

# Ashburton District Road Safety Co-ordinating Committee

## AGENDA

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### Notice of Meeting:

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

**Date:** Tuesday 1 February 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, but anyone aged 12 and older will require a vaccine pass to attend in person. Please sign/scan in and wear a mask. People without vaccine passes have the opportunity to view copies of agendas and minutes:

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

# AGENDA

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- 1 Apologies**
  - Tash Rankin - FENZ
  
- 2 Notification of Extraordinary Business**
  
- 3 Confirmation of Minutes – 2 November 2021** **1**
  
- 4 Correspondence**
  - Outward
    - Letter from Mayor Neil Brown to Waka Kotahi/NZTA regarding SH1 Traffic Management **3**
  - Inward
    - Response from Waka Kotahi/NZTA regarding SH1 Traffic Management **4**
  
- 5 Reports**
  - 5.1** Ashburton District Road Safety **5**
  - 5.2** Waka Kotahi/NZTA Road Safety Liaison **7**
  - 5.3** Road Transport Association NZ **10**
  - 5.4** ACADS **12**
  - 5.5** FENZ **14**
  - 5.6** Automobile Association **17**
  
- 6 Next Meeting Date**

Tuesday 3 May, 9.30am

# Ashburton District Road Safety Co-ordinating Committee Minutes

**Date:** 2 November 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, David Scarlet (NZTA), John Skevington (AA), Wendi Stewart (ACC), Shane Cochrane (NZ Police – Commercial Vehicle), Daniel Naude (South Canterbury Road Safety)

Burgerhout/Keenan Carried

### Present:

Lynette Lovett (Chair)	ADC Councillor	Andrae Gold	ACADS
Liz McMillan	ADC Councillor	Steve Burgerhout	NZ Police – State Highway
Diane Rawlinson	ADC Councillor	Lesley Symington	Safer Mid Canterbury
John Keenan	Waka Kotahi/NZTA	Neil Simons	Principal Association
Sean Nilsson	Waka Kotahi/NZTA	Jim Crouchley	Road Transport Association NZ
Tash Rankin	FENZ		

### Also in attendance:

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### In attendance:

Martin Lo	Graduate Engineer – Rooding	Carol McAtamney	Governance Support Officer
Brian Fauth	Rooding 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 3 August 2021, be taken as read and confirmed.

Keenan/Rawlinson Carried

## 4 Reports/Agency Updates

### 4.1 Ashburton District Road Safety

- What progress has been made to enable reductions to speed limits outside rural schools  
It is expected that new Land Transport Rule: Setting of Speed Limits Rule 2021 will come into effect later this year. Land Transport Rules are secondary legislation made by the Minister of Transport or their delegate (the Minister) under the Land Transport Act. John Keenan will investigate timings and report back to the next meeting.

### 4.2 NZTA

- Proposed installation of SH1 wire median strips on centre line  
Currently waiting for a preliminary plan to be formalised. Once this has been completed it is expected that the will be submitted to Council to provide feedback on the proposal.

- Proposed weighbridge location

Road Transport Association NZ also expressed concerns over the proposed location for the establishment of a weighbridge between the Rakaia river bridge and the overhead bridge.

It was advised that the agency had taken the concerns on board and were currently researching alternative sites possibly north of the Rakaia overbridge. No location decision has been made to date.

#### **4.3 NZ Police (State Highway) - Steve Bergerhout**

It had previously been agreed with Waka Kotahi/NZTA that should the Rakaia Bridge become unpassable then traffic management contractors would be helicoptered in to assist with the traffic control through the alternative route of the Rakaia Gorge.

Following the recent closure of the Rakaia bridge due to a traffic accident, this did not happen NZ Police staff manned the bridge for approximately 4.5 hours until the traffic management crew could make their way through the built up traffic.

John Keenan will investigate.

#### **4.4 ACADS**

Summer campaign is about to be launched.

#### **4.5 Safer Mid Canterbury**

The Community Vehicle Trust are holding their AGM on Tuesday 23 November, 10.20am at Community House.

#### **4.6 FENZ**

It was noted that the Geraldine and Woodbury districts had temporary speed signs erected outside a school and preschool. It was suggested that contact be made to see how we could get this implemented in Ashburton.

#### **5 Next Meeting Date**

The next meeting date is Tuesday 1 February 2022 at 9.30am.

Meeting closed at 10.43am





30 October 2021

James Caygill  
Director of Regional Relationships  
Canterbury, West Coast, Otago and Southland  
Waka Kohati/NZTA  
[james.caygill@nzta.govt.nz](mailto:james.caygill@nzta.govt.nz)

Dear James

### **State Highway 1 Traffic Management**

I write to express Council's concerns in regard to the lack of traffic management systems when there are diversions on SH1.

There has been at least three occasions where the Rakaia River Bridge has been closed due to accidents with traffic being diverted through an inland route via the one lane Rakaia Gorge bridge.

Despite assurances from Waka Kotahi/NZTA that traffic management personnel would be helicoptered in to take control of the traffic, this has not happened.

We would like some certainty that should there be cause for closures in the future that these alternative measures are in fact put in place.

Yours faithfully

A handwritten signature in black ink that reads "Neil Brown".

Neil Brown  
Mayor

14 December 2021

Mayor Neil Brown  
Ashburton District Council  
PO Box 94  
ASHBURTON 7740

Email: [mayor@adc.govt.nz](mailto:mayor@adc.govt.nz)

Kia ora Neil

### **State Highway 1 Traffic Management**

Thank you for your letter concerning implementation of diversions for SH1s Rakaia bridge closures due to an unforeseen event. I acknowledge that our planned response to this event fell short of our own expectations. Our contracted response is to be on site within an one hour and thirty minutes of notification. Given that queues can develop quickly, access to the very site itself to implement the required controls is a key component of our desired response.

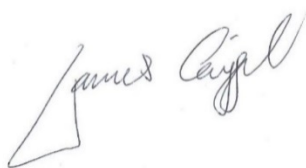
Our team have reviewed this occurrence, as they do even when things have gone as well as we had planned. They have confirmed the that our overall plan for this type of event, which includes helicopters as one of the tools for responding, is still our best approach.

However, I do need to note that helicoptering personnel in isn't the only solution we will look at; and it can't be given it may not be possible due to prevailing weather conditions. Deploying a helicopter requires reasonable lost time to mobilise/secure the helicopter, and in turn to organise staff to access it etc. We will always aim to respond to the closure the quickest way. If we have teams on the ground nearby, this could mean they are able to deploy far more effectively.

It is also worth noting that we are also seeking to review whether part-time signals, or other means of controlling the site remotely from the outset of the incident, could now be feasible given the extent to which technology and communication range has improved since this was last considered. Being able to respond immediately, which typically would mean remote from the Gorge, would obviously be advantageous for establishing and controlling traffic flow in a planned way. However, we are realistic, the detour route will clearly still suffer from the restriction of flow at the bridge, given it isn't designed to deal with the volume of a key strategic route, such as SH1. But it will, potentially, enable we optimise safety and flow as far as can reasonably be achieved when such irregular occurrences occur.

I will let you know if this is viable once we have completed our review.

Ngā mihi



**James Caygill**

Director Regional Relationships (West Coast, Canterbury, Otago, Southland)

# Ashburton RSC Report February 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).

## Infrastructure improvements and speed management

### Intersection improvement: Belt Rd & Middle Rd

Center island will be constructed on Middle Rd to improve the intersection. The project has been sent to the contractor to provide a quote. There has only been one crash recorded at this intersection ever since the temporary tubular delineators improvement were installed.

### Intersection improvement: Racecourse Rd & Hepburns Rd

Due to the type of serious crashes at this intersection in the past, the design is to install a right turn bay at the intersection. Fulton Hogan has been awarded the project. The work will involve seal widening, granular overlay and undergrounding power lines.

### School Kea Crossing: Mt Somers Springburn

The design for the Kea Crossing is complete. The project has been sent to the contractor for quotation and construction.

### School Zone speed limit

The draft zoning is currently being revised based on Waka Kotahi comments. Changes will include: some schools will have permanent speed limit instead of the variable speed limit, expand zoning for some schools to provide better coverage, introduce 30km/h as per upcoming rules in some areas.

### Urban cycle lane road markings

Cycle lanes on Walnut Ave between Oak Grove and West St will be widened to meet the specification and the pavement markings will be remarked. Squares of apple green markings will help highlight the cycle lane for road users. HEB has been instructed to install the new road markings.

## Road user choices

### Alcohol (ACADS)

ACADS launched Bob the Sober Driver campaign in mid-December.

### RYDA

Road Safety Education has confirmed its booking with Ashburton College for June 2022.

### Intersection

The intersection safety campaign will be developed with other district councils. The plan is to have a consistent message throughout Canterbury. Ideas are being drafted to create a short promotional video.

### Long weekend/ holiday campaign (Radio)

Collaboration with TDC & WDC for the summer road safety messages. It was broadcast during the Christmas/New Year holiday. The campaign was to promote a "Safe Ride Home" and taxi vouchers were given away to discourage people from drink driving.

More safety messages are planned for the next long weekends. (Waitangi & Easter weekend).

### Senior Driver

Age Concern's Staying Safe course for mature drivers has been booked for February and April 2022.

## Road Safety Liaison Report January 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 underway, details as follows -

#### January – February works

- Complete the new stormwater basins
- Install traffic signal ducting across West street
- Pavement construction to new widening areas
- Footpath construction ongoing.

#### February – March works

- Start pavement construction on East and West Streets
- Install traffic lights.

The traffic management setup during this time will change according to the work being undertaken.



- SH1 Archibald Street Tinwald corridor improvements – This project has commenced pre-implementation (detailed design) and consultation meetings have been held with the community and with the ADC transport team and planners.

#### Road to Zero Speed & Infrastructure Programme

- Waka Kotahi have developed the speed and infrastructure programme to reduce the number of people killed and seriously injured on New Zealand roads.
- It is estimated that the speed management and infrastructure improvements delivered through this programme will contribute around half of all the deaths and serious injury savings required to meet the Road to Zero target.
- Key interventions include speed management, median and side barriers, rumble strips, roundabouts and wide centrelines.
- The section of SH1 corridor between Selwyn River and the Rakaia River detailed design is being progressed first as part of the SH1 Selwyn to Ashburton SIP project works. The Project team be talking to our stakeholders again in the next few months about this plan.

## **2. LOW COST LOW RISK IMPROVEMENTS PROGRAMME - no significant change**

Minimal safety improvement work is planned this year due to a lack of funding.

Funding has been approved to support EA Networks overhead to underground electricity distribution network projects (i.e. removal or roadside hazards – power poles)

4 sites have been funded – most of these are already complete.

### **NOC Improvements programme**

- The SH1 Bridge Street line marking changes through the Rakaia township (to increase parking shoulder width) will be completed within the next month as part of the reseals programme. Traffic lane and central flush median widths will be slightly reduced to accommodate this change.
- EA Networks is designing new streetlights for SH1 Hinds between Isleworth Road and Cracroft Street as part of the overhead to underground electricity distribution network project work.
- 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**

### **Speed Limits Rule Consultation**

Feedback has been received on the proposed Land Transport Rule: Setting of Speed Limits 2021. This has been used to refine the new Rule. It is expected that the new rule will come into effect in March 2022.

A new Aotearoa Speed Management Guide is currently being developed that will reflect changes in the new Rule and provide speed management guidance to road controlling authorities that will help them make informed, accurate and consistent speed management decisions. The new Guide will be released at the time the new Rule becomes effective. Waka Kotahi will be engaging with stakeholders and local authorities to test and refine the content.

### **Supporting conversations on speed**

This video resource with the cartoon character (See link) <https://youtu.be/QC6FYkduNz0> has been created to support conversations with communities on how speed limits are set – by explaining what goes into setting safe speeds.

The video highlights how the role of movement and place are considered in setting speed limits. Factors such as the number of people and travel modes using the road, the function and features of the road, and its surrounding environment, all help in determining what a safe speed should be.





### Safe Speed Limits. – Clipboard

As Waka Kotahi and local authorities continue to set safe speeds, it's important that people understand the why behind the proposals for change. This current media campaign aims to increase public awareness and understanding of the fact that some speed limits are no longer fit for purpose and how setting safe speeds plays an important part in keeping everyone safe – no matter how they travel.

<https://youtu.be/412e9HHorLc>



**John Keenan** / Maintenance Contract Manager  
South Canterbury Network Outcomes Contract

## **Ashburton District Road Safety Co-ordinating Committee - 1<sup>st</sup> February 2022**

Report from

### **Ira Ara Aotearoa - Transporting New Zealand**

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

Transporting New Zealand members hold serious concerns that the proposed establishment of a Commercial Vehicle Safety Team (CVST) facility in this location will be a serious risk to motorist safety with heavy vehicles entering and exiting the facility. We understand that after the Road Transport Association, the predecessor to Transporting NZ, demonstrated the potential risks to representatives of the CVST and the NZTA that they were 'rethinking' the location of the facility. We have since heard that NZTA and the CVST are still proposing to use the initial site to capture South bound traffic and will look to put a second facility in the Bankside area to capture North bound traffic.

It must be made clear that Transporting New Zealand has no issue with the policing of heavy vehicles for overweight, unpaid road user charges and general safety standards of vehicles etc. but do have an issue with the proposed location and the safety risk to motorists.

Transporting NZ would therefore seeks to have confirmation of exactly what is proposed in this space to give the industry, and indeed the motoring public, the opportunity to provide feedback on the proposed installation.

#### **Wire Rope Barriers Down the Centre of State Highway One**

Transporting NZ members also 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 believe that due to extensive farming in the area that many agricultural contractors use the highway and the disruption to traffic flow caused by slow moving tractors and machinery will have a significant impact on traffic flow and impatient motorists with reduced opportunity to pass will have the potential to create accidents.

Furthermore, we also believe that the restriction wire rope barriers impose on providing a clear path down the centre of the highway, should an emergency occur,



would be restrictive and detrimental to access for emergency services trying to access a crash site should a significant accident occur.

Transporting NZ would therefore like to know if the installation of wire rope barriers down the middle of the highway is still going ahead and/or is the submission process for this been completed? If it has then in what time frame do we expect this work to be done?

### **Current State of the County Roads**

It has been noted by Transporting NZ members that there has been a significant deterioration in the condition of the counties roads since the flooding event at the beginning of June 2021. The industry understands that this was a significant and unprecedented event, however, some of the damage (potholes and road sinkage) is creating a dangerous environment for not only heavy vehicle users, but all motorists. The size of some potholes are forcing vehicles in to the middle of the road where it creates the possibility of a potential collision with oncoming traffic. These potholes also create significant damage to vehicles suspension and tyres and members are noticing an increase in the repairs and maintenance costs on their vehicles. Transporting NZ would like feedback on when we are likely to see these repairs completed and the district return to a 'road maintenance' situation?

Jim Crouchley  
Industry Advisor  
Road Transport Association – Region 4/5

## ACADS Report – 1 February 2022

500 poker chips/car phone charger promotion packs have gone out via off-licences and Warrant of Fitness services with pens from last year's campaign gifted as an appreciation for them distributing the packs. We requested participating premises have conversations with the 20 – 30 year old males that are still over represented in our death and injury stats for the District.

Larger corflute posters were provided to on-licenses. These tolerate all weather conditions well and to date have not been vandalised or damaged while on display.

Vast Digital image went live on the southern outbound screen at Caltex from the 12<sup>th</sup> of December and will run through until the 12<sup>th</sup> of March.

Ads are playing on Hokonui and I-Heart radio with in-person interviews still to be confirmed but 4 offered over the campaign. A draw will be held in March for people to win a Family Pass to Opuke Thermal Pools, a \$100 Mocktail Hamper from New Work and 3 large outdoor family games.

An article and photo was published in the Guardian on the 11<sup>th</sup> of December with Martin Lo, Mayor Neil, ACADS Chair and CEO, FENZ and St John reps able to be in attendance.

Promotion packs have been distributed to Hakatare Marae, Plunket, Salvation Army, Marae, Birthright, Community House, He Waka Tapu, Corrections and PSUSI.

Sincere thanks to Chris Clark, Sue Newton and husband, Rob who helped make up the 500 packs.

Tania Scott from PSUSI volunteered her time for a morning and delivered the Ashburton WOF premises and came back with this feedback. *"I had a great time yesterday and got to hear some terrific sober driving stories. The Auto Sparks team had a caravan on site for their Christmas shout so people could stay over rather than drive, the young man at Ace had been out until 3am Sunday morning being a sober taxi for several mates and Corey at Ashworth, as a teen survived going through a windscreen and suffering a significant head injury due to risky teen driving and he is a big advocate for young men being more cautious when driving. So good to get out of the office – thanks for including me, Tania"*

Services are all being emailed the animation from the 2018 campaign where we adapted the character "Bob" from so they get the back-story and can share via their social media. If permission is granted photos have been taken and will be shared via the CAAP Facebook page. A phone call will be made in February to ensure all packs have been distributed and then contact again the end of March for evaluation purposes.

ACC and Safer Mid-Canterbury have approached us wanting to consider a rural project next year.



# Fire and Emergency New Zealand Report for Ashburton Road Safety meeting 1<sup>st</sup> Feb 2022

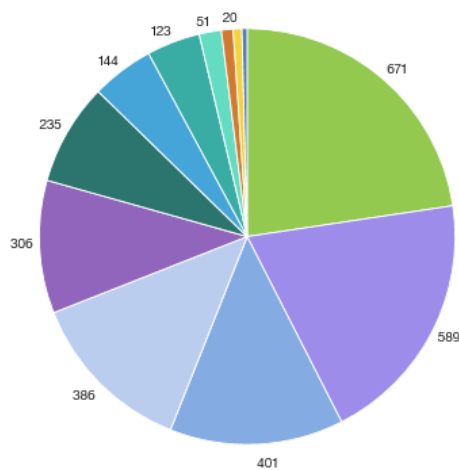


## Responses - Last 5 Years by Station TLA

### Ashburton District

Number of Incidents	2017/18	2018/19	2019/20	2020/21	2021/22	Total
Assist Public	54	23	23	32	12	144
False Alarm	167	164	137	148	55	671
HAZMAT	7	2	4	4	3	20
Heat/Pressure	9	3	8	6	1	27
Medical	124	132	117	138	78	589
Not Recorded				2	10	12
Other Fire	76	72	65	68	25	306
Rescue	39	1	2	8	1	51
Special Service Calls	41	32	20	15	15	123
Structure Fire	52	50	52	57	24	235
Vegetation Fire	73	72	100	106	35	386
Vehicle Accident	78	120	78	83	42	401
<b>Total</b>	<b>720</b>	<b>671</b>	<b>606</b>	<b>667</b>	<b>301</b>	<b>2,965</b>

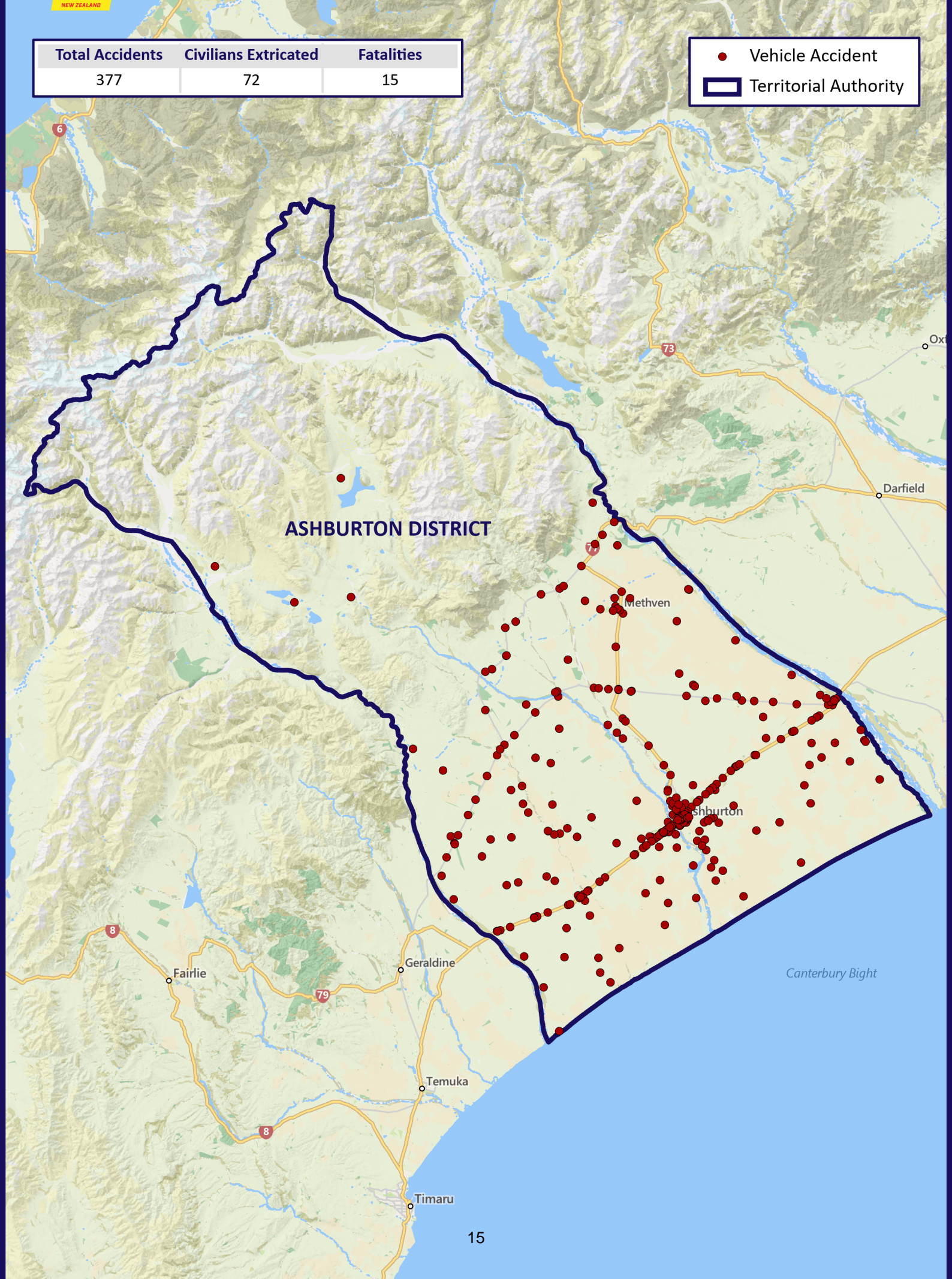
Number of K41 Flagged	2017/18	2018/19	2019/20	2020/21	2021/22	Total
Assist Public				1		1
False Alarm	2					2
Medical	16	19	17	20	9	81
Rescue	2		1			3
Special Service Calls		1				1
Vehicle Accident	3	5	5	3	3	19
<b>Total</b>	<b>23</b>	<b>25</b>	<b>23</b>	<b>24</b>	<b>12</b>	<b>107</b>



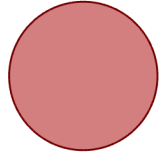


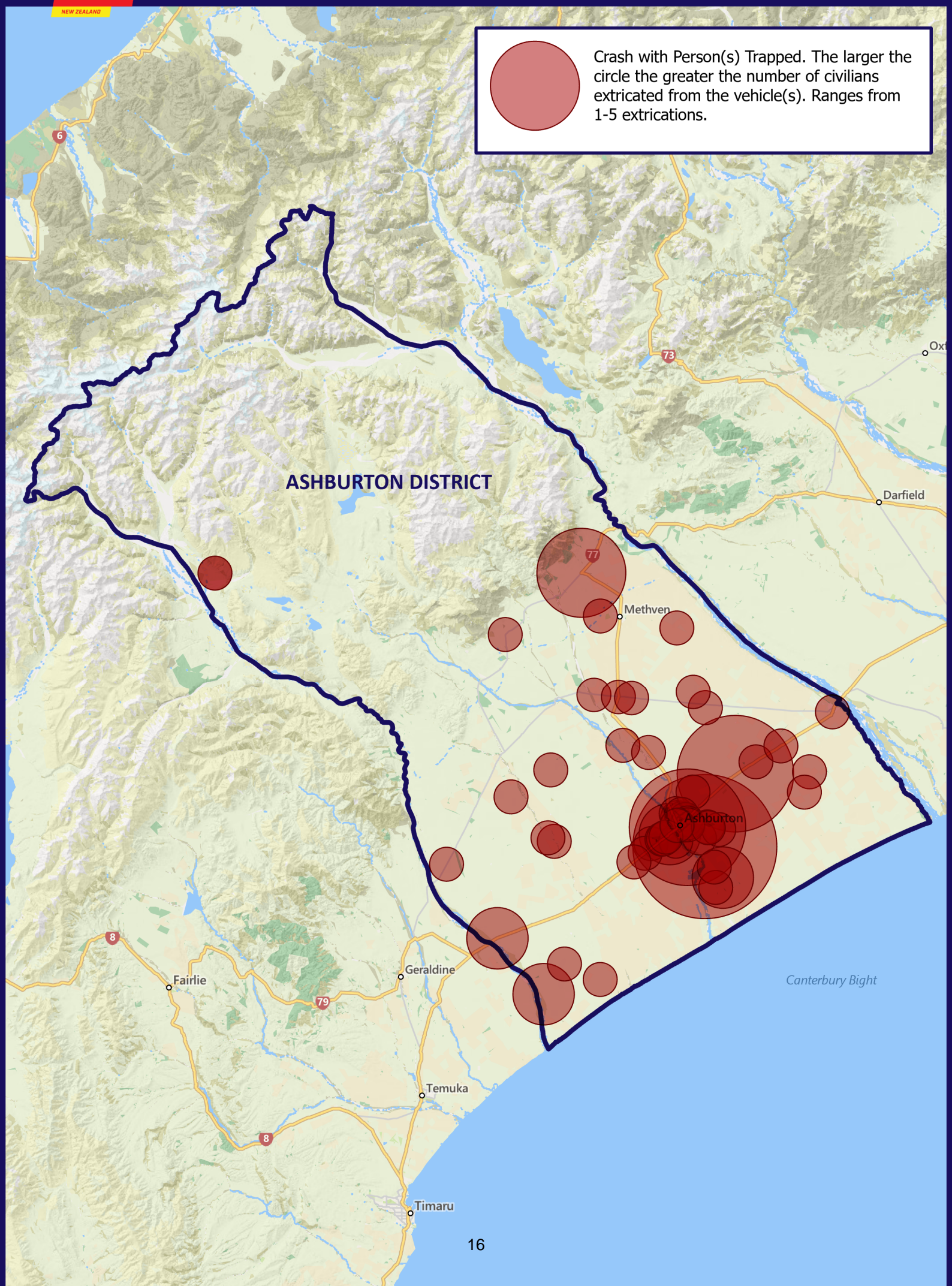
Total Accidents	Civilians Extricated	Fatalities
377	72	15

- Vehicle Accident
- Territorial Authority





 Crash with Person(s) Trapped. The larger the circle the greater the number of civilians extricated from the vehicle(s). Ranges from 1-5 extrications.



## **Automobile Association Road Safety Report – 2 February 2022**

Just a short report since the holiday break has slowed down meetings etc.

Submissions made recently include the proposed speed reduction between Christchurch and Akaroa. Our Council is opposed to the seemingly wholesale lowering of speed limits unnecessarily, and proposed instead an 80kph limit from Little River to Akaroa only, except for the short distance between Little River and Cooptown where we supported 60kph. From Christchurch to Little River should remain at 100kph in our view.

We will be watching the proposals for changes to Brougham Street in Christchurch as they develop since this affects many locals travelling to Christchurch, including heavy vehicles.

We are still questioning the insurance cover for car owners with electric vehicles as there seems to be a grey area should the vehicle self combust while garaged in a private home. There have been at least two such events recently in Canterbury, one with the loss of two vehicles in the same garage. For some obscure reason neither was reported by media. We are seeking clarity and guarantees from insurers. This has become a large problem overseas with some buildings having no insurance cover if EVs are parked in basement garages.

We have discussed and reported to our Motoring Policy team regarding the lack of sufficient funding for maintenance on regional roads such as ours. We are yet to receive a response at time of writing.

Wonderful to see the Ashburton Town Centre complete now. It looks absolutely stunning and the new speed limits work well, being appropriate for the area.

We continue to lobby for a second bridge, especially so since the delicate nature of SH1 was made obvious after the recent closure. It has made Government more aware hopefully for some urgency.

Thanks NZTA for the yellow raised platforms on the road outside Sims Bakery. We can only hope that truck drivers don't park on them and destroy your good work!

Progress on SH1/Walnut Avenue is progressing well. A much needed alteration. The work involved is huge and Fulton Hogan should be complimented for their helpful approach to road users in the area while undertaking the construction.

John Skevington  
District Councillor  
A.A Canterbury West Coast.



# 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