

Agenda

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Ordinary meeting of the
Selwyn District Road Safety Sub-Committee

To be held in
Councillors Meeting Room

Selwyn District Council Headquarters

2 Norman Kirk Drive, Rolleston

On Wednesday 21 March 2018

Commencing at 10.00 am

**SELWYN DISTRICT ROAD SAFETY SUBCOMMITTEE TO BE HELD
IN THE COUNCILLORS MEETING ROOM AT THE
SELWYN DISTRICT COUNCIL HEADQUARTERS ROLLESTON
ON WEDNESDAY 21 MARCH 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

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

1. APOLOGIES

2. CONFIRMATION OF MINUTES

Minutes of an Ordinary Meeting of the Selwyn District Road Safety Subcommittee held on 20 November 2017.

(Pages 1 - 5)

Recommendation:

“That the minutes of the ordinary meeting of the Selwyn District Road Safety Subcommittee held on 20 November 2017 be confirmed.”

3. CORRESPONDENCE

4. MATTERS ARISING FROM THE MINUTES

5. CHAIRS REPORT

(pages 6 - 11)

6. JOINT ROAD SAFETY CO-ORDINATORS REPORT

(Pages 12 - 18)

7. PARTNER REPORTS:

NZTA, NZ TRUCKING ASSN, NZ POLICE

- current issues and forthcoming road safety programmes

8. SPEED LIMIT REVIEW UPDATE

(Pages 19 - 22)

9. ROAD SAFETY ACTION PLAN

(Pages 23 - 49)

10. GENERAL BUSINESS

**MINUTES OF THE
SELWYN DISTRICT ROAD SAFETY SUBCOMMITTEE
HELD IN EXECUTIVE MEETING ROOM ONE
AT THE SELWYN DISTRICT COUNCIL HEADQUARTERS ROLLESTON
ON MONDAY 20 NOVEMBER 2017
COMMENCED AT 9.30 AM**

1. COMMITTEE

Councillor N Reid (Chairperson), Councillor B Mugford, Acting Regional Road Policing Manager P Dean (NZ Police), Inspector P Cooper (NZ Police) and Mr B Stratton (NZ Transport Agency).

2. IN ATTENDANCE

Mrs N Tinning (SDC Road Safety Coordinator), Mrs S Hautler (SDC School Road Safety Co-ordinator), Mr M Washington (SDC Asset Manager), Mr M Chamberlain (SDC Asset Engineer, Transportation), Mr B Wong (SDC Transportation Asset Planner), Councillor M Alexander, Mrs J Gallagher (Malvern Community Board Chair) and Mrs J Harkerss (Secretary).

The Chair welcomed and introduced Messrs Stratton and Dean to the meeting.

3. APOLOGIES

Mr D Boyce (NZ Trucking Association), Ms J Dickinson (New Zealand Transport Agency) and Mr D Ward (SDC Chief Executive Officer).

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 25 September 2017

**Moved – Councillor Reid /Seconded – Councillor Mugford
Accuracy verified by Councillor Alexander**

‘That the minutes of the ordinary Meeting of the Selwyn District Road Safety Subcommittee held on Monday 25 September 2017 be taken as read.’

CARRIED

5. MATTERS ARISING FROM MINUTES OF 25 SEPTEMBER 2017

Nil

6. CHAIRS REPORT

Councillor Reid spoke to her report noting that the theme of this meeting is to discuss rural intersections.

Moved – Councillor Reid / Seconded – Councillor Mugford

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

CARRIED

7. ROAD SAFETY CO-ORDINATORS REPORT

The Road Safety Co-ordinators presented their report on the programmed campaigns and activities for the period November to February.

Motorcycle Training

The annual Kick Start motorcycle campaign was run in conjunction with Christchurch City Council, Waimakariri District Council, Police, ACC and motorcycle trainers. It was extremely successful with one quarter of participants surveyed being Selwyn residents. A high percentage of participants indicated that they would return next year.

Distraction

A small campaign on the use of cell phones while driving was held during September and October. This campaign was supported with print advertising, posters and facebook to encourage community engagement.

Alcohol

This campaign will commence at the start of December. New bar mats were on display and will be delivered to bars throughout the district over the next ten days along with other material. Billboards will be erected early next week.

School Safety

20K Either Way was launched at the start of Term 4 with print advertising, posters and social media.

Engaging with several schools to develop their Travel Plans.

Working with West Melton School with the construction of their Kea Crossing which will be operational in Term 1 2018. Trialling a new initiative ‘Safe Meet Spot’ to reduce congestion on Weedons Ross Road.

A Road Patrol Pool Party was held as an end of year appreciation for the patrollers within Selwyn Schools. This was a great success with 152 patrollers present. The Pool Party has generated an interest from students wanting to become patrollers next year. Big thanks to all those who helped on the night.

It has been noticed that many adults are not wearing helmets on bikes. Can Police please do some enforcement around this as it is not setting a good example to the children.

Selwyn Road Safety will have a presence at the Selwyn Motor Fest day on Sunday 26 November.

Moved – Councillor Reid / Seconded – P Dean

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

CARRIED

8. PARTNER REPORTS

NZTA Verbal feedback throughout meeting
 NZ Police An informative discussion was had on policing in Selwyn. The Police discussed a document titled “District Road Risk Profile”. The profile breaks the risks down into order.

Alcohol is a phenomenal problem for the Police in Selwyn, with casual bars being a major issue.

A discussion was had on the use of Navigation Systems having inbuilt warning signals ie. driving over two hours and approaching a high crash intersection. NZ Police and NZTA are part of a Visitor Drivers Programme. These ideas have been discussed but it involves rental companies installing equipment in their vehicles which involves a cost to the companies so they are not all keen on the idea.

The bottom line is that we need to stay focused on what is causing the crashes.

9. MEETING SCHEDULE

Moved – Councillor Reid/Seconded – Councillor Mugford

‘That the property committee adopt the amended Selwyn District Road Safety Committee meeting schedule for 2018’.

CARRIED

10. REGIONAL ROAD SAFETY WORKING GROUP DRAFT NOTES

It was noted that the Regional Road Safety Working Group are investigating their focus working with other committees.

11. SPEED LIMIT REVIEW

123 Submissions have been received, 99 of these on-line. Once collated and analysed a recommendation will be reported to Council at their December meeting. The recommendation will have to follow the Speed Management Guide and follow the rules for setting speed limits. NZTA are seeking consistency across the country

12. LTP ROAD SAFETY PROJECTS / BUDGETS

Selwyn District Councils Transportation Asset Planner discussed the Road Safety Programme that has been incorporated into the Long Term Plan (LTP). He showed a comparison of two roads where seal widening had been implemented and the number of crashes before and after. While the numbers did not alter greatly it is important to note that the traffic volumes had increased between 10 and 14 times. This suggests that the seal widening upgrades were successful at improving road safety and reducing the crash risk along these two roads.

This is part of the rationale behind proposed seal widening projects put forward in the 2018-28 LTP. If there is a section of road that is identified as being dangerous it is recorded and prioritised. Not all roads can be funded.

13. ACTIVE STOP AHEAD SIGN TRIAL – FINAL REPORT

The Active Stop Ahead Sign trial was successful. There have been no reported crashes since the trial began 18 months ago. Of the road users surveyed only one was against the signs. The final report is with New Zealand Transport Agency (NZTA).

These signs cost approximately \$6,000 per intersection. The Rural Intersection Advanced Warning Signs as used along the State Highway at Burnham cost approximately \$200,000.

If the signs are approved by NZTA measures such as crash history and arterial routes will be used to determine where any future signs will be installed.

14. SELWYN ROAD SAFETY INTERSECTIONS CAMPAIGN

Selwyn's intersection campaign is scheduled for March / April 2018 and will be a collaboration with other Councils. This campaign will possibly be a repeat of the 2017 campaign.

Intersection crashes over the last five years (2012 – 2017)

218 injury crashes at Selwyn intersections resulting in 12 fatalities, 93 serious injuries and 244 minor injuries.

Intersection crashes made up 42% of all crashes for the same period. Local roads feature quite high compared to State Highways.

15. GENERAL BUSINESS

Selwyn Times News Articles

A recent issue of the Selwyn Times Newspaper asked the question of readers "Do you find the rural intersections in Selwyn dangerous?"

NZTA reported that they have previously investigated the intersection with State Highway 73 and Courtenay Road, Kirwee in regard to constructing a right turn bay.

This is not possible as there is a memorial and a protected tree that cannot be moved, therefore not enough room to make the changes.

NZTA are looking at other sites in Selwyn. If land purchase is required this can hold up the process. There are guidelines that need to be followed for intersection upgrades. If the upgrade falls within the guidelines they can be considered and prioritised.

Meeting closed 11.45am

DATE OF NEXT MEETING

Wednesday 21 February 2018
Wednesday 20 June 2018
Wednesday 15 August 2018
Wednesday 17 September 2018
Wednesday 12 December 2018

Chairperson

Date

REPORT

TO: Selwyn District Road Safety Committee
FOR: Meeting – 21 February 2018
FROM: Chair, Selwyn District Road Safety Committee
DATE: 19 February 2018
SUBJECT: **CHAIR'S REPORT**

1. RECOMMENDATION

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

2. FOLLOWING ON FROM OUR LAST MEETING ABOUT INTERSECTIONS

It is with a heavy heart, I write with the news that two more people have died on our district's roads last Thursday evening. I think I can speak for the committee and say that our thoughts are with the families of the people involved and with everyone who attended the accident scene.

I think that news like that crash, although it is upsetting for all of us, should keep us focused on the importance of road safety and the work of this committee. Remember the Vision for the district is "zero deaths and injuries on Selwyn roads" with the Goal being "to progressively reduce the number and severity of road crashes in the Selwyn District.

I was interested to hear on 'The Panel' on Radio NZ on Monday afternoon (12 February) about a study of stop sign compliance undertaken by a senior lecturer at Massey University, Dr Andrew Gilbrey from their School of Aviation. His study showed low compliance for stopping at road signs. Jim Mora interviewed Dr Gilbrey so it's an audio and unfortunately I am unable to find a research paper at this stage. He found that people appeared to be more likely to go through a stop sign if the car in front had not stopped completely either. If a car does stop at the stop sign, the following car will not necessarily stop. Therefore bad behaviour appears to be mimicked whereas good behaviour is not necessarily followed.

I was also interested to read the 'Social Cost of Road Crashes and Injuries 2016 Update' by ACC in March 2017 that *'the total social cost of motor vehicle injury crashes in 2015 is estimated at \$3.79 billion, at June 2016 prices'*.

3. THEME FOR THIS MEETING

Following our discussion at our last meeting about the high number of motorcycle crashes, I have decided that the theme of this meeting be “motorcycles/motorcyclists”. Any contributions to the discussion are welcome.

Although we currently do not have a representative from ACC they have been an agency that has been championing this topic. A group of their motorcycling team came down to SDC from Wellington in August last year to speak to the Regional Road Safety Co-ordinators. They spoke about their motorcycle programme which includes the Ride Forever website (www.rideforever.co.nz).

ACC liaise with the Motorcycle Safety Advisory Council (MSAC), established in 2011 to oversee \$30 annual motorcycle levy spend to improve road safety. MSAC's website is <https://msac.org.nz> and they say they “*do this by engaging with motorcyclists, and advising and recommending safety initiatives and programmes to ACC, the holders of the fund*”. The Motorcycle Safety Summit was held on 4 October in Wellington and was a launch event for a wider “Ride and Decide” engagement initiative led by MSAC and supported by ACC. The ‘Single Point of Truth’ document was released which is a composite of motorcycle safety from a number of different sources to better understand crash causation. For those of you that have not seen it, I will have some copies of this document for our meeting but it can be viewed here: <https://msac.org.nz/assets/Uploads/pdf/2017-Motor-cycle-safety-a-single-point-of-truth.pdf>

NZTA has also released the second edition of ‘Safer journeys for motorcycling on New Zealand roads’ in December 2017 which has been “broadened to cover urban roads as well as rural roads”. NZTA also states that “*it is complemented by a map developed in partnership with the ACC of the highest motorcycle crash risk parts of the network, overlain with popular open road routes. The maps can be viewed at www.roadsafetyrisk.co.nz*”. At our meeting we will go through the interactive maps that are on the Road Safety Risk website because they are quite difficult to print out. There are Heat Maps made up from NZTA's Crash Analysis System (CAS) data, Motorcycle Risk, plus Collective Risk (shows corridors with a high number of fatal or serious crashes) and Personal Risk (shows risk to road users of fatal or serious crashes on corridors).

NZTA is currently working with our road safety team on an initiative which our team will give more detail during the committee meeting.

Our road safety staff have also pulled out figures from CAS for our district concerning motorcycle crashes so we can discuss further during the meeting.

4. OTHER ISSUES SINCE THE LAST MEETING

Boy Racers

Council have been contacted about boy racers in Rolleston and subsequently there has been an article by the Police in the Selwyn Times regarding this matter. This is a concern because the vehicles are losing traction so have the potential to cause a crash but the individual incidents are of a short duration.

5. INCLUSION FOR ROAD SAFETY ACTION PLAN DISCUSSION/WORKSHOP

I forgot to include this in our agenda item number 9 Road Safety Action Plan report which went out on Friday.

In order to update our Road Safety Action Plan, we need to re-visit what can be measured and reported on through the Action Plan. Therefore I think it is a good idea to re-look at this material gathered last year and think about how we can look at this as a whole picture of road safety reporting and planning our way forward as a committee.

To refresh your minds, the following questions were posed and asked for comments.

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

The following responses were received:

Why are we here?	NZ Trucking Association
	<p>The committee should have a purpose statement that covers its intentions. Including:</p> <ul style="list-style-type: none"> • Aim to influence road safety outcomes in the Selwyn District. • Consult and collaborate with road user sector groups and specialist advisors. • Promote education and enforcement. • Support safer road design improvements. • Support road safety initiatives. • Provide a road safety leadership role within the community. • Contribute to and support regional and national road safety strategies. • Provide a conduit for networking and information sharing. • Raise public awareness.
	New Zealand Police
	<ul style="list-style-type: none"> • What do we want to do - to reduce fatalities and serious crashes on the Selwyn Road network. • What do we do: <ul style="list-style-type: none"> ○ Share our data ○ Establish hot spots ○ Share our resources ○ Collectively problem solve • How - Through a tasking and coordination process where we hold each other accountable for the tasks we agree to undertake
	Selwyn District Council
	<ul style="list-style-type: none"> • To provide information on recent activities, campaigns, advertising etc. • To receive guidance and information from our partners

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

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

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

- (a) *Additional is NZTA "Communities of Risk Register 2017"*
- NZTA ranking of personal risk shows that Selwyn features highly in the following areas:
- Rural intersections where we rate second highest district in the country
 - Older road users (those aged 75 years and older) we rate third highest in the country
 - All intersections where we rank sixth.

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

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

To reiterate, with the substantial amount of raw data available to the District Road Safety Committee from a variety of sources, it is crucial for the Committee to discuss the data that we have access to regarding:

- What information are we producing/receiving?
- How are we using the data?
- How does it align with our Road Safety Action Plan?



Councillor Nicole Reid
Chair, Selwyn District Road Safety Committee

REPORT

TO: Chief Executive

FOR: Selwyn District Road Safety Sub-Committee Meeting
21 February 2018

FROM: Road Safety and Schools Road Safety Co-ordinators

DATE: 14 February 2018

SUBJECT: **Overview of Programmed Road Safety Campaigns/Activities:
February 2018 – April 2018**

1. RECOMMENDATION

That the Road Safety and School Road Safety Co-ordinator report for February 2018 – April 2018 be received for information.

2. PURPOSE

To provide information to the Road Safety Committee on the programmed campaigns and activities for the period February 2018 to April 2018. (Appendix A: Report for December 2017 - February 2018)

3. 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.

4. HISTORY/BACKGROUND

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

4.1 **Overview of Programmed Road Safety Campaigns/Activities: February 2018 - April 2018**

Current Partners involved: Selwyn District Council, Waimakariri District Council, NZTA and ACC

4.2 **Motorcycles**

Date of activity:

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

Target Audience: Motorcyclists

Action: Initial meeting held on 01 February with follow-up meetings to be arranged to work together on this joint project.

4.3 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:

Leading Learners: Next course – Tuesday 24 April 2018

Mentor Programme: Ongoing during financial year 2017-18 in Lincoln and Darfield.

Maintenance/Vehicle Safety Workshops: Held in October, Future workshops to be negotiated for 2018.

Target Audience: Young Drivers 16-24 years.

Action: Coordination of the new Darfield CYDMP until end of June 2018.

Continue to support the Lincoln CYDMP

Input offered by Lincoln Police, Topics to be covered - Vehicle Ownership and Graduated Licence workshop, to be confirmed. First workshop to be coordinated.

4.4 Fatigue

Current Partners involved: Selwyn District Council

Date of Campaign: Easter 2018

Target Audience: Selwyn residents and visitors

Action: Confirm advertising and check Police support.

4.5 Intersection Campaign

Current Partners Involved: Selwyn District Council, Police

Date of Campaign: 05 March – 27 April

Target Audience: Selwyn resident drivers, visitors

Action: Discuss Police involvement in campaign and community engagement

4.6 20K Either Way / Return to School

Current Partners involved: Selwyn District Council, Police

Date of Campaign: 22 January – 2 March 2018

Target Audience: Selwyn Residents and Visitors

Action: Discuss NZ Police enforcement opportunity throughout the campaign.

5. PROPOSAL

That the report be received and Action Items be discussed.

6. OPTIONS

Option 1

Discuss Action Items.


Option 2

Do nothing.

Option 1 is the preferred Option.



Ngaire Tinning
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: 21 February 2018
FROM: Road Safety Coordinator and School Road Safety Coordinator
DATE: 01 February 2018
SUBJECT: Report for December 2017 – February 2018

RECOMMENDATION

That this report entitled “Report for December 2017 – February 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: Nothing to Report

Safe Vehicles



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

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

Safe Road Use



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

Drink Driving: The annual drink drive campaign commenced on 20 November and continued until 21 January 2018. Print advertising, bar mats and posters and other resources were distributed to the licensed premises in the Selwyn district. The billboards were installed on our local roads and were displayed until 21 January.

The main focus of this campaign is the supporting our licensed premises throughout Selwyn to share our messages. This campaign coincides the busy pre-Christmas season with increasing number of work and social activities.

Motorcycles: The joint Ride Forever Training promotion ended before Christmas. We are still to confirm the number of local riders participating in training.

ACC recently arranged an initial meeting with NZTA, Selwyn and Waimakariri District Council to discuss the Individual Route project under Motorcycles Roads and Roadsides to 2019. They have funding to review the “Gorges route” which runs between Methven and Oxford.

Mature Drivers: Age Concern will continue to deliver the Mature Drivers Course for Selwyn District Council this financial year. Dates arranged include, one in Darfield, Lincoln and Rolleston.

Fatigue: Holiday driving saw reminders to drivers regarding fatigue while driving with Police distributing our resources over long weekends and the Christmas break. Holiday This will target drivers, who because of the warmer months, plan weekend breaks and attend activities that may result in longer periods behind the wheel than usual. Key messages, share the driving, rest before you drive and taking a break from driving every two hours.

Young Drivers: The last leading Learners course was held in late January with positive feedback received. The final course for the financial year will be on 24 April.

The Community Young Driver Mentor Programme in Lincoln continues to be successful with another 4 young drivers achieving their restricted licence with support from their mentor. All of these mentors have now been matched with another student.

Darfield have now commenced their Community Driver Mentor Programme with 4 volunteer mentors who will receive training in February. Applications will be invited from the students and families Darfield High School.

Two vehicle maintenance workshops were held in November last year and were very successful with positive feedback received. The local Rolleston based business is very keen to continue to support these.

Distraction: Nothing to report.

Council Road Safety Programme:

Community Road Safety Fund:

Funding applications received and granted as follows:

- No funding applications received.

School Safety:

Attended the inaugural Selwyn Motorfest in Nov with the 20k Either Way message.

Schools Back In Selwyn Campaign ran in January/February which involved print advertising, media releases and poster distribution as well as 20k Either Way billboards. Media Release picked up by local papers and radio.



School's back in Selwyn

OVER
9,500
Selwyn children
are travelling to
school each week

*Let's make sure
our children
arrive safe!*

Proudly brought to you by the Road Safety Team
www.selwyn.govt.nz

Selwyn
DISTRICT COUNCIL

West Melton Kea Crossing completed in December. "Safe Meet Spot" initiative still running.

Bus Safety Champion fluoro caps have been given to Constable Groen to distribute to learners post Bus Monitor Training in an effort to raise our Bus Monitors' profile and increase their conspicuity.

Actively working with Rolleston College, Rolleston Christian School, 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.

Promotion of Aotearoa Cycle challenge internally and externally. Currently 8% participation internally. Little interest externally.




**AOTEAROA BIKE
CHALLENGE**

RIDE A BIKE AND WIN

LOVE TO RIDE

Child Restraint activities:

Child restraint checking clinic held on 17 Feb in the Lincoln Event Centre Carpark.
9 Active Volunteers.

	<p>Ongoing support to our trained volunteer technicians with the supply of consumables.</p> <p>SeatSmart: 102 seats recycled to date.</p> <p>SADD Workshop: We are providing the venue for the Selwyn SADD workshop for Selwyn reps in March.</p> <p>SADD Conference: We have offered funding to subsidise two students from each school to attend their annual conference.</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 2018. Hopefully, we will be able to link with Police and an enforcement component for the campaign.</p>

Meetings/activities/training attended/Future

Selwyn Womens Issues Group 14 February

Young Driver Mentor Programme – Darfield 15 and 20 February

Canterbury & W/Coast Coordinators – 19 February

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

Leading Learners – 24 April

REPORT

TO: Chief Executive

FOR: Council Meeting – 14 February 2018

FROM: Team Leader Transportation

DATE: 2 February 2018

SUBJECT: **Speed Limit Review**

1. RECOMMENDATION

That the Council:

- (a) Implements the speed limit changes approved at the Council meeting of 13 December 2017 including retaining the 100 km/hr open road speed limit on Shands Rd from Selwyn Rd to Boundary Rd, Springs Rd from Hamptons Rd to Ellesmere Junction Rd, Selwyn Rd from Shands Rd to Lincoln Rolleston Rd, Lincoln Rolleston Rd from Branthwaite Dr to Selwyn Rd.**
- (b) Reviews all remaining speed limits in accordance with the Speed Management Guide and Setting of Speed Limits Rule 2017 with particular attention to the speed limits around schools.**

2. PURPOSE

That the Council confirms the changes to the speed limits in various townships in Selwyn District and rural roads at the meeting of 13 December 2017 and proceeds with the review of all remaining speed limits.

The changes to speed limits in townships were mainly because of the growth in those townships and the next review is to have the speed limits in accordance with the Speed Management Guide and the Setting of Speed Limits Rule 2017. This will be mainly to do with the replacement of the 70 km/hr speed limits and the speed limits in urban areas and around schools in particular. The speed limits around rural schools will also be included in the review.

3. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

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

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

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

4. HISTORY/BACKGROUND/PROCESS

The changes to speed limits in Amendment 7 to the Speed Limits Bylaw 2006 were adopted at the 13 December 2017 Council meeting. Additional items included in the resolution were:

- (l) Reopen the Speed Limit Bylaw Review consultation process of specific rural roads within the area, being Shands Rd from Selwyn Rd to Boundary Rd, Springs Rd from Hamptons Rd to Ellesmere Junction Rd, Selwyn Rd from Shands Rd to Lincoln Rolleston Rd, Lincoln Rolleston Rd from Branthwaite Dr to Selwyn Rd;
- (m) Convene a special meeting on Wednesday 21st February 2018 commencing at 1pm for the purpose of receiving and hearing submissions to the Speed Limit Bylaw Review;
- (n) That staff prepare a report containing additional Speed Limit Bylaw Review recommendations for the Council meeting agenda of Wednesday 14 March 2018; and
- (o) Review all schools in the first half of 2018.'

The adopted changes to the speed limits are proposed to be implemented with signs in place before 31 March 2018.

The consultation process had not been reopened for the specific rural roads as we believe an alternative decision is warranted after discussion with NZTA.

The NZTA submission supported the reduction to 80 km/hr on rural roads in general but considered that the speed limit on the arterial routes should remain 100 km/hr.

This is because they are of a higher standard in terms of seal width and delineation so drivers would differentiate these from the surrounding roads with the narrower seals. Acceptance of this argument negates further consultation as status quo will remain.

The adopted changes were mainly to reflect the growth in townships and forecast subdivision development. All speed limits in the District need to comply with the New Zealand Transport Agency Speed Management Guide and Setting of Speed Limits Rule 2017.

5. PROPOSAL

A review of the remaining speed limits is proposed to be carried out to have them adjusted to align with the guide and rule. The main focus of the review will be the 70 km/hr speed limits which would require specific approval by NZTA if retained and the speed limits around all schools.

It is proposed to have the review of all speed limits carried out before 30 June 2018 and have it include the arterial routes referred above, all township speed limits not reviewed as part of the previous review and surrounding all schools.

The NZTA Safer Journeys Risk Assessment Tool will be used to assist with the review. The tool has information on current speed limits, actual vehicle speeds on road sections, crash data, risk assessments and suggested speeds based on all of the factors. Training is needed and NZTA will assist with this.

6. OPTIONS

The options are to adopt the recommendations or amend the recommendations.

7. VIEWS OF THOSE AFFECTED/CONSULTATION

a) Views of those affected

The views of road users, rate payers, township committees, other interested parties, Councillors and Council staff as part of the consultation has resulted in the review of the speed limits around schools and the consideration of the 100 km/hr speed limit on rural arterial roads.

b) Consultation

Any proposed changes from the review will be consulted with NZTA, Police, AA, Road Transport Forum and Christchurch City Council. There will also be public consultation on any changes. The consultation process and the process for hearing of submissions will be confirmed prior to the consultation.

c) Maori implications

There are no Maori implications.

8. RELEVANT POLICY/PLANS

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

9. COMMUNITY OUTCOMES

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

10. NEGATIVE IMPACTS

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

11. LEGAL IMPLICATIONS

There are no legal implications in relation to this proposal. The proposal complies with the Speed Limits Bylaw 2006.

12. FUNDING IMPLICATIONS

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

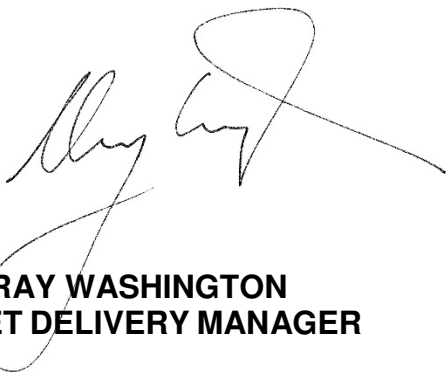
13. HAS THE INPUT/IMPACT FROM/ON OTHER DEPARTMENTS BEEN CONSIDERED?

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



**MARK CHAMBERLAIN
TEAM LEADER TRANSPORTATION**

ENDORSED FOR AGENDA



**MURRAY WASHINGTON
ASSET DELIVERY MANAGER**

REPORT

TO: Chief Executive

FOR: Selwyn District Road Safety Sub-Committee Meeting
21 February 2018

FROM: Chair

DATE: 16 February 2018

SUBJECT: Road Safety Action Plan 2018-2019

1. RECOMMENDATION

That the Road Safety Action Plan be discussed and a date to be set for a workshop in April prior to the Plan being approved at the June Meeting.

2. PURPOSE

To discuss the Road Safety Action Plan and arrange a workshop in June so that the Plan can be recommended for approval at the June meeting.

3. 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.

4. HISTORY/BACKGROUND

The Road Safety Action Plan is a document used by Councils Road Safety Co-ordinators to promote road safety by running campaigns / activities while working with other road safety partners.

5. PROPOSAL

That a date is set for a workshop to discuss the Road Safety Action Plan for 2018 / 2019 and that the participants are familiar with the Plan.



Nicole Reid
CHAIR SELWYN ROAD SAFETY COMMITTEE

Road Safety Action Plan

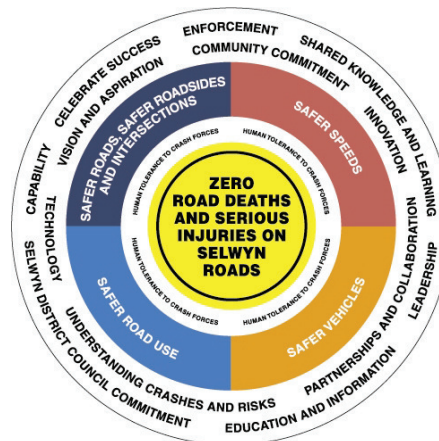
for

Selwyn District Council

July 2017 – June 2018

Vision: Zero deaths and injuries on Selwyn roads

Goal: To progressively reduce the number and severity of road crashes in the Selwyn District



Safer Journeys 2010 – 2020 National Road Safety Strategy

Safer Journeys is New Zealand's Road Safety Strategy 2010–2020. The strategy has a vision:

"A safe road system increasingly free of death and serious injury"

A Safe System Approach

The vision is a safe road system increasingly free of death and serious injury, which challenges us to see road deaths and serious injuries as preventable.

The Safe System differs from traditional approaches to road safety. Rather than always blaming the road user for causing a crash, it acknowledges that even responsible people sometimes make mistakes in their use of the roads.

Given that mistakes are inevitable, the Safe System has objectives to:

- make the road transport system more accommodating of human error
- manage the forces that injure people in a crash to a level the human body can tolerate without serious injury
- minimise the level of unsafe and risky road user behaviour

The Safe System focuses on creating safe roads, safe speeds, safe vehicles and safe road use.

- **Safe roads and roadsides** – that are predictable and forgiving of mistakes. They are self-explaining in that their design encourages safe travel speeds.
- **Safe speeds** – travel speeds suit the function and level of safety of the road. People understand and comply with the speed limits and drive to the conditions.
- **Safe vehicles** – that prevent crashes and protect road users, including pedestrians and cyclists, in the event of a crash.
- **Safe road use** – road users that are skilled and competent, alert and unimpaired. They comply with road rules, take steps to improve safety, and demand and expect safety improvements.

Selwyn District Crash Statistics 2012 – 2016 All crashes – Overview

- ✿ 1,283 crashes (515 injury, 768 non-injury) resulting in 43 deaths and 177 road users seriously injured
- ✿ 84% of all crashes happened on open road area, 41% of all crashes were at intersections
- ✿ 46% were lost control/head on type crashes (22% on bends and 24% on straight roads)
- ✿ The three most common crash factors were poor handling (33%), poor observation (35%), and failed to give way/stop (29%)
- ✿ Speed (15%) and alcohol (16%) were also common factors involved in crashes in the Selwyn District
- ✿ 29% of the at fault or part fault drivers in injury crashes were under 25 years old and 19% were over 60 years old
- ✿ **ACC: Canterbury Motor Vehicle claims (2010-2014) 16,421 with a 5 year average of 3,264 showing a 2% upward trend since 2010**
- ✿ **ACC: Canterbury Motorcycle claims (2010-2014) 2,641 with a 5 year average of 528 showing a 7% downward trend since 2010**

Selwyn District Road Safety Strategy 2020

Road Safety – A long term plan for Selwyn District – Vision: “Zero road deaths and serious injuries on Selwyn roads”

The aspiration of “Vision Zero” road deaths and serious injuries applies a long term, ultimate level of aspiration for the implementation of the Safe System in Selwyn. It takes into consideration our unique roading network that consists of 2,400 kilometres of mainly long, flat straight roads with over 1,000 intersections.

The district will continue to experience a sustained level of high growth that is continually increasing the number of vehicles on our roads ranging from those originating from our expanding townships close to Christchurch, and heavy trucks, dairy tankers and agricultural machinery on our rural network.

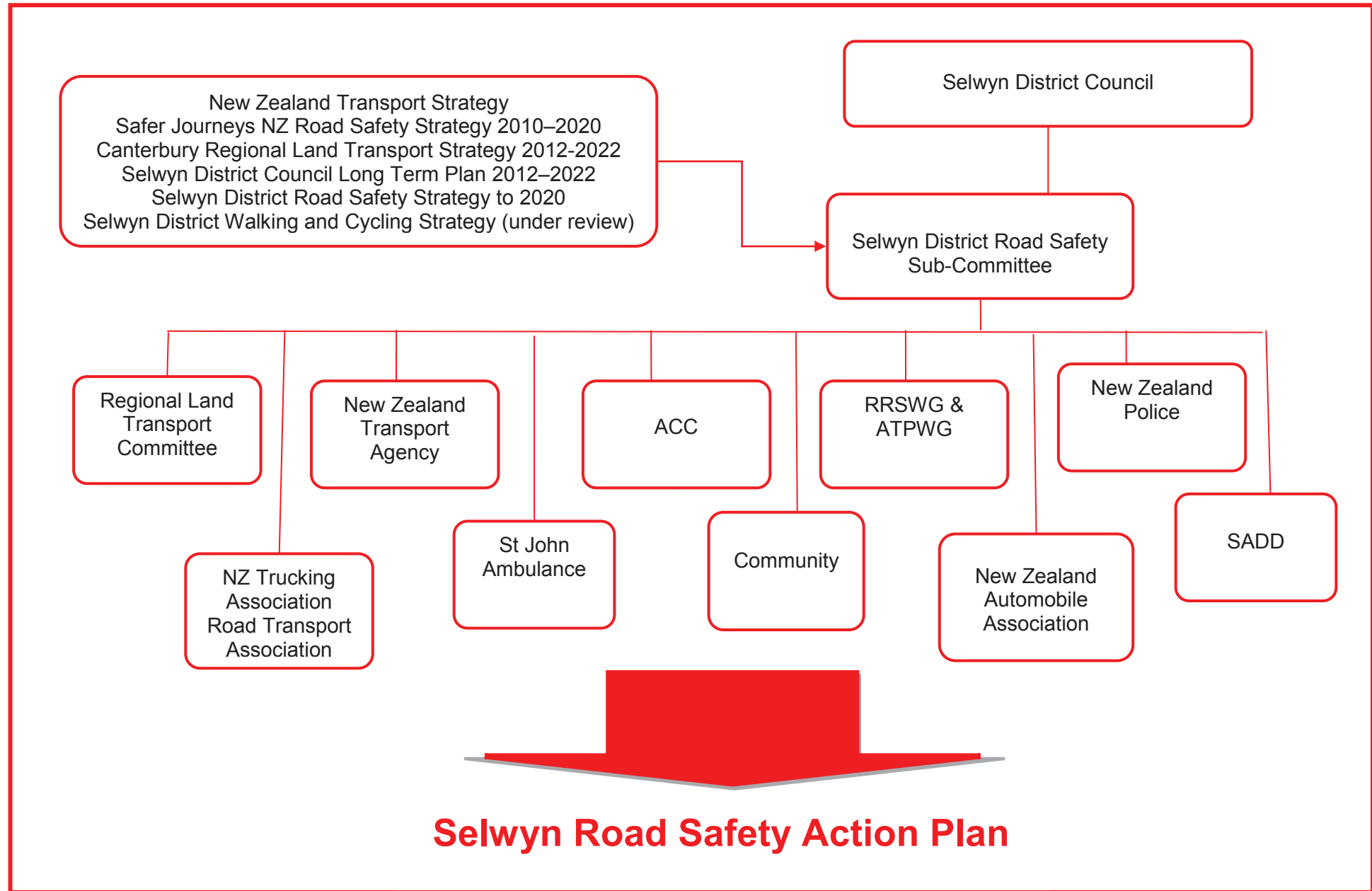
It is recognised that it is probably not possible to prevent all crashes. However, by taking a total view of the combined factors involved in road safety, “Vision Zero” aims to implement an improved road transport system that, in the longer term, will protect road users and prevent crashes that result in death and serious injury. The aspirational “Vision Zero” is underpinned by the overall goal to:

“Progressively reduce the number and severity of road crashes in Selwyn District”

Police enforcement - the “Fatal Five”

Canterbury: 80% of all tickets will be issued for the “fatal five” offences as shown below. There is an expectation that 50% of all speed tickets will be for speeds between less than 15kph in excess of limit. The introduction of the lowered tolerance around schools and during holiday periods has widened the target.

Speed Drink/drug driving Restraints Dangerous/Careless driving High Risk drivers



Alcohol

Selwyn Statistics 2012 - 2016 (Local Roads and State Highways)

Between 2012 and 2016, there were 156(16% of all crashes) crashes that involved alcohol, 80 injury 76 non injury. These crashes resulted in 8 deaths and 40 people being seriously injured.

Target groups



All road users

Reason for Action

Alcohol crashes have been identified as a high risk area in the Safer Journeys Strategy 2020. It is also included as a priority action in the Selwyn Road Safety Strategy to 2020.

Measures




A reduction in recorded crashes over a five year period using crash comparisons with similar TA"s. (Group D)
Police enforcement data and Crash Analysis System data.

Activities	Actions and Outcomes	Measures and Targets	Dates	Responsibility
Safe Road Use Alcohol Campaign 	<p>Work with hotels and taverns to promote the use of courtesy vans with continued and increase use by patrons.</p> <p>Work with sports clubs (with Liquor Licence) to increase awareness and to encourage members to make safe travel arrangements after sport and functions.</p> <p>Use a variety of advertising media, and promotional resources, encourage support from the media and utilise editorial opportunities.</p> <p>Billboard Rotation.</p> <p>Work with local Police on joint education initiatives to increase awareness and support having a sober driver.</p>	<p>Measured by number of contacts with publicans, feedback from the campaign and courtesy van usage.</p> <p>Measured by number of hotels/clubs getting behind the campaign, using the resources and promotional material provided.</p> <p>Maintain contact with each hotel and sport club rep at least once each year. Develop relationship with LUSA.</p> <p>Billboards are in place from late November until end of January.</p> <p>Community uptake and feedback from these initiatives. Hotel, Club Patrons and hospitality staff.</p>	2017-2018 financial year with focus December 2017 - January 2018	Road Safety Coordinator Road Safety Coordinator and NZ Police
Safe Road Use 	<p>Supporting Canterbury wide initiatives that reduce the harm arising from alcohol use for all road users, especially targeting people work with and around licenced premises and young people.</p>	<p>Support for rural drink drive initiatives.</p> <p>Promote the use of the online bar staff training tool. ACC is supporting an initiative that is now being funded by the HPA to offer online nationally consistent Host Responsibility Training for all bar staff. The aim is to manage clientele so they do not get to a point where they suffer from alcohol related harm, at home, in public/on roads.</p> <p>Measure: Registration of the bar staff from each TA/region (we are working on what the online training tool can capture).</p>	2017-2018 Financial year	ACC

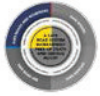

Alcohol / Drug Impaired Driving

Activities	Actions and Outcomes	Measures and Targets	Dates	Responsibility
Enforcement	Police enforcement is to focus on the fatal five offences in addition to other trauma promoting offences. <i>Fatal five: Alcohol/Drugs, speed restraints, dangerous and careless driving and high risk drivers)</i>	Compulsory Breath Tests and Mobile Breath Tests are being monitored on a Canterbury Region level only. Actual number of breath tests that are completed and enforcement data on a Regional level. Utilise TAG and booze bus.	2017 - 2018 Financial year	New Zealand Police
NZTA National advertising Alcohol Interlocks	Alcohol – Print and TV Advertising Drink driving – July, October, December, April, June Drug Driving – July, September, February, June Continue the alcohol interlock programme	Regular television advertising campaigns for drink/Drug Driving resulting in improved decisions made by drivers. Reduced crashes and less impaired driving by high risk drink and drug driving offenders. Reduced incidence of repeat offending. Once these measures are in place, we aim for a reduced incidence of drink driving.	2017 – 2018 Financial year	NZTA



Intersections	
Selwyn Statistics 2012 - 2016 (Local Roads and State Highways)	
<p>There were 520 intersection crashes, which is 41% of all crashes in the Selwyn District. There were 225 injury and 295 non injury. The injury crashes resulted in 12 deaths, 84 people seriously injured, Failure to give way/stop and poor observation were the most common crash factors.</p>	
Target groups	
All road users	
Reason for Action	
<p>Rural intersections have been identified as a high risk area in the "Communities at risk" register for Selwyn, it is also given a high rating in the Safer Journeys 2020. Addressing Intersection crashes is a key action in the Selwyn Road Safety Strategy to2020. In Selwyn District there are many long straight roads, with a high percentage of rural road intersections located in 100kph speed limit areas.</p>	
Measures	
<p>A reduction in recorded crashes over a five year period using crash comparisons with similar TA"s. (Group D) Police enforcement data and Crash Analysis System data.</p>	

Intersections				
Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Safe Road Use Intersection safety education and awareness programmes. 	Deliver a co-ordinated education and awareness campaign aimed at improving road user behaviour at intersections. Road Users will be encouraged to adopt appropriate and safe driving practices at intersections.	Target is to deliver one campaign using a combination of media and resources to deliver key messages Measured by the community feedback and media pick up of the campaign.	March-April 2018	Road Safety Coordinator
Safe Roads/ Roadsides Regular control of vegetation and maintenance of signs and road markings at intersections 	Road maintenance contracts have regular inspections and work carried out to control vegetation and retain visibility of road markings. Clear sight distances and road markings clearly visible to road users	Inspections and trimming of vegetation completed as programmed. Road marking maintained to the level of retro reflectivity in the specification. Inspections and trimming recorded. Test results for road marking submitted and non-compliant road marking repainted.	On-going	Assets roading staff, maintenance contractors
Safe Roads/ Roadsides Intersection layout, control and design 	Have an on-going programme to upgrade intersections with arterial and collector roads that have the appropriate control, and layout. Have intersections that are clearly visible to drivers and provide clear guidance for drivers.	Have a proportion of the minor improvements budget used to upgrade intersections on arterial and collector routes each year (minimum of two intersections per year).	On-going	Assets roading staff


Intersections

Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Safe Roads/ Roadsides Intersection layout, control and design 	Ensure targeted information is shared with regional partners as part of working with them to identify and develop action plans to implement effective safe system treatments for identified risks, such as roundabouts and eliminating uncontrolled right hand turns.	Work with RCA's to prioritise interventions to address the highest risk intersections in each region based on the top 100 riskiest intersections which will be identified by NZTA.	On-going	NZTA, ACC and Councils
Safe Roads/ Roadsides Intersection layout, control and design 	Ongoing sign and road marking audit at SDC intersections to ensure they have appropriate warning signs and meet best practice for safety outcomes. Intersections will have correct signage appropriate to meet the needs for increased driver safety and compliance.	The changes recommended from the audit will be implemented. Auditing will be ongoing throughout financial year. Intersections are clearly visible and provide clear guidance for road users	On-going	Selwyn District Council, roading staff and contractors
Enforcement	Police enforcement is to focus on the fatal five offences in addition to other trauma promoting offences. Continue with intersection enforcement as part of local Road Safety campaign. <i>Fatal five: Alcohol/Drugs, speed restraints, dangerous and careless driving and high risk drivers)</i>	Number of infringement notices issued. Reduction in serious crashes occurring at intersections.	July 2017 - June 2018	New Zealand Police
NZTA The High Risk Intersection Guide 100 High Risk intersections	The guide has been released and is available to Safe System practitioners. The 100 High Risk Intersection list to be released regularly.	Guide and report is readily available and are being used by Safe System practitioners Safer High Risk Intersections	July 2017- June 2018	NZTA NZTA, National Road Safety Committee, Councils

Motorcycles	
Selwyn Statistics 2012 - 2016 (Local Roads and Highways)	
There were 47 injury motorcycle crashes in Selwyn District resulting in 5 fatalities, 27 serious injuries. These crashes represent 7% of all crashes in the Selwyn District.	
Target groups	
All motorcycle riders, new and return riders, both male and female	
Reason for Action	
<p>Safer Journeys and the NZTA Strategic fit shows motorcycles as a high priority. The Communities at Risk Register shows that Selwyn is at medium risk.</p> <p>Selwyn District is a popular destination for riders wanting to do day trips out of Christchurch, most weekends see large numbers of motorcyclists travelling through the District, either alone or in large groups. The roads of choice for motorcyclists seem to be either hilly or winding roads like those in our district travelling towards Akaroa, the Rakaia Gorge and the West Coast.</p>	
Measures	
A reduction in recorded crashes over a five year period using crash comparisons with similar TA"s. (Group D) data	

Motorcycles				
Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Safe Road use Motorbike awareness education campaigns 	Deliver an awareness campaign for both riders and motorists. Promote subsidised training through the Ride Forever programme to motorcyclists to upskill, particularly target new and return riders. Ride Forever training programme – Gold, Silver, Bronze, Urban and Scooter Survival Annual Motorcycle Safety Event	Develop and deliver a 6 week safety campaign with resources for both rider and drivers using a range of media. This will be measured by feedback from participants completing training and the wider community. Actively work with Christchurch City Council with the organisation of the annual motorcycle event held in October. The event has a strong safety focus.	September – October 2017 and February 2018 October 2017	Road Safety Coordinator Road Safety Co-ordinator, Selwyn Christchurch City and Waimakariri Councils, ACC, Police, Ride Forever motorcycle trainers
Safe Road use Motorcycles 	Ride Forever – Subsidised motorcycle training for riders at all levels will be delivered in all Territorial Authorities by 2 contractors. (Growth in training by 30% on the previous year in Canterbury. Motorcycle Events- Ride Forever will be promoted at large key events in Canterbury and West Coast by the Ride Forever trainers	On-going subsidised training to be offered across New Zealand to all licenced riders in line with the new Competency Based Training and Assessment guidelines. Specific training sessions can be requested for more isolated districts to ensure reach. ACC, Ride Forever contractors and Selwyn District Council will jointly promote the Ride Forever training offered to motorcyclists. It is anticipated that there will be an increase in uptake of the training. It is now being offered as bronze, silver, gold and urban training. Measure: take up of training in these areas.	2017 – 2018 Financial year	ACC and Motorcycle Safety Advisory Council (MSAC) Ride Forever trainers, contractors and Selwyn District Council

Motorcycles

Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Safe Roads/Roadsides Engineering activities that improve the safety of our roads and roadsides 	Consider the effect on motorcyclists in roading designs.	The design of roading layouts and traffic facilities are considered as part of every project.	On-going	Selwyn District Council, Roading Team, NZTA State Highway consultants and contractors.
Enforcement	Police enforcement is to focus on the fatal five offences in addition to other trauma promoting offences. Concentration on motorcyclist offences throughout the Selwyn District. <i>Fatal five: Alcohol/Drugs, speed restraints, dangerous and careless driving and high risk drivers)</i>	The number of infringement notices issued to motorcyclists. Support and refer riders to motorcycle training.	July 2017 - June 2018	New Zealand Police
NZTA High risk motorcycling guide Motorcycle Licence changes High Risk Canterbury Motorcycle Routes	Released and available on the NZTA Website. Changes have been made to strengthen theory, basic handling skills and restricted tests. Encourage uptake of Competency Based Training Assessment programme. Rider based assessments have been completed and findings to be released (3 Canterbury High Risk Routes on SH).	Support the use of the motorcycling guide to Safe System practitioners and policy makers. Measurement; A reduction in motorcycle crashes and motorcycle riders taking responsibility for their own safety.	July 2017 - June 2018	NZTA NZTA NZTA, Motorcycle Safety Advisory Council (MSAC) and local Councils

Driver Distraction/Fatigue

Selwyn Statistics 2012 - 2016 (Local Roads and Highways)

There were 72 crashes with fatigue recorded as a contributing factor. Of these 29 were injury crashes resulting in 3 fatalities, 20 people receiving serious injuries. There were 303 injury crashes with distraction/attention diverted recorded as a contributing factor. Of these 128 were injury crashes which resulted in 3 fatalities and 46 serious injuries. These 2 factors make up 30% of all injury crashes in the Selwyn District. It is noted that 183 minor injuries were recorded for these two road safety concerns.

Target groups

All drivers and their passengers.


Reason for Action


Driver Distraction and Fatigue has been identified as a Medium Risk area for the Selwyn out of the Communities at Risk Register and also given as a medium concern in the Safer Journeys. There is growing concern that many crashes have distraction as a contributing cause. Cell phone use, eating, passengers, altering vehicle controls while driving are some of the commonly known types of distraction. It is felt fatigue in drivers is not easy to detect and may be under reported and not openly admitted after a crash.

Note: Distraction and Fatigue have been combined into one activity to encourage a continued focus and local injury prevention strategies and awareness campaigns to be delivered to our residents and visitors throughout the year.

Measures

A reduction in recorded crashes over a five year period using crash comparisons with similar TA"s. (Group D) Crash Analysis System data

Distraction				
Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Safe Road Use Community awareness 	<p>Deliver a campaign to increase community awareness about risk and consequences of distractions.</p> <p>It has come to our attention that cell phone use is believed to be a common concern and many residents are keen to see this change.</p> <p>Arrange billboard rotation.</p>	<p>The amount of community response and engagement to the campaign.</p> <p>There will be an increased awareness of distraction while driving, particularly cell phone use, Drivers and passengers will be encouraged to make efforts to reduce the impact of cell phone use whilst driving.</p> <p>Billboards are installed for a period of six weeks on local roads.</p>	September-October 2017	Road Safety Coordinator
Enforcement	<p>Police enforcement is to focus on the fatal five offences in addition to other trauma promoting offences.</p> <p>Concentration on cell phone offences as there has been a steady increase in infringements since hand held phones were banned in 2009.</p> <p><i>Fatal five: Alcohol/Drugs, speed restraints, dangerous and careless driving and high risk drivers)</i></p>	<p>The number of enforcement notices issued through the year and during the period of the campaign.</p>	On-going	New Zealand Police
NZTA National Advertising High Risk Rural Road Guide	<p>Continue to promote distraction messages on the NZTA website.</p> <p>Incorporate distraction considerations when developing infrastructure.</p>	<p>Increased awareness of the consequences of being distracted while driving and a reduction in crashes where distraction is a factor.</p> <p>The website is viewed by the wider NZ community.</p>	July 2017 – June 2018	NZTA

Fatigue				
Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Safe Road Use Fatigue 	<p>Deliver campaigns with messages to raise awareness of fatigue related crashes and general strategies to cope with driver fatigue.</p> <p>Use advertising and resources to attract attention from the community.</p> <p>The outcome will be to increase awareness and ideally reduce the number of crashes with fatigue as a factor.</p>	<p>Deliver awareness campaigns prior to Summer holiday period and each long weekend during the year.</p> <p>Increased awareness of fatigue by drivers and their passengers.</p> <p>We gain regular editorial opportunities from local newspapers.</p> <p>Measured by pick up of media interest and community feedback.</p>	October, November and December 2017, Waitangi and Easter Weekend 2018.	Road Safety Co-ordinator
Enforcement	<p>Fatigue is included in high risk drivers in the fatal five. Increased awareness of fatigue in drivers by Police staff.</p> <p><i>Fatal five: Alcohol/Drugs, speed restraints, dangerous and careless driving and high risk drivers)</i></p>	Number of crashes where fatigue is recorded as a crash factor reflects actual numbers. Driver education opportunities at point of contact.	July 2017 – June 2018	New Zealand Police
NZTA National Advertising	<p>Information about Fatigue on NZTA website</p> <p>National advertising campaign/billboards using Drive fresh campaign</p>	Increased awareness of driver fatigue and a reduction in crashes where fatigue is a factor.	July 2017 – June 2018	NZTA

Safe Speeds – Loss of Control

Selwyn Statistics 2012 - 2016 (Local Roads and Highways)

There were 164 crashes where speed too fast for the conditions and loss of control was a factor. The 78 injury crashes resulted in 12 fatalities, 32 people receiving serious injuries. These made up 15% of all crashes in the Selwyn District. There were also 86 non injury crashes. Loss of control on bends featured highly with 59% of these crashes, with 23% being straight road loss of control.

NZ Police: An expectation that 50% of all speed tickets issued will be issued for speeds 1-15kph in excess of the limit. Focusing on these “low end” speed offences is considered to be key in reducing the overall speed distribution and consequent road trauma. The introduction of lowered tolerances around schools and holiday periods has widened the target.

Target Groups

All drivers

Reason for Action

Selwyn District can experience severe weather and road conditions during the Winter months. To increase driver awareness to make appropriate changes to their driving behaviour during Winter conditions. Crashes where loss of control was a factor were not necessarily drivers exceeding the limit, and were also attributed to not adjusting speed to suit the conditions.


There are two parts to this project, one targeted at Winter driving conditions and other for speed/ loss of control on rural roads.

Measures



There will be a reduction in the number of crashes where drivers drive too fast for conditions and lose control.

Speed monitoring sites. Installation of speed safety cameras at various locations. The measure is that excess speed will reduce at controlled sites

Police enforcement data, the number of speed infringement notices recorded.

Safe Speeds – Loss of Control				
Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Safe Speeds 	<p>Winter Driving Use all types of media to increase awareness of Winter driving conditions. Motorists are given relevant warning messages to encourage understanding of various driving conditions, how ice and snow, rain or sun strike might affect driving.</p> <p>Co-ordinate a Speed, Loss of control on rural roads campaign with other Canterbury Road Safety Coordinators.</p>	<p>Measured by community feedback and engagement of both campaigns.</p> <p>Increased public awareness of driving at an appropriate speed for the conditions and encouraging adoption of safe driving practices.</p> <p>A reduction in crashes where too fast for conditions are a contributing factor in crashes.</p>	<p>July 2017</p> <p>May2018- June 2018</p>	<p>Road Safety Coordinator</p> <p>Canterbury Road Safety Coordinators Speed group</p>
Safe Road Use Young Drivers 	<p>Educate young drivers how to drive on different road surfaces i.e. snow and ice as part of the Leading Learners course, as an injury/crash prevention session.</p> <p>Organise Teen Coach sessions for parents and young driver as they gain their Learners Licence.</p>	<p>Utilise Leading Learner courses and Teen Coach to encourage safe driving practices and awareness of surroundings and potential distractions when driving.</p> <p>Measured by feedback from Learners, parents and the instructor.</p> <p>Reduction in young driver loss of control crashes in Selwyn District.</p>	<p>October 2017 and January, April 2018</p>	<p>Road Safety Coordinator</p> <p>Local police and NZTA qualified instructors</p>


Safe Speeds – Loss of Control

Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Safe Speeds 	<p>In Canterbury - In collaboration with road controlling authority and road safety partners identify roads that require speed management and support the development and implementation of action plans to manage speeds in a way that supports a Safe Systems approach.</p>	<p>Support roading authorities to prioritise speed management into regional road safety action plans, with a view to increasing public engagement around improved speed management.</p> <p>Nationally - Partner and co-invest in the development of a new approach to public engagement and education on speeds.</p>	July 2017 – June 2018	ACC
Safe Roads and Roadsides Engineering to improve the safety of our roads and roadsides 	<p>Consider the effect of loss of control in engineering design to have roadsides clear of hazards where vehicles may travel E.g. on the outside of bends.</p> <p>An ongoing district wide safety audit including but not limited to signage, road markings to improve safety on local roads.</p>	<p>The roadsides are designed as part of any project with loss of control a factor in the design.</p> <p>To improve road and roadside safety aids for drivers in Selwyn District.</p>	On-going	Selwyn District Council Roding Team, NZTA State Highway consultants and contractors.
Police enforcement	<p>Police enforcement is to focus on the fatal five offences in addition to other trauma promoting offences.</p> <p><i>Fatal five: Alcohol/Drugs, speed restraints, dangerous and careless driving and high risk drivers)</i></p>	<p>Targeted enforcement around school areas and over long weekends.</p> <p>The measure will be the number of enforcement notices issued and a reduction in speed related crashes. 50% of speed notices will be <15km/h excess</p>	On-going	New Zealand Police



Safe Speeds – Loss of Control

Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
NZTA National Advertising and promotion Speed management Plan Safety/speed cameras	<p>National Television advertising. Reach NZ Wide – August, November, January and May</p> <p>Continue to work towards a Speed Management Plan for Government. Gain feedback and community from the wider NZ Community. Agree positions on appropriate speed given to use, function, risks and level of safety provided by the road.</p> <p>Following consultation, more locations and increased use for safety/speed cameras. Camera Installation sites and new technology is targeted at areas of risk.</p>	<p>Increased public acceptance of safe speeds and awareness of consequences of driving at high speeds.</p> <p>Measure – If people agree, it will affect driver behaviour and support travel at safer speeds. Evident interest and support for the 3 year campaign from communities nationwide.</p> <p>Attendance and input at the Safer Speed workshops throughout NZ.</p> <p>Number of safety camera installations completed and resulting infringements issued.</p>	<p>July 2017 – June 2018</p>	<p>NZTA</p> <p>NZTA, New Zealand Police, Communities</p> <p>NZTA, Ministry of Transport, New Zealand Police, Councils, communities</p>

Mature Road Users	
Selwyn Statistics 2012 - 2016 (Local Roads and Highways)	
There were 139 injury crashes in Selwyn District involved drivers over the age of 60 years. These crashes resulted in 19 fatalities and 56 people receiving serious injuries. There were 40 crashes where drivers were over the age of 75 years, resulting in 5 fatalities and 19 serious injuries.	
Target groups	
All mature drivers, with a focus on those aged 60+	
Background	
In Selwyn District there is a need for mature drivers to continue driving for longer to enable them to access services, shops and health requirements. Mature drivers are a high concern for Selwyn in the Communities at Risk Register. It is a key action in the Selwyn District Road Safety Strategy. Older drivers feature as an emerging trend both locally and nationally.	
Measures	
The number and severity of crashes where the mature driver is either at fault or part fault is reduced. A reduction in recorded crashes over a five year period using crash comparisons with similar TA"s. (Group D) Crash Analysis System data.	

Mature Road Users				
Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Safe Road Use 	<p>Mature Driver Courses Contract Age Concern to facilitate the Confident Driving Courses in the Selwyn District.</p> <p>CarFit Events Co-ordinate Carfit events in the Selwyn District.</p> <p>Outcomes - Mature drivers will be more confident, safe and comfortable when driving their vehicle.</p>	<p>Each course/event is well attended and positive feedback received.</p> <p>Course and event participation and feedback from mature drivers.</p> <p>A reduction in the number and severity of crashes where mature drivers are involved.</p>	October 2017-April 2018	<p>Road Safety Co-ordinator, Age Concern, Police</p> <p>Road Safety Co-ordinator, AA, CarFit Technicians, and Occupational Therapists</p>
Enforcement	Attend and support Confident Driving Courses and refer drivers where applicable.	Attendance when each course is held in the Selwyn District.	2017-2018 Financial year	New Zealand Police
NZTA Staying Safe	Resources are readily available for mature driver education and activities.	Resources will be utilised and mature drivers are given opportunities to attend courses and activities.	On-going	NZTA

Young Drivers (16-24)	
Selwyn Statistics 2012 – 2016	
Young drivers were involved in 194 crashes resulting in 15 fatalities, 69 people receiving serious injuries. These crashes make up 38% of all crashes in the Selwyn District.	
Target groups	
<p>Overall: drivers aged between 16 and 24 years old, utilising local young driver programmes, resources and engagement opportunities.</p> <p>Leading Learners: drivers on a Learner or restricted licence who are a resident in Selwyn (aged 16-19).</p> <p>Teen Coach: drivers and their parent/caregiver who are on or preparing for a Learner Licence (aged 16-19)</p>	
Reason for Action	
The reason for this action is to reduce the number of young people involved in crashes, driving offences and Graduated Driving Licence System breaches. Encourage participation in other driving programmes to increase experience and support 120 hours of supervised driving before applying for a Restricted Licence.	
Measures	
There will be a reduction in young driver crash and enforcement statistics. A reduction in breaches of learner and restricted licence. Evaluation forms from Learners and parents, and feedback from instructors after attending courses and activities.	

Young Drivers				
Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Safe Road Use 	<p>Hold four Leading Learners courses this financial year. A practical programme that teaches driving on different road surfaces, braking and stopping distances, hazard awareness and practical coaching for young drivers.</p> <p>Investigate other programmes to assist all young drivers to become more skilled and experienced and safe drivers.</p>	<p>Target: Young drivers 16-24 years The courses and activities are well attended by young drivers and parents attending a Selwyn secondary school or living in the District. Evaluation forms and feedback from instructors.</p> <p>A reduction in the crash statistics involving young drivers, particularly restricted drivers.</p> <p>A reduction in the number of young driver offences.</p>	2017 - 2018 financial year	Road Safety Coordinator and Driving Instructors New Zealand Police
Safe Road Use 	<p>Promote Drive and Safe Teen programmes to Young Drivers in the Selwyn District including, but not limited to high schools.</p> <p>Safe Teen Driver - www.safe.teen.govt.nz Drive - www.drive.govt.nz Right Car - www.rightcar.govt.nz</p> <p>SADD</p>	<p>Drive was launched on 01 July 2016. This comprehensive website is targeted at all stages of the GDLS, including coaches.</p> <p>Measure: Registration of drivers on the Drive site. The increase use of computer based tools for Young drivers.</p> <p>Programmes are successful and utilised by young drivers and their parent/caregivers.</p>	2017 - 2018 financial year	Road Safety Coordinators ACC NZTA
Enforcement	<p>Police enforcement is to focus on the fatal five offences in addition to other trauma promoting offences.</p> <p>Police attendance at Young Driver programmes.</p>	<p>The measure will be the number of enforcement notices issued.</p> <p><i>Fatal five: Alcohol/Drugs, speed restraints, dangerous and careless driving and high risk drivers)</i></p>	2017-2018 Financial year	New Zealand Police

Selwyn District Council Road Safety Projects

Selwyn District Council Projects

- ✳ School Community: Support schools with general road safety concerns, inclusive of speed, Back to School, 20k past school bus and school gate safety
- ✳ School Community: Support Schools to develop and review School Travel Plans and encourage active transport
- ✳ Community Road Safety Fund: Schools, organisations and residents have access to the fund which is available to support local road safety initiatives.
- ✳ Child restraints: Education and child restraint checking and clinics are available to Selwyn District residents.
- ✳ Vulnerable Road users: Road safety for young pedestrians and cyclists.
- ✳ Truck Safety: NZ Trucking Association Safety programme

Target groups

Selwyn Young people aged 0-18 and their parents/caregivers.
Early childhood education centres (ECEs) and schools.



Reason for Action

Road safety for our Districts young people is included in the current Selwyn Road Safety Strategy and the Walking and Cycling Strategy (currently being updated)


Measures

A reduction in speed around schools, an improvement in school gate safety and children's school travel (by way of engineering improvements and road safety education). Utilisation of safe routes to school, improvement of driver behaviour around schools, incorporation of NZTA school road safety education into the curriculum, increased road safety knowledge of children and their parents/caregivers, increased compliance of child restraint laws and recommendations.



Selwyn District Council Road Safety Projects (0-18yrs)

Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Safe Road Use 	<p>Road users slow down to 40km/h when travelling through rural school zones when children are present.</p>	<p>A reduction in vehicle speeds when children are present within school zones.</p>	<p>2017 – 2018 Financial year</p>	<p>School Road Safety Coordinator</p>
Safe Speeds 	<p>Road users comply with the posted speed limit when driving past urban schools and drive 20km/h when passing a school bus that has stopped to let children on or off, in both directions.</p>	<p>The continued use of the 40km/h advisory speed rural school signs will show a reduction in vehicle speeds and an increase in awareness.</p>		
	<p>Support schools and communities with NZTA resources and a Back to School awareness campaign</p>	<p>Deliver back to school campaign in February to increase awareness of our young road users as they travel to/from school</p>	<p>February 2018</p>	<p>School Road Safety Coordinator</p>
	<p>Promote safe travel for children to/from schools, including all modes of transport, including walking, cycling, scooting, private car and bus transport.</p>	<p>Distribute NZTA resources to schools when requested and work with schools to develop their Travel Plan.</p>	<p>2017-18 Financial year</p>	<p>School Road Safety Coordinator</p>
	<p>Develop Active Transport programme for summer terms to reduce congestion and encourage and develop road safety awareness in children and the community.</p>	<p>Deliver programme to primary schools and encourage engagement to levels manageable by schools. Reduce congestion around schools.</p>	<p>Term 12018</p>	<p>School Road Safety Coordinator</p>
	<p>Cycle Skills programme</p>	<p>Deliver pilot cycle skills programme to primary schools.</p>	<p>Term 4 – Term 1 2017-2018</p>	<p>School Road Safety Coordinator/Selwyn Sports Trust</p>
	<p>Support the NZ Trucking Programme to be delivered in schools and community events.</p>	<p>The display is utilised across Selwyn District and wider Canterbury.</p>	<p>Ongoing</p>	<p>Road Safety Coordinators and NZ Trucking Association</p>





Selwyn District Council Road Safety Projects (0-18yrs)

Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Enforcement	Continue speed past schools enforcement campaigns.	<p>Target drivers who drive over the posted limited in school areas.</p> <p>The measure will be:</p> <ul style="list-style-type: none"> • The number of infringement notices that are issued. • A reduction in the incidence of vehicles speeding past schools and stopped school buses. 	On-going	New Zealand Police
Safe Roads/Roadsides Engineering activities that improve the safety of our roads and roadsides 	Consider the layout of intersections and crossing points so they provide crossing facilities that are as safe as possible and easy to use by school children. Appropriate locations for kerb cut-downs are selected.	Minor improvements are made where possible after assessing school road safety concerns. Safer routes to/from school are identified and children are made aware of and use these routes.	On-going	Selwyn District Council Rooding Team, NZTA State Highway consultants and contractors, and School communities
NZTA School Road Safety resources and promotions	NZTA School Road Safety website www.education.nzta.govt.nz	School resources are utilised by schools and competitions receive a high number of entries across NZ.	On-going	NZTA

Selwyn District Council Road Safety Projects

Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Safe Road Use 	Community Road Safety Fund Selwyn District schools, ECEs and the wider community are invited to apply for funding for road safety initiatives that will contribute to the goals of the Selwyn District Road Safety Strategy and Safer Journeys. Community, School and Early Childhood Education road safety projects and initiatives are identified and delivered.	The fund is used appropriately according to the terms of reference to increase, assist or improve road safety for the Selwyn District. Initiatives and projects are delivered and are successful in meeting the goals of the Community Road Safety Fund.	2017 – 2018 Financial year	Selwyn District Council Community Road Safety programme School Road Safety Coordinator
Safe Road Use 	Child Restraints Coordinate the training and support of Child Restraint Technicians across Selwyn District. Support the group to attend child restraint clinics, promote car seat safety, identify and remedy child restraint issues in the community	Educate Selwyn parents and caregivers on the correct use and installation of child restraints. Check child restraints and remedy any incorrect installations at child restraint clinics. Parents / caregivers are more informed. Operate Child Restraint check points with RSC, Police and Plunket.	2017 -2018 Financial year	Selwyn District Council Funding Road Safety Coordinators Police Plunket
NZTA Child Restraints	Raise awareness on benefits of child restraint use over 5 years of age Extend the criteria for mandatory use of child restraints for children over 7 years	Support with print resources, public education campaigns and improved data collection about restraint use.	On-going	NZTA

Safer Journeys - General

Activities	Actions and Outcomes	Targets and Measures	Dates	Responsibility
Safe Road Use Heavy motor vehicles  Safe Speeds Heavy motor vehicles 	<p>Workplace safety interventions – Fleet safety Programme and Fleet Saver.</p> <p>Both of these programmes are being promoted for use with business across Canterbury. Fleet Safety is promoted for use with key road partners, NZTA, CVIU and Worksafe.</p> <p>Support the Fleet Health promotion with Police Rural PHO and fleet companies.</p>	<p>At least 10% of Canterbury business with fleet have logged on to fleet safety website to assess their fleet risk.</p> <p>Provide resources to support these organisations when requested / required.</p> <p>Present to industry on these products</p>	<p>July 2017 – June 2018</p>	<p>ACC, NZTA, New Zealand Police, Ministry of Business Innovation and Employment</p>
Safe Road Use 	<p>Promote and deliver the “Share the road safely with big trucks” programme to schools and at community events</p>	<p>To support the delivery of the programme across our district and the Canterbury region.</p>	<p>July 2017 – June 2018</p>	<p>NZ Trucking Association, Road Safety Coordinators.</p>
Safer Vehicles Right Car Website 	<p>Promotion of Right Car Website</p> <p>Increased awareness of website and other information available from NZTA</p> <p>Right Car website promoted as part of Leading Learners courses to educate parents/caregivers on safe first car options.</p> <p>Maintain Right Car Website www.rightcar.govt.nz</p>	<p>Selwyn residents, particularly those intending to buy a motor vehicle for personal or business use.</p> <p>Improved safety of learner drivers by recommending parents/caregivers obtain a vehicle with a safety rating of 3 stars or more. Promote Rightcar and star ratings.</p> <p>Changed consumer behaviour when purchasing vehicles and the website is regularly visited by people across New Zealand.</p>	<p>On-going</p> <p>July 2017 – June 2018</p> <p>On-going</p>	<p>Road Safety Coordinator</p> <p>Road Safety Coordinator</p> <p>NZTA</p>

Road Safety Calendar 2017 – 2018

Month	Project/Activity	Brief Description	Seasonal Risk Factors	NZTA Advertising
July	Speed – Loss of Control Young Drivers School Road Safety	Winter Driving - Be prepared for all conditions Leading Learners Young Driver Mentor Programme Seat Belt Promotion 'Do the Safe thing' promotion start of Term 3	Fatigue, Pedestrians, Drive to the Conditions Vulnerable Road Users	Alcohol Drugs
August	Distraction Young Drivers	Distraction - Drive phone free Young Driver Mentor Programme	Cyclists, Distractions, Drive to the Conditions	Speed Distractions
September	Motorcycles Mature Drivers	Distraction – Drive phone free	Distractions, Drive to the Conditions	Young Drivers Drugs
October	Mature Drivers Motorcycles Fatigue Young Drivers	Confident Driving Course/Car Fit Motorcycle Safety Event (with CCC) and Ride Forever training promotion Labour Weekend Fatigue Leading Learners	Alcohol, Drugs, Drive to the Conditions	Alcohol Young Drivers

Road Safety Calendar 2017 – 2018

Month	Project/Activity	Brief Description	Seasonal Risk Factors	NZTA Advertising
November	Mature Drivers Alcohol Young Drivers	Confident Driving Course/Car Fit Drink Drive Campaign, Community awareness and resources to Licenced premises.	Visiting Drivers, Motorcycling, Restraints	Speed Fatigue
December	Fatigue/Distracted Alcohol	Summer holiday driving Christmas / New Year Drink/Drive Campaign, involving local Licenced premises including hotels, taverns and sport clubs.	Alcohol, Drugs, Speed, Restraints, Fatigue, Visitor Drivers, Motorcycling, Young drivers	Alcohol Speed
January	Alcohol Speed Young Drivers	Christmas / New Year Drink/Drive Campaign, involving local Licenced premises including hotels, taverns and sport clubs. Check your speed (In conjunction with Police campaign) Leading Learners	Speed, High Risk drivers, Visiting Drivers, Fatigue, Motorcycling	Speed Fatigue
February	Intersections Mature Drivers Motorcycles School Road safety	Intersection campaign Confident Driving Course/ Car Fit Promotion for Ride Forever training Back to School campaign Active Transport Initiative Cycle Skills Pilot	Visiting Drivers, Young Drivers, Motorcyclists, Cyclists Vulnerable Road Users	Drugs Distraction

Road Safety Calendar 2017 – 2018

Month	Project/Activity	Brief Description	Seasonal Risk Factors	NZTA Advertising
March	Mature Drivers Intersections Motorcycles Fatigue	Confident Driving Course/Car Fit Intersection Campaign Promotion of Ride Forever training Easter Weekend Fatigue	Visiting drivers, Alcohol, Drugs, High Risk Drivers, Restraints, Motorcycling, Cyclists	Young Drivers, Fatigue
April	Mature drivers Speed/Loss of Control	Confident Driving Course/Car Fit Rural Roads, Vulnerable road users (Daylight saving)	Motorcycling Young Drivers	Young Drivers, Fatigue
May	Speed/Loss of Control	Winter Driving – be prepared for all conditions	Pedestrians, Heavy Vehicles, Distractions	Speed, Distractions
June	Speed/Loss of Control	Winter Driving - Be prepared for all conditions	Alcohol, Drugs, Pedestrians, Drive to the Conditions, Cyclists, Distractions, Heavy Vehicles	Drugs, Alcohol