

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 4 May 2021
Time: 1.30pm
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)

AGENDA

- 1 Apologies**
 - Mayor Neil Brown
 - Daniel Naude – Road Safety Timaru District Council
 - Bevan Findlay – FENZ

- 2 Notification of Extraordinary Business**

- 3 Confirmation of Minutes – 2 February 2021** **1**

- 4 Reports**
- 4.1** Ashburton District Road Safety **4**
- 4.2** Automobile Association **6**
- 4.3** Waka Kotahi **8**

- 5 Terms of Reference**
- 5.1** Update **10**

- 6 Next Meeting Date**
Tuesday 3 August 2021, 9.30am

Ashburton District Road Safety Co-ordinating Committee Minutes

Date: 2 February 2021
Venue: Council Chamber, 137 Havelock Street, Ashburton
Time: 9.30am

1 Welcome and Apologies

That apologies for absence be received on behalf of Mayor Neil Brown, Steve Bergerhout (NZ Police – State Highway), David Scarlett (NZTA/ Waka Kotahi), Daniel Naude (South Canterbury Road Safety), Wendy Stuart (ACC), and Bevan Findlay (FENZ)

McMillan/Rawlinson Carried

Present:

Lynette Lovett (Chair)	ADC Councillor	Andrae Gold	ACADS
Liz McMillan	ADC Councillor	Lesley Symington	Safer Mid Canterbury
Diane Rawlinson	ADC Councillor	John Skevington	AA
John Keenan	NZTA/Waka Kotahi	Shane Cochrane	NZ Police – Commercial Vehicle
Sean Nilsson	NZTA/Waka Kotahi		

Also Present: Any additional Councillors

In attendance:

Martin Lo	Graduate Engineer – Roding	Carol McAtamney	Governance Support Officer
Brian Fauth	Contracts 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 10 November 2020, be taken as read and confirmed.

Skevington/Keenan Carried

4 Reports/Agency Updates

4.1 Waka Kotahi New Zealand Transport Agency

John Keenan – report circulated

Safe Networks Programme

Concerns were raised as to what the follow up had been following the submissions on the proposal to install a wire rope median barrier on State Highway One

Mr Keenan responded that feedback from the community and stakeholders was taken into consideration by the project team. Work is continuing on the concept design, taking into consideration submitters suggestions and once finalised will be presented to Council seeking further feedback.

Red Road Signs

The possibility of having red road warning and speed signs to be painted on high risk Ashburton roads and intersections was questioned.

It was advised that they whilst they are an effective way to alert motorists to speed changes/approaching railway crossings etc there were no funds available at this point in time.

Ashburton River Bridge

- Street Lamps

Appreciation was extended to NZTA for arranging the replacement of blown lights on the Ashburton river bridge.

- Safety Walkways

There is a need for safety walkways to be established on the lead up to the Ashburton bridge for the use of pedestrians and cyclists. A formal written request is to be submitted to NZTA.

4.2 Ashburton District Road Safety

Martin Lo – report circulated

Lake Hood Speed Limit Changes

It was noted that the speed limit changes has not yet been implement at Lake Hood. It was advised that the project of changing speed limits had been separated into two sections and the changes at Lake Hood are scheduled to be implemented in April.

4.3 Safe Crossing Points on SH1

The need for safe crossings at four locations have been identified through the Walking and Cycling strategy consultation:

- West Street (Outside Domain and Museum)
- SH1/Archibald Street, Tinwald
- Methven – skate/bike park
- Rakaia – SH1

A formal request is to be submitted to NZTA requesting consideration for safe crossing installations. Request to include specific location of

- Specific location of crossings in identified areas

- Order of priority

4.4 Safer Mid Canterbury – 2021/22 Safe Communities Projects

A trial social community transport service is now operational. This service operates twice a week commuting passengers from rural areas into the Ashburton townships.

Current projects:

- Promotion on motorcycle safety – possibly in conjunction with national men’s health week in June
- NZTA runs a promotional safety programme throughout the year featuring a different topic each month. Would be beneficial to coordinate the motorcycle safety with the NZTA promotion.
- Develop an off road learn to ride/learn the road rules track, also promote use of cycle helmets

4.5 Automobile Association

Continuing to pursue the need for mandatory standardising of 20km per hour signage and flashing lights on the rear of school buses.

4.6 NZ Police – Commercial Vehicle

Currently focusing on slow moving vehicles on country roads (agriculture vehicles, pilot vehicles etc). A number of complaints are being received from motorists who are being held up. The main issue is that due to roads having been scooped out there is limited options for the vehicles to pull over to let traffic passed.

4.7 ACADS

Report circulated.

6 2021 Meeting Dates

The next meeting date is Tuesday 4 May 2021 at 1.30pm (please note change to start time)

Meeting closed at 10.25am

4.1 Ashburton RSC Report May 2021

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).

Infrastructure improvements and speed management

Speed limit review

The second stage of speed limit change was enforceable on 30th April 2021. The speed limit change is in the following townships/areas: Ashburton, Lake Hood, Lauriston and Lake Camp/Clearwater.

Intersection improvement: Thompsons Track & Mayfield Valetta Rd

Signage and pavement markings for intersections along Thompsons Track and Mayfield Valetta Rd will be upgraded to improve road safety. The list of improvements includes changing the control of some intersection from Give Way to Stop and install additional permanent warning signs (Chevrons, intersection ahead & road junction). HEB construction has been tasked with this improvement project.

Road Rehabilitation

pudding Hill Rd and Fairfield Rd West rehabilitation project is complete. Fulton Hogan completed the rehab.

Isleworth Rd rehabilitation project is complete. The Maronan Road rehab is in progress and is scheduled for completion at the end of May. HEB is the contractor for these two rehabs.

Hinds Arundel Road / Maronan Ealing Road intersection

Safety improvement was programmed for this intersection follow a serious injury crash. T-intersection Chevrons are to be renewed and additional advance give way warning sign will be installed.

Road user choices

Age Concern

The Staying Safe refresher course for older drivers was delivered on the 26th March in the Ashburton Senior Centre.

AA Licensing Mobile Unit

The Licensing Mobile Unit is programmed to come back to the district to deliver another session for each of the College before July 2021.

Fatigue Campaign

Radio message: remind the community of the symptoms of driving while fatigued and using coffee or loud music are common myths to help with fatigue. The radio message was air in April.

Distraction Campaign

Radio message: inform the community to drive while they are free from distractions. The radio message will be aired in May. The message revolves around the Waka Kotahi's (NZTA) "Let driving distract you" slogan.

RYDA

Road Safety Education course for young drivers was held at the Methven Resort for Mt Hutt College students. We were able to bring RYDA to Mt Hutt College for the first time and there was a positive turn out of students for the course.

4.2 AA Canterbury West Coast Report for ADRSC Meeting - 4 May 2021.

Our AA Council has made a submission on the redevelopment of SH1 through Tinwald, and have some major concerns regarding aspects of the plan. The biggest concern is the planned “raised platforms” designed to reduce speeds. To us, these have no place on a State Highway, and being up to 100mm high, are a danger to traffic safety.

The argument is that there have been complaints of traffic speeds in Tinwald, but we believe they will be addressed by the installation of the traffic signals. We also have concerns that the traffic movements into the “Z” Service Station for vehicles travelling south have not been adequately answered.

Not a local issue, but affecting locals travelling to Christchurch, is the C.C.C.s lack of planning for parking in the Christchurch CBD. Our Chairman spoke to our submission and shared our concerns for the central city’s future direction, especially with Central Govt’s new ruling not requiring parking provision on new apartment builds. This will put immense pressure on “on street” parking in the future. We also have concerns on the lack of thought regarding EV charging facilities for these new buildings without parking provision. Many of the occupiers of these apartments will own EVs and will have nowhere to charge them.

We are pleased that the Roundabout on West Street has finally gone out to tender. This will aid traffic flow once installed.

The new Ashburton CBD is looking great, and very modern. Once the work is completed, I plan to bring our District Council members for a visit to our District to show them this, and the many developments happening here.

I first have to convince them that there is actually life outside the C.C.C boundary, and if you venture south, you are not sucked into some sort of vacuum...never to appear again!!

Regards,

John Skevington

Road Safety Liaison Report April 2021

1. CURRENT AFFAIRS

Safe Network Programme update - no change

The SH1 Selwyn to Ashburton upgrade project has now been taken over by the NZTA Safe Networks Programme team.

Progress Update:

Stage 1 Scope (preferred following feasibility investigation):

- 9 km Wire Rope Median Barrier
- Rural Roundabout at Old North Rd Intersection (Synlait Plant)
- Urban Roundabout at South Town Belt Intersection, Rakaia

Stage 2 Scope (still to be confirmed as feasible):

- 24km Wire Rope Median Barrier
- 7 km Wide Centreline

We should have more information by mid-2021.

Infrastructure programme

The NZ Upgrade programme included two projects that are in the mid and south Canterbury area:

- the SH1 Walnut Avenue intersection signalisation (traffic signals)
- the SH1 Archibald Street Tinwald corridor improvements

SH1 Walnut Avenue improvements:

The Walnut Avenue intersection (traffic signals) project is currently out to tender and construction is planned to commence in June.

This project also includes removal of the roundabout on East Street and Walnut Avenue and a signalised intersection in lieu.

SH1 Tinwald Corridor improvements:

Consultation was completed with the community in March regarding this project.

The proposed changes include:

- Traffic signals at the SH1/Lagmhor Road/Agnes Street intersection, to make it easier for vehicles, pedestrians and cyclists to cross or turn onto the highway.
- Encouraging traffic away from Graham Street and instead to use McMurdo St and the traffic signals at Agnes St for turning right onto the highway.

- Changes to Melcombe Street including two-way cycle route markings (encouraging a quieter route than the highway) and intersection changes at SH1.
- A right turn bay from SH1 onto Graham Street.

Construction may commence in 2022.

SH1 North South Corridor Improvements:

Stantec are progressing this project for ADC. As part of the detailed Business Case an Options Assessment workshop was held on 15th of April with stakeholders.

Options Assessment Conclusions

- Infrastructure improvements had highest scores
- Improve merge at South Street
- Improve bridge clip-ons
- Improving active mode network with a new bridge forms a second cluster of scores
- Preferred option is dependent upon the preferred vehicle bridge option
- Chalmers Street and Duplicate Bridge Options were the highest scoring vehicle bridge options
- Duplicate Bridge is likely to involve less cost as no new roads or land purchase is required
- Proximity to SH1 bridge will increase the technical difficulty of the Duplicate Bridge option

2. LOW COST LOW RISK IMPROVEMENTS PROGRAMME

We have no 20/21-year funding allocation for any of these safety improvement works.

Project submissions were made by our NOC team for the 21/22 year and we are now awaiting the outcome of what work will receive funding (and for what year)

Relevant to ADC:

- SH77 Rakaia Gorge Safety Barrier
- SH77 Thompsons Track Intersection Improvement
- SH1 Dromore Intersection Lighting
- On-going power pole undergrounding (SH1 and SH77) (by EA Networks)

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

Safe System

Infringement fee for using a mobile phone while driving is increased from \$80 to \$150

This infringement also results in 20 demerit points.

<https://www.beehive.govt.nz/release/road-safety-boosted-increased-penalty-mobile-use-while-driving>

Speed Management

We've started consulting on the proposed Setting of Speed Limits Rule 2021 that enables a new approach to speed management planning on New Zealand roads.

The Rule will require stakeholders, including Waka Kotahi and Councils as road controlling authorities, to make some significant changes to the way we do speed management in the future.

The rule establishes:

- A new speed management planning framework that decides speed limits on roads within a region that is coordinated and consulted at a regional level once every three years.
- The new process for developing and consulting on speed management plans, and subsequent certification, which means road controlling authorities will no longer be required to make a bylaw or gazette to set a speed.
- The roles and responsibilities of Waka Kotahi, both as a regulator and as a road controlling authority.
- The roles and responsibilities of territorial authority road controlling authorities, regional transport committees and an independent speed management committee in relation to the new speed management planning process.
- The requirements for lower speed limits outside all schools:
 - urban schools to 30 km/h, with the option of 40 km/h speed limits if appropriate
 - rural schools to a maximum of 60 km/h (variable or permanent speed limits).

The rule introduces a new function for regional transport committees to consolidate and consult on their regional speed management plan.

Waka Kotahi will be required to consult on a national state highway speed management plan.

Public consultation runs from 23 April – 25 June and we're aiming to meet directly with key stakeholders to better understand the impacts on them, and how these can be addressed. This includes visits to Auckland, Hamilton, Tauranga, New Plymouth, Napier, Palmerston North, Wellington, Nelson, Christchurch, Blenheim and Dunedin during May.

More information about the Rule can be found on our website www.nzta.govt.nz/speedrule2021

Safer speed limits are a significant part of New Zealand's road safety strategy [Road to Zero](#) and our commitment to Vision Zero.

John Keenan / Maintenance Contract Manager
South Canterbury Network Outcomes Contract

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 Rooding Officers (including the Graduate Engineer - Rooding)
- 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 '[Safer Journeys 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 '[Safer Journeys 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's Infrastructure Services~~ [Committee 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 ~~11 February 2020~~ [4 May 2021](#)