

Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipuna/Halswell-Hornby-Riccarton Community Board Extraordinary AGENDA

Notice of Meeting:

A Joint Extraordinary meeting of the Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipuna/Halswell-Hornby-Riccarton Community Board will be held on:

Date: Monday 16 December 2019
Time: 4.30pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Membership

Members	Waimāero/Fendalton-Waimairi-Harewood Community Board	Waipuna/Halswell-Hornby-Riccarton Community Board
	David Cartwright	Mike Mora
	Bridget Williams	Andrei Moore
	Linda Chen	Helen Broughton
	James Gough	Jimmy Chen
	Aaron Keown	Catherine Chu
	Sam MacDonald	Gamal Fouda
	Jason Middlemiss	Anne Galloway
	Shirish Paranjape	Debbie Mora
	Mike Wall	Mark Peters

10 December 2019

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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Strategic Framework

The Council's Vision – Christchurch is a city of opportunity for all.

Open to new ideas, new people and new ways of doing things – a city where anything is possible.

Whiria ngā whenu o ngā papa Honoa ki te maurua tāukiuki

Bind together the strands of each mat
 And join together with the seams of respect
 and reciprocity.

The partnership with Papatipu Rūnanga
 reflects mutual understanding and respect,
 and a goal of improving the economic,
 cultural, environmental and social
 wellbeing for all.

Overarching Principle

Partnership – Our
 people are our taonga
 – to be treasured and
 encouraged. By working
 together we can create
 a city that uses their
 skill and talent, where
 we can all participate,
 and be valued.

Supporting Principles

Accountability	Collaboration
Affordability	Prudent Financial Management
Agility	Stewardship
Equity	Wellbeing and resilience
Innovation	Trust

Community Outcomes

What we want to achieve together as our city evolves

Strong communities

Strong sense of
 community
 Active participation in
 civic life
 Safe and healthy
 communities
 Celebration of our
 identity through arts,
 culture, heritage and
 sport
 Valuing the voices of
 children and young
 people

Liveable city

Vibrant and thriving
 central city, suburban
 and rural centres
 A well connected and
 accessible city
 Sufficient supply of, and
 access to, a range of
 housing
 21st century garden city
 we are proud to live in

Healthy environment

Healthy waterways
 High quality drinking
 water
 Unique landscapes and
 indigenous biodiversity
 are valued
 Sustainable use of
 resources

Prosperous economy

Great place for people,
 business and investment
 An inclusive, equitable
 economy with broad-
 based prosperity for all
 A productive, adaptive
 and resilient economic
 base
 Modern and robust
 city infrastructure and
 community facilities

Strategic Priorities

Our focus for improvement over the next three years and beyond

Enabling active citizenship and connected
 communities

Maximising opportunities to develop a vibrant,
 prosperous and sustainable 21st century city

Climate change
 leadership

Informed and proactive
 approaches to natural
 hazard risks

Increasing active, public
 and shared transport
 opportunities and use

Safe and sustainable
 water supply and
 improved waterways

Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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1. Apologies / Ngā Whakapāha

At the close of the agenda no apologies had been received.

2. Election of Chairperson

A Chairperson for the meeting needs to be elected.

Maryanne Lomax, Community Governance Manager, will call for nominations from members.

3. Declarations of Interest / Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

4. Deputations by Appointment / Ngā Huinga Whakaritenga

4.1 North West – Proposed Speed Management Plan

Felicity Blackmore will speak on behalf of the Christchurch International Airport Company Ltd (CIAL) regarding the North West Proposed Speed Management Plan (Item 5 refers).

5. North West - Proposed Speed Management Plan

Reference: 19/1209018

Presenter(s): Steve Dejong Traffic Engineer
Samantha Sharland, Engagement Advisor

1. Purpose of Report

- 1.1 The purpose of this report is for the Waimāero/Fendalton-Waimairi-Harewood and Waipuna/Halswell-Hornby-Riccarton Community Boards to consider the consultation feedback and views on proposed speed limit changes within the Hornby and Harewood wards, and to make a recommendation to the Council.

2. Executive Summary

- 2.2 In order to support the objectives of the New Zealand Transport Agency (NZTA) Speed Management Guide 2016, the statutory requirements of Land Transport Rule: Setting of Speed Limits 2017 and the overall vision of the Safer Journeys: Road Safety Strategy 2010-2020, a number of speed limit changes are proposed as shown in **Attachments A to D**).
- 2.3 The North West Proposed - Speed Management Plan covers two board areas; Waipuna/Halswell-Riccarton-Wigram and Waimaero/Fendalton-Waimairi-Harewood) as well as state highway 73 which is under New Zealand Transport Agency (NZTA) Jurisdiction. NZTA will make a decision on the proposed State Highway speeds indicated within this proposal.
- 2.4 This Proposal includes: The Yaldhurst Village Area speed change Plan **Attachment A**, Chatterton's Road, Mcleans Island Road and Miners Road Proposed Speed Limit Changes **Attachment B**, Grays/Shipleys/Broughs and Dickeys Roads proposed Speed Limit Changes **Attachment C** and Roto Kohatu Proposed 20 kilometre per hour Speed Limit **Attachment D**.
- 2.5 Dickeys Road is a boundary road between the Waimaero/Fendalton-Waimairi-Harewood and the Waipapa/Papanui- Innes Community board areas, and therefore requires a recommendation to Council from both Community Boards. Although Dickeys Road was consulted on together with the North West Proposed Speed Management Plan, it will be the subject of a separate report to the relevant Boards.
- 2.6 In 2018 Council approved the Northwest area speed change proposals which included Claridges Road, Styx Mill Road, Harewood Road, Hussey Road as well as parts of Guys Road and Ryans Road some of which are shown on the attached plans. The 2018 Council decision reduced rural speeds to facilitate residential development in the northwest of the city as well as introducing safer speeds to rural residential areas. The North West Proposed -Speed Management Plan complements and builds on the previously approved speed changes.
- 2.7 This proposal also includes some minor speed limit adjustments required in association with recent Roads of National Significance (RONS) projects, and the Roto Kohatu Recreational Reserve proposed 20 kilometres per hour speed limit as requested by the Parks Unit.
- 2.8 Also included in this report are two corrections to the Christchurch City Councils Register of Speed Limits. One is a typographical error from a previous speed change report and the other an omission in the previous mentioned 2018 report, which had been recently been identified (see section 4.18 to 4.20).

- 2.9 The proposed speed limits take into account safe and appropriate speeds identified in accordance with the NZTA Speed Management Guide, as well as another key objective of the Guide to improve consistency and credibility of speed limits locally and nationally.
- 2.10 Slowing down vehicle operating speeds saves lives, with a strong link between speed and safety. Having speed limits set at the appropriate level for the conditions is one of the most important ways Council can assist people to get where they want to go safely.
- 2.11 The proposed speed limits are supported by key stakeholder groups, including NZTA, Police, Selwyn District Council and, based on feedback received during consultation, are also supported by a majority of people in the community.

3. Staff Recommendations

That the Waipuna/Halswell-Hornby-Riccarton Community Board recommend that the Council:

- 1. Approve, pursuant to Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2017, that the speed limits on the following roads be revoked and set as detailed below in 1a-1g including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps.
 - a. Approve that the existing permanent speed limit of 70 kilometres per hour on Pound Road commencing at a point 350 metres south of its intersection with West Coast Road (SH73) and extending in a northerly direction to its intersection with West Coast Road (SH73) be revoked.
 - b. Approve that the permanent speed limit on Pound Road commencing at a point 350 metres south of its intersection with West Coast Road (SH73) and extending in a northerly direction to its intersection with West Coast Road (SH73) be set at 60 kilometres per hour.
 - c. Approve that the existing permanent speed limit of 70 kilometres per hour on Hasketts Road commencing at its intersection with Buchanans Road and extending in a northerly direction to its intersection with West Coast Road (SH73) be revoked.
 - d. Approve that the permanent speed limit on Hasketts Road commencing at its intersection with Buchanans Road and extending in a northerly direction to its intersection with West Coast Road (SH73) be set at 60 kilometres per hour.
 - e. Approve that all existing permanent speed limits on Buchanans Road commencing at a point 900 metres south east of its intersection with Pound Road and extending in a north westerly direction to its intersection with Old West Coast Road be revoked.
 - f. Approve that the permanent speed limit on Buchanans Road commencing at a point 900 metres south east of its intersection with Pound Road and extending in a north westerly direction to its intersection with West Coast Road (SH73) be set at 80 kilometres per hour.
 - g. Approve that the permanent speed limit on Buchanans Road commencing at its intersection with West Coast Road (SH73) and extending in a north westerly direction to its intersection with Old West Coast Road be set at 100 kilometres per hour.
- 2. Approve that the speed limit changes listed above in clauses 1a to 1g above come into force following the date of Council approval plus the installation of all required infrastructure (signage and/or markings) and the removal of any redundant infrastructure.

That the Waimāero/Fendalton-Waimairi-Harewood Community Board recommend that the Council:

3. Approve, pursuant to Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2017, that the speed limits on the following roads be revoked and set as detailed below in 2h-2ff including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps.
 - a. Approve that the all existing permanent speed limits on Pound Road commencing at its intersection with West Coast Road (SH73) and extending in a northerly direction to a point 300 metres north of its intersection with Ryans Road be revoked.
 - b. Approve that the permanent speed limit on Pound Road commencing at its intersection with West Coast Road (SH73) and extending in a northerly direction to a point 300 metres north of its intersection with Ryans Road be set at 60 kilometres per hour.
 - c. Approve that the existing permanent speed limits on Ryans Road commencing at a point 300 metres east of its intersection with Pound Road and extending in a westerly direction to its intersection with Guys Road be revoked..
 - d. Approve that the permanent speed limit on Ryans Road commencing at a point 300 metres east of its intersection with Pound Road and extending in a westerly direction to its intersection with Guys Road be set at 60 kilometres per hour.
 - e. Approve that the existing permanent speed limit of 80 kilometres per hour on School Road commencing at a point 60 metres west of its intersection with Hasketts Road and extending in a westerly direction to a point on School Road 1370 metres west of Hasketts Road be revoked.
 - f. Approve that the permanent speed limit on School Road commencing at a point 60 metres west of its intersection with Hasketts Road and extending in a westerly direction to a point on School Road 1370 metres west of Hasketts Road be set at 60 kilometres per hour.
 - g. Approve that the existing permanent speed limit of 100 kilometres per hour on Old West Coast Road commencing at its intersection with West Coast Road (SH73) and extending in a westerly direction to a point 300 metres west of West Coast Road (SH73) be revoked.
 - h. Approve that the permanent speed limit on Old West Coast Road commencing at its intersection with West Coast Road (SH73) and extending in a westerly direction to a point 300 metres west of West Coast Road (SH73) be set at 80 kilometres per hour.
 - i. Approve that all existing permanent speed limits on Mcleans Island Road commencing at its intersection with Pound Road and extending generally in a westerly direction to the point it joins Chattertons Road be revoked.
 - j. Approve that the permanent speed limit on Mcleans Island Road commencing at its intersection with Pound Road and extending generally in a westerly direction to the point it joins Chatterton's Road be set at 80 kilometres per hour.
 - k. Approve that the permanent existing speed limit of 100 kilometres per hour on Chatterton's Road commencing at a point 2829 metres north of its intersection with Old West Coast Road and extending in a northerly direction to the point it meets Mcleans Island Road be revoked. (This is a boundary road with Selwyn District)
 - l. Approve that the permanent speed on Chatterton's Road commencing at a point 2829 metres north of its intersection with Old West Coast Road and extending in a northerly

- direction to the point it meets Mcleans Island Road be set at limit of 80 kilometres per hour. (This is a boundary road with Selwyn District).
- m. Approve that the existing permanent speed limit of 100 kilometres per hour on Miners Road commencing at its intersection with Old West Coast Road and extending in a northerly direction to its end point be revoked.
 - n. Approve that the permanent speed on Miners Road commencing at its intersection with Old West Coast Road and extending in a northerly direction to its end point be set at 80 kilometres per hour.
 - o. Approve that all existing permanent speed limits on Brouchs Road commencing at its intersection with Sawyers Arms Road and extending generally in a south westerly direction to its intersection with Mcleans Island Road be revoked.
 - p. Approve that the permanent speed limit on Brouchs Road commencing at its intersection with Sawyers Arms Road and extending generally in a south westerly direction to its intersection with Mcleans Island Road be set at 50 kilometres per hour.
 - q. Approve that the existing permanent speed limit of 100 kilometres per hour on Export Avenue commencing at its intersection with Mcleans Island Road and extending in an easterly direction to its end point be revoked.
 - r. Approve that the permanent speed on Export Avenue commencing at its intersection with Mcleans Island Road and extending in an easterly direction to its end point be set at 50 kilometres per hour.
 - s. Approve that the existing permanent speed limit of 80 kilometres per hour on Grays Road commencing at its intersection with George Bellew Road and extending in a southerly direction to a point on Grays Road 287 metres south of George Bellew Road be revoked.
 - t. Approve that the permanent speed limit on Grays Road commencing at its intersection with George Bellew Road and extending in a southerly direction to a point on Grays Road 287 metres south of George Bellew Road be set at 50 kilometres per hour.
 - u. Approve that the permanent speed on Roto Kohatu Reserve as shown on plan TG133794 Issue 1, 30 June 2019, be set at 20 kilometres per hour.
 - v. Approve that all existing permanent speed limits on Watsons Road commencing at its intersection with Harewood Road and extending generally in a northerly direction to its intersection with Waimakariri Road be revoked.
 - w. Approve that all permanent speed limits on Watsons Road commencing at its intersection with Harewood Road and extending generally in a northerly direction to its intersection with Waimakariri Road be set at 50 kilometres per hour.
4. Approve that the speed limit changes listed above in clauses 2a to 2w above come into force following the date of Council approval plus the installation of all required infrastructure (signage and/or markings) and the removal of any redundant infrastructure.

4. Context/Background

Issue or Opportunity

- 4.1 Christchurch City Council is currently working on a number of speed management projects across its road network, many of which are focussed on those roads identified in the first

edition of the Safer Journeys Risk Assessment Tool (Mega Maps) as providing high benefit opportunities for speed management interventions as well as a number of adjoining and surrounding rural/ rural-residential roads with existing speed limits of 70/80 kilometres per hour. The following roads/corridors within the Hornby and Harewood wards were identified from Mega Maps as providing high benefit opportunities for speed management interventions.

- Pound Road from Buchanans Road to Ryans Road
- Mcleans Island Road

- 4.2 The focus on these high risk roads, and desired outcomes of reducing death and serious injury, is consistent with the approach of the Government Policy Statement on Land Transport, the Council's Road Safety Action Plan (which promotes collaborative planning among road safety inter-agencies) and the Council's Long Term Plan (which has a level of service target to reduce death and serious injuries by five or more per year).

Yaldhurst Village Area Speed Change Proposal: (Refer Attachment A)

- 4.3 The Yaldhurst Village Area Speed Change Proposal is a joint Christchurch City Council (CCC) and New Zealand Transport Agency (NZTA) initiative. It includes roads within the Waipuna/Halswell-Hornby-Riccarton and Waimāero/Fendalton - Waimairi- Harewood Community Board areas as well as roads under the jurisdiction of the NZTA and a boundary road with Selwyn District Council.
- 4.4 NZTA and CCC staff worked in collaboration to develop the Yaldhurst Village Area Speed Change Proposal, assessing the roads within it and producing the consultation documents. In September 2019, prior to consultation, CCC and NZTA staff held a seminar with both Community Boards where the proposal was presented.
- 4.5 The NZTA Board will make the decision on the State Highway speeds proposed in the plan and the Council will make the decision on local roads under its jurisdiction after taking into consideration recommendations from the joint Community Boards.
- 4.6 Pound Road, Hasketts Road and School Road are rural residential roads currently posted at either 70 kilometres per hour or 80 kilometres per hour. The plan proposes dropping the speed on these roads to 60 kilometres per hour to match the proposed speed on State Highway 73 through Yaldhurst Village. Development in the Village has increased in recent years and NZTA desire an extension of the 60 kilometre per hour Village proposed speed south of the Hasketts Road intersection to improve safety.
- 4.7 It is proposed to reduce the speed on all approaches to the Pound Road/Ryans Road intersection which is rated No 9 of the worst 100 Christchurch intersections. This intersection is in need of an upgrade, funding for which is currently being sought for improvements. The proposed speed reduction through the intersection will improve its safety until land can be purchased and intersection improvements can be programmed.

Chattertons Road, McLeans Island Road and Miners Road: (Refer Attachment B)

- 4.8 Chattertons Road is a Christchurch City/Selwyn District boundary road. Selwyn District Council's Team Leader Transportation has recently reaffirmed his intention to seek that the Selwyn District Council set the same speed limits as those that may be approved by the Christchurch City Council as part of this plan.
- 4.9 It is proposed to reduce the speed on the northern end of Chattertons Road , Miners Road and McLeans Island Road; to its intersection with pound Road, from 100 kilometres per hour to 80

kilometres per hour. This proposal covers the length of the McLeans Island Recreational Area that includes a number of recreational activities spread along either side of the road.

- 4.10 Reducing the speed through the McLeans Island Recreational Area from 100 kilometres per hour to 80 kilometres per hour will give users more time to identify the entrance to their chosen activity, slow down and turn without being pressured by following traffic to keep their speed up. The lower speed limit will also make it easier for vehicles to exit back onto McLeans Island Road particularly when towing horse floats.
- 4.11 The length of Miners Road is 90 percent unsealed and gravel. A speed in excess of 80 kilometres per hour is not safe nor appropriate on Miners Road.

Brouchs Road and Grays Road: (Refer Attachment C)

- 4.12 The speed on Brouchs Road is currently still set at the old rural default speed of 100km/hr however it has never been signed as 100 kilometres per hour.
- 4.13 Following the closure of the right turn into and out of McLeans Island Road from Russley Road (done as part of the Russley Road 'RONS' upgrade), Brouchs Road (previously 'No Exit') was extended to intersect with McLeans Island Road.
- 4.14 This proposal reduces the speed limit on this industrial road to the safe and appropriate speed of 50 kilometres per hour.
- 4.15 The speed limit on Grays Road is currently posted at 80 kilometres per hour however, the northern end of Grays Road has been stopped and sold to the Christchurch International Airport Authority (CIAL). Reducing the speed on Grays Road to 50 kilometres per hour at the approach to George Bellew Road will improve safety at the intersection where the priority route now makes a 90 degree turn towards the airport.

Roto Kohatu Recreation Reserve: (Refer Attachment D)

- 4.16 The access roads within the Roto Kohatu Recreation Reserve are currently set at 50 kilometres per hour by default under the Christchurch City Councils Urban Speed Limits Bylaw. The Council's Traffic Operations Team and the Parks Unit have received a number of complaints of speeding on the reserves gravel roads and requests to have the speed lowered.
- 4.17 This report proposes reducing the speed within the whole of the Roto Kohatu Reserve to 20 kilometres per hour, which is considered the safe and appropriate speed for a recreational reserve.

Corrections to the Speed Limits Register

- 4.18 **Buchanans Road:** Staff have identified an error in the Register of Speed Limits on Buchanans Road. Upon investigation this appears to have originated in 2010 when the speed limit on the majority of Buchanans Road was changed to 80 kilometres per hour. The cause appears to be due to a copy and paste error in the typing of the staff report which has been carried over into the Council resolutions which has resulted in Council unintentionally resolving a section of Buchanans Road as both 80 kilometres per hour and 100 kilometres per hour simultaneously.
- 4.19 In order to correct this error in the register, it is recommend that the Council resolve to correct this resolution. This correction is administrative only and has not been included in the consultation and reflects the current posted speed limit on Buchanans Road (refer staff recommendations 1e to 1g).
- 4.20 **Watsons Road:** In 2018, on request from the principal of Harewood Primary School, Council resolved Harewood Road at 50 kilometre per hour. The staff report recommended Harewood Road and a 200 metre stretch of Watsons Road be set at 60 kilometres per hour. At the Council

Meeting staff presenting the report were confused and agreed to the 50 kilometres per hour for Harewood Road, however the 200 metre section of Watsons Road was overlooked and left at 60 kilometres per hour. Staff returned to Council chamber to attempt to re-resolve Harewood Road at 60 kilometre per hour but did not get the required 75 percent vote to overturn the previous resolution of the Council.

- 4.21 This report simply seeks that the 200 metre section of Watsons Road be resolved at 50 kilometres per hour so its posted speed is consistent with Harewood Road and the northern end of Watsons Road (refer staff recommendations 2v to 2w).
- 4.22 **Export Ave:** Export Ave is a 100 metre long light industrial cul-de-sac. At the time staff were preparing to consult on the proposed speed changes in this report the council speed limit map incorrectly transposed Shipleys Road as a 100 kilometres per hour road and Export Avenue as a 50 kilometres per hour road. Staff mistakenly consulted on changing the speed on Shipleys Road, a private farm entrance that the map was showing as a legal 100 kilometres per hour road. (Refer Attachment C, Location B)
- 4.23 Staff did not receive feedback from the Shipleys Road consultation. Following the discovery of the error information was delivered to all businesses in Export Avenue explaining that it is recommended that the speed limit on Export Avenue be reduced to 50 kilometres per hour. Although Export Avenue is listed in the Councils Speed Limit Register as a 100 kilometre per hour road it has never been signed at that. All businesses located in Export Avenue were unaware that the road was legally 100 kilometres per hour.
- 4.24 This report seeks to have Export Avenue resolved as a 50 kilometres per hour road.

Strategic Alignment

- 4.25 The New Zealand Road Safety Strategy 2010-2020 'Safer Journeys', is designed to guide improvements in road safety, with the overall vision of "A safe road system increasingly free of death and serious injury". The 'Safe System' approach that underpins the Strategy looks across the entire road system to improve road safety by creating safer roads and road sides, safer vehicles, safer road use and safer speeds. This approach recognises that road user mistakes are inevitable, but that it is everyone's responsibility to ensure that the system protects people from death and serious injury when those mistakes occur. The Strategy recognises the speed affects the likelihood and impact of all crashes, and notes that small reductions in impact speed greatly increase the chances of surviving a crash, particularly for pedestrians or cyclists.
- 4.26 The 2020-2030 Road Safety Strategy 'Road to Zero' is due to be released before the end of the Year. It will build on the safe system approach adopted in 'Safer Journeys', and seek to strengthen all elements of the road system (safe roads and roadsides, safe vehicles, safe road use and safe speeds) through a collaborative approach as well as setting an ambitious (but achievable) target of a 40 per cent reduction in deaths and serious injuries over 10 years. The proposed new strategy also recognises that road safety actions can support the health and wellbeing of local communities, and help to make the roads more 'liveable places'.
- 4.27 The NZTA Speed Management Guide 2016 was developed to fulfil one of the early action points of the 'Safer Journeys' Strategy, and provides guidance on setting speeds that are safe and appropriate for the function, design and use of roads, whilst also seeking to improve consistency and credibility of speed limits locally and nationally.
- 4.28 Land Transport Rule: Setting of Speed Limits 2017 formalises the approach to speed management in the Guide, and establishes the requirements for road controlling authorities to set safe and appropriate speed limits whilst also encouraging a consistent approach to

speed management in New Zealand. The Rule also sets out the requirements for NZTA to provide road controlling authorities with guidance and information on speed management.

- 4.29 The Government Policy Statement on Land Transport 2018/2019 – 2027/2028 supports an accelerated approach to implementing the Speed Management Guide, focusing on treating the top 10 per cent of the road network which will result in the greatest reduction in death and serious injury. In the context of the northwest speed management plan, Pound Road between Buchanans and Ryans Road, and Mcleans Island Road are identified as being in the top 10 per cent of DSI saving road network sections to achieve the Government Policy Statement targets for 2018-2021.

- 4.30 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):

4.30.1 Activity: Traffic Safety and Efficiency

- Level of Service: 10.0.6.1 Reduce the number of casualties on the road network. - <=124 (reduce by 5 or more per year)

Decision Making Authority

- 4.31 The Council

Previous Decisions

- 4.32 In 2018 Council approved that the speed limit on Guys Road, Coring Road and the western end of Ryans Road be set at 60 kilometres per hour. (These roads are shown on Attachment A as dashed red lines).

Assessment of Significance and Engagement

- 4.33 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.34 The level of significance was determined through consideration of the various assessment criteria in the Council's Significance and Engagement Policy Worksheet.
- 4.35 The community engagement and consultation outlined in this report reflects the assessed level of significance.

5. Options Analysis

Options Considered

The following reasonably practicable options were considered and are assessed in this report:

- Option 1 - Change the identified speed limits (preferred option)
- Option 2 - Do nothing/retain existing speed limits

Options Descriptions

- 5.3 **Preferred Option (option 1):** Change the identified speed limits in accordance with the staff recommendations.

5.3.1 **Option Description:** Change the speed limits as outlined in the staff recommendations of this report.

5.3.2 Option Advantages

- Aligns with the objectives of the NZTA Speed Management Guide and the overall vision of Safer Journeys: Road Safety Strategy 2010-2020.

- Fulfills legislative requirements to set speed limits that are safe and appropriate, and supports the Council policy and Long Term Plan levels of service seeking to reduce casualties on the road network.
- Responds to community road safety concerns and requests for safer speed limits.

5.3.3 Option Disadvantages

- Minor costs associated with installation or removal of infrastructure (speed limit signs).

5.4 Do nothing (option 2): Retain existing speed limits

5.4.1 Option Description: Retain existing speed limits

5.4.2 Option Advantages

- No cost

5.4.3 Option Disadvantages

- Does not align with the objectives of the NZTA Speed Management Guide or the overall vision of Safer Journeys: Road Safety Strategy 2010-2020.
- Does not fulfil legislative requirements to set speed limits that are safe and appropriate, and does not support the Council policy and Long Term Plan levels of service seeking to reduce casualties on the road network.
- Does not respond to community road safety concerns or requests for safer speed limits.

Analysis Criteria

5.5 Options have been assessed against the following criteria:

- Financial implications
- Road safety benefits
- Alignment with Council Plans and Policy
- Alignment with central government policy
- Alignment with legislative framework and responsibilities
- Impact on Mana Whenua

Options Considerations

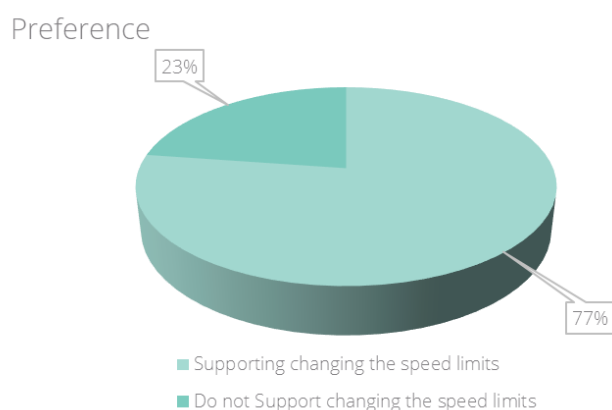
5.6 Refer to the Options matrix in Section 10 of this report.

6. Community Views and Preferences

- 6.1 Consultation was open from 2 September to 30 September.
- 6.2 Approximately 150 consultation documents were delivered to residents and businesses in the area. Attachment E refers to the Yaldhurst Village Information leaflet.
- 6.3 Thirty nine comments were received on the local roads and 49 comments received on the State Highway 73. Submitters had a choice to comment on either areas or just one. Comments that related to State Highway 73 have been passed on to NZTA, the decision-maker for the proposed speeds on those sections of State Highway 73 that are included in the joint proposal.

- 6.4 Due to the size of the speed review area, social media, Community Development Advisor's contacts, and local newspapers were utilized to let people know about the consultation.
- 6.5 The consultation was promoted through social media and was picked up by the Western News.
- 6.6 The majority of submitters supported the proposed speed reduction. Those who do not support the proposed change in speed, live outside the area and are travelling through.
- 6.7 We have commented on some of the common themes identified in the consultation.

Comments	Team response
Reducing the speed further especially in the village.	There are no plans to reduce speeds further in Yaldhurst Village from the proposed 60km/hr and School Road is already 50km/hr(SH73 is NZTA Jurisdiction)
Changing our proposed speed from 60km/h to 80km/h.	The proposed 60km/hr is the safe and appropriate speed for the identified sections of road which is supported By NZTA and the Police
Clearer line marking on the Pound Road/Yaldhurst Road roundabout.	NZTA staff will look into this and follow up with the maintenance contractor. (NZTA Jurisdiction)
Roundabout at Pound Road/Ryans Road.	A roundabout/ intersection up- grade is proposed for Pound/Ryans however this needs to be budgeted for and adjoining land purchased.
Slower speed on Ryans Road.	Ryans Road is a rural road and there is insufficient activity along the majority of this road to expect vehicles to travel at 60km/hr
<ul style="list-style-type: none"> New footpath on Pound Road for school children. Widening the shoulder area as that give room for vehicles to pass when waiting at centre of road to turn into driveways on Pound Road. Ryans Road needs resurfacing. 	Footpaths are not currently budgeted or programmed for Pound Road. There is no resurfacing planned for Ryans Road for the next 4 years however identified failures of sections of road can be forwarded to the maintenance team for inspection and repair.



Suburbs where submitters live

Yaldhurst	15
Avonhead	2
Bishopdale	1
Bryndwr	1
Cashmere	1
Harewood	1
Hillmorton	1
Hoon Hay	1
Hotitika	1
Kirwee	1
Lincoln	2
Merivale	1
Riccarton	1
Rolleston	4
Runanga	1
Russley	2
Somerfield	1
Sydenham	1
Templeton	1

Yaldhurst residents

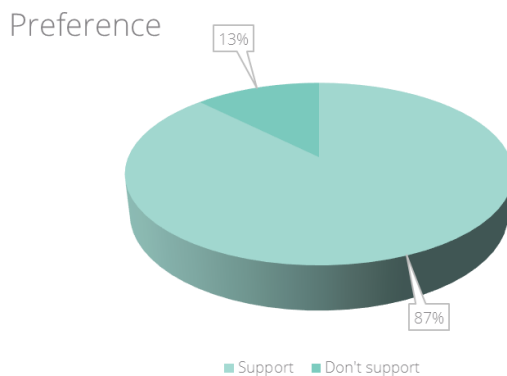
All agree to the speed reduction, other comments were regarding roundabouts installed at Hasketts Rd/SH73 and at Pound Rd, and a footpath for school kids.

North West consultation

- 6.8 Consultation was open from 2 September to 30 September and during that time 25 submissions were received.
- 6.9 Consultation documents were delivered to businesses on Broughs Road and emailed to the other businesses in the area including the groups who use Roto Kohatu Reserve.
- 6.10 As the area for the speed review was sparse, the project team decided to utilise social media, Community Development Advisor's contacts, and newspapers to let people know about the consultation.

6.11 Some of the common themes identified in the consultation feedback were:

- Not changing the speed limit on McLeans Island Road.
- Reducing the speed on McLeans Island Road.
- Enforcement.
- Keep Broughs Road at 80 kilometres per hour
- Remove centre lines to encourage motorists to slow down.
- Extend the speed reduction on Dickeys Road.
- Eight people commented and supported the Roto Kohatu Reserve speed reduction.
- One submitter commented and supported the reduction on Grays Road.



6.9 The Board will receive the full submissions prior to its meeting date. The redacted submissions, with address details removed, will be available on the consultation page when the meeting agenda is available.

7. Legal Implications

- 7.1 Speed limits must be set in accordance with Land Transport Rule: Setting of Speed Limits 2017.
- 7.2 Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to set speed limits by resolution.
- 7.3 The Council has not delegated its authority to set speed limits.
- 7.4 The installation of signs and/or markings associated with traffic controls, including speed limits, must comply with Land Transport Rule: Traffic Control Devices 2004.
- 7.5 This report has not been reviewed and approved by the Legal Services Unit.

8. Risks

- 8.1 If the proposed speed limit changes are approved, Selwyn District Council will also need to set the same speed limit on Chattertons Road, which is a Christchurch City Council/Selwyn District Council boundary road under the control of both Road Controlling Authorities.

9. Next Steps

- 9.1 The report and the Boards' recommendations will be presented to the Council for a decision.
- 9.2 If approved, implementation is expected to be complete by March 2020.

10. Options Matrix

Criteria		Option 1 – Change the identified speed limits	Option 2 – Do nothing / retain existing speed limits
Financial Implications	Cost to Implement	Estimated cost to supply and install new signage and remove redundant signage is approximately \$20,000	Nil
	Maintenance/Ongoing	Covered under the existing area maintenance contract, and the effect will be minimal to the overall asset.	Covered under the existing area maintenance contract, and the effect will be minimal to the overall asset.
	Funding Source	Traffic Operations budget – Minor Safety Improvements	Does not apply
	Impact on Rates	Nil	Nil
Road Safety Benefits		Aligns posted speed limits to safe and appropriate speeds in accordance with the Speed Management Guide 2016	Nil
Alignment with Council Plans and Policy		Fully supports the Council Plans and Policies with regard to road safety, including the LTP level of service target to reduce casualties on eth road network	Does not support the Council Plans and Policies with regard to road safety, including the LTP level of service target to reduce casualties on eth road network
Alignment with Central Government Policy		Fully supports the direction of the Government Policy Statement on Transportation 2018/2019 – 2027/2028 to focus on identified high risk roads	Does not support the direction of the Government Policy Statement on Transportation 2018/2019 – 2027/2028 to focus on identified high risk roads
Alignment with Legislative Framework and Responsibilities		Fulfil the Council's responsibility, as road controlling authority, to set safe and appropriate speed limits	Does not fulfil the Council's responsibility, as road controlling authority, to set safe and appropriate speed limits
Impact on Mana Whenua		Nil	Nil

Attachments

No.	Title	Page
A ↓	Yaldhurst Village Area Speed Change Plan	20
B ↓	Chattertons Rd, McLeans Island Rd and Miners Rd Proposed Speed Changes	21
C ↓	Broughs Rd, Export Ave, Dickeys Rd and Grays Rd Proposed Speed Changes	22
D ↓	Roto Kohatu Reserve Proposed 20 Km/hr Speed Limit	23
E ↓	Yaldhurst PIL and feedback form	24

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

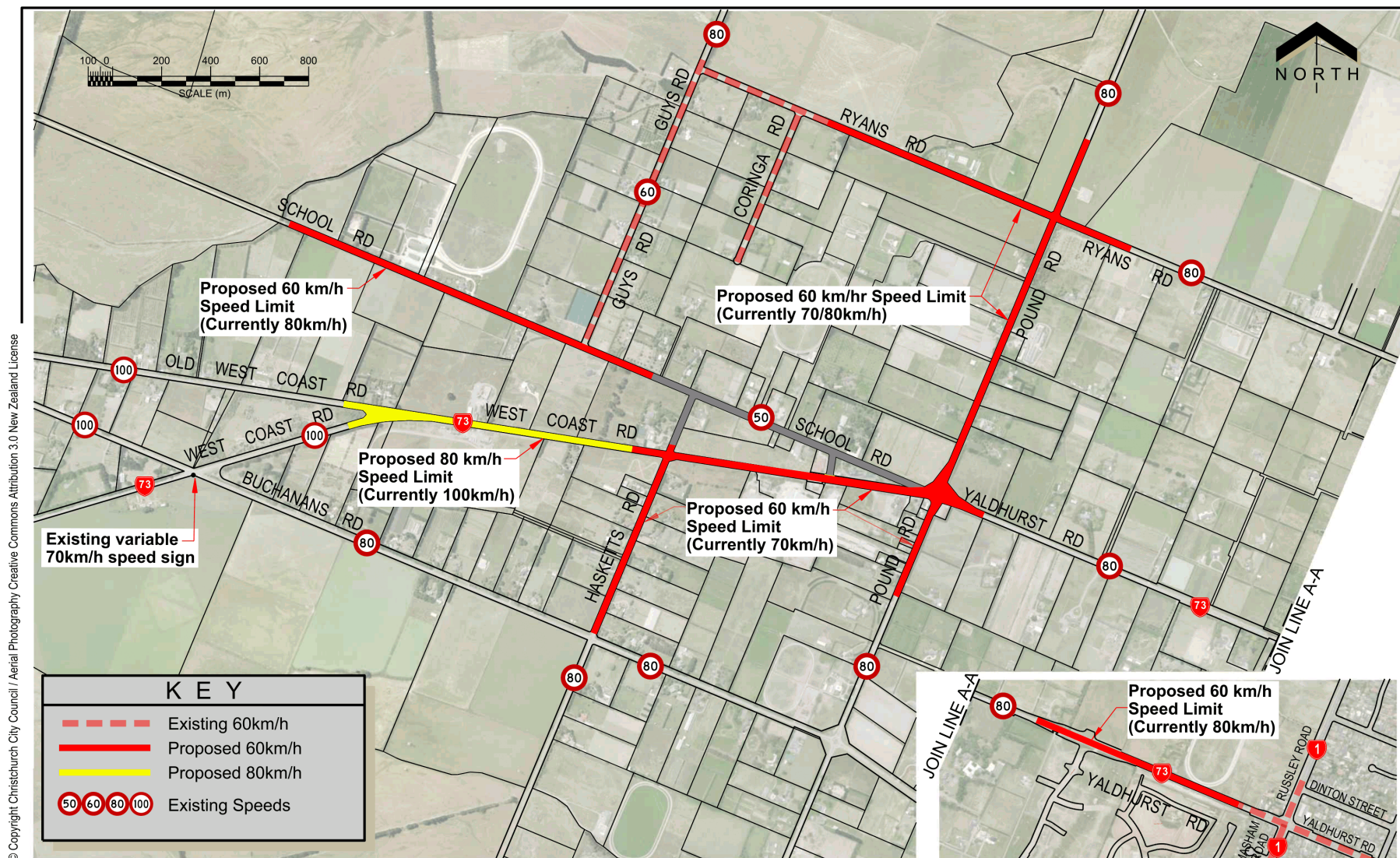
(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

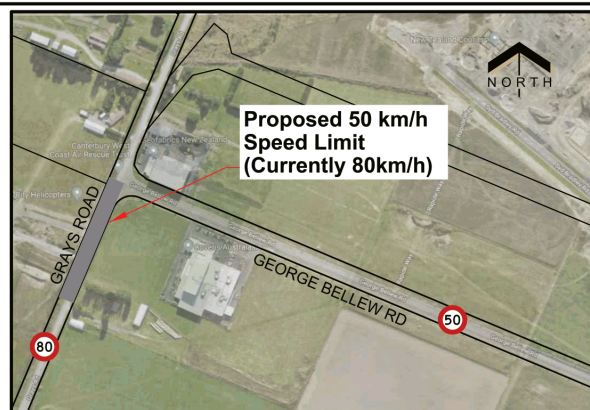
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Authors	Steve Dejong - Traffic Engineer Samantha Sharland - Engagement Advisor
Approved By	Wayne Gallot - Senior Transportation Engineer Stephen Wright - Team Leader Traffic Operations Richard Osborne - Head of Transport

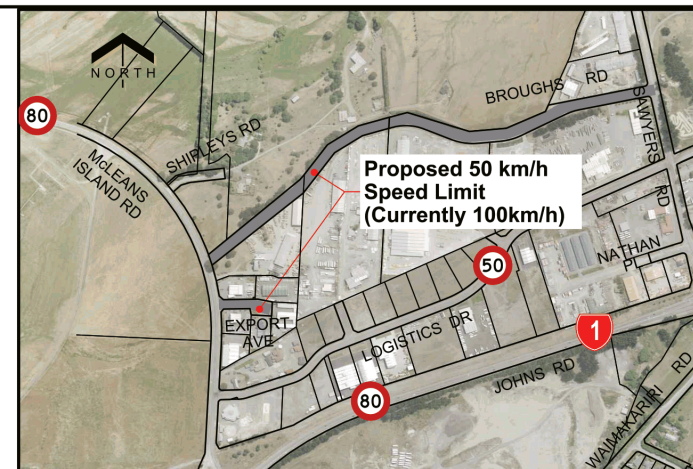




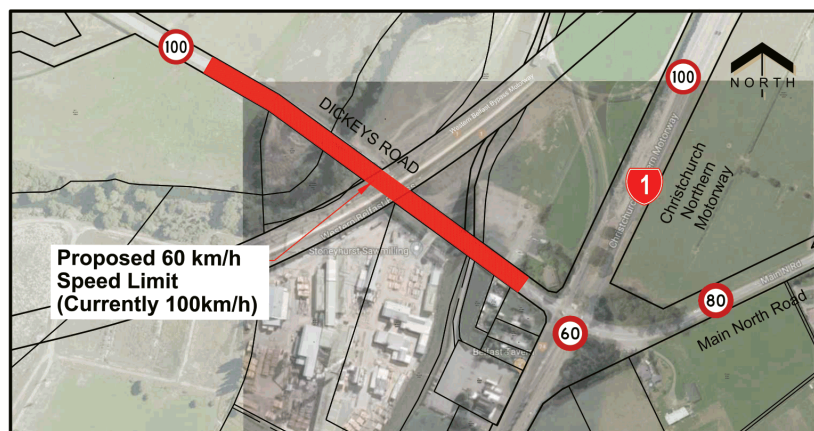


LOCATION A

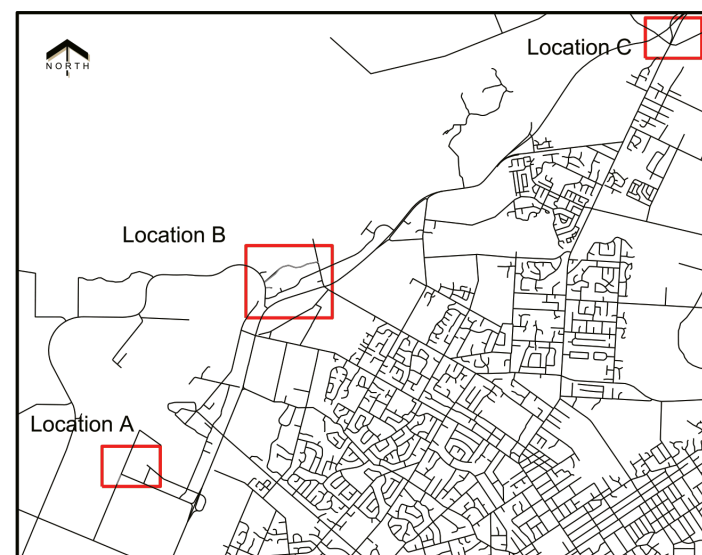
KEY	
	Proposed 50km/h
	Proposed 60km/h
	Existing Speeds



LOCATION B



LOCATION C



LOCATION PLAN N.T.S.

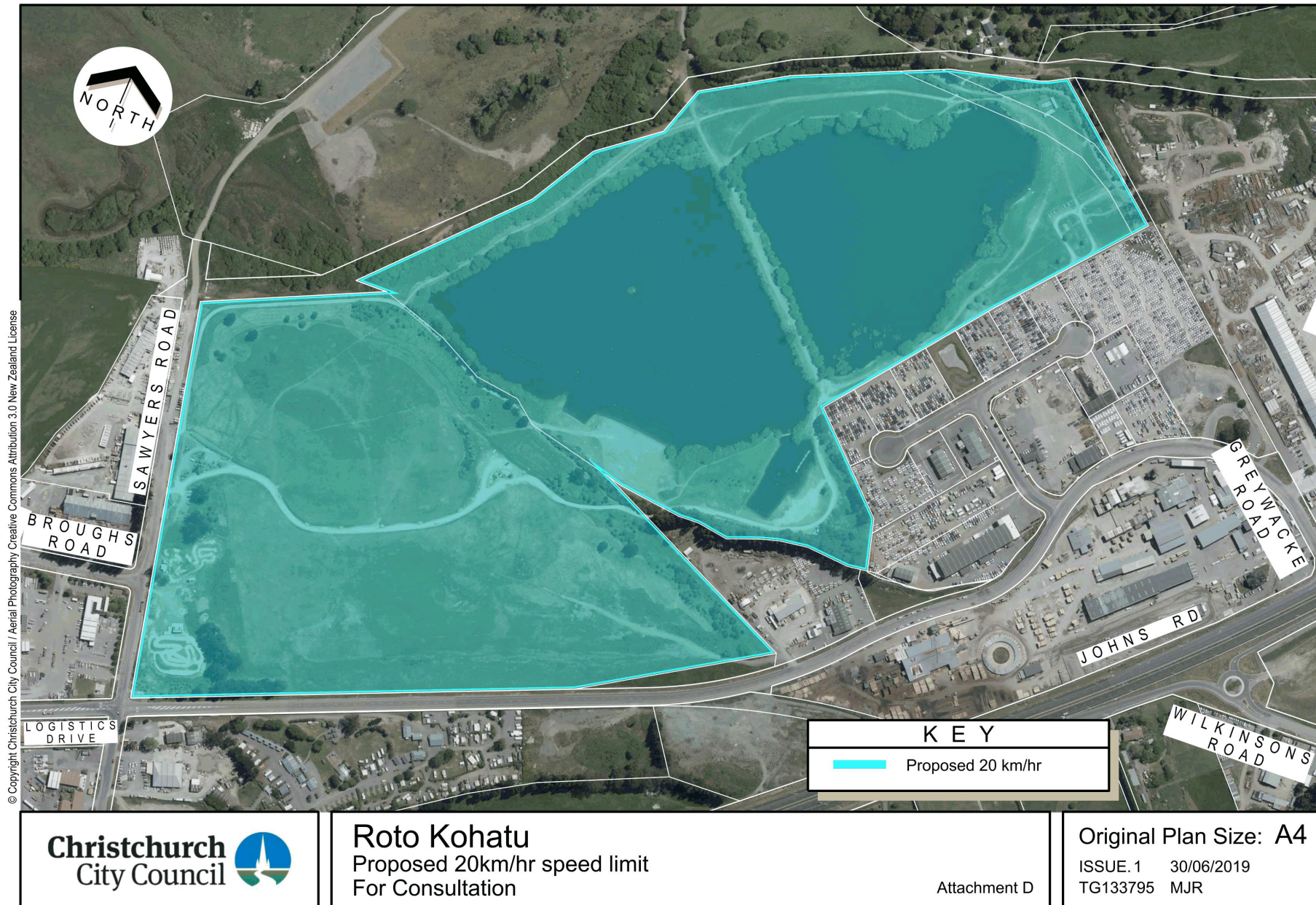
Christchurch
City Council

Grays / Shipleys / Broughs & Dickey's Rd
Proposed Speed Limit Changes
Consultation Plan

Attachment C

NZ TRANSPORT
AGENCY
WAKA KOTAHĪ

Original Plan Size: A4
ISSUE.1 12/11/2019
TG133729 MJR





Roundabout at Pound Road and Yaldhurst Road

Decision making process

Ryans Road, Pound Road, Yaldhurst Village, Hacketts Road

The Halswell-Hornby-Riccarton and Fendalton-Waimari Community Boards will consider all submissions on the proposal and hear from any submitters who would like to speak about their feedback. The Community Boards will give its recommendation to Council, who will then consider whether to approve the changes.

SH73

NZTA will make its decision on what the safe and appropriate speeds should be based on a technical assessment and submissions from this consultation. Once the decision is made, it will be published on their website and an update is sent to anyone who made a submission.

Before we make any changes, we want to know what you think. Public consultation is a requirement under the Land Transport Rule: Setting of Speed Limits (2017).

To give feedback on the proposal and find out more

- Go online ccc.govt.nz/haveyoursay or complete the enclosed freepost form and return to:
- Christchurch City Council,
PO Box 73016, Christchurch 8154

- Speak to Sam Sharland
03 941 8793
- Samantha.sharland@ccc.govt.nz
For SH73: CanterburySNP@nzta.govt.nz

Consultation is open until **Monday 30 September 2019**

HAVE YOUR SAY

Speed limit review - Yaldhurst Area

Open from Monday 2 September 2019 to Monday 30 September 2019

ccc.govt.nz/haveyoursay

As part of this speed review, we are working with the NZ Transport Agency (NZTA) who are proposing to change the speed limit on State Highway 73 in the Yaldhurst area.

What we're proposing

Road	Current speed	Proposed speed
Ryans Road	70km/h and 80km/h	60km/h
Pound Road	70km/h and 80km/h	60km/h
Yaldhurst Village	70km/h	60km/h
Hacketts Road	70km/h	60km/h
SH73	See over the page	

Please see plan over the page

Why review the speed limit

Slowing down saves lives, with a strong link between speed and safety on our roads.

We want to make Christchurch roads as safe as possible so we are reviewing speed limits across the city's roading network where there are concerns they are not safe or appropriate.

Having speed limits set at the correct level for the conditions on specific roads is one of the most important ways we can help people get to where they need to go safely.

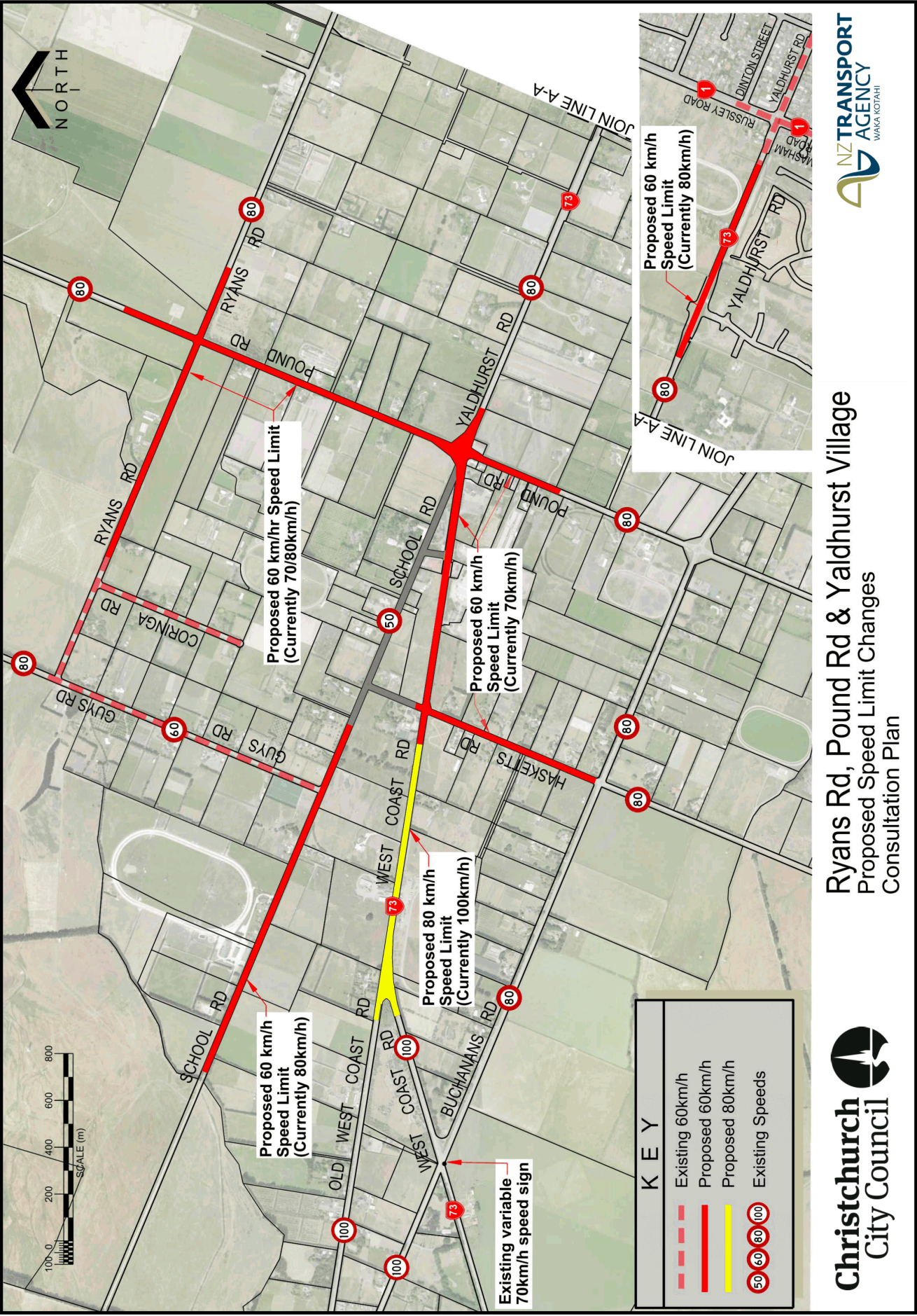
Lowering the speed limit is one of the ways we can create safer roads for all users. For more information on speed reviews, collision speed and crash severity please go online to:

<https://ccc.govt.nz/transport/travel-safety/road-safety/safe-speeds/>

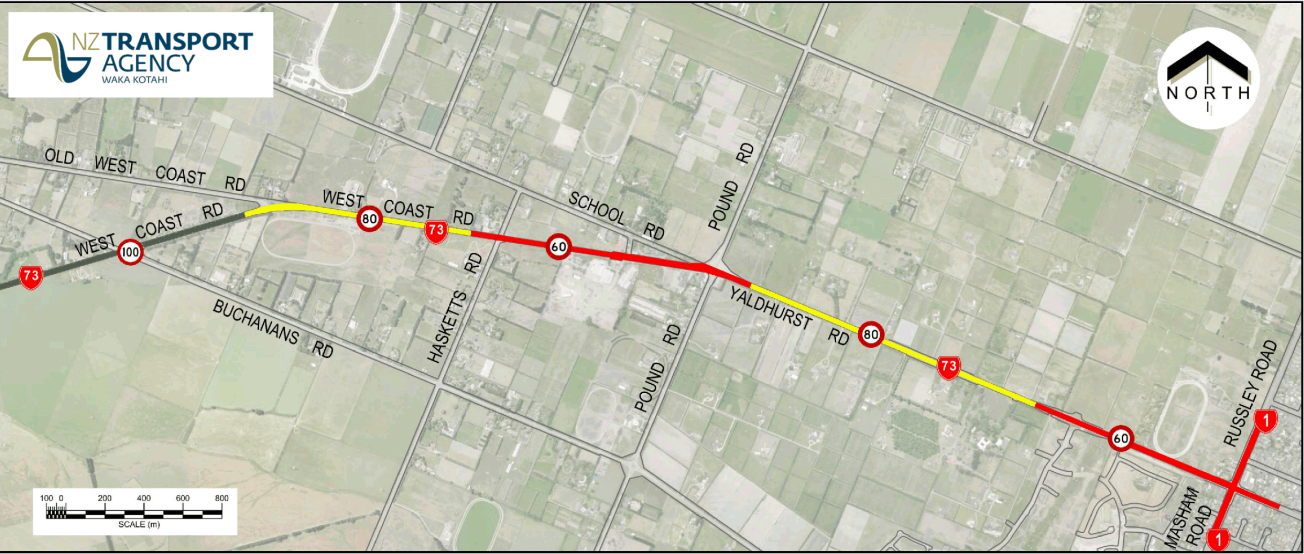
<https://nzta.govt.nz/safety/our-vision-of-a-safe-road-system/safe-network-programme/speed-management/>



We are also proposing a speed threshold (different road material) on Pound Road just north of the intersection with Ryans Road.



NZTA speed review: State Highway 73 -Yaldhurst Road/West Coast Road.



What we're proposing

Location	Current speed limit	Proposed speed limit
SH 73 East of Yaldhurst Village	80km/h	60km/h
SH73 Yaldhurst Village	70km/h	60km/h
West of Yaldhurst Village	100km/h	80km/h

We've talked to the people in the community and local businesses about making the highway around Yaldhurst safer. We've heard that speeds on the section of road in this review feel too high to be safe. There has been a lot of development in the area, both commercial and residential, and more pedestrians, especially around the intersection of SH73 and Sir John MacKenzie Avenue.

In the last ten years (2009-2018) there were 56 crashes. As a result of these crashes, there was one fatality and five people were seriously injured.

HAVE YOUR SAY

Speed limit review - Yaldhurst Area

Open from Monday 2 September 2019 to Monday 30 September 2019



Save time and do it online ccc.govt.nz/haveyoursay

Based on what we know and what you've told us, we are proposing changes to the speed limits as detailed on the map. Is there anything else that we should consider when making our decision?

Feedback on SH73 (from just west of Old West Coast Road through to the existing 100/60km/h speed limit change near Russley Road, including Yaldhurst village).

Feedback on Ryans Road, Pound Road, Yaldhurst Village, Hacketts Road



Name* _____

Address* _____

Postcode* _____

Phone* _____

Email _____

Organisation _____

* required

Please fold with the reply paid portion on the outside, seal and return by Monday 30 September 2019

Fold

Staple or tape here

Fold

Please note:

Your submission, name and address to are given to the Community Boards and Elected Members to help them make their decision. Submissions, with names only, go online when the meeting agenda is available on our website.

If requested, submissions, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.

The Transport Agency may identify you as the submitter should it publish your feedback on SH73 or provide it to a third party if requested under the Official Information Act 1982. Any other personal information you provide, however, will not be made public.

Please clearly indicate if your feedback is commercially sensitive, or if for some other reason your feedback should not be disclosed and/or you should not be identified as the submitter. Under the Privacy Act 1993, you have the right to request access to and correction of any personal information you supply as part of this process. Contact the Council's Engagement Manager on (03) 941 8999 or 0800 800 169 or NZTA at CanterburySNP@nzta.govt.nz

If including extra paper, please make sure the folded posted item is no more than 6mm thick. Or send your submission in an envelope of any size to 'Freepost Authority No. 178'

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Fold

FREEPOST Authority No.178



Attention: Sam Sharland
Engagement Advisor
Christchurch City Council
PO Box 73016
Christchurch Mail Centre
Christchurch 8154