

COUNCIL 8. 3. 2012

**HAGLEY/FERRYMEAD COMMUNITY BOARD
15 FEBRUARY 2012**

**Report of a meeting of the Hagley/Ferrymead Community Board
held on Wednesday 15 February 2012 at 3pm in the Board Room,
Linwood Service Centre, 180 Smith Street, Linwood**

PRESENT: Bob Todd (Chairperson), Islay McLeod (Deputy Chairperson), Tim Carter, Brenda Lowe-Johnson and Nathan Ryan.

APOLOGIES: Apologies for absence were received and accepted from Yani Johanson and David Cox.

The Board reports that:

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. HEATHCOTE VALLEY SCHOOL - VARIABLE SPEED LIMIT

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

PURPOSE OF REPORT

1. The purpose of this report is to present the Hagley/Ferrymead Community Board's endorsement of the installation of a new variable speed limit (40 kilometres per hour school zone) on Bridle Path Road, at Heathcote Valley School (refer **Attachment 1**), and the Board's recommendation to the Council that it approve the new variable speed limit and include it in the Christchurch City Council Register of Speed Limits.

EXECUTIVE SUMMARY

2. The Council has a commitment to improve road safety. Reducing excessive vehicle speeds where appropriate, outside schools during peak arrival and departure periods improves the safety for children. The Council has a programme of installing 40 kilometres per hour variable speed limits (known as "school zones") outside schools according to a prioritisation process. This process, (including the methodology behind it) was recently endorsed again by the Council as the most appropriate method of improving road safety outside certain schools. Heathcote Valley School currently has the highest priority, following zones already commissioned. To date 35 schools have benefited from this treatment. The "school zone" can operate on school days, for a period of no more than 45 minutes in the morning before the start of school and for a period no more than 30 minutes in the afternoon, beginning no earlier than five minutes before the end of school. The "school zone" can also operate for a period of 10 minutes at any other time when children cross the road, or enter/leave vehicles at the roadside.
3. The Council can resolve to set new variable speed limits, in accordance with the Christchurch City Council Speed Limits Bylaw and the Land Transport Rule: Setting of Speed Limits 2003. Accordingly infrastructure for these variable speed limits cannot be commissioned until they have been formally resolved by the Council.

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FINANCIAL IMPLICATIONS

4. The estimated cost for this school zone is \$40,000 and will be funded from an existing approved budget.

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

5. The recommendations of this report align with 2009-19 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 the New Zealand Transport Agency in the New Zealand Gazette (21/4/2011, No. 55, p. 1284) 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 (refer **Attachment 2**). Council resolution is required to implement the speed limit restrictions and traffic management changes.
7. The Land Transport Rule: Setting of Speed Limits 2003.
8. The Land Transport Rule: Traffic Control Devices 2004.
9. Christchurch City Council Speed Limits Bylaw 2010.

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

10. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

11. This report's recommendations support the project objectives as outlined in the 2009-19 LTCCP.
12. This project aligns with the Transport and Greenspace Unit's "Our Community Plan 2009-2019".

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

14. As above.

CONSULTATION FULFILMENT

15. Before the Council can set a variable speed limit pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2010, 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 who 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
 - (b) a territorial authority that is affected by the existing or proposed speed limit

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- (c) any local community that the road controlling authority considers to be affected by the proposed speed limit
- (d) the Commissioner of Police
- (e) the Chief Executive Officer of the New Zealand Automobile Association Incorporated
- (f) the Chief Executive Officer of the Road Transport Forum New Zealand
- (g) other organisation or road user group that the road controlling authority considers to be affected by the proposed speed limit, and
- (h) the Director of Land Transport New Zealand now the New Zealand Transport Agency (NZTA).

16. 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.

- 17. Representatives of the Commissioner of Police, the Director of NZTA, the Chief Executive Officer of the New Zealand Automobile Association Incorporated, 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 to be affected by the proposed speed limits. No neighbouring road controlling authority is affected.
- 18. A spokesperson for the New Zealand Transport Agency supported the proposed variable speed limit outside Heathcote Valley School. He noted that they meet all the requirements of the warrant as set out in Traffic Note 37 Section 4. The schools exceed the requirement of 50 children crossing the road or entering a vehicle, and have traffic speeds above the requirements and/or are on a main traffic route.
- 19. A consultation plan was circulated to eight properties in Bridle Path Road Rollin Street on 22 November 2011. Heathcote Valley School also provided details to the school community via its newsletter.
- 20. Information about the proposed school speed zone was sent to the Heathcote Valley Community Association.
- 21. One local resident contacted the Council saying she supported the proposal but had concerns about parking outside the school. She was advised that these issues would be addressed as part of the Heathcote Valley School Travel Plan project, which will commence soon.
- 22. Representatives of the Heathcote Cricket Club and the Heathcote Smallbore Rifle Club, which both have electronic signs proposed outside their clubrooms along Bridle Path Road, have given their verbal approval to the planned school speed zone and associated signage.
- 23. Heathcote Valley School administrators support the installation of a variable speed limit outside their school and are prepared to operate it.
- 24. The submitter was sent a copy of the plan for Council approval, and a letter outlining the project team's responses to their suggestions and concerns. She was also advised of the Community Board meeting date and time, and how to contact the Board Adviser if she wished to seek speaking rights.

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STAFF RECOMMENDATION

That the Council approve:

- (a) The installation of a 40 km/h variable speed limit on Bridle Path Road (school zone), as meets the requirements of Section 7.1 of the Land Transport Setting of Speed Limits Rule 2003, and the New Zealand Gazette notice (21/04/2011, Number 55, page 1284), including the times of operation.
- (b) Subject to Council approving recommendation (a), that pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2010, a variable speed limit (40 kilometres per hour School Speed zone) apply on:
 - (i) Bridle Path Road, commencing at a point 12 metres south westerly of the Rollin Street intersection and extending in a south westerly direction for a distance of 310 metres.
- (c) Subject to Council approving recommendation (a), that the above mentioned variable speed limit shall come into force on completion of infrastructure installation, and public notification.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

- 25. Heathcote Valley School is currently at the top of the Council's prioritisation list for installation of new school speed zones. This process ranks each road fronting a school by scoring the following ten factors; road classification (for example local, major arterial, etc), traffic volume, traffic speed, road environment (distractions, visibility etc), community interest, kerbside activity, number of children crossing the roadway, cyclist volume, percentage of trucks, and whether a school patrol exists. There are 293 frontage roads at the 162 schools in the Christchurch City area.
- 26. Two options were considered by the project team. The first and preferred option is to install a 40 kilometre per hour variable speed limit using electronic and static signage that operates outside Heathcote Valley School before and after school during the school term. The other option is to maintain the status quo. The school is keen to see a speed zone installed in Bridle Path Road to improve safety for pupils.

PART B - REPORTS FOR INFORMATION

2. DEPUTATIONS BY APPOINTMENT

Nil.

3. PRESENTATION OF PETITIONS

Nil.

4. NOTICES OF MOTION

Nil.

5. CORRESPONDENCE

5.1 KIDSFIRST KINDERGARTENS

The Board **received** a letter from Sherryl Wilson, Chief Executive of Kidsfirst Kindergartens thanking the Board for the opportunity of presenting to the Hagley/Ferrymead Community Board meeting on Wednesday 14 December 2011 on behalf of Kidsfirst Kindergartens Mount Pleasant, and restating the assistance sought from the Board in locating a site to be leased to the kindergarten (refer Clause 7).

6. BRIEFINGS

Nil.

7. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** updates from the Community Board Adviser on Board related activities including upcoming meetings and events, and current consultations.

The Board **received** a memo from the City Housing and Community Facilities Manager in response to the Board's requests regarding deputations from the Kidsfirst Kindergarten Mount Pleasant and Heathcote Valley Playcentre to the Board meeting on 14 December 2011 (refer Clause 5.1). Board members discussed concerns regarding the reduction of child care facilities in the eastern part of the city due to earthquake damage, and the Board **requested** that urgency be given to consideration of suitable facilities or sites by Council staff in support of the community need, and that the relevant information be provided to kindergarten and playcentre.

The Board was advised that the Council will be considering reports on the Heritage Reinstatement Programme for the Poseidon Cafe and the Curators House Earthquake Repairs at its meeting on 16 February 2012.

8. QUESTIONS UNDER STANDING ORDERS

Nil.

9. BOARD MEMBERS' INFORMATION EXCHANGE

Board members discussed information provided at the recent meeting held by the Ferrymead Brookhaven Residents Association and concerns regarding the individual land assessments that will be required for over 4000 properties classified Green Zone, Technical Category 3, blue. It was suggested that the Board consider convening a meeting and inviting the CERA Chief Geotechnical Engineer and representatives of residents and community groups to discuss this matter. The Board **requested** that staff provide advice to enable the suggestion to be progressed.

Board members discussed traffic operations within the central city area and **requested** information on the following traffic conditions:

- the opening of both lanes on St Asaph Street
- the phasing of the lights at the Ferry Road and Moorhouse Avenue, and Ferry Road and Fitzgerald Avenue intersections
- the junction of Fitzgerald Avenue and Kilmore Street, and
- straight ahead access from Avonside Drive on to Kilmore Street.

The Board Chairperson advised Board members that a report, prepared by Board Chairpersons, "Achieving best practice for Christchurch's community boards to develop community wellbeing coordination in post earthquake recovery", would be placed on the next Board meeting agenda for Board consideration.

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Board members discussed the upcoming anniversary of the 22 February earthquake, and decided that the Board should acknowledge this event by placing an appropriate tribute, at a location to be determined by the Board Chairperson, to show its respect to those who died as a result of the event. Clause 14 (Part C) of these minutes records the Board's decision on this matter.

PART C - DELEGATED DECISIONS

10. CONFIRMATION OF MEETING MINUTES – 1 FEBRUARY 2012

It was **resolved** on the motion of Islay McLeod, seconded by Nathan Ryan, that the minutes of the Board's ordinary meeting of 1 February 2012, both open and public excluded, be confirmed.

11. PROPOSAL FOR INSTALLATION OF PLAQUES ON SHAG ROCK

The Board considered a report providing advice, requested by the Board, on a proposal to place two plaques on an unaffected remaining portion of Shag Rock to memorialise those who passed on as a result of the 22 February earthquake and acknowledge volunteers and professional organisations who provided services during and following the quake.

It was **resolved** on the motion of Tim Carter, seconded by Islay McLeod that the Hagley/Ferrymead Community Board receive the report and decline further development of the proposal for the placement of two plaques on Shag Rock, *Rapanui*, for the reasons outlined in this report.

12. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD 2011/12 YOUTH DEVELOPMENT SCHEME – CAMPBELL PETER THOMSON WRIGHT

The Board considered a report seeking approval of an application for funding from the Hagley/Ferrymead Community Board 2011/12 Youth Development Scheme for Campbell Peter Thomson Wright.

It was **resolved** on the motion of Islay McLeod, seconded by Brenda Lowe-Johnson, that the Hagley/Ferrymead Community Board support the application and allocate \$600 to Campbell Wright from the Hagley/Ferrymead Community Board 2011/12 Youth Development Scheme for registration costs involved in attending, and competing in, the International Future Problem Solving (FPS) finals at Indiana University in Bloomington, Indiana, USA.

13. APPLICATION TO THE HAGLEY/FERRYMEAD COMMUNITY BOARD'S 2011/12 DISCRETIONARY RESPONSE FUND – 2012 ANZAC DAY EXPENSES

The Board considered a report presenting an application for the funding of two ANZAC wreaths from the Hagley/Ferrymead Community Board 2011/12 Discretionary Response Fund.

It was **resolved** on the motion of Bob Todd, seconded by Islay McLeod, that the Hagley/Ferrymead Community Board grants \$240 from the Hagley/Ferrymead Community Board 2011/12 Discretionary Response Fund for the purchase of two ANZAC wreaths.

14. BOARD MEMBERS' INFORMATION EXCHANGE (CONT'D)

Further to Clause 9 (Part B) of these minutes, whilst acknowledging that a staff report was normally provided in such instances, the Board concluded that it had sufficient information available to make a decision on the allocation of discretionary response funds.

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It was **resolved** on the motion of Tim Carter, seconded by Bob Todd, that the Board allocate up to \$150 from its 2011/12 Discretionary Response Fund for an appropriate tribute to acknowledge those in the Hagley/Ferrymead ward who died as a result of the 22 February 2011 earthquake.

The Board Chairperson thanked Board members and staff for their attendance and contributions and declared the meeting closed at 3.46pm.

CONFIRMED THIS 29TH DAY OF FEBRUARY 2012

**BOB TODD
CHAIRPERSON**



Original Plan Size: A3
 ISSUE, 1 10/11/2011
 TG103687 GRC

HEATHCOTE VALLEY PRIMARY SCHOOL SPEED ZONE

For Council Approval



Extract from *New Zealand Gazette*, 21/4/2011, No. 55, p. 1284

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 NZ Transport Agency, I, Glenn Bunting, Network Manager, 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 40km/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 40km/h speed limit may operate 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 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 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 major road; and
- (c) 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 a minor road controlled by Give-way or Stop signs at the intersection with the school zone; and
- (d) 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, unless this condition is impractical, 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 set a variable speed limit in a school zone that meets the requirements in (a) or (b) as follows:

- (a) There is school-related pedestrian or cycle activity on the road outside the school, which exceeds approximately 50 children crossing the road or entering or leaving vehicles at the roadside, and 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 45km/h (measured when the 40km/h variable speed limit is not operating); or
 - (ii) the 85th percentile speed of free-running vehicles is greater than 50km/h (measured when the 40km/h variable speed limit is not operating); or
 - (iii) there have been pedestrian, cycle or speed-related crashes near the school in the previous five years; or
 - (iv) the school-related activity in condition 5(a) occurs on a main traffic route; or
- (b) there is school-related pedestrian or cycle activity on the road outside the school, with children crossing the road or entering or leaving vehicles at the roadside and safe and appropriate traffic engineering measures are installed so that the mean operating speed of free-running vehicles on the road outside the school does not exceed 40km/h when the 40km/h variable speed limit is operating.

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 and Replacement

The notice dated the 31st day of May 2005, and published in the *New Zealand Gazette*, 2 June 2005, No. 86, page 2051, relating to variable speed limits in school zones is hereby revoked and replaced by this notice.

A 40km/h variable speed limit in a school zone that was set in accordance with the conditions of the notice published in the *New Zealand Gazette*, 2 June 2005, No. 86, page 2051, is considered to be set in accordance with the conditions of this notice and remains in force until amended or revoked in accordance with Land Transport Rule: Setting of Speed Limits 2003.

Definition:

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

Signed at Wellington this 19th day of April 2011.

GLENN BUNTING, Network Manager.