

13. 5. 2010

**SHIRLEY/PAPANUI COMMUNITY BOARD
31 MARCH 2010**

**Minutes of a meeting of the Shirley/Papanui Community Board,
held on Wednesday 31 March 2010 at 4pm
in the Boardroom, Papanui Service Centre,
corner Langdons Road and Restell Street, Papanui.**

PRESENT: Yvonne Palmer (Chairperson), Ngaire Button, Kathy Condon Pauline Cotter, Aaron Keown and Norm Withers.

APOLOGIES: An apology for absence was received and accepted from Matt Morris.

The Board reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. SIGNALISED INTERSECTION – LANGDONS/MAIN NORTH/MARY STREET – SAFETY AUDIT REPORT

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Sean Lewis, Senior Traffic Signals Engineer

PURPOSE OF REPORT

1. The purpose of this report is to present to the Council the Shirley/Papanui Community Board's recommendation that the signalised pedestrian crossing on the north approach to the Langdons/Main North/Mary Street be removed.

EXECUTIVE SUMMARY

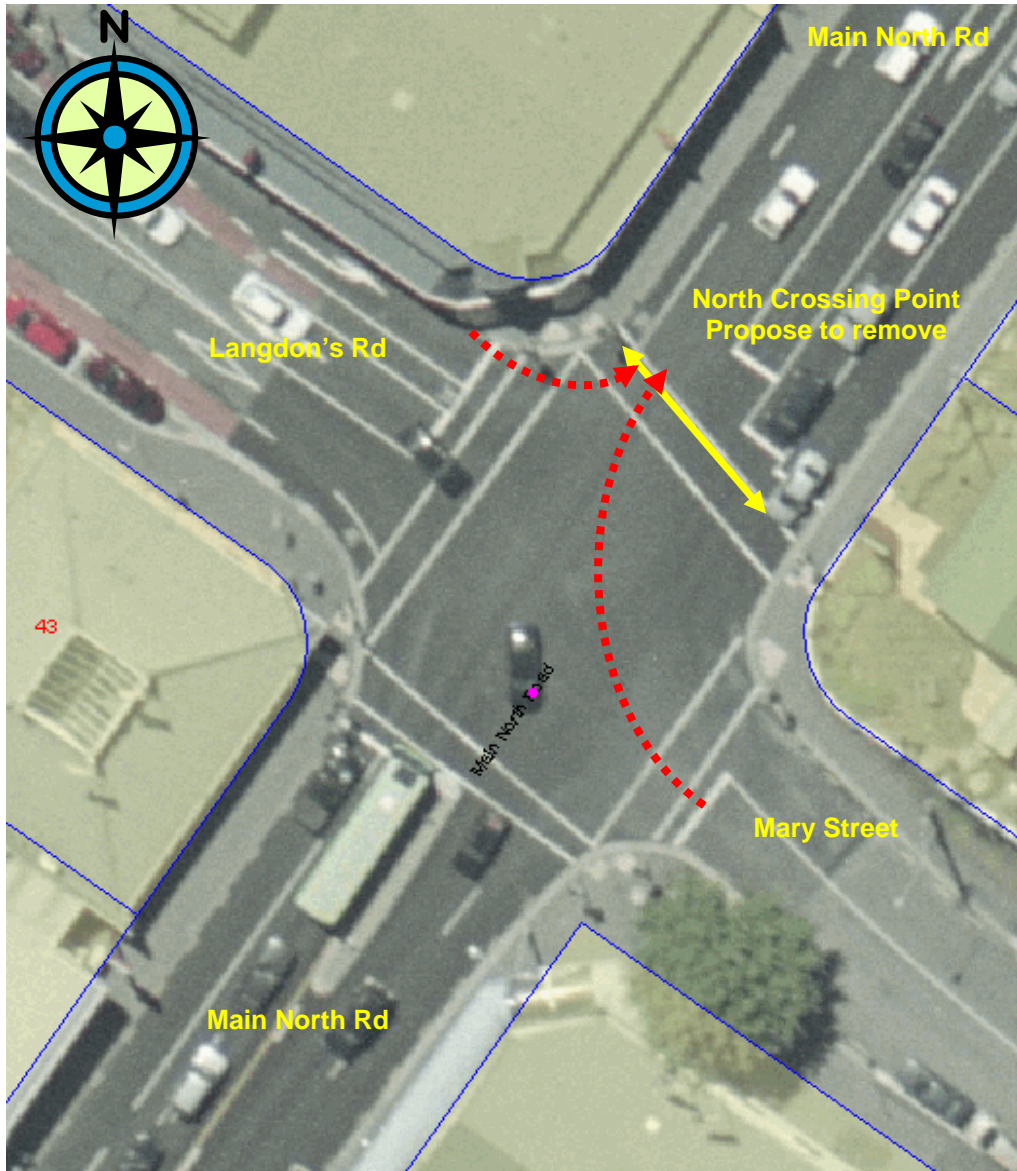
2. The Board received a deputation from Helen Durelos at the meeting held on 21 May 2008, expressing that a safety audit be carried out at the intersection of Langdons/Main North/Mary Street. The purpose of this safety audit was borne from a concern that there is a danger to pedestrians crossing the signalised pedestrian crossing on the north leg of this intersection.
3. The Board decided to request staff to provide a safety audit report for this intersection including suggestions for improving pedestrian safety.
4. An interim response was provided to the Board meeting on 10 September 2009 advising that a traffic safety audit will be carried out once the proposed bus priority lanes have been installed and the effects on this intersection known.
5. The bus priority project was completed through this intersection in November, and the safety audit has since been carried out.
6. This is a very busy intersection on an arterial road, running at capacity during peak hours, and very busy during all daytime hours.
7. During daytime hours, between 70 to 90 per cent of the traffic using this intersection use the northern approach. Because of the high volume of traffic using this approach, and the lack of space for dedicated turning lanes, it is not possible to increase the pedestrian protection time without causing major congestion delays. These results and percentages of the intersection count data are shown in the table below.

1 Cont'd

Vehicles on North Approach (in or out)	Total Vehicles In Intersection	Time of Count	Percentage Using North Approach
1244	1387	07:00 – 08:00	90%
1396	1721	08:00 – 09:00	81%
1510	1927	14:00 – 15:00	78%
1607	1997	16:00 – 17:00	80%
1494	1831	17:00 – 18:00	82%
Hourly Average			82%

8. Mary Street and Langdon's Road are offset from each other. This means that the intersection is not a true cross-road. This creates a situation where queued right turning traffic from Mary Street can not see past queued right turning traffic from Langdon's Road. Once the right turner sees a gap, they rush to turn, without checking to ensure it is clear of pedestrians. The same also applies with left turners from Langdon's Road not able to properly see the waiting right turners on Mary Street, creating another attention area distracting turning vehicles on either approach from checking or observing pedestrians.
9. As Langdon's Road has a shared right turn and straight through lane, it is even harder for right turning traffic on Mary Street to know if a straight through vehicle is going to cut-out from behind the queuing right turning vehicle. In addition to this, Mary Street only has one lane, increasing the pressure on the right turner to clear the intersection to allow any straight through or left turning vehicles waiting behind to complete their manoeuvre.
10. There has only been one pedestrian related crash (minor injury) recorded in the Police/New Zealand Transport Authority Crash Database at this intersection over the last five years (please see **attached** crash report). This was a vehicle striking a pedestrian on this north pedestrian crossing point.
11. There is currently a three second 'early start' for pedestrians crossing at any point at this intersection. This produces an 'all-red' period for vehicles, allowing pedestrians to commence their crossing of the road before vehicles receive a green light. Because of the layout of the intersection, (shared through and turning lanes) we are not able to extend the early-start times.
12. The options are to remove this crossing point completely (improve safety), or to leave it as-is. At other intersections in Christchurch where safety concerns have been expressed, the signalised pedestrian crossing point has been removed. New signalised intersections are designed with sufficient space for turning lanes, allowing us to create specific signal phasing to eliminate such conflicts.

1 Cont'd



FINANCIAL IMPLICATIONS

13. The estimated cost of this proposal is approximately \$1,000.

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

14. The installation or removal of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

15. Subject to the Local Government Act 1974 and 2002. Subject to the Land Transport Rule 54002, Traffic Control Devices.

16. The Community Boards do not have the delegated authority from the Council to make alterations to traffic control facilities on an arterial road.

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

17. As above.

1 Cont'd

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 Parking Strategy 2003, Pedestrian Strategy 2001, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

21. As above.

CONSULTATION FULFILMENT

22. As this is a safety initiated proposal, there has been no consultation carried out. If the Community Board wishes to proceed with this proposal limited consultation would be carried out to inform users of the proposed change.

STAFF RECOMMENDATION

That the Council approve that the signalised pedestrian crossing on the north approach to the Langdons/Main North/Mary Street intersection be removed for safety reasons.

BOARD RECOMMENDATION

- (a) That the staff recommendation be adopted.
- (b) That the Council request that staff provide a report on the feasibility of a right turning arrow for traffic travelling south down Main North Road and turning right into Langdons Road to be presented to the Shirley/Papanui Community Board meeting as soon as possible for safety reasons.

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS

2.1 KATHY WILTSHIRE – CHORUS

Kathy Wiltshire and Neville Warsaw updated the Board on the installation of broadband cabinets as well as the progress of upgrading the ADSL2+ network in the ward and across the city.

The Chair thanked Kathy Wiltshire and Neville Warsaw for their deputation.

2.2 TONY SPOWART – NEW ZEALAND TRANSPORT AUTHORITY

Tony Spowart provided information on roading matters in the ward and updated the Board on ongoing projects.

The Chair thanked Tony Spowart for his deputation.

2 Cont'd

2.3 ALAN KAY – USED CLOTHING BIN IN WINTERS ROAD (472 CRANFORD STREET)

Alan Kay expressed his concern at the increase in various items being disposed of in and around the used clothing bin, which is located on the Winters Road portion of the privately owned land at 472 Cranford Street. He believed there is a substantial health and safety risk and the residents are requesting that action be taken to remove the hazards. Mr Kay tabled photographs of the bin and also a letter signed by himself and 19 others which requested that the problem be considered.

The Board **decided** to receive the residents' tabled correspondence and request staff to investigate and attend to the reported problem of illegal dumping in and around the used clothing bin situated on the Winters Road portion of the privately owned land at 472 Cranford Street.

3. ADJOURNMENT OF MEETING

At 5.55pm the Board **resolved** that the meeting stand adjourned to receive an informal briefing. The meeting resumed at 6.35pm.

4. DEPUTATIONS CONT'D

4.1 INSPECTOR DAVE LAWRY – NEW ZEALAND POLICE

Inspector Dave Lawry updated the Board on policing matters in the ward. This included a report back on the successful use of the Board funded crime camera.

The Chair thanked Inspector Dave Lawry for his deputation.

5. ADJOURNMENT OF MEETING

At 7.06pm the Board **resolved** that the meeting stand adjourned to receive a seminar. The meeting resumed at 8.25pm.

6. PRESENTATION OF PETITIONS

Nil.

7. NOTICES OF MOTION

Nil.

8 BRIEFINGS

An apology was received from David Dally who was unable to remain because of a prior engagement.

9. CORRESPONDENCE

The Board **received** the following correspondence:

9.1 A letter from Brooklands Community Centre Inc seeking the Board's view on possible measures to prevent properties along the Styx River from Flooding.

9 Cont'd

The Board **decided** to request staff to investigate and inform the Board of appropriate actions that could be taken to address the concerns raised by the Brooklands Community Centre Inc who sought measures to prevent properties along the Styx River from Flooding.

- 9.2 A letter from Irene Chang regarding heavy vehicle noise in Sawyers Arms Road.

The Board **decided** to request staff to investigate the complaint by Irene Chang of heavy vehicle noise in Sawyers Arms Road and advise the resident on appropriate action that could be taken.

- 9.3 A letter from Environment Canterbury inviting submissions to their Draft Annual Plan 2010/11.

10. COMMUNITY BOARD ADVISER'S UPDATE

The Board received updates from the Community Board Adviser on Board related activities. Specific mention was made of upcoming meetings, Discretionary Response Fund and Youth Development Fund balances, upcoming Council consultations and the Annual Plan schedules of capital works proposed in the ward.

The Board **decided** that a submission on the Council's Draft Annual Plan would be prepared prior to the deadline of 19 April 2010 with members to provide suggestions to staff as an initial step.

The Board **received** a memorandum from the Unit Manager Asset and Network Planning, which answered the Board's query of 5 March 2009 to clarify property purchases and designations at the Briggs Road/Marshland Road intersection.

11. ELECTED MEMBERS' INFORMATION EXCHANGE

Members shared general information on matters that had arisen since they had last met.

12. QUESTIONS UNDER STANDING ORDERS

Nil.

PART C - DELEGATED DECISIONS TAKEN BY THE BOARD

13. CONFIRMATION OF MINUTES – 17 MARCH 2010

The Board **resolved** that the minutes of its ordinary meeting held on 17 March 2010 be confirmed.

14. SHIRLEY/PAPANUI YOUTH DEVELOPMENT FUND 2009/10 – KATRINA KOSTER, RACHEL ROUNTREE, VICTOR DADDIZA, JEMMA GRENFELL, JORDAN BARRON, GRACE LOVE

The Board considered a report seeking funding for six applicants from the Board's 2009/2010 Youth Development Fund.

The Board **resolved** to allocate \$250 from the 2009/10 Youth Development Fund to Katrina Joanne Koster to enable her to represent the South Island at the June Bevan Carnival in Perth, April 2010.

The Board **resolved** to decline funding from the 2009/10 Youth Development Fund to Rachel Susannah Rountree.

(Note: Aaron Keown voted against the motion)

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The Board **resolved** to allocate \$500 from the 2009/10 Youth Development Fund to Victor Daddiza to enable him to attend the International Future Problem Solving Championship Finals in Wisconsin, USA in June 2010.

The Board **resolved** to allocate \$250 from the 2009/10 Youth Development Fund to Jemma Louise Grenfell to enable her to participate in the New Zealand School of Dance Winter School in Wellington, in early July 2010.

STAFF RECOMMENDATION

That the board decline the application from Jordan Robert Barron for funding from the Youth Development Fund.

Norm Withers moved:

That the Board allocate \$300 from the 2009/10 Youth Development Fund to Jordan Robert Barron to enable him to participate in the St Andrews College Football tour of the United Kingdom.

The motion was seconded by Aaron Keown and when put to the meeting was declared **lost** on division no. 1 by two votes to four, the voting being as follows:

For (2): Aaron Keown and Norm Withers.

Against (4) Ngaire Button, Kathy Condon, Pauline Cotter and Yvonne Palmer

The Board **resolved** to allocate \$500 from the 2009/10 Youth Development Fund to Grace Taylor Love to enable her to attend the Australian State Basketball Championships representing New Zealand under 18's.

The meeting concluded at 9.15pm.

CONFIRMED THIS 14TH DAY OF APRIL 2010

**YVONNE PALMER
CHAIRPERSON**

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ATTACHMENT TO CLAUSE 1

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Plain English report, run on 01-Mar-2010 Page 1

First Street	D Second street I or landmark Distance R	Crash Number	Date DD/MM/YYYY	Day DDD	Time HHMM	Description of Events	Crash Factors (ENV = Environmental factors)	Road	Natural Light	Weather	Junction	Cntrl	Tot Inj F S M A E I T R N
MAIN NORTH ROAD	I LANGDONS ROAD	2770952	17/03/2007	Sat	0932	CAR1 SBD on MAIN NORTH ROAD hit rear end of CAR2 stop/slow for signals	CAR1 following too closely, failed to notice car slowing	Dry	Overcast	Fine	X Type Junction	Traffic Signal	
MAIN NORTH ROAD	I LANGDONS ROAD	2774930	26/11/2007	Mon	1115	CAR2 turning right hit by oncoming CAR1 NBD on MAIN NORTH ROAD	CAR2 failed to give way when turning to non-turning traffic, misjudged intentions of another party	Dry	Bright	Fine	X Type Junction	Traffic Signal	
MAIN NORTH ROAD	I LANGDONS ROAD	2772971	11/08/2007	Sat	1028	CAR1 EBD on LANGDONS ROAD hit rear end of CAR2 stop/slow for signals	CAR1 alcohol suspected, inattentive, misjudged intentions of another party	Dry	Overcast	Fine	X Type Junction	Traffic Signal	
MAIN NORTH ROAD	I MARY ST	2874458	24/12/2008	Wed	2230	CAR2 turning right hit by oncoming CAR1 WBD on MARY ST	CAR2 failed to give way when turning to non-turning traffic, didnt see/look when required to give way to traffic from another direction	Dry	Dark	Fine	X Type Junction	Traffic Signal	
MAIN NORTH ROAD	I MARY ST	2872097	03/05/2008	Sat	0955	CAR1 WBD on MARY ST hit CAR2 crossing at right angle from right	CAR2 did not stop at steady red light, failed to notice traffic lights	Wet	Overcast	Heavy Rain	X Type Junction	Traffic Signal	
MAIN NORTH ROAD	I MARY ST	2722665	06/08/2007	Mon	0800	VAN1 NBD on MARY ST turning right hit PEDESTRIAN2 (Age 53) crossing MAIN NORTH ROAD from left	VAN1 failed to give way when turning at signals to ped, didnt see/look when required to give way to ped	Dry	Overcast	Fine	X Type Junction	Traffic Signal	1
MAIN NORTH ROAD	I MARY ST	2673681	29/10/2006	Sun	1120	CAR2 turning right hit by oncoming CAR1 SBD on MAIN NORTH ROAD	CAR2 failed to give way when turning to non-turning traffic, didnt see/look when required to give way to traffic from another direction	Dry	Overcast	Fine	X Type Junction	Traffic Signal	
MAIN NORTH ROAD	I MARY ST	2573780	17/11/2005	Thu	2039	CAR1 NBD on MAIN NORTH ROAD hit CAR2 merging from the right	CAR1 failed to give way to emergency vehicle, did not see or look for other party until too late CAR2 emergency vehicle attending emergency	Dry	Twilight	Fine	X Type Junction	Traffic Signal	