

Ashburton District Road Safety Co-ordinating Committee

AGENDA

Notice of Meeting:

A meeting of the Ashburton District Road Safety Co-ordinating Committee will be held on:

Date: Tuesday 3 May 2022
Time: 9.30am
Venue: Council Chamber
137 Havelock Street, Ashburton

ADC Membership

Cr Lynette Lovett (Chair)
Cr Liz McMillan (Deputy Chair)
Cr Diane Rawlinson

Mayor Neil Brown (ex-officio)

Covid-19 Protection

Council meetings will go ahead as normal under the Orange traffic light setting, attendees will be required to wear a mask.

<https://www.ashburtondc.govt.nz/council/public-meetings-research-centre>

AGENDA

1 Apologies

- Shane Cochrane – NZ Police
- Stephen Burgerhout – NZ Police

2 Notification of Extraordinary Business

3 Confirmation of Minutes – 1 February 2022 1

4 Correspondence

Nil.

5 Reports

5.1 Ashburton District Road Safety 3

5.2 Waka Kotahi/NZTA Road Safety Liaison 5

5.3 Ira Ara Aotearoa – Transporting NZ 8

5.4 NZ Automobile Association 10

5 Next Meeting Date

Tuesday 2 August 2022, 9.30am

Ashburton District Road Safety Co-ordinating Committee Minutes

Date: 1 February 2022
Venue: Council Chamber, 137 Havelock Street, Ashburton
Time: 9.30am

1 Welcome and Apologies

That apologies for absence be received on behalf of Liz McMillan (ADC Councillor), Martin Lo (ADC Graduate Engineer – Roading) Wendi Stewart (ACC), Steve Burgerhout (NZ Police – State Highway), Daniel Naude (South Canterbury Road Safety), Neil Simons (Principals Association), Tash Rankin (FENZ), Gavin Lack (FENZ), John Skevington (AA) and Lesley Symington (Safer Mid Canterbury).

Keenan/Gold

Carried

Present:

Neil Brown	Mayor	James Long	Waka Kotahi/NZTA
Lynette Lovett (Chair)	ADC Councillor	Andrae Gold	ACADS
Diane Rawlinson	ADC Councillor	Jim Crouchley	Road Transport Association NZ
John Keenan	Waka Kotahi/NZTA	Shane Cochrane	NZ Police – Commercial Vehicle
Sean Nilsson	Waka Kotahi/NZTA	Steve Ochsner	FENZ
David Scarlett	Waka Kotahi/NZTA		

In attendance:

Stuart Wilson	ADC Councillor	Carol McAtamney	Governance Support Officer
Mark Chamberlain	Roading Manager		

2 Notification of Extraordinary Business

Nil.

3 Confirmation of Minutes

That the minutes of the Ashburton District Road Safety Coordinating Committee meeting held on 2 November 2021, be taken as read and confirmed.

Rawlinson/Keenan

Carried

4 Correspondence

Further discussions were held in regard to traffic management systems when the Rakaia River bridge has been closed due to accidents and traffic is required to be diverted through an inland route via the one lane Rakaia Gorge bridge.

The possibility of having traffic lights installed at the Rakaia Gorge bridge, which would be activated when there is a diversion, was raised. The group endorsed this idea and requested Waka Kotahi progress this improvement.

5 Reports/Agency Updates

5.1 Ashburton District Road Safety

Three areas with concerns in regard to speed limits were raised:

- SH77 – a petition has been established with approximately 435 signatures to reduce the speed limit from 100km/ph. The petition will be presented to Council at an upcoming meeting.

- Rakaia township
- SH1 – adjacent the entranceway to the Ashburton Golf Club

5.2 NZTA

- Median Barriers

The median barrier installation project for the Selwyn River through to the Rakaia River is currently in the design phase. The design will include shoulder widening for agricultural vehicles and passing lanes will not be removed. It was advised that the project team would be re-engaging with stakeholders again in the upcoming months re the design plan.

Some committee members expressed their concern that the installation of median barriers is not the best solution for an agricultural area. It was noted that Waka Kotahi undertook consultation on this issue approximately 4-5 years ago. A copy of the consultation documents to see what information stakeholders provided during the initial consultation was requested.

Post meeting: Engagement Summary Report can be found at:
<https://www.nzta.govt.nz/projects/sh1-rakaia-to-ashburton/>

- Tinwald Corridor Design

Clarification was sought on the location of the proposed cycleway being established as part of the Tinwald corridor upgrade, whether it was to be located on the current green on SH1 or on Melcombe Street.

5.3 Road Transport Association NZ

- Commercial Vehicle Safety Team (CVST) Centre Construction

Concerns for the suitability of the proposed location for the CVST centre construction were raised. The Road Transport Association engaged with Waka Kotahi and undertook an on-site demonstration at the proposed site which highlighted challenges due to the location. Following this demonstration it was understood the project was placed on hold. Would like clarification as to where the project is at.

Waka Kotahi advised that the latest design was proposing two split sides for the site, one on either side of the overhead bridge. James Long will provide a report for the next meeting.

5.4 ACADS

Report taken as read.

5.5 FENZ

Requested clarification on what the committee would like to see reported.

- Further information of vehicle accidents eg: what type of accident, age of those involved, location, locations that have repeated incidents etc
- Will look into what is recorded and look into improving what data is being collected

5.6 Automobile Association

Report taken as read.

5.7 NZ Police Commercial Vehicle – Shane Cochrane

Current focus on maize contractors who travel without covers on their loads which causes concerns for motorists.

6 Next Meeting Date

The next meeting date is Tuesday 2 May 2022 at 9.30am.

Meeting closed at 10.58am

Ashburton RSC Report May 2022

Road to Zero

Road Safety Strategy 2020-2030

Our vision is:

A New Zealand where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable

Strategic Framework:



Our target is:

To reduce death and serious injuries on our roads by 40 percent over the next decade. In 2018, Ashburton District had 2 fatal and 11 seriously injured crashes (3 fatalities and 16 seriously injured individuals). To achieve this 40 percent reduction by 2030, we must reduce the number of crashes to 1 fatal and 7 serious injured (2 fatalities and 10 seriously injured individuals).

Crash	2018	2019	2020	2021	2022
Fatal	2	6	3	5	1
Serious	11	8	16	10	4

Infrastructure improvements and speed management

Intersection improvement: Belt Rd & Middle Rd

The centre island has started construction. The project is due to be completed in early May.

Intersection improvement: Racecourse Rd & Hepburns Rd

The project is expected to start soon and be completed before the end of May. The work will involve seal widening and granular overlay to install a right turn bay at this intersection.

School Kea Crossing: Mt Somers Springburn

The kea crossing project has started construction. The project is due to be completed in early May.

School Zone speed limit

A report to Council is being drafted for the school speed limit consultation. The report will inform Council of the zoning for each school and the new speed limits being proposed.

Urban cycle lane road markings

Cycle lanes on Walnut Ave between Oak Grove and West St have been remarked. Some key locations (i.e. intersections & crossing points) have been marked with apple green road markings to highlight the presents of cyclists on the cycle lane.

Road user choices

Road Safety Billboards

Five new billboards will be installed along Arundel Rakaia Gorge Rd for three months from May to July. This will be the first road safety billboards on our local roads. The safety messages will promote topics about speed, intersection, restraints etc.

RYDA

Road Safety Education delivered the RYDA course to the students of Mt Hutt College. 40 Students participated in the course and were engaged with the road safety topic. Ashburton College is booked for this course in June 2022.

Autumn/ winter campaign (Radio)

Collaboration with TDC & WDC for the Autumn/Winter road safety messages. We had the “Easter Egg or Hot Crossed buns?” Easter campaign on The Breeze and More FM. The audience can choose between winning an Easter egg or Hot crossed buns, which relates to the fact that they can make choices behind the wheel to influence their driving.

Another campaign was the “Fact and Faction” topic. The audio piece was separated into two parts during an ad break, the first piece will provide a common myth or fact about driving and the second piece will elaborate if it were true or false with context.

Also, there will be general winter safety messages being broadcasted during the season.

Senior Driver

Age Concern has held its Staying Safe course for mature drivers in February and April 2022. A total of 52 seniors attended the course this year. This is a positive turn out and they will likely hold another course later in the year.

VR Driver Simulator

CoDrVR project is a virtual reality driver simulator developed by GFactor. This simulator is designed for students to learn how or practise their driving, and build their confidence for their license test. Currently, there is one unit available at Ashburton College. We are considering supporting the programme to help provide an additional two units in Ashburton.

Road Safety Liaison Report April 2022

1. CURRENT PROJECTS

Infrastructure programme

The NZ Upgrade programme includes two projects that are in the mid Canterbury area:

SH1 Walnut Avenue intersection signalisation (traffic signals) – this project is well underway; an update as follows -

What's next?

- The road construction is all but finished, so the next stage of this work - the new railway level crossing on Walnut Avenue, between East Street and West Street will commence. The new rail crossing is a significant improvement for the community and will help to keep everyone safe.
The next stage of work will include:
- Removing one of the existing three rail tracks, making the crossing narrower and quicker to cross
- Building a new concrete crossing pad across the tracks
- Installing new warning lights, bells and barrier arms.
- Installing an upgraded footpath, guide fencing and automatic gates for pedestrians.

When will the traffic lights be operational?

- The traffic lights are not working yet because the traffic lights and railway warning lights have been designed to work together. This important safety feature means when a train is approaching, the traffic lights and rail crossing warning lights will coordinate to ensure drivers within the crossing area have sufficient 'green' time to clear the tracks. For this reason, the traffic lights won't be switched on until later this year, once the rail level crossing work is complete.

General work and impacts on traffic

- The temporary 30km/h speed limit will remain to help keep road users and road workers safe.
- A temporary pedestrian crossing and guide fencing will remain to keep local school children and other pedestrians and cyclists safe and a temporary rail speed restriction will be put in place.
- The whole project is expected to be complete in early 2023.

SH1 Archibald Street Tinwald corridor improvements

- This project has commenced pre-implementation (detailed design).
- Discussions with council and landowners are ongoing.

Road to Zero Speed & Infrastructure Programme

- Rakaia to Ashburton SIP median barrier is currently on hold.
- Northern sections of the SH1 corridor are progressing via the initial design process

Speed Reviews

No progress at present.

2. LOW COST LOW RISK IMPROVEMENTS PROGRAMME – no significant change

We are working with ADC to agree a new build footpath on the south side of SH77 in Methven from the existing town boundary at Racecourse Avenue out towards the new Hop Pools complex.

NOC Improvements programme

- The SH1 Bridge Street line marking changes through the Rakaia township (to increase parking shoulder width) has been completed as part of the reseals programme. Traffic lane and central flush median widths were slightly reduced to accommodate this change.
- EA Networks are designing new streetlights for SH1 Hinds between Isleworth Road and Cracroft Street as part of the overhead to underground electricity distribution network project work in Hinds.
- Several streetlights were crash damaged (removed from service) on the SH1 Ashburton River bridge. Our structures consultant WSP is working on a design for replacement of the bridge streetlighting.

3. UPDATE FROM DAVID SCARLET NZTA Principal Advisor - Relationships Road Safety

Shiny Side Up – Online Motorcycle Event – Sunday 10th April

This online event was jointly funded by ACC and Waka Kotahi NZ Transport Agency. It brought together motorcycling experts to talk about and demonstrate topics of interest to motorcyclists. There was a focus on promoting safety through use of the right clothing and riding techniques and encourages riders to take Ride Forever courses.

You can see the complete event on Youtube.

https://www.youtube.com/watch?v=aTX-EseH_TY

<https://shinysideup.co.nz/online/>

Consultation on Regulatory Fees and Charges

Waka Kotahi has undertaken a thorough review of our funding, fees and charges for regulatory services like driver and vehicle licensing, and the regulation of people and businesses in the land transport system like vehicle certifiers.

We found that most of our fees and charges don't reflect the current cost to effectively regulate or provide regulatory services.

We are currently consulting on:

- recommending an allocation of land transport revenue to fund some regulatory functions
- changes to driver licence and driver testing fees
- changes to motor vehicle licence and registration fees
- changes to administration fees for RUC (admin fees are included in the cost when you buy RUC)
- changes to fees and charges for TSL holders
- changes to fees and charges for motor vehicle certifier activities
- changes to charges for commercial and council data users
- changes to fees and charges for eRUC providers.

All submissions received between 12pm on Monday 21 March and 5pm on Friday 13 May 2022 will be considered and used to shape our final advice to Ministers on changes to our fees, charges, and funding.

<https://www.nzta.govt.nz/regulatory/regulatory-funding-and-fees-consultation/>

Mixed Medications – Advertising Campaign

Taken alone, medication has numerous benefits but when taken in combination with other drugs and/or alcohol, the risk of impairment markedly increases. Research shows that when medications are combined with alcohol and illegal drugs, the risk of being involved in a fatal crash can increase by up to 23 times.

This campaign primarily targets people who regularly use medication and think nothing of having an alcoholic drink or taking a painkiller for a headache or a sore back. We want them to seriously question the safety of mixing their medication and driving.

<https://www.nzta.govt.nz/safety/what-waka-kotahi-is-doing/marketing-campaigns/current-marketing-campaigns/mixed-driving/>

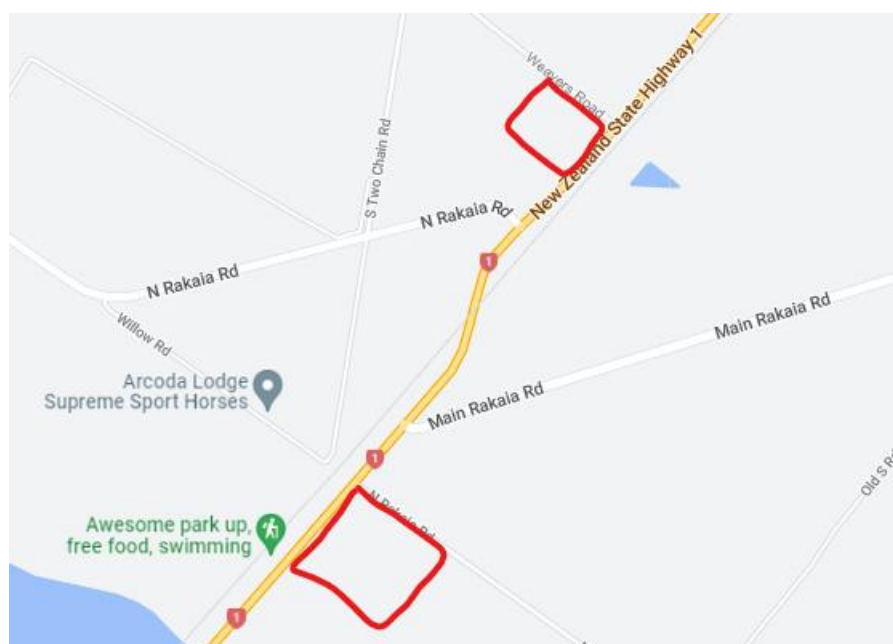
John Keenan / Maintenance Contract Manager
South Canterbury Network Outcomes Contract

Ashburton District Road Safety Co-ordinating Committee – 3rd May 2022

Report from Ira Ara Aotearoa - Transporting New Zealand

Proposed CVST Centre Construction Between the Rakaia River Bridge and the Rakaia Overhead Rail Bridge.

Further to my previous report prepared for the 1st of February meeting outlining our safety concerns for the proposed Commercial Vehicle Safety Teams site at Rakaia, Transporting New Zealand's General Manager of Industry, Dom Kalisih, and myself had a Teams meeting with Sean Bridge, Dylan Hunt and Graeme Taylor of Waka Kotahi/ NZ Transport Agency on the 22nd of March. Graeme Taylor presented the updated proposal that WK/NZTA have regarding the Rakaia site. The new proposal is now designed to mitigate the initial concerns of traffic congestion and the danger of heavy vehicles crossing paths of South bound traffic to access the site by having two sites in the locations as shown in the picture below.



Proposed CVST Sites at Rakaia

The purpose of the two sites is for the one on Weavers Road, the Northern site, to process only north bound traffic and for the one on North Rakaia Road to only process south bound traffic therefore eliminating the need for heavy vehicles to cross the path of oncoming traffic.

Transporting NZ members have always accepted the need for policing of heavy vehicles and to this end have accepted that the position of the north bound site, provided adequate 'slip lanes' are created, will provide safe access in and out for vehicles and should not impede the flow of the general traffic movement.

Transporting NZ members still however, have serious concerns about the position of the south bound site and the impact, and indeed the danger, that this site will create for motorists as they come over the overhead railway bridge and approach the main Rakaia River bridge.

The Mid Canterbury Road Transport Association representative and myself have performed an independent test to gauge the speed a truck and trailer will get to from a standing start on the North Rakaia Road to the entrance of the bridge by using two trucks, one manual and one automatic (both lightly laden), and the result was 46 kph and 52 kph respectively. While doing this test we witnessed several vehicles having to slow down significantly as they came off the overhead bridge and wait for the trucks to finally get to normal road speed halfway across the bridge. We expressed our concerns to WK/NZTA about the 'human nature' of motorists to try and 'beat' the truck before it enters the bridge and they explained they will mitigate this by installing wire rope barriers down the centre of State Highway One to prevent this from happening. We believe this will only provide more opportunity for a collision as well as providing further obstruction and hindrance to over-width vehicles such as transporters of earthmoving equipment, agricultural vehicles and house removals. In summary we believe that the proposed site should be in another location as having access on and off the North Rakaia Road, regardless of the fact that there will only be left turning in and out, will still create a significant risk to all motorists and will put our members employees in an unnecessary situation.

Wire Rope Barriers Down the Centre of State Highway One

Transporting NZ members still have serious concerns regarding the installation of a wire rope barrier down the centre of large parts of the State Highway between Ashburton and Christchurch. We now understand this is definitely proposed as part of the CVST site as already outlined above and believe this will be a hindrance to many agricultural contractors and, more importantly, emergency services.

Transporting NZ would like to know if there is a further update on the proposal of installing wire rope barriers down the middle of State Highway one and/or the state of the submission process?

Jim Crouchley

Industry Advisor - Transporting New Zealand – Region 4/5

NZAA Canterbury/West Coast District Council.
Ashburton Road Safety report – 3 May 2022

1. My Councillors have grave concerns regarding the probable establishment of a south bound vehicle weighbridge between the Rakaia bridges. We believe that this position is chosen for its ability to capture all southbound vehicles rather than taking the safety of motorists and operators into account. The distance between the bridges is too short to allow sufficient acceleration of heavy vehicles exiting the facility, causing the real probability of nose to tail accidents especially in times of poor visibility/wet roads. We would suggest that OSH be consulted for their opinion before further decision making occurs.
2. We are concerned of the continued deterioration of our roading system and the obvious patching of problem areas only lasting a short time. It seems that severe syphoning of motorist generated funds are being used in areas not related to road maintenance.
3. We have been making submissions regarding lowering of speeds in built up areas...usually in the affirmative. Speed lowering due to changing circumstances in areas such as Christchurch and Ashburton seem to be well presented and justified. However, we do not support wholesale lowering of open road speeds to compensate for poor road design and maintenance.
4. We have concerns of the huge drop in roadside breath testing compared to previous years and the slow implementation of roadside drug testing.
5. It is good to see the new West Street traffic signals well progressed, but do agree with some residents that confusion regarding the roundabout could possibly cause accidents. The traffic management during work hours is excellent however. We would like to see the launch date for operation shortened as much as possible. Late this year or early 2023 really is not acceptable.
6. We have made submissions to our Motoring Affairs team recently regarding the regulatory funding review in relation to RUC charges, driver licencing and vehicle registration.
7. With the elections later next year, we will be evaluating our election calls for Canterbury/West Coast priority projects soon so that we can lobby for those we choose. Four laning SH1 between Ashburton and Christchurch. Woodend Bypass. Safety around schools and Ashburton's second bridge all come to mind as priorities for us to evaluate and lobby for.
8. As usual, our Councillors are busy representing all mobility users and not just motorists. Our District Council is responsible for 146,000 members. We have recently had several long term people in our organisation retire, along with CEO Brian Gibbons after 46 years of amazing leadership. We have a new, vibrant CEO in Nadine Tereora who comes from an insurance background. Nadine has a brilliant track record of success and it is going to be a pleasure following in her new leadership direction.

John Skevington.

Chairman for Canterbury/West Coast Automobile Assn District Council

Ashburton District Road Safety Co-ordinating Committee

Terms of Reference

Purpose and Scope

The Ashburton District Road Safety Co-ordinating Committee (ADRSCC) is a community committee, administered by the Ashburton District Council. It is recognised by all participants that to effectively address road safety issues in Ashburton District it will require an integrated combination of engineering, education, and enforcement approaches and initiatives. The committee has, since its inception in 1995, worked collaboratively to promote this.

In undertaking its functions the ADRSCC is to consider road safety matters as they relate to all roads in the Ashburton District, including State Highways, and to all users of these roads.

The ADRSCC should also consider road safety matters as they relate to neighbouring territorial authority areas, the Canterbury region and New Zealand as a whole when more integrated approaches are considered beneficial to the promotion of road safety.

Vision: *Ashburton District has safe roads, roadsides and road users which contribute to an ongoing reduction in injuries and fatalities on our roads.*

Membership

Membership of the ADRSCC consists of representatives from the following agencies / organisations. Each of the agencies / organisations will endeavour to have at least one representative on the ADRSCC at any one time.

- Ashburton District Council
 - 3 Councillors plus the Mayor (ex officio)
 - Council Roading Officers (including the Graduate Engineer - Roading)
- New Zealand Transport Agency
- New Zealand Police
- ACC
- ACADS
- NZ Automobile Association
- Mid Canterbury Principals' Association
- FENZ
- South Canterbury Road Safety Co-ordinating Committee

The quorum will be representatives of not less than half the member agencies, with at least one Ashburton District Council elected member present.

- Committee membership is not limited to the above agencies and may include membership from other agencies, organisations or skilled individuals if it is considered by the Committee that they will contribute to achieving the purpose of the District's Road Safety Strategy. Additional members need to be approved by majority vote by the Committee.
- Committee membership will continue until such time as any member wishes to resign, and in that case that member can nominate another person from their agency in their place.
- All members must agree to support the terms of reference.

Key Actions and Functions of the ADRSCC

The ADRSCC will undertake the following core functions to contribute to achieving the Committee's vision:

Support and encourage education programmes that promote 'Road to Zero' within Ashburton District.

- Support and encourage visible policing campaigns that have a road safety focus.
- Work collaboratively to prepare an annual Road Safety Action Plan.
- Ensure the efficient and effective delivery of projects and initiatives included in the Road Safety Action Plan.
- Raise the profile of road safety initiatives within member organisations and the wider community.
- Provide networking and information sharing opportunities with regular reporting by member organisations on their projects and priorities.
- Advocate for improved road safety both in the district and nationally.

District Road Safety Action Plan

The Ashburton District Road Safety Action Plan is prepared annually by the ADRSCC and identifies the local road safety goals and actions the Committee will focus on for the year.

The Action Plan details links with the goals and priorities of the 'Road to Zero' strategy and local priorities identified by the ADRSCC. Additional priorities in the Road Safety Action Plan may be added by the Committee. Goals and priorities will be reviewed at least every two years.

The goals of the current Ashburton District Road Safety Plan are:

- 1) A reduction in the number of casualties from crashes involving 16-25 year old drivers and passengers
- 2) A reduction in the number of fatal and serious casualties from crashes involving alcohol or drug impaired drivers
- 3) A reduction in the number of fatal and serious casualties from speed related crashes
- 4) A reduction in the number of fatal and serious casualties from crashes at intersections
- 5) A reduction in the number of motorcyclists killed and seriously injured.
- 6) A reduction in death and serious casualties from lack of restraint, impairment, distraction, speed and fatigue.

Meetings

- The Committee will meet four times a year at the Ashburton District Council. Meetings will generally be open to the public. *(A section may be included on an agenda for items that would be reasonably expected to be considered with the public excluded.)*
- The Committee will be chaired by one of the Council elected members. In the current term, Cr Lynette Lovett is the appointed Chair.
- In the absence of a Council elected member, the Committee will be chaired by the Roading Manager.
- All Committee members have full voting rights.
- Council's Standing Orders will not apply to this Committee.
- Recommendations for agenda items are invited from Committee members no later than 7 days before the date of the meeting.
- Committee decisions and activities are reported through Council.
- Technical officer and administration support will be provided by Council's Infrastructure Services Group and Governance Team including notice of meeting to members, agenda preparation and minutes. . Agendas will be circulated not less than 5 days before the meeting.

Date Adopted: 22 November 2018

Terms of reference reviewed and updated on 4 May 2021