



**AGENDA FOR THE**

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

**TO BE HELD IN**  
**THE PAVILION**

**WEEDONS RESERVE**  
**685 MADDISONS ROAD**

**ON THURSDAY 25 JULY 2019**

**COMMENCING AT 9:30 AM**



# AGENDA

## THURSDAY 25 JULY 2019

### COMMITTEE

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

### SDC SUPPORT STAFF

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

### 1. APOLOGIES

### 2. PUBLIC FORUM

Janet Luxton	Community Engagement Manager - Safe Roads Selwyn River to Ashburton post-engagement report
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### 3. CONFIRMATION OF MINUTES

**Minutes of an Ordinary Meeting of the Selwyn District Road Safety Subcommittee held on 23 May 2019. (Pages 1 – 12)**

#### Recommendation

*“That the minutes of the ordinary meeting of the Selwyn District Road Safety Subcommittee held on 23 May 2019 be confirmed”*

### 4. MATTERS ARISING FROM THE MINUTES

### 5. CORRESPONDENCE

*(Windwhistle School Children’s concern regarding speed outside their school)*

### 6. REPORTS

#### 6.1 Partners (*current activities*)

- NZTA

- NZ Trucking Assn
- NZ POLICE
- AA (**Pages 13 – 14**)
- ACC

#### **Recommendation**

*“That the Selwyn District Road Safety Sub-committee receives the partner reports as presented”*

#### **6.2 SDC Road Safety Co-ordinators**

*Road Safety Co-ordinators report (Campaigns) (**Pages 15 – 22**)*

#### **Recommendation**

*“That the Selwyn District Road Safety Sub-committee receives the Road Safety Co-ordinators report for information”*

#### **6.3 Chair**

*Chairs Report (**Pages 23 – 30**)*

#### **Recommendation**

*“That the Selwyn District Road Safety Sub-committee receives the Chairs report for information”*

### **7. ROLLESTON PEDESTRIAN CROSSINGS**

### **8. CRASH DATA**

### **9. ROAD SAFETY ACTION LIST (**Pages 31 – 41**)**

### **10. ROAD SAFETY STRATEGY**

*Summary of NZ Road Safety Strategy (**Pages 42 – 52**)*

### **11. REGIONAL ROAD SAFETY WORKING GROUP (RRSWG)**

*Minutes (**Pages 53 – 57**)*

### **12. GENERAL BUSINESS**

#### **Next Meeting Dates**

19 September 2019

21 November 2019

**MINUTES OF THE  
SELWYN DISTRICT ROAD SAFETY SUBCOMMITTEE  
HELD IN EXECUTIVE MEETING ROOM ONE  
AT THE SELWYN DISTRICT COUNCIL HEADQUARTERS ROLLESTON  
ON THURSDAY 23 MAY 2019  
COMMENCED AT 9.30 AM**

**COMMITTEE**

Councillor N Reid (Chairperson), Councillor R Mugford, Mr D Boyce (NZ Trucking Association), Mr J Skevington (AA), Sgt M Noonan (NZ Police).

**IN ATTENDANCE**

Mrs S Hautler (SDC School Road Safety Co-ordinator), Mr M Chamberlain (SDC Asset Engineer, Transportation), Mr M Washington (Asset Manager) left 10am, Councillor M Alexander, Mrs J Gallagher (Malvern Community Board Chair), and Mrs J Harkerss (Secretary).

The Chair welcomed Sergeant Mel Noonan from the Police to the meeting and thanked her for her attendance. Sergeant Noonan holds a prevention role throughout rural Canterbury.

**Presenter**

Ms C Crampton-Cairns

**1. APOLOGIES**

Inspector Peter Cooper (NZ Police), Mr D Scarlett (NZ Transport Agency), Mr A Mazey (SDC Asset Manager Transportation), Mr P Daly (SDC Road Safety Co-ordinator).

**2. PUBLIC FORUM**

Ms Cindy Crampton-Cairns gave a presentation on a proposal that Selwyn District Council change its opinion on pedestrian crossings. She believes that courtesy crossings are too ambiguous and would like to see zebra crossings used instead. She produced data taken from an on-line survey that she compiled which resulted in 279 responses with 261 wanting pedestrian/zebra crossings and 18 against them.

Cindy noted that section 4.6 in the Walking and Cycling Strategy 2018 on Crossing Facilities and Intersection Treatments are opinions and not based on fact.

Councillor Reid thanked Ms Crampton-Cairns for her time and agreed to receiving a copy of the survey results.

### 3. CONFIRMATION OF MINUTES

**Minutes of the ordinary meeting of the Selwyn District Road Safety Subcommittee held in the Selwyn District Council Headquarters, Rolleston on Monday 8 April 2019**

**Moved** – Cr N Reid / **Seconded** – Cr R Mugford

*‘That the Road Safety Sub-Committee confirms the minutes of the ordinary Meeting of the Selwyn District Road Safety Sub-committee held on Monday 8 April 2019, as circulated.’*

**CARRIED**

### 4. MATTERS ARISING FROM MINUTES OF 8 April 2019

Nil

### 5. PARTNER REPORTS

#### **Police**

Reinforcing area tasking and co-ordination – focusing on distraction through education in Selwyn.

#### **AA**

Investigating continual loss of on-street car parks in the Christchurch CBD which does also relate to Selwyn. Efforts are being made to attract more people to the CBD making it difficult for vehicles to access. While this may suit other cities, Christchurch needs don't always suit the typical family.

Concerned about the installation of wire rope barriers between Christchurch and Ashburton. Existing growth is greater than reported therefore should be looking ahead as it will not be long before it is all four lane – Why spend money on an outdated response.

**Moved** – Cr N Reid / **Seconded** – Mr J Skevington

*‘That the Road Safety Sub-Committee receives the partners reports for information.’*

**CARRIED**

### 5.2 ROAD SAFETY CO-ORDINATORS REPORT

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

- Winter Driving campaign has begun with the distribution of material.
- Active Autumn campaign nearing completion. This has resulted in a lot more children out and about which has highlighted a lack of parks for scooters and bikes – a good problem to have! Having issues with children not using helmets – will endeavour to work with schools on this.
- Travel Planning – working with Rolleston Christian School, Leeston School, Ararira Springs, Prebbleton and Rolleston College.

- Attended SASTA/NZTA professional development course. (Safe and Sustainable Transport Association). A Road Safety Action Plan template will be produced with the onus on individual Councils to create their own.
- Working with Rolleston College regarding students driving to school and the potential issues that that can cause.

**Moved – Cr N Reid / Seconded – Cr R Mugford**

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

**CARRIED**

### **5.3 CHAIRS REPORT**

The Chair presented her report noting that the ACC representative has left and a replacement is yet to be appointed.

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

Speed Limit reviews have been approved by Council.

ANZAC Day traffic management issues have been reported to the Audit and Risk Committee and will be reported back to the Road Safety Sub-committee with outcome.

Road Safety Strategy – Consultation on a new Road Safety Strategy will be out for consultation mid-year.

**Moved – Cr N Reid / Seconded – Cr R Mugford**

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

**CARRIED**

### **6. CAR SEAT CHAMPIONS**

Celebrating our Car Seat Champions. These are people in our community who are volunteer technicians trained to a NZQA standard to install a child restraint in a vehicle safely and fit an infant or child into a restraint. The Road Safety Sub-committee is incredibly grateful to the seven current technicians.

**Moved – Cr N Reid / Seconded Mr J Skevington**

*‘That the Road Safety Sub-Committee receives the Celebrating our Champions report for information.’*

**CARRIED**

### **7. TRAUMA TRUST**

Following on from last month’s presentation from the Road Traffic Accident Trauma Charitable Trust:

**Moved** Mr J Skevington / **Seconded** Cr R Mugford

*'That the Road Safety Sub-Committee decline the proposal offered by the Road Trauma Trust regarding hosting the Road Accident Remembrance Day in Selwyn District but seek the Trust continues to liaise with the Council regarding any opportunities regarding road safety education and prevention.*

**CARRIED**

## **8. WALKING AND CYCLING**

The Chair gave an overview of the presentations from the Transport Engineering Conference on the NZTA Pedestrian Planning Guide she attended.

## **9. REGIONAL ROAD SAFETY WORKING GROUP**

Minutes have not been received from the previous meeting.

Andrew Mazey is reporting today to the Regional Road Safety Group on speed management across Canterbury having a consistent approach.

## **10. ROAD SAFETY ACTION PLAN**

Road Safety Co-ordinator is in the process of developing Selwyn's own plan.

## **11. ROAD SAFETY ACTIONS**

See updated plan.

## **12. GENERAL BUSINESS**

Sealing of Wards Road to be discussed in public forum at the next Council meeting (see page 74 of Agenda)

Meeting closed 12 noon

## **DATE OF NEXT MEETING**

Thursday 25 July 2019 (to be confirmed)

Thursday 19 September 2019

Thursday 21 November 2019

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Chairperson

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Date



	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
<b>1</b>	<b>Road Safety Action Plan</b>						
	Review of Road Safety Action Plan. Needs to take into account of new GPS. New NZ road safety strategy still under formulation by MoT.		Led by SDC roading staff liaising with Road Safety committee			Road Safety Co-ordinator	23 May 2019
<b>2</b>	<b>Speed limits</b>						
<b>a</b>	<b>Local roads</b> (currently being undertaken and others that may need to go to another round)		SDC roading staff		Have had Speed Limit review hearing on Monday 25 March. Two submitters wanted to be heard (West Rolleston School and NZTA)	Considering NZTA's position which is longer tracks of 40 km/hr if the road environment supports that as opposed to just outside the school. Presentation to Council portfolio meeting on 17 April of consultation and hearing feedback.	
<b>b</b>	<b>State highways</b> – keep addressing concerns to NZTA  <b>West Melton</b> – currently 70 km/hr, mean speed is 75 to 79 km/hr, request is for 60 km/hr  <b>Curves leading into Tai Tapu from Chch on Akaroa road</b> Any others ???		Road safety committee		Meeting with NZTA 24 May		Mark C
<b>3</b>	<b>Intersections</b>						
<b>a</b>	<b>Weedons Ross Rd and SH73</b> NZTA controlled intersection. Was put forward to NZTA (national) from NZTA		Need to raise with NZTA Resp: road		We (SDC) need to explore “access” side of business case with		

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

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	Intersections which are being used as other roads are closed  Speed through the area						
e	<b>Intersection of Dawsons Road and Jones Road</b> Received a complaint that truck and trailer units were using Dawsons Road to access SH1 from Jones Road. Difficult for the units to complete turn if vehicle waiting at intersection to go north. Complainant has said that have had two occasions that they have almost had front of their vehicle taken off from truck trying to turn. Person thought traffic was coming from IZone. NR suggested it may be coming from IPort.		SDC roading planning/ NZ Trucking assn		The area is undergoing change in relation to upgrades of SH1 which has meant that traffic is taking different routes to compensate. Resource consent application for Fulton Hogan change to intersection on south side of current intersection.  Whether possible to put out to drivers to take alternative routes to access SH1 such as lights at Hoskyns Rd, Rolleston		
f	<b>Signage</b>  i) Advance flashing warning signs  ii) Static warning of stop signs coming up (CCC seems to use larger advanced signs and gated)  iii) Intersection of Ryans and Pound Roads near airport in CCC has red warning				Second trial underway in Selwyn (and elsewhere) for NZTA for advance warning signs.	Extended trial is under way at three intersections in Selwyn.          iii) CCC did this without approval.	

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	stop painted on the road – is this a trial?					Not always a good idea due to skidding issues with paint	
<b>4</b>	<b>Crash reporting</b>						
	<p><i>Need to have crash/incident reporting to our meeting so can analyse trends to feed back into actions for Road Safety Action Plan.</i></p> <p>The minimum is the information of location, what vehicles were involved, estimate of what happened, death/serious injury, and other factors that have been recorded regarding the crash.</p> <p>Ideally working towards somehow getting data from insurance companies which would give info for the “minor” crashes (as per lower levels of H and S pyramid which are near misses or minor incidents which potentially lead to more serious injuries or death if not dealt with)</p>		Road safety staff				
<b>5</b>	<b>Crash spots</b>						
	Need to go through where we are having crashes therefore are there intersections that may have issues that we have not considered.		Road safety staff		Relates back to crash reporting stats		
<b>6</b>	<b>Pedestrian Crossing points</b>						
<b>a</b>	<b>Broadlands Drive (between Foster</b>				Need to gather data on		

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	<p><b>Park playground and Selwyn Aquatic Centre)</b></p> <p>Report was undertaken. Appears that painting has been done on ramps leading up and down the ramps.</p> <p>Need to follow up on any other work planned.</p>				pedestrian numbers with a view to zebra crossing or with the ongoing development having a signalised crossing.		
<b>b</b>	<p><b>Request for School Crossing across Springs Road (Selwyn Times 27 February 2019)</b></p> <p>From the article there are alternative options for crossing the road but the parent says the direct route is more favourable</p>		Steph H/road safety staff				
<b>c</b>	<p><b>Crossing points generally across the district</b></p> <p>Abley Consultants (Ann Marie Head) are reviewing Pedestrian Planning Guide (2009) for NZTA. I have spoken to her on 6 March 2019 that we would be happy to undertake any trials in Selwyn District.</p>						
<b>7</b>	<b>Sheffield Pie Shop</b>						
	Email regarding dangerous parking dated 26 February 2019 9:56 PM from Brian Donnelly				Customers do tend to park where they like. Car park has been	Mark C meeting with NZTA 24/5	

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	Issues with parking around the shop have been raised previously				upgraded at the back of the café. NZTA have a rehabilitation planned on this section of SH73 so a tidy up of the parking areas could be incorporated with this.		
<b>8</b>	<b>20 km/hr speed signs for buses</b>						
	Hurunui road safety committee is looking at putting 20 km/hr speed limit signs on school buses because they say that a report was done in Ashburton District in 2011 that said the signs on the buses were a good idea but NZTA then decided that education was the better option. Hurunui road safety committee thinks that education is not effective enough therefore their proposal to get the signs on the buses. It is understood that each sign is \$900 and each bus needs two (one at the front and one at the back). Cr Mugford and myself have said that Selwyn District would be interested in looking at that as well and understand that Ashburton District would be interested too.				<p>Steph H has found out number of school buses from MoE. She has followed up on this and has found an alternative sign that has been used by Queenstown-Lakes DC which is much cheaper:</p> <p>Need more info:</p> <ul style="list-style-type: none"> <li>- Is the sign still being used?</li> <li>- Has it been part of a trial?</li> <li>- If not, will we do a trial?</li> </ul> <p>There will be a change in bus numbers when the Ministry stops providing buses for Rolleston students to go to Lincoln High School.</p>	John Skevington AA to investigate	
<b>9</b>	<b>Open road signs (Selwyn Times 27 February 2019)</b> Senior Sergeant Peter Stills is reported in the paper that he wants to see 'open		SDC roading		<p>Copy of first page of article below</p> <p>Both derestriction signs</p>	Peter D to discuss with Police	

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	road' signs replaced with '100 km/hr' signs as they can/could cause confusion for tourists <ul style="list-style-type: none"> <li>○ How many do we still have</li> <li>○ What is the cost to replace them</li> <li>○ If cost not significant</li> </ul>				and 100 km/hr signs are permitted. Derestriction signs in particular should be used where it is not appropriate to do 100 km/hr (e.g. intersection or curve nearby)		
<b>10</b>	<b>Selwyn River Bridge</b>						
	Glentunnel Township Committee brought up at 28 January 2019. Excerpt from meeting minutes:  "Selwyn River Bridge – Is this being repaired in the near future? Committee would like the state of this Bridge discussed at the next SDC Road Safety meeting. The bridge is an eyesore as vehicles enter the Glentunnel Township from the south."  Need to contact Melissa Jebson when have next meeting of Road Safety Committee.	Jan 19	Need to address with NZTA		Is SH77 so for NZTA.		
<b>11</b>	<b>Safe routes to school</b>						
<b>12</b>	<b>West Melton Road / Railway Road Intersection.</b> FENZ consider intersection is dangerous due to the proximity to the railway line and would like a priority change investigated.	8 April 2019	SDC roading			Mark C – priority is still appropriate. Will continue to monitor due to the increase in lzone traffic	
<b>13</b>	Speed restrictions at work sites are in place for a long time at some sites. It has been suggested that SDC work		SDC roading			More active corridor management required	

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	with the comms team to relay a message to the public as to why this is the case.						
<b>14</b>	<b>Hawkins River Bridge</b>					NZTA to update	
<b>15</b>	<b>McHughs Plantation signage req'd</b>						



## A.A Canterbury/West Coast report.

As discussed at our last meeting, I have made enquiries as to where the LED School Bus warning light is positioned at the present time. I spoke to the manager of Ritchies Coachlines here in Ashburton who are the school bus service providers in Mid Canterbury.

At present they have approximately 20 buses still fitted and operational with the LED 20kph lights. There is no current funding available from Government to maintain them and Ritchies are funding servicing / repairs out of their own account. The current cost for new units is in the region of \$1,800 and in answer to the question someone asked, they are not reliant of the driver to switch them on, and illuminate automatically once the door is opened.

There is absolutely no appetite from Central Government to provide educational funding based around the signs or expand on the original trial, which is disappointing since Road Safety is practically top of the agenda in Wellington.

Some of the newer buses come with flashing orange lights fitted...similar to USA, but with such a diverse range of buses on the road in NZ, finished in many colours and used for multiple tasks, they are still difficult to identify.

I approached Rural Women in Wellington and they said several of their Districts have this item on their agenda, and it is due for a boost on a national level soon. I am still waiting for a response from my local area and will report on the outcome should they make contact before our meeting.

At our monthly AA meetings we are dealing with the usual ongoing issues. The most common answer we get from guests we have from various organisations, which will be of no surprise to our Committee members, is lack of funding and an over subscribed transport fund. NZTA say that the funding delays have been caused by changes in transport priorities driven by the current Government. The "pot" of funding is being spread over a much more diverse range of projects than have been seen over the past decade.

As you will be aware, the AA has been calling for the introduction of more testing of drugged drivers and it is good that Government did at last introduce a discussion paper on the subject for community consultation. Submissions for this closed on 28<sup>th</sup> June so it will be interesting to see the outcome. Our organisation believes drugged driving is a significant risk on our roads and there are currently very

weak deterrents to taking drugs and driving. But we do also recognise that it is a much more complex area of enforcement than it may seem at first glance. We know that the ESR...Environmental Science and Research...which is responsible for drug tests on blood samples taken by Police have come out in support of roadside drug testing. They have also invested in a biotech company which is developing a new saliva test for drugs which will test for a much wider range than is available at present. The new technology will allow for rapid testing for up to 8 drugs and a programme for new drugs coming on the market can be developed in three months.

We keep a constant eye on roading projects within Canterbury and the West Coast. All new motorways are progressing according to plan and we all need to be thankful that projects such as the Southern Motorway extension we well into construction phase before the change of Government, and the changes in policy regarding transport priorities. I am sure we are all looking forward to the completion of this major project.....now....if we can just extend the four laning to Ashburton and then Timaru..... See you all next week!

## COVER REPORT

**TO:** Chief Executive

**FOR:** Selwyn District Road Safety Sub-Committee Meeting  
25 July 2019

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

**DATE:** 21 July 2019

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

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### RECOMMENDATION

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

#### 1. PURPOSE

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

(Appendix A: Report for May 2019 – July 2019)

To provide information to the Road Safety Committee on the 2019 / 2020 planned programs addressing priorities identified through NZTA funding.

(Appendix B: Overview of SDC Road Safety Programmes 2019 / 2020)

#### 2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

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

#### 3. HISTORY/BACKGROUND

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

In summary

- In May ice scrapers and windscreen cloths were delivered to service stations and libraries across Selwyn. These carried the Less Speed Less Harm message.

- A winter driving advertising campaign is underway, using display messages at the ski fields, and on electronic billboards in Christchurch.
- Planning is underway for a Learner Driver Mentoring Programme (LDMP) for the Filipino community. This will assist isolated members of the Filipino community to gain mobility. This work is being done alongside FENZ, Plunket and the Filipino community itself.
- In July Leading Learners courses (two of them) saw 24 young Selwyn drivers undergo driver training. This was a return to the courses SDC has previously run. In addition, several Selwyn young drivers attended the Holden Street Smart course.
- Active Autumn started at 10 schools on 1 May. Over 4000 stamp cards were sent out to the registered schools along with helmets and scooters as prizes.

#### 4. **PROPOSAL**

That the report be received and Action Items be discussed.

#### 5. **OPTIONS**

##### **Option 1**

Discuss Action Items.

##### **Option 2**

Do nothing.

The preferred option is Option 1.



Peter Daly  
**ROAD SAFETY CO-ORDINATOR**

Stephanie Hautler  
**SCHOOL ROAD SAFETY COORDINATOR**

**ENDORSED FOR AGENDA**



Murray Washington  
**ASSET MANAGER**

## REPORT

**TO:** Selwyn District Road Safety Sub-Committee  
**FOR:** 25 July 2019  
**FROM:** Road Safety Coordinator and School Road Safety Coordinator  
**DATE:** 21 July 2019  
**SUBJECT:** Report For Period May 2019 to July 2019

### RECOMMENDATION

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

## SAFE SYSTEMS

### Safe Speeds

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

#### Rural Speed/Loss of Control:

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

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

An advertising campaign is underway. Advertising at ski fields and electronic display billboards is happening.



### Safe Vehicles

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



Promotion of safer vehicles is being done through the Leading Learners courses being delivered. The safer the car, the safer they are.

## Safe Road Use

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

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

### Young Drivers:

Again sponsoring Selwyn young people onto Holden Street Smart on 15 July. This is the last Holden Street Smart event planned for Canterbury for the foreseeable future, due to funding challenges.

On 8 and 18 July, 24 young Selwyn drivers undertook the Leading Learners half-day course at Ruapuna. This will be repeated on two days in each school holiday period. The days were very well received, and ran very well.

Leading Learners enhances public perception of Council. Parents frequently comment positively about Council putting these courses on.

### Motorcycles

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

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

### Learner Driver Mentoring

Planning is underway for an LDMP programme for the Filipino community. Liaison between FENZ, Plunket and the Filipino community to facilitate this.



**Community Road Safety Fund:**

Application received from:

- Subsidy for SADD conference – 1 student attended.

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

Active Autumn campaign began 1 May 2019. 10 Schools registered covering over 4000 children. (Leeston, Southbridge, Ararira, Prebbleton, Lemonwood, Rolleston, West Rolleston, Clearview, Burnham and Greendale).

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

***Travel Planning***

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

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

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

***Child Restraint activities***


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

***SeatSmart***

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

***SADD***

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

	<p>SADD is running an engagement day at Lincoln High School on 30 July. It's a lunch time activity, SDC will have a presentation there.</p> <p><b>Bike to School Day</b></p> <p>Selwyn Sports and Lincoln Uni Emerging Leaders organized a Bike to School day for 1 May at Brookside Park. The event was a success with 140 children attending to have a sausage sizzle, ride on the Pedalmania bikes and have a helmet and bike check. Four cycle trains departed with police escort to Rolleston, West Rolleston, Clearview and Lemonwood.</p> <p><b>Road Patrollers Pool Party</b></p> <p>Planning underway.</p>
<p><b>Safe Roads &amp; Roadsides</b></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><b>Intersections:</b></p> <p>The intersection campaign ran in March and April. We included billboards, radio ads, newspaper advertising, Facebook advertising, and bus backs. The message is Check, Check Again, a message we have previously used.</p> <p>This will be run again in 2020.</p>

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

Nil planned.



## July 19

### Local Focus / Activity

**Winter driving/Loss of control.** Advertising at ski fields, billboards, social media, Metservice app. Ice scrapers and windscreen cloths distributed May/June 2019.

**Young drivers.** Leading Learners on 8 and 18 July. Holden Street Smart on 15 July.

Working with FENZ / Plunket on LDMP

## August 19

### Local Focus / Activity

Winter driving/Loss of control. Advertising at ski fields, billboards, social media, Metservice app.

Continue to develop LDMP and CDMP for Filipino community.

## September 19

### Local Focus / Activity

Motorcycle Awareness Month  
Road users awareness of motorcycles. Advertising promotion. Yellow helmet concept again.

## October 19

### Local Focus / Activity

Motorcyclists, Kickstart series of events, ours in Tai Tapu 6 October.  
Young drivers. Leading Learners at Ruapuna in school holidays.

## June 20

### Local Focus / Activity

Winter driving/Loss of control

## May 20

### Local Focus / Activity

Intersections, Mature drivers

## April 20

### Local Focus / Activity

Intersections, Young drivers/ Mature drivers

## March 20

### Local Focus / Activity

Intersections, Mature drivers

## February 20

### Local Focus / Activity

Motorcycles.  
Shiny Side Up is planned for 23 February. This is an event as part of a nationwide series, supported by us.  
Young drivers/ Mature drivers

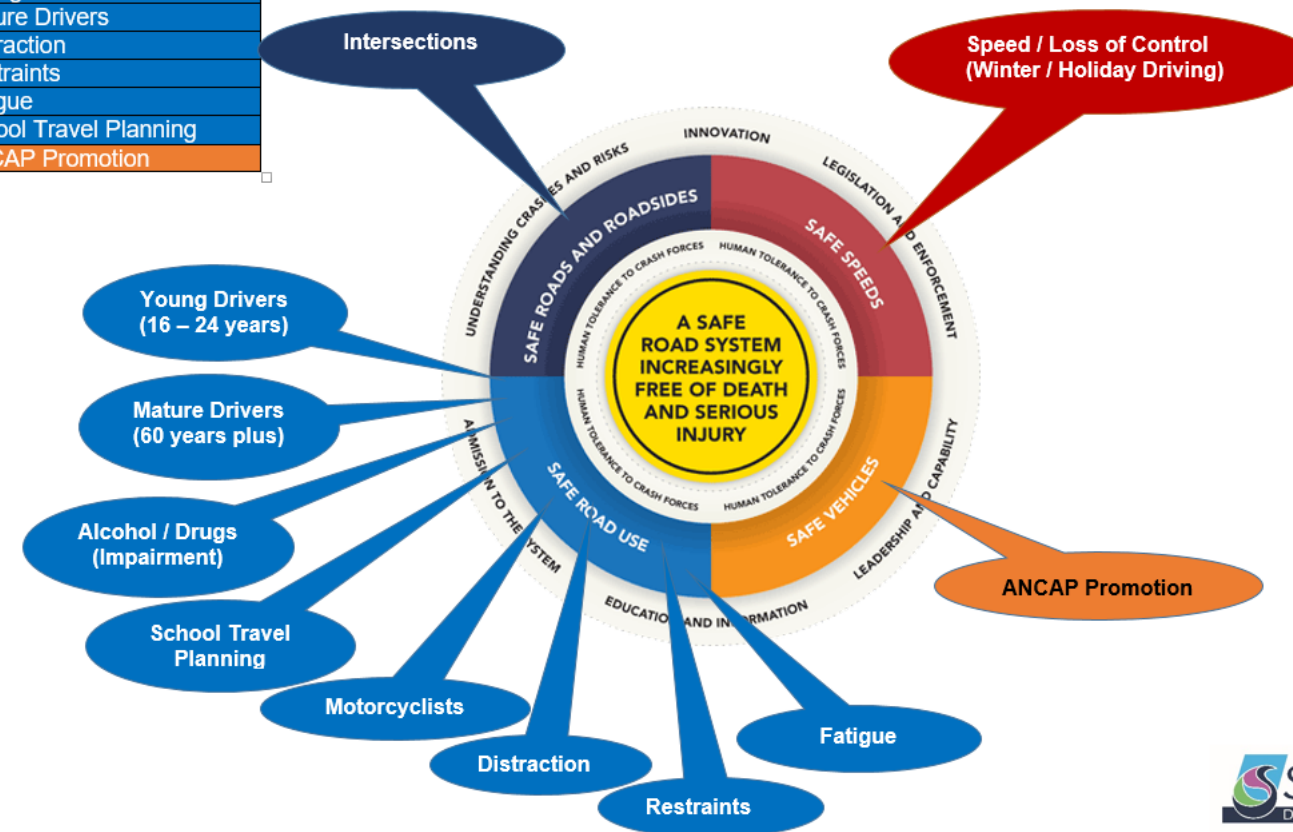
## January 20

### Local Focus / Activity

Alcohol/Drugs, Speed/Loss of control (Holiday driving)  
Young drivers/ Mature drivers

SDC Road Safety Priorities	
Intersections	
Speed / Loss of Control	
Alcohol / Drugs	
Young Drivers	
Mature Drivers	
Distraction	
Restraints	
Fatigue	
School Travel Planning	
ANCAP Promotion	

## SDC RSAP Focus Areas 2019 / 2020



## FENZ

- Proactive identification of environmental or roading factors that may contribute to crashes, bringing these to the attention of relevant roading control authority or agency for risk mitigation or elimination.
- Support the delivery of road safety initiatives in schools ie. RYDA, MAN Safety Truck/SADD
- Provide data in relation to crashes attended by FENZ, including numbers of extractions and fatalities. This will supplement the CAS database thereby providing a more complete picture of crash risk.
- Work collaboratively with other agencies to support road safety initiatives.
- Develop LDMP for communities of need.
- Contribute to the SDC Road Safety Committee forum.

## NZ Trucking Association

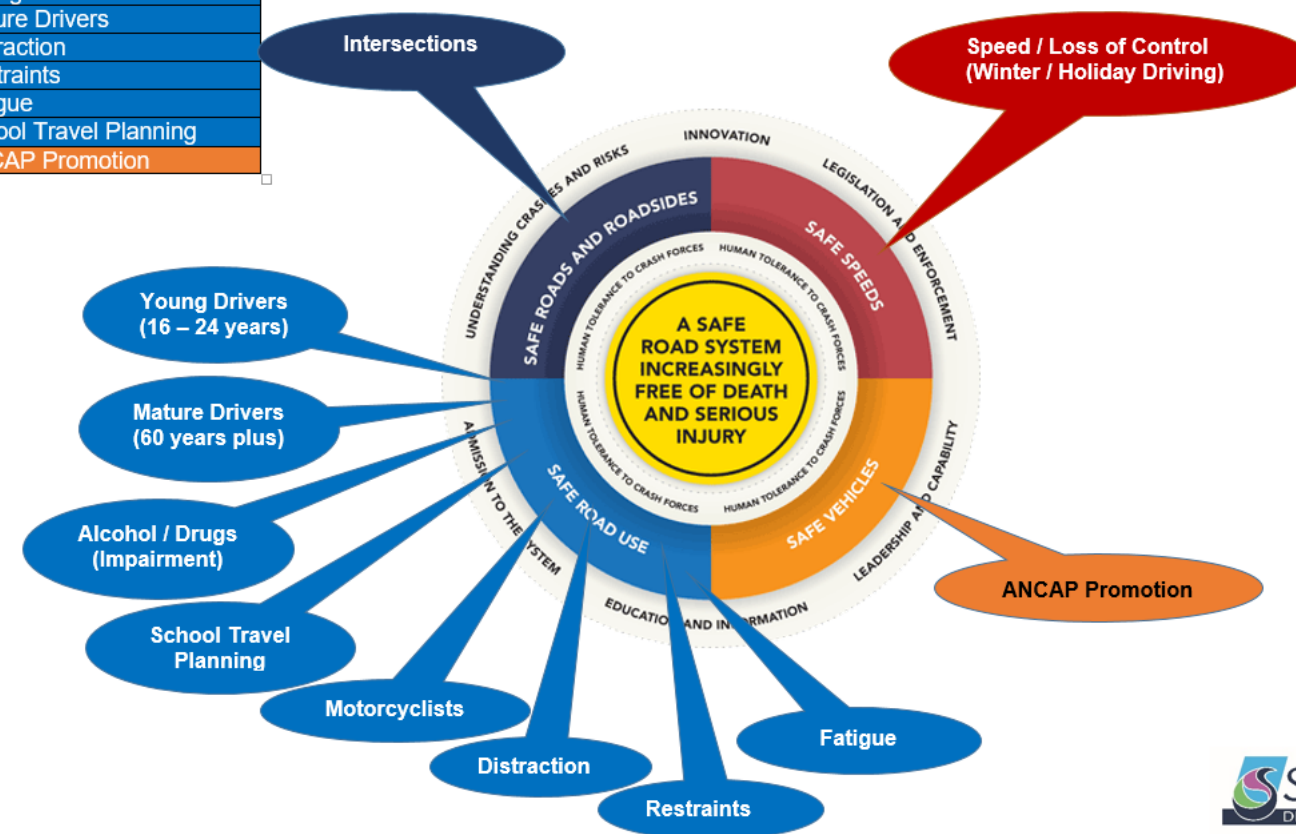
Please record actions you are taking in 2019/2020 in relation to road safety.

## NZTA

Please record actions you are taking in 2019/2020 in relation to road safety.

## SDC Partner Focus Areas 2019 / 2020

SDC Road Safety Priorities	
Intersections	
Speed / Loss of Control	
Alcohol / Drugs	
Young Drivers	
Mature Drivers	
Distraction	
Restraints	
Fatigue	
School Travel Planning	
ANCAP Promotion	



## NZ Police

Please record actions you are taking in 2019/2020 in relation to road safety.

## ACC

Please record actions you are taking in 2019/2020 in relation to road safety.

## AA

Please record actions you are taking in 2019/2020 in relation to road safety.

## REPORT

**TO:** Selwyn District Road Safety Committee  
**FOR:** Meeting – 25 July 2019  
**FROM:** Chair, Selwyn District Road Safety Committee  
**DATE:** 17 July 2019  
**SUBJECT:** CHAIR'S REPORT

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### 1. RECOMMENDATION

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

### 2. ROAD SAFETY COMMITTEE

#### *(a) Theme for this meeting*

On Wednesday 17 July, the Government released its new 10 year Road Safety Strategy therefore it is an opportune time to discuss as a committee. It is an agenda item later on in the meeting so that we can discuss this further.

#### *(b) Going forward*

There is only one more meeting left prior to the next election. Therefore we need to be thinking about the setup of the committee and agenda going forward to ensure its continued focus on positive road safety outcomes for the Selwyn District. I feel that we are starting to get traction in the direction we need to go but haven't begun to touch on others, such as working closer with other councils, plus more lobbying in areas of things that we may want to change – although with the new Road Safety Strategy the playing field has changed focus so it will be interesting to see how this goes into the future. This is something to think about now and bring ideas to the next road safety committee meeting in September. That may be last one for Cr Mugford and I dependent on the outcome of the election. If we are successful there may not be any guarantees that we will be reassigned to the road safety committee.

### **3. DEATHS AND SERIOUS INJURIES REPORTED SINCE LAST MEETING**

We have had a terrible time on our district's roads. We extend our condolences to the families and friends of all of those involved. I would like to take a moment of reflection because these are not statistics, they are someone's mother, sister, wife, friend.

- 1 Monday 8 July 2019 at approximately 1.40 pm: Fatal crash between car and truck on State Highway 1 (Main South Road) between Tennyson Street and Rolleston Drive. The person who died was 79 year old Rita Alice Stewart or Lincoln.**

From Obituary of Rita Alice Stewart

(<https://www.lambandhayward.co.nz/obituaries/rita-alice-stewart/2327/>:

On July 8, 2019, as the result of an accident, in her 80<sup>th</sup> year. Dearly loved wife of the late Lex, much loved mother and mother-in-law of Lynette and David Tillman, Grant and Sally, Brenda and Peter Rolfe, Philippa, and a loved gran of all her grandchildren and great-grandchildren.

- 2 Wednesday 26 June 2019 at approximately 10 am on State Highway 1 in Rolleston. Four injured people went to Christchurch Hospital with one in serious condition.**
- 3 Sunday 2 June 2019 at approximately 9.50 pm: Crash of car versus van which happened near the intersection of Sandy Knolls Road and West Coast Road. One dead and one in critical condition. The person who died was 41 year old Tai Tarulata Dixon. The Police are appealing for witnesses for information about the crash.**

## **Canterbury mother killed heading to work was just weeks away from visiting family overseas**

Jonathan Guildford 11:41, Jun 15 2019

Witness Simon Johnson talks about the crash that killed midwife Tai Dixon on West Coast Rd, near West Melton.

A Canterbury mother killed in a crash on her way to work had tickets for Disneyland in her car in preparation for a trip to visit family.

Tai Tarulata Dixon, 40, mother-of-two from Selwyn, [died in a crash at the intersection of Sandy Knolls Rd and West Coast Rd](#), near West Melton, about 9.50pm on June 2.

*Stuff* understands the driver of the other car crossed the centre line. They were taken to hospital in a critical condition and it is believed they are still in hospital.



CAITLIN HARTLEY/SUPPLIED

Tai Tarulata Dixon, 40, a mother-of-two from Selwyn, died in a crash near West Melton on June 2.

Dixon's sister, Caitlin Hartley, who lives in the United Kingdom, had not seen her sister for about three years before the crash.

Dixon had been busy planning a trip to the UK to visit family at the end of June.



CAITLIN HARTLEY/SUPPLIED

Tai Dixon was a popular woman, who was outgoing, sensible and "always had your back", sister Caitlin Hartley says.



"She was planning to take the girls to Disneyland at the end of the trip ... she'd scheduled in an extra day there ... [and] she actually had the tickets [in the car] at the time of the accident."

Simon Johnson was lying in bed at his West Melton home when he heard a loud bang, which sounded "like a bomb going off" near West Coast Rd shortly before 10pm on the night of the crash.

Johnson ran over in his pyjamas and dressing gown to see what happened. He then helped alert authorities and blocked off a section of the road while fire crews attended the crash.



CATLIN HARTLEY/SUPPLIED

Scott and Tai Dixon.

The following day, Johnson returned to the crash site with a white rose picked from his backyard.

"[I did it] to let the family know she [Dixon] wasn't alone on the night, I believe that no-one on this earth should leave without knowing that there was someone there to care for them right until the last minute.

"It's such a sad situation. I just wanted to show the family that there are people still out there that care about people on the road ... she wasn't left alone and she will always be remembered."



CAITLIN HARTLEY/SUPPLIED

Tai Dixon at sister Caitlin Hartley's wedding. From left; sister Megan Hartley-Roberts, father Bernie Hartley and sisters Caitlin Hartley and Anna Hartley.

Johnson said the incident had "seriously rattled a few cages", but he had received significant support in the days following.

"Unfortunately it'll be something that stays in my memory for the rest of my life. There will be good days and bad days, but fortunately I have good support."

Hartley said words could not describe how much Johnson's gesture meant to the family.



JOHN KIRK-ANDERSON/STUFF

Simon Johnson was the first on the scene when the crash that killed Tai Dixon happened.

"We'd really like to thank that person because sitting on the other side of the world, my biggest concern was that she may have been alone at the end and to know there was someone out there that could show her that kindness means everything.

"I kind of feel they were sent to do that for her because she was always caring for others."

Hartley said Dixon was a popular woman, who was outgoing, sensible and "always had your back".



JOHN KIRK-ANDERSON/STUFF

Johnson placed a flower at the scene so Dixon's family knew she wasn't alone when she died.

She always cared for others and had found her "niche" in midwifery.

Dixon was born in Holmfirth, West Yorkshire on October, 13, 1978.

She trained as a midwife at Bradford University and was awarded a first in 2007 and went on to work at Dudley Hospital.



JOHN KIRK-ANDERSON/STUFF



The crash happened at the intersection of Sandy Knolls Rd and West Coast Rd.

She then joined a case-loading home birth team based out of the Whittington Hospital in London, where she supported women through their pregnancy, birth and postnatal care.

In June 2009, Dixon moved to Blenheim and worked at Wairau Hospital. She met Scott Dixon in September that year and the couple had two children – Iona and Lucia – before relocating to Canterbury in 2017, where Dixon worked as a hospital-based midwife at Christchurch Women's Hospital.

"She always had been interested in making sure women had the absolute best care during pregnancy and birth [and] she supported me through my first two births," Hartley said.



CAITLIN HARTLEY/SUPPLIED

Tai Dixon, left, with siblings Gabe Mann, Caitlin Hartley, Cloudi Hartley and Ananda Mann.

Sister Megan Hartley-Roberts said Dixon "never turned her back on anyone" and always had an open mind.

"She was free-spirited but she was also grounded ... if you had a problem she was practical and helpful."

A service to celebrate Dixon's life was held at the Academy Funeral Chapel in Upper Riccarton on Tuesday. It was live streamed for those who could not attend.

Canterbury District Health Board chief executive David Meates earlier said his staff were "deeply saddened" by Dixon's death.

"Her loss will be felt deeply throughout our midwifery community and our thoughts are with her husband Scott, their two daughters and whānau."

A Givealittle page had been set up to support Dixon's family. As of Friday, just over \$20,000 had been raised.

Police are still investigating the cause of the crash.

Stuff

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

Councillor Nicole Reid  
**Chair, Selwyn District Road Safety Committee**

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
<b>1</b>	<b>Road Safety Action Plan</b>						
	Review of Road Safety Action Plan. Needs to take into account of new GPS. New NZ road safety strategy still under formulation by MoT.		Led by SDC roading staff liaising with Road safety committee			Road Safety Co-ordinator	23 May 2019
<b>2</b>	<b>Speed limits</b>						
<b>a</b>	<b>Local roads</b> (currently being undertaken and others that may need to go to another round)		SDC roading staff		Have had Speed Limit review hearing on Monday 25 March. Two submitters wanted to be heard (West Rolleston School and NZTA)	Considering NZTA's position which is longer tracks of 40 km/hr if the road environment supports that as opposed to just outside the school. Presentation to Council portfolio meeting on 17 April of consultation and hearing feedback. Council meeting of 8 May approved the recommended changes to the 70 km/hr speed limits and a review of all 50 km/hr urban areas.	Mark C: Update at end of year when we have had a review of speed limits in townships with view to including 40 km/hr
<b>b</b>	<b>State highways</b> – keep addressing concerns to NZTA  <b>West Melton (SH73)</b> – currently 70 km/hr, mean speed is 75 to 79 km/hr, request is for 60 km/hr		Road safety committee		Meeting with NZTA 24 May	It is understood there is a push for a review of speed limits on state highways. Three regions at first with Canterbury one of those. Do not have a timeframe yet.	Mark C

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	<ul style="list-style-type: none"> <li>- Concerns of WM resident that 70 km/hr zone was never pushed west like it was with the eastern end of WM on SH73. Therefore reduction zone to the entrance of Iris Taylor, in their opinion, is in excess of 80+ km/hr. Due to relatively short distance from speed change therefore unlikely Police can ticket under their policy.</li> </ul> <p><b>Curves leading into Tai Tapu from Christchurch on SH75 (Christchurch Akaroa Road)</b> Any others ????</p>						
<b>3</b>	<b>Intersections</b>						
<b>a</b>	<p><b>Weedons Ross Rd and SH73</b> NZTA controlled intersection. Was put forward to NZTA (national) from NZTA (Canterbury) to get traffic lights but did not get funded.</p> <p>Wilfield has put in plan change application to intensifying. Vehicle traffic may not affect intersection if majority of traffic goes south.</p>		Need to raise with NZTA Resp: road safety staff/committee		We (SDC) need to explore “access” side of business case with NZTA, particularly of pedestrian/cyclist/vulnerable road users ability to cross the road. Also need to align with requirements in GPS (2018) plus potentially		

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
					what is in new road safety strategy.		
<b>b</b>	<b>Waddington corner – SH73 and Waimakariri Gorge Road</b> Follow up on DHB contact about hospital admissions after crashes. Questions raised about this crash whether it was sun strike ??? Time of accident??				This intersection has been of concern to residents in the area. Questions were raised if it should have a stop instead of the give way but there is clear visibility for some distance in both directions.	A follow up by Bill Woods had the main concern was the left turn onto Waimakariri Gorge Rd. Would like a Give Way for that left turn to make it clear who has right of way. Forwarded to NZTA. NZTA are proposing to install no parking restrictions on the west side of SH73 at the intersection to stop vehicles from parking on the shoulder and restricting the room for right turning vehicles and those going straight through.	
<b>C</b>	<b>Intersection of Walkers Rd and SH1</b> Email from Lesley Symington on 1 April 2019 regarding trucks parking at the intersection therefore blocking visibility along the SH for people pulling out of Walkers Road. Two potential accidents have been avoided by evasive		Need to raise with NZTA Resp: road safety staff/committee		This is a busy with a variety of turning manoeuvres. Care is always needed. Have not observed trucks parking there.	Andrew M working in relation to SH upgrade from Rolleston to Selwyn River	

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

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
					lights at Hoskyns Rd, Rolleston		
<b>f</b>	<b>Signage</b>  i) Advance flashing warning signs  ii) Static warning of stop signs coming up (CCC seems to use larger advanced signs and gated)  iii) Intersection of Ryans and Pound Roads near airport in CCC has red warning stop painted on the road – is this a trial?				Second trial underway in Selwyn (and elsewhere) for NZTA for advance warning signs.	Extended trial is under way at three intersections in Selwyn.          iii) CCC did this without approval. Not always a good idea due to skidding issues with paint	
<b>4</b>	<b>Crash reporting</b>						
	<i>Need to have crash/incident reporting to our meeting so can analyse trends to feed back into actions for Road Safety Action Plan.</i>  The minimum is the information of location, what vehicles were involved, estimate of what		Road safety staff				

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	<p>happened, death/serious injury, and other factors that have been recorded regarding the crash.</p> <p>Ideally working towards somehow getting data from insurance companies which would give info for the “minor” crashes (as per lower levels of H and S pyramid which are near misses or minor incidents which potentially lead to more serious injuries or death if not dealt with)</p>						
<b>5</b>	<b>Crash spots</b>						
	Need to go through where we are having crashes therefore are there intersections that may have issues that we have not considered.		Road safety staff		Relates back to crash reporting stats		
<b>6</b>	<b>Pedestrian Crossing points</b>						
<b>a</b>	<p><b><i>Broadlands Drive (between Foster Park playground and Selwyn Aquatic Centre)</i></b></p> <p>Report was undertaken. Appears that painting has been done on ramps leading up and down the ramps.</p>				Need to gather data on pedestrian numbers with a view to zebra crossing or with the ongoing development having a signalised crossing.	Signs stating that pedestrians to give way to vehicles are being manufactured and planned to be installed by end of July. More work to do on evaluating the use of the crossing and options for an	



	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	Need to follow up on any other work planned.					upgrade – zebra crossings, traffic signals. The construction of the Event Centre will have an influence on that.	
<b>b</b>	<p><b><i>Request for School Crossing across Springs Road (Selwyn Times 27 February 2019)</i></b></p> <p>From the article there are alternative options for crossing the road but the parent says the direct route is more favourable</p>		Steph H/road safety staff	25 May 2019	At meeting SH said that she was working with the school on their travel management plan which would include this crossing point.		
<b>c</b>	<p><b><i>Crossing points generally across the district</i></b></p> <p>Abley Consultants (Ann Marie Head) are reviewing Pedestrian Planning Guide (2009) for NZTA. I have spoken to her on 6 March 2019 that we would be happy to undertake any trials in Selwyn District.</p>						
<b>d</b>	<b><i>Requests for pedestrian crossings in Rolleston</i></b>	23 May 2019	SDC Road Safety staff	25 July 2019	Update of review of information provided		

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	Presentation by Cindy Crampton-Cairns to road safety committee at May road safety meeting. She presented results from survey which included a number of requests by individuals where they would like to see pedestrian crossings.				and where to from here.		
e	<b><i>Crossing Point on Gerald Street between New World and Bus Stop approx. from Hamish Rennie</i></b>						
7	<b>Sheffield Pie Shop</b>						
	Email regarding dangerous parking dated 26 February 2019 9:56 PM from Brian Donnelly  Issues with parking around the shop have been raised previously				Customers do tend to park where they like. Car park has been upgraded at the back of the café. NZTA have a rehabilitation planned on this section of SH73 so a tidy up of the parking areas could be incorporated with this.	No information on the upgrade to SH77. NZTA has been requested to include seal widening in the project.	
8	<b>20 km/hr speed signs for buses</b>						
	Hurunui road safety committee is looking at putting 20 km/hr speed limit signs on school buses because they say that a report was done in Ashburton District in 2011 that said the signs on the buses were a good				Steph H has found out number of school buses from MoE. She has followed up on this and has found an alternative sign that	John Skevington AA reports: Ritchies Coachlines who are a school bus service provider in Mid Canterbury have 20 buses still fitted with operational	

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	idea but NZTA then decided that education was the better option. Hurunui road safety committee thinks that education is not effective enough therefore their proposal to get the signs on the buses. It is understood that each sign is \$900 and each bus needs two (one at the front and one at the back). Cr Mugford and myself have said that Selwyn District would be interested in looking at that as well and understand that Ashburton District would be interested too.				<p>has been used by Queenstown-Lakes DC which is much cheaper: Need more info:</p> <ul style="list-style-type: none"> <li>- Is the sign still being used?</li> <li>- Has it been part of a trial?</li> <li>- If not, will we do a trial?</li> </ul> <p>There will be a change in bus numbers when the Ministry stops providing buses for Rolleston students to go to Lincoln High School.</p>	LED 20kph lights. There is no current funding available from Government to maintain them. Ritchies are funding / servicing / repairing out of their own pocket. The current cost of new units is approx.. \$1,800. The signs are not reliant on the driver to switch them on. They illuminate automatically once the door is opened. Have approached Rural Women in Wellington who advise that several of their Districts have this item on their agenda, and it is due for a boost on a national level soon. Still waiting for a response from local area and will report on the outcome should they make contact before 25 July meeting.	
9	<b>Open road signs (Selwyn Times 27 February 2019)</b> Senior Sergeant Peter Stills is reported in the paper that he wants to see 'open road' signs		SDC roading		Copy of first page of article below. Both derestriction signs and 100 km/hr signs are permitted.	Peter D to discuss with Police	

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	replaced with '100 km/hr' signs as they can/could cause confusion for tourists <ul style="list-style-type: none"> <li>○ How many do we still have</li> <li>○ What is the cost to replace them</li> <li>○ If cost not significant</li> </ul>				Derestriction signs in particular should be used where it is not appropriate to do 100 km/hr e.g. intersection or curve nearby.		
<b>10</b>	<b>Selwyn River Bridge</b>						
	<p>Glentunnel Township Committee brought up at 28 January 2019. Excerpt from meeting minutes:</p> <p>“Selwyn River Bridge – Is this being repaired in the near future? Committee would like the state of this Bridge discussed at the next SDC Road Safety meeting. The bridge is an eyesore as vehicles enter the Glentunnel Township from the south.”</p> <p>Need to contact Melissa Jebson when have next meeting of Road Safety Committee.</p>	Jan 19	Need to address with NZTA		Is SH77 so for NZTA	The damage to the Selwyn River bridge on SH77 was caused by a milk tanker. This has been repaired and there was a delay in the repair because it was combined with other planned maintenance work.	
<b>11</b>	Safe routes to school						

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
12	West Melton Road/Railway Road intersection. FENZ consider intersection is dangerous due to the proximity to the railway line and would like a priority change investigated.	8 April 2019	SDC roading	23 May 2019	Railway Rd has priority. This is still considered appropriate. Will monitor.		
13	Speed restrictions at work sites are in place for a long time at some sites. It has been suggested that SDC work with communications team to relay a message to the public as to why this is the case.		SDC roading		No work may be occurring on site but a new seal for example requires traffic to be kept at a lower speed for a few days to protect the seal. Will consider some messaging for next summer.	More active corridor management may help to reduce inappropriate signage at work sites.	
14	<b>Hawkins River Bridge</b>					No work planned for the SH77 Hawkins River bridge in the near future to improve the ride. There may be levelling done but not for some time.	
15	<b>McHughs Plantation signage req'd</b>					A yellow directional sign for McHugh's Plantation has been erected at the SH73, Horndon St intersection.	

## REPORT

**TO:** Selwyn District Road Safety Committee  
**FOR:** Meeting – 25 July 2019  
**FROM:** Chair, Selwyn District Road Safety Committee  
**DATE:** 17 July 2019  
**SUBJECT:** **NEW GOVERNMENT ROAD SAFETY STRATEGY**

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### 1. RECOMMENDATION

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

### 2. BACKGROUND

The current government has been drafting a new 10 year Road Safety Strategy which is now out for consultation. It's titled 'Road to Zero: A New Road Safety Strategy for NZ'. The link to the full document is here: <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/>

There are shorter summary documents. Links are here:

**1 Two page summary: Road to Zero At a Glance document**

<https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/dedea5df8e/Road-to-Zero-At-a-Glance.pdf>

**2 Eight page summary: Road to Zero summary document**

<https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/095c1c8ee8/Road-to-Zero-summary-document.pdf>

The consultation period closes **5:00pm on Wednesday 14 August 2019**

Interested to hear thoughts on what is proposed, and anything you think should be added, etc.



Councillor Nicole Reid  
**Chair, Selwyn District Road Safety Committee**

# ROAD TO ZERO

## Creating New Zealand's new Road Safety Strategy 2020-2030

### Too many people are dying on our roads, streets, and footpaths

The number of people who die or are seriously injured on our roads has been rising in recent years. New Zealand now lags behind many other developed countries on road safety.

Last year 377 people lost their lives and thousands more suffered life-changing injuries. Deaths and serious injuries are devastating for individuals, families and communities. We shouldn't accept them as the price we pay for getting around.

### We need to do things differently

Traditionally, we focused our road safety efforts on trying to improve driving skills and tackling risk-taking behaviours. This is important, but it won't solve the road safety problem by itself. No one expects to crash, but any of us could make a simple mistake that changes lives in an instant.

We need to build a safe road system that is designed for people. This means doing our best to reduce the number of crashes, but acknowledging that some will happen. When they do, we can prevent serious harm through safer vehicles, safer speeds and more forgiving road design.

### Safe roads benefit us all

A road safety strategy outlines a plan to stop people being killed or injured on our roads.

It also aims to give people more choice about how they get around because they'll feel safer to walk or bike, and won't worry so much about letting their families head out on the roads.

It also makes our country, our towns and our cities better places to live and work because we put the needs of people, rather than vehicles, at the heart of our decisions.

### HAVE YOUR SAY



We welcome your feedback on the proposed new approach to road safety.

Tell us what you think at: [www.transport.govt.nz/zero](http://www.transport.govt.nz/zero)

Submissions close at 5pm on 14 August 2019

## What's in the proposed road safety strategy?

Our strategy includes a new vision, a proposed target, focus areas, initial actions, and a framework for monitoring our progress. Each section is summarised below. More details about these proposals can be found in the full consultation document.

[www.transport.govt.nz/zero](http://www.transport.govt.nz/zero)



### 02 Vision



- ▶ Our proposed vision is: a New Zealand where no one is killed or seriously injured in road crashes.
- ▶ It is based on the world-leading 'Vision Zero' approach, which says that no death or serious injury while travelling on our roads is acceptable.
- ▶ We know we have a long way to go, but we can achieve our vision if we shift the way we think about road safety and what we are prepared to accept.

### 03 Target



- ▶ We want to reduce death and serious injuries on our roads by 40 percent over the next decade.
- ▶ Steady progress towards this would mean around 750 fewer people would be killed on our roads over the next 10 years, compared to now.

### 04 Principles



- ▶ We propose seven guiding principles that will be central to how we design the network and make road safety decisions.
- ▶ They include designing for human vulnerability, planning for people's mistakes, and grounding our actions in evidence.

### 05 Focus areas



- ▶ We want to focus our efforts in the areas that will have the greatest impact.
- ▶ Research tells us that these are infrastructure improvements and speed management; vehicle safety; work-related road safety; road user choices and system management.

### 05 Initial actions

- ▶ We are proposing initial actions in each of the five focus areas.
- ▶ Actions include new spending on infrastructure changes, changing the way we set speed limits, and requiring new motorbikes to be fitted with anti-lock braking systems.
- ▶ We will develop new actions through the life of the strategy.

## Next steps

Please take the time to read through *Road to Zero* and tell us what you think. We will use your feedback to refine our approach and aim to deliver a final strategy and initial action plan before the end of 2019.



# ROAD TO ZERO

Creating New Zealand's new  
Road Safety Strategy 2020-2030

Summary document



This is a summary of *Road to Zero*, a consultation document that outlines proposals for a new road safety strategy for New Zealand and some first actions. The strategy will replace *Safer Journeys*, which concludes at the end of this year.

Road safety is a really important issue in New Zealand; too many people are being killed and injured on our roads every day. We're keen to hear what you think about our plan to improve safety for everyone who uses our roads, streets and footpaths.

This document is intended to help people to complete the online submission. Visit our website at [www.transport.govt.nz/zero](http://www.transport.govt.nz/zero) to find out more and share your views.

The public submission process is open from 17 July – 14 August 2019.

## 01



# The case for change

New Zealand's road system, including our streets, footpaths, cycleways, bus lanes and state highways, shapes how we get around and how we use public spaces.

Last year, 377 people were killed on our roads, and thousands more seriously injured. The impact of these tragedies on families, survivors and communities, as well as on the economy and health system, is devastating and it is unacceptable. Deaths or serious injuries should not be a cost of travelling around.

Most other developed countries have far lower rates of death and serious injury on their roads so we know we can do better. If New Zealand's roads were as safe as Norway's (a country with a similar road network and population to New Zealand), around two-thirds of the people who were killed last year would still be alive.

A good road safety outlines a plan to stop people being killed or injured on our roads. It also aims to give people more choice about how they get around because they'll feel safer to walk or bike, and won't worry so much about letting their families head out on the roads. It makes our towns and cities better places to live and work in and our communities more vibrant places to spend time in.

A good road safety strategy is about putting the needs of people, rather than vehicles, at the heart of decision making.

Our new strategy will details the steps we need to take over the next decade to reduce road trauma.

People in New Zealand spend an average of **AN HOUR A DAY TRAVELLING**



There are **94,000KM** OF ROADS ON THE NETWORK

**37%** of people aged 15+ in New Zealand have **USED PUBLIC TRANSPORT IN THE PAST YEAR**



**31%** of people aged 15+ in New Zealand have **CYCLED IN THE PAST YEAR**



There are **83,000KM** OF LOCAL ROADS

There are **11,000KM** OF STATE HIGHWAYS



## 02

### Vision



**Our proposed vision is: a New Zealand where no one is killed or seriously injured in road crashes.**

Our proposed vision is based on Vision Zero – a world-leading approach that says that no death or serious injury while travelling on our roads is acceptable.

Vision Zero has delivered significant reductions in road trauma in countries and cities that have adopted it, such as Sweden, New York and parts of Australia.

We recognise that we have a long way to go, but we need to be far more transformative in our approach.

Traditionally, we have focused most of our road safety efforts on trying to improve driving skills and tackling risk-taking behaviours. This is important, but it won't solve the road safety problem by itself. No one expects to crash, but everyone make mistakes – including those of us who are usually careful and responsible drivers.

We need to build a safe road system that is designed for people. This means doing our best to reduce the number of crashes, but acknowledging that mistakes will happen. When they do, we can prevent serious harm through safer vehicles, safer speeds and more forgiving road design.

We can achieve our vision if we shift the way we think about road safety and work together.

## 03

### Target



**On the way to achieving our vision, we propose to reduce death and serious injuries on our roads by 40 percent over the next decade. Steady progress towards this target would mean approximately 750 fewer people would be killed and 5,600 fewer would be seriously injured on our roads over the next 10 years, compared to now.**

Change will not happen overnight, it will take time, investment, and teamwork to make the changes we need. If we are truly committed to this vision, we need to set an ambitious interim target and hold ourselves to account.

We are proposing a target of reducing annual deaths and serious injuries on our roads by 40 percent by 2030 [from 2018 levels]. This is a challenging but achievable target, based on modelling of a substantial programme of road safety improvements over the next ten years. This target will ensure that we continue to prioritise effective road safety interventions and allow us to be held to account on overall outcomes.

The modelling tells us that investment in proven infrastructure upgrades, such as median barriers and rumble strips, and in effective enforcement will be a key part of achieving this target. This will need to be supported by a programme of safety changes, including setting safe and appropriate speeds, improving the safety of vehicles, and tackling risk taking on our roads.



# 04

## Principles



These guiding principles will be central to how we design the network and how we make road safety decisions. They provide a shared understanding of how we will work and the values that will direct our activities.

### 1

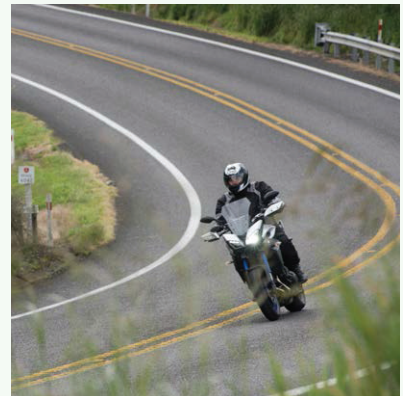
#### We plan for people's mistakes

We accept that people will make mistakes and take risks but that these mistakes should not result in people dying or suffering serious injuries on our roads.

### 2

#### We design for human vulnerability

There are physical limits to the amount of force our bodies can take before we are injured in a crash and we will design our road system to acknowledge this.



### 3

#### We strengthen all parts of the road transport system

We will improve the safety of all parts of the system – roads and roadsides, speeds, vehicles, and road use – so that if one part fails, other parts will still protect the people involved. We will make roads and streets safer for more vulnerable road users such as pedestrians, cyclists, motorcyclists and scooter riders.

### 4

#### We have a shared responsibility for improving road safety

The people who design, build and manage the road transport system, as well as the individuals and communities who use it, all have a part to play in making our roads safe.

### 5

#### Our actions are grounded in evidence and evaluated

We will strengthen road safety research so that we can base our decisions on the best evidence available. We will evaluate the changes we make so that we see what works, what doesn't work and what needs to be altered.



### 6

#### Our road safety actions support health, wellbeing and liveable places

Our roads are not just used for getting from A to B. In urban areas in particular, they are often places where people meet, shop and where children play. We will acknowledge this in our decision-making process to support healthier and more liveable places.

### 7

#### We make safety a critical decision-making priority

We will treat safety as a higher priority in the way we make decisions. This does not mean that other objectives, such as efficiency, are no longer important, but that they should not be achieved at the cost of safety.

# 05

## Focus areas



### Our five focus areas

- 1 Infrastructure improvements and speed management
- 2 Vehicle safety
- 3 Work-related road safety
- 4 Road user choices
- 5 System management

The journey towards our vision requires us to improve the quality of our roads, to encourage people to drive safer vehicles, to incentivise people to follow traffic laws and to create a transport culture that values and protects human life. We also need to ensure that the way we manage the road safety system enables all these changes to happen.

We have examined how and why crashes happen, and what road safety measures are most effective. This work has helped identify five areas for us to focus work on over the next decade.

### 1. Infrastructure improvements and speed management

We want to make the road network safer by investing in infrastructure changes that are long-lasting and proven to save lives. Evidence tells us that median barriers virtually eliminate the risk of head-on crashes. Rumble strips and side barriers help prevent run-off crashes. Roundabouts can help reduce the number of casualties at intersections.

Safer travel speeds on our highest risk roads will save lives. They also reduce stress for other road users, including passengers, and help people feel safe to walk, bike, or travel with children. Safer speeds can also reduce harmful emissions.

#### Won't lower speed limits in some areas mean slower journeys?

Research has shown that reducing your speed a little generally results in a very small increase in travel time. When you factor in traffic lights, congestion and intersections, travel times don't vary as much as many people think. If you drove for 10km at 80 km/h instead of 100 km/h, it would take you between 30 to 48 seconds more. In some instances, lower travel speeds can also save fuel.

Our **initial actions** in this area include:

- investing more in safety infrastructure
- taking a new approach to tackling unsafe speeds by changing the way we set speed limits, by reducing speeds in urban areas and around schools, and by taking a new approach to safety cameras
- reviewing infrastructure standards and guidelines to ensure they are fit for purpose
- improving the safety and accessibility of footpaths, bike lanes and cycleways for vulnerable users.



## 2. Vehicle safety

We know that safer vehicles not only help drivers avoid crashes, but also protect occupants and other road users when crashes do happen. We want to raise the safety standard of vehicles entering New Zealand, and to lift demand for safer vehicles. We will also support the uptake of proven safety technologies into our existing fleet.

**Did you know?:** You're at least 90 percent more likely to die or be seriously injured in a crash in a one-star safety-rated car than in a five-star safety-rated car.

Our **initial actions** in this area are:

- ▶ raising safety standards for vehicles entering the fleet
- ▶ promoting the availability of vehicle safety information
- ▶ requiring anti-lock braking systems to be fitted on new motorcycles over 125cc [or a simpler system known as a combined braking system on smaller motorcycles].

## 3. Work-related road safety

Every day, thousands of people travel on our roads while at work. Some of these people are professional drivers transporting goods. Others may be tradespeople moving between jobs or salespeople visiting clients. All of them have the right to come home from work healthy and safe.

We know that not all businesses treat road safety as a critical health and safety risk, and that businesses in all sectors need better information about how to meet their obligations. This is especially important when it comes to rules about speed, fatigue and how long people can travel for before they should take a break.

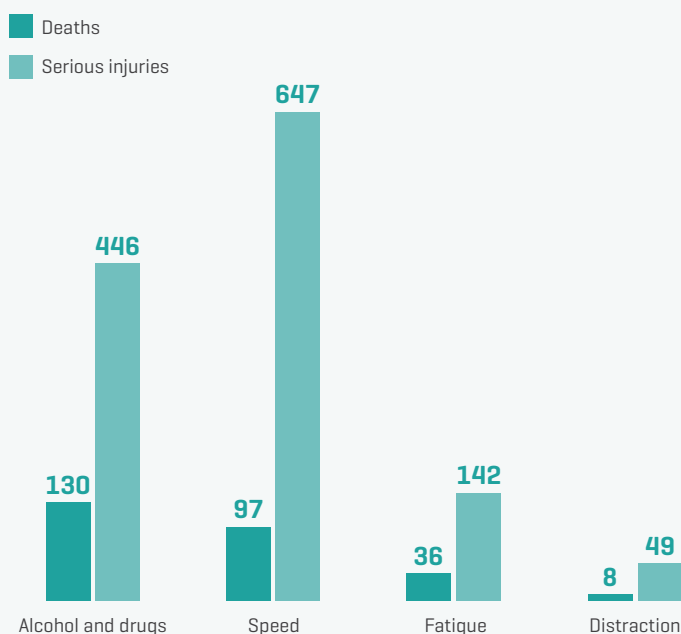
While trucks are not involved in significantly more crashes per kilometre than other types of vehicles, these crashes are far more likely to be fatal, accounting for over 20 percent of road deaths.

Our **initial actions** in this area are:

- ▶ supporting best practice for work-related road safety. This includes collecting more data about work-related driving, and providing better information to businesses about how to keep workers safe on the roads.
- ▶ strengthening regulations governing commercial transport. This includes the rules on log books and work time requirements.



### Contributing factors to death and serious injuries (2017)



#### What we've heard

In developing the consultation document, we have spoken to a broad range of road safety experts, academics and representatives of local and central government and businesses. We have held meetings with groups that represent different types of road users, and members of the public have written to us to share their ideas and experiences.

There has been broad support for a more ambitious approach to road safety, with many people telling us that they want more investment and stronger leadership to support lasting change.

#### 4. Road user choices

Although most road users intend to follow the rules of the road, many will occasionally push the limits or make poor choices. It could be going too fast, misjudging the gap in traffic at a busy intersection, driving too close when passing someone riding a bicycle, or travelling too fast past a school bus picking up or dropping off children. Or it could be diverting attention – even for a second or two – to a phone or a passenger.

There is no doubt that if everyone followed the rules, stayed alert and sober, drove at safe travel speeds for the road and wore a seatbelt, fewer people would be killed or seriously injured on our roads. That's why it is important that the new road safety strategy promotes good, law-abiding and considerate road use.

Wearing a seatbelt during a crash doubles your chances of surviving a serious crash. Yet, every year, over 80 people die in crashes not wearing a seatbelt.

Our **initial actions** in this area are:

- ▶ prioritising road policing to tackle high-risk behaviours, particularly use of seatbelts, alcohol and drug impairment, driver distraction and speed
- ▶ reviewing financial penalties and remedies
- ▶ enhancing drug driver testing
- ▶ supporting motorcycle safety, including through rider training programmes.

#### 5. System management

Road safety belongs to everyone. This strategy's success will require visionary leadership, strong partnerships, sound governance, and communities working together. We need to build good relationships across the network so that we can share information and work together effectively. This is especially important in the area of post-crash response. Different agencies need to collaborate to ensure that emergency responders can get to crash scenes quickly and provide the best quality care.

We also need to make sure that decision makers can access sound data and evidence about what works if they are to take action with confidence.

A recent New Zealand report found that improved post-crash care could have affected 11 percent of fatal crashes sampled.

Most of these relate to crashes that occurred in rural areas. In some cases there was no one able to call 111 and in others it was difficult for emergency services to access the crash site.

Our **initial actions** in this area include:

- ▶ improving data collection and research by implementing the new Transport Evidence Base Strategy
- ▶ developing a monitoring framework to help agencies keep their road safety work on track
- ▶ helping transport, health and emergency services agencies to work together to improve the way we respond to road crashes and treat crash victims.

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## 06



# Measuring success

Road to Zero provides a draft outcomes framework, which provides a list of key measures that can help us track progress and performance indicators to help us meet our targets. This outcomes framework will help us monitor how the road safety system is performing, drive action and hold agencies publicly accountable for delivering the strategy.

The framework will continue to evolve as we develop the final strategy. If you would like more information, or to comment on our proposed measures, please see the full Road to Zero consultation document.

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## Next steps



Please let us know your views by completing a submission on our website at [www.transport.govt.nz/zero](http://www.transport.govt.nz/zero). Submissions must be lodged by 14 August 2019.

We will use your feedback to refine our approach and aim to deliver a final strategy and a first plan of actions before the end of 2019.



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## Canterbury Regional Transport Committee

<b>Date of meeting</b>	8 August 2019
<b>Agenda item number</b>	
<b>Author</b>	Lorraine Johns, Principal Strategy Advisor, Environment Canterbury
<b>Endorsed by</b>	Sam Elder, Programme Manager, Environment Canterbury

### Purpose

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

### Recommendations

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**That the Canterbury Regional Transport Committee:**

- 1. Receives the Regional Road Safety Working Group Report.**

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### Key points

2. RRSWG met on 11 July 2019, with the draft notes from this meeting appended to this report. Items discussed at the meetings of concern and interest to the RTC include:
  - preparation of RTC submission on the draft national road safety strategy
  - training on MegaMaps and CAS for road safety staff
  - discussion on RRSWG terms of reference and work programme
  - discussion on work to identify key focus areas across the region in road safety action plans.
3. RRSWG's advice will be reflected in the submission on the draft national road safety strategy that will be provided as a late paper to the RTC (the draft strategy was released on 17 July 2019, so some additional time is needed to finalise the submission for the RTC's consideration).

# Regional Road Safety Working Group – draft notes

**Date** Thursday 11 July 2019

**Time** 10am-12.00pm

**Venue** Waimakariri Room, Environment Canterbury

**Attendees** Mayor David Ayers (Chair); Andrew Dixon (TDC); Daniel Naude (TDC); Joanne McBride (WDC); Andrew Mazey (SDC); David Scarlet (NZTA); Inspector Ash Tabb (Police); Scott Mackenzie (MDC); Stephen Wright (CCC); Thomas McNaughton (CCC); Lorraine Johns (ECan); Mark Miller (KDC); Brian Fauth (ADC); Martin Lo (ADC); Rob Moffat (Waimate); and Janine Foster (NZTA)

**Apologies:** David Edge (HDC); Kathy Graham (WDC); Rashid Siddiqui (KDC); Chris Scott (Police)

The meeting commenced at 10am

## Summary of actions

Meeting	Action	Who	Status
11 July 2019	Develop RTC submission on draft national road safety strategy	Lorraine Johns, all	In progress
11 July 2019	Set up CAS and MegaMaps training	David Scarlet, Lorraine Johns	In progress
11 July 2019	David Scarlet to send out access links to new staff for CAS And MegaMaps	David Scarlet	In progress
11 July 2019	David Scarlet to look at whether NZTA can develop a communication on the data links councils need to have and how to use them	David Scarlet	In progress
11 July 2019	David Scarlet to inquire into how members can get on the NZTA emailing list for general circulars	David Scarlet	In progress
11 July 2019	Jeanine Foster to speak at next RRSWG meeting about the Safe Networks Programme and toolkit.	Jeanine Foster	On agenda for 7 November 2019
11 July 2019	Members to fill out road safety action plan template	All	On agenda for 7 November 2019
11 July 2019	All members to provide road safety action plans to Lorraine Johns	All	By 9 August 2019 unless otherwise arranged
11 July 2019	CCC will talk about speed management case studies at the next meeting	Thomas McNaughton	On agenda for 7 November 2019
11 July 2019	Members to communicate more and earlier about speed changes, in particular around borders, and to consider whether an operational protocol is required	All	On agenda for 7 November 2019

**1. Welcome, introductions, apologies**

Mayor David Ayers opened the meeting. Apologies were noted.

**2. Minutes of 2 May 2019 meeting**

The Minutes of the meeting held 2 May 2019 were confirmed.

**3. RRSWG submission on draft National Road Safety Strategy**

It was noted that the draft national road safety strategy is due out imminently and that the RTC supports Vision Zero as no deaths are acceptable.

It was also noted that Vision Zero is aspirational and it is helpful to have a practical target underpinning it, as well as resourcing.

It was agreed RRSWG would support the Regional Transport Committee to make a submission on the draft strategy. The likely need to develop advice quickly was noted.

**4. Report back on CAS and MegaMaps training**

David Scarlet reported back to the Group on CAS and MegaMaps training. Videos will be produced for both applications and there is already a video explaining how to use the new CAS.

The need for a more interactive way of learning how to use the new CAS system and MegaMaps was discussed.

David Scarlet offered to run a half day training for RRSWG members and other road safety staff. If attendees bring their own laptop this will allow for more interactive learning. In advance, David will send out access links to new road safety staff.

David Scarlet will also look at whether NZTA can develop some information on the right data links and how to use them.

David also undertook to inquire into how members can get on the emailing list for general circulars which are relevant to members.

**5. Christchurch City Council (CCC) Road Safety Action Plan**

Thomas McNaughton presented on the Christchurch City Council Road Safety Action Plan. The core considerations are what is needed in an action plan to be useful to stakeholders and how to give confidence to stakeholders about what is being done.

It was noted that:

- CCC does not have a rural/urban split.
- CAS maps and visualisations could be copied into this plan.
- A greater emphasis on information sharing is needed.

It was agreed members would fill out a template prior to the next meeting to make their key priorities clear.

There was discussion as to whether the group needs a budget. It was noted that Environment Canterbury used to provide the budget and that the focus on education needs to increase, to address ingrained road safety attitudes. We need to target the

right places. It was noted that if we consider there is a need to make a bid for a budget for RRSWG, we need to undertake some work to show why the budget is required and what this would achieve.

Jeanine Foster indicated she would present to the next RRSWG on how to make a case for funding without going through the full business case approach. She will specifically present on the toolkit and Safe Network Programme (SNP) at the next meeting. In the meantime, she encouraged councils with projects that align with SNP to get in touch with her.

### **Road safety action plans stocktake action – next steps**

An action for all members was to send Lorraine their action plans. It was noted that Kaikoura may not be able to provide an action plan at the moment.

### **CCC speed management case studies**

Thomas McNaughton spoke to this item and indicated that CCC would present on speed management case studies at the next RRSWG meeting on 7 November 2019. CCC reviewed its speed limits and identified that while CCC is still targeting the top ten percent, there have been some variations on MegaMaps recommendations. Thomas noted that where there was demand to lower a speed limit from the public, then a good general rule is to lower the limit to the MegaMaps' recommendation. It helps to start with changes that are likely to have public support. Speed limits are only one tool – it is possible to engineer down.

It was noted that MegaMaps suggests reducing key freight routes to 80km from 100. Another option is to focus on seal widening and upgrades to make the environment appropriate for 100km speeds. All that may be required is to widen the road by half a metre.

## **6. Speed management next steps**

RRSWG discussed the following points:

- It is important to communicate about what is happening at geographical borders
- Members need to talk more with each other and earlier on – we need to look at an operational protocol.

## **7. Road safety implementation plan**

RRSWG members agreed to defer next steps for the plan until after the direction of the national road safety strategy becomes clear. There may not be a need for the implementation plan in light of the strategy and the work programme that RRSWG will maintain.

CCC suggested the first thing we need to do is look at how we compare, in terms of focus, and not so much the specific actions. We can take a top down look from the strategy and a bottom up look from the action plans, and look at how we can add value from a lower level.

**8. Transport Special Interest Group road safety workstream**

Lorraine Johns briefly outlined work by Transport Special Interest Group (TSIG) on road safety, including the establishment of a workstream with terms of reference. Lorraine also noted the broader work TSIG is carrying out on aligning and improvement the standing of Regional Land Transport Plans.

**9. Draft updated RRSWG Terms of Reference and work programme**

The Group agreed to the draft updated RRSWG terms of reference. It was noted the RTC could appoint the next Chair.

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

Daniel Naude provided a short update from the Road Safety Co-ordinators Group.

**11. Any other business**

It was agreed that the media release on the road safety attitudes research would be jointly edited by Daniel Naude, David Scarlet, Thomas McNaughton, Kathy Graham and Lorraine Johns (including drawing on comms staff support).

Mayor David Ayres spoke to the group about his time as Chair. Members thanked him for his excellent chairing of the Group.

Next meeting: 7 November