

Agenda

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Ordinary meeting of the
Selwyn District Road Safety Sub-Committee

To be held in
Executive Meeting Room 1

Selwyn District Council Headquarters

2 Norman Kirk Drive, Rolleston

On Wednesday 20 June 2018

Commencing at 10.00 am

**SELWYN DISTRICT ROAD SAFETY SUBCOMMITTEE TO BE HELD
IN EXECUTIVE MEETING ROOM 1 AT THE
SELWYN DISTRICT COUNCIL HEADQUARTERS ROLLESTON ON
WEDNESDAY 20 JUNE 2018 COMMENCING AT 10:00 AM**

A G E N D A

COMMITTEE

Councillors Mrs N Reid (Chairperson), Mr B Mugford, Inspector P Cooper (NZ Police), Mr D Boyce (NZ Trucking Association), Ms J Dickinson (New Zealand Transport Agency)

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 21 March 2018.

(Pages 1 - 4)

Recommendation:

“That the minutes of the ordinary meeting of the Selwyn District Road Safety Subcommittee held on 21 March 2018 be confirmed.”

3. CORRESPONDENCE

(Page 5)

4. MATTERS ARISING FROM THE MINUTES

5. CHAIRS REPORT

**6. JOINT ROAD SAFETY CO-ORDINATORS REPORT
INCLUDING OPERATING BUDGET 2018/2019**

(Pages 6 - 14)

7. PARTNER REPORTS:

NZTA, NZ TRUCKING ASSN, NZ POLICE

- current issues and forthcoming (summer) road safety programmes

8. TERMS OF REFERENCE

(Pages 15 - 18)

9. NZTA AUDIT

(Pages 19 - 35)

10. SPEED LIMIT BYLAW

(Pages 36 - 45)

- 11. SPEED LIMIT REVIEW**
(Pages 46 - 48)
- 12. LTP SUBMISSIONS**
(Pages 49 - 57)
- 13. CRASH DATA AVAILABILITY**
(Pages 58 - 73)
- 14. ROAD SAFETY ACTION PLAN**
- 15. GENERAL BUSINESS**

**MINUTES OF THE
SELWYN DISTRICT ROAD SAFETY SUBCOMMITTEE
HELD IN EXECUTIVE MEETING ROOM ONE
AT THE SELWYN DISTRICT COUNCIL HEADQUARTERS ROLLESTON
ON WEDNESDAY 21 MARCH 2018
COMMENCED AT 10.00 AM**

1. COMMITTEE

Councillor N Reid (Chairperson), Councillor B Mugford, Inspector P Cooper (NZ Police) and Ms J Dickinson (NZ Transport Agency).

2. IN ATTENDANCE

Mayor S Broughton, Mrs S Hautler (SDC School Road Safety Co-ordinator), Mr A Mazey (SDC Asset Manager Transportation), Mr M Washington (SDC Asset Manager), Mr M Chamberlain (SDC Asset Engineer, Transportation), Councillor M Alexander, Mrs J Gallagher (Malvern Community Board Chair), Ms C Simpson (Councillor AA Canterbury / West Coast) and Mrs J Harkerss (Secretary).

The Chair welcomed and introduced Clare Simpson, Councillor, AA Canterbury / West Coast.

3. APOLOGIES

Mr D Boyce (NZ Trucking Association) and Mr D Ward (SDC Chief Executive Officer).

The Chair noted that Ngaire Tinning (SDC Road Safety Co-ordinator) has resigned from Council.

4. CONFIRMATION OF MINUTES

Minutes of the ordinary meeting of the Selwyn District Road Safety Subcommittee held in the Selwyn District Council Headquarters, Rolleston on Monday 20 November 2017

Amendments:

Page 5 change date of next meeting on Wednesday 17 September 2018 to Wednesday 17 October 2018.

Moved – Councillor Mugford /Seconded – Inspector P Cooper

‘That the minutes of the ordinary Meeting of the Selwyn District Road Safety Subcommittee held on Monday 20 November 2017 as amended be taken as read.’

CARRIED

5. CORRESPONDENCE

Emails from N Herring to discuss in general business.

6. MATTERS ARISING FROM MINUTES OF 20 NOVEMBER 2017

The Kea Crossing in West Melton is operating.

LTP Road Safety Projects / Budgets have been approved and are going out for consultation in April.

7. CHAIRS REPORT

Councillor Reid spoke to her report noting that the theme of the meeting is motorcycles.

It is noted that there have been two deaths in the district (Blakes/Shands Roads) and a potential fatal at Waddington. She and Councillor Mugford have met with Waddington locals who would like the Give Way at SH73 and Waimakariri Gorge Road replaced with a Stop sign. The Police advised that there has been a fatal at the same intersection previously. It was noted that the intersection had been upgraded 10 to 15 years ago. NZTA Engineers to investigate to see if the intersection is fit for purpose.

Since the November meeting there has been an issue with one boy racer. This is being addressed by the Police.

Moved – Councillor Reid / Seconded – J Dickinson

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

CARRIED

8. ROAD SAFETY CO-ORDINATORS REPORT

The Schools Road Safety Co-ordinator presented the report on the programmed campaigns and activities for the period February to April.

Intersection Campaign

‘What’s the Cost’ currently running targeting Selwyn resident drivers and visitors.

Active Autumn Campaign

Planning under way to get kids moving with a road safety perspective in Term 2.

Child Restraints

Successful clinic held in Lincoln.

Moved – Councillor Reid / Seconded – Councillor B Mugford

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

Billboards

The Mayor questioned if the current Billboards are in appropriate places. He is concerned that we are not getting the best impact from them. After a discussion it was decided to undertake an audit.

Active Stop Ahead Signs

A report has been sent to NZTA and while we have not heard back officially it is thought that they would like to extend the trial further around the country involving other agencies. It was noted that we should support this and suggest other suitable sites around Selwyn as part of this trial.

The Canterbury Mayoral forum discussed working with the Police and NZTA to push forward without the extra trial.

It was noted that Selwyn could look at installing more signs under minor improvements but this would need to be part of the trial process. Funding is currently not available so would need to be agreed with Council partner, NZTA before submitting a submission to the Long Term Plan (LTP).

Police note that there is a perception that the Council and Police are doing nothing about the number of crashes that are happening in the district. Council is involved with the NZTA Safer Journeys Safe System approach to make roads and vehicles as safe as possible to avoid death. Even though someone might make a mistake while driving they do not deserve to die.

Moved Councillor Reid / Seconded - Inspector P Cooper

'That the Road Safety Sub-Committee instigates a press release prior to the Easter break with a message that the committee is frustrated with the number of crashes. A press release to be arranged after every meeting as a collaboration with partner agencies.'

CARRIED**9. PARTNER REPORTS**

NZTA / POLICE Verbal feedback throughout meeting

10. SPEED LIMIT REVIEW UPDATE

The major factor in the speed limit review was the growth around the district. The proposed speed limits have now been approved and signs have been ordered. Media releases to be distributed regarding the changes. NZTA suggested that these include the fact that the Road Safety Subcommittee supports the changes.

Council staff would like to do a review of all speed limits around the district including around schools in conjunction with the Speed Management Guide and Setting of Speed Limits Rule 2017. This review will involve consultation.

Council would also like to reduce the speed on unsealed roads but realise that this needs to be a national decision.

Moved – Councillor Reid/Seconded – Councillor Mugford

‘That the subcommittee raises their support to reduce the speed limit on unsealed roads to 80k and urban roads to 40k at the Road Safety Summit in Wellington and to raise this at the Regional Road Safety Working Group Subcommittee’.

CARRIED

11. ROAD SAFETY ACTION PLAN

A workshop to be held on 8 May to discuss the 2018/19 Action Plan

12. GENERAL BUSINESS

Mr Herring's emails were discussed noting that there is an upgrade to the Blakes/Shands Road intersection in 2019/20. Designs and costs are being undertaken now. More immediately a Consultant has been asked to see what immediate improvements could be taken. Impacts of the Southern Motorway upgrade are having an effect. Once completed Blakes Road will not be a through road from State Highway 1 to Shands.

Moved - Councillor Reid/Seconded – Inspector Cooper

‘That Councillor Reid offer to meet with Mr Herring and deliver a response from the subcommittee.’

Meeting closed 11.55am

DATE OF NEXT MEETING

Wednesday 20 June 2018
Wednesday 15 August 2018
Wednesday 17 October 2018
Wednesday 12 December 2018

Chairperson

Date

Actions Required	By Who	When
SH 73/Waimakariri Gorge Rd	NZTA	20 June 2018
Billboard audit	Road Safety Co-ordinator	20 June 2018

Stephanie Hautler
Selwyn District Council
PO Box 90
Rolleston 7643



1/06/2018

Dear Stephanie,

On behalf of the SADD team and our student members I would like to sincerely thank you for your generous contribution towards your local students, allowing them to attend our annual student conference held at John McGlashan College in Dunedin. This year we had a total of 64 students attend this event. Your contribution helped to pay the registration fee for 2 students from the Selwyn Region who otherwise may not have been able to attend.

We received some excellent feedback from students regarding this year's conference. One student commented, "Coming to conference was an awesome way to spend my holidays. I met new people and learned so much about the issues on our roads and how we can work together to create new activities to raise awareness".

Following conference, our students have returned to school inspired and motivated to spread safer driving messages to their peers and have already got stuck into planning activities to help them with this. We are very excited to see what they come up with this year, especially in preparation for SADD's annual national campaign month – Remember September. I look forward to updating you as these plans are put into action.

Once again, I cannot thank you enough for the support you have provided us to help these schools attend our student conference. The students were incredibly grateful for the support and opportunity to attend.

Kind regards,

Katherine Blake
Programme Delivery Lead
Students Against Dangerous Driving

REPORT

TO: Chief Executive

FOR: Selwyn District Road Safety Sub-Committee Meeting
20 June 2018

FROM: Road Safety and Schools Road Safety Coordinators

DATE: 13 June 2018

**SUBJECT: OVERVIEW OF PROGRAMMED ROAD SAFETY
CAMPAIGNS/ACTIVITIES: MAY 2018 – JUNE 2018**

RECOMMENDATION

‘That the Road Safety and School Road Safety Co-ordinator report for May 2018 – June 2018 be received for information.’

1. PURPOSE

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

(Appendix A: Report for March 2018 to June 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

A new Road Safety Coordinator has been appointed. Peter Daly commenced his role on 21 May, and will progressively be developing the role.

Further to the attached report in Appendix A discussion items are listed below:

3.1 Overview of Programmed Road Safety Campaigns/Activities:

May 2018 - June 2018

Current Partners involved: Selwyn District Council, CCC, Waimakariri District Council, NZTA and ACC, Lincoln Community Care, Local motorcycle instructors

3.2 Motorcycles

Date of activity:

ACC lead, Individual Route Project, Motorcycle Roads and Roadsides to 2019.

Kickstart motorcycle event 22 September 2018.

Target Audience: Motorcyclists

Action: *Meetings continue to coordinate efforts with CCC, WDC, and MSAC members to organize the Kickstart Motorcycle Event to be held at Ruapuna on 20 September 2018.*

SDC to provide the same level of support as per last year, being printing costs of promotional material, and graphic design for various purposes.

3.3 Young Drivers/Leading Learners/Community Young Driver Mentor Programme/Young Driver Workshops

Current Partners Involved: Selwyn District Council, Driving Instructors, Lincoln Community Care, Two Rivers Trust Darfield, Volunteer Mentors, Local business

Date of Activities:

Mentor Programme: Ongoing during financial year 2018-19 in Lincoln and potentially Darfield.

Target Audience: Young Selwyn Drivers 16-24 years.

Action:

Reestablishing our relationship with Lincoln Community Care, to grow the CDMP in Selwyn.

Liaison with Rolleston Police in regard to the possibility of a LDMP to address the needs of young people undergoing the theory test for their licence.

3.4 Winter Driving

Current Partners involved: Selwyn District Council

Date of Campaign: Current

Target Audience: Selwyn residents and visitors

Action: *Winter driving resources distributed to Service Centres, and local Police for distribution to the public. This includes windscreen cleaning cloths and ice scrapers.*

Winter driving billboards in the process of being erected by HEB Contractors.

3.5 Confident (Senior) Drivers Course

Current Partners Involved: Selwyn District Council, Age Concern Papanui

Date of Courses : June, October 2018.

Target Audience: Selwyn resident drivers, visitors

Action: *Advertising and contacts with community groups to raise the profile of the courses.*

NB *Course scheduled for 11 June cancelled due to lack of registrations.*

3.6 Road Safety Attitudes Research Project

Current Partners Involved: SDC, Waimakariri District Council, Christchurch City Council, Timaru District Council, Ashburton District Council, Hurunui District Council

Action : *The various Districts are jointly funding a research project led by the Waimakariri RSC.*

The aim of the research is to help understand Canterbury region's road users' perception and attitudes towards risk on Canterbury roads and how safer road user behavior can be influenced through conversations, messaging and knowledge of those risks.

This will inform RSC actions going forward to address the various projects undertaken.

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: 20 June 2018
FROM: Road Safety Coordinator and School Road Safety Coordinator
DATE: 13 June 2018
SUBJECT: Report for March 2018 – June 2018

RECOMMENDATION

That this report entitled "Report for March 2018 –June 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: Loss of Control aligns with the winter driving programme currently being publicized by media and billboards.

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.

Further supported by the motorcycle programme being planned.

Further supported by the distribution of ice scrapers and windscreen cleaning cloths to Service Centres and local Police stations.

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: Liaison has taken place with Waimak DC, CCC and various training providers to arrange this years Kickstart motorcycle event, to be held on 22 September 2018. This year the event will be at Ruapuna. SDC will again be providing graphic design and printing for the event.

A Cross-Canterbury research project is underway, funded by SDC, CCC, Waimakariri, Timaru, Ashburton and Hurunui. It is designed to provide us with insight into the mindset of drivers, to inform future programmes.

Mature Drivers: Age Concern Canterbury continues to coordinate Confident (Senior) Drivers courses.

The last for this year was programmed for 11 June but was cancelled through lack of registrations. The next course is due to be run in October, and will need greater promotion.

Distraction & Fatigue:

Fatigue billboards will be going up in early August. A series of advertisements and media releases will also be undertaken. A media programme on Distraction to be planned for August/September

Young Drivers:

A RYDA young driver event was held at Lincoln High School on 4 June. It was under attended. RYDA is growing in the area.

The last Leading Learners course was held in late January with positive feedback received. The final course for the financial year was on 24 April.

Leading Learners is being put on hold while we form a working relationship with a new provider, Holden Street Smart. SDC will refund the course registration fee of \$49 for up to 40 Selwyn young people who attend the course over a two day period, in each of the next 3 school holidays. This ought to give us greater attendance figures for less money.

A change in personnel at the Lincoln Community Care Driver Mentoring Programme has meant the programme has paused, but will be recommencing with our support in the new few weeks.

Community Road Safety Fund:

Lincoln Community Care has been encouraged to apply to support their CDMP. No application received as yet.

School Safety

SPN Childrens Day

Attended the Selwyn Parenting Network Childrens Day event on 4 March. Engaged children and parents with a spot the safety difference competition, over 300 entries. Gave away Hike it Bike it brochures to each family. Positive event and great way to have direct conversations.

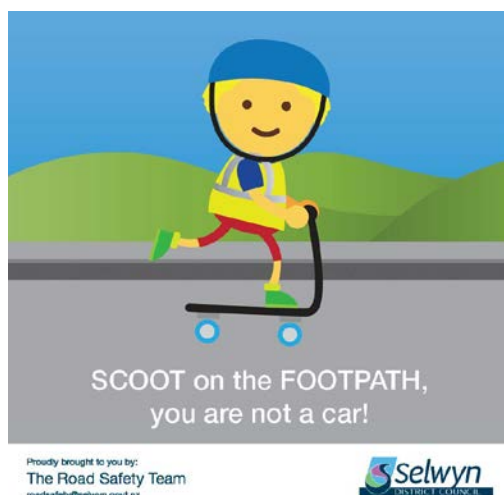
Active Autumn

Active Autumn campaign ran for month of May. Nine schools signed up for the campaign with eight actively promoting it.

The campaign involved an information sheet going home with each child detailing the actual benefits of Active Transport along with practical tips. Tiles with road safety messages were produced for use by schools on their social media and in newsletters.


Children were encouraged to complete 10 trips to enter the draw to win a new scooter or bike helmet. A poster competition got children thinking about why active transport is good for them.

Initial feedback is good with high engagement the first two weeks then tapering off. Will seek school review through a questionnaire around timing and time commitment to facilitate at their end.



Bike Lights

Bike lights offered to Secondary School students. 100 sets given to Lemonwood students on completion of their Cycle Skills programme with Constable Groen.

	<p>Travel Planning</p> <p>Actively working with West Rolleston Primary, Lemonwood Grove, Weedons School, Lincoln Primary and Lincoln High School to develop their School Travel Plans. Interest in travel planning has also been shown by Broadfields and Ladbrooks.</p> <p>Child Restraint activities</p> <p>Child restraint checking clinic held at SDC on 14 April. No clinics planned over winter due to lack of covered space but all contacts through FB getting checked by a CRT.</p> <p>Currently 9 Active Volunteers.</p> <p>Ongoing support to our trained volunteer technicians with the supply of consumables.</p> <p>SeatSmart</p> <p>102 child restraints recycled to date.</p> <p>SADD Workshop</p> <p>Cancelled due to low numbers.</p> <p>SADD Conference: Two students subsidized to attend conference. Thank you letter from SADD received.</p> <p>RYDA at Lincoln</p> <p>Ran with low attendance on 4 June.</p>
<p>Safe Roads & Roadsides</p> 	<p><i>safe roads and roadsides that are predictable and forgiving of mistakes - their design should encourage appropriate road user behavior and safe speeds.</i></p> <p>Intersections: 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.</p>

Meetings/activities/training attended/Future

RYDA at Lincoln - 4 June

Canterbury & W/Coast Coordinators – 22 June

Mature Drivers Courses: 20 February 27th February, 26 March and 12 April.

Appendix B : Overview of Selwyn District Road Safety Programme 2018 / 2019		
Theme	Period of Campaign/Activity	Budget
Alcohol	November-January	\$29,000.00
Distraction	August - September	\$28,000.00
Safety Belts (From 2018 - 19)	October - November	
Fatigue	December and Long weekends	
Intersections	March - April	\$34,000.00
Mature Drivers	October - April	\$33,000.00
Motorcycles	September - October, February	\$28,000.00
Speed/Loss of Control		\$29,000.00
Winter Driving	May - July	
Holiday Driving	January - February	
Young Driver Projects		\$39,000.00
Holden Street Smart	All year	
Community Young Driver Mentor Programme - Lincoln	All year	
Community Young Driver Mentor Programme - Darfield	All year	
		\$220,000.00

REPORT

TO: Road Safety Committee
FOR: Road Safety Committee Meeting – 20 June 2018
FROM: Chief Executive
DATE: 12 June 2018
SUBJECT: **TERMS OF REFERENCE REVIEW**

RECOMMENDATION

‘That:

- (a) the Chief Executive’s Report entitled ‘Terms of Reference Review’ 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.’*

1. PURPOSE

It is 12 months since the current terms of reference was adopted by the Road Safety Committee. In this time, the work of this Committee has taken a new direction with the Committee itself continuing to present a collaborative approach to district-wide road safety initiatives.

It is good practice for Committees of Council to regularly review their Terms of Reference and in particular, Committee membership, to ensure that external agencies who will be directly involved in road safety initiatives are adequately represented and have decision-making powers.

2. DISCUSSION

(a) Committee Membership

Subsequent to the 2017 Terms of Reference Review, Committee members have had wider engagement with ACC and the suggestion has been made that it would be appropriate to add them to the membership list of the Road Safety Committee.

Our two Councillors and School Road Safety Co-ordinator have recently met with the new ACC Road Safety staff member with the purpose of understanding the geographic area that her appointment covers and the principle responsibilities for the role.

Whilst it is acknowledged that the staff member is Blenheim-based, so will likely just be attending regional committee meetings, it would be prudent to at least offer ACC a seat on the Road Safety Committee to allow them more direct input into, and comment on, proposed Council and agency road safety initiatives.

It is noted that AA attended the last Committee meeting, and that they are intending to be present at future meetings. Given that AA is one of the agencies that we are required to consult with on a range of transport matters (such as speed limit bylaw review), it would also be prudent to offer them a seat on the Road Safety Committee for the same purposes as we are offering ACC a seat on the Committee.

(b) Role and Responsibility

During the last Terms of Reference review, Committee members gave specific attention to ensuring that the purpose (role and responsibilities) of Committee members clearly reflected the direction proposed for the 2017/2018 financial year. Particular emphasis was placed on information gathering and collaboration between agencies.

At today's meeting, I would like the Committee to review the *Purpose Statement* to ensure that it clearly reflects the work programme that the Committee intends to undertake during the 2018/2019 financial year.

To assist the Committee in discussions on this matter, a copy of the current Terms of Reference is *attached*.

A handwritten signature in dark ink, appearing to read 'D Ward', with a large, sweeping flourish underneath.

David Ward
CHIEF EXECUTIVE



SELWYN DISTRICT ROAD SAFETY COMMITTEE

TERMS OF REFERENCE **Adopted 26 June 2017**

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 including pedestrian and cycle crossings
 - Identify crash risk points within Selwyn District and discuss viable solutions
 - Identify funding requirements to support the committee's actions
 - Give reference to decisions on proposed roading works throughout the community
- Consider the consistency and appropriateness of directional signage
- 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

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.

REPORT

TO: Chief Executive
FOR: Selwyn District Road Safety Sub Committee Meeting 20 June 2018
FROM: Asset Manager
DATE: 11 June 2018
SUBJECT: SELWYN DISTRICT COUNCIL NZTA INVESTMENT AUDIT RPEORT

RECOMMENDATION

‘That the NZTA Investment Audit Report be received for information and discussion’.

1. PURPOSE

To provide the Road Safety Sub Committee the opportunity to discuss the NZTA Investment Audit Report and consider it's recommendations.

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE

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

3. BACKGROUND

NZTA undertook a technical investment audit of Selwyn District Council in March 2018.

The final report was released to Council on 8 May 2018.

The report (attached) was included in the Chief Executive's Report to the Audit & Risk Committee on 6 June 2018, with the covering notes as follows:

The NZTA undertakes regular procedural and technical audits on how Councils are delivering their land transport programmes that the NZTA is co-funding. A technical audit involving Selwyn and NZTA roading staff visited a number of Selwyn's local roads over 2 days in early May. Selwyn's last audit was in 2010 and since then usage of the network has increased by 40% yet condition indicators have remained relatively static at acceptable levels as noted by the NZTA.

The NZTA have produced a report of their audit findings and recommendations as attached to this report. The NZTA also allowed Council comments to be included in the final report to ensure a balanced perspective is represented.

The NZTA concluded that ***“Selwyn District Council's road network is well managed and generally in good condition. Its road maintenance and operations represent value for money but additional maintenance activity is required”***.

An increase to Councils maintenance funding has been recently signalled by the NZTA for the 2018-21 National Land Transport Programme. This will allow Council to deliver additional maintenance activity in areas that the NZTA are concerned about such as reseals and carriageway reconstructions. The NZTA also identified some issues relating to the correct adherence to road delineation standards and safety audit procedures.

Staff have discussed with the NZTA how these and the other relatively minor issues identified will be addressed as detailed in the report. Council's programme of seal widening in the LTP had been established to address maintenance issues and intersection safety, as also subsequently identified by the Audit as needed.

The Audit found that Council's asset and activity management processes are very good but highlighted the expectation that Council needs to provide continuing high quality evidence to justify future business cases for investment.

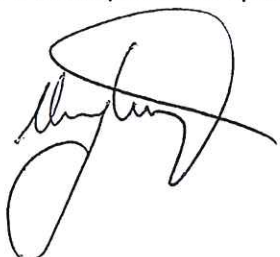
4. PROPOSAL

That the report be received and the recommendations be discussed.

5. OPTIONS

- 1) Discuss the report and recommendations
- 2) Do nothing

Options 1 is the preferred option.

A handwritten signature in black ink, appearing to read 'Murray Washington', written over a large, stylized, handwritten letter 'P'.

Murray Washington
ASSET MANAGER

NZ TRANSPORT AGENCY INVESTMENT AUDIT REPORT

Monitoring Investment Performance

Report of the investment audit carried out under Section 95(1)(e)(ii) of the Land Transport Management Act 2003.

* * *

Approved Organisation (AO):	Selwyn District Council
Programme Value, 2015–18 NLTP (Transport Agency investment)	\$39.7m
Date of Investment Audit:	5 – 8 March 2018
Audit Team:	Erik Teekman (Lead), Gina Gilbert, Lukas De Haast (Hauraki District Council)
Report No:	RAETT–1769

* * *

EXECUTIVE SUMMARY

Selwyn District Council's road network asset is well managed and generally in good condition. Its road maintenance and operations represent value for money but additional maintenance activity is required.

Limited expenditure has resulted in sealed road resurfacing being deferred which risks disproportionate increases in future road maintenance costs. Based on Council's dTIMS model of the network and our onsite observations we support Council's view that to mitigate this risk an increase in overall maintenance activity is required.

Council has good processes in place to maintain and validate data stored within its asset databases. Databases were found to be largely complete, timely and accurate; ensuring confidence in the view network data provides.

Road safety management requires some improvement. Road safety audit procedures were inconsistently applied and the lack of edge marker posts is inconsistent with national guidelines.

* * *

DISCLAIMER

While every effort has been made to ensure the accuracy of this report, the findings, opinions, and recommendations are based on an examination of a sample only and may not address all issues existing at the time of the audit. The report is made available strictly on the basis that anyone relying on it does so at their own risk, therefore readers are advised to seek advice on specific content.

SUMMARY AUDIT RATING ASSESSMENT

Question Number	Subject	Rating Assessment*
1	Previous Audit Issues	Effective
2	Network Management	Some Improvement Needed
3	Draft Activity Management Plan	Effective
4	Databases	Some Improvement Needed
5	Safety Performance	Some Improvement Needed
Overall Rating		Some Improvement Needed

** Please see Introduction for Rating Assessment Classification Definitions*

* * *

RECOMMENDATIONS

The tables below capture the audit recommendations. Agreed dates are provided for the implementation of recommendations by the approved authority.

We recommend that Selwyn District Council:		Implementation Date
Q2	Ensure edge marker post and line marking application is consistent over the network and provided in accordance with RTS5.	June 2019
	Increase seal back to safe stopping sight distance at unsealed/sealed road intersections.	Progressive upgrade programme introduced for the 2021–24 AMP/NLTP as Low Cost/Low Risk works
Q3	Develop an evidence base required to support broader consideration of network form, function and performance in the development of the 2021–24 AMP.	For the 2021–24 AMP
Q4	Ensure timely data transfer between RAMM Contractor and RAMM.	Immediate
	Adjust roughness and condition rating survey frequency to match current Transport Agency requirements as per Planning and Investment Knowledge Base or seek an exemption.	Seek an Exemption 2018
	Consider adjusting condition rating data collection in line with NZ Transport Agency Research Report 528.	September 2018
Q5	Adhere to Road Safety Audit Procedures for Projects (NZTA, 2013).	Immediate

* * *

INTRODUCTION

The objective of this audit is to provide assurance that the NZ Transport Agency's investment in Selwyn District Council's land transport programme is being well managed and delivering value for money. We provide this assurance on the basis of field visits (details of which are attached in Appendix A) and by answering the following questions:

- What issues, if any, remain unresolved from the previous audit?
- Is Council following good practice in network management?
- Do the Activity Management Plan (AMP) and Council's Land Transport Programme reflect the network needs?
- Does Council understand its databases and are the databases accurate and robust?
- Is safety performance understood and being well managed?

In answering each of the above questions we assess whether Council is appropriately managing risk associated with the Transport Agency's investment. Our rating assessment is based on the audit rating classification definitions summarised in the table below. As part of our assessment we have made recommendations and suggestions for improvement where appropriate.

Audit Rating	Definition
Effective	<p>Investment management – effective systems, processes and management practices used.</p> <p>Compliance – Transport Agency and legislative requirements met.</p> <p>Findings/deficiencies – opportunities for improvement may be identified for consideration.</p>
Some improvement needed	<p>Investment management – acceptable systems, processes and management practices but opportunities for improvement.</p> <p>Compliance – some omissions with Transport Agency requirements. No known breaches of legislative requirements.</p> <p>Findings/deficiencies – error and omission issues identified which need to be addressed</p>
Major improvement needed	<p>Investment management – systems, processes and management practices require improvement.</p> <p>Compliance – significant breaches of Transport Agency and/or legislative requirements.</p> <p>Findings/deficiencies – issues and/or breaches must be addressed or on-going Transport Agency funding may be at risk.</p>
Unsatisfactory	<p>Investment management – inadequate systems, processes and management practices.</p> <p>Compliance – multiple and/or serious breaches of Transport Agency or legislative requirements.</p> <p>Findings/deficiencies – systemic and/or serious issues must be urgently addressed or on-going Transport Agency funding will be at risk.</p>

Prior to this report being approved, Council was invited to comment on the auditors' findings, recommendations and suggestions. Where appropriate this report has been amended to reflect this dialogue, Council's comments are attached in Appendix C.

* * *

AUDIT FINDINGS

The following tables present the overall findings, rating assessment and recommendations and/or suggestions for each of the respective audit questions.

Question 1:	What issues, if any, remain unresolved from the previous audit?	Effective
Findings	<p>The 2010 Technical Audit (summarised in Appendix B) made three recommendations to Council.</p> <p>In the audit team's opinion the recommendation to "carry out a full structural inspection of all significant structures across the network and plan to repeat this exercise every 5 to 6 years. Significant structures include bridges, large culverts, retaining walls, stock underpasses and guardrail installations" has been satisfactorily implemented. We did not review the remaining two recommendations.</p>	

* * *

Question 2:	Is Selwyn District Council following good practice in network management?	Some improvement needed
Findings	<p>Council follows good practice in the management of the road network, and the road network is generally fit for purpose. Condition indicators (CI, PII, and STE) which are based on Council's RAMM data confirm that network condition is good, and has remained largely static since 2008. A review of STE data using the One Network Road Classification performance measures reporting tool shows that 97.5% of all network travel is on smooth roads.</p> <p>Compared to its peer group and based on percentage of sealed network, the Selwyn District has a below average sealing rate (7th lowest out of 25), and a very low rehabilitation rate (2nd lowest out of 25). Sites visited that remained on the 2017/18 forward works programme displayed clear need of intervention (for example: Old West Coast Road and Waimakariri Gorge Road). We support Council's intent to increase resurfacing and rehabilitation activity as detailed in the '2018–21 Activity Management Plan'. This will also help to ensure that sites receiving pre-seal repairs (sealed pavement maintenance) are resurfaced in a timely manner.</p> <p>Based on the sample of sealed roads visited, we observed:</p> <ul style="list-style-type: none"> • A significant proportion of roads that were narrow and showing signs of stress as a result (through edge break and pothole formation at the edge of seal); • A number of localised pavement failures which deteriorated rapidly such as the shoving faults on Old West Coast Road. While some were signposted, more immediate repair is required given the risk of rapid deterioration and the safety risks they 	

	<p>pose, especially during low light conditions and to motorcyclists; and,</p> <ul style="list-style-type: none"> • A general lack of edge marker posts irrespective of road traffic volumes (for example; Jones Road which has an AADT in excess of 3,000). According to RTS5 (Transit NZ, 2002) delineation devices, such as edge marker posts, aid journey predictability and can address loss of control accidents, particularly at night. Consistency with RTS5 guidelines would support more consistent and predictable inter-district road user journeys. <p>Unsealed roads are in generally good condition, though sections with localised potholes and corrugations were observed. Increasing seal-back lengths from approximately 60m to safe stopping sight distances (generally 100m) would likely assist in reducing localised corrugations at the approaches to intersections. Similarly, seal back from bridges could help reduce maintenance need through the elimination of potholes at bridge/road interfaces and reduced detritus build up in bridge joints (such as that observed at Malvern Hills Road).</p> <p>Council has a suitable inspection regime enabling the timely identification of maintenance needs and subsequent programming of maintenance activity. The use of RAMM Contractor by council and contracting staff ensures timely and accurate collection of maintenance activity and cost data.</p>
Recommendation to Council	<p>Ensure edge marker post and line marking application is consistent over the network and provided in accordance with RTS5.</p> <p>Increase seal back to safe stopping sight distance at unsealed/sealed road intersections.</p>
Suggestions to Council	Develop a bridge approach surfacing programme.
Council Comment	<p>Some condition indicators including Alligator, L&T and Joint Cracking has deteriorated since 2008, but this is still a very small proportion of the network. However Roughness has relatively consistent since 2008 as demonstrated from STE.</p> <p>Since 2014 Council has been fully funding additional resealing and rehabilitation works as insufficient funding had been approved in previous NLTPs. The additional funding was raised through a \$60 per property targeted rate that generated approx. \$1 million per annum to fund additional reseal and rehab works. This direct rate will be discontinued from 2018 if the increase in 2018 –21 NLTP funding levels is approved by the NZTA which we believe is the fairest way to fund this work.</p> <p>A programme to reintroduce seal backs works can be included in the 2021 –24 Low Cost/Low Risk Work Category. However unsealed road intersections also join to the State Highways and it requested that the Highways Division of the NZTA also check and fund any such seal backs</p>

	<p>in the District as well relating to their responsibilities to these SH intersections.</p> <p>A review of the road edge delineation on the network is to be done in 2018/19 with the installation of additional edge marker posts and road marking completed where identified in the review supported by funding necessary to achieve this.</p>
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Question 3:	Does the Council's Draft Activity Management Plan (AMP) reflect network needs?	Effective
Findings	<p>Council's 2018–21 AMP follows the business case approach and reflects the ONRC framework. Network challenges are clearly defined in the AMP and supported by robust evidence in the business case. For example, Council's understanding of growth pressures in the district is based on multiple data sources, most significantly these include: in-depth analysis of district demographics; anticipated effects arising from the Greater Christchurch Urban Development Strategy (2016), Land Use Recovery Plan (2013) and a Housing Accord signed with the Government in 2015.</p> <p>The 2018–21 AMP utilises dTIMS modelling to good effect. Based on the impacts of traffic growth this model estimates network condition and quantifies expected network resurfacing and pavement rehabilitation needs. With the exception of increased asset consumption however, the AMP is largely silent on whether the network's form, function and performance is adequate to cater for the anticipated traffic growth. For example:</p> <ul style="list-style-type: none"> Increased traffic flows on narrow roads can result in: increased maintenance costs associated with edge break repair; and, decreased levels of road safety (due to reduced separation of oncoming traffic and recovery area). Field visits revealed a number of roads with significant lengths of edge break. Increased traffic volumes will exacerbate the need for road widening. Low volume roads subject to increased traffic flows may require improved delineation. This ensures that an appropriate level of safety and efficiency is afforded to road users travelling in low light conditions. Field visits showed that the standard of delineation did not generally reflect that recommended for the existing traffic volumes. Increased traffic volumes will accelerate the need for improvements to delineation. <p>To enable broader consideration of network form, function and performance in subsequent revisions of the AMP a broader evidence base will be necessary. This evidence base for example could be based on a network operating plan which identifies sections of the network that do not currently comply with national standards and guidelines.</p>	

Recommendation to Council	Develop an evidence base required to support broader consideration of network form, function and performance in the development of the 2021–24 AMP.
Council Comment	<p>The 2018 AMP was reframed to align with the Business Case Principles and meet NZTA assessment against the Investment Assessment Framework. The Strategic Business Case developed and presented to the NZTA/REG and regional peers identified the high level issues and evidence.</p> <p>Significant work was undertaken to develop the Life Cycle Section of the AMP that provides the supporting evidence behind the 2018–21 NLTP Maintenance Program bid.</p> <p>The 2018 AMP includes a \$15 million seal widening programme over 17 years to address issues with maintenance, edge break and improvements to road safety from increasing on going traffic separation and integrated intersection safety improvements on main routes.</p> <p>The 2021 AMP will build upon this evidence base in alignment with the audit recommendation above.</p>

* * *

Question 4:	Does Selwyn District Council understand its databases and are the databases accurate and robust?	Some improvement needed
Findings	<p>Good asset management decisions rely on complete, timely and accurate asset data; this is supported by Council's strong focus on the quality of network data. While the Road Efficiency Group's 2016/17 data quality report shows that data has improved significantly since 2015/16, there is still opportunity for improvement.</p> <p>The use of RAMM Contractor as the basis for all network maintenance activity ensures Council collects good maintenance cost and activity data. More frequent transfer of such data into RAMM would however make more up-to-date data available and also ensure that REG's data quality report provides an accurate reflection of actual data quality.</p> <p>Council has a good programme of RAMM data validation exercises to maintain and improve overall data accuracy. Our review of RAMM suggested that while asset data was generally good some minor inaccuracies still existed. For example, Deans Road had a 1.8km pavement rehabilitation which was coded in RAMM as a dig out activity. This adversely affects data quality in both the pavement layer and maintenance cost tables.</p> <p>We commend Council's three year field validated forward works programme on the basis that it enables suitable and timely programming of pavement maintenance activity. In developing the three year forward works programme however, Council only undertakes roughness and condition rating surveys every three years. While we</p>	

	<p>acknowledge Council's rationale in this approach, it does not comply with Planning and Investment Knowledge Base (PIKB) requirements. PIKB stipulates that as a condition of receiving funding assistance condition rating surveys are to be undertaken annually on all sealed roads carrying more than 2,000 vehicles per day.</p> <p>NZ Transport Agency Research Report 528 found that a suitable indication of network condition required a minimum 10–20% inspection length (depending on traffic volumes). It is our advice that Council increases its 10% sample length for higher volume roads.</p>
Recommendations to Council	<p>Ensure timely data transfer between RAMM Contractor and RAMM.</p> <p>Adjust roughness and condition rating survey frequency to match current Transport Agency requirements as per Planning and Investment Knowledge Base or seek an exemption.</p> <p>Consider adjusting condition rating data collection in line with NZ Transport Agency Research Report 528.</p>
Council Comment	<p>Council has asked its RAMM consultant to scope the cost for improving Council's data quality to the "expected standard". This work will be progressed in the 2018/19 Financial Year. In some instances, the required action is simply to upload the data into RAMM at an earlier date.</p> <p>Council will look into Deans Road error and undertake a root cause analysis to determine how this mistake occurred.</p> <p>The AWPT work has dig out activity as the default for this work so will check this to have a more appropriate activity. This is the case for all AWPT sites and not just Deans Rd.</p> <p>Council has aligned its rating and roughness surveys to provide a comprehensive "snapshot" of its network condition to generate the Forward Works Programme just prior to the 3 year AMP/NLTP cycle and as the basis for funding requests. In 2016 when it was retendering its RAMM contract and related deliverables, Council requested the NZTA/REG provide advice on the ongoing relevance of the old PIKB requirement – however no advice was available at the time. Based on indicators to date Council does not believe there is sufficient change in condition of its roading network to warrant annual inspections and reporting costing up to \$40,000 over a 3 year period. Council will seek an exemption to formalise its current practices and will also request the NZTA to also review the continuing relevance of this PIKB requirement including how it is viewed by other RCAs.</p>

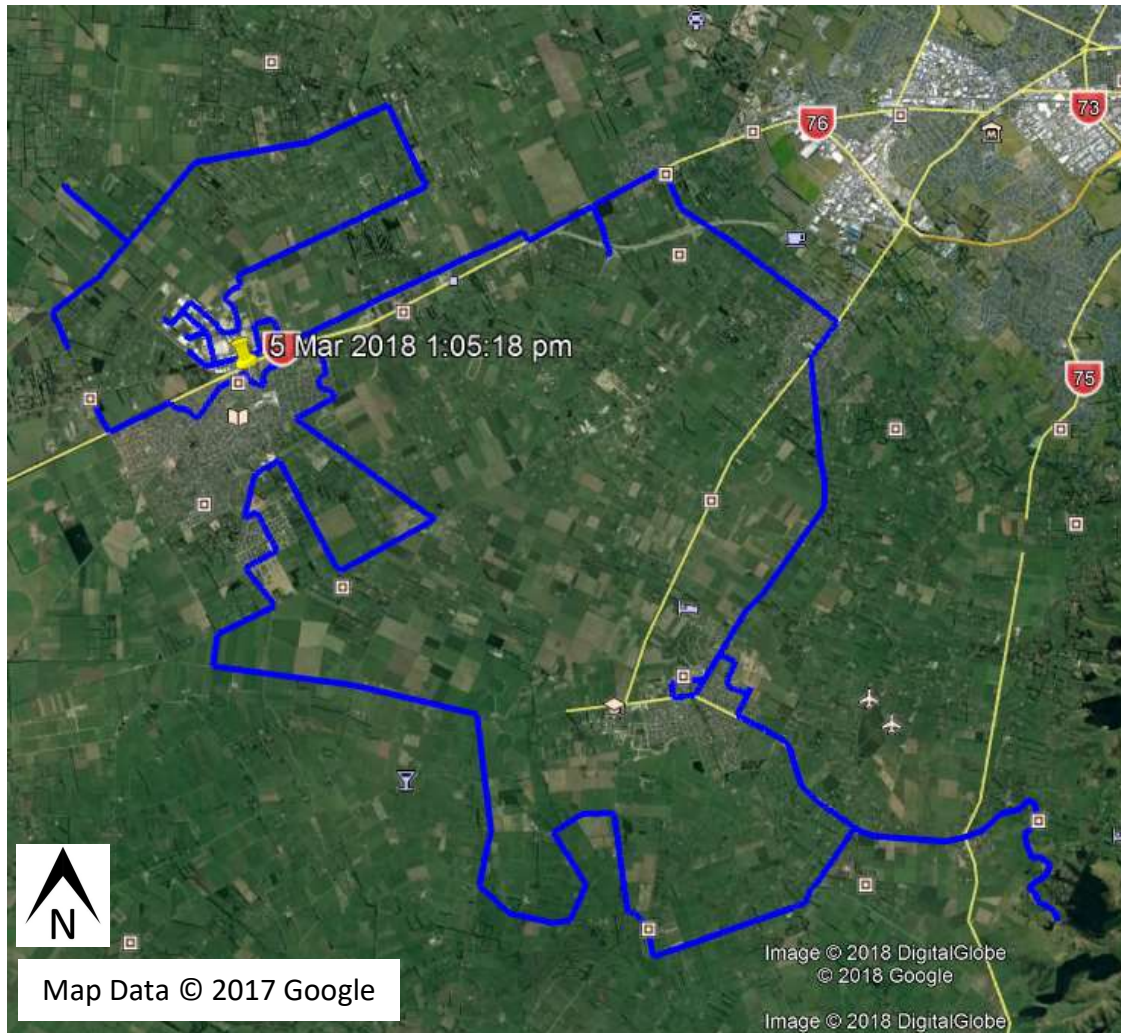
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Question 5:	Is safety performance understood and being well managed?	Some improvement needed
Findings	<p>The Selwyn District has a comparatively high number of rural road intersections, many of these have five or more arms (and as a result approach at acute angles). The frequency and layout of such intersections has contributed to the district having a high personal and collective rural intersection crash risk. Council has a cost-effective approach to upgrading these intersections as significant maintenance activity need arises. We support Council's planned speed limit review which Council has indicated could result in some rural roads having their posted speed limit reduced to 80km/hr, thereby reducing crash risk at rural intersections.</p> <p>Council commented that only arterial roads were subjected to regular night-time inspections by contractor staff. It is best practice to ensure all roads are inspected annually at night to ensure the adequacy of existing hazard warning and regulatory signs. While not systemic, our field visit noted a number of instances where night inspections and/or "fresh eyes" could have helped identify locations where:</p> <ul style="list-style-type: none"> • Edge marker posts were incorrectly installed and used to highlight private accessways (for example on Weedons Ross Road); and, • Bridge end markers were missing or damaged (for example on Malvern Hills Road). <p>The provision of edge marker posts in accordance with RTS5 would support safer journeys for those travelling at night, as outlined in response to Question 2.</p> <p>The road safety audit process is inconsistently applied to road renewal and improvement projects. Council acknowledges the need to address this by formalising road safety audit protocols as detailed in the 2018–21 Improvement Plan. Adherence with 'Road Safety Audit Procedures for Projects' (NZTA, 2013) will assist with achieving outcomes that are consistent with Safer Journeys and the Safe System approach.</p>	
Recommendations to Council	Adhere to Road Safety Audit Procedures for Projects (NZTA, 2013).	
Suggestion to Council	Review the suitability of the night time network inspection regime.	
Council comment	<p>Council has included a significant rural intersection upgrade programme into its Low Cost/Low Risk forward programme, both associated with the rural road seal widening upgrades referred to above and other individual sites. This includes arterial route connectivity with CSM2 at Prebbleton through a separate business case process. Council is funding the upgrade of key urban intersections with traffic signals to improve safety and efficiency for all modes as part of its Town Centre redevelopments at Rolleston and Lincoln</p>	

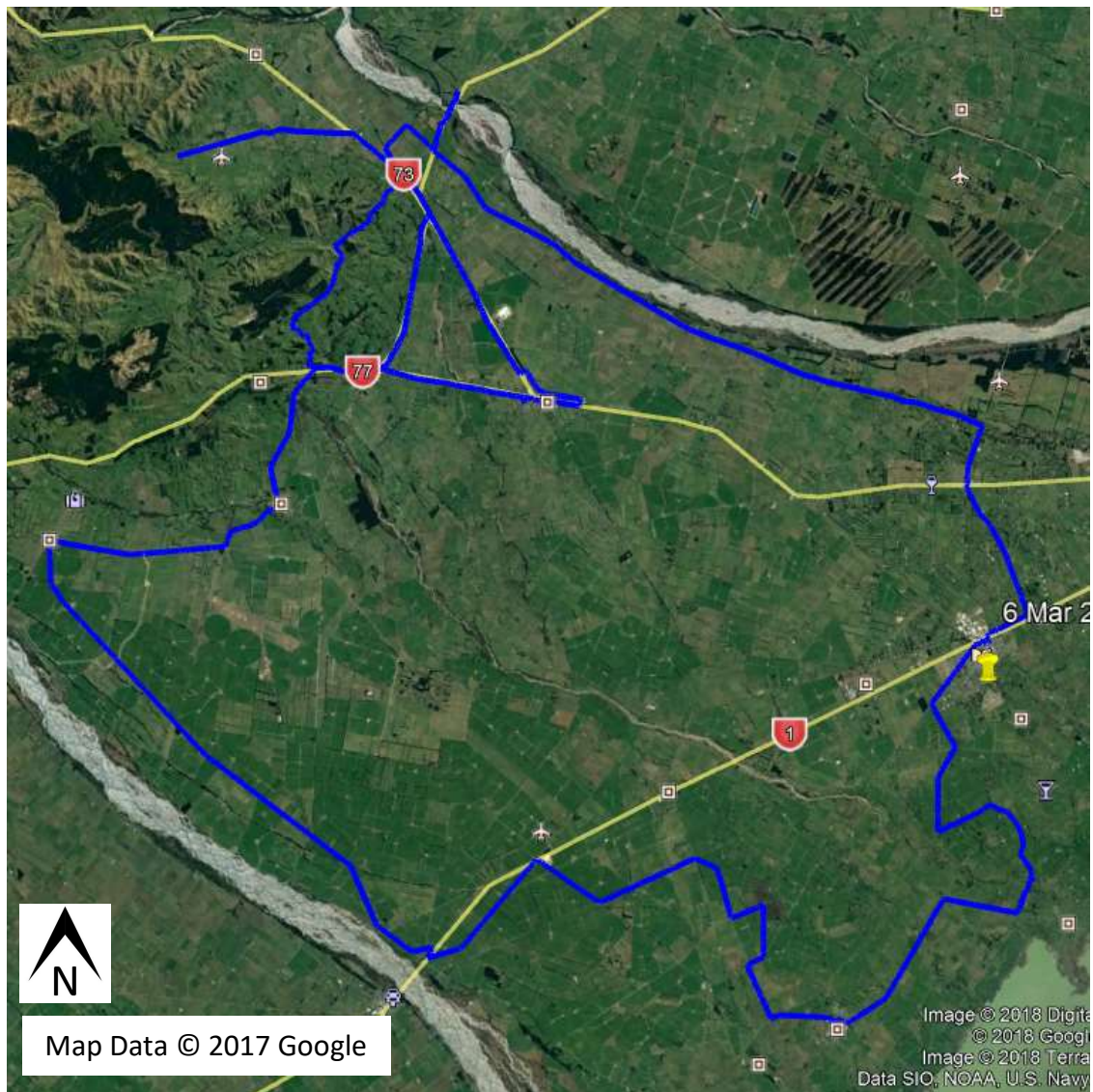
	<p>Night time network inspections will be discussed with the contractor to put in place a regime that better covers the network.</p> <p>The recent speed limit review reduced the speed limit on rural roads to 80 km/hr predominantly in the Greater Christchurch area. This was to reflect the lower standard of roads, higher traffic volumes and quantity of smaller lifestyle blocks in these areas. The arterial routes in this area (Shands Rd, Springs Rd, Selwyn Rd and Lincoln Rolleston Rd) had the speed limit retained at 100 km/hr reflecting the higher standard of road. Reduction to 80 km/hr on the wider rural network would be part of a future review but does need further regional and national direction to ensure consistency.</p>
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* * *

Audit Field Visit Route – Day 1



Audit Field Visit Route – Day 2



APPENDIX B

2010 Audit Report Extract

We recommended that Council:

- a) Carry out a full structural inspection of all significant structures across the network and plan to repeat this exercise every 5 to 6 years. Significant structures include bridges, large culverts, retaining walls, stock underpasses and guardrail installations.*
- b) Review the current condition and position of all chevrons, curve warning and street name blade signs and assess if 'fit for purpose'.*
- c) Implement the findings from the RISA report.*

APPENDIX C

Draft Audit Report Feedback Received on Behalf of Council

Council is pleased to receive this audit report.

The audit was well managed and our staff appreciated the collegial manner in which it was undertaken. The opportunity for the audit team to meet with our Audit & Risk Committee, and attend a site visit to observe grading techniques was timely and beneficial.

The audit confirms that the Transportation activity is well managed, and the network is in good condition.

This is built on a base of good data on our assets, supported by solid growth information, and a sound activity management process, which is continually updated and improved.

The audit quite rightly has identified that with our significant growth and traffic demand, that additional funding of maintenance activities is required.

This is highlighted by the need for Council to particularly focus on our seal widths and lane delineation, and for ongoing improvements to our intersections.

APPENDIX D

Technical Audit Report Quality Assurance

Report Number: RAETT-1769

Prepared by:



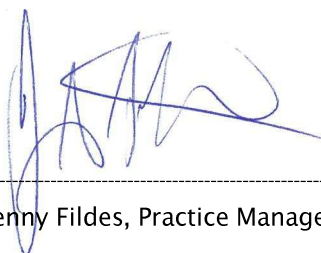
Erik Teekman, Senior Investment Auditor

Reviewed by:



Tony Lange, Senior Investment Auditor (lead reviewer)
Gina Gilbert, Investment Advisor
Lukas De Haast, Transport Team Leader (Hauraki District Council)

Approved by:



Jenny Fildes, Practice Manager Audit & Assurance

REPORT

TO: Road Safety Committee
FOR: Road Safety Committee Meeting – 20 June 2018
FROM: Chair Selwyn District Road Safety Sub-Committee
DATE: 12 June 2018
SUBJECT: SPEED LIMIT BYLAW REVIEW

RECOMMENDATION

'That the draft Speed Limit Bylaw review as presented to Council on 9 May 2018 be received for information and discussion.'

1. PURPOSE

To provide the Road Safety Sub-Committee the opportunity to discuss the draft Speed Limit Bylaw review as presented to Council on 9 May 2018.

2. BACKGROUND

The updated Speed Limit Bylaw needs to be adopted prior to the the adoption of the revised Speed Limit Schedule.

A copy of the report to Council on 9 May including the Draft Speed Limit Bylaw is attached.



Councillor Nicole Reid
CHAIR – SELWYN DISTRICT ROAD SAFETY SUB-COMMITTEE

REPORT

TO: Chief Executive

FOR: Council Meeting – 9th May 2018

FROM: Asset Manager - Transportation

DATE: 1st May 2018

SUBJECT: **DRAFT SPEED LIMITS BYLAW 2018**

RECOMMENDATION

‘That the Council:

- (a) Approve the adoption, for the purposes of public consultation, the Selwyn District Council Speed Limits Bylaw 2018 (the “Draft Bylaw”) and the corresponding statement of proposal for public consultation.*
- (b) Use the special consultative procedure in respect of the Draft Bylaw in accordance with Section 156(1) of the Local Government Act 2002*
- (c) Appoint a sub-committee consisting of two Council nominated Councillors and supported by Council Staff (the “Subcommittee”) to consider submissions on the Draft Bylaw and report back to Council at the 11th July 2018 Council meeting for adoption of the Draft Bylaw.’*

1. PURPOSE

The purpose of this report is to:

- (a) Present the Draft Bylaw for review and seek Council approval to issue it for public consultation using Special Consultative Procedures provided by the Local Government Act 2002 (LGA) and that under the Speed Limit Rules 2017 prior to adoption of the Draft Bylaw.
- (b) Recommend the appointment of a Subcommittee to hear and consider any submissions made on the Draft Bylaw.

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

The Draft Bylaw is of significant interest to the public as it is the legal instrument used to set speed limits on all Council roads. It is therefore appropriate to use the Special Consultative Procedure available under Section 86 of the LGA in relation to the review of the Draft Bylaw. This reflects that this matter will be of significant interest or impact to the public to warrant this.

3. HISTORY/BACKGROUND

The current speed limits within the Selwyn District have been set under the Selwyn District Council Speed Limit Bylaw 2006 (the "**Existing Bylaw**") with the exception of state highways which are under the authority of the New Zealand Transport Agency (NZTA).

The current speed limits remain in force under Rule 2.13 of the Speed Limit Rules.

However, the Council considers this an opportune time to adopt the Draft Bylaw on the basis that:

- the Existing Bylaw was created under (and refers to) the previous Land Transport Rule: Setting of Speed Limits 2003 which have now been replaced by the Setting of Speed Limit Rules 2017;
- Incorporates changes to the Land Transport Act 1998 enacted through the Land Transport (Speeds Limits Validation and Other Matters) Act 2015 that allows road controlling authorities to make certain bylaws.
- the NZTA has provided feedback on requirements to update local authority bylaws to reflect the Speed Limit Rules; and
- the Existing Bylaw is shortly due to be revoked under section 160A of the LGA.

Council adopted the Existing Bylaw using the Special Consultative Procedure. The Existing Bylaw was structured in a way that the Council could change future speed limits by way of a Council resolution after undertaking consultation in accordance with the Speed Limits Rule. This avoided the requirement to enact a Special Consultative Procedure each time every time a speed limit needs to be introduced or changed.

Speed limit changes are documented in the "Speed Limit Register" incorporated into the Existing Bylaw and to date, there has been a total of seven amendments, and including those adopted by Council in February 2018 after a district wide speed limit review was completed.

These changes represented in the current Speed Limit Register carry over unchanged to the Draft Bylaw.

4. PROPOSAL

It is proposed that the Council adopts the Draft Bylaw for consultation.

5. OPTIONS

As part of the Special Consultative Procedure, a Statement of Proposal and Summaries of Information for the Bylaw needs to accompany the release of the Draft Bylaw.

This document enables the public to be fully informed about the process leading to the final adoption of the Draft Bylaw. The Statement of Proposal details the options available to Council in adopting the Draft Bylaw which are restated below.

Options available to Council

Option	Advantages	Disadvantages
Option 1 – Do Nothing	<ul style="list-style-type: none"> No advantages identified. 	<ul style="list-style-type: none"> The Existing Bylaw will be revoked under section 160A of the LGA. Not considered a reasonable practicable option in accordance with section 77(1)(a) of the LGA. Although existing speed limits would remain in place, inconsistent with the intent of the Speed Limit Rules and LGA.
Option 2 – Review and Adopt the Draft Bylaw	<ul style="list-style-type: none"> Ensures compliance with the Speed Limit Rules which requires the Council to have a bylaw to set speed limits on Council's roads. Ensures the Draft Bylaw is up to date in terms of best practice, NZTA and legal requirements. 	<ul style="list-style-type: none"> The public may be confused about the intent of the consultation on the Draft Bylaw which carries over existing speed limits into a new bylaw structure, not to change them at this point.

The Statement of Proposal has been prepared on the basis that Council wishes to proceed with Option 2: Review and Adopt the Draft Bylaw.

Proposed Timeline for Consultation

Draft Timeline	Selwyn District Council Speed Limits Bylaw 2018.
8 th May 2018	Adoption of the Draft Bylaw for consultation.
15 th May 2018	Advertise for public submissions and consult with stakeholders under Rule 2.5 of the Speed Limit Rules and Section 86 of the Local Government Act 2002.
15 th June 2018	Written submissions on the Draft Bylaw close at 4:00pm at the Council's service centres.
22 nd June 2018	Hearing of submissions on the Draft Bylaw by the Subcommittee at the Selwyn District Council Headquarters, Norman Kirk Drive, Rolleston.
11 th July 2018	Adoption of the Draft Bylaw at its ordinary Council Meeting.
18 th July 2018	Public notification of the adoption of the Draft Bylaw and its commencement date.
22 nd July 2018	Commencement date of the Draft Bylaw.

6. VIEWS OF THOSE AFFECTED / CONSULTATION

(a) Views of those affected

Under the special consultative procedures, the general public will be able to make submissions on the Draft Bylaw. In addition specific groups and organisations who are identified by the Council as being directly impacted or relevant to the Draft Bylaw will be

invited to make the submissions directly to the Council. The Council must also specifically consult with the following stakeholders under Rule 2.5 of the Speed Limit Rules:

- the New Zealand Transport Agency;
- other council or road controlling authorities which are responsible for any roads that join, or are near, the road on which the speed limits are being set;
- any territorial authorities affected by the proposed speed limits;
- the Commissioner of the New Zealand Police;
- the Chief Executive of the New Zealand Automobile Association Incorporation and the Road Transport Forum New Zealand; and
- any other organisation or road user group that the Council considers to be affected by the proposed speed limit.

Between the requirements of the Rule and the LGA it is considered consultation will be comprehensive.

(b) Consultation

Public consultation on the Draft Bylaw will be undertaken between 15th May 2018 and 15th June.

Calls for public submissions on the Draft Bylaw will be advertised via:

- Public notices in the Press;
- Council Call;
- Council Website; and
- Local Community Papers.

The above public notification measures are considered appropriate.

On receipt of public submissions on the Draft Bylaw, the Subcommittee will convene to consider and hear submissions made on the Draft Bylaw. Based on these deliberations, the Draft Bylaw will be modified as necessary and reported to Council.

Submissions received should be about the Draft Bylaw itself however it will be inevitable that submissions will be received requesting individual speed limit changes. While the Subcommittee may wish to consider these, in the first instance it is expected these are noted and assessed as part of the next District wide review of speed limits which is a separate process under the provisions of the current, and proposed Draft Bylaw.

(c) Māori implications

There are no Maori implications beyond that able to be determined through normal consultation processes.

7. FUNDING IMPLICATIONS

There are no significant financial implications for Council. Costs arising from implementing the Draft Bylaw will be absorbed within Transportation's operational budgets.

8. RELEVANT POLICY/PLANS

Council policies and plans have been considered as part of the review process and no inconsistencies have been identified.

9. COMMUNITY OUTCOMES

The Draft Bylaw 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 created by the Draft Bylaw. Instead, the proper establishment and enforcement of speed limits under the requirements of the most current Speed Setting Rule 2017 will contribute to improving safety on the roads within the Selwyn District.

11. LEGAL IMPLICATIONS

Under Section 155 of the LGA, the Council must consider the following three questions:

1) *Is the Draft Bylaw still the most appropriate way to deal with the perceived problem?*

Council staff consider the Draft Bylaw as the most appropriate way to address the perceived problem because:

- The Council must use a bylaw under the Speed Limit Rules to set speed limits within the Selwyn District.
- No circumstances have arisen which suggest that the Existing Bylaw was an inappropriate means of managing speed limits within the Selwyn District.

2) *Is the Draft Bylaw the most appropriate form to deal with speed limits?*

Council staff consider the Draft Bylaw to be the most appropriate form to deal with speed limits for the same reasons as set out above.

Council staff consider that the Draft Bylaw is the most appropriate form to deal with speed limits as it allows the flexibility that speed limits can be changed through a Resolution of Council after appropriate public consultation. This method of setting speed limits is consistent with most other Road Controlling Authorities in New Zealand.

3) *Does the New Bylaw give rise to any issues under the New Zealand Bill of Rights Act (“NZBORA”)?*

The Draft Bylaw does not give rise to any issues under the NZBORA. The adoption of the Draft Bylaw will follow a democratic process whereby the Council will notify its intentions publicly, take and hear submissions on the Draft Bylaw, and make a final decision on whether to adopt the Draft Bylaw.

The Draft Bylaw and all related legal requirements and processes have been reviewed by Council's solicitor. This review identified if it was appropriate for Council to make

regular changes to the Register of Speed Limits by resolution of Council under the provisions of the Draft Bylaw (as undertaken with the Existing Bylaw to date). The issue reflected that the public could be circumvented from being consulted on speed limit changes. While the Speed Limit Rule 2017 requires a stipulated public consultation process to be followed, Section 8 of the Draft Bylaw now includes a specific reference to Section 82 of the LGA requiring Council to consider what consultation is appropriate.

It is considered the appropriate level of consultation has already been established by Council under the Existing Bylaw where it has engaged in formal consultation with the public prior to passing any resolutions on speed limits. This level of consultation will continue for the Draft Bylaw when it is adopted, but the requirement is more explicit in the Draft Bylaw for Council to consider its obligations under the LGA on public consultation. In addition

- This process is not inconsistent with the way Waimakariri District Council and Christchurch City Council set their speed limits;
- Feedback from NZTA on the Draft Bylaw raised no issues with using Council resolutions to change a Speed Limit in reference to the Land Transport (Speeds Limits Validation and Other Matters) Act 2015.

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

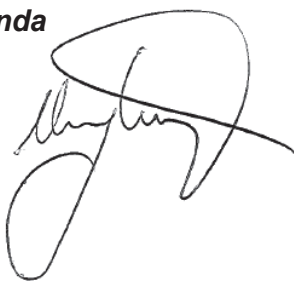
The Draft Bylaw has been developed by Transportation staff with assistance from the Regulatory Manager and other related Council staff where relevant.



Andrew Mazey

ASSET MANAGER TRANSPORTATION

Endorsed For Agenda



Murray Washington

ASSET MANAGER

APPENDIX 1 – DRAFT SPEED LIMITS BYLAW 2018 (INCLUDING SPEED LIMITS REGISTER AND MAPS)
APPENDIX 2 - STATEMENT OF PROPOSAL



**SELWYN DISTRICT
COUNCIL SPEED LIMITS
BYLAW 2018**

Proposed: 9th May 2018
Adopted: **TBD**

SELWYN DISTRICT COUNCIL SPEED LIMIT BYLAW 2018

1. Introduction

Pursuant to the powers vested in it by the Local Government Act 2002, the Land Transport Act 1998 and Land Transport Rule: Setting of Speed Limits 2017, the Selwyn District Council (the “**Council**”) makes this bylaw to set speed limits on certain roads in Selwyn District.

A reference in this bylaw to any statute or regulation includes reference to all later statutes and regulations made in amendment or substitution of the statute or regulation cited unless the context otherwise requires.

2. Title

The title of this bylaw is the Selwyn District Council Speed Limit Bylaw 2018.

3. Date of Commencement

The bylaw shall come into force on **TBD** including the speed limits listed in the register of speed limits.

4. Revocations and Savings

The Selwyn District Council Speed Limits Bylaw 2018 will replace the revoked Selwyn District Council Speed Limits Bylaw 2006.

5. Interpretation

The terms used in this bylaw have the same meaning as in the Land Transport Rule: Setting of Speed Limits 2017 (the “**Rule**”).

6. Application of this Bylaw

This Bylaw applies to all roads under the jurisdiction of the Council but excludes State Highway roads controlled by the New Zealand Transport Agency.

7. Speed Limits

1. The Council may, by resolution, set speed limits or designate urban traffic areas for any roads under the Council’s jurisdiction.
2. The Council may, by resolution, set speed limits for roads in any

designated location under the Council's jurisdiction.

3. In setting speed limits under Clauses 7.1 or 7.2, the Council may set only speed limits of 10, 20, 30, 40, 50, 60, 70, 80, 90 or 100 kilometres/hour. Council will seek NZTA approval before setting a speed limit of 70 or 90 kilometres/hour.
4. The Council may amend or revoke a resolution made under Clauses 7.1 or 7.2 at any time.

8. Consultation

Before passing a resolution under Clause 7.1 and 7.2 or amending or revoking such a resolution under Clause 7.4 the Council shall undertake the consultation process prescribed in Section 2.5 of the Rule and in accordance with Section 82 of the Local Government Act 2002.

9. Register of Speed Limits

The Council shall maintain a Register that records all speed limits, including those made under Clause 7, for the roads under its jurisdiction in a form as required by Section 2.8 of the Rule, except temporary limits.

10. Offences

Every person commits an offence against this bylaw who operates a vehicle in contravention of any speed limit set by this bylaw and as provided for in the Land Transport Act 1998.

The resolution to adopt this Bylaw was passed by Selwyn District Council at an ordinary meeting of the Council held on the TBD and was confirmed, following consideration of submissions received during the special consultative procedure prescribed by the Local Government Act 2002, by a resolution at a meeting of the Council on the 9th May 2018.

The Common Seal of the Selwyn District Council is attached.

Signed by
Mayor Sam Broughton

In the presence of
The Chief Executive
David Ward

REPORT

TO: Chief Executive
FOR: Road Safety Committee – 20 June 2018
FROM: Mark Chamberlain
DATE: 13 June 2018
SUBJECT: SPEED LIMIT REVIEW

RECOMMENDATION

‘That the report be received for information.’

1. PURPOSE

To provide information on the review of speed limits.

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

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

3. HISTORY/BACKGROUND

A speed limit review was carried out in 2017 that dealt mainly with the growth around townships and the extension of the 80 km/hr speed limit on rural roads in the Greater Christchurch area. The changes from that review were adopted by Council in November 2017 and confirmed by Council in February 2018. Following on from that review there is a commitment to a further review in particular of the existing 70 km/hr speed limits and the speed limits around all schools.

The use of 70 km/hr speed limits will require specific approval by NZTA in the future in accordance with the Speed Management Guide and the Setting of Speed Limits Rule 2017. Some of these were changed as part of the 2017 review where changes were being made to adjacent speed limits. The remaining 70 km/hr speed limits around the District are to be reviewed to determine if a 50 km/hr, 60 km/hr or 80 km/hr is appropriate.

Speed limits around schools has been an ongoing discussion and with the new Speed Management Guide there is scope to have speed limits put in place that reflect the activity on and beside the road, the road function, where the roads fits in the hierarchy, etc. rather than just a calculation on the amount of roadside development.

All schools have warning signs and it is generally accepted that during the busy periods at the start and end of school a lower speed is appropriate. Requests are often made

to have the variable signs for a 40 km/hr school zone. There is a cost to installation, maintenance and operation of these. It has been discussed that a permanent lower speed limit could be placed outside schools.

NZTA has developed a mapping tool to assist with the decision making on speed limits. This has a lot of factors that can be viewed including operating speeds, posted speeds, suggested safe and appropriate speeds. As part of the consultation on the recent speed limit changes it was suggested by NZTA that many of the new residential streets should have a 40 km/hr speed limit. This was not included in the review but it does lead to a discussion on this.

There is a practical viewpoint for RCA's about having too many speed limits in one township. For example in Rolleston we now have 50, 60, and 80 km/hr speed limits. Would we want to also have 40 km/hr speed limits? If 40 km/hr is considered appropriate for new urban streets would it be applied to all that are currently 50 km/hr speed limits? We would not want to have too many changes in speed limit within a township as that may be confusing to drivers and require the installation of additional signs.

Applying that to schools though if a 40 km/hr speed limit was associated with a warning sign that defined the area around the school a 40 km/hr would likely make sense to a driver. Maybe even 30 km/hr would be seen as reasonable. It certainly would be at the busy morning drop off and afternoon pick up periods but having it all times may result in ignoring outside of those times. NZTA prefer the variable speed limits but there does need to be funding for the associated signs to be installed.

4. PROPOSAL

It is proposed to:

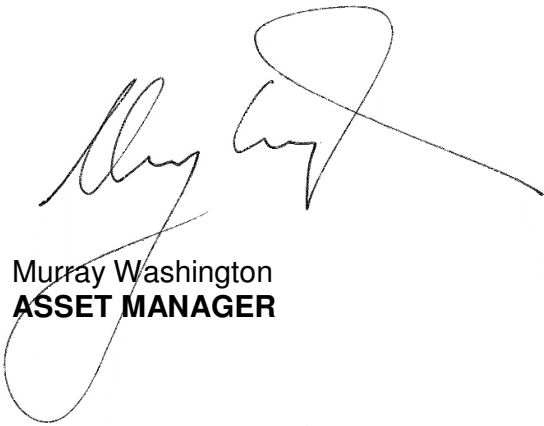
- Engage with all schools in relation to the speed limit outside their school to get feedback on what they would desire. The feedback may be predictable with as low a speed limit as possible. Do this rather than put forward proposed speed limits and ask what they think.
- Engage with all township committees on what changes they would desire within and around their township generally.
- Have a general engagement/consultation on speed limits through the website to get what is desired around the network with a focus around townships in relation to the 70 km/hr speed limits and the schools. Will need to make it clear that it is not a revisit of the changes recently made.

Following the feedback proposed changes will be determined, consultation held with the relevant authorities, subsequent changes made and then reported to Council.



Mark Chamberlain
TEAM LEADER TRANSPORTATION

Endorsed For Agenda

A handwritten signature in black ink, appearing to read 'Murray Washington', with a large, stylized flourish extending from the end of the signature.

Murray Washington
ASSET MANAGER

REPORT

TO: Road Safety Committee
FOR: Meeting on 20 June 2018
FROM: Executive Assistant to the Chief Executive
DATE: 13 June 2018
SUBJECT: **DRAFT 2018-2028 LONG TERM PLAN ROADING SUBMISSIONS**

RECOMMENDATION

'That the Road Safety Committee receives the Draft 2018-2028 Long Term Plan Roading Submissions Report, for information.'

1. PURPOSE

A number of submissions regarding various aspects of Council's roading network were received from submitters during the Draft 2018-2028 Long Term Plan consultation period.

For the information of Road Safety Committee members, below are the specific roading-related submissions, and the accompanying staff comments.

2. SUBMISSIONS

Submission ID: 100046

Name: Ms Sok Chuey Lee-McDonald

'There is need to provide a shorter path for properties along Larcomb and northwards coming from Rolleston Hubs to turn right into their properties. This is a genuine need as their access to main south road has been taken away from them thru' CSM2 expansion. Yet no council members has bother to look into this.'

Please provide access road for people in Paige Place sub-division to Weedons Road in your 10 year Plan. They have to travel 16.5km to send kids to school on their return trip one-way. There is need to cut an access road from Paige place to Weedons Rd so that the can minimise their km run to use Rolleston Hub /schools / clinics / dentist / swimming pool /sport facilities.'

Staff Comments:

Discussions with the submitter have occurred in recent times with both Council staff and the NZTA on this. The NZTA had consulted previously as part of the CSM2 project and advised residents that there would be no continuing private property access directly to

the new motorway. Access to the general area will still be available via Berketts Rd from the motorway.

The submitter's legal access is from Paige Place not SH1. Paige Place is only legal road for 280m, beyond this it is a private ROW system. There is no requirement for a further public roading connection to Weedons Rd as other local roading links to Rolleston are available. To extend Paige Place the ROW would require the use of the Public Works Act and then upgraded to a public road standard by Council. In addition further private land purchase and new road construction would be needed beyond the existing ROW system to connect the additional approx. 600-700m to Weedons Rd.

Submission ID: 100064

Name: Mrs Delys Brough

'We have experienced significant roading disruption in Prebbleton which was worsened in the nearly 12 years we have lived here. The roundabouts / traffic lights at certain intersections Springs / Marshs, Shands / Blakes, Springs / Hamptons and Shands / Hamptons) need to be fast tracked. So do the road improvements next to Blakes, Hamptons and Trents.

Any improvements to Springs Road to allow children to cross it safely near the school are also welcome.'

Staff Comments:

The Council's proposed \$24m package of Prebbleton arterial intersection upgrades, including the road widenings, starting in 2019 and ending in 2023 will be difficult enough already to deliver considering the scale and complexity of the projects to design and construct, including likely private land purchase.

Submission ID: 100075

Name: Mrs Jane Huggins

Organisation: Coalgate Township Committee

'Everett Street (east end), Coalgate: Several years ago, the Council undertook to complete the proper formation of this cul-de-sac. We ask that this project be added to the plan, to be completed in 2019.'

Staff Comments:

Council's undertaking relating to Everett St only extended to including it on Forward Programme for discretionary township projects 10-15 years ago. It remained unfunded at the time and these types of works and programme has been disbanded since then.

The Level of Service provided by Everett St is generally consistent with the rest of Coalgate and similar smaller Malvern townships making this work unnecessary without clear benefit.

Submission ID: 100092

Name: Mr M Douglas

Refer Attachment One

Staff Comments:

The submitters request to seal all 1,000km of unsealed roads in the District to address dust issues is unaffordable. Equally the request to subsidise the application of network wide dust suppressant is the same. Council trials have indicated some success but as expected these are only short term. Council is facing mounting pressures to maintain its unsealed roads to a safe and trafficable standard within what is affordable and that prepared to be subsidised by the NZTA without also directly funding dust suppression for private benefit.

Submission ID: 100097

Name: Mrs Caroline Gieseg

'Springs Ward - Birchs Rd footpath & kerbing upgrade. Please make sure that this includes creating a proper footpath along the stretch of Birchs Rd between Grangewood Drive & Barton Fields Drive. It is currently dangerous with cars veering onto the shingle at the side of the road to pass cars that are turning or waiting to turn into Craigs Thompson Drive. The number of pedestrians, especially young children using that strip of road is increasing, as the population of Barton Fields has increased & they are walking to & from school.

Birchs Rd is too busy and dangerous for young children to cross at peak time & it is not practical for them to do this to utilise the footpath/ cycle way on the other side of the road.'

Staff Comments:

The 2018 LTP includes \$250,000 project in 2018/19 to provide kerbing and a footpath along the western side of Birchs Rd next to Barton Fields.

Submission ID: 100104

Name: Mr Ken May

'In 2017, I made a submission, on behalf of the Kirwee Community Committee, concerning the widening of Courtenay Road, Kirwee, south of SH73 to the quietening zone.

The submission was made on the basis of the volume of large vehicles using this stretch of road arriving at and departing from the Field Days site and the damage to the verges of Courtenay Road in the residential section of the road.

In a little less than eleven months, the next Field Days (2019) will be held and still nothing has been done to comply with our submission.

Are we being ignored on this matter? I notice that this project isn't listed, so does Council see this as not being a priority? The damage done to the verges was repaired by Council and one can only assume that Council expect their ratepayers to repair their own verges at their own cost. Will they get a Rate Rebate for doing this? Can we expect something to be done before the Field Days?'

Staff Comments:

For the 2017/18 Annual Plan the Council did not support the submission made at the time to fund the seal widening of Courtney Rd to facilitate the annual field days

Submission ID: 100106

Name: Dr. Catherine Elliot

'Please consider putting more funding towards making SD streets safer for people riding bikes (from 8 to 80 years old). Electric bikes are making commuting longer distances a reality for some people. I know a lot of people who would commute to Lincoln from the city if they felt like they would not be hit by a car in the section from the motorway roundabout to Prebbleton where the Rail Trail starts.

Please consider making this section more biker friendly. I ride it every morning and cannot blame anyone for feeling unsafe because it certainly can be unsafe! There are millions spent on the new motorway and much smaller percentage spent on cycleways. Please consider the number of people you can get out of traffic by getting them onto bicycles. I have spoken to a lot of people who are considering electric assist bikes but still need convincing given Springs Road has no cycle lane coming off the roundabout.'

Staff Comments:

The submitter requests safer streets for cycling and the emergence of ebikes meaning more people can travel longer on cycleways. This is discussed in the 2018 Walking and Cycling Strategy. Stage 2 of the Southern Motorway will provide a connection from the Rail Trail north of Prebbleton to the existing cycleway alongside Stage 1 that links to the central city.

A \$500,000 project to upgrade Springs Rd north of Prebbleton including cycling facilities is identified for 2020/21. Will require the cooperation of the Christchurch City Council.

Submission ID: 100120

Name: Mrs Mary Stapylton-Smith

'I understand that a previous plan talked of traffic lights in Lincoln for the intersection between the Main Road (Gerald Street) and West Belt. It is often very difficult to get across Gerald Street, both for cars and pedestrians.'

Staff Comments:

The Draft 2018 LTP includes a \$1.2 million project in 2023/24 to install traffic lights at Gerald St and West Belt at the first intersection upgrade for the Lincoln Town Centre Master Plan.

Submission ID: 100125

Name: Mr Glen McGeachen

'Seal Widening - I would encourage the Hoskyns road widening to be brought forward, as this should have been considered as part of the iZone development. There has been a large increase of trucks using this road since the development of iZone, and it is evident that 2 trucks passing each other both need to place their wheels in the shoulder/gravel.'

The intersection at SH73/Hoskyns also needs to be upgraded to coincide with the seal widening (obviously coordinated with NZTA), as there has already been an increase in the large vehicles using this, and will only be exacerbated by the seal-widening programme on this road. Also see my comments above, regarding the cycling & walking strategy. This widening work could be leveraged to provide an interim on-road cycle-route, to form part of a Kirwee-Rolleston link.'

Staff Comments:

The Hoskyns Rd Seal widening project is programmed for 2022/23 and is second in priority in the seal widening programme. The first priority is the upgrade of Weedons Ross Rd related to coordinating with CSM2. It is understood the NZTA have finally programmed to install a right hand turn bay at SH73/Hoskyns Rd intersection

Submission ID: 100133

Name: Miss Diane Clark

Organisation: Lincoln Hair Design

'The traffic management and safety be improved at the Gerald St/Robert St intersection in Lincoln. This includes the trade entrance off Robert St to the carparks behind the shops. At certain times of the day the traffic is incredibly congested here.'

A safety barrier or bollards need to be installed as soon as possible between the angled car parks and the footpath outside the Gerald St shops to provide safety from out of control cars. This recently happened when an out of control car drove into the dairy next door. It was only by good luck that no one was injured or killed.'

Staff Comments:

The first stage of the upgrade of Gerald St between Edward St and West Belt is in the 2018 LTP for 2023/24 and will consider all relevant improvements for this area at that time.

Submission ID: 100134

Name: Mr Brian Falkingham

Organisation: Mermadale Walnuts

'I find little reference to improving or sealing roads which is a much higher priority than a swimming pool extension, all be it more expensive the long term repay of good roads is a plus to the district where as the pool is an ongoing cost.'

'There is little point in spending 31% of council income on facilities that will remain unused if the roads are only getting 13% and no longer usable due to current leading edge and future vehicles not being able to function safely without sealed roads and safe well maintained road markings.'

'These 2 figures need to be exchanged and the increased funding generate by the resulting even larger population increase used to develop the facilities in the following decade. The sealing of Heslerton Road which is eroding quickly due the heavy tanker traffic it now gets and extending the seal on Frasers/Knivets through to Leeston Rakaia Road which also has increased heavy vehicle traffic are noticeable by their absence.'

'Widening of Frasers Road and the addition of a center line would greatly increase safety on this road which is very dangerous in the dark.'

Staff Comments:

The submitter requests the sealing/upgrading of Heslerton Rd /Frasers / Kynivets Rd which is not considered to fall into the category of important network upgrades. KiwiRail can be contacted about the concerns with the rail crossing on Frasers Rd

Submission ID: 100160

Name: Mrs Jo Walker

'I would like to comment on the poor and dangerous state of Leaches Road. It is in urgent need of widening. This must be a priority for council as the current state leaves drivers at serious risk of being pushed off the road due to trucks that use the road constantly. Pot holes emerge seemingly overnight due to heavy use of the road making it even more concerning. We have been pushed off the side and onto the grass/gravel many, many times simply to make room for oncoming traffic, and this is simply unacceptable in terms of safety and duty of care from council to provide safe roading for our community.'

Staff Comments:

A \$3.4 million project to fully widen Leaches Rd in 2032/33 is currently in Council's 20 year Transportation funding forecast

Submission ID: 100162

Name: Mrs Jennifer Daly

'I would like to see Leaches Rd widened for safety reasons. In the Winter Leaches Rd is used by a high proportion of skiers going up to Mt Hutt and it extremely dangerous as a resident travelling along this road. The road is also very busy with large trucks and it is often used as a diversion if the state highway bridge is unusual. The toad is very narrow and every year has to be repaired due to potholes.

The tyres on our vehicles have had significant damage due to the potholes and having to drive on the grass edge at times due to the narrow road. I'm surprised there hasn't been more accidents on the road due to people overtaking trucks and farm machinery and not having a wide enough road to do so. Please widen Leaches Road!!'

Staff Comments:

A \$3.4 million project to fully widen Leaches Rd in 2032/33 is currently in Councils 20 year transportation funding forecast.

Submission ID: 100163

Name: Mrs Diana Innes

'Roading: Leeches Road: This road needs to be upgraded and widened all the way. Heavy traffic of milk tankers and logging trucks use this road. The road is a thoroughfare for traffic to the Inland Road and Mount Hutt Ski Field. At present it is too narrow and bumpy for safety. Zig Zag Road This road is too narrow and not graded well enough for the amount of traffic that uses it.'

Staff Comments:

A \$3.4 million project to fully widen Leaches Rd in 2032/33 is currently in Councils 20 year transportation funding forecast. Zig Zag Road is a relatively steep local unsealed road which its condition can change quickly. The comments have been passed to Service Delivery to check levels of service. SH77 and Coleridge Rd provides the main sealed road connection between Rakaia and Coleridge etc.

Submission ID: 100164

Name: Jenni Carter

'Leeches Rd needs to be widened. It is so narrow 2 trucks can't pass each other safely and cars are often pushed off the road. It is dangerous for the amount of traffic and the size of vehicles.'

Staff Comments:

A \$3.4 million project to fully widen Leaches Rd in 2032/33 is currently in Councils 20 year transportation funding forecast

Submission ID: 100169

Name: Mr Simon Guild

Organisation: High Peak Station

'I am submitting on behalf of the Guild family at High Peak Station. One of the most fundamental functions of council is transport infrastructure. In our case, this means roads. Specifically, we would like to see increased priority on the maintenance and safety of the High Peak Rd, Snowdon Rd, Zig Zag Rd and Leaches Rd.'

The first three are gravel roads that over the course of a calendar year can range from excellent condition to incredibly poor condition. It is the long periods of deterioration between maintenance intervals that make these roads unsafe, as exemplified by the current state of the eastern end of the Snowdon Rd.

Leaches Rd is simply too narrow for the volume and size of traffic that regularly use it (e.g. milk tankers, logging trucks, CPW equipment). The edges are constantly eroded and potholed and everyone in the district seems to have a story regarding damage, an incident or a near miss. It needs to be rectified as a matter of urgency.

In context, many of the projects outlined in the Long Term Plan that you have invited comment on seem to be frivolous when faced with marginal roading infrastructure and in our view, way down the priority order.'

Staff Comments:

The submitter has requested increased maintenance on High Peak, Snowdon and Zig Zag Roads. These are long roads in hill country that are a challenge to maintain with relatively low use and their condition can quickly. The comments have been passed to Service Delivery to check levels of service. A \$3.4 million project to fully widen Leaches Rd in 2032/33 is currently in Councils 20 year transportation funding forecast.

Submission ID: 100173
Name: Mrs Lyn Nell
Organisation: Middle Rock

'I would like to support submissions for a complete rebuild of Leaches Rd between Hororata and Windwhistle. This road is in a bad state of repair and short term quick fixes do little to improve its long term condition.'

Staff Comments:

Sections of Leaches Rd justifiable for pavement reconstruction and/or resealing have been completed with others pending. A \$3.4 million project to fully widen Leaches Rd in 2032/33 is currently in Councils 20 year transportation funding forecast

Submission ID: 100174
Name: Mr Bruce Nell
Organisation: Middle Rock

'I would like to support submissions for a complete rebuild of Leaches Rd between Hororata and Windwhistle. This road is in a bad state of repair and short term quick fixes do little to improve its long term condition.'

Staff Comments:

Sections of Leaches Rd justifiable for pavement reconstruction and/or resealing have been completed with others pending. A \$3.4 million project to fully widen Leaches Rd in 2032/33 is currently in Councils 20 year transportation funding forecast

Submission ID: 100175
Name: Mr Gerald Innes

'Roading: Leeches Road. This is a thoroughfare to the Inland Route and Mount Hutt Ski Field. It is used by heavy traffic, milk tankers, tractors, logging and stock trucks. This Road is too narrow and needs to be upgraded all the way. It has perennial pot holes. This Road needs to be upgraded on the Long Term Plan.'

Zig Zag Road. This Road is too narrow for the traffic that it handles. Nor is it graded often enough. We suggest a programme of more frequent grading for this Road in the Long Term Plan.'

Staff Comments:

A \$3.4 million project to fully widen Leaches Rd in 2032/33 is currently in Councils 20 year transportation funding forecast. Zig Zag Road is a relatively steep local unsealed road which its condition can change quickly. The comments have been passed to Service Delivery to check levels of service. SH77 and Coleridge Rd provides the main sealed road connection between Rakaia and Coleridge etc.

Submission ID: 100182

Name: Mr Ian and Ruth Warren

'The roads in the west of the district are broken and must be among the worst in NZ. Shingle roads are more mud than shingle, potted and rutted. Sealed roads are broken along the edges and so badly patched that they break almost immediately.'

Note Bealey Road, Greendale Road. Bridge Road, a school bus route and major road when the river is down, is like driving over a continual judder bar with damage from tree roots. A sign does not fix the damage! 1.8 million for new seal is pitiful. It would only take another \$700,000 to complete Coaltrack sealing so that section joined with the existing seal. Council needs to sort out its priorities.'

Staff Comments:

Submitter is concerned with the condition of western roads in the district. Whilst there are challenges with affordability condition indicators do not support they are the worst in the country as stated. A recent audit by the NZTA did not identify any fundamental issues with the levels of services provided by Council on its low volume rural roads. Councils 20 year forecasted transport programme includes the sealing of sections of Coaltrack Rd to north to Bealey Rd in 3 stages between 2024 and 2032 at a total cost of \$1.52 million as part of its "missing link" seal extension programme.

Submission ID: 100185

Name: Mr William Innes

'Leaches road needs to be widened and fixed properly.'

Staff Comments:

Sections of Leaches Rd justifiable for pavement reconstruction and/or resealing have been completed with others pending. A \$3.4 million project to fully widen Leaches Rd in 2032/33 is currently in Council's 20 year transportation funding forecast

Submission ID: 100192

Name: Mrs Hilary Guild

'The condition of Leaches road is a National disgrace. I am yet to travel on a road in such poor repair. Constant patching of the verges is only making the road narrower and dangerous, as the patches last approx. 2 weeks until they break off and another larger hole appears.'

This is false economy. Resealing by a reputable operator with consideration to camber, drainage and frost condition is well overdue. For a road servicing local residents,

schools, tourism, skifields, the dairy forestry and agricultural industries, this road needs to be fit for purpose.'

Staff Comments:

The submitter is dissatisfied with the repair works on Leaches Rd. The contractor is responsible for repairing any work that is not of a proper standard. Sections of Leaches Rd justifiable for pavement reconstruction and/or resealing have been completed with others pending. A \$3.4 million project to fully widen Leaches Rd in 2032/33 is currently in Council's 20 year transportation funding forecast

Submission ID: 100195

Name: Mrs Vanessa Robinson

Organisation: Lincoln Netball Club

'Let's get our roads sorted, it's a frustrating time when road works are happening on all main arteries leading to and from Christchurch, better planning needs to happen and more pressure needs to be put on getting this cracking, work 24/7 and get the job done please, I understand they are already 6 months behind, Council please put pressure on LTSA.'

Staff Comments:

There will be a period of disruption to traffic on commuters' routes while CSM2 is being built. Council is in ongoing contact with the NZTA on ensuring temporary traffic measures are as effective as possible while still providing safety. The construction of CSM2 is not currently behind schedule.

Submission ID: 100205

Name: Mr Colin Guild

'Leaches Road: This road gets a high traffic volume and is in poor condition. Recent re-sealing is a start but is not wide enough and an uneven surface. It should be re-sealed entirely and widened.'

Snowdon and High Peak roads: Poorly graded and lacking gravel after recent floods. Some ratepayers have to live and run their businesses on roads such as these and Council needs to recognise that we cannot support other expenditure whilst we have to live with this despite repeated complaints to Council and Tony Ward.'

Staff Comments:

The Submitters concerns are acknowledged, and as referenced, Council roading staff have already been involved to provide any assistance as determined to be available and appropriate to address issues on Snowdon and High Peak roads which in the hill and high country are a challenge to maintain.

Submission ID: 100207

Name: Mr Grant Smith

Organisation: Gilmours Road residents

It is pleasing to see that, in this Long Term Plan (LTP), a Seal Extension Programme has been re-introduced. We submit however, that part of Gilmours Road should be included in that list, either as an addition, or in place of one of the others, specifically Tancreds Road.

Our reasons for this submission are:

- There are 11 residential properties which use the section of Gilmours Road from Wardstay Road to 91 Gilmours road – a distance of approximately 1.4km. At a recent meeting with Sam Broughton to discuss the state of the road, almost all of the properties were represented – indicative of the residents' concerns.*
- There are no residential accesses on the unsealed part of Tancreds Road.*
- Maintenance on the road is infrequent although it has been better as of late because of the residents' complaints. We believe the Council is not seeing the true cost of maintenance*
- The road fails every time it rains. Large potholes develop, and although these are brought to Council's attention, generally it is left in that state for about 2 weeks until it is regraded. The same condition occurs as soon as it rains again. There is significant risk of damage to vehicles when the potholes are present.*
- In winter, the road is potholed almost all the time*
- In particular, the transition between the gravel and seal on Wardstay Road is a problem*
- There is now significant traffic flow on the road – and a good proportion is through traffic travelling at speed with the inevitable dust problems. The traffic counters that have been put out now and then do not give a true reading of the traffic. They were not recoding correctly, and counters are notoriously inaccurate on gravel roads.*
- Grading the road tends to push a significant amount of metal to the sides of the road and onto the grass verge.*
- There is an increasing use of the roads by cyclists (often children) horse riders, joggers and locals exercising dogs. These are not activities that can be carried out safely on gravel roads, as there is no incentive for property owners to mow the verges. The stones kicked up from the road onto the grass play havoc with mower blades.*
- If the report on TVNZ news last week is correct, replacing truckloads of gravel on shingle roads may not be a sustainable activity in any event.*

Staff Comments:

Requests the inclusion of Gilmours Rd into the proposed seal extension programme. This request has been received a number of times in the past and declined. The Council's programme is only to address specific strategic network "missing link" seal extensions on high volume main routes or connections to assist in the movement of people and freight. Gilmours Road is a local road that doesn't fall into that category.

Submission ID: 100222

Name: Mrs Ngaire Kent

Organisation: Kirwee Community Committee

'The Kirwee Community committee made submissions in 2017 for the widening of Courtenay Road south from the railway line to the Field Days site. This was to avoid substantial damage to grass verges outside the residential properties in this area. The Field Days have now become a major national event adding a great emphasis to Kirwee. The next Field Days are being held in March 2019 and despite our request over 12 months ago nothing has been reported back on this submission. Is it possible to have something done before this next event?'

Staff Comments:

For the 2017/18 Annual Plan the Council did not support the submission made at the time to fund the seal widening of Courtney Rd to facilitate the annual field days

Submission ID: 100251

Name: Mrs Karen Meares

'I submit that resurfacing and widening of Leaches road Hororata to Windwhistle is added to the long term plan. This road has a lot of trucks and local traffic on it, tourists and ski traffic. Incidentally why is CPW not helping with maintenance on Leaches road where they have caused severe potholing and damage?'

Staff Comments:

A \$3.4 million project to fully widen Leaches Rd in 2032/33 is currently in Council's 20 year transportation funding forecast. Council roading staff are engaged with CPWL to encourage their cooperation.

Submission ID: 100273

Name: Jess Bould

Organisation: Ministry of Education on behalf of Beca Limited

'The Ministry has been working alongside a number of other agencies within the wider Canterbury region to identify short and long-term solutions to ensure safer journeys to schools. It is anticipated there is further opportunity for investment to establish safe active links between school sites and the communities around them.

Therefore the Ministry would welcome the development of, and improvement of transport links to schools including the provision of active networks and non-active networks.

It is anticipated that similar challenges to active transport to schools are likely to arise as new residential greenfield development progresses.'

Staff Comments:

The submitter's comments relating to the need for safe active and non-active transport systems to support schools is acknowledged, however this needs to work both ways and requires the cooperation of the MoE to provide adjoining transport works that are fit for this purpose in the planning, development and operation of new and existing schools sites.

It is considered that Council's draft 2018 Walking and Cycling Strategy and the 2014 Road Safety Strategy covers the required safety outcomes that need to be collectively achieved.

Submission ID: 100275

Name: Mr Jeremy Wilson

'I would like to discuss the situation in Osborn Road and the need to have it sealed now that we have a substantial commercial trucking business damaging the unsealed road.'

Staff Comments:

The request to seal Osborn Rd has been received a number of times in the past and has been declined.

Submission ID: 100285

Name: Ms Michelle Croft

'The North Rakaia Road at the Main South Road end has no warning of the 45' bend this is a safety hazard. All other bends on this road to Ti Pirita are marked.'

No staff comment

Submission ID: 100312

Name: Mrs Julie Sadler

'I have a concern about the timeframe for the widening of Hoskyns Road from Jones Road to State Highway 73. This road has had hugely increased traffic over the last few years. With Iport and Izone industrial parks on this road the traffic increase has resulted in a lot of trucks traveling this road all hours of the day and night.'

As we live on Alpineview it can be extremely dangerous trying to get onto Hoskyns Road when trucks are coming both ways. The seal is hardly wide enough for trucks to pass each other. The road narrows from West Melton Road heading towards SH73. This part of the road has broken shoulders due to trucks driving on the edge of the seal. The plan proposes that widening will be projected for 2022 - this is 4 years away. With the development of Iport ramping up and further expansion of Izone truck movements along Hoskyns Road will more than likely double over the next 4 years. The residents

along Hoskyns Road should not have to put up with the state of this road for another 4 years before Council makes the improvements to make driving on this road safe for everyone.

Another concern of ours is the intersection of West Melton Road, Weedons Ross Road & State Highway 73. I am aware that this is a Land Transport matter and they are not proposing to look at it for another few years.

The current intersection of West Melton Road and Weedons Ross Road is very dangerous. When I travel home from work I travel west on SH73 and turn left into Weedons Ross Road and then right onto West Melton Road. Night and morning this intersection is extremely busy. If there are several people turning off SH73 onto Weedons Ross Road there is huge potential for an accident to happen if I have 3 cars behind me and I can't turn off onto West Melton Road.

Although there are yellow marking for no stopping cars do not allow enough space for cars to turn into West Melton Road. I think Council should be making submissions to LTSA to have this intersection upgraded before there are any more accidents there.'

Staff Comments:

The Hoskyns Rd Seal widening project is programmed for 2022/23 and is second in priority in the seal widening programme. The first priority is the upgrade of Weedons Ross Rd related to coordinating with CSM2. The 2018 Draft Regional Land Transport Plan identifies the NZTA SH73/Weedons Ross Intersection project as a high priority. Council takes all opportunities to advocate to the NZTA it should be done in the next three years as they have previously indicated.

Submission ID: 100323

Name: Mr John Clarkson

'Council need to fast track flyover from Rolleston town to Hoskins/Jones road. Lights don't cut it.

There is no plans for land set aside for park and ride parking. Land around the old station is getting less through development. Rail travel will come.

Road maintenance in the Malvern District is appalling. Holes are filled only to reappear a week later. The roading budget needs some serious work. Roads like Bealey Leaches Greendale and many others have way more traffic, particularly trucks hauling gravel, milk, logs etc and the shoulders are falling off quicker than they are repaired. Humps and bumps get missed altogether.'

Staff Comments:

The 2018 Draft Regional Land Transport Plan identifies the NZTA SH1 Rolleston Interconnection (aka "flyover") Project as a high priority. It is understood from the NZTA they wish to start the Detailed Business Case phase in 2018/19. Council / Crown / developer land is currently earmarked for a longer term Park N Ride bus/train for Rolleston.

Council has continual challenges in maintaining a large rural low volume within funding envelopes currently available. Indicative increases to Councils maintenance and renewal activities by the NZTA will help assist in maintaining suitable level of service however it is clear the NZTAs focus is to fund higher volume roads of more significance to achieve better value for money returns.

Submission ID: 100338

Name: Mr Graeme Roberts

'I would like to see the widening of Courtney Road, Kirwee, south of SH73 down past the new South Island Field Day area. I believe a submission was made to Council in 2017, but still nothing advised.'

Staff Comments:

For the 2017/18 Annual Plan the Council did not support the submission made at the time to fund the seal widening of Courtney Rd to facilitate the annual field days.

Submission ID: 100351

Name: Mr Martyn Gameson

Organisation: Hororata Primary School

'Earlier this year I met with Jenny Gallagher (Chair of the Malvern Community Board) and Councillor Bob Mugford regarding ongoing concerns over the condition of the Bealey Road frontage outside our school. Subsequent to this meeting, I forwarded our concerns in writing to the Malvern Community Board, who raised it with the Council in late February. The following extract is the media release regarding this matter forwarded to me by media.

"At last Monday's meeting, the Malvern Community Board resolved to ask the Council roading staff to assess the issue further and compile options and cost for Board consideration. The school are to be concurrently asked to identify their issue and concerns through the Draft Long Term Plan submission process.

In 2016, the Council placed and spread shingle to help alleviate the problem. However, we do acknowledge that this is a temporary fix and that a hard surface with appropriate drainage is desired by the school.

The Council policy is that the frontage may be used for parking and loading. Any upgrade would be at the cost of the school, however the Council will assist with managing the construction. The school may apply for Council funding through the Annual Plan / LTP process."

Staff Comments:

Council will need to decide if it wishes to fund this specific school frontage upgrade beyond the confines of its Policy R411. Should it decide to it may very likely set a precedent that other rural schools will follow suit where Council has also declined in the past e.g. Glentunnel, Broadlands etc. This comes back to the original point view point that the responsibility is on the Ministry of Education to providing safe and effective school frontages and /or parking facilities in support of its activities/School Boards and not the districts' ratepayers.

Submission ID: 100360

Name: Val Mackenzie

Organisation: Sheffield Waddington Township Committee

'At our recent township meeting, we decided the township of Sheffield and Waddington require more street lighting to make walking and biking in the evenings a safer option. The newest footpathing has made a big difference to both townships. We would like to see this footpath expanded in the future – down Railway Terrace East Sheffield, Hugh Street onto Charles Street to meet Waddington Road.'

Please could you also consider a light at the intersection of Waimakariri Road and Curve Road. This intersection is extremely hard to identify in the dark, and a light would give a clear indication as to where the intersection is situated.'

Staff Comments:

Current agreed levels of service for street lighting for smaller rural settlements are considered appropriate in these situations compared to a full urban standard. Council is replacing current lights with LED and this will improve all lighting situations. It will review after this if any further improvements should be funded. The footpaths identified are already in the townships forward upgrade programme in the Walk Cycle Action Plan. The installation of a flag light at the Waimak Gorge Rd/Curve Rd will be added to the low cost/low risk improvements forward programme.

Submission ID: 100363

Name: Mr Ray Maginness

'Seal extensions are pitiful at 8.6kms. There is only one thing farmers want, is a decent road to get themselves and their families to town as they live the furthest away from town halls, swimming pool and sports hubs as the Council seems to think people in outlying areas have to travel to Rolleston for everything. Maintenance on gravel roads is abysmal.'

Staff Comments:

The programme has to strike the right balance on providing affordable and sustainable maintenance levels of service and high cost improvements like seal extensions.

Submission ID: 100368

Name: Mrs Melissa Jebson

'Was disappointed that half of Wards Rd (from Essendon Road to Charing Cross) could not have been sealed after Downer and CPW left the road in a sealable state - all preparation had been completed. It is still in a state that could be sealed. There are only two blocks of Wards Road from Rolleston to McLaughlins Road / Clintons Road in Darfield. A shame those two blocks could not be sealed.'

Staff Comments:

Further work would be required by Council to bring this and other related parts of Ward Rd up to a suitable standard for sealing that is not budgeted.

Submission ID: 100391

Name: Mr Edward Woodhill

'The high accident rate in Selwyn needs to be aggressively addressed. It is obviously an issue of concern to all. It is foolish to believe the high incidence of accidents at intersections is due to failure to stop at STOP SIGNS without addressing the question of visibility at all intersections.'

Staff Comments:

The Council acknowledges the Submitter's concerns regarding Road Safety. Council is fully engaged in national, regional and district discussions on road safety issues relating to the Governments recent stated objectives on this.

Submission ID: 100393

Name: Mr Ivan Robertson

'As a frequent user of Dunns Crossing Road, I ask the Selwyn District Council why part of the said road does not have a white centre line. Maybe the line has been overlooked and if not, please advise when this shall be done. I wish not to get a traffic infringement for crossing the invisible centre line.'

I applaud the Selwyn District Council for their consideration to seal the remaining 11/1200 metres of Dunns Crossing Road, therefore removing the potential death trap and environmental health hazard.

I firmly believe that a roundabout at Gould, Selwyns, Dunns Crossing Road would be a great improvement and worthy of consideration in the not too distant future.'

Staff Comments:

The submitter supports the sealing of Dunns Crossing Rd. Road marking for all of Dunns Crossing will be considered when the sealing is complete. The Dunns Crossing / Goulds is a five rural legged intersection and not currently suitable to be reconfigured into a roundabout. This is more likely when the area is rezoned for urban development. However current plans include lighting the intersection to assist in visibility.

Submission ID: 100397

Name: Mr Jens Christensen

'Seal widening – I submit that the entire length of Maddisons Road needs to be widened.

I submit that the Wordsworth Street extension requires further consultation. This was recommended by the hearing commissioners for the LURP Action 27. A 3.5.3, the Commissioners state, "we suggest that the Council seeks further engagement with the relevant submitters during the consultation processes". This is particularly relevant to the Wordsworth Street extension. The community have not had the courtesy or ability to further submit on the design element or the need for the extension of Wordsworth Street.'

Staff Comments:

It is not supported the submitters request to include the seal widening of Maddisons Rd into the seal widening programme. Traffic patterns in the wider area are significantly disrupted with the construction of CSM2 and IPORT which is distorting routes and flows. It is advised Council reassess this and other changes needed on this network once CSM2 is completed and traffic patterns are normalised. Council has just introduced a 80kph speed limit on Maddisons Rd.

The Wordsworth Street Extension is part of the Council adopted Rolleston Town Centre Master Plan and is funded in the current LTP.

The formal planning of the area was confirmed in a LURP action and is now in the District Plan, including the accompanying ODP showing the road network including the Wordsworth St Extension. The extension is essential to provide access to the new retail developments in the area, public park parks, and reimagined reserve. This link includes for combined walk/cycle facilities as well that will integrate with the network in the redeveloped reserve. Council will be consulting with the Community on the how all the new and upgraded town centre roads will be designed – like any new project, but not on the need for them as this has already legally established. Council and Consultants are currently working the designs at the moment.

Submission ID: 100414

Name: Mr Kevin McGoverne

'Thank you in anticipation for our late submission regarding Selwyn District Council, FastForward28. We currently live at 1195 Hoskyns Road. The "Kirwee end" of Hoskyns road is unsealed (from The West Coast road, up to Kirwee). As you can imagine living on a shingle road comes with a lot of consequences and none of them are positive.

We would like the Council to put in a proposal for Hoskyns Road (North End) to be sealed. Listed below are just some of the reasons we would like to council to know what we have to deal with living on an unsealed road.

Dust - dust covers us entirely, our farm, our cars, our house, our grass, our animals, our washing and worst our children. Our horses all have swollen glands in their necks from inhaling dust and our sheep are constantly coughing, our children suffer from constant sneezing and dirt up their noses, I'm forever dusting inside my house and cleaning down the outside walls. We inhale the dust when we're walking, biking or horse riding along our roadside, our cars are covered in it - it is a constant and quite honestly horrible battle.

Speed/Danger - For some reason people who drive down our road, immediately thing "great, a shingle road, I'll floor it"... these people put even more dust up, throw gravel all over us and our grass verges and have numerous accidents. Also there are the local weekend idiot hooligans pulling "donuts" all down our road. I often come out of my driveway and have to sit for quite some time to let the dust settle from someone else having just been past, before I can actually see if there are any other cars coming and I can safely turn out onto our road. We've had numerous single car crashes into our roadside fences or our neighbours' fences from people once again driving far too fast on the shingle and losing control and crashing through our fences or shelter belts.

Our kids are covered in dust - Their school bus has to come along our road, and unfortunately a long vehicle tends to collect even more dust, they're breathing this in and getting covered in it while on their way to and from school!

The grader your council sends once a month, makes NO DIFFERENCE whatsoever to our road. The pot holes are still there, as is the guttering. The shingle spreads back onto the briefly sealed area where there is a stop sign at the end of our road, making it hazardous to stop and a cloud of dust follows over us onto the main West Coast Road covering oncoming cars etc. No matter how many times you send the grader, it makes no difference, the road is back to being dangerous and full of ridges and potholes.....again in a day.

As you can imagine all of these factors add up to feeling very frustrated at having to live on such a road. In this day and age we live in I struggle to understand why ANY roads are still unsealed in our country, let alone our district. There knowingly is massive growth in the Selwyn district over the past 15-20 years and you would think we would have had progression with our roading. Subsequently with growth in the Rolleston / Lincoln / West Melton / Prebbleton district there is also growth in Kirwee, with a new large subdivision going in out there, the traffic on our road has increased too. Hoskyns Road, is a direct thoroughfare from Kirwee to Rolleston and with it sealed would result in a large increase of use which would in turn give people a second option from the main West Coast Road.'

Staff Comments:

The request to seal Hoskyns Rd is not aligned with Council's programme to address specific strategic network "missing link" seal extensions on high volume main routes or connections to assist in the movement of people and freight. Hoskyns Road is a local road that doesn't fall into that category. The submitters request to seal all 1,000km of unsealed roads in the District to address dust issues is unaffordable. Equally the request to subsidise the application of network wide dust suppressant is the same.

Submission ID: 100415**Name:** Heather and Stuart Cadenhead

'I would like the Council to put in a proposal for Hoskyns Road (north end) to be tar sealed. I feel now that West Melton, Rolleston & Kirwee are expanding in growth that it would be safer for drivers to have this road sealed. Plus it would reduce the amount of traffic from Kirwee on the main Westcoast Road and give more options for travellers coming from the Old West Coast Road going to Rolleston.

Also because it has high use it is constantly being graded and within days has potholes again, which as you can gather is bad for the cars.'

Staff Comments:

The request to seal Hoskyns Rd is not aligned with Council's programme to address specific strategic network "missing link" seal extensions on high volume main routes or connections to assist in the movement of people and freight. Hoskyns Road is a local road that doesn't fall into that category.

Submission ID: 100426**Name:** Liz Weir

'SDC says it won't be sealing any rural roads, but I see that Coaltrack Road is scheduled for sealing. Whitecliffs has only one short, unsealed road, but Council has declined to seal it. Every other side street is sealed except HECTOR STREET.

If the Council is disinclined to seal this street, could it please seal the first 50-100m where it meets Whitecliffs Road. This section is full of pot holes because it is the stretch where drivers accelerate and brake when exiting and entering HECTOR STREET. All other gravel roads have this already.'

Staff Comments:

This request is reasonable and aligns with NZTA recommendations to reintroduce a seal widening programme. Hector St can be added to it.

Submission ID: 100429

Name: Mr Neville Brown

'I would like Council to consider modifications to the Hoskyns / West Melton Road intersections for West Melton traffic. The level of traffic on Hoskyns will increase once the Southern Motorway project is finished. The turn is currently unsafe. The corner of West Melton / Newtons Road also needs lighting.'

Staff Comments:

Intersection safety improvements are included in the 2022/23 Hoskyns Rd seal widening project, including Hoskyns/West Melton Rd intersection.

Submission ID: 100431

Name: Abbi and Tom Morten

'I would like the Council to put in a proposal for Hoskyns Road (north end) to be tar sealed. I feel that now with the growth of West Melton, Rolleston & Kirwee - it would be safer for drivers to have this road sealed.'

In the summer, collecting the children off the school bus in a cloud of dust, makes visibility virtually nil. I worry about the safety of the school kids getting on/off the bus on this road, due to the increased traffic volumes and speed.

Also, with the recently increased stock truck traffic from and around the Reids farm (Gumshade, Painters Road), the road is subject to more wear and tear than ever before. Due to farms around us (on both ends of the unsealed part of Hoskyns Road), changing to dairy and dairy support, I can only expect more milk tankers and support vehicles causing damage to the road. Be it, delivering to Fonterra at Darfield, or Izone - Hoskyns Road is due for an increase in traffic, and heavy traffic at that.

It is my belief that it cannot stand up to this. Simply grading it DOES NOT help. It almost makes it more dangerous to drive on, and the pot holes are back within the week. A more sustainable solution is essential.'

Staff Comments:

The request to seal Hoskyns Rd is not aligned with Council's programme to address specific strategic network "missing link" seal extensions on high volume main routes or connections to assist in the movement of people and freight. Hoskyns Road is a local road that doesn't fall into that category.



Naomi Smith

Executive Assistant to the Chief Executive

ATTACHMENT ONE

Submission from M Douglas (100092)

1. SUBMISSION:

My submission is in the alternative:

- 1.1 Selwyn District Council seal all roads in the Selwyn District.
- 1.2 Subsidise the cost of spraying dust suppressant on unsealed roads in the Selwyn District where dust is a serious problem for adjacent homes.

2. RATIONALE:

2.1 Beyond any doubt at all, road dust in our district is a serious problem for anyone residing adjacent to our unsealed roads. Also beyond any doubt at all, the cost to seal such roads could be prohibitive. Some councils (e.g. The Far North District Council) have a policy on Community Funded Infrastructure that allows for cost sharing of sealing roads between the community and council; see Far North District Council policy no. 4112. Such policy would be fine for some residents but not financially viable for such as my wife and I and many, many others.

2.2 I refer to New Zealand Transport Agency Research Report 590 dated April this year on "Impacts of Exposure to Dust on Unsealed Roads " and quote in italics from such:

*Territorial authorities have responsibilities for dust discharges under both the RMA and the Health Act 1956. Under the RMA they must consider the effect of land-use decisions on amenity and effects of the land transport system. They are also responsible for **protecting public health and preventing nuisances under the Health Act**. As such, territorial authorities employ environmental health officers to monitor and take enforcement action to abate conditions likely to be injurious to health or offensive, as well as to abate nuisances.*

Clearly the above applies to the Selwyn District Council.

2.3 Northland Regional Council carried out monitoring in 2013 of PM10 within 50m of the roadside of four unsealed rural roads, which highlighted the potential health effects associated with exposure to dust from unsealed roads (NRC 2014). The monitoring indicated that the National Environmental Standard (NES) for PM10 was exceeded, and was related to dry weather conditions and peaks in traffic volume. The health effects of these particles for prolonged periods are predominantly respiratory and cardiovascular related, with symptoms including coughs, chronic bronchitis, exacerbation of asthma and post-neonatal respiratory mortality.

2.4 Once again I quote below from the N.Z.T.A. Research Report 590:

"The health effects, both short (acute) and long term (chronic), of PM2.5 and PM10 are well documented, and occur at concentrations well below current guideline values (WHO 2006; WHO 2013). Evidence is increasing for the adverse effects on health of fine particles (<PM2.5), with short-term effects of PM2.5-10 being observed independently of the effects of PM2.5. In addition, there is increasingly strong evidence linking long-term exposure to PM10 with health effects, especially for respiratory outcomes. Coarse and fine particles deposit at different locations in the respiratory tract, have different sources and composition, act through partly different biological mechanisms, and depending on the physiology and age of the person, result in different health outcomes. On the

whole, health benefits may be gained from the reduction in long-term mean concentrations of PM_{2.5} and PM₁₀ to levels far below the current guidelines."

2.5 So, so far there is **legal obligation** on councils in respect to road dust and now too supportive documentation that shows some possible **serious health problems** resulting from such inhalation of said dust; respiratory and cardiovascular related. (I side-track here to mention that my wife and I have lived here adjacent to our unsealed road and subject to horrendous clouds of road dust over the last 40 years. My wife now has a diaphragmatic hernia, one side of her diaphragm no longer functions and I now have cardiovascular disease. Hmmm!)

2.6 As an aside, to say that we moved here knowing that we would be living adjacent to an unsealed road is simply not relevant nor would it be for many, many others. The population of Rolleston/ Burnham/ Springston in those days (40 years ago) was of a negligible number as too were the number of sealed roads. Weeks could go by with the only traffic down Edwards Road being that of our own and dust not a problem. Now we have many, many cars and trucks thundering along our road billowing clouds of dust. I understand that in Kerrs Road, trucks caused such a problem that one woman lay down in that road in an attempt to slow down such traffic to mitigate such adverse climate. I am also aware from councillors with whom I have spoken, and some council staff employees, that they often get calls from residents/rate-payers requesting assistance to abate such climate and without success.

3. DUST SUPPRESSANT TRIALS:

3.1 My formal communication to Mark Chamberlain of the S.D.C. resulted in it being confirmed that I had as much chance of getting pregnant as I had of getting my wife and my road sealed; my choice of words. He did relate to me about a trial in that said Kerrs Road which was apparently rather successful. He concluded that the S.D.C. would give approval to the use by rate-payers of the recommended spray but that it would be at rate-payers financial cost!

3.2 I tried spraying our roadside with transmission oil or vegetable oil as suggested by Environment Canterbury. I would have to be very rich to utilise the transmission oil to any degree and the bit that I did apply lasted very briefly; the vegetable oil attracted flies and insects in hoards!

3.3 The Kerrs Road trial indicated that the product from Gravel Lock N.Z. Ltd called RDC was the best option. To cover 300 metres at 6 metres width using 2 litres at \$1.70 per square metre would cost \$3,060. An additional application would be needed 8 to 10 weeks later at a further cost of \$1530 making the total \$4590 BUT this sum does not include freight, application nor G.S.T.! This sum especially when including the extras, is and would be prohibitive to many, myself included.

3.4 In the first paragraph of this submission, I stated that the Far North District Council has a policy of cost sharing with their community the sealing of unsealed roads. The Selwyn District Council, not being in the mind frame of sealing such roads, should however assist with the cost sharing of the RDC product and its application.

3.5 *Vehicle speed has been shown to have a significant effect on the amount of dust discharged from an unsealed roadway. To reduce dust generated on mine or quarry haul roads, air discharge permit conditions frequently restrict vehicle speed to a maximum of 20km/h. From my 33 years service in the N.Z. Police, I can categorically state that trying to enforce such would be simply impractical.*

4. SUBSIDY:

4.1 I am aware that a roading subsidy would by no means be a first because the S.D.C. has already subsidised dairy farmers in our district the sum of \$10,000 each toward the cost of underground road tunnels. This probably isn't too well known at this time.

4.2 There will be some that claim that people moved to unsealed roads and as they did, so, their problem. Well that is completely against the findings as per paragraph 2.2. Please also see paragraph 2.6.

4.3 There will be some who claim that why should the general rate payer subsidise dust suppressant when dust does not affect them. Well there are two aspects to such claim:

4.3.1 Should a resident suffering from health problems due to road dust pursue a legal remedy against the S.D.C. / rate payers, the legal costs for the S.D.C. /rate payers, would be very extensive indeed.

4.3.2 I, and many, many other residents of this district pay rates for activities and amenities which we do not utilise nor ever have any intention of so doing; a community hall/ the aquatic centre/ etc.

4.4 The subsidy should be for the application of Gravel Lock dust suppressant over 300 metre stretches adjacent to homes where there is a need for such dust suppression.

4.5 The subsidy could come from the same source as where the dairy farmers came from, see paragraph 4.1. The S.D.C. clearly has massive savings through no longer having a policy of sealing unsealed roads so use some of this for the subsidy. And from its many other funding sources such as that paid by the many subdivision developers in this district.

And of course it should come from the \$15 million a year estimated to be spent by the SDC on "Roading Improvements"

4.6 Bulk buying of the product and using council own vehicles to make application would also mean considerable savings.

5. CONCLUSION AND FORMAL SUBMISSION:

That the Selwyn District Council comply with its legal and moral responsibility for dust suppression under both the RMA and Health Act, 1956, and either seal all unsealed roads in the Selwyn district or subsidise the application cost of their recommended dust suppressant by 75% and without undue delay.

Road deaths by local body - year to date (1 January - 13 June)

Local body
Selwyn

Type of user by local body - year to date

Type of road user	2015	2016	2017	2018
Driver	2	1	2	3
Passenger	1		2	1
Motorcycle riders	1			1
Total	4	1	4	5

Age group by local body - year to date

Age group	2015	2016	2017	2018
20-24	1			1
25-39			4	1
40-59	2			1
60+	1	1		2

Gender by local body - year to date

Gender	2015	2016	2017	2018
Female	1		3	2
Male	3	1	1	3

Road type by local body - year to date

Road type	Urban/open	2015	2016	2017	2018
State highway	Open road	1		4	1
Local road	Open road	3	1		3
	Urban				1

P ol i..	Police district - year to date	Police district - 12 months to date	Police district - 12 months to date	Local body - year to date	Local body - year to date	Local body - 12 months to date	Local body - 12 months to date
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Road deaths by local body - year to date (1 January - 13 June) continued

Local body
Selwyn

Month by local body - year to date

Total killed during	2015	2016	2017	2018
January	2		1	1
February	2			2
March			1	1
May		1	2	1

Road deaths by local body - 12 months to date (13 June)

Local body
Selwyn

Type of user by local body - 12 months to date

Type of road user	2014	2015	2016	2017	2018
Driver	7	5	5	3	3
Passenger	3	1	1	5	2
Motorcycle riders		2			2
Pedestrian				1	
Total	10	8	6	9	7

Age group by local body - 12 months to date

Age group	2014	2015	2016	2017	2018
0-15				3	
16-19	2				
20-24	1	1	2		1
25-39	2			4	2
40-59	3	4		1	2
60+	2	3	4	1	2

Gender - 12 months to date

Gender	2014	2015	2016	2017	2018
Female	5	2	1	4	3
Male	5	6	5	5	4

Road type by local body - 12 months to date

Road type	Urban/open	2014	2015	2016	2017	2018
State highway	Open road	5	3	2	5	2
Local road	Open road	5	4	4	4	4
	Urban		1			1

P ol i.,	Police district - year to date	Police district - 12 months to date	Police district - 12 months to date	Local body - year to date	Local body - year to date	Local body - 12 months to date	Local body - 12 months to date
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Road deaths by local body - 12 months to date (13 June) continued

Local body
Selwyn

Month by local body - 12 months to date

Total killed during	2014	2015	2016	2017	2018
January		2		1	1
February		2			2
March				1	1
May			1	2	1
June	1	1	2		
July	2		1	1	
August	1			1	
September			1		1
October	1				1
November	4	3			
December	1		1	3	

Daily road deaths

Contents

Road deaths by region - year to date

Road deaths by region - year to date continued

Road deaths by region - 12 months to date

Road deaths by region - 12 months to date continued

Road deaths by police district - year to date

Road deaths by police district - 12 months to date

Road deaths by local body - year to date

Road deaths by local body - 12 months to date

Road deaths by region - year to date (1 January - 13 June)

Region
All

Type of user by region - year to date

Type of road user	2014	2015	2016	2017	2018
Driver	62	72	78	84	88
Passenger	29	39	41	38	38
Motorcycle riders	21	16	20	17	25
Motorcycle pillion	1	3			2
Pedestrian	21	13	10	21	15
Cyclist	5	2	2	7	3
Other		2	3		1
Total	139	147	154	167	172

Age group by region - year to date

Age group	2014	2015	2016	2017	2018
0-15	6	9	11	6	11
16-19	12	15	16	12	15
20-24	17	26	15	28	22
25-39	33	28	34	45	36
40-59	30	38	45	40	39
60+	41	31	33	35	49
Unknown				1	

Gender by region - year to date

Gender	2014	2015	2016	2017	2018
Female	49	46	51	39	55
Male	90	101	103	128	117

Road type by region - year to date

Road type	Urban/open	2014	2015	2016	2017	2018
State highway	Open road	53	66	70	81	78
	Urban	9	7	10	4	6
Local road	Open road	51	47	47	47	48
	Urban	26	27	27	35	40

Road deaths by region - year to date (1 January - 13 June) continued

Region
All

Region - year to date

Region	2014	2015	2016	2017	2018
Northland	8	10	18	15	20
Auckland	19	22	18	28	25
Waikato	28	27	33	26	32
Bay of Plenty	15	20	11	9	17
Gisborne	2	1		6	1
Hawkes Bay	6	6	8	10	5
Taranaki	7	7	7	1	1
Manawatu/Wanganui	16	17	11	13	19
Wellington	4	3	10	5	5
Nelson/Marlborough	3	1	6	7	8
West Coast	4	3	2	3	2
Canterbury	13	20	15	25	27
Otago	8	8	8	10	6
Southland	6	2	7	9	4

Monthly by region - year to date

Total killed during	2014	2015	2016	2017	2018
January	19	23	34	31	36
February	21	32	30	28	29
March	26	26	25	32	41
April	32	31	27	32	27
May	35	25	23	31	31
June	6	10	15	13	8
Total	139	147	154	167	172

Road deaths by region - 12 months to date (13 June)

Region
All

Type of user by region - 12 months to date

Type of road user	2014	2015	2016	2017	2018
Driver	141	137	163	168	197
Passenger	56	80	77	74	82
Motorcycle riders	39	37	52	47	52
Motorcycle pillion	1	3	2	2	3
Pedestrian	36	35	23	37	34
Cyclist	7	7	6	10	14
Other	2	2	3	2	1
Total	282	301	326	340	383

Age group by region - 12 months to date

Age group	2014	2015	2016	2017	2018
0-15	11	18	13	17	20
16-19	26	32	32	30	29
20-24	44	41	37	54	45
25-39	54	61	83	78	93
40-59	72	76	85	86	91
60+	75	73	76	74	105
Unknown				1	

Gender by region - 12 months to date

Gender	2014	2015	2016	2017	2018
Female	96	100	96	87	117
Male	186	201	230	253	266

Road type by region - 12 months to date

Road type	Urban/open	2014	2015	2016	2017	2018
State highway	Open road	121	143	153	167	174
	Urban	17	17	14	14	23
Local road	Open road	95	79	87	93	88
	Urban	49	62	72	66	98

Road deaths by region - 12 months to date (13 June) continued

Region - 12 months to date

Region	2014	2015	2016	2017	2018
Northland	21	20	31	24	46
Auckland	40	39	48	56	61
Waikato	44	47	75	72	69
Bay of Plenty	25	35	20	29	33
Gisborne	3	2		10	2
Hawkes Bay	9	16	16	14	13
Taranaki	12	11	8	6	4
Manawatu/Wanganui	25	35	22	18	37
Wellington	15	11	17	11	14
Nelson/Marlborough	9	5	10	11	16
West Coast	11	8	6	5	10
Canterbury	42	45	42	44	57
Otago	19	19	18	22	13
Southland	7	8	13	18	8

Region - year to date
continued

Region - 12 months to
date

Region - 12 months to
date continued

Police district - year to
date

Police district - year to
date

Police district - 12
months to date

Police district - 12
months to date

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Road deaths by police district - year to date (1 January - 13 June)

Police district
All

Type of user by police district - year to date

Type of road user	2014	2015	2016	2017	2018
Driver	62	72	78	84	88
Passenger	29	39	41	38	38
Motorcycle riders	21	16	20	17	25
Motorcycle pillion	1	3			2
Pedestrian	21	13	10	21	15
Cyclist	5	2	2	7	3
Other		2	3		1
Total	139	147	154	167	172

Age group by police district - year to date

Age group	2014	2015	2016	2017	2018
0-15	6	9	11	6	11
16-19	12	15	16	12	15
20-24	17	26	15	28	22
25-39	33	28	34	45	36
40-59	30	38	45	40	39
60+	41	31	33	35	49
Unknown				1	

Gender by police district - year to date

Gender	2014	2015	2016	2017	2018
Female	49	46	51	39	55
Male	90	101	103	128	117

Road type by police district - year to date

Road type	Urban/open	2014	2015	2016	2017	2018
State highway	Open road	53	66	70	81	78
	Urban	9	7	10	4	6
Local road	Open road	51	47	47	47	48
	Urban	26	27	27	35	40

Road deaths by police district (1 January - 13 June) continued

Police district
All

Month by police district - year to date

Total killed during	2014	2015	2016	2017	2018
January	19	23	34	31	36
February	21	32	30	28	29
March	26	26	25	32	41
April	32	31	27	32	27
May	35	25	23	31	31
June	6	10	15	13	8

Region - 12 months to date continued

Police district - year to date

Police district - year to date

Police district - 12 months to date

Police district - 12 months to date

Local body - year to date

Local body - year to date

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Road deaths by police district - 12 months to date (13 June)

Police district
All

Type of road user by police district - 12 months to date

Type of road user	2014	2015	2016	2017	2018
Driver	141	137	163	168	197
Passenger	56	80	77	74	82
Motorcycle riders	39	37	52	47	52
Motorcycle pillion	1	3	2	2	3
Pedestrian	36	35	23	37	34
Cyclist	7	7	6	10	14
Other	2	2	3	2	1
Total	282	301	326	340	383

Age group by police district - 12 months to date

Age group	2014	2015	2016	2017	2018
0-15	11	18	13	17	20
16-19	26	32	32	30	29
20-24	44	41	37	54	45
25-39	54	61	83	78	93
40-59	72	76	85	86	91
60+	75	73	76	74	105
Unknown				1	

Gender by police district - 12 months to date

Gender	2014	2015	2016	2017	2018
Female	96	100	96	87	117
Male	186	201	230	253	266

Road type by police district - 12 months to date

Road type	Urban/open	2014	2015	2016	2017	2018
State highway	Open road	121	143	153	167	174
	Urban	17	17	14	14	23
Local road	Open road	95	79	87	93	88
	Urban	49	62	72	66	98

Police district - year to date

Police district - year to date

Police district - 12 months to date

Police district - 12 months to date

Local body - year to date

Local body - year to date

Local body - 12 months to date

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Road deaths by police district - 12 months to date (13 June) continued

Police district
All

Month by police district - 12 months to date

Total killed during	2014	2015	2016	2017	2018
January	19	23	34	31	36
February	21	32	30	28	29
March	26	26	25	32	41
April	32	31	27	32	27
May	35	25	23	31	31
June	22	20	29	29	27
July	21	17	26	17	37
August	27	15	22	30	30
September	13	16	19	24	27
October	19	32	32	23	32
November	24	37	27	32	28
December	23	27	32	31	38

Road deaths by local body - year to date (1 January - 13 June)

Local body
All

Type of user by local body - year to date

Type of road user	2014	2015	2016	2017	2018
Driver	62	72	78	84	88
Passenger	29	39	41	38	38
Motorcycle riders	21	16	20	17	25
Motorcycle pillion	1	3			2
Pedestrian	21	13	10	21	15
Cyclist	5	2	2	7	3
Other		2	3		1
Total	139	147	154	167	172

Age group by local body - year to date

Age group	2014	2015	2016	2017	2018
0-15	6	9	11	6	11
16-19	12	15	16	12	15
20-24	17	26	15	28	22
25-39	33	28	34	45	36
40-59	30	38	45	40	39
60+	41	31	33	35	49
Unknown				1	

Gender by local body - year to date

Gender	2014	2015	2016	2017	2018
Female	49	46	51	39	55
Male	90	101	103	128	117

Road type by local body - year to date

Road type	Urban/open	2014	2015	2016	2017	2018
State highway	Open road	53	66	70	81	78
	Urban	9	7	10	4	6
Local road	Open road	51	47	47	47	48
	Urban	26	27	27	35	40

Road deaths by local body - year to date (1 January - 13 June) continued

Local body
All

Month by local body - year to date

Total killed during	2014	2015	2016	2017	2018
January	19	23	34	31	36
February	21	32	30	28	29
March	26	26	25	32	41
April	32	31	27	32	27
May	35	25	23	31	30
June	6	8	15	10	7

Road deaths by local body - 12 months to date (13 June)

Local body
All

Type of user by local body - 12 months to date

Type of road user	2014	2015	2016	2017	2018
Driver	141	137	163	168	197
Passenger	56	80	77	74	82
Motorcycle riders	39	37	52	47	52
Motorcycle pillion	1	3	2	2	3
Pedestrian	36	35	23	37	34
Cyclist	7	7	6	10	14
Other	2	2	3	2	1
Total	282	301	326	340	383

Age group by local body - 12 months to date

Age group	2014	2015	2016	2017	2018
0-15	11	18	13	17	20
16-19	26	32	32	30	29
20-24	44	41	37	54	45
25-39	54	61	83	78	93
40-59	72	76	85	86	91
60+	75	73	76	74	105
Unknown				1	

Gender - 12 months to date

Gender	2014	2015	2016	2017	2018
Female	96	100	96	87	117
Male	186	201	230	253	266

Road type by local body - 12 months to date

Road type	Urban/open	2014	2015	2016	2017	2018
State highway	Open road	121	143	153	167	174
	Urban	17	17	14	14	23
Local road	Open road	95	79	87	93	88
	Urban	49	62	72	66	98

P ol i...	Police district - year to date	Police district - 12 months to date	Police district - 12 months to date	Local body - year to date	Local body - year to date	Local body - 12 months to date	Local body - 12 months to date
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Road deaths by local body - 12 months to date (13 June) continued

Local body
All

Month by local body - 12 months to date

Total killed during	2014	2015	2016	2017	2018
January	19	23	34	31	36
February	21	32	30	28	29
March	26	26	25	32	41
April	32	31	27	32	27
May	35	25	23	31	30
June	22	19	29	28	27
July	21	17	26	17	37
August	27	15	22	30	30
September	13	16	19	24	27
October	19	32	32	23	32
November	24	37	27	32	28
December	23	27	32	31	38