

24. 6. 99

NOTICES OF MOTION

1. **CONFIRMATION OF PROCEEDINGS TO MAKE THE CHRISTCHURCH CITY TRAFFIC AND PARKING ALTERATION (NO 2) BYLAW 1999**

At its May meeting, the Council passed the resolution of first meeting by way of Special Order to make the foregoing bylaw, which provides for new speed limits for roads and state highways in the city, in accordance with a resolution previously adopted by the Council at its February meeting.

Public notice of the Council's intention to consider a resolution confirming the making of the bylaw at its present meeting was given in The Press newspaper on 31 May and 14 June. As a result of this public notice, Mr R J Townsend of 116 Halswell Junction Road has since submitted the attached objection to the proposal contained in the bylaw to raise the speed limit on Halswell Junction Road between Alvaston Place and Halswell Road from 50 km/h to 60km/h.

Mr Brian Neill, the Council's Traffic Engineer, has submitted the following report in response to Mr Townsend's objection:

Thank you for referring a submission on the proposal to raise the speed limit on Halswell Junction Road (Alvaston Place to Halswell Road) from 50 km/h to 60 km/h. Mr R J Townsend who lives at 116 Halswell Junction Road is concerned that the Council has not achieved an effective understanding of community views on the proposed speed limit changes in the area and that the Council proposal does not conform to the minimum design criteria for a 60 km/h speed zone.

The Council is due to consider a resolution to allow the proposed Christchurch City Traffic and Parking Alteration (No 2) Bylaw 1999 at its meeting on Thursday 24 June 1999. The confirmation for the Alteration Bylaw is by way of special order.

Amendments to Bylaw Schedule

When perusing the proposed document which will substitute for the existing fourth schedule "Bylaw Speed Limits" of the Christchurch City Traffic and Parking Bylaw three mistakes were revealed. It would be appreciated if Clauses 37, 70 and 73 could be altered to read:

*37 - change the reference 150 metres to **50 metres**.*

*70 - change the reference 220 metres to **500 metres**.*

*73 - change the reference Wairakei Road north westerly to Wairakei Road **south easterly**.*

1 Cont'd

Seeking Community Views

The Council, at its meeting in March, adopted a report on the processes involved in Seeking Community Views for the speed limit review that was conducted by the City Streets Unit in 1998. There has been a positive feedback from the community regarding the proposed changes to speed limits in the Halswell area. Until receipt of this submission from Mr Townsend we were not aware of any strong views on the creation of a 60 km/h speed limit on Halswell Junction Road between Alvaston Place and Halswell Road.

The lowering of speed limits on many of the roads within the environs of Wigram and Halswell and raising the speed limit from 50 to 60 km/h along the urban section of Halswell Junction Road is likely to have an overall calming effect on traffic using this arterial route.

At the Annual General Meeting of the Halswell Residents Association held on 24 May 1999, the options for improving traffic flow and controlling traffic at the Halswell Road/Halswell Junction Road/Kennedys Bush Road/Sparks Road intersection was discussed along with the proposals to alter speed limits in the area. 140 people attended the meeting and, if the response was to be seen as an expression of community interest, there appeared to be a majority support for the proposed changes.

From the perspective of the seeking community views process, the results of which were reported through the Community Board and the City Services Committee to Council, the proposed changes to speed limits (a mixture of 60 and 80 km/h speed limits) should be reaffirmed at the Council meeting on 24 June 1999.

Guidelines for Setting Speed Limits

When reviewing speed limits on roads in Christchurch during 1998, the Land Transport Safety Authority's reference "Guidelines for Setting Speed Limits" was used to evaluate the suitability of introducing additional 60 and 80 km/h speed limits. The Land Transport Safety Authority (LTSA) has commented on our proposals and agrees that the section of Halswell Junction Road between Alvaston Place and Halswell Road requires some upgrading before a new (higher) speed limit can be imposed.

This was a known factor before the proposal was included in the Alteration Bylaw. Work aimed at upgrading the urban section of Halswell Junction Road to highway standards is part of the proposal to manage speeds on roads in the area.

At the present time a flush (painted) median extends along a portion of the arterial. Continuous road edgelines are already marked and a rural threshold is in place at the speed limit change point 140 m north west of Alvaston Place. To comply fully with the LTSA Guidelines the flush median will be extended along the (urban) length of Halswell Junction Road. Streetlighting is also somewhat substandard and plans are in hand to upgrade this to arterial standards later this year.

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A full safety audit on a plan detailing the road improvements will be made before the changes to the speed limits along Halswell Junction Road between the roundabout at Springs Road and Halswell Road are introduced.

I trust that the above information can be included in a report to the Council when it considers adopting the Christchurch City Council Traffic and Parking Alteration (No 2) Bylaw 1999.

Recommendation: 1. That, in view of the information contained in the Traffic Engineer's report, the Council confirm the making of the bylaw, subject to the amendments to clauses 37, 70 and 73 referred to in the Traffic Engineer's report.

2. That the following resolution therefore be adopted:

“The public notice required by the Local Government Act 1974 having been given in the Christchurch Press newspaper on Monday 31 May and Monday 14 June 1999, the following resolution be adopted by the Council:

‘That in pursuance of the powers vested in it by the Local Government Act 1974 and the Transport Act 1962, the Christchurch City Council confirms the making by way of Special Order of the Christchurch City Traffic and Parking Alteration (No 2) Bylaw 1999 (attached), subject to the incorporation therein of the following amendments to the Fourth Schedule thereof to rectify three mistakes identified since the draft bylaw was publicly notified:

***Fourth Schedule
Bylaw Speed Limits***

*Clause 37 - change the reference to 150 metres to
50 metres*

*Clause 70 - change the reference to 220 metres to
500 metres*

*Clause 73 - change the reference to Wairakei
Road north westerly to Wairakei Road **south
easterly***