



Christchurch City Council

FENDALTON/WAIMAIRI COMMUNITY BOARD

WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE AGENDA

MONDAY 28 JULY 2008

AT 8.00 AM

**IN THE BOARDROOM
FENDALTON SERVICE CENTRE
CORNER JEFFREYS AND CLYDE ROADS**

Committee: Cheryl Colley (Chairperson), Sally Buck, Faimeh Burke, Val Carter, Jamie Gough, Mike Wall and Andrew Yoon

Community Board Adviser
Graham Sutherland
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Email: graham.sutherland@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION
PART B - REPORTS FOR INFORMATION
PART C - DELEGATED DECISIONS

INDEX	PG NO	
PART C	2	1. APOLOGIES
PART B	2	2. DEPUTATIONS BY APPOINTMENT
PART A	3	3. BURNSIDE HIGH SCHOOL AND CHRIST THE KING SCHOOL – VARIABLE SPEED LIMITS
PART C	11	4. CUTTS ROAD - PROPOSED P10 PARKING RESTRICTION
PART C	14	5. STRAVEN ROAD – BUS STOP
PART B	17	6. STAFF BRIEFINGS

1. APOLOGIES

Faimah Burke and Mike Wall.

2. DEPUTATIONS BY APPOINTMENT

2.1 CUTTS ROAD PROPOSED P10 PARKING RESTRICTION

Deputation to be confirmed.

3. BURNSIDE HIGH SCHOOL AND CHRIST THE KING SCHOOL – VARIABLE SPEED LIMITS

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Michael Thomson, Senior Traffic Engineer, Community

PURPOSE OF REPORT

1. The purpose of this report is to request that the Works, Traffic and Environment Committee of the Fendalton/Waimairi Community Board endorse the installation of new variable speed limits (40 kilometre per hour school zones) on Memorial Avenue and Greers Road, and that the Board recommends to Council that it approve the new variable speed limits and include them in the Christchurch City Speed Limits Register.

EXECUTIVE SUMMARY

2. The Council has a programme of installing 40 kilometre per hour variable speed limits (known as “school zones”) outside schools according to a prioritisation process. To date twenty-seven schools have benefited from this treatment. The “school zone” will operate on school days, for no more than forty-five minutes in the morning at a time between 8.00 am and 9.00 am and for no more than thirty minutes in the afternoon at a time between 2.30 pm and 3.30 pm.
3. Now that the Council has formalised the Christchurch City Council Speed Limits Bylaw 2005, it can resolve to make these new variable speed limits. Accordingly infrastructure for these variable speed limits cannot be commissioned until they have been formally resolved by the Council.

FINANCIAL IMPLICATIONS

4. The estimated cost for this school zone is \$80,000.
5. The recommendations of this report align with 2006-16 Long Term Council Community Plan (LTCCP) budgets.

LEGAL CONSIDERATIONS

6. The proposed variable speed limit complies with the conditions specified and published by the Director of Land Transport New Zealand in the *New Zealand Gazette* (2/6/2005, No. 86, p. 2051) approving a variable speed limit of 40 kilometre per hour in school zones and setting out conditions for those speed limits. A copy of that notice is attached (**Attachment 2**). Council resolution is required to implement the speed limit restrictions and traffic management changes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

7. This report’s recommendations support the project objectives as outlined in the 2006-16 LTCCP.
8. This project aligns with the Transport and Greenspace Unit’s “Our Community Plan 2006-2016”.

ALIGNMENT WITH STRATEGIES

9. This project is consistent with key Council strategies including the Road Safety Strategy and the Pedestrian Strategy.

3. Cont'd

CONSULTATION FULFILMENT

10. Both the Burnside High School and the Christ the King School Boards of Trustees have been informed of the proposed variable speed limits and have expressed support for the installation of variable speed limits at their school. Information newsletters will be made available to all the families of children attending the schools. Property owners and residents will receive a newsletter about the signage to be installed outside their properties. The residents of these properties will also be visited, and the property owners and occupiers given a minimum of 14 days to make submissions about the sign locations.
11. Before the Council can set a variable speed limit pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2005, the public consultation requirements set out in Section 7.1 of the Land Transport Rule Setting of Speed Limits 2003 Rule 54001 must be complied with. Section 7.1(2) provides that the persons that must be consulted before the Council sets a speed limit are:
 - (a) road controlling authorities that are responsible for roads that join, or are near, the road on which the speed limit is to be set or changed; and
 - (b) a territorial authority that is affected by the existing or proposed speed limit; and
 - (c) any local community that the road controlling authority considers to be affected by the proposed speed limit; and
 - (d) the Commissioner of Police, and
 - (e) the Chief Executive Officer of the New Zealand Automobile Association Incorporated, and
 - (f) the Chief Executive Officer of the Road Transport Forum New Zealand; and
 - (g) other organisations or road user groups that the road controlling authority considers to be affected by the proposed speed limit; and
 - (h) The Director of Land Transport New Zealand.
12. Section 7.1(3) of the Rule provides:

A road controlling authority must consult by writing to the persons in 7.1(2) advising them of the proposed speed limit and giving them a reasonable time, which must be specified in the letter, to make submissions on the proposal. In terms of Section 7.1(2)(a) and 7.1(2)(b) there are no road controlling authorities or territorial authorities that are required to be consulted in respect of any of the proposed variable speed limits.
13. The representatives of the Commissioner of Police, the Director of Land Transport New Zealand, the Chief Executive Officer of the New Zealand Automobile Association Incorporated, the Secretary of the Taxi Federation and the Chief Executive Officer of the Road Transport Forum of New Zealand have received written advice of the proposed new variable speed limit in accordance with Section 7.1(2) (d), (e), (f) and (h). No other organisation or road user group is considered affected by the proposed speed limits. No neighbouring road controlling authority is affected. Support for the proposed variable speed limits has been received in writing from the New Zealand Police and from Land Transport New Zealand.

STAFF RECOMMENDATION

That the Works, Traffic and Environment Committee recommends that the Fendalton/Waimairi Community Board recommends that the Council approve:

- (a) The installation of variable speed limits on Memorial Avenue and Greers Road (school zone), subject to a satisfactory outcome of any issues raised by Land Transport New Zealand and/or the community during consultation undertaken by the Council in respect of the proposals to set the new variable speed limits of 40 km/h specified below, as meets the requirements of Section 7.1 of the Land Transport Setting of Speed Limits Rule 2003.

3. Cont'd

- (b) That pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2005, a variable speed limit of 40 kilometres per hour apply on:
 - (1) Memorial Avenue, commencing at a point 25 metres south easterly of the Grahams Road intersection and extending in a south easterly direction for a distance of 524 metres; and
 - (2) Greers Road, commencing at a point 54 metres north easterly of Westburn Terrace and extending in a north easterly direction for a distance of 446 metres.
- (c) That the abovementioned variable speed limits shall come into force on the date of adoption of the Council's resolution.

3. Cont'd

THE OPTIONS

14. There are two options; the preferred option is to install a temporary 40 kilometre per hour speed limit using electronic and static signage that operates during the daily opening and closing periods of Burnside High School. The other option is to do nothing.

ASSESSMENT OF OPTIONS**The Preferred Option**

15. Using the School Zone prioritisation criteria, Burnside High School and Christ the King School rank first in the present school prioritisation.

	Benefits (current and future)	Costs (current and future)
Social	Improved pedestrian safety for school children.	Nil.
Cultural	Nil.	Nil.
Environmental	Nil.	Additional roadside signage.
Economic	Nil	Capital expenditure and maintenance.

Extent to which community outcomes are achieved:

Primary alignment with community outcome *"Our City provides a choice of housing, easy mobility and access to open spaces, and a range of utilities that allow people to enjoy an acceptable quality of life"* by providing a safe transportation network.

Impact on the Council's capacity and responsibilities:

No impact.

Effects on Maori:

It is considered that there are no effects on Maori.

Consistency with existing Council policies:

Consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians.

Views and preferences of persons affected or likely to have an interest:

All affected parties have been contacted and all responses indicated support of the proposal.

Other relevant matters:

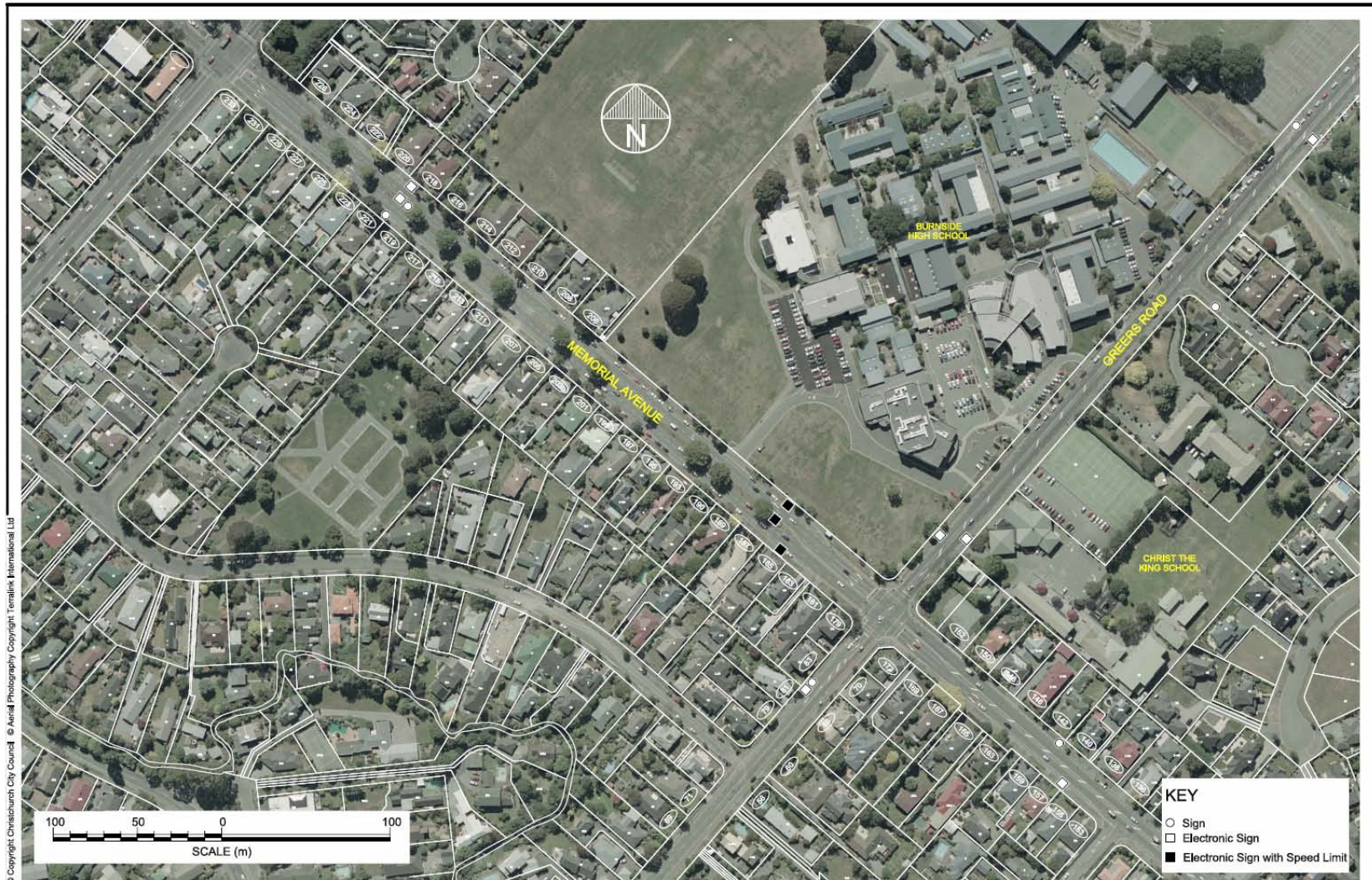
Nil.

3. Cont'd

Maintain the Status Quo.

16. Maintaining the status quo or doing nothing will achieve nothing for the community. Burnside High School has requested that something be done to improve the safety of their students on this section of Memorial Avenue when school children are crossing the road. To do nothing will maintain a possibly hazardous situation.

	Benefits (current and future)	Costs (current and future)
Social	Nil	Potential for pedestrian crossing crashes with time.
Cultural	Nil	Nil
Environmental	Nil	Nil
Economic	No capital expenditure or ongoing maintenance costs.	Nil
<p>Extent to which community outcomes are achieved:</p> <p>Maintaining the status quo is not aligned to any Community Outcomes.</p> <p>Impact on Council's capacity and responsibilities:</p> <p>No impact.</p> <p>Effects on Maori:</p> <p>It is considered that there are no effects on Maori.</p> <p>Consistency with existing Council policies:</p> <p>Maintaining the status quo is not consistent with the Road Safety Strategy or the CCC Financial Plan and Programme 2004 and conflicts with the objectives of the asset management plan.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>Given that feedback in support was received for the option distributed for public consultation it is considered that there is some support for not maintaining the status quo.</p> <p>Other relevant matters:</p> <p>Nil.</p>		



MEMORIAL AVE / GREERS ROAD SCHOOL ZONE - BURNSIDE HIGH SCHOOL

Original Plan Size: A3
ISSUE.1 17/06/08
TG101001 VM

New Zealand Gazette – Te Kahiti o Aotearoa

Notice Number: 3459

Year: 2005

Publication Date: 02 June 2005

Date:

Page Number: 2051

Title: Variable Speed Limit in School Zones

Notice Text: Variable Speed Limit in School Zones

Pursuant to clause 6.1 of Land Transport Rule: Setting of Speed Limits 2003 and a delegation from the Director of Land Transport, I, Peter Graeme Croft, Manager Safer Roads, approve variable speed limits in school zones in accordance with the conditions set out in this notice.

CONDITIONS

1. Variable Speed Limit

A road controlling authority may set a speed limit of 40 km/h that operates in a school zone during the periods specified in condition 2 of this notice. At all other times, the speed limit is the permanent speed limit for the road.

2. Periods of Operation

The 40 km/h speed limit may operate on school days for a maximum period of:

- (a) 35 minutes before the start of school until the start of school;
- (b) 20 minutes at the end of school, beginning no earlier than 5 minutes before the end of school;
- (c) 10 minutes at any other time when at least 50 children cross the road or enter or leave vehicles at the roadside.

3. Signs

Signs that comply with Land Transport Rule: Traffic Control Devices 2004 must be installed to mark the beginning and end of the variable speed limit in the school zone as follows:

- (a) At least one R1-6 "School zone variable" sign at each end of the variable speed limit on the main road outside the school, facing road users travelling towards the variable speed limit; and
- (b) at least one R1-6 "School zone variable" sign or R1-6.1 "School zone fixed" sign facing road users travelling towards the variable speed limit on each side road that intersects with the school zone, where that side road is a no exit road or is controlled by Give-way or Stop signs at the intersection with the school zone; and
- (c) at least one R1-7 "School zone ends" sign at each end of the variable speed limit on every road, facing road users leaving the variable speed limit.

4. Length of Variable Speed Limit

A variable speed limit in a school zone must be a minimum length of 300 metres but should not be longer than 500 metres. The length of variable speed limit on side roads that intersect with the school zone may be shorter than 300 metres.

5. Warrant

A road controlling authority may only set a variable speed limit in a school zone under the following conditions:

- (a) There is a high level of school-related activity on the road outside the school, with at least 50 children crossing the road or entering or leaving vehicles at the roadside; and
- (b) the traffic on the road outside the school meets at least one of the following conditions:
 - (i) The mean speed of free-running vehicles is greater than 45 km/h; or
 - (ii) the 85th percentile speed of free-running vehicles is greater than 50 km/h; or
 - (iii) there have been speed related crashes in the previous five years; or
 - (iv) the school-related activity in condition 5 (a) occurs on a main traffic route.

6. Bylaw

A road controlling authority must set a variable speed limit in a school zone by making a bylaw in accordance with Land Transport Rule: Setting of Speed Limits 2003.

REVOCATION

The notice dated the 26th day of June 2002, published in the New Zealand Gazette, 4 July 2002, No. 76, page 2029, relating to school zone signs is hereby revoked.

DEFINITION

School zone means a length of road outside a pre-school, primary school, intermediate school or secondary school.

Dated at Wellington this 31st day of May 2005.

PETER GRAEME CROFT, Manager Safer Roads.

4. CUTTS ROAD – PROPOSED P10 PARKING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Lorraine Wilmshurst/Mike Thomson, Network Operations and Transport Systems Team

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval to install a P10 parking restriction on the west side of Cutts Road.

EXECUTIVE SUMMARY

2. The Council has received a request from a local business on the corner of Cutts Road and Yaldhurst Road, that is having issues with an adjoining business parking all day outside its premises at 1 Cutts Road.
3. There are two businesses on the site at 1 Cutts Road. There is an access/driveway to the building on the south side. On the north side of the building at the kerbside is a postal box and then the driveway access to 5 Cutts Road.
4. At present there is no time restricted parking outside these shops and some all day parking is occurring.
5. Restricted parking would allow turnover of the parking spaces outside the shops and also provide better access to the postal box.
6. To keep the entranceway to the south clear, there is a "No Stopping" restriction from Yaldhurst Road a distance of 10 metres. The proposed P10 parking restriction would commence at the end of the "No Stopping" restriction.
7. The proposed P10 parking restriction outside 1 Cutts Road will provide short term parking for up to two vehicles for the shops and the posting of mail.
8. The businesses at 1 Cutts Road have both been visited and spoken with, and they initially agreed to the proposal. However one of the business owners has since telephoned to express concern about the restriction and prefers that it not be installed. The property owner of 1 Cutts Road, the residents of the three units at 5 Cutts Road, and the resident at 354 Yaldhurst Road, have been consulted and have no objections to the P10 being installed. The Russley Avonhead Memorial Residents Association has been contacted about the proposal.

FINANCIAL IMPLICATIONS

9. The cost of this proposal is estimated to be \$400.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

10. The installation and removal of road markings and signs is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

11. Clause 4 of the Christchurch Traffic and Parking Bylaw provides the Council the authority to install parking restrictions by resolution.
12. The installation of any associated signs and markings must comply with the Land Transport Rule: traffic control devices 2004.

4. Cont'd

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

15. This contributes to improve the level of service for parking and safety.

ALIGNMENT WITH STRATEGIES

16. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. The businesses and the property owner of 1 Cutts Road, the residents of the units at 5 Cutts Road and the resident of 354 Yaldhurst Road, have been consulted about the proposed P10 being installed. The Russley Avonhead Memorial Residents Association has been contacted about the proposal.

STAFF RECOMMENDATION

That the Committee recommended that the Fendalton/Waimairi Community Board approve that the parking of vehicles be restricted to a maximum period of ten minutes on the west side of Cutts Road commencing at a point 10 metres from its intersection with Yaldhurst Road and extending in a northerly direction for a distance of 12 metres.

28. 7. 2008

- 13 -

ATTACHMENT TO CLAUSE 4



ViaStrada file location - W:\PROJECTS\001 TO 200\001 TO 025\01 CSR CONTRACTED WARD5\CUTTS ROAD - P10 - 0001-907992431\CUTTS ROAD.DWG

5. STRAVEN ROAD – BUS STOPS

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Lorraine Wilmshurst/Michael Thomson, Network Operations and Transport Systems

PURPOSE OF REPORT

1. The purpose of this report is to seek the Works, Traffic and Environment Committee's approval to recommend that the Board approve the extension of the existing bus stops in Straven Road in the vicinity of the Christchurch Boys' High School sports field.

EXECUTIVE SUMMARY

2. The Red Bus Company has requested that the Council mark the existing two bus stops in Straven Road, outside 104 Straven Road and alongside the sports fields at Christchurch Boys' High School (see **Attached** plan).
3. At present the bus stops are not marked on the road. The bus stops in this vicinity are marked with a bus stop sign. Where there is no road marking the bus stop extends 6 metres either side of the sign.
4. The bus companies are experiencing difficulty accessing these two bus stops, particularly when there is a high parking demand associated with activity on the sports fields at Christchurch Boys' High School.
5. The Red Bus Company has requested that the bus stops be marked on the road and extended to 18 metres to accommodate the larger buses that are using this route. This will also eliminate any issues that are being experienced at present with access to the bus stops.
6. The residents at 104 Straven Road would prefer the bus stop to be moved from outside their property but understand that this is not an option and that there is a need to mark and extend the bus stop. They have experienced buses stopping over their driveway during sports activities.
7. Christchurch Boys' High School has been contacted and they do not have any issues with the marking or extension of the bus stops in Straven Road.

FINANCIAL IMPLICATIONS

8. The cost of this proposal is estimated to be \$150.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

9. The installation and removal of road markings and signs is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

10. Clause 4 of the Christchurch Traffic and Parking Bylaw provides the Council the authority to install parking restriction by resolution.
11. The installation of any associated signs and markings must comply with the Land Transport Rule: traffic control devices 2004.

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

12. As above.

5. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

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

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

14. This contributes to the improvement in the level of service for public transport.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. Both the residents at 104 Straven Road and Christchurch Boys' High School have been contacted and agree to the marking and extending of the existing bus stops.

STAFF RECOMMENDATION

That the Committee recommend that the Fendalton/Waimairi Community Board approve:

- (a) That the existing bus stop on the east side of Straven Road commencing at a point 38 metres from its intersection with Rochdale Street and extending for a distance of 12 metres in a northerly direction be revoked.
- (b) That the existing bus stop on the west side of Straven Road commencing at a point 33 metres from its intersection with Rochdale Street and extending for a distance of 12 metres in a northerly direction be revoked.
- (c) That a bus stop be created on the east side of Straven Road commencing at a point 38 metres from its intersection with Rochdale Street and extending for a distance of 18 metres in a northerly direction.
- (d) That a bus stop be created on the west side of Straven Road commencing at a point 24 metres from its intersection with Rochdale Street and extending for a distance of 18 metres in a northerly direction.



6. STAFF BRIEFINGS

6.1 PROPOSED MERIVALE PARKING PLAN

Peter Barnes, Consultation Leader, Transport and Greenspace Consultation Team, will be in attendance to provide a verbal update to the Committee on the Proposed Merivale Parking Plan.

6.2 HARAKEKE STREET PROJECT

Peter Rivers, Project Manager, will be in attendance to discuss with the Board issues with respect to a splitter island installed in Harakeke Street.