

Marshland Spencerville Kainga Area Speed Management Plan

Consultation summary

Background

We engaged with NZTA and the Police during development of the proposal, before going out to consultation, and both parties provided their support in principle. We also discussed the draft proposal with the Waimakariri District Council, specifically about the proposed speed limit across the Waimakariri River Bridge.

Consultation was open from four weeks from 4 June to 2 July 2019

Owing to the geographical size and rural nature of the Speed Management Plan area, Council's online 'Have Your Say' web page was utilised, with hard copy leaflets made available at key locations and on request.

Key stakeholders, local communities and road users were reached through a variety of channels, including a pre-consultation meeting with residents' groups, a variable message sign (VMS) on Marshland Road, Council's 'Have Your Say' webpage, Newsline, social media, email, leaflets, posters / notices, plus local and regional newspapers.

There were 110 views on the Newsline story, of which at least 50 were directed to the story from Facebook. There were 3,393 views of the consultation 'Have Your Say' page, of which 1,750 (more than half) came from Facebook.

Due to the nature of the project, and Council's legal obligations under Land Transport Rule: Setting of Speed Limits 2017 to set speed limits that are safe and appropriate, the consultation documents did not seek a binary support/oppose response and asked only for feedback on the plan. In staffs' opinion, this approach resulted in a generally high quality of feedback, with many submitters explaining the reasons for their support or opposition, and also identifying specific elements of the proposal that they supported or opposed.

Overview of Feedback – Support and Opposition.

Whilst a binary support/oppose response wasn't sought from submitters, staff recognise that there is some interest in a breakdown of this. To this end, the consultation feedback was analysed not only to identify key themes, but also to identify where there was general or specific opposition to all, or some, of the proposal. The analysis also attempted to identify how support and opposition for the proposal might have differed in terms of submitters from Christchurch versus those from Waimakariri.

Analysis of the feedback indicated around 82% opposition overall, although the majority of that opposition was specific or implied opposition to the Marshland / Main North corridor and support or indifference to the proposed speed limit reductions on the adjoining local road network. The focussed opposition to proposed speed limit reductions on the Marshland / Main North corridor was particularly evident in the feedback from Waimakariri submitters, where around 62% stated or implied specific opposition to the Marshland / Main North corridor but support or indifference to the other proposed speed limit changes. By contrast, around 34% of Christchurch submitters stated or implied specific opposition to the Marshland / Main North corridor but support or indifference to the other proposed speed limit changes.

General and/or specific support for the proposal (with no stated opposition), accounted for around 24% of the Christchurch submitters but only around 4% of the Waimakariri submitters. Overall, the figure for all submitters was 16%.

Figures 1-3 further illustrate the assessed breakdown of support and opposition.

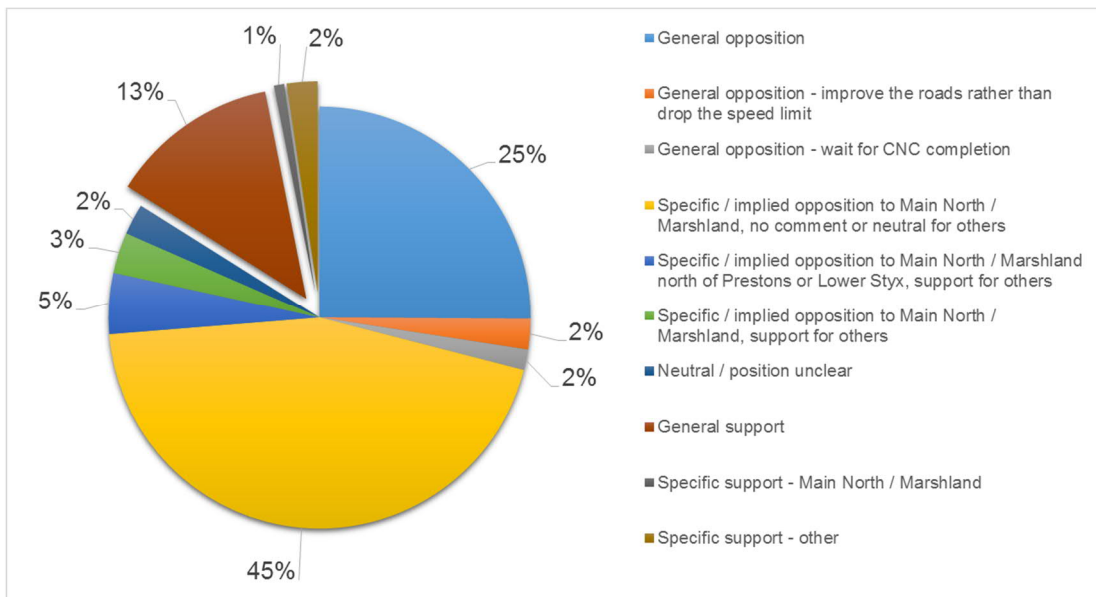


Figure 1: Consultation Feedback - Indicative Support / Opposition (All Submitters)

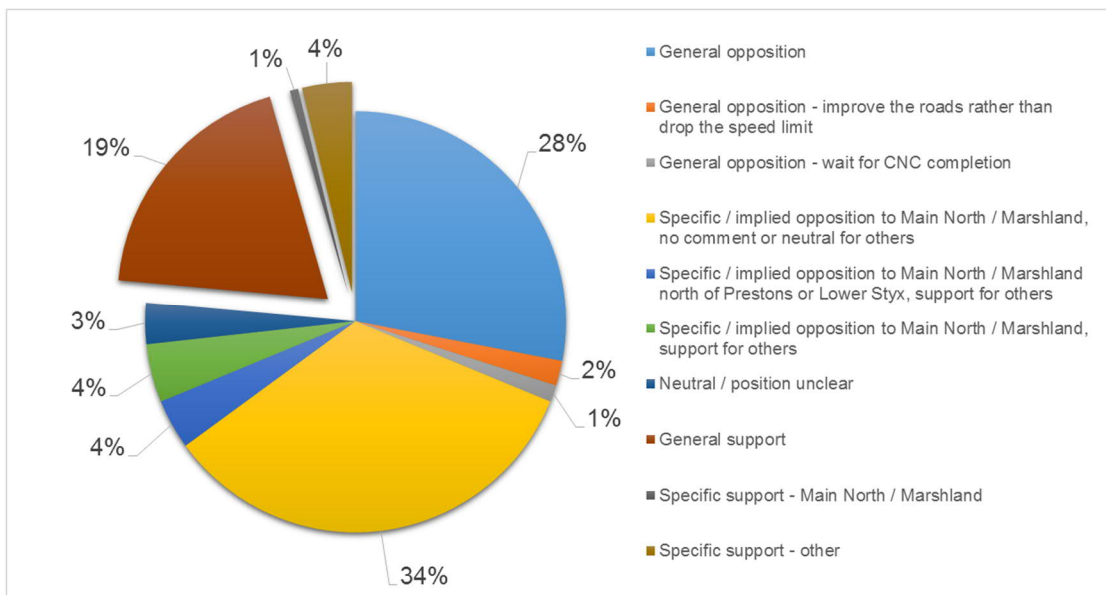


Figure 2: Consultation Feedback - Indicative Support / Opposition (Christchurch Submitters)

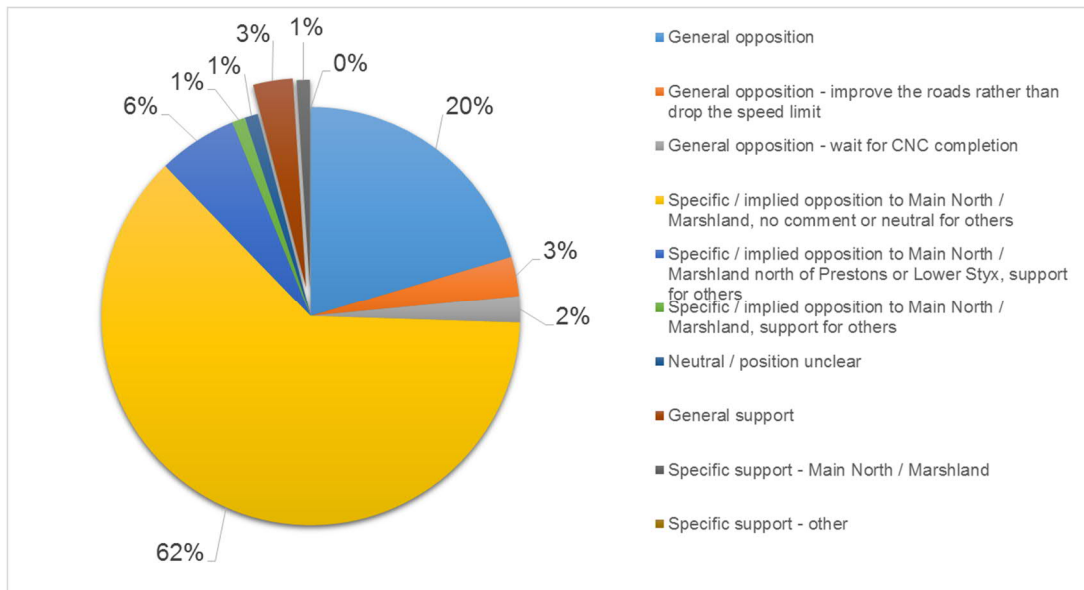


Figure 3: Consultation Feedback - Indicative Support / Opposition (Waimakariri Submitters)

In feedback responses, 21 submitters indicated that they would like opportunity to speak to their submissions, including three in full support, five generally opposed and seven specifically opposed to the Marshland / Main North corridor. Final numbers of submitters wishing to speak to their submissions may change following distribution of the final report and associated documents, including project team responses to common themes.

The community boards have received a copy of the full submissions including addresses.

Overview of Feedback – Key Themes

Some of the common themes identified in the consultation feedback (with approximate percentages of submitters overall indicated in brackets) were;

Support

- Safety benefits for all road users (14%)
- Benefits for cyclists and some support for pedestrians (5%)
- Lowered speed suitable for road layout, conditions and changing use (3%)
- Need consistency of speed limits (2%)

Opposition

- Slowing speed will cause congestion, longer travel time, driver frustration (20%)
- Suggest retaining (51%) or increasing (14%) speed on Marshland-MNR corridor
- Consider the effects of the Christchurch Northern Corridor (9%)
- Other scope changes eg limit changes to certain sections or road (20%)
- Focus on other road safety interventions first such as
 - Physical improvements to road layout / conditions (17%),
 - Driver education / behaviour (21%)
 - Enforcement (7%)

Mixed support / opposition and suggested alternatives

- 60 km/h or lower on some or all other roads except Marshland (10%)
- Reduce speed in urban / congested areas only (4%)
- Make all roads in the area 70 km/h (2%)

Refer to table for project team response to key issues raised in consultation feedback

Finalising the preferred Option (Option 1)

Option One is the preferred option which is to change the identified speed limits in general accordance with the proposal as consulted, with minor amendments and points of clarification noted as below:

Kainga Road	The consultation plan did not clearly reflect the proposed extension of the existing 50 km/h speed limit through Kainga, to a point 70m east of Riverlea Estate Drive (the end of the red 60 km/h line on the consultation plan).
Radcliffe Road	The red 60 km/h line shown on the consultation plan should have extended further east towards the railway crossing, so as to more accurately reflect the existing speed limit change point (50m east of the railway).
Blakes Road	The red 60 km/h line shown on the consultation plan should not have extended so far north, so as to more accurately reflect the existing speed limit change point (110m north of Radcliffe Road).
Prestons Road	Owing to recent and planned future urban residential development adjacent to Prestons Road and Mills Road, it is now proposed to extend the existing 50km/h urban speed limit zone further east to a point 70m east of Mills Road, and then continue the proposed 60km/h speed limit east from that point.
Mills Road	Owing to recent and planned future urban residential development adjacent to Prestons Road and Mills Road, it is now proposed to change the existing 80 km/h speed limit on Mills Road to 50 km/h.
Marshland Road	Owing to planned urban commercial / retail development south of QE II Drive, including the construction of a new signalised intersection midway between QE II Drive and the Homebase shopping centre, it is now proposed to extend the existing 50km/h urban speed limit zone further north to QE II Drive.
Intersection controls	The consultation plan indicated new intersection (Stop) controls at Spencerville-Turners and Farrells-Spencerville. It is now also proposed to install Stop controls at Marshland-Turners and Guthries-Marshland, as well as change the existing Stop control at Marshland-Spencerville to a Give Way control (to be consistent with the Give Way control on Main North Road opposite).
Tree removal	Whilst not specifically identified on the consultation plan, it is proposed to remove a tree, identified as significant roadside hazard, from Spencerville Road east of Farrells Road.

Proposed Changes in Response to Consultation Feedback – Option 2

In response to the consultation feedback and feedback received from the Coastal-Burwood and Papanui-Innes Community Boards through project seminars, an Option 2 proposal has been developed that is generally the same as Option 1 (the plan as consulted on and retained as the preferred option). It differs in that the existing 70 km/h speed limit would be retained on Marshland Road between the railway crossing (south of Main North Road / Spencerville Road) and Prestons Road (refer Attachment B).

Staff do not support Option 2 as it does not align with the identified safe and appropriate speed for this road section, there are high risk intersections and roadside hazards present, and some members of the local community (including Ouruhia School) have expressed specific concerns about safety around the Turners Road intersection.

However, if the joint Community Boards favour Option 2 and it is ultimately approved by Council, there may be opportunities for engineering interventions. For example, seal widening and possible installation of a right turn bay at Guthries Road could mitigate some of the road safety issues so that staff would be comfortable retaining the existing 70 km/h speed limit for now. Staff would also monitor the situation and review speed limits and safety concerns again after the Christchurch Northern Corridor opens. Subject to detailed investigation and design, staff have broadly estimated that the necessary engineering interventions may cost around \$100-200k.