

## 5.0 ROAD SAFETY

This section discusses the provision and funding of road safety provisions within the district, detailing the extent and nature of road user education programmes and provisions of physical interventions on the road network.

### Contents

5.0	ROAD SAFETY .....	1
5.1	Road Safety Management.....	2
5.2	Road Safety Promotion .....	3
5.3	Road to Zero & Safe Network Programme .....	6
5.4	Issues.....	<b>Error! Bookmark not defined.</b>

## 5.1 Road Safety Management

Council takes seriously its responsibility to improve road safety, and is committed to providing engineering, education, and enforcement solutions to address safety issues on its network. Council has developed a Selwyn Road Safety Strategy (*Road Safety Strategy to 2020*) that aligns National and Regional safety priorities with the District's safety issues. The Road Safety Strategy is the overall guide for road safety in Selwyn and provides a framework to deliver the objectives of the Government's "Road to Zero" strategy. The Road Safety Strategy includes an Action Plan attached that describes what targeted actions Selwyn District and our Road Safety partners will undertake to achieve Road to Zero outcomes. The current road safety strategy and action plan are currently being updated for future initiatives.

Council's Road Safety Subcommittee was involved throughout the development of the Road Safety Strategy, Council's Road Safety Subcommittee that consist of two Councillors, Council staff, Police, ACC and a representative from New Zealand Trucking Association. There was also a high level of integration with the Regional Road Safety Working Group (a Regional Transport Committee sub-group). Both Council's Road Safety Subcommittee and the Regional Road Safety Working Group meet regularly to monitor and review progress in implementing the Strategy.

The NZTA maintains a crash analysis system (CAS) that records full details of all reported crashes in New Zealand. The NZTA gives Council access to this database for extraction of relevant crash information, and this is used to ascertain accident trends in the District and inform policy and strategy decisions. Death and Serious injury crashes are a mandatory non-financial reporting measure that Council is required by Audit New Zealand to report on annually.

## 5.2 Road Safety Promotion

Council runs a comprehensive Road Safety Programme. The Road Safety programme for 2021-2024 has a large emphasis on intersections, mature drivers and young drivers. As aligned with the latest Communities at Risk Register, specific attention has been given to the area of intersections. Additional focus will be given to creating more media types to educate and increase awareness of the risk that rural intersections pose.

The road safety programme addresses a number of objective areas:

- Alcohol,
- Distraction & Fatigue,
- Restraints,
- Intersections,
- Mature Drivers,
- Motorcycles,
- Speed & Loss of Control,
- Young Drivers, and
- Cycle Skills.

A Multi-strategy approach is used to tackle alcohol related factors; working to change Drink/Drive behaviours through localised campaigns, visual cues and advertising. Council works with licenced premises' (including sports clubs and universities) to encourage the use of courtesy vans and visual reminders of planning safe trips home. Approaches are taken to remind drivers of legal blood alcohol concentration (BAC) level, but also reiterate that even small amounts of alcohol can cause impairment. Council also collaborates and supports initiatives run by Police.

Distraction and fatigue education programmes aim to educate on the dangers of distracted drivers, especially around driving and cell phone use. Promotional material is produced that appeals to all age groups that can work as visual cues in the car to influence behaviour change towards driving phone free. Council also works in collaboration with the local Police, Fire and Emergency New Zealand (FENZ), and local high schools. There is also collaboration with workplaces with large fleets to educate staff on the dangers of distracted and fatigued driving and how to reduce risk, and support is given for workplace initiatives for staff.

Restraints campaigns are run in rural settings, working as a reminder on the importance of wearing a seatbelt. Collaborative initiatives are run with licenced premises on having visual cues to work as a reminder towards behaviour change. Council works with local Police and FENZ to spread awareness targeting family and friends of those who may think that they don't need to wear a restraint. Training of volunteer Car Seat Champions is given to run Child Restraint Clinics to ensure safe installation and use of car seats.

Large, yearly intersection education campaigns are run reminding drivers of the risks that intersections pose. Council promotes education and awareness around how to use intersections safely, with messaging also pushed throughout the year to support behaviour change towards adopting safer driving practises at intersections. Support is given for engineering changes and improvements at high risk intersections to ensure the community are well prepared for the changes in layout. There is also continual collaboration with Police to target higher risk intersections to reduce crash risk. Intersection awareness guides and media are produced highlighting the risks intersections pose.

Education sessions are provided for mature drivers, which focus on increasing driver confidence, refreshing road rule knowledge, and increasing driver safety. Council promotes increased awareness and education around the benefits of refresher driving lessons, and collaborates with Occupational Therapists, Driving Instructors, Proactive Drive, and Police.

Council actively works to promote increased driver awareness of motorcycle riders through yearly campaigns which align with Motorcycle Awareness Month and ACC messaging, and increased promotion of Ride Forever training and the benefits of attending the different levels. Council covers the cost of Ride Forever courses for Selwyn residents to attend any level. Council actively collaborates with other Canterbury Councils, ACC, Police, MSAC and other motorcycle partners to deliver and annual Canterbury Motorcycle Safety event.

Large yearly Speed & Loss of Control campaigns are run, raising awareness and educating on the risks that are associated with driving at speed, and driving in winter. Educating road users on how to adjust driving behaviour in challenging and higher risk conditions is extremely important. Council collaborates with local businesses with large fleets to spread messages of driving to the conditions in winter. Windscreen ice scrapers and cloths are produced to help promote safe vehicle use in winter. Promotions are run around changes to speed limits, and continual awareness of the increased risk speed poses to all road users.

Education courses, workshops, and advertising/campaigns are also run to target Young Drivers; encouraging young and learner drivers to utilise resources such as Drive GO. Council supports membership and goals of Students Against Dangerous Driving (SADD) and promotes other opportunities to engage young drivers and passengers in road safety. Support is given to parents, coaches, and mentors to be the best teacher they can be for learner and restricted drivers, by making sure information and activities are available to them. Council also helps utilise other opportunities for driving education within the Selwyn District secondary schools as they arise. Young Driver courses are delivered regularly and attendees are kept updated with new opportunities as they arise (e.g. Mentor Driving and Leading Learners). The Young Drivers road safety category also includes new drivers at any age by running initiatives like mentoring programmes catering to the rural and migrant communities.

Council supports the delivery of in school cycle skills training within urban schools to educate on safe cycling. Training will increase confidence and ability to in turn increase likelihood of utilising cycling as a form of transport.

### **5.3 Road Safety Funding**

Road Safety activities are eligible for financial assistance from NZTA. The funding assistance levels are dependent upon alignment with NZTA objectives set out in the Road to Zero strategy. Council places a high priority on Road Safety and funds part of the Road Safety program without NZTA subsidy.

A new activity class was created for the 2021-24 NLTP for road safety works to be funded through; the Road to Zero Activity Class. Funding for works undertaken in the Road to Zero Activity Class is available through a number of work categories.

Council draws funding for Road Safety interventions from the following work categories

- Work Category 341 – Low Cost/Low Risk Improvements, and
- Work Category 432 – Promotion, education and advertising.

Work category 432 is used specifically to promote the safe use of the land transport network through education, advertising, raising awareness and provision of public information.

The alignment of initiatives with NZTA priorities is assessed as shown in Table 5-1 below, and the indicative 3 year budgets submitted for NLTP 21-24 follows.

**Table 5-1: Alignment of Initiatives with NZTA Strategic Fit**

Strategic Fit	Objectives
High	Alcohol Intersections Motorcycles Speed/Loss of control Young Drivers Mature Drivers
Medium	Distraction & Fatigue
Low	Road Safety Community Programmes

**Table 5-2: 3 Year Financial Forecast for Road Safety 2021-24**

Road to Zero Focus Area	2021/22	2022/23	2023/24	Three Year NLTP Total
Alcohol	27000	29000	32000	88000
Distraction	15000	16000	17000	48000
Restraints	6500	7500	9000	23000
Intersections	30000	35000	40000	105000
Driver licencing & training – Mature Drivers	27500	31500	36000	95000
Motorcycling	25000	30000	34000	89000
Speed	30000	35000	40000	105000
Driver licencing/training – Young Drivers	60000	62000	65000	187000
Cycling	70000	80000	90000	240000
<b>Total</b>	<b>291000</b>	<b>32600</b>	<b>36300</b>	<b>980000</b>

Source: Draft Selwyn 2021-2031 Land Transport Program v3

## 5.4 Road to Zero & Safe Network Programme

Selwyn is delivering a number of safety improvements and interventions in the next LTP cycle, including travel speed reviews, intersection upgrades, and road widening. Most of these works fall well under the \$2million value threshold and are funded through the Low Cost/Low Risk (LC/LR) works category. The LC/LR works generally take the form of intersection safety upgrades, and safe system & speeds interventions.

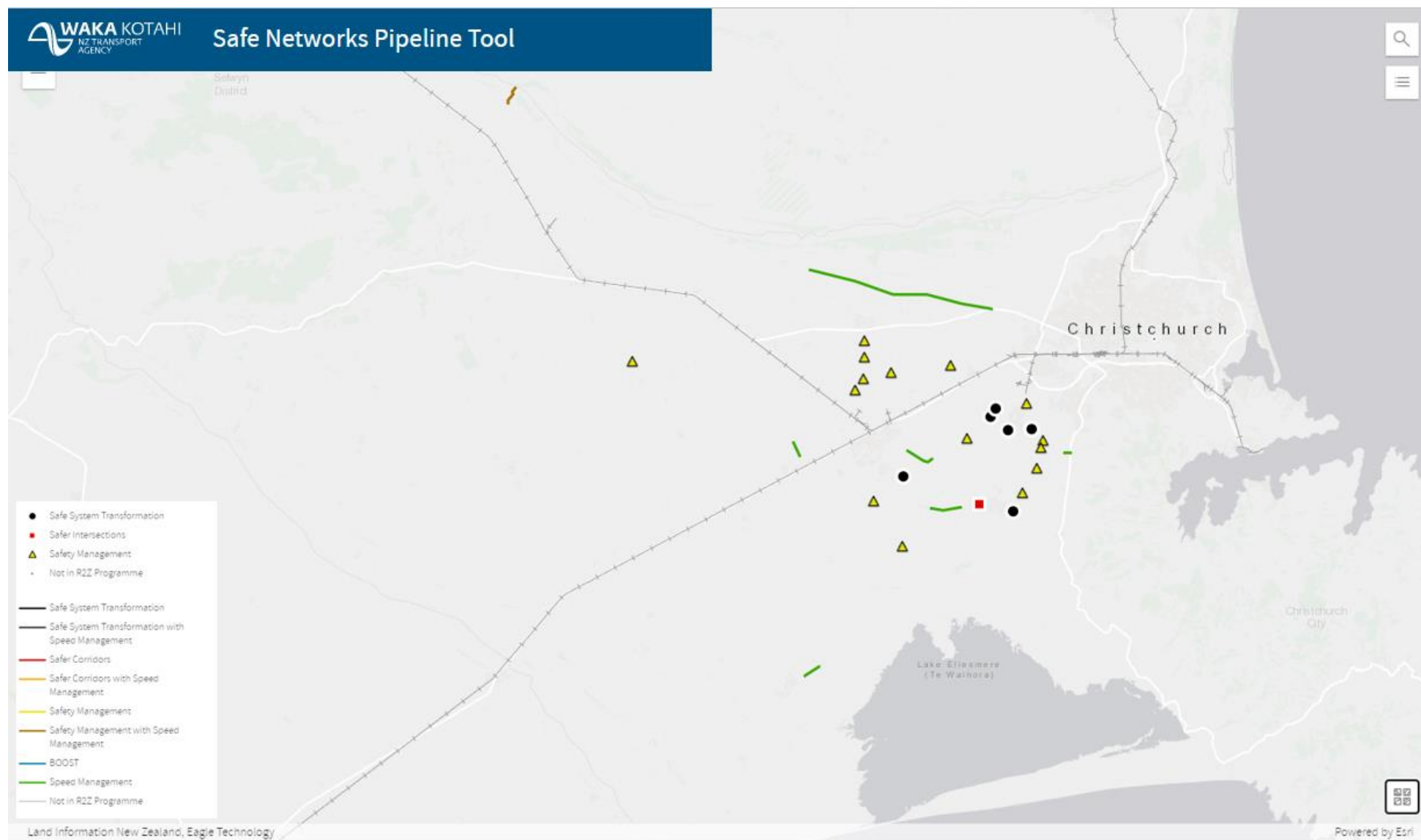
**Table 5-3: Low Cost/Low Risk Safe Network Program Interventions for NLTP 21-24**

LC/LR Project Name	Cost
Leeston Rd Leeston - Doyleston SNP	\$5,000
Ellesmere Junction Road - Weedons Rd to Days Rd - SSS	\$5,000
Leadleys SH75 - 600m west of SH75 SNP	\$5,000
Lincoln Rolleston Road - 440m S of Levi Rd to Selwyn Rd - SSS	\$10,000
Waimakariri Gorge Road Waimakariri Bridge - 1000m N of Woodlands Rd SNP	\$200,000
Aylesbury Road - Wards Rd to Burdons Rd - SSS	\$100,000
Old West Coast SH73 - Calders SNP	\$20,000
Springs & Hodgens IS SNP	\$225,000
Maddisons & Dawsons IS SNP	\$100,000
Selwyn & Robinsons IS SNP	\$225,000
Leeston & Goulds IS SNP	\$100,000
Goulds & Ellesmere Junction IS SNP	\$100,000
Weedons Ross & Newtons IS SNP	\$100,000
Trices & Tosswill IS SNP	\$500,000

The Safe Network Programme also facilitates the application of targeted enhanced funding assistance rates for projects that don't fall below the LC/LR expenditure cap but align strongly with the Road to Zero outcomes. Council currently have three additional SNP intersection upgrade projects to be delivered under Road to Zero that are not funded under Low Cost/Low Risk:

- Shands Road & Trents Road dual lane roundabout,
- Shands Road & Hamptons Road dual lane roundabout, and
- Springs Road & Hamptons Road dual lane roundabout.

Three criteria are used to prioritise intersection upgrades. Collective Risk (Number of Crashes or Number of Injuries), personal Risk (Traffic Volumes / Crash or Injury), and the number of crashes resulting in death or serious injury. Current traffic volumes and growth, heavy vehicle proportions and relative growth, and the number of approaches to the intersections are also factored for in assessing the on-going safety and performance of intersections and the need for improvements.



**Figure 5-1: Spatial Distribution of endorsed Safe Network Programme intervention works**

## **5.5 Improvement Plan Actions**

TO BE UPDATED TO REFLECT PROGRESS AND NEW 2021 IMPROVEMENT ITEMS AT COMPLETION

DRAFT