

# **Waimakariri District Council**

## **Road Safety Action Plan 2023-24**



## **Introduction**

Improving road safety makes our towns and cities more accessible, connected and liveable, helping people to feel safer in their neighbourhoods, and making those neighbourhoods better places to live. For many decades, transport has focussed on the efficient movement of people and goods between places. In recent years, the focus has moved to one of ensuring that people and goods can move both safely and efficiently between and within our communities.

Historically private motor vehicle use has been the predominant choice of transport mode, as the roading network was designed primarily for use by private motor vehicles. Active and public transport modes were given little attention compared to that given to motorised transport. However, recent changes to national transport strategies have given more priority to active and public transport modes to provide people choices as to how to go about their lives within their communities.

A safer road network would encourage parents to let their children walk or cycle to school, promoting greater independence, and improve accessibility for the elderly and mobility-challenged people. Walking and cycling trips support healthier lifestyles, improve mental health, and have long term positive influence on health outcomes. An added benefit is that children who cycle become better road users when older, as they become aware of the dynamics of traffic interaction.

Improving road safety can also support environmental sustainability. More people walking and cycling reduces emissions, reduces noise, and improves air quality. Well designed and safer roads support productive economic activity, resulting in fewer crashes and more reliable travel times.

Loss of life or serious injury from crashes has a significant impact on society and can have inter-generational impacts. We have a responsibility to help the users of our transport network to be able to travel safely no matter what mode of travel they use, both for themselves and their whanau.

## **Purpose**

The purposes of the Waimakariri Road Safety Action Plan are to:

- support and align with the National Road Safety Strategy – Road to Zero 2020-2030
- identify the crash risks for the Waimakariri community
- identify the work being done by the parties to the RSAP to address the crash risks in order to reduce the number of deaths and serious injuries
- improve the wellbeing of members of our communities by providing active transport options
- facilitate delivery and implementation of the Waimakariri Walking & Cycling Network Plan
- enable and encourage collaboration between partners on road safety initiatives
- monitor the progress of the work being done

The programmes of work in the Road Safety Action Plan will be discussed and monitored at the Road Safety Working Group. One of the key functions of the Road Safety Working Group is to share information between the Road Safety Partners and provide opportunities for collaboration.



## National Road Safety Strategy – [Road to Zero](#)

Road to Zero 2020-2030, the national road safety strategy, outlines a vision where “No one is killed or seriously injured in road crashes”.

The Road to Zero guiding principles are:

- We promote good choices but plan for mistakes
- We design for human vulnerability
- We strengthen all parts of the transport system
- We have a shared responsibility for improving road safety
- Our actions are grounded in evidence and evaluated
- Our road safety actions support health, wellbeing and liveable places
- We make safety a critical decision-making priority



Road to Zero is founded on the safe system approach that says that while we all have a responsibility to make good choices, it also recognises that people make mistakes (such as lapses in attention or judgement), so we need to build a more forgiving road system that protects people from death and serious injury when they crash.

### The Safe System Approach

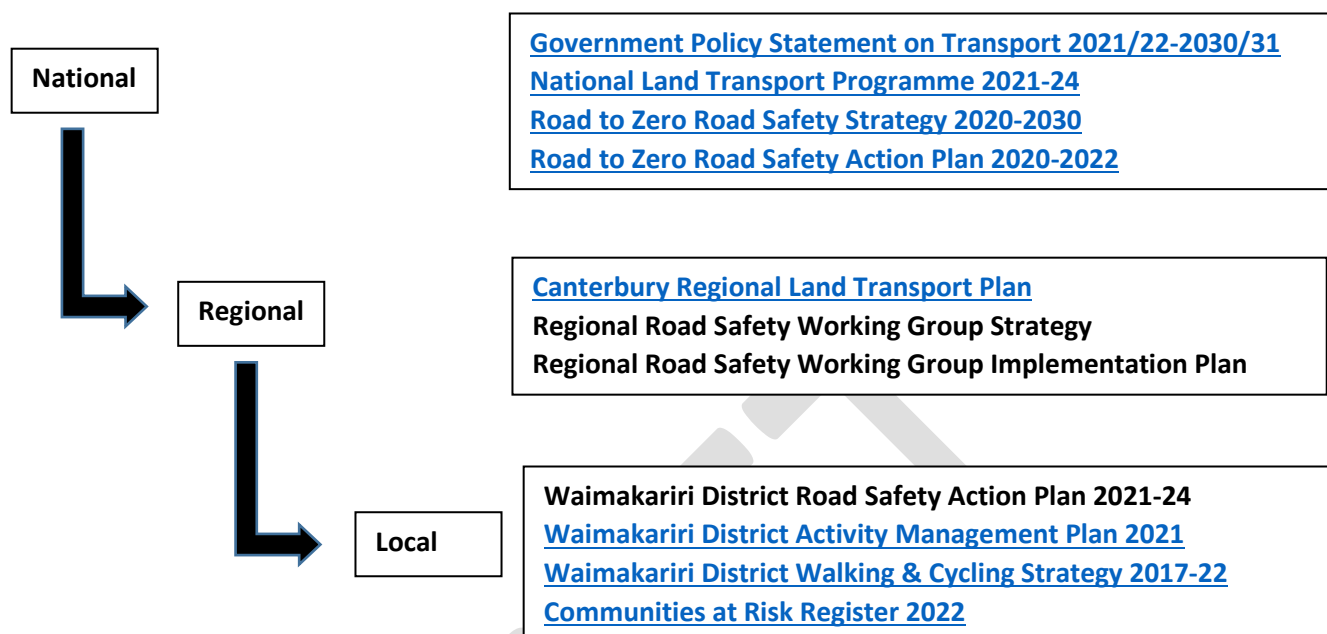
The Safe System approach is about acknowledging:

- human beings make mistakes and crashes are inevitable
- the human body has a limited ability to withstand crash forces
- system designers and system users must all share responsibility for managing crash forces to a level that does not result in death or serious injury
- it will take a whole-of-system approach to implement the Safe System in New Zealand



## Policy framework for road safety

Several relevant documents at national, regional and local level influence this Action Plan.



## Focus areas for Waimakariri:

Waka Kotahi provides analysis of road safety crash risk through the [Communities at Risk Register 2022](#).

The Communities at Risk Register was developed by Waka Kotahi to identify communities of road users and crash factors that are over-represented in terms of road safety risk in Districts across the country. The register highlights personal risk to road users by ranking communities by local authority area based on areas of concern.

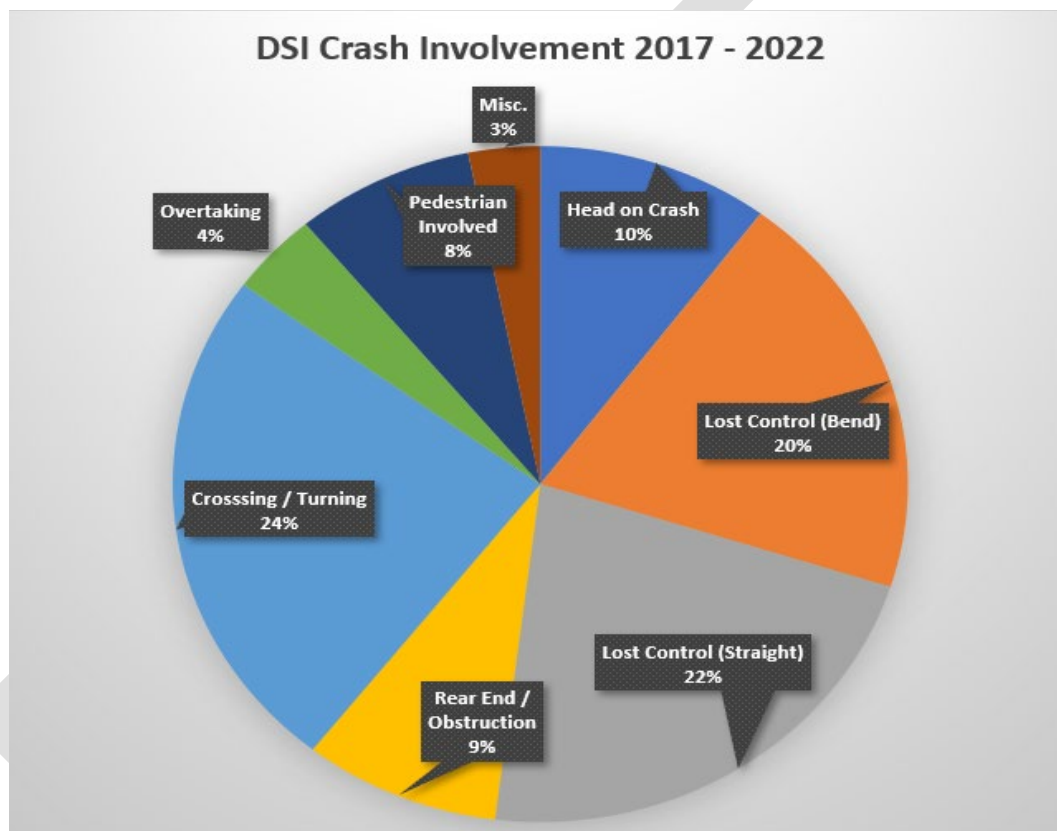


## CAS Crash Data:

Crash Data is sourced from the Crash Analysis System. Waka Kotahi NZ Transport Agency manages the Crash Analysis System (CAS); New Zealand's primary tool for capturing information on where, when and how road crashes occur. The system provides tools to analyse and map crashes.

<https://www.nzta.govt.nz/safety/partners/crash-analysis-system>

The graph following shows data for the Waimakariri District relating to fatal and serious injury crashes for the 5-year period 1 July 2017 to 30 June 2022, a total of 133 crashes.



## What are we doing to address the issues in our District?

Addressing road safety in our District requires us to use a system approach, acknowledging that should people make a mistake on the roads, that another part of the transport system will help prevent death or serious harm. The Activities/Interventions below are designed within the system approach to address the risks within our District.

In a Safe System approach, road safety is typically treated by considering the interaction of several parts of the transport system, rather than by implementing individual countermeasures in relative isolation. This means that the full range of solutions; infrastructure, speed management, vehicle safety standards and road user behaviour, all need to be addressed.

In some areas of the safe system approach, other Agencies or Government entities take the lead (e.g., vehicle safety), however Council has a role to support national initiatives wherever they can.

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## Activities / Interventions

### Safe Road Use:

Organisation	Action	Activities
<b>Waimakariri District Council</b>	<p>The Waimakariri Road Safety Promotion programme (as shown in the Activity List in Transport Investment Online), includes the following components to address issues in our District by providing road safety education and promotion of good road user behaviours</p> <ul style="list-style-type: none"> <li>• Promotion of safe speeds,</li> <li>• Supporting young drivers through training</li> <li>• Supporting older drivers with refresher courses</li> <li>• Promotion of safe driving habits at intersections (rural and urban)</li> <li>• Promoting safe behaviour around impaired driving</li> <li>• Promoting motorcycle rider training</li> <li>• Promotion of safety around cyclists and cyclist behaviour.</li> </ul>	<p>Various advertising initiatives throughout the year using print, radio, social media targeting focus areas, aligned with the Waka Kotahi Road Safety Marketing Calendar 2022/23.</p> <p>Programmes to deliver education to target areas – e.g.</p> <ul style="list-style-type: none"> <li>• Young drivers, introducing the RYDA programme into Rangiora High School in May 2023</li> <li>• Staying Safe courses, delivered by Age Concern</li> <li>• The extensive Cycle Sense programme in primary schools</li> <li>• Kickstart, motorcycle event promoting Ride Forever motorcycle training.</li> </ul> <p>Collaborating with Road Safety Coordinators in the Region in the promotion of Police enforcement of RIDS. Progress is being made on this through a proposal to form a cross-District partnership to deliver consistent messaging across Canterbury.</p>
Organisation	Action	Activities

<b>Waka Kotahi</b>	Providing support and guidance for initiatives in the District	<p>Regular attendance at Council Road Safety Working Group meeting.</p> <p>Providing updates on national road user campaigns where relevant.</p> <p>Supporting creation of local campaigns/initiatives targeting focus areas.</p> <p>Support the Road Safety Coordinator with programme guidance, and implementation of the Canterbury Driver Safety Partnership.</p> <p>12/4/23 Update</p> <p>The NLTP 2024-27 Programme is being prepared, in which the District works with Waka Kotahi to develop a programme of activities to support safe road use.</p>
<b>Police</b>	<p>Focus on the RIDS concept i.e., enforcement of</p> <ul style="list-style-type: none"> <li>• Restraints</li> <li>• Impairment / Fatigue</li> <li>• Distraction</li> <li>• Speed</li> </ul>	<p>Regular attendance at Council Road Safety Working Group meeting;</p> <p>Providing feedback on emerging areas of concern in regard to observed driver behaviour;</p> <p>Collaboration with Council on road safety education and promotion initiatives;</p> <p>Reporting on the level of enforcement done in RIDS i.e., delivery of enforcement.</p> <p>12/4/23 Update</p> <p>Police advise that an additional FTE is being added to Road Policing in North Canterbury, in addition to those already on the STU and Highway Patrol.</p>
<b>Organisation</b>	<b>Action</b>	<b>Activities</b>



<b>ACC</b>	Collaboration and providing support and guidance for motorcyclist and young driver safety initiatives including Ride Forever and Drive.govt.nz	Regular attendance at Council Road Safety Working Group meeting;  Collaboration with Council on road safety education and promotion initiatives focusing on young drivers and motorcyclists
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## Safe Speeds:

Organisation	Action	Activities
<b>Waimakariri District Council</b>	Develop a Speed Management Plan for the District including undertaking a prioritisation process of schools in the District for speed management initiatives	Development of an Interim Speed Management Plan for the District by mid-2023, to include a reduction in speed adjacent to at least 40% of the District's schools.  Completion of a Speed Management Plan to see speed limits updated across the District in the 24-27 NLTP period.  Ongoing speed limit reviews across the District.  Public engagement and consultation on speed limit reviews.
<b>Waka Kotahi</b>	Commitment to collaboration with Council on State Highway speed limit reviews within the Waimakariri District  Support development of a Speed Management Plan for the District	Regular engagement and communication is provided on State Highway projects that interact with local roads in the District;  Provide guidance and feedback on proposed speed limit reviews and the Speed Management Plan
<b>Police</b>	Enforcement of speed limits and collaboration on any speed related education and promotion initiatives.	Provide feedback on proposed speed limit reviews

## Safe Roads:

Organisation	Action	Example activities
<b>Waimakariri District Council</b>	Projects to be progressed to design stage only	<ul style="list-style-type: none"> <li>• Fernside Rd / Todds Rd Intersection - Safety Improvement</li> <li>• Walking &amp; Cycling Programme, Transport Choices</li> <li>• Island Rd / Ohoka Rd Intersection Improvements</li> </ul>
<b>Waimakariri District Council</b>	Projects approved by Waka Kotahi	<ul style="list-style-type: none"> <li>• Bradleys Rd / Tram Rd / McHughs Rd roundabout (design only in 2023/24)</li> <li>• Skewbridge Rd / Mulcocks Rd Right Turn Bay</li> <li>• River Road Upgrade in conjunction with Park &amp; Ride</li> <li>• Mulcocks &amp; Fernside Rail Crossing Investigation</li> <li>• Southbrook Rd / Coronation St / Torlesse St</li> </ul>
<b>Waka Kotahi</b>	Provide support to Council in relation to the Safe Network programme infrastructure improvements	Ongoing collaboration between Waka Kotahi and Council staff to develop and agree programme of work to support Road to Zero
<b>Police</b>	Provide feedback where applicable on any observed deficiencies observed in the transport network and road environment	<p>Report any signage that may have been damaged as a result of a crash attended;</p> <p>Provide feedback of any observed driver behaviour that could be addressed with improved signage/infrastructure.</p>

## Safe Vehicles:

Organisation	Action	Example Activities
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<b>Waimakariri District Council</b>	Promotion of Rightcar.govt.nz website to encourage purchase/use of the highest rated safety vehicle where possible, particularly for young drivers.	Share national advertising around vehicle safety ratings through local channels;  Support initiatives that promote vehicle safety.
<b>Waka Kotahi</b>	Collaborate on opportunities to promote vehicle safety	Co-ordinate use of the “Decepta” vehicle in the District where possible with other areas
<b>Police</b>	Enforcement of vehicle related offences, encouragement of compliance through the infringement compliance regime.	

## Updates To This Road Safety Action Plan

The RSAP will be updated with the actions advised by the Road Safety Partners at each Road Safety Working Group Meeting.

In this way, it will become a current record of those actions happening across the Road Safety environment in Waimakariri District.