



AGENDA FOR THE

**ORDINARY MEETING OF THE
SELWYN DISTRICT COUNCIL
ROAD SAFETY SUB-COMMITTEE**

**TO BE HELD IN
EXECUTIVE MEETING ROOM 1**

**SELWYN DISTRICT COUNCIL
ROLLESTON**

ON THURSDAY 23 MAY 2019

COMMENCING AT 9:30 AM

AGENDA

THURSDAY 23 MAY 2019

COMMITTEE

Councillors, Mrs N Reid & Mr B Mugford, Inspector P Cooper (NZ Police), Mr D Boyce (NZ Trucking Association), Mr A Crofts (NZ Transport Agency), Mr J Skevington (Automobile Assn), Ms S Mitchell (Accident Compensation Corporation)

SDC SUPPORT STAFF

Mr P Daly (Road Safety Co-ordinator), Mrs S Hautler (School Road Safety Co-ordinator), Mr A Mazey (Asset Manager Transportation), Mr M Chamberlain (Roading Engineer) & Mrs J Harkerss (Secretary)

1. APOLOGIES

2. PUBLIC FORUM

Cindy Crampton	Pedestrian Crossings
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3. CONFIRMATION OF MINUTES

Minutes of an Ordinary Meeting of the Selwyn District Road Safety Sub-committee held on 8 April 2019. (Pages 1 – 5)

Recommendation

“That the minutes of the ordinary meeting of the Selwyn District Road Safety Sub-committee held on 8 April 2019 be confirmed”

4. MATTERS ARISING FROM THE MINUTES

5. REPORTS

5.1 Partners (current activities)

- NZTA
- NZ Trucking Assn
- NZ POLICE
- ACC
- AA

Recommendation

"That the Selwyn District Road Safety Sub-committee receives the partners' reports as presented"

5.2 SDC Road Safety Co-ordinators

Road safety Co-ordinators report (Campaigns) (Pages 6 - 11)

5.3 Chair

Chairs Report (Pages 12 - 21)

Recommendation

"That the Selwyn District Road Safety Sub-committee receives the Chairs report for information"

6. CAR SEAT CHAMPIONS (Pages 22 - 23)**Recommendation**

"That the Selwyn District Road Safety Sub-committee receives the Car Seat Champions report for information"

7. WALKING AND CYCLING (Pages 24 - 61)**Recommendation**

"That the Selwyn District Road Safety Sub-committee receives the Walking and Cycling report for information"

8. REGIONAL ROAD SAFETY WORKING GROUP (RRSWG)

Agenda and previous minutes

9. ROAD SAFETY ACTION PLAN**10. ROAD SAFETY ACTIONS (Pages 62 - 69)****11. MEDIA REPORT**

Media Items (Pages 70 - 85)

12. GENERAL BUSINESS**Next Meeting Date**

18 July 2019

**MINUTES OF THE
SELWYN DISTRICT ROAD SAFETY SUBCOMMITTEE
HELD IN EXECUTIVE MEETING ROOM ONE
AT THE SELWYN DISTRICT COUNCIL HEADQUARTERS ROLLESTON
ON WEDNESDAY 8 APRIL 2019
COMMENCED AT 10.00 AM**

COMMITTEE

Councillor N Reid (Chairperson), Councillor R Mugford, Mr D Boyce (NZ Trucking Association), Mr N Brook (FENZ), Ms K Larsen (FENZ), Ms S Mitchell (ACC).

IN ATTENDANCE

Mr P Daly (SDC Road Safety Co-ordinator), Mrs S Hautler (SDC School Road Safety Co-ordinator), Mr M Chamberlain (SDC Asset Engineer, Transportation), Mrs J Gallagher (Malvern Community Board Chair), and Mrs J Harkerss (Secretary).

The Chair welcomed Suzy Mitchell from ACC to the meeting and thanked her for her attendance. The Chair notified the meeting of the resignation of Clare Simpson from AA. Clare's replacement is John Skevington who was unable to make the meeting due to a prior engagement but is looking forward to representing AA on the committee.

Presenters

Ms S Dean (Road Traffic Accident Trauma Charitable Trust Founder), Dr S Turner (Road Accident Trauma Charitable Trust Trustee)

1. APOLOGIES

Mr J Skevington (AA), Inspector Peter Cooper (NZ Police), Mr A Crofts (NZ Transport Agency), Mr A Mazey (SDC Asset Manager Transportation), Murray Washington (SDC Asset Manager).

2. PUBLIC FORUM

Ms Sarah Dean gave an over view of the Road Accident Remembrance Day. The Road Traffic Trauma Charitable Trust is seeking an active partnership with a local authority and an alternative site to hold the Remembrance Day outside Christchurch City Council.

They are also looking for additional funding as the Remembrance Day is costing approximately \$25K to \$35K to hold.

NZ Trucking Association advised that they would not be able to help financially but can offer space at their upcoming Trucking Industry Show in March.

FENZ advised that in Selwyn, they are a voluntary organisation so could not offer any help.

Councillor Reid thanked Ms Dean and Dr Turner for their time and requested a copy of the Trusts financial statements.

3. CONFIRMATION OF MINUTES

Minutes of the ordinary meeting of the Selwyn District Road Safety Subcommittee held in the Selwyn District Council Headquarters, Rolleston on Wednesday 17 October 2018

Moved – Senior Sergeant K Larsen / **Seconded** – Cr R Mugford

‘That the Road Safety Sub-Committee confirms the minutes of the ordinary Meeting of the Selwyn District Road Safety Sub-committee held on Wednesday 17 October 2018, as circulated.’

CARRIED

4. MATTERS ARISING FROM MINUTES OF 17 October 2018

- Speed Limit Review – to be covered later in meeting
- Pedestrian Crossing on Broadlands Drive – to be covered later in meeting
- Road Safety Action Plan – to be covered later in meeting

5. PARTNER REPORTS

NZ Trucking Assn

Has received a couple of awards recently for their safety initiatives.

The Safety Truck has been busy and continues to be a very well received method of teaching all walks of life about road safety around trucks.

Attended the Australian Trucking Association conference where there was a presentation on Mental Health of Truck Drivers. Will be looking at adding a healthy truck driver programme to our other list of programmes.

Events coming up:

- March – Trucking Industry show in Christchurch. This will be the biggest in NZ
- May – Conference on Compliance in Christchurch
- Careers Expo

FENZ

FENZ is undergoing a restructure at present. Selwyn area is called Region 4 which will include Christchurch.

Concerned at the possible installation of wire ropes down the centre of the state highway as part of the Safe Roads Alliance between Selwyn River Bridge to Ashburton and the restriction getting across the state highway.

Expressed concern over the number of intersection crashes being attended by FENZ. Several of Selwyn intersections blend in with the surrounding areas meaning more

attention required by the driver. Of particular concern is the intersection of West Melton Road and Railway Road. Wondered whether a priority change may alleviate concern. SDC noted that there have not been any crash statistics at this intersection.

Suggested that trucks install slide under barriers similar to those used in Europe that prevent cyclists going under the wheels of trucks. NZ Trucking Association advised that they had been considered but a lot of trucks in NZ are not suitable for them.

Senior Sergeant Larsen informed the meeting that she has been seconded to FENZ to develop a Road Safety Development Strategy. FENZ education programmes appear to attract more support as FENZ do not have an enforcement role within the community. FENZ is not funded by NZTA.

ACC

Ms Mitchell advised the meeting that road safety was one of the main priorities of ACC. She sits on all District Council Road Safety Committees in the Canterbury and South Canterbury area, working alongside the Co-ordinators offering help where she can.

There are two main focuses at present – Motorcycles and Young Drivers.

6. ROAD SAFETY CO-ORDINATORS REPORT

The Road Safety Co-ordinator and School Road Safety Co-ordinator presented their report on the programmed campaigns and activities for the period October 2018 to April 2019 – refer to report.

ACC advised that they have a motorcycle awareness programme called Shiny Side Up.

NZ Police contact for instant crash data is Inspector Ash Tabb.

It was suggested that contact be made with the Probus Clubs in the district to engage more attendees at mature driving courses.

Moved – D Boyce / **Seconded** – Senior Sergeant K Larsen

‘That the Road Safety Sub-Committee receives the partners and Road Safety Co-ordinators reports for information.’

CARRIED

7. CHAIRS REPORT

The Chair tabled her report (attached) making special note of the four deaths of road workers working on state highways. Mobile operators have ceased operating while a review is undertaken. This is due on 15 April.

Meeting dates will be the third Thursday every two months starting from July with a one off meeting to catch up on 23 May 2019. The theme for the May meeting will be Road Safety relating to walking and cycling.

The Chair gave an overview of the recent Engineering Transportation Group Conference she attended. Of particular interest were sessions on:

- Translating the GPS into a delivery programme and
- A New Road Safety Strategy for New Zealand

Moved – Cr Reid / Seconded – D Boyce

‘That the Road Safety Sub-Committee receives the Chairs report for information.’

CARRIED

8. REGIONAL ROAD SAFETY WORKING GROUP (RRSWG)

Minutes from the Regional Road Safety Working Group attached to agenda. It was noted that there have been 379 road deaths for the year of which 110 occurred in the first three months. Also it was noted that the RRSWG are undertaking a project reviewing speed limits across the region to give consistency for drivers when travelling across Canterbury.

9. SPEED LIMIT REVIEW UPDATE

SDC are continuing to address speed limits. The main focus is on roads outside schools. NZTA do not agree with permanent 40kph signs outside all schools. They encourage SDC to have 40kph urban speed areas and 40kph variable signs for schools that fall outside that area.

SDC data is being uploaded into the National Speed Limit Register as a trial for NZTA along with three other local authorities. NZTA are endeavouring to get a nationally consistent approach to speed limits.

10. ROAD SAFETY ACTION PLAN

There have been requests to streamline the Road Safety Action Plan. This is a complex document focussing on safe road use. It is a 10 year working document used by Road Safety Co-ordinators when planning their campaigns therefore not an easy task. The Road Safety Co-ordinator will present a draft plan to the next meeting.

11. ROAD SAFETY DATA

Nothing to report.

12. ROAD SAFETY ACTIONS

A new document set up by the Chair to help keep abreast of topics requiring further input. See attached

13. MEETING SCHEDULE

Meetings to be held on the third Thursday every second month. There will be another meeting in May to catch up on the meetings missed in December and February which will be held on the 4th Thursday to suit partner agencies.

14. GENERAL BUSINESS

It was noted that speed restrictions at road work sites are often left at reduced speeds for a long time. SDC Roding Engineer reported that new seal needs time to adjust after a rehab. The restriction cannot be lifted until after surface chip has been removed and markings have been painted. It was suggested that this was communicated to the public via a media release involving the Communications team of the process.

Meeting closed 12:05pm

DATE OF NEXT MEETING

Thursday 23 May 2019
Thursday 18 July 2019
Thursday 19 September 2019
Thursday 21 November 2019

Chairperson

Date

COVER REPORT

TO: Chief Executive

FOR: Selwyn District Road Safety Sub-Committee Meeting
23 May 2019

FROM: Road Safety and Schools Road Safety Coordinators

DATE: 23 May 2019

**SUBJECT: OVERVIEW OF PROGRAMMED ROAD SAFETY
CAMPAIGNS/ACTIVITIES APR 2019 – MAY 2019**

RECOMMENDATION

‘That the Road Safety and School Road Safety Coordinator report for April 2019 – May 2019 be received for information.’

1. PURPOSE

To provide information to the Road Safety Committee on the programmed campaigns and activities for the period APR 2019 – MAY 2019.

(Appendix A: Report for APR 2019 – MAY 2019)

To provide information to the Road Safety Committee on the 2018 / 2019 planned programs addressing priorities identified through NZTA funding.

(Appendix B: Overview of SDC Road Safety Programmes 2018 / 2019)

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

The issue and decision in relation to this matter has been assessed against the significance policy and is regarded as low significance.

3. HISTORY/BACKGROUND

The activities carried out and planned are in Appendix A, attached.

In summary

- In March/April an intersection advertising campaign was run.

- In May ice scrapers and windscreen cloths were delivered to service stations and libraries across Selwyn. These carried the Less Speed Less Harm message.
- In April Leading Learners courses (two of them) saw 24 young Selwyn drivers undergo driver training. This was a return to the courses SDC has previously run. In addition, 7 Selwyn young drivers attended the Holden Street Smart courses.
- Active Autumn started at 10 schools on 1 May. Over 4000 stamp cards were sent out to the registered schools along with helmets and scooters as prizes.

4. **PROPOSAL**

That the report be received and Action Items be discussed.

5. **OPTIONS**

Option 1

Discuss Action Items.

Option 2

Do nothing.

The preferred option is Option 1.



Peter Daly
ROAD SAFETY CO-ORDINATOR

Stephanie Hautler
SCHOOL ROAD SAFETY COORDINATOR

ENDORSED FOR AGENDA



Murray Washington
ASSET MANAGER

REPORT

TO: Selwyn District Road Safety Sub-Committee
FOR: 23 May 2019
FROM: Road Safety Coordinator and School Road Safety Coordinator
DATE: 20 May 2019
SUBJECT: Report For Period April 2019 to May 2019

RECOMMENDATION

'That this report entitled "Report For April 2019 to May 2019" be received for information.'

SAFE SYSTEMS

Safe Speeds

safe speeds that suit the function and level of safety of the road - road users understand and comply with speed limits and drive to the conditions.

Rural Speed/Loss of Control:

Rural speed / loss of control ties in with our winter driving programme in 2019.

Windscreen cleaning cloths and ice scrapers have been delivered to every service station in the District for distribution to the public. Additional stocks went to the District libraries. These have been very well received. They carry the Less Speed Less Harm message.

An advertising campaign is planned for when Comms gets it to happen.



Safe Vehicles

safe vehicles that help prevent crashes and protect road users from crash forces that cause death and serious injury.



Nil action in this period.

Safe Road Use



safe road use ensuring that road users are skilled and competent, alert and unimpaired, and that people comply with road rules, choose safer vehicles, take steps to improve safety and demand safety improvements.

Mature Drivers: 2 further courses have been run (Leeston and Lincoln), with good attendances (average of 15 per course).

Young Drivers:

The April Holden Street Smart sessions saw 7 Selwyn participants.

On 15 and 16 April, 24 young Selwyn drivers undertook the Leading Learners half-day course at Ruapuna. This will be repeated on two days in each school holiday period. The days were very well received, and ran very well.

Motorcycles

Motorcycle Awareness Month, an ACC campaign, will run in September. This is targeted toward motorists' awareness of motorcyclists.

Planning has started for a Kickstart Roadside event to be held on 6 October in Tai Tapu. This is targeted at motorcyclists, to raise the awareness of Ride Forever training.



Community Road Safety Fund:

Application received from:

- Subsidy for SADD conference – 1 student attended.

School Road Safety

Active Autumn

Active Autumn campaign began 1 May 2019. 10 Schools registered covering over 4000 children. (Leeston, Southbridge, Ararira, Prebbleton,

Lemonwood, Rolleston, West Rolleston, Clearview, Burnham and Greendale).

Campaign involves flyers home with tips on getting active, stamp cards to enter to win a new scooter and helmet and a colouring competition to get children thinking about road safety.

Travel Planning

Met with Rolleston Christian School around their carpark modifications and new buildings.

Met with Leeston to look at D'Arcy and Selwyn Street and review their existing Travel Plan.

Actively working with Ararira Springs, Prebbleton and Rolleston College to develop their School Travel Plans.

Child Restraint activities

Recruited four new volunteers who were trained in May. Child restraint checking clinic held on 18 May, next one is 22 June. Volunteers also man the Facebook page and answer queries.

SeatSmart


211 child restraints recycled to date. Price to recycle increased to \$25 due to volume and value of materials dropping. SDC solid waste to subsidise by \$10 making cost to recycle to customer \$15.

SADD

Only one student took up offer of subsidy for conference, will need to promote further next year.

Bike to School Day

Selwyn Sports and Lincoln Uni Emerging Leaders organized a Bike to School day for 1 May at Brookside Park. The event was a success with 140 children attending to have a sausage sizzle, ride on the Pedalmania bikes and have a helmet and bike check. Four cycle trains departed with police escort to Rolleston, West Rolleston, Clearview and Lemonwood.

	Road Patrollers Pool Party Planning underway.
Safe Roads & Roadsides 	<p><i>safe roads and roadsides that are predictable and forgiving of mistakes - their design should encourage appropriate road user behavior and safe speeds.</i></p> <p>Intersections:</p> <p>The intersection campaign ran in March and April. We included billboards, radio ads, newspaper advertising, Facebook advertising, and bus backs. The message is Check, Check Again, a message we have previously used.</p>

Meetings/activities/training attended/Future

Both RSCs attended SASTA/NZTA professional development days in Wellington 16 and 17 May. SASTA (Safe and Sustainable Transport Association) is the national association of road safety coordinators.

REPORT

TO: Selwyn District Road Safety Committee
FOR: Meeting – 23 May 2019
FROM: Chair, Selwyn District Road Safety Committee
DATE: 15 May 2019
SUBJECT: **CHAIRPERSON'S REPORT**

1. RECOMMENDATION

'That the Selwyn District Road Safety Committee receives the Chair's Report, for information.'

2. CHAIRPERSON'S COMMENTS

Since our last road safety committee, we have received notification that Suzy Mitchell representing ACC, has moved on from her position. Therefore we will not have a representative from ACC at our meetings. We assume that will be until her position has replaced.

In discussion with Steph Hautler, our school's road safety co-ordinator, she brought to my attention the work of our Car Seat Champion volunteers, especially since we have had some volunteers leave and new ones start. Therefore it was timely to celebrate the success of that programme so we will speak to that later in the meeting.

The theme for this month's meeting is "Walking and Cycling". This theme was chosen because May is Active Autumn month. This is a promotion that SDC runs in the district schools. Ten schools are participating this year. Stephanie Hautler will be able to give more information regarding the promotion.

There has also been much discussion on Facebook regarding pedestrian crossings around Rolleston so it is timely that we are discussing this topic today.

3. 8 MAY 2019 COUNCIL MEETING DECISIONS OF RELEVANCE TO ROAD SAFETY

3.1 Lime Scooter Trial

Public Forum speakers speaking in favour of Lime Scooters were the Lime Scooters company, Katelyn Twiss (Selwyn Youth Council), and Cr Deon Swiggs (representing himself). There was a lengthy discussion about lime scooters.

The recommendation from the staff report was as follows:

‘That the Council resolves not to proceed with the application to allow a trial for e-scooters at this time.’

The substantive motion was put as follows:

‘That Council consider an appropriate trial period of 6 months after allowing time to work through any issues of speed, cost, geo fencing, public education and bylaw requirements.’

CARRIED
9 In Favour
3 Against

3.2 Speed limit bylaw 2018 – Amendment No.8 to the Register of Speed Limits

The recommendation from the staff report was passed by Council unchanged and was as follows:

Speed Limit Bylaw 2018 – Amendment No. 8 to the Register of Speed Limits

‘That the Council approves Amendment No. 8 to the Register of Speed Limits pursuant to clause 7(1) of the Speed Limits Bylaw 2018 by setting new speed limits as follows with the new speed limits coming into force on 1 August 2019:

- (a) The reduction to a variable 40 km/hr school zone speed limit on Weedons Ross Road fronting Weedons School from a point generally 170 metres north of McClelland Road to a point generally 600 metres north of McClelland Road.*
- (b) The reduction to a variable 40 km/hr school zone speed limit on Robinsons Road fronting Broadfield School from a point generally 50 metres north of Shands Road to a point generally 280 metres north of Shands Road.*
- (c) The reduction to 60 km/hr on Burnham Road from the edge of the SH1 to a point 700 metres generally south east along Burnham Road.*
- (d) The reduction to 60 km/hr on Aylesbury Road between a point at the intersection with Burdons Road and a point at the intersection with Godley Road.*

- (e) *The reduction to 60 km/hr on Burdons Road from a point at the intersection with Aylesbury Road to a point 1500 metres generally south west of Aylesbury Road.*
- (f) *The reduction to 60 km/hr on Godley Road from a point at the intersection with Aylesbury Road to a point 1500 metres generally south west of Aylesbury Road.*
- (g) *The reduction to 60 km/hr on Coaltrack Road from a point at the intersection with Homebush Road (SH77) to a point generally 300 metres north west of Bridge Street and from a point generally 80 metres south east of James Street to a point generally 200 metres south east of John Street.*
- (h) *The reduction to 60 km/hr on Kimberley Road from a point generally 150 metres north of Kowhai Drive to a point generally 520 metres north of Kowhai Drive.*
- (i) *The reduction to 60 km/hr on Horndon Street from a point generally 600 metres east of Mathias Street to a point at the north edge of State Highway 73.*
- (j) *The reduction to 60 km/hr on McLaughlins Road from a point generally 80 metres south west of Stott Drive to a point generally 530 metres south west of Stott Drive.*
- (k) *The reduction to 60 km/hr on Leeston Dunsandel Road from a point generally 100 metres south of Irvines Road to a point 60 metres south of Railway Road.*
- (l) *The reduction to 60 km/hr on Dunsandel Brookside Road from a point generally 120 metres south east of Leeston Dunsandel Road to a point at the intersection with Leeston Dunsandel Road.*
- (m) *The reduction to 60 km/hr on Irvines Road from a point generally 100 metres west of Winnie Vine Place to the intersection with Tramway Road.*
- (n) *The reduction to 60 km/hr on Tramway Road from a point generally 180 metres west from Leeston Dunsandel Road to the intersection with Irvines Road.*
- (o) *The reduction to 60 km/hr on Sandy Knolls Road from a point generally 20 metres north of Finlays Road to a point at the south edge of the West Coast Road (SH 73).*
- (p) *The reduction to 60 km/hr on Hororata Road from a point generally 200 metres north west along Hororata Road to a point generally 160 metres north of the intersection with Duncans Road.*
- (q) *The reduction to 60 km/hr on Duncans Road from Hororata Road to a point generally 1000 metres west of Hororata Road (end of formed road).*
- (r) *The reduction to 60 km/hr on Courtenay Road from a point generally 150 metres north of Hoskyns Road to a point generally 330 metres north of Windsor Drive.*
- (s) *The reduction to 60 km/hr on Hoskyns Road from a point generally 280 metres east of Courtenay Road to a point generally 1000 metres east of Courtenay Road.*
- (t) *The reduction to 50 km/hr on Tramway Road from a point generally 80 metres north west of High Street to a point at the west edge of West Coast Road (SH 73).*

- (u) *The reduction to 60 km/hr on High Street/Willis Road from a point generally 260 metres north west of McKenzie Avenue to a point 150 metres north west of Southbridge Leeston Road.*
- (v) *The reduction to 60 km/hr on Southbridge Leeston Road from a point generally 140 metres north east of High Street to a point at the intersection of High Street.*
- (w) *The reduction to 60 km/hr on Taumutu Road from a point generally 60 metres east of Bridge Street to a point 500 metres east of Bridge Street.*
- (x) *The reduction to 60 km/hr on Pocock Road from a point 150 metres north east of West Coast Road (SH73) to a point 800 metres north east of West Coast Road (SH73).*
- (y) *The reduction to 60 km/hr on Ellesmere Junction Road from a point generally 100 metres west of Mather Place to a point generally 500 m west of Mather Place.*
- (z) *The reduction to 60 km/hr on Lincoln Tai Tapu Road from a point generally 550 metres west of Hauschilds Road to a point generally 20 metres west of Hauschilds Road.*
- (aa) *The reduction to 60 km/hr on Old Tai Tapu Road from a point generally 20 metres south east of Golf Links Road to a point generally 850 metres north of Golf Links Road.*
- (bb) *The reduction to 60 km/hr on all of Golf Links Road from State Highway 75 to Old Tai Tapu Road.*
- (cc) *The reduction to 40 km/hr on all of Devine Drive and Avonie Place.*
- (dd) *The reduction to 80 km/hr on Shands Road from a point 180 metres south of Selwyn Road to a point generally 100 m south of Robinsons Road.*
- (ee) *The reduction to 80 km/hr on all of Ivey Road.*
- (ff) *A review of all the 50 km/hr urban speed limit areas to be carried out to determine 40 km/hr speed limits across broader residential catchments with urban schools included where appropriate by the end of December 2019.'*

CARRIED

4. ANZAC DAY ROAD CLOSURE ISSUES

Issues have been raised regarding the Rolleston Anzac Day parade and service road closure which was not implemented by the roading contractors as approved on behalf of council. The Tennyson Street closures, north and south of the roundabout, were treated as a 'stop and go' whereas it should have been a complete road closure.

This was brought up at the Audit and Risk Subcommittee meeting on 1 May 2019 as it is seen as a procurement issue. This was because it appears that the contractors did not follow the instructions correctly. Therefore that committee will follow up on that with the result of their investigation to feed back to the Road Safety subcommittee.

5. NATIONAL ROAD SAFETY STRATEGY

For your information an email and attachment that has been sent out in the last fortnight from Ministry of Transport. This confirms what we have already spoken about last month that the national road safety strategy will be out for consultation the middle of this year.

From: Road Safety Strategy [<mailto:RoadSafetyStrategy@transport.govt.nz>]
Sent: Friday, 10 May 2019 10:41 AM
To: Road Safety Strategy <RoadSafetyStrategy@transport.govt.nz>
Subject: update on development of the new road safety strategy

Dear all,

This email is to update you on the development and of the new road safety strategy, to inform you of the mid-year consultation, and provide a brief article for you to share with your communities if you think it would be of interest.

Developing a new road safety strategy for New Zealand

As you will be aware, the Ministry of Transport and our road safety partners are working on a new road safety strategy for New Zealand.

More than one person is killed every day on our roads, and another seven are injured. We firmly believe Kiwis have a right to arrive safely on their journeys, and we are committed to reducing the trauma on our roads.

The new strategy will propose a Vision Zero approach to road safety that takes a position that deaths and serious injuries on our roads are unacceptable and preventable. We don't accept that people should die through an accident at work or while travelling on trains, ships or aeroplanes; we need to treat road deaths as unacceptable too. A Vision Zero approach acknowledges that any road user can make a mistake so we need to design a more forgiving road system to prevent these mistakes becoming tragedies.

The strategy will replace the current *Safer Journeys* strategy and run from 2020-2030.

Hearing different perspectives

As we've worked to develop the strategy, we have been having conversations across the sector and across the country to gather a diverse range of views and perspectives to inform our work.

We formed five reference groups, made up of over 100 representatives from across the sector, to discuss the topics of: speed, vehicles, vehicles as a workplace, road user behaviour, and infrastructure. We have also held workshops and meetings across the country to build a better understanding of the challenges and opportunities faced in different regions. We have been grateful to everyone who has contributed to these discussions so far.

As we work to develop the strategy, there is a large amount of work happening to improve our roads and footpaths, reduce speeds on the highest risk roads, to consider options to improve vehicle safety standards, and support drivers to make good choices and follow the rules.

Consultation will be in mid-2019

We will be seeking public input into the draft strategy shortly, and do hope you will share your views. Consultation will be primarily an on-line process, and we will be inviting feedback on both the draft strategy and first plan of actions.

The document will seek your views on: a proposed vision; principles to guide decision making and investment; focus areas for the next 10 years, and a plan of priority interventions for the first action plan.

The final strategy and separate action plan are tracking for release later in 2019.

Sharing this information and helping people to have their say

If there are any members of your community that would appreciate an update, please forward this email on to them.

We are also attaching a short article that you are welcome to adapt and share through your own newsletters or other channels. We would appreciate any help you can provide in sharing this material. We know that New Zealanders care about road safety, and want to ensure people are aware of the opportunity to share their views.

We're looking forward to hearing your views

We do hope you'll take the opportunity to let us know your thoughts during the consultation. We will let you know when the consultation has been released, and look forward to hearing from you.

Kind regards,

Road Safety Strategy Team

www.transport.govt.nz/roadsafetystrategy

If you do not wish to receive further updates on the road safety strategy, please reply to this email with the title unsubscribe

MINISTRY OF TRANSPORT

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Attachment to the above email:

A new road safety strategy for New Zealand

The Ministry of Transport will shortly be seeking public feedback on a new road safety strategy that aims to meaningfully reduce the trauma on our roads.

Currently, more than one person is killed every day on our roads, and another seven are injured. The effects of this trauma on families, communities, and the nation is devastating.

Our roads can be challenging and the consequences of small errors can be fatal. We need to improve the safety of our vehicles, our roads and our speeds, so that simple mistakes don't turn into tragedies.

The new strategy will propose a Vision Zero approach to road safety that says that deaths and serious injuries on our roads are unacceptable and preventable. Many countries that have taken a Vision Zero approach have significantly improved the safety on their roads over time.

We also know that travelling on our roads and footpaths can be stressful for many people at times, and we can do more to make this safer and more pleasant for all of us. A safe road transport system ensures that people feel safe to walk or bus or bike, and ensures we design our towns and cities as places people want to be in, not just to travel through.

The draft strategy will propose a vision, some principles for decision making and focus areas for action, and a list of priority interventions. The Ministry of Transport is keen to hear your views when the consultation opens mid-2019.

You can find out more at www.transport.govt.nz/roadsafetystrategy and sign up to stay informed about the consultation.

6. NZTA NEW NATIONAL SPEED ADVERTISING CAMPAIGN

Also, for your information, is information about a new NZTA speed campaign.

From: Advertising <advertising@nzta.govt.nz>

Date: 17 May 2019 at 8:41:19 AM NZST

To: Advertising <advertising@nzta.govt.nz>

Subject: New road safety advertising campaign: Speed

New speed advertising campaign

The problem

Every week 12 people on average are seriously injured or killed in a speed-related crash. However a substantial portion of our society doesn't see the connection between speeds and those injuries. Their perception is that the consequences of speeding are trivial. The problem is that as long as enough of us continue to drive at speeds above the limits, or faster than conditions suggest is sensible, people will continue to be hurt or killed.

Many people still habitually speed on the open road and around urban streets, i.e. driving faster than the traffic around them, frequent overtaking, tailgating, curve-cutting and high speeds. Yet driving fast increases both the likelihood of a crash, and the severity of that crash. The mistakes that we can all make in our driving have far more serious consequences at speed.

Individuals need to slow down, but unfortunately they don't think they need to. They may accept that speed and injuries are related, but they refuse to make the connection between their speed and potential harm.

The target audience

The campaign aims to get drivers who live by the rule that the driver decides the speed, to recognise the vulnerability their speed creates for their passengers. They need to see that what feels comfortable for them is often not comfortable for their passengers; no one's right to feel safe should be threatened by someone's desire to drive fast.

The primary audience is competent male drivers aged between 35-60 years, who regularly drive a bit fast and are not keen on being asked to slow down. They're confident in their driving ability and the fact that nothing untoward is likely to happen. They don't see any risk with their 'comfortable speeding' and don't want to slow down.

They might consider driving a bit slower when others are in the car, but they still believe that it's their right as the driver to choose the speed they travel at. Audience research revealed some staunch beliefs in this space with comments like "My car, my rules", "If you want to drive then you drive" and "My passengers should trust me, I always get to the destination quickly and safely".

Their passengers may already feel vulnerable, or they may be intolerant of those who drive too fast around them, yet they don't feel they have the right to say anything, or doubt they'll be listened to if they do speak up.

Our approach

Recent advertising has aimed to shift speeding drivers' and the wider public's attitudes about speed, taking the safe system approach with messages about human fragility and the inevitability of mistakes. It also aims to remind people that reducing violations is a part of the safe system, and that enforcement may be needed to encourage compliance and ultimately reduce harm.

This campaign looks at a new way in. It uses passengers to help influence speeding drivers. It focuses on the passenger's perspective to twist the driver's current belief that they have a right to drive at the speeds they do. In doing so, it aims to open the driver's eyes to the way their passengers experience their speed and asks them to recognise the vulnerability that speed can create for others in the vehicle.

The campaign

The campaign launches on 19 May 2019 on television, radio, outdoor (billboards), print and digital channels such as video-on-demand, YouTube and Facebook. You can view the television ad here: <https://youtu.be/qw4vltJk9c8>.

There are also four online videos which support the campaign from 19 May:

- Your speed is shared - Daughter: https://youtu.be/qLtlldj-m_8
- Your speed is shared - Wife: <https://youtu.be/w73Q8VKxYd0>
- Your speed is shared - Workmate: <https://youtu.be/MYtlCwNh1v0>
- Your speed is shared - Mate: <https://youtu.be/c6uwnqDP9xM>

You can keep up to date with all new material by checking www.nzta.govt.nz/safety/driving-safely/speed/speed-ads/your-speed-is-shared from Monday 20 May onwards.

Rachel Prince/ Principal Advisor, Advertising
Education and Advertising
Customer Experience and Behaviour



Find the latest transport news, information, and advice on our website:
www.nzta.govt.nz

This email is only intended to be read by the named recipient. It may contain information which is confidential, proprietary or the subject of legal privilege. If you

are not the intended recipient you must delete this email and may not use any information contained in it. Legal privilege is not waived because you have read this email.

A handwritten signature in black ink, appearing to be 'NR', written in a cursive style.

Councillor Nicole Reid
Chair, Selwyn District Road Safety Committee

REPORT

TO: Selwyn District Road Safety Committee

FOR: Meeting – 23 May 2019

FROM: Chair and School's Road Safety Co-ordinator, Selwyn District Road Safety Committee

DATE: 20 May 2019

SUBJECT: CELEBRATING OUR CAR SEAT CHAMPIONS

1. RECOMMENDATION

'That the Selwyn District Road Safety Committee receives the Report, for information.'


2. BACKGROUND

Selwyn Carseat Champions was initiated in 2017 when the need for local qualified Child Restraint Technicians was identified in our growing district. Volunteer technicians are trained to a NZQA standard to install a child restraint in a vehicle safely and fit an infant or child into a restraint. The training involves a day long course with a follow up written assessment and a practical assessment. While child restraint may look the same to some, New Zealand accepts child restraints manufactured and tested under three different standards (European, new Zealand/Australia and USA). These various standards combined with different seatbelt and vehicle combinations mean there is a lot to learn and understand.

The Carseat Champions currently run monthly clinics at SDC HQ where 20-40 child restraints are checked and adjusted and advice given. Installs range from brand new out of the box seats for expectant parents to reassuring a parent that their 8 year old still fits their booster. 95% of installed seats that are seen require some form of adjustment with the most common being tightening of a seat belt and advice on firmer harness use.


We are incredibly grateful to our three current active volunteers (Tammy Watson, Anna Nurse, Brenda Stevens) for their ongoing commitment in both time and keeping up with the new restraint models that arrive on the market weekly. They continue to spread the word by attending events, speaking to parent groups and PEPE classes. We are excited to welcome four newly trained volunteers to the team (Jodie Taylor, Anna Stack, Bridget Franklin, Cath Wade).

Sitting alongside the Carseat Champions is Seatsmart which SDC signed up to in 2017 with support from the Solid Waste team. To date 211 expired and damaged Child Restraints have been recycled through the initiative. Expired Child Restraints passed on as hand me downs or sold are an unknown risk as it is impossible to assess the integrity of the molded plastic and harness webbing with the naked eye. As well as removing potentially unsafe restraints from the fleet the programme has diverted 740kg of plastic and 105 kg of metal from landfill. A win for both road safety and solid waste.



Stephanie Hautler
SCHOOL ROAD SAFETY CO-ORDINATOR

ENDORSED FOR AGENDA



Murray Washington
ASSET MANAGER

REPORT

TO: Selwyn District Road Safety Committee
FOR: Meeting – 23 May 2019
FROM: Chair, Selwyn District Road Safety Committee
DATE: 20 May 2019
SUBJECT: WALKING AND CYCLING

RECOMMENDATION

'That the Selwyn District Road Safety Committee receives the Report, for information.'

1. WALKING

The Guidance Document for councils is the NZTA Pedestrian Planning Guide (2009). <https://www.nzta.govt.nz/resources/pedestrian-planning-guide/>

It is currently under review by Abley Consultants. Ann-Marie Head gave a talk at the Transport Engineering conference in early March that I said last meeting that I attended.

<https://az659834.vo.msecnd.net/eventsairaueprod/production-harding-public/4b15f82f2e9c435e890ec6823f0d6e68>



These streets are made for walking

 **able**

Ann-Marie Head

**Insightful solutions.
Empowering advice.**

**Every journey has an
element of walking**

**Integral to the
transport system**



**Insightful solutions.
Empowering advice.**

These streets are made for walking / March 2019

**Walking
is
diverse**



Benefits of walking

- Health
- Integrates physical activity into everyday life
- Available to everyone
- Environmentally friendly



Pedestrians encounter problems...



Providing for walking:
Research into guidance and policy

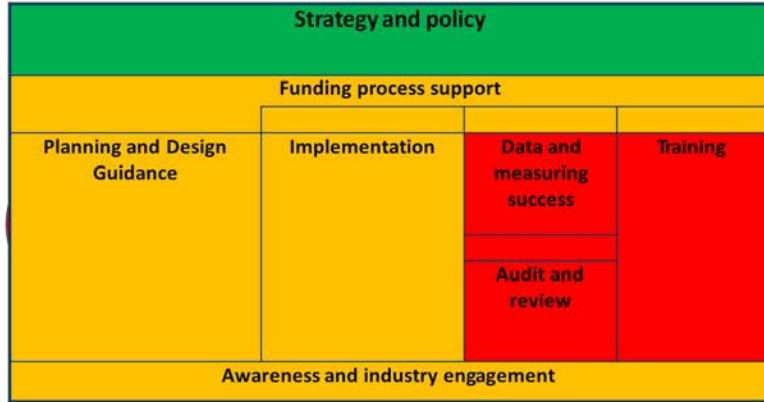
Sept 2018



Updating Pedestrian Planning and Design
Guidance

July 2018 –
Sept 2019

NZ State of play for walking



<https://www.nzta.govt.nz/resources/providing-for-walking-research-into-guidance-and-policy>

Guidance

- Pedestrian planning and design guide
- RTS 14 - Guidelines for facilities for blind and vision impaired pedestrians
- Austroads
- Guide to Traffic Management (13 parts)
- Guide to Road Design (15 parts)
- Guide to Road Safety (9 parts)
- Local Codes of Practice
- Traffic control devices manual
- Speed management guide
- Bridging the gap

Industry surveys

- NZ Transport Agency
- NZ wide
- 236 responses
- Planners, engineers and urban designers
- Austroads
- Australasian wide
- 195 responses

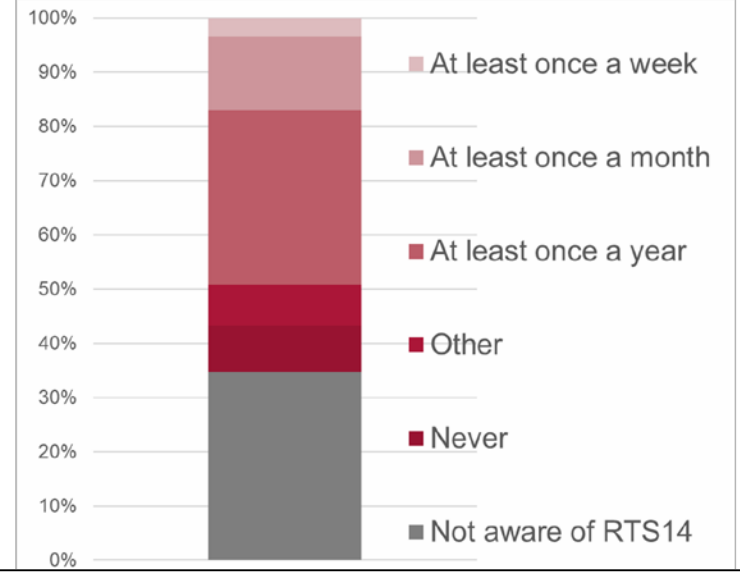
NZTA survey

How regularly do you refer to PPDG in your role?



NZTA survey

How regularly do you refer to RTS14 in your role?



NZTA survey

Barriers to implementing guidance within PPDG

- Cost (46% of responses)
- Conflict with other outcomes or disciplines (46%)
- Funding framework (25%)
- Local policies/strategies do not support walking (21%)
- RMA processes (such as District Plans) (21%)
- Contradicting guidance such as with local guidance (18%)

Austroads survey

What guidance is used

81% of respondents use Austroads Guidance



How often and what Austroads guidance is used

Is it easy to find what you are looking for



- AGTM 80% use, 19% at least weekly
- AGRD 93% use, 36% at least weekly
- AGRS 72% use, 11% at least weekly



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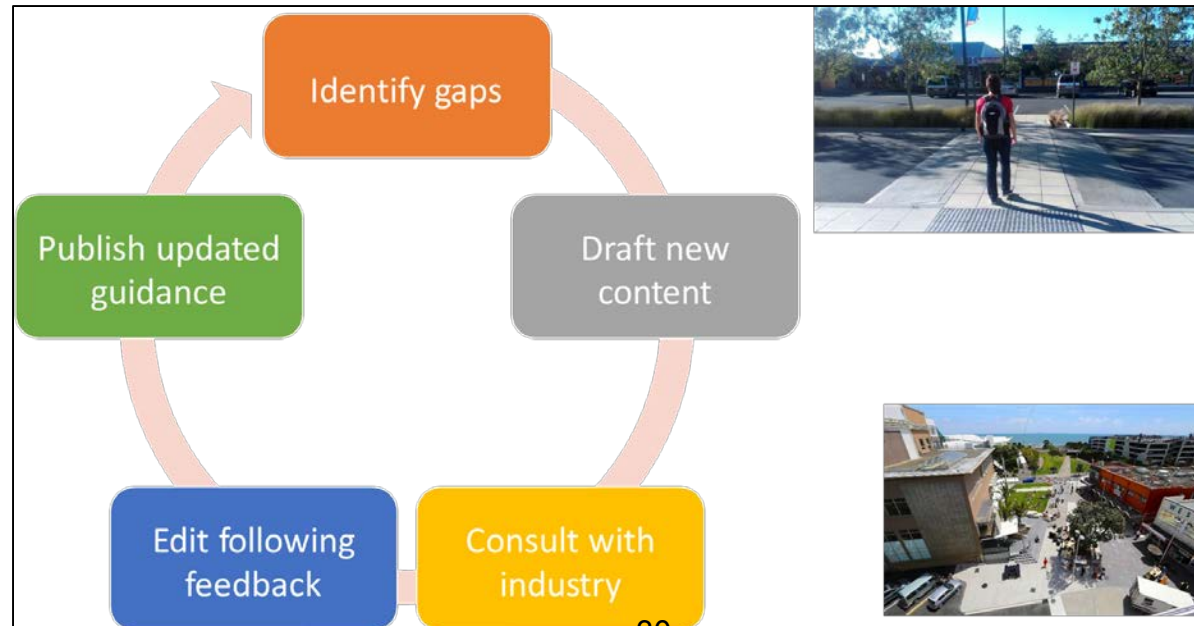
Key changes respondents would like addressed in Austroads updates

Most common themes

Least common

- Presentation/format of the guides
- Balancing the modes more equitably (i.e. prioritising walking)
- Update design guidance
- Amenity / urban design / placemaking
- Update planning guidance
- More research / incorporate guidance more quickly
- Update crossing guidance including pedestrian facility tool
- Universal design / DDA considerations
- Update intersection guidance
- Update path design guidance
- Embed Safe System approach
- Update shared space / shared zones guidance
- Provide case studies
- Update detailed design items / EDD
- Incorporate safer speeds
- Integrate with public transport
- Technology
- Training

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Themes

Elevate walkability and network accessibility as key transport planning tools.

Better recognise walking as a mode and the footpath within the road cross section.

•Address diversity of pedestrians and how to address their needs.

•Embed characteristics of a good walking network and facility.

Encourage priority for pedestrians where appropriate.

Reinforce safety and personal security outcomes for pedestrians.

Reflect best practice techniques.

Address terminology issues.

Themes

Elevate walkability and network accessibility as key transport planning tools.

Better recognise walking as a mode and the footpath within the road cross section.

•Address diversity of pedestrians and how to address their needs.

•Embed characteristics of a good walking network and facility.

Elevate priority for pedestrians where appropriate.

Reinforce safety and personal security outcomes for pedestrians.

Reflect best practice techniques.

Address terminology issues.

Better recognise walking as a mode and the footpath within the road cross section.



Planning

- Expand guidance on measuring walking and estimating suppressed demand.
- Expand information on strategies and plans that support walking in terms of movement and place.
- Ensure road space allocation meets objectives of relevant policies, strategies and plans.

Design

- Include design considerations of footpaths as key part of road cross section rather than part of urban border.
- Enhance crossings content as part of cross section consideration.
- Expand guidance on measuring walking and estimating suppressed demand.
- Expand guidance on improving safety and accessibility at roundabouts.

What does best practice mean?

- Recognising that roads and streets are also 'places'.
- Structuring guidance to ensure walking is not just an after thought.
- Ensuring the language used within guidance treats walking as an equally important mode.
- Being clear on how good pedestrian planning and design supports wider transport objectives.

Useful guidance should be

- Easy to use
 - Online
 - Searchable
 - Cross referenced
- Plain English with references to more detail
- Case studies



Better guidance is coming

Watch this space!



In the meantime...

- Take notice of your surroundings
- View from the perspective of different users
- Identify and act on things that can easily be fixed

Thank you

Contact me:
Ann-Marie Head
ann-marie.head@abley.com



2. CYCLING

The cycling guidance provided by NZTA is the “Safer Journeys for people who cycle – Cycling Safety Panel Final Report and Recommendations (2014)”

<https://www.saferjourneys.govt.nz/assets/Safer-journeys-files/Cycling-safety-panel-final-report.pdf>

NZTA Cycle Network Design Planning Guide (2004)

<http://www.nzta.govt.nz/assets/resources/cycle-network-and-route-planning/docs/cycle-network-and-route-planning.pdf>

Other cycling guidance have been put out by other agencies such as:
Auckland Transport Code of Practice 2013 Chapter 13: Cycling Infrastructure Design

https://at.govt.nz/media/309960/Section_13Cycling_Infrastructure_Design.pdf

Claire Pascoe, NZTA’s Lead Advisor – Urban Mobility System Design and Delivery, also gave a presentation at the Transport Engineering conference in March who attended a cycling summer school in Netherlands last year

<https://az659834.vo.msecnd.net/eventsairaueprod/production-harding-public/a9a0316bf6b6496e984f6942e28efa99>

Reframing our urban mobility challenge

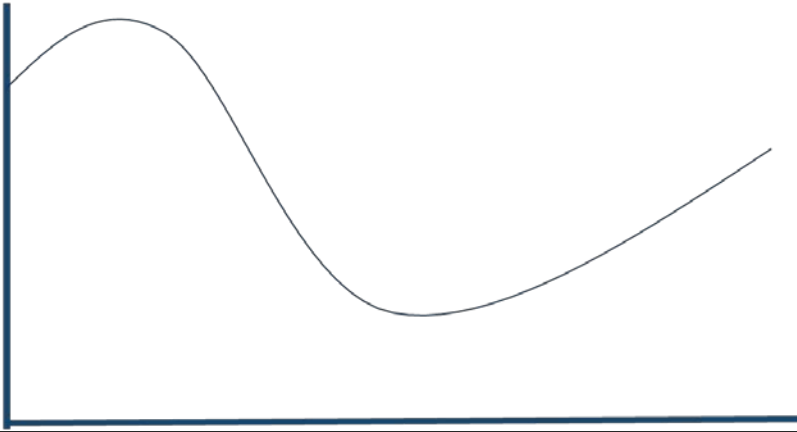
Lessons from summer school in the Netherlands (and Xmas reading)

Claire Pascoe
Lead Advisor – Urban Mobility
System Design & Delivery

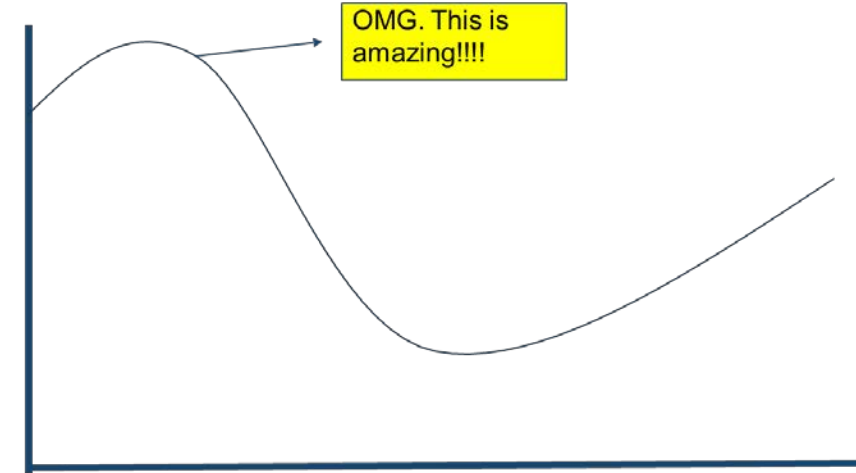
Claire.pascoe@nzta.govt.nz



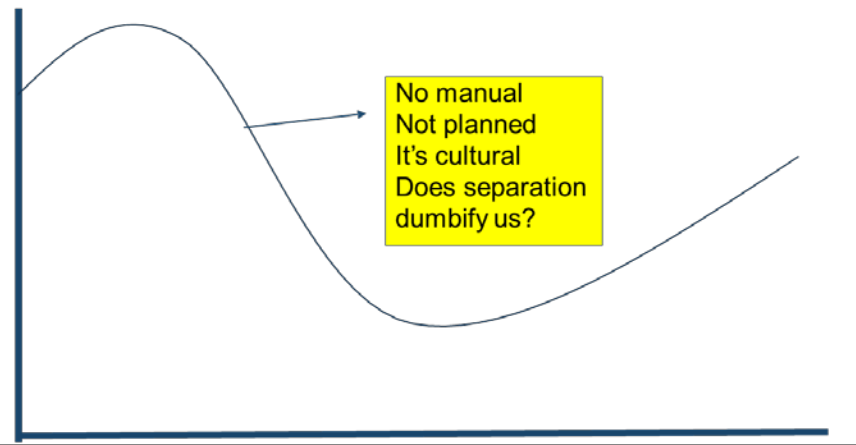
Excitement graph



Excitement graph



Excitement graph





Id HUPPEN +5.20%

DK
DAS KAPITAAL

la en vooral nee

Bakfietsmoeders zijn de satan

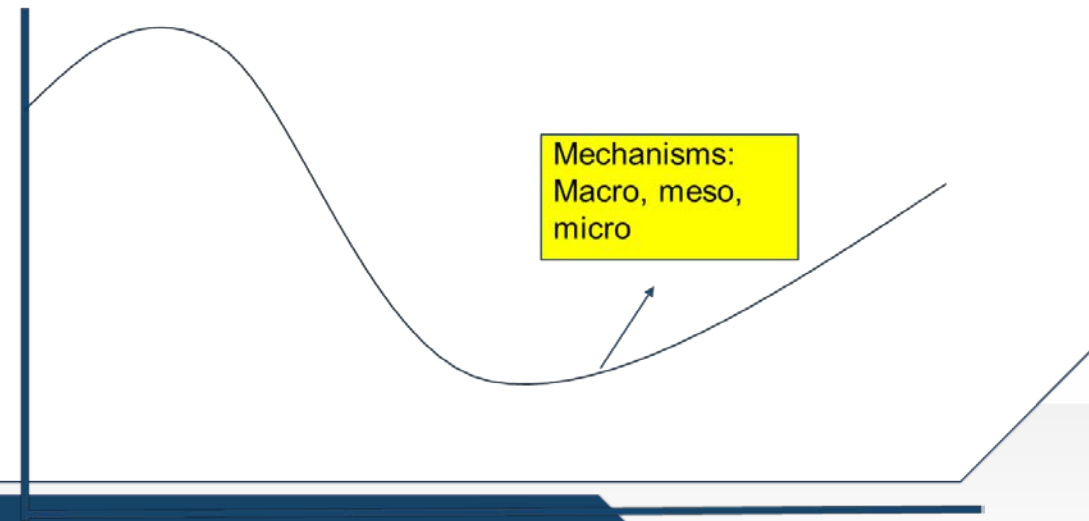
Groot arm in Het Parool (Huis). Hip en hoogopgeleid neemt de stad over. Kopt de stadskrant. 'Yup, bakfietsmoeder en lipstapen het symbool van het kwaad. Het probleem: bepaalde pauperwijken in de hoofdstad knappen op en dat zou mensen die het succesvol zijn de stad it jagen. Een dergelijk proces staat onder maatsamenlevingsfans belend a 'gentric'ise. En gentric'ise is slecht, want de crone v.in grote steden zouden de rafelranden van de stad moeten zijn, omdat daar 'interessante ontwikkelingen' alle vrijheid kunnen worden opgestart. Dus heet een stad 'rafelrijken' nodig, met een goedkope supermarkt en goedkope drogist en zonder 'taartenarctect' en 'mieraalvaterspecialist'. Mwah. Het artikel maakt een totale karikatuur van tusterdame achterstandswijken waar toevallig een duur koffielentje en upmarkt bakfietsbakker's gevestigd. Wie door die wijken loopt weet beter en zit vooral de dingen die zouden moeten worden gedaan om de buurt een stuk leefbaarder te maken. Verder is het zoveel na met 'gentric'atie, wijst recent onderzoek uit, en is er niet zo gek veel bewijs voor dat de oorspronkelijke buurtbewoners door dat fenomeen erop achteruit gaan of zelfs maar overwegen de wijk te verlaten. Ja, bakfietsmoeders vinden wij ook stom, maar het probleem voor Amstردom is niet gentric'atie, maar eerder een gebrek daaraan.

J. van Kippel 114-02-151 18:37 129 reacties | [Dil](#)

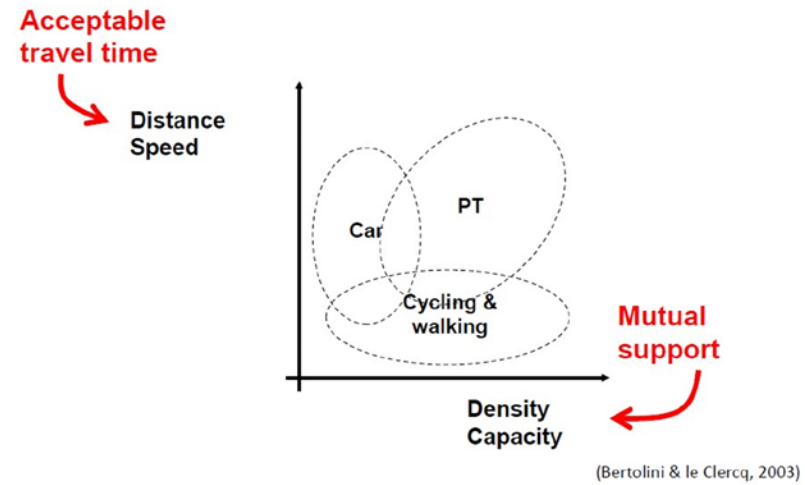
Bakfiets.nl



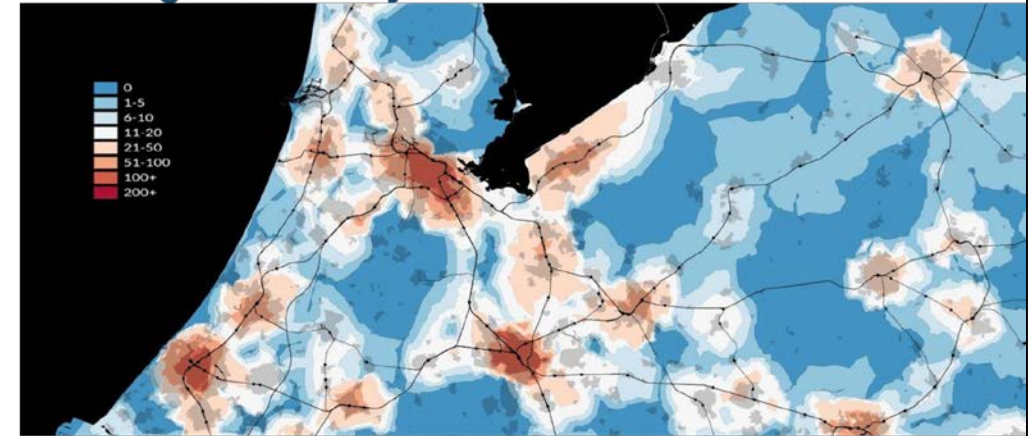
Excitement graph



Land use



Introducing.....the bicycle train.



Number of departing trains within 20 mins of cycling (5km)

Source: Verduis 2015, www.fietscommunity.nl/projecten/bicycle-train-combination

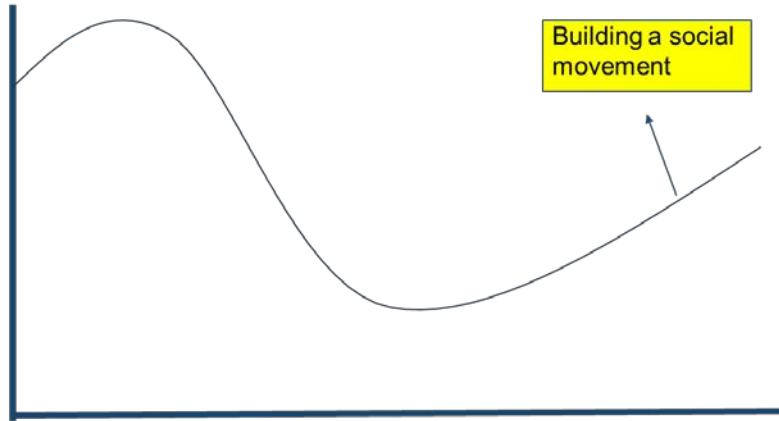


30 km/uur



50 km/uur

Excitement graph



Lesson 1: Optimise the human, marginalise the machine

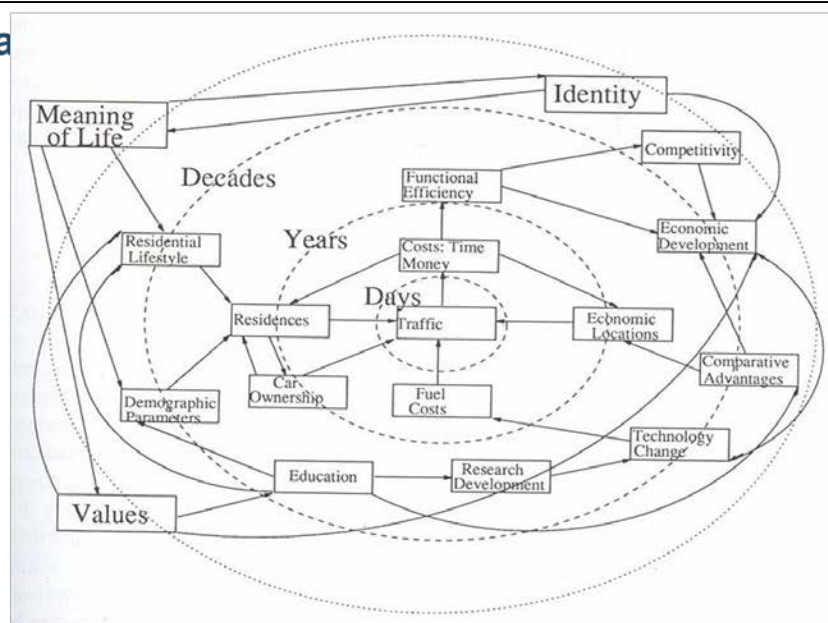
Reframed from
conflict to social
friction



Lesson 2: All models a Box, 1978

Reframed: Time
travel savings to
meaningful mobility

(Allen, 1997)

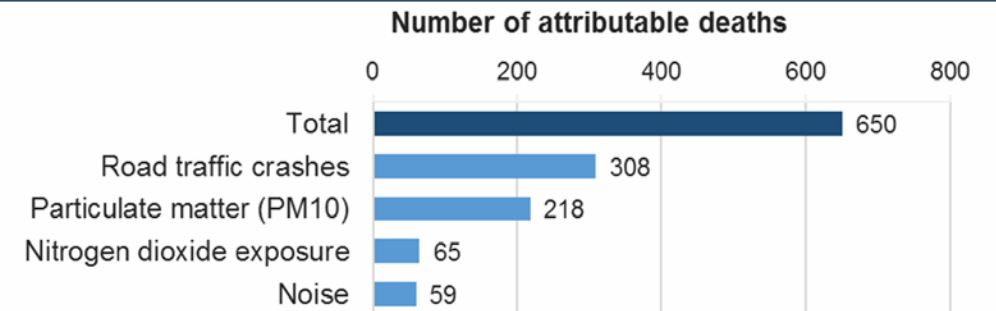


Lesson 3: Safety is cultural but slower speeds don't need to be

Reframed: Slow speeds to healthy streets



Health burden of road transport in New Zealand



Briggs, D., Mason, K., Borman, B. (2016). Rapid Assessment of Environmental Health Impacts for Policy Support: The Example of Road Transport in New Zealand. *International Journal of Environmental Research and Public Health*, 2016; 13(1): 61

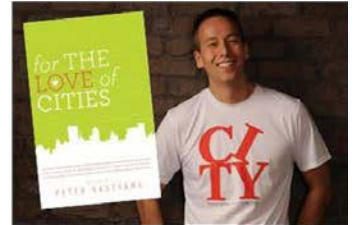
Lesson 4: Taming a hostile media



Reframed: From media beat up to becoming a reliable source of constructive news

Lesson 5: There is no recipe

Reframed: From technical problems to adaptive change



Technical problem or adaptive challenge?



How to identify an adaptive challenge

- Gap between aspiration and reality
- Current repertoire of interventions inadequate
- Stakeholders across boundaries
- Longer timeframe
- Disequilibrium experienced as sense of crisis starting to be felt
- Difficult learning required

Diagnosing the problem.....

Technical Problems	Adaptive Challenges
Easy to identify and define problems	Difficult to identify or define
Can often be solved by an expert	Can require changes in values, belief, roles, relationships & approached to work
Technical Solutions	Community solutions, consultation, multi-disciplinary
Implementation often quick and easy - clear	Change in numerous places required – across organisational boundaries
Require change in one or a few isolated places	Solutions often experimental, discoveries, can take a long time to implement
Requires expertise	Requires leadership

Heifetz and Linksy,
2002

Aspiration vs. reality

	Private Vehicle	Public Transport	Cycling	Walking	Sustainable Mode Targets
Tauranga City	90%	2%	3%	4%	20%
Auckland	84%	8%	1%	5%	45%*
Hamilton City	86%	3%	4%	7%	29%**
Wellington City	53%	21%	4%	21%	59%***
Christchurch City	84%	4%	7%	5%	32%
Dunedin City	82%	3%	3%	12%	40%

* Trips in the morning peak from 23% baseline

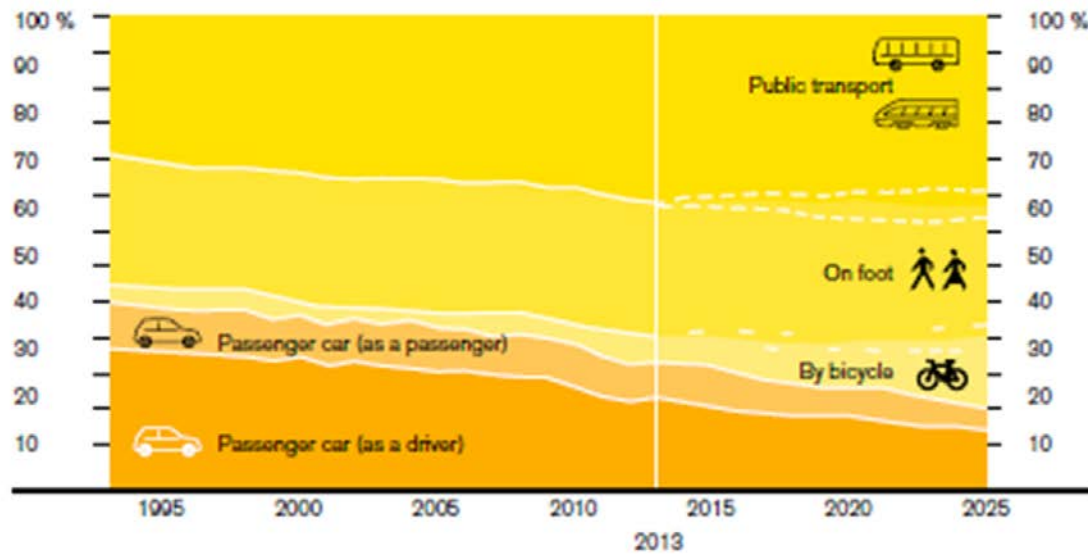
43
**Proposed

***cordon count not JTW

NZTRANSPORT
AGENCY
Waka Kotahi

Bar chart showing CO₂ emissions (kt CO₂-equivalent) for 1990 and 2016 across four sectors. The Y-axis ranges from 0 to 12,000 kt CO₂-equivalent. The X-axis categories are Energy industries total, Manufacturing industries and construction, Transport, and Other sectors total. The legend indicates dark blue bars for 1990 emissions and light blue bars for 2016 emissions.

Sector	1990 emissions (kt CO ₂ -equivalent)	2016 emissions (kt CO ₂ -equivalent)
Energy industries total	~5,000	~4,000
Manufacturing industries and construction	~4,500	~5,500
Transport	~5,500	~11,500
Other sectors total	~3,500	~3,800



Data Source: Modal split changes target, Urban Mobility Plan Vienna

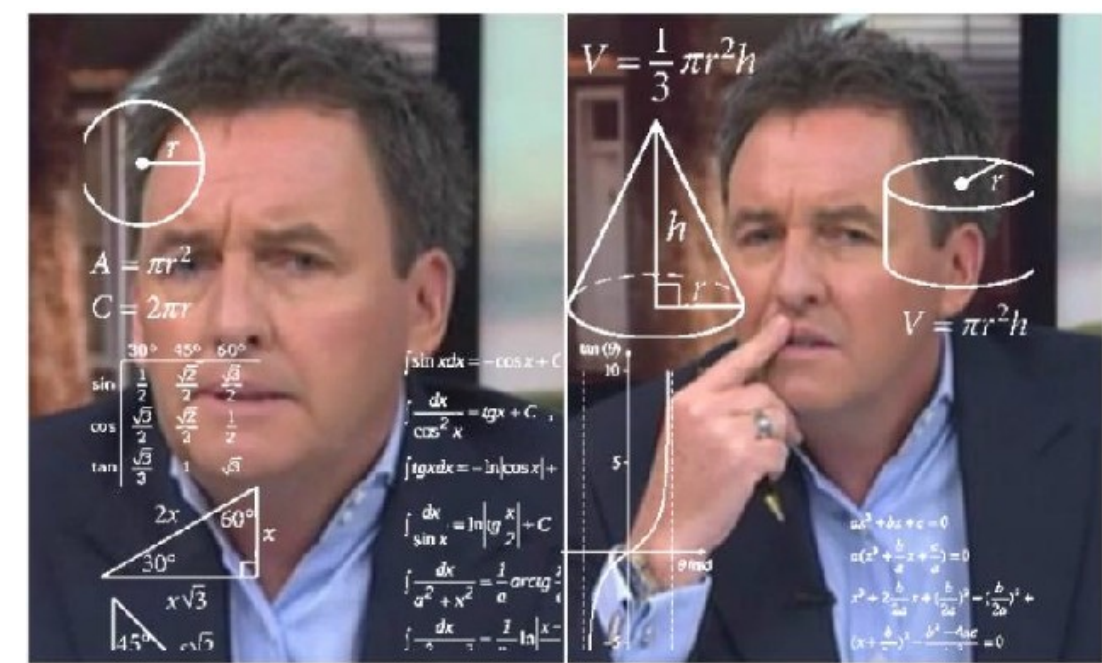
Cyclists in the firing line for new Wellington political party

Ton I-fun · 2: 6. Det O'i 20 8



STUFF

Digby Paape is also involved in the new group, Wellington First.



IEFOIE VCJSI\YT, S. INOW\JLK IS\ e-ON:MC IOLATION

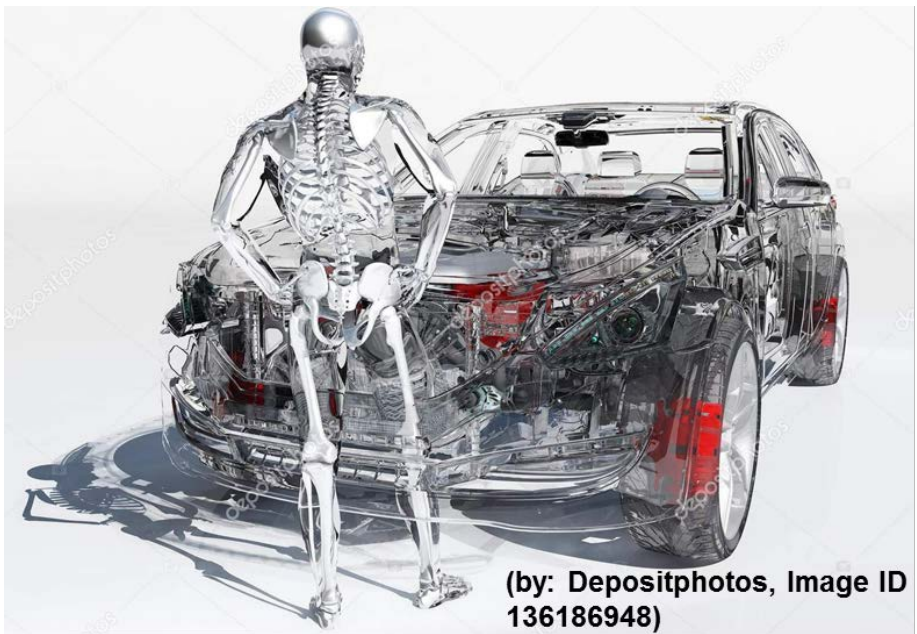
Summer reissue: Mike Hosking's brave battle with mathematics

Technical problem or adaptive challenge?



"The single most common source of leadership failure is that people....treat adaptive challenges like technical problems"
Heifetz and Linsky, 2002





(by: Depositphotos, Image ID 136186948)

How are we talking about road safety?



Word	# of mentions in Safer Journeys
Road	661
Car(s)/vehicle(s)	270
People	83
Cycle/cycling/cyclist	40
Walk/walking	25
Public transport	4

actions alcohol approach areas b&c change cost crashes deaths distraction drink drivers driving drugs
effectiveness fatal fatigue impact improve including increase initiatives injuries journeys km level limit lower motorcycle
number people per percent risk reduce risk road safe safer safety serious speed
support system travel US&F vehicles years young zealand



Image from:
<https://stories.woodlandtrust.org.uk/streetfighters/>

Optimise the machine, marginalise the human



Optimise the human, marginalise the machine



Optimising the human, marginalising the machine



Tips for managing adaptive challenges

- Name the elephants in the room (or on the street)
- Authentic empathy – understand the losses
- Ripening the issue.

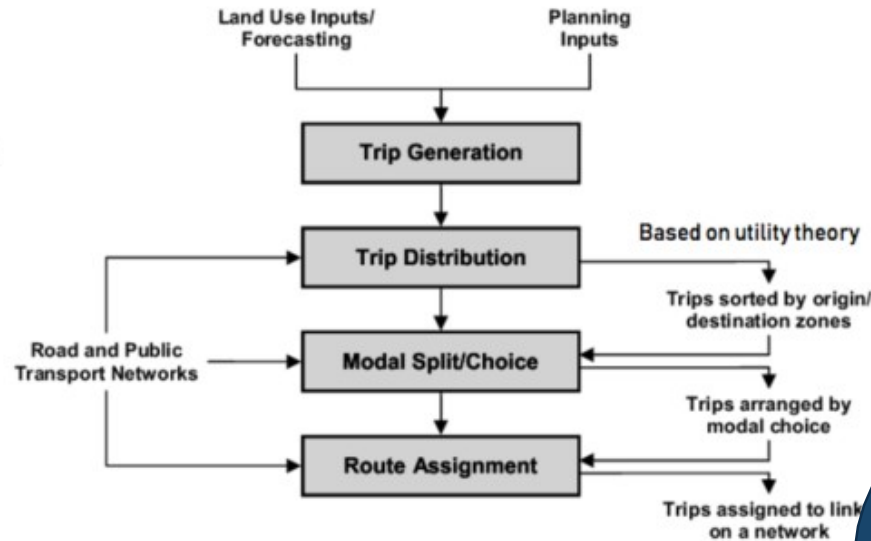


Elephants on the street?

Unlocking Transport Innovation: A Sociotechnical Perspective of the
Logics of Transport Planning Decision-Making within the Trial of a
New Type of Pedestrian Crossing

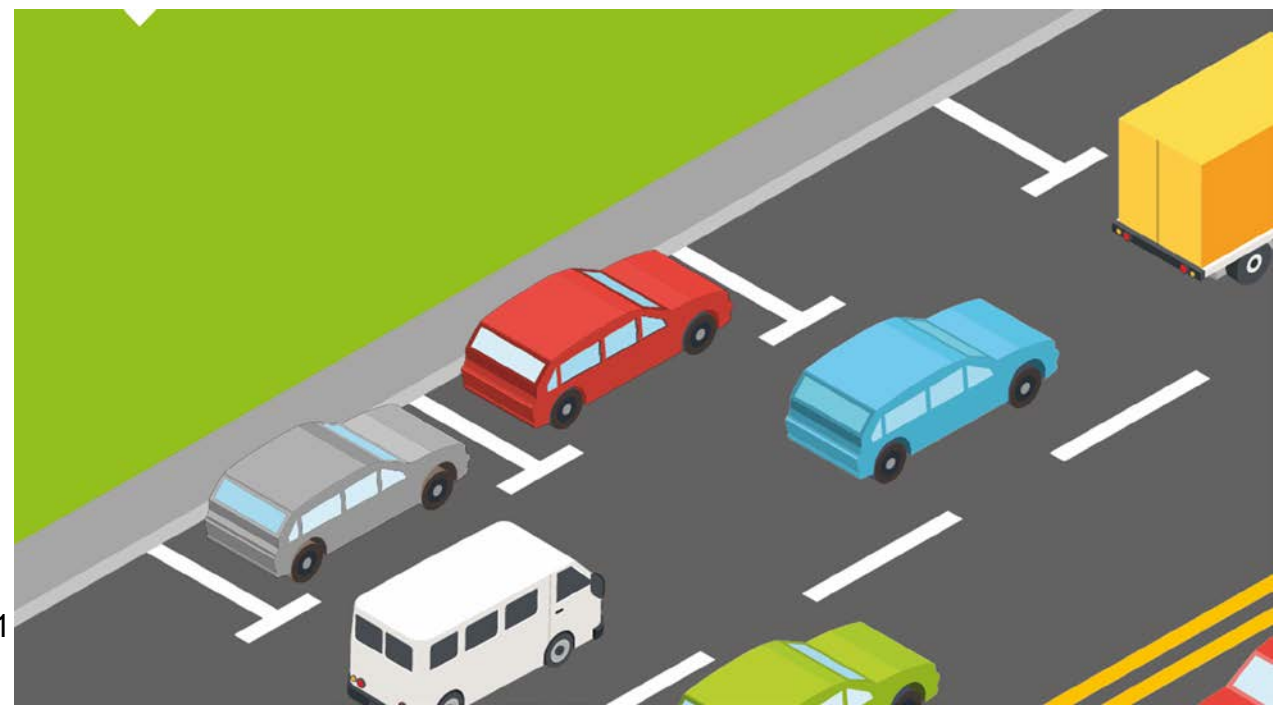
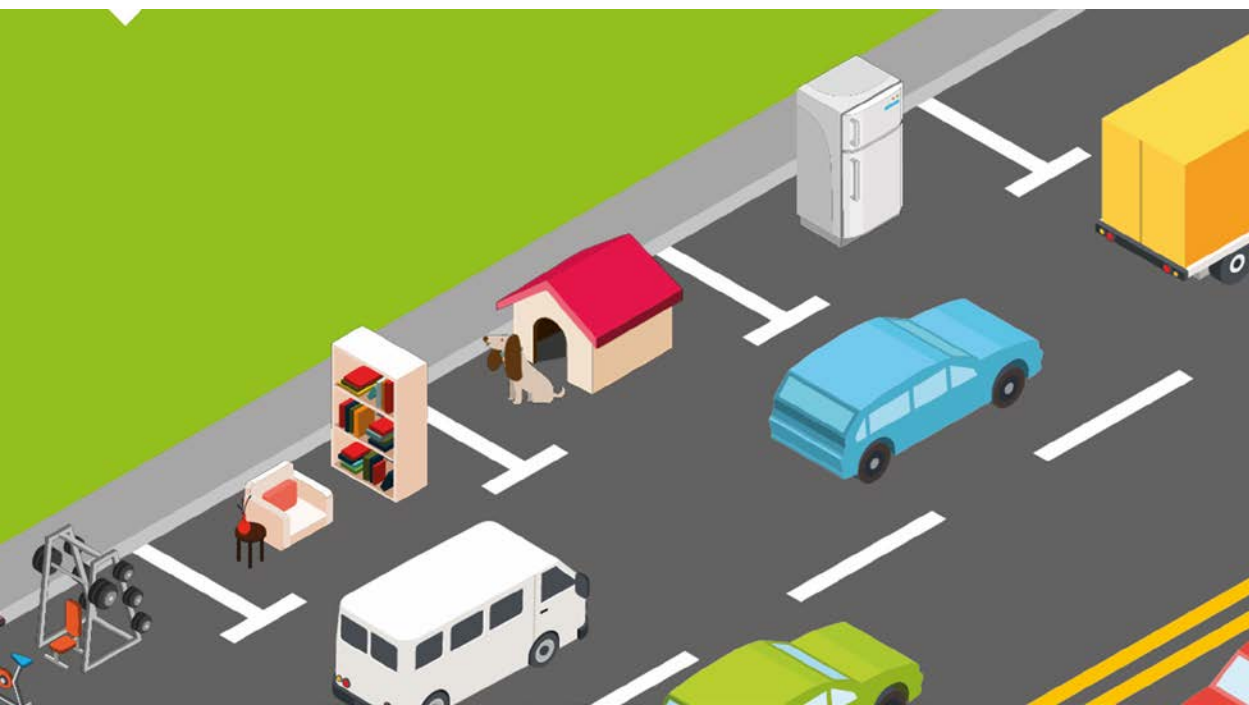
Simon Opit & Karen Witten

SHORE & Whariki Research Centre, Massey University



“What if our language does not simply mirror or picture the world but profoundly shapes our view of it in the first place?” – Fishcer & Forester, 1993:1

Understanding the losses



Understanding the losses



“bike lanes are sponges for a sea of latent cultural and economic anxieties...Far from representing a ‘value-free’ reshaping of the streetscape, cycle lanes present fundamental challenges to existing power relationships within cities”

Wild et al (2017)

Understanding the losses

Waterview Tunnel takes out top prize in civil construction awards

Catherine Harris • 11:57, Aug 07 2017



How ripe is the issue?



How love might help us...



What makes a loveable city?



What makes a loveable city?



What makes a loveable city?



New Zealand love notes



So what?



Thanks and acknowledgments

Engineering NZ,
Marco te Brommelstroet (NL),
Luca Bertolini (NL), Mark Ames
(AUS), Giseline Kuipers (NL),
Roland Kager (NL), Robert
Weetman (UK), Alejandro Martin
(ESP), Mark Wagenbuur (NL),
Lucy Saunders (TfL), Peter
Kageyama (USA)



2 a Truck side under run protection

Nigel Brooks, from FENZ, enquired about truck side under run protection which provides a barrier so cyclists will be pushed away from a truck as opposed to going under the rear wheels of the truck. As this comes under the theme for this meeting, it seems timely to look at the issue.

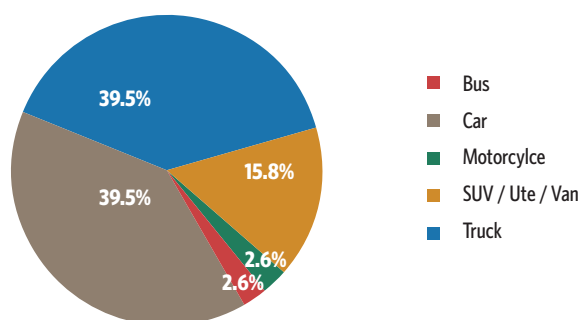
From the NZTA Cycling Safety Panel Final Report the excerpts are given below. (p. 45 and 46 of <https://www.saferjourneys.govt.nz/assets/Safer-journeys-files/Cycling-safety-panel-final-report.pdf>)

SAFE VEHICLES

Investigate the safety benefits of truck side under-run protection and other vehicle features

Although cars and other light vehicles make up a greater proportion of vehicles involved in cyclist deaths than trucks, trucks are still over-represented in crashes causing cycling deaths and serious injuries. Between 2003 and 2012, trucks were involved in 33 percent of urban cyclist deaths. The seriousness of trucks mixing with cyclists has recently seen Transport for London ban unauthorised heavy vehicles from the central city (see next page). As well as the roads and roadside measures already recommended, there is scope for in-vehicle enhancements to reduce both the risk and severity of such crashes.

Vehicles involved in urban cyclist deaths 2003-12



The Ministry of Transport has reviewed literature on side under-run protection systems (SUPS) and concludes that 'the evidence suggests that existing SUPS designs have been effective at reducing the severity of injury sustained by cyclists in collision with heavy goods vehicles'. A preliminary analysis of recent cycle-truck crashes in New Zealand suggested a statistically significant reduction in the incidence and severity of such crashes had SUPS been present; further investigation would also be useful to assess whether additional benefits of SUPS to pedestrians, motorcyclists and light motor vehicles might also be obtained.



From April 2015 Boston City Council will require city-contracted trucks over 4.5 ton to be equipped with side guards. (Source: Boston Public Health Commission)

Given the prevalence of SUPS in comparable jurisdictions and evidence of their effectiveness, the Panel considers that the issue is worthy of further investigation in the New Zealand context. We note that further investigation would require close consultation with freight operators and representative organisations on whether SUPS should apply to new vehicles only and options for funding or other financial incentives, together with detailed cost-benefit analysis.

In addition to SUPS, other technological safety features can improve visibility and communication between trucks and cyclists. British supermarket chain Sainsbury's has added several features to its truck fleet. These include proximity sensors along the sides of the vehicle to alert the driver to other road-users, cameras on the front, rear and side of the truck and extended side and rear guards to stop cyclists from getting trapped under the wheels. To avoid crashes when trucks turn left across the path of cyclists, LED indicators will make it clearer when a truck is planning to turn left and a large warning sticker will tell cyclists when they are in the driver's blind-spot (Withnall 2014).



Graphic showing (1) the system of front, rear and side cameras; (2) new proximity sensors and LED indicators; (3) extended side and rear guards with reflective infills. (Source: Evening Standard)

London Safer Lorry Scheme

Between 2008 and 2012, 53 percent of cycling fatalities in London involved lorries, though they make up only around 4 percent of the traffic. National legislation requires trucks to fit side guards and extended mirrors, but exemptions are allowed to skip operators with vehicles under 18 tonnes and a large number of these exempted vehicles are killing cyclists.

The safety equipment for the Safer Lorry Scheme is defined as:

Class V and VI mirrors will be required by all HGVs over 3.5 tonnes irrespective of current exemptions

Side guards will be required for all vehicle types, irrespective of current exemptions.

Basic safety equipment is relatively inexpensive, especially when compared to typical heavy vehicle purchase and operating costs. A close proximity mirror costs around £300 and side guards around £1,000, including installation.

Transport Research Laboratories (2014) estimate that, for collisions with HGVs without side guards where the impact point is at the side of the lorry and the vehicle manoeuvres are going ahead in a straight line, then between 50 percent and 74 percent of cycling fatalities may be prevented if side guards had been present.

Transport for London (2014)

The Panel recommends:

HIGH PRIORITY ACTIONS

- i. The Ministry of Transport and the Transport Agency, in consultation with industry representatives, complete investigations of the cost-effectiveness of truck side under-run protection and other vehicle technology improvements such as collision detection systems, additional mirrors or cameras.



On pg 45 where the panel considers the issue is worthy of further investigation in the NZ context but we are not aware whether this research has been conducted.

3. COUNCIL'S WALKING AND CYCLING

3.1 Walking and Cycling Strategy

Selwyn District Council has a walking and cycling strategy
<https://www.selwyn.govt.nz/services/roads-And-transport/policies-and-strategies/walking-and-cycling-strategy-2009>

From our website This Strategy is intended to guide the people and Council of Selwyn district as they make walking and cycling an integral part of their daily lives and Selwyn a more pedestrian and cycle friendly district. While it does focus on the Council's projects, it is also intended to help guide other organisations in their efforts to improve conditions for walking and cycling for transport and recreation.

3.2 District Plan Review

The Council is currently undertaking its review of the District Plan. As part of this, the transport network is being looked at which includes the allowances for walking and cycling.

3.3 Council's Budget for Walking and Cycling

The Council currently has an annual budget of \$400K per year for footpath extension projects. In 2016, this budget was increased from \$50K per year to \$400K per year which was incorporated into the 2018/2019 Long Term Plan.

The Council also has a budget plan for a number of shared paths or cycleways between a number of the towns in the district which are funded through a number of years of the 10 year Long Term Plan and beyond. The LTP gets reviewed every three years.

3.4 Council staff member

As you are aware, Council also funds a part time school's road safety co-ordinator, who's role is to work with schools to help them design and implement school travel plans. A large focus of this is to encourage walking and cycling to ease congestion at the school gate.

3.5 Township speed limit 40 km/hr speed limit review

The Council is reviewing all the townships to assess whether 40 km/hr areas are suitable. NZTA Mega Maps shows that a number of urban streets in Rolleston speed limits are more suitable at 40 km/hr as opposed to the current 50 km/hr. Lower speed limits lessens the impact of a crash therefore much better for pedestrians, cyclists, and other road users.

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
1	Road Safety Action Plan						
	Review of Road Safety Action Plan. Needs to take into account of new GPS. New NZ road safety strategy still under formulation by MoT.		Led by SDC roading staff liaising with Road Safety committee			Road Safety Co-ordinator	23 May 2019
2	Speed limits						
a	Local roads (currently being undertaken and others that may need to go to another round)		SDC roading staff		Have had Speed Limit review hearing on Monday 25 March. Two submitters wanted to be heard (West Rolleston School and NZTA)	Considering NZTA's position which is longer tracks of 40 km/hr if the road environment supports that as opposed to just outside the school. Presentation to Council portfolio meeting on 17 April of consultation and hearing feedback.	
b	State highways – keep addressing concerns to NZTA West Melton – currently 70 km/hr, mean speed is 75 to 79 km/hr, request is for 60 km/hr Curves leading into Tai Tapu from Chch on Akaroa road Any others ????		Road safety committee				
3	Intersections						
a	Weedons Ross Rd and SH73 NZTA controlled intersection. Was put forward to NZTA (national) from NZTA (Canterbury) to get traffic lights but did not get funded.		Need to raise with NZTA Resp: road safety staff/committee		We (SDC) need to explore “access” side of business case with NZTA, particularly of		

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	Wilfield has put in plan change application to intensifying. Vehicle traffic may not affect intersection if majority of traffic goes south.				pedestrian/cyclist/vulnerable road users ability to cross the road. Also need to align with requirements in GPS (2018) plus potentially what is in new road safety strategy.		
b	Waddington corner – SH73 and Waimakariri Gorge Road Follow up on DHB contact about hospital admissions after crashes. Questions raised about this crash whether it was sun strike ??? Time of accident??				This intersection has been of concern to residents in the area. Questions were raised if it should have a stop instead of the give way but there is clear visibility for some distance in both directions.	A follow up by Bill Woods had the main concern was the left turn off SH73 onto Waimakariri Gorge Rd. Would like a Give Way for that left turn to make it clear who has right of way. Forwarded to NZTA.	
C	Intersection of Walkers Rd and SH1 Email from Lesley Symington on 1 April 2019 regarding trucks parking at the intersection therefore blocking visibility along the SH for people pulling out of Walkers Road. Two potential accidents have been avoided by evasive action on behalf of driver driving along SH1.		Need to raise with NZTA Resp: road safety staff/committee		This is a busy intersection with a variety of turning manoeuvres. Care is always needed. Have not observed trucks parking there.		
d	Intersections involved with CSM2		Need to liaise		Andrew M is		

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	<p>project</p> <p>Traffic management plans</p> <p>Intersections which are being used as other roads are closed</p> <p>Speed through the area</p>		with CSM2 project team/Andrew M		regularly speaking with CSM2 team regarding project progress and traffic issues.		
e	<p>Intersection of Dawsons Road and Jones Road</p> <p>Received a complaint that truck and trailer units were using Dawsons Road to access SH1 from Jones Road. Difficult for the units to complete turn if vehicle waiting at intersection to go north. Complainant has said that have had two occasions that they have almost had front of their vehicle taken off from truck trying to turn. Person thought traffic was coming from IZone. NR suggested it may be coming from IPort.</p>		SDC roading planning/ NZ Trucking assn		<p>The area is undergoing change in relation to upgrades of SH1 which has meant that traffic is taking different routes to compensate. Resource consent application for Fulton Hogan change to intersection on south side of current intersection.</p> <p>Whether possible to put out to drivers to take alternative routes to access SH1 such as lights at Hoskyns Rd, Rolleston</p>		

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
f	Signage <ul style="list-style-type: none"> i) Advance flashing warning signs ii) Static warning of stop signs coming up (CCC seems to use larger advanced signs and gated) iii) Intersection of Ryans and Pound Roads near airport in CCC has red warning stop painted on the road – is this a trial? 				Second trial underway in Selwyn (and elsewhere) for NZTA for advance warning signs.	Extended trial is under way at three intersections in Selwyn.	
4	Crash reporting						
	<p><i>Need to have crash/incident reporting to our meeting so can analyse trends to feed back into actions for Road Safety Action Plan.</i></p> <p>The minimum is the information of location, what vehicles were involved, estimate of what happened, death/serious injury, and other factors that have been recorded regarding the crash.</p> <p>Ideally working towards somehow getting data from insurance companies which would give info for the “minor” crashes (as per lower levels of H and S pyramid which are near misses or</p>		Road safety staff				


	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	minor incidents which potentially lead to more serious injuries or death if not dealt with)						
5	Crash spots						
	Need to go through where we are having crashes therefore are there intersections that may have issues that we have not considered.		Road safety staff		Relates back to crash reporting stats		
6	Pedestrian Crossing points						
a	<p><i>Broadlands Drive (between Foster Park playground and Selwyn Aquatic Centre)</i></p> <p>Report was undertaken. Appears that painting has been done on ramps leading up and down the ramps.</p> <p>Need to follow up on any other work planned.</p>				Need to gather data on pedestrian numbers with a view to zebra crossing or with the ongoing development having a signalised crossing.		
b	<p><i>Request for School Crossing across Springs Road (Selwyn Times 27 February 2019)</i></p> <p>From the article there are alternative options for crossing the road but the parent says the direct route is more favourable</p>		Steph H/road safety staff				
c	<i>Crossing points generally across the district</i>						

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	Abley Consultants (Ann Marie Head) are reviewing Pedestrian Planning Guide (2009) for NZTA. I have spoken to her on 6 March 2019 that we would be happy to undertake any trials in Selwyn District.						
7	Sheffield Pie Shop						
	Email regarding dangerous parking dated 26 February 2019 9:56 PM from Brian Donnelly Issues with parking around the shop have been raised previously				Customers do tend to park where they like. Car park has been upgraded at the back of the café. NZTA have a rehabilitation planned on this section of SH73 so a tidy up of the parking areas could be incorporated with this.		
8	20 km/hr speed signs for buses						
	Hurunui road safety committee is looking at putting 20 km/hr speed limit signs on school buses because they say that a report was done in Ashburton District in 2011 that said the signs on the buses were a good idea but NZTA then decided that education was the better option. Hurunui road safety committee thinks that education				Steph H has found out number of school buses from MoE. She has followed up on this and has found an alternative sign that has been		




	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	is not effective enough therefore their proposal to get the signs on the buses. It is understood that each sign is \$900 and each bus needs two (one at the front and one at the back). Cr Mugford and myself have said that Selwyn District would be interested in looking at that as well and understand that Ashburton District would be interested too.				<p>used by Queenstown-Lakes DC which is much cheaper: Need more info:</p> <ul style="list-style-type: none"> - Is the sign still being used? - Has it been part of a trial? - If not, will we do a trial? <p>There will be a change in bus numbers when the Ministry stops providing buses for Rolleston students to go to Lincoln High School.</p>		
9	<p>Open road signs (Selwyn Times 27 February 2019)</p> <p>Senior Sergeant Peter Stills is reported in the paper that he wants to see 'open road' signs replaced with '100 km/hr' signs as they can/could cause confusion for tourists</p> <ul style="list-style-type: none"> o How many do we still have o What is the cost to replace them 		SDC roading		<p>Copy of first page of article below</p> <p>Both derestriction signs and 100 km/hr signs are permitted. Derestriction signs in particular should be used where it is not</p>		




	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	<ul style="list-style-type: none"> If cost not significant 				appropriate to do 100 km/hr (e.g. intersection or curve nearby)		
10	Selwyn River Bridge						
	<p>Glentunnel Township Committee brought up at 28 January 2019. Excerpt from meeting minutes:</p> <p>“ Selwyn River Bridge – Is this being repaired in the near future? Committee would like the state of this Bridge discussed at the next SDC Road Safety meeting. The bridge is an eyesore as vehicles enter the Glentunnel Township from the south.”</p> <p>Need to contact Melissa Jebson when have next meeting of Road Safety Committee.</p>	Jan 19	Need to address with NZTA		Is SH77 so for NZTA.		
11	Safe routes to school						
12	West Melton Road / Railway Road Intersection. FENZ consider intersection is dangerous due to the proximity to the railway line and would like a priority change investigated.	8 April 2019	SDC roading	23 May 2019			
13	Speed restrictions at work sites are in place for a long time at some sites. It has been suggested that SDC work with the comms team to relay a message to the public as to why this is the case.		SDC roading				


Pedestrian Crossings (outside Rolleston School on Tennyson Street) – Rolleston Community Page
16 May 2019


 19 hrs

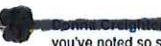
Parents Concern re: Rolleston School crossing on Tennyson St.
 Our 9yr old son goes to this school and we have concerns regarding the amount of traffic flow down Tennyson St that won't stop when there are children waiting at the crossing to get to school in the mornings. Yesterday we stopped heading towards Maccas way & the traffic on the other side just kept flowing through! And a bloody Locksmiths van & a truck behind him tried to overtake me on the inside, hubby had a go & his excuse was he didn't realise there were kids waiting to cross! Fml, I don't just stop for no reason! And I didn't have my right indicator on to say I was turning into the school. Finally the kids got to cross and on they went. It really is a joke, yeah it's not legal to stop there, there's no zebra crossing, but cummon, these are our kids! Our future! Would it really kill you to stop for 2 mins whilst you're in the warmth & comfort of your own car to let these kids that are out in the freezing cold to cross? NO! Respect our kids & protect them. Our kids lives matter! I will ALWAYS stop there, so if you're behind me and I've stopped and you toot your horn, a fk u is what you'll get! TIA 🙄



   60 42 comments


   60 42 comments


 Like

 Like 19h

 Have to disagree, it's not a zebra crossing as you've noted so stopping can cause an accident as there's no signs advising drivers there's a potential for cars to stop for pedestrians. Maybe pass on your concerns to the council to look into having a zebra crossing or traffic light pedestrian crossing installed so it's safe for both the pedestrians & the road users.

 Like 19h  78

 mst schools never have a zebra crossing most people are courteous

 Like 19h

 it's not a courtesy to a car to stop in the middle of a road it's dangerous.

 Like 18h  13

 it's obvious even from metres up the road that it's a school crossing and 40kmph always be prepared to stop a kid could run out from the side of the road even where no crossing is near

 Like 18h  3

 I said "it's not a zebra crossing" actually if you read it right!

 Like 18h

 I'm with  on this - if you stop in the middle of the road like that, you're actually breaking the law. There is definitely a need for more zebra crossings & I understand the wish for there to be safer crossing options, but if someone stopped like that, I'd also think they were planning on turning into a driveway but failed to indicate & look to pass them on the left

 Like 18h  4

 I am with  also. It isn't a legal crossing. Only when it is manned.

[redacted] not around here!

Like 18h



[redacted] It can be dangerous to stop when its not an official crossing. They really shuld sort out something better tho

Like 19h



[redacted] Talk to the council about your concerns

Like 19h



[redacted] I'm going to

Like 18h



[redacted] I think that all schools should have a special crossing, different to a zebra crossings, that comes into place for the same time as the school speed zone ones. I think it sends mixed messages to everyone, drivers and children if you just stop. Whilst it is a nice thing to do, not all drivers do it and kids can't differentiate between those that are going to stop and those that won't.

Like 19h



[redacted] like crossing guards for half an hour at each end of the school day?

Like 18h

[redacted] I too have a son attending Rolleston Primary. However I have to respectfully disagree with your approach. When I am with my son (5 years old) waiting to cross the road and a car volenteenly stops, whilst don't get me wrong I 100% appreciate the gesture, I will ALWAYS wave them on. As a parent it is my job to teach my son how to cross a road safely. When cars stop at a place they wouldn't usually, this is very hard as a parent to explain, and most importantly explain that you can't rely on this happening. It frightens me greatly when cars stop like this, as all I can imagine is a young child taking the opportunity to cross the road but being hit by a car travelling the other direction that has done nothing wrong but follow the road rules. Like I say I truly appreciate the gesture, but for the future safety of our children please NEVER STOP ON A ROAD TO LET A CHILD CROSS UNLESS IT IS LEGAL TO DO SO. And also, to the handful of drivers who have hurled abuse at me and pulled the fingers at me and my son when I have waved you on, please know I appreciated your gesture but the future safety and wellbeing of my child is more important than anything.

Like 19h



[redacted] Well said.

Like 18h



[redacted] perfectly written 😊

Like 18h



[redacted] Agree with you completely and this has been expressed by staff to parents at my childrens school as well. While it is a lovely gesture the children are encouraged not to cross

Like 18h



[redacted]



Like 18h



am confused now. There were few posts on this page before ask people do not stop for safety reasons. We really need zebra crossing on Tennyson st, Rolleston dr, Lowes rd and Brookside rd.

Like 19h

4

That is correct Sandy.

Like 19h

1

Yep you're not supposed to stop

Like 19h

1

It actually advised not to stop to let the kids cross unless it's a controlled crossing. By stopping you are giving the kids a false sense of security in thinking that all vehicles will do the same. Children need to learn to cross a road safely without expecting cars are going to stop for them. By stopping you could be actually putting them in danger. This was advise given by the Police

Like 19h - Edited

47

Don't they have school crossing people from 830-9am?
Otherwise we shouldn't be teaching our kids to expect cars to stop at non zebra crossings.

Like 19h

9

Is that school patrol still operating? I have a vague memory that they didn't have enough volunteers.

Like 19h

yes the patrol operates every morning and afternoon.

Like 19h

1

That's good to hear, cheers!

Like 19h

This!! is exactly right

But it would be good for all schools to have school patrol staff at the beginning and end of the school day

Like 19h

Stopping at non zebra crossings causes people to do things like that locksmith, if he had hit someone that's half your fault

Like 19h

16

What if the kid thought it was safe to cross because YOU stopped and then gets wiped out by a car coming the other way

Dalton, yea pretty standard rolly entitlement, I read this whole post in a posh British accent 🤔🤔

Like 19h

5

You need to get in touch with the Council, Rolleston is very short on zebra crossings.

Like 19h

Tennyson St has a school crossing manned by trained road patrollers and either parent volunteers or staff every morning and afternoon. If your child is crossing outside of these time they are either too early or late. 8.30-8.55am and 3-3.15pm.

Like 19h

27

If it's not a zebra crossing or the school patrol isn't there people DONT have to stop

Like 19h

9

🤔 I'm sure this post is going how OP thought it would 🤔
Like 19h 3

🤔 yeah it's going exactly how I thought it would actually lol
Like 18h

🤔 I live in Dunsandel. It is a 70km speed limit through the township and it's also state highway 1 with a lot of traffic. Occasionally someone will do what you did and stop suddenly to let us cross and it always scares the crap out of me because I think someone will crash into the stopped car!!! Please do not stop if it is not a zebra crossing. The cars behind you may not know you are going to stop and crash into you which may push you into the children you are trying to let cross!!!
Like 19h 19

🤔 We should all be careful when approaching a pedestrian crossing, whether we have the right of way or not - it's really easy for kids to fall off scooters/bikes or even just folks walking their dogs to lose their grip. But the same people who stop at every crossing they come across wonder why kids run into the road without a second thought. Always letting them have the right of way teaches children, especially young children, that cars will always stop for them.
Like 18h 4

🤔 There are no zebra crossings in rolleston. This is a township of families with children, 80+% of the residents in town are families with children and the decisions made around the schools with regards to safety are appalling. If you think the council who approved a McDonald's s KFC and emergency services base meters from the main entrances to our biggest school is giving a second thought to that. Well actions speak louder than words don't they!
Like 18h 6

🤔 agree! My son has a brain & we've taught him that he is not to step foot on that "non-zebra" crossing until cars have stopped both sides. I'm going to get a petition started for a zebra crossing to be put there, and not just there but everywhere there needs to be one. But schools should be the first priority. Although kids have a mind of they're own, not one kid has crossed until both ways are clear/stopped when we've stopped for them.
Like 18h 1

🤔 Cr Craig Watson, Selwyn District Council
Like 18h 1

🤔 It's actually really dangerous to stop. As kids can assume that the traffic on the otherside will and get run over. Unless the school patrol is out slow down but don't stop.
Like 18h 10

🤔 Residents meeting on the 27th of May. Go voice your concerns and talk to a local councillor Mayor or local MP
Like 18h 11

Jodie Black turned off commenting for this post

News

Meeting leaves

residents feeling frustrated

■ By Aran Zaki

RURAL DARFIELD residents were left feeling frustrated after a meeting with the district council over sealing a shingle road.

Wards Rd residents met with Mayor Sam Broughton, council assets manager Murray Washington and district councillor Bob Mugford last week. The meeting came after the *Selwyn Times* revealed the residents' 17-year battle to seal pot-holed Wards Rd between Charing Cross and Greendale Rd in last week's edition.

Resident Grant Prescott said little progress was made from the meeting, aside from the suggestion they put together submission for a council meeting.

"I think it's going to take a serious injury or a death on this road for them to actually do something," Mr Prescott said.

"I was a police officer in charge of a road traffic policing unit in the UK and I'm going to present [to the council] on the basis that if someone gets killed, it's too late."

He served in the North York-

shire police for 20 years.

Mr Broughton told the *Selwyn Times*, the district council understood safety concerns from Wards Rd residents, and encouraged them to put together a submission.

Unsealed roads make up 45 per cent of the road network in the district, but only carried 5 per

cent of traffic, he said.

"The council decided in 2007 to focus its road spending on areas of growth that were impacting roads," Mr Broughton said. That remained the policy, he said.

Mr Prescott said it was "only a matter of time" before someone gets killed on Wards Rd.



DANGEROUS:

Wards Rd residents John Jebson and Grant Prescott - the residents' are unhappy at the state of the road, which they say is unsafe.

PHOTO: MARTIN HUNTER

He is aiming to submit to the district council in July.

"It [crashes] is avoidable. This is what frustrates me, it's totally avoidable," he said. "They're extremely stubborn, they're just naive in the consequences of what could happen, and it will be too late by then."

•Letters, page 9

ON SALE NOW
PETER POWERS
HYPNOTIST 7.30pm SAT 22 JUNE
LINCOLN EVENT CENTRE
liveinlincoln.nz TICKETEX

A reader responds to last week's article about the shingle section of Wards Rd not being sealed

Linda Griffith - I live on Stephens Rd, Leeston which is also a shingle road albeit short, with only six entrances onto the road.

It does carry a fair bit of traffic, a lot of which is heavy goods or vehicles with trailers.

I drive a small car and at the moment the road in places is almost impassable.

Okay, maybe if you have a large four-wheel-drive, but for me and others, that is not the case.

I have contacted the council a number of times over the last few weeks, I even have a job number, but that, it seems, is as far

as its goes.

I bought the house knowing it was on a shingle road, but had expected the road to be kept in a driveable condition, which in places it certainly is not.

I pay, as do we all, quite a bit in rates.

We have our own well, our own septic tank, have to wheel our bin to the end of the road for collection, no street lights and now an almost impassable road.

What do I pay for is schools, libraries and the swimming pool all of which I am happy to do.

But please just keep the road passable so I am able to drive along without being shaken to death.

I am going to the council and finding how much of my rates go towards the roads and I am going to withhold that amount

until I can drive along my road without my teeth banging together - watch this space.

Bill Woods - Is our council for real with its policy on seal extensions?

One can only say the council members are away with the fairies and should resign if they approve of such an unbelievable policy for seal extensions.

To demand that the residents pay the whole cost of the road sealing and the maintenance for the next 10 years is beyond comprehension, requiring serious questioning of those who supported this policy to hold a position of an elected member.

Thank goodness it is election year.

We just might be able to correct this situation.

p.9 Wednesday 15 May 2019

Selwyn Times

Lime Scooter trial to come in Rolleston

Selwyn District Council has agreed to trial Lime Scooters in Rolleston once safety concerns and other issues have been addressed.

The Council has agreed to a six month trial, but only once staff and Lime Scooters have worked through issues around where the scooters will be able to travel and how fast, as well as public education, costs and legal requirements under the Council's bylaws.

The proposal by Lime is to introduce 200 scooters to the Rolleston town area. It would make Rolleston the fifth place in New Zealand and the first rural town to allow the scooters.

Mayor Sam Broughton says the decision fits well with the district's forward thinking attitude, while being realistic about the concerns. "We're an active community that likes to have fun, to look to the future and give things a go and trialing Lime scooters is a part of that. I'm looking forward to taking one out for a spin and seeing whether they're something that works to benefit Rolleston and the district."

Some of the attractions of the scooters, he says, include ease of use, particularly for people who don't drive, sustainability and fun. However, concerns were also raised about people taking the scooters on roads with higher speed limits and pedestrian safety on narrow footpaths.

The Council agreed that Lime and Council staff would work together to address these concerns before the trial could go ahead.



Leeston Library & Service Centre
19 Messines Street, Leeston
Ph 347 2871

Lincoln Library & Service Centre
Gerald Street, Lincoln
Ph 347 2876

(03) 347 2800

Darfield call free 318 8338

www.selwyn.govt.nz

 SelwynDistrictCouncil



Green light for Rolleston Limes

■ By Anan Zaki

LIME SCOOTERS will be trialled for six months in Rolleston once niggling issues are worked through.

District councillors voted to allow the trial when Lime has worked with council staff on issues of speed, costs, geo-fencing, public education and potential bylaw impacts. The proposal is to introduce 200 scooters in Rolleston.



77

Pat McEvedy presented and debate on the shared electric scooter network – which lasted more than an hour – included accusations of predetermination. Councillors voted eight to three in favour of looking at a trial period.

A commence date for the trial will be known once safety and other issues are worked through by Lime and district council staff. Said Councillor Pat McEvedy: “I have major concerns around safety. I really do.”

Lime said its scooters are geo-fenced on its smartphone app – meaning it has the ability to block users from locking scooters and to slow it down. But Lime said it cannot stop a scooter from



ON THE WAY: Lime Scooters are set to have a trial in Rolleston.
PHOTO: MARTIN HUNTER

exiting the geo-fence.

Cr McEvedy said the geo-fencing was “average” and needed to be looked at. “I’m not against Lime Scooters, I’m against Lime Scooters at this time.”

There was also danger in the scooters being ridden on open

highways, Cr McEvedy said.

In deputations presented to the meeting, Christchurch City Councillor Deon Swiggs –representing himself – also made a submission in favour of the scooters. During the debate, Councillor Mark Alexander

HOW COUNCILLORS

VOTED:

- For: Crs Hasson, Bland, Morten, Lyall, Miller, Watson, Lemon and Mayor Sam Broughton.
- Against: Crs McEvedy, Reid, Mugford

tried to stop Councillor Craig Watson from voting on the subject due to a Facebook post. Cr Watson wrote on Facebook, saying: “I want to be very clear, I will be voting against the staff recommendation unless considered detail is presented the council meeting on Wednesday.”

Said Cr Alexander: “A councillor has already by his public statements indicated that he has predetermined his point of view on this issue.”


“He [Cr Watson] should be excluded on the basis of predetermination.”

In response to Cr Alexander’s allegation, Mayor Sam Broughton asked Cr Watson if he was present at the meeting with an open mind. Cr Watson told Mr Broughton that he “absolutely” had an open mind.



Mr Broughton said he was satisfied with Cr Watson voting.



The trial will make Rolleston the fifth place in the country to allow the scooters.

Pedestrian Crossings (Springston Rolleston Road) – Rolleston Community Page 13 May 2019

 11 May at 18:53


Hi - does anyone know if there are any plans to put in a pedestrian crossing or traffic lights on Springston Rolleston Rd anytime soon? The traffic is crazy at peak times of the day, often during school start/end of day as this is obviously where our College/high sch is, not to mention close to Rolleston Christian & Clearview Sch so a high traffic area for kids walking to & from school and/or Foster park/playground/aquatic centre. Watching kids trying to run between cars is bloody scary & I'd hate for someone to be seriously injured (which I thought was going to happen today after witnessing a near miss!) This should be a high priority for our council!

  Mark Alexander and 18 others 68 comments

 Like  Comment

 Only pedestrian crossing I ever seen in roly is countdown carpark. And how many schools ...? Over 7

 Like  Reply 2d  2

 I agree! Approx 25% of Rolleston residents are 15 years & under. So many schools close to this area, so many kids at risk & it seriously freaks me out. What will it take for this to become a priority-I would have expected when the college was built they would have put in a crossing!

 Like  Reply 2d


 perhaps a petition




 Like  Reply 2d



 Petition




 Like  Reply 2d

 Write a reply...    

 I agree. When I go round the roundabout at Lowes rd kids are stuck there for ages trying to cross over to dog park side


 Like  Reply 2d  1

 Traffic lights  r going in at both roundabouts on Tennyson st at ROLLY dr and Lowe's rd Also Dryden ave ROLLY dr intersection in the future sometime according to the ROLLY residents meeting


 Like  Reply 2d  4

 traffic lights aren't enough. Are they putting in a pedestrian crossing also


 Like  Reply 1d

 not sure sorry I only know about the lights as I help on the kea crossing for Rolleston school

 Like  Reply 1d

 No crossings according to information shared at the Residents Ass. Meeting, just lights

 Like  Reply 1d

 Hi, there will be pedestrian crossings at each of the sets of traffic lights.

 Like  Reply 11h  1

 Write a reply...    

Can't be that far away as roads are all marked for the lights at Lowes Rd and Rolleston Drive - Tennyson St.

Like Reply 2d Edited 2

Preventing accidents via a nationally/internationally recognized zebra crossing would be common sense. Our council has adopted an irresponsible policy of 'pedestrian beware' which shows a lack of duty of care, and understanding of injury prevention through design. It's very frustrating!

Like Reply 2d 7

Mark Alexander it irresponsible to say your council and by implication that your councillors don't care. Our council and councillors do care. There are national rules & criteria around pedestrian crossing installation and - believe it or not - this intersection doesn't meet the criteria

As others have noted this is on the list for traffic lights which will have a pedestrian phase.

By the way there are studies that show that pedestrian crossings aren't always as safe as people might believe. They can encourage people to step out in front vehicles when vehicles can't stop especially children.

Councillors and council are safety focused.

Like Reply 2d 5

Mark Alexander thanks for the reply.

Like Reply 2d 1

Mark Alexander I disagree with you. I said the council doesn't show a duty of care. That is not irresponsible. I also believe there is more research around injury prevention through design proving the validity of pedestrian crossings.

Like Reply 2d 3

Mark Alexander I always slow down at a recognise pedestrian crossing Mark. Studies are always bias.

Like Reply 2d 1

Mark Alexander Thanks for the update.. you said this is on the list for traffic lights-any timeframe for how long until this happens? Rolly Colly has been open for a couple of years now & student numbers grow every year, hugely increasing the chances of a kid being hurt trying to get to sch. All of this must have been know /predicted years before now. How soon will traffic lights be installed?

Like Reply 2d 2

Mark Alexander

Dream on Mark! SDC need to get out and about more at peak times! Obviously kids struggle to cross busy roads, pedestrians think the safe place to cross in front of aquatic centre is a crossing and it's not so many close calls, Saturday sport cars all parked on yellow lines down Gould's Road and during the week, it's just a matter of time before someone gets hurt, so when that happens, I hope you all sitting around the big table sleep well!

Like Reply 2d 6

totally agree!

Like Reply 2d 1

What the hell is a courtesy crossing? Do they exist in Rolleston??

Like Reply 2d 1

councillors and council staff are "out and about" at peak times. We see and recognise the issues.

As stated above there are reasons why council can't install pedestrian crossings.

Safety is our concern too.

[Like](#) [Reply](#) 1d

Mark Alexander I'm unsure how your responses are demonstrating that you are listening to the community voice? Can you please outline the formal process for us to be heard?

[Like](#) [Reply](#) 1d

Mark Alexander I am listening. I'm sorry I can't deliver what you want, but that doesn't mean I am not listening. Councillors can't deliver on every request no matter how much they and our community would like.

The [Rolleston Residents Association](#) has debated and requested crossings - you could ask at their meetings. You could address council - in public forum - at the start of any council meeting.

You could address council's Road Safety Committee. Cr [Nicola Reid](#) chairs that committee.

[Like](#) [Reply](#) 1d Edited

Mark Alexander but they can change rules when ever they want, it's just a matter of a vote. They changed the zoning of my property to suit they're plan... respond to that

[Like](#) [Reply](#) 1d

Mark Alexander The zoning on your property has not been changed.

In the proposed new district plan - which will go out to consultation in 2020 - your area is proposed to be a transitional zone. The proposed new plan is not a done deal.

Under the transitional zone no-one will be forced to sell - despite what you have posted elsewhere.

Always available to meet with you to discuss this further.


[Like](#) [Reply](#) 1d

Mark Alexander not sure who the "they" is that you are referring to with respect to pedestrian crossing guidelines. SDC can't change national guidelines

[Like](#) [Reply](#) 1d

Mark Alexander I am yet to see anyone from council on the Rolly Drive Kea Crossing. I'm out there every day and yet to see anyone. SDC have sat on this Facey report for far too many years, meaning no ped crossing goes in as isn't busy enough. I have been out for week counting traffic flows etc and the amount of traffic through there is horrendous. Yet, in saying this, it's not busy enough for a pedestrian crossing but is for controlled lights? As the coordinator of this crossing, we have had great difficulty finding people to help, the SDC were asked (by the school) and they were refused saying they couldn't help. I have looked after this crossing now since it's been open, and it has just got busier and busier. I have worked hard to keep it running and open, and with training and wet weather gear, to cross the children safely. Sometimes, not even two bright orange lollipops out aren't enough to stop traffic, as people hurtle down that down that road at such a speed and mind elsewhere, nearly taking the parent volunteers out. This, to be fair, happens on Tennyson Street crossing too, as I help there there too, and witnessed the same thing.

[Like](#) [Reply](#) 1d

 **Mark Alexander** Yes and i haven't stopped by as I do from time to time.


I know the effort that has gone in, and on behalf of the community I acknowledge it and thank you and all the volunteers.

Yes I can say that the traffic doesn't meet the criteria. Cr [Nicole Reid](#) can confirm this.

The realignment of Norman Kirk Drive with Dryden Ave addresses a number of issues including safe pedestrian and cyclist crossing of Rolleston Drive

As for the idiot drivers in our community what can I say

[Like](#) [Reply](#) 1d Edited


 I haven't seen anyone in the past month or so, and sceptical about the councils lack of duty of care also, and lack of visible action from those we have elected, and given these roads, still nothing happens. You'd think as the organiser, I would know....

I'm not sure Nicole has the numbers I do. I have been out there rain and shine counting cars, trucks, bikes, children and parents and adults using that crossing for weeks, and they are staggering. When I last asked about Nicole's numbers, I couldn't get because it wasn't available at hand and had to be sought through someone else, which sounded to be quite difficult

Nicole worked hard to get the crossing in place, yes, but it took me to complain, near misses and a piece in the paper to action this.

[Like](#) [Reply](#) 1d Edited

 2



 You also aren't the only person on the SDC Mark that can do these things. Sorry it's you in the firing line it seems, only by being the only visible SDC councillor in Rolleston. My remarks are about the SDC not you per se.

[Like](#) [Reply](#) 1d

 2


 **Mark Alexander** Thanks 

[Like](#) [Reply](#) 15h

 **Nicole Reid**  you are more than aware that I have been on the Rolleston Drive crossing until end of last year so I am well aware of the situation there. I am now on Tennyson St kea crossing.

SDC were considering bringing traffic lights forward in the budget so were asking for pedestrian counts last year which is why Cr Mugford counted while I was on the crossing. He is on the road safety committee that I chair. The decision has been made to proceed with the traffic lights. I have told the BOT that the lights are now going in and I am preparing a piece for the school to put out.



[Like](#) [Reply](#) 11h Edited

 I am more than aware thank you Nicole. You may not be aware that I have done two different sets of crossings this year (on different days obviously) despite health issues.

Maybe Cr Mugford and yourself would like to see the most recent counts, because these numbers are high. One morning during a week isn't a true reflection of the true numbers that have gone through that intersection morning and afternoon every day the crossing is in operation.

The RRA was the first I had heard of lights going in, so communication around this has been extremely poor. I asked the SDC about the information they requested of me around the crossing and its use. I was told 'I don't know'.

[Like](#) [Reply](#) 10h

 **Nicole Reid**  I am unsure of what was communicated at the RRA meeting - I am unable to attend because I have to attend another committee meeting on behalf of council, which is on at the same time.

The traffic lights are in design stage now and they will all have pedestrian/cyclist crossing features with them. The exact timing of all the installation is dependent construction phasing. As there are no firm dates at this stage, there has not been an official communication about them as yet. As I said, I am preparing a piece for Rolleston School.

You are most welcome to forward your traffic and pedestrian counts to me if you wish: crnicole.reid@selwyn.govt.nz

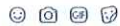
[Like](#) [Reply](#) 6h

Mark Alexander yes "They" can and they do. I dont believe you are that naieve, Mark. They said it on the night. Where else are they going to put their Commercial area. Oh thas right we will let

Like Reply 4m



Write a reply



Enquiries and requests have been made to the SDC for years about putting in pedestrian crossings in the township and the council they've always refused point blank. It's so frustrating as you'd think it would be basic common sense especially on the busy roads that have high vehicle and foot traffic during school term.

Like Reply 2d Edited



especially during Active Autumn - the promotion from the council to keep our kids walking, biking scootering. I believe in prevention of health issues AND accidents.

Like Reply 2d



Send an email to your local council representative and ask your questions then share so we can all become informed



Like Reply 2d



Don't need more traffic lights on Tennyson street the traffic in the mornings backs up to Maisfield Dr now what they need to do is finish the overhead bridge at Weedons road to take away the congestion not increase it and as for the lights at main highway what a balls up that is should've only been one set of lights

Like Reply 2d

Interestingly over in America a young girl and boy about 9-10 years old discovered that Netherlands and ?Uk (I think it was UK) have gone a step further in safe pedestrian crossings and painted there crossings in 3D so that when cars approach they automatically slow down because it looks like the crossings are raised, almost like halographics, its cheaper than any other options, and so goes, these youngins have implemented this outside of their school ... was brilliant

Like Reply 2d



Good luck with that. We have asked for over a year now for a pedestrian crossing on Cameron Cres for the kids after school. After several close calls and several near misses, police visits they put in yellow lines which is crap. It is only a matter of time before someone is killed.

Like Reply 2d



Yep totally agree. The council needs to step up here before a serious accident happens. Shame on them

Like Reply 2d



Unfortunately this appears to be something the council skip around, they have a list as long as their arms as to 'other' ways they are keeping our children safe on the roads but will not put in crossings. Would love to know reasoning behind their current decision not toll

Like Reply 2d



They don't care about children trying to cross over Main South Road from Burnham Road to get to school so i doubt they will care about your request! Plus they have no plans to put in cycle lanes or alter our dangerous intersection any time soon, even though there are so many accidents at this intersection!

Like Reply 2d Edited

Adrienne Harrison They don't care about children trying to cross Main South Road from Gurnham road to get to school. I will care about your request!! Plus they have no school zone or any other form of danger at this intersection any time of day. There are strong arguments of the intersection.

Like Reply 2d Edited

We so need a pedestrian crossing there to keep our kids safe

Like Reply 1d

They need a roundabout or lights at the brookside rd and rolleston drive intersection too

Like Reply 1d

Yes this intersection is really hard to drive across esp during rush hr

Like Reply 1d

I'd say half the idiots in Rolleston could do with learning to drive as well as what, Stoping, giving-way an indicators are.

Like Reply 1d

They need to also learn to STOP at stop signs and lollipops

Like Reply 1d

Take ot to the council pushing the point of childrens safety

Like Reply 1d

doesn't work unfortunately.

Like Reply 1d

Write a reply

Nicole Reid Hi, I can fully understand the concerns raised as that is one of the reasons I stood for council. I spent much time with a friend of mine to get the kea crossing operating on Rolleston Drive. As the immediate past Chair of the Rolleston Residents Assn, I also advocated for an increase in the council's budget for footpaths which ended up going from \$50K per year to \$400K. I live in Rolleston and my predominant form of transport is bike, scooter or walking.

Safety is still a focus of mine. Now I am on council I am the Chair of our district road safety committee. The theme of our next meeting is walking and cycling. Our next meeting is on 23 May at SDC at 9.30 am and we have a public forum at the start of the meeting, if people want to raise their concerns or you are welcome to email me cmicole.reid@selwyn.govt.nz or phone (027) 548-6157

The guide that councils are required to follow is NZTA's Pedestrian Planning Guide (2009). <https://www.nzta.govt.nz/resou.../pedestrian-planning-guide/> The guide is currently under review. The bar for getting zebra crossings is quite high. The other forms of crossings all have vehicle priority which is why we have those in Rolleston. As has already been mentioned, we are installing traffic lights at the intersection of Dryden and Norman Kirk (the road is going to be aligned to make a 4-way intersection), Rolleston Drive/Tennyson Street, and Lowes/Tennyson/Springston Rolleston Drive. These are currently at the design phase and will be progressively installed one after the other.

We are also reviewing our speed limits across all of our townships looking at implementing 40 km/hr speed limits, where appropriate. We will be engaging an independent consultant to undertake the work and hope to have it ready for consultation by the end of this year.

Any further questions then please feel free to contact me directly 😊

Like Reply 1d Edited

Hide 14 replies

Nicole Reid great thank you 🙌
Like Reply 1d

Nicole Reid ... I just want to point out that the document you have here is a 'guide'. It helps councils make the right decisions. The council doesn't actually have to apply to the NZTA for a zebra crossing. Council can make the RIGHT decision any time it chooses
Like Reply 1d

Nicole Reid 🙌 Yes it is a guide. If you look at p 6-11, it has a table comparing different crossing options and their pedestrian crash measurement reduction. Straight zebra crossings have a -28% reduction therefore an increase in pedestrian crashes. As I said before, the theme of our next meeting is walking and cycling so I will bring up the points raised here and any extras that are put through to me. Thanks
Like Reply 1d

Nicole Reid Thank you for sharing all this info Nicole, much appreciated & it sounds like we have someone advocating for the safety of our kids on our roads which is great to hear. When you say the lights are in design phase & then will be progressively installed, can you give any approx time? 3 months, 6, 1 year-more???

Like Reply 1d

Nicole Reid 🙌 they will be installed one after the other so I am unsure what time frame total but I can find out. My understanding is the plan is to be done in this financial yr which is 1 July to 30 June.

Like Reply 1d

Nicole Reid Awesome, thanks!!!!
Like Reply 1d




Hi Nicole Reid, the guide you mention is interesting when it comes to crossings. It's data references a

Norwegian study published in 2004. This is the first publication of this particular Handbook. It was then updated in 2009 and the data in this later publication certainly doesn't reflect the information in the NZ guide. In fact, other than four lane traffic, any crossing is likely to reduce pedestrian injuries. It is true that the basic non-signalised and unsigned crosswalk is only an 8% reduction, however other times of pedestrian crossing have significant reductions in pedestrian injury. I commend the council basing their decisions on science and studies however it is sometimes worth digging a bit deeper to verify that data even if it is supplied by a government agency. I only went on this journey as I found it incredulous that creating a pedestrian crossing would increase pedestrian accidents. Anyway happy to send you the updated study/handbook if you need it.

Table 4.4.1: Effect of safety countermeasures on pedestrian accident rates




Countermeasure	Reduction in pedestrian accidents (%)
Basic non-signalised and unsigned crosswalk	8
Basic signalised crosswalk	15
Basic zebra crossing	28
Basic zebra crossing with flashing blue lights	35
Basic zebra crossing with flashing blue lights and bollards	45
Basic zebra crossing with flashing blue lights and bollards and a pedestrian crossing sign	55
Basic zebra crossing with flashing blue lights, bollards and a pedestrian crossing sign and a zebra crossing sign	65
Basic zebra crossing with flashing blue lights, bollards and a pedestrian crossing sign and a zebra crossing sign and a zebra crossing sign	75
Basic zebra crossing with flashing blue lights, bollards and a pedestrian crossing sign and a zebra crossing sign and a zebra crossing sign and a zebra crossing sign	85
Basic zebra crossing with flashing blue lights, bollards and a pedestrian crossing sign and a zebra crossing sign and a zebra crossing sign and a zebra crossing sign and a zebra crossing sign	95

Like Reply 19h Edited



 **Nicole Reid**   thanks so much for that. I have looked up the paper myself previously because I was interested in the reasonings/justifications behind the guide's approach. Therefore I am very interested to see what the more recent paper has to say so please forward it to me.

Like Reply 12h





 **Nicole Reid**   sorry I can't be more definite on time frames because there are a lot of timing factors that come into play as to order of construction over the next 18 months with the development of the town centre. Factors include trying to programme works to minimise congestion. The traffic lights are at the design stage so still have other processes such as tendering to go through.


Like Reply 11h

  **Nicole Reid** also does the council have a local strategic walking plan? Funding is available from LTNZ for pedestrian facilities if they do.

Like Reply 9h

 **Nicole Reid**   good question and yes we do have a walking and cycling strategy plus staff are aware of NZTA funding now available to support walking/cycling.

Like Reply 9h


 Hi **Nicole**, with regards to Dryden/Norman Kirk realignment, is it going to be a T intersection or cross roads? T intersection would mean closure of a road wouldn't it? Thanks.

Like Reply 9h

 **Nicole Reid**   hi, it's going to be cross roads so no closure of roads but realignment of Norman Kirk so it is opposite Dryden




Like Reply 8h



 Yes, and there needs to be pedestrian crossings on Tennyson street near the schools or speed bumps installed

Like Reply 1d



 **Nicole Reid**   the town centre development will mean Tennyson street environment be changing to slow speed zone of 30 km/hr with much wider footpaths. This work is starting in the next financial yr as well

Like Reply 12h

