



**Cycle Action Waikato**  
Box 19-251  
Hamilton  
NEW ZEALAND

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**From: - CAW**

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Thank you for inviting us to submit on your  
Draft-Waikato-Regional-Road-Safety-Strategy-2017-21

Firstly we would like to congratulate on your achievements with your RRSS 2013-16 work.

CAW would like to commend you priority areas that will shape the 2018 RLTP development and RRSS 2017-21. But we feel that Regional Road Safety Strategy does not have a stronger enough voice and treatment for vulnerable road users. Especially with the recent stuff article <http://www.stuff.co.nz/national/92333774/Rising-number-of-vulnerable-road-users-kill> quoting "seven cyclists have been killed so far in 2017, compared to two during the same period last year." We need more action to keep our Regional vulnerable road users, cyclists, safe.

CAW (CAN) are keen to working closely with the Waikato Regional Council in the development of the RRSS 2017-21 to address our concern. .



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### **2.3.6 – Road user issues and future focus in the Waikato region**

- **Action required**

Vulnerable road users being 40% of all urban DSIs – this doesn't split out cycling vs pedestrians etc.

How big is the problem for cyclists? The map in the appendix suggested the 40% was just for peds. Does CAN have any cycling specific data to refer to?

- **Action required**

We also see this “lumping together” the following figures:

*Figure 6: Probability of death occurring at different impact speeds in different types of collisions(pg5)*

Pedestrian and cars were used in this figure, could we add cyclists?

*Figure 8: Top three urban and rural crash movement types for the Waikato region (2006-2015)*

What do cyclist crash movement types look like? Any patterns?

- **Agree**

Behaviour change is core. We feel that this is something that CAW(CAN)/Brake NZ should work with enforcers/regulators/educators to integrate CAN's cycling campaign messages & provide CAN's cyclist networks as a targeted audience to reach cyclists with high risk issues/activities etc?

Behaviour change needs to be from top down and bottom up - from Government and advocacy groups.

- **Agree**

With the strategy to develop relationships in private sector/partnerships to promote safe road use & raise awareness of risk to users in a collaborative way.

How will the cyclists represented now? Suggest CAN to be an active/foundation partner here?

- **Agree**

Re resourcing to train new drivers/tourists. This should be Nationally funded/supported programme.

CAN should review this resources and happens could integrate messages into these programmes.

### **2.3.9 –Leadership, collaboration and accountability issues and future focus in the Waikato region**

Re stakeholder proposals for funding to next RLTP and suggested private sector funding.

CAN would be keen to given the opportunity to provide a targeted proposal for funded activities.



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### **3.2.1 Core Activities - Business as Usual**

- **Action required**

Re activities. It says that safe roads and roadsides are “to consider the safety of vulnerable road users”. This needs to be in road/roadside design. How can they design without knowing the stats/cycle use/high risk areas from a cyclist’s perspective?

Suggest that CAN can help facilitate this need for data and cycling design expertise through its member base?

- **Action Required**

With 3 areas for activities. Suggest integrate CAN into each into:

1. **safe road use education**
2. **safe vehicles** (consider bikes as vehicles which also need safety checks etc)
3. **provide leadership in all matters cycling related** (collating data for decision making, facilitating research with members, identifying users/high risk roads for investment etc?)

Priorities for next 3 years support CAN’s involvement:

**Priority One** - Leadership: engage community to understand concerns & profile for risk/intervention/activities

**Priority Two** - Speed: consideration of transport within safe system approach

## **4. Leadership, Collaboration and Accountability**

- **Action Required**

4.1.1 – Suggest request that CAN(or Brake NZ) become active part of forum

4.1.2 – Talks about region wide investment in town centres.

Suggest CAN engages members with any design changes in these areas. CAN is national network and has membership across the country.

4.1.3 – Suggest CAN integrates messages re cycling into education campaigns (both targeted at drivers and cyclists) and facilitates promotion back through membership (link into cycling groups/social media etc)

4.1.4 – Suggest CAN to contribute to the forum as specialists in collecting cycling data/networks etc.

4.1.5 – Suggest CAN involved in comms planning & execution through it’s network channels. (at the planning stage, not the last minute review stage.



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## **4.2 Safe Speeds**

### **Action Required**

Bring NZ Safe System in line with Vision Zero - system with NO fatalities or serious injuries in road traffic, NZ Safe System - increasingly free of death and serious injury. Page 86

A core principle of the vision is that 'Life and health can never be exchanged for other benefits within society'.

Example One- Page 15 – 'economic growth and productivity' benefits are placed above 'safety' [Life and Health]

Example Two - Page 48 – 'we need to build a culture of transport safety in the same way that work place'. Workplace safety – 'Everyone who goes to work comes home healthy and safe' (p47 38 deaths)

Example Three - Page 86 New Zealand's Safer Journeys 2010–20 road safety strategy Safe System approach was based on the Swedish road safety strategy "Vision Zero".

Page 17 – 'The vision is consistent with the Vision Zero' (p47 38 deaths)

Page 47 - RTC / RLTP Signals – 'By 2040 there will be no more than 39 deaths per annum in the region' e.g. "targets" 38 deaths

FIA foundation, AA New Zealand motoring parent body for #VisionZero, make the following commitment. CAW would like Regional Council to give the same support.



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The FIA Foundation identifies key priorities:

- Urgent infrastructure safety improvements for highest risk roads.
- All cars in production meet minimum UN safety standards by 2020.
- **Prioritise pedestrians and cyclists in urban planning.**
- **#SlowDown: < 30 km/h speed limits on school routes and residential streets.**
- By 2030, a safe and healthy journey to school for every child.



Please note that “Draft Land Transport Rule: Setting of Speed Limits [2017]” is under current public consultation. CAN feels that:

Local councils to LOWER speed limits, and there’s a specific setting scheme for 30 km/ h zones, but also increasing some roads 110km/h limit, we would like to see firm guidelines for how the vulnerable in treated.

#### **4.3 Safe Road Use**

##### **Action Required**

4.3.1 – 4.3.2 – Suggest integrate CAN messages into behaviour change campaigns & CAN to collect cycling data to help validate programmes to be funded.



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CAN has been working with ACC and NZTA on

## Cycling Education System

### A case to upskill for life

Our vision is for a New Zealand where everyone has the opportunity to learn to ride a bike starting from an early age. We want to help more kids experience the joy of exploring by bike and incorporate it into their everyday life. It's an important life skill, just like swimming, and often a child's first taste of real independence. It's also where they are likely to first become a road user. Learning to ride safely on-road as a child makes getting around by bike an option later in life. This means we'll have more drivers out there who can understand different perspectives on our roads.

Cycling is a government priority which supports a range of shared outcomes including transport, injury prevention, health, education and sport. We are on a ten-year journey to build a connected network for cycling; engage with our communities; promote cycling; and encourage people to safely share the road and pathways.

The ACC injury claims for cycling have increased significantly since 2012, indicating that more people are cycling.

As we improve our cycling environment, and as more people start to cycle, we also want to make sure they have the skills and experience needed to cycle safely.

The NZ Transport Agency and ACC are partnering to fully scope a national cycling education system (investment decision due June 2017), in collaboration with a range of cross-government stakeholders, to maximise impact and deliver multiple benefits. Focusing on children and their families, this system will help build their confidence and knowledge – from learning to ride a bike through to transitioning to on-road riding when they are ready. It will also benefit adults who haven't ridden a bike for a while and want to brush up on their skills and build their confidence.

We can build on the positive enthusiasm around the country for the Bikes in Schools programme. We can develop an agile, national programme using the very best practice, some of it home grown right here in New Zealand, to develop a strong model from the start.

New Zealand currently has some great cycle skills training being delivered in pockets around the country. This is all about making it more effective and extending reach now

### The facts

- Kids love to ride bikes. 97% of kids want to cycle.
- Currently only 2% of children cycle to school, down from 12% in 1990.
- Between 2012 and 2016 there has been a 24% increase in ACC's cycling injury claims.
- Between 1990 and 2014 the average time biked by 5-12yr olds fell from 28 minutes per week to just four minutes.
- Child obesity rate has increased from 8% in 2006/07 to 11% in 2014/15.
- Currently only about 14% of Kiwis aged 10 to 14 formally learn about safe cycling in real on-road situations.
- 29% of urban New Zealanders, 18 years of age or more have ridden a bicycle in an urban setting in the last 12 months.
- Only around 1000 adults each year receive cycle skills training.

### The benefits

- + More New Zealanders develop safe road skills early in life.
- + More New Zealanders cycling.
- + More empathy on our roads.
- + Helps our kids get more active and kickstart healthier lifestyles.
- + One component in increasing active transport to school, reducing school gate congestion.

### What we're proposing

- + A best-practice, safe cycling system approach to education.
- + An agile model aligned with the school curriculum.
- + An approach that promotes cycling safety skills for all ages and abilities.
- + A system focussing on all road users.
- + A comprehensive monitoring and evaluation system.

### The timeline

PHASE 1		PHASE 2 (pending June decision) 2017/18 TRANSITION					PHASE 3
May	June	July	August	October	November	December	July 2018
Detailed business case completed	Decision whether or not to proceed	System announcement	System establishment begins	Stakeholder roadshow	Stakeholder roadshow	Planning, resource development and piloting	Roll-out

### The winning formula

- Fun places for kids to learn to ride a bike with their families.
- Regular opportunities to develop bike handling skills and gain experience in off-road environments.
- Aligning with the school curriculum to explore the concepts of cycling as part of citizenship and being a responsible road user.
- Learning road rules and how to respond to hazards through on-road training in real life environments, with assistance from external providers.
- Opportunities for adults to build confidence getting around by bike (or e-bike) in our towns and cities.
- Learning how to be an empathetic driver who gives people on bikes space.
- Ongoing improvements to our transport system so we can create comfortable connected networks for cycling.



New Zealand Government

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We hope that the Waikato Regional Council focus on education will build on this wonderful foundation.

4.3.3 – Talks about collecting info/actual counts of vulnerable road users. CAN could assist by identifying unsafe routes & crossing areas through reaching its member base & preferred routes that are not being used due to perceived safety risks?

4.3.5 – Suggest CAN could be a valuable partner to help integrate cycling safety across all programmes & engagement. E.g Share the Road Campaign (<https://can.org.nz/str>)

## 4.4 – Safe roads and roadsides and safe vehicles policies

### Action Required

P7 – Suggests investment into design for high risk infrastructure for vulnerable road users. Need to have cyclists involved in identifying high risk infrastructure and design changes that will work for cyclists

4.4 – P9 & P10 – Again refers to safe vehicles. Advocate for truck sides to minimise risk to cyclists.

Five of the last 7 cyclist fatalities involved a truck. (<https://can.org.nz/node/12481>)





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It's been two and half years since the Cycling Safety Panel recommended 15 high priority actions to make our roads safer. CAN feels like they were given false hope due to the lack of progress.

The Cycling Safety Panel recommended, related to your Strategy:

- Investigate the costs and benefits of introducing mandatory truck side-under-run protection and other vehicle safety features (such as better mirrors, sensors and cameras).
- Design intersections so they are safe for cyclists. Trial European design guidelines for roundabouts and other innovative treatments.
- Increase and incentivise training for commercial drivers about driving safely near cyclists.
- Raise cyclist awareness of the risks of riding near heavy vehicles.

We need to consider cycles as vehicles on the road (unlike peds cycling crosses into both environments). Eg cycle checks for visibility & road worthy etc.

CAN would like your Strategy to reference these recommendations.

#### **5.2.1.7 Support vulnerable road users**

Supports need for a tool to gather cycling stats. This could be used to provide info to transport planners too.

The winners of the Hamilton GovHack competition 2016 make a prototype of a partly crowdsourcing cycle route app.

<https://youtu.be/o3yTSj9-Xol>

#### **5.2.1.9**

##### **Action Required**

We suggest the inclusion of :

##### **The impact of economic/population growth**

We have considered the growth of the “golden triangle” of the Auckland, Hamilton and Tauranga connection? The next few years will see the development of Hamilton's inland port.

This triangle/corridor is only going to get busier with a [population growth](#) in Auckland of 1.5 percent and then Waikato district, Tauranga and Hamilton cities all 1.4 percent.

How does that impact on the RRSS 17-21?

(maybe partly covered in “Longer term priorities” or “Ageing population “ , but not clear)

##### **The impact of key destinations**



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Have you considered the impact of destinations like the New Zealand Cycle Trail Great Ride? e.g for example are riders (tourist or local riders) safety getting from Hamilton/airport to Waikato River Trail, then onwards Timber trail or the great lake?  
Also, if this safety situation is improved for accessing these Great Rides, we could see further economic growth around the New Zealand Cycle Trail Great Rides product which is a win for this Region.

And perhaps more generally how an integrated transport model could help or impact the RRSS? If we get more trucks off specific roads (by displacing onto rail or giving a different time window to travel) how could that impact our RRSS outcomes?

#### 5.2.1.10 Set regional data and research priorities

##### Action Required

We would like to see that regional data easier accessible to the public e.g data.gov.nz  
That the collected data has a set of data quality guiding principles e.g

Dimension	Definition
1. Accuracy	<i>Refers to the degree that data correctly represents the real-life entities they model</i>
2. Completeness	<i>Assign completeness rules to a data set in varying levels of constraint</i>
3. Consistency	<i>Ensuring that data values in one data set are consistent with values in another data set</i>
4. Currency	<i>Degree to which information is current with the world that it models</i>
5. Precision	<i>Level of detail of the data element</i>
6. Privacy	<i>Need for access control and usage monitoring</i>
7. Reasonableness	<i>Consider consistency expectation relevant within specific operational contexts</i>
8. Referential Integrity	<i>Condition that exists when all intended references from data in one column of a table to data in another column of the same or different table is valid</i>
9. Timeliness	<i>Time expectation for accessibility and availability of information</i>
10. Uniqueness	<i>No entity exists more than once within the data set</i>
11. Validity	<i>Ensures that data values conform to numerous attributes associated with the data element</i>

#### 5.2.1.3

##### Action Required

CAN would like to see the use of NZTA's Cycling network guidance  
<https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-network-guidance/>