

# 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 3 December 2024  
**Time:** 9.30am  
**Venue:** Wakanui Room, Te Whare Whatakere  
2 Baring Square East, Ashburton

### ADC Membership

Cr Liz McMillan (Chair)

Cr Phill Hooper

Cr Richard Wilson

Mayor Neil Brown (ex-officio)

# AGENDA

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- 1 Apologies
  - Lucy Mehrstens, Road Safety South Canterbury
  
- 2 Notification of Extraordinary Business
  - Nil
  
- 3 Confirmation of Minutes 3
  - 3 September 2024
  
- 4 Correspondence
  - Nil
  
- 5 Reports
- 5.1 Ashburton District Road Safety 5
- 5.2 Rumble Strip Report 16
- 5.3 Waka Kotahi/NZTA 25
- 5.4 Safer Mid Canterbury 26
- 5.5 ACADS 26
- 5.6 Ira Ara Aotearoa/Transporting New Zealand 27
  
- 6 2025 Meeting Dates
  - Tuesday 4 March 2025, 9.30am
  - Tuesday 3 June 2025, 9.30am
  - Tuesday 9 September 2025, 9.30am
  - Tuesday 9 December 2025, 9.30am

# Ashburton District Road Safety Co-ordinating Committee Minutes



**Date:** 3 September 2024  
**Venue:** Wakanui Room, Te Whare Whakaterere, 2 Baring Square East, Ashburton  
**Time:** 9:30am

## 1 Welcome and Apologies

**That** apologies for absence be received from Lucy Mehrtens (Road Safety – South Canterbury), David Scarlett (NZTA), Lesley Symington (Safer Mid Canterbury) and Shane Cochrane (NZ Police) and Mayor Neil Brown for lateness.

Richard Wilson/John Skevington

Carried

## Present:

Neil Brown	Mayor	James Long	Waka Kotahi
Liz McMillan	ADC Deputy Mayor (Chair)	Craig Chambers	Waka Kotahi
Phill Hooper	ADC Councillor	Andrae Gold	ACADS
Richard Wilson	ADC Councillor	Steve Ochsner	FENZ
John Skevington	Automobile Association	Neil Simons	Principal Association
Jim Crouchley	Ia Ara Aotearoa/Transporting NZ		

## In attendance:

Mark Chamberlain	Roading Manager	Carol McAtamney	Governance Support Officer
Georgie Wilson	Road and Safety Technician		

## 2 Notification of Extraordinary Business

Nil.

## 3 Confirmation of Minutes

**That** the minutes of the Ashburton District Road Safety Coordinating Committee meeting held on 4 June 2024, be taken as read and confirmed.

Phill Hooper/Richard Wilson

Carried

## 4 Correspondence

Nil

## 5 Reports/Agency Updates

### 5.1 Ashburton District Road Safety

- Following a recent accident, improvements have been made at the Staveley Store/Arundel Rakaia Gorge road intersection. Road signage has been updated and the intersection has been changed from a give way to a stop.
- Advertising/promotion on how to correctly use median strips has recently been undertaken by NZTA. ADC to also promote through their social media channels.

Neil Brown joined the meeting at 9.45am

### 5.2 Automobile Association

- Funding for roadside breath testing along with the introduction of drug testing has been increased.

- It was noted that the south end approach to the Ashburton bridge has large potholes that require attention.
- The announcement from NZTA regarding funds allocated for the second Ashburton bridge requires more clarity as to who is paying for what.

### **5.3 ACADS Report**

- A community workshop for the 2024/25 summer safety road campaign is to be held on 17 September.

### **5.4 Waka Kotahi/NZTA**

- Programme for upcoming NLTP 2024-27 is currently being considered.
- Less funding has been allocated for safety promotion.
- Work on repairing the potholes through the Tinwald corridor was put on hold until the completion of the traffic light project. Permanent repairs have been included in the upcoming work schedule.
- Structural asphalt repairs on SH1 from Moore Street intersection to the bridge have been scheduled.
- It was noted that since the Rakaia weigh station has been operational one truck had been stickered – a query was made as to what was non-compliant with the vehicle?

### **5.5 FENZ (Circulated as a separate document)**

- A report detailing statistics of FENZ activity throughout the district was circulated for members information.

#### **Ia Ara Aotearoa/Transporting NZ**

- Have written to Waka Kotahi to express their concerns that there are no provisions for either a deacceleration or acceleration ramp for trucks to get in and out on the 2nd Rakaia weigh bridge.

#### **NZ Police**

- A verbal update of Police activity was provided

#### **Safer Mid Canterbury**

- The Ashburton bike skills park working group are currently in the process of establishing a legal entity or trust so it can apply for funding for the next stages of the project.

## **6 Next Meeting**

The next meeting date is Tuesday 3 December 2024 at 9.30am.

Meeting closed at 10.53am



# **ASHBURTON DISTRICT ROAD SAFETY COORDINATING COMMITTEE REPORT**

December 2024

## Ashburton Road Safety Action Plan Reporting – December 2024

### Promotion

Programme	Organisation	Timeframe	Progress
Community Alcohol Action Plan (CAAP)	Ashburton Community Alcohol and Drug Services	Ongoing	Held a recent planning session with local partners. Budget to be confirmed before 2024/2025 summer campaign launch.
Staying Safe	Age Concern	2024	Last session for 2024 was held on Friday 11 October. 30+ attendees. Sessions for 2025 to be confirmed in the New Year.
RYDA	Road Safety Education	2025	First session of 2025 confirmed for Thursday 8 May at Ashburton College, this time round will include an evening session called Drive Coach for parents/caregivers, which updates them on latest research and road safety approaches. It also allows them to get advice from the experts.
Road Safety Promotion Collaboration	Road Safety Billboards	Expired	Contract has now expired and all billboards on Arundel Rakaia Gorge Road have been removed and sockets capped.
CoDRiVR	Gfactor	Ongoing	Ashburton Library usage remains low but still steady. Ashburton College usage has increased this quarter with the highest number of users in August, but the longest periods of engagement in September. Speeding is still featured as a failure factor at Ashburton College but is not increasing. Reports attached.
SADD (Students Against Driving Drunk)	SADD (Students Against Driving Drunk)	Ongoing	Term 4 is usually quiet as students prepare for exams. Some awareness still being raised amongst peers.
Better Together Campaign	NZTA/Police	November	Advertisements are playing throughout radio stations. Messages have been put into the Council brief and there is Police enforcement out in the district.
AMI Driver Reviver	Ashburton District Council, AMI Insurance, Timaru District Council, Emergency Services	December	AMI Insurance, Timaru District Council and Emergency Services are having a Driver Reviver stop at Fairlie on Saturday 21 December with support from the Ashburton District Council. This event is aimed at drivers to take a break while travelling.
Road Safety Webpage	Ashburton District Council	Ongoing	Recently updated the Road Safety webpage on the ADC website with helpful information and tips/tricks for being safe on our roads. <a href="https://www.ashburtondc.govt.nz/services/transport/road-safety">https://www.ashburtondc.govt.nz/services/transport/road-safety</a>

## Infrastructure & Management

Programme	Organisation	Timeframe	Progress
<b>Safety Management</b>			
School Zones	Ashburton District Council	Complete	Discussion on safety concerns around the Tinwald School from the BoT. Permanent warning signage to be installed for the pedestrian crossing on Graham Street and pedestrian crossing posts to be repainted/replaced.
ARC Speed Management Strategy	Aoraki Roding Collaboration, GHD	Ongoing	Discussion between Council Engineers for a consistent approach across the region. Agreed on 30km/hr at schools – signs have been ordered through the maintenance contractor to be installed before Christmas break.
Out of Context Curves Delineation	Ashburton District Council	On hold	High risk sites have been programmed until June 2025, contractor to start work once the budget is confirmed.
Chalmers Ave/Wellington Street and Havelock Street intersection	Ashburton District Council	Complete	Minor improvements have been installed at the intersection. The control has been changed from a Give Way to Stop control. The intersection will continue to be monitored.

Police checkpoint on River Terrace as part of the Better Together campaign;



Road Safety presentation to the students at The Y;



Road Safety Day at Ashburton College;



ROAD SAFETY DAY AT ASHCOLL 🚒🚑🚓🚔



Safe Vehicle Campaign;



Rail Safety Week campaign on East Street;





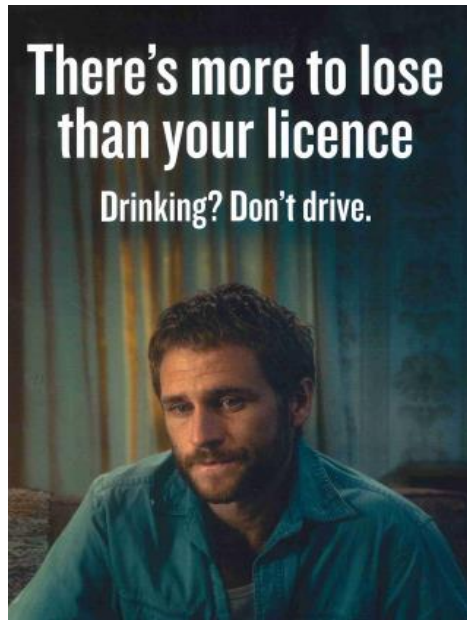
Ashburton College RYDA session at Ashburton Hotel;



AMI Tradies Day, Timaru;



Better Together Campaign, Would You Rather;



# CoDriVR - Usage

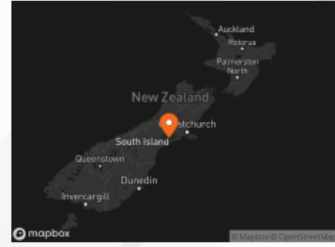


## System Information

Total Units in Operation	1
Software Version	v1.3
Hardware Version	v1.3
Data Range	01/07/2024 - 31/07/2024

## Drive Experiences

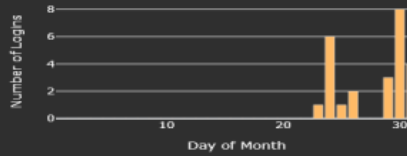
- Tutorial
- Intersections
- Cornering



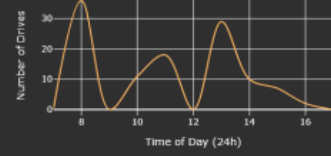
## Account Activity

Number of Users Enrolled	1597
Total Logins (Estimate)	25
Total Active Users (Estimate)	19
Login Duration (Avg.)	6min 40s
Total Number of Drives	113
Total Drives per User (Avg.)	5

## Monthly Logins

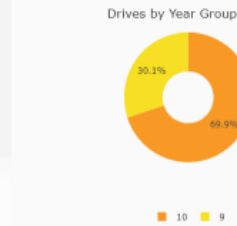
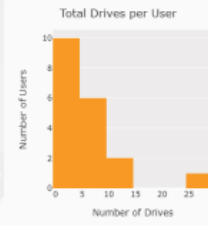
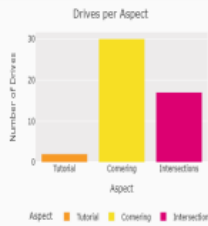


## Daily Drives



## Drive Statistics

Drives per Session (Avg.)	4
Drive Duration (Avg.)	1min 11s
- in Tutorial (Avg.)	6min 6s
- in Cornering (Avg.)	1min 1s
- in Intersections (Avg.)	1min 44s

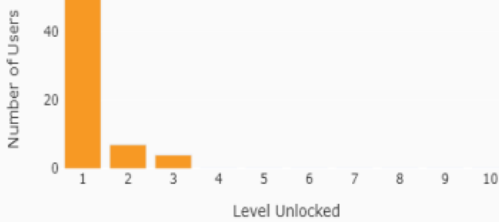


# CoDriVR - Aspects



## Intersections

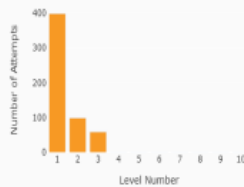
### Highest Intersection Level Unlocked



Location Ashb Coll



### Attempts per Intersections Level

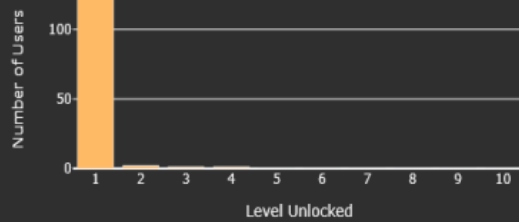


Location Ashb Coll

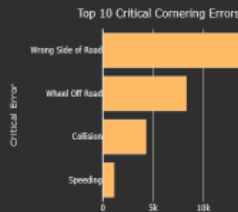
Location Ashb Coll

## Cornering

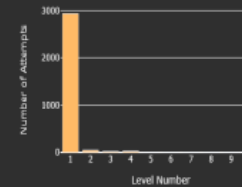
### Highest Cornering Level Unlocked



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### Attempts per Cornering Level



Location Ashb Coll

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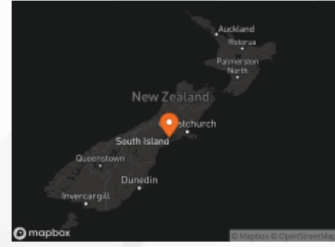


## System Information

Total Units in Operation	1
Software Version	v1.3
Hardware Version	v1.3
Data Range	01/08/2024 - 31/08/2024

## Drive Experiences

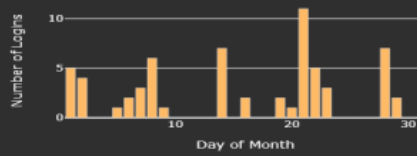
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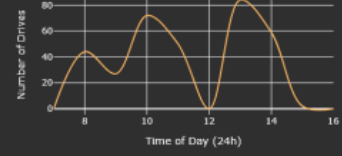
## Account Activity

Number of Users Enrolled	1597
Total Logins (Estimate)	62
Total Active Users (Estimate)	39
Login Duration (Avg.)	9min 35s
Total Number of Drives	338
Total Drives per User (Avg.)	8

## Monthly Logins



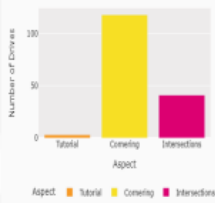
## Daily Drives



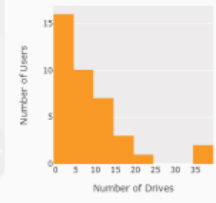
## Drive Statistics

Drives per Session (Avg.)	5
Drive Duration (Avg.)	1min 12s
- in Tutorial (Avg.)	2min 37s
- in Cornering (Avg.)	1min 3s
- in Intersections (Avg.)	2min 11s

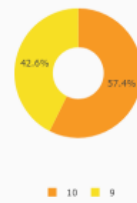
## Drives per Aspect



## Total Drives per User



## Drives by Year Group



# CoDriVR - Aspects



## Intersections

### Highest Intersection Level Unlocked



Location Ashb Coll

### Top 10 Critical Intersection Errors



### Attempts per Intersections Level

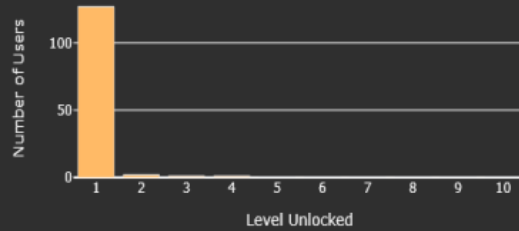


Location Ashb Coll

Location Ashb Coll

## Cornering

### Highest Cornering Level Unlocked



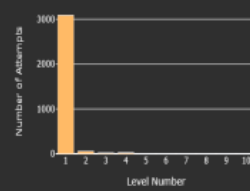
Location Ashb Coll

### Top 10 Critical Cornering Errors



Location Ashb Coll

### Attempts per Cornering Level



Location Ashb Coll

# CoDriVR - Usage

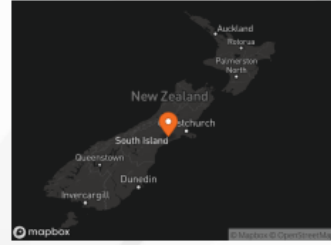


## System Information

Total Units in Operation	1
Software Version	v1.3
Hardware Version	v1.3
Data Range	01/09/2024 - 30/09/2024

## Drive Experiences

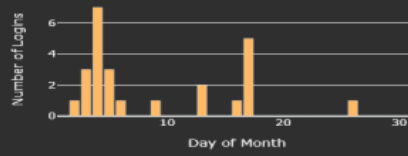
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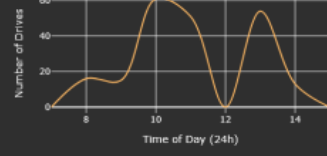
## Account Activity

Number of Users Enrolled	1597
Total Logins (Estimate)	25
Total Active Users (Estimate)	20
Login Duration (Avg.)	13min 15s
Total Number of Drives	210
Total Drives per User (Avg.)	10

## Monthly Logins

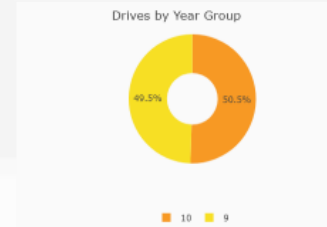
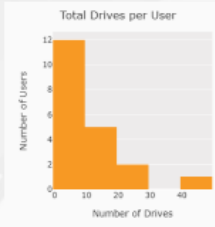
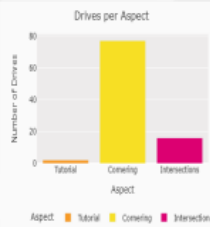


## Daily Drives



## Drive Statistics

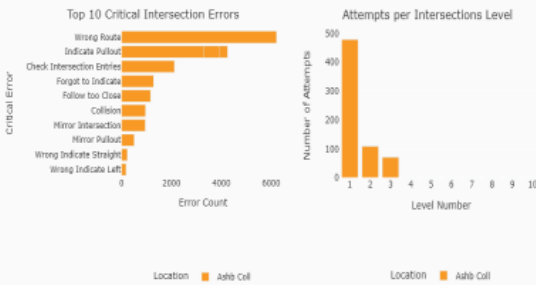
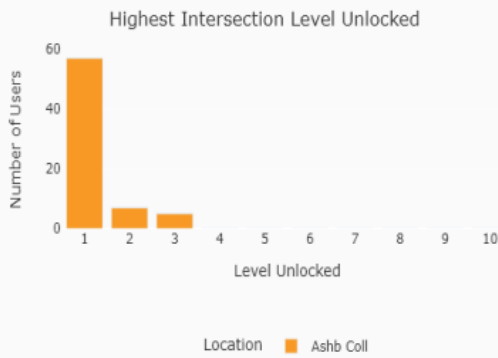
Drives per Session (Avg.)	8
Drive Duration (Avg.)	1min 5s
- in Tutorial (Avg.)	3min
- in Cornering (Avg.)	44s
- in Intersections (Avg.)	2min 16s



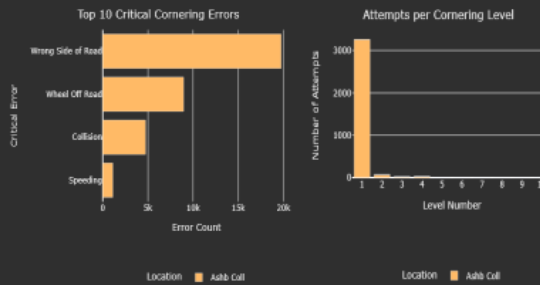
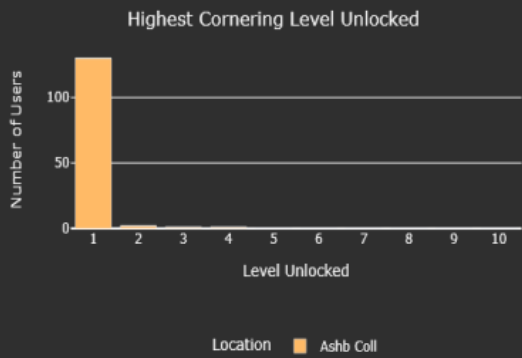
# CoDriVR - Aspects



## Intersections



## Cornering



# CoDriVR - Usage

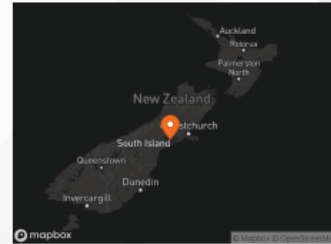


## System Information

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Software Version	v1.3
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Data Range	01/07/2024 - 31/07/2024

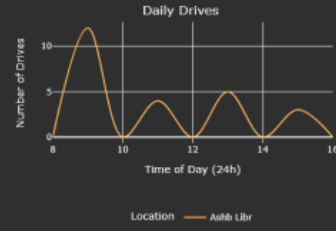
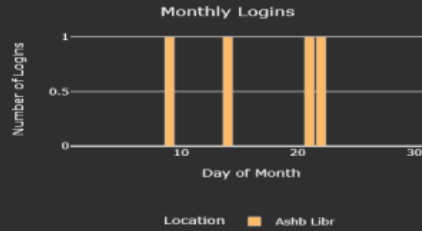
## Drive Experiences

- Tutorial
- Intersections
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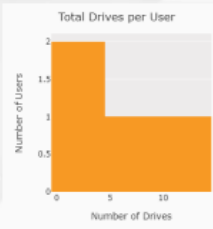
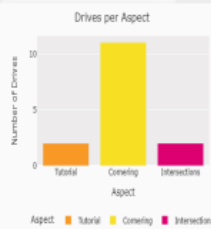
## Account Activity

Number of Users Enrolled	1000
Total Logins (Estimate)	4
Total Active Users (Estimate)	4
Login Duration (Avg.)	11min 26s
Total Number of Drives	24
Total Drives per User (Avg.)	6



## Drive Statistics

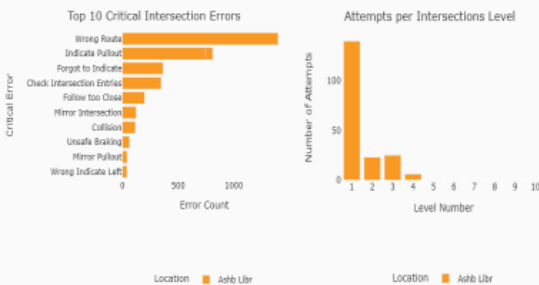
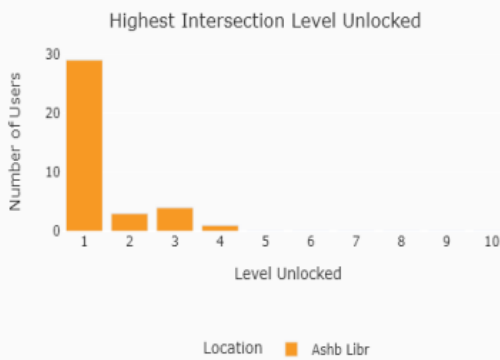
Drives per Session (Avg.)	6
Drive Duration (Avg.)	2min 9s
- in Tutorial (Avg.)	5min 17s
- in Cornering (Avg.)	1min 27s
- in Intersections (Avg.)	3min 15s



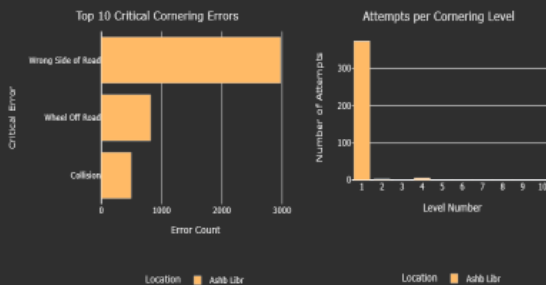
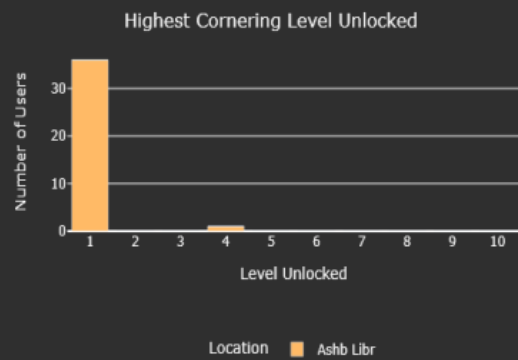
# CoDriVR - Aspects



## Intersections



## Cornering



# CoDriVR - Usage



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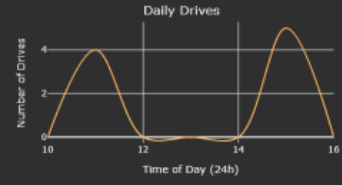
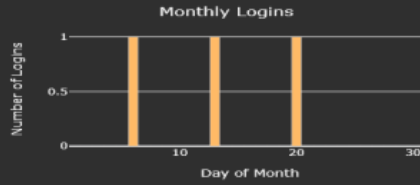
## Drive Experiences

- Tutorial
- Intersections
- Cornering



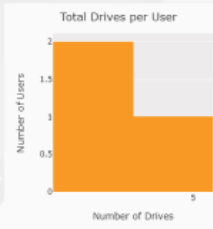
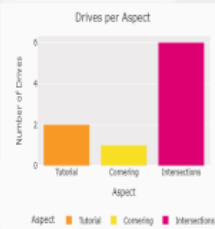
## Account Activity

Number of Users Enrolled	1000
Total Logins (Estimate)	3
Total Active Users (Estimate)	3
Login Duration (Avg.)	5min 33s
Total Number of Drives	9
Total Drives per User (Avg.)	3



## Drive Statistics

Drives per Session (Avg.)	3
Drive Duration (Avg.)	2min 34s
- in Tutorial (Avg.)	2min 57s
- in Cornering (Avg.)	2min 8s
- in Intersections (Avg.)	2min 31s

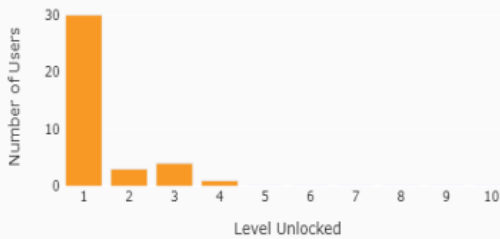


# CoDriVR - Aspects



## Intersections

Highest Intersection Level Unlocked



Location Ashb Libr

Top 10 Critical Intersection Errors



Attempts per Intersections Level

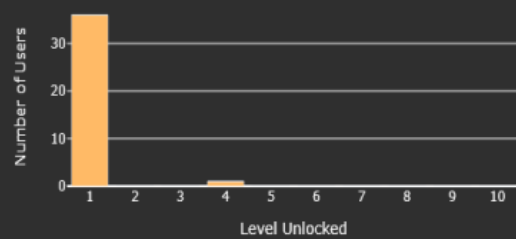


Location Ashb Libr

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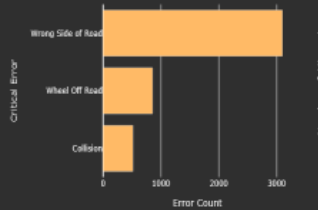
## Cornering

Highest Cornering Level Unlocked



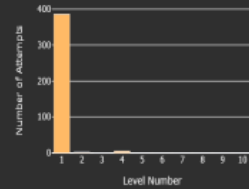
Location Ashb Libr

Top 10 Critical Cornering Errors



Location Ashb Libr

Attempts per Cornering Level



Location Ashb Libr

# CoDriVR - Usage

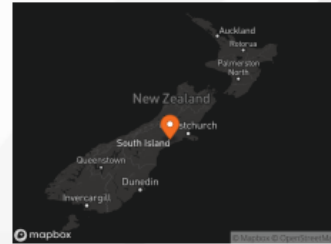


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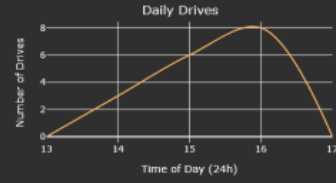
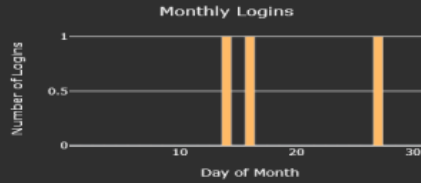
## Drive Experiences

- Tutorial
- Intersections
- Cornering



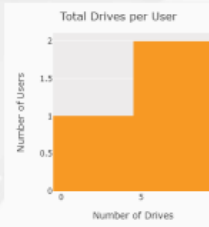
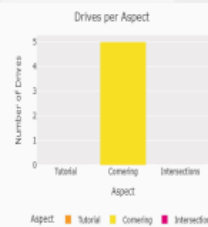
## Account Activity

Number of Users Enrolled	1000
Total Logins (Estimate)	3
Total Active Users (Estimate)	3
Login Duration (Avg.)	5min 44s
Total Number of Drives	17
Total Drives per User (Avg.)	5



## Drive Statistics

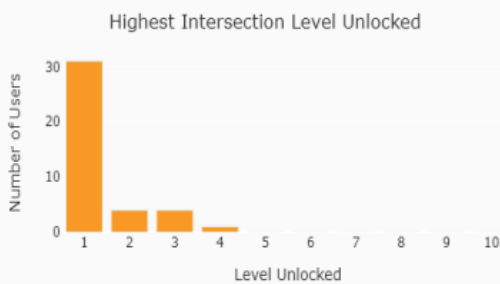
Drives per Session (Avg.)	5
Drive Duration (Avg.)	1min 23s
- in Tutorial (Avg.)	0s
- in Cornering (Avg.)	2min 9s
- in Intersections (Avg.)	0s



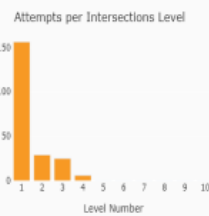
# CoDriVR - Aspects



## Intersections



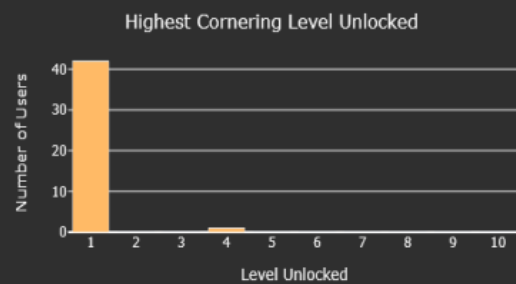
Location Ashb Libr



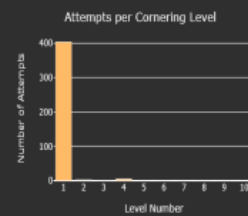
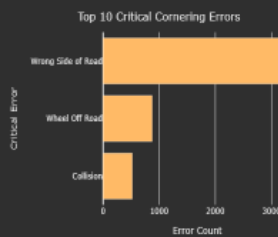
Location Ashb Libr

Location Ashb Libr

## Cornering



Location Ashb Libr



Location Ashb Libr

Location Ashb Libr

# *Rural Crossroad Intersection Rumble Strip and Sign Trial*

*November 2024*



## *Document Control*

Revision	Name	Author	Reviewed by	Date
		Mark Chamberlain		

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## 1. Introduction

A rumble strip installation was requested to be done on the approach to rural intersections to provide a warning to drivers. A trial was agreed and this was at the intersection of Fairfield Rd and Singletree Rd which is a rural crossroad with Give Way controls on Fairfield Rd.

The trial was conducted in two stages being the installation of the rumble strip followed by the change from Give Way to Stop and Stop Ahead warning signs.

Traffic speed surveys were conducted before the installation of a rumble strip, after the installation of the rumble strip and after the installation of the Stop signs. This was done using a traffic counter with two rubber tubes across the carriageway.

## 2. Rumble Strip installation and speed data

The rumble strip was installed on the west approach of Fairfield Rd to Singletree Rd. It was 200 m from the intersection and had five 15 mm high strips 300 mm apart.



A traffic speed count was carried out at 20 m from the intersection prior to the installation and post installation. The location near the intersection was to measure if there was a change in the speed that may indicate that drivers were more aware of the intersection.

The speeds over 60 km/hr has been used as an indicator because of the ability to still stop at below that speed.

Speed readings had similar numbers pre and post rumble strip installation. They are not different enough to conclusively say there was any impact from the rumble strip install.

Slight percentage increase of 60 km/hr+ vehicles after install of the rumble strips however vehicle count is so low that would not say the rumble strip installation has impacted that.

There is no consistent time of day when the 60 km/hr+ readings are occurring and there is no consistent day of the week when 60 km/hr+ readings are occurring.

Overall, the data shows that the rumble strip install has made no conclusive difference to driver behaviour at this intersection.

Tables and graphs of the data is included in Appendix A.

### *3. Rumble Strip and Sign installation and speed data*

The Give Way controls were changed to Stop controls following the rumble strip installation and speed data collection. The Stop controls were gated (i.e. on both side of the road) and Stop Ahead 200 m warning signs were installed.



Traffic speed count was carried out again after the installation. As with the rumble strip data there was no significant difference for any of the treatments.

### *4. Conclusions and Comment*

This was a trial of the effectiveness of rumble strips in providing an additional warning to drivers of an intersection ahead. From the speed data there is no significant difference of the speeds approaching the intersection before and after both the rumble strip installation and the change in signage. That is not to say that either treatment would not make a difference, but the speed data does not show that.

This is a simple trial on a rural intersection with relatively low traffic volumes. It is not a robust trial over a long period of time measuring driver behaviour. Anecdotally though the change from Give Way to Stop signs, the use of larger signs, the gating of signs, and the installation of Stop Ahead or Give Way Ahead warning signs does provide drivers with more of a warning. Stop and Give Way signs are known nationally (and internationally) so drivers are aware of their meaning. Making them more obvious to drivers is the aim to reduce the number of crashes at rural intersections.

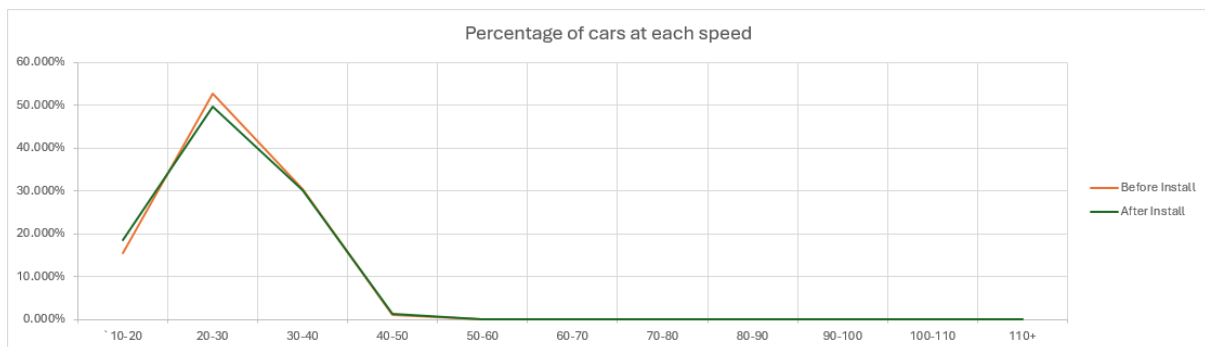
While rumble strips have been used and trialled both in New Zealand and overseas there is no adopted standard for their use. At sites where they have been used, they do provide a tactile and audio warning to drivers for a time, but they do wear down within a few months in the wheel paths reducing their impact. There is a tactile and audio warning but there is no standard or guide for what they are associated with.

## 5. Appendices

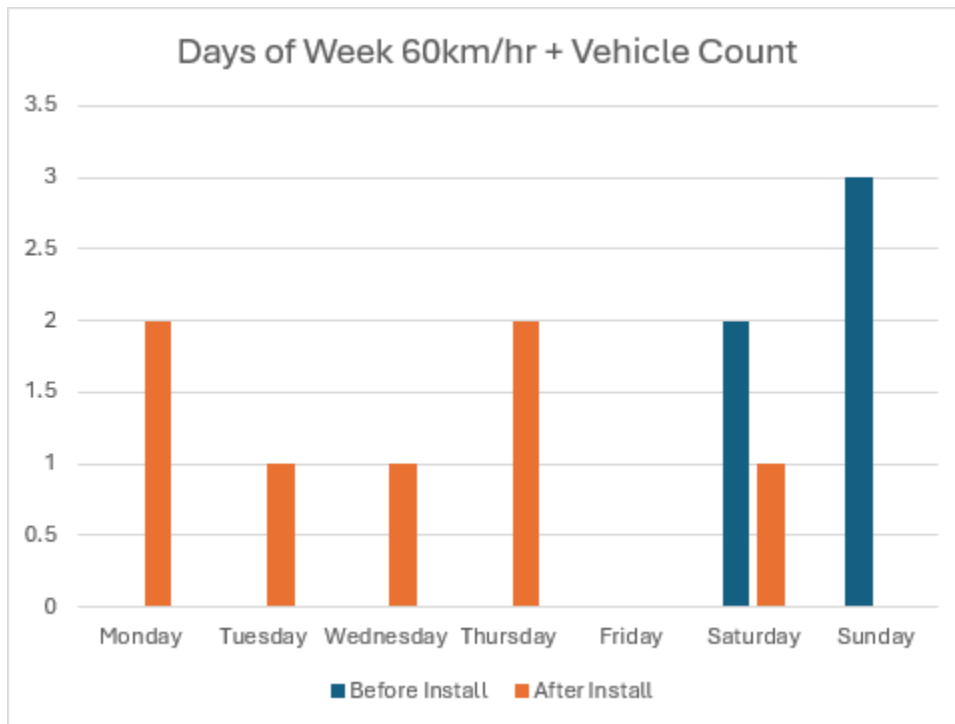
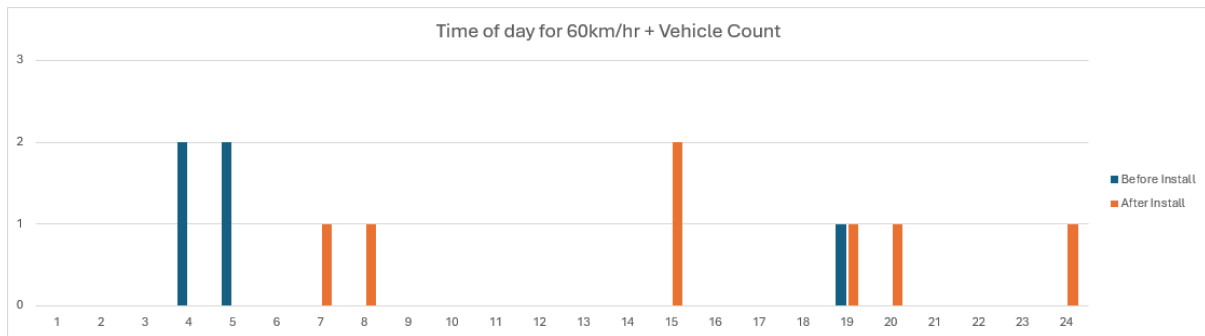
### 5.1. Appendix A – Speed Data for rumble strip installation

Speed results before and after the rumble strip installation.

Vehicle Speed	Vehicle Count Before Install	Percentage of Vehicles Before Install	Vehicle Count Rumble Strip Installed	Percentage of Vehicles Rumble Strip Install
10-20	1293	15.49%	1421	18.49%
20-30	4412	52.87%	3830	49.84%
30-40	2542	30.46%	2326	30.27%
40-50	83	0.99%	91	1.18%
50-60	10	0.12%	9	0.12%
60-70	0	0.00%	3	0.04%
70-80	2	0.02%	0	0.00%
80-90	2	0.02%	2	0.03%
90-100	0	0.00%	0	0.00%
100-110	1	0.01%	2	0.03%
110+	0	0.00%	0	0.00%
60km/r +	5	0.06%	7	0.09%
Vehicle Count	8345		7684	



## Rural Crossroad Intersection Rumble Strip and Sign Trial



### 5.2. Appendix B – Speed Data for rumble strip and sign installation

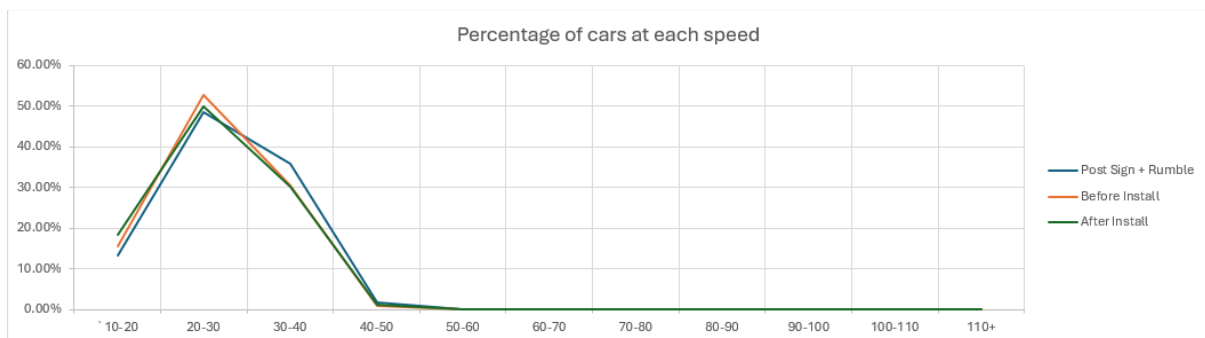
South lane results are below.

Reading	Pre Sign Install	Post Sign Install
Min	10.01	10.13
Average	36.19	32.68
85%	45.42	39.20
Max	104.58	134.21

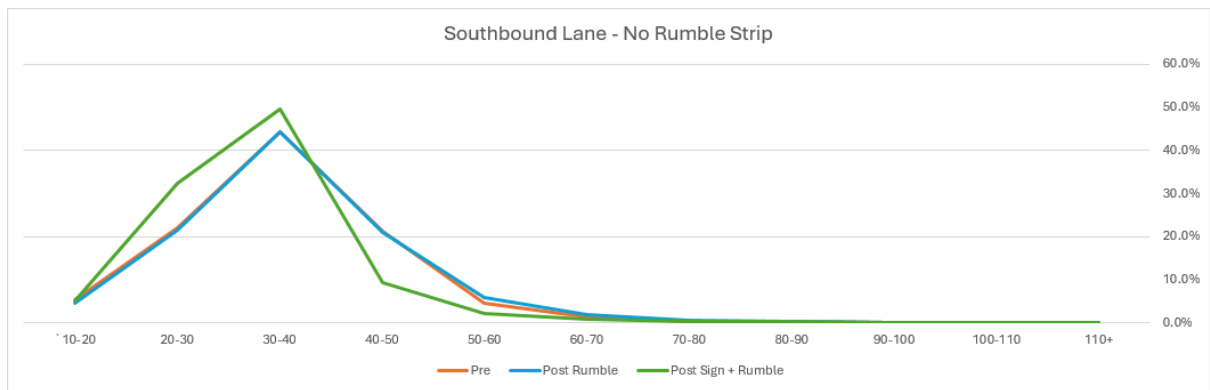
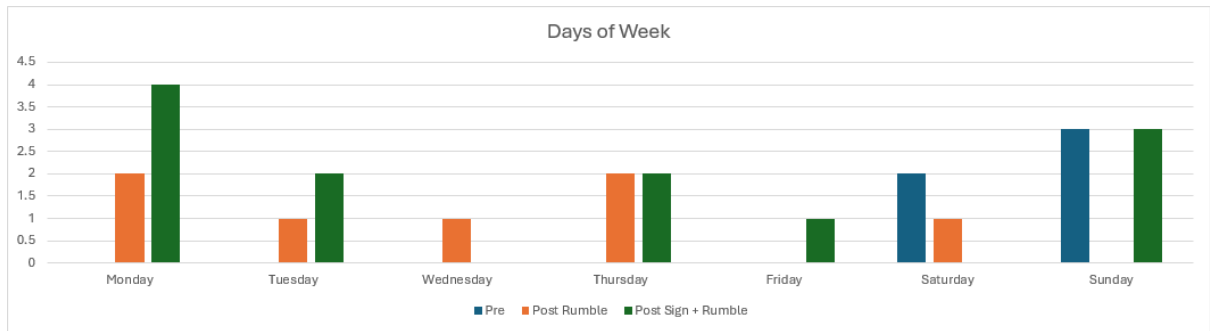
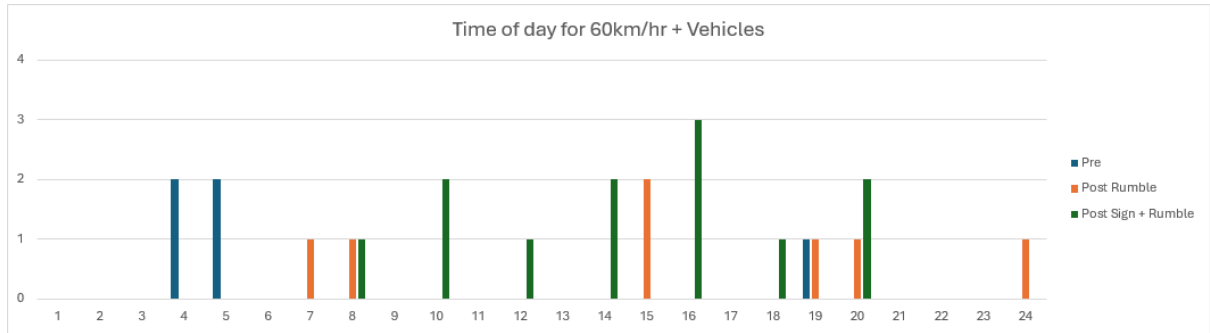
Graphs/tables for the other data are below.

Rural Crossroad Intersection Rumble Strip and Sign Trial

Vehicle Speed	Vehicle Count Before Install	Percentage of Vehicles Before Install	Vehicle Count Rumble Strip Installed	Percentage of Vehicles Rumble Strip Install	Vehicle Count Rumble Strip + sign installed	Percentage of vehicles Rumble Strip + sign installed
10-20	1293	15.49%	1421	18.49%	1252	13.36%
20-30	4412	52.87%	3830	49.84%	4556	48.61%
30-40	2542	30.46%	2326	30.27%	3368	35.93%
40-50	83	0.99%	91	1.18%	175	1.87%
50-60	10	0.12%	9	0.12%	4	0.04%
60-70	0	0.00%	3	0.04%	5	0.10%
70-80	2	0.02%	0	0.00%	2	0.02%
80-90	2	0.02%	2	0.03%	2	0.02%
90-100	0	0.00%	0	0.00%	3	0.04%
100-110	1	0.01%	2	0.03%	0	0.00%
110+	0	0.00%	0	0.00%	0	0.00%
60km/r +	5	0.06%	7	0.09%	12	0.13%
Vehicle Count	8345		7684			9367



# Rural Crossroad Intersection Rumble Strip and Sign Trial





## Road safety liaison meeting – December 2024

### Current Projects

- There are currently no capital projects being constructed in the Ashburton District.

### Safety and Low Cost Low Risk

- The LCLR programme for the current 2021-24 is complete, all projects are either finished or carried over as appropriate
- The 24-27 NLTP lists are confirmed, however funding has not been 'turned on' to date due to some new roles / positions getting up to speed as part of the NZTA Transport Services restructure
- There is some work planned in North Canterbury around Burnham, including a length of wide centreline and a roundabout at the current crossroads intersection. No works are planned for SH1 within the ADC region
- The new Setting of Speed Limits Rule signed and is now law. NZTA working through what that means and undertaking work on the auto-reversals and consultation on some reversals. No new speed changes will occur until 1 July 2025 at the earliest.
- NZTA is also working through the new rule with respect to school zones on State Highways

### Road Safety Promotion

Road Safety Objectives – Ministry of Transport

The paper outlines clear and targeted actions across 4 objectives over the next 3 years:

- safer roads – lift the quality of our road infrastructure
- safer drivers – ensure road users are alert, unimpaired and comply with the road rules
- safer vehicles – improve the safety performance of our vehicle fleet
- resetting speed – a balanced and targeted approach to speed limits

As outlined in the new GPS, investment in new and safe Roads of National Significance, increased road policing and enforcement will be used as priority tools for improving road safety.

[https://www.transport.govt.nz/assets/24-EX-087-Road-Safety-Objectives-document\\_v2.4.pdf](https://www.transport.govt.nz/assets/24-EX-087-Road-Safety-Objectives-document_v2.4.pdf)

### Maintenance Works

- The potholes in Tinwald which were raised at the last meeting are scheduled to be repaired on 18<sup>th</sup> November
- Pre-seal repairs and general maintenance works undertaken on SH77
- General maintenance will continue on SH1 to the north of Ashburton until around Christmas time
- The structural asphalt pavement works between the river bridge and Moore Street are scheduled to commence in January 2025
- Future funding constraints for line marking and signage, so the NOC is looking at how best to prioritise these critical items to best serve the network and road users
- ATP will be added to the pavement rehabilitation sites completed last year following second coat seal being completed

## 5.4 Safer Mid Canterbury

### Bike Skills Park

The Working Group has established a legal entity (trust) so that it can apply for funding for the construction of the facility.

Resource consent for the facility to be located on Ashburton Domain has been consented.

A final detailed design and costing is being worked on and will be used when applying for funding. This is expected to be ready to accompany funding applications from early December.

Lesley Symington  
Safer Mid Canterbury

## 5.5 ACADS

### Community Action of Alcohol Project Summer Road Safety 2024/25

35 WOF/workshops, 30 licenced on/off premises, 25+ community services and 21 sport venues around the district have agreed to display the poster and distribute resources.

The poster, once finalised and approved will go out with pens, car air fresheners and counter mats. Large cor-flute versions of the poster are going to all 9 rugby clubs, cricket mobile scoreboards and some licensed premises car parks.

Redmond's have agreed for "Bob" & the Christmas Tree display to go into the vacant store on East St between Paper Plus and the Vape store from the 2nd of December.

"Hoops on the couch" Labour Weekend promotion with Sue Abel from Neighbourhood Support, an article about "5 & drive" published on the CAAP Facebook page and a project update provided to the Safer Mid-Canterbury Governance Group. Other promotions will be undertaken around the launch of the project. Date and venue to be confirmed.

This will be my last Road Safety Committee meeting as I am retiring the end of this year and moving from the district. Thank you all for your continued dedication, skills and commitment to safer roads in Mid-Canterbury, it has been a pleasure to be part of the group.

Andrae Gold  
Health Promoter/Community Connector

## Ashburton District Road Safety Co-ordinating Committee – December 2024

### Report from Ira Ara Aotearoa - Transporting New Zealand

#### CVST Centre Constructions at the Rakaia River Bridge and the Rakaia Overhead Rail Bridge.

Prior to the commencing of construction on the NZTA north bound weighbridge facility, Transporting New Zealand expressed concerns that there appeared to be no slip lane in or out of this facility. Our concern is that heavy vehicles travelling north that are required to pull in to Weavers Road to access the weighbridge will force motorists in to the path of any south bound traffic. This is further compromised by the installation of an Armco Barrier on the eastern side of the road the length of the 'T' intersection.



In our opinion, the potential for a 'head on' collision and the negative public perception of the heavy vehicle industry could be significantly avoided with the construction of adequate 'slip lanes' added while this facility is under construction.

### Large Traffic Queues through Ashburton.

As meeting attendees are well aware, there are often large queues of traffic through Ashburton and Tinwald, particularly on Fridays and holiday weekends. This has created issues with our members as some are finding it difficult to manage drivers hours and the potential animal welfare issues through 'heat stress' on animals in a slow moving crate, particularly in the summer months. Dunedin based operators can usually make the trip to Christchurch within their five and a half hours of legal driving time to meet deadlines, but are now finding themselves in breach of law with an waiting times of up to 45 minutes to get through the Ashburton traffic on many occasions.

Truck drivers find the many motorists accessing the main road by using Melcombe Street and the viaduct and then being let in by 'courteous' road users very frustrating as they cannot indulge in that luxury and can only watch as the queue gets longer and slower.

The question has been asked if this section of road, and potentially the Melcombe Street Crossing, be blocked by traffic management during these peak times?

Jim Crouchley

Industry Advisor - Transporting New Zealand

# 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)
- Waka Kotahi/New Zealand Transport Agency
- New Zealand Police
- Iā Ara Aotearoa/Transporting NZ
- 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 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 1 August 2023