

Seatbelt use by drivers is obviously a protective factor in crashes. Between 2002 and 2006, at least 40 drivers were killed and 100 drivers in the Auckland region were seriously injured when they were not using their seat belt. A breakdown of these figures is outlined in the table below.

Table 5. Seat belt use by drivers by injury severity in the Auckland region between 2002 and 2006
(Source: Ministry of Transport, 2008)

Injury severity	Number of drivers	Number with seatbelt use recorded	% with seatbelt use recorded	Number recorded as not wearing	% of those with recorded seatbelt use who were not wearing seatbelt
Fatal	164	134	82%	40	30%
Serious	1,219	646	53%	100	16%
Fatal and serious	1,383	780	56%	140	18%
Minor	10,305	6,881	67%	351	5%
Nil	12,412	7,590	61%	191	3%
Total	24,098	15,261	63%	686	4%

Cycle helmet wearing

In February/March 2008, the national cycle helmet wearing rate across all age groups was 92%. The result is a slight decrease from the wearing rates observed over the past several years. Nationally, age group differences are less than previously with primary and intermediate school children continuing to have a higher wearing rate (93%) than secondary school students (90%) and the same as adults (93%). National and selected regional data are outlined in the table below (Source: www.transport.govt.nz/cycle-helmets-2008/).

The Auckland region has one of the worst cycle helmet wearing rates which may reflect a lack of attention to this safety intervention in this region.

Table 6. Cycle helmet wearing rates in the Auckland region compared to NZ and best/worst region (Source: Ministry of Transport)

% cyclists wearing helmets	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Auckland region	82	91	86	79	76	85	76	89	89	85
New Zealand	95	93	94	89	89	92	91	94	92	92
Worst region ¹¹ (Waikato) as at 2006	93	91	96	92	93	91	91	88	89	82
Best region (Canterbury) as at 2006	98	97	97	93	89	94	90	98	96	97

¹¹ Note: Gisborne (79%) and Northland (77%) both had worse rates in 2007, but previously had higher rates.

Road safety attitudes

Auckland drivers have comparable road safety attitudes to the country as a whole, but areas for improvement are:

- > A greater awareness of the risk of being caught drinking and driving.
- > Greater acceptance of speed enforcement.
- > Less acceptance of driving while slightly intoxicated.

No goals for safety attitudes have been set in the *Regional Road Safety Plan*, but a comparison between the selected attitudes reported from the 2003 public attitude survey and the latest available survey (i.e. 2007) is outlined in the table below (Source: Land Transport New Zealand/Ministry of Transport – www.transport.govt.nz/public-attitudes-index/).

Table 7. Selected road safety attitudes in the Auckland region vs all NZ in 2006 and 2007 compared with 2003
(Source: Ministry of Transport)

Item	NZ – 2003	Auckland – 2003	NZ – 2006	Auckland – 2006	NZ – 2007	Auckland – 2007
Alcohol						
The risk of being caught drinking and driving is small (percentage that agree/strongly agree) – smaller % is better	38%	41%	41% (worse)	43% (worse)	38% (same)	42% (worse)
Have driven while slightly intoxicated in last 12 months (percentage stating yes) – smaller % is better	24%	21%	24% (same)	23% (worse)	23% (improved)	23% (worse)
Speed						
The risk of being caught speeding is small (percentage agree/strongly agree) – smaller % is better	33%	32%	30% (improved)	34% (worse)	29% (improved)	30% (improved)
Enforcing the speed limit helps to lower the road toll (percentage agree/strongly agree) – larger % is better	79%	80%	76% (worse)	81% (improved)	75% (worse)	74% (worse)
General enforcement						
Chance of being stopped for traffic offences other than drink-driving or speeding (percentage very likely/fairly likely) – larger % is better	32%	34%	32% (same)	28% (worse)	34% (improved)	35% (improved)

Safety perceptions

Data on perceptions of safety for walking and cycling along with private transport and passenger transport are regularly compiled by the Auckland Regional Council (ARC) as part of their monitoring of the *Regional Land Transport Strategy*.

The ARC notes that this indicator examines transport users' perceptions of safety of the transport system, across different modes. For the 2004 survey, participants when asked, "how safe do you feel when using the following transport mode in the region?" 25% (c.f. 19% in 2002 and 20% in 2000) responded "Always safe" for private transport and 18% (c.f. 15% in 2002 and 16% in 2000) for public transport. In contrast, only 7% (c.f. 5% in 2000 and 6% in 2002) had this response for walking and only 3% (c.f. 1% in 2002 and 2000) for cycling. Only 1% said they felt always safe when motorcycling. Motorcycling was a new category included in the 2004 survey.

Available data for the 2006, 2002, and 2004 surveys are outlined in the charts on the following pages.

Chart 5. Perceptions of safety in the transport system for public transport
 (Source: Community Perceptions of Personal Transport Choices, ARC 2000, 2002 and 2004)

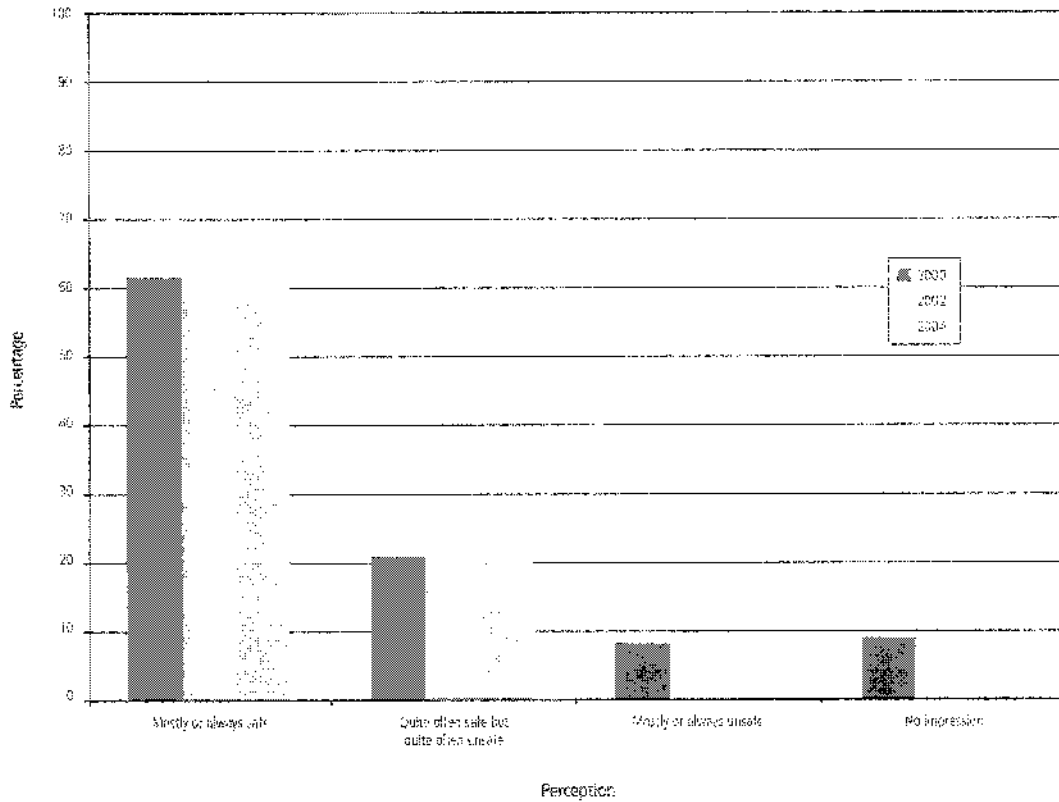
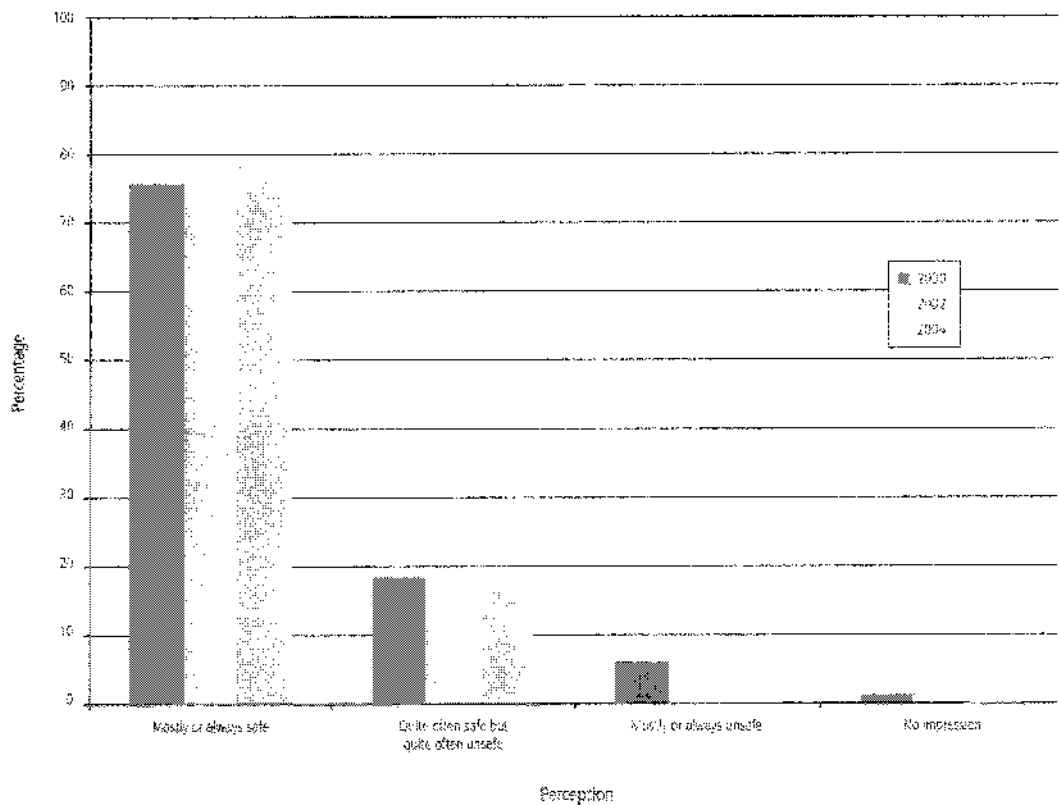


Chart 6. Perceptions of safety in the transport system for private transport
 (Source: Community Perceptions of Personal Transport Choices, ARC 2000, 2002 and 2004)



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Chart 7. Perceptions of safety in the transport system for cycling
 (Source: Community Perceptions of Personal Transport Choices, ARC 2000, 2002 and 2004)

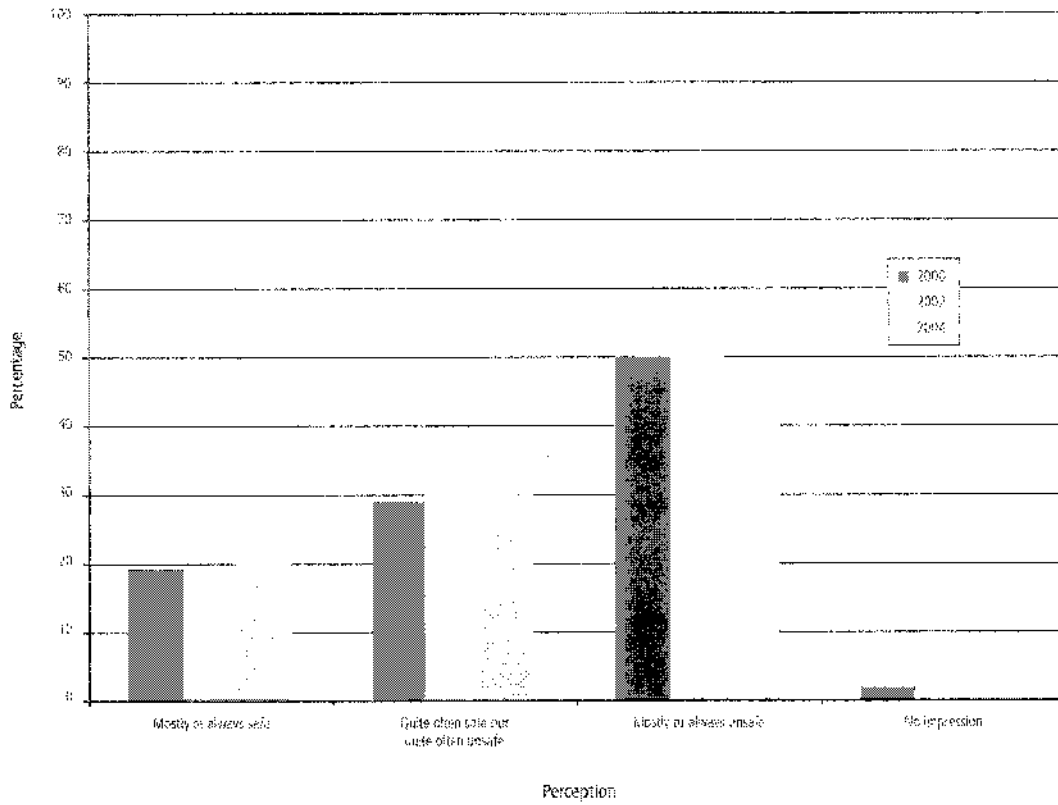


Chart 8. Perceptions of safety in the transport system for walking
 (Source: Community Perceptions of Personal Transport Choices, ARC 2000, 2002 and 2004)

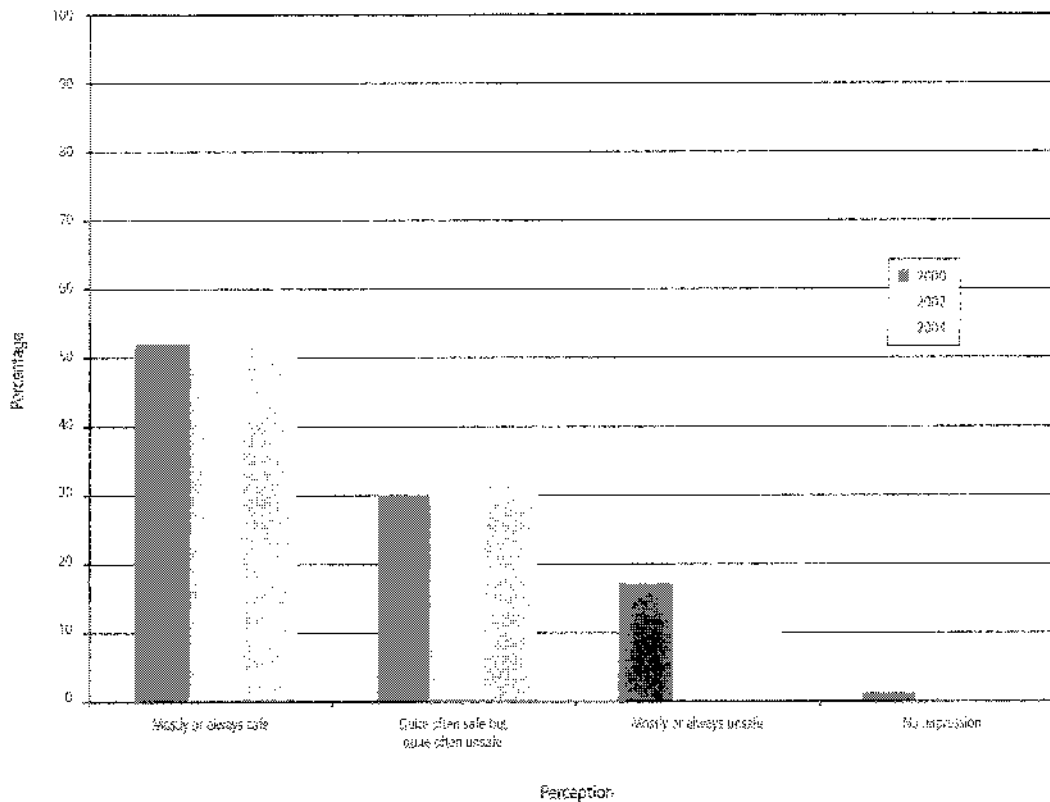
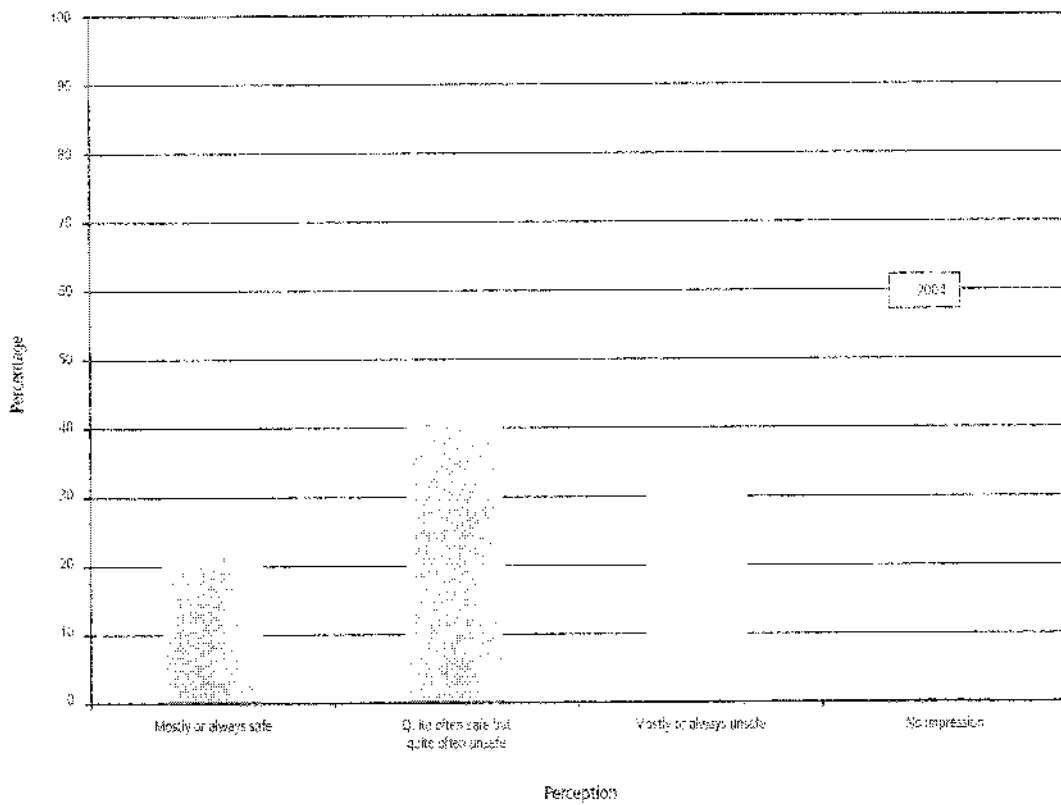


Chart 9. Perceptions of safety in the transport system for motorcycling
 (Source: Community Perceptions of Personal Transport Choices, ARC 2000, 2002 and 2004)



Submission form: Draft Auckland Regional Road Safety Plan 2008-2012



Auckland Regional
Transport Authority

Draft Auckland Regional Road Safety Plan 2008-2012
Auckland Regional Transport Authority
Private Bag 92 236
Auckland Mail Centre
Auckland 1142

SUBMISSION: Draft Auckland Regional Road Safety Plan 2008-2012

Please fill in and return this form to ARTA by 4pm on 8 August 2008 (you can also complete the form online at www.arta.co.nz)

Date: _____

Comments: _____

Please tick box if you have attached further information to this form

ARTA will consider the points raised in submissions and how the submission should be addressed. You will be informed by mail of the outcome of the process.

Your name: _____ Your organisation: _____

Your postal address: _____

Your daytime phone number: _____ Your email address: _____

Signed: _____ Date: _____

Please post your completed feedback form to reach ARTA by 4pm on 8 August 2008 to:

**Draft Auckland Regional Road Safety Plan 2008-2012, Auckland Regional Transport Authority, Private Bag 92 236,
Auckland Mail Centre, Auckland 1142**

Notes:

If you have any questions relating to the *Draft Auckland Regional Road Safety Plan 2008-2012* please phone ARTA reception on 09 379 4422 or email your query to RRSP@arta.co.nz.

ARTA must receive written submissions by 4pm on 8 August 2008.

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ARTA'S MISSION:

**"TO DELIVER A WORLD-CLASS TRANSPORT SYSTEM
THAT MAKES AUCKLAND AN EVEN BETTER PLACE
TO LIVE, WORK AND PLAY."**



Auckland Regional
Transport Authority

The following zones are abbreviated from the Foundation of Contract and should be used in conjunction with the full details within the Contract.

The Contractor shall carry out the works within the following constraints, which are intended to reduce the impact of the works on the public and the building.

Footings:
 The Contractor may construct permanent works in no more than 40 metre lengths. No more works are to be commenced, including the work of successive pourments until the following parameters have been satisfied:

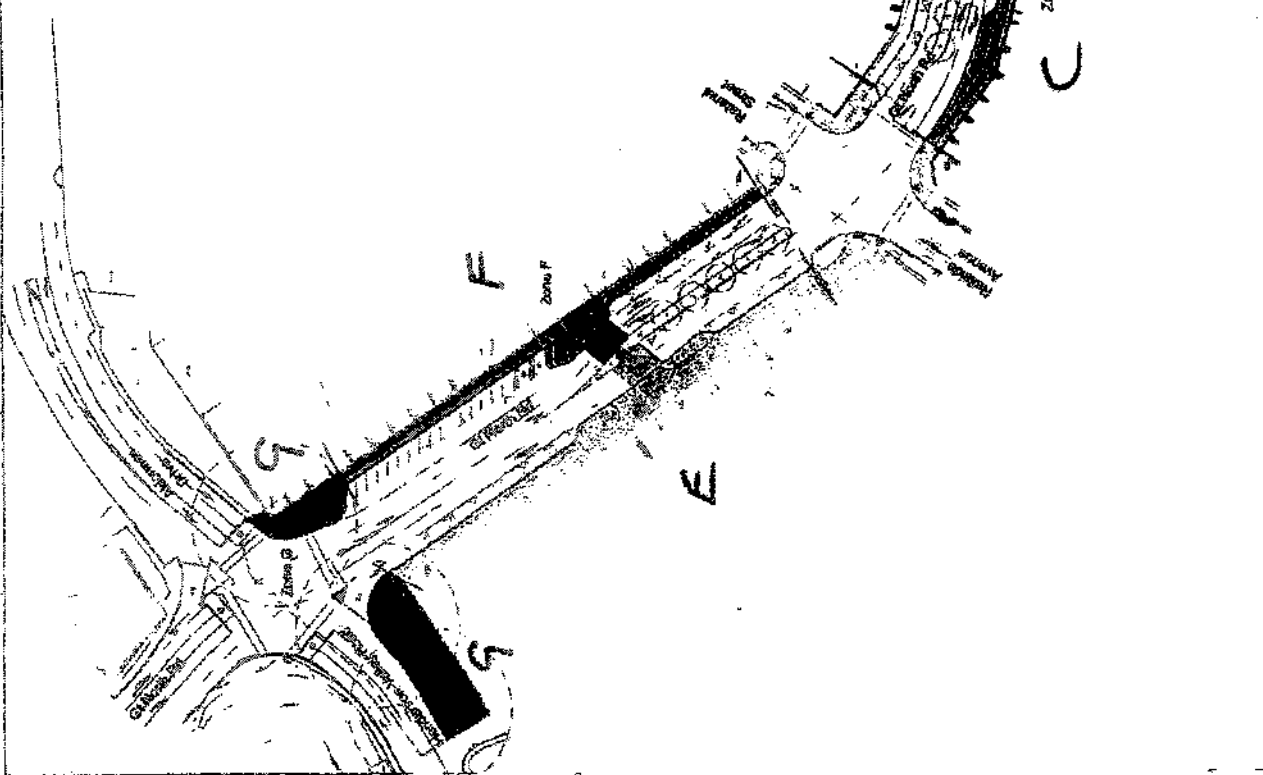
- 70% of parking provided and completed
- 70% of site area is for public access
- Handways and barriers generally removed
- Completion of all defects required by the Engineer.

Heads:
 The Contractor may carry out and construct head works in no more than 100-150 metre lengths. (Area definitions as indicated on this plan). No more works are to be commenced, including the work of successive lanes until the following parameters have been completed:

- 70% of parking provided and completed within the width of work
- 70% of site area is for public access
- Handways and barriers generally removed
- Completion of all defects required by the Engineer.

With the permission of the Engineer, the Contractor may carry out extra vehicular works for specific purposes, by written instruction in accordance with the Contract.

The requirement that any extra vehicular works can be carried out in both ways is Stage. At all times a suitable form of protection must be maintained to all building facades and along the frontage.



Client	Tender
Contract No.	10/00000000
Project Name	OPERATIONAL WORKING AREA

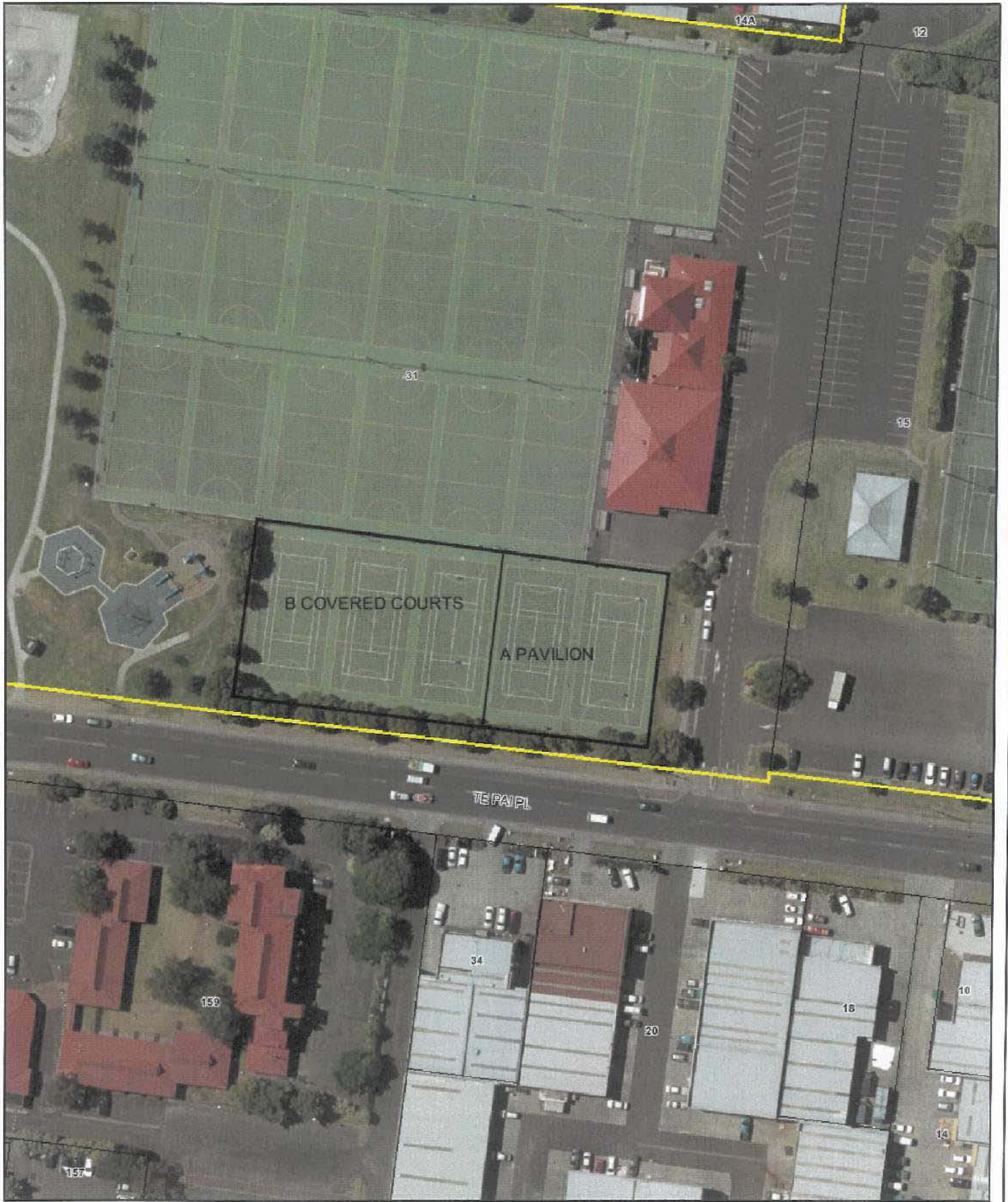
HENDERSON TOWN CENTRE
 Great North Road Streetscape and Roadworks

Scale	1:1000
Date	11.06.07
Drawn by	...
Checked by	...
Job No.	2227

Contractor: THURLOUGH

SHIRLEY
 43 GALE ST. - PO BOX 99 BEE
 AUCKLAND NEW ZEALAND
 09 301 6442 - 09 301 391 3020

Prepared by	Checked by
Approved by	...



23/06/2008

Netball Waitakere – Te Pai Park Henderson

New Pavilion and Covered Courts Lease Area

Coastal Information from
Land Information New Zealand
Digital Cadastral Database (DCDB)
Crown Copyright Reserved.



Scale = 1:1,073 @ A4

Services shown on public amenity land are not public drains unless used as through drains. While Council endeavours to provide accurate spatial data no guarantee as to the completeness and accuracy of the data shown on this plan can be given. All information, including levels and locations, are not of survey grade accuracy and should be verified on site. For enquiries about the information shown please phone the call centre (08) 839 0400.



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COMMUNITY MAIL

10 SEP 2007



Draft Te Pai Park Reserve Management Plan

710845

Note: Submissions close on Monday 15 October 2007

(Please state full name and postal address)

Name Flaine Joy JOHNS

Address 37a Central Park Drive

Te Atatu South WAITAKERE 0610

Comments Re Parking - I would like to see more parking for Disabled.

There is only two Disabled Parks there at Present & this is not enough.

Please tick the box if you are happy for the above information to be used for Waitakere City Council parks planning purposes.

If you have used extra sheets for this submission, or if you have prepared a separate submission, please attach them to this form and tick the box. Send to:

Waitakere City Council
Reserve Management Planner
Parks Planning
Private Bag 93109
Henderson
Waitakere City

Signature of person making submission or person authorised to sign on their behalf:

Date 10 Sep 07

A62

27 SEP 2007



Draft Te Pai Park Reserve Management Plan

711520

Note: Submissions close on Monday 15 October 2007

(Please state full name and postal address)

Name... *Lyndie Atkinson*

Address... *7-85 Swanson Rd Henderson*

Comments... *have the plan but have concerns over ^{policy} 5.2 giving booking control of the covered netball / tennis courts to netball. Unfortunate that bookings should be administered by Waitakere City Council to avoid conflict of interest and the fair percentage of use by both codes.*

Please tick the box if you are happy for the above information to be used for Waitakere City Council parks planning purposes.

If you have used extra sheets for this submission, or if you have prepared a separate submission, please attach them to this form and tick the box.

Send to:

Waitakere City Council
Reserve Management Planner
Parks Planning
Private Bag 93109
Henderson
Waitakere City

Signature of person making submission or person authorised to sign on their behalf:

Lyndie Atkinson Date *26 9-07*

Waiakere City Council
Chief Executive
Private Bag 93109
Henderson
Waitakere City
09 425 0000
www.waitakere.govt.nz

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Draft Te Pai Park Reserve Management Plan

Note: Submissions close on Monday 15 October 2007

(Please state full name and postal address)

Name Robert Menzies

Address Secretary, Te Pai Park Tennis Club

PO Box 83-070 EDMONTON, Waitakere City 0652

Comments.....


Please refer to attached sheet

Please tick the box if you are happy for the above information to be used for Waitakere City Council parks planning purposes.

If you have used extra sheets for this submission, or if you have prepared a separate submission, please attach them to this form and tick the box.
Send to:

Waitakere City Council
Reserve Management Planner
Parks Planning
Private Bag 93109
Henderson
Waitakere City

Signature of person making submission or person authorised to sign on their behalf:



Date 14/10/2007

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**SUBMISSION TO
THE DRAFT TE PAI PARK RESERVE MANAGEMENT PLAN**

Reserve Management Plan:

Part Two: Objectives and Policies

Policy 7.4 (page 20)

The executive committee of the Te Pai Park Tennis Club considers that the tennis club should remain as a separate entity, with its own clubhouse facility.

The proposed Netball Waitakere Facility (as detailed on the concept plan) would be too far away from the existing club courts to ensure an efficient overseeing of club activities. The flow of pedestrian traffic, which will include children, across the vehicle entrance to parking areas is not a safe practice.

To foster and maintain the good relationship with Waitakere Netball, the committee decided to discuss with netball management the possibilities of making the tennis facilities available on a "sublease" type of arrangement. To enable netballers to use the courts during the winter season, concerns about line markings will need to be worked through. Possibly the tennis courts could be utilised for practice or fitness sessions by netballers.

Concept Plan:

Two minor points that need correction:

- The existing six courts need to be shown as hard courts (not Astroturf) and the 3 proposed courts will be in an Astroturf type surface.
- The proposed volleyboard and cage should be shown drawn in a position that is 90 degrees to the clubhouse building. (This allows for both sides of the board able to be played).

Analysis of Submissions, Comments and Recommended Amendments to the draft Te Pai Park Reserve Management Plan.

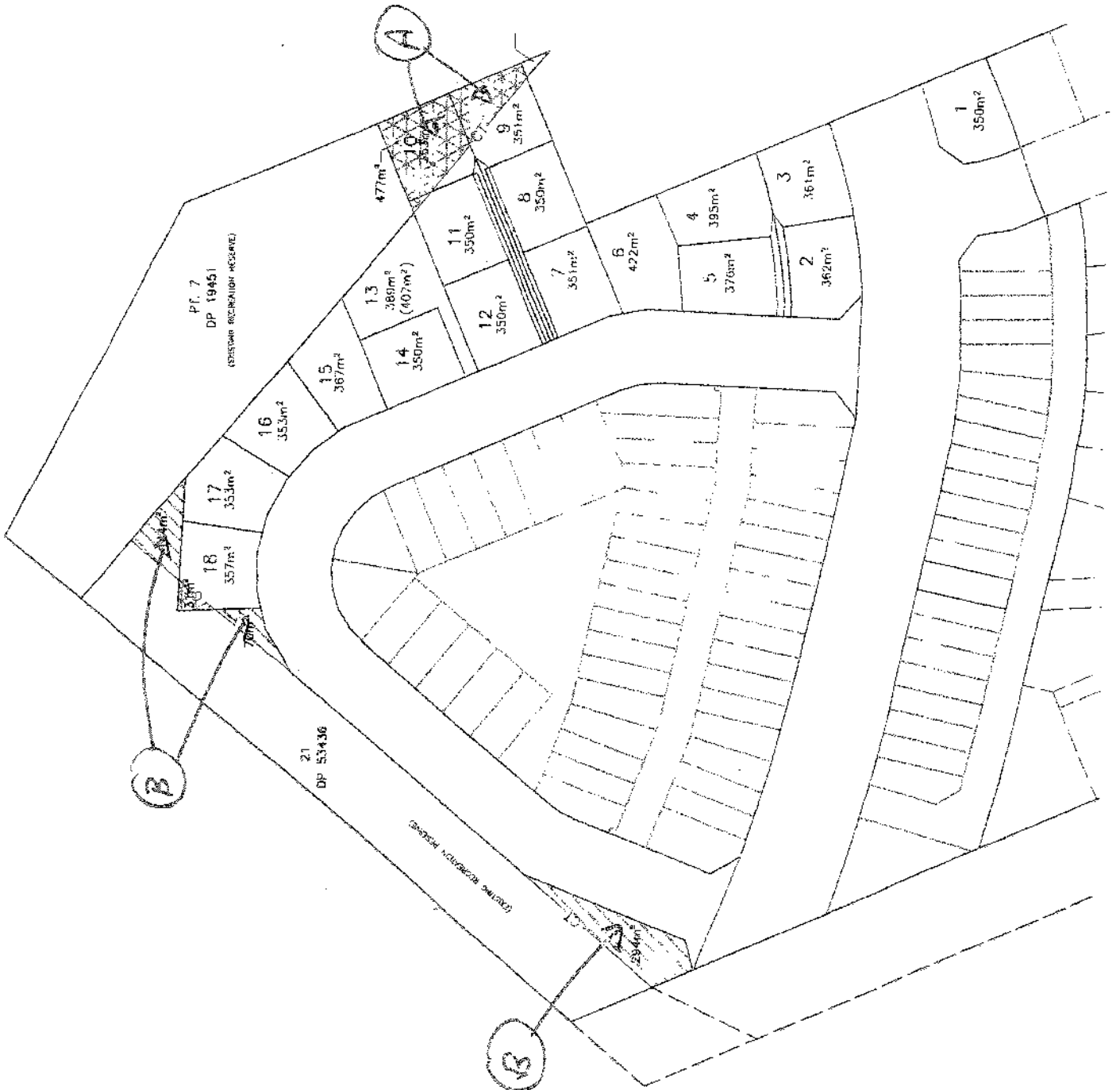
No.	Issue raised	Raised by the following submitters	Comments	Recommended Amendments
	1. General Typographical and Grammatical errors		It is considered appropriate to amend all typographical and grammatical errors that may be discovered in the revision/amendment of the plan and those highlighted by submissions.	That all typographical and grammatical errors highlighted in submissions and discovered during the amendments to the plan be corrected.
	1. Include appendices			Appendix to include -- 1. Summary of public submissions, preliminary and second round. 2. Parks standards, code of practice
	1. Netball Waitakere Proposals			1. Add to Policy 2.2 the following implementation bullet point, "install lockable gates to reserve entrance from Te Pai Place, and at the entrance to the Clemway Place car park, (reserve side)". Amend concept plan to reflect this. 2. Amend the concept plan to show the area of open space adjacent to existing courts reinstated to combined netball/tennis courts. Amend Policy 6.4 implementation

				bullet point 4 to read, "Investigate the use of the remaining open space adjacent to the existing tennis courts to be developed for combined tennis/netball courts. Ensure that these courts are available for public use".
			Elaine Joy Jones	N/A
	1. Would like to see more parking for disabled. There are only two disabled parks at present and this is not enough.		Lynette Atkinson	1. Amend Policy 5.3 implementation bullet point 5 to read, "Ensure that the covered courts are combined netball/tennis and are available for public use when the facility is not booked for club use". Add to Policy 5.3 implementation bullet point, "Draft a use agreement that outlines community access and the method of facility booking for the covered courts facility".
	1. Love the plan but have concerns over policy 5.3 giving booking control over netball tennis courts to Netball Waitakere. The submitter feels that bookings should be administered by Waitakere City Council to avoid conflict of interest and the fair percentage by both codes.		Te Pai Tennis	1. Amend Policy 5.3 implementation bullet point 5 to read, "Ensure that the covered courts are combined netball/tennis and are available for public use when the facility is not booked for club use". Add to Policy 5.3 implementation bullet point, "Draft a use agreement that outlines community access and the method of facility booking for the covered courts facility".
	1. The executive committee of the Te Pai Tennis Club considers that the club should remain as a separate entity, with its own clubhouse facility; this is in response to Policy 7.4.			1. Amend Policy 5.3 implementation bullet point 5 to read, "Ensure that the covered courts are combined netball/tennis and are available for public use when the facility is not booked for club use". Add to Policy 5.3 implementation bullet point, "Draft a use agreement that outlines community access and the method of facility booking for the covered courts facility".

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	<ol style="list-style-type: none"> 2. The proposed location of the facility is too far away from the existing courts and crossing the car park to reach the facility from the courts is not considered safe. 3. To foster and maintain the good relationship with Netball Waitakere, the committee decided to discuss with the netball club possibly making the tennis facilities available on a sublease arrangement. 4. Need to work through line marking concerns, the tennis courts could be used for practice or fitness sessions by netballers. 5. Concept plan amendments, the existing 6 courts need to be shown as hard courts not Astroturf. 6. The proposed volley board and cage should be drawn in a position that is 90 degrees to the clubhouse building, so that both sides of the board are able to be played. 		<ol style="list-style-type: none"> 1. Amend the concept plan to show the volley board within the tennis court area.
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