



**AGENDA FOR THE**

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

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

**SELWYN DISTRICT COUNCIL  
ROLLESTON**

**ON WEDNESDAY 17 OCTOBER 2018**

**COMMENCING AT 10:00 AM**



# **AGENDA**

## **WEDNESDAY 17 OCTOBER 2018**

### **COMMITTEE**

Councillors, Mrs N Reid & Mr B Mugford, Inspector P Cooper (NZ Police), Mr D Boyce (NZ Trucking Association), Mr D Scarlet (NZ Transport Agency), Ms C Simpson (Automobile Assn), Ms J Harris (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. CONFIRMATION OF MINUTES**

**Minutes of an Ordinary Meeting of the Selwyn District Road Safety Subcommittee held on 20 June 2018.**

(Pages 1 – 5)

#### **Recommendation**

“That the minutes of the ordinary meeting of the Selwyn District Road Safety Subcommittee held on 20 June 2018 be confirmed”

#### **3. MATTERS ARISING FROM THE MINUTES**

Billboard Locations (Page 6)

#### **4. CHAIRS REPORT (Pages 7 - 13)**

#### **5. TERMS OF REFERENCE (Pages 14 - 15)**

#### **6. PARTNERS REPORTS**

- **NZTA** SH1/Rolleston Dr  
SH73/Halkett Road  
SH73/Waimakariri Gorge Road  
SH77 Hawkins River Bridge – Bumpy
- **NZ POLICE** Masfield/Rolleston Drive red light running
- **AA** Partner Report - (Pages 16 - 17)
- **ACC**
- **NZ TRUCKING ASSN**

- 7. CRASH DATA** (Pages 18 - 19)
- 8. SPEED LIMIT REVIEW AND BYLAW** (Pages 20 - 29)
- 9. JOINT ROAD SAFETY CO-ORDINATORS REPORT - CAMPAIGNS**  
(Pages 30 - 37)
- 10. ACTIVE STOP AHEAD WARNING SIGN TRIAL - MC**
- 11. PEDESTRIAN CROSSING BROADLANDS DRIVE** (Pages 38 - 50) - **MC**
- 12. ROAD SAFETY ACTION PLAN**
- 13. REGIONAL ROAD SAFETY WORKING GROUP MINUTES** (Pages 51 - 55)

**MINUTES OF THE  
SELWYN DISTRICT ROAD SAFETY SUBCOMMITTEE  
HELD IN EXECUTIVE MEETING ROOM ONE  
AT THE SELWYN DISTRICT COUNCIL HEADQUARTERS ROLLESTON  
ON WEDNESDAY 20 JUNE 2018  
COMMENCED AT 10.00 AM**

**COMMITTEE**

Councillor N Reid (Chairperson), Councillor B Mugford, Ms J Dickinson (NZ Transport Agency), Mr D Boyce (NZ Trucking Association).

**IN ATTENDANCE**

Mr P Daley (SDC Road Safety Co-ordinator), Mr M Washington (SDC Asset Manager), Mr M Chamberlain (SDC Asset Engineer, Transportation), Mrs J Gallagher (Malvern Community Board Chair), Ms C Simpson (Councillor AA Canterbury / West Coast) and Mrs J Harkerss (Secretary).

The Chair welcomed Peter Daley SDC Road Safety Co-ordinator to the meeting. Peter introduced himself to the members.

**Presenters**

Mr John McKim (Weedons Residents Association)

**APOLOGIES**

Mrs S Hautler (SDC School Road Safety Co-ordinator), Inspector P Cooper, Ms J Harris (ACC)

**PUBLIC FORUM**

Mr McKim advised the committee that the Weedons Residents Association were purchasing two Speed Indication Devices from their Discretionary Fund. There would be four sockets installed so that the signs could be moved around when they lost their effectiveness.

The Residents Association would like suggestions from the Police and Council staff on the best locations. SDC staff noted that the signs need to be mid-block and not close to driveways. Direction also needs to be considered. If possible staff would like to see a sign with the ability to download data. SDC staff will email location options to the Weedons Residents Association for their final approval. The Weedons Residents Association to request Council staff to raise a purchase order for the signs.

The Residents Association have noted that the current location at the corner of Curraghs and Newtons Roads is too close to the intersection and they would like to see this sign moved west.

It was noted that Jones and Maddisons Roads are 80kmph or less now. Any variations to this is because of the district boundary with Christchurch City.

Mr McKim thanked the committee for their time and help. Mr McKim left the meeting at 10:25am.

## **1. 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 21 March 2018**

**Moved** – Councillor Mugford **/Seconded** – Ms J Dickinson  
*‘That the minutes of the ordinary Meeting of the Selwyn District Road Safety Subcommittee held on Wednesday 21 March 2018 be taken as read.’*

**CARRIED**

## **2. CORRESPONDENCE**

Letter of thanks from Students Against Dangerous Driving for the contribution to help their members attend their annual student conference.

## **3. MATTERS ARISING FROM MINUTES OF 21 March 2018**

NZTA Engineers have reported back to the Waddington Community regarding the Waimakariri Gorge Road/SH73 intersection.

The winter driving messages are currently being updated on the Billboards. Council's contractor is establishing their location and condition.

## **4. CHAIRS REPORT**

Attended the Local Government Road Safety Summit in Wellington along with the Chief Executive and SDC Schools Road Safety Co-ordinator. A couple of topics covered were:

- Vision Zero (no more traffic deaths), a new road safety strategy presented by the Ministry of Transport and
- NZTA Safety and Environment Group gave an informative talk about Road Safety performance in NZ using statistical information.

The Chair presented the respective power point slides from these talks.

## 5. TERMS OF REFERENCE REVIEW

The Chair spoke about the need to include a representative from AA and ACC onto the committee due to engagement with both organisations by committee members.

The Chair noted that the ACC representative has a wide geographical area to cover and would not be able to attend all meetings but would be putting emphasis on attending the Regional Road Safety meetings.

**Moved** – Councillor Reid / **Seconded** – Mr D Boyce

*‘That:*

- (a) the Chief Executive’s Report entitled ‘Terms of Reference Review’ be received for information;*
- (b) Accident Compensation Corporation (ACC) be offered a seat on the Road Safety Committee; and*
- (c) Automobile Association (AA) be offered a seat on the Road Safety Committee.*
- (d) Bullet Point three (3) to read “Work with partner agencies to address road safety risks specific to Selwyn district”. The rest of this bullet point to be removed.*
- (e) Remove bullet point four (4).*

**CARRIED**

## 6. ROAD SAFETY CO-ORDINATORS REPORT

The Road Safety Co-ordinator presented the report on the programmed campaigns and activities for the period May to June and gave an overview of the campaigns.

Existing programmes have been continued while the new co-ordinator settles into the role. The current campaign running is winter driving moving onto distraction in August.

Majority of calls being received currently are about the Kea Crossing Point on Rolleston Drive. This crossing is managed and manned by Rolleston Primary School. NZ Trucking Association suggested that the school contact an organisation such as Rotary for help either monetary or with manning the crossing. It was noted that there are plans for new roads and intersections to be constructed in 2021/2022 that will alleviate problems.

**Moved** – Councillor Mugford / **Seconded** – Mr D Boyce

*‘That the Selwyn District Road Safety Sub-Committee receives the Road Safety Co-ordinators Report for information.’*

**CARRIED**

## 7. PARTNER REPORTS

NZTA - Verbal feedback throughout meeting

NZ Trucking Association – Verbal feedback during meeting and

- Safety Man truck has had 12,000 people through in the last eight months.
- Currently setting up a new programme for 16-25 year olds.
- Police commercial vehicle staff have been through the truck.

- Attended Australian Trucking Association conference. Fatigue monitors were discussed.

**Moved** – Mr D Boyce / **Seconded** – Councillor Mugford

*'That the Selwyn District Road Safety Sub-Committee receives the Road Safety Co-ordinators Report for information.'*

**CARRIED**

## 8. NZTA AUDIT

The NZTA Investment Audit Report has been discussed at Council and now forwarded to the Road Safety Committee for comments.

Two areas relevant to the committee are:

- Edge markers and line markers – 6000 edge markers in the district
- Seal backs and delineations at intersections

It is good to have other people look at the network as we become too familiar. The report is considered fair and relatively straight forward.

Edge marker posts are an issue due to the length of rural roads and the type of use such as farmers on tractors knocking them down.

Delineation will be worked on over the next 12 months.

**Moved** – Ms J Dickinson / **Seconded** – Mr D Boyce

*'That the NZTA Investment Audit Report be taken as read.'*

**CARRIED**

## 9. SPEED LIMITS BYLAW

The Draft Speeds Limit Bylaw is going out for consultation with the Speed Limit Review.

**Moved** – Councillor N Reid / **Seconded** – Ms J Dickinson

*'That the Draft Speed Limits Bylaw be received for information.'*

**CARRIED**

## 10. SPEED LIMIT REVIEW

The Asset Engineer, Transportation gave an overview of the review noting that it will be made clear that we are not revisiting the limits that we have already set.

Schools will be contacted in July asking for their feed-back on what they would like to see, then Township Committees. Public consultation will be undertaken once this data is evaluated.

**Moved** – Mr D Boyce/**Seconded** – Councillor Mugford

*'That the Speed Limit Review Report be received for information.'*

**CARRIED**



## 11. LTP SUBMISSIONS

**Moved** - Councillor Mugford/**Seconded** – Councillor Reid

*‘That the Road Safety Sub-Committee receive the Draft 2018-2028 Long Term Plan Roading Submissions Report for information’*

**CARRIED**

## 12. CRASH DATA AVAILABILITY

Will be able to produce simpler data to interpret from CAS and the Ministry of Transport site for the next meeting.

## 13. ROAD SAFETY ACTION PLAN

Update will be available at the next meeting.

## 14. GENERAL BUSINESS

The Malvern Community Board noted that it is surprising how few people read papers these days. The Road Safety Co-ordinator has had discussions with Council Communications team identifying the demographics and where they get their information from. Social Media is where this is trending.

Meeting closed 12.15pm

### DATE OF NEXT MEETING

Wednesday 15 August 2018

Wednesday 17 October 2018

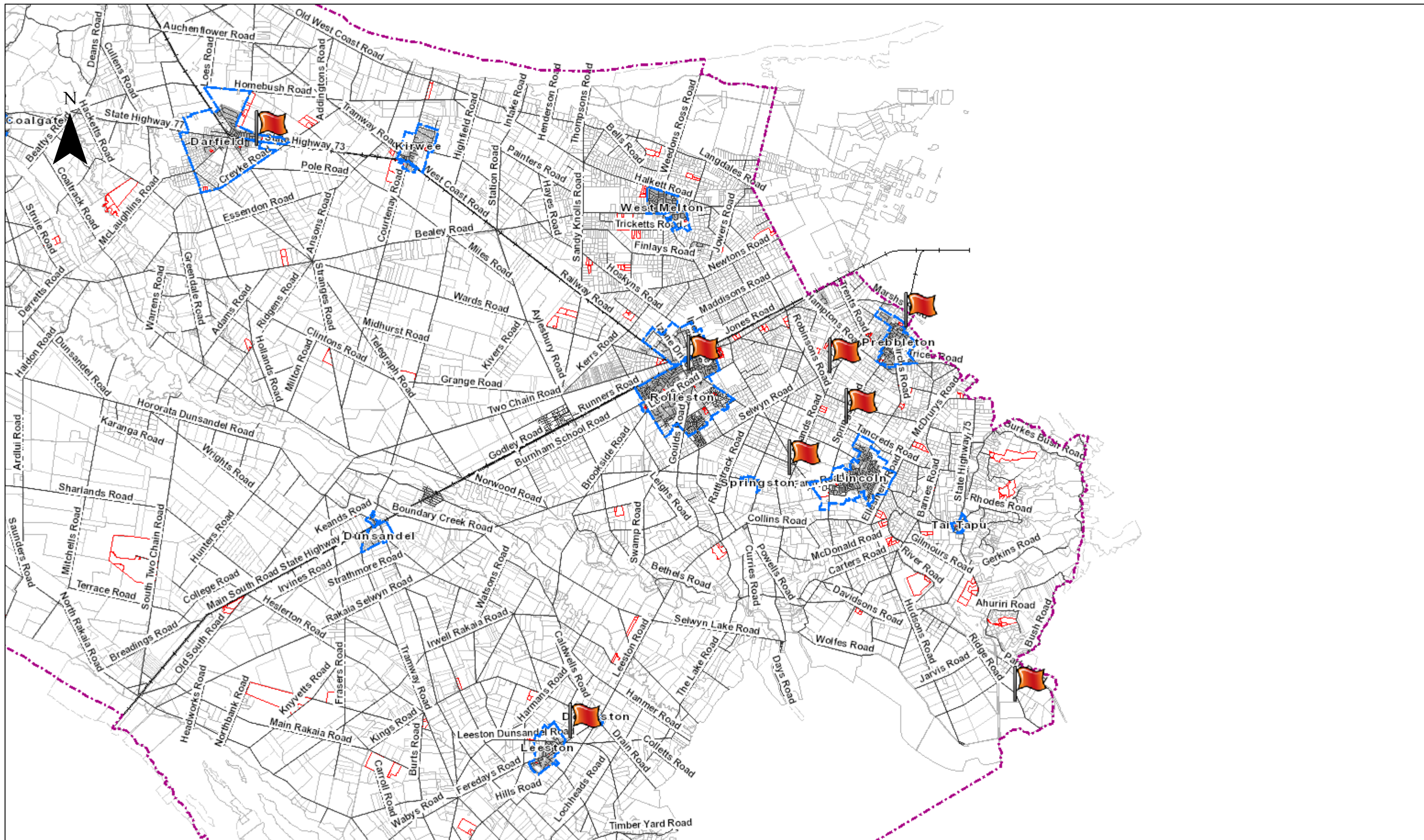
Wednesday 12 December 2018

\_\_\_\_\_  
Chairperson

\_\_\_\_\_  
Date

<b>Actions Required</b>	<b>By Who</b>	<b>When</b>
Road Safety Action Plan	Road Safety Co-ordinator/Chair	15 August 2018
Billboard audit	Road Safety Co-ordinator	15 August 2018
Crash Data	Road Safety Co-ordinator	15 August 2018

# Billboard Locations



## REPORT

**TO:** Selwyn District Road Safety Committee

**FOR:** Meeting – 17 October 2018

**FROM:** Chair, Selwyn District Road Safety Committee

**DATE:** 11 October 2018

**SUBJECT:** **CHAIR'S REPORT**

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### 1. RECOMMENDATION

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

### 2 CHAIR'S REPORT

During today's meeting I would like Committee members to engage in a discussion on the role and responsibilities that you believe should be bestowed on the Committee.

We spend time during each meeting considering a number of Road Safety initiatives, in response to either enhanced road user practice, or to negative trending crash data. However, do we spend enough time considering how we can work in a collaborative manner in support of each other's road safety responsibilities?.

We each have expectations imposed on us from national or local governance groups, and are funded and resourced to carry out agreed activities. But it is appropriate to reflect further on the purpose and the Selwyn District Council Road Safety Committee, consider how we define its work programme, identify those activities we wish to engage in, and determine how we collectively measure the success of our actions.

I would like to engage attendees at today's meeting on the following to assist in shaping answers to these questions that I have asked –

#### 1. ***Purpose of the Committee***

- We need to strip the role and responsibilities back and start again. There have been several conversations over the past 2 years on the role and responsibility of the Committee – more specifically what we want to collectively deliver with our partners for the enhanced safety of Selwyn residents.

- How can we better emphasize a collaborative approach, with prior knowledge of proposed actions in order that we can support each other, rather than the duplication that seems to occur at the moment.
- We also need to review the Council staff role in the road safety activity space. What do we expect of them in their activity delivery role, and what do we expect of them in their Committee support role.

## **2. *Expectation of Partners***

- Our current partners are the Police, NZTA, Road Trucking Assn, AA and ACC.
- Why are they Committee members. What do they bring to the table currently
- More importantly, what do we want them to bring to the table in the future

## **3. *Committee Role and Responsibility***

- The following is an extract from the current TOR.  
*The Selwyn District Committee is charged with the following responsibilities:*
  - *To receive input, consider issues raised and provide leadership to Council on road safety matters*
  - *Identify campaigns for promotion, education and advertising road safety matters in line with Selwyn District Council's Road Safety Strategy and Safer Systems approach*
  - *Work with partner agencies to address road safety risks specific to Selwyn district.*
  - *Co-ordinate with regional initiatives as and when required*
- How do we integrate these responsibilities into the roles of Council staff and the expectation we have of our partners?

## **4. *Work Programme***

- Having established the requirements that each partner agency has from its committee partners, a work programme must then be established acknowledging input from all of the Committee partners, not just Council's proposed road safety programme.
- An evaluation of Council road safety staff member role and responsibilities would be prudent in order to assess whether in fact it is the activities of these staff that are subject to Committee discussion, or rather, whether it is wider issues such as national campaigns, crash site investigation and enhancement, local and national roading initiatives etc.

## **5. *Committee benefit***

- Before proceeding with the establishment of the work programmes, clarity must be received from each agency member around their commitment at senior level to the Committee together with an understanding of the benefit their organisation perceives they will get from membership of this Committee. If the agency partners cannot clearly establish their commitment or benefit, then it would be appropriate to question the need for them to remain as a member.
- The strength of the Committee is underpinned by the combined strength of all its partners, and the commitment they are prepared to give collaboratively to enhancing road safety across the district.

The outcomes to these discussions will then shape our review of the Terms of Reference for the Road Safety Committee, which will be referred back to full Council for recommended amendments as appropriate

Regards



Cr Nicole Reid  
Chair  
Road Safety Committee

## PREVIOUS DISCUSSIONS HELD FOR REFERENCE

The following questions and asked for comments.

- Why are we here?
- What do we want to measure?
- What information do we want to receive?
- How will we measure our success?

The following responses were received:

	NZ Trucking Association
<b>Why are we here?</b>	<p>The committee should have a purpose statement that covers its intentions. Including:</p> <ul style="list-style-type: none"><li>• Aim to influence road safety outcomes in the Selwyn District.</li><li>• Consult and collaborate with road user sector groups and specialist advisors.</li><li>• Promote education and enforcement.</li><li>• Support safer road design improvements.</li><li>• Support road safety initiatives.</li><li>• Provide a road safety leadership role within the community.</li><li>• Contribute to and support regional and national road safety strategies.</li><li>• Provide a conduit for networking and information sharing.</li><li>• Raise public awareness.</li></ul>



	<b>New Zealand Police</b>
	<ul style="list-style-type: none"> <li>• What do we want to do - to reduce fatalities and serious crashes on the Selwyn Road network.</li> <li>• What do we do: <ul style="list-style-type: none"> <li>○ Share our data</li> <li>○ Establish hot spots</li> <li>○ Share our resources</li> <li>○ Collectively problem solve</li> </ul> </li> <li>• How - Through a tasking and coordination process where we hold each other accountable for the tasks we agree to undertake</li> </ul>
	<b>Selwyn District Council</b>
	<ul style="list-style-type: none"> <li>• To provide information on recent activities, campaigns, advertising etc.</li> <li>• To receive guidance and information from our partners</li> <li>• To discuss future coordination and collaboration with our partners</li> <li>• Maintain Road Safety profile and awareness</li> </ul>

<b>What do we want to measure?</b>	<b>NZ Trucking Association</b>
	<p>Before we can measure we need to have baseline data that relates to an agreed action plan. The action plan should reflect key road safety priorities, including:</p> <ul style="list-style-type: none"> <li>• Intersections</li> <li>• Road design</li> <li>• Crashes</li> <li>• Vulnerable Road Users</li> <li>• Drink / Drug Driving</li> <li>• Education</li> </ul>
	<b>Selwyn District Council</b>
	<ul style="list-style-type: none"> <li>• That we are working to the agreed Road Safety Action Plan</li> <li>• Delivery of planned, consistent, coordinated road safety measures throughout the District</li> <li>• Measure by Community feedback and participation in activities and campaigns</li> <li>• LTP measures are:</li> <li>• Road Safety: The change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number (Progressively reducing number of fatal and serious crashes).</li> <li>• The proportion of residents rating the performance rating of promotion of road safety in the Resident Survey as good or very good (≥55%).</li> <li>• The proportion of residents rating the performance rating of making district roads and intersections safer in the Resident Survey as good or very good (≥40%).</li> </ul>

<b>What information do we want to receive?</b>	<b>NZ Trucking Association</b>
	<ul style="list-style-type: none"> <li>• Good quality data and information that supports the key road safety priorities included in the action plan.</li> <li>• Information on new road safety initiatives.</li> <li>• Feedback on existing road safety programs from other communities.</li> </ul>
	<b>Selwyn District Council</b>
	<p>Along with valuable input into the RSAP:</p> <ul style="list-style-type: none"> <li>• From NZTA <ul style="list-style-type: none"> <li>◦ Advertising information/collateral in advance to have the ability to coordinate piggyback campaigns.</li> <li>◦ Further data/demographics/breakdown on 'high strategic priority' communities identified in the Communities at Risk Register.</li> </ul> </li> <li>• From NZ Police <ul style="list-style-type: none"> <li>◦ Campaigns/target projects locally and nationally</li> </ul> </li> <li>• From ACC <ul style="list-style-type: none"> <li>◦ Campaigns/target projects locally and nationally</li> </ul> </li> </ul>

<b>How will we measure success?</b>	<b>NZ Trucking Association</b>
	<ul style="list-style-type: none"> <li>• This is always a hard one, how can you guarantee that the measures that have been put in place have delivered the result that you are looking for, and there wasn't other factors involved?</li> <li>• But then equally what would have happened if you did nothing?</li> <li>• We can certainly measure data, and this will certainly measure any developing trends which can then be used to focus our attention.</li> <li>• Regular surveying of a portion of the districts population can measure knowledge, understanding and perceptions of road safety issues.</li> <li>• We need to be flexible, if something is clearly not working, then we shouldn't be shy about trying a new approach.</li> </ul>
	<b>Selwyn District Council</b>
	<ul style="list-style-type: none"> <li>• Delivery of programmed campaigns and activities in a timely and coordinated manner.</li> <li>• Programme feedback forms.</li> <li>• Community participation and feedback.</li> </ul>
	<b>New Zealand Police</b>
	<ul style="list-style-type: none"> <li>• The data required to inform all of this is the crash stats etc. from NZTA. The analysis of it hasn't changed from the last Intel Report we produced some months ago.</li> <li>• I wonder if there is an opportunity to bring in the Geo Lab team from Canterbury University to assist?</li> </ul>
	<b>NZTA</b>
	<p>NZTA has requested the following information (for the Selwyn area) from their analytics team as a starting point for developing an evidence base to assist in prioritising effort and investment. <b>DATA HAS BEEN PROVIDED AND GRAPHED</b></p> <ul style="list-style-type: none"> <li>• Number of Death &amp; Serious Injury crashes over the last 10 years</li> <li>• Map of locations of these crashes</li> </ul>

	<ul style="list-style-type: none"> <li>• Data on age and licence status of those involved</li> <li>• Data on vehicles involved</li> <li>• Data on contributing factors in these crashes</li> </ul>
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**a) NZTA “Communities of Risk Register 2017”**

NZTA ranking of personal risk shows that Selwyn features highly in the following areas:

- Rural intersections where we rate second highest district in the country
- Older road users (those aged 75 years and older) we rate third highest in the country
- All intersections where we rank sixth.

Rankings for all areas are shown through in the following table:

Category	2015		2017			
	Rank	Fatal & Serious Crashes /100MVKT	Rank	Fatal & Serious Crashes /100MVKT	Rank Change	Change in Fatal and Serious Crashes/ 100MVKT
LOCAL BODY all deaths & serious casualties	48	6	41	6	Declining	0
YOUNG DRIVERS of light vehicles aged 16-24yrs	49	18	44	17	Declining	-1
ALCOHOL & DRUGS	48	1	45	1	Declining	0
SPEED too fast for conditions	45	1	56	1	Improving	0
URBAN INTERSECTIONS	51	2	63	1	Improving	-1
RURAL INTERSECTIONS	5	2	2	3	Declining	1
ALL INTERSECTIONS	9	2	6	3	Declining	1
RURAL ROADS loss of control & head-on	50	4	53	3	Similar	-1
MOTORCYCLISTS	46	106	61	78	Improving	-28
CYCLISTS (DSI/Mhrs)	59	1	61	1	Similar	0
PEDESTRIANS (DSI/Mhrs)	58	1	64	0	Similar	-1
DISTRACTION	41	1	49	0	Improving	-1
FATIGUE	25	1	41	1	Improving	0
OLDER ROAD USERS person aged 75year+	4	15	3	16	Declining	1
RESTRAINT USE	65	0	65	0	Similar	0



### ***b) Road Safety Action Plan outline (draft)***

Previous discussion around what we as committee wanted to see in Road Safety Action Plan.

#### **Deaths plus Serious Injuries**

Therefore

#### **Lead Contributors**

- Intersections – serious accidents therefore intersection analysis
- Speed
- Young Drivers
- Local versus Foreign Drivers (overseas licence holder)
  - Overseas licence holders are 6 % of accident stats whereas there has been 30 % increase in visitors
- Heavy versus light vehicles
- Environmental conditions
- Large trucks on narrow roads
- Driver behaviour

#### **OTHER THINGS TO CONSIDER**

- **Advocacy Role** – partnerships/relationships with other agencies/companies as needed
- Safer vehicles
  - Any vehicle analysis after accident c.f. occupant injuries
- Selwyn Drivers travel to Christchurch and have crashes on Chch roads
- NZTA Crash Report / Data

#### **FORECASTS**

- Tourist impact of traffic
- Demographics
  - Increase in young drivers in Selwyn due to young population
  - Zoning Land therefore increase in population
- Movement of freight especially with inland ports



## **SELWYN DISTRICT ROAD SAFETY COMMITTEE**

### **TERMS OF REFERENCE**

#### **Adopted 20 June 2018**

#### **PURPOSE**

The Selwyn District Council Road Safety Committee is established by the Selwyn District Council (SDC) to inform, co-ordinate, and progress matters relating to road safety in the District for the benefit of all Road Users. The Selwyn District Committee is charged with the following responsibilities:

- To receive input, consider issues raised and provide leadership to Council on road safety matters
- Identify campaigns for promotion, education and advertising road safety matters in line with Selwyn District Council's Road Safety Strategy and Safer Systems approach
- Work with partner agencies to address road safety risks specific to Selwyn district.
- Co-ordinate with regional initiatives as and when required

#### **MEMBERSHIP**

The core membership of the Selwyn District Council Road Safety Committee comprises the following Elected Representatives, and endorsed representatives of the external agencies listed below:

- Councillor N Reid (Chair)
- Councillor R Mugford
- Representation from the New Zealand Police
- Representation from the New Zealand Transport Agency (NZTA)
- Representation from the New Zealand Trucking Association
- Representative from the Automobile Association (AA)
- Representative from the Accident Compensation Corporation (ACC)

The Committee will invite other external agencies to appear and / or co-ordinate with the Committee from time-to-time, or as requested by those agencies to be heard as it may relate to specific areas of road safety interest.

Only the core members have voting rights. The Council staff listed below shall have speaking rights.

A quorum of three members must be present in order to run a formal meeting of the Selwyn District Road Safety Committee.

The Chairperson and Deputy Chairperson will be selected from the two Councillors appointed to the Committee, as voted by the Committee.

#### **ADMINISTRATION, REPORTING AND MEETING FREQUENCY**

The Committee's activity and administrative requirements will be supported by the following Council staff:

- Road Safety Co-ordinator
- School Road Safety Co-ordinator
- Roading Engineer
- Asset Manager Transportation
- Asset Administrator – Roading

The Committee will meet every two months, or at the discretion of the Chair.

The agenda and minutes of each meeting of the Committee will be made available on Selwyn District Council's website.

#### **DELEGATIONS**

The Selwyn District Road Safety Committee is a Committee of Selwyn District Council and has been delegated the task of considering the following matters and making recommendations on suitable outcomes to Selwyn District Council.

October 2018

### **Partner Statement – Automobile Association**

The Automobile Association appreciates the opportunity to be a member of the Selwyn Road Safety Committee. We believe that having a range of groups on the committee will promote a shared understanding of the different stakeholder perspectives – from road user groups to enforcement to infrastructure providers *etc.*

Why are we here?

- To pool expertise and resources
- To share best practice from around the region/country
- To explore opportunities for collaboration
- To discuss and explore road safety ideas, campaigns and proposed solutions
- To communicate what road safety activities each stakeholder group is doing to avoid unnecessary duplication
- To share some key national resources of the Automobile Association with other stakeholders (see AA Resources below)

What do we want to measure?

- The key road safety problems for the Selwyn district, based on statistics and evidence, rather than the perceived safety risks. (For example through using resources such as CAS, KiwiRAP, Speed Management Guide Maps, etc.)

What information do we want to receive?

- The shared experiences from other stakeholders about what works well from their perspective
- To learn about strategies and actions that have not achieved desired results

How will we measure success?

- Collect and analyse data on death and serious injury on Selwyn roads
- Ensure the effectiveness of programmed campaigns and activities is evaluated according to their stated objectives

### Query

We would like to know if this Committee co-ordinates or interacts with the other road safety committees in the Canterbury region.

### **Automobile Association Resources**

What Members Think (summarises 27 member-surveys over recent years on a range of transport issues)

- <https://www.aa.co.nz/assets/about/newsroom/publications/What-AA-Members-Think.pdf>

AA Election Calls – (8/10 are safety related)

- <https://www.aa.co.nz/assets/about/newsroom/publications/2017-AA-Election-Calls-Low-res.pdf>

Seatbelts

- <https://www.aa.co.nz/assets/about/newsroom/publications/Seat-belts.pdf>

Alcohol Interlocks

- <https://www.aa.co.nz/assets/about/newsroom/publications/Alcohol-Interlocks.pdf>

Drugged drivers

- <https://www.aa.co.nz/assets/about/newsroom/publications/Drugged-Driving.pdf>

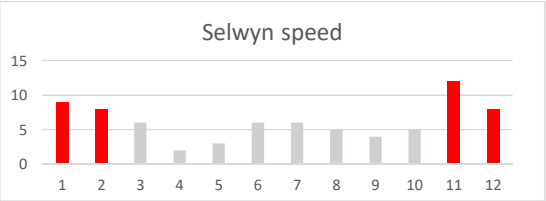
General safety information from the AA Research Foundation

- <https://www.aa.co.nz/about/aa-research-foundation/programmes/>

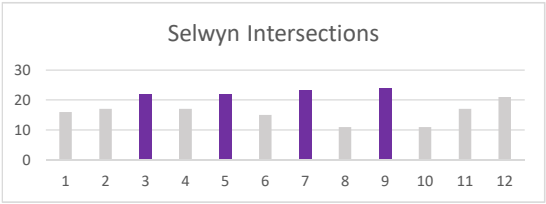
Drafted by Clare Simpson, Councillor, Canterbury West Coast Committee

Selwyn Crashes By Factor  
2013 - 2017 CAS Data  
Extracted By J. Lambert, RSC, Ashburton District Council

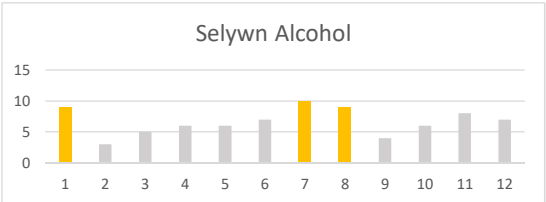
Speed	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2013	1	1	3		1	2	1	1	1	2	5	2	74
2014		2					1	1		2	2	1	
2015	5	3		1	1	1		1	1		2	1	
2016	2	2	1		1	1	2	1	1		2	4	
2017	1		2	1		2	2	1	1	1	1		
	9	8	6	2	3	6	6	5	4	5	12	8	



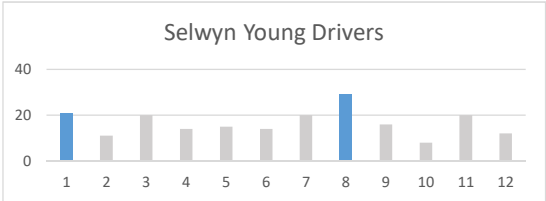
Intersections	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2013	4	4	7	6	3	3	4	2	7	2	2	4	216
2014	3	1	4	3	2	3	1	1	3	5	5	1	
2015	4	5	3	2	6	4	5	2	3	1	2	7	
2016	2	4	5	3	6	1	10	2	6	1	7	6	
2017	3	3	3	3	5	4	3	4	5	2	1	3	
	16	17	22	17	22	15	23	11	24	11	17	21	



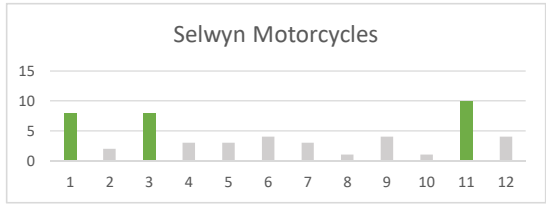
Alcohol	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2013	2	2			1	3	1			2	1		80
2014				1	2	1	3	1		2	2		
2015	6				1	1	1	2			1		
2016		1	1	1	1	1	2	4	4	1	3	4	
2017	1		4	4	1	1	3	2		1	1	3	
	9	3	5	6	6	7	10	9	4	6	8	7	



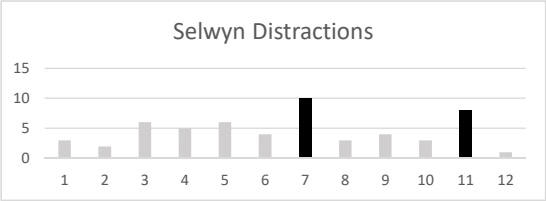
Young Drivers	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2013	3	1	8	1	3	3	3	10	6	2	6		200
2014		3	3	5	2	1	1	6	1	2	5	1	
2015	10	1	1	3	4		6	2	4		3	4	
2016	1	4	5	2	5	3	5	6	3	2	4	5	
2017	7	2	3	3	1	7	5	5	2	2	2	2	
	21	11	20	14	15	14	20	29	16	8	20	12	



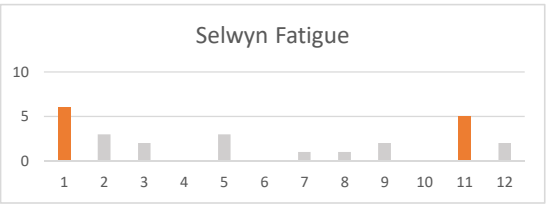
Motorcycles	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2013	3	2	1	2		1	1				2	1	51
2014	1				1	1	1			1	4	2	
2015	2		1		1	1							
2016			6		1	1	1	1	2		2	1	
2017	2			1					2		2		
	8	2	8	3	3	4	3	1	4	1	10	4	



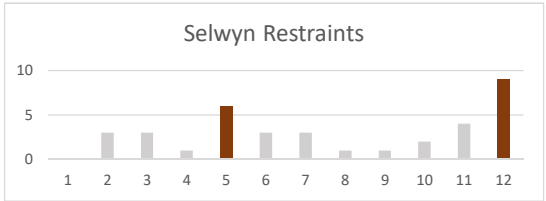
Distractions	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2013			2	1	1		2		2		3		55
2014	2		2	2	1	1	2	2		2	4	1	
2015		1			1	1			1				
2016	1		2		2	1	3	1					
2017		1		2	1	1	3		1	1	1		
	3	2	6	5	6	4	10	3	4	3	8	1	



Fatigue	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2013	1	1						1			2		25
2014	1	1			1		1				1	1	
2015	2	1							1		2	1	
2016	1				1								
2017	1		2		1				1				
	6	3	2	0	3	0	1	1	2	0	5	2	



Restraints	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2013						1	1	1	1	1	1	1	36
2014					1						1	1	
2015		1	1		1	2						1	
2016		1	2		3		1					5	
2017		1		1	1		1			1	2	1	
	0	3	3	1	6	3	3	1	1	2	4	9	

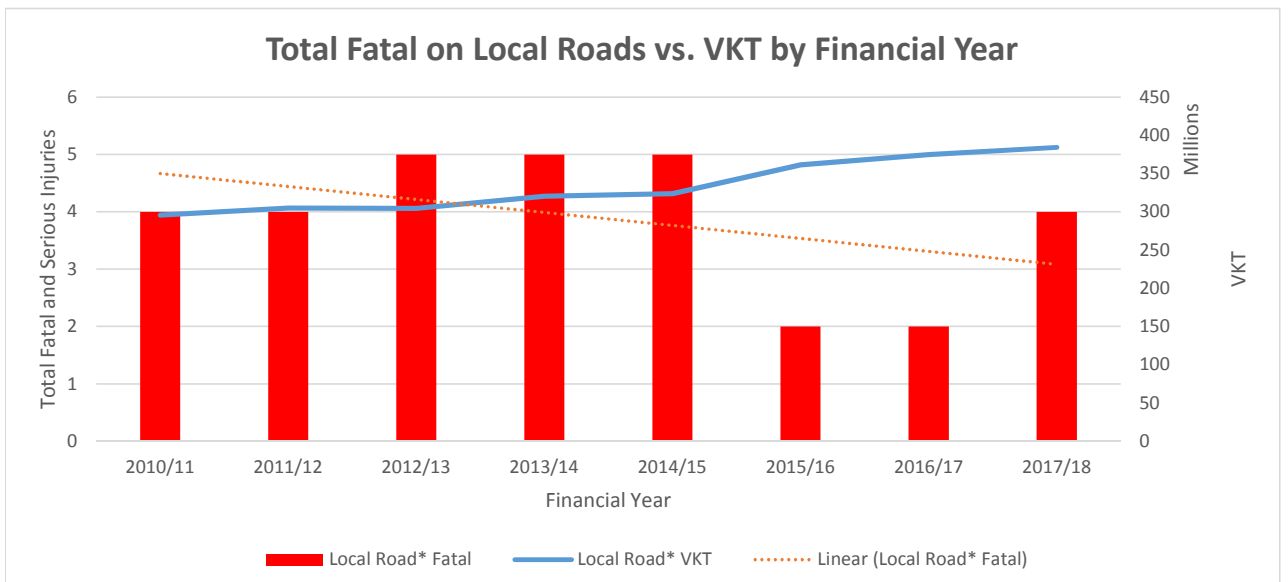
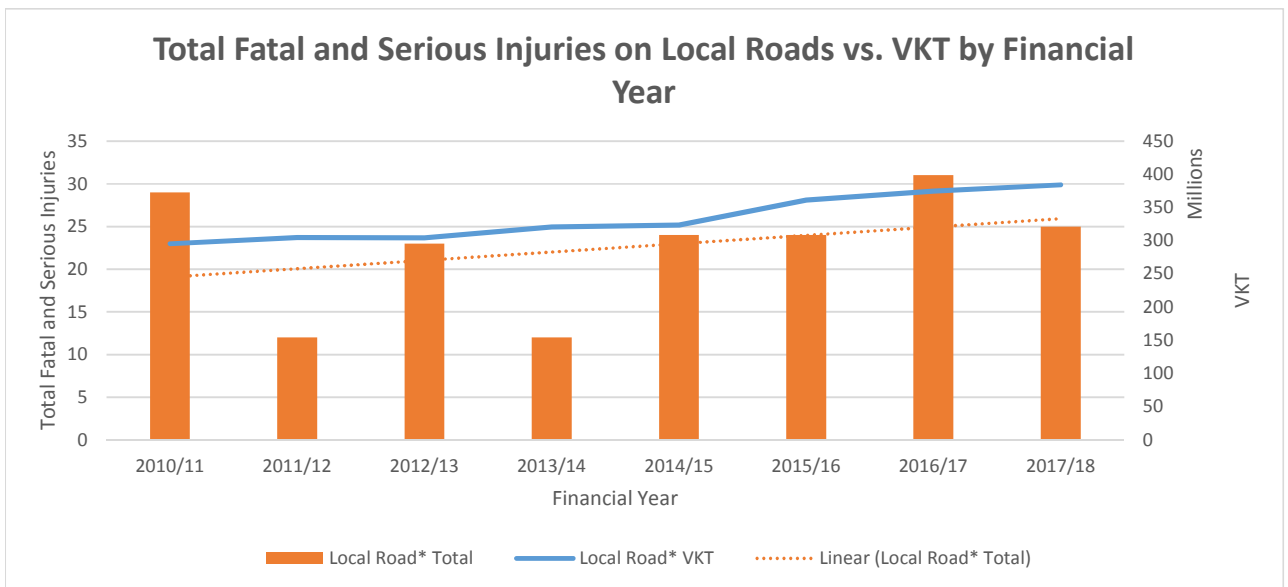


## Fatal and Serious Injuries in Selwyn District by Local Road and State Highway

Local Road*				
	VKT	Total	Fatal	Serious
2010/11	295516000	29	4	25
2011/12	304835048	12	4	8
2012/13	304382000	23	5	18
2013/14	320520000	12	5	7
2014/15	323574000	24	5	19
2015/16	361361000	24	2	22
2016/17	374802000	31	2	29
2017/18	384185000	25	4	21

State Highway in Selwyn*				
	Total	Fatal	Serious	
2010/11	16	1	15	
2011/12	15	5	10	
2012/13	15	4	11	
2013/14	19	4	15	
2014/15	17	3	14	
2015/16	11	2	9	
2016/17	20	5	15	
2017/18	20	3	17	

\*Data was extracted from CAS on the 8/10/18



## REPORT

**TO:** Chief Executive  
**FOR:** Council Meeting – 10 October 2018  
**FROM:** Team Leader Transportation  
**DATE:** 27 September 2018  
**SUBJECT:** **Speed Limit Review**

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### 1. RECOMMENDATION

*That the Council go to public consultation on:*

- (a) the proposed speed limit reduction to 40 km/hr on urban school road frontages.*
- (b) the proposed speed limit reduction to a variable 40 km/hr school zone speed limit on Weedons Ross Road fronting Weedons School and Robinsons Road fronting Broadfield School.*
- (c) the proposed speed limit reductions to the current 70 km/hr speed restrictions.*
- (d) the proposed speed limit reduction from 100 km/hr to 60 km/hr on Tramway Road, Dunsandel south to Irvines Road and on Irvines Road, Dunsandel west to Tramway Road.*
- (e) the proposed speed limit reduction from 100 km/hr to 60 km/hr on Taumutu Road, Southbridge.*
- (f) the proposed speed limit reduction from 100 km/hr to 60 km/hr on Pococks Road, Springfield.*
- (g) the proposed speed limit reduction from 100 km/hr to 50 km/hr on Devine Drive and Avonie Place.*
- (h) the proposed extension to the 80 km/hr speed limit on Shands Road to 100 m south of Robinsons Road.*
- (i) the proposed speed limit reduction from 100 km/hr to 80 km/hr on Ivey Road.*

### 2. PURPOSE

To have Council agree on the proposed changes to go out for consultation.

### 3. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

This has been assessed against the Significance Policy and is not considered to be significant in that it:

- Does not affect all or a large portion of the community in a way that is not inconsequential,



- Does not have a potential impact or consequence on the affected persons (being a number of persons) that is substantial,
- Does not have financial implications on the Council's resources that would be substantial, and
- Is not likely to generate a high degree of controversy.

#### **4. HISTORY/BACKGROUND/PROCESS**

Following a review of speed limits that was mainly related to growth in the townships and extending the 80 km/hr rural speed limits in November 2017 that were adopted by Council in February 2018 it was requested that speed limits at schools be reviewed. This was mainly due to the submissions received requesting lower speed limits at schools.

Where speed limits in townships were changed as part of the 2017 review the 70 km/hr speed limits were reviewed and reduced to 60 km/hr or 50 km/hr in line with the NZTA Speed Management Guide. The remaining 70 km/hr speed limits were reviewed along with the school speed limits.

While reviewing the speed limits at schools and the 70 km/hr speed limits other speed limits were identified for change and these have also been included.

#### **5. PROPOSAL**

##### **a) Urban Schools**

The majority of urban schools are within the 50 km/hr urban speed limit. They have school warning signs in place and have the high activity times at morning and afternoon. Many schools also have activity outside of the peak times including weekends.

Feedback from NZTA as part of the 2017 speed limit review suggested a 40 km/hr speed limit on some of our new subdivision roads (e.g. within Faringdon). It was considered that if a permanent 40 km/hr speed limit is considered appropriate for those urban streets (and maybe urban streets generally in the future) then it should be appropriate for outside schools that have much more activity than those subdivisions.

The use of variable school speed limits is an option which has the lower 40 km/hr speed limit at the peak morning and afternoon periods. There is activity at schools outside of these peak times and increasingly schools make use of their facilities outside of normal school hours. For these reasons having a permanent 40 km/hr speed limit is preferred.

The NZTA Mega Maps data was checked for each school and the operating speed and safe and appropriate speed noted for each. While the information in Mega Maps is not complete it provides a guide on what is happening at these sites. This information along with the current speed limit is included in the attached spreadsheet. Generally the operating speeds are lower than the posted speed limit.

The proposed speed limit on the streets that front the schools is 40 km/hr as a permanent speed limit. The 40 km/hr speed limit proposed to start generally at a point 90 m in advance of the existing PW2 School warning signs. Some sites will vary from this depending on location of intersections, other signs, etc. The signs are proposed to be the normal RG1 with a School Zone supplementary sign below.

#### b) Rural Schools

Rural schools (on roads with 70 km/hr or greater) have the 40 When Children Present signs installed. On roads with an 80 km/hr speed limit a variable 40 km/hr School Zone speed limit is considered appropriate and has been requested by those schools (Weedons and Broadfield). With the reduced school activity outside of the peak times on these rural roads a permanent 40 km/hr speed limit is not considered appropriate.

The variable 40 km/hr School Zone speed limit requires the installation of electronic signs and agreement by the school to operate them. There is no current funding for the sign installation so the implementation of the speed would have to wait until funding is available. The estimated cost of installation is \$40,000 per site. If the variable speed limit is approved the existing 40 When Children Present signs will remain until such time as funding is available.

Ladbrooks School is within a 60 km/hr speed limit and it is not considered appropriate to have a 40 km/hr speed limit for the school within the 60 km/hr speed limit. If a 40 km/hr speed limit is desired and approved it would likely replace the whole 60 km/hr speed limit which would seem incongruous in that rural area. The surrounding roads have an 80 km/hr speed limit and the 60 km/hr speed limit and 40 When Children Present signs are considered appropriate for this small settlement in a rural location.

The only school on a rural road with the 100 km/hr open road speed limit is Greendale School. With the low traffic volumes, low school activity and activity on one side only the 40 When Children Present signs are considered appropriate.

#### c) State Highway Speed Limits

Glentunnel School and Windwhistle School are on SH77 and Tai Tapu School has SH75 on one side of the school. Management of the speed limit on these roads is with NZTA who will be consulted on the speed limits generally and they may choose to review the speed limit on the state highway at these schools.

#### d) Township 70 km/hr Speed Limits

The existing 70 km/hr speed limits in townships are all proposed to be reduced to 60 km/hr. The only exception is Tramway Rd in Kirwee which is proposed to be reduced to 50 km/hr and included in the 50 km/hr urban speed area.

The existing 100 km/hr speed limit on Tramway Rd and Irvines Rd on the fringe of the rural residential development of Dunsandel is proposed to be reduced to 60 km/hr.

The existing 100 km/hr speed limit on Taumutu on the approach to Southbridge is proposed to be reduced to 60 km/hr. There is a threshold treatment already in place and while limited development is considered sufficient for the reduced speed limit on the approach to the township.

The existing 100 km/hr speed limit on Pococks Rd on the fringe of Springfield is proposed to have a 60 km/hr speed limit.

#### e) Other Speed Limits

The speed limits within the Claremont subdivision off Waterholes Rd did not have a reduced speed limit put in place when developed. A 50 km/hr speed limit is proposed.

On Shands Rd the 80 km/hr speed limit begins south of Selwyn Rd. With the application of the 80 km/hr speed limit on Robinsons Rd between Selwyn Rd and Shands Rd, the change in speed limit from 80 km/hr to 100 km/hr near the Shands Rd intersection has signs installed in front of Broadfield School. This has caused some confusion and added to the existing sign “clutter”. To remove the need for signs near the intersection it is proposed to extend the 80 km/hr speed limit on Shands Rd to 100 m south of Robinsons Rd.

Ivey Rd off Dawsons Rd has a proposed 80 km/hr speed limit because it has been omitted when the reductions have previously been put in place on surrounding roads.

## 6. OPTIONS

The options are to adopt, amend or decline the recommendations for consultation.

## 7. VIEWS OF THOSE AFFECTED/CONSULTATION

### a) Views of those affected

An email was sent to all schools to request their feedback on what they desired the speed limit to be. Nine responses were received that all requested at least a reduction to 40 km/hr with 30 km/hr also requested. The responders have been contacted about their specific request and also included in a generic response to all schools outlining the proposed speed limits.

### b) Consultation

The proposed speed limits will be consulted with NZTA, Police, AA, Road Transport Forum, Christchurch City Council, all schools, township committees and the Road Safety Committee. There will be public consultation via the Council website.

It is proposed to have consultation open from 17 October 2018 until the 30 November 2018 with the submissions considered and processed by a subcommittee of Council staff and Council’s Road Safety Committee

representatives. No hearing committee is proposed.

**c) Maori implications**

There are no Maori implications.

**8. RELEVANT POLICY/PLANS**

The proposal aligns with the NZTA Speed Management Guide and Setting of Speed Limits Rule 2017.

**9. COMMUNITY OUTCOMES**

The proposal supports the community outcome to provide a safe place in which to live work and play by assisting with pedestrians, cyclists and motor vehicle users to safely move around Selwyn District.

**10. NEGATIVE IMPACTS**

There are not considered to be any negative impacts of the proposed speed limit review.

**11. LEGAL IMPLICATIONS**

There are no legal implications in relation to this proposal. The Speed Limits Bylaw 2006 is to be renewed and is proposed to be consulted alongside the speed limit changes. The results of the speed limit review consultation will comply with the new Speed Limit Bylaw with the adoption of both coordinated so the bylaw is in place before the speed limit changes.

**12. FUNDING IMPLICATIONS**

There are no financial implications for Council for the review. Costs of the review and implementation will come out of existing operational budgets.

**13. HAS THE INPUT/IMPACT FROM/ON OTHER DEPARTMENTS BEEN CONSIDERED?**

There is no input required from other departments and no impact on other departments.

Mark Chamberlain  
**TEAM LEADER TRANSPORTATION**

*Endorsed for Agenda*

Murray Washington  
**ASSET DELIVERY MANAGER**

School	Road 1	Road 2	Road 3	School Speed Limit Feedback Summary	NZTA Mega Map		Selwyn District Council		Comments
					Operating Speed 50th %ile	Safe & Appropriate Speed	Existing Speed Limit	Proposed Speed Limit	
Weedons	Weedons Ross Rd			Pleased with the 80 km/hr speed limit which seems to have slowed traffic down but some drivers do not adhere to the advisory 40 km/hr. Would like a 40 km/hr variable speed limit outside the school. Electronic signs are preferred. Traffic volumes will increase when CSM2 is completed. School has a bus service.	55-59	80	80	40 variable	A variable 40 km/hr speed limit for the school zone is considered appropriate and will be recommended for adoption. The installation of the electronic signs, etc. will take some time as there is no budget currently available. It can be done as a subsidised low cost/low risk project and we will work on how soon this can be funded under this category. Until that time the 40 When Children Present signs to remain.
Lemonwood Grove	Lemonwood Drive	Charlbury Dr	East Maddisons Rd	Support of the proposal to reduce the speed limit around the school to 40km/h. Reducing the speed limit will assist with keeping our learners safe. Hopefully it will also support the greater community and "Tradies" think about and reduce their speed around the school.	NA, NA, 40-44	NA, NA, 80	50, 50, 60	40, 40, 60	A 40 km/hr school zone speed limit will be recommended on Lemonwood Dr and Charlbury Dr. On East Maddisons Rd the 60 km/hr speed limit to remain because there is no school activity directly onto East Maddisons Rd and still only one sided development. If the school access and development change then the speed limit will be reviewed.
Lemonwood Grove	Lemonwood Drive	Charlbury Dr	East Maddisons Rd	I would like to strongly recommend that the Selwyn District Council reduce the speed limit around schools in our area to 40km/h.					
Broadfield	Robinsons Rd	Shands Rd		Reduce the speed along Shands Road and Selwyn Road from the intersection of Shands and Selwyn to south of Robinsons Road. This is a 1.2km extension of the existing 80km/h zone out to Robinsons Road. Replace the current "School Zone – 40km/h when children present" notice with and enforceable variable speed sign, LED luminated, 40km/h sign that is activated only before school starts and after school finishes or when there is loading of children onto buses outside of the normal times.	55-59, 70-74	100, 80	80, 100	40 variable , 80	A variable 40 km/hr speed limit for the school zone is considered appropriate and will be recommended for adoption. The installation of the electronic signs, etc. will take some time as there is no budget currently available. It can be done as a subsidised low cost/low risk project and we will work on how soon this can be funded under this category. Until that time the 40 When Children Present signs to remain. It will be recommended that the 80 km/hr speed limit on Shands Rd and Selwyn Rd both be extended to south of Robinsons Rd to remove the need for the change in speed limit signs near the intersection of Shands Rd and located outside the school near the access, parking, etc.
Rolleston	Tennyson St	Kidman St	Norman Kirk Dr	We see 40km/ph as the most appropriate speed limit around the school. These could be accompanied by signage that states School Zone Reduce Speed. We would appreciate four signs around the school's perimeter roads, but if not possible, our preference would be Kidman and Tennyson Streets. The Kidman Street area is becoming increasingly busy with a lot of the traffic being non-parent traffic but tradespeople and the general public visiting BP, McDonalds etc. The placement of these in the best position is critical and we would like your support in helping determine this so that drivers are made aware early enough that they are entering a restricted speed zone near a school.	35-39, 30-34, <30	50, 50, 50	50, 50, 50	40, 40, 50	A 40 km/hr school zone speed limit to be recommended on Tennyson St and Kidman St. May also be on Norman Kirk Dr with the activity associated with the school access although the current road alignment and activity means that speeds are low anyway.
Ellesmere College	Leeston Dunsandel Rd			Moving the 50 km/h speed signs further away from the school to ensure that traffic has decelerated to the correct maximum speed. A 40km/h restriction placed during times when children are present/certain times e.g. times which coincide with before and after school.	45-49	80	50	40	The 50km/hr speed limit will not be extended until there is more development on Leeston Dunsandel Rd frontage. A 40 km/hr school zone speed limit to be recommended.
Waitaha	Lemonwood Drive	Charlbury Dr	East Maddisons Rd	East Maddisons Road should be reduced to 50kms and 40kms when going past the two schools, Lemonwood Grove and Waitaha, that boundaries run besides this road. East Maddisons Road has 2 schools, 1 preschool and many houses built alongside this road. Therefore producing more traffic and potential danger to all children travelling to the schools.	40-44	NA, NA, 80	50, 50, 60	40, 40, 60	A 40 km/hr school zone speed limit to be recommended on Lemonwood Dr and Charlbury Dr. On East Maddisons Rd the 60 km/hr to remain because there is no school activity directly onto East Maddisons Rd and still only one sided development. If the school access and development change then the speed limit will be reviewed.
Ararira	Southfield Dr	Russ Dr			35-39	40	50, 50	50, 40	A 40 km/hr school zone speed limit to be recommended on Russ Dr.
Burnham	Godley Rd				40-44	50	70	40	A 40 km/hr school zone speed limit to be recommended on Godley Rd to replace the 40 When Children Present signs.
Clearview	Broadlands Dr				NA	NA	50	40	A 40 km/hr school zone speed limit to be recommended on Broadlands Dr.
Darfield	Ross St	Cardale St	Greendale Rd		<30, 35-39, 50-54	40, 40, 60	50, 50, 50	40, 50, 50	A 40 km/hr school zone speed limit to be recommended on Ross St.
Darfield High	McLaughlins Rd	Bangor Rd (SH77)			40-44, 60-64	60, 50	50, 50	40, 50	A 40 km/hr school zone speed limit to be recommended on McLaughlins Rd.
Dunsandel	Irvines Rd	Leeston Dunsandel Rd			40-44, 75-79	50, 60	50, 70	40, 60	A 40 km/hr school zone speed limit to be recommended on Irvines Rd.
Glentunnel	Homebush Rd (SH77)	Glentunnel Domain Rd			55-59, <30	50	60, 50	60, 50	Being on SH77 NZTA are responsible for the speed limit. We will be discussing with NZTA.
Greendale	Greendale Rd	Bridge Rd			50-54, 50-54	80, 80	100, 100	100, 100	Being a low volume rural road a 40 km/hr School Zone speed limit is not considered appropriate. The 40 When Children Present signs to remain. The school to manage the access to the school and ensure that all activity is on the school side only.
Hororata	Bealey Rd				55-59	60	50	40	A 40 km/hr school zone speed limit to be recommended on Bealey Rd to replace the 40 When Children Present signs.
Kirwee	School Lane				<30	40	50	40	A 40 km/hr school zone speed limit to be recommended on School Lane.
Ladbrooks	Barnes Rd				35-39	60	60	60	Being an isolated location with the 80 km/hr speed limit each side and 60 km/hr speed limit through the settlement, an additional 40 km/hr school zone speed limit is not considered appropriate. The 40 When Children Present signs to remain.

School	Road 1	Road 2	Road 3	School Speed Limit Feedback Summary	NZTA Mega Map		Selwyn District Council		Comments
					Operating Speed 50th %ile	Safe & Appropriate Speed	Existing Speed Limit	Proposed Speed Limit	
Leeston	Selwyn St	D'Arcy St	Pultney St		30-34, <30, 40-44	40, 40, 40	50, 50, 50	40, 40, 50	A 40 km/hr school zone speed limit to be recommended on Selwyn St and D'Arcy St.
Lincoln	North Belt	James St	Boundary Rd		30-34, 40-44, 45-49	40, 50, 50	50, 50, 50	40, 40, 40	A 40 km/hr school zone speed limit to be recommended on North Belt, James St and Boundary Rd.
Lincoln High	Boundary Rd				45-49	50	50	40	A 40 km/hr school zone speed limit to be recommended on Boundary Rd.
Prebbleton	Blakes Rd	Springs Rd	Elmwood Dr		40-44, 50-54, 30-34	50, 50, 40	50, 50, 50	40, 40, 50	A 40 km/hr school zone speed limit to be recommended on Blakes Rd and Springs Rd. The lesser school activity on Elmwood Dr is why no change is being recommended.
Rolleston Christian	Springston Rolleston Rd				55-59	80	60	40	A 40 km/hr school zone speed limit to be recommended on Springston Rolleston Rd to replace the 40 When Children Present signs.
Rolleston College	Springston Rolleston Rd	Broadlands Dr	Goulds Rd		40-44, NA, 40-44	50, NA, 50	50, 50, 50	40, 40, 50	A 40 km/hr school zone speed limit to be recommended on Springston Rolleston Rd and Broadlands Dr. The lesser school activity on Goulds Rd is why no change is being recommended.
Sheffield	Curve Rd	Wrights Rd			55-59, 40-44	60,50	50, 50	40, 40	A 40 km/hr school zone speed limit to be recommended on Curve Rd and Wrights Rd.
Southbridge	Hastings St				35-39	50	50	40	A 40 km/hr school zone speed limit to be recommended on Hastings St.
Springfield	Tawera Lane				<30	50	50	40	A 40 km/hr school zone speed limit to be recommended on Tawera Lane.
Springston	Leeston Rd				50-54	60	50	40	A 40 km/hr school zone speed limit to be recommended on Leeston Rd.
Tai Tapu	School Rd	Forbes Rd	Christchurch Akaroa Rd (SH75)		<30, <30, 50-54	60, 50, 60	50, 50, 50	40, 50, 50	A 40 km/hr school zone speed limit to be recommended on School Rd. The lesser school activity on Forbes Rd is why no change is recommended. NZTA are responsible for the speed limit on SH75. We will be discussing with NZTA.
West Melton	Weedons Ross Rd	Westview Cr			40-44, <30	50, 40	50, 50	40, 40	A 40 km/hr school zone speed limit is to be recommended on Weedons Ross Rd and Westview Cr.
West Rolleston	Dunns Crossing Rd	Burnham School Rd		Our school is very keen to see more signage and reduced speeds of 30km around all schools.	45-49, 45-49	40, 40	50, 50	40, 40	A 40 km/hr school zone speed limit is to be recommended on Dunns Crossing Rd and Burnham School Rd.
Windwhistle	Rakaia Gorge Rd (SH77)				75-79	80	100		Being on SH77 NZTA are responsible for the speed limit. We will be discussing with NZTA.

Township	Road Name	NZTA Mega Map		Selwyn District Council		Comment
		Operating Speed 50th %ile	Safe & Appropriate Speed	Existing Speed Limit	Proposed Speed Limit	
Burnham	Burnham Rd	60-64	60	70	60	The reduction down to 60 km/hr is to align with the long term aim of removing 70 km/hr speed limits as per the NZTA Speed Management Guide and Setting of Speed Limits Rule 2017.
Burnham	Aylesbury Rd	45-49	60	70	60	
Burnham	Godley Rd	40-44	50	70	60	with 40 school zone speed limit
Burnham	Burdons Rd	40-44	40	70	60	
Coalgate	Coaltrack Rd	45-49	60	70	60	
Darfield	Kimberley Rd	45-49	60	70	60	
Darfield	Horndon St	40-44	40	70	60	
Darfield	McLaughlins Rd	55-59	60	70	60	
Dunsandel	Leeston Dunsandel Rd	55-59	60	70	60	
Dunsandel	Dunsandel Brookside Rd	55-59	80	70	60	
Dunsandel	Irvines Rd	40-44	50	70	60	
Dunsandel	Irvines Rd	40-44	50	100	60	This reduction is to include the remainder of Irvines Rd through to Tramway Rd to complete the link around Dunsandel.
Dunsandel	Tramway Rd	45-49	60	70	60	
Dunsandel	Tramway Rd	45-49	60	100	60	This reduction is to include the remainder of Tramway Rd through to Irvines Rd to complete the link around Dunsandel.
Edendale	Sandy Knolls Rd	50-54	60	70	60	
Hororata	Hororata Rd	50-54	60	70	60	
Hororata	Duncans Rd	35-39	50	70	60	
Kirwee	Courtenay Rd	50-54	60	70	60	
Kirwee	Hoskyns Rd	45-49	50	70	60	
Kirwee	Tramway Rd	45-49	60	70	50	Include in the 50 km/hr urban zone.
Southbridge	Southbridge Leeston Rd	55-59	60	70	60	
Southbridge	Willis Rd	50-54	50	70	60	
Southbridge	High St	45-49	50	70	60	
Southbridge	Gordon St	55-59	60	70	60	
Southbridge	High St	45-49	60	70	60	
Southbridge	Taumutu Rd	55-59	50/80	100	60	This is a reduction on the approach to Southbridge and covers the lesser developed land before the 50 km/hr speed limit. A threshold treatment is already in place.
Springfield	Pococks Rd	45-49	80	100	60	This is a reduction on a fringe road in Springfield.
Springston	Ellesmere Junction Rd	60-64	60	70	60	
Tai Tapu	Lincoln Tai Tapu Rd	75-79	60	70	60	
Tai Tapu	Old Tai Tapu Rd	55-59	80	70	60	
Tai Tapu	Golf Links Rd	35-39	80	70	60	
Waddington	Waddington Rd	45-49	50	70	60	



Township	Road Name	NZTA Mega Map		Selwyn District Council		Comment
		Operating Speed 50th %ile	Safe & Appropriate Speed	Existing Speed Limit	Proposed Speed Limit	
Claremont	Devine Dr	35-39	80	100	50	This development has been missed previously. Not included in the 80 km/hr reduction but with the number of houses and road alignments a 50 km/hr speed limit is considered appropriate.
Claremont	Avonie Pl	<30	80	100	50	
Rural	Shands Rd	70-74	80	100	80	Extend the 80 km/hr speed to past Robinsons Rd to remove the need for signage outside the school on Robinsons Rd
Rural	Ivey Rd	40-44	80	100	80	Has been omitted from previous 80 km/hr restrictions. Is a no exit road off Dawsons Rd

## REPORT

**TO:** Chief Executive

**FOR:** Selwyn District Road Safety Sub-Committee Meeting  
17 October 2018

**FROM:** Road Safety and Schools Road Safety Coordinators

**DATE:** 15 October 2018

**SUBJECT: OVERVIEW OF PROGRAMMED ROAD SAFETY  
CAMPAIGNS/ACTIVITIES: AUG 2018 – SEPT 2018**

---

### RECOMMENDATION

*‘That the Road Safety and School Road Safety Coordinator report for Aug 2018 – Sept 2018 be received for information.’*

#### 1. PURPOSE

To provide information to the Road Safety Committee on the programmed campaigns and activities for the period August 2018 to September 2018.

(Appendix A: Report for July 2018 to August 2018)

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 August and September a successful engagement programme covering fatigue and distraction took place over several days at Synlait.

- The motorcycle event ran very successfully on 22 September 2018.
- Young drivers and mature drivers campaigns are ongoing.
- A pause in new campaigns has arisen following the commencement of the Cross Canterbury Research Project.
- The summer Alcohol and Speed focus period is Nov – Jan.
- Holiday driving (Fatigue) gets further focus in February.

#### 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:** 17 October 2018  
**FROM:** Road Safety Coordinator and School Road Safety Coordinator  
**DATE:** 10 October 2018  
**SUBJECT:** Report for August 2018 – September 2018

### RECOMMENDATION

'That this report entitled "Report for August 2018 – September 2018 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:** Winter driving billboards have now been removed, replaced with an interim programme of Speed Past School Buses. Refer to notes below on the Road Safety Research programme.

Less Speed Less Harm will be promoted in the next few weeks through a programme of giving out recyclable shopping bags carrying that message, and at the Ellesmere A&P Show on 13 September.

### Safe Vehicles



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

Supported by Driving Instructors in the Young Driver programme and Mature Drivers courses.

### 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.

**Motorcycles:** Kickstart took place at Ruapuna on 22 September.



This was the most successful event yet, with the move to the new venue proving to be both popular and effective. 1200 – 1500 motorcyclists were exposed to road safety programmes, aligned with ACC Ride Forever messaging.

**A Pan-Canterbury research project** is underway, funded by SDC, CCC, Waimakariri, Timaru, Ashburton and Hurunui. Future activities are on hold until we can use the information obtained by the research to better inform future activities.

**Mature Drivers:** Age Concern Canterbury continues to coordinate Confident (Senior) Drivers courses. 21 people attended at the Lincoln Event Centre on 9 October. A further 6 courses have been planned for this financial year.



A second initiative is underway. We have bought 50 AA memberships for distribution to Selwyn residents 74 years of age and older. They will qualify for a 1 hour senior driver session as part of their membership, as well as all the support that AA membership brings.

An initial effort to promote this through Community Liaison has met with little success. The next effort will be by promotion through the Libraries and Service Centres.

#### **Distraction & Fatigue:**

The fatigue and distraction campaign has been updated to reflect new messaging. This was used during August and September. It included print advertising, displays at HQ, and the Synlait programme.



A joint programme of lunchtime fatigue and distraction information sessions was conducted with staff of Synlait.

Jointly funded reusable water bottles will be distributed in late October carrying the Synlait logo, the SDC logo, and the Synlait version of our Work Safe, Home Safe slogan.

A video summarizing the fatigue message is being used by Synlait on their nationwide intranet.

### **Young Drivers:**

Holden Street Smart has proven to be a popular success with Selwyn young drivers. In the July holidays we had 17 young Selwyn drivers attend the HSS course at Ruapuna. The October sessions saw a reduction in Selwyn reservations, down to 9. I will be promoting the December sessions more heavily.

The Lincoln Community Driver Mentoring Programme (CDMP) has progressed significantly with the enthusiasm of the new coordinator at Lincoln Community Care. New mentors have been recruited and the programme is likely to expand, if slowly.

A CDMP has been established after some delay in Darfield. Small beginnings, but I'm expecting it will grow, if slowly.

Police are in the process of establishing a Learner Driver Menotoring Programme. We are supporting this with resources, and room hire.

**Community Road Safety Fund:**

Application received from Selwyn Womans Issues group to support the supply of bib style hi-viz vests for Southbridge School. Thank you received from Selwyn Womans Issues Group. (correspondence in)

Application received from Rolleston College for fundiung to establish a SADD group. Application awarded.

**School Road Safety*****Active Autumn***

Active Autumn campaign completed. There were 8 schools engaged with 825 completed passports (= to 8250 trips) and 297 posters entered. Will repeat again with lessons learnt on admin and instructions. Schools that won Pedalmaia were Southbridge, Leeston and Rolleston.

***Travel Planning***

West Rolleston has completed their travel plan with SDC support installing kiss and go zones and no parking marking. They started the term with a Road Safety Week where we presented to each class on sneaky driveways, helmets on scooters, hi viz and scooting on the footpath no the road.

Actively working with, Lemonwood Grove, Ararira Springs, Prebbleton, Weedons School, Lincoln Primary and Lincoln High School to develop their School Travel Plans. Interest in travel planning has also been shown by Sheffield, Broadfields and Ladbrooks. Localised MR for West Melton with how to use a kea crossing as issue with drivers stopping to let children cross.

Met with Headgirl of Darfield to discuss ped issues and provided info on travel planning. Worked with Property to extend footpath at same time as church carpark works to provide connectivity. Promotion of alternative ped route using exisiting ped build out will be managed by School Council.

***Child Restraint activities***

Met with the volunteers in July. Looking into recertification and certification of new volunteers. Planning MR to educate on what Carseat Champions do

and find volunteers. Child restraint checking clinics programmed monthly due to demand at SDC on Saturdays.

Currently 9 Active Volunteers however two stepping down from role. Ongoing support to our trained volunteer technicians with the supply of consumables.

#### **SeatSmart**

161 child restraints recycled to date. Price to recycle is increasing 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**

Rolleston College has a staff member interested in establishing a group. Have made contact with them to offer support.

#### **Bike to School Day**

Selwyn Sports trust have organized a Bike to School day. Due to poor weather on the 25<sup>th</sup> of September this will be deferred to October. To be held at Brookside Park for all 5 Rolleston Schools. Breakfast, pedalmania, helmet and bike checks and group cycle trains to school.

Supporting with wrist bands, bike bells and pedalmania. Councillors invited to attend.

#### **Road Patrollers Pool Party**

Planning underway for evening of 10 November. Support from SC Officers and Blue Light for BBQ.

### **Safe Roads & Roadsides**



*safe roads and roadsides that are predictable and forgiving of mistakes - their design should encourage appropriate road user behavior and safe speeds.*

**Intersections:** A campaign will be prepared and delivered during March and April 2019. Hopefully, we will be able to link with Police and an enforcement component for the campaign.

### **Meetings/activities/training attended/Future**

Time 4 Mums – 4 July

Canterbury & W/Coast Coordinators – 22 June, next meeting 23 August



Bike to School Event – October  
Ellesmere Show – 13 October  
Road Patrollers Pool Party – 10 November

Report

## Broadlands Drive, Rolleston - Operational Safety Audit

Prepared for Selwyn District Council (Client)

Prepared by Beca Limited (Beca)



7 September 2018



## Revision History

Revision N°	Prepared By	Description	Date
A	Alex Lumsdon / Mark Downie	SAT findings and recommendations	07/09/2018

## Document Acceptance

Action	Name	Signed	Date
Prepared by	Alex Lumsdon / Mark Downie		07/09/2018
Reviewed by	David Aldridge		07/09/2018
Approved by	David Aldridge		07/09/2018
on behalf of	Beca Limited (Beca)		

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This report has been prepared by Beca on the specific instructions of our Client. It is solely for our Client's use for the purpose for which it is intended in accordance with the agreed scope of work. Any use or reliance by any person contrary to the above, to which Beca has not given its prior written consent, is at that person's own risk.

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# 1 Introduction

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## 1.1 Safety Audit Procedure

A road safety audit is a term used internationally to describe an independent review of a future road project to identify any safety concerns that may affect the safety performance. The audit team considers the safety of all road users and qualitatively reports on road safety issues or opportunities for safety improvement.

A road safety audit is therefore a formal examination of a road project, or any type of project which affects road users (including cyclists, pedestrians, mobility impaired etc), carried out by an independent competent team who identify and document road safety concerns.

A road safety audit is intended to help deliver a safe road system and is not a review of compliance with standards.

The primary objective of a road safety audit is to deliver a project that achieves an outcome consistent with Safer Journeys and the Safe System approach, that is, minimisation of death and serious injury. The road safety audit is a safety review used to identify all areas of a project that are inconsistent with a safe system and bring those concerns to the attention of the client in order that the client can make a value judgement as to appropriate action(s) based on the risk guidance provided by the safety audit team.

The key objective of a road safety audit is summarised as:

*To deliver completed projects that contribute towards a safe road system that is increasingly free of death and serious injury by identifying and ranking potential safety concerns for all road users and others affected by a road project.*

A road safety audit should desirably be undertaken at project milestones such as:

- Concept Stage (part of Business Case);
- Scheme or Preliminary Design Stage (part of Pre-Implementation);
- Detailed Design Stage (Pre-implementation / Implementation); and
- Pre-Opening / Post-Construction Stage (Implementation / Post-Implementation).

A road safety audit is not intended as a technical or financial audit and does not substitute for a design check on standards or guidelines. Any recommended treatment of an identified safety concern is intended to be indicative only, and to focus the designer on the type of improvements that might be appropriate. It is not intended to be prescriptive and other ways of improving the road safety or operational problems identified should also be considered.

In accordance with the procedures set down in the “NZTA Road Safety Audit Procedures for Projects, Interim Release dated May 2013”, the audit report should be submitted to the client who will instruct the designer to respond. The designer should consider the report and comment to the client on each of any concerns identified, including their cost implications where appropriate, and make a recommendation to either accept or reject the audit report recommendation.

For each audit team recommendation that is accepted, the client shall make the final decision and brief the designer to make the necessary changes and/or additions. As a result of this instruction the designer shall

action the approved amendments. The client may involve a Technical Services & Design Manager to provide commentary to aid with the decision.

Decision tracking is an important part of the road safety audit process. A decision tracking table is embedded into the report format at the end of each set of recommendations to be completed by the designer, Technical Services & Design Manager and client for each issue documenting the designer response, Project Sponsor (and asset manager's comments in the case where the client and asset manager are not one and the same) and action taken.

A copy of the report including the designer's response to the client and the client's decision on each recommendation shall be given to the road safety audit team leader as part of the important feedback loop. The road safety audit team leader will disseminate this to team members.

## 1.2 Project Background

The audit has been undertaken by Beca Ltd (Beca) at the request of Selwyn District Council. This report presents the findings of an **Operational Stage Road Safety Audit** for the pedestrian crossing on **Broadlands Drive, Rolleston**.

Safety issues have been considered against current guidelines, safety experience and practice where relevant.

The field audit and observations were carried out on 22/08/2018.

## 1.3 Safety Audit Team

The audit team for the Operational Stage Road Safety Audit were as follows:

- Mark Downie      Lead Safety Auditor – Senior Civil Engineer
- Alex Lumsdon      Road Safety Auditor – Transportation Engineer

## 1.4 Report Structure

The potential road safety problems identified have been ranked as follows:-

The expected crash frequency is qualitatively assessed on the basis of expected exposure (how many road users will be exposed to a safety issue) and the likelihood of a crash resulting from the presence of the issue. The severity of a crash outcome is qualitatively assessed on the basis of factors such as expected speeds, type of collision, and type of vehicle involved.

Reference to historic crash rates or other research for similar elements of projects, or projects as a whole, have been drawn on where appropriate to assist in understanding the likely crash types, frequency and likely severity that may result from a particular concern.

The frequency and severity ratings are used together to develop a combined qualitative risk ranking for each safety issue using the Risk Assessment Matrix in **Table.1** below. The qualitative assessment requires professional judgement and a wide range of experience in projects of all sizes and locations.

**Table.1: Risk Assessment Matrix**

<b>Severity</b> (Likelihood of Death or Serious Injury Consequence)	<b>Frequency (Probability of a Crash)</b>			
	<b>Frequent</b>	<b>Common</b>	<b>Occasional</b>	<b>Infrequent</b>
<b>Very Likely</b>	Serious	Serious	Significant	Moderate
<b>Likely</b>	Serious	Significant	Moderate	Moderate
<b>Unlikely</b>	Significant	Moderate	Minor	Minor
<b>Very Unlikely</b>	Moderate	Minor	Minor	Minor

While all safety concerns should be considered for action, the client or nominated project manager will make the decision as to what course of action will be adopted based on the guidance given in this ranking process with consideration to factors other than safety alone. As a guide a suggested action for each risk category is given in **Table.2** below.

**Table.2: Risk Categories**

<b>RISK</b>	<b>Suggested Action</b>
<b>Serious</b>	A major safety concern that should be addressed and requires changes to avoid serious safety consequence.
<b>Significant</b>	Significant risk that should be addressed and requires changes to avoid injury consequence
<b>Moderate</b>	Moderate risk that should be addressed to improve overall safety
<b>Minor</b>	Minor risk that should be addressed where practical to improve overall safety.

In addition to the ranked safety issues it is appropriate for the safety audit team to provide additional comments with respect to items that may have a safety implication but lie outside the scope of the safety audit. A comment may include items where the safety implications are not yet clear due to insufficient detail for the stage of project, items outside the scope of the audit such as existing issues not impacted by the project or an opportunity for improved safety but not necessarily linked to the project itself. While typically comments do not require a specific recommendation, in some instances suggestions may be given by the auditors.

## 1.5 Documents Reviewed

The documents supplied by Selwyn District Council reviewed in this Operational Safety Audit, shown in **Appendix A**, were as follows:

Document	Revision (Date Issued)
Broadlands Drive Crossing (Email Memo – Chamberlain to Spillane/Aldridge)	30/07/2018

## 1.6 Disclaimer

The findings and recommendations in this report are based on an examination of available relevant plans, the specified road and its environs, and the opinions of the SAT. However, it must be recognised that eliminating safety concerns cannot be guaranteed since no road can be regarded as absolutely safe and no warranty is implied that all safety issues have been identified in this report. Safety audits do not constitute a design review, nor an assessment of standards with respect to engineering or planning documents.

Readers are urged to seek specific technical advice on matters raised and not rely solely on the report.

While every effort has been made to ensure the accuracy of the report, it is made available on the basis that anyone relying on it does so at their own risk without any liability to the safety audit team or their organisations.

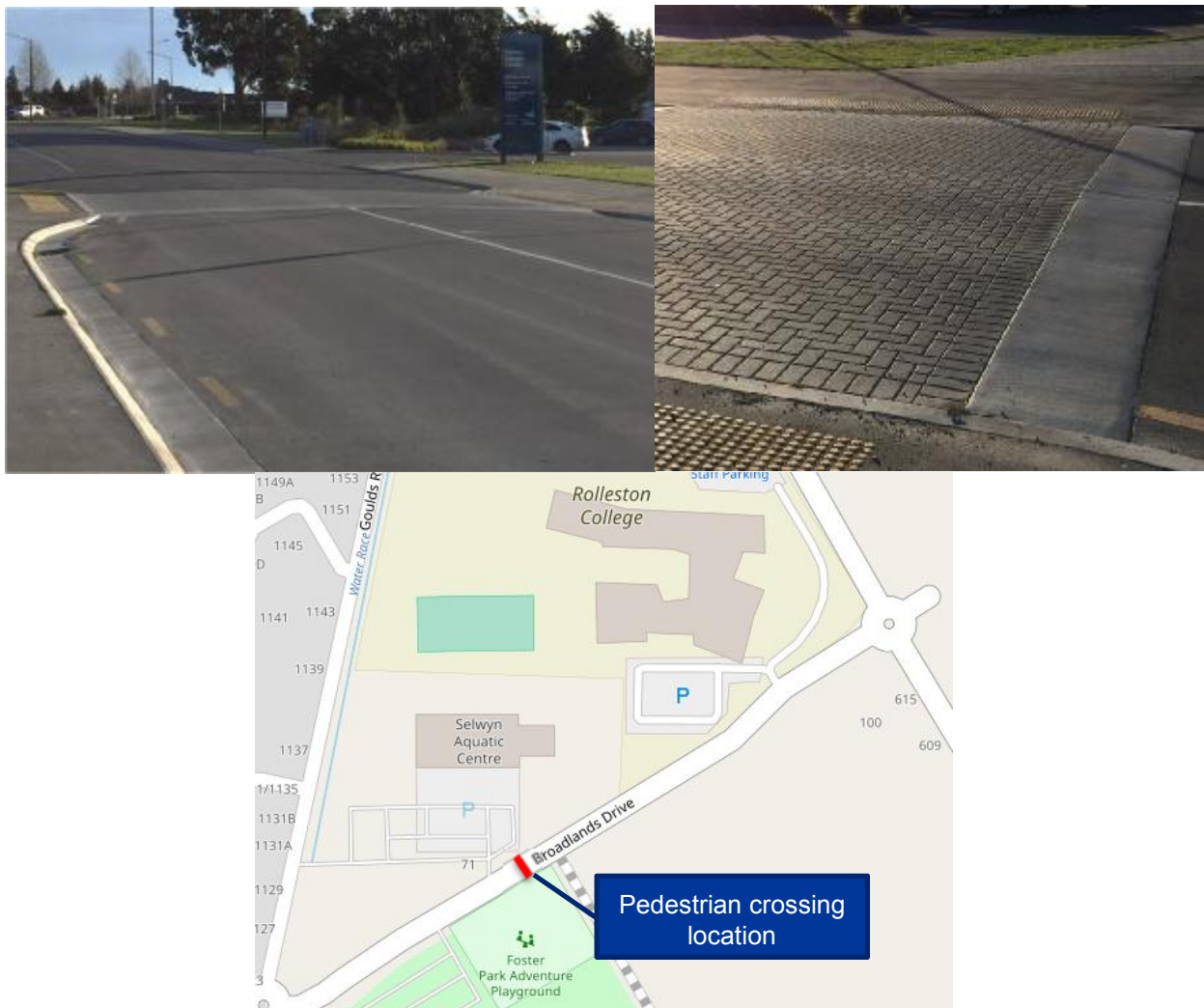


## 2 Audit Findings

### 2.1 Semi-formalised pedestrian crossing – Serious

The Broadlands Drive pedestrian crossing provides the only “formal” crossing point on Broadlands Drive between Springston-Rolleston Road and Goulds Road. The crossing provides access between a large recreational sports field/playground (Foster Park) to the south and the Selwyn Aquatic Centre and Rolleston College to the north.

It is semi-formalised (i.e. without a zebra crossing or advance pedestrian crossing signage), consisting of a raised paved crossing with kerb build-outs on either side. Due to its distinct form, pedestrians may consider they have priority over vehicles on Broadlands Drive and cross without giving way to motorists. As the adjacent land uses are typically frequented by children, it is considered that this issue is exacerbated as a result of lessened pedestrian visibility due to their height. There is a risk of conflicts between pedestrians and vehicles due to a pedestrian failing to give way to motorists.



**Figure 1.1:** Broadlands Drive Pedestrian Crossing and Locality Map

**Recommendation:**

Consider the installation of:

- unsignalised pedestrian crossing treatments (such as: zebra crossing transverse bar, limit line and give way diamond line marking; black and white pedestrian crossing poles; and advanced pedestrian crossing warning signage (PW-30)) to formalise the crossing and clarify to users who has priority.
- raised platform treatments (such as: 'zigzag' line marking on the platform ramp; solid centreline line marking on the approach; and advanced hump warning signage (PW-39)) to alert the approaching motorists of the raised platform so they can reduce their speed.
- Width marker posts on the approach side of the crossing to alert motorists to the change in road width.

Frequency Rating: **Common**

Severity Rating: **Very Likely**

**Designer Comment:****Safety Engineer:**

**Client Decision: We need to gather more information on pedestrian and traffic numbers to make a decision on the crossing type. There does need to be additional markings and signs installed but whether a crossing point or a zebra crossing will require a bit more data.**

**It is a pedestrian connection between the aquatic centre and Foster Park and the ongoing activity associated with that and the future development of both along with the volume of traffic on Broadlands Drive there is a case for a zebra crossing. It is mid block with good visibility and there will be pedestrian traffic on a fairly regular basis.**

**Action Taken:**

## 2.2 Night-time Visibility of Pedestrian Crossing – Moderate

The visibility of the pedestrian crossing is very poor at night. Whilst a street light is situated on the south side of the road adjacent to the crossing, it does not look to provide sufficient illumination to clearly identify the raised table or crossing pedestrians.

In addition, no retro-reflective devices including signage, line marking, reflective raised pavement markers (RRPMs) or kerb top markers (KTM) are installed on the approach to or at the crossing point. Due to this poor visibility there is a risk of pedestrian and vehicle conflicts at this location at night.

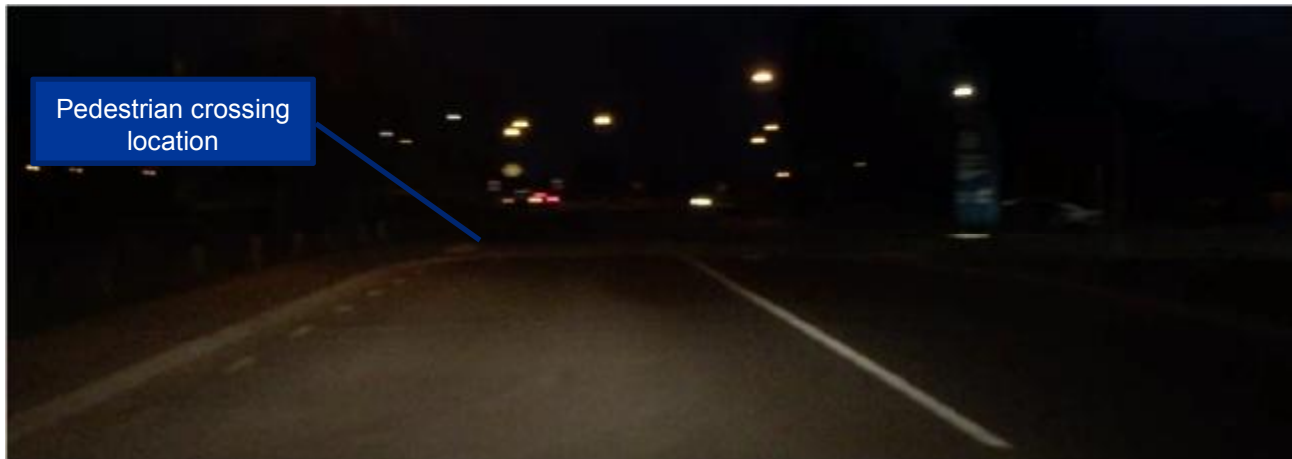


Figure 1.2: Pedestrian Crossing Visibility at Night

### Recommendation:

Consider the installation of:

- advanced retroreflective signage, reflective line marking and RRPMs to improve the visibility of the raised crossing at night.
- KTM on the left hand approach side of the crossing to alert motorists to the change in road width.

Review if the existing street lighting and confirm if this complies with the requirements of “AS/NZS 1158 – Lighting for roads and public spaces”. If not consider the installation of improved street lighting.

Frequency Rating: **Infrequent**

Severity Rating: **Very Likely**

### Designer Comment:

### Safety Engineer:

**Client Decision:** The delineation does need to be improved. the type and extent will be dependent on the decision on what type of crossing is in place. There will be specific crossing lighting installed if a zebra crossing.

**Action Taken:**

### 3 Audit Statement

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We certify that in carrying out this audit we have inspected the site and used the drawings and listed in **Appendix A**. We have endeavoured to identify features that could be modified or removed in order to improve safety, although it must be recognised that safety cannot be guaranteed since no road can be regarded as absolutely safe.

The problems identified have been noted in this report together with recommendations that should be studied for implementation. Readers are urged to seek further specific technical advice on matters raised and not rely solely on the report. Where recommended actions are not taken, this should be reported in writing, providing the reasons for that decision.



Signed: ..... Date: 07/09/2018

Mark Downie, Senior Civil Engineer  
Beca, Christchurch



Signed: ..... Date: 07/09/2018

Alex Lumsdon, Transportation Engineer  
Beca, Christchurch

<b>Designer:</b>	Name:.....	Position:.....
	Signature:.....	Date:.....
<b>Technical Services &amp; Design Manager:</b>	Name:.....	Position:.....
	Signature:.....	Date:.....
<b>Project Manager:</b>	Name:.....	Position:.....
	Signature:.....	Date:.....
<b>Action Completed:</b>	Name:.....	Position:.....
	Signature:.....	Date:.....

**Project Manager to distribute audit report incorporation decision to Designer, Safety Audit Team Leader, Technical Services & Design Manager and project file**      **Date: 07/09/2018**

## 4 Appendix – Audit Documents (Memo)

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## Canterbury Regional Transport Committee

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<b>Agenda item number</b>	8.0	<b>Date</b>	6 September 2018
<b>Author</b>	Lorraine Johns, Acting Programme Manager, Environment Canterbury		

### Regional Road Safety Working Group Report

#### Purpose

1. To inform the Canterbury Regional Transport Committee (RTC) about the work of the Regional Road Safety Working Group (RRSWG).

#### Role of Regional Road Safety Working Group

2. The role of RRSWG is to advise the RTC on technical road safety matters, including identifying matters that require further investigation by the RTC and, in some situations, identifying matters that can be addressed by the RTC at the national level.

#### Recommendations

That the Regional Transport Committee:

1. **Receive the Regional Road Safety Working Group Report.**

#### Key Points

3. RRSWG met on 9 August 2018, with the draft notes from this meeting appended to this report. Items discussed at the meeting of concern and interest to the RTC include:
  - Discuss on access to and analysis of road safety data in Canterbury.
  - The case for a Regional Speed Management Plan and accelerating implementation of the Speed Management Guide in Canterbury.
  - Progress on research on attitudes to road safety.

# Regional Road Safety Working Group – draft notes

Date: Thursday 9 August 2018

Time: 10.00am – 12:00 noon

Venue: Selwyn District Council, 2 Norman Kirk Drive, Rolleston

Attendees: Mayor David Ayers (Chair); David Edge (HDC); Thomas McNaughton (CCC); Andrew Dixon (TDC), Andrew Mazey (SDC), Daniel Naude (TDC); Jeremy Lambert (ADC); Kathy Graham (WDC); Joanne McBride (WDC); David Scarlett (NZTA) Jennifer Harris (ACC), Ash Tabb (Police), Lorraine Johns (ECan); Darren Fidler (ECan), Sam Robertson (ECan)

Apologies: Stephen Wright (CCC), Geoff Rhodes (ADC), Chris Gregory (KDC)

The meeting commenced at 10.05am

## Summary of actions

Meeting	Action	Who	Status
9 August 2018	Environment Canterbury to look across all local road safety action plans to undertake a stocktake of initiatives. Councils to provide Environment Canterbury with their plans.	All	In progress
9 August 2018	Invite representative from BECA to the next meeting to talk about work on identifying improvements.	Lorraine Johns	In progress
9 August 2018	NZTA to report back to the Group on how the Investment Assessment Framework balances travel time and safety benefits.	David Scarlett	In progress
1 November 2017	Future review into the Group's role - revise Terms of Reference and continue work on practical actions for RRSWG.	Environment Canterbury, All	Terms of reference to be considered in sub-group review.
11 May 2017	Revisit finalisation of the Road Safety Implementation Plan.	All	To be considered after sub-group review.
2 February 2017	Environment Canterbury to coordinate an investigation into the potential to engage a consultant to work with the Group and draft an intersection business plan for the region.	Environment Canterbury	On hold pending work on speed management.



## **1. Welcome, introductions, apologies**

Mayor David Ayers opened the meeting. Apologies were noted.

## **2. Minutes of the previous meeting**

The Minutes of the meeting held 3 May 2018 were confirmed. It was noted that a date on page 2 of the minutes needed to be changed from 2016 to 2018, and that Daniel Naude needed to be added to the apologies for that meeting.

## **3. Update on GPS**

- An update on the GPS was requested for this meeting, as the final GPS was released on 28 June 2018.
- The Government's core priorities (safety and access) remain the same, and there are no significant changes. An LGNZ summary of the changes is attached to the accompanying paper.
- The Government has announced a number of funding mechanisms including Targeted Enhanced Funding Assistance Rates (Enhanced FARs). Some of the details as to how these will apply is still in development. The Government has also enabled Regional Fuel Tax Schemes (though not outside of Auckland until after 1 January 2021) and has established the Provincial Growth Fund.
- Officers discussed whether Enhanced FARs might be applied to any safety projects. Clip on cycle lanes for bridges between Christchurch and Hurunui were being considered, as were the Wheels to Waipara project, the Selwyn District Prebbleton intersection upgrades, and minor improvements for Timaru and Christchurch City Council.

## **4. NZTA update on National Road Safety Strategy**

- The development of the National Road Safety Strategy is being led by the Ministry of Transport. NZTA is a key partner. Looking at the case for Vision Zero will be an important part of this work. The Group will be kept updated as work progresses.

## **5. Improving road safety outcomes: Access to and analysis of road safety data in Canterbury**

- Lorraine Johns recapped the issues with access to road safety data and analysis of that data, noting a paper was attached summarising the issues identified to date (both with access to information and more generally).
- It was proposed that the next steps for this work take a more holistic approach and focus on identifying the processes by which councils are developing and implementing safety initiatives. There is a need to understand what is working well, as well as the issues and limitations that councils are experiencing.
- It was agreed the immediate next steps for this work would be for Environment Canterbury to look across all local road safety action plans to undertake a stocktake of initiatives. Future work could look at cataloguing the various processes for identifying, developing and implementing interventions.

## **6. National Speed Management Plan (oral item)**

- NZTA is developing a business case to look at resourcing this work.
- NZTA is updating its Speed Maps to include crash data from 2017, and making sure all roads are included in the reporting and updating the use of adjacent land.
- The approach will be to identify the top 20% of roads which will most benefit from speed management. NZTA is also looking at the collective risk.
- There is also a focus on high risk rural roads and how they fit into this work. When looking at reducing speed limits, we need to look at the surrounding areas.
- A question was asked around how the Investment Assessment Framework balances travel time and safety benefits. David Scarlett agreed to report back to the Group on this.
- Jennifer Harris provided an update on ACC's action on motorcycle safety and young drivers. A lot of resources are going into both areas and the focus is on promoting training (evidence suggests this will be beneficial).
- The Group discussed how a reduction in speed limits would be managed by Policy. A 20km/hour decrease in the speed limit generally results in a 10-12km/hour speed reduction – still an overall reduction but people are breaking the law.
- TSIG is meeting in August, and Lorraine can take questions to that forum.

## **7. Update on Road Safety Action Plans (where plans are at, what themes are coming through) (oral item)**

- Daniel Naude mentioned the traditional focus on the following three disciplines: engineering, maintenance and travel time. The focus was on the small portion breaking the rules. However, it is important to ensure people understand that just because they follow the road rules and drive safely it does not mean they are safe as there are numerous contributing factors to safety on roads.
- Darren Fidler also raised a point about the focus being on reducing the severity of crashes rather than the number per se.
- Work is taking place in the Selwyn district to reduce all roads to a speed limit of 80km/hour. While most feedback received showed that people understood the need for this reduction on narrower roads, they did not understand the need on main roads due to the concern that their trip would take longer.
- Evidence suggests that people do not understand the risks on the roads.
- Mayor David Ayers suggested it would be worthwhile undertaking a study to see how travel time was affected if the speed limit were reduced from 100 to 80 km/hour (perhaps in Waimakariri, Selwyn, and Timaru).

## **8. Update on research on attitudes to road safety (oral item)**

- Kathy updated the Group on the progress of this work, with presentations from tendering companies to take place in August, and a decision expected in the same month.

**9. Update from Road Safety Co-ordinators Group (oral item)**

- Daniel Naude provided an update from the Road Safety Co-ordinators Group. The Group has been focusing on young drivers, intersection awareness, and assisting ACC with their motorcycle campaign, Kickstart, which is starting in September.

**10. All other business**

- Thomas McNaughton recommended a representative from BECA be invited to the next meeting to talk about work on identifying improvements.

Meeting closed at 11.54am, next meeting 18 October 2018