

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 August 2021
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)

AGENDA

1 Apologies

- Mayor Neil Brown
- Councillor Liz McMillan
- Daniel Naude – Road Safety Timaru District Council
- Neil Simons – Principals Association
- Steve Burgerhout - NZ

2 Notification of Extraordinary Business

3 Confirmation of Minutes – 4 May 2021

1

4 Reports

4.1 Salvation Army Community Driver Mentor Programme - Keran Tsering (Driver Programme Manager) and Heather Daly (Driver Programme Co-ordinator)

- How the programme aligns with MOT and Waka Kotahi practices and priorities
- Working together

4.2 Dan McLaughlin – Methven Community Board

4.3 Ashburton District Road Safety

3

4.4 Automobile Association

6

4.5 Waka Kotahi/NZTA

7

4.6 ACADS

9

5 Next Meeting Date

Tuesday 2 November 2021, 9.30am

Ashburton District Road Safety Co-ordinating Committee Minutes

Date: 4 May 2021
Venue: Council Chamber, 137 Havelock Street, Ashburton
Time: 1.30pm

1 Welcome and Apologies

That apologies for absence be received on behalf of Mayor Neil Brown, Daniel Naude (South Canterbury Road Safety), Bevan Findlay (FENZ) and for early departure for Cr McMillan (1.55pm)
 Skevington/Symington 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	Waka Kotahi/NZTA	Shane Cochrane	NZ Police – Commercial Vehicle
Sean Nilsson	Waka Kotahi/NZTA	Steve Bergerhout	NZ Police – State Highway

Also Present: Any additional Councillors

In attendance:

Martin Lo	Graduate Engineer – Roading	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 2 February 2021, be taken as read and confirmed.

Rawlinson/McMillan Carried

4 Reports/Agency Updates

4.1 Ashburton District Road Safety

Martin Lo – report circulated

Speed Limit Review

It had been noted that there were a number of speed limited signs around the Bridge Street, Seafield Road, Glassworks Road, South Park Road area that had not yet been updated. Contact is to be made with HEB to get these updated asap.

4.2 Automobile Association

John Skevington – report circulated

4.3 Waka Kotahi New Zealand Transport Agency

John Keenan – report circulated

- Work on the upgrade to SH1 Walnut Avenue intersection is scheduled to commence in late June
- A safe crossing point is scheduled to be constructed on SH77 between the Mitre 10 carpark and the New World supermarket
- The need for a safe crossing point on Archibald Street, between Wilkin Road and the bridge to enable people to safely cross the road when heading north was raised. The Roding team will put a formal request to Waka Kotahi to enable this to be included in their LTP.

Liz McMillan departed the meeting at 1.55pm

4.4 Police

- Traffic incidents have increased at the Cass and Havelock Street intersection since the removal of the roundabout.
- Currently awaiting a traffic engineers report following a recent audit. Give way signs will be made bigger in the interim.

4.5 Safer Mid Canterbury

- Community Transport Service is operational however demand is low.
- Investigations are being undertaken to make the service more flexible to meet needs

4.6 ACADS

- On going promotion of Police and Waka Kotahi road safety advertising and promotions
- Offering one on one assessment and treatment for those with DUI and alcohol interlocks as insufficient numbers for group sessions

4.7 Terms of Reference

That the updated terms of reference be received and adopted.

Rawlinson/Gold

Carried

6 Next Meeting Date

The next meeting date is Tuesday 3 August 2021 at 9.30am

Meeting closed at 2.20pm

4.3 Ashburton RSC Report August 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

Intersection improvement: Arundel Rakaia Gorge Rd

Signage and pavement markings for intersections along Arundel Rakaia Gorge are programmed for improvement in this financial year. The list of improvements includes changing the control of some intersections 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.

High-Risk Intersection Analysis

The following intersections are planned for review in this financial year. The level of risks is based on the injury crash data from the Crash Analysis System in the last five years (2016 - 2020).

This list consists of rural intersections with the highest risk in the district.

Road Name	Collective Risk	Number of DSI crashes*
ARUNDEL RAKAIA GORGE RD/ BOYDS RD/ SYMES RD	Medium	1
FAIRFIELD ROAD/ SINGLETREE ROAD	Medium	0
BRAEMAR ROAD/ THOMPSONS TRACK	Medium	1
BACK TRACK/ BARKERS ROAD	Medium - Low	0
BOLTONS ROAD/ CRACROFT MARONAN ROAD	Medium - Low	1
MARONAN VALETTA RD/ TINWALD WESTERFIELD MAYFI	Medium - Low	0
MILTON ROAD/ WAKANUI ROAD	Medium - Low	0
GRAHAMS ROAD/ GROVE FARM ROAD	Medium - Low	1

This list consists of urban intersections with the highest risk in the district.

Road Name	Collective Risk	Number of DSI crashes*
ELIZABETH ST/ OAK GROVE	Medium	1
EAST STREET/ HAVELOCK STREET	Medium - Low	0
TANCRED STREET/ WILLIAM STREET	Medium - Low	0
BRIDGE ST/ PRINCES ST	Medium - Low	1
CASS ST/ MOORE ST	Medium - Low	1

*DSI – Death and Serious Injury

Road user choices

AA Licensing Mobile Unit

The AA Licensing Mobile Unit pilot programme for rural students unable to access the driver licensing service was successful. 35 Students has sat and passed their learner licence test last financial year.

RYDA

Road Safety Education course for young drivers was held at the Hotel Ashburton for Ashburton College students. 227 students attended these RYDA sessions, which was more than the average of the previous years of 180 students.

A total of 402 Students from Ashburton College and 81 Students from Mt Hutt College attended the RYDA sessions last financial year.

Visual Speed Display Sign Data

Early data taken from the visual speed display signs indicated a reduction in travel speed near roads with their speed limit reduced.

The percentage of speed violations on Beach Rd drop from an average of 39% to 22%. The 85th percentile of travel speed drop from an average of 62 to 53km/h.

The percentage of speed violations on Lagmhor Rd drop from an average of 55% to 47%. The 85th percentile of travel speed drop from an average of 63 to 59km/h.

Winter Driver Safety Campaign

Winter Safety billboard has been installed on SH1, Hinds for the 4 months of cold climate. The safety message used was in collaboration with Timaru & Waitaki coordinators. "Drive slowly when icy."

Winter Safety creatives were published in local newspapers and social media as well. Selwyn DC shared these creatives for a consistent message across districts.

4.4 Automobile Association - Canterbury West Coast

As a request from our Motoring Policy team for priority projects requiring funding I asked our A.A. Council to request extra funding for local roads damaged during the recent flooding due to heavy traffic being diverted from S.H 1 while the bridge was closed. It is unfair that ADC ratepayers should pay for this damage.

We have concerns regarding the length of time seemingly required for action on a second bridge, the lack of interest from Government, the extended consultation process and the continual need to review where the bridge will be situated. ADC chose the site several years ago and acquired land on the Tinwald side for the road access required. Why has this focus changed? With NZTA funding 75% of the widening and safety barriers on Dyers Road in Christchurch why doesn't our bridge qualify for a similar grant?

Good to see the tenders let for the West Street roundabout and traffic lights.

We have concerns about the length of time required to implement the traffic light project in Tinwald on SH1 and Lagmhor Road, but great to see that it is finally in the NZTA programme. We still have concerns about the intersection chosen, and the huge cost to develop it along with the potential extra crash sites created by diverting traffic from Graham Street.

Ashburton CBD revitalisation is looking great, and will be well worth the inconvenience caused during the work being carried out.

We have been in discussion with C.C.C regarding lack of parking requirements in the Christchurch central city on new apartment buildings, the lack of electrical infrastructure available to charge EVs belonging to occupants and the general lack of infrastructure requirements for adequate power provision in new subdivisions around the city, Lincoln etc. With the Government push on EVs, and their extra power requirements, this is going to be a major problem in the future if not addressed.

We have again been pushing for a winter programme on cyclist visibility in Canterbury but media show little interest in promoting it. Too many cyclists are wearing dark clothes and have sub-standard lighting.

On my travels several times weekly to Christchurch, I notice that the reflectorised signs for Passing Lanes etc are very dirty, and have become less effective. I know they used to be water blasted on a regular basis. Can the boys from NZTA please find out if this is still carried out please?

Road Safety Liaison Report August 2021

1. CURRENT AFFAIRS

Safe Network Programme update - no significant change

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

Funding has been allocated to commence the Stage 1 design only.

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

Infrastructure programme - no significant change

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

- the SH1 Walnut Avenue intersection signalisation (traffic signals) – this project has been tendered, but a contractor has not yet been finalised
- the SH1 Archibald Street Tinwald corridor improvements – in final design phase

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.

Construction may commence in 2022.

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

We have no 20/21-year funding allocation for any safety improvement works yet. It is likely with a constrained NLTP, that few if any works will be funded over the next 3-year period.

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

We were not able to progress the proposed SH77 Moore Street refuge crossing as we were not able to secure a Contractor to complete this before the end of June 2021. Funding is now being sought to complete this task at some stage in future.

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

National Land Transport Plan (NLTP) Timeline

August 2021	Late August	Waka Kotahi Board to approve 2021-24 NLTP.
	Late August to early September	2021-24 NLTP adopted and published.

The publication of the National Land Transport Programme will confirm funding for activities that are funded through the National Land Transport Fund.

This includes Maintenance, Operations and Renewals, Road Safety Promotion, Improvements and Low Cost, Low Risk.

2. Motorcycle Advertising – Winter Campaign

Building on the Respect every ride campaign, our winter motorcycling campaign reinforces that riders are valid road users while reminding them of their vulnerability as we head into winter. The campaign takes the same approach as Respect every ride and uses the same riders to provide relevant advice on the road and weather conditions that riders may encounter on their winter journeys.

There are 25 different images of riders providing advice for winter riding.

<https://www.nzta.govt.nz/safety/what-waka-kotahi-is-doing/our-advertising/current-advertising-campaigns/respect-every-ride/>



John Keenan / Maintenance Contract Manager
South Canterbury Network Outcomes Contract

4.6 ACADS

- ACADS will be hosting a planning meeting for the 2021/22 CAAP Summer Road Safety Campaign. An acknowledgement of 30 years health promotion activity to be threaded in but key messaging and resource development will still be taking a localised response to Mid-Canterbury road death and injury stats.
- DUI 1:1 being delivered as required by Chris Levitt, Clinical Lead for the ACADS Team as insufficient numbers for group.
- Waiting room and online promotions include Waka Kotahi Road Safety Advertising messages in between planned awareness days and topics of interest to clients and whanau. Tyre tread checkers, rear window stickers "Drink driving is always a bad choice" distributed.

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 '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