



FENDALTON/WAIMAIRI COMMUNITY BOARD

WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE

AGENDA

MONDAY 25 SEPTEMBER 2006

AT 8.00 AM

**BOARDROOM
CHRISTCHURCH CITY COUNCIL FENDALTON
CNR JEFFREYS AND CLYDE ROADS**

1. APOLOGIES

2. DEPUTATIONS BY APPOINTMENT

2.1 WEBB STREET – STREET RENEWAL PROJECT

Speaking rights have been granted to Liz Gregory of No. 38 Holly Road, St Albans, Eileen Caygill of No. 22 Webb Street and Philippa Drayton in relation to the Webb Street – street renewal project.

Clause 3 of this agenda refers.

2.2 WAIRAKEI ROAD STAGE 1 – (PITCAIRN TO MANOR) STREET RENEWAL

Representations will be made by local residents. Clause 4 of this agenda refers.

3. WEBB STREET – STREET RENEWAL PROJECT

General Manager responsible:	General Manager City Environment
Officer responsible:	Unit Manager, Transport and Greenspace
Author:	Kirsty Ferguson, DDI 941-8662

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's approval to proceed to final design, tender and construction of the street renewal works along Webb Street, as shown in **Attachment 1**.

EXECUTIVE SUMMARY

2. Webb Street is located in the Fendalton Ward and is classified as a local road in the Council's roading hierarchy. It runs between Papanui Road, a minor arterial road, and Bristol Street, a local road. The street is approximately 280 metres long, has a legal width of 20 metres, and a formed carriageway of 14 metres. There is an existing demand for daytime parking at the Papanui Road end of the street, which also has a seagull island treatment to prevent right turns in and out of Webb Street.
3. The Land Transport New Zealand Crash Analysis System shows there have been two crashes recorded for the five-year period between 2001 and 2005 on Webb Street. Both of these crashes were recorded as non-injury.
4. An initial survey was carried out with the local community in January 2006, and the main issues raised related to road width and design, landscaping, St Albans Stream and flood management. The proposed concept design developed from this information was presented to the Community Board at a seminar on 13 June 2006.
5. The preferred option was put out for comment in a consultation newsletter to landowners and occupiers along Webb Street, as well as key stakeholders in June 2006. The concept plan showed new kerb and channel, footpaths, and a reduction in road width to nine metres. Additional landscaping included landscape plantings, and Red and Japanese Maple trees. It was also proposed to daylight St Alban's Stream. Kerb build-outs were proposed at the Bristol Street end of Webb Street, and in front of 29/37 Webb Street.
6. Twenty-three responses were received, of which 13 were in support of, three were in opposition to, and 7 had no preference to the proposed concept design. A summary of the submissions received, and an evaluation of the issues raised by the project team, is shown in **Attachment 2**.

3. Cont'd

7. Following the project team's consideration of this feedback, several amendments were made to the concept plan. Footpaths were no longer placed immediately adjacent to property boundaries, and any proposed Red Maple trees have been replaced with Japanese Maple trees. Footpaths and pedestrian crossings locations have been aligned to ensure ease of access for the visually impaired.
8. Those who responded to the concept plan received a copy of the summary of the feedback, the project team's evaluation, and the changes to the concept plan, as shown in the Plan for Board Approval in **Attachment 1**. Residents will receive a copy of the detailed design plan for the day lighting of St Albans Stream, when finalised.
9. The Plan for Board Approval shown in **Attachment 1** has been identified as the preferred option for the renewal of Webb Street as it satisfies the aims and objectives of the project, and has the general support of the community.

FINANCIAL AND LEGAL CONSIDERATIONS

10. The street renewal works along Webb Street are programmed in the Transport and Greenspace Unit's capital programme, for implementation in the 2006/2007 financial year. The cost estimate for this project is \$579,200, \$72,510 of which is for the day lighting of the waterway and will be funded from the Greenspace budget and the remainder from the Kerb and Channel renewal Budget.
11. There are no notable heritage trees, heritage or historic buildings, places and objects identified in the City Plan or on Webmap 2 in the area of the proposed works. No resource consent issues have been identified, and there are no legal implications for this project.
12. Community Board resolutions are required to approve the "No Parking" restrictions.

STAFF RECOMMENDATIONS

It is recommended that the Committee:

- (a) Approve the Webb Street street renewal works, as shown in **Attachment 1**, to proceed to final design, tender and construction.
- (b) Approve the following "No Stopping" restrictions:

New No Stopping

- (i) That the stopping of vehicles be prohibited at any time on the northern side of Webb Street commencing at its intersection with Papanui Road and extending 17 metres in an easterly direction.
- (ii) That the stopping of vehicles be prohibited at any time on the southern side of Webb Street commencing at its intersection with Papanui Road and extending 21 metres in an easterly direction.
- (iii) That the stopping of vehicles be prohibited at any time on the northern side of Webb Street commencing at a point 133 metres from its intersection with Papanui Road and extending 56 metres in an easterly direction.
- (iv) That the stopping of vehicles be prohibited at any time on the southern side of Webb Street commencing at a point 133 metres from its intersection with Papanui Road and extending 56 metres in an easterly direction.
- (v) That the stopping of vehicles be prohibited at any time on the southern side of Webb Street commencing at its intersection with Bristol Street and extending 17 metres in a westerly direction.

3. Cont'd

- (vi) That the stopping of vehicles be prohibited at any time on the western side of Bristol Street commencing at its intersection with Bristol Street and extending 17 metres in a westerly direction.
- (vii) That the stopping of vehicles be prohibited at any time on the northern side of Webb Street commencing at its intersection with Bristol Street and extending 17 metres in a westerly direction.
- (viii) That the stopping of vehicles be prohibited at any time on the western side of Bristol Street commencing at its intersection with Webb Street and extending 11 metres in a northerly direction.
- (ix) That the stopping of vehicles be prohibited at any time on the eastern side of Bristol Street commencing at its intersection with Webb Street on the northern side and extending 15 metres in a northerly direction.

3. Cont'd

SECTION ONE - BACKGROUND ON WEBB STREET – STREET RENEWAL PROJECT

13. Webb Street is located in the Fendalton Ward, which falls within the jurisdiction of the Fendalton/Waimairi Community Board. Webb Street is classified as a local road in the Council's roading hierarchy that runs between Papanui Road, a minor arterial road, and Bristol Street, a local road.
14. Webb Street is approximately 280 metres long, has a legal width of 20 metres, and a formed carriageway of 14 metres. There is an existing demand for daytime parking at the Papanui Road end of the street. The intersection with Papanui Road has previously been upgraded and has a seagull island treatment to prevent right turns in and out of Webb Street.
15. This project was initiated as part of the Council's kerb and dish channel renewal programme.
16. The Land Transport New Zealand Crash Analysis System shows there have been two crashes recorded for the five-year period between 2001 and 2005 on Webb Street. Both of these crashes were non-injury. One of the crashes occurred at the Papanui Road intersection and involved a vehicle travelling south on Papanui Road colliding with a parked vehicle. The other crash occurred at the Bristol Street intersection and involved a vehicle turning right out of Webb Street losing control.
17. An initial survey was carried out with the local community in January 2006, and the main issues raised related to:
 - Narrowing the road
 - Landscaping / berms
 - Use of Webb St currently as a thoroughfare
 - Flooding
 - Ducks getting stuck in the weir under the road
 - Upgrading the street lighting
 - Opening up the waterway
 - Preserving existing trees
 - Undergrounding of services
 - Keeping the design simple, as the Royal NZ Foundation for the Blind (RNZFB) located nearby, and bricked thresholds can create problems for canes.
18. The objectives of the project were thus defined as:
 - To reflect the local road nature of the street.
 - To reduce the width of the carriageway, if appropriate.
 - To maintain or improve safety for pedestrians, cyclists and vehicles.
 - To ensure the design meets the demand for on-street parking.
 - To provide landscape enhancement, where possible.
 - To ensure the design caters for the visually impaired.
 - To work with the Greenspace Unit to open up the stream, if desired.
 - To upgrade the lighting, if appropriate.
 - To ensure adequate drainage design.
19. Two options were developed for comparison during the concept design phase, and the preferred option was sent out for feedback in a consultation newsletter to landowners and occupiers along Webb Street, as well as key stakeholders in June/July 2006. Twenty-three responses were received, of which 13 were in support of, 3 were in opposition to, and 7 had no preference for the concept plan. A summary of the submissions received and an evaluation of the issues raised, is shown in **Attachment 2**.
20. The key issues raised during this consultation phase were:
 - Carriageway alignment and width
 - Footpath alignment
 - Speed humps
 - Types and size of trees proposed
 - Design of the St Albans Stream enhancement
 - Pedestrian crossing locations and tactile paving.

3. Cont'd

21. The main features of the Plan for Board Approval are detailed in paragraphs 54 to 63 of this report. The modifications to the concept plan sent out for consultation and the concept plan shown in **Attachment 1** are:
- Installation of warning tactile pavers at the Webb Street/Papanui Street intersection and the use of landscaping to better identify the crossing points to visually impaired users. The kerb cut-down will also be narrowed and lined up with the central island on Webb Street.
 - A new kerb cut-down crossing will be included at the Bristol Street intersection, to allow pedestrians to cross Bristol Street just north of the Webb Street intersection. Warning tactile pavers will be installed on the western side of the carriageway, and warning and directional tactile pavers will be installed on the eastern side of the carriageway. A small area of cobblestones will be placed just north of the tactile pavers on the western side to further highlight the crossing to visually impaired users.
 - No stopping restrictions will be installed on the eastern side of Bristol Street where the new pedestrian cut-down will be located.
 - The footpath will be changed from the initial concept design of running along the property boundary line, to being located between a 0.8 metre wide landscape strip along the property boundary line and a grass berm along the kerb line.
 - The Red Maple trees proposed for the southern side of Webb Street will be changed to the smaller Japanese Maple trees.
 - The tree proposed outside 5 Webb Street will be removed and a path will be provided through the grass berm area outside this property.
 - The tree proposed outside 4 Webb Street will be removed.
 - Trees will be planted outside 34 and 38 Webb Street in the grass berm.
 - The vehicle crossing at 22 Webb Street will be widened from 3.5 metres to six metres towards their eastern boundary.

SECTION TWO - OPTIONS

22. Neither of the two options developed for comparison provide for specific cycle facilities, however the 9 metre width is appropriate for all road users on a local road. A street lighting upgrade was investigated as part of the design of the preferred option.

Option 1 – Maintain the Status Quo

Option 2

23. Option 2 involves the full pavement reconstruction of Webb Street and day lighting of part of St Albans Stream. This option reduces the existing carriageway width from 14 metres to nine metres.
24. Kerb build-outs are proposed as a threshold treatment at the Bristol Street intersection, which will reduce the carriageway width to six metres on Webb Street for the first 15 metres. There will be another kerb build out at 29/37 Webb Street where St Albans Stream crosses Webb Street, this kerb build-out reduces the carriageway width to five metres for 30 metres to allow the area around St Albans Stream to be enhanced.
25. The shape of the island at the Papanui Road intersection will be altered to make it harder to turn right into Webb Street.
26. The existing footpaths will be removed and a new footpath will be installed on both sides of the carriageway. This path will be 1.65 metres wide and will be located between the kerbside berm and a landscape strip running along the property boundary lines. The path has been located so the existing power poles are located within the berm area.

3. Cont'd

27. The new kerbside berm area will be approximately 4.0-4.5 metres wide on the northern side of the carriageway and 2.0-2.5 metres wide on the southern side of the carriageway to fit around the existing services and power poles. A 0.5-1 metre wide grass strip will run along the property boundary lines.
28. The footpath running along the western side of Bristol Street will continue in a straight line through the new area of narrowing at the intersection to ensure that visually impaired users do not get confused when crossing Webb Street. Warning tactile pavers will be installed at the Webb Street intersection to further highlight the intersection for visually impaired users.
29. The area of road narrowing outside 29/37 Webb Street (on the northern side of the carriageway) will incorporate day lighting of St Albans Street out to an existing manhole approximately eight metres out from the property boundary, improvements to drainage around the culvert and manhole, and landscaping of the area to enhance and encourage community use.
30. Landscaping and additional specimen trees are proposed in the berm areas.
31. No stopping areas are proposed at the Webb Street/Bristol Street intersection for the extent of the road narrowing, and on both sides of the carriageway adjacent to the road narrowing at St Albans Stream. This will extend from 23 to 37 Webb Street on the northern side, and from 26 to 36 Webb Street on the southern side.
32. Narrow vehicle crossovers will be widened to 3.5 metres as part of the works, and the three driveways located within the narrowed section by the stream will have additional widening to make manoeuvring in and out of their properties easier.

Option 3

33. Option 3 is similar to Option 2, except that the carriageway width outside 15/16A Webb Street will reduce to six metres. The existing central island on Papanui Road will be lengthened to eliminate right turning into Webb Street. Two additional crossing points are proposed, with the first at the kerb build-out where St Albans Stream crosses the road, and the second at the kerb build-out outside 15/16A Webb Street. A splitter island will be installed on Webb Street at the Webb Street / Bristol Street intersection.
34. No stopping areas are proposed at the Webb Street/Bristol Street intersection for the extent of the splitter island, and on both sides of the carriageway adjacent to the road narrowing at 15/16A Webb Street.

PREFERRED OPTION

35. Option 2 is the preferred option.
36. The preferred option is described above in paragraphs 24-33.

SECTION THREE - ASSESSMENT OF OPTIONS

Option 1- Maintain the Status Quo

37. The option to maintain the status quo essentially means to undertake no capital works along Webb Street. This would retain the street and road environment in its existing condition, including deep dish kerb and channel.
38. This option would be inconsistent with the Community Outcomes outlined in the LTCCP, and would be inconsistent with Council strategies, particularly the Pedestrian Strategy, Road Safety Strategy, and the Council's asset management plan.
39. Therefore it is considered that it would not be appropriate to maintain the status quo because of the opportunity to ensure an efficient, safe and sustainable transport system within this area of the City, whilst providing for all modes of transportation.

3. Cont'd

Option 3- Alternative Option

40. Option 3 provided an additional kerb build-out and splitter island at Bristol Street, which would require the removal of six additional on-street parking spaces compared with the preferred option.
41. This option provides a splitter island at the Bristol Street intersection as opposed to road narrowing, which was not considered to be as user friendly for visually impaired users as the road narrowing option.
42. The lengthening of the central island on Papanui Road will eliminate the small amount of right turning that is still occurring into Webb Street, but will block right turning into the property, which is a hostel / hotel, on the opposite side of the carriageway. The central island already blocks right turning in and out of the side road adjacent to this property and blocking the driveway on Papanui Road may cause significant access problems to this property.
43. This option is also the more expensive of the two options developed.

Option 2 - The Preferred Option

45. The objectives for this project are met by the preferred option, as follows. The local road nature of the street is enhanced by narrowing the carriageway from 14 metres to nine metres, installing kerb build-outs at the Bristol Street intersection and in the middle of Webb Street, increasing the berm area along the street, planting street trees in the berm area and enhancing the kerb build-out areas with landscaping. This project also provides an opportunity to daylight St Albans Stream and enhance the area surrounding the stream with landscaping, a pedestrian bridge and provision of a seat to encourage community use of the area.
45. The road narrowing, particularly in the kerb build-out areas, is expected to reduce vehicle speeds along Webb Street, which will reduce the likelihood and severity of future accidents thereby improving safety for road users. The reshaping of the central island at the Papanui Road intersection is expected to further deter vehicles from turning right into Webb Street (i.e. this movement is banned at present, but some vehicles still turn right). This will reduce the likelihood of vehicles being struck when completing this manoeuvre thereby improving safety for road users.
46. Pedestrian facilities will be improved along Webb Street with an increase in the width of the footpaths from 1.2 metres to 1.65 metres along both sides of the carriageway. The paths will be located between a narrow landscaping strip along the property boundary line and wide berms along the roadway. The new paths have been located so the existing power poles, which are currently located at the edge of the footpath, are located within the berm area. The crossing width at the Bristol Street intersection will reduce from 14 metres to six metres, and the footpath running along Bristol Street will run in a straight line across Webb Street for the benefit of visually impaired users. The path and crossing points are well defined with landscaping located on both sides of the path in the kerb build-out area.
47. The main parking demand in the street currently is at the Papanui Street end, particularly during school pick up/drop off times. There is also a small amount of parking demand at the Bristol Street intersection, mainly associated with Mozart's Performing Arts School, which is located in Bristol Street. The on-street parking demand in the centre of Webb Street is very low, with all properties having off-street parking areas. The proposed design will meet the parking demand for on-street parking in the area.
48. Landscaping enhancement will be provided along the full length of Webb Street by the inclusion of wide berms on both sides of the carriageway, street trees located in the new berm area along the length of Webb Street. A strip will be provided running along the property boundary lines on both sides of the road, and landscaping will be further enhanced at the Papanui Road intersection, and introduced at the Bristol Street intersection. The area surrounding St Albans Stream will include landscaping enhancement as well as a seat and a pedestrian bridge.

3. Cont'd

49. The proposed design caters for visually impaired users by installing warning tactile pavers at the intersections. The footpath running along the western side of Bristol Street will continue in a straight line through the new area of narrowing at the intersection so visually impaired users do not get confused when crossing over Webb Street. The new footpath alignment on both sides of Webb Street has the existing power poles located in the grass berm area, which removes a hazard off the footpath and provides a safer environment for visually impaired users. In some locations, service lids will be located within the new path area, and these lids will be changed where necessary to provide lids that are safer for use in pedestrian areas.
50. The Greenspace Unit was consulted during the preliminary scheme design for the day lighting of St Albans Stream. Existing street lighting will be upgraded as part of this project. A drainage review has been completed particularly around the St Albans Stream area where a number of options were considered for the day lighting of the stream, improving flooding problems associated with the stream, and access to the manhole and culvert at the stream.
51. There are no land ownership issues associated with this project. However, a hedge at 28 Webb Street is intruding onto the road, and the wall is set back behind the boundary. There is a minor intrusion of a fence onto the road at 34 Webb Street. These issues are not expected to impact on the project.
52. There are no consent or legal issues to be considered.

4. WAIRAKEI ROAD STAGE I – (PITCAIRN TO MANOR) STREET RENEWAL.

General Manager responsible:	General Manager - City Environment
Officer responsible:	Manager - Transport and Greenspace Unit
Authors:	Brian Boddy, DDI 941-8031 and David Pinkney, DDI 941-8027

PURPOSE OF REPORT

1. The purpose of this report is to:
 - a) Seek the Committee's recommendation to Council for the Wairakei Road project (Stage 1 – Manor to Pitcairn) to be approved to proceed to implementation and construction.
 - b) Seek the Council's approval to proceed this project to implementation and construction.
 - c) Seek the Council's approval for resolutions for new parking and traffic restrictions associated with this project.

EXECUTIVE SUMMARY

2. This street renewal project is part of a set of integrated projects in the Christchurch City Council's Capital Works Program in the 2005/06, 2006/07 and 2007/08 financial years. Wairakei Road Stage I (this project) covers the section of Wairakei Road from Manor Road, to Pitcairn Crescent. Stage II of this project group covers from Pitcairn Crescent to the railway crossing adjacent to the Jeffreys Road intersection, and will be covered by a separate report.
3. The original concept was developed from community and technical objectives, and includes flush medians, pedestrian islands, traffic and cycle lanes and parking spaces. Landscaping and trees are included where opportunities allow. The Aorangi/Wairakei intersection has been modified to an off-set 'T'. This final recommended option includes restricting right turning opportunities out of Aorangi Road to improve turning safety at the intersection.
4. As part of the proposed upgrade to this section of road all overhead wiring will be under grounded and street lighting improved. Stage I of the under-grounding of the overhead wiring has already been completed with Stage II well underway.

4. Cont'd

5. There is good support for this project with two exceptions which are: -
 - Some properties and a veterinary clinic will lose some on street parking where kerb extensions are to be constructed to allow for the planting of trees. These plantings will improve the streetscape and reduce traffic speed along this section of Wairakei Road.
 - Many Aorangi Road and Colwyn Street residents object strongly to the proposed prevention of the through traffic movement along Aorangi Road; and right turn onto Wairakei Road from Aorangi Road. The redesign of the intersection in this way is necessary to improve safety and address a significant crash history involving vehicles travelling straight across Wairakei Road.
6. Despite the objections of some sections of the community to the turning restriction at Aorangi Road, it is put forward as the recommended option as it is considered to offer the best balance of costs and benefits overall to the community.

FINANCIAL AND LEGAL CONSIDERATIONS

7. The budget for this stage is \$1,686,729 that includes all consultation, design and project management considerations, \$583,000 has already been spent on under-grounding Stage I.
8. There are no legal implications. The Council resolution is required to implement the parking restrictions and traffic management changes.

STAFF RECOMMENDATIONS

It is recommended that the Committee recommends to the Council:

- a. That the Council approves the Wairakei Road Stage 1 – (Pitcairn to Manor) Street renewal project to proceed to implementation and construction as shown in **Attachment 6**.
- b. That the Council approves the following new traffic restrictions associated with the Wairakei Road Stage 1 – (Pitcairn to Manor) Street renewal project:

(i) Removal of Existing No Stopping

1. That the existing no stopping be revoked from the north side of Wairakei Road between Jennifer Street and Pitcairn Crescent.
2. That the existing no stopping be revoked from the south side of Wairakei Road between Aorangi Road and Pitcairn Crescent.

(ii) New No Stopping

Wairakei Road – North Side, Manor to Pitcairn

3. That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Manor Place and extending 55 metres in a westerly direction.
4. That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road (between its intersection with Manor Place and Torquay Place) commencing at its intersection with Manor Place and extending 112m in an easterly direction.
5. That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road (between its intersection with Torquay Place and Jennifer Street) commencing at its intersection with Torquay Street and extending 77m in an easterly direction.
6. That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Jennifer Street and extending 25 metres in an easterly direction.

4. Cont'd

7. That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at a point 71 metres east of its intersection with Jennifer Street and extending 29 metres in an easterly direction.
8. That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at a point 71 metres west of its intersection with Aorangi Road and extending 37 metres in a westerly direction.
9. That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Aorangi Road and extending 33 metres in a westerly direction.
10. That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Aorangi Road and extending 27 metres in an easterly direction.
11. That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at a point 81 metres west of its intersection with Pitcairn Crescent and extending 22 metres in a westerly direction.
12. That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Pitcairn Crescent and extending 18 metres in a westerly direction.
13. That the stopping of vehicles be prohibited at any time on the north side of Wairakei Road commencing at its intersection with Pitcairn Crescent and extending 12 metres in an easterly direction.

Wairakei Road – South Side, Murdoch to Aorangi

14. That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Murdoch Street and extending 55 metres in a westerly direction.
15. That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Murdoch Street and extending 33 metres in an easterly direction.
16. That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 65 metres east of its intersection with Murdoch Street and extending 41 metres in an easterly direction.
17. That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 149 metres east of its intersection with Murdoch Street and extending 47 metres in an easterly direction.
18. That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 131 metres west of its intersection with Aorangi Road and extending 50 metres in a westerly direction.
19. That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 48 metres west of its intersection with Aorangi Road and extending 40 metres in a westerly direction.
20. That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Aorangi Road and extending 17 metres in a westerly direction.
21. That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at its intersection with Aorangi Road and extending 38 metres in an easterly direction.

4. Cont'd

22. That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 83 metres east of its intersection with Aorangi Road and extending 9 metres in an easterly direction.
23. That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 102 metres east of its intersection with Aorangi Road and extending 17 metres in an easterly direction.
24. That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 142 metres east of its intersection with Aorangi Road and extending 12 metres in an easterly direction.
25. That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 168 metres east of its intersection with Aorangi Road and extending 7 metres in an easterly direction.
26. That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 188 metres east of its intersection with Aorangi Road and extending 19 metres in an easterly direction.
27. That the stopping of vehicles be prohibited at any time on the south side of Wairakei Road commencing at a point 212 metres east of its intersection with Aorangi Road and extending 43 metres in an easterly direction.

Manor Place

28. That the stopping of vehicles be prohibited at any time on the western side of Manor Place commencing at its intersection with Wairakei Road and extending 30 metres in a northerly direction.
29. That the stopping of vehicles be prohibited at any time on the eastern side of Manor Place commencing at its intersection with Wairakei Road and extending 15 metres in a northerly direction.

Torquay Place

30. That the stopping of vehicles be prohibited at any time on the western side of Torquay Place commencing at its intersection with Wairakei Road and extending 15 metres in a northerly direction.
31. That the stopping of vehicles be prohibited at any time on the eastern side of Torquay Place commencing at its intersection with Wairakei Road and extending 15 metres in a northerly direction.

Jennifer Street

32. That the stopping of vehicles be prohibited at any time on the western side of Jennifer Street commencing at its intersection with Wairakei Road and extending 15 metres in a northerly direction.
33. That the stopping of vehicles be prohibited at any time on the eastern side of Jennifer Street commencing at its intersection with Wairakei Road and extending 15 metres in a northerly direction.

Pitcairn Crescent

34. That the stopping of vehicles be prohibited at any time on the western side of Pitcairn Crescent commencing at its intersection with Wairakei Road and extending 13 metres in a northerly direction.
35. That the stopping of vehicles be prohibited at any time on the eastern side of Pitcairn Crescent commencing at its intersection with Wairakei Road and extending 15 metres in a northerly direction.

4. Cont'd

Murdoch Street

36. That the stopping of vehicles be prohibited at any time on the western side of Murdoch Street commencing at its intersection with Wairakei Road and extending 13 metres in a southerly direction.
37. That the stopping of vehicles be prohibited at any time on the eastern side of Murdoch Street commencing at its intersection with Wairakei Road and extending 13 metres in a southerly direction.

(iii) New Time Limit Parking Restriction

38. That the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Wairakei Road commencing at a point 39 metres east of its intersection with Aorangi Road and extending in an easterly direction for a distance of 6 metres.
39. That the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Wairakei Road commencing at a point 59 metres east of its intersection with Aorangi Road and extending in an easterly direction for a distance of 24 metres.
40. That the parking of vehicles be restricted to a maximum period of 30 minutes on the north side of Wairakei Road commencing at a point 34 metres west of its intersection with Aorangi Road and extending in a westerly direction for a distance of 30 metres.
41. That any previous parking restrictions in the above mentioned areas be revoked.

(iv) Move Existing Bus Stop to New Location

42. That the existing bus stop be revoked from the north side of Wairakei Road at its present position commencing 18 metres west of the intersection with Jennifer Street and extending 14 metres in a westerly direction, and reinstated on the north side of Wairakei Road commencing 21 metres east of the intersection with Jennifer Street and extending 20 metres in an easterly direction.
43. That the existing bus stop be revoked from the south side of Wairakei Road at its present position commencing 2 metres west of the intersection with Jennifer Street and extending 12 metres in a westerly direction, and reinstated on the south side of Wairakei Road commencing 24 metres west of the intersection with Jennifer Street and extending 12 metres in a westerly direction.
44. That the existing bus stop be revoked from the north side of Wairakei Road at its present position commencing 49 metres east of the intersection with Aorangi Road and extending 13 metres in an easterly direction, and reinstated on the north side of Wairakei Road commencing 45 metres east of the intersection with Aorangi Road and extending 22 metres in an easterly direction.
45. That the existing bus stop be revoked from the south side of Wairakei Road at its present position commencing 5.5 metres east of the intersection with Pitcairn Crescent and extending 14 metres in an easterly direction, and reinstated on the south side of Wairakei Road commencing 19 metres east of the intersection with Pitcairn Crescent and extending 22 metres in an easterly direction.

(v) "Give Way" Signs

46. That a "Give Way" sign be placed against:
 - a) Manor Place at its intersection with Wairakei Road.
 - b) Torquay Place at its intersection with Wairakei Road.
 - c) Aorangi Road at its intersection with Wairakei Road on both sides.
 - d) Pitcairn Crescent at its intersection with Wairakei Road.
 - e) Murdoch Street at its intersection with Wairakei Road.

4. Cont'd

(vi) "STOP" Control

47. That both the existing "Stop" controls on Aorangi Road at its intersection with Wairakei Road be revoked.

4. Cont'd

WAIRAKEI ROAD STREET RENEWAL (PITCAIRN TO MANOR) - STAGE I

BACKGROUND

9. The primary purpose of this project is to replace the existing deep dish channels that are in poor condition with a modern profile kerb and flat channel. The carriageway is also in need of a major upgrade due to failures in areas of the running surface. This project has been integrated with a series of other capital works which are being planned together and will be implemented successively. This is the first stage of the integrated package that includes Wairakei Road (Pitcairn to Railway), Blighs Road, Watford Street and Tillman Avenue.
10. Consistent with the Council's policy to underground the overhead wiring in arterial roads subject to reconstruction, the undergrounding for Stage 1 is complete and nearly completed for Stage 2.
11. This section of Wairakei Road is a minor arterial road with an average traffic flow of 16,000 vehicles per day. The Land Transport New Zealand's (L.T.N.Z.) crash data for the previous five years puts the number of reported crashes for this section of Wairakei Road at twenty-nine, ten of these being at the Aorangi intersection – the predominant factor being collisions against right-turning vehicles. No one common factor can be found with the crashes from Manor Place to Aorangi Road. Sections of Wairakei Road at present have no flush median which offers little protection for right turning vehicles or pedestrians and cyclists wishing to cross the road. Deep dish channels also contribute to pedestrian crossing difficulties, especially for those in the Elmswood Court retirement village at the east end of this stage. Problems have also historically been noted in relation to camber problems and curve alignment.
12. An initial survey was conducted among affected residents and businesses in March 2005 to identify all issues and concerns that could be addressed with this project. This survey revealed a significant number of Aorangi Road residents wanted traffic signals at the intersection with Wairakei Road, the majority of shopkeepers at this intersection did not. A summary of these responses can be read in **Attachment 2**. This feedback was considered in the development of the initial concept plan (**Attachment 1**).

PRINCIPLE OBJECTIVES

13. As a result of technical and community based issues surveys, the project objectives are to: -
 - Replace the existing kerb and dish channel with kerb and flat channel
 - Improve safety for pedestrians, cyclists, and vehicles
 - Provide improved pedestrian/cycle crossing facilities
 - Underground the overhead services.
 - Upgrade the street lighting
 - Provide suitable on street parking *where possible* on this minor arterial road to meet the needs of the residents and businesses.
 - Improve intersection functioning and safety.
14. Specific issues to be addressed are: -
 - The high number of crashes at the Aorangi/Wairakei intersection.
 - The piping of the upper reaches of Taylors Stream.
 - Speed reduction of vehicles along Wairakei Road.

PUBLIC CONSULTATION

15. The original concept plan (**Attachment 1**) was distributed as part of a newsletter in September 2005. Feedback to this concept plan and several onsite meetings are summarised in **Attachment 3**. In response to this feedback several minor modifications have been made to the proposed kerb, landscaping, tree and footpath positions, and other features.
16. Significantly, primarily in response to a request from Land Transport New Zealand to further improve the safety of the Aorangi Road intersection, the original open intersection, as shown in **Attachment 1**, was modified. It was redesigned to prevent vehicles going straight through the intersection or making right turns out of Aorangi Road – full justification for these decisions are given below.

4. Cont'd

17. Residents were advised of the changes to the Stage I concept plan, including the revised plan for the Aorangi/Wairakei intersection, in a newsletter distributed on 31 March 2006. The majority of Wairakei Road residents supported this proposal, but a significant number of Aorangi Road residents opposed the alterations to the intersection of Aorangi Road because they want easier access onto and across Wairakei Road, e.g. traffic signals.
18. The rest of this report is structured to advise on option development and selection for Wairakei Road generally, and then the Aorangi/Wairakei intersection specifically.

FUNDING ISSUES

19. Further to this report being presented to the Fendalton/Waimairi Works, Traffic and Environment Committee in April 2006, the Council has experienced a major reduction of LTNZ funding for some streets currently sitting within the renewals program. As a result of this, the parameters around which renewal projects have been previously developed no longer apply. Strict criteria have now been set by LTNZ as to what will and will not attract a funding subsidy. Due to the nature and condition of Wairakei Road some subsidies, at various locations along Wairakei Road will be available for carriageway renewal only. The sections not eligible for subsidies will be fully funded through the capital renewals budget, in order to maintain the level of service and rationalise the asset life of this section of road.
20. Funding for signalisation of the Aorangi Road intersection does not fit within the guidelines laid out by LTNZ for a kerb and channel renewal project. If signalisation of the intersection was to be included in the project, construction would have to be fully funded out of a separate safety budget category or road network improvement category. There is also an estimated cost in the region of \$20,000 required to carry out further investigation on the knock on effects this signals installation would cause on adjacent intersections and road corridors. This investigation does not form part of the kerb and channel works and as such cannot be funded from this kerb and channel project.
21. The grouping of different project types under one main contract is encouraged by LTNZ. The signalisation of Aorangi given the safety concerns raised, could be progressed as a LTNZ Minor Safety Project and potentially a subsidy could be sort through them. However this is unlikely to be supported for the following reasons;
 - a. The estimated signalisation work and shop canopy alteration would cost around \$200,000. If the project was able to meet the criteria set out by LTNZ this amount would have to be, as already mentioned above funded from outside the kerb and channel budget. The Council would then be liable for any shortfall. Aorangi Road does not rank high enough on safety grounds or as a network improvement to justify diverting funds from higher prioritised projects.
 - b. The LTNZ subsidy is capped at \$150,000 on minor safety projects. Thus if a subsidy was forth coming all cost exceeding this amount would be wholly funded by the Council
 - c. LTNZ has recommended, being a major stakeholder and as part of the initial feedback, that staff look at improving the safety of this intersection. The option to remove the through and right turn movement at Aorangi Road was considered, the safest treatment and would substantially reduce the accident rate at this intersection.
 - d. LTNZ have peer reviewed the scheme proposed in **Attachment 5** and support it. It is a fact that crashes still occur at signalised intersections and the benefit cost ratio of signalisation works at this intersection do not justify the expenditure anticipated against the negligible reduction in crashes expected. In short the scheme will not meet LTNZ criteria for any subsidised funding leaving the Council to wholly fund these works.

WAIRAKEI ROAD OPTION DEVELOPMENT

22. Two options were assessed as part of the Wairakei Road kerb and channel replacement as follows:

4. Cont'd

Option (a) has

- A carriageway width of 15.6 metres to allow on-street parking on both sides of the road with free movement of traffic.
- A carriageway that narrows to 11.9 metres in locations wide to allow the planting of trees to improve the streetscape and to calm traffic.
- Pedestrian islands to aid the movement of pedestrians across Wairakei Road.
- A flush median to allow right turning vehicles to stop without impeding the flow of straight through traffic.
- Cycle lanes to improve cycle safety.

Option (b) which maintains the status quo i.e. do nothing.

PREFERRED OPTION AND OPTION ASSESSMENT

23. Option (a) was developed as the primary option for consideration and consultation and is the preferred option. As a minor arterial road within the City Plan this section of Wairakei Road first and foremost must, *give priority to the safe, efficient and sustainable movement of people and goods*. Because of the number of underground services, options for the actual road layout have been limited (e.g. tree planting cannot be placed over underground services).
24. Communication with residents drew a clear preference for on-street parking as opposed to expanded roadside berms with landscaping and trees.
25. As a result of the arterial road factors, safety and community based preferences, a road geometry has been identified which provides flush median space, traffic and cycle lanes, and road side parking where possible. Landscaping and tree numbers have been included to suit residents and stakeholders as far as possible, a result of feedback received during the consultation process.
26. The Wairakei Road kerb and channel replacement project also provides an opportunity to address in this section pedestrian and school travel safety concerns. These are predominantly dealt with in the Aorangi intersection section which follows. The work provides for more pedestrian crossing opportunities (with pedestrian islands and median strip), as gaps in one traffic stream are a lot more frequent than simultaneous gaps in opposing traffic streams. Further to the Council resolution dated 6 October 2005 it was resolved that 40 km/hr temporary school speed zones be considered for incorporation within a capital project where a school zone is likely at a future time. Wairakei School is sited just outside the defined area of works but signage required to comply with the above will be within the upgrade proposed. As such, further investigation is being undertaken to determine whether preparatory equipment installation is appropriate.
27. After receiving responses to the original concept plan the following changes were considered or made: -
 - The proposed kerb build out at No. 182 has been shifted to the east at the request of a property owner because he believed he would experience access difficulties to his property. This change has been incorporated within the scheme being sought for approval.
 - Other areas such as outside No.s 175 to 177 cannot be modified as this is on a slight bend in the road and for safety reasons it would be inappropriate to amend the parking at this point.
 - Reduction in the number of trees being planted has also been requested in a number of locations. These requests have been considered and in a number of locations given the extent of larger specimens of trees found within individual properties request have been granted, but where appropriate trees have been relocated to maintain a 'green' streetscape.
28. The verandah on two to three of the shops at No. 169 will be cut back to allow on-street parking to continue outside the shops.
29. All revised features of the preferred option are shown in **Attachment 6**. The project achieves the aims and objectives. It should be noted that with the exception of the Aorangi/Wairakei intersection, this project has strong community support.

4. Cont'd

30. Option (b), the do nothing option - maintenance of the status quo will not result in any social or cultural benefits, nor would it meet the activity management plans for asset renewal. The existing streetscape would not be enhanced and an infrastructural asset not renewed, which would result in ongoing maintenance expenditure. Maintaining the status quo is not consistent with the Road Safety Strategy or the Christchurch City Council Financial Plan and Programme 2005, conflicts with the objectives of the Asset Management Plan, and fails to meet any of the transport management objectives. This option is not recommended.

AORANGI ROAD INTERSECTION OPTION DEVELOPMENT

31. Aorangi Road is classed in the City Plan as a local road. Daily traffic volumes have been measured at about 2,000 (in 2004) and 3,300 (in 2001) in the section north-east and south-west of Wairakei Road, respectively. The City Plan states that "urban local roads typically carry less than 1,500 vehicles per day" and as such, Aorangi Road is busier than a typical urban local road.
32. As part of local area traffic management, traffic calming has been installed in Aorangi Road in the past. This was in response to community concerns of degrading road safety, caused by an increase in traffic volumes. Aorangi Road is popular with many school cyclists, as it gives access to various schools. From surveys carried out as part of the Safe Routes to School project, we know that getting across Wairakei Road represents the greatest concern for school children in this area. It is acknowledged that some motorists on Aorangi Road experience difficulties crossing, or turning right onto Wairakei Road. Given the local road status of Aorangi Road, though, it should not be made easier to use Aorangi Road. Otherwise, the local road status of Aorangi Road would further erode. However, much of the consultation feedback received from the Aorangi Road residents have asked for measures that would make it easier for Aorangi Road traffic to turn right onto Wairakei Road, or to get across Wairakei Road.
33. The major area of option development was the intersection at Aorangi Road. Several options were considered for the Aorangi intersection;
- Option 1 - straight across, give way control intersection
 - Option 2 – traffic signals
 - Option 3 – roundabout
 - Option 4 - staggered intersection with a central pedestrian island
 - Option 5 – staggered intersection, with restricted turning and larger median island.

AORANGI ROAD INTERSECTION PREFERRED OPTION

34. The proposed Option 5 as shown on **Attachments 5** (expanded version) and 6 improves traffic safety at the intersection by preventing vehicles right turning onto or travelling straight across Wairakei Road from Aorangi Road. These movements are the most common factor in reported crashes at this intersection – **Attachment 4** shows the intersection collision pattern.

ASSESSMENT OF OPTIONS

35. **Option 5:** Staggered turn with restricted turning and island is the preferred option. The proposed median island in Wairakei Road at Aorangi Road will greatly simplify the task of crossing Wairakei Road, as cyclists and pedestrians will only need to concentrate on traffic coming from one approach, rather than having to look out for a multitude of movements. They also will not be endangered by right turning traffic crossing their path. The island also provides right turning bays for traffic off Wairakei Road. There is no reduction in on-street parking for the shops with this proposal.
36. The key deciding factor in this option is the safety improvement provided by the elimination of right turns out of Aorangi Road. This action is opposed by the local residents. The design will also restrict the growth of the numbers of vehicles on Aorangi Road due to its reduced accessibility. It is worth noting that a contributor to the Aorangi intersection debate was LTNZ who strongly recommended a change from the original option, to the restricted turn option.

4. Cont'd

37. **Option 1:** Straight across- give way control. The straight across intersection is what exists at Aorangi/Wairakei at present. Given the crossing difficulties of pedestrians and safety concerns for turning vehicles, it was not considered appropriate to fully reinstall the existing geometry – improvements needed to be made for intersection safety.
38. **Option 2:** Traffic signals: Traffic signal control has been investigated and modelling has shown that traffic signals could be operated with current traffic volumes. However, installation of signals is not supported for the following three reasons. Each reason by itself is important enough to reject traffic signals as a sensible option for this location. As discussed earlier funding for signals falls outside the kerb and channel project and would need to be fully funded from an alternative budget.
- Firstly, Aorangi Road, together with adjoining streets, would form a convenient corridor to travel from as far as Harewood Road to Riccarton Road (utilising Matsons Avenue and Ilam Road) if it were not for the difficulty of crossing Wairakei Road. If signals were provided at Wairakei Road, traffic volumes on Aorangi Road could be expected to increase by a very substantial amount. This would run counter to the local road classification in the City Plan and should be seen against the background of Aorangi Road being already busier than the typical local road.
 - Secondly, the desire is to minimise the number of traffic lights on arterial roads, as the function of arterial roads is to provide for the greatest level of movement possible, whereas traffic lights stop drivers. New traffic signals are generally only supported where the side street also has an important network function, i.e. is at least a collector road.
 - Thirdly, the adjacent signalised intersections that Wairakei Road forms with Greers Road and Grahams Road are operated in a way that good two-way co-ordination for Wairakei Road can be achieved for most of the day. That means that when Wairakei Road traffic has moved through the first of these two intersections, it will arrive at the second intersection when the lights are green. Note that this co-ordination is achieved in both directions. The Aorangi Road intersection with Wairakei Road is close enough to the signals at Greers Road that the Aorangi Road intersection would need to be co-ordinated with Grahams/Greers intersection. Unfortunately this would mean that co-ordination would now only be provided in one direction. Travelling in the opposite direction, traffic would always arrive at the second intersection when the lights are red. This is contrary to the principle of providing the greatest level of movement possible.
39. These assessments concluded that the inclusion of signals would have significant detrimental effects to the local road network and therefore could not be considered any further as an option. These effects would be to: -
- Elevate Aorangi's status within the road hierarchy by increasing traffic volumes along what is effectively and previously a controlled local road.
 - Reduce the level of service for Wairakei Road traffic at all times.
 - Significantly reduce the on-street parking along Wairakei Road in front of the Aorangi shops
40. **Option 3:** Roundabout. It would not be feasible to construct a roundabout with a safe geometric layout within the legal road corridor available. To implement a roundabout would need significant property purchase. This option has not been investigated further as the balance of traffic flow through the intersection does not justify the investment in significant land purchase. Funding for a roundabout falls outside the kerb and channel project and would need to be fully funded from an alternative budget and the low to negative Benefit-Cost Ratio would mean no external subsidies would be available through LTNZ.

4. Cont'd

41. **Option 4:** Staggered intersection, pedestrian island. This option was originally shown in the first concept plan (attachment 1). This option would provide benefits to crossing pedestrians due to the island, and benefits to right turning vehicles from Aorangi to Wairakei. It would also mean that vehicles intending to progress straight through from Aorangi to Aorangi would need a 'dog leg' including a right turn. This action generally improves the safety of right turning vehicles. However, on a very busy arterial such as Wairakei Road, turning opportunities are limited, so risk taking in turns is increasing. Although there is some benefit in this layout for right turner protection, there will still be a high exposure to right turning vehicles taking risks in "gap selection" and therefore continued collision risk. It is not considered that the benefits offered in this layout are adequate to the extent and type of risks still presented by allowing straight-through and right turn actions. This option also subjects pedestrians to some uncertainty as there is a need for them to judge whether vehicles turning out of Aorangi Road will cross their path. This option is not recommended and option 5, the modified version, is preferred.
42. To conclude, staff are comfortable with the proposed option which has been peer reviewed not only LTNZ but as part of the initial investigation and preliminary impact assessment works. A number of external engineering consultancies have also commented on the negative network implications traffic signals at Aorangi Road would cause for this part of the City.

5. CHRISTCHURCH CITY PROPOSED NEW SPEED LIMITS

General Manager responsible:	General Manager - City Environment
Officer responsible:	Manager - Transport and Greenspace Unit
Author:	Malcolm Taylor, DDI 941-8604

PURPOSE OF REPORT

1. The purpose of this report is to seek the Committee's support for the speed limit on Harper Avenue, from Park Terrace to Deans Avenue be set at 60 km/h. (see **attachment**).

BACKGROUND

2. Board members may recall that at the Council seminar on 1 August 2006 they were briefed on proposals to change certain speed limits on roads within the city.
3. The Council is responsible for setting speed limits on those roads within its district in respect of which it is the road controlling authority. The authority for the Council to do this is contained in the Land Transport Rule: Setting of Speed Limits 2003, Rule 5004 ("the Rule") and the Christchurch City Speed Limit Bylaw 2005 ("the Bylaw").
4. In setting speed limits the Council must comply with the requirements of the Rule. It requires the Council to apply "Speed Limits New Zealand" for the setting of speed limits. "Speed Limits New Zealand" contains guidelines for setting speed limits and procedures for calculating speed limits. They are set out in Schedule 1 of the Rule. The Rule also prescribes the consultation that is required to be carried out for any proposed speed limit change.
5. The Council may set a speed limit that differs from the calculated speed limit under Speed Limits New Zealand. However, in this case there is provision in the Rule that must be complied with.

"A speed limit different from the calculated speed limit is the safe and appropriate speed limit for a road with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is an urban traffic area or a rural area".

6. Once the provisions of the Rule have been complied with in relation to determining an appropriate speed and undertaking the necessary consultation, the Council may set that speed limit by passing a resolution under Clause 5 of the Bylaw. The new speed limit will then be recorded in the Council's Speed Limit Register.
7. At the Council meeting of 21 September 2006 consent was given to carry out the consultation process as required by the Rule.

5. Cont'd

8. This report forms part of the consultation process which will be reported back to the Council.

EXECUTIVE SUMMARY

9. It is proposed that the speed limit on Harper Avenue, from Park Terrace to Deans Avenue be changed from 50 to 60 km/h. The proposed speed limit change will also be presented to the Hagley/Ferrymead Community Board for their support.
10. The proposed speed limit has been evaluated as prescribed by Speed Limits New Zealand by a consultant, namely Antoni Facey of Facey Consultants.
11. Reasons for change:
- To clarify the arterial nature of this road.
 - That Harper Avenue is a four lane median divided road.
 - That the recommended rated speed limit of 80 km/h is a rural speed limit and the maximum speed limit of 60 km/h is suggested for Harper Avenue in this urban environment.
 - To be consistent with other four lane median divided roads.
12. No additional roads are to be considered in this round of consultation. Additional roads can be considered in subsequent reviews once they have been evaluated against the Speed Limits New Zealand guidelines. It is intended that speed limits be reviewed on a biannual cycle.
13. The proposed time table for the process is:
- 1 August 2006 - Council Seminar
 - 21 September 2006 – Report to Council seeking consent to consult
 - October 2006 – Report to Community Boards seeking support for proposed changes
 - October 2006 – Consultation with;
 - the required parties
 - directly affected properties owners
 - Residents Groups.
 - News media.
 - 20 October 2006 – Closing date for consultation responses
 - 30 November 2006 – Report to Council on consultation feed back and request that the new speed limits be set.
 - December 2006 – Arrange for sign changes and to update Speed Limit Register, Map and Council Web site.

FINANCIAL AND LEGAL CONSIDERATIONS

14. The cost of new signs and the relocation of existing speed limit signs is within existing budgets.
15. That the Land Transport Rule: Setting of Speed Limits 2003, Rule 5004 requires the Council to apply the guidelines of Speed Limits New Zealand for the setting of speed limits and the procedures for calculating speed limits.

STAFF RECOMMENDATION

It is recommended that the Committee recommends to the Council.

That the speed limit change on Harper Avenue from Park Terrace west generally, along Harper Avenue to Deans Avenue, be set at 60 km/h.

6. RAYBLANK PARK UPGRADE – CONSULTATION PLAN

Kevin Williams, Greenspace Unit will be in attendance to present the plan for consultation and seek the Committee's feedback.

7. ENVIRONMENT CANTERBURY'S DRAFT METRO STRATEGY 2006-12

General Manager responsible:	General Manager Regulation & Democracy Services
Officer responsible:	Secretariat Unit Manager
Author:	Prebashni Naidoo, DDI 941-6728

PURPOSE OF REPORT

1. The purpose of this report is to provide the Board with an opportunity to give feedback on Environment Canterbury's Draft Metro Strategy 2006-12 (copy attached).

EXECUTIVE SUMMARY

2. In 1997 the residents of Christchurch, the Christchurch City Council and Environment Canterbury agreed that providing a world-class public transport system was a good way to address increasing traffic congestion in the city. A Public Transport Strategy was adopted that committed the councils to improve all aspects of the system, including the following:
 - The introduction of the Orbiter
 - Cross-city connections with Metrostar
 - 150 new low floor buses on the road
 - Services more frequent (over 50% increase)
 - Central city bus exchange
 - 500 new shelters and seats
 - Metrocard, first in New Zealand
 - Improved information at bus stops and online including Real-Time information
 - Initial bus priority measures.
3. These improvements led to a 90% increase in passenger trips – a result ahead of all expectations. Patronage has risen to its highest level in over 20 years.
4. Despite these improvements, the growth in traffic congestion is still eroding the quality of residents' lives in Christchurch. In the 800 submissions received, some key community demands emerged, including:
 - Improved frequency
 - A bigger central city Bus Exchange
 - Suburban interchanges
 - More reliable services
 - More information and marketing of services.
5. Submissions close on 4 October 2006.

FINANCIAL AND LEGAL CONSIDERATIONS

6. There are no financial or legal considerations.

STAFF RECOMMENDATION

That the Board provide feedback to Environment Canterbury regarding its draft Metro Strategy 2006-12, in particular as to whether the proposed improvements are over-ambitious or not ambitious enough; and whether they will deliver a world-class public transport system into the future.