents.</p>
<p>3. To support the implementation of the Te Ara Hauora child pedestrian resource in all Kohanga Reo across the Auckland region.</p>	<p>Te Ara Hauora child pedestrian kit evaluation process has been completed. Redevelopment of the resource is currently pending funding.</p>
<p>4. To advocate for the implementation of an appropriate road safety education initiative in primary and intermediate schools within the Auckland region, e.g., the RoadSense/Ata Haere initiative.</p>	<p>EducatingNZ The goal of the RoadSense initiative is to increase the quality and quantity of road safety education in primary and intermediate schools. RoadSense has been designed to be integrated into the curriculum and to support and compliment the Police Youth Education Service program. At present there are 182 schools in the Auckland Region enrolled with RoadSense. EducatingNZ measures the effectiveness of RoadSense through surveys. Land Transport NZ also undertakes evaluations independently.</p> <p>NZ Police: Stepping Out Program New Zealand Police are currently reviewing the junior section of the Stepping Out program delivered by Youth Education Officers. The revised version will incorporate a more practical approach to pedestrian safety education where children are taught how to safely cross roads in the real road environment. The program also aims to increase involvement of parents in pedestrian safety education. Another new component will include information on sustainable transportation. The amended Stepping Out program will be in operation from around August 2006.</p> <p>Youth Education Service officers' statistics not available this period</p>

OBJECTIVES	Activities to support this strategy
<p>5. To encourage all schools in the Auckland Region to establish and/or review current relevant road safety guidelines (procedures/plans) that pertain to the school's transport safety issues.</p>	<p>Auckland Regional Transport Authority (ARTA) ARTA led an investigation into the viability of encouraging school involvement in school related journeys. In a report conducted by New Zealand School Trustee Association it was concluded that school Board of Trustees (BoTs) do not and should not have any responsibility for students' journeys to and from school. The report found that BoTs neither have the right, responsibility or resources to administer children's school related travel. The paper places this responsibility with parents as they are legally responsible for ensuring their children's attendance at school. The paper also notes that other agencies such as Land Transport New Zealand and Local Authorities have responsibility in this area for relating road safety to parents. ARTA plans no further activity for this objective at present.</p> <p>Educating NZ Educating NZ advocates for schools to develop travel policies where appropriate although a tendency for schools to lean towards procedures or guidelines rather than policies has been noted. Where applicable RoadSense facilitators support schools through this process.</p>
<p>6. To support the implementation of School Travel Plans (STP) across the Auckland Region. To ensure that child pedestrian safety is an integral part of the STP process and funding.</p>	<p>School Travel Plan (STP) Program, Auckland Regional Transport Authority (ARTA): The pilot phase of this programme has been completed. An evaluation undertaken with ARTA and Auckland University of Technology concluded that the programme has been hugely successful since its commencement 2 years ago. Overall a 3.8% decrease in car use has been achieved in TravelWise schools with some schools experiencing up to a 10% decrease in car use. The programme, which is jointly funded by the Auckland Regional Council and Land Transport New Zealand, has progressed into being a permanent, mainstream programme.</p> <p>The future of the programme will see continued growth and expansion until every school in the Region where appropriate will have a school travel plan. In addition to introducing new schools to the programme, maintenance and support of existing school travel plans is an on-going area.</p> <p>Another area for future development sits with securing behavioural changes achieved through STPs to ensure that children do not revert back to unsustainable modes of transport later in life. ARTA will work to ensure permanent behaviour changes through integrating sustainable transportation principles into the curriculum to improve understanding and awareness of the issues</p> <p>Feet First Week: The Energy Efficiency and Conservation Authority, Land Transport NZ and ARTA jointly organised the pilot of Feet First Week. Over 65 schools and 12,000 children participated in the week which coincide with Walk to School Day on March 8th.</p>

OBJECTIVES	Activities to support this strategy
	<p>Walking School Bus (WSB) Programme, ARTA The WSB programme continues to be successful with growing numbers of children walking and increasing numbers of WSB routes coming into operation. As of March 2006 there were 175 buses operating in 84 primary schools transporting 2968 children. The accomplishments of the WSB programme were duly noted when ARTA won the Energy Efficiency Conservation Authority award for transport earlier in the year. Some identified benefits associated with the WSB programme include improvements to health, safety, social integration and environmental sustainability. ARTA acknowledges that it has been a struggle to get the concept off the ground in some areas particularly where decile ratings are lower. Plans to achieve a more even spread of WSBs across the Auckland Region lie with continued effort and collaboration with agencies already engaged with these schools.</p> <p>Auckland City Council An Auckland City Council funded 'Kindy Caterpillar' is being trialled at Mt Albert Kindergarten. The caterpillar has adapted the walking school bus concept for use by preschoolers.</p> <p>Manukau City Council Manukau City Council is working with ARTA to Develop a school travel plan for Papatoetoe Intermediate School. This has been developed as part of the Papatoetoe Safer Routes Project undertaken by Manukau City Council. A further 4 schools are under consideration for school travel plans for the 2006/7 year.</p> <p>EducatingNZ The Roadsense Initiative is a usual component of school travel plans.</p>
<p>7. To support local initiatives which target the reduction of speed in specific areas (eg, 40km /hr near schools).</p>	<p>Regional Advertising Campaign Following the success of the 2005 "Slow Down Children Around" project, the campaign was relaunched in February to coincide with children returning to school. 10,000 stickers and handouts were printed with 500 posters for distribution to participating schools across the Region. Approximately ½ of the stickers and handouts and 2/3rd of the posters were sent to the 137 schools enrolled in the campaign. Spare resources were sent to road safety co-ordinators in each Local Authority for further distribution. In addition a series of adshells ran in 2 phases over February and March. At this stage it is unlikely that the project will run for a third year due to a lack of funding.</p> <p>Manukau City Council Manukau City Council is looking to adopt a Speed Management Strategy which will aim to provide speed limits appropriate to road hierarchy and activity. This strategy will include speed limits around schools and shopping centres. Injury Free Counties Manukau has supported the Safer Routes pilot program. The original contract for a 2 year pilot comes to an end in June 2006. Injury Free Counties Manukau will advocate for the continuation of this project</p>

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	<p>New Zealand Police The 'Speed Kills Kids Campaign' was launch on February 7th 2006 to coincide with children returning to school after the summer holidays. The set time frame in which to run the campaign has expired, however the Police will continue to run the campaign for as long as resources allow.</p> <table border="1" data-bbox="448 479 1361 741"> <thead> <tr> <th>Police district</th> <th>Speeding tickets issued to April 30th</th> <th>Highest recorded speed</th> </tr> </thead> <tbody> <tr> <td>North Shore Waitakere</td> <td>88</td> <td>82km/hr</td> </tr> <tr> <td>Auckland</td> <td>106</td> <td>82km/hr</td> </tr> <tr> <td>Counties Manukau</td> <td>145</td> <td>81km/hr</td> </tr> <tr> <td>Total</td> <td>339</td> <td></td> </tr> </tbody> </table>	Police district	Speeding tickets issued to April 30th	Highest recorded speed	North Shore Waitakere	88	82km/hr	Auckland	106	82km/hr	Counties Manukau	145	81km/hr	Total	339	
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<p>8. To support and extend current enforcement procedures and education / promotional activities for improving driver behaviour</p>	<p>Regional Advertising Campaign – Youth Project Speed is to be the focus of the 2006/07 campaign targeting young driver behaviour. A series of youth focus groups are planned as part of the campaign development process to get feedback on what young drivers perceive as their own issues and the best ways of addressing them.</p>															
<p>9. To support local projects that have been established to reduce 'drive-overs' by disseminating this information for use throughout the region.</p>	<p>Driveway Run-over Prevention Project (DRoPP) The issue of data collection and injury coding techniques is ongoing; Safe Waitakere Injury Prevention continues to take the lead role.</p> <p>Safekids and the DRoPP group have actively participated in Auckland District Council's plan change 163 and encouraged others to do so including liaising with Auckland City Council senior planners and forwarding a submission. The DRoPP group have requested to speak to the submission; a hearing date has been set for June.</p> <p>The DRoPP group is in the process of making submissions to Territorial Authorities advocating for increased awareness of driveway run-overs in the planning process for new houses and urban design.</p> <p>The DRoPP group is currently reviewing its Strategy Working Group to establish the level of commitment and degree of participation its members are willing to contribute. Once this procedure is complete the group will then revise the Project Plan to more accurately reflect the future capacity of the group to deliver on objectives.</p> <p>Safekids NZ Safekids is in the process of developing a resource to raise public awareness of the dangers of driveway run-overs under the National Campaign. Focus groups have been facilitated in collaboration with the DRoPP group and regional partners to consult with Maori, Pacific and European caregivers about what type of resource and messages would help to keep children safe from driveway run-overs. The resource comprising flyers, stickers and posters will be produced in Maori, Samoan, Tongan and</p>															

OBJECTIVES	Activities to support this strategy
	<p>English. A total of 10,000 stickers and leaflets and 5,000 posters will be produced. Safekids and the DRoPP group have liaised with ACC and Shoresafe to trial the resource with Housing New Zealand clients in Northcote prior to its distribution nationally.</p> <p>Safekids NZ Events: Pasifika 2006 and Toddlers Day Out Safekids NZ created a pedestrian safety interactive display for children and parents. The focal point of the display relayed the dangers of driveways for young children. Parents were asked to complete a series of activities designed to provoke thought around this injury issue. The display was received extremely well at the two events it has been taken to; Pasifika 2006 and Toddlers Day out.</p> <p>Starship Children’s Hospital, Paediatric Trauma Service. A summer research project has been undertaken by the Starship Children’s Hospital and the report is in the completion stage. The latest research provides up to date information which corroborates the findings of previous studies. The key messages supported by the research are to supervise children at all times around vehicles and to separate off play areas where ever possible.</p> <p>Injury Free Counties Manukau Information on driveway run-overs has been disseminated to networks in Counties Manukau. Advocacy and information sharing takes place at every opportunity.</p>
<p>10. To ensure the needs and rights of children are taken into account throughout the planning process for new housing.</p>	<p>Safekids NZ Safekids has actively participated in and contributed to the ‘Summer School Paper Housing and Health – Improving Health Through the Built Environment’.</p>
<p>11. To ensure the safety of children is included in the location and design of new schools and early childhood centres (ECCs).</p>	<p>Safekids NZ Safekids has questioned whether improved road safety education advice is required by the establishment board of trustees at the early stages of ‘designating’ a new school. Safekids has collaborated with Land Transport NZ, the Auckland Regional Transport Authority, Ministry of Education and NZ Police.</p> <p>Manukau City Council As part of the resource consent process, Manukau City Council looks to ensure that the safety of children is included in the location and design of new schools and ECCs. Engineering measures required for safety and walkability are included in the Resource Consents for new schools and ECCs. Manukau City Council will ensure that the safety of children is included in the location and design of new schools and ECCs as part of the Resource Consent process.</p>

OBJECTIVES	Activities to support this strategy
<p>12. Increase the participation of traffic engineers in Territorial Local Authorities, Land Transport NZ and others, in the implementation of the environmental aspects of this action plan.</p>	<p>A workshop was run by the Auckland Regional Transport Authority in conjunction with the IPENZ Transportation Group on Cycling and Walking in 2005. Verbal feedback was positive.</p> <p>Injury Free Counties Manukau Advocacy with Manukau City Council Road Engineer to request a pedestrian crossing opposite the new Telstra Clear stadium in Great South Road has resulted in the installation of a refuge island opposite the main entrance to the stadium.</p> <p>Injury Free Counties Manukau has liaised with Manukau City Council engineers regarding the need for a pedestrian crossing in Lambie Drive. Council has confirmed that environmental alterations will be completed this year. The island at Lambie and Cavendish Drive is to be replaced by traffic lights and a signalled crossing.</p>
<p>13. To encourage initiatives (eg, Safer Routes, WSBs, etc) that target road safety around low decile schools as a priority.</p>	<p>Manukau City Council Manukau City Council has been working with ARTA to form a number of walking school buses. Manukau City Council has also been involved in trialling a Safer Routes project in Papatoetoe. Manukau City Council has been instrumental in adopting a Pedestrian Facilities Policy (2005) which has seen a number of signalised pedestrian crossings provided at or near schools. Manukau City Council will continue to work with ARTA in providing more walking school buses. Manukau City Council will be continuing the rollout of Safer Routes through out Manukau City as part of its ongoing commitment to improving safety for pedestrians. Manukau City Council will continue to install pedestrian signals at or near schools with a safety problem and high number of pedestrians crossing.</p> <p>EducatingNZ RoadSense facilitators encourage low decile schools to enrol with other road safety programs such as the Police Youth Education Services program and Walking School Bus program.</p>
<p>14. Other activities</p>	<p>Schools Road Safety Strategy Land Transport NZ, Accident Compensation Corporation, the Ministry of Education, the Ministry of Transport, Local Government NZ and NZ Police are working collaboratively to develop a Schools Road Safety Strategy. The Strategy aims to provide synergy and alignment between agencies with an interest in school transportation issues at a national level and to provide a framework for collaboration regionally. There have been some discussions to extend the reach of the strategy to include preschools.</p>

Pedestrian Injuries – A summary

Injury Prevention Research Unit: Hospitalisation and Fatality Data.

Child fatality statistics from the Injury Prevention and Research Unit, Otago University show that between 1998 to 2002 transport related injuries were the leading cause of child mortality from unintentional injury in the Auckland Region. Of the 140 children that died, 60 were killed in transport related incidents, 30 died as pedestrians. In other words 21% of all unintentional injury fatalities in the Auckland Region occurred as a result of a pedestrian incident compared to 14% (n=75) nationally. Children of preschool age represented more than half of all child pedestrian fatalities.

From 1999 to 2003 16, 076 children were admitted to hospital for unintentional injuries in the Auckland Region. 1975 of these hospitalisations were transport related and 414 involved a child pedestrian (IPRU, Otago University, 2006).

Conclusion

A lack of funding has resulted in Safekids NZ withdrawing involvement in the Regional Pedestrian Strategy prior to completion. However, real progress has been made towards delivering on the objectives of the Action Plan and achieving the goal of the Project: to reduce the incidence and severity of child pedestrian injuries. In addition to documenting well resourced initiatives already in operation, such as School Travel Plans, the strategy has been able to support areas less well resourced, such as education in preschools and the issue of driveway run-over injuries. Further, the Strategy has served as a useful tool for collaboration and the exchange of information amongst the Regional injury prevention and road safety workforce.

There are many initiatives and projects being delivered across the Auckland Region demonstrating a real capacity for advancing child pedestrian safety. For example, programs such as the School Travel Plan, Walking School Bus and Safer Routes programs have taken a holistic approach integrating the work of RoadSense facilitators, Youth Education Service (YES) officers and transport engineers. Reciprocally, RoadSense facilitators, YES officers and transport engineers support travel programs.

However, the numbers of children being hurt as child pedestrians remains unacceptably high. Statistics from the Injury Prevention Research Unit indicate that Auckland leads the country in child pedestrian deaths (IPRU, Otago University, 2006). Factors such as ethnicity and levels of deprivation are relevant and correlate with incidents of pedestrian injury. Continued advocacy for holistic programs, especially those that target children most at risk will see further improvements to child safety.

Action Plan

ACTION PLAN
FOCUS AREA: CHILD PEDESTRIAN INJURIES IN THE AUCKLAND REGION.

GOAL: To achieve a significant reduction in the number and severity of pedestrian injuries to children in the Auckland region.

OBJECTIVES	STRATEGIES	MEASURES	RESPONSIBILITY	RESOURCES *	TIME/COSTS
1. To encourage implementation of pedestrian teaching kits in 90% of preschool and early childhood centres.	Undertake a review (to determine appropriateness and possible barriers to implementation) of centres that have implemented these resources by March 2005. Promote resource to centres that have not implemented the programme by October 2005.	90% of centres have implemented resource into annual curriculum planning schedule by March 2006. System established for follow-up & evaluation with centres by October 2005.	Convenor = CSF Safe Waitakere CLIF IFCM Shoresafe Plunket Well Child Providers PAFT	Child Safety Foundation (CSF) teaching kit. Plunket – information for parents. LTSA pamphlet: 'Starting Out Safely'	Cost of each kit \$38.
2. To provide an adult supervision resource pack for every parent.	Safety pack developed with a distribution plan.	Evaluation undertaken with pre-schools & ECCs by March 2006. 90% parents receive pack between October 2005 and March 2006.	Preschools ECCs	To be developed using key messages from existing resources (eg, Out and About, LTSA Under 5s pamphlet, and other resources on teaching preschoolers available Safekids.	Funding application needed.

OBJECTIVES	STRATEGIES	MEASURES	RESPONSIBILITY	RESOURCES *	TIME/COSTS
<p>3. To support the implementation of the Te Ara Hauora child pedestrian resource in all Kohanga Reo across the Auckland region.</p>	<p>Develop and commence implementation of a promotional strategy for the resource to Kohanga Reo (KR) that have not implemented the programme by June 2005.</p>	<p>Increase number of KR utilising the resource (target 100% by March 2006).</p>	<p>Safekids – Maori Advisor Auckland Regional Public Health Service (ARPHS) Maori service providers in injury prevention. Puukaki – C M Turuki Ngati Whatua Wai health MUMA</p>	<p>Te Reo Maori road safety (pedestrian) resources.</p>	<p>Teachers receive free kit after training session (ARPHS).</p>
<p>4. To advocate for the implementation of an appropriate Road Safety Education programme in primary and intermediate schools within the Auckland Region by Dec '06 or earlier the Road Sense/Ata Haere programme.</p>	<p>Review resource capacity to implement Road Sense/Ata Haere programme and lobby for further increased resourcing.</p>	<p>90% of schools (currently approx 60% have implemented Roadsense) have commenced the implementation of an implement programme by December 2006.</p>	<p>RoadSafe Auckland NSCC Travelwise team Police Youth Education Services</p>		

OBJECTIVES	STRATEGIES	MEASURES	RESPONSIBILITY	RESOURCES *	TIME/COSTS
5. To encourage all schools in the Auckland Region to establish and/or review current relevant Road Safety Guidelines (procedures/plans) that pertain to the school's transport safety issues by December 2005.	<p>Linked to Objective 3.</p> <p>Develop best-practice examples.</p> <p>Promote this policy /guidelines development and review through various mechanisms eg, through Roadsafe Auckland newsletter, RoadSense, STP.</p>	All primary, intermediate and secondary Schools. Schools have current guidelines by June 2006.	<p>Educating NZ – Val School Trustees Association Police</p> <p>Roadsafe Ak</p>	Sample policies on RoadSafe Auckland website.	
6. To support the implementation of School Travel Plans (STP) in every school across the Auckland Region and to ensure that safety issues and solutions are an integral part of the STP process and funding.	<p>Participation in the STP process by the injury prevention workforce.</p> <p>Advocate, support and encourage safety aspects of the implementation of more current and future Walking School Buses (WSB).</p> <p>Actively monitor safety aspects of STPs and WSBs</p>	<p>To have the STP implemented in up to 100 schools by the end of 2005.</p> <p><i>(currently in 26 schools).</i></p> <p>Safety aspects of all new WSBs and STPs are documented and reported by appropriate agencies at least annually.</p>	<p>ARC – lead agency STP regional team Local IP working groups.</p> <p>School communities.</p> <p>TAs.</p>	STP resource.	
7. To support local initiatives which target the reduction of speed in specific areas (eg, 40kmph near schools).	Speed reduction measures included in the development of School Travel Plans (STP), and part of other road safety initiatives.	A number of speed restriction measures are introduced into specified areas in the region; and evaluated.	<p>TAs RSCs - Kitch Police (enforcement) ACC – David IPENZ – Bruce</p> <p>Safekids (research).</p> <p>Local IP community groups and road safety groups.</p> <p>STP coordinators. HPS coordinators.</p>	Reference - Christchurch and Wellington City Councils 40km/ph projects.	

OBJECTIVES	STRATEGIES	MEASURES	RESPONSIBILITY	RESOURCES *	TIME/COSTS
8. To support and extend current enforcement procedures and education / promotional activities for improving driver behaviour.	If funding allows, develop a major mass media programme aimed at drivers' awareness and understanding of child pedestrian issues (e.g. speeding and give way rules).		ARC – Roadsafe Ak – Martin STP – planning team		\$80,000 plus for a media campaign
9. To support local projects that have been established to reduce 'drive-overs' by disseminating this information for use throughout the region.	Work with Safe Waitakere on the 'packaging' of its programme for wider use in the region.	A programme for the prevention of home driveway injuries is delivered in a range of settings in the region.	Safe Waitakere CLIF, Shoresafe, IFCM Safekids CSF Plunket	Safe Waitakere's programme.	Funding application needed for production of resources and campaign. Cost – approx \$20,000
10. To ensure the needs and rights of children are taken into account throughout the planning process for new housing.	Support HNZ in the incorporation of fenced play and driveway areas in its new housing developments. Advocate with TAs re best practice in town planning. Advocate for Tertiary Planning Degree to incorporate key safety issues.	Advocacy actions documented.	Safekids - Julie Child Advocacy Group Manakau CSF Planners Safe Waitakere HNZ ARPHS - Cherry	Safe As Houses publication. The Development Guide document: HNZ.	
11. To ensure the safety of children is included in the location and design of new schools and ECCs.	Advocate with MoE on the planning of new schools.		TLAs MoE		

OBJECTIVES	STRATEGIES	MEASURES	RESPONSIBILITY	RESOURCES *	TIME/COSTS
12. Increase the participation of traffic engineers in TLAs, LTSA, and others, in the implementation of the environmental aspects of this action plan.	Bring together a small focus group of traffic engineers to explore further their activities in the reduction of child pedestrian injuries.		IPENZ transportation group. Safekids NZ STP representatives.		
13. To encourage initiatives (eg, Safer Routes, WSBs, etc) that target road safety around low decile schools as a priority. [This to be part of steering group's role – a principle for the projects development and a key to planning.]	Where STPs are less appropriate, advocate for the implementation of Safer Routes programmes in low decile school areas. Review safety initiatives in decile 1 and 2 schools across the region to identify special projects for these schools. Support implementation of WSBs in low decile school areas by developing innovative solutions to address barriers.	Number of programmes involving low decile schools.	ARTA		

***RESOURCES:** Safekids library and information centre also has a range of sample resources (eg, pamphlets, posters, programmes, teaching kits, etc) from other organisations and countries not mentioned here.

OTHER CONSIDERATIONS AND STRATEGIES that can enhance and/or link with child pedestrian road safety action.

- ARC – promotion of the 'share the road' concept (mainly for cycle safety in the past) extend to awareness of pedestrian facilities;
- Encouraging the use and ensuring the availability of public transport.
- Rail safety promotion (crossing tracks) with the advent of double tracking being introduced to the region.
- Implementation of Walking and Cycling strategy.
- Reduction of traffic volume through an increase in public transport

