



AGENDA FOR THE

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

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

**SELWYN DISTRICT COUNCIL
ROLLESTON**

ON MONDAY 8 APRIL 2019

COMMENCING AT 9:30 AM

AGENDA

MONDAY 8 APRIL 2019

COMMITTEE

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

SDC SUPPORT STAFF

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

1. APOLOGIES

2. PUBLIC FORUM

Sarah Dean	Road Traffic Accident Trauma Charitable Trust
Glentunnel Township Committee	Selwyn River Bridge

3. CONFIRMATION OF MINUTES

Minutes of an Ordinary Meeting of the Selwyn District Road Safety Subcommittee held on 17 October 2018. (Pages 1-6)

Recommended:

'That the minutes of the ordinary meeting of the Selwyn District Road Safety Subcommittee held on 17 October 2018 be confirmed'

4. MATTERS ARISING FROM THE MINUTES

REPORTS

5. Partners (current activities)

- NZTA
- NZ Trucking Assn
- NZ Police
- ACC
- AA

Recommended:

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

6. SDC Road Safety Co-ordinators

Road Safety Co-ordinators report (Campaigns) (Pages 7-14)

Recommended:

'That the Selwyn District Road Safety Sub-Committee receives the Road Safety Co-ordinators report'

7. Chair

Chairs Report (To be sent separately)

Recommended:

'That the Selwyn District Road Safety Sub-Committee receives the Chairs report for information'

8. REGIONAL ROAD SAFETY WORKING GROUP (RRSWG)

Agenda and correspondence regarding introduction of roadside drug testing (Pages 15-57)

9. SPEED LIMIT REVIEW UPDATE

(Pages 58-69)

10. ROAD SAFETY ACTION PLAN

(Pages 70-103)

11. ROAD SAFETY DATA

12. ROAD SAFETY ACTIONS

(Refer Table Attached Pages 104-113)

13. MEETING SCHEDULE

Third Thursday every two months

16 May 2019

18 July 2019

19 September 2019

21 November 2019

14. GENERAL BUSINESS

**MINUTES OF THE
SELWYN DISTRICT ROAD SAFETY SUBCOMMITTEE
HELD IN EXECUTIVE MEETING ROOM ONE
AT THE SELWYN DISTRICT COUNCIL HEADQUARTERS ROLLESTON
ON WEDNESDAY 17 OCTOBER 2018
COMMENCED AT 10.00 AM**

COMMITTEE

Councillor N Reid (Chairperson), Councillor R Mugford, Mr A Crofts (NZ Transport Agency), Ms R Dinmore (NZ Trucking Association), Ms C Simpson (Councillor AA Canterbury / West Coast), Senior Sergeant K Larsen (Canterbury Road Policing) .

IN ATTENDANCE

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

The Chair welcomed Rebecca Dinmore, Kelly Larsen and Andrew Crofts to the meeting and thanked them for their attendance.

1. APOLOGIES

Ms J Harris (ACC), Mr D Boyce (NZ Trucking Assn) and Mr D Scarlet (NZTA).

2. CONFIRMATION OF MINUTES

Minutes of the ordinary meeting of the Selwyn District Road Safety Subcommittee held in the Selwyn District Council Headquarters, Rolleston on Wednesday 20 June 2018

Moved – Ms C Simpson **/Seconded** – Cr R Mugford

‘That the minutes of the ordinary Meeting of the Selwyn District Road Safety Subcommittee held on Wednesday 20 June 2018 be taken as read.’

CARRIED

3. MATTERS ARISING FROM MINUTES OF 20 June 2018

Billboards

Mr Daly reported that there are seven billboards in total that all need replacing due to deterioration because of their age. With the continuing population growth the placement of the billboards will be reviewed as the current locations may not now cover the majority of the population.

A regional committee has been established to research the best way to distribute the road safety message around wider Canterbury. They will be operating a survey to collect data from the Darfield area. Once this is complete it should give a better indication as to whether billboards are a good form of advertising.

4. CHAIRS REPORT

Cr Reid spoke to her report requesting input from the partner agencies to engage in a discussion on the role and responsibilities that should be bestowed on the Committee.

5. TERMS OF REFERENCE REVIEW

Moved – Cr R Mugford /**Seconded** – Ms C Simpson

‘That the Road Safety Sub-Committee recommends to Council that they approve the Terms of Reference as distributed.’

CARRIED

6. PARTNER REPORTS

NZ Trucking Assn

Apologies for non-attendance by David Boyce as he is in Melbourne attending a Road Safety Conference where the association was presented with a Road Safety in the Community Award for their Safety Man Truck.

The Safety Man Truck has had 16,000 people pass through it this year. Attended the Age Concern Expo where there were 900 participants. Will be focusing on schools to spread the safety message.

Representation on this committee helps the NZ Trucking Association understand local issues and are able to support the district.

The biggest issue at present for the association is faulty towing connections.

NZ Police

While only being in Selwyn for two months of particular note is the horrendous attitude of Selwyn people in respect to drink driving particularly the 50+ age bracket. While there has been a pleasing generational change there needs to be more education to the 50+ age bracket. Need to encourage good behaviour and change people's attitude on what is socially acceptable as has been done with smoking.

Intersections are a challenge with road users not showing enough attention.

Stop signs were discussed with a question raised about where to stop. The rule is that you must stop where you can see clearly. If you have stopped behind another vehicle and have been able to see clearly then you do not need to stop a second time. Best practice is to stop at the limit line at all times.

NZTA

Working with ACC and motorcycles. Focusing on identified sites along SH6 – West Coast. Working on perception and the corridor that motorcycle riders travel on.

Continuing work on the Safe Roads and Roadsides programme. Investigating the use of wire ropes along Rakaia to Ashburton highway and North of Christchurch. Trucking community need to be considered if this option is going to be used.

Looking at closing off access to SH1 taking into consideration how right hand turns can be made. Trying to reduce the severity of crashes.

Summer Journeys information going out next week.

The installation of railings at the Rakaia Gorge approach has been identified as a project but is not included in current funding.

Waimakariri Gorge Road / State Highway 73 – NZTA has determined that a Give Way is appropriate. A suggestion from the township committee is that sunstrike may be an issue with some of the crashes.

AA

Clare spoke to her report confirming AA is in full support of the Road Safety Committee. Continue to follow correct rules and procedures when making decisions, being mindful of problems being experienced by Christchurch City Council recently.

7. CRASH DATA

NZTA seeks suppliers to report on serious/fatal crashes. Near hits are difficult to monitor.

Police attend crashes and send data to NZTA. Demand is such that Police do not attend all crashes. The ones they attend is based on the severity. If they do not attend there is no report completed.

NZTA upload the data to the CAS (Crash Analysis System) database. There is often a 10 week lag until it shows up or longer. NZTA use this data when investigating a particular corridor. They do not actively investigate every crash.

Police will notify Council when there is an easy fix for why a crash may have occurred for immediate repair. Police data comes from CAS.

If there has been a fatal crash Council will receive a Coroner's Report.

Police are trying to be more responsive than previously and will contact Council immediately when there has been a crash. Of the serious crashes that they attend a one page crash report is completed so they will investigate if they are able to share this report with the Road Safety Committee.

AA statistics come from their National Office and are sourced from NZTA. AA has a research unit based in Massey with findings available on the AA website. Hard to

report data as not all crashes are reported. AA focuses on education, awareness and behaviours.

NZ Trucking Assn is focused on preventing crashes by using their Safety Man Truck to show road safety.

8. SPEED LIMIT REVIEW AND BYLAW

The Speed Limit Bylaw is the authority to change the speed limits therefore needs to be approved by Council before the Speed Limit Review can be consulted on. The speed limits will become the Register to attach to the Bylaw.

It is proposed that the Bylaw and Speed Limit Review will go out for consultation in the New Year after Council approval in November. A final report will be submitted to Council for approval in March.

The Speed Limit reviews have been initiated due to the growth of the district. Urban 50 km/hr limits have been extended and a review has been undertaken on the 70 km/hr limits.

Permanent 40 km/hr limit is being proposed outside urban schools with a variable 40 km/hr sign outside rural schools that are currently 80 km/hr.

Discussion Points:

- There is a need for a national discussion regarding speed limits. We need to carry our communities with us when making decisions.
- Need to continue discussion about speeds on rural unsealed roads.
- People need to drive to the conditions – the speed limit is not a target!

It was noted that West Melton residents would like to see a speed limit of 60 km/hr on the State Highway due to NZTA not making any changes to the intersection. This would not meet the Speed Management Guidelines as the length of the limit area is not long enough. An issue with West Melton is that you visually do not know that it is there until you arrive at it.

The West Melton residents would like a better explanation as to why the intersection is not being funded for an upgrade. NZTA reported that higher traffic volumes and fatalities are prioritised for funding nationally. A list of these projects is on the NZTA website.

Moved – Cr N Reid /Seconded – Mr A Crofts

‘That the Speed Limit Bylaw and Speed Limit Review reports be recommended to Council for approval.’

CARRIED

9. ROAD SAFETY CO-ORDINATORS REPORT

The Road Safety Co-ordinator and School Road Safety Co-ordinator presented their report on the programmed campaigns and activities for the period August to September and gave an overview of the campaigns.

Had a display at the Ellesmere A & P Show, with Selwyn Motor Fest coming up.

Moved – Cr N Reid / **Seconded** – Ms C Simpson

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

CARRIED

10. ACTIVE STOP AHEAD WARNING SIGN TRIAL

The trial has been extended for a further two year period with the inclusion of seven new sites throughout the country, three of these sites are in Selwyn and have been chosen by NZTA:

- Curraghs at the intersection of Newtons
- Ellesmere Junction at the intersection of Goulds
- Trices at the intersection of Longstaffs

These signs are being funded by AML (sign) and Council (sockets). If results show that the signs are effective NZTA will approve them and Council can decide where they are to be installed. Permission is needed from Orion to install the sign near power lines as is the case with the Ellesmere Junction/Goulds Road sign.

Vehicle speeds are monitored 25m from the Stop limit line. These speeds will indicate whether the driver is able to stop or has clearly missed the intersection.

There have been no crashes at the current sites since the signs have been installed.

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

‘That the Selwyn District Road Safety Sub-Committee receives the Stop Ahead Advanced Warning Signs Report for information.’

CARRIED

11. PEDESTRIAN CROSSING BROADLANDS DRIVE

Broadlands Drive has become a high traffic/pedestrian area due to the connection between the Aquatic Centre and Foster Park. An operational safety audit has been carried out to determine options that can be carried out to make the crossing point safer.

The crossing needs to be a formal crossing, whether it be a zebra crossing or signalised.

Moved – Cr R Mugford / **Seconded** – Ms K Larsen

‘That the Selwyn District Road Safety Sub-Committee supports more investigation to formalise the crossing.’

CARRIED

12. ROAD SAFETY ACTION PLAN

A marked up copy of the Road Safety Action Plan was discussed by the committee and minor changes made.

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

‘That the Selwyn District Road Safety Sub-Committee approve the Road Safety Action Plan with the agreed changes and any other minor consequential changes.’

CARRIED

13. REGIONAL ROAD SAFETY WORKING GROUP MINUTES (RRSWG)

Not discussed.

Meeting closed 1:06pm

DATE OF NEXT MEETING

Wednesday 12 December 2018

Chairperson

Date

Actions Required	By Who	When
NZTA Projects Funded Nationally	NZTA	Wednesday 12 Dec

REPORT

TO: Chief Executive

FOR: Selwyn District Road Safety Sub-Committee Meeting
8 April 2019

FROM: Road Safety and Schools Road Safety Coordinators

DATE: 3 April 2019

**SUBJECT: OVERVIEW OF PROGRAMMED ROAD SAFETY
CAMPAIGNS/ACTIVITIES: OCT 2018 – APR 2019**

RECOMMENDATION

‘That the Road Safety and School Road Safety Co-ordinator report for October 2018 – April 2019 be received for information.’

1. PURPOSE

To provide information to the Road Safety Committee on the programmed campaigns and activities for the period October 2018 – April 2019.

(Appendix A: Report for October 2018 – April 2019)

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

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

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

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

3. HISTORY/BACKGROUND

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

In summary

- Promoted Less Speed Less Harm by distribution of 1000 recyclable shopping bags, note books and pens outside six supermarkets across Selwyn.

- These resources continue to be used for SADD promotions, Rotary promotions etc.
- Continued to promote and support Holden Street Smart for young Selwyn drivers.
- Continued to support Lincoln Community Care with their Driver Mentor Programme.
- Took part in a Learner Driver programme at Te Puna Wai o Tuhinapo.
- Received the report back from the Pan Canterbury research project.
- Planned the next 6 Age Concern courses.
- Reestablished Leading Learners, to be run in April school holidays, and in each holiday going forward.
- Ran a series of talks on Wednesday evenings around the SDC libraries for learner drivers and their parents.
- Engaged with residents who raised road safety topics with us.

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

A handwritten signature in black ink, appearing to read 'Murray Washington', with a large, stylized loop at the end.

Murray Washington
ASSET MANAGER

REPORT

TO: Selwyn District Road Safety Sub-Committee
FOR: 8 April 2019
FROM: Road Safety Coordinator and School Road Safety Coordinator
DATE: 8 April 2019
SUBJECT: Report For Period October 2018 to April 2019

RECOMMENDATION

'That this report entitled "Report For October 2018 to April 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:

Less Speed Less Harm was promoted through a programme of giving out recyclable shopping bags, pens and notebooks carrying that message, at supermarkets. These bags, pens and notebooks were also distributed to various groups e.g. the Rotary Young Leaders forum. Reusable messaging.

It continues to be used for various ongoing projects e.g. SADD student events at Lincoln High School.

Rural speed / loss of control ties in with our winter driving programme in 2019 as well. Windscreen cleaning cloths and ice scrapers are on hand, and will be distributed through the service centres and a variety of other outlets.

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. Promotion of the ANCAP rating system in library sessions, and staff forum.

I conducted an audit of the SDC fleet with a view to highlight the ANCAP topic when purchasing replacement vehicles. This has opened discussion within the organization as regards private and corporate purchase of vehicles.

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.

A Pan-Canterbury research project was completed, funded by SDC, CCC, Waimakariri, Timaru, Ashburton and Hurunui. Report attached.

A summary of findings

1. People think they are above average drivers. Mostly because they see everyone else making mistakes, but not their own mistakes.
2. People think driver education is great, for other people.
3. People want driver behaviour to improve, but don't see the need to change their own.

Mature Drivers: 6 courses have been planned for this financial year.

The challenge is getting people to attend these courses. We go to a lot of trouble arranging them, but getting people interested to attend is a struggle.

Distraction & Fatigue:

Nil activity in this period.



Young Drivers:

The October Holden Street Smart sessions saw a reduction in Selwyn reservations, down to 9. As a result we have decided to re-implement Leading Learners. On 15 and 16 April, 24 young Selwyn drivers will undertake the half-day course at Ruapuna. This will be repeated on two days in each school holiday period.

The Lincoln Community Driver Mentoring Programme (CDMP) has progressed at Lincoln Community Care. The programme continues to grow.

We continue to support this initiative through funding of the professional driving instructors in the system.

Police have established a Learner Driver Mentoring Programme. We are supporting this with resources, and room hire. One course has successfully seen 5 of the 6 participants achieve licence passes. This is being targeted toward those with learning challenges, so that success rate is excellent.

I have run a series of evening talks around the libraries for people who have teenagers who are learning to drive. This is being followed up by a series by an external provider on how to coach your teenage driver.

Again, the struggle has been to get people to attend, even though it's fully funded.

Community Road Safety Fund:

Application received from:

- Lincoln High School: RYDA attendance transport costs.
- Selwyn Women's Issues Group: Funding for Vests for Ararira Springs School.

School Road Safety

Active Autumn

Active Autumn campaign running again for month of May 2019. Slightly altered following feedback from school staff.

Travel Planning

Lemonwood Grove has nearly completed their travel plan with SDC support installing kiss and go zones, no parking marking and an additional kea crossing.

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

Crash Bash: Reaction

Shown at Lincoln, Rolleston College, Darfield and Te Puna Wai.

Child Restraint activities

Two volunteers recertified. Two resigned after four years of service. Recruited three new volunteers to be trained in May. Child restraint checking clinics programmed monthly due to demand. Volunteers also man the Facebook page and answer queries.

Currently four Active Volunteers. Ongoing support to our trained volunteer technicians with the supply of consumables.

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

Hosted SADD workshop at SDC for Rolleston College and Ellesmere students. Rolleston College has established a group. Have made contact with them to offer support and offered subsidy for attendance at conference.

Bike to School Day

Selwyn Sports trust have organized a Bike to School day. Due to poor weather in September and October it is not scheduled for 1 May to coincide with Active Autumn. To be held at Brookside Park for all five Rolleston Schools. Breakfast, Pedalmania, helmet and bike checks and group cycle trains to school.

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

Road Patrollers Pool Party

Very successful event held with support from local SCO and Blue Light.

Safe Roads & Roadsides



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

Intersections:

We have an intersection campaign running, it's scheduled for March and April. We have included billboards, radio ads, newspaper advertising, Facebook advertising. The message is Check, Check Again, a message we have previously used.

Meetings/activities/training attended/Future

Ellesmere Show
Selwyn Motorfest
Childrens Day
RYDA
Crash Bash

RSC attending SASTA training days in Wellington 16 and 17 May.

Agenda

Regional Road Safety Working Group

Date Thursday 14 March 2019

Time 10am-12.00pm

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

Invitees Mayor David Ayers (Chair); Lomiga Vaaelua (HDC), Phil Dean (Police); Andrew Dixon (TDC), Daniel Naude (TDC); Kathy Graham (WDC); Lorraine Johns (ECan), Andrew Mazey (SDC), Chris Gregory (Kaikoura), Ash Tabb (Police), David Scarlet (NZTA), Geoff Rhodes (ADC), Suzy Mitchell (ACC), Kelly Larsen (Police), Scott Mackenzie (MDC); Stephen Wright (CCC); Thomas McNaughton (CCC); Darren Fidler (ECan); David Edge (HDC); Joanne McBride (WDC)

In Attendance

Apologies:

Item	Person
1. Welcome, introductions, apologies	Mayor David Ayers
2. Minutes of 18 October 2018 meeting	
3. Karen Dow petition	Lorraine Johns
4. Road safety questionnaire results	Lorraine Johns / All
5. Proposed approach to Regional Speed Management Plan	NZTA / Lorraine Johns
6. Report back on Road Safety in Canterbury research report	Kathy Graham
7. Update from Road Safety Co-ordinators Group (oral item)	Daniel Naude
8. RRSWG terms of reference	Lorraine Johns
9. Any other business	

Future meetings: 2 May, 11 July, 7 November

Regional Road Safety Working Group – notes

Date: Thursday 18 October 2018

Time: 9.30am to 10.30am

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

Attendees: Mayor David Ayers (Chair); David Edge (HDC); Andrew Dixon (TDC), Andrew Mazey (SDC); Brian Fauth (ADC); Daniel Naude (TDC); Angela McDonnell (CCC); Jeremy Lambert (ADC); Kathy Graham (WDC); David Scarlett (NZTA) Jennifer Harris (ACC), Ash Tabb (Police), Lorraine Johns (ECan)

Apologies: Joanne McBride (WDC); Thomas McNaughton (CCC); Stephen Wright (CCC), Geoff Rhodes (ADC), Chris Gregory (KDC)

The meeting commenced at 9.30am

Summary of actions

Meeting	Action	Who	Status
9 August 2018	Environment Canterbury to look across all local road safety action plans to undertake a stocktake of initiatives. Councils to provide Environment Canterbury with their plans.	All	On hold
1 November 2017	Future review into the Group's role - revise Terms of Reference and continue work on practical actions for RRSWG.	Environment Canterbury, All	Terms of reference to be considered in sub-group review.
11 May 2017	Revisit finalisation of the Road Safety Implementation Plan.	All	To be considered after sub-group review.
2 February 2017	Environment Canterbury to coordinate an investigation into the potential to engage a consultant to work with the Group and draft an intersection business plan for the region.	Environment Canterbury	On hold pending work on speed management.

1. Welcome, introductions, apologies

Mayor David Ayers opened the meeting. Apologies were noted.

2. Minutes of the previous meeting

The Minutes of the meeting held 9 August 2018 were confirmed.

3. Update from Road Safety Co-ordinators Group

Daniel Naude provided an update on the Road Safety Co-ordinators Group.

4. Update on research on attitudes to road safety

Kathy Graham provided an update on the research report. The draft report is due on 9 November.

5. Speed management

Lorraine Johns provided an update on speed management. There is a need to ensure any regional plan compliments national work underway.

The Group discussed that consistency is the main purpose, and there is a need to get political consensus across the region.

In responding to the views and wishes of the community, we have to deal with the fact that the community is not fully understanding why we would be wanting to manage speed better.

Some councils may not reduce speed limits due to public pressure.

Why are we consulting on something that we know we need to do – we should not be asking whether a technical assessment is right or wrong -we should be asking if there are any additional safety issues of which we are not aware.

Further guidance is needed from government on how RCAs should approach consultation and deal with dilemmas.

6. Any other businesses

David Scarlet reported back on how the Investment Assessment Framework balances travel time and safety benefits.

There are two parts: results alignment (strategic fit), and benefit-cost ratios. Safety is a key result, as is access to economic and social opportunities. Safety does have a higher priority if addressing top ten percent of roads where highest DSIs are – and if reducing by 40% or more it has the highest priority results alignment.

The document supporting the assessment of local road, and regional and state highway improvement activities, goes into more detail about the assessment criteria for each of the GPS priorities including safety.

Jennifer Harris provided an update on ACC activities. ACC are currently consulting on the levy setting process. There is a proposal to provide a \$200 reduction to motorcyclists.

7. Cost effective mass action intersection safety assessments

Marcus Brown from Beca spoke about cost effective mass action intersection safety assessments. It was agreed the presentation would be circulated.

The meeting closed at 10.40 and went into a workshop with the Ministry of Transport on the development of the National Road Safety Strategy.

Notes from Workshop with the Ministry of Transport on the development of the National Road Safety Strategy

What is working well?

- Identifying issues and hazards (delineation of signs)
- Advertising campaigns (but not changing behaviour)
- Advisory speed limits
- Engineering completed
- How projects are delivered
- Improving understanding around some aspects of road safety, in particular, speed
- Introducing more 80km speed limits on the rural network – and looking at schools
- So many parts to road safety - can be doing well in one area but leaving another behind
- More collaboration on regional and national basis – Road Safety Co-ordinators rather than on engineering side
- National framework and national system approach is useful
- Increasing de-emphasis on travel time (work in progress)
- People make mistakes – moving away from driver blame
- Safer vehicles
- Safe System sound – right way forward
- Strategy necessary to drive process
- Partnership approach (police, health boards, emergency services, road controlling authorities, public at large) – sends signal that it is not one person's problem.

What is not working?

- Education – getting the message across early
- Messages about consequences
- Understanding key issues/root causes of deaths and serious injuries
- Roads have not changed a lot in the last 5-10 years so system should be safer (increase in traffic, but cars are safer)
- Risks and decisions not fully understood by people who hop in vehicles
- Delivery of projects can be a tick the box exercise
- Changing attitudes is difficult – people are doing things the way they have always done them in terms of the design process
- Solving congestion may have more focus than solving safety issues
- Hard to break across mindset that other people are the problem (people still use cellphones while driving, even if they agree this is not safe)
- Use of road safety plans is getting outdated and clunky – some stakeholders do not understand what they are and what they are meant to do – they are primarily centres around programmes of behaviour change (ie behaviour change v engineering up)
- Need better KPIs and be able to measure for success
- Massive increase in VKT on network – could we be doing as well, if not better, than ten years ago in that respect?

- Still a disconnect between councils with respect to road safety – councils do their own thing, partially driven by lack of political buy in and partly driven by relative importance of road safety – reflects community impression of road safety
- Currently strategy has no teeth – lack of KPIs, clearly agreed national targets and accountabilities - and no linkages into long-term plans. These things are needed to support activity targeted and funding judged on a simple set of criteria relating to whether road safety programme is driving down road casualties or not. This could be the most important transport system objective to set – above journey times. If we are serious about reducing the road toll this should drive money and funding
- Lack of clear priorities for speed management – unpopular with public at large but we will not see a substantive improvement on DSI unless we start to deal with it
- The public can see speed initiatives as an attack on motorists/driving. There are confusing messages from the Government as to what the obligations to consult on road safety programmes are – if that was simpler it would be easier to drive forward programmes with low cost/high yield changes
- Partnerships are not as effective as they could be. Target setting could support the establishment of strong partnerships
- There is a lack of understanding amongst the progression and the general public about what safe System means
- Needed clearer guidance on what best practice is – lengthy reports mean that key take outs for those working on safety (engineers etc) can be lost – there is a need for very clear guidance
- CE Auckland Transport wrote a letter to the press on the extension of the 30km limit making no apologies for tackling road safety
- There is a large amount of data but no one source of truth
- There is a lack of enforcement
- Better demerit points regime in Australia – more accountability for consequences.

Canterbury Regional Road Safety Working Group (RRSWG)

General Information

Agenda Item Number	3	Author	Lorraine Johns, RRSWG Secretariat
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Title

Karen Dow petition

Purpose

1. To brief RRSWG on a petition that will be heard by the Regional Transport Committee in May and seek RRSWG input into the response.

Recommendations

1. That the Regional Road Safety Working Group:
 - a. **Discuss** the **petition**
 - b. **Agree** that RRSWG, or a sub-group of RRSWG, convene to develop advice for the Regional Transport Committee to consider on 23 May 2019, once further information about the proposal in the petition is received from the Ministry of Transport.
 - c. **Agree** that the RRSWG members involved report back on this at the RRSWG meeting on 6 May 2019.

Key points

- Environment Canterbury, on Behalf of the Canterbury Regional Transport Committee, has received a petition from Hon Nick Smith, on behalf of Ms Karen Dow, on drugged driver testing.
- The correspondence, as well as Environment Canterbury's initial response, is attached.
- The petition requests:

That the house of Representatives urgently pass legislation to introduce random roadside drug testing to reduce the escalating road toll from drugged drives, which resulted in 29 fatal crashes in 2017 and exceeds the number caused by those impaired by alcohol.

- Environment Canterbury has indicated the RTC will consider this petition at the next meeting on 23 May 2019. RRSWG will need to provide advice to the RTC.
- The Ministry of Transport has indicated that it plans to release information about options for addressing drugged driving, in the next month. RRSWG will need to take account of this information in developing advice.

Attachment

Hon Nick Smith
Member of Parliament for Nelson
Parliament Buildings
Wellington, 6160

Dear Hon Nick Smith

Karen Dow Petition

Thank you for your letter of 28 February 2019 regarding Ms Karen Dow's petition.

In your letter you ask Environment Canterbury and the Canterbury Regional Transport Committee to "endorse and promote the petition of Karen Dow in the name of her late son Matthew".

The petition requests:

That the house of Representatives urgently pass legislation to introduce random roadside drug testing to reduce the escalating road toll from drugged drives, which resulted in 29 fatal crashes in 2017 and exceeds the number caused by those impaired by alcohol.

I am responding to you in my capacity as both Chair of Environment Canterbury and Chair of the Canterbury Regional Transport Committee.

I would like to extend my sympathies to Ms Dow for the loss of her son Matthew. Road safety is a high priority for the Canterbury Regional Transport Committee, due to the devastating emotional and financial impact that loss of life has on families and communities.

A petition can only be considered at formal committee and council meetings. The Canterbury Regional Transport Committee next meets on 23 May 2019 and I will ensure Ms Dow's petition is placed on the agenda for this meeting. It is appropriate for the Regional Transport Committee to consider this petition prior to Environment Canterbury council. This means the petition will be considered by Environment Canterbury at the meeting of 6 June 2019.

I appreciate the timing of these formal committee meetings means that some months will elapse before Ms Dow's petition can be considered. I consider this delay is not undue, given that regional transport staff will need some time to develop advice on the petition before it can be considered by elected representatives. In your letter you indicate the proposal is for police to use a saliva test to identify drugged drivers. Existing information on the Ministry of Transport's website outlines some issues with saliva testing that require further investigation (see <https://www.transport.govt.nz/legislation/acts/qasdrugimpaireddrivinglaw>).

Regional transport staff at Environment Canterbury have requested updated information about this proposal from the Ministry of Transport. The Ministry advises that it is planning to release information about options for addressing drugged driving, in the next month. I consider that we need to wait for the release of this information before drawing any conclusions as to the merits of the proposed random drugged driver testing regime.

Yours sincerely

Steve Lowndes

Chair

Canterbury Regional Road Safety Working Group (RRSWG)

General Information

Agenda Item Number	4	Author	Lorraine Johns, RRSWG Secretariat
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Title

Road safety questionnaire results

Purpose

1. To summarise the road safety questionnaire results and provide an update on associated work.

Recommendations

1. That the Regional Road Safety Working Group:
 - a. **Note** this report.
 - b. **Discuss** the results of the road safety questionnaire.
 - c. **Agree** to teleconference, as need be, to support Glen Koorey to complete this work.

Background

RRSWG has had many discussions around the following matters: data access and quality issues, differing methodologies, undertaking a stocktake of safety interventions (on hold while action plans are being updated), the need for monitoring, and the development of a regional speed management plan.

Information stocktake

To provide a more informed platform to look into a Canterbury Regional Speed Management Plan and these other matters, Environment Canterbury commissioned Glen Koorey from ViaStrada to undertake a stocktake covering the following matters:

- Confirm legislative (or other) expectations that NZTA has of regional and local government in response to the upward trend in DSI, particularly with respect to speed management, and confirm the work that the Ministry of Transport and NZTA are

undertaking that will need to be taken into account in the development of any action plan.

- Identify the variety of road safety data sources and sets and what they offer in a form that can be published on the internet for all councils to access. This will include data sources developed by individual councils.
- Survey Canterbury councils to understand which data sources they use, and the key data sets they rely on, as well as any data sets they have created.
- Document key issues with sources/sets – there is a real need to document the problems that are arising which affect quality of evidence base and analysis of road safety trends and issues.
- Survey Canterbury councils for methodologies used to identify issues and develop interventions, and reasons for taking stated approaches.
- Understand what monitoring Canterbury councils may have in place, if any.
- Provide recommendations on where Environment Canterbury can provide value with respect to a “Canterbury Regional Road Safety Action Plan” or a more specific “Canterbury Regional Speed Management Plan”.

Glen has been in contact with councils, is in the process of writing up his advice, and we will discuss this advice with councils once it is ready.

Speed management questionnaire

To support both the development of a regional speed management plan proposal and Glen’s work, we asked all councils to complete a speed management questionnaire earlier this year.

A summary of results is attached.

Please note that responses were provided on a free and frank basis and comments should not be attributed to individual councils/council staff. Please treat this information in confidence.

Attachment

Summary of responses to regional speed management questionnaire

Please note that responses were provided on a free and frank basis and comments should not be attributed to individual councils/council staff. Please tread this information in confidence.

The summary includes responses from:

- Mackenzie
- Selwyn
- Timaru
- Hurunui
- Waimakariri
- Christchurch City Council
- Ashburton
- Waimate

Kaikoura is working directly with Glen Koorey to respond to this questionnaire.

Question	Summary of responses
<p>Does your council support speed management as a tool to reduce DSIs at a) an officer level b) Council level?</p>	<p>a)</p> <p>Mackenzie – Lowering the speed will likely decrease DSI, but can cause other issues and it is not a silver bullet, and does not deal with root cause of problem (driver behaviour, accurate speedometer readings, enforcement are important) – more information provided.</p> <p>Selwyn – Yes.</p> <p>Timaru – Yes.</p> <p>Hurunui - HDC support the speed management as a tool for reducing DSI in our district. HDC endorse the importance of consistency in the region and nationwide as a whole.</p> <p>Waimakariri – Yes, there is general support for speed management amongst transport and roading staff.</p> <p>CCC – Yes.</p> <p>Ashburton – Yes.</p> <p>Waimate – Yes.</p> <p>b)</p> <p>Mackenzie – Unsure – a number of communities are asking for speed limits to be reviewed, but may not be palatable reducing 100km zones given size of district and Km travelled (more detailed provided).</p> <p>Selwyn – Yes.</p> <p>Timaru - Has not been presented to date.</p> <p>Hurunui - HDC support the speed management as a tool for reducing DSI in our district. HDC endorse the importance of consistency in the region and nationwide as a whole.</p> <p>Waimakariri - There has been no formal resolution put to Council for a decision on speed management. However, a briefing session with Councillors revealed a wide variety of opinions on the issue.</p> <p>CCC - Yes.</p> <p>Ashburton – Yes.</p> <p>Waimate – Yes.</p>

Question	Summary of responses
<p>Are your council's road safety staff aware of the "Safe and Appropriate Speed" data set in MegaMaps?</p>	<p>Mackenzie - Yes I am aware of the safe and appropriate speed data. I question the data it is based around. As I understand the data is collected from Tomtom I'm not sure if this is from cell phones or if it is just from in car specific devices. If this is the case majority of these are in rental vehicles/ campervans which typically operate at a lower speed. There aren't many people that I know operate there GPS continuously unless in large metros.</p> <p>Selwyn – Yes.</p> <p>Timaru – No.</p> <p>Hurunui - Not all the staff are aware of Mega-Maps. HDC requires training and ongoing support from the provider of Mega-Maps to allow staff to use this tool to its maximum capabilities.</p> <p>Waimakariri – Yes.</p> <p>CCC – Yes.</p> <p>Ashburton – Yes.</p> <p>Waimate – Yes.</p>

Question	Summary of responses
<p>NZTA is asking councils to help to deliver safe and appropriate speeds for the top 10% of DSI saving network lengths. Has your council made any plans to implement this target? Within what timeframe?</p>	<p>Mackenzie – Why only the top 10% this is mainly highways. On our network this is very low and typically there is no consistency with crashes or resulting from DSI. Haven't yet heard anything from NZTA. Understood they were coming to see us mid 2018 but haven't yet discussed. Have got ideas of some changes but we are awaiting further guidance.</p> <p>Selwyn – Yes (details provided).</p> <p>Timaru – No, should be done on a regional basis to ensure consistency on how this is applied. There must be a link to the ONRC network classifications. There is a danger that the public receive a message that the higher the road hierarchy or classification the lower the speed and vice versa which is not acceptable and increases risks.</p> <p>Hurunui - Yes, HDC have areas of interests which have temporary signage due to earthquake events, increased traffic and unsafe sections of road, Other areas that are recognised are ones which have been recently developed, are identified for future development area and open speed (100km/hr) speed limit roads. Approximate of a month needed to put together all this information.</p> <p>Waimakariri – currently have no specific plans to implement the top 10%. There is some concern about the apparent piecemeal approach that is associated with singling out the top 10%. This is likely to result in disjointed and inconsistent speed limits. There is also a risk that some drivers (particularly those that wish to travel quickly, and are less risk averse) may choose adjacent routes which maintain a higher speed limit, have more hazards, carry less traffic, and are less vigorously enforced. This may result in an increase in DSIs.</p> <p>CCC – Yes, 2019.</p> <p>Ashburton - No. Awaiting release of NZTA Safe Networks Standard Intervention Toolkit and advice from NZTA as to how to implement.</p> <p>Waimate - The % of DSI is related to the traffic volumes, a focus just on the top 10% will give inconsistent speed limits.</p>

Question	Summary of responses
<p>Other than the MegaMaps top 10% information, are you using any other data to inform the selection of sites for speed limit review? (e.g. Concerns raised by Councillors/residents/schools/etc, alignment with other strategic plans, known future developments, coordination of adjacent road section speed limits)</p>	<p>Mackenzie – high tourist routes, alignment issues and holiday spots are being considered for lower speed limits. Traffic Count data is used.</p> <p>Selwyn - Feedback from ratepayers, Township Committees, Schools, Councillors, through our Road Safety Coordinators (including involved in schools/travel plans) and our Road Safety Subcommittee. Speed limit reviews are put out for public consultation and submissions and recommended outcomes reported to Council for approval. Planning of new subdivision roading is required to be designed for required speed limits and adjoining consistency including the transformation of rural roads into urban ones and appropriate treatments. We collaborate with both NZTA and City Council on joined network/across boundary speed limit coordination. Major Council roading projects go through safety audit processes that typically includes speed/safety assessments.</p> <p>Timaru - NZTA/Abley consultant's report.</p> <p>Hurunui - Hurunui District Council is using feedback from the following sources to feed into the speed limit review:</p> <ul style="list-style-type: none"> - Feedback received from ratepayers through the Long Term Plan and Annual Plan processes. - Feedback received from ratepayers by other means (e.g.: complaints to the Council). - Feedback from the Police. - Feedback from schools / school bus drivers / parents / teachers. - Feedback from transport companies. - Feedback from Councillors, and information that Councillors have received from ratepayers. <p>The Council has recently completed the review of its District Plan, so areas that have been rezoned as residential are being considered as part of the speed limit bylaw review.</p> <p>Waimakariri - Recent speed limit review locations have not been identified from the top 10%. However, all of the other examples cited have contributed to identifying review locations.</p> <p>CCC – Yes, Traffic engineer judgement, specific consultant advice, community concerns, elected member aspirations, planning/new development advice, collaboration with adjacent RCAs (Selwyn/NZTA).</p> <p>Ashburton - use requests already received from public and Councillors – look at both these sites and sites identified by MegaMaps, though need to ensure consistent approach.</p> <p>Waimate - Concerns raised by Councillors/residents.</p>

Question	Summary of responses
<p>Have you provided your council with any papers in the last 12 months on general speed management policy? If so, please attach.</p>	<p>Mackenzie – No, bylaw has expired, planning to consider once further guidance received.</p> <p>Selwyn – Yes (Details/links provided).</p> <p>Timaru – No.</p> <p>Huruui - HDC Speed Limit Review – yes. General Speed Management policy – not yet.</p> <p>Waimakariri – no papers, but presentation provided as part of Council briefing session (attached to response).</p> <p>CCC – Yes, by seminar. Report not prepared.</p> <p>Ashburton – No.</p> <p>Waimate – No.</p>
<p>Have you made any permanent speed limit changes in the last 12 months? Please summarise briefly (general location, old/new limits)</p>	<p>Mackenzie – N/A.</p> <p>Selwyn – Yes - Mostly in the Selwyn Greater Christchurch peri urban area (detailed provided).</p> <p>Timaru – No.</p> <p>Hurunui - No permanent speed limit change for the last 12 months but did install temporary speed signs (detailed provided).</p> <p>Waimakariri – Yes (list provided).</p> <p>CCC – various (link provided).</p> <p>Ashburton – No.</p> <p>Waimate – No.</p>
<p>Have you had any proposed speed limit changes in the last 12 months not approved by Council or the Agency? If so, please outline details briefly (general location, old/new limits, reasons for not approving)</p>	<p>Mackenzie – Yes (Not approved by NZTA - details provided).</p> <p>Selwyn - Apart from some minor individual adjustments based on consultation and further discussion with Council, reducing 100 to 80 on some key arterial/commuter routes within the Greater Christchurch area of Selwyn was not widely supported. Council also requested further work on speeds past schools.</p> <p>Timaru – No.</p> <p>Hurunui – As above.</p> <p>Waimakariri – No.</p> <p>CCC – No, although Council did change the staff recommendation for changes to Harewood Road (link provided).</p> <p>Ashburton – No.</p> <p>Waimate – No.</p>

Question	Summary of responses
<p>Are you proposing to make any permanent speed limit changes in the next 12 months? Please list any known proposals.</p>	<p>Mackenzie – Would like to make some but awaiting further guidance and the process seems flawed. Consulting on a speed limit determined by a guideline with a procedure outlined.</p> <p>Selwyn – Yes (see links provided).</p> <p>Timaru - Yes. Speed limit Bylaw is due for review. We were planning to do this on a regional basis to ensure consistency for drivers travelling through our region.</p> <p>Hurunui - As discussed below, review work on the Hurunui Speed Limit Bylaw started in 2018. If permanent speed limit changes are proposed as part of this review, then this is proposed to be consulted on in the next 12 months (subject to the outcome of work on the regional speed management plan).</p> <p>Waimakariri – We are currently working on a proposal to take to Council to review speed limits in the eastern part of the district.</p> <p>CCC – Yes, multiple: Banks Peninsula, Summit Road, NE Christchurch.</p> <p>Ashburton – if speed management guide is to be implemented then use. Application of the existing setting of speed limit rules suggest some sites need a change – but waiting for new assessment process. Hollands Road – Nixon Street, Barkers Road and Grahams Road.</p> <p>Waimate – No.</p>
<p>Are you proposing any physical treatments to help support maintaining or changing existing speed limits? (e.g. traffic calming, roadmarking changes, shoulder widening, etc)</p>	<p>Mackenzie - In areas we plan to install speed calming devices markings, Kerb and channel and adjust/ install road markings.</p> <p>Selwyn – Yes - Most new treatments are embeded into engineering outcomes for new and upgraded roading urban subdivision planning and construction by developers. Council Town Centre Master Planning processes e.g. Rolleston and Lincoln are also establishing slow speed/multi modal cores and new streets are being designed and/or existing streets upgraded accordingly to achieve this.</p> <p>Timaru – Yes, where appropriate.</p> <p>Hurunui - Yes. Once NZTA endorses HDC's proposal, then the full treatment will be provided to reinforce these changes.</p> <p>CCC – Not at present. However, that is anticipated to be a priority for 2019/20 minor safety spend – to achieve safe and appropriate actual speeds as opposed to safe and appropriate speed limits.</p> <p>Waimakariri – Yes. List provided.</p> <p>Ashburton – No.</p> <p>Waimate – No.</p>

Question	Summary of responses
<p>Are you considering any variable speed limits (e.g. for schools, intersections)? Please summarise briefly</p>	<p>Mackenzie – Not at this stage. This may come in the future with growth.</p> <p>Selwyn - No – mostly due the high capital cost to install. Refer current review that promotes permanent lowered speed limits around schools. We have a number of electronic speed being travelled advisory signs which are rotated around township fringes which are popular with communities and are generally seen as a useful and cost effective behaviour change tool.</p> <p>Timaru – Yes, we will be installing one on Winchester-Geraldine Road (Route 72) at the Coach/Tiplady Rd intersection.</p> <p>Hurunui - We will continue to reinforce current variable speed limits around our district through peak traffic periods when the school is operational.</p> <p>Waimakariri – Not at the moment but anticipate one school would like VSL implemented.</p> <p>CCC – Yes. Informal policy of all schools being compliant with Traffic Notes 37 and 56 – schools that meet the warrant are supplied with active warning or school speed zone. Thought to be 100% compliant at present New SSZ approved for Redcliffs School and Shirley Boys/Avonside Girls recently.</p> <p>Ashburton – Not at present. Could possibly investigate installing variable speed limits at some of the rural school sites across the district. New toolkit should provide guidance on this.</p> <p>Waimate – No.</p>
<p>Are you aware of, or have you used any of the speed management engagement resources developed by NZTA?</p>	<p>Mackenzie – No. Understand there is a lot of engagement with public involved. But if this is predetermined form the guide or engineering judgement this is flawed consultation and may need amended.</p> <p>Selwyn – Yes, but we align mostly to our own community engagement policies stipulated by Council, and those required by the Local Government Act.</p> <p>Timaru – Yes.</p> <p>Hurunui - We are not at the stage yet of engaging the community, but the NZTA guidance will inform this process when we get to this point.</p> <p>Waimakariri – Yes, have used the Speed Management Guide and referred to the engagement resources.</p> <p>CCC – No.</p> <p>Ashburton – Council's Road Safety Engineer is aware of these but as of yet as not utilised them due to reluctance to progress speed limit changes until the latest advice is released.</p> <p>Waimate – No.</p>

Question	Summary of responses
<p>Have you developed any public consultation material for addressing issues raised with proposed speed limit changes? (If so, please attach any materials developed)</p>	<p>Mackenzie – No.</p> <p>Selwyn – Yes, links provided.</p> <p>Timaru – No.</p> <p>Hurunui - Not yet. Keen to work alongside NZTA in this approach.</p> <p>Waimakariri – Some examples of consultation material provided.</p> <p>CCC – Yes.</p> <p>Ashburton – No.</p> <p>Waimate – No.</p>
<p>When are your speed limit bylaws due for review? When are you planning to undertake your next bylaw review?</p>	<p>Mackenzie – now. Once there is clear clarification.</p> <p>Selwyn – currently underway, see links provided.</p> <p>Timaru – overdue.</p> <p>Hurunui - The Hurunui District Council Speed Limits Bylaw and Register of Speed Limits 2011 can be found here: http://www.hurunui.govt.nz/forms-and-documents/bylaws/. The current bylaw came into force in July 2011 and this was due for review by July 2016. However, review work started in 2018. A paper was presented to the 29 May 2018 Road Safety Coordination Committee meeting that introduced the project.</p> <p>Waimakariri – Bylaw is due to be reviewed by 1 September 2019.</p> <p>CCC – 2028 – was reviewed in 2017.</p> <p>Ashburton – The bylaw is written to allow changes to speed limits to be updated without public consultation if they are warranted through the use of the appropriate tools. The Bylaw has recently been reviewed and is not due again for review for another three years.</p> <p>Waimate – Bylaw updated December 2018.</p>

Question	Summary of responses
<p>Do you support the creation of a regional speed management plan? If so, how do you see a regional speed management plan supporting the work you are planning?</p>	<p>Mackenzie - It depends in what context this will be used. Consistency I believe is the key and should give guidance on certain situations.</p> <p>Selwyn – Yes, to achieve better consistency on a wider network level and to promote the appetite for more universal sweeping changes – e.g. urban roads, unsealed roads.</p> <p>Timaru - Yes. Drivers don't acknowledge who the RCA is. We must ensure consistency of application with speed limits to get the best result. We also must acknowledge the ONRC principles. There are good reasons for national change on speed limits reducing default speeds particularly unsealed roads. If not national, then regional at least.</p> <p>Hurunui - Yes, to keep all speed limits consistent throughout the region and nationally. This system will be a benefit to us and other councils by sharing information and as a peer reviewing tool. Elected members are keen to ensure that the 'local' voice is taken into account through the review process (as per the intent of the engagement document developed by NZTA).</p> <p>Waimakariri - Yes. It could help:</p> <ul style="list-style-type: none"> • Provide consistency of approach, consultation material, and outcomes; • Share resources, resulting in some efficiencies across the region <p>Make an easier sell across the region</p> <p>CCC – Yes.</p> <p>Ashburton – Yes. Working with our partners to implement a universal approach to speed limits within Mid-South Canterbury is the desired approach.</p> <p>Waimate – Yes.</p>

Canterbury Regional Road Safety Working Group (RRSWG)

General Information

Agenda Item Number	5	Author	Lorraine Johns, Environment Canterbury
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Title

Proposed approach to the Regional Speed Management Plan

Purpose

2. To obtain feedback from RRSWG on the proposed approach to the Regional Speed Management Plan.

Recommendations

2. That the Regional Road Safety Working Group:
 - d. **Note** that RRSWG members have indicated there is in principle support for a Regional Speed Management Plan.
 - e. **Note** that the Regional Transport Committee has asked RRSWG to explore the case for a Regional Speed Management Plan and report back to the Regional Transport Committee, and that we will aim to do so in May 2019.
 - f. **Provide feedback on** the proposal outlined in this paper.
 - g. **Agree** to a series of workshops to further explore the benefits and challenges of making changes to the top ten percent of the network that has been identified through MegaMaps (this will likely be through sessions held with individual councils).
 - h. **Note** that further work is required to quantify costs for territorial authorities and Environment Canterbury, as well as how the proposed changes fit with annual and long-term planning cycles, and speed bylaw reviews.
 - i. **Advise on** how member's councils should be engaged on the proposal to develop a Regional Speed Management Plan.

Background

3. Speed is a major contributing factor to deaths and serious injuries on New Zealand roads. In 2018 there were 379 road deaths from 333 fatal crashes in NZ, the highest number of deaths since 2008.¹ Fifty-four of those deaths were in Canterbury.²
4. The research into the relationship between vehicle speed and injury severity has consistently shown that, as a vehicle's speed increases, its impact speed in a crash increases, which in turn dramatically increases the severity of the resulting injury.³
5. The New Zealand Transport Agency has developed software known as "MegaMaps" which shows that the majority of speed limits in Canterbury and across New Zealand are inconsistent with the road environment, and are also set inconsistently across Canterbury and New Zealand.

Request to develop Plan

6. The Associate Minister of Transport, Hon Julie Anne Genter, wrote to all councils in December 2017, asking councils to consider how they "... could accelerate the implementation of the new speed management approach ... to ensure there are safe and appropriate speeds on local roads."
7. The issue of speed management was also discussed at the Road Safety Summit in April 2018, where there was discussion as to whether local or central government should be responsible for implementing the Speed Management Guide, with various views presented.
8. The NZ Transport Agency later advised Transport Special Interest Group members at a quarterly meeting that it would be requiring all regions to develop Regional Speed Management Plans, though it would be focusing on Auckland, Waikato and Canterbury in the first instance.
9. NZTA has indicated the purpose of the Regional Speed Management Plan is to support implementation of the GPS safety priority objective ("A land transport system that is a safe system, free of death and serious injury"). The following paragraph is included in the GPS commentary on the Safety Objective:

GPS 2018 supports investment in state highways and local roads to accelerate the implementation of the new Speed Management Guide, focusing on treating the top 10 percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible.

10. Auckland Transport has developed a plan on which it is currently consulting ([Draft Speed Limits Bylaw 2019](#)). The Waikato Regional Council is in the process of developing a plan.

¹ Ministry of Transport crash data.

² Above.

³ Ministry of Transport, *Down with Speed*, 2000

11. The Regional Transport Committee does not yet have a mandate to develop and implement a Regional Speed Management Plan (there is no unitary authority as in Auckland, and there are a large number of autonomous Road Controlling Authorities). It will be vital for RRSWG members to inform their councils about this work and provide advice on how councils should be engaged.

Proposed objectives for Canterbury Regional Speed Management Plan

12. The proposed objectives for the Canterbury Regional Speed Management Plan are to:

- Promote a consistent approach to speed management in the Canterbury region through a regional strategy which aims to reduce death and serious injuries on Canterbury roads by setting safe and appropriate speeds for the road function, design, safety and use in a consistent manner across the region.
- Outline the top ten percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible, as identified through MegaMaps.
- Undertake further analysis of these routes to
 - consider what is required to provide publicly palatable speed changes across catchments (rather than piecemeal links due to anomalous risk ratings at specific locations) and to promote consistency across the regional network as a whole.
 - validate benefits (if needed).
 - identify any unintended consequences (such as use of alternative routes or higher speeds on lower condition roads).
 - Determine whether there are other more logical speed changes that may be easier to implement in the short term for similar benefit (such as unsealed roads, or school zones)
- Outline an action plan to implement these changes, taking account of council's autonomy, planning cycles and budget constraints.
- Monitor the effectiveness of the interventions in the action plan in reducing deaths and serious injuries on Canterbury roads.
- Support engagement with communities on speed management.

Components of plan

13. Reflecting the objectives above, the Regional Speed Management Plan would include the following components:

- Problem definition, including: speed as a causal factor in road accidents and accident severity, annual surveys of speed, Canterbury attitudes to safety, and safety benefits of reducing travel speeds.
 - A strategic overview of speed management nationally, and description of how that will apply in Canterbury.
 - A regional speed management strategy (the nature and extent of the strategy would depend on the extent to which councils wished to pursue common interests – the starting point is NZTA's request that councils consider the top ten percent of the network, with the proposed next stage focusing on the next ten percent).
 - Outline of the top ten percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible (such as reviewing speed limits and/or making engineering improvements to make a road safety for its current speed limits), as outlined in MegaMaps.
 - Articulation of methodology for testing the top 10%, and any changes which are not supported and why, as well as any additional changes that should be included and why.
 - A prioritised and timebound action plan for implementing speed management in Canterbury, which is aligned with other proposed road safety interventions and councils' planning cycles, and also provides direction for the next stage of this work (NZTA guidelines indicate this will be the identification and treatment of the next ten percent of the network).
 - A monitoring framework.
14. The objectives of the Plan suggest that it will support engagement with communities on speed management. Further consideration is needed as to what this will look like in practice – whether it is simply for territorial authorities to continue to engage with communities as they normally do, but refer to the plan to support the proposed changes, or whether this project should include consideration of ways to increase support and alignment across the region.

Further analysis needed of top ten percent

15. The appendix depicts the top ten percent of the network which will result in the greatest reduction in deaths and serious injuries, as identified by MegaMaps (note that next steps for this work include providing this information in more detail).
16. There is a need to develop and agree on an approach to analysing these routes. In the first instance a series of workshops is proposed. This may be led by NZTA (to be decided) and would likely involve NZTA meeting with individual councils to workshop the routes for those councils to identify any further benefits and challenges. This would include understanding which routes to prioritise including the following considerations:

- rural state highways may be easier to change (by NZTA) than rural local roads (by TAs), although this may result in the perverse outcome of higher speed limits on lower quality local roads than higher quality state highways
- unsealed roads (to 80kph) and school zones (to 30kph – at least in urban areas) may be publicly acceptable “quick wins”
- supporting changes will need to be identified to reduce unintended affects
- urban areas may be more challenging and require area wide approaches.

17. We may be able to look to Auckland Transport and Waikato Regional Council for advice on how best to do this. Regardless, the following additional analysis is likely required of the routes identified by MegaMaps:

- Where a speed change has been identified, is there a preferable, viable alternative such as engineering up?
- What is the impact of lowering the speed? For example:
 - Will it result in diverting traffic to a lower-standard but higher-speed road (for example, to 100km roads which have no centre line and may be narrower, where the main route which has a centre line and is wider has now become 80km)?
 - Is the change consistent with adjacent network speeds and is there consistency with similar roads elsewhere in the region and nationally?
 - Does the route cross a district boundary, and if so, is the neighbouring Road Controlling Authority likely to ensure consistent changes are made further along the corridor?
 - What is the impact on people (freight, tourism, commuters) who use the route, including travel time? This is not to suggest that faster travel times should be prioritised, but more that the full impact of changes should be fully understood and may assist with public engagement.
- What is the role of enforcement, and to what extent is a change in enforcement needed (this is more a question for the series of changes that will be proposed across the network than individual routes).
- Is community acceptance likely and what is required to support positive engagement with the local community on the proposed change?

Project structure

18. The following possible project structure has been identified:



19. A key consideration will be how best to engage with individual territorial authorities. To support engagement, it will be necessary to outline the impetus for the plan, the benefits of the plan, what the plan will require from territorial authorities (i.e. the expectation around changes, when they would happen, how much they would cost and who would fund them).

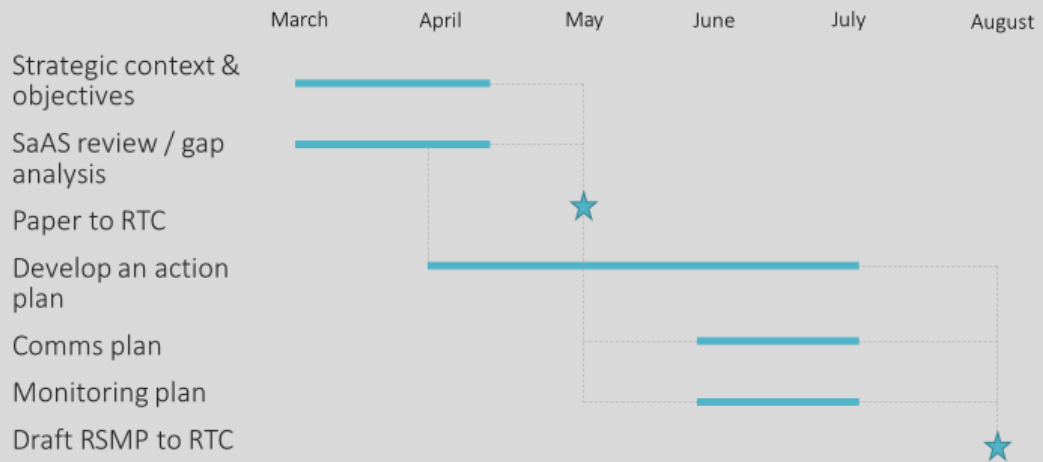
20. We also need to understand the role of Police in progressing this work.

Timeframe

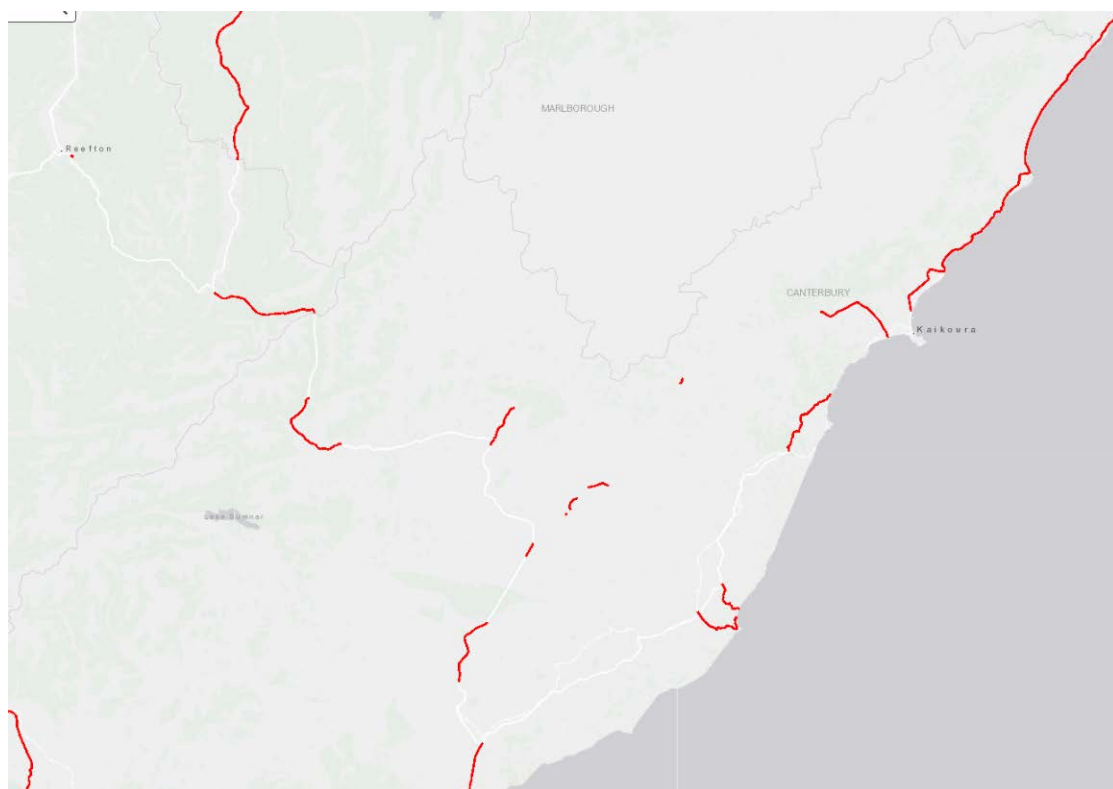
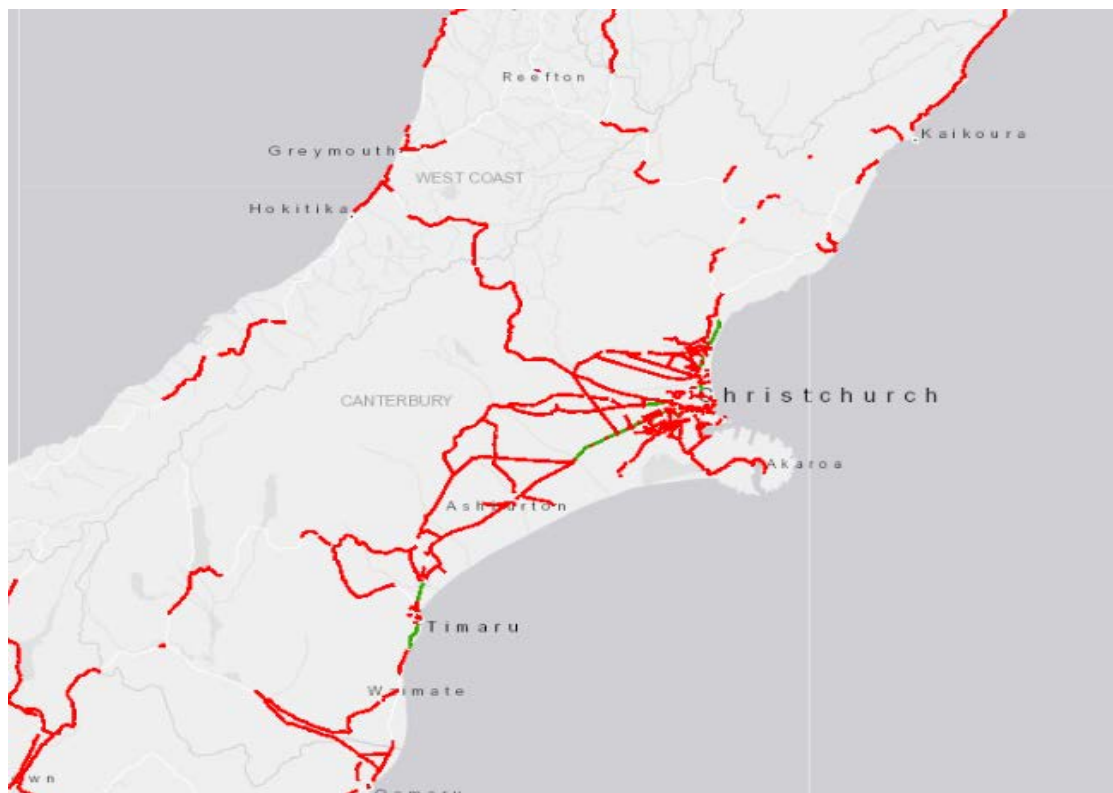
21. The following diagram outlines a possible timeline for the development of a draft regional speed management plan.

22. We need to work with Road Controlling Authorities to develop a more detailed process for agreeing on a Regional Speed Management Plan.

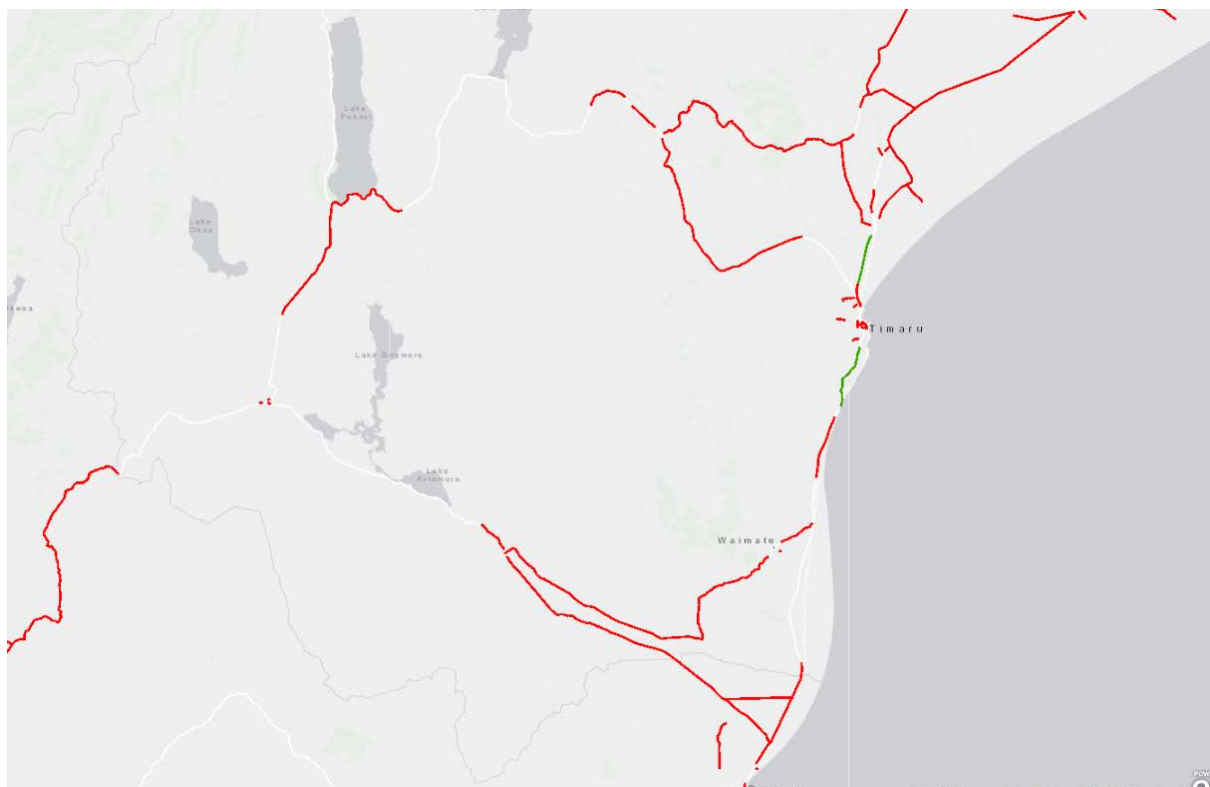
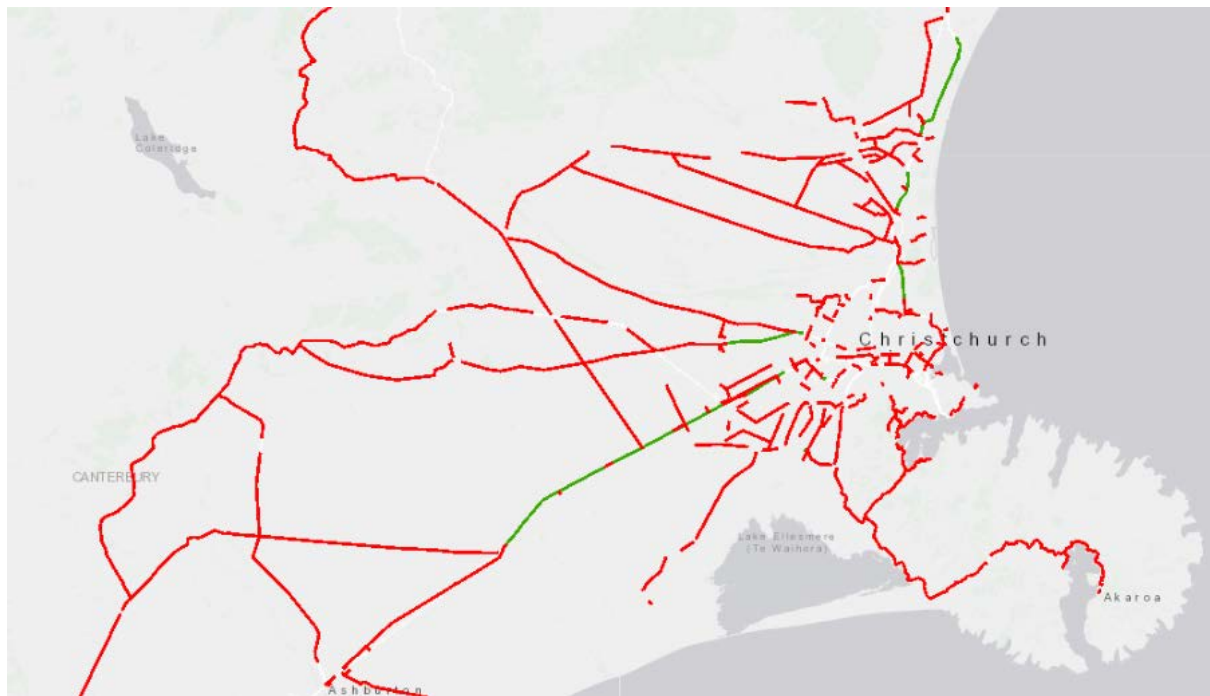
Regional Speed Management Plan - Programme



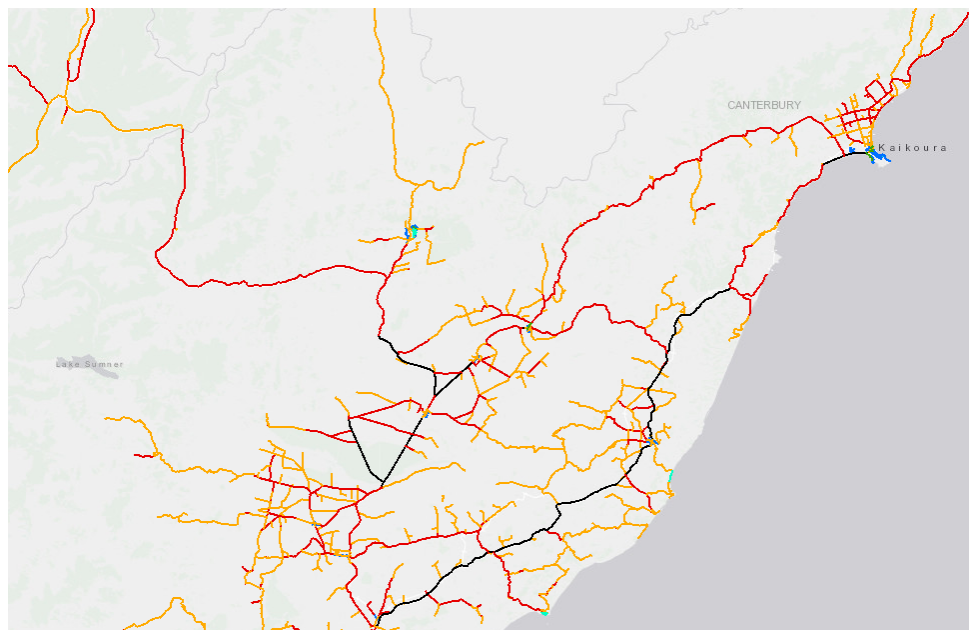
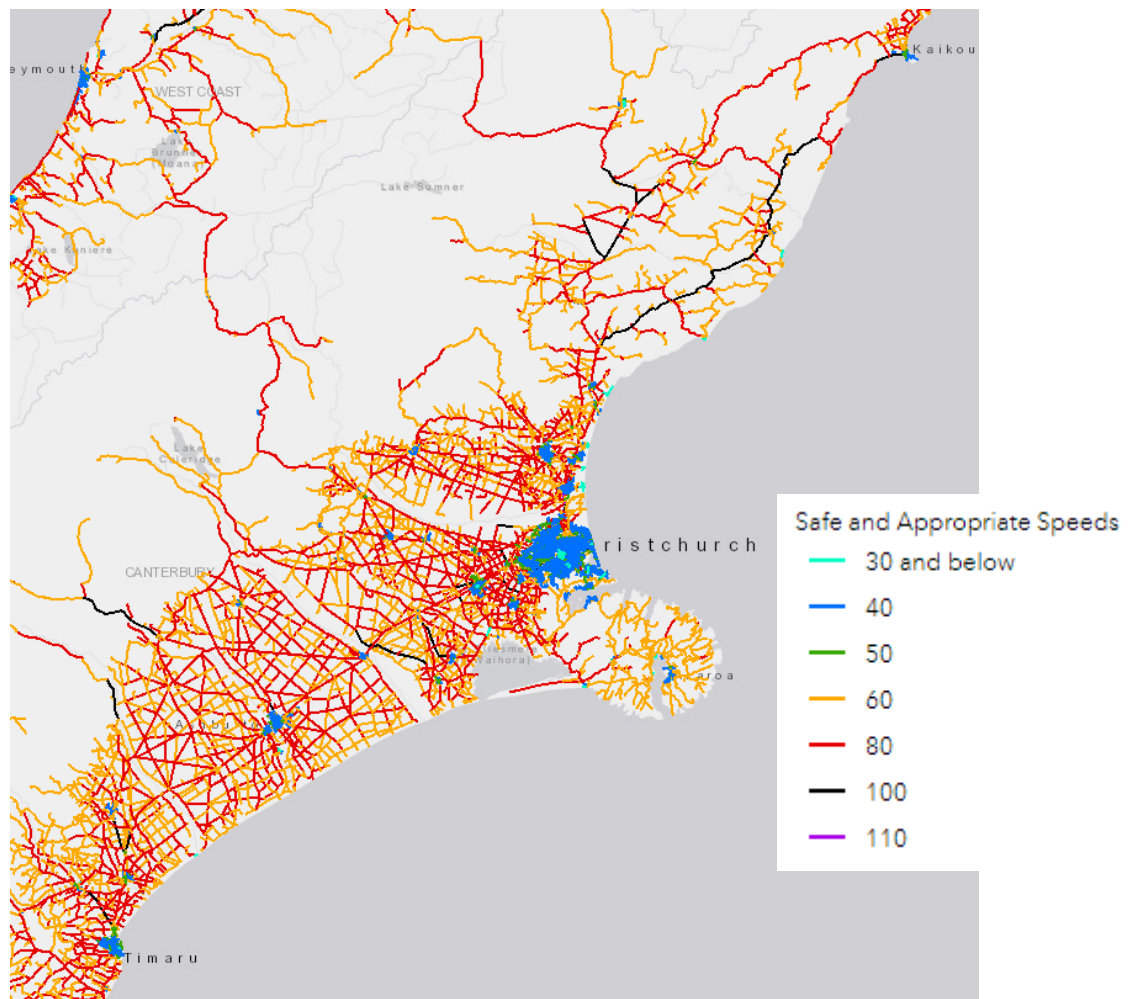
Appendix: Top 10% of network as identified in MegaMaps⁴

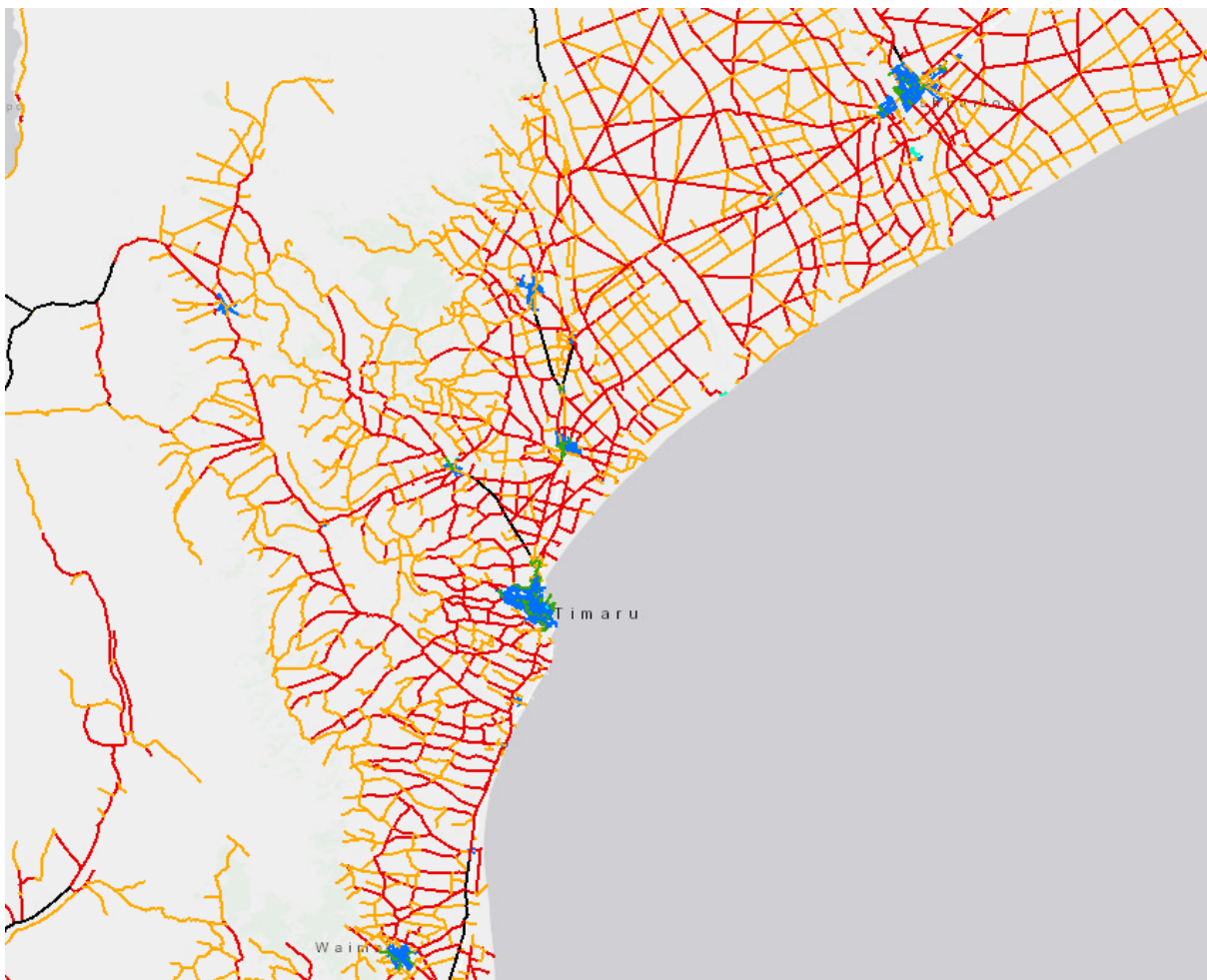
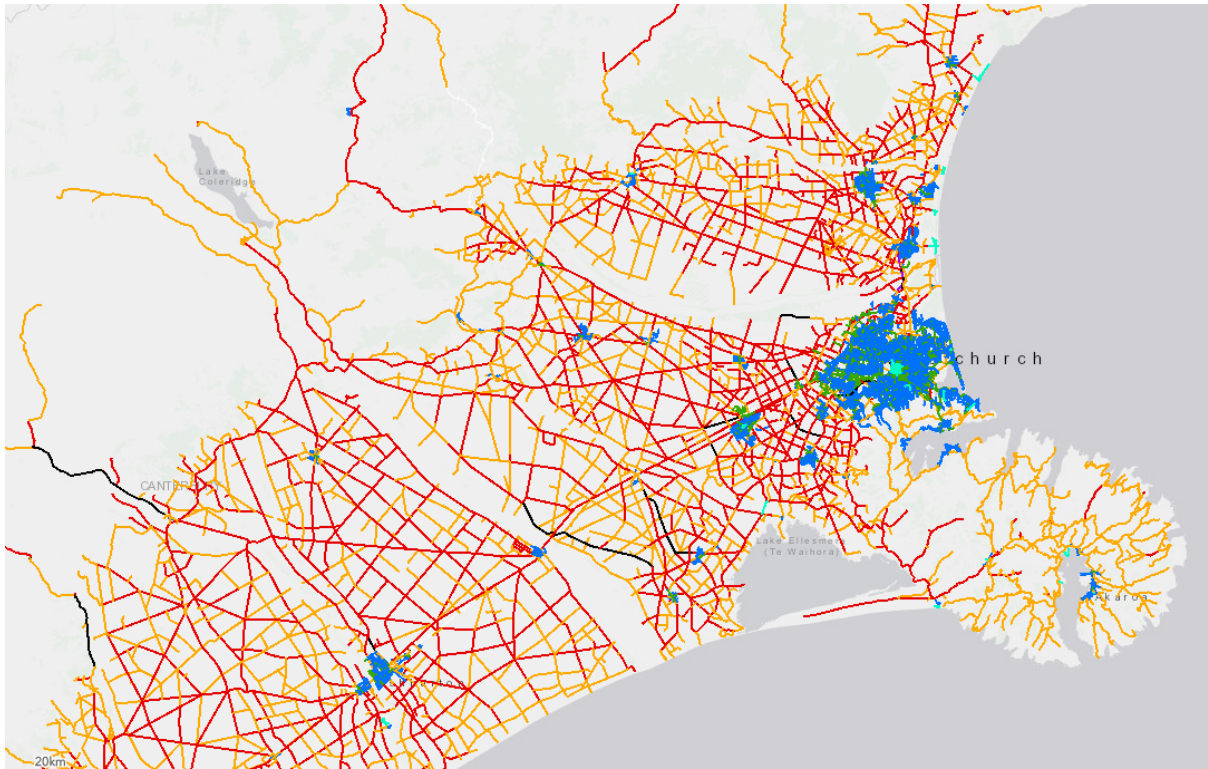


⁴ Note that red indicates a speed reduction, green indicates "engineering up" although this is likely to be significantly higher cost which may impact LTPs



Safe and appropriate speeds as identified in MegaMaps





Canterbury Regional Road Safety Working Group (RRSWG)

General Information

Agenda Item Number	6	Author	Kathy Graham, Waimakariri District Council Lorraine Johns Environment Canterbury
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Title

Road Safety in Canterbury Research Report

Purpose

1. To report back to RRSWG on the Road Safety in Canterbury Research Report.
2. Please note this report will require some further changes before it is made publicly available. As such, it is distributed to RRSWG members **in confidence** and is not for broader circulation.

Recommendations

1. That the Regional Road Safety Working Group:
 - a. **Note** that Kathy Graham from Waimakariri District Council will report back to the Group on the results of this research at the meeting on 14 March 2019;
 - b. **Discuss** the findings in this report.

Background

3. At the RRSWG meeting on 8 February 2018, the representatives from Waimakariri District Council, Christchurch City Council, and Timaru District Council proposed region-wide research on attitudes to road safety.
4. Communities have previously indicated that to be able to assist in reducing deaths they need a better understanding of local risk areas. There appears to be a perception that because our roads are generally long, straight and wide, that the risk is low and motorists can drive at the speed they feel is safe rather than at the posted speed limit.
5. Waimakariri District Council were able to source \$15,000 from NZTA toward the cost of this research. Waimakariri District Council also invited each council to contribute \$5,000 to region-wide research, to be progressed in accordance with a business case circulated by Waimakariri District Council.

6. Research First was engaged to carry out this work and completed it in November 2018.

Purpose

7. The purpose of this research was to build on existing NZTA research, by understanding road user attitudes in more detail, ensuring the sample was large enough, and understanding whether there were local differences.
8. The primary research objective was to inform future communications about road safety in order to facilitate behaviour change.

Summary of findings

9. A summary of key findings is provided on page 3 of the report as follows:
 - Cantabrians care about road safety but are mostly happy with the status quo regarding enforcement; a significant minority actively reject it.
 - They are cognisant of physical risks and hazards and see it as the Council's role to fix them.
 - The majority overestimate their ability and feel that other road users are the problem.
 - Many assume that road crashes and fatalities are inevitable and are sceptical about measures seeking to change behaviour.
 - Most do not recognise their role in promoting road safety and do not have meaningful conversations about it.
 - Residents across Canterbury are consistent in their behaviours and attitudes, with only small regional differences related to local conditions.
10. The report provides some guidance on the response, including what to say when engaging with the community, how to say it, where and when to say it, and how to measure whether interventions are successful.

General Information

Agenda item number	8	Author	Lorraine Johns
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Title

RRSWG Terms of Reference

Purpose

1. To discuss whether any update is required to the RRSWG Terms of Reference.

Recommendations

1. That the Regional Road Safety Working Group:
 - a. **Discuss** whether changes may be required to the existing terms of reference.

Update

2. The Regional Transport Committee has directed Environment Canterbury to undertake a sub-group review.
3. There is a need for RRSWG to consider whether any updates to the RRSWG Terms of Reference are required as part of this review.
4. At the meeting on 14 March, it is proposed that members have an initial discussion on changes which might be required. Environment Canterbury will then report back to the Group at the meeting in May 2019, with any proposed amendments to the terms of reference.

Regional Road Safety Working Group Terms of Reference

Terms of Reference

Canterbury Regional Road Safety Working Group

Establishment

The Canterbury Regional Road Safety Working Group (RRSWG) is established under the auspices of the Canterbury Regional Transport Committee (RTC).

Background

In 2012 32 people lost their lives on Canterbury roads, and 250 people were seriously injured, whilst these numbers are declining, road crashes impose a massive and unacceptable burden of death, pain and suffering on Cantabrians.

In 2010 the Ministry of Transport developed the National Road Safety Strategic Plan – Safer Journeys to 2020, recently the Safer Journeys Actions Plan 2013-2015 was released.

Key partners involved in the road safety sector in Canterbury:

- Local and Regional Government • Government agencies
- Ministry of Transport • NZ Transport Agency
- Police
- ACC
- AA
- Insurance Industry
- Vehicle importers
- Motor Industry
- Road Transport Association
- The community
- Contractors

Working Group Outcome/Vision

“Safer Journeys on Canterbury Roads”

Working Group Goal

“A Canterbury safe road system increasingly free of death and serious injury”

Purpose

The key purpose of the RRSWG is to provide a forum for Canterbury Councils and key partners to develop a coordinated regional road safety direction. This will enable the adoption of a collaborative co-ordinated Safe System approach to deliver a Canterbury safe road system increasingly free of death and injury.

Working Group Scope and Outputs

The key tasks for the Canterbury RRSWG include:

- The Group will impart their knowledge/experiences/skills in the development of an Implementation Plan giving effect to the RLTS with one shared vision.
- Promote and develop commitment to a Safe System approach across all key stakeholders within the region.
- Share key information highlighting key road safety issues, statistics, risks, outcomes achieved and lessons learnt.
- Leadership in implementing and demonstrating the Safe System approach.
- Come up with value for money solutions and best use of resources across interdistrict areas.
- Identify investment opportunities across interdistrict areas.
- Collaborate on key projects across the region.
- Monitor progress towards a progressive reduction in road death and injury across the region.
- Celebrate success!
- Provide technical and strategic advice and recommendations to the RTC on Road safety in Canterbury.
- Provide a report to the RTC updating the committee on the group's activities and request where appropriate the RTC to commission further road safety investigations within their existing budgets.
- Recommend how local road strategies and Road Safety Action Plans can be aligned to regional risk.

Reporting

The outcomes achieved by the Working Group will be reported to the RLTC on a regular basis. The meetings will provide an opportunity to discuss issues and challenges, risks, report against the actions the Implementation Plan, RSAP progress, key projects and resource requirements within the Canterbury region.

Constraints

Budgets, resources, time, partner priorities, will all have to be managed in a challenging environment to ensure we achieve the desired outcome.

Quorum

There shall be half of the membership plus one, including the chair (or nominated substitute).

Meetings

Prior to an ordinary meeting of the Canterbury RTC (approximately 1 month prior). Additional meetings may be required, especially during the first 6 months of establishment.

Supported by

Administration support and technical support provided by Environment Canterbury.
Environment Canterbury to organise the meetings, take notes of these meetings and prepare documentation.

Performance Measures

- Progressively reduce the number of fatal and serious casualties on Canterbury Roads.
- Raise the profile of Road Safety and the Safe System approach across the Canterbury Region.
- Change the Road Safety Conversation towards the Safe System approach.

Group Membership and Resource

The members are ECan, New Zealand Police, NZ Transport Agency, ACC all Canterbury Territorial Local Authorities representatives (Roading/ Transport Managers or Road Safety Co-ordinators), although some areas may cluster representation for example South Canterbury. These appointees would then underpin each of their parent organisations on the Regional Transport Committee, providing a cross section of knowledge and specialised safety input, not just across the safe road use space. It is expected that the contributing organisations would provide their own funded personnel to participate.

It is important that each representative will communicate back to their Council Road Safety Committees.

Following is the list of required Working Group members, and their roles and responsibilities

Individuals	Roles	Responsibilities
Mayor David Ayers	Chair	<ul style="list-style-type: none"> • Lead the group to ensure safety is co-ordinated in the region • Lead performance measure process to assess progress toward key objectives • Assist with conflict resolution • Chair meetings • Ensure strategic alignment with regional and national directives
Inspector Al Stewart Police To be confirmed – ECan Alisa Davis - ACC Anne-Marie Kite - CCC Robyn Gardener - CCC David Edge – Hurunui DC Second	Group Members	<ul style="list-style-type: none"> • Share key information • Agree on Implementation Plan to be addressed by group • Provide ideas and innovation • Provide expertise in respect of road safety

<p>Tony Francis Andrew Mazey – Selwyn DC Second Ngaire Tinning Ken Stevenson – Waimakariri DC – second Chris Neason Andrew Dixon – South Canterbury Brian Fauth – Ashburton DC Lee Wright - NZTA</p>		<ul style="list-style-type: none"> • Attend meetings
<p>Administration</p>		<ul style="list-style-type: none"> • Develop agenda • Take minutes and distribute • Provide technical expertise in the development and progress of the Implementation Plan. • Develop RTC Reports on behalf of the Working Group



Hon Dr Nick Smith

Member of Parliament for Nelson

28 FEB 2019

To Chairs of Regional Transport Committees

To Whom it May Concern

We are writing to request your Council endorse and promote the petition of Karen Dow in the name of her late son Matthew.

The petition requests "That the House of Representatives urgently pass legislation to introduce random roadside drug testing to reduce the escalating road toll from drugged drivers, which resulted in 79 fatal crashes in 2017 and exceeds the number caused by those impaired by alcohol."

Matthew Dow was 23 years old when killed on New Year's Eve 2017 by a drugged driver high on meth and cannabis. The woman had previously served time for drug convictions and was driving like a maniac at Appleby when she killed Matthew. Matthew's parents have initiated this petition to raise awareness of the problem of drugged drivers and to give Police the tools needed that have been successfully used in Australia, the United Kingdom and Canada to get drugged drivers off the roads.

The proposal is to enable police to use a simple saliva test as used currently to great success in countries including Australia, Canada and the United Kingdom. The system is simple to administer and takes less than 10 minutes.

Last year there were 79 deaths nationally involving drug drivers, compared to 70 deaths where drink drivers were involved. Conversely during that same period there were 16,000 convictions for drink driving but less than 200 for drug driving. The current system is simply too difficult for police and too open to interpretation. A test that is quick, easy and objective is essential if we are to reduce our road toll and make our roads safer for all. This issue will become more important in the context of the Government's policies to liberalise access to drugs like cannabis.

There are two ways your Council and/or Transport Committee could assist with this road safety petition. We would invite you to have the petition available for public signatures at your Council offices, libraries or other areas engaging with the public. We enclose a petition form that you could photocopy for this purpose. You could also draw public attention to the digital version of Matthew's petition at the following web address

https://www.parliament.nz/en/pb/petitions/document/PET_82698/petition-of-karen-dow-matthews-petition-seeking-urgent

The other way your Council could assist would be to formally endorse the intent of the petition. The more Councils we have supporting this initiative, the more likely we will get Government and Parliament to address this increasing road safety risk.

If you have any further questions please feel free to contact nick.smith@parliament.govt.nz

Kind regards,

A handwritten signature in blue ink, appearing to be 'N. Smith', written in a cursive style.

Hon Dr Nick Smith

MP Nelson

A handwritten signature in blue ink, appearing to be 'PP Karen Dow', written in a cursive style.

Karen Dow

Petition initiator and Matthew Dow's mother

Matthew's Petition

To the House of Representatives

Respectfully requests that House of Representatives urgently introduce random roadside drug testing so as to reduce the escalating road toll from drugged drivers, of 79 in the last year of which now exceeds those impaired by alcohol.

Name	Signature

- Matthew Dow was 23 years old when at 9pm on December 31st 2017 he was killed on State Highway 60 at Appleby, Nelson. Matthew, a much loved son of Karen and Peter Dow of Christchurch, was a gentle, safety conscious young man, planning to study engineering at Ara Polytechnic this year.
- The driver responsible for the accident was Alicia Fulcher-Poole who had been smoking meth, had been witnessed driving erratically and passing recklessly. The accident scene was described as horrific by emergency services, with debris thrown 100 metres from the vehicle, including cans of bourbon, cannabis plants and drug bong. Two unrestrained children in her vehicle were miraculously not seriously injured. She was subsequently found guilty of driving causing death and injury and while under the influence of drugs and is now serving a 3.5 year prison sentence.
- The number of people killed in road accidents from drugged drivers was 79 compared to 70 for drunk drivers in the last year. This is the first year fatalities from drugged drivers exceeded those of drink driving. UK, Australia and Canada have all introduced roadside drug testing and shown saliva testing is technically feasible, reliable and successful in saving lives.

The speed limit setting framework

Selwyn District Council

Sub Committee

Monday 25 March 2019

New approach to speed management

Objectives

- Nationally consistent approach
- Deliver both Safe System and network efficiency
- Assist local councils to prioritise 'high benefit' opportunities
- Supports a new conversation on road risk and speed



Setting of Speed Limits Rule 2017

Key changes

- Applies new approach in the Guide
- Enables 110km/h on selected high quality routes
- Streamlines process for Temporary and Emergency speed limits
- Offers an outcomes based approach to repeater signs




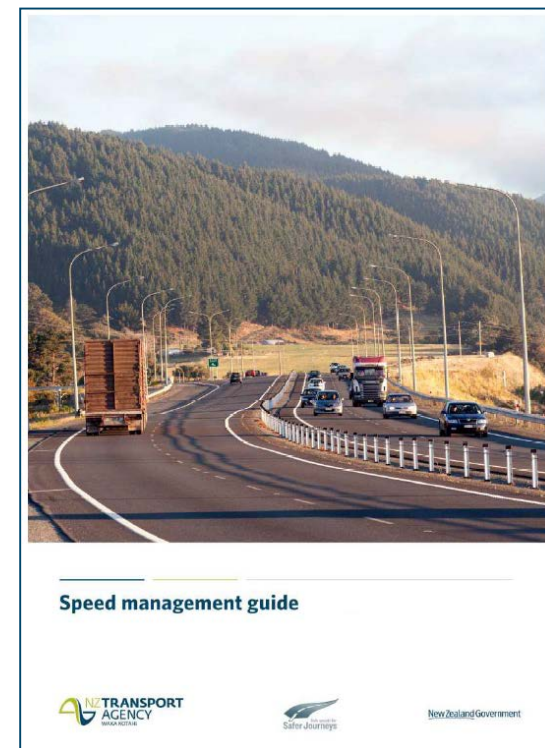
Focus on high benefit opportunities

- Rule requires Agency to provide speed management information to RCAs (the Speed Management Guide and MegaMaps)
- Information encourages RCAs to look at high benefit opportunities first (top 10%)
- RCAs must have regard to this information when reviewing speed limits

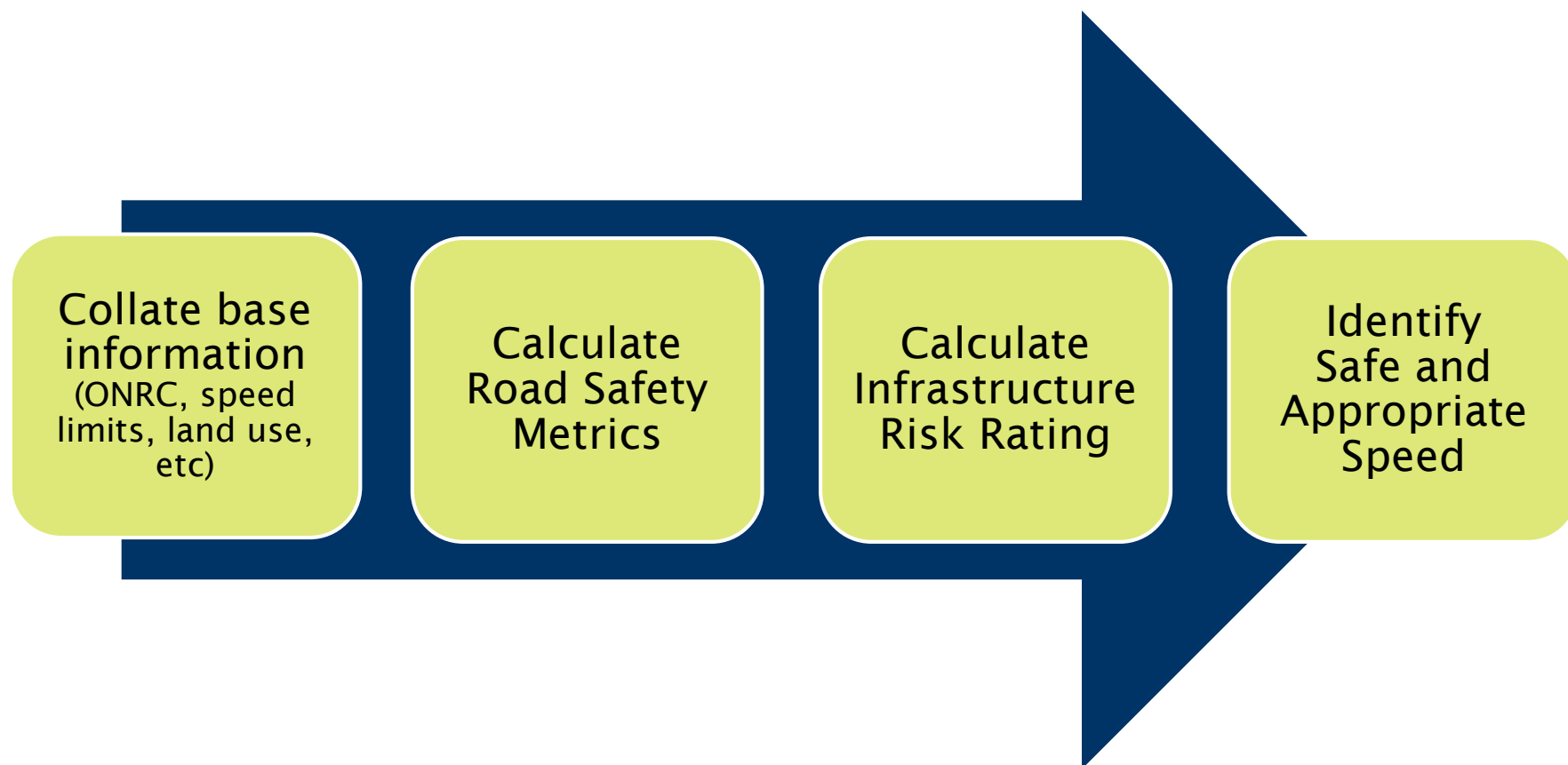


The Speed Management Guide

- Technical  MegaMaps
- Effective engagement:
 - Increases community understanding of road risk
 - Enables constructive conversations
 - Creates right environment for consulting on agreed interventions
 - Is enduring beyond interventions being completed



Identifying safe and appropriate speeds



Infrastructure Risk Rating

A predictive road assessment methodology designed to proactively assess road safety risk

Eight features

1. Road stereotype
2. Alignment
3. Carriageway width
4. Roadside hazards
5. Land use
6. Intersection density
7. Access density
8. Traffic volume



Safe and appropriate speeds

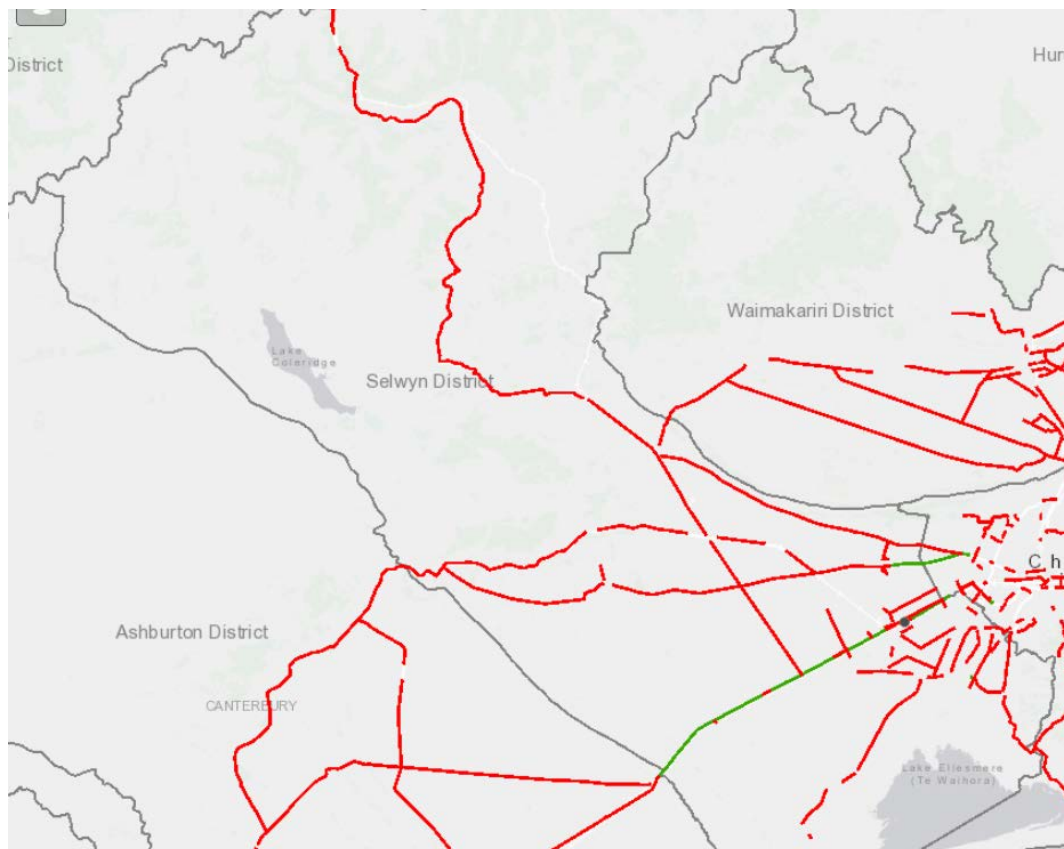
Definition - Travel speeds that are appropriate for road function, design, safety and use

Purpose - To identify those corridors that align and do not align with the Speed Management Framework



Top 10% Dsi saving network lengths

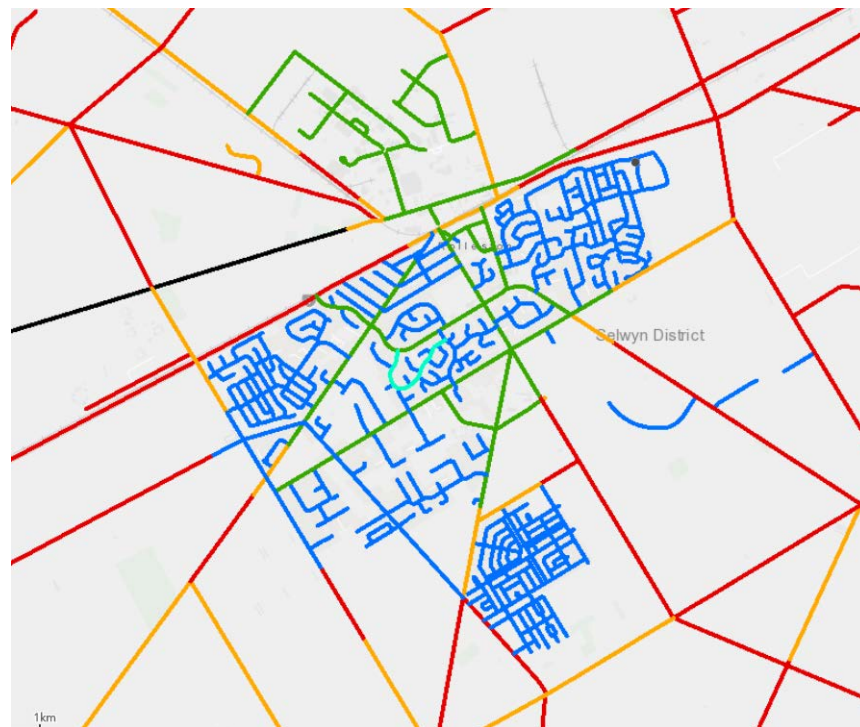
Safe and Appropriate
Speeds compared with
actual mean travel speeds
to identify high benefit
network lengths (top 10%)



Existing Speed Limits



Safe and appropriate speeds



- 30 and below
- 40
- 50
- 60
- 80
- 100 67



Government Policy Statement

“...accelerate the implementation of the new Speed Management Guide, focusing on treating the top 10 percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible.”

A nighttime photograph of a bridge spanning a body of water. The bridge is illuminated with warm lights, and the lights are reflected in the calm water below. The sky is dark blue, and the foreground shows a rocky shoreline.

Thank you

Road Safety Action Plan

For

Selwyn District Council

July 2018 – June 2019

Vision: Zero deaths and injuries on Selwyn roads

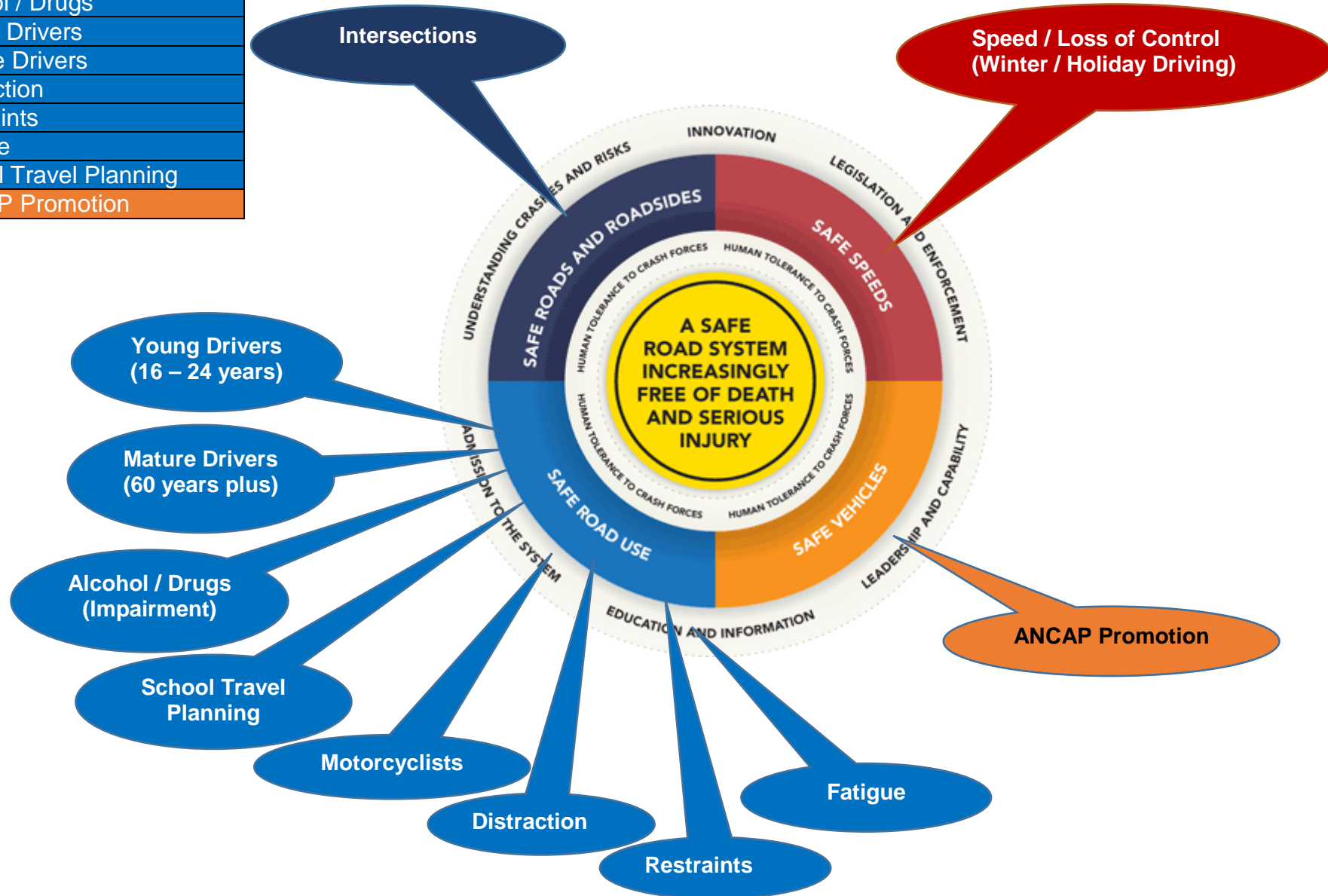
Goal: To progressively reduce the number and severity of road crashes in the Selwyn District



SDC ROAD SAFETY PRIORITIES

Safe System Fit

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



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.

Central Government are currently reviewing road safety so this may change in the future.

Selwyn District Crash Statistics 2014 – 2018 All crashes – Overview

1,389 crashes (514 injury, 875 non-injury) resulting in 35 deaths and 209 road users seriously injured.

81% of all crashes happened in rural areas, 19% were in urban areas. 38% were at intersections.

45% were lost control/head-on type crashes (19% on bends and 26% on straight roads)

❄ ACC: Canterbury Motor Vehicle (Car and truck) claims (2010-2018) showing a 1% upward trend since 2010

❄ ACC: Canterbury Motorcycle claims (2010-2018) **showing a 7% downward trend since 2010**

27% of at fault or partly at fault drivers in injury crashes were under 25 years old, and 15% were over 60 years old.

48% of at fault or partly at fault drivers in injury crashes were between 25 and 60.

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 unlikely that all crashes can be prevented. 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”

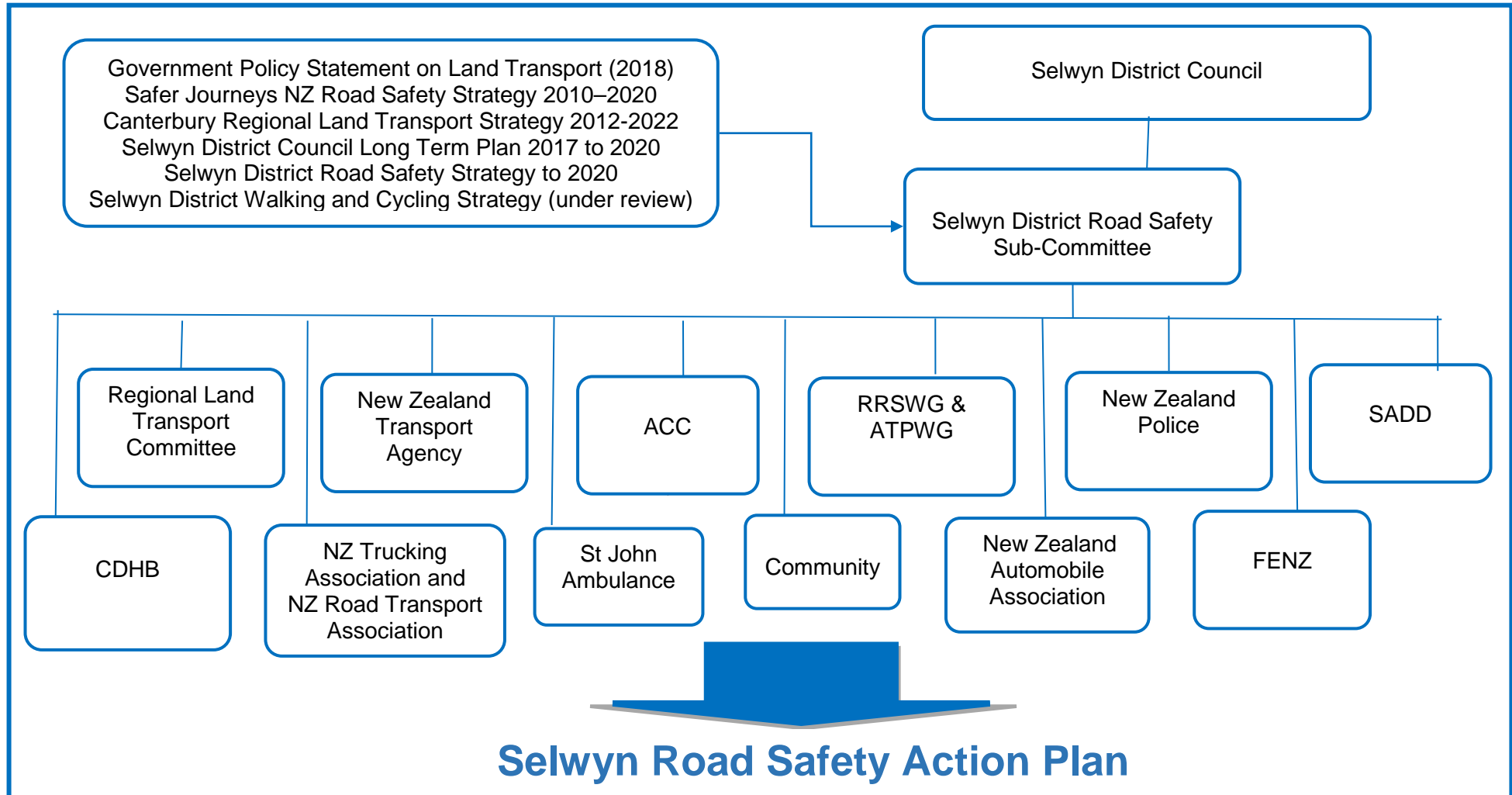
Police Prevention - “R I D S”

Restraints

Impairment (Drugs/alcohol)

Distraction

Speed



Alcohol / Drug Impaired Driving

Selwyn Statistics 2014 - 2018 (Local Roads and State Highways)

Between 2014 and 2018, there were 172 (12% of all crashes) crashes that involved alcohol as a causative factor.

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. Police prevention data and Crash Analysis System data.

Alcohol / Drug Impaired Driving




[illegible]

Alcohol / Drug Impaired Driving



Activities	Actions and Outcomes	Measures and Targets	Dates	Responsibility
Prevention	Police prevention is to focus on RIDS in addition to other trauma promoting offences. <i>RIDS: Restraints, Impairment (drug/alcohol), Distraction, Speed</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 prevention data on a Regional level. Every motorist stopped for whatever reason at any time of day to be breath tested.	2018 - 2019 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.	2018 – 2019 Financial year	NZTA

Intersections	
Selwyn Statistics 2014 - 2018 (Local Roads and State Highways)	
Between 2014 and 2018 there were 531 intersection crashes, 38% of all crashes in the Selwyn District.	
Target groups	
All road users	
Reason for Action	
Rural intersections have been identified as a high risk area in the "Communities at Risk" register for Selwyn. Selwyn is rated at second worst District in the country for rural intersection crashes. Addressing intersection crashes is a key action in the Selwyn Road Safety Strategy to 2020. In Selwyn District there are many long straight roads with 90 degree intersections. A significant percentage of rural road intersections are located in 80 kmh - 100kph speed limit areas.	
Measures	
A reduction in recorded crashes over a five year period. Police prevention data and Crash Analysis System data.	

Intersections



Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Safe Road Use Intersection safety education and awareness programmes. 	<p>Deliver a co-ordinated education and awareness campaign aimed at improving road user behaviour at intersections.</p> <p>Road Users will be encouraged to adopt appropriate and safe driving practices at intersections.</p>	<p>Target is to deliver one campaign using a combination of media and resources to deliver key messages</p> <p>Measured by the community feedback and media pick up of the campaign. Social media engagement.</p>	March - April 2019	Road Safety Coordinator
Safe Roads/ Roadsides Regular control of vegetation and maintenance of signs and road markings at intersections 	<p>Road maintenance contracts have regular inspections and work carried out to control vegetation and retain visibility of road markings.</p> <p>Clear sight distances and road markings clearly visible to road users</p>	<p>Inspections and trimming of vegetation completed as programmed. Road marking maintained to the level of retro reflectivity in the specification.</p> <p>Inspections and trimming recorded. Test results for road marking submitted and non-compliant road marking repainted.</p>	On-going	Assets roading staff, maintenance contractors
Safe Roads/ Roadsides Intersection layout, control and design 	<p>Have an on-going programme to upgrade intersections with arterial and collector roads that have the appropriate control, and layout.</p> <p>Have intersections that are clearly visible to drivers and provide clear guidance for drivers.</p>	<p>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).</p>	On-going	Assets roading staff


Intersections

Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Safe Roads/ Roadsides Intersection layout, control and design 	<p>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.</p>	<p>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.</p>	On-going	NZTA, ACC and Councils
Safe Roads/ Roadsides Intersection layout, control and design 	<p>Ongoing sign and road marking audit at SDC intersections to ensure they have appropriate warning signs and meet best practice for safety outcomes.</p> <p>Intersections will have correct signage appropriate to meet the needs for increased driver safety and compliance.</p>	<p>The changes recommended from the audit will-be implemented.</p> <p>Auditing will be ongoing throughout financial year.</p> <p>Intersections are clearly visible and provide clear guidance for road users</p>	On-going	Selwyn District Council, roading staff and contractors
Prevention	<p>Police prevention is to focus on RIDS in addition to other trauma promoting offences.</p>	<p>We have run multiple spot and stop check points at high risk intersections in Selwyn resulting in large number of IONS issued mainly for failing to stop at stop signs, for example 12 stop sign IONS in a 40 minute period is not uncommon. Sgt Hardee, March 2019</p>	July 2018 - June 2019	New Zealand Police

Motorcycles	
Selwyn Statistics 2014 - 2018 (Local Roads and Highways)	
Between 2014 and 2018 there were 55 injury motorcycle crashes in Selwyn District. These crashes represent 4% of all crashes in the Selwyn District.	
Target groups	
All motorcycle riders, new and returning 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. Police prevention data and Crash Analysis System data.	

Motorcycles

Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Safe Road use Motorbike awareness education campaigns 	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	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.	February 2018 October 2018	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. 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.	2018 – 2019 Financial year	ACC and Motorcycle Safety Advisory Council (MSAC) Ride Forever trainer 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.
Prevention	Concentration on motorcyclist offences throughout the Selwyn District.	The number of infringement notices issued to motorcyclists. Support and refer riders to motorcycle training.	July 2018 - June 2019	New Zealand Police

Driver Distraction/Fatigue

Selwyn Statistics 2013 - 2017 (Local Roads and Highways)

The inability of the CAS system to report on distraction and fatigue as causative factors prevents reporting accurately as to numbers. Distraction and fatigue are typically significantly under reported as causative factors in CAS data collection.

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, in-vehicle data displays, altering vehicle controls while driving are some of the commonly known types of distraction.


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. Police prevention data and Crash Analysis System data.

Distraction				
Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Safe Road Use Community awareness 	Deliver a campaign to increase community awareness about risk and consequences of distractions. Synlait are holding a distraction/fatigue campaign for employees in Sept/Oct 2018. Arrange billboard rotation. Billboards of fatigue, but not distractions, per NZTA guidelines. Billboards are distracting.	The amount of community response and engagement to the campaign. 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.	September-October 2018	Road Safety Coordinator
Prevention	Concentration on cell phone offences as there has been a steady increase in infringements since hand held phones were banned in 2009. Support the Selwyn District Distraction campaign.	The number of prevention notices issued through the year and during the period of the campaign.	On-going	New Zealand Police
NZTA National Advertising	Continue to promote distraction messages on the NZTA website. Advertising – August, February, May	Increased awareness of the consequences of being distracted while driving and a reduction in crashes where distraction is a factor.	July 2018 – June 2019	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>Synlait are holding a distraction/fatigue campaign for employees in Sept/Oct 2018.</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>Measured by pick up of media interest, social media engagement and community feedback.</p>	Long weekends during October, November and December 2018, Waitangi and Easter Weekend 2019.	Road Safety Co-ordinator
Prevention	Fatigue is included in high risk drivers in RIDS. Increased awareness of fatigue in drivers by Police staff.	Number of crashes where fatigue is recorded as a crash factor reflects actual numbers. Driver education opportunities at point of contact.	July 2018 – June 2019	New Zealand Police
NZTA National Advertising	Information about Fatigue on NZTA website National advertising campaign/billboards	Increased awareness of driver fatigue and a reduction in crashes where fatigue is a factor.	July 2018 – June 2019	NZTA

Safe Speeds

Selwyn Statistics 2014 - 2018 (Local Roads and Highways)

There were 471 crashes where inappropriate speed and loss of control were factors. These made up 34% of all crashes in the Selwyn District.

Loss of control on bends featured highly with 34% of these crashes, with 54% being straight road loss of control.

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 prevention 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</p> <p>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>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>Distribution of ice scrapers and windscreen cleaning cloths in the early winter period.</p>	<p>July 2018</p> <p>May - June 2019</p>	<p>Road Safety Coordinator</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 Holden Street Smart course, as an injury/crash prevention session.</p> <p>Leading Learners to cover stability control.</p>	<p>Utilise Holden Street Smart to encourage safe driving practices and awareness of surroundings and potential distractions when driving.</p> <p>Reduction in young driver loss of control crashes in Selwyn District.</p>	<p>October 2018 and January, April 2019</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>Regionwide: Speed Management Guide</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>	<p>July 2018 – June 2019</p>	<p>ACC</p> <p>All RCA's, Police, RRSWG</p>
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>	<p>On-going</p>	<p>Selwyn District Council Roding Team, NZTA State Highway consultants and contractors.</p>
Police prevention	<p>Police prevention is to focus on the RIDS offences in addition to other trauma promoting offences.</p>	<p>Targeted prevention around school areas and over long weekends.</p> <p>2017/2018 performance year, Selwyn : 1- 15 was 40.3%.</p>	<p>On-going</p>	<p>New Zealand Police</p>

Safe Speeds – Loss of Control



Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
NZTA National Advertising and promotion Speed management Guide Safety cameras	<p>National Television advertising. Reach NZ Wide – August, November, January and May</p> <p>Following consultation, more locations and increased use for safety cameras. Camera Installation sites and new technology is targeted at areas of risk.</p>	Increased public acceptance of safe speeds and awareness of consequences of driving at high speeds.	July 2018 – June 2019	<p>NZTA</p> <p>NZTA, New Zealand Police, Communities</p> <p>NZTA, Ministry of Transport, New Zealand Police, Communities</p>

Mature Road Users	
Selwyn Statistics 2013 - 2017 (Local Roads and Highways)	
There were 93 injury crashes in Selwyn District involved drivers over the age of 60 years. There were 48 crashes where drivers were over the age of 70 years.	
Target groups	
All mature drivers (over 60 years), with a particular focus on those aged 74+	
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 a 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.	

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. 6 courses planned.</p> <p>Outcomes - Mature drivers will be more confident, safe and comfortable when driving their vehicle.</p> <p>50 x AA memberships bought for distribution to Over 74 years Selwyn residents.</p>	<p>Each course 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 2018-April 2019	<p>Road Safety Co-ordinator, Age Concern, Police</p> <p>Road Safety Co-ordinator, AA,</p>
Prevention	Attend and support Confident Driving Courses and refer drivers where applicable.	Police STU attendance when each course is held in the Selwyn District.	2018-2019 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 2014 – 2018	
Young drivers were involved in 153 crashes. These crashes make up 14% of all crashes in the Selwyn District.	
Target groups	
Overall: drivers aged between 16 and 24 years old, utilising young driver programmes, resources and engagement opportunities. Holden Street Smart drivers on a Learner or restricted licence who are a resident in Selwyn (aged 16-19).	
Reason for Action	
To reduce the number of young people involved in crashes, driving offences and Graduated Driving Licence System (GDLS) breaches.	
Measures	
There will be a reduction in young driver crash and prevention 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>Support Selwyn Residents to attend Holden Street Smart Courses at Ruapuna in each school holiday period.</p> <p>Investigate other programmes to assist all young drivers to become more skilled and experienced and safe drivers.</p>	<p>Young driver 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.</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>	2018 - 2019 financial year	Road Safety Coordinator and Driving Instructors
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>Drive - www.drive.govt.nz Right Car - www.rightcar.govt.nz</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>		Road Safety Coordinator ACC NZTA
Prevention	<p>Police prevention is to focus on the fatal five offences in addition to other promoting offences.</p> <p>Police attendance at Young Driver programmes</p>	The measure will be the number of prevention notices issued.	2018 - 2019 financial year	New Zealand Police

Selwyn District Council Road Safety Projects

Selwyn District Council Projects

- ✿ School community: Support schools with general road safety concerns, and encourage development / updating of School Travel Plans.
- ✿ Community Road Safety Fund: Schools, organisations and residents have access to the fund which is available to support local road safety initiatives.
- ✿ Child restraint: 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

Measures


Engagement by schools in the travel planning process.

Increased knowledge of children and their parents/caregivers. Increased awareness of child restraint laws and compliance.



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

Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Safe Road Use 	<p>Promotion of 20 kmh speed limit when passing a school bus that has stopped to let children on and off, in both directions.</p> <p>Back to school awareness campaigns.</p>	<p>A reduction in vehicle speeds when children are present within school zones.</p> <p>Deliver back to school campaign in February to increase awareness of our vulnerable road users as they travel to/from school.</p>	<p>2018 – 2019 Financial year</p> <p>February 2019</p>	<p>School Road Safety Coordinator</p> <p>School Road Safety Coordinator</p>
Safe Speeds 	<p>Encourage and support schools on the School Travel Planning Journey.</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>Develop Active Transport programme to reduce congestion and encourage and develop road safety awareness in children and the community.</p> <p>investigate establishment of a Cycle Skills programme</p>	<p>Advise on the benefits of the travel planning process, support with the provision of NZTA resources, work with schools to develop their School Travel Plan.</p> <p>Deliver through media avenues as well as specific support where required.</p> <p>Deliver programme to primary schools and encourage engagement to levels manageable by schools. Reduce congestion around schools.</p> <p>Identify stakeholders and avenues to deliver cycle skills.</p>	<p>2018-2019 Financial year</p> <p>2018-2019 Financial year</p> <p>Term 2 2019</p> <p>2018-2019 Financial year</p>	<p>School Road Safety Coordinator</p> <p>School Road Safety Coordinator</p> <p>School Road Safety Coordinator</p> <p>School Road Safety Coordinator</p>





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

Activities	Actions and Outcomes	Target and Measures	Dates	Responsibility
Prevention	Continue speed past schools prevention campaigns.	<p>Target drivers who drive over the posted limited in school areas.</p> <p>The measure will be the number of infringement notices that are issued.</p> <p>A reduction in the incidence of vehicles speeding past schools and stopped school buses.</p>	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 Roading 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.	2018 – 2019 Financial year	Selwyn District Council Funding School Road Safety Coordinator / 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.	2018 -2019 Financial year	Selwyn District Council Funding School Road Safety Coordinator Police
NZTA Child Restraints	Raise awareness on benefits of child restraint use over 5 years of age	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 2018 – June 2019</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 deliver the programme across Canterbury initially and wider as the opportunity arises.</p>	<p>July 2018 – June 2019</p>	<p>NZ Trucking Association, Road Safety Coordinator.</p>
Safe Road use 	<p>Develop campaign to increase the use of Safety Belts for all drivers and passengers.</p>	<p>To work with Police to create joint community awareness campaign of the necessity of wearing a seat belt and the positive outcomes.</p>	<p>July 2018 – June 2019</p>	<p>Road Safety Coordinator, Police</p>

Safer Journeys - General

Activities	Actions and Outcomes	Targets and Measures	Dates	Responsibility
<p>Safer Vehicles Right Car Website</p> 	<p>Promotion of Right Car Website 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 2018 – June 2019</p> <p>On-going</p>	<p>Road Safety Coordinator</p> <p>Road Safety Coordinator</p> <p>NZTA</p>

Road Safety Calendar 2018 – 2019

Month	Project/Activity	Brief Description	Seasonal Risk Factors	NZTA Advertising
July	Speed – Loss of Control Young Drivers	Winter Driving - Be prepared for all conditions Holden Street Smart, Community Driver Mentoring Programme	Alcohol, Drugs, Distraction	Alcohol Drugs
August	Distraction Young Drivers	Distraction - m Where's Your Focus? Community Driver Mentoring Programme		Speed Distractions
September	Motorcycles Mature Drivers	Distraction – Where's Your Focus? Motorcycle event planning and Ride Forever training promotion Community Driver Mentoring Programme		Young Drivers Drugs
October	Mature Drivers Motorcycles Fatigue Young Drivers	Motorcycle Safety Event (with CCC) and Ride Forever training promotion Labour Weekend Fatigue Holden Street Smart and Community Driver Mentoring Programme	Alcohol, Speed	Alcohol Young Drivers
November	Mature Drivers Motorcycles Young Drivers	Alcohol activities commence as available. Continue to support Ride Forever training. Community Driver Mentoring Programme.	. Alcohol, Speed, drugs, fatigue, motorcycling	Speed Fatigue

Road Safety Calendar 2018 – 2019

Month	Project/Activity	Brief Description	Seasonal Risk Factors	NZTA Advertising
December	Fatigue Alcohol	Summer holiday driving, Holden Street Smart Christmas / New Year Drink/Drive Campaign, involving local Licenced premises including hotels, taverns and sport clubs.	Speed, Fatigue, Young drivers	Alcohol Speed
January	Alcohol Young Drivers	Christmas / New Year Drink/Drive Campaign, involving local Licenced premises including hotels, taverns and sport clubs. Speed Campaign	Speed, High Risk drivers, Fatigue,	Speed Fatigue
February	Mature Drivers Motorcycles School Road Safety	Confident Driving Course Promotion for Ride Forever training Back to school campaign	Young Drivers, Motorcyclists, Cyclists	Drugs Distraction
March	Mature Drivers Intersections Motorcycles Fatigue	Confident Driving Course Intersection Campaign Promotion of Ride Forever training Easter Weekend Fatigue	Drugs, Motorcycling, Distractions	Drugs, Distraction
April	Mature drivers Speed/Loss of Control Intersections	Confident Driving Course Rural Roads – Your speed affects others, Vulnerable road users Intersection campaign continues.	Motorcycling Distractions Intersections	Alcohol, Motorcycling

Road Safety Calendar 2018 – 2019

Month	Project/Activity	Brief Description	Seasonal Risk Factors	NZTA Advertising
May	Speed/Loss of Control	Winter Driving – be prepared for all conditions	Young drivers	Speed, Young Drivers
June	Speed/Loss of Control	Winter Driving - Be prepared for all conditions	Distractions,	Drugs, Distractions

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

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes /reports etc
	<p>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>		Resp: road safety staff/committee		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 what is in new road safety strategy.		
b	<p>Waddington corner – SH73 and Waimakariri Gorge Road</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.	
c	<p>Intersection of Walkers Rd and SH1</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>		<p>Need to raise with NZTA</p> <p>Resp: road safety staff/committee</p>		This is a busy intersection with a variety of turning manoeuvres. Care is always needed. Have not observed trucks parking there.		

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

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes /reports etc
f	Signage i) Advance flashing warning signs ii) Static warning of stop signs coming up (CCC seems to use larger advanced signs and gated) iii) Intersection of Ryans and Pound Roads near airport in CCC has red warning stop painted on the road – is this a trial?				Second trial underway in Selwyn (and elsewhere) for NZTA for advance warning signs.	Extended trial is under way at three intersections in Selwyn.	
4	Crash reporting						
	<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>						
5	Crash spots						
	Need to go through where we are having crashes therefore are there intersections that may have issues that we have not considered.		Road safety staff		Relates back to crash reporting stats		
6	Pedestrian Crossing points						
a	<p><i>Broadlands Drive (between Foster Park playground and Selwyn Aquatic Centre)</i></p> <p>Report was undertaken. Appears that painting has been done on</p>				Need to gather data on pedestrian numbers with a view to zebra crossing or with the ongoing development having a signalised crossing.		

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes /reports etc
	<p>ramps leading up and down the ramps.</p> <p>Need to follow up on any other work planned.</p>						
b	<p><i>Request for School Crossing across Springs Road (Selwyn Times 27 February 2019)</i></p> <p>From the article there are alternative options for crossing the road but the parent says the direct route is more favourable</p>		Steph H/road safety staff				
c	<p><i>Crossing points generally across the district</i></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>						
7	Sheffield Pie Shop						

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes /reports etc
	Email regarding dangerous parking dated 26 February 2019 9:56 PM from Brian Donnelly Issues with parking around the shop have been raised previously				Customers do tend to park where they like. Car park has been upgraded at the back of the café. NZTA have a rehabilitation planned on this section of SH73 so a tidy up of the parking areas could be incorporated with this.		
8	20 km/hr speed signs for buses						
	Hurunui road safety committee is looking at putting 20 km/hr speed limit signs on school buses because they say that a report was done in Ashburton District in 2011 that said the signs on the buses were a good idea but NZTA then decided that education was the better option. Hurunui road safety committee thinks that education 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				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: Need more info: <ul style="list-style-type: none"> - Is the sign still being used? - Has it been part of a trial? - If not, will we do a trial? There will be a change in bus numbers when the Ministry stops providing buses for Rolleston students to go to Lincoln High School.		

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes /reports etc
	understand that Ashburton District would be interested too.						
9	Open road signs (Selwyn Times 27 February 2019) Senior Sergeant Peter Stills is reported in the paper that he wants to see ‘open road’ signs replaced with ‘100 km/hr’ signs as they can/could cause confusion for tourists <ul style="list-style-type: none"> ○ How many do we still have ○ What is the cost to replace them ○ If cost not significant 		SDC roading		Copy of first page of article below Both derestriction signs 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)		
10	Selwyn River Bridge						
	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	Jan 19	Need to address with NZTA		Is SH77 so for NZTA.		

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes /reports etc
	<p>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>						
11	Safe routes to school						

'Confusion' over open road signs

Police boss wants them replaced

By Anan Zaki

TOURISTS ARE driving too slow because they don't know what an open road sign means.

Senior Sergeant Pete Stills is calling on the signs to be removed and replaced with signs stating the speed limit.

Open roads are marked with a black stripe in a white circle (right) and have a speed limit of 100km/h.



Pete Stills

on Main South Rd last year and they were doing 70km/h because that was the last actual sign they had seen, although they had gone past the open road sign but they didn't know what it was," he said.

"We should just have a speed limit on the sign so that there's no confusion on what the speed limit is."

However, Senior Sergeant Stills' pleas have fallen on deaf ears. The



New Zealand Transport Agency had no plans to change the way the signs look.

Said an NZTA spokeswoman: "The de-restricted sign has been

an option for road controlling authorities to sign the default open road speed limit in New Zealand for many years. It was retained when we went to

100km/h as the upper speed limit on the open road," an NZTA spokeswoman said.

The district council said the signs are not its responsibility.

"Any wider review of signs targeting tourist drivers would be an NZTA responsibility," district council assets manager Murray Washington said. •Turn to p4