

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 2 August 2022
Time: 9.30am
Venue: Council Chamber
137 Havelock Street, Ashburton

ADC Membership

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

Mayor Neil Brown (ex-officio)

Covid-19 Protection

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

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

AGENDA

1 Apologies

-

2 Notification of Extraordinary Business

3 Confirmation of Minutes – 3 May 2022

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4 Correspondence

Nil.

5 Reports

5.1 Ashburton District Road Safety

4

5.2 Waka Kotahi/NZTA Road Safety Liaison

6

5.3 Ira Ara Aotearoa – Transporting NZ

8

5 Next Meeting Date

Tuesday 1 November 2022, 9.30am

Ashburton District Road Safety Co-ordinating Committee Minutes



Date: 3 May 2022
Venue: Council Chamber, 137 Havelock Street, Ashburton
Time: 9:30am

1 Welcome and Apologies

That apologies for absence be received from Mayor Neil Brown, Cr Lynette Lovett, Steve Burgerhout and Shane Cochrane (NZ Police), Lesley Symington (Safer Mid Canterbury), Daniel Naude (South Canterbury Road Safety), Tash Rankin (FENZ), Gavin Lack (FENZ) and David Scarlett Waka Kotahi.

Rawlinson/McMillan

Carried

Present:

| | | | |
|-----------------|-------------------------------|---------------|-------------------------------|
| Diane Rawlinson | ADC Councillor (Acting Chair) | James Long | Waka Kotahi/NZTA |
| Liz McMillan | ADC Deputy Mayor | Andrae Gold | ACADS |
| John Keenan | Waka Kotahi/NZTA | Jim Crouchley | Road Transport Association NZ |
| Sean Nilsson | Waka Kotahi/NZTA | Steve Ochsner | FENZ |
| David Scarlett | Waka Kotahi/NZTA | Wendy Stuart | ACC, Injury Prevention |
| Neil Simons | Principals Association | Stuart Wilson | ADC Councillor |
| John Skevington | NZ Automobile Association | | |

In attendance:

| | | | |
|------------------|----------------------------|--------------|----------------------------|
| Neil McCann | GM Infrastructure Services | Mary Wilson | Governance Support Officer |
| Mark Chamberlain | Roading Manager | Linda Clarke | Communications Advisor |
| Martin Lo | Roading & Safety Engineer | | |

2 Notification of Extraordinary Business

Nil.

3 Confirmation of Minutes

That the minutes of the Ashburton District Road Safety Coordinating Committee meeting held on 1 February 2022, be taken as read and confirmed.

Keenan/Gold

Carried

Matters Arising

- The traffic lights at the Rakaia Gorge were queried. This has been tasked and is being undertaken, progress will be updated to the Committee as the matter is resolved.
- Steve Ochsner (FENZ) has requested a report on motor vehicle accidents and asked the committee if there are any particular details they would like included in the report.

4 Correspondence

Nil

5 Reports/Agency Updates

5.1 Ashburton District Road Safety

- Martin Lo gave an explanation of his report and the accompany graph.
- Not currently on target to achieve road zero.
- Infrastructure improvements were discussed.
- Speed management plans for outside schools was discussed, it is intended to get this established as soon as possible.

- A VR Driver simulator has been placed at the Ashburton College, Timaru and Fairlie. The scenarios are filmed on local roads, which makes it familiar for the learner drivers. It has been popular at the college and the students work their way through modules.
- Setting a VR Driver at the library was suggested. A booking system would need to be established, with a staff member being trained how to operate the machine and set it up.
- People attending the senior driver course indicates that it is marvellous and working very well.
- It was also suggested that putting the VR machine in the library may target some senior drivers.

5.2 Waka Kotahi/NZTA

John Keenan spoke to the report.

- **Walnut Avenue intersection project:** road users will need to be patient for a while longer until the KiwiRail component of the work is completed, this is causing the delay as the signals are already in place. Meanwhile the temporary speed limit and traffic management will remain in place.
- **Tinwald traffic lights:** design for the traffic lights are to be completed this year, with the contract awarded next year. NZTA is working alongside KiwiRail to avoid putting out a contract until KiwiRail are also at the same stage of their project.
- **Setting of Speed Limits Bill:** The Minister has signed the Bill, so speed limits will be set and reviewed on a regional basis. The new process for changing speed limits is designed to align Council's RCAs. The process will be very similar and will still involve consultation. In the future areas will be looked at holistically, not piece by piece, so there will be some consistency. Should be more intuitive.
- **Speed Management Plan:** once the speed management plan is developed (2-3 years), the process of changing speed limits will be easier.
- **Mixed medication advertising campaign:** a great idea from the AA's perspective. ACADS wanted to express their appreciation of this campaign also.
- **Methven low cost, low risk footpath:** to be located on the hotpools side. It may be possible to also get a reduction in speed, along with the footpath, for improved safety. The hotpools developers have been considering their signage to assist users to find the facility to prevent drivers missing the facility and performing a dangerous u-turn.

5.3 Ira Ara Aotearoa – Transporting NZ

Jim Crouchley gave an overview of the report presented by Transporting NZ.

- The organisation is not comfortable with the location of the proposed CVST Centre construction between the Rakaia river bridge and the Rakaia overhead rail bridge. They feel it should be located in a place where there is clear vision.
- Project is going through a safety audit process and will be independently reviewed.
- The design layout of both the sites have not been seen by TNZ. This will be followed-up.
- The wire rope barriers are a separate project.

5.4 NZ Automobile Association

John Skevington gave an overview of the report from the NZ Automobile Association.

- NZAA are also concerned about the position of the weighbridge planned for Rakaia.
- It was announced that the AA has appointed a new CEO and going through changes to other staff positions.
- A be seen, be safe campaign for cyclists in the winter is being considered.
- Stabilised repairs are being undertaken in the Ashburton District currently, to hold the roads over the next couple of years. Two crews working at the moment. Council has approved additional funding to carry out additional repairs, on top of the existing roading programme.

5.5 ACC, Injury Prevention

Wendy Stuart gave an overview of what ACC have been doing recently.

- ACC and Waka Kotahi run a motorcycle event, with was held online this year. Wendy will send the link out.
- ACC is supporting young drivers and supporting their journey. A toolkit with lots of resources which driving providers/schools can have to support learning. This is currently being updated.
- There is some research that indicates VCRs aren't effective for young driver training, however not sure how old this research is. Doesn't know if an evaluation has been done to prove otherwise.
- The key to the VCR at Ashburton College is it is developed in NZ, using local roads.

5.6 ACADS

- Drink driving and mixing prescription medication with alcohol was discussed. More work to be done in this area.

5.7 Wire Rope Barriers down the centre of State Highway 1

- Cr Stuart Wilson is concerned about this concept and the potential of increasing the travel time.
- Waka Kotahi mentioned 7 people that have died in this area in head-on crashes in recent years, which could've been prevented by installing wire rope barriers.
- Jim Crouchley said the fact that it is a single lane road is the concern, that it is too narrow.

6 Next Meeting

The next meeting date is Tuesday 2 August 2022 at 9:30am.

Meeting closed at 10:56am

Ashburton RSC Report August 2022

Road to Zero

Road Safety Strategy 2020-2030

Our vision is:

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

Strategic Framework:



Our target is:

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

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

Infrastructure improvements and speed management

Intersection improvement: Belt Rd & Middle Rd

This project is complete. The centre islands has been installed and is functioning as intended.

Intersection improvement: Racecourse Rd & Hepburns Rd

This project is near its final completion before it goes into the warranty stage. The miscellaneous items should be completed before the end of the month.

School Kea Crossing: Mt Somers Springburn

This project is almost complete. Some miscellaneous items will need to be installed to complete the project.

School Zone speed limit

An interim speed management plan is in the works for the school zone speed limits to comply with the new Land Transport rule: Setting of speed limits 2022.

Urban cycle lane road markings

Stage 2 of the cycle lane is being programmed. The cycle lane will continue off the road markings from last year. The project will prioritise school routes and main roads.

Pudding Hill Rd RDR Guardrail Upgrade

Tender for the guardrail upgrade project has closed. Staff have selected a preferred contractor for this project. The contract will be awarded once the evaluation report has been signed off.

Road user choices

Road Safety Billboards

An annual contract has been signed with Road Safety Billboards Ltd to provide billboard service to the five billboards on Arundel Rakaia Gorge Rd. The road safety message will be approved by Waka Kotahi and changed three times per year.

RYDA

Road Safety Education delivered the RYDA course to the students of Ashburton College. 183 Students participated in the course and were engaged with the road safety topic. Ashburton College was awarded the Supporting Excellence School in New Zealand.

Winter/Spring campaign (Radio)

The radio advertisement from last financial year has finished. We had excellent results in the collaboration project with neighbouring Councils. We are currently working on continuing the programme for this financial year and possibly extending the messages to other radio stations.

Senior Driver

Age concern has programmed two additional Staying Safe courses for this year. The courses will run on the 16th September & 4th November.

Road Safety Liaison Report August 2022

1. CURRENT PROJECTS

Infrastructure programme

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

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

What's next?

The road construction is all but finished, so the contractor can start the next stage of this work - the new railway level crossing on Walnut Avenue, between East Street and West Street. The new crossing is a significant improvement for the community and will help to keep everyone safe.

This next stage of work by KiwiRail will include:

- * Removing one of the existing three rail tracks, making the crossing narrower and quicker to cross.
- * Building a new concrete crossing pad across the tracks.
- * Installing new warning lights, bells and barrier arms.
- * Installing an upgraded footpath, guide fencing and automatic gates for pedestrians.

We expect the work at the rail level crossing to be finished and both the new traffic lights and rail warning lights to be working by the end of the year.

Following the switching on of the traffic lights and rail warning lights, there will be some final finishing work needed and we expect the whole project to be completed in early 2023.

SH1 Archibald Street Tinwald corridor improvements

- Tinwald signals design is progressing well, 85% design issued for internal review and comments. Design improvements and road safety audit to follow.

Mode shift – walking and Cycling

- New walking and cycling team to be established to deliver Climate Emergency Relief Fund (CERF) funding to encourage mode shift, reduce severance, reduce carbon etc.
- Waiting on funding criteria from the Ministry of Transport so we can't make meaningful progress yet. but it's coming...

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

NOC Improvements programme

- EA Networks are designing new streetlights for SH1 Hinds between Isleworth Road and Cracroft Street as part of the overhead to underground electricity distribution network project work in Hinds.

- Several streetlights were crash damaged (removed from service) on the SH1 Ashburton River bridge. EA Networks are to replace all the streetlights on the bridge for us over the next month.
- LCLR will be implementing audio tactile profile markings (rumble strip or ATP) along SH1 in the next 12 months. Sites prioritised and we have funding for the delivery (~\$190k)

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

Road to Zero

Safe travel speeds will save lives

Speed management is a proven effective way to improve safety, saving lives and preventing debilitating injuries. Safe and appropriate speed limits are a key lever in creating a safe transport system that puts all people no matter their mode of transport at its heart.

- Interim **speed management plan** (for state highways) likely to be consulted on end of this 2022 calendar year or early next year. We will be working through corridors region by region together with our TLA partners – James Long has requested the SH77 Methven extension be included. Rakaia township and bridge will be included but the plan is being worked through at national level
- The **National Speed Limit Register** (NSLR) is now live. The NSLR has been developed to enable organisations responsible for speed management to comply with the Rule. It provides an online maps-based central source of all fixed speed limits for roads in Aotearoa New Zealand.

The NSLR is the legal instrument for setting speed limits, instead of bylaws on all New Zealand roads. Speed limits are required to be in the NSLR to be legally enforceable.

The NSLR enables Road Controlling Authorities (Councils & NZTA) responsible for speed management to more easily comply with the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) and the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022 as it allows them to record, update and share speed limit data.

Speed limits, and communication of those limits to road users, is core to road safety. Speed limit data is used by the public, enforcers and increasingly by intelligent systems in vehicles. The NSLR makes it easier for people to access and use that data.

John Keenan / Maintenance Contract Manager
South Canterbury Network Outcomes Contract

Ashburton District Road Safety Co-ordinating Committee – 2nd August 2022

Report from Ira Ara Aotearoa - Transporting New Zealand

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

In mid-April Neil Brown and myself met with Jo Luxton, the local Government MP, to express our safety concerns at the location of the two ‘Weigh in Motion’ initiatives proposed at the two Rakaia Bridge sites. After a drive with her to the location, her response was one of surprise and disbelief that such a facility would be built in this area where there was poor visibility, merging traffic and often congestion at peak times. She could not understand why it could not be built in a more suitable location. Speed testing with trucks leaving the proposed site to head South has been done and the best speed we could get from two high horsepower lightly laden trucks was 46 and 52 kilometres per hour. Vehicles currently travelling at the posted 75kph going over the Rakaia rail overhead bridge and expecting to speed up to 100 kph will need to slow down significantly for heavy vehicles leaving the facility compromising safety.

Wire Rope Barriers Down the Centre of State Highway One

We understand that Waka Kotahi – NZTA is committed to installing 1000 kilometres of wire rope barriers over the next 10 years and State Highway One from Selwyn to Ashburton is one of the lengths of highway to be having them installed first. Transporting NZ would, at the very least, like to see the detail of this proposal as we believe over dimension loads, agricultural contractors and emergency services will be hindered by these structures.

Tinwald Effluent Dump Site Access With New Road Layout

With the commercial development of the old Tinwald saleyards site the entrance and exit of the Stock Effluent Dump (SED) site has now been compromised by the new road layout that has been put in place. The SED site is built with a significant camber one way and with almost all stock units having their effluent tank discharge valves on the left hand side of the units they are required to park facing west to have the grating of the SED at the rear of the units and also to have the camber the right way so as to fully empty their tanks. *See picture 1.*



Picture 1.

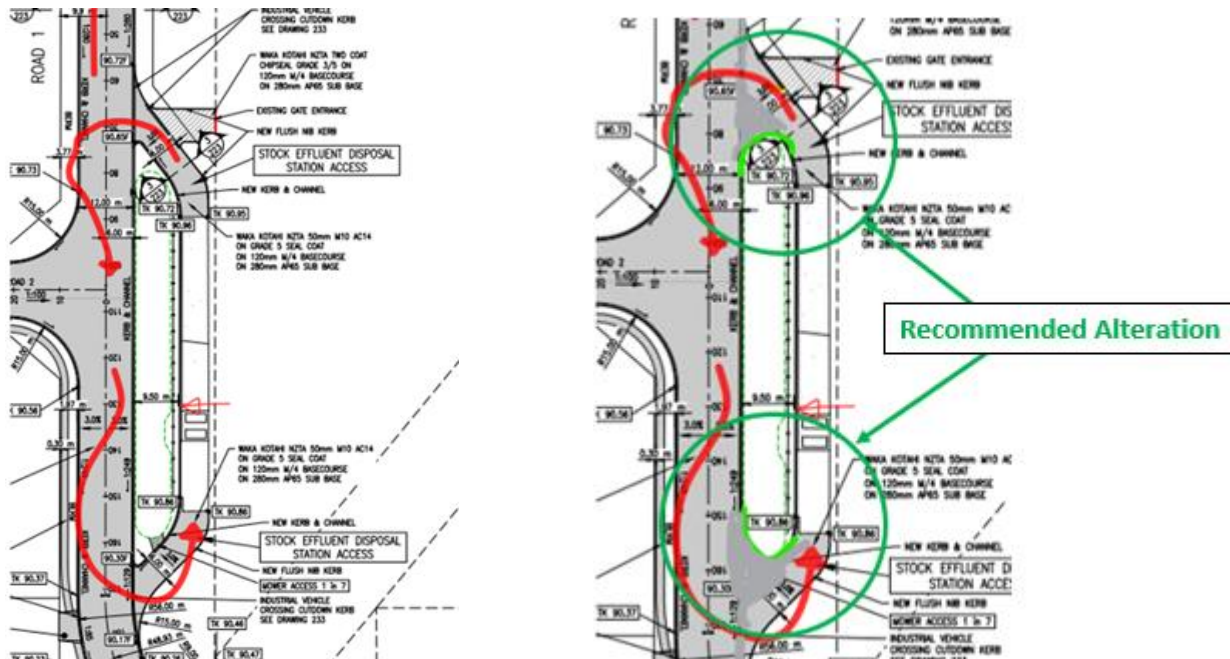
Drivers are finding that the kerbing and signage is restricting their ability to exit the site and they are now needing to go over the grass beyond the kerbing (*see Picture 2*) so they can exit via Hassal Street to continue North as, with the new road layout, they can no longer drive west on the straighter path and turn right back on to state highway one as this has now been made a 'no exit' road to right turning traffic.



Picture 2

We believe a simple solution would be to make the entrance and exit more 'rounded', wider and paved (See Picture 3) however, there has now been concrete signage (See Picture 4) placed at each end that will make any modification more difficult to do.

Also, with this area being heavily developed and the inevitable businesses growth that will follow, vehicles from businesses that may park on the roadside will likely exacerbate this issue.



Picture 3



Picture 4



Jim Crouchley
Industry Advisor - Transporting New Zealand – Region 4/5

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