

**MINUTES OF THE  
SELWYN DISTRICT ROAD SAFETY SUBCOMMITTEE  
HELD IN EXECUTIVE MEETING ROOM ONE  
AT THE SELWYN DISTRICT COUNCIL HEADQUARTERS ROLLESTON  
ON WEDNESDAY 8 APRIL 2019  
COMMENCED AT 10.00 AM**

**COMMITTEE**

Councillor N Reid (Chairperson), Councillor R Mugford, Mr D Boyce (NZ Trucking Association), Mr N Brook (FENZ), Ms K Larsen (FENZ), Ms S Mitchell (ACC).

**IN ATTENDANCE**

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

The Chair welcomed Suzy Mitchell from ACC to the meeting and thanked her for her attendance. The Chair notified the meeting of the resignation of Clare Simpson from AA. Clare's replacement is John Skevington who was unable to make the meeting due to a prior engagement but is looking forward to representing AA on the committee.

**Presenters**

Ms S Dean (Road Traffic Accident Trauma Charitable Trust Founder), Dr S Turner (Road Accident Trauma Charitable Trust Trustee)

**1. APOLOGIES**

Mr J Skevington (AA), Inspector Peter Cooper (NZ Police), Mr A Crofts (NZ Transport Agency), Mr A Mazey (SDC Asset Manager Transportation), Murray Washington (SDC Asset Manager).

**2. PUBLIC FORUM**

Ms Sarah Dean gave an over view of the Road Accident Remembrance Day. The Road Traffic Trauma Charitable Trust is seeking an active partnership with a local authority and an alternative site to hold the Remembrance Day outside Christchurch City Council.

They are also looking for additional funding as the Remembrance Day is costing approximately \$25K to \$35K to hold.

NZ Trucking Association advised that they would not be able to help financially but can offer space at their upcoming Trucking Industry Show in March.

FENZ advised that in Selwyn, they are a voluntary organisation so could not offer any help.

Councillor Reid thanked Ms Dean and Dr Turner for their time and requested a copy of the Trusts financial statements.

### **3. CONFIRMATION OF MINUTES**

**Minutes of the ordinary meeting of the Selwyn District Road Safety Subcommittee held in the Selwyn District Council Headquarters, Rolleston on Wednesday 17 October 2018**

**Moved** – Senior Sergeant K Larsen / **Seconded** – Cr R Mugford

*‘That the Road Safety Sub-Committee confirms the minutes of the ordinary Meeting of the Selwyn District Road Safety Sub-committee held on Wednesday 17 October 2018, as circulated.’*

**CARRIED**

### **4. MATTERS ARISING FROM MINUTES OF 17 October 2018**

- Speed Limit Review – to be covered later in meeting
- Pedestrian Crossing on Broadlands Drive – to be covered later in meeting
- Road Safety Action Plan – to be covered later in meeting

### **5. PARTNER REPORTS**

#### **NZ Trucking Assn**

Has received a couple of awards recently for their safety initiatives.

The Safety Truck has been busy and continues to be a very well received method of teaching all walks of life about road safety around trucks.

Attended the Australian Trucking Association conference where there was a presentation on Mental Health of Truck Drivers. Will be looking at adding a healthy truck driver programme to our other list of programmes.

Events coming up:

- March – Trucking Industry show in Christchurch. This will be the biggest in NZ
- May – Conference on Compliance in Christchurch
- Careers Expo

#### **FENZ**

FENZ is undergoing a restructure at present. Selwyn area is called Region 4 which will include Christchurch.

Concerned at the possible installation of wire ropes down the centre of the state highway as part of the Safe Roads Alliance between Selwyn River Bridge to Ashburton and the restriction getting across the state highway.

Expressed concern over the number of intersection crashes being attended by FENZ. Several of Selwyn intersections blend in with the surrounding areas meaning more

attention required by the driver. Of particular concern is the intersection of West Melton Road and Railway Road. Wondered whether a priority change may alleviate concern. SDC noted that there have not been any crash statistics at this intersection.

Suggested that trucks install slide under barriers similar to those used in Europe that prevent cyclists going under the wheels of trucks. NZ Trucking Association advised that they had been considered but a lot of trucks in NZ are not suitable for them.

Senior Sergeant Larsen informed the meeting that she has been seconded to FENZ to develop a Road Safety Development Strategy. FENZ education programmes appear to attract more support as FENZ do not have an enforcement role within the community. FENZ is not funded by NZTA.

### **ACC**

Ms Mitchell advised the meeting that road safety was one of the main priorities of ACC. She sits on all District Council Road Safety Committees in the Canterbury and South Canterbury area, working alongside the Co-ordinators offering help where she can.

There are two main focuses at present – Motorcycles and Young Drivers.

## **6. 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 October 2018 to April 2019 – refer to report.

ACC advised that they have a motorcycle awareness programme called Shiny Side Up.

NZ Police contact for instant crash data is Inspector Ash Tabb.

It was suggested that contact be made with the Probus Clubs in the district to engage more attendees at mature driving courses.

**Moved – D Boyce / Seconded – Senior Sergeant K Larsen**

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

**CARRIED**

## **7. CHAIRS REPORT**

The Chair tabled her report (attached) making special note of the four deaths of road workers working on state highways. Mobile operators have ceased operating while a review is undertaken. This is due on 15 April.

Meeting dates will be the third Thursday every two months starting from July with a one off meeting to catch up on 23 May 2019. The theme for the May meeting will be Road Safety relating to walking and cycling.

The Chair gave an overview of the recent Engineering Transportation Group Conference she attended. Of particular interest were sessions on:

- Translating the GPS into a delivery programme and
- A New Road Safety Strategy for New Zealand

**Moved – Cr Reid / Seconded – D Boyce**

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

**CARRIED**

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

Minutes from the Regional Road Safety Working Group attached to agenda. It was noted that there have been 379 road deaths for the year of which 110 occurred in the first three months. Also it was noted that the RRSWG are undertaking a project reviewing speed limits across the region to give consistency for drivers when travelling across Canterbury.

## **9. SPEED LIMIT REVIEW UPDATE**

SDC are continuing to address speed limits. The main focus is on roads outside schools. NZTA do not agree with permanent 40kph signs outside all schools. They encourage SDC to have 40kph urban speed areas and 40kph variable signs for schools that fall outside that area.

SDC data is being uploaded into the National Speed Limit Register as a trial for NZTA along with three other local authorities. NZTA are endeavouring to get a nationally consistent approach to speed limits.

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

There have been requests to streamline the Road Safety Action Plan. This is a complex document focussing on safe road use. It is a 10 year working document used by Road Safety Co-ordinators when planning their campaigns therefore not an easy task. The Road Safety Co-ordinator will present a draft plan to the next meeting.

## **11. ROAD SAFETY DATA**

Nothing to report.

## **12. ROAD SAFETY ACTIONS**

A new document set up by the Chair to help keep abreast of topics requiring further input. See attached

## **13. MEETING SCHEDULE**

Meetings to be held on the third Thursday every second month. There will be another meeting in May to catch up on the meetings missed in December and February which will be held on the 4<sup>th</sup> Thursday to suit partner agencies.

## **14. GENERAL BUSINESS**

It was noted that speed restrictions at road work sites are often left at reduced speeds for a long time. SDC Roding Engineer reported that new seal needs time to adjust after a rehab. The restriction cannot be lifted until after surface chip has been removed and markings have been painted. It was suggested that this was communicated to the public via a media release involving the Communications team of the process.

Meeting closed 12:05pm

## **DATE OF NEXT MEETING**

Thursday 23 May 2019  
Thursday 18 July 2019  
Thursday 19 September 2019  
Thursday 21 November 2019

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Chairperson

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Date

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
<b>1</b>	<b>Road Safety Action Plan</b>						
	Review of Road Safety Action Plan. Needs to take into account of new GPS. New NZ road safety strategy still under formulation by MoT.		Led by SDC roading staff liaising with Road Safety committee			Road Safety Co-ordinator	23 May 2019
<b>2</b>	<b>Speed limits</b>						
<b>a</b>	<b>Local roads</b> (currently being undertaken and others that may need to go to another round)		SDC roading staff		Have had Speed Limit review hearing on Monday 25 March. Two submitters wanted to be heard (West Rolleston School and NZTA)	Considering NZTA's position which is longer tracks of 40 km/hr if the road environment supports that as opposed to just outside the school. Presentation to Council portfolio meeting on 17 April of consultation and hearing feedback.	
<b>b</b>	<b>State highways</b> – keep addressing concerns to NZTA  <b>West Melton</b> – currently 70 km/hr, mean speed is 75 to 79 km/hr, request is for 60 km/hr  <b>Curves leading into Tai Tapu from Chch on Akaroa road</b> Any others ???		Road safety committee				
<b>3</b>	<b>Intersections</b>						
<b>a</b>	<b>Weedons Ross Rd and SH73</b> NZTA controlled intersection. Was put forward to NZTA (national) from NZTA (Canterbury) to get traffic lights but did not get funded.		Need to raise with NZTA Resp: road safety staff/committee		We (SDC) need to explore “access” side of business case with NZTA, particularly of		

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

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



	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
<b>f</b>	<b>Signage</b> <ul style="list-style-type: none"> <li>i) Advance flashing warning signs</li> <li>ii) Static warning of stop signs coming up (CCC seems to use larger advanced signs and gated)</li> <li>iii) Intersection of Ryans and Pound Roads near airport in CCC has red warning stop painted on the road – is this a trial?</li> </ul>				Second trial underway in Selwyn (and elsewhere) for NZTA for advance warning signs.	Extended trial is under way at three intersections in Selwyn.	
<b>4</b>	<b>Crash reporting</b>						
	<p><i>Need to have crash/incident reporting to our meeting so can analyse trends to feed back into actions for Road Safety Action Plan.</i></p> <p>The minimum is the information of location, what vehicles were involved, estimate of what happened, death/serious injury, and other factors that have been recorded regarding the crash.</p> <p>Ideally working towards somehow getting data from insurance companies which would give info for the “minor” crashes (as per lower levels of H and S pyramid which are near misses or</p>		Road safety staff				

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	minor incidents which potentially lead to more serious injuries or death if not dealt with)						
<b>5</b>	<b>Crash spots</b>						
	Need to go through where we are having crashes therefore are there intersections that may have issues that we have not considered.		Road safety staff		Relates back to crash reporting stats		
<b>6</b>	<b>Pedestrian Crossing points</b>						
<b>a</b>	<p><b><i>Broadlands Drive (between Foster Park playground and Selwyn Aquatic Centre)</i></b></p> <p>Report was undertaken. Appears that painting has been done on ramps leading up and down the ramps.</p> <p>Need to follow up on any other work planned.</p>				Need to gather data on pedestrian numbers with a view to zebra crossing or with the ongoing development having a signalised crossing.		
<b>b</b>	<p><b><i>Request for School Crossing across Springs Road (Selwyn Times 27 February 2019)</i></b></p> <p>From the article there are alternative options for crossing the road but the parent says the direct route is more favourable</p>		Steph H/road safety staff				
<b>c</b>	<b><i>Crossing points generally across the district</i></b>						

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	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.						
<b>7</b>	<b>Sheffield Pie Shop</b>						
	Email regarding dangerous parking dated 26 February 2019 9:56 PM from Brian Donnelly  Issues with parking around the shop have been raised previously				Customers do tend to park where they like. Car park has been upgraded at the back of the café. NZTA have a rehabilitation planned on this section of SH73 so a tidy up of the parking areas could be incorporated with this.		
<b>8</b>	<b>20 km/hr speed signs for buses</b>						
	Hurunui road safety committee is looking at putting 20 km/hr speed limit signs on school buses because they say that a report was done in Ashburton District in 2011 that said the signs on the buses were a good idea but NZTA then decided that education was the better option. Hurunui road safety committee thinks that education				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		

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	is not effective enough therefore their proposal to get the signs on the buses. It is understood that each sign is \$900 and each bus needs two (one at the front and one at the back). Cr Mugford and myself have said that Selwyn District would be interested in looking at that as well and understand that Ashburton District would be interested too.				<p>used by Queenstown-Lakes DC which is much cheaper: Need more info:</p> <ul style="list-style-type: none"> <li>- Is the sign still being used?</li> <li>- Has it been part of a trial?</li> <li>- If not, will we do a trial?</li> </ul> <p>There will be a change in bus numbers when the Ministry stops providing buses for Rolleston students to go to Lincoln High School.</p>		
9	<p><b>Open road signs (Selwyn Times 27 February 2019)</b> Senior Sergeant Peter Stills is reported in the paper that he wants to see 'open road' signs replaced with '100 km/hr' signs as they can/could cause confusion for tourists</p> <ul style="list-style-type: none"> <li>o How many do we still have</li> <li>o What is the cost to replace them</li> </ul>		SDC roading		<p>Copy of first page of article below</p> <p>Both derestriction signs and 100 km/hr signs are permitted. Derestriction signs in particular should be used where it is not</p>		

	Action/Task	Date Initiated	Responsibility	For meeting date	Notes	Updates	Refs – minutes/reports etc
	<ul style="list-style-type: none"> <li>○ If cost not significant</li> </ul>				appropriate to do 100 km/hr (e.g. intersection or curve nearby)		
<b>10</b>	<b>Selwyn River Bridge</b>						
	<p>Glentunnel Township Committee brought up at 28 January 2019. Excerpt from meeting minutes:</p> <p>“ Selwyn River Bridge – Is this being repaired in the near future? Committee would like the state of this Bridge discussed at the next SDC Road Safety meeting. The bridge is an eyesore as vehicles enter the Glentunnel Township from the south.”</p> <p>Need to contact Melissa Jebson when have next meeting of Road Safety Committee.</p>	Jan 19	Need to address with NZTA		Is SH77 so for NZTA.		
<b>11</b>	Safe routes to school						
<b>12</b>	West Melton Road / Railway Road Intersection. FENZ consider intersection is dangerous due to the proximity to the railway line and would like a priority change investigated.	8 April 2019	SDC roading	23 May 2019			
<b>13</b>	Speed restrictions at work sites are in place for a long time at some sites. It has been suggested that SDC work with the comms team to relay a message to the public as to why this is the case.		SDC roading				

# '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

## REPORT

**TO:** Selwyn District Road Safety Committee  
**FOR:** Meeting – 8 April 2019  
**FROM:** Chair, Selwyn District Road Safety Committee  
**DATE:** 6 April 2019  
**SUBJECT:** CHAIR'S REPORT

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### 1. RECOMMENDATION

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

### 2. CHAIRPERSON'S COMMENTS

While I write this it is with a heavy heart to see that New Zealand has had a "black week" with 26 deaths over seven days. Therefore it's a great opportunity to reflect on why we are here sitting around this table.

Unfortunately it is now six months since we have had our last road safety committee meeting, due to whole of council meeting commitments which have meant that the road safety committee meeting has been cancelled. To ensure that does not happen into the future, we have proposed to move the road safety committee meeting day to a Thursday. This will be discussed later in the meeting.

### 3. ROAD SAFETY COMMITTEE MEETINGS

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

We don't have a theme for this meeting but we will be discussing going forward for the rest of the committee meetings. It could be each topic identified in the Road Safety Action Plan (RSAP) or we are open to other suggestions, such as, maybe focusing on other topics that we don't normally cover. Ideas are welcome.

I thought that for next month's meeting, the theme could focus on road safety relating to walking and cycling.

#### (b) *Planning the way forward*

There has been quite a bit of work going on behind the scenes. Cr Mugford and myself are mindful that there are only about three meetings left until the next election, when there may be two different councillors sitting at the table.

We have spoken to Ashburton District Council about how their road safety committee was run and we have observed the running of the Hurunui District Council meeting. It is our intention to visit Waimakiriri District Council as well. This has meant that we have picked up different ideas.

We have also met with Police and NZ Trucking Association to touch base since we're entering another year, to discuss their perspectives on the committee and what they wanted to get out of it. It is our intention to meet with each of the partner agencies but it has just taken a bit of time because our council calendar is currently quite full.

Next month we will give an update of the results of those meetings.

- (c) *A change to the agenda you will see in the agenda today and going forward*

**An Action Table:** this will be a running commentary of issues identified at particular meetings, which will be reviewed at each meeting until they are closed out. We started running a briefer action table with who responsible on our most recent agenda but I saw this from Hurunui District Council which had the ability to keep a running commentary going.

#### **4. ENGINEERING TRANSPORTATION GROUP CONFERENCE**

Last month I attended the Engineering New Zealand (formerly the Institute of Professional Engineers NZ) Transportation Group conference. I thought some of the presentations would be of interest to discuss relating to road safety. Therefore we will look at those at today's meeting.

A number of other presentations were regarding road safety directly relating to walking and cycling so that is why I thought it may be a good topic to have as a theme for the next meeting. Our council also runs "Active Autumn" programme for walking/cycling/scootering to/from school so it would seem to be an opportune time to cover that topic.

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



# **TRANSPORTATION GROUP NZ CONFERENCE NOTES (EXCERPT FOR ROAD SAFETY COMMITTEE MEETING – THE CHANGING FACE OF TRANSPORT IN NZ)**

## **Phil Twyford**

Three underlying themes

- 1 integrate transport thinking into all housing planning and development therefore breaking down silos
  - 2 transport planning critical to support urban growth we want
  - 3 New approaches to transport are important to support 21<sup>st</sup> century model
    - a. Legacy of mid- 20<sup>th</sup> century model of low rise car dependent therefore need to move away
    - b. Need to reverse under expenditure in public transport
- 
- Want a system that is designed for ppl and has safety as the top priority
  - Have in the past placed movement of cars and driving of cars on best urban real estate therefore need to change
  
  - GPS 2018
  
  - Recast the whole transport policy around “access” therefore people
    - o Big shift
    - o Access to things that we need
  - Interested in rapid transport
    - o Two light rails in Akl
    - o Looking at in cities elsewhere in NZ
  - Setting up Urban Development Authority
    - o RMA process
    - o Land
    - o All along transport corridors
  - Spatial planning
    - o Stakeholders need to work together
    - o For plans
      - Started in Waikato/Akl corridor plus southern northland therefore transcend local govt boundaries
      - Transport at heart of them
        - Transit based architecture
        - Therefore unit two labour markets
      - Using Carrington as showcase of urban “eco” community
  - More investment supporting walking/cycling
    - o When you build good infrastructure then ppl will use it
    - o Good for first and last mile when combined with public transport
  - \$4 billion on active transport

- Modridge (?) principal
  - o Speed of roading          vs          public transport
  - o Decrease speed                  vs          high journey times
  - o Increase speed                  vs          low journey times
- Encouraging mode shift
  - o Mobility as a service
  - o Working from home
  - o Timing travel when not at peak hours
  - o Walking/cycling
  - o Public transport
- NZTA needs to change from being a deliverer of infrastructure
- NZTA needs to be a manager or leader of dynamic system
- Central govt needs to work with local govt
- Committed to mode neutral freight movement
  - o Outside land transport system therefore bringing rail in
- Deaths and serious injuries      }
- Public health                              }          Priced properly
- Etc, etc                                      }
- Have a big road safety plan will be revealed in the next few months
- Electrification of the transport fleet
  - o Decarbonisation of transport fleet therefore way to get best outcomes for cost
- Need to have replacement for how collecting money when now comes from fuel excise tax
  - o Satellite/GPS transport payment system
  - o Demand management
- Can price different modes against each other and can price dispersed development appropriately
  - o Building more roads is currently being “subsidised”

**Chris Gasson (in Kevin Reid)**  
**PROGRAMME**

**TRANSLATING THE GPS INTO A DELIVERY**

- GPS 2018
- Safety and access important
- Investment in paths and cycleways to support access to those modes

\$1.36 b  
 Road policing  
 Advertising

\$3 b  
 Over other areas

- NLTP is a huge programme

**SAFE NETWORK PROGRAMME (1 OF 5)**

- Bottom quarter of OECD countries
  - o Norway          2/100,000      ) Similar countries
  - o NZ                  7.8/100,000      )
- Risk based approach
  - o Using Mega maps

- When is that being done because in Selwyn District we have done ours but still waiting (travel time and efficiency)
  - o Previous direction – increased capacity
  - o Reused direction – safety and access

**James Campbell, Ministry of Transport**

**A NEW ROAD SAFETY STRATEGY**

- Replace Safer Journeys at end of 2019
- Awaiting decisions on some key strategies therefore unable to be as definitive as would have liked
- On average, 1 person is killed every day in NZ and another seven are seriously injured
- Safer journeys not adequate:
  - o Lack of measurable targets therefore not clear what success looks like
  - o Safer system approach but many of the interventions have focused on user behaviour
- Spent last nine months talking to reference groups and stakeholders
  - o Results will be published on website in the next week