

# 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 4 August 2020  
**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

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- 1 Apologies**
- 2 Notification of Extraordinary Business**
- 3 Confirmation of Minutes – 11 February 2020**
- 4 Reports – Reporting to Road Safety Action Plan**
  - 4.1** ACADS
  - 4.2** NZ Police / CVST
  - 4.3** New Zealand Transport Agency (NZTA)
  - 4.4** Ashburton District Road Safety
  - 4.5** South Canterbury Road Safety
  - 4.6** Fire and Emergency NZ
  - 4.7** Automobile Association
- 5 Next Meeting Date**

Tuesday 10 November 2020

29 July 2020

# Ashburton District Road Safety Co-ordinating Committee Minutes

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**Date:** 11 February 2020  
**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, John Keenan (NZTA), Simon Bird (NZTA) Wendy Stewart (ACC), Lesley Symington (Safer Communities Mid Canterbury), Shane Cochrane (NZ Police – Commercial Vehicle Safety Team) and Brian Fauth (ADC Roding Manager).

Skevington/Rawlinson Carried

## Present:

Lynette Lovett (Chair)	ADC Councillor	Sue Newton	ACADS
Liz McMillan	ADC Councillor	Neil Simons	Mid Canterbury Principals Association
Diane Rawlinson	ADC Councillor	John Skevington	AA
Steve Burgerhout	NZ Police – State Highway	Bevan Findlay	FENZ
Sean Nilsson	NZTA	Daniel Naude	SCRS

## Also Present: Any additional Councillors

## In attendance:

Martin Lo	Graduate Engineer – Roding	Carol McAtamney	Governance Support Officer
Neil McCann	GM Service Delivery		

## 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 December 2019, be taken as read and confirmed.

McMillan/Rawlinson Carried

## 4 Reports

### 4.1 ACADS

Sue Newton

It was report that Tania Scott has resigned from her role at ACADS. Thanks and appreciation was extended to Tania for her input to the Road Safety committee

The annual drink driving campaign was launched in conjunction with the Ashburton District Council buskers evening on 6 December 2019.

#### **4.2 NZ Police/Commercial Vehicle Safety Team**

A report from Steve Burgerhout (NZ Police – State Highway) providing statistics of road crashes/fatalities, and other road statistics was read to the committee

- There are a number of drivers on the road that have followed through the drivers licence process to a full licence and are breaching the conditions of their learner and restricted licences
- The Deputy Mayor advised that discussions are being held with various agencies with a view to establishing a programme that has an aim to see each Year 12/13 student leave school with a drivers licence

#### **4.3 NZ Transport Agency (NZTA)**

Sean Nilsson - report circulated

As part of the Government's multibillion infrastructure upgrade programme, there were two projects noted for the Ashburton district:

- SH1 Walnut Avenue intersection (traffic signals)
- SH1 Archibald Street Lagmhor/Agnes Street intersection (traffic signals)

No timeframe for these projects has been set at this point in time.

#### **4.4 Ashburton District Road Safety**

Martin Lo – report circulated

- Speed limit review – consultation period from 27 January to 8 March.
- Thomsons Track/Summerton Road – traffic counting will be undertaken in April. This is one year since the installation of the signage to monitor changes.

#### **4.5 South Canterbury Road Safety**

Daniel Naude – report circulated

#### **4.6 Fire and Emergency NZ**

Nothing to report.

#### **4.7 Automobile Association**

John Skevington

- Expressed concerns over the proposed weight station location being on the north side of the Rakaia River bridge on the corner of North Rakaia Road.
- Opposed to the recommendation that the Lake Hood speed limit be raised from 70 to 80
- Concerns with the proposed location of traffic lights at the Lagmhor road intersection, would be better at the Graham Road intersection

#### **4.8 Mid Canterbury Principals Association**

Neil Simons

- Requested the possibility of the speed limits around schools being included in the current speed limit review process.
- It was advised that all schools and parents of students should be encouraged to make a submission and indicate that they would be interested to come and speak to the hearing.
- Consultation period closed on 8 March 2020.
- Carew School have been expecting a Council visit in regard to improvements around the school roads. Martin Lo is to attend the next Principals Association meeting to explain the process.

#### **5 Joint Road Safety Committee (ADC/SDC) – Proposal for Discussion**

Selwyn District Mayor Sam Broughton visited the ADC recently and raised the possibility of ADC and SDC forming a joint road safety committee. Representatives from SDC are to be invited to the next meeting to sit in and observe how the meetings are run

**6 Terms of Reference – updated for the current term**

The terms of reference have been updated to reflect the changes from the 2019 Local Body Elections and to the membership group.

Amendments:

- Remove reference to GHD
- Ashburton Principals' Association to become Mid Canterbury Principals' Association

**That** the terms of reference, incorporating the above amendments be received and adopted.

Simons/Skevington

Carried

**7 2020 Meeting Dates**

The proposed meeting dates for the 2020 calendar year are: Tuesday 11 May, Tuesday 11 August and Tuesday 10 November.

Next Meeting – Tuesday 11 May 2020 – 9.30am

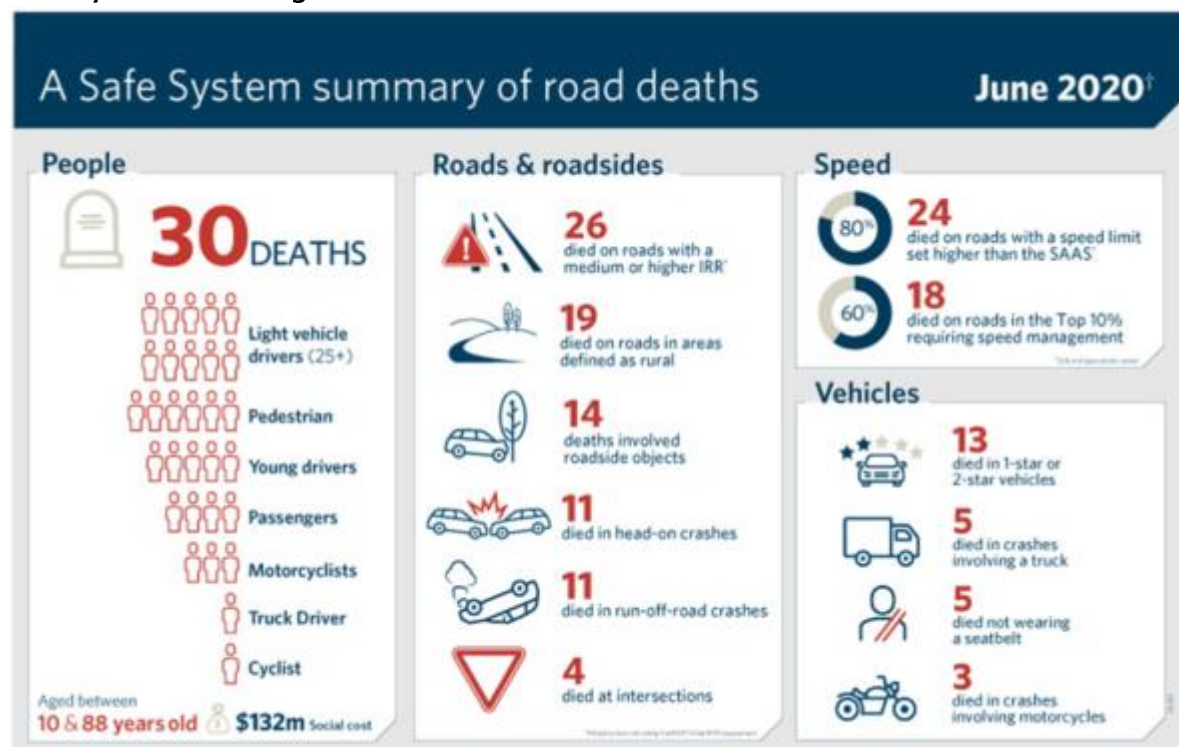
Meeting closed at 10.50am

## Road Safety Liaison Report August 2020

Again, little has changed since the last report to the April 2020 meeting.

### 1. CURRENT AFFAIRS

Safe System – looking back



## Turning our Road to Zero ambition into road safety action

How can we rebound from the COVID-19 lockdown while turning our Road to Zero ambition into road safety action?

Put simply, we need to make sure we are investing wisely through a Safe System approach where we can make a difference, with a fresh view to what we want the transport system to be in the future.

### Our roads in June

In June, many road deaths involved low safety rated vehicles, high-risk roads and speeds that were not safe. Tragically 30 people died from 28 crashes across New Zealand.

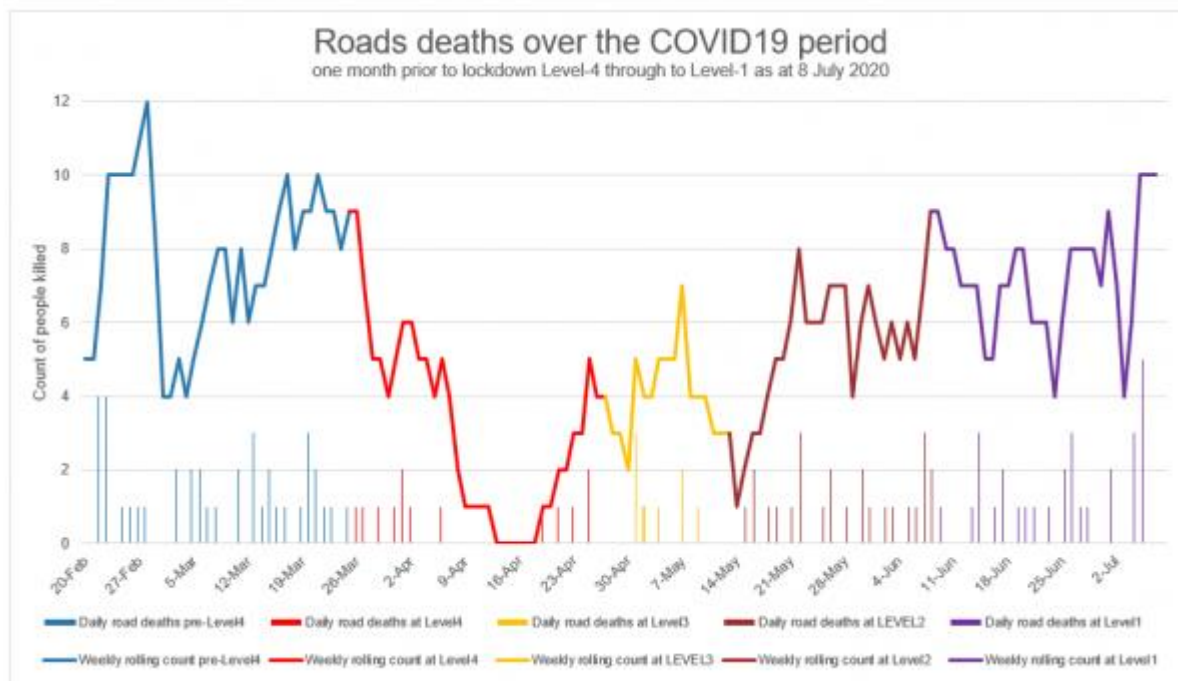
- 68 percent of light vehicle occupants who died were in 1-star and 2-star rated vehicles
- 87 percent died on roads with a medium or higher infrastructure risk rating
- 80 percent died on roads with a speed limit set higher than the safe and appropriate speed
- One-third of those people who died were walking, cycling or riding a motorcycle

## Impact of lockdown

Unsurprisingly, the COVID-19 lockdown reduced road deaths, but the effect was temporary.

Under Level 4 lockdown there was a glimmer of hope with 12 days free of road deaths. This was hardly surprising as travel was greatly down, vehicle use down eighty per cent, bars closed, sports cancelled, students sent home and more people out walking and cycling rather than driving.

However, the latest rolling weekly road deaths graph sees us back to an average of one road death a day since we went in to Level 1 of the COVID-19 response.



The COVID-19 lockdown effect looks to have brought the annual rolling count down by around ten per cent. If that trend was able to be continued, we could hypothetically over 12 months see two-thirds fewer road deaths annually, but significant change would be needed.

As it stands, we are likely to still see over 300 deaths by the end of the year.

Overall, the lockdown period looks to have been too short to have any enduring change on road safety.

## The future

A lack of international travel with few overseas visitors will have a small impact on road safety and New Zealanders will now travel more on the roads for recreation and as tourists, especially with the present low fuel prices.

Many though are still driving low safety rated vehicles on high risk roads at speeds that are not safe, so what really has changed?

To end deaths and serious injuries on New Zealand roads, we must continue to improve road safety through the Road to Zero Action Plan, utilising the Safe System approach to strengthen all parts of the system.

## Safe Network Programme update - no change

The original SH1 Selwyn to Ashburton Safe Roads upgrade project has now been taken over by the NZTA Safe Networks Programme team. The first stage has been reduced in

scale and is now focussed on median barrier installation and speed limit reviews either side of Rakaia township.

### Government 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 Lagmhor/Agnes Street intersection signalisation (traffic signals)

## 2. LOW COST LOW RISK IMPROVEMENTS PROGRAMME

We have no funding allocation nor any approval to proceed at present for any of these works.

We sought funding for the following projects for the 2020/21 financial year that are in the Ashburton District:

### Safety

- *Area wide roadside hazard removal*
- *SH1 and SH77 undergrounding of power (removal of overhead lines/road side hazards)*

### Efficiency:

- *SH1 South Street merges (north and south directions)*
- *SH1 Tinwald corridor minor improvements*

## 3. OTHER MATTERS

Our former Senior Traffic & Safety Engineer David Scarlet who assisted our contract has taken on a new role within NZTA as Principal Advisor - Relationships Road Safety. As part of this new role he will be liaising with Councils and will attend this meeting in his new capacity.

It is expected that David's replacement Senior Safety James Long will in future assist our Network Outcomes Contract with our safety improvement programme of works.

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



# Ashburton RSC Report August 2020

## 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

### Cochranes Rd / Seafield Rd intersection

Report from a crash indicated the driver of a vehicle failed to notice the curve of the staggered intersection at night and drove through the intersection and into the fence. Chevrons were installed at the curve to help guide drivers through the road at night.

### Acton Rd (curve near Gardiners Rd)

Two crashes occurred at a curve section of Acton Rd within months of each other. In both incidents, the driver approached the curve with too much speed and lost control of the vehicle while attempting to turn right along the road. Permanent warning signs (chevrons and curve warning) are programmed to be installed at the corner to increase driver awareness of the out of context curve.

### Belt Rd / Middle Rd intersection

Three crashes occurred at the intersection of Belt Rd & Middle Rd within the last six months. The driver of the vehicle for all incident failed to give way to the vehicle in the priority road. Tubular delineators (orange sticks) were installed in the middle of the road to narrow the road and create a traffic calming effect. No stopping pavement markings (yellow dash lines) were installed to prevent vehicles from parking near the intersection. The control of the intersection was changed from Give Way to Stop due to an increase in the frequency of crashes at the intersection.

### Maronan Rd / Melcombe St intersection improvement

The road pavement at the intersection had frequently been failing due to insufficient gradient and constant heavy vehicles using the intersection. The improvement project had reshaped the road with adequate superelevation and seal the road with a layer of Asphalt Concrete.

### Ashburton Staveley Rd rehabilitation

A total of 2.1km of Ashburton Staveley Road between Forks Rd and Thompsons Tk was rehabilitated. Work was completed in February before the lockdown.

### Speed limit review

The hearing and deliberation for the speed limit review were held on the 22 June 2020, 14 submitters attended the session. Some changes to the proposed speed limit were made after the deliberation. A report was submitted to the Infrastructure Services Committee and the committee's Recommendation to Council to adopt the speed limit changes as shown in the appendix of the report and develops the placement of the school zone speed limits with schools and stakeholders, with speed limits outside rural schools set at 60 km/h, and 40 km/h outside urban schools.

### Road user choices

Due to Covid 19, the majority of the planned road safety promotion was either cancelled or delayed.

### Ashburton College Road Safety Day

Rotary Youth Driver Awareness (RYDA) course was rescheduled from June to 3<sup>rd</sup> August

### Winter Driving Campaign

This campaign was done in collaboration with Selwyn District Council to achieve a consistent message across both districts. The creative message was advertised in local newspapers and social media.

2000 sets of Ice scrapers and microfiber cloths were ordered for this winter, and so far more than 90% have been distributed to the community in Council facilities and local fuel stations.

## **A.A. Canterbury West Coast Report for ADRSC Meeting - 4<sup>th</sup> August**

1. Our AA Council has been very concerned regarding the choice of location between the Rakaia bridges on S.H.1. for the proposed weighbridge believing it is an unsafe location totally ignoring the Governments call for safer roads and has been chosen wholly due to the lack of ability for heavy vehicles to escape the site by using sideroads. We have been working with Council and both trucking organisations to have a practical demonstration carried out with laden heavy vehicles and NZTA have agreed to enable this to occur at the site on 21<sup>st</sup> July with their staff being in attendance. By our meeting we will know the results of the trial. Trucks are to be provided by Talley's on the day and it is appreciated that NZTA have agreed to take part.
2. We submitted regarding the Ashburton Speed Limit Review which has taken place recently and we appreciate that ADC appears to have approached the submissions with an open mind, and have clearly taken on board suggestions. We had concerns regarding the unnecessary lowering of speeds in several urban areas and Lake Hood to 30kph and it appears that a much more suitable 40kph is going to be adopted. We also had concerns on the proposed increase on Lake Hood Drive to 80kph from 70kph and it appears that a suggested new limit of 60kph will be adopted.
3. We have concerns that the minor traffic safety improvements for S.H.1 in Tinwald are yet to take place. The move planned for the traffic pedestrian crossing south of Graham Street is very much overdue, along with the extra no parking areas either side of the Graham Street intersection and on Grahams Road. These have been planned for a considerable period of time and it is unacceptable that the work has not been carried out.
4. Our Council has concerns regarding the choice of intersection for the already promised traffic signals in Tinwald and believe that the Maronan Road intersection is the wrong choice. It is a site needing considerable planning and expenditure with major roading reconstruction required and inconvenience to businesses in the vicinity. We see it as a waste of taxpayers funds where a simple set of T intersection lights at Graham Street would be sufficient, alleviating the visibility problems accessing S.H.1 on both sides of this intersection from Graham Street and allowing a smooth traffic flow from what is the busiest intersection along this stretch of road, with heavy traffic from the Fulton Hogan quarry, grain and stock trucks, cars towing boats along with the growing Lake Hood community traffic. It appears that there has been little consultation with ADC regarding the proposed site or the apparently approved funded proposed signals on West Street / Walnut Avenue and partially funded East Street / Walnut Avenue projects as yet.
5. The election promise of a four lane highway from Ashburton to Christchurch by the National Party should they be elected to Parliament in September is an exciting one, and a necessary progression to aid the continued growth of Ashburton and regions further south. We have already lost more than one large business to our district due to transport problems and even if this doesn't happen due to the election result, at least it will become a prominent discussion point for the future now that it is on the table which until now, it hasn't been.

Regards  
John Skevington

# 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 Roothing Officers (including the Graduate Engineer - Roothing)
- 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 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" 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.
- 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