
Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipapa/Papanui-Innes Community Board AGENDA

Notice of Meeting:

A Joint Extraordinary meeting of the Waimāero/Fendalton-Waimairi-Harewood Community Board and Waipapa/Papanui-Innes Community Board will be held on:

Date: Tuesday 4 February 2020
Time: 4.30pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Membership

	Waimāero/Fendalton-Waimairi-Harewood	Waipapa/Papanui-Innes
Members	David Cartwright Bridget Williams Linda Chen James Gough Aaron Keown Sam MacDonald Jason Middlemiss Shirish Paranjape Mike Wall	Emma Norrish Simon Britten Pauline Cotter Mike Davidson Ali Jones Emma Twaddell

28 January 2020

Maryanne Lomax

Manager Community Governance, Fendalton-Waimairi-Harewood

941 6730

maryanne.lomax@ccc.govt.nz

Christine Lane

Manager Community Governance, Papanui-Innes

941 5213

christine.lane@ccc.govt.nz

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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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

There were no deputations by appointment at the time the agenda was prepared.

5. North West - Proposed Speed Management Plan - Dickeys Road

Reference: 19/1410799

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 Waipapa/Papanui-Innes Community Boards to consider the consultation feedback and views on the proposed speed limit change for Dickeys Road 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 in the Hornby and Harewood Wards (refer **Attachments A to D**).
- 2.3 This report relates only to Dickeys Road. Dickeys Road is a boundary road between the Waimāero/Fendalton-Waimairi-Harewood and Waipapa/Papanui-Innes Community Boards (**Refer Attachment C, Location C**).
- 2.4 The Dickeys Road proposed speed limit change is part of the larger 'North West Proposed - Speed Management Plan'.
- 2.5 The North West Proposed - Speed Management Plan covers three Board areas; Waipuna/Halswell-Riccarton-Wigram, Waimāero/Fendalton-Waimairi-Harewood and Waipapa/Papanui-Innes as well as State Highway 73 which is under NZ Transport Agency (NZTA) jurisdiction. NZTA will make a decision on the proposed state highway speeds indicated within this proposal.
- 2.6 The joint *Waipuna/Halswell-Riccarton-Wigram, Waimāero/Fendalton-Waimairi-Harewood* Community Boards at their meeting on the 16 December 2019 made the decision to support the staff recommendations with the exception of Items 3.i and 3.j relating to McLeans Island Road and 3n relating to Miners Road.
- 2.7 The Waimāero/Fendalton-Waimairi-Harewood Community Board is recommending that the Council defer a decision on these items to allow further consultation with key businesses and organisations on McLeans Island Road.
- 2.1 The Waimāero/Fendalton-Waimairi-Harewood Community Board is also recommending to the Council that the speed limit on Miners Road be reduced to 60 kilometres per hour.
- 2.2 The wider proposal which this report is part of includes: The Yaldhurst Village Area Speed Change Plan (refer Attachment A), Chatterton's Road, McLeans Island Road and Miners Road Proposed Speed Limit Changes (refer Attachment B), Grays/Shipleys/Broughs and Dickeys Roads Proposed Speed Limit Changes (refer Attachment C), and Roto Kohatu Proposed 20 kilometre per hour Speed Limit (refer Attachment D).
- 2.3 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.

- 2.4 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.
- 2.5 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 Joint Waimāero /Fendalton-Waimairi-Harewood and Waipapa/Papanui-Innes Community Boards 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 road be revoked and set as detailed below in 1a-1b including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps.
 - a. Approve that all existing permanent speed limits on Dickeys Road commencing at its intersection with Main North Road (State Highway 1) and extending generally in a north westerly direction for a distance of 460 metres be revoked.
 - b. Approve that the permanent speed limit on Dickeys Road commencing at its intersection with Main North Road (State Highway 1) and extending generally in a north westerly direction for a distance of 460 metres be set at 60 kilometres per hour.
2. Approve that the speed limit changes listed above in clauses 1a – 1b 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.
- 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).

Dickeys Road: Attachment C, Location C

- 4.3 The existing 60 kilometres per hour posted speed limit on Dickeys Road was extended northwest of the Western Belfast Bypass Overbridge following the completion of this NZTA 'Roads of National Significance' (RONS) project.

- 4.4 The project constructed a speed threshold and installed signs at the new speed change point. This recommendation simply proposes what has been provided by the NZTA Western Belfast Bypass project team.

Strategic Alignment

- 4.5 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 that 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.
- 4.6 The 2020-2030 Road Safety Strategy 'Road to Zero' was released in December 2019, this builds on the safe system approach adopted in 'Safer Journeys', and seeks 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'.
- 4.7 The NZTA Speed Management Guide 2016 was developed to fulfil one of the early action points of the 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.
- 4.8 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.
- 4.9 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.
- 4.10 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 4.10.1 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

- 4.11 The Council has delegation for setting speed limits.

Previous Decisions

- 4.12 In 2018 Council approved that the speed limit on Guys Road, Coringa 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

- 4.13 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.14 The level of significance was determined through consideration of the various assessment criteria in the Council's Significance and Engagement Policy Worksheet.
- 4.15 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 limit (preferred option)
- Option 2 - Do nothing/retain existing speed limit as detailed in the Council's Speed Limits Register

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.
- No costs are associated with installation or removal of infrastructure (speed limit signs) as these were installed by NZTA.

- 5.3.3 **Option Disadvantages**

- There are no identified disadvantages to this option

- 5.4 **Do Nothing (option 2):** Retain existing speed limits as detailed in the councils speed limits register

- 5.4.1 **Option Description:** Retaining the existing speed limit as detailed in the Council's speed limits register for Dickeys Road would require the recently installed signs to be removed and new signs fabricated and installed to replace them.

- 5.4.2 **Option Advantages**

There are no identified advantages associated with this option.

- 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.
- Additional costs will be required to be removed the existing speed signage installed by NZTA and to fabricated and install new signs to replace them.

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

Dickeys Road consultation

- 6.1 Consultation was open from 2 September to 30 September and two submissions were received regarding Dickeys Road.
- 6.2 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.
- 6.3 Both submissions received for the Dickeys Road speed change proposal support lowering the speed, although it appears that one submitter doesn't realise that this has actually taken place and this report involves only a clerical change. The other submitter supports the change but wants it to go further along Dickeys Road, which the first submitter opposes.
- 6.4 The submitters state:
- I support the proposed reduced speed limits. I wonder why you haven't also considered extending a lower speed limit further along Dickeys Road (e.g. 80kmh). Also, removal of centre lines on some roads would help to encourage lower speeds.
 - As a resident of Coutts Island with 3 houses on the farm and an employer of 4 people that drive out to the site on week days, we would prefer the speed limit to remain the same, or at worst to reduce from the Dickeys Road Bridge over the South Branch of the Waimak. People occasionally park between the bridge and the motorway overpass to walk on the track but not on the west side of that carpark. The large shingle roadside carpark on the west side of the bridge does not get used much now the carparks on either side of the road between the bridge and the motorway overpass have been established.

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 wider 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 Report and recommendations referred 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 for the wider proposal however there are no costs associated with Dickeys Road proposal.	\$500.00
	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	14
B ↓	Chattertons Rd, McLeans Island Rd and Miners Rd Proposed Speed Changes	15
C ↓	Brouchs Rd, Export Ave, Dickeys Rd and Grays Rd Proposed Speed Changes	16
D ↓	Roto Kohatu Reserve Proposed 20 Km/hr Speed Limit	17

Confirmation of Statutory Compliance

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

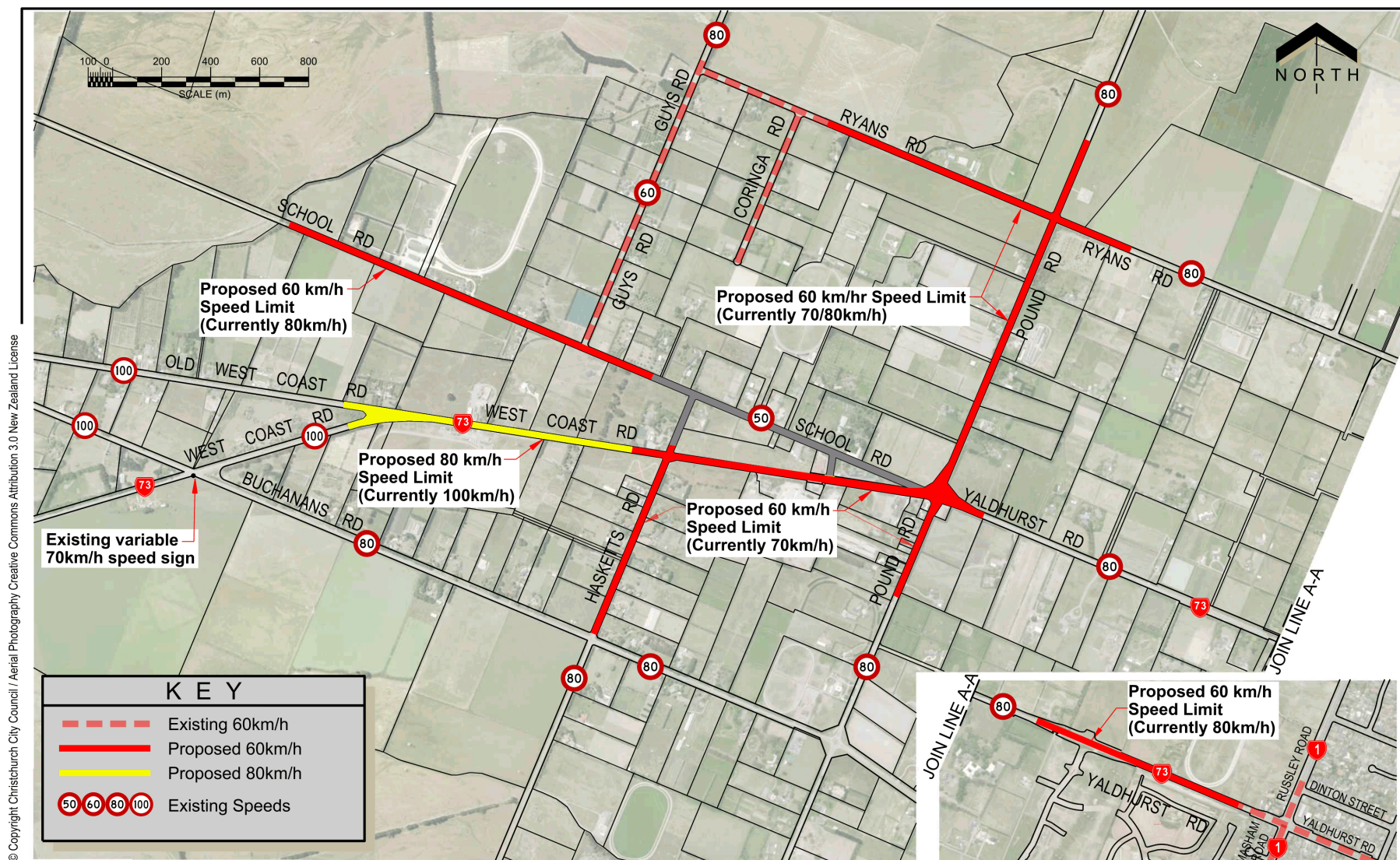
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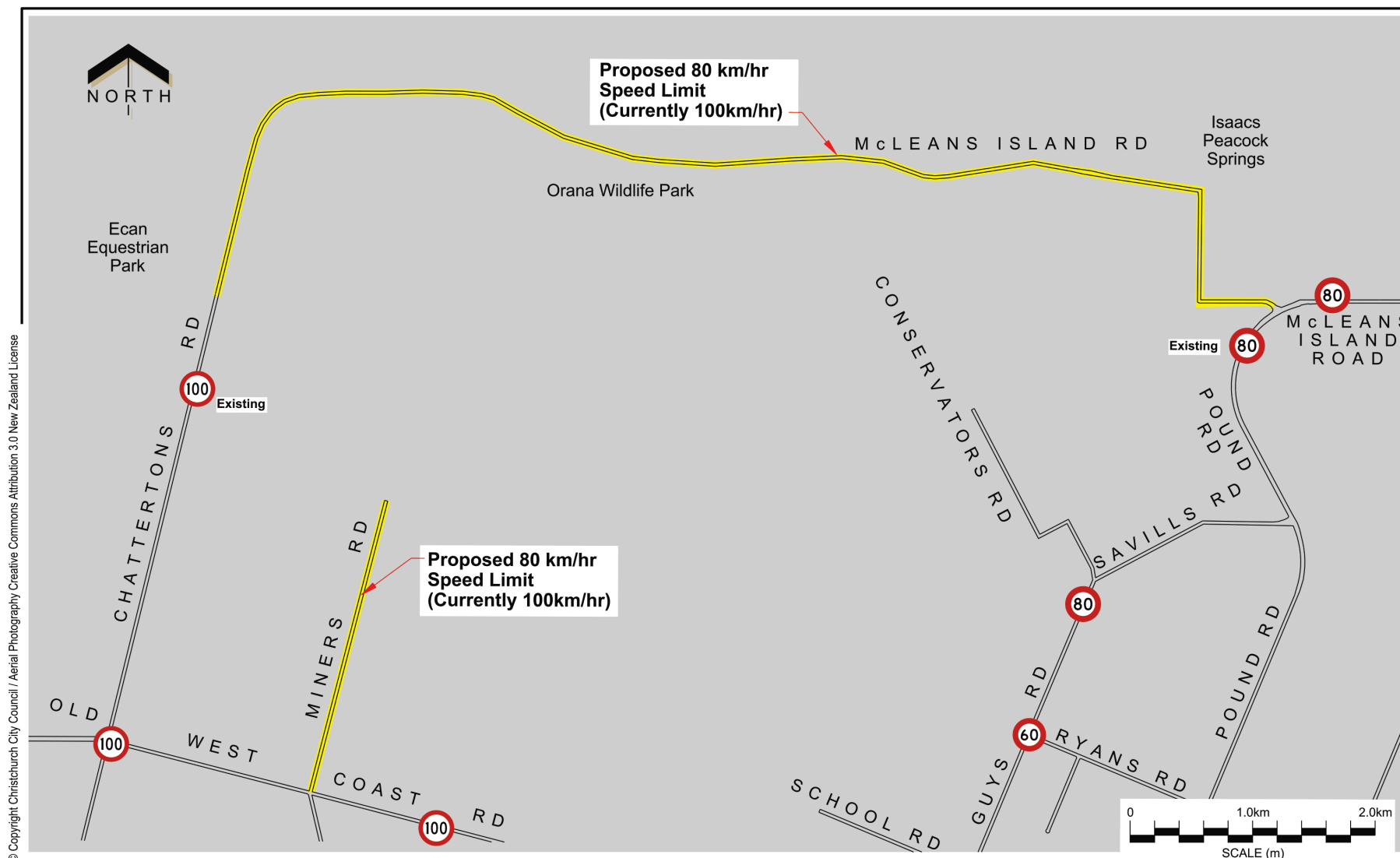
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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.

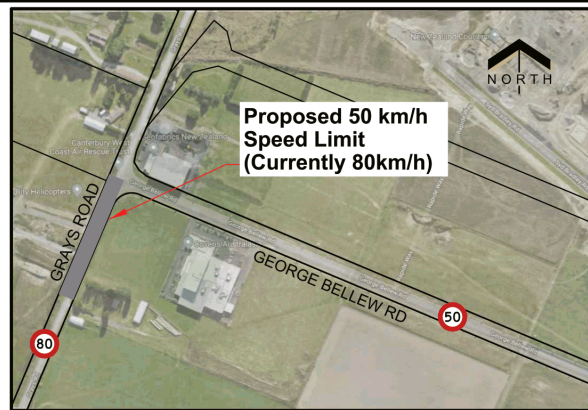
Signatories

Authors	Steve Dejong - Traffic Engineer Samantha Sharland - Engagement Advisor
Approved By	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport David Adamson - General Manager City Services



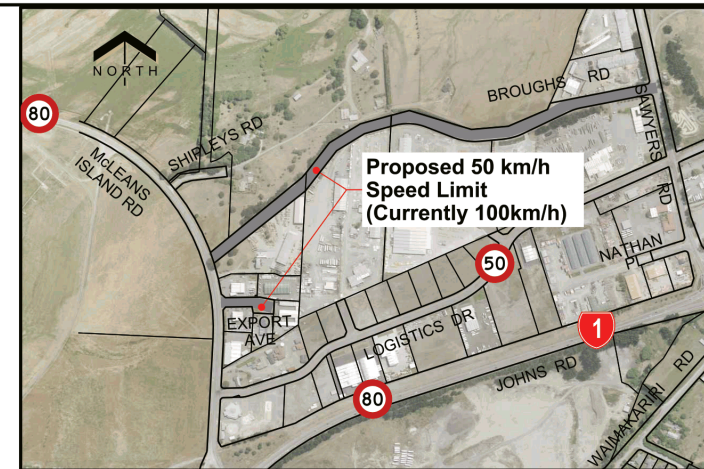


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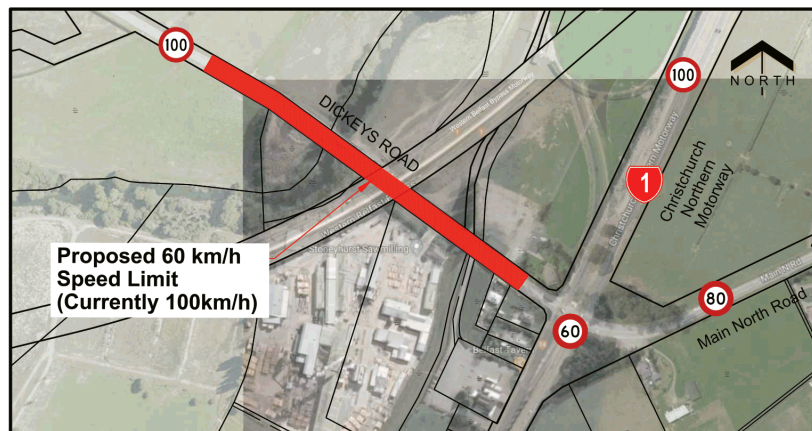


LOCATION A

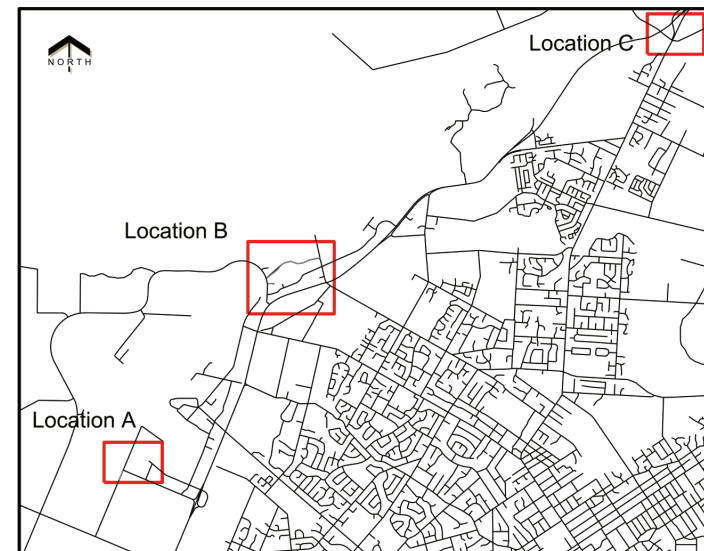
KEY	
	Proposed 50km/h
	Proposed 60km/h
	Existing Speeds



LOCATION B



LOCATION C



LOCATION PLAN N.T.S

