

**HAGLEY/FERRYMEAD COMMUNITY BOARD
AGENDA**

WEDNESDAY 2 FEBRUARY 2011

AT 3PM

**IN THE BOARDROOM,
LINWOOD SERVICE CENTRE,
180 SMITH STREET, LINWOOD**

Community Board: Bob Todd (Chairperson), Islay McLeod (Deputy Chairperson), Tim Carter, David Cox, Yani Johanson, Brenda Lowe-Johnson and Nathan Ryan.

Community Board Adviser:
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- PART A - MATTERS REQUIRING A COUNCIL DECISION**
- PART B - REPORTS FOR INFORMATION**
- PART C - DELEGATED DECISIONS**

INDEX

- PART C 1. APOLOGIES**
- PART C 2. CONFIRMATION OF MINUTES – 15 DECEMBER 2010**
- PART B 3. DEPUTATIONS BY APPOINTMENT**
- PART B 4. PRESENTATION OF PETITIONS**
- PART B 5. NOTICE OF MOTION**
- PART B 6. CORRESPONDENCE**
- PART B 7. BRIEFINGS**
- PART C 8. MONCKS SPUR ROAD PROPOSED NO STOPPING RESTRICTION**
- PART B 9 MCGREGORS ROAD REPORT TRAFFIC SAFETY**
- PART B 10. RECESS COMMITTEE MINUTES – 21 DECEMBER 2010**
- PART B 11. COMMUNITY BOARD ADVISER’S UPDATE**
- PART B 12. BOARD MEMBERS QUESTIONS**
- PART B 13 BOARD MEMBERS INFORMATION EXCHANGE**

1. APOLOGIES

2. CONFIRMATION OF MEETING MINUTES – 15 DECEMBER 2010

The minutes of the Board's ordinary meeting of 15 December 2010 are **attached**.

The public excluded minutes of the Board's ordinary meeting of 15 December 2010 have been circulated to Board Members.

STAFF RECOMMENDATION

That the minutes of the Board's ordinary meeting (both open and public excluded) be confirmed.

3. DEPUTATIONS BY APPOINTMENT

3.1 Sergeant Gary Manch from the Lyttelton Police Station.

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

6.1 Letter from Rod Cameron, Chairperson of Keep Christchurch Beautiful regarding the Moorhouse Avenue and Colombo Street overbridge.

7. BRIEFINGS

8. MONCKS SPUR ROAD – PROPOSED NO STOPPING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Steve Hughes, Traffic Engineer – Community

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval that the stopping of vehicles be prohibited at any time on the western side of Moncks Spur Road.

EXECUTIVE SUMMARY

2. Staff have received a request from a resident to install no stopping restrictions on the western side of Moncks Spur Road on its approach to the intersection with Cave Terrace.
3. Moncks Spur Road is a residential road running uphill from its intersection with Cave Terrace for almost two kilometres to its intersection with Mount Pleasant Road. The roadway varies from over nine metres to less than six metres in width. From approximately 80 metres above its intersection with Cave Terrace the road width reduces to less than six metres. It is here that the proposed no stopping restrictions are proposed (refer **Attachment 1**).
4. In November 2008 this Community Board resolved to extend the existing no stopping restriction on the eastern side of Mocks Spur Road to prevent vehicles from parking on both sides of the road and narrowing the carriageway to one lane.
5. Residents now report that vehicles descending Moncks Spur Road on the approach to the intersection with Cave Terrace are being forced onto the right hand side of the road to manoeuvre around vehicles parked on the western side of the road. Should there be a vehicle coming around the corner at the Cave Terrace intersection, this uphill bound vehicle can be suddenly confronted by a car on their side of the road with little room to take evasive action.
6. Additional signs and road markings have been installed to improve safety at this intersection. However only by prohibiting the stopping of vehicles on the western side of Moncks Spur Road can the need for descending vehicles to cross onto the wrong side of the roadway be eliminated.
7. It is therefore proposed that no stopping restrictions be installed on the western side of Spur Road from a point nine metres north of the intersection with Cave Terrace, through the intersection with Cave Terrace for a total distance of 86 metres. Above this point the road is wide enough to accommodate parked and moving vehicles.
8. Affected residents and the Redcliffs Residents' Association were consulted about this proposal. The Residents' Association supported the proposal as long as the majority of affected residents were also in support. 87.5 per cent of the affected residents who responded supported the proposed installing of no stopping restrictions. See Paragraphs 19 to 21 for further details.

FINANCIAL IMPLICATIONS

9. The estimated cost of this proposal is approximately \$125.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

10. The installation of road markings is within the current LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

11. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.

8 Cont'd

12. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the current Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices in this area.
13. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

14. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

15. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes - Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

16. As above.

ALIGNMENT WITH STRATEGIES

17. The recommendations align with the Council Strategies including the current Road Safety Strategy and the current Safer Christchurch Strategy.

Do the recommendations align with the Council's Strategies?

18. As above.

CONSULTATION FULFILMENT

19. Consultation documents were distributed to 11 properties in the vicinity of the proposed restrictions:
 - (a) Eight or 73 per cent responded;
 - (b) Seven or 87.5 per cent were in support of the proposed stopping/parking restrictions;
 - (c) One or 12.5 per cent objected to the proposed stopping/parking restrictions.
20. The sole objector believed the issue was "...one simply of excessive speed as cars complete their descent of the road and enter the bend..."
21. The Redcliffs Residents' Association gave their support to this proposal as long as the majority of affected residents supported it.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve that the stopping of vehicles be prohibited at any time on the western side of Moncks Spur Road commencing at a point nine metres north from its intersection with Cave Terrace and extending in a southerly or uphill direction through the intersection with Cave Terrace for 86 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

9. MCGREGOR'S ROAD – REPORT ON SAFETY

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Steve Hughes, Traffic Engineer – Community

PURPOSE OF REPORT

1. The purpose of this report is to respond to the Hagley/Ferrymead Community Board's request of 18 August 2010 for a report on traffic safety in the "McGregors Road area."

EXECUTIVE SUMMARY

2. The Board did not define the "McGregors Road area". McGregor's Road runs for 1.5 kilometres from Linwood Avenue to Buckleys/Pages Road. From Linwood Avenue to Ruru Road it is classified as a local road. From Ruru Road to Buckleys/Pages Road it is classified as a collector road. It is also used as part of bus route 23, Hyde Park to Woolston.
3. In the correspondence from Bob Nixon, Chair of the panel hearing an application for a multi-unit residential development at 158a McGregor's Road, traffic safety concerns were raised on the collector road section of McGregor's Road situated near that address. Traffic safety on the local road section of McGregor's Road between Hay Street and Keighleys Road was reviewed in 2007, therefore this report will concentrate on the collector road section between Buckleys/Pages Road and Ruru Road (refer **Attachment 1**).
4. There have been 16 crashes on McGregor's Road since February 2005 with nine occurring on the "collector road" section mentioned above. Of the nine crashes:
 - (a) Eight had no injuries recorded.
 - (b) Six involved loss of control when turning.
 - (c) Five were attributed to the vehicle going too fast.
 - (d) Five resulted in vehicles hitting a kerb, cliff, bank, fence, or parked vehicle.
 - (e) Two hit either a turning vehicle or a vehicle exiting from a driveway.
 - (f) Two contributing factors were recorded as new drivers showing inexperience.
 - (g) One involved a serious injury.
5. It is unlikely that further traffic calming measures would have prevented any of the crashes caused by the "inappropriate driver behaviour" referred to by Bob Nixon.
6. Of the remaining seven crashes, three occurred at or near the intersection of Hay Street, (two failing to give way and one loss of control when turning) and three at Keighleys Road, (all recorded as loss of control when turning). The remaining crash occurred on McGregor's Road between Hay Street and Keighleys Road. No crashes were recorded between Linwood Avenue and Keighleys Road (refer **Attachment 2**).
7. The speed limit on McGregor's Road is 50 kilometres per hour. There are no speed readings available for the collector road section. Speed data was recorded in August 2005 for the considerably wider and more open local road section near the intersection with Keighleys Road. The combined average speed in both directions was 41.75 kilometres per hour with the combined 85th percentile speed (used as a standard in many traffic engineering calculations) being 49.8 kilometres per hour. This indicates that there is no significant speeding problem in this section of McGregor's Road (refer **Attachment 3**).
8. Calculating the expected daily movements along McGregor's Road is difficult due to the close proximity of a number of other collector and arterial roads feeding traffic into it. The usual method is to multiply the number of nearby residences by a factor of 10 as laid out in the City Plan. As there are over a thousand residences within a kilometre of McGregor's Road, the use of this equation is impractical.

9 Cont'd

9. The actual vehicle count reading in the collector road section of McGregors Road in August 2009 was 1768 vehicles, down from 1825 vehicles in 2006. Given that there are at least several hundred residences on or very close to this section of McGregors Road and the number of local, collector and arterial roads that can also be used to move around, in, or out of the area, these figures are lower than expected when compared to other collector roads in the area: Hay Street (2199 vehicles per day in August 2009), Cuthberts Road (3820 vehicles, August 2010) and Hargood Street, (7639 vehicles, August 2010). Daily average vehicle numbers have been reducing in the above collector roads, as they have been reducing in McGregors Road.
10. There are a number of existing man made and natural traffic control devices on the collector road section of McGregor's Road. These include stop and give way controls on intersecting streets, speed limit, hazard warning and reflective chevron signs. There are also raised median islands, painted centrelines, lane limit, edge marker and no stopping lines. In addition there are also several natural "horizontal type" traffic control devices in the form of "chicanes" or corners that have a traffic calming effect. Where appropriate, improvements have been made in the existing layout, but this has been balanced against making McGregors Road a desirable "track" where adventurous drivers go faster.
11. Bob Nixon mentioned the concerns raised by local residents of problems with this section of McGregors Road. A search of Council records revealed that since February 2005 there has been 564 customer requests related to McGregors Road, with only five, or 0.09 per cent, relating to traffic engineering matters (two residents requested mirrors to assist them in leaving their vehicle entrances, one wanted speed humps installed, one was about relocating a Give Way sign, and one requested the changing of the layout of the Hay Street/McGregors Road intersection).
12. The above and other data obtained was put through the Council's Neighbourhood Improvement Process to determine if additional traffic calming was required on this section of McGregors Road. A score of 40 is required for this to be considered. The collector section of McGregors Road scored 13.8, meaning that further traffic calming measures is not warranted.
13. In summary;
 - (a) Crash data shows that driver error is the main cause of the crashes on or near McGregors Road.
 - (b) It is difficult to identify traffic engineering solutions to combat the driver errors that resulted in crashes on McGregors Road.
 - (c) Speed readings do not support the existence of a speed problem on McGregors Road.
 - (d) Vehicle counts show that vehicle usage along this section of McGregors Road is lower than expected and reducing.
 - (e) Council records show that very few residents contacted the Council to express concerns about traffic safety on McGregors Road.
 - (f) The Neighbourhood Improvement Process showed that further traffic calming on this street is not warranted.

FINANCIAL IMPLICATIONS

14. There are no costs associated should the Board accept the staff recommendation to take no further action at the current time in regards to traffic safety on McGregors Road.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

15. Not applicable.

9 Cont'd

LEGAL CONSIDERATIONS

16. Not applicable.

Have you considered the legal implications of the issue under consideration?

17. Not applicable.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

18. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

19. As above.

ALIGNMENT WITH STRATEGIES

20. The recommendations align with the Council Strategies including the current Road Safety Strategy and Safer Christchurch Strategy.

Do the recommendations align with the Council's Strategies?

21. As above.

CONSULTATION FULFILMENT

22. Crash Statistics provided by the New Zealand Transport Agency were used in compiling this report.

23. Speed data, vehicle counts and customer service requests recorded by the Christchurch City Council were used when compiling this report.

24. The Keighleys Road and McGregors Road (Hay Street to Bromley Road) Safety Improvement Project Report that was approved by the Hagley/Ferrymead Community Board in September 2006 was considered when compiling this report.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board receive the report, and take no action at the present in regards to traffic safety on McGregors Road.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

10. RECESS COMMITTEE MEETING – 21 DECEMBER 2010

The minutes of the Board's Recess Committee meeting of Tuesday 21 December 2010 are **attached**.

STAFF RECOMMENDATION

That the minutes of the Board's Recess Committee meeting held on 21 December 2010 be received.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

2. 2. 2011

- 9 -

- 11. COMMUNITY BOARD ADVISER'S UPDATE**
- 12. BOARD MEMBERS' QUESTIONS**
- 13. BOARD MEMBERS' INFORMATION EXCHANGE**