



INFRASTRUCTURE COMMITTEE MEETING

on

Tuesday 8 May 2018

**Council Chamber
Timaru District Council Offices
2 King George Place
Timaru**

TIMARU DISTRICT COUNCIL

Notice is hereby given that a meeting of the Infrastructure Committee will be held in the Council Chamber, Timaru District Council, 2 King George Place Timaru, on Tuesday 8 May 2018, at the conclusion of the Environmental Services Committee meeting.

Committee Members:

Cllrs David Jack (Chairperson), Paddy O'Reilly (Deputy Chairperson), Nigel Bowen, Peter Burt, Andrea Leslie, Richard Lyon, Sally Parker, Kerry Stevens, Steve Wills, and the Mayor.

LOCAL AUTHORITIES (MEMBERS' INTERESTS) ACT 1968

Committee members are reminded that if you have a pecuniary interest in any item on the agenda, then you must declare this interest and refrain from discussing or voting on this item, and are advised to withdraw from the meeting table.

Bede Carran
CHIEF EXECUTIVE

INFRASTRUCTURE COMMITTEE

8 MAY 2018

AGENDA

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INFRASTRUCTURE COMMITTEE
FOR THE MEETING OF 8 MAY 2018

Report for Agenda Item No 6

Prepared by: Ashley Harper
Group Manager Infrastructure

Confirmation of Minutes

Minutes of March Infrastructure Committee meeting.

Recommendation

That the minutes of the Infrastructure Committee meeting, excluding the public excluded items, held on 13 March 2018 be confirmed as a true and correct record.

TIMARU DISTRICT COUNCIL

MINUTES OF A MEETING OF THE INFRASTRUCTURE COMMITTEE HELD IN THE COUNCIL CHAMBER, DISTRICT COUNCIL BUILDING, KING GEORGE PLACE, TIMARU ON TUESDAY 13 MARCH 2018 AT 9.20AM

PRESENT Clrs Dave Jack (Chairperson), Nigel Bowen, Peter Burt, Andrea Leslie, Richard Lyon, Paddy O'Reilly, Sally Parker, Kerry Stevens, Steve Wills and the Mayor (by phone link)

APOLOGY Proposed Clr Parker
Seconded Clr Stevens

"That the apology from Jennine Maguire – Geraldine Community Board be accepted."

MOTION CARRIED

IN ATTENDANCE Amanda Bisset-Popma – Pareora resident (for item 4)
NZ Transport Agency Traffic and Safety Engineer (David Scarlett) (for item 4)
ECan Public Transport Planning and Marketing Manager (Edward Wright) – (for item 5)
Noeline Clarke – Temuka Community Board (for public part of meeting)
John McDonald – Pleasant Point Community Board (for public part of meeting)
Chief Executive (Bede Carran), Group Manager Infrastructure (Ashley Harper), Land Transport Manager (Andrew Dixon), Group Manager Corporate Services (for public excluded item 9) and Council Secretary (Joanne Brownie)

1 DECLARATION OF CONFLICTS OF INTEREST

There were no conflicts of interest declared.

2 CHAIRPERSON'S REPORT

The Chairperson reported on meetings he had attended and duties he had carried out since the last meeting including the Downlands Joint Standing Committee, citizenship ceremony, Council meeting, 90th anniversary of the Philatelic Society, Canterbury Transport Committee meeting, Aorangi Stadium Committee, CBD workshop, Temuka site visit, meeting with pipe suppliers, Long Term Plan meeting, site meeting to Pleasant Point reservoir, Sister City event, Pleasant Point Community Board meeting, Aoraki Development meeting and ECan Clean Air programme discussion.

3 CONFIRMATION OF MINUTES – 30 JANUARY 2018

Proposed Clr Parker
Seconded Clr O'Reilly

"That the minutes of the Infrastructure Committee meeting, excluding the public excluded items, held on 30 January 2018 be confirmed as a true and correct record."

MOTION CARRIED

4 PAREORA ROAD SAFETY PETITION

The Committee considered a report by the Land Transport Manager on a petition received regarding road safety issues at Pareora. Amanda Bisset-Popma, the coordinator of the petition, addressed the Committee in support of the Pareora community's concerns regarding road safety improvements needed at Pareora.

NZTA's Traffic and Safety Engineer responded to questions from councillors, noting it is a complex situation. NZTA has carried out some investigation and is securing funding to undertake some physical work, NZTA intends to work with the community to try to improve the situation.

NZTA will be reviewing the speed limit as part of its investigation. Setting speed limits is subject to new legislation passed in 2017 and speed management is going to be addressed across New Zealand, with a focus on three initial areas, one of which is Canterbury.

A suggestion was made for NZTA to look at installing a temporary speed reduction zone, as has been done at Burnham, with the possible addition of a pedestrian activation mechanism. Mr Scarlett explained that the temporary speed reduction zone is allocated to intersections with a certain crash history and the Pareora intersection may not fit this criteria. Also there is light pedestrian traffic at Pareora and a manual activation system may give a false sense of safety to pedestrians.

The Committee congratulated Amanda Bisset-Popma on her motivation and coordination work in representing the community's concerns.

Proposed Clr Wills
Seconded Clr Burt

- a) "That the petition titled "Reduce Speed Limit and Improve Road Layout Pareora Highway" be received and noted.
- b) That once the NZTA detailed assessment is received that this matter be further reported to the Infrastructure Committee."

MOTION CARRIED

5 ENVIRONMENT CANTERBURY PROPOSED PUBLIC TRANSPORT CHANGES

The Committee considered a report by the Land Transport Manager on the proposed public transport changes outlined in ECan's Long Term Plan consultation document. ECan's Public Transport Planning and Marketing Manager gave a presentation on the public transport options being considered, in response to the decline in bus patronage and funding deficit now being experienced.

The Committee asked a number of questions including what consideration had been given by ECan to innovative ways of providing public transport to meet the changing dynamics and needs of the Timaru community. ECan assured the meeting that it maintains an ongoing review of Timaru services including investigating different service models. It was pointed out that there is a local Passenger Transport Review working group, with Timaru District Council representation, charged with looking at the level of service provision, fare structure etc. ECan is also undertaking a wider review procedure to explore other opportunities.

Particular concern was raised around the funding model and a suggestion to increase both the metered or time restricted area of parking and parking charges so that the cost of using a private car is greater than the bus service. This was not favoured due to the need to encourage people into Timaru's Central Business District.

The Committee also expressed concern at the total mobility subsidy change having a disproportionate effect on some users (eg in the Geraldine ward), when it is only going to save a minimal amount.

The Committee requested that Timaru be recognised as being a different situation to other urban centres across the region and the policy/rating reflect this.

1 Proposed Wills
Seconded Stevens

- a. "That the Infrastructure Committee supports no increase in bus fares, a targeted rates increase of 3.64% per annum, no reduction in the maximum total mobility subsidy and the reduction in the Timaru bus service free transfer window from four to three hours.
- b. That a submission to the Environment Canterbury Long Term Plan be prepared on this basis."

MOTION CARRIED

2 Proposed the Mayor
Seconded Clr Leslie

"That Timaru District Council requests that investigation and review take place into a model that better suits the Timaru District's needs and ECan reports back within 6 months."

MOTION CARRIED

6 EXCLUSION OF THE PUBLIC

Proposed Clr O'Reilly
Seconded Clr Parker

"That the Board resolves to exclude the public on the grounds contained in Section 48(1) of the Local Government Official Information and Meetings Act:

Carpark

Section 7(2)(b)(ii)

The withholding of the information is necessary to protect information where the making available of information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information."

MOTION CARRIED

7 READMITTANCE OF THE PUBLIC

Proposed Clr Jack
Seconded Clr Burt

“That the public be readmitted to the meeting.”

MOTION CARRIED

The meeting concluded at 10.55am.

Chairperson

**INFRASTRUCTURE COMMITTEE
FOR THE MEETING OF 8 MAY 2018**

Report for Agenda Item No 7

**Prepared by: Ashley Harper
Group Manager Infrastructure**

Receipt of Minutes

Minutes of the Extraordinary Downlands Joint Standing Committee meeting.

Recommendation

That the minutes of the Downlands Joint Standing Committee meeting, excluding the public excluded items, held on 16 April 2018 be received and noted.

TIMARU DISTRICT COUNCIL

DOWNLANDS JOINT STANDING COMMITTEE

MINUTES OF THE DOWNLANDS JOINT STANDING COMMITTEE MEETING HELD ON MONDAY 16 APRIL 2018, IN MEETING ROOM 1, TIMARU DISTRICT COUNCIL OFFICES, 2 KING GEORGE PLACE, TIMARU AT 9:00AM

PRESENT

Timaru District Council Clrs Richard Lyon (Chairman), Kerry Stevens, David Jack
Waimate District Council Clr David Anderson
Mackenzie District Council Clr Anne Munro

APOLOGY

Clr Peter Burt (TDC) Clr John McDonald (TDC), Mr Bill Wright

IN ATTENDANCE

Ashley Harper (Group Manager Infrastructure), Grant Hall (Drainage and Water Manager), Judy Blakemore (Utility Operations Engineer), Kate Walkinshaw (Downlands Secretary)

1 IDENTIFICATION OF ITEMS OF URGENT BUSINESS

There were no items of urgent business identified.

2 IDENTIFICATION OF MATTERS OF A MINOR NATURE

There were no items of a minor nature identified.

3 DECLARATIONS OF CONFLICTS OF INTEREST

Clr Munro declared a potential conflict of interest for item number 5 with being on the Orari-Temuka-Opihi-Pareora (OTOP) Zone Committee.

4 CONFIRMATION OF MINUTES

Proposed Clr Jack
Seconded Clr Stevens

“That the minutes of the Downlands Joint Standing Committee meeting held on 26 February 2018 be confirmed as a true and correct record.”

MOTION CARRIED

5 TE ANA A WAI WATER TREATMENT BUDGETS

The committee considered a report from the Drainage and Water Manager advising of the potential budget increase due to the preliminary draft design incorporating all budgets being completed through WSP Opus. The overall increase is \$2.8 above the original \$21.1 million.

Possible ways to offset/recover costs were discussed and concerns were raised by members of the OTOP Zone committee as this is a flow sensitive catchment and pressure is on externally for allocation of water and how to implement that. It was reiterated that the permitted activity consent allows for a higher allocation of water. There is a long standing demand from consumers and the Downlands Committees priority is to provide water for users and to look after their interests.

The overall increase per unit of water and for new connections would be 65% above existing with an impending rate increase of 16-17% by year 6. The committee members all agree this is a substantial increase however there is a need to provide adequate safe drinking water for the consumers and the Downlands Committee will look at cost saving exercises between implementation and the rate increase.

Proposed Clr Jack
Seconded Clr Stevens

“That the Downlands Joint Standing Committee request a peer review of the proposal and costings from WSP Opus and also the internal inputs of the Timaru District Council.”

“That the proposed revised draft of the Downlands Water Supply 2018/2028 Long Term Plan budgets be recommended to Timaru, Mackenzie and Waimate District Councils for adoption on the basis of the peer review findings.”

“That a draft communication strategy for this project be presented at the next Downlands meeting.”

MOTION CARRIED

6 EXCLUSION OF THE PUBLIC

Proposed Clr Stevens
Seconded Clr Jack

That the Committee resolves to exclude the public on the grounds contained in Section 48(1) of the Local Government Official Information and Meetings Act:

Land Issue

Section 7(2)(b)(ii)

The withholding of the information is necessary to protect information where the making available of information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

Section 7(2)(j)

The withholding of the information is necessary to enable negotiations (including commercial and industrial negotiations) to be carried out

7 READMITTANCE OF THE PUBLIC

Proposed Clr Munro
Seconded Clr Stevens

“That the public be readmitted to the meeting.”

MOTION CARRIED

The meeting concluded at 10:15am.

Chairperson

INFRASTRUCTURE COMMITTEE
FOR THE MEETING OF 8 MAY 2018

Report for Agenda Item No 8

Prepared by **Simon Davenport**
 Transportation Team Leader

CBD and Town Centre Refresh Project: Priorities

Purposes of Report

- 1 To review and consider the items identified by the Timaru CBD Stakeholders Group that participated at a community workshop for the above project, and to prioritise the refresh items for further scoping and costing.
- 2 To approve the items prioritised and recommended by the Temuka, Pleasant Point and Geraldine Community Boards for implementation in their Town Centres.

Background

- 3 Engagement workshops with key stakeholders in the Town Centres and Timaru Central Business District (CBD) to identify potential refresh projects have been completed. The Temuka, Pleasant Point and Geraldine workshops were held on 6, 7 and 8 November 2017. The Timaru Stakeholders Group workshop was held on Thursday 22 February 2018.
- 4 Specific invitations were sent out to key stakeholders to attend these workshops, including Community Board members and Councillors. An independent facilitator, Gay Pavelka, assisted at the workshops which were also attended by technical staff.
- 5 The workshops were very productive in generating ideas for refreshing both the Town Centres and CBD and identifying other more aspirational projects and upgrades. It should be noted that people were generally happy with the CBD and the overarching designs and considered them still relevant and fit for purpose.
- 6 The Temuka Community Board met on Monday 9 April 2018 and confirmed the following project priority listing for implementation;

Description	Estimated price excl GST
A new local theme for bollards and bins	\$25,000
Reset footpath tiles to address areas that are hazards	\$15,000
Replace large and missing trees with a smaller appropriate	\$15,000
Upgrade pedestrian accessway from Commerce Street to King Street	\$15,000
Pedestrian wayfinder signage for Commerce Street Carpark	\$2,500

Improved signage on State Highway at each end of the Town Centre to encourage motorists into King Street	\$5,000
Drinking fountain	\$5,000
Cycle stand centrally in King Street	\$2,500
Total	\$85,000

- 7 The Pleasant Point Community Board met on Tuesday 10 April 2018 and confirmed the following project listing for implementation;

Description	Estimated Price excl GST
Reset the footpath tiles/pavers	\$15,000
Rejuvenation of seating (including tables), bollards and lighting poles	\$15,000
Afghan Street/Main Road (State Highway 8) corner kerbing and plantings upgrade	\$15,000
Total	\$45,000

- 8 The Geraldine Community Board met on Wednesday 11 April 2018 and confirmed the following project priority listing for implementation;

Description	Estimated Price excl GST
Reset the footpath tiles/pavers	\$15,000
Litter bin design change	\$25,000
Bollards design change	\$25,000
Additional seating	\$10,000
Street trees	\$15,000
Waihi Terrace 'gateway'	\$15,000
Total	\$105,000

Options

- 9 The following items were raised/identified at the Timaru CBD stakeholder workshop. (Noting that the items marked * were identified as priorities by the stakeholders);

Infrastructure		
<i>Item</i>	<i>Scope/comment</i>	<i>Refresh/Upgrade/Other</i>
Seating *	More required	Refresh
Bins	Increase the number	Refresh
Bollards and low bars *	Relocate at parking spaces	Refresh
Green areas *	Seating and shaded areas eg. To eat lunch	Upgrade
Wayfinding signage	To areas of interest, including distance and time	Refresh
Repair and repaint furniture	Bins, bollards, seats. Increase annual budget for painting and maintenance	Refresh
Upgrade/review footpath surfaces *	Slippery tiles; hotmix instead of tiles	Refresh

Footpath grades	Flatten them out eg. King George Place Council access	Refresh
Piazza *	Tiles uneven; roots coming through; needs resurfacing	Refresh
Strathallan Corner *	Enhances public square/space	Upgrade
Strategic		
<i>Item</i>	<i>Scope/comment</i>	
Urban Design Plan *	To guide improvements; to ensure value for money; to ensure end goal outcome can be achieved; delay refresh works in the meantime; a plan would inform Councils LTP	Other (Upcoming workshop)
Develop theme for the Town *	Eg. Seaside, Bay, Edwardian	Other
Define and clarify the CBD	Where and what it is	Other
Land Use and Planning		
<i>Item</i>	<i>Scope/Comment</i>	
Infill living *	Encourage and facilitate; educate on options; show it can be done easily eg. Level 2 of existing buildings (mixed use)	Other
Land use change *	Make it easier, including advocacy with government	Other
Precincts/zones	Establish these for big box development, entertainment, dining, cultural etc. Including connectivity eg. Pedestrian ways, cycle lanes	Other
Empty buildings	Incentives to upgrade/improve; including keeping them sound eg. Leaking verandahs; using their windows for art or promotional purposes	Other
Earthquake Prone Buildings	Coordinated approach/plan re upgrade eg. Verandahs, parapets	Other
Access		
<i>Item</i>	<i>Scope/Comment</i>	
Pedestrian crossing points	Review surfaces and accessibility eg. Church/Sophia roundabout	Other
Pedestrian refuge crossing	Church Street, between Bank St and the overbridge	Other
One way roadway concept *	CBD Streets Between George Street and Sefton Street East/Port Loop Road, including Stafford Street to enable wider footpaths to be constructed	Other (Traffic circulation and upcoming workshop)

Enhance pedestrian access *	Between the CBD and Caroline Bay/Port, at the Sefton Street East/Port Loop Road (SH 78) intersection with Stafford Street	Other
Traffic lights	Countdown timers for pedestrians; countdown timers for drivers	Other
Extend Strathallan Street	Across Port Loop Road to the Port, to provide safe access for cruise ship folk	Other
Facilities		
<i>Item</i>	<i>Scope/Comment</i>	
Parking – general *	Strategy to support property owners, tenants, businesses and users of the CBD	Parking Strategy (Upcoming workshop)
Parking – Campervan	Short term zones required	Other
Wi-Fi	Free areas	Other
Utilise technology	Electronic signage; carpark availability; way finding; digital signage and information	Other
Electrical Vehicle charger station	At Library carpark	Other
Street art and sculptures	Promote/encourage more	Other
Playground	Near toilets and cafes	Other
Miscellaneous		
<i>Item</i>	<i>Scope/Comment</i>	
Security Cameras	Review location/coverage	Other
Public Toilets	Better access for mobility users eg. Strathallan Corner	Other
State Highway signage	Review/improve	NZTA
Speed limit review	State Highway 78 (Sefton Street East/Port Loop Road) in vicinity of Stafford Street	NZTA
Stormwater	Drains location	Other
Students and schools	Include their ideas in the process	Other

Identification of Relevant Legislation, Council Policy and Plans

- 10 Timaru District Long Term Plan 2015 – 25
11 Timaru District Annual Plan and Budget

Assessment of Significance

- 12 This matter is not deemed significant under the Council's Significance and Engagement Policy.

Consultation

- 13 Further engagement is planned, as required, with the stakeholder group to confirm the details of the projects. It is also intended that the members of the stakeholder group

are informed of progress and provided with feedback on the status of the workshop items as they are developed, implemented and referred to others.

- 14 In addition, public engagement will also be undertaken during the implementation phase.
- 15 The Timaru CBD refresh projects identified during the Stakeholder workshops will require further scoping and it may be necessary to further engage with this group.

Other Considerations

- 16 There were a number of issues raised by the stakeholder group that were both outside the Timaru CBD area and also the scope of the refresh project. These will be addressed separately by the relevant agency or Council Unit.
- 17 The projects will be forwarded to the relevant agencies whether internal or external with a request that these are considered for implementation. We will monitor progress with these items and report back to the Infrastructure Committee after six months on progress.

Funding Implications

- 18 The current Annual Plan allocated \$600,000 funding to refresh the four District CBD/Town Centre areas; Timaru, Temuka, Pleasant Point and Geraldine.
- 19 Based on population, the proposed share of the total funds is
Timaru - \$400,000 to \$410,000.
Temuka - \$75,000 to \$85,000
Pleasant Point - \$35,000 to \$45,000
Geraldine - \$65,000 to \$75,000.
- 20 This funding is targeted at refresh renewals, not new works.
- 21 The Geraldine Community Board discussed the allocation of funds for the Town Centres/CBDs and the previous total budget of \$1,000,000. They recommend that Council relook at the proportional allocation of the total previous budget between the Town Centres fairly.

Conclusion

- 22 The stakeholder workshop identified items requiring attention in Timaru. A number of those items were outside the scope of refresh renewals. These projects are noted and will be considered in future Council plans.
- 23 Items were identified that meet the criteria for Timaru CBD Refreshing and the Infrastructure Committee is requested to consider a priority listing for those refresh projects.
- 24 The Infrastructure Committee is also requested to approve for implementation the refresh project priority listings from the Temuka, Pleasant Point and Geraldine Community Boards as detailed in this report.

Recommendations

1. **That the Infrastructure Committee select priority projects for further scoping and costing from the Timaru CBD refresh projects identified above.**

2. That the Infrastructure Committee approves for implementation the refresh project priority listings from the Temuka, Pleasant Point and Geraldine Community Boards as detailed in this report.

INFRASTRUCTURE COMMITTEE
FOR THE MEETING OF 8 MAY 2018

Report for Agenda Item No 9

Prepared by Andrew Dixon
Land Transport Manager

Road Safety Update

Purpose of Report

- 1 To provide an update on road safety in the Timaru District and the wider South Canterbury area.

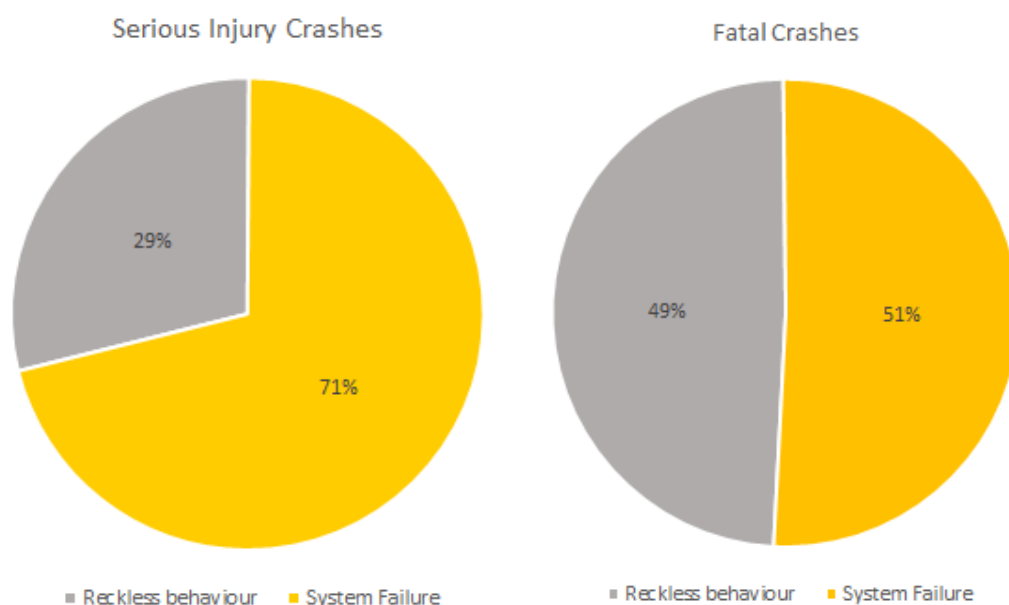
Background

- 2 The number of road crash fatalities and serious injuries in South Canterbury is increasing. The number of fatalities and serious injuries is shown in the graphs in attachment 1.
- 3 Although the number of vehicles and distance travelled on our roads is increasing, the crash rate is increasing at a disproportionately faster rate. This is of great concern and an indicator that we should consider a change in road safety initiatives. This trend is a national one and has prompted the Government to review road safety initiatives and funding in New Zealand.
- 4 The government has recently held a road safety summit with Council Mayors and Chief Executives to discuss road safety issues and ideas for improvement. The Mayor and Chair of the Infrastructure Committee attended this summit which was held on 9 April 2018.
- 5 Road safety is a key strategic priority in the new draft Government Policy Statement on Land Transport. This document signals the need for an increased and sustained effort to achieve a long term vision of a transport system that is free of death and serious injury.
- 6 The Canterbury region is also focusing on road safety through the Regional Road Safety Working Group, a sub group of the Canterbury Regional Transport Committee.
- 7 There has been 114 people who were killed or seriously injured in the 1,294 reported crashes in the district in the last 5 years. These crashes would have affected thousands of families. There were 17 deaths and 97 serious injuries, which would have changed the lives of hundreds of people. For every crash, emergency and roading staff are emotionally affected by these incidents as well.
- 8 Almost every crash would have had some diversion in place, affecting travel time for road users. Whenever the police, fire service or St John ambulance are dispatched, there are limited resources left for other emergencies that may occur.

Options

9 Crash records show that in over 90% of cases human error is the main cause of crashes. A recent New Zealand study done by Mackie Research, confirmed a previous Norwegian study that reckless behaviour was only present in half the fatal crashes and only 29% in serious injury crashes. The rest were recorded as “system failures”. Reckless behaviour includes drink driving, not having a license or driving 20km/h over the speed limit. Examples of system failures are a vehicle not equipped with airbags, or hitting a hazardous roadside object or a driver crossing the centre line.

10



11 Previous road safety strategies have followed the 3-E approach to the road safety challenge, engineering, education and enforcement.

12 Engineering: Road crash data indicates that road factors in crashes are declining to about 8% of the total number of reported crashes. Most crashes happen randomly around the district, with no particular location trend. This makes it impossible to predict where the next crash is going to occur. If we consider engineering our roads to a safer standard, with which roads should we start with? Most likely, the next crash is not going to be anywhere near the selected location. With engineering, there is also a balance between safety, affordability, access and travel time. Placing median barriers along roads will improve safety but restricts access to properties, is generally unaffordable and may increase travel times as access to side roads will also be restricted.

13 Enforcement: Enforcement effectiveness relies on Police presence. Police cannot be everywhere all the time and therefore there is a high chance that many offending drivers will never be apprehended for any traffic offence committed. Even if police intervene in hundreds of traffic incidents daily, they would still miss the majority of offending. There are many cases where drivers do not contravene any particular legislation, but unknowingly act in a high-risk manner.

14 Education: Although most drivers believe they are excellent drivers, many are out of date with basic safe driving practices and because of a lack of understanding may choose a course of action that will unwillingly result in a crash. Data supports this with poor handling, poor observation, and poor judgement being the main contributing factors

to crashes at 1,027 out of the 2,380 (43%) reported crashes in Timaru District alone over the last 5 years (2012 – 2017).

- 15 Timaru District Council also works with the schools in the district to develop school travel plans that encourage safe active transport for journeys to and from school. The road safety component is key to these plans and involves education, engineering and enforcement. We have developed plans for most primary schools in Timaru and one in Pleasant Point. There is also an on-going monitoring and encouragement requirement in keeping these plans alive. The Timaru District Council Long Term Plan has a target to develop one school travel Plan per annum. However we are currently completing two per annum.
- 16 Crash cause history alone does not give a useful indication of driver perception or attitudes. These will have to be determined by local road user attitude surveys. Doing these surveys before and after road safety education/awareness initiatives, would verify whether a campaign had been successful or not.
- 17 Road safety awareness promotion have traditionally been delivered as a low-key strategy, meaning that in comparison millions of dollars are being spent on engineering and road policing, but for the wider South Canterbury community the funding for road safety education/promotions is only about \$225,000 per year. More resources are needed to achieve a perceptual shift in the community that will have a changing effect on road user behaviour and reduce serious road crashes.

Identification of Relevant Legislation, Council Policy and Plans

- 18 Government Safer Journeys Strategy
- 19 New Zealand Government adopted the United Nations Decade of Action for Road Safety 2011-2020 strategy.
- 20 Canterbury Region Road Safety Strategy
- 21 Government Policy Statement on Land Transport 2018/19-2027/28.
- 22 Timaru District Long Term Plan 2015-25 and 2018-2028
- 23 Land Transport Management Act 2008

Assessment of Significance

- 24 This matter is not deemed significant under the Council's Significance and Engagement Policy.

Other Considerations

- 25 There are no other considerations relevant to this matter.

Funding Implications

- 26 Road safety education in South Canterbury is delivered by Timaru District Council as the lead agency. This activity is jointly funded by the three Councils, Timaru, Waimate and Mackenzie.
- 27 The current allocation for road safety is \$225,000 per annum. This is financially assisted by NZ Transport Agency (currently 53%). The remaining local share is divided amongst the three South Canterbury Councils on a population basis.
- 28 In addition there is \$47,000 per annum allocated for school travel planning/safety that is also financially assisted by NZ Transport Agency. As this work is done in Timaru District only the local share is at our cost.

- 29 We have requested an increase in funding for road safety and school travel planning. We have requested \$260,000 per annum for South Canterbury road safety and \$50,000 per annum for school travel planning in our submission to NZTA for 2018-21 funding.

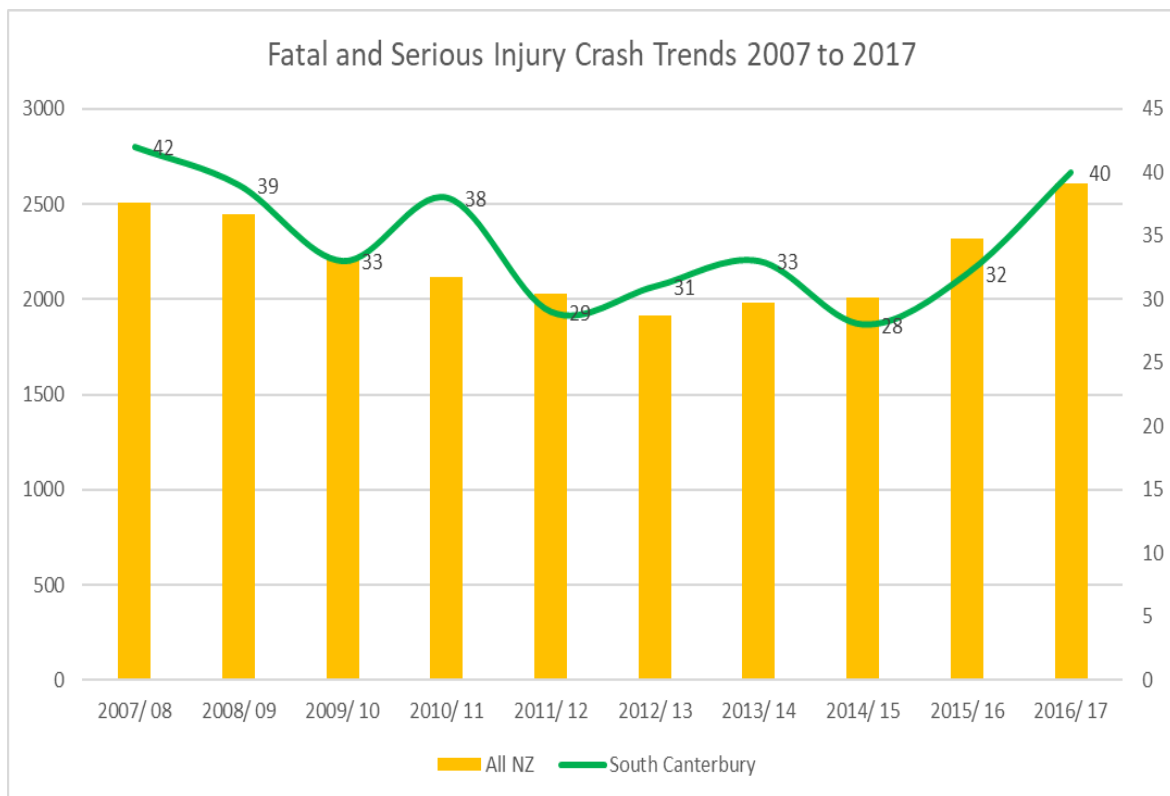
Conclusion

- 30 Road crashes resulting in death or serious injury are increasing nationally, regionally and locally. The government has shown a commitment to reduce this trend and aim for a long term goal of zero deaths and serious injuries on our roads.
- 31 Doing what we have traditionally done will not achieve this long term goal. Focussing on just engineering or enforcement or road safety also won't achieve the goal.
- 32 Improving road safety is about changing people's attitudes and behaviour. Most crashes involve poor judgement, choices or observations. Improvements in these area's can be achieved by road safety education.
- 33 Road safety should not just be a tick in the box, but by implementing internationally accepted best practice on road safety promotion within the limitations of resources, will benefit our community in the short, medium and long term.

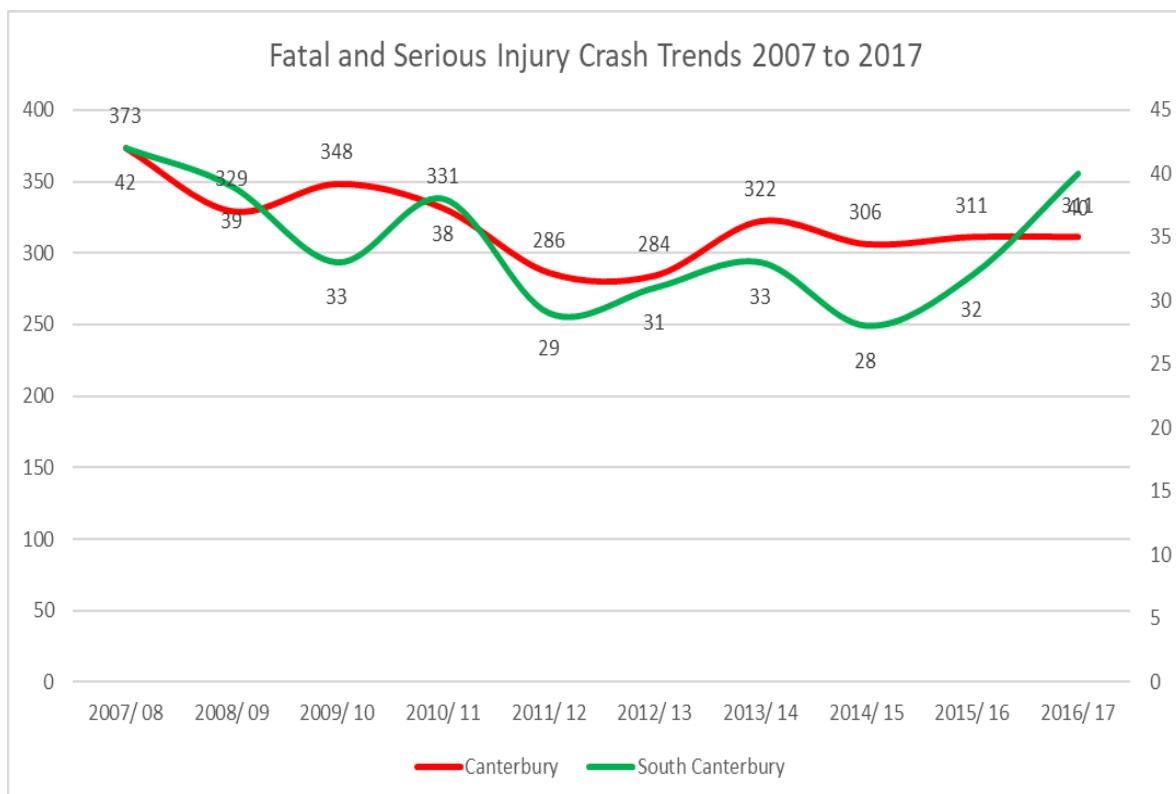
Recommendations

- 1 That Timaru District Council supports and works towards the goal of a transport system free from death and serious injury with a focus on road safety education.**
- 2 Council support the Canterbury Regional Road Safety Strategy and targets.**

Attachment 1



1: Graph showing fatal and serious crash trends NZ vs South Canterbury over the past 10 financial years



2: Graph showing fatal and serious crash trends Canterbury vs South Canterbury over the past 10 financial years

INFRASTRUCTURE COMMITTEE
FOR THE MEETING OF 8 MAY 2018

Report for Agenda Item No 12

Prepared by **Ashley Harper**
 Group Manager Infrastructure

Exclusion of the Public

Recommendation

That the Board resolves to exclude the public on the grounds contained in Section 48(1) of the Local Government Official Information and Meetings Act:

Confirmation of Minutes - Carpark
Section 7(2)(b)(ii)

The withholding of the information is necessary to protect information where the making available of information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.