

CENTRAL OTAGO DISTRICT COUNCIL

POLICY: PRIORITISATION OF MINOR SAFETY WORKS PROJECTS

This policy was adopted by a resolution of the Operations Committee on 11 August 2004.

Purpose

To provide a formal system which can be used as an aid for prioritising Minor Safety Projects.

Statutory and Legal

Transfund recommends, as best practice, that Councils use a formal system as an aid for prioritising Minor Safety projects.

Policy

All potential projects identified shall be scored for each of following criteria, and a weighting applied to each score. The weighted scores will then be summed to give a project total.

Criteria	Weighting
Accident History	30
Consistency to Standards	25
Public Approval	25
Traffic Volume	10
Cost	10
Total	100

Projects will then be ranked in descending order, where the highest score is the highest priority.

Any adjustments that may be required to enable works to be co-ordinated with other activities on the roading network, such as seal extensions, work by developers, or for other extenuating circumstances is to be noted.

The Roding Hierarchy Sub Committee confirms that the criteria score applied to each project was appropriate and makes adjustments to co-ordinate with other activities on the network, or to meet other district priorities.

Costs

Evaluation of the projects and preparation of the draft prioritisation list and report will be included in the Roding Network Management Professional Services contract.

Procedure

Weighting (total 100)	Criteria	Score	Justification
30	Accident History	5	More than 2 accidents recorded or 1 injury accident with high potential for more
		3	Physical evidence of accidents/vulnerable road users
		1	High perception of danger
25	Consistency to Standards	5	Sudden change to existing road environment
		3	Recognised good practice /national standards
		1	Local policy
25	Public approval	5	Identified in Community Outcomes or Council Strategy
		3	Raised by a number of members of the public
		1	Low
10	Cost	5	0 – 25,000
		4	25,000 – 50,000
		3	50,000 – 75,000
		2	75,000 – 100,000
		1	100,000 – 150,000
10	Traffic Volume	5	>1,000
		4	>500
		3	>200
		2	>100
		1	> 50

EXAMPLE SPREADSHEET

Rank	Project	Accident History	Accident Score	Traffic Volume	Traffic Score	Consistency to Standards	Consistency Score	Public Approval	Public Approval Score	Cost	Cost Score	Project Score
	Weightings		30		10		25		25		10	
1	Matau Street Safety Improvements	5	150	5	50	3	75	3	75	5	50	400
2	Earnsclough Road, Chapman Road Intersection	5	150	4	40	3	75	3	75	3	30	370
3	Street Lighting - intersection upgrade	3	90	4	40	3	75	5	125	3	30	360
4	Tarbert Street/Centennial Ave/Dunorling (TNZ Combined)	5	150	5	50	1	25	5	125	1	10	360
5	Street Lighting - collector road upgrade	1	30	5	50	3	75	5	125	3	30	310
6	Earnsclough Road - Cycleway Stage 1	1	30	4	40	3	75	5	125	2	20	290
7	Earnsclough Road - Cycleway Stages 2-74	1	30	4	40	3	75	5	125	2	20	290
8	Traction Sealing - Conroys Rd, 400m	1	30	2	20	5	125	3	75	3	30	280
9	Street Lighting local street upgrade	1	30	3	30	3	75	5	125	1	10	270
10	Seal Widening Bridge 148 (Patearoa)	1	30	3	30	3	75	3	75	5	50	260
11	Maori Point Road (TNZ Combined)	1	30	2	20	3	75	3	75	4	40	240
12	Sealing Bridge Approaches	1	30	2	20	3	75	1	25	5	50	200
13	Guardrailing - Teviot Rd	1	30	3	30	3	75	1	25	4	40	200
14	Gilligans Gully Road Widening	1	30	2	20	1	25	3	75	3	30	180
15	Guardrailing - Little Valley Rd	1	30	2	20	3	75	0	0	5	50	175
16	Sealing Side Roads	1	30	2	20	3	75	0	0	5	50	175
17	Guardrailing -Galloway Rd	1	30	3	30	3	75	0	0	4	40	175
18	Guardrailing - Moa Flat Rd	1	30	2	20	3	75	0	0	4	40	165
19	Brandon/Killarney Intersection	1	30	5	50	1	25	1	25	3	30	160
20	Traction Sealing - Conroys Rd, 1000m	1	30	2	20	0	0	1	25	4	40	115
21	Traction Sealing - Timaburn Rd, 260m	1	30	1	10	0	0	1	25	4	40	105

