

**Papanui-Innes Community Board and
Coastal-Burwood Community Board
AGENDA**

Notice of Meeting:

An Ordinary meeting of the Papanui-Innes Community Board and Coastal-Burwood Community Board will be held on:

Date: Friday 21 August 2020
Time: 10.30am
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

Membership

Chairperson	Emma Norrish
Members	Simon Britten
	Pauline Cotter
	Mike Davidson
	Ali Jones
	Emma Twaddell
	Kelly Barber
	James Daniels
	Bebe Frayle
	Phil Mauger
	Linda Stewart
	Jo Zervos

18 August 2020

Elizabeth Hovell
Community Board Advisor
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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.

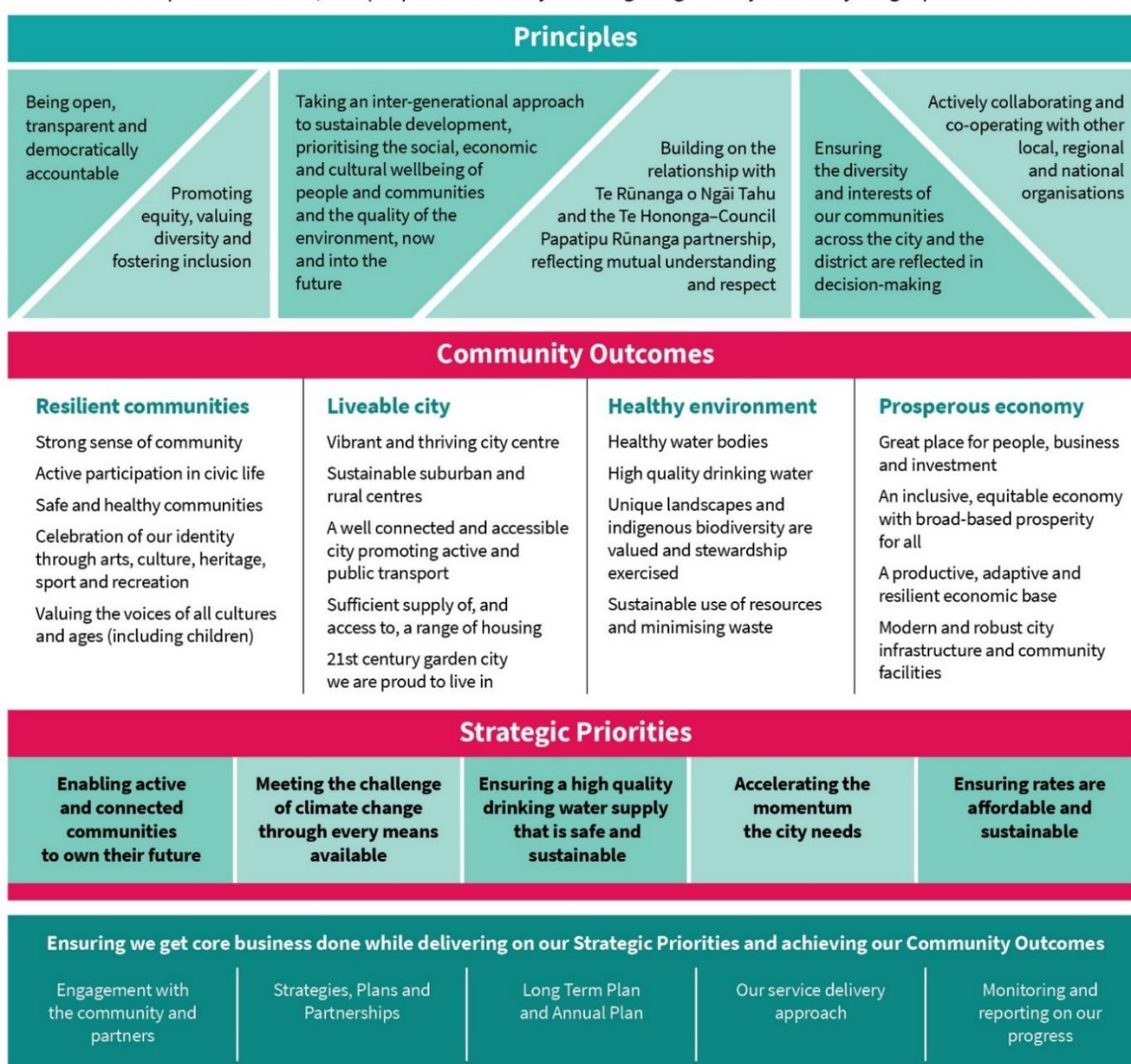
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Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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1. Apologies / Ngā Whakapāha

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

2. 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.

3. Deputations by Appointment / Ngā Huinga Whakaritenga

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

4. Election of a Chair for the Joint Meeting

Reference / Te Tohutoro: 20/1008226

Report of / Te Pou Elizabeth Hovell, Community Board Advisor,
Matua: elizabeth.hovell@ccc.govt.nz

General Manager / Mary Richardson, General Manager Citizens & Community,
Pouwhakarae: mary.richardson@ccc.govt.nz

1. Purpose of Report

- 1.1 The purpose of this report is to request that the Waipapa/Papanui-Innes Community Board and Coastal-Burwood Community Boards adopt a system of voting for the election of a Chairperson for this Joint Extraordinary meeting and then to proceed and elect a Chairperson.

2. Officer Recommendations / Ngā Tūtohu

That the Papanui-Innes Community Board and Coastal-Burwood Community Board:

1. Adopt by resolution, which system of voting it will use to elect a Chairperson and Deputy Chairperson, that is System A or System B
2. Elect a Chairperson for this Joint Extraordinary Meeting.

3. Key Points

- 3.1 The manner in which the community board members are to elect a Chairperson is prescribed in clause 25 of Schedule 7 of the Local Government Act.
- 3.2 The systems of voting are prescribed in the Local Government Act as follows:

System A –

- (a) requires that a person is elected or appointed if he or she receives the votes of a majority of the members of the local authority or committee present and voting; and
- (b) has the following characteristics:
 - (i) there is a first round of voting for all candidates; and
 - (ii) if no candidate is successful in that round there is a second round of voting from which the candidate with the fewest votes in the first round is excluded; and
 - (iii) if no candidate is successful in the second round there is a third, and if necessary subsequent, round of voting from which, each time, the candidate with the fewest votes in the previous round is excluded; and
 - (iv) in any round of voting, if two or more candidates tie for the lowest number of votes, the person excluded from the next round is resolved by lot.

System B –

- (a) requires that a person is elected or appointed if he or she receives more votes than any other candidate; and
- (b) has the following characteristics:
 - (i) there is only one round of voting; and
 - (ii) if two or more candidates tie for the most votes, the tie is resolved by lot.

- 3.3 In simpler terms, under System A a candidate is successful if he or she receives the votes of the majority of the members of the community board present and voting. If no candidate is successful in the first round there is a second round of voting from which the candidate with the fewest votes in the first round is excluded. If no candidate is successful in the second

round there is a third and if necessary, subsequent round of voting from which each time the candidate with the fewest number of votes in the previous round is excluded, until a candidate is successful. In any round of voting if two or more candidates tie for the lowest number of votes the person to be excluded from the next round is resolved by lot.

- 3.4 System B is First Past the Post except that a tie for the most votes is resolved by lot.

Practical application for Electing a Chairperson or Deputy Chairperson

- 3.5 Each Community Board must first determine, by resolution, which system of voting it will use, that is System A or System B.
- 3.6 Nominations for the position of chairperson and deputy chairperson are called for.
- 3.7 If there is only one candidate then the Community Board may resolve that that person be elected.
- 3.8 If there is more than one candidate the Community Board must then put the matter to a vote according to the system it has adopted. The Community Board members are then asked to vote on each candidate.
- 3.9 The following examples may be useful to illustrate two of the system:

System A

Example 1

Three nominations are received and upon the votes being counted the result is: A (4) B (2) C (1). In this case A is elected to the relevant position.

Example 2

Three nominations are received and upon the votes being counted the result is:
A (3) B (3) C (1). In this case no candidate is successful so a second round of voting is held for candidates A and B. The lowest polling candidate, C, is excluded.

System B

Example 1

Three nominations are received and upon the votes being counted the result is: A (4) B (2) C (1). In this case A is elected to the relevant position.

Example 2

Three nominations are received and upon the votes being counted the result is:
A (3) B (3) C (1). In this case a lot is held to determine who between A and B will be elected to the relevant position.

Attachments / Ngā Tāpirihanga

There are no appendices to this report.

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
<enter document name>	<enter location/hyperlink>

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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 / Ngā Kaiwaitohu

Author	Elizabeth Hovell - Community Board Advisor
Approved By	Christine Lane - Manager Community Governance, Papanui-Innes

5. Marshland, Spencerville and Kainga Speed Management Report

Reference / Te Tohutoro: 20/247297

Report of / Te Pou
Matua:

Wayne Anisy, Traffic Engineer

General Manager /
Pouwhakarae:

David Adamson, City Services Manager

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is for the Waitai / Coastal-Burwood and Waipapa / Papanui-Innes Community Boards to consider lowering the current 70 km/h speed limit to 60km/h on the section of Marshland Road between Prestons Road and a point 250 metres south of its intersection with Main North Road/Spencerville Road, and to make a recommendation to Council.
- 1.2 At its meeting of 12 September 2019, Council adopted recommendations from the Papanui-Innes and Coastal-Burwood Community Boards to approve a number of speed limit changes in the Marshland, Spencerville and Kainga area. The approved speed limit changes included sections of the Marshland Road / Main North Road corridor north of the railway line and south of Prestons Road where existing 70 km/h and 80 km/h speed limits were reduced to 60 km/h. A decision to reduce the speed limit on Marshland Road between south of the railway line and Prestons Road from 70 km/h to 60 km/h was deferred as per the following excerpt of Council resolution CNCL/2019/00216;

6. Support Option 1 excluding the section of Marshland Road from a point 250 metres south of its intersection with Main North Road/Spencerville Road to Prestons Road, as reflected in recommendations 7a – 7ggg below. The excluded section of Marshland Road will be voted on following a report back from staff within a three month period relating to information on safety improvements and funding as discussed in the joint Papanui-Innes and Coastal-Burwood Community Board meeting of 9 August 2019.
- 1.3 The decision to defer (exclude) a section of Marshland road followed the recommendations of the Papanui-Innes and Coastal-Burwood Community Boards. These recommendations were influenced by the weight of submissions against a reduced speed limit on the Marshland Road / Main North Road corridor as well as a desire to be more informed on possible road safety improvements prior to making a recommendation to Council. This is recorded in the minutes from the Joint Papanui-Innes and Coastal-Burwood Community Board meeting of 9 August 2019 as below;

The Coastal-Burwood and Papanui-Innes Community Boards requested staff investigate safety improvements on the section of Marshland Road from a point 250 metres south of its intersection with Main North Road/Spencerville Road to Prestons Road before the Boards consider reducing the speed from 70k/hr to 60k/hr in this section of Marshland Road.
- 1.4 Following this, a joint seminar was held on 27 January 2020 with the purpose being to satisfy the staff actions arising from Council resolution CNCL/2019/00216, and also respond to the request of the Papanui-Innes and Coastal-Burwood Community Boards.
- 1.5 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined through

consideration of the various assessment criteria in the Council's Significance and Engagement Policy Worksheet.

2. Officer Recommendations / Ngā Tūtohu

That the Papanui-Innes Community Board and Coastal-Burwood Community Board recommends that Council:

1. Revoke the existing permanent speed limit of 70 kilometres per hour on Marshland Road commencing at a point 250 metres south of its intersection with Main North Road/Spencerville Road and extending in a southerly direction (generally) to its intersection with Prestons Road.
2. Approve that the permanent speed limit on Marshland Road commencing at a point 250 metres south of its intersection with Main North Road/Spencerville Road and extending in a southerly direction (generally) to its intersection with Prestons Road be set at 60 kilometres per hour.

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

- 3.1 Following the corridor safety requests, investigations were carried out along the remaining 70km/h section of Marshland Road. Investigations have found that while signals and associated safety treatments are planned for the Hawkins/Lower Styx intersection, the remaining intersections within the 70km/h area would require funding well in-excess of the Traffic Operations Minor Safety budgets, therefore creating a level of uncertainty as to when any safety improvements could be carried out.
- 3.2 Based on the outcome of the requested corridor safety investigations and due to budget limitations, the staff recommendation (preferred option) remains unchanged from the initial 2019 staff report. This recommendation was to reduce the current existing 70km/h speed limit on Marshland Road between Prestons Road and a point 250 metres south of its intersection with Main North Road/Spencerville Road to 60km/h. Further recommendations would also be for funding requests via the Long Term Plan or Annual Plan.
- 3.3 While staff have carried out localised minor safety improvements (eg. vegetation clearing, sightboards and stop controls etc) at key locations such as the high-risk Guthries-Marshland intersection, these improvements have not changed the overall risk rating of the road. As such, the safe and appropriate speed assessment of the road (needed to meet national guidelines) remains at 60 km/h.
- 3.4 There are legislative requirements for Council to set safe and appropriate speed limits, in accordance with recognised national guidelines (namely the Speed Management Guide 2016), and reducing the speed limit to 60 km/h on this section of Marshland Road will align with the safe and appropriate speed and guidelines for this road.
- 3.5 A summary of the supporting investigation information, as previously presented to the joint Community Boards via a Powerpoint presentation, is provided as **Attachment A** to this report.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 The alternative option (not preferred) is to retain the existing 70km/h speed limit on the section of Marshland Road highlighted in blue on **Attachment B**.
- 4.2 Retaining this section at 70km/h would align with the majority of feedback received within the initial report
- 4.3 There are legislative requirements for Council to set safe and appropriate speed limits, in accordance with recognised national guidelines (namely the Speed Management Guide 2016), whilst also taking account of submissions received during consultation on proposed speed limits. This presents a challenge where community expectations regarding speed limits do not align with what Council are legally required to set.
- 4.4 Given the legislative requirements and the findings related to budget constraints, staff do not support the alternative option as it does not align with the identified safe and appropriate speed for this section of road. There are high-risk intersections and roadside hazards present, and some members of the local community (including Ouruhia School) have expressed specific concerns about safety around the Turners Road intersection.

5. Detail / Te Whakamahuki

- 5.1 For the initial Marshland, Spencerville and Kainga Speed Report, consultation was open for four weeks from 4 June to 2 July 2019. Owing to the geographical size and rural nature of the Speed Management Plan area, Council's online 'Have Your Say' web page was utilised, with hard copy leaflets made available at key locations and on request.
- 5.2 Key stakeholders, local communities and road users were reached through a variety of channels, including a pre-consultation meeting with residents' groups, a variable message sign (VMS) on Marshland Road, Council's 'Have Your Say' webpage, Newline, social media, email, leaflets, posters / notices, plus local and regional newspapers.
- 5.3 Consequently, as a result to the previous level of consultation, the decision was made in relation to this current report to only inform the properties within the remaining 70 km/h section of Marshland Road. These properties have been notified via letter drop outlining the meeting venue, time and date where this staff report will be presented to the Community Boards. A copy of the letter is provided as **Attachment C**.
- 5.4 The decision affects the following wards/Community Board areas:
 - 5.4.1 Waitai / Coastal-Burwood and Waipapa / Papanui-Innes.

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment /Te Rautaki Tīaroaro

- 6.1 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 roadsides, 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. The general focus and approach of 'Safer Journeys' has been strengthened and continued in the new 'Road to Zero' Road Safety Strategy 2020-2030.

- 6.2 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 percent of the road network that will result in the greatest reduction in death and serious injury. In the context of the Marshland, Spencerville and Kainga Area Speed Management Plan, sections of Marshland Road / Main North Road, Spencerville Road, Kainga Road and Mairehau Road are all identified as being in the top 10 percent of DSI saving road network sections to achieve the Government Policy Statement targets for 2018-2021.

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

6.3.1 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)

Policy Consistency / Te Whai Kaupapa here

- 6.4 The decisions in this report are consistent with Council's Plans and Policies.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.5 This report does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.6 None identified.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.7 None identified.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – Estimated cost to modify speed limit signage to reflect a reduced 60km/h speed limit is approximately \$3,000.
- 7.2 Maintenance/Ongoing costs – Covered under the existing area maintenance contract and the effect will be minimal to the overall asset.
- 7.3 Funding Source – Traffic Operations budget-Minor Safety Improvements.

Other / He mea anō

- 7.4 Report referred to Council for a decision.

8. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

- 8.1 Speed limits must be set in accordance with Land Transport Rule: Setting of Speed Limits 2017.

- 8.2 Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to revoke and approve traffic controls by resolution. In accordance with the Christchurch City Council Delegations Register, this power is delegated to Community Boards.
- 8.3 Part 4 clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to set speed limits by resolution. The Council has not delegated its authority to set speed limits.
- 8.4 The installation of signs and/or markings associated with traffic controls, including speed limits, must comply with Land Transport Rule: Traffic Control Devices 2004.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.1 There is no legal context, issue or implication relevant to this decision.
- 8.2 This report has not been reviewed or approved by the Legal Services Unit.

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 None identified.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	MSK PowerPoint Presentation	17
B ↓	TG133419 Marshland Road Speed Limit Diagram for Report	28
C ↓	Marshland Spencerville Kainga speed management plan letter to submitters	29

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not Applicable	Not Applicable

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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 / Ngā Kaiwaitohu

Author	Wayne Anisy - Traffic Engineer
Approved By	Wayne Gallot - Senior Transportation Engineer Stephen Wright - Team Leader Traffic Operations Richard Osborne - Head of Transport

Item 5

Marshland Road, Spencerville Road & Kainga Road Speed Management Project



Project Background

- Developed primarily to address high risk roads – Main North / Marshland, Spencerville, Kainga and Mairehau – providing the highest benefit opportunities to reduce death and serious injuries
- Supports Council and central government policies relating to road safety, plus legislative requirements for road controlling authorities to set safe and appropriate speed limits
- Project area broadened to include surrounding local road network also with safety as a primary focus, but additionally to address specific safety concerns raised by some local residents and community requests for more consistent speed limits in the area

Consultation Process

Pre-consultation

- NZTA and Police – full support
- Waimakariri District Council – input
- Residents' group meeting
- Joint Community Board seminars

Consultation 4 June - 2 July 2019

- Key stakeholders, local communities and road users reached via
 - Resident's groups pre-consultation meeting
 - VMS Marshland Road
 - Online 'Have Your Say', Newsline, social media, email
 - Leaflets/posters /notices
 - Local and regional newspapers

Consultation Results – Key Themes

Slower travel times / lost productivity

- Worst case increased travel time as a result of speed limit changes is only 1 ½ minutes
- Must be balanced against social costs of a fatal crash (\$5.07M) or serious injury crash (\$926K)

Increased congestion, driver frustration

- Congestion more directly influenced by traffic volume and capacity at intersections
- Peak traffic conditions already results in congestion and operating speeds lower than the current speed limit
- Significantly reduced traffic growth on Marshland Road due to Christchurch Northern Corridor (estimated 2026 volumes 20% increase on 2015 volumes with CNC, or 93% without)

Consultation Results – Key Themes

Retain or increase the speed limit on Main North Road and Marshland Road

- 60 km/h is the safe and appropriate speed based on Speed Management Guide
- Safe and appropriate speeds determined by road function and use, collective and personal crash risk (crash history, crash severity, traffic volume) and infrastructure risk rating (eg road formation, roadside hazards, land use, intersection/access density, traffic volume)
- Legislative requirements for road controlling authorities to set speed limits that are safe and appropriate, but also take account of consultation feedback
- Report Alternative Option – retain 70 km/h between railway crossing and Prestons Road
 - Responds to large body of consultation feedback, but not others (eg specific concerns around Marshland-Turners intersection and private property accesses)
 - Doesn't address safety issues at Guthries-Marshland intersection

Consultation Results – Key Themes

Roading Improvements

- Significant improvements already programmed – eg Hawkins-Lower Styx-Marshland intersection upgrade, LTP budget for Belfast-Marshland
- Christchurch Northern Corridor 2020 – Waimakariri River to Marshland-QE II (8km @ 100km/h + 3km @ 80km/h = approx. 7 minutes)
- NZTA investigated and dismissed option to upgrade Marshland Road in development of CNC project – costly due to ground conditions and issues with property access
- Median and/or side barriers would require road widening – significant cost and time to relocate utility poles and cover / protect open drain, and property access / community severance considerations

Marshland Road: Prestons – railway crossing

- Crash history

	Marshland / Main North (north of QEII - Waimakariri River)		Marshland Road (north of Prestons - south of railway)		Marshland Road Overall Route %
Length (km)	8.6		4.5		52.3%
Total	131	100.0%	63	100.0%	48.1%
2015	28	21.4%	11	17.5%	39.3%
2016	33	25.2%	15	23.8%	45.5%
2017	29	22.1%	16	25.4%	55.2%
2018	26	19.8%	13	20.6%	50.0%
2019	15	11.5%	8	12.7%	53.3%
Non-Injury	73	55.7%	35	55.6%	47.9%
Minor	38	29.0%	21	33.3%	55.3%
Serious	19	14.5%	7	11.1%	36.8%
Fatal	1	0.8%	0	0.0%	0.0%
Intersection	52	39.7%	19	30.2%	36.5%
Midblock	79	60.3%	44	69.8%	55.7%
Sun/Overcast	87	66.4%	42	66.7%	48.3%
Dark/Twilight	44	33.6%	21	33.3%	47.7%
Bend-Lost control/Head on	9	6.9%	4	6.3%	44.4%
Crossing/Turning	19	14.5%	7	11.1%	36.8%
Overtaking	16	12.2%	5	7.9%	31.3%
Rear end/Obstruction	51	38.9%	23	36.5%	45.1%
Straight-Lost control/Head on	36	27.5%	24	38.1%	66.7%

NB: Fatality crash (Sun/Overcast, Bend-Lost control/Head on) occurred in June 2016 south of the Waimakariri River Bridge

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Marshland Road: Prestons – railway crossing

- Traffic volumes

	Date	ADT Volume	Peak Volume	Mean Speed	85%ile Speed
Main North Road S Waimakariri River	Feb 2018	10431	971	69.0	77.4
Marshland Road S railway	Aug 2019	17915	1955	69.9	76.8
Marshland Road S Turners Road	Sep 2018	20399	2132	72.4	78.1
Marshland Road S Hawkins Road	Sep 2018	22690	2269	67.2	74.2
Marshland Road S Prestons Road	Feb 2016	28071	2675	59.8	69.8

- NZTA Road safety metrics

	Collective Risk Rating	Personal Risk Rating	Infrastructure Risk Rating	Safe and Appropriate Speed	Top 10% Dsi Saving
Main North Road Neeves Road (WDC) - Motorway Off Ramp	Medium High	Medium	Low Medium	60	Yes
Main North Road Motorway Off Ramp - Marshland Road / Spencerville Road	Low	Low	Medium	60	Yes
Marshland Road Main North Road / Spencerville Road - Prestons Road	High	Medium	Medium	60	Yes
Marshland Road Prestons Road - existing 50/70 change point south of QE II Drive	Medium	Low Medium	Low Medium	60	Yes

Marshland Road: Prestons – railway crossing

- Minor safety improvements already completed
 - Improved intersection controls (Stop signs and markings) at Guthries Rd and Turners Rd
 - Advance intersection warning sign and new street name sign at Guthries Rd
 - Vegetation cleared at Guthries Road to improve intersection sight lines
 - Chevron sight board installed on Marshland Rd opposite Guthries Rd
- Outstanding issues / considerations
 - Crash history at Guthries Rd intersection and safety concerns at Turners Rd intersection
 - Restricted visibility due to bend / vegetation south of Guthries Rd
 - Roadside hazards along route (eg utility poles, open drain, residential activity, rural selling places)
 - Future traffic volumes and vulnerable road users
 - Future traffic operation at Hawkins Rd / Lower Styx Rd intersection

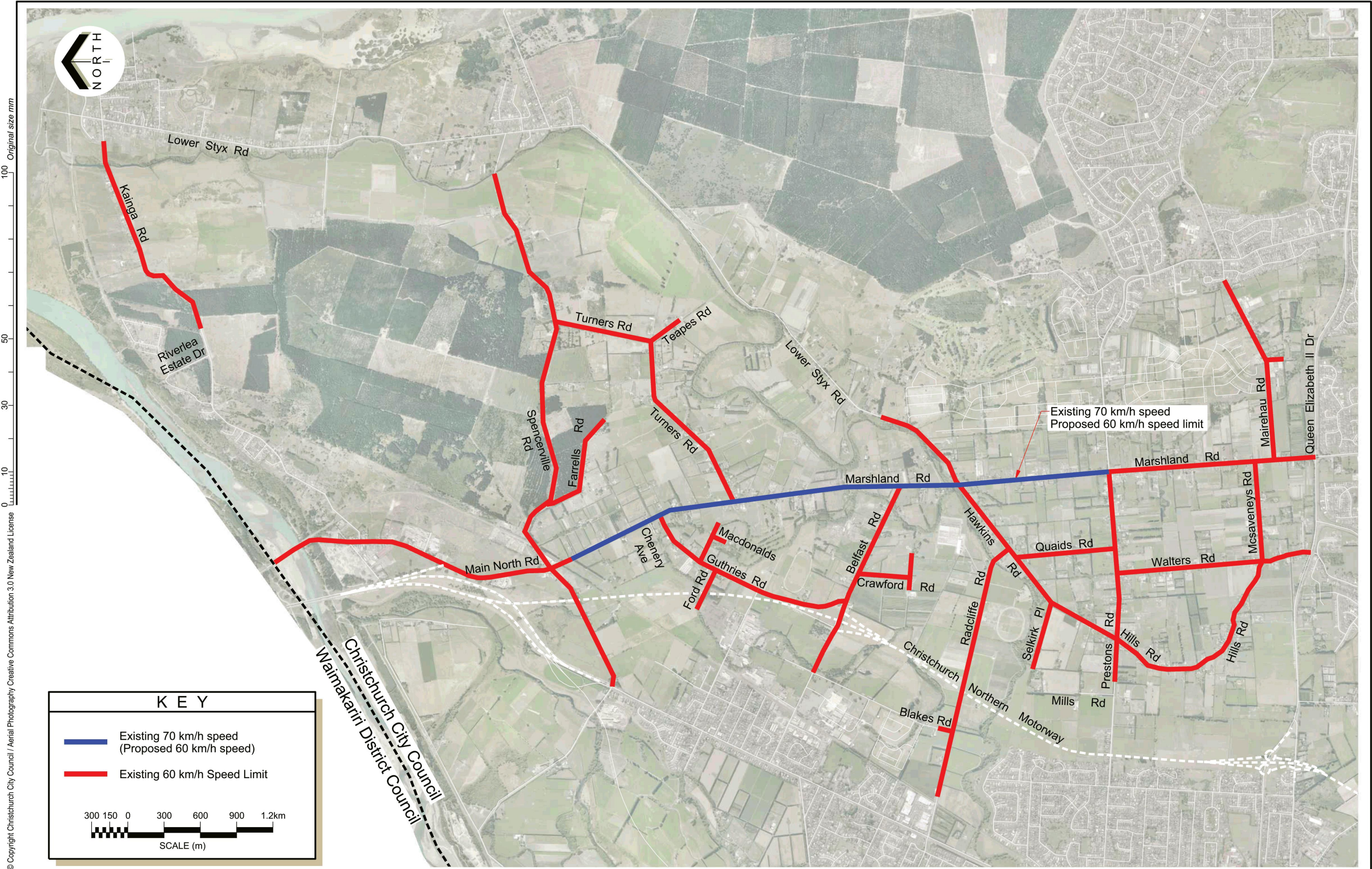
Safety Improvements and Funding Sources

- Relocate or remove (underground) roadside utility poles - \$350-400,000 (estimate for Turners/Marshland intersection only), LTP/AP
- Cover/pipe roadside drain – Advice from three waters team is that this is unfeasible / not possible (Lamprey)
- Overall seal widening (plus wide centreline?) – Potentially Millions, LTP/AP
- Median and/or side barriers (requires widening) - \$ 12,000 per 40 metres, not including TM or site investigation costs. Price based on recent Traffic Ops project with W-Beam guardrail, LTP/AP
- Localised seal widening east side plus right turn bay at Guthries Road - \$200k-\$450k, LTP/AP (NZTA funding?)
- Trim / remove vegetation west side south of Guthries Road - \$1200-1500 per day plus TMP, approx. 1-2 days work, existing Operations budgets. Total removal of trees and boundary adjustment, LTP/AP.
- Localised seal widening west side plus right turn bay at Turners Road - \$200k-\$450k, LTP/AP.
- Trim / remove vegetation west side south of Belfast Road - \$1200-1500 per day plus TMP, approx. 1-2 days work.
- Active speed signs - \$9000 plus footings plus TMP, LTP/AP

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Other Community Board Matters

- Matters specifically identified in joint Board meeting minutes from 9 Aug 2019;
 - School zone for Ouruhia School – already has one, doesn't meet legislative warrants for variable speed limit 'school speed zone'
 - Footpath safety improvements (maintenance, foliage cut back) – significant tree removal east side opposite Guthries reveals no remnants of historical footpath at that location, would require new facility at considerable cost, unlikely to receive support for funding
 - Pedestrian crossing facility on Marshland near Ouruhia School (Turners Road) – would require relocation/removal of roadside poles to accommodate seal widening, refuge island possibly additional \$30-50k, unlikely to receive support for funding above other competing sites
 - Increased enforcement – Police responsibility



March 2020

Christchurch
City Council 

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Christchurch 8013

PO Box 73016
Christchurch 8154

ccc.govt.nz

Hello,

Marshland, Spencerville and Kainga Area Speed Management Plan

We're getting back in touch to update you on the next steps in decision-making for the remaining section of this speed management plan.

In September last year Council supported the staff preferred option for the plan, excluding the section of Marshland Road from a point 250 metres south of its intersection with Main North Road/Spencerville Road to Prestons Road. (See plan on the back of this page).

This was to allow staff to investigate whether they could find a way to make this section of the plan safe enough to retain the current 70km/hour speed limit.

A staff report now with the Community Boards explains possible safety improvements, indicative costs and funding sources for this remaining section. Based on the available information, we have found that the costs associated with safety improvements needed to reduce the overall risk rating of the road are so high that funding would be reliant on future Council Annual Plan / Long Term Plan decisions, and not guaranteed. There are also environmental considerations, such as the presence of native lamprey in the open drain, meaning piping the drain to remove the roadside hazard is not possible.

We are still considering options for localised safety improvements at key locations (for example, the high-risk Guthries-Marshland intersection). However, these improvements are unlikely to change the overall risk rating of the road. As such, the safe and appropriate speed assessment of the road (needed to meet national guidelines), would most likely remain at 60 km/h.

We completed the implementation of the approved speed limit changes and associated safety improvements in December last year.

Background to the decision on the speed management plan

Consultation was open from four weeks from 4 June to 2 July 2019. Owing to the geographical size and rural nature of the Speed Management Plan area, Council's online 'Have Your Say' web page was utilised, with hard copy leaflets made available at key locations and on request.

Key stakeholders, local communities and road users were reached through a variety of channels, including a pre-consultation meeting with residents' groups, a variable message sign (VMS) on Marshland Road, Council's 'Have Your Say' webpage, Newline, social media, email, leaflets, posters / notices, plus local and regional newspapers.

Community Board members took time to consider and discuss the community feedback on the plan before making their recommendation. Councillors also took the time to consider the feedback in their decision to approve the recommendation.

Christchurch
City Council 

Meeting details and decision-making process

The Papanui-Innes and Coastal-Burwood Community Boards will consider the staff report at a joint meeting starting at 9.00 am on Friday March 27, before making a recommendation for Council approval.

Date: Friday 27 March 2020

Time: 9.00 am

Venue: Papanui Board Room, 5 Restell Street, Papanui

This is a public meeting and everyone is welcome. If you would like to speak at the meeting, please contact the Community Board Advisor, Elizabeth Hovell at elizabeth.hovell@ccc.govt.nz or 03 941 8637 by 19 March 2020.

You can read the meeting agenda, including the staff report and any additional information from 5pm on Tuesday 24 March 2020, online at christchurch.infocouncil.biz. Staff will record the final decision in the meeting minutes, available online three working days after the meeting.

Kind regards

Philippa Upton

Pou Whakatohu Whātoro – Engagement Advisor

Te Tātai Marea / Public Information and Participation

