

3. DEPUTATIONS BY APPOINTMENT

3.1 TRANSIT NEW ZEALAND - MR BARRY STRATTON

Mr Barry Stratton from Transit New Zealand was in attendance at the meeting to discuss issues relating to State Highway 75 (SH75).

Little River Town Centre Development – Completion

Mr Stratton said in the final concept plan (April 2005) for this development, it was proposed to paint a “flush median strip” on a portion of the road. This would reduce some of the available parking because it had the effect of widening the road. It was suggested that some replacement parking could be achieved by placing a culvert in the open drain on the eastern side of the road. This work would need to be carried out by the Council, as Transit was only obligated to take drainage across a road, it was not responsible for land drainage.

As Banks Peninsula District Council staff had not responded when sent the final concept plan it was suggested that Mr Stratton now contact Christchurch City roading staff so that the development could be completed.

Little River Speed Restriction

Mr Stratton said Transit had conducted a speed survey in Little River and now proposed that the speed restriction be lowered to 60kph. This would need to be carried out in conjunction with the completion of the town centre development so that some slowing effects, such as the flush median, were introduced to assist with slowing the traffic. Mr Stratton noted that this was a partnership issue between the Council and Transit as it involved a State Highway in an urban area.

The Board agreed in principle with the speed restriction in Little River being lowered to 60kph and left it to Council staff and Transit staff as to how and when this would be carried out.

Cooptown – Speed Restriction and Pull-off Area

Mr Stratton reported that Transit had also conducted a speed survey in Cooptown and as a result it was proposed to increase the speed restriction to 80kph. He said the houses in that area were set well back from the road and there was no history of accidents. Members again agreed that this was probably a more appropriate restriction.

Mr Stratton was informed that a local resident had suggested that a pull-off area be formed at the bottom of the Barrys Bay to Cooptown stretch of SH75, where vehicles frequently pulled over to change drivers, let traffic past etc. He agreed this suggestion had some merit and he would inspect the site on his return to Christchurch.

Little River Rail Trail

It was reported that a crossing point for the rail trail on SH75 had been agreed on. Transit had prepared costings for its share of the required work and it was expected this would begin in early March.

It was also reported that there had been a suggestion the rail trail should be extended to Puaha Valley, although there had been no discussions on this as yet. Mr Stratton said because it was fundamentally a family activity he would like to see it off the highway.

Sunset Point

Mr Stratton reported that the large pile of dirt that had been mounded up at Sunset Point had been placed in such a way as to stop accidents occurring from people becoming distracted by looking at Lake Ellesmere. He said the mound had yet to be better defined and landscaped.

Catons Bay

It was reported that there was a proposal to develop the rest area at Catons Bay through work being carried out by local groups.

Road Conditions – Radio Reports

The Board expressed concern at incorrect radio reports on road conditions, particularly during storm events when the highway had sometimes been reported as being closed, when in fact it was open. Mr Stratton explained that road closures were managed through the Automobile Association and there was sometimes a delay in the reporting process. He said Transit was trying to put together a system where radio stations would have direct access to reports from road maintenance contractors.

It was also questioned whether the large road sign between Halswell and Tai Tapu (to advise of conditions on SH75) was located in the most practical place. It was noted that traffic accessing the highway via Lincoln/Tai Tapu/Motukarara would not see any warnings posted on the sign.

Le Race

Mr Stratton reported that in terms of the highway Transit was quite happy with the Traffic Management Plan for Le Race, although someone would be monitoring the situation on the day.

3.2 BI-MONTHLY POLICE REPORT

Senior Constables Lyle Pryor and Steve Ditmer were in attendance at the meeting. Constable Pryor introduced Constable Ditmer as the newly appointed Officer in Charge of Akaroa Police Station.

Constable Pryor then reported on recent police issues in the Akaroa-Wairewa area, including several vehicle crashes, an incident of vandalism by a group of visiting youths, a car break-in and damage to road signs.

Constable Pryor said he particularly wished to raise the issue of stock control since the merger with Christchurch City. He reported on a recent incident which he had attended because of stock on the road. He contacted the Council and after 15 minutes was rung by a Stock Control Officer who said it would take him an hour and a half to attend the incident. The police were placed in a quandary when this type of thing occurred as the callouts were often classed as a Priority One which meant an officer had to attend the scene until the animal(s) were brought under control or Stock Control staff attended.

Constable Pryor noted that under Banks Peninsula District Council there had been a Stock Control Officer stationed in Little River who was able to attend these incidents more promptly. He pointed out that the police were not equipped to deal with wandering stock and asked the Board for its support in trying to resolve the problems these callouts were causing.

Another matter Constable Pryor raised was one of parking issues in Akaroa. He reported that many of the signs in the town were not legal and there were particular problems with bus parking which people had complained about to the Police. He emphasised that the Police did not have time to become involved in parking issues and that the Council should provide better control in this area.

The Board was concerned at the level of service being given for both stock control and parking enforcement. Members noted that efficient parking enforcement was necessary in Akaroa to ensure a good flow of traffic through the town. They also noted that there had been complaints regarding the monitoring and enforcement of campervan parking. The Board asked that a strong recommendation be sent to staff to request that stock control in the Akaroa-Wairewa area be addressed so that an effective service was provided. It also asked that parking enforcement be carried out in Akaroa, including the legalising of all signage.