
Waipuna
Halswell-Hornby-Riccarton Community Board
MINUTES ATTACHMENTS

Date: Thursday 11 July 2024
Time: 4.34 pm
Venue: Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

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Submission to the Waipuna -Halswell- Hornby – Riccarton- Community Board.

We the residents at the Kevin Hickman Retirement Village (25 Steadman Road Broomfield 8042) strongly support the proposal outlined by Andrew Hensley , traffic Engineer at CCC at a village residents meeting on 28th May 2024 to:

- Extend existing no- stopping zones on Steadman Road in order to increase visibility for drivers exiting the Village, and to increase visibility for pedestrians crossing the road.
- Lower the speed limit on Steadman Road to further reduce the risk of accidents.

Background The village will have over 400 residents as well as staff living and working there.

Although it is a retirement village the great majority are car users or walk across the road for recreation or to catch a public bus to visit and shop at Hornby or Avonhead. A community of this size is also visited frequently by family, service vehicles, taxis, couriers, trucks shifting all kinds of household goods as well the regular waste disposal services.

From a recent traffic count two thirds of the vehicle movements are south viz Yaldhurst Road. Steadman Road to Carmen Road. Many use this road as a shortcut to Hornby to avoid the lights at the intersection with Yaldhurst and Masham Roads.

Hazards. The Steadman Road entrance is the **only** access to and from the village.

1 Challenges for vehicles entering and exiting the Village from Steadman Road. Generally traffic speed by locals is about 41km/hr but observations show that much higher speeds of over 50km/hr is common for the many who use the road as a shortcut towards Hornby.

A Entering The entrance is quite narrow for two way traffic. So for vehicles entering there is a need to slow down to at least 15km/hr This is not helped when cars are parked near the entrance as this hinders visibility. This means that sudden breaking may be required by drivers entering the village. For drivers travelling at speed behind a vehicle entering the village there is a danger of a rear collision.

B Exiting Under the current situation, particularly if the car is small it is very difficult to see vehicles travelling south. A driver needs to travel almost to the centre of the road to obtain visibility of oncoming traffic. If a vehicle is approaching at 50km/hr there is little time to back or take evasive action, again a dangerous situation which increases the risk of accidents.

To extend the no-stopping zone is therefore vital for driver safety.

2 Challenges for residents wishing to cross the road. There is no safety island close to the exit. The main access for pedestrians wishing to cross west is to use Ben Nevis Road. Pedestrians need to step well out on the road to see if they can safely cross. If they cannot cross many of the senior residents have slow reactions in attempting to step back. Again a potentially dangerous situation.

To extend the no- stopping zone and see a reduction in speed is necessary for pedestrian safety.

Signage Linked with a reduction in speed(30kmh?). There is a need to inform the public, especially those not familiar with the area as to **WHY** there is a reduction in speed. There is a precedent. Outside schools there is often a sign *School Zone* why not *Retirement Village* ?

Signed below, residents of	
Date:	Kevin Hickman Retirement Village
Your Full Name:	Signature: 25 Steadman road (I confirm that I have attended the residents meeting as dated) Broomfield Christchurch
Ngaira Oates	
Ally Robinson	
Barbara Moss	
Tom. Dooley	
Stephanie Woodson	
JOINT GOODMAN	
Gerde Weatherhead	
Bruce Watson	
Glenda Harris	
DAVID PALMER	
SHERRYN PALMER	
JENN SYKES	
Robert Spigel	
Lesley Clarkson	
BAIAN CLARKSON	
JENNIS LAY	
GARY LAY	
Raewyn Littlell	
Dorothy Hughes	
M.G.M. REID	
T. Morgan	
Marilyn Ward	
Irene & Rex Peacock	
PETER YATMAN	
Heather Gledman	
Dave & Janice Dow	
Pam Bruce	
Joy SILKE	
David Mackenzie	

[illegible]

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My name is Robert Spigel. I am a resident at Kevin Hickman Retirement Village

I am in complete agreement with the points made in Howard Harvey's submission and support the proposals put forward by the CCC traffic engineer Andrew Hensley for extensions to no stopping zones in order to improve visibility in the vicinity of the exit to the retirement village.

I agree with Howard Harvey's support for a lower speed limit on Steadman Road accompanied by signage to inform drivers that they should drive slowly because of the presence of a retirement village with elderly residents. Even without a lower speed limit, signage would be helpful.

I note that the engineer's report states (paragraph 4.7) that "there have been no recorded crashes in the last five years on the sections of Steadman Road ... covered in this report". However, I have experienced a near accident exiting the village when a taxi was parked in the no-stopping zone next to the exit, further restricting the already-limited visibility. Considering the increasing number of residents and staff who will be using the exit, I think that it is probably only a matter of time before a crash occurs, unless measures are taken to improve visibility and reduce vehicle speeds.