

# 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 June 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
  - Neil Simons, Principals Association
  - Steve Burgerhout, NZ Police
  - Lucy Mehrtens, Road Safety South Canterbury
  
- 2 Notification of Extraordinary Business
  - Nil
  
- 3 Confirmation of Minutes 3
  - 5 March 2024
  
- 4 Correspondence
  - Nil
  
- 5 Reports
- 5.1 Ashburton District Road Safety 5
- 5.2 Tinwald School Road Safety 22
- 5.3 Automobile Association 34
- 5.4 FENZ 36
- 5.5 Community Alcohol Action Pan 41
- 5.6 Ia Ara Aotearoa/Transporting NZ 43
- 5.7 Bike Skills Park – Final Concept Plan 44
  
- 6 Next Meeting Date  
Tuesday 3 September 2024, 9.30am

# Ashburton District Road Safety Co-ordinating Committee Minutes



**Date:** 5 March 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 Ben Grant (NZ Police), Lucy Mehrtens (Road Safety – South Canterbury), David Scarlett

John Skevington/Richard Wilson

Carried

## Present:

Neil Brown	Mayor	Andrae Gold	ACADS
Liz McMillan	ADC Deputy Mayor (Chair)	Lesley Symington	Safer Mid Canterbury
Phill Hooper	ADC Councillor	Steve Ochsner	FENZ
John Keenan	Waka Kotahi	Stephen Burgerhout	NZ Police
James Long	Waka Kotahi	Shane Cochrane	NZ Police
Neil Simons	Principals Association	Jim Crouchley	Ia Ara Aotearoa/Transporting NZ
John Skevington	Automobile Association		

## 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

### Principals Association

Wording to be changed to ‘ ..... is occasionally not able to attend the meetings’

**That** the minutes of the Ashburton District Road Safety Coordinating Committee meeting held on 5 December 2023, incorporating the above amendment, be taken as read and confirmed.

John Keenan/Phill Hooper

Carried

## 4 Correspondence

Nil

## 5 Reports/Agency Updates

### 5.1 Ashburton District Road Safety

A request is to be made for CoDriVR usage status reports to be grouped in districts rather than individual schools.

It was noted that flush medians on highways are not being used correctly and it was suggested that an advertising campaign be undertaken to educate drivers on how to use them correctly.

### 5.2 Waka Kotahi/NZTA

#### Tinwald Corridor Improvements projects

The estimated completion date is May 2024.

It was noted that at times there is no construction work being carried out on the main road at the Carters Terrace intersection however there are still traffic cones on site with a 30km speed limit which is hindering traffic. Request is to be made for the road cones to be scaled back to improve traffic flow over the upcoming busy weekends.

### **Speed Limit Changes**

The Committee have requested that the Mayor endorse a letter to the Minister of Transport, Simeon Brown with MP James Meager copied in, requesting action on lowering the speed limit on the outskirts of Methven outside the new Ōpuke Thermal Pools & Spa from 100kph to 50kph.

*[Post meeting update]*

*There was an error in the report submitted by NZTA in advance of the meeting. The report stated that; The planned 23-24 interim speed management changes for Methven and Rakaia townships are affected by these changes. Rakaia has already been taken off the list for the NLTP 21-24 ISMP projects due to a recent reprioritisation.*

*The Rakaia speed limit change has not been reprioritised at this time.*

### **John Keenan**

It was noted that John Keenan has resigned from Waka Kotahi/NZTA and this was his last Road Safety meeting. The Chair expressed thanks and appreciation to John for his contributions over the years.

### **Automobile Association**

- There are an additional 1,000 sets of cycle lights for the 'Be Safe – Be Seen' project some of which are earmarked to be distributed in the Ashburton district.
- John advised that he had been re-elected as Chair of the AA Board for another year.

### **Police**

- Currently having issues with tractors towing trailers with unsecured loads. Fed Farmers are to be approached to put a reminder re securing loads in their newsletter.
- New legislation to come into force on Friday, vehicles that fail to stop for Police can be impounded for up to a six month period.

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

- Still have concerns with the stock effluent dumpsite in Tinwald, alternative locations are being investigated.
- Concerns with the new six month vehicle impound rule, if the driver is not the owner of the vehicle what are the vehicle owners rights.

### **Safer Mid Canterbury**

- Initial signs are being drawn up for the Bike Skills Park and funding is being sought.

### **ACADS**

- CAP report will be available for next months meeting.

## **6 Next Meeting**

The next meeting date is Tuesday 4 June 2024 at 9.30am.

Meeting closed at 10.53am



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

June 2024

## Ashburton Road Safety Action Plan Reporting – June 2024

### Promotion

Programme	Organisation	Timeframe	Progress
Community Alcohol Action Plan (CAAP)	Ashburton Community Alcohol and Drug Services	Ongoing	Good engagement with the Tennis Association, they have requested to be on the distribution list for further campaigns. Electronic imaging on State Highway 1 billboard. Working with SADD at Ashburton College to get a small focus group and key contact for planning 2024/2025. Poster distributed to Pasifika services along with confirmation of interest in future campaigns.
Staying Safe	Age Concern	2024	<b>Session date:</b> Friday 31 May, X30 signed up for the course. Last session booked for this financial year.
RYDA	Road Safety Education	2024	<b>Session date:</b> Wednesday 19 June 2024 – Ashburton College. Mt. Hutt College had their RYDA session on Tuesday 21 May, included spot prizes given by Council for students who got involved/volunteered in sessions. This session date also tied in well with Road Safety Week.
Road Safety Promotion Collaboration	South Central Road Safety	Ongoing	Road Safety campaign developed between four Council Road Safety Coordinators. Continued advertising on our road safety billboards (Arundel Rakaia Gorge Road) advertising on local radio stations continues. Contract for Ashburton District has been extended until September 2024.
CoDrivR	Gfactor	Ongoing	CoDrivR is a virtual simulation that allows students to gain driving experience and education while driving in a safe environment. Year 10's and 11's started to use the simulator in March at Ashburton College with an increased use of the intersection module in particular. Tentative use of the Ashburton library simulator began in April and is expected to pick up in the coming months. Reports attached.
Safe Vehicles Campaign	Ashburton District Council/NZTA	April 22 – April 26, 2024	We had the Decepta Car outside the council building for a week to raise awareness around star safety rated vehicles and buying the right car. (people are twice as safe in a 5 star car than a 1 star car) Good feedback from the public – however this campaign would be more beneficial at an event if it was to come back to the Ashburton District, eg. at an A&P show.
Motorcycle Awareness Month	ACC	September 2024	Waiting for budget costs to be confirmed.
Better Together Campaign	Canterbury Councils/NZTA/NZPolice	May/June	An initiative to bring together Councils, NZTA and NZ Police to collaboratively work together on a specific road safety issue in the region – this being a focus on drink driving. We will use local marketing, communications and education along with an increased Police enforcement presence in the Canterbury region. We have our communications team putting out information on social media along with papers, continuing to display 'Bob the Bear' on our State Highway billboard

			with ACADS, liaising with our local Police contact to get some SADD students involved with the checkpoints in our area and supporting NZTA with running their 'Would You Rather' drink driving campaign. Advertising of this also tied in well with Road Safety Week and being a 'Road Safety Hero'
SADD (Students Against Dangerous Driving)	SADD (Students Against Dangerous Driving)	Ongoing	Attended the SADD workshop at Ashburton College in March – we had a group of students who were interested/keen to bring some ideas into their school this year, however no students from the Ashburton District attended the 2024 Conference in Dunedin due to holiday schedules. Mt. Hutt College now has a group of students involved with SADD who are eager to raise some awareness and get movement happening in the rural area.
Road Safety Week	Canterbury Councils/NZTA/Brake	May 22 – May 26, 2024	<b>THEME:</b> Being a Road Safety Hero <b>Story and Rhyme time:</b> held at the library for young children – singing songs, dancing and reading books all related to road safety (wearing seatbelts/crossing roads etc) children could also take some colouring in sheets home. <b>Clocktower:</b> lit up yellow for Road Safety Week, the national colour. <b>RYDA, Methven session:</b> the only South Island session during the week of Road Safety Week – the Road Safety Education coordinator took photos/videos of our local road safety heroes and how they play a big part in Road Safety. <b>Colouring in sheets and activities:</b> available at customer services/library for young children and via the Brake website.
HomeLink Road Safety	Markat Promotions	May 2024	A workbook used in schools teaching children about the importance of safe road habits and helping them develop good road safety attitudes. Ashburton District Council paid for an advertisement on the inside front cover (advert supplied by KiwiRail/TrackSafe) This was distributed in six schools within the region, hoping to have this circulating in all school workbooks for the next financial year. Imaging attached.
Bike safety promotion	Ashburton District Council	School terms	To be continued in the next financial year.
Community Driver Mentor Programme (CDMP)	Salvation Army	Ongoing	The programme helps young drivers gain driving experience while accompanied by a trained mentor. Need to touch base with a contact for future reporting.

## Infrastructure & Management

Programme	Organisation	Timeframe	Progress
<b>Safety Management</b>			
ARC Delineation Strategy	Aoraki Roding Collaboration, GHD	Complete	Document now signed off.

ARC Speed Management Strategy	Aoraki Roding Collaboration, GHD	Ongoing	Discussion in progress between Council Engineers for a consistent approach across the region. Agreed on 30 km/hr at schools.
School Zones	Ashburton District Council	Ongoing	Discussion on safety concerns around the Tinwald School from the Board of trustees.
Crossroad Intersection Investigation	Ashburton District Council	Completed	Coroner's inquest recommendation to inspect the 79 crossroad intersections in Ashburton District. This project is now completed. Three site photos attached for reference.
Interim Speed Management Plan	Ashburton District Council	Financial year 2022-2023	ISMP certified by NZTA in May 2023. Has been used for the school speed limits coming into force on 17 July 2023 with signs being installed. Discussion of installing supplementary plates with certain times listed on them (received safety concerns from the Board of Trustees at Tinwald School, reporting to be discussed)
Tinwald Corridor Improvements	NZTA/Ashburton District Council	Completed	This project is now complete.

### Safety Projects

Out of Context Curves Delineation	Ashburton District Council	Ongoing	Our roading contractor HEB is currently in the process of installing the signs for our delineation upgrades. We have identified the highest risk rated curves which are being completed first (includes installs of curve/speed advisory signs, chevrons and edge markers where required) Two crews within the district – one completing the south side and one in the north. X17 sites completed to date.
Bridge St/Glassworks Rd	Ashburton District Council	Ongoing	Installed Give Way control at the T intersection. Letter to be drafted to property owner.
Chalmers Ave/Wellington Street and Havelock Street Intersection	Ashburton District Council	Complete and ongoing monitoring	Minor improvements have been installed at the intersection. The control of the intersection has been changed from Give Way to Stop control. No crash has been reported since the improvements were made. The intersection will continue to be monitored.
Urban Cycle Lane road markings	Ashburton District Council	Complete	All sites known to be complete/signed off.

### Enforcement

Police enforcement focus on changing four main behaviours (RIDS: restraints, impairment, distraction, speed) in addition to other trauma promoting offences.

Action	Organisation	Timeframe	Progress
Restraints offences	NZ Police	Ongoing	
Impairment (Alcohol/Drugs) offences	NZ Police	Ongoing	
Distraction offences	NZ Police	Ongoing	



Speed offences	NZ Police	Ongoing	
Failing to Give way or Stop at Intersections			
Graduated Driver Licensing Systems (GDLS)			
Staffing			

**Other agency updates**

Agency	Additional update
Ashburton District Council	Request feedback on this new road safety action plan reporting template.

## Safe Vehicles Campaign, Decepta Car:



Ashburton District Council  
1h · 🌐

Try and fit into the driver seat of 'The Decepta' on display at Baring Square East, and enter the draw to win a free ride with New Zealand's most successful rally driver [Hayden Paddon](#)! The car is here until Saturday.



👍 6

4 comments 1 share

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💬 Comment

🔗 Share

# CoDriVR - Usage



## System Information

Total Units in Operation	1
Software Version	v1.3
Hardware Version	v1.3
Data Range	01/04/2024 - 30/04/2024

## Drive Experiences

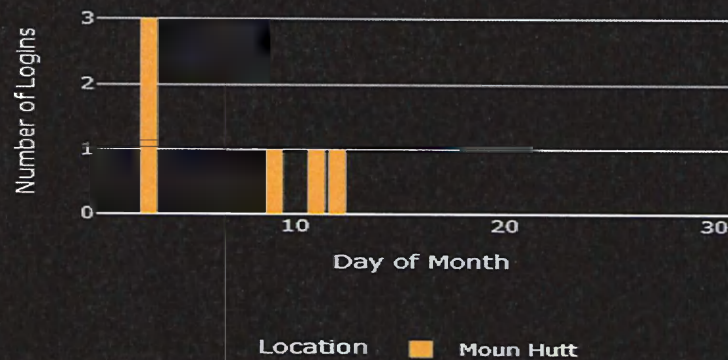
- Tutorial
- Intersections
- Cornering



## Account Activity

Number of Users Enrolled	551
Total Logins (Estimate)	6
Total Active Users (Estimate)	5
Login Duration (Avg.)	13min 7s
Total Number of Drives	77
Total Drives per User (Avg.)	15

## Monthly Logins



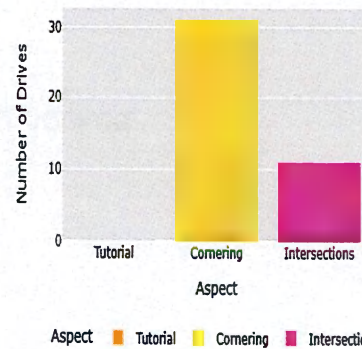
## Daily Drives



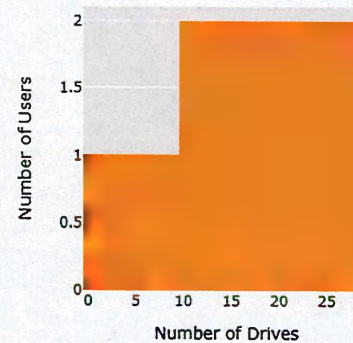
## Drive Statistics

Drives per Session (Avg.)	12
Drive Duration (Avg.)	1min 24s
- in Tutorial (Avg.)	0s
- in Cornering (Avg.)	1min 6s
- in Intersections (Avg.)	2min 28s

## Drives per Aspect



## Total Drives per User



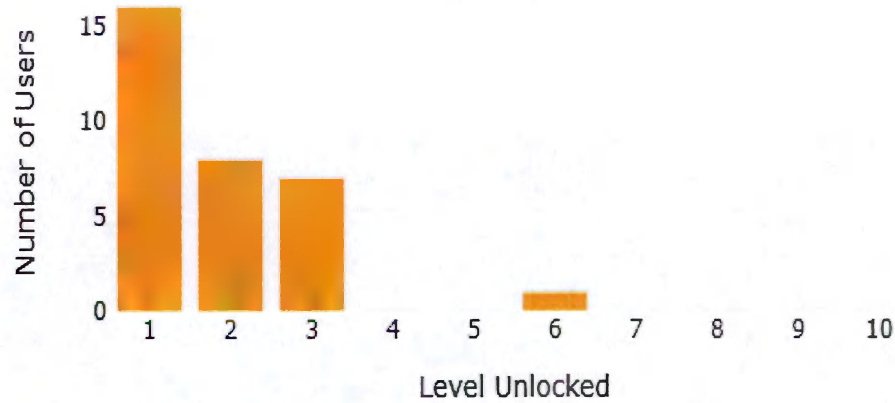
## Drives by Year Group



# CoDriVR - Aspects

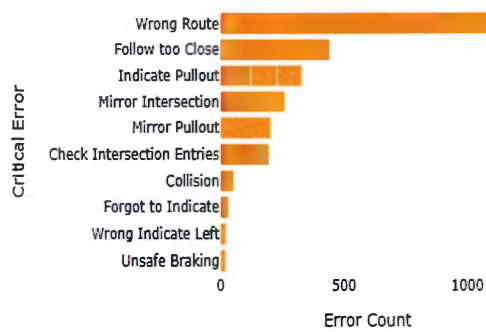
## Intersections

Highest Intersection Level Unlocked



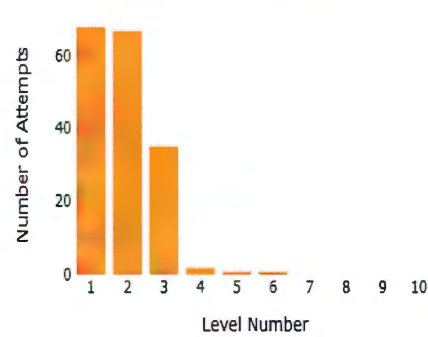
Location ■ Moun Hutt

Top 10 Critical Intersection Errors



Location ■ Moun Hutt

Attempts per Intersections Level

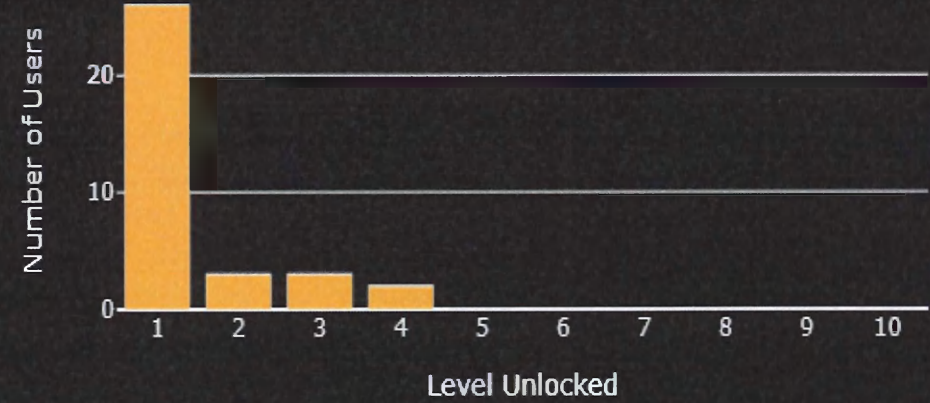


Location ■ Moun Hutt



## Cornering

Highest Cornering Level Unlocked



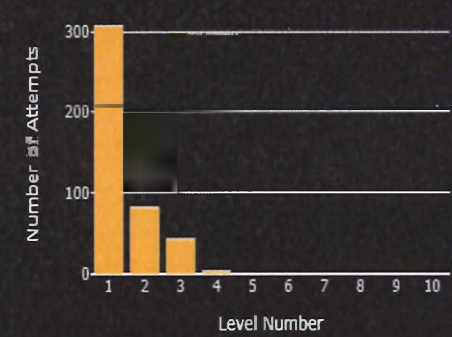
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Top 10 Critical Cornering Errors



Location ■ Moun Hutt

Attempts per Cornering Level



Location ■ Moun Hutt

# CoDriVR - Usage

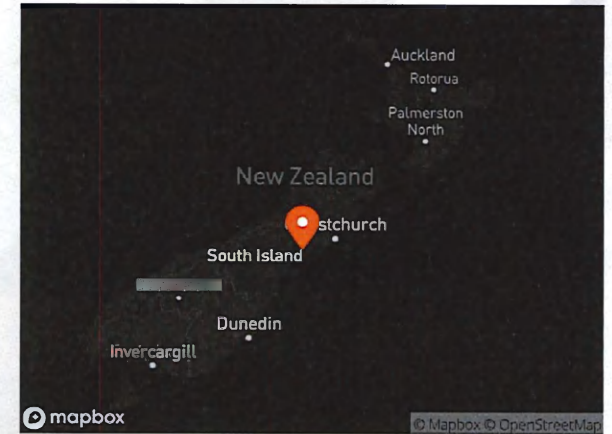


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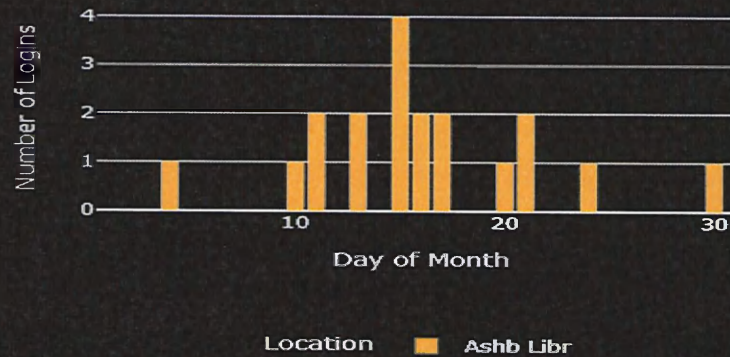
- Tutorial
- Intersections
- Cornering



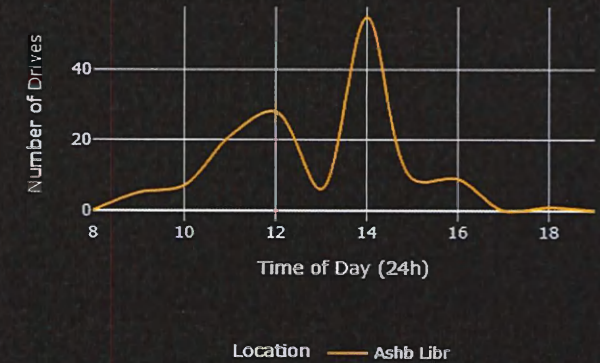
## Account Activity

Number of Users Enrolled	1000
Total Logins (Estimate)	19
Total Active Users (Estimate)	11
Login Duration (Avg.)	15min 54s
Total Number of Drives	141
Total Drives per User (Avg.)	12

Monthly Logins



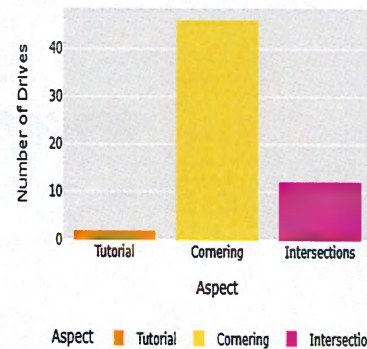
Daily Drives



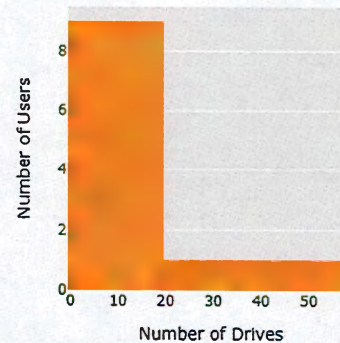
## Drive Statistics

Drives per Session (Avg.)	7
Drive Duration (Avg.)	1min 31s
- in Tutorial (Avg.)	4min 13s
- in Cornering (Avg.)	1min 7s
- in Intersections (Avg.)	3min 5s

Drives per Aspect



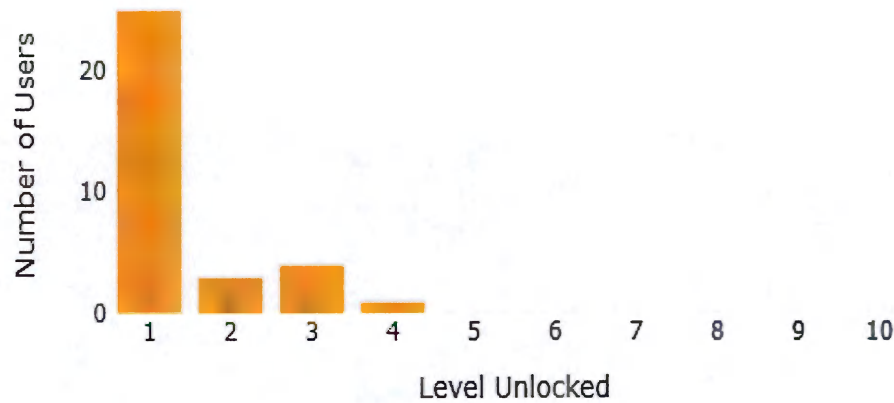
Total Drives per User



# CoDriVR - Aspects

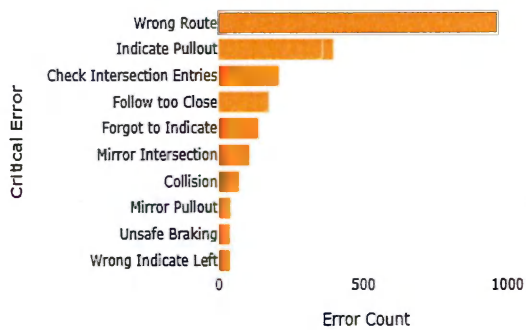
## Intersections

Highest Intersection Level Unlocked



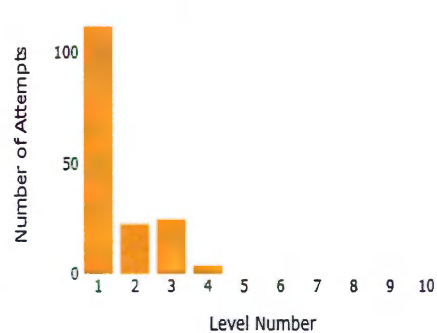
Location Ashb Libr

Top 10 Critical Intersection Errors



Location Ashb Libr

Attempts per Intersections Level



Location Ashb Libr



## Cornering

Highest Cornering Level Unlocked



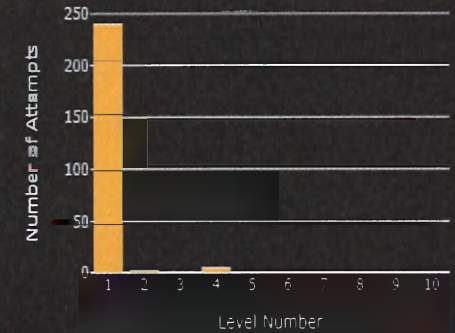
Location Ashb Libr

Top 10 Critical Cornering Errors



Location Ashb Libr

Attempts per Cornering Level



Location Ashb Libr

# CoDriVR - Usage

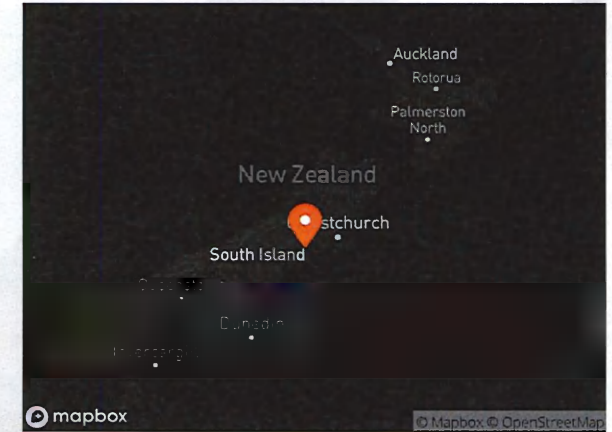


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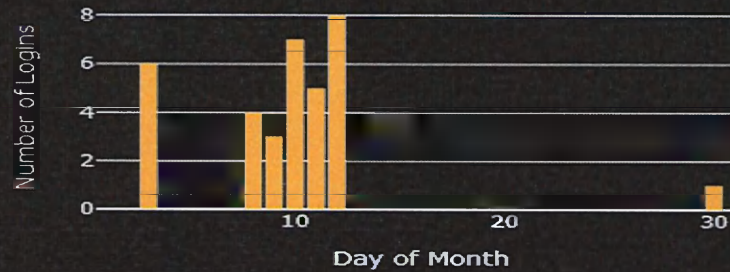
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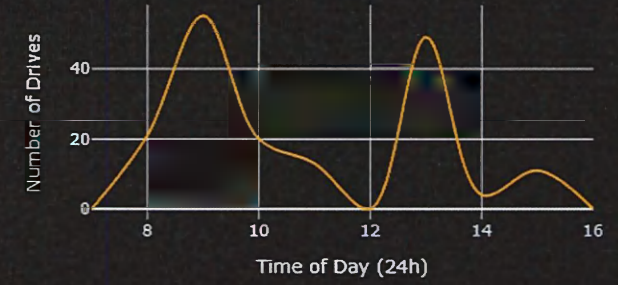
## Account Activity

Number of Users Enrolled	1597
Total Logins (Estimate)	34
Total Active Users (Estimate)	23
Login Duration (Avg.)	8min 15s
Total Number of Drives	173
Total Drives per User (Avg.)	7

## Monthly Logins



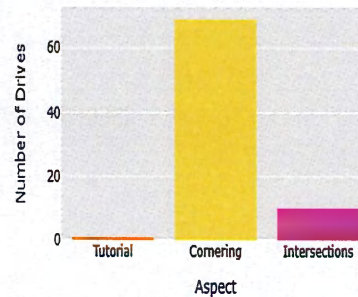
## Daily Drives



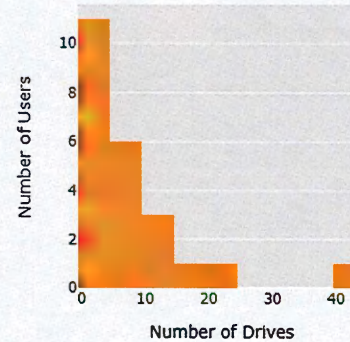
## Drive Statistics

Drives per Session (Avg.)	5
Drive Duration (Avg.)	1min 6s
- in Tutorial (Avg.)	2min 37s
- in Cornering (Avg.)	1min 3s
- in Intersections (Avg.)	2min 17s

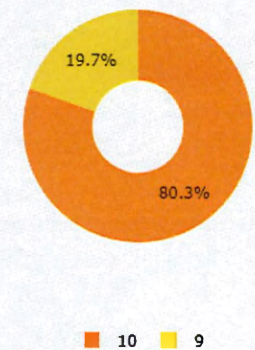
## Drives per Aspect



## Total Drives per User



## Drives by Year Group

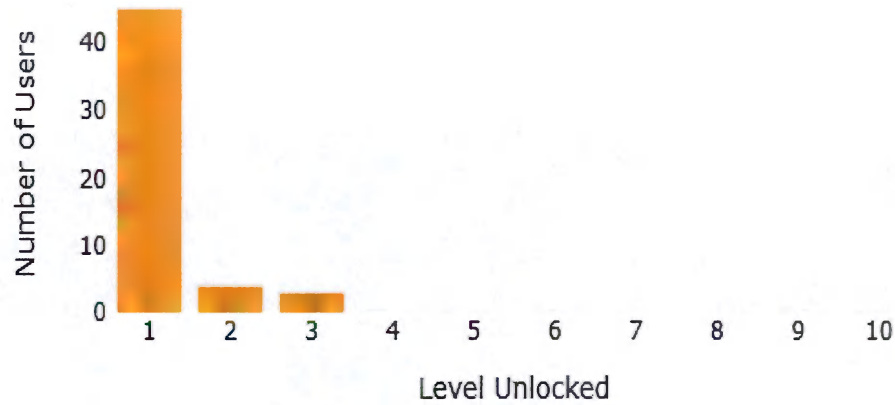


Aspect Tutorial Cornering Intersections 15

# CoDriVR - Aspects

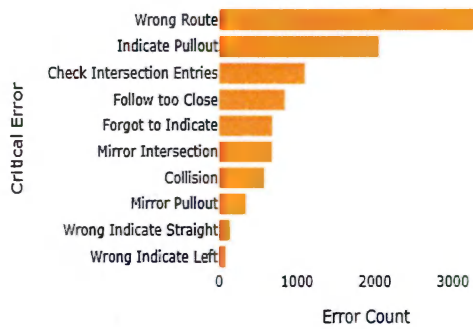
## Intersections

Highest Intersection Level Unlocked



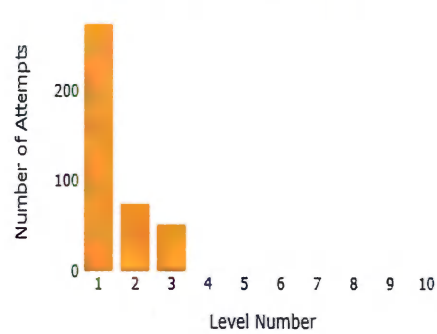
Location Ashb Coll

Top 10 Critical Intersection Errors



Location Ashb Coll

Attempts per Intersections Level



Location Ashb Coll



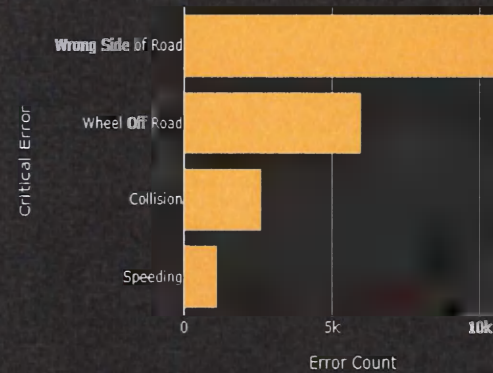
## Cornering

Highest Cornering Level Unlocked



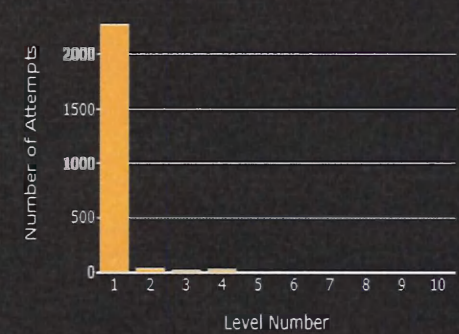
Location Ashb Coll

Top 10 Critical Cornering Errors



Location Ashb Coll

Attempts per Cornering Level



Location Ashb Coll



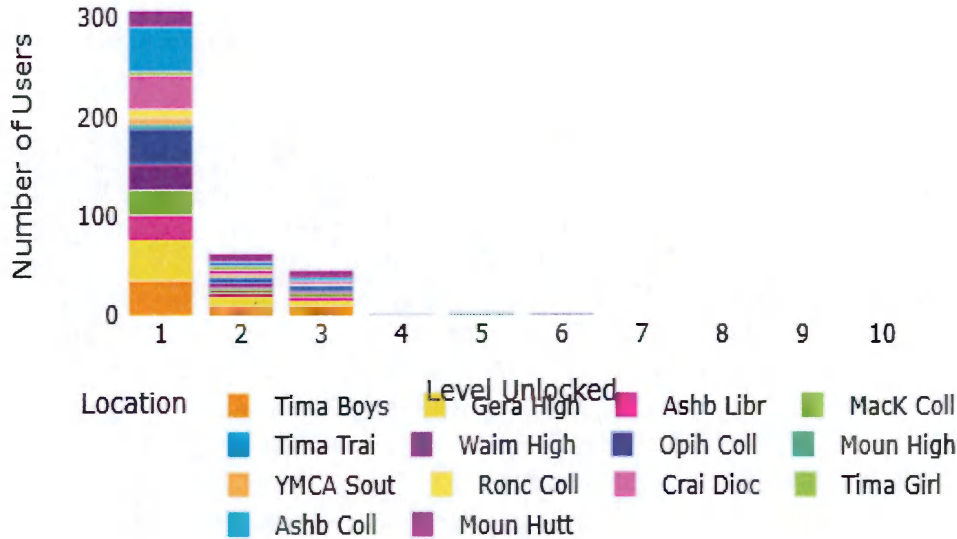


# CoDriVR - Aspects



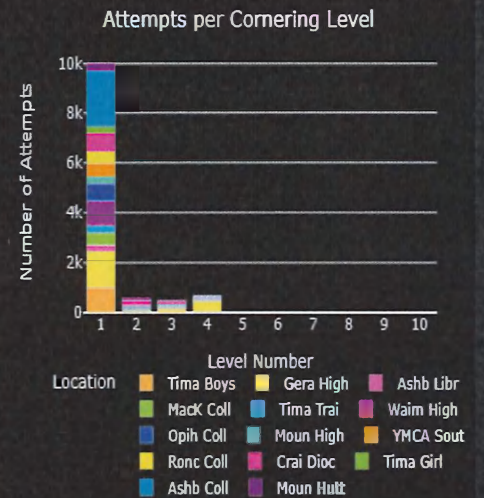
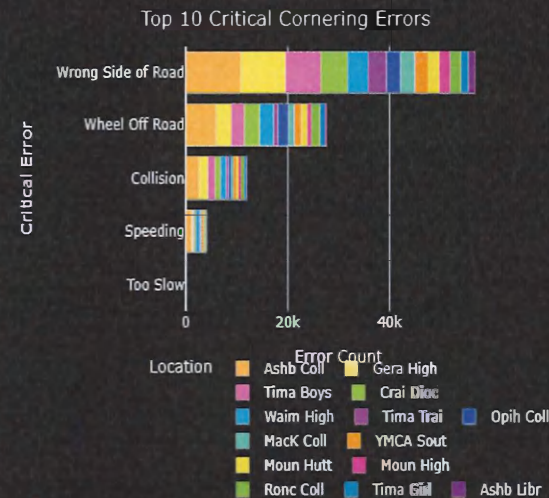
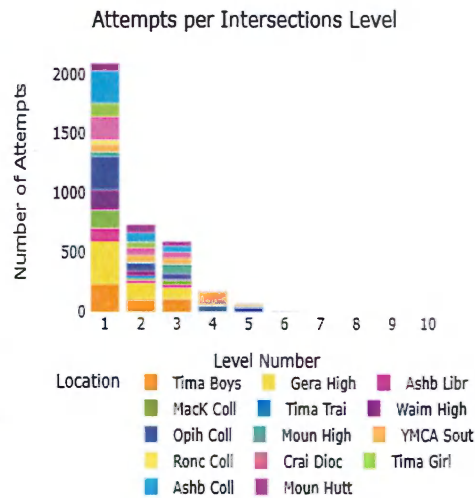
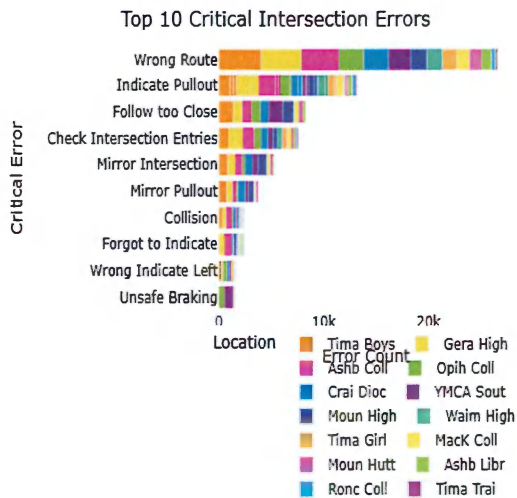
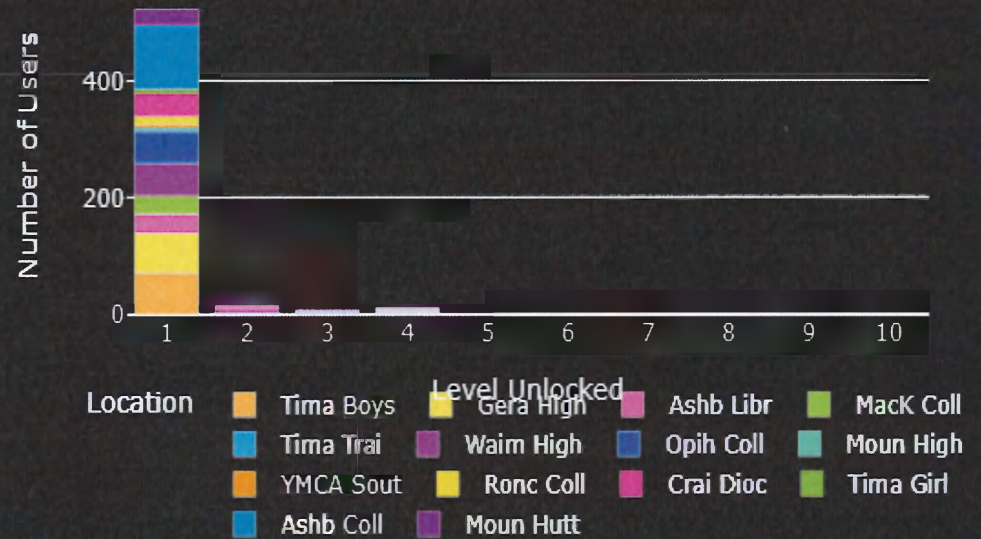
## Intersections

Highest Intersection Level Unlocked



## Cornering

Highest Cornering Level Unlocked





Allenton School  
 Ashburton Netherby School  
 Fairton School

NAME

CLASS/SCHOOL

Hampstead School  
 Lauriston School  
 St Joseph's School

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Road safety is the responsibility of everyone...



This booklet acknowledges the need for children to be encouraged early in road safety skills and practices. It also seeks to encourage parents in the vital role of support and reinforcement of their children's efforts.

Although specifically designed as a homework school programme, Homelink is equally suitable for use in any road safety training situation.

**TO BE AWARE IS TO BE PREPARED**



**Crossroads upgrades:**

Upgrade to Poplar Road and Coldstream Road –



Before:



After:



Before:



After:

Upgrade to Isleworth Road and Boundary Road –



Upgrade to Methven Chertsey Road and Lyndhurst Road –



## 5.2. Tinwald School Road Safety

Author Mark Chamberlain; Roading Manager  
Executive Team Member Neil McCann; Group Manager Infrastructure and Open Spaces

### Summary

- The purpose of this report is to receive a letter from Tinwald School raising road safety issues and consider options for improving safety around Tinwald School

#### Recommendation(s)

1. That the Road Safety Committee receives the report on Tinwald School Road Safety.

### Attachment

Appendix 1 Tinwald School Board of Trustees letter  
Appendix 2 Tinwald School 30 km/hr speed limit zone  
Tinwald School area in MegaMaps  
Traffic and speed data from MegaMaps

## Background

### The current situation

1. At the Council meeting of 17 April 2024 Tinwald School (Appendix 1) presented a letter and spoke in the public forum their concerns on road safety around the school.
2. Board of Trustees representatives Chris Hill (Presiding Member) and Dave Leslie spoke about the School's safety concerns with traffic on Grahams Road, specifically between Thomson and Harland Streets. Anecdotal monitoring during times when children are arriving and leaving school has given an indication of the number of vehicles travelling this route. The general consensus of the School and community is that vehicles frequently exceed 50km/hr.
3. They asked if Council would conduct an independent traffic review and consult with the School on the possibility of relocating a pedestrian crossing and introducing a 30km/hr zone starting west of Thomson Street and finishing east of Harland Street. An additional pedestrian crossing near the Kindergarten on Thomson Street is also suggested.
4. The Mayor advised that he will raise the issue in his discussions with the Police Senior Sergeant and will refer it to the Ashburton District Road Safety Co-ordinating Committee for further consideration and response.

### The roading assessment

5. Officers have looked at the existing speed limits, pedestrian crossings, signage and roadmarking and data on the roads surrounding Tinwald School.
6. The 30 km/hr school speed limit, the indicative speed limit area from MegaMaps and traffic and speed data from MegaMaps are attached as Appendix 2.
7. The free flow speed on Graham St is 47 km/hr. Being a connector road coming into and out of Tinwald the traffic volumes are relatively high at over 2,000 vehicles per day. The free flow speed is 47 km/hr but there will be vehicles exceeding the speed limit.
8. The 30 km/hr school speed limit was approved as shown in Appendix 2. Graham St was not included because there is a gate only as access at the end of the playing field. Having a permanent 30 km/hr speed limit on Grahams Rd will likely have the same opposition by road users as at other schools.
9. Our recommendation is to extend the 30 km/hr school speed limit to the extents shown on MegaMaps when we are permitted to have a variable speed limit with static signs. If static signs are not permitted, then will consider electronic signs for Graham St only.

10. The new road for the second bridge will have a roundabout at Grahams Rd and this will provide a physical way to reduce the speed of vehicles entering Tinwald.
11. The pedestrian crossing on Graham St at Thomson St is considered an appropriate location. It has kerb build outs and is a logical place for students and pedestrians on Thomson St to cross Graham St.
12. Having a crossing mid-block is unlikely to be as well used by pedestrians of either Thomson St or Harland St because that is not their desirable path.
13. Our recommendation is to retain the pedestrian crossing at the current location with the signage and roadmarking to be renewed/upgraded.
14. An additional pedestrian crossing at the Harland St intersection with Graham St will be considered to provide a crossing point for pedestrian of Harland St.
15. An additional pedestrian crossing on Thomson St at the kindergarten is not considered appropriate from initial observation however more investigation can be carried out.
16. A general assessment of the existing signage and roadmarking is being carried out with any improvements made using appropriate road maintenance budgets.



Photos

Existing pedestrian crossing on Graham Street looking to the East



Existing pedestrian crossing on Graham Street looking to the West



Existing signage on Graham Steet looking to the West



Existing signage on Graham Street looking to the East



Proposed signage upgrades –

Install pedestrian crossing sign, advance of the crossing per the NZTA requirements.



Replace the existing school sign with pedestrian crossing sign, advance of the crossing per the NZTA requirements.



Replace existing signage on the pedestrian crossing.



## **Appendix 1**

Board of Trustees  
Tinwald School  
131 Thomson St  
Ashburton

March 20<sup>th</sup> 2024

Ashburton District Councillors

To whom it may concern,

It is with growing concern for the safety of the children of our school that we write this letter to you in regards to the situation of traffic control on Grahams Road in Tinwald. More specifically, the stretch of Grahams Road between that of Thomson Street and Harland Street.

In the past few years there has been a significant increase in the volume of traffic that travels this stretch of road, and as a result has caused a heightened level of anxiety and safety concerns for pedestrians.

We have conducted an independent and informal review of the traffic during a set period of time (between the hours of 8.00am and 9.00am and between the hours of 2.45pm and 3.15pm) and have noted that between 90 and 160 cars travel that stretch during these times per day. This informal review was conducted on a week during the closure of parts of Grahams Road; thus, we believe the evidence we hold is a much more conservative figure than what would be the daily average.

As concerning to us is a generalised perception that this road is not near the entrance to our school and causes cars to travel well in excess of the speed limit of 50kph. Troubling further is when truck and trailer units also travel this road above the aforementioned current speed limit.

We acknowledge that there is currently a pedestrian crossing closer to the Thomson Street intersection for use of pedestrians to cross safely; however, it is our firm belief that this is not performing to the level required to ensure the safety of all pedestrians; especially our young students and Kindergarteners close to us.

We feel that in comparison to many schools in our greater community, this stretch of roading has gone unnoticed with the school zone speed limits, especially when the other 3 stretches of roading surrounding our school have a School Zone/Kura speed limit of 30kph.

We request this be reviewed urgently to ensure a safer area for all our students, families, and community members. We invite you to conduct your own official review of this partnered with the knowledge that this stretch will likely increase in traffic volume in the near future. With the increase of residential homes being developed in the Tinwald and Huntingdon suburbs, and the number of Give-Ways on Agnes St being less appealing for motorists enroute to the new Traffic Light intersection, there is likely to be a lot more sustained traffic through this stretch.

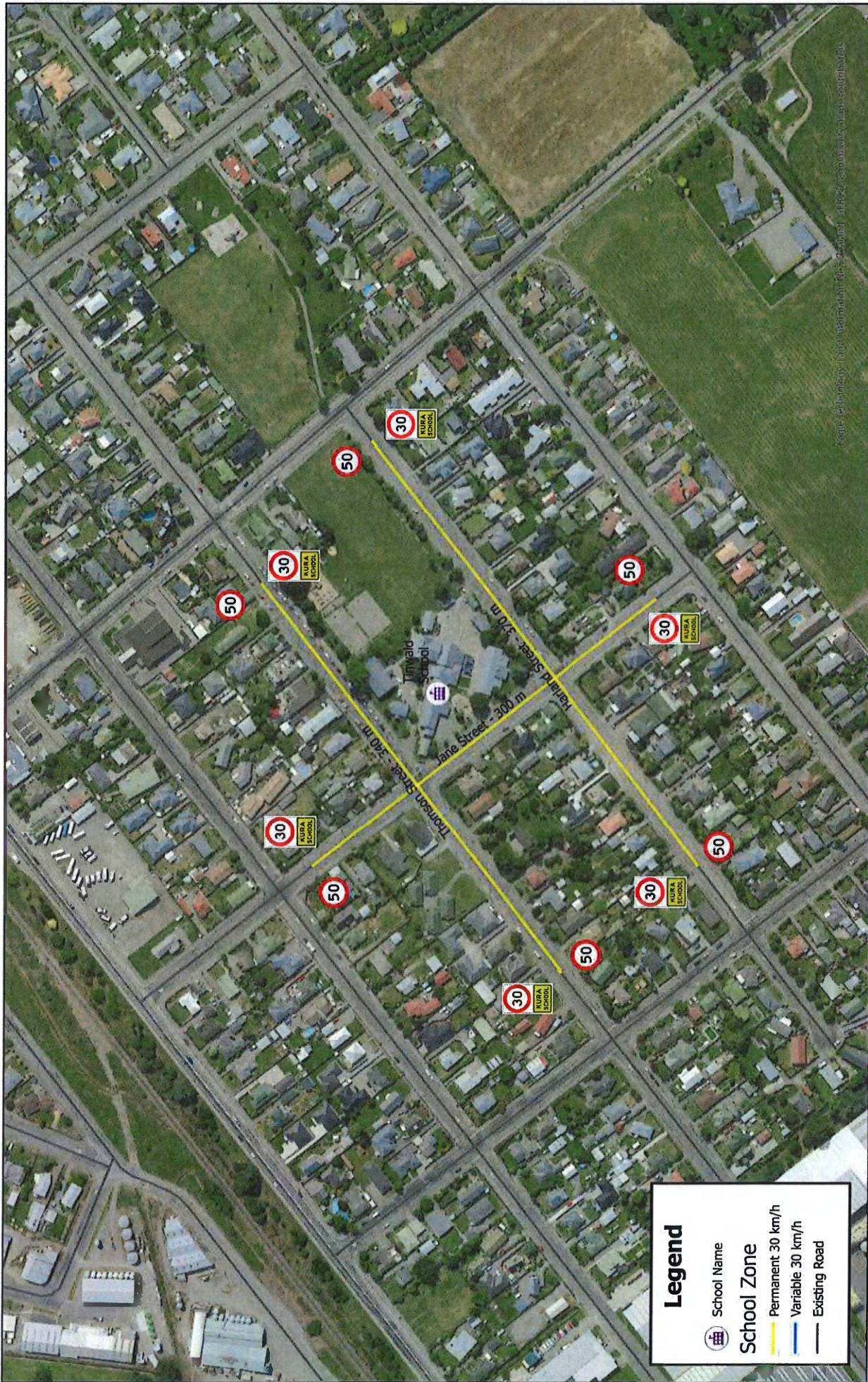
We hope to be able to provide some suggestion to how we feel this could be remedied, and trust that you will consult with us in due course should the need arise.

We would also like to thank you for your continued support of our communities, cultures, and safety, especially that of our young people.

Kind Regards,

A handwritten signature in blue ink, appearing to read 'CHill', with a long horizontal flourish extending to the right.

Chris Hill  
Presiding Member  
Tinwald School Board of Trustees



**Legend**

- School Name
- Permanent 30 km/h
- Variable 30 km/h
- Existing Road




Speed Limits Review: Tinwald School

Scale 1:2,500  
At A3



**Disclaimer Note:**  
Sourced from the LINZ Data Service and licensed for re-use under the Creative Commons Attribution 4.0 New Zealand license. The information supplied in this image is sourced from information held by Ashburton District Council. It is supplied in good faith but its accuracy or completeness is not guaranteed.



**MAPHUB**

MegaMaps  
Roadhub Zeta Edition 2


Find address or place

+

-

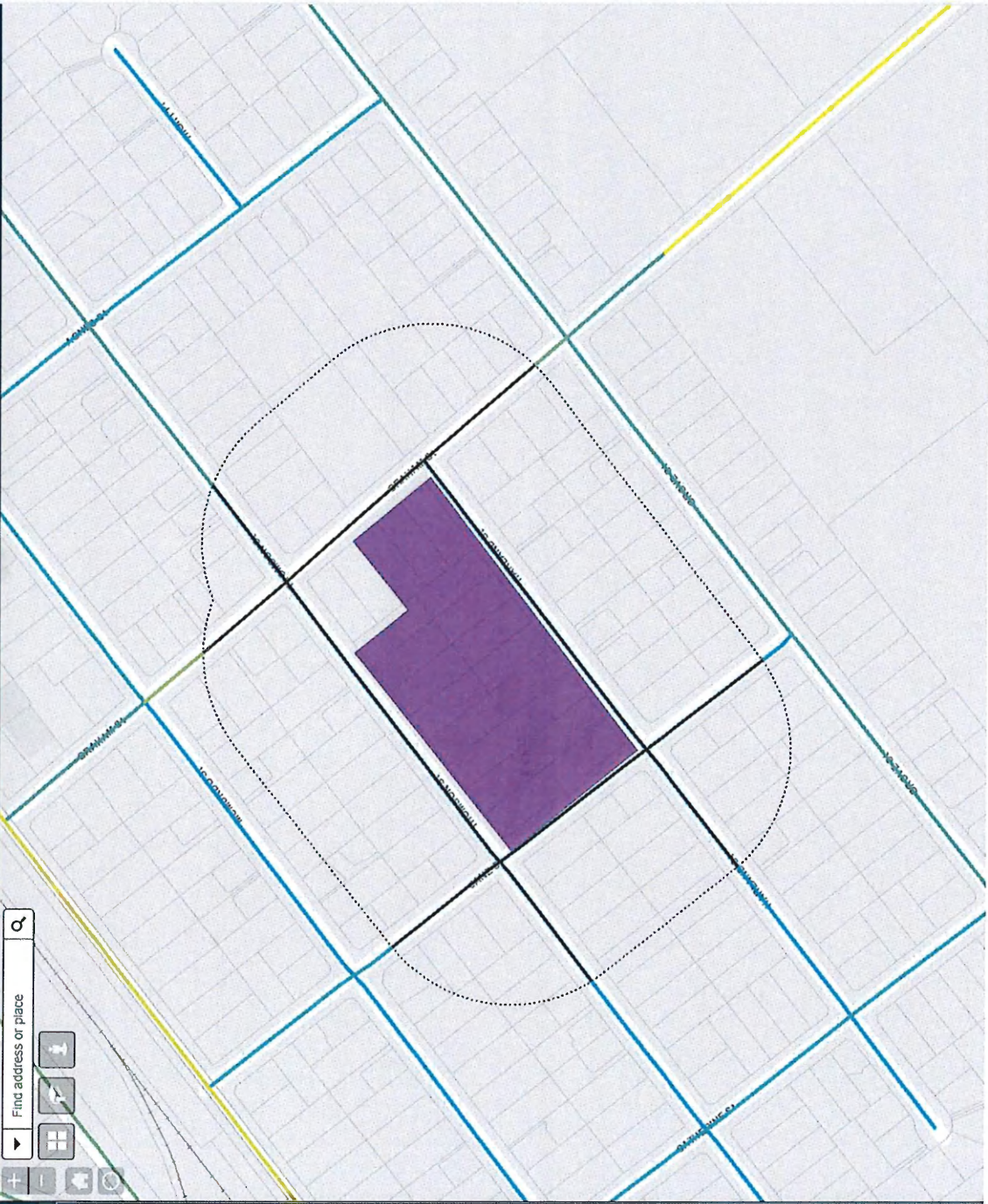
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**Layer List**

- Operational layers
- Cracks (2017 - 2022)
- Speed Management Framework
- Posted Speed Limits
- One Network Framework
- Road Safety Metric
- Infrastructure Risk Rating
- Safe and Appropriate Speeds
- Mean Operating Speeds
- School Operating Speeds
- Operating Speeds
- High Benefit Speed Management
- Corridors
- Schools
- Areas
- State Highways
- SH RP Labels and Length Markers
- DOC Roads
- TLA, Regional and Police Boundaries
- Stats NZ Urban/Rural Boundaries
- Safety Cameras
- Historic Data





Corridor ID	Road Name	Land Use	Traffic Volume	ONRC	Street Category	Collective Risk Band	Personal Risk Band	Posted Speed Limit	Free Flow Speed	Safe and Appropriate Speed
GRAHAM_111273	GRAHAM STREET	Urban Residential	2450	Primary Collector	Urban Connectors	Low	Low	50	47	40
GRAHAM_72497	GRAHAM STREET	Urban Residential	2183	Primary Collector	Urban Connectors	Low	Low	50	47	40
HARLAND_3266	HARLAND STREET SOUTH	Urban Residential	213	Access	Local Streets	Low	Low	30	23	30
JANE_021701	JANE STREET	Urban Residential	438	Access	Local Streets	Low	Low	30	35	30
JANE_84293	JANE STREET	Urban Residential	688	Access	Local Streets	Low	Low	30	32	30
THOMSON_3268	THOMSON STREET	Urban Residential	206	Access	Local Streets	Low	Low	30	25	30
THOMSON_3270	THOMSON STREET	Urban Residential	350	Access	Local Streets	Low	Medium High	30	37	30

## 5.3 Automobile Association - Canterbury West Coast

My Councillors as usual have been very involved within the community on a wide range of issues and topics.

We have evaluated and made suggestions on the Governments new approach to setting speed limits. Although we have agreed and submitted on many of the speed reviews adopted to lower speed limits there have been many ridiculous and impractical decisions made in many areas including Ashburton. Unless you get public buy in to decisions made they are unworkable. We have made suggestions on how a fairer and more acceptable method of setting speeds may be achieved. Decisions such as lowering the speed limit through Rakaia is common sense where the new limits set on the road to Akaroa have not proven to have any safety benefits or public acceptance. We can only hope a much more robust method will be adopted.

Road Safety Week – 20-26th May. This has been led by BRAKE and my Council nominated all three Police officers involved in our Be Seen – Be Safe cycle light project. We were thrilled when Senior Constable Ken Terry from North Canterbury won the major prize and flew to Auckland on Thursday last week to be presented with his award. All three officers have worked hard in conjunction with us and it was very fitting that Ken was recognised in this way.

At present we have another 1,000 sets of cycle lights on their way from China. Expected arrival time is the middle of June. 500 of these are destined for Otago and the balance will be distributed within Canterbury/West Coast areas. We also have Southland AA Council evaluating our project with the intention of also being involved in the future. We have to order a minimum of 1,000 sets at a time to achieve our suppliers best price.

We were pleased to see the wire rope centre barrier project on SH1 between Ashburton and Christchurch abandoned with widened double centre line markings along with wider verges proposed to replace it. This system has been in place on SH1 near Woodend for several years now and has been very successful. The wire rope barrier was extremely costly, dangerous and unworkable in a rural area, especially with a relatively narrow carriageway such as SH1.

We have concerns about the standard of road marking visibility at night in NZ. The longevity of markings seems to have dropped and effectiveness reduced. Last week driving between Noosa and Maroochydore at night, the motorway there had a very effective paint illumination so my council have asked our Policy and Advocacy team in Wellington to seek advice from the Sunshine Coast on the system used, cost etc with a view to pass the information on to our Transport Minister to evaluate.

We continue to add our support for the second bridge over the Ashburton river. We hope that suitable funding from Government can be found and the Governments promise of beginning construction within their first term hasn't been forgotten!.....the clock is ticking.

New traffic signals in Tinwald are working very well, but as expected, haven't really alleviated the traffic jams through town. Since this road works at full capacity much of the time then a second bridge is the obvious solution here.

We applaud ADC for the upgraded rural intersections around our district. Our AARF (AA Research Foundation) is heavily involved in finding ways to make rural intersection safer so very pleasing to see Ashburton leading the charge here.

The new weighbridge between the Rakaia bridges on SH1 is almost operational. Along with many other stakeholders, we remain sceptical of the road safety aspects of this operation but hope that our fears are unfounded and the operation successful. It seems there are some major problems trying to establish the north bound station!

John Skevington  
Chair for Canterbury/West Coast Automobile Association District Council

## FENZ Report – Road Safety Meeting, 5 June 2024

### Summary of Findings

- 85% of MVCs attended were deemed minor and only required assistance such as traffic control, manpower, minor rescues or medical attention
- On average FENZ responses to 80 MVCs per year in the Ashburton District TLA per FENZ Year (based on the last 5 years)
- 19 fatalities have been recorded in the last 5 years. Please note that due to a flaw in the FENZ data this does not account for multiple fatalities just that there was "a" death at 19 incidents (4% of all incidents recorded)
- 27% of MVCs occurred during Winter months, followed closely by Summer (25%)
- 62% of MVCs occurred during the daytime hours of 0600 - 1659
- Average 4.75 fatalities per season, although in the last 5 years Autumn and Spring recorded less than Summer and Winter
- 53% of the fatalities occurred during the daytime hours of 0600 - 1659
- 74% of MVCs had the Vehicle type identified as Car/Taxi/Ambulance. Although 13% was undetermined or not classified. 6% involved Motorcycles/Scooters etc and 5% involved trucks (over 1 tonne)

#### MVC Severity Stats for Ashburton District (By FENZ Year)

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	Grand Total
Extrication	13	5	8	7	12	4	49
Fatality	4	4	2	4	2	3	19
Other	82	59	67	60	84	61	413
<b>Grand Total</b>	<b>99</b>	<b>68</b>	<b>77</b>	<b>71</b>	<b>98</b>	<b>68</b>	<b>481</b>

### Commentary

\* 85% of MVCs attended were deemed minor and only required assistance such as traffic control, manpower, minor rescues or medical attention

\* On Average FENZ responses to 80 MVCs per year in the Ashburton District TLA per FENZ Year (based on the last 5 years)

\* 19 Fatalities have been recorded in the last 5 years. Please note that due to a flaw in the FENZ data this does not account for multiple fatalities just that there was "a" death at 19 incidents (4% of all incidents recorded)

**MVC Seasonal Stats for Ashburton District (By FENZ Year)**

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	Grand Total
Autumn	25	14	20	21	24	12	116
Spring	27	13	18	13	25	18	114
Summer	21	16	16	17	24	26	120
Winter	26	25	23	20	25	12	131
<b>Grand Total</b>	<b>99</b>	<b>68</b>	<b>77</b>	<b>71</b>	<b>98</b>	<b>68</b>	<b>481</b>

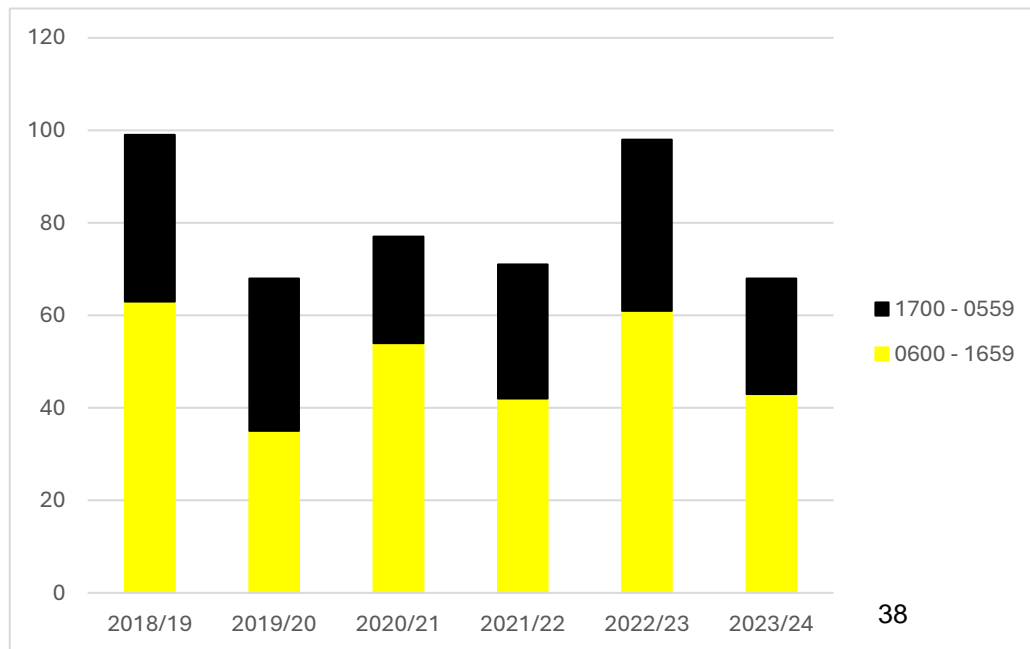
***FENZ Year - 01/07 - 30/06***

Commentary

- \* 27% of MVCs occurred during Winter months, followed closely by Summer (25%)
- \* 62% of MVCs occurred during the daytime hours of 0600 - 1659
- \* Average 4.75 fatalities per Season, although in the last 5 years Autumn and Spring recorded less than Summer and Winter
  
- \* 53% of the fatalities occurred during the daytime hours of 0600 - 1659

**MVC Stats for Ashburton District (By FENZ Year and Time of Day)**

	0600 - 1659	1700 - 0559	Grand Total
2018/19	63	36	99
2019/20	35	33	68
2020/21	54	23	77
2021/22	42	29	71
2022/23	61	37	98
2023/24	43	25	68
<b>Grand Total</b>	<b>298</b>	<b>183</b>	<b>481</b>

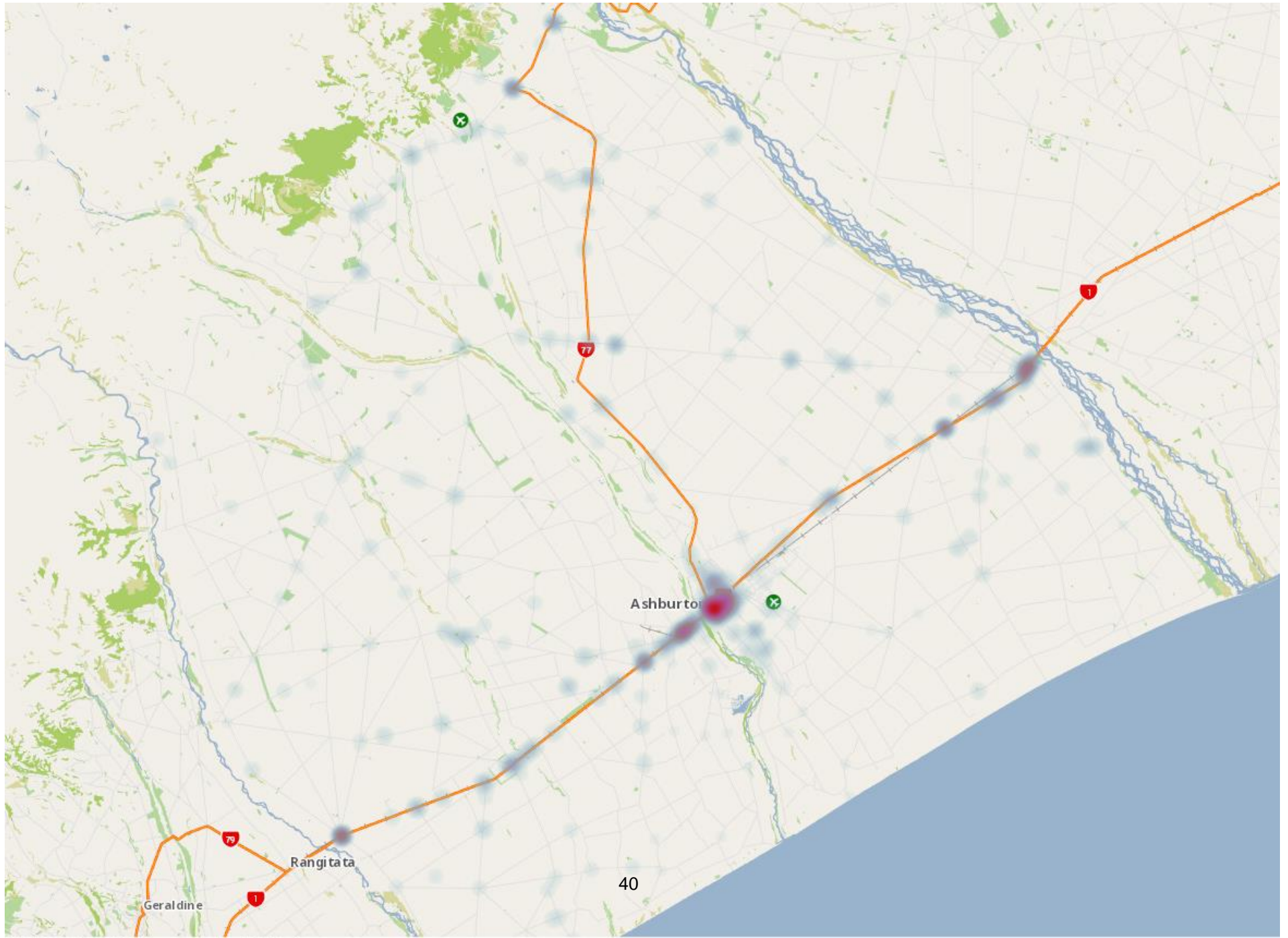


**MVC Seasonal Stats for Ashburton District (By FENZ Year)**

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	Grand Total
Bus	2				1		3
Car trailer					1		1
Car, Taxi, Ambulance	76	51	62	52	73	42	356
Caravan not motorised					1		1
Farm vehicle, Tractor, Harvester, Picker	2	3		2			7
Freight road transport vehicle - Other	2	1		1	2	1	7
Information not recorded	6	9	11	5	13	13	57
Light truck: Under one tonne, Ute, Van, Wagon				1	2		3
Material handling, Forklift, Loader, Stacker			1				1
Mobile building		1					1
Motor home, Camper van				3		1	4
Motorcycle, Scooter, Golfcart, ATV	6	2	2	7	3	8	28
Other boat/vessel: Under 20m						1	1
Passenger road transport vehicle - Other	2		3	3	4	2	14
Semitrailer	1	1		1	1		4
Tanker: Non-flammable goods	2				1		3
Truck: One tonne and over, Fire appliance	5	2	1	4	4	6	22
Unable to classify			1	2	1		4
<b>Grand Total</b>	<b>99</b>	<b>68</b>	<b>77</b>	<b>71</b>	<b>98</b>	<b>68</b>	<b>481</b>

**Commentary**

\* 74% of MVCs had the Vehicle type identified as Car/Taxi/Ambulance. Although 13% was undetermined or not classified. 6% involved Motorcycles/Scooters etc and 5% involved trucks (over 1 tonne)





## Community Alcohol Action Project 2023/24

Local statistics provided by Ashburton District Council Road Safety Co-ordinator informed actions for this year's campaign.

- The months February and March both had 6 alcohol related crashes compared to 1 or 2 other months with 3 in August, even split with weekdays and weekends.
- 21 of the 37 alcohol related crashes were on local open roads.
- 2 fatal, 26 with people seriously injured and 16 minor injuries.
- Males 15 – 40 years of age most dominant, did not have ethnicity identified.

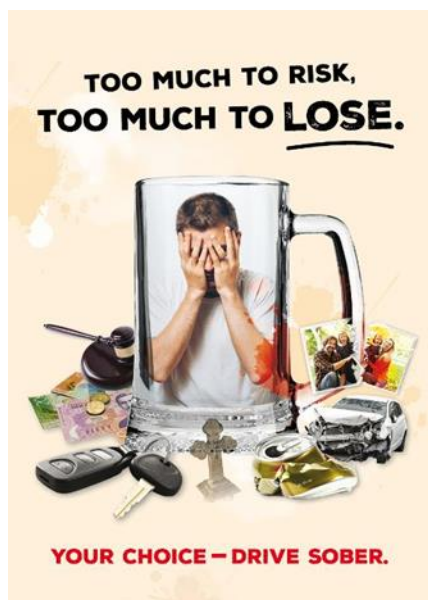
Individuals seeking the **Driving While Impaired** program are managed on a 1:1 basis at Ashburton Community Alcohol and Drug Service with an accredited staff member.

Community Focus group members – Hato Hone St John, a person with lived experience, Multi-Cultural Co-ordinator, the ACCORD (Mid-Canterbury Licensed Premises group) contributed to the development of key messaging, imagery and resources.

Feedback was that they want to keep “Bob” going, maybe expand to celebrate more the people who step up to be sober driver for partners, family, friends & workmates, to align with the current national campaign from [Waka Kotahi would you rather?](#)

Over the winter we had a short campaign with Cor-Flute “Bob” on tour, Rakiatia, Mayfield and Methven with pens and air fresheners distributed. “Bob” even had a stint up at the [Café on Mt. Hutt](#), in time to share in their 50-year celebrations.

A comment was made during the planning sessions that really struck home - ***“What about us? is there any appreciation of, any consideration of how tough it is, attending to a drink driving incident. When you live and work in the same community it could be some-one you know.”***



Pull out for pens.

Mid-Canterbury Community Action on Alcohol Project (CAAP).

2023 data informs us that our younger men 15 – 35 years old continue to be the most vulnerable to death and injury from alcohol related crashes in our district.

Help them plan to be a sober driver, get a safe ride home or stay over.

Having them crash on your couch is better than on our country roads!

The launch event for the summer project was hosted in the Ashburton Fire Service rooms with media coverage. A regional NZ Fire Officer distributed posters to every station in the district. Events – Hauora Marae Tane Hauora, Ashburton A & P Show, The Plains Christmas, Children's Day etc. Pictures were posted on the [Community Action on Alcohol Project Facebook](#) page. Water was provided for the school ball and the 2 Methven Rodeo events.

Posters and pens were distributed via warrant of fitness premises, licensed premises, community services and some sports groups. During drop off between 2 premises overhear banter from 2 guys leaving the first. "You need this pen man" – "nah, you can keep it, got it all sorted, good old mate \*\*\*\*\* , is going to pick us up later from yours!"

Mid-Canterbury Tennis Association were a new addition to our clubs list and are prepared to participate again. All but 2 premises, both of whom have invested in refurbishments and now do not have suitable display space are interested in taking part again. Comments noted during the phone survey – "People are curious about the pen and got the message", "Continue with "Bob", he is making an impression!", "They go quickly, don't want to be greedy but would like more," "Lots of conversations, kids even take notice – Who is Bob? Bob is doing the right thing" "Poster is still in the waiting room."

During the evaluation and check in about participating in the next campaign many places requested if we could supply more resources as they offer opportunity for conversations and they want to be part of making a difference by being a distribution point for campaign material. If we want to respond we will have to drop using Vast Billboards (Ashburton SH1 – Outbound Ashburton, 78,064.35 impressions per week - December through to February). Will consider leaving that level of investment in advertising to regional or national providers and focus on local activity this year.

Pasifika Services and Ashburton District Council Newcomer's Co-ordinator provided very helpful suggestions to adding more information with the poster about the financial consequences of drink driving as people new to Aotearoa New Zealand may not be fully aware or informed about their responsibility. All have confirmed interest in participation in future campaigns and can support with distribution, translation etc. within their communities and key contacts.



It's an offence to drive, or try to drive, while you're under the influence of alcohol or other drugs so that you can't properly control your vehicle.

For a first or second conviction, you can be imprisoned for up to three months or fined up to **\$4,500**, and you'll be automatically disqualified for at least **six months**.

If you're convicted for a third or further time of driving over the adult alcohol limits or of one of the other main drink/drug driving offences, the penalties are heavier, you can be imprisoned for up to two years or fined up to **\$6,000**, and you'll automatically be disqualified for at least **one year**.

**Ashburton Community Alcohol & Drug Services are free and you can self-refer to have a talk with some-one about making changes to your drinking. You can bring a support person with you.**

**Phone: 03-308 1270 or [www.acads.co.nz](http://www.acads.co.nz) or call in Gate 5, 28 Elizabeth St, Ashburton.**

We extended the campaign timeframes slightly this year to work with [NZME Hokonui Radio](#) prior to Easter weekend with a Sober Driver Shout out on Luke Howden's morning show. Radio segments and a Facebook draw for 2 Mocktail Hampers were run. Mocktail recipes were published and new products provided to sample. One of the recipients is a volunteer driver for the Ashburton RSA, as well as for family members so a very well deserving local road safety champion!



We had requests from Waitaki District Council and CAYAD Murupara Road Safety group leads for access to previous CAAP campaign materials. These were released with permission.

New partners are being approached - workshops and workplaces such as Power Farming, AnSCO, Quigley's etc. as intersection points with our rural community as we look forward to the next campaign.

Andrae Gold. Health Promoter/Community Connector. Ashburton Community Alcohol and Drug Service.

Email: [andrae.acads@xtra.co.nz](mailto:andrae.acads@xtra.co.nz) Phone: 03 308 1270 Gate 5, 28 Elizabeth St, Ashburton. 7700.

## **Ashburton District Road Safety Co-ordinating Committee – 4<sup>th</sup> June 2024**

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

#### **State Highway One and Lagmhor Road Traffic Signals**

There are mixed feelings among members on this intersections new traffic lights with operators finding that the need to park for the red light so far back west of the railway line can be a challenge as a heavy unit takes some time to get to speed to enter State Highway One. We still believe a ‘free left turn’ when heading east or at least a lane that could take a 23 metre long unit controlled by lights would reduce motorists frustration when following a heavy vehicle at this intersection.

Another concern among the rural contracting fraternity is that the left turn stop arrow when travelling south turning on to Lagmhor Road remains red through several cycles when a tractor is in the lane to turn. Tractor drivers are being cursed and tooted at by motorists but have no choice but to sit until the light changes.

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

We have had to accept the construction of this facility in this location and can do nothing more than hope that when a significant ‘operation’ takes place that the traffic disruption will not have a serious impact on motorists traveling through this section of highway.

We understand a considerable amount of compliance monitoring will be undertaken ‘electronically’ using WIM technology (Weigh In Motion) and NPR (Number Plate Recognition) so only offending operators should be targeted and called in for investigation. We expect and encourage our members to be compliant operators.

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

We are pleased and satisfied that this project has been changed to widening the road and creating a wider median down the centre with no physical restrictions to be in place. I believe the same outcome has occurred with the similar proposal South of Timaru. Local residents, heavy haulage and house removal companies have breathed a sigh of relief.

#### **Tinwald Effluent Dump Site Access With New Road Layout**

Operators I have spoken to are avoiding using this facility because of access. I have witnessed the tyre marks on the curbing and some of the flax landscaping at each end flattened but not as bad as I expected. Operators still have a wider section of road to turn out on at this stage and my concern is that this will be reduced when further construction takes place and car parking on the road side will create a restricted road footprint.

Jim Crouchley  
Industry Advisor - Transporting New Zealand

# Ashburton Bike Skills Park

Ashburton Domain, Mid Canterbury

## Concept Design

28 March 2024

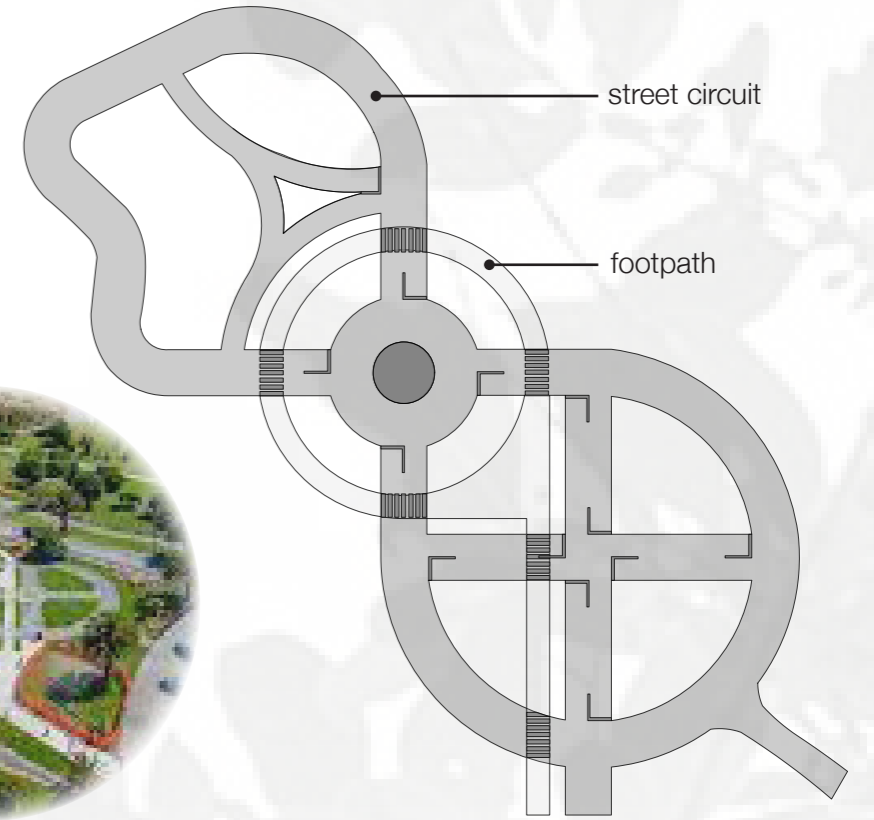


**Botanic**  
Landscape Architects

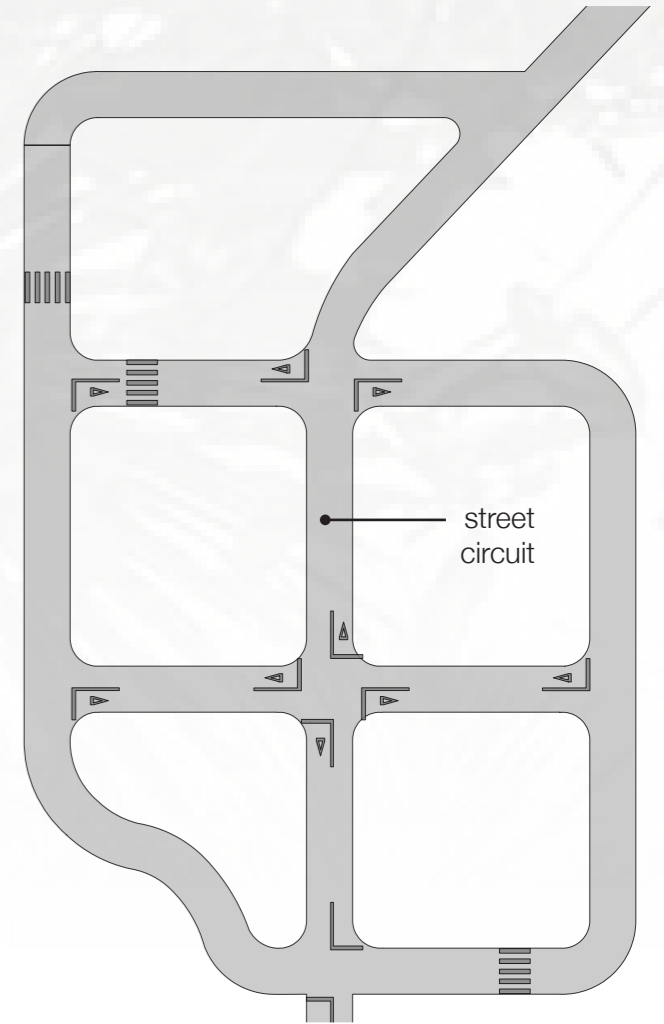




CAROLINE BAY  
TIMARU



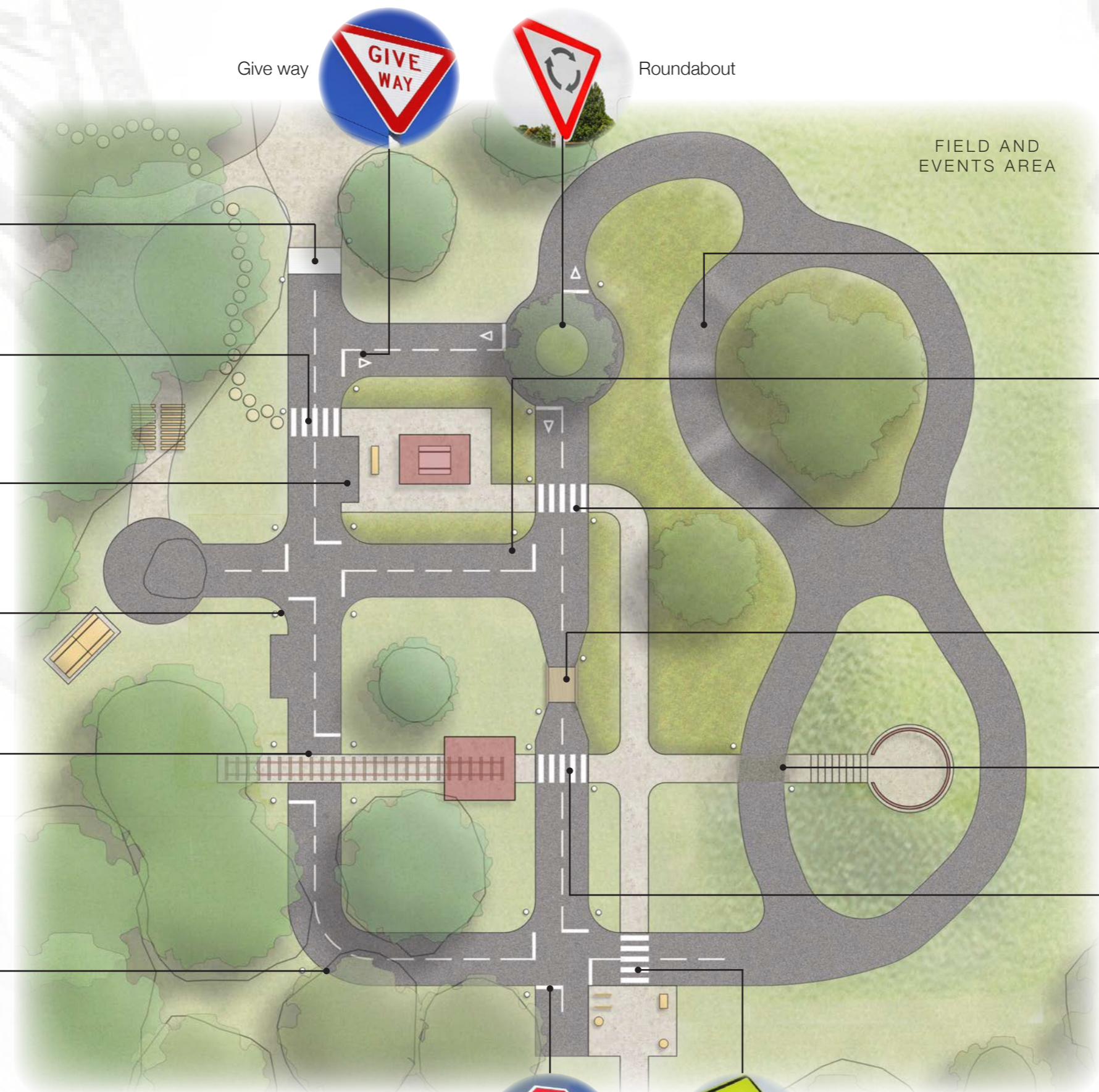
KNIGHTS STREAM  
RESERVE  
CHRISTCHURCH





## LEGEND

- 1 Potential for accessible carpark within existing parking area
- 2 New footpath under the existing tree avenue connecting the play spaces to the paddling pool and Domain entry on SH1. (A separate project in the Ashburton Domain Development Plan)
- 3 Main entrance  
Display board with name, map, information, sponsors and general etiquette for safe use. Rubbish bin, accessible drinking fountain, bike and scooter racks and bike repair station
- 4 Street circuit  
Educational asset for users of all ages and stages with the most common Ashburton traffic features. A 3m wide asphalt 'road' with line marking to enable two way traffic. Concentrated in a small area with clear sight lines
- 5 Footpath  
1.6m wide concrete footpath providing accessible access through the bike skills park for caregivers and children not on bikes. The path interacts with the street circuit via pedestrian 'zebra' crossings
- 6 Central picnic and viewing area for caregivers / families. Shade structure over picnic table. Bench seat.
- 7 'Train station' shelter and train track. Traditional barn / shed form to shelter. Train track to cross street circuit to create a level crossing for those on bikes. Train track to incorporate a handcar / jigger play element that can move out from shelter and across the street.
- 8 Woodland trail  
Nominal 2.2m wide compacted gravel pathway through and around the existing cedar, macrocarpa and spruce trees. Two existing silver birch trees to be removed.  
Stopping point by the natural play area (under the macrocarpa). Cattle stop feature at interface to Street Circuit pathway.
- 9 Natural play area  
Bark chip surface under the existing macrocarpa tree. Natural play on the existing tree branches. Additional logs, 'steppers' and stumps added for imaginative play.
- 10 Pump track  
Reformed pump track with relocated mounding. Higher mounding on field side of track to create playful grassed slopes for rolling and sliding
- 11 Elevated lookout and seating area set on pump track mounding within circular 'grain silo' styled shelter
- 12 Picnic tables - existing picnic tables relocated to new locations close to track and under trees for shade.
- 13 New low level planting and small deciduous trees
- 14 Existing tree relocated (or removed)



Give way

Roundabout

FIELD AND EVENTS AREA

Cattle stop

Pedestrian crossing

Bus stop

Traffic lights (Four way intersection)

Level crossing

Corner

Uneven surface

Give way

Pedestrian crossing

One lane bridge

Pedestrians give way to cyclists

Pedestrian crossing

Stop

Pedestrian crossing



Natural play area: tree climbing

Log steppers



Timber arch / tunnel

Fairy houses on existing trees



Handcar 'jigger' play element on railway track



Potential local character inspiration for architectural shelter elements: Ashburton train station / Rural silos and barns

'Old Skool' parking meters



Gravel bike paths through woodland trail



Family picnic areas



Natural play: rolling down grass slope



Variable surface on pump track



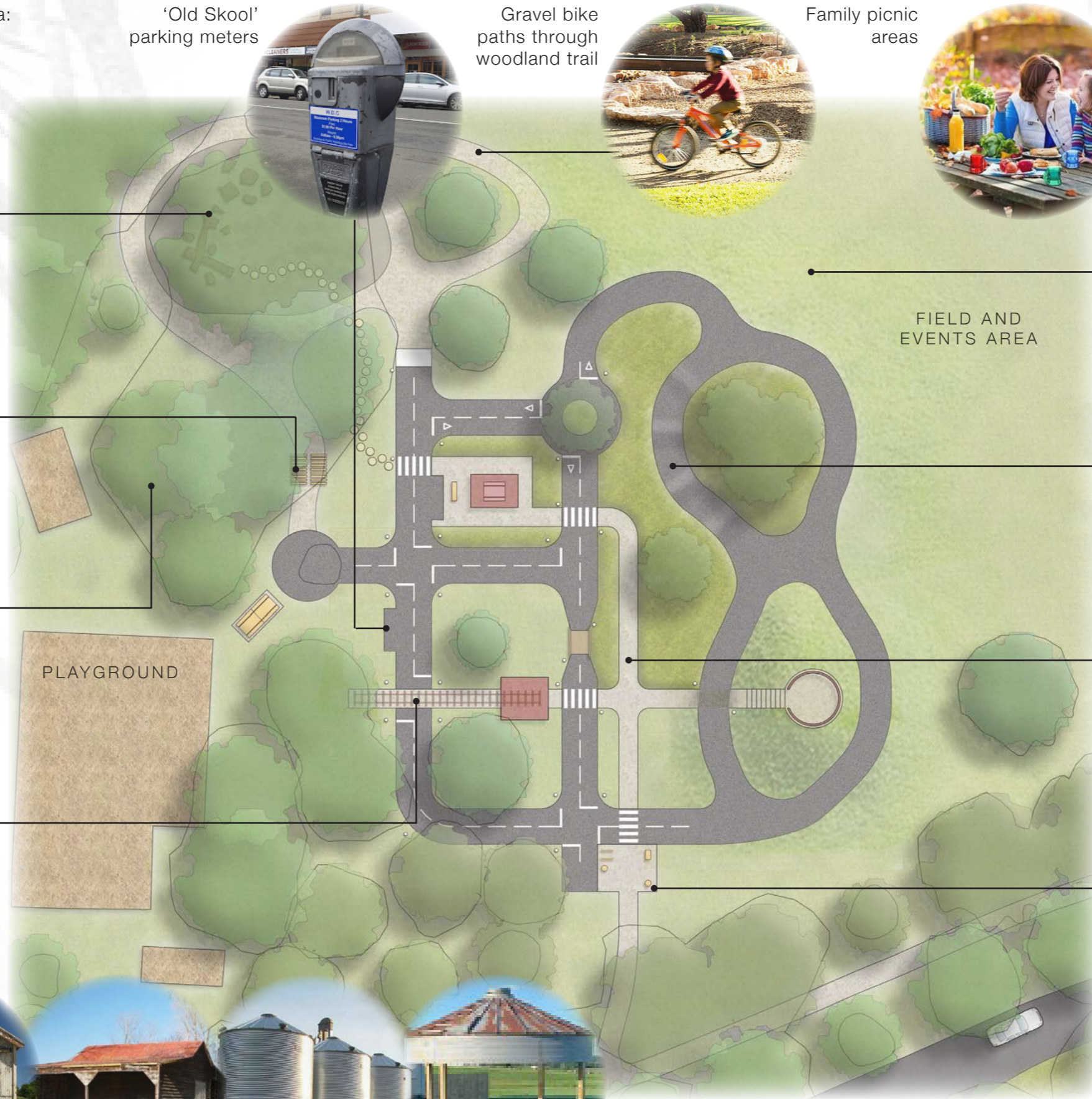
Wheelchair accessible pathways



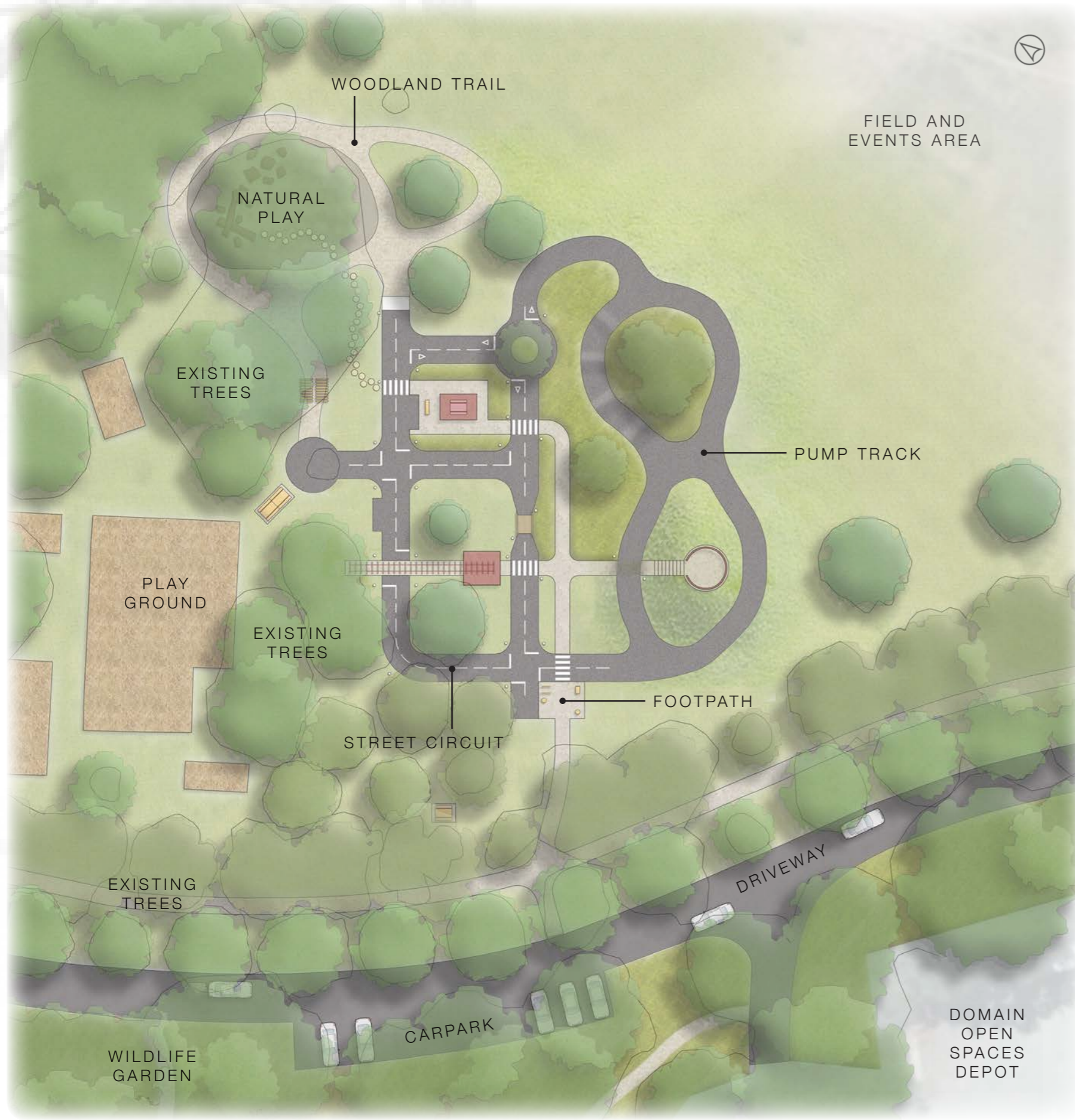
Entrance features: bike repair station



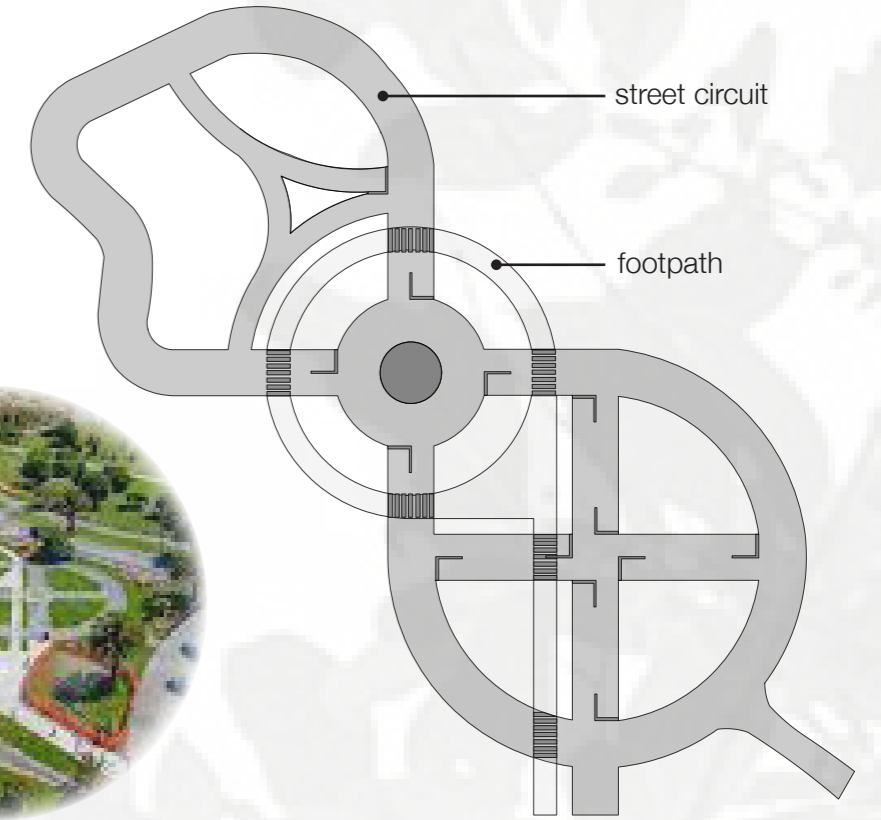
Cycle and scooter stands



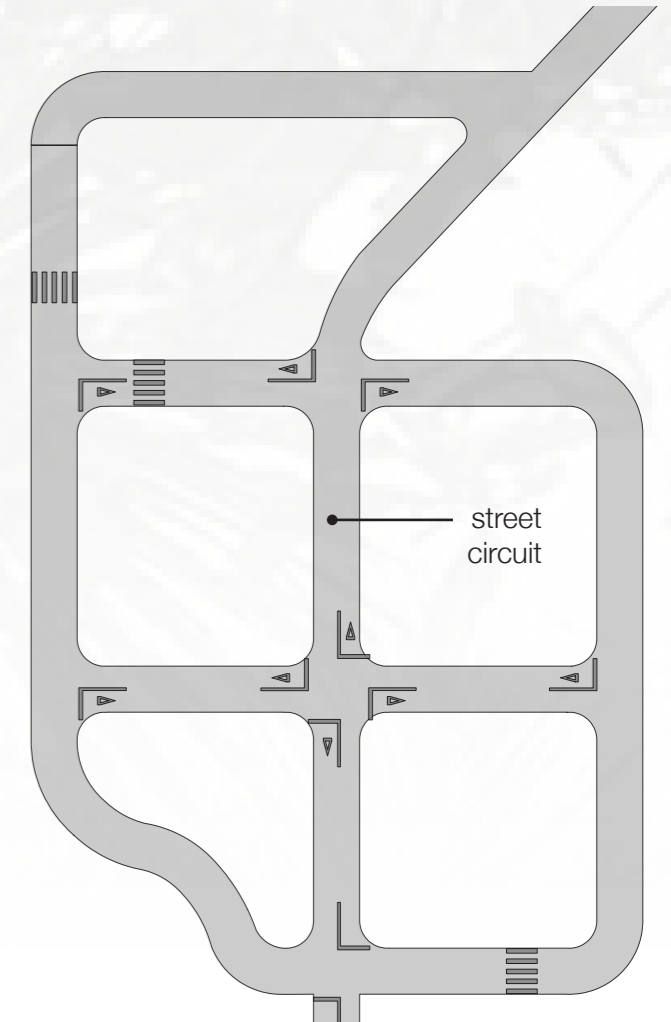




CAROLINE BAY  
TIMARU



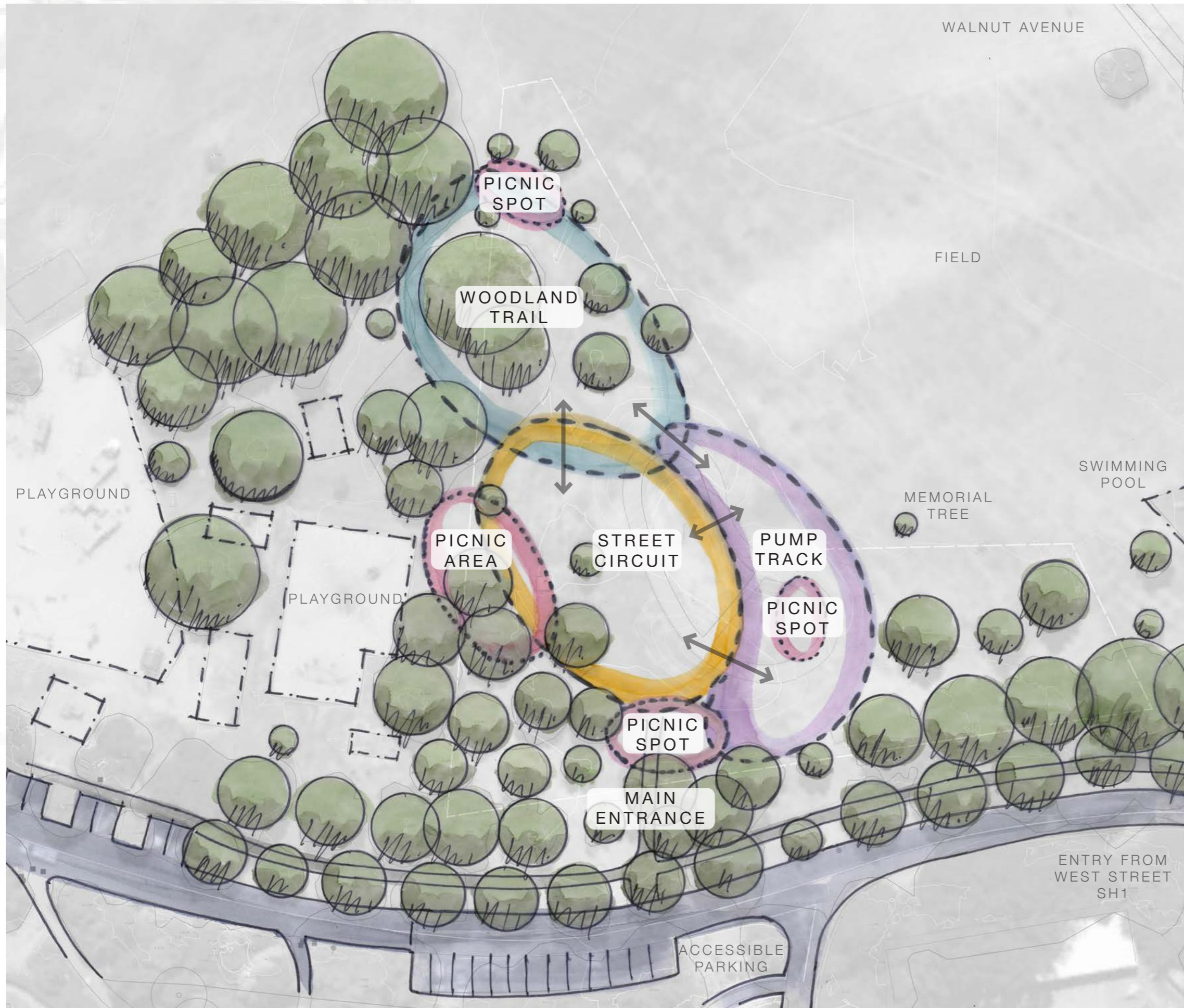
KNIGHTS STREAM  
RESERVE  
CHRISTCHURCH



# Ashburton Bike Skills Park

## APPENDIX: Concept Development





## LEGEND

### MAIN ENTRANCE

Accessible access point to the tracks and a picnic table for accessible users  
 Informal access provided through gaps in the existing chain-link fence and provision for a future footpath  
 Display board with name, map, information, sponsors and general etiquette for safe use  
 Bin, accessible drinking fountain, bike and scooter racks and a proprietary repair station

### STREET CIRCUIT

Educational asset for users of all ages and stages with the most common Ashburton traffic features included: 4-way stop intersection, give-way intersection, roundabout, railway crossing, traffic lights, pedestrian crossing, bus stop and a car park  
 2-way traffic with a footpath in sections for accessible users and young children  
 Concentrated in a small area with clear sight lines  
 Cul-de-sac to the Picnic Area for calm entry point  
 Potential for solar powered speed tracker

### PUMP TRACK

Relocated pump track, with all soil reused on site to create the new mounds  
 Incorporates an elevated picnic and viewing spot  
 Steeper mound faces towards the field for zooming, rolling or slip'n'sliding down

### WOODLAND TRAIL

Compacted gravel trail with a narrower width - still 2-way traffic and room for passing  
 Trails meander around the trees - 2x silver birch to be removed, potential for boardwalk over roots  
 Stopping point by the natural play area (under the trees)  
 Cattle-stop and large concrete culvert pipe - as tunnel feature but not suited for climbing on

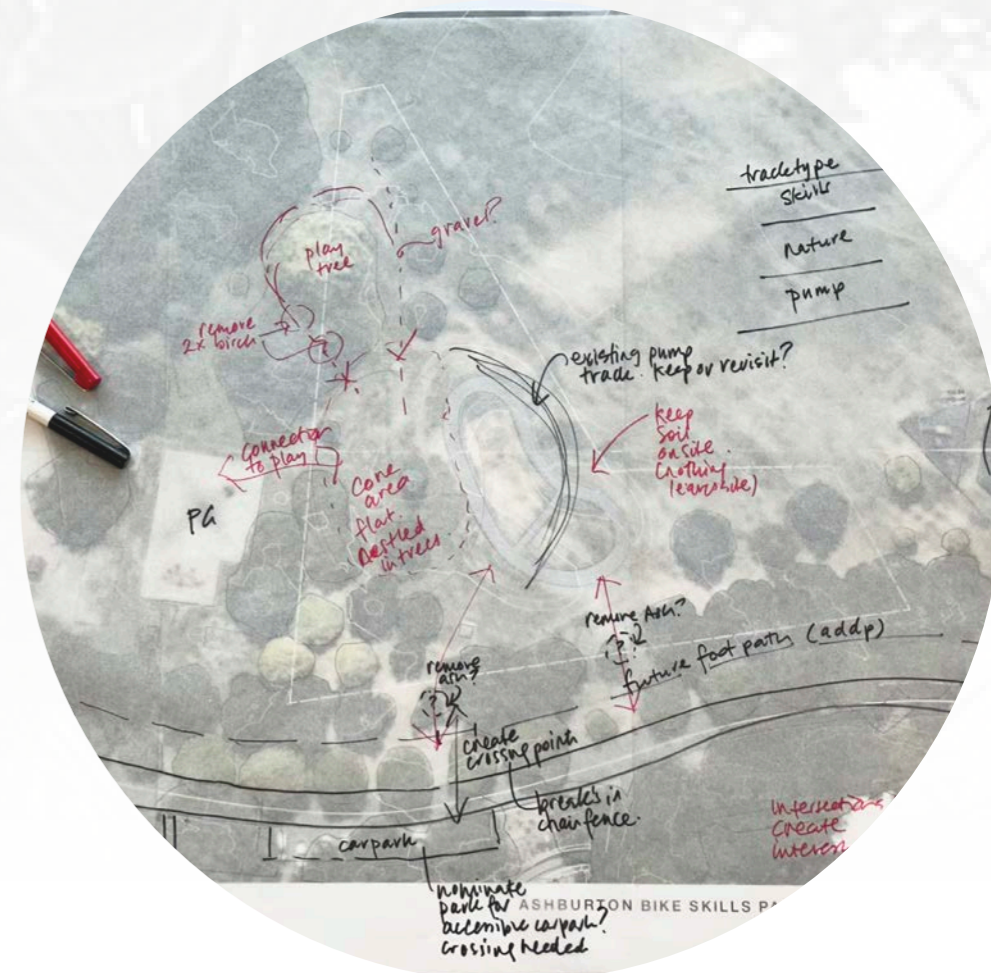
### PICNIC AREA

Main viewing spot located between the playground and the Bike Skills Park  
 Lawn area with a cluster of picnic tables  
 Shade provided from the existing trees

### PICNIC SPOT

Picnic tables located to provide a variety of settings  
**Main Entrance** - close to the car park with an accessible path and picnic table  
**Pump Track** - elevated for views across the domain  
**Woodland Trail** - nestled in the trees and close to the nature play area and field







## LEGEND

- 1 Potential for accessible carpark within existing parking area
- 2 New footpath under the existing tree avenue connecting the play spaces to the paddling pool and Domain entry on SH1. (A separate project in the Ashburton Domain Development Plan)
- 3 Main entrance  
Display board with name, map, information, sponsors and general etiquette for safe use. Rubbish bin, accessible drinking fountain, bike and scooter racks and bike repair station
- 4 Street circuit  
Educational asset for users of all ages and stages with the most common Ashburton traffic features. A 3m wide asphalt 'road' with line marking to enable two way traffic. Concentrated in a small area with clear sight lines
- 5 Footpath  
1.8m wide concrete footpath providing accessible access through the bike skills park for caregivers and children not on bikes. The path interacts with the street circuit via pedestrian 'zebra' crossings
- 6 Central picnic and viewing area for caregivers / families. Shade structure over picnic table. Bench seat.
- 7 'Train station' shelter and train track. Traditional barn / shed form to shelter. Train track to cross street circuit to create a level crossing for those on bikes. Train track to incorporate a handcar / jigger play element that can move out from shelter and across the street.
- 8 Woodland trail  
2.2m wide compacted gravel pathway through and around the existing cedar, macrocarpa and spruce trees. Two existing silver birch trees to be removed.  
Stopping point by the natural play area (under the macrocarpa). Cattle stop feature at interface to Street Circuit pathway.
- 9 Natural play area  
Bark chip surface under the existing macrocarpa tree. Natural play on the existing tree branches. Additional logs, 'steppers' and stumps added for imaginative play.
- 10 Pump track  
Reformed pump track with relocated mounding. Higher mounding on field side of track to create playful grassed slopes for rolling and sliding
- 11 Elevated lookout and seating area set on pump track mounding within circular 'grain silo' styled shelter
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# 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