

Infrastructure Services Committee

AGENDA

Notice of Meeting:

A meeting of the Infrastructure Services Committee will be held on:

Date: Thursday 9 July 2020
Time: 10.15am approx. *(to follow Community Services)*
Venue: Council Chamber
137 Havelock Street, Ashburton

Membership

Chairperson	Stuart Wilson
Deputy Chairperson	Lynette Lovett
Members	Leen Braam Rodger Letham Diane Rawlinson Mayor Neil Brown (ex-officio)

Infrastructure Services Committee

Timetable

10.15am (approx.) Meeting commences
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ORDER OF BUSINESS

- 1 Apologies**
- 2 Extraordinary Business**
- 3 Declarations of Interest**

Minutes

- | | | |
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| 4 | Infrastructure Services Committee 12/03/20 | 3 |
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Reports

- | | | |
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| 5 | District Speed Limit Review | 5 |
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Business transacted with the public excluded

- | | | |
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| 6 | Land purchase (pipeline)
Section 7(2)(h) Commercial activities | 36 |
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2 July 2020

12 March 2020

4. Infrastructure Services Committee Minutes

Minutes of the Infrastructure Services Committee meeting held on Thursday 12 March 2020, commencing at 2:12pm, in the Council Chamber, 137 Havelock Street, Ashburton.

Present

His Worship the Mayor, Neil Brown; Councillors Stuart Wilson (Chair), Leen Braam, Rodger Letham, Lynette Lovett and Diane Rawlinson.

Also present:

Councillor Angus McKay and Carolyn Cameron

In attendance

Hamish Riach (Chief Executive), Neil McCann (Group Manager Service Delivery), Jane Donaldson (Group Manager Strategy and Compliance), Brian Fauth (Contracts Manager), Andy Guthrie (Assets Manager) and Carol McAtamney (Governance Support Officer)

1 Apologies

Nil.

2 Extraordinary Business

Nil.

3 Declarations of Interest

Nil.

4 Confirmation of Minutes

That the minutes of the Infrastructure Services Committee meeting held on 30 January 2020, be taken as read and confirmed.

Letham/Rawlinson

Carried

5 Ashburton District Road Safety Co-ordinating Committee

That the minutes of the Ashburton District Road Safety Co-ordinating meeting held on 11 February 2020, be received.

Letham/Lovett

Carried

• Road Safety Co-ordinating Committee Terms of Reference

Recommendation to Council [ratified by Council 9/04/20]

That Council adopts the Road Safety Co-ordinating Committee terms of reference

Lovett/Rawlinson

Carried

6 Central South Water Collaboration

That the Infrastructure Services Committee receives the Central South Water Collaboration report

Braam/Letham

Carried

7 Ashburton Car Club Road Closures

7.1 Street Sprints and Night Autocross

Post meeting note: due to the impact of Covid-19 pandemic alerts on event planning, the Ashburton Car Club's requests for road closures (street sprints and night autocross event, and the standing mile quarter mile sprint event) were withdrawn by resolution of Council on 9/04/20.

Recommendation to Council

That Council permits the following roads in the Riverside Industrial Park be closed from 7.30pm Friday 8 May 2020 until 8.00pm Sunday 10 May 2020 to allow the Street Sprints & Night Autocross to be held:-

Smallbone Drive, from River Terrace to Robinson Street

Robinson Street, from Smallbone Drive intersection to McNally Street

Watson Street, from Range Street to Robinson Street

McNally Street, from Range Street to the end of the street.

Brown/Braam

Carried

7.2 Standing Quarter Mile Sprint

Recommendation to Council

That Council permits the following road to be closed from 9.00am until 5.00pm Saturday 18 April 2020 to allow the Standing Quarter Mile Sprint to be held:-

Winslow Willowby Road, from Longbeach Road intersection to approximately 500 metres from the intersection with State Highway 1.

Brown/Rawlinson

Carried

8 Six Monthly Performance Report

That the Infrastructure Services Committee receives the six monthly non-financial performance report.

Lovett/Braam

Carried

The meeting concluded at 1.40pm

5. *District Speed Limit Review*

Author	<i>Martin Lo; Graduate Engineer, Roading Emily Reed; Corporate Planner</i>
Activity manager	<i>Brian Fauth; Roading Manager Toni Durham; Strategy & Policy Manager</i>
Group manager	<i>Neil McCann; Group Manager, Service Delivery Jane Donaldson; Group Manager, Strategy & Compliance</i>

Summary

- The purpose of this report is to adopt the speed limit changes following the consultation, hearings, and deliberations.
- 204 submissions were received on the proposed speed limit changes, with 14 submitters attending the hearing.
- A series of changes to the proposed speed limit changes were made during the deliberation in response to the public's feedback, and are detailed within this report.

Recommendations to Council

1. **A) That** Council adopts the speed limit changes as shown in the appended speed limit maps (Appendix 1).
B) That Council amends the Transportation Bylaw, as per the maps contained within Appendix 1, and this is publically notified.
2. **That** Council develops the placement of the school zone speed limits with schools and stakeholders, with speed limits outside rural schools set at 60 km/h, and 40 km/h outside urban schools.
3. **That** Council installs variable speed limit signs outside schools.
4. **That** Council retains the speed limit along the Arundel Rakaia Gorge Road at Mount Somers, between Hoods Road and Ashburton Gorge Road, at 100 kilometres per hour; and that officers be directed to investigate road treatment options with the Mount Somers Citizen Association.

Appendix 1:	Speed limit maps
Appendix 2:	Examples of signage
Appendix 3:	Minutes of hearings & deliberations

Background

The current situation

1. A review of local speed limits was undertaken across the district to ensure the speed limits on the district's roads are safe and appropriate.
2. Roads included in the review had been signalled as of concern to Council by members of the community. Council also included roads in the review that did not align with the current speed management guidelines and were considered a risk to road users.

Previous Council decisions and direction

3. At the 19 December 2019 Council meeting, the decision was made to consult on the proposed speed limit changes.
4. Consultation was undertaken from 24 January to 8 March 2020, with an open day held on 17 February 2020.
5. 204 submissions were received on the proposed speed limit changes, with 14 submitters attending the hearing on 22 June 2020 to speak to their submission.
6. Following Council deliberations on the submissions, it was identified that public support was for:
 - lower speed limits on many of the proposed roads, with 50 / 60 km/h speed limits on urban fringe roads
 - a 40 km/h speed limit in subdivisions rather than the proposed 30 km/h speed limit
 - 40 km/h speed limit outside all urban schools and 60 km/h speed limit outside all rural schools.
7. A series of minor changes were also made to the original proposal during deliberations; the following tables describe any changes which are different from that proposed in the consultation document. For full details of the updated speed limit changes, see the speed limit maps in **Appendix 1**.

Ashburton

8. The speed limits in the Ashburton East area have caused officers to review their original proposal. In light of the deliberations, officers propose leaving many of the speed limits unchanged to avoid creating a multitude of speed limits that may become unclear to road users.

Road	Speed limit proposal in consultation document	Changes to the existing proposal following Council Deliberations
Taits Road	50 km/h	No change, remain at 70 km/h

Northpark Road	50 km/h	No change, remain at 70 km/h
Glassworks Road	50 km/h	No change, remain at 70 km/h from Company Rd and Bridge St
Murdochs Road	60 km/h	Reduce from 100km/h to 80 km/h
Morris Road	60 km/h	Reduce from 100km/h to 80 km/h
Company Road	60 km/h	The 70 km/h section on Company Rd remains unchanged but the section between the current 70:100 speed limit sign and Ashford Ave will be reduced to 80km/h
Ashford Avenue	60 km/h	Reduce from 100km/h to 80 km/h
Southpark Road	60 km/h	No change, remain at 70 km/h
Seafeld Road	60 km/h	No change, remain at 70 km/h
Keenans Road	60 km/h	No change, remain at 70 km/h
Grayburn Road	60 km/h	No change, remain at 70 km/h
McGrath Road	60 km/h	No change, remain at 70 km/h
Milton Road South	60 km/h	No change, remain at 100 km/h
Smithfield Road	60 km/h	No change, remain at 70 km/h
Malcolm McDowell Avenue	30 km/h	Reduce from 70 km/h to 50 km/h for a consistent speed limit with Bremners Road
Gordons Road	30 km/h	Reduce from 70 km/h to 50 km/h for a consistent speed limit with Bremners Road
Brucefield Avenue	30 km/h	Remove from speed limit review and reintroduce into the school zone speed limit review
Albert Street	50 km/h	Reduce current speed limit of 70 km/h to 60 km/h, as it will now be covered by the school zone speed limit
Lochlea Subdivision	30 km/h	Reduce to 40km/h
Braebrook Subdivision	30 km/h	Reduce to 40km/h

Tinwald

Road	Speed limit proposal in consultation document	Changes to the existing proposal following Council Deliberations
Oaklea Subdivision	30 km/h	Reduce to 40km/h
Tarbottons Subdivision	30 km/h	Reduce to 40km/h
Shearman Street	30 km/h	Reduce to from 70 km/h 50 km/h for a consistent speed limit

Grahams Road	80 km/h	During deliberations it was discussed that a 60km/h zone could be created to Gartartan Road. On review, the officers have instead recommended 80 km/h to Grove Farm Road.
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Lake Hood

Road	Speed limit proposal in consultation document	Changes to the existing proposal following Council Deliberations
Stranges Road / Lake Hood Drive	80 km/h	Reduce to 60 km/h
Huntingdon Avenue	50 km/h	Reduce from 100km/h to 60 km/h
Residential streets within Lake Hood such as Ludlow Drive, Torbay Avenue, Waterton Point and Lanz Vale Lane.	30 km/h	Reduce to 40 km/h

Lauriston

Road	Speed limit proposal in consultation document	Changes to the existing proposal following Council Deliberations
Church Street	30 km/h	Reduce to 40km/h
Coleridge Street	30 km/h	Reduce to 40km/h
Carnow Street	30 km/h	Reduce to 40km/h

Methven

Road	Speed limit proposal in consultation document	Changes to the existing proposal following Council Deliberations
Camrose Subdivision	30 km/h	Reduce to 40km/h
McDonald Street	30 km/h	Reduce to 40km/h
Methven Chertsey Road	50 km/h	The proposed 50 km/h will extend to Jackson Holmes Contracting Limited vehicle crossing
Methven Mall	Not included in the proposal	Permanent warning sign installation will be part of general safety improvements and be separate to the speed limit review

Barkers Road out to Holmes Road	50 km/h past Camrose Avenue	The proposed 50 km/h will extend to Holmes Road
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Mt Somers

Road	Speed limit proposal in consultation document	Changes to the existing proposal following Council Deliberations
Ashburton Gorge Road	60 km/h	Reduce to 50 km/h, and extend to the water station.
Hoods Road	60 km/h	Reduce to 50 km/h

Rural

Road	Speed limit proposal in consultation document	Changes to the existing proposal following Council Deliberations
Hakatere Potts Road alongside Lake Camp	50 km/h	Reduce to 40 km/h
Hakatere Potts Road outside boat ramp	Not included in the proposal	The current 50 km/h section of sealed road will reduce to 40 km/h for consistency with the above.
Mt Possession Street	Not included in the proposal	15m of road connecting to Hakatere Potts Road will reduce to 40 km/h for consistency

Maronan Road Bridge

Road	Speed limit proposal in consultation document	Proposal following Council deliberations
Maronan Road across the bridge	60 km/h	Reduce to 80 km/h

School zone speed limits

9. School zone speed limits were identified during deliberations to have significant public support. As they were not originally included in the consultation document, the exact location for these speed limits has not yet been developed.
10. Officers are proposing that the details of these speed limits are developed in conjunction with each school to ensure they are placed in the optimum position. NZTA will also be included in discussions, particularly where schools are situated on an NZTA road.

11. There are two options available (permanent & variable speed limit) which could be used to reduce speed limits in school zones.
12. Permanent speed limits mean that vehicles must not travel faster than the indicated speed limit, anytime of the day, for the specified section of road. The speed limit is enforceable 24 hours a day, 7 days per week.
13. Variable speed limits mean that vehicles must not travel faster than the indicated speed limit when the signage is active/illuminated or during a period of the day stated on the sign. The active signs could be set to activate at a predetermined period or be manually controlled by the school principal. The speed limit is only enforceable when the sign is activated or during the stated period on the sign.

Mount Somers – Arundel Rakaia Gorge Road

14. During deliberations it was proposed to reduce the Arundel Rakaia Gorge Road to 80 km/h between Ashburton Gorge Road and Hoods Road in Mt Somers. No review of the speed limit had been proposed in the consultation document for this road.
15. On review, officers consider this would be an inconsistent decision. Since Arundel Rakaia Gorge Road was not part of the public consultation and a speed limit change would affect road users outside of Mt Somers township, officers note that reducing the speed limit for this section of Arundel Rakaia Gorge Road will not comply with the Land Transport Rule: Setting of Speed Limits.

Options analysis

Option 1A – Retain the speed limits as currently provided for (status quo)

16. This option would result in no changes to the current speed limits. Officers do not recommend this option, as the proposed speed limits have been discussed with the community, and are based around improving safety on our district's roads.

Option 1B – adopt the speed limit changes as described in the appendices with amendments

17. Council could choose to make amendments to the proposed speed limit changes described in the appendices. Officers do not recommend this as the proposed changes have been considered for legality and discussed with the community. Adding additional changes to the review at this stage will not allow time for due diligence to occur.

Option 1C – adopt the speed limit changes as described in the appendices – recommended option

18. This is the recommended option. The changes detailed in the speed limit maps have been discussed with the community and have been considered for legality.
19. Initial estimate for the cost to install permanent speed limit signs in the speed limit review is \$120,000.

Option 2A – Install permanent speed limit signs outside schools

20. Installing permanent speed limit will result in a 24 hour speed limit reduction outside all schools, this is not the recommended option.
21. The advantage of this, is that schools do not need to remember to turn on the signs, and the cost to install is significantly less than variable speed limit signs.
22. However, vehicles would need to slow down at all times of the day and week, irrespective of whether children are around. Another disadvantage is that if the Government comes out with a different directive to the 40 / 60 km/h speed limits proposed here, the signs will need to be replaced to reflect this directive – resulting in additional costs.
23. The initial estimate for the cost to install permanent speed limit sign outside schools is \$125,000

Option 2B – Install variable speed limit signs outside schools – recommended option

24. An alternative to permanent speed signs outside schools would be to install variable signs with the authority to control the signs given to schools under a few conditions in writing.
25. The variable signs would be controlled by the school principal and be able to be turned on during peak time at school days. Council could provide direction to schools, such as that they be turned on from 8:25am to 9am and 2:55pm to 3:15pm weekdays, to cover school hours, and during schools events and weekends at the schools discretion.
26. The advantage of this option is that the speed limit reduction would only occur when students are at the school, with the speed limit returning to the regular speed when students are not around. The active signs are also more effective at slowing traffic down because the active signs illuminate when they are activated. The active illuminated signs can be used for both variable and permanent speed limits and will not be affected by the Government outcome of the Tackling Unsafe Speed Programme.
27. Initial estimate for the cost to install variable speed limit sign outside schools are:
Active variable signs \$1,400,000
Static variable signs \$230,000

Option 3A – Leave the Arundel Rakaia Gorge Road (Mount Somers between Hoods Road and Ashburton Gorge Road) and investigate road treatment options with the Mount Somers Citizen Association – recommended option

28. Officers have reviewed the deliberation decision to reduce the speed on Arundel Rakaia Gorge Road to 80 km/h. As this road was not part of the proposal for public consultation and a speed limit change would affect road users outside of Mt Somers township. Officers note that reducing the speed limit for this section of Arundel Rakaia Gorge Road without consultation will not comply with the Land Transport Rule: Setting of Speed Limits.

29. This option would see Council work with the Mount Somers Citizens Association to develop appropriate road treatment solutions, such as right hand turning bays.

Option 3B – Reduce the Arundel Rakaia Gorge Road (Mount Somers between Hoods Road and Ashburton Gorge Road) to 80 km/hour

30. This option would see the speed along Arundel Rakaia Gorge road reduced to 80km/hour between Hoods Road and Ashburton Gorge Road. As this was not a part of the original consultation proposal, officers would need to undertake targeted consultation with identified users, NZTA, Police and AA before a final decision could be determined.

Legal/policy implications

Land Transport Rule: Setting of Speed Limits, 2017

31. In October 2017 the Land Transport Rule: Setting of Speed Limits 2017 came into effect outlining a different method of determining speed limits and providing the speed denominations to be used.

ADC Transportation and Parking Management Bylaw

32. Ashburton District Council is empowered under the Local Government Act 2002 to make bylaws. Council's Transportation and Parking Bylaw records the speed restrictions approved and gazetted for the district.
33. **Section 1003.4** *"Council may, from time to time by publicly notified resolution, make additions to or deletions from any of the Schedules to this Bylaw, where such changes have been determined through relevant legislative procedures."*
34. Section 22AB(3) of the Land Transport Act 1998 allows amendment by resolution:
- "A bylaw made under subsection (1) may leave any matter or thing to be regulated, controlled, or prohibited by the road controlling authority by resolution generally, for any specified classes of case, or in a particular case."*

Financial implications

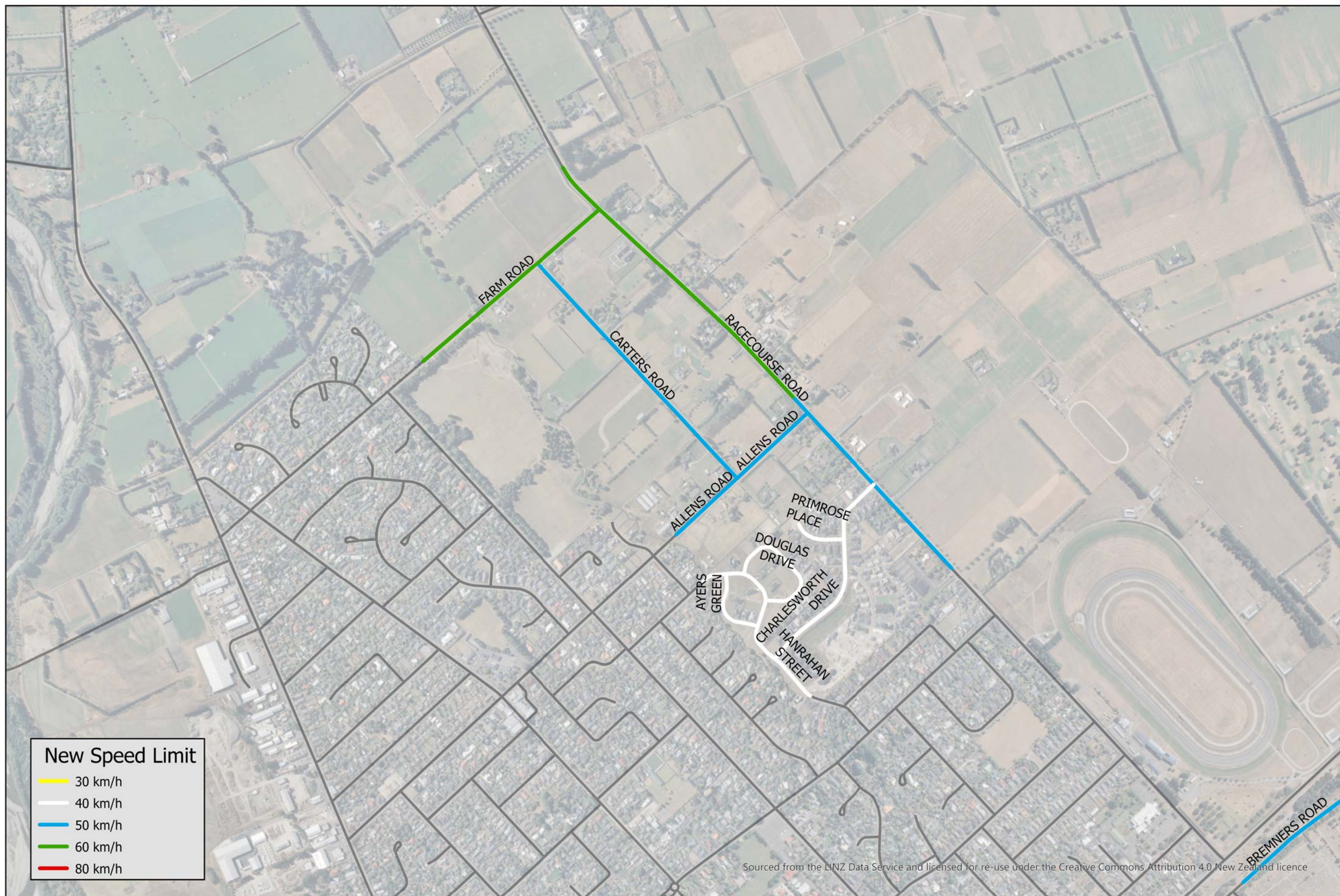
35. Adopting the speed limit changes will have budget implications for removal of existing signage, erection of new signage, road marking and associated work.
36. Subsidised funding will be sought in the Low Cost / Low Risk category of the NLTP from NZTA, but Council will need to provide additional unsubsidised funding to cover the cost of the works.
37. Council will be advised of the additional funding required to implement the school speed zones.

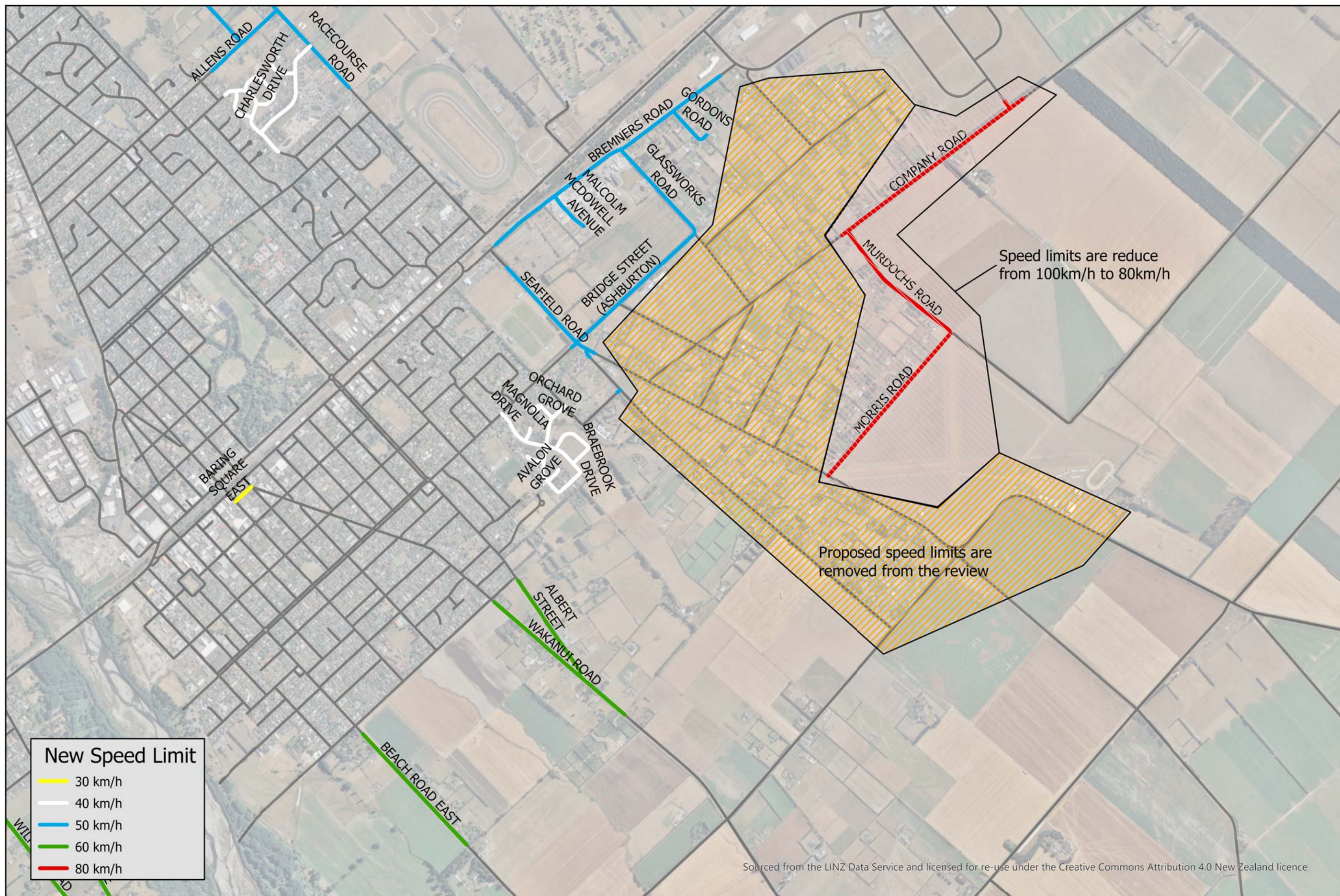
Significance and engagement assessment

Requirement	Explanation
Is the matter considered significant?	Yes
Level of significance	Low
Level of engagement selected	1. Inform
Rationale for selecting level of engagement	Consultation has been undertaken and all submitters will receive a letter outlining Council's decision. The wider community will also be notified of the outcome.
Reviewed by Strategy & Policy	Toni Durham Strategy & Policy Manager

Next steps

38. Following the gazettal of speed limits, the signage and road improvements will be implemented and then the speed limits will take effect.







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New Speed Limit

- 30 km/h
- 40 km/h
- 50 km/h
- 60 km/h
- 80 km/h



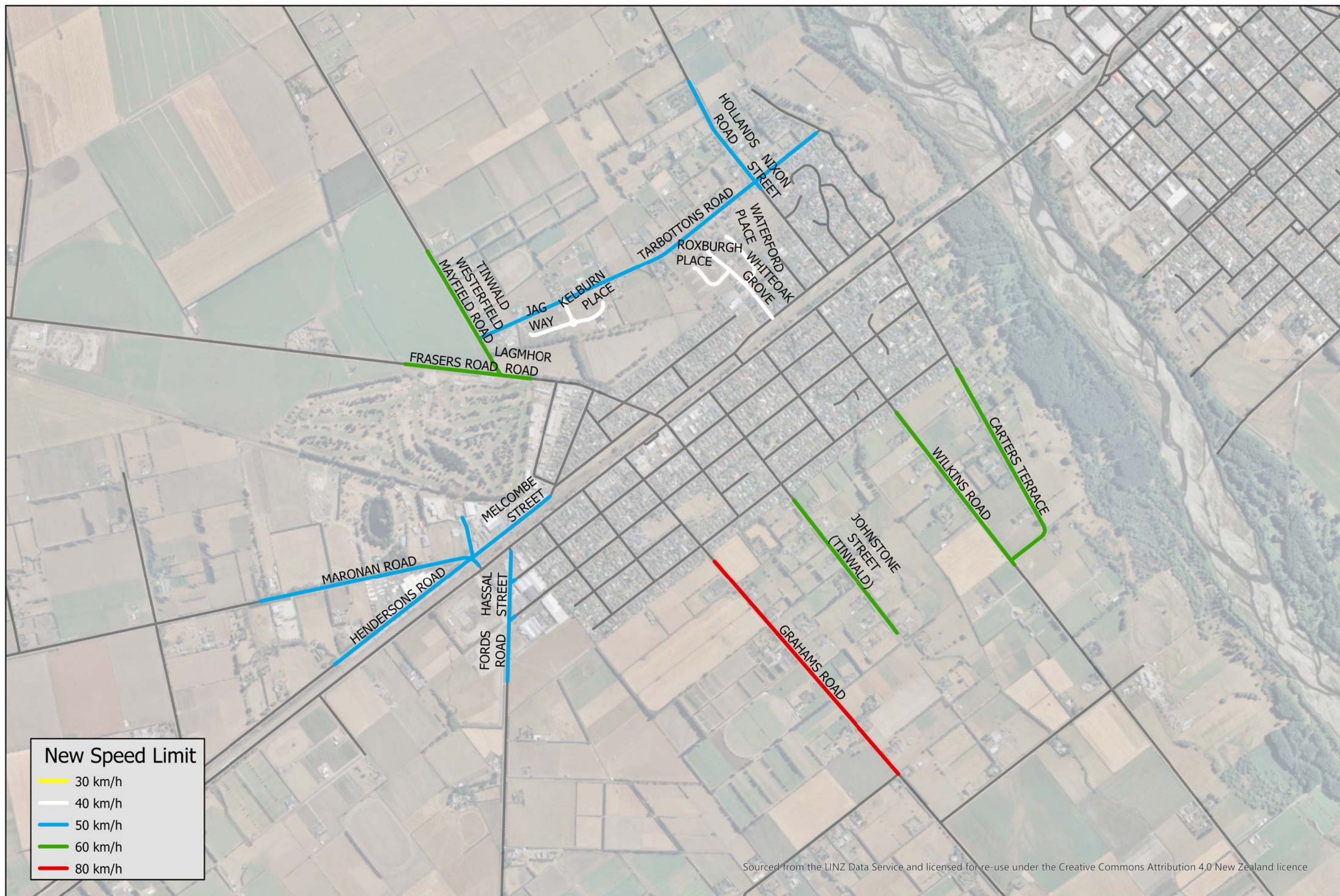
Speed Limits Review: Ashburton Business Estate

Scale 1:10,000
At A3

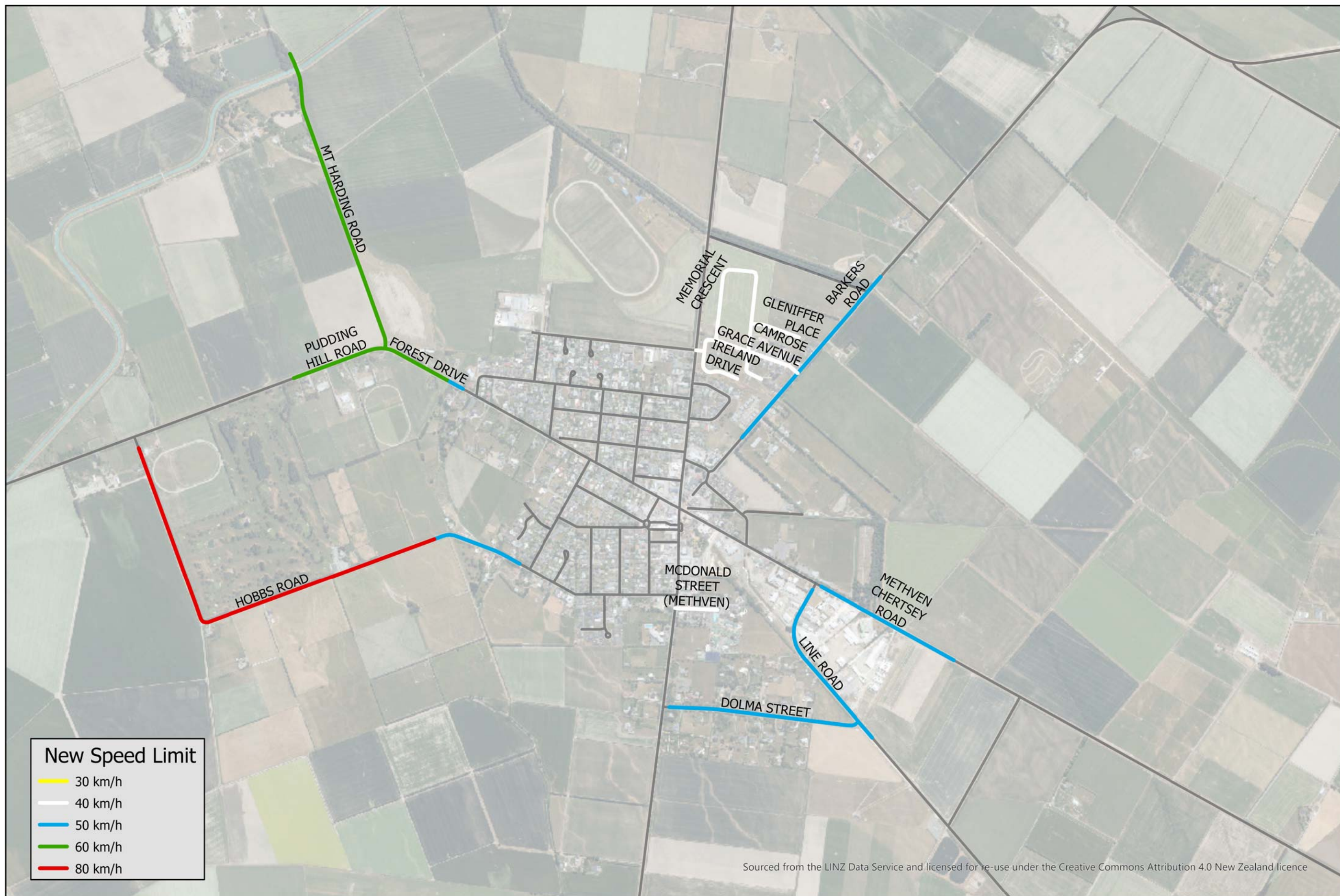


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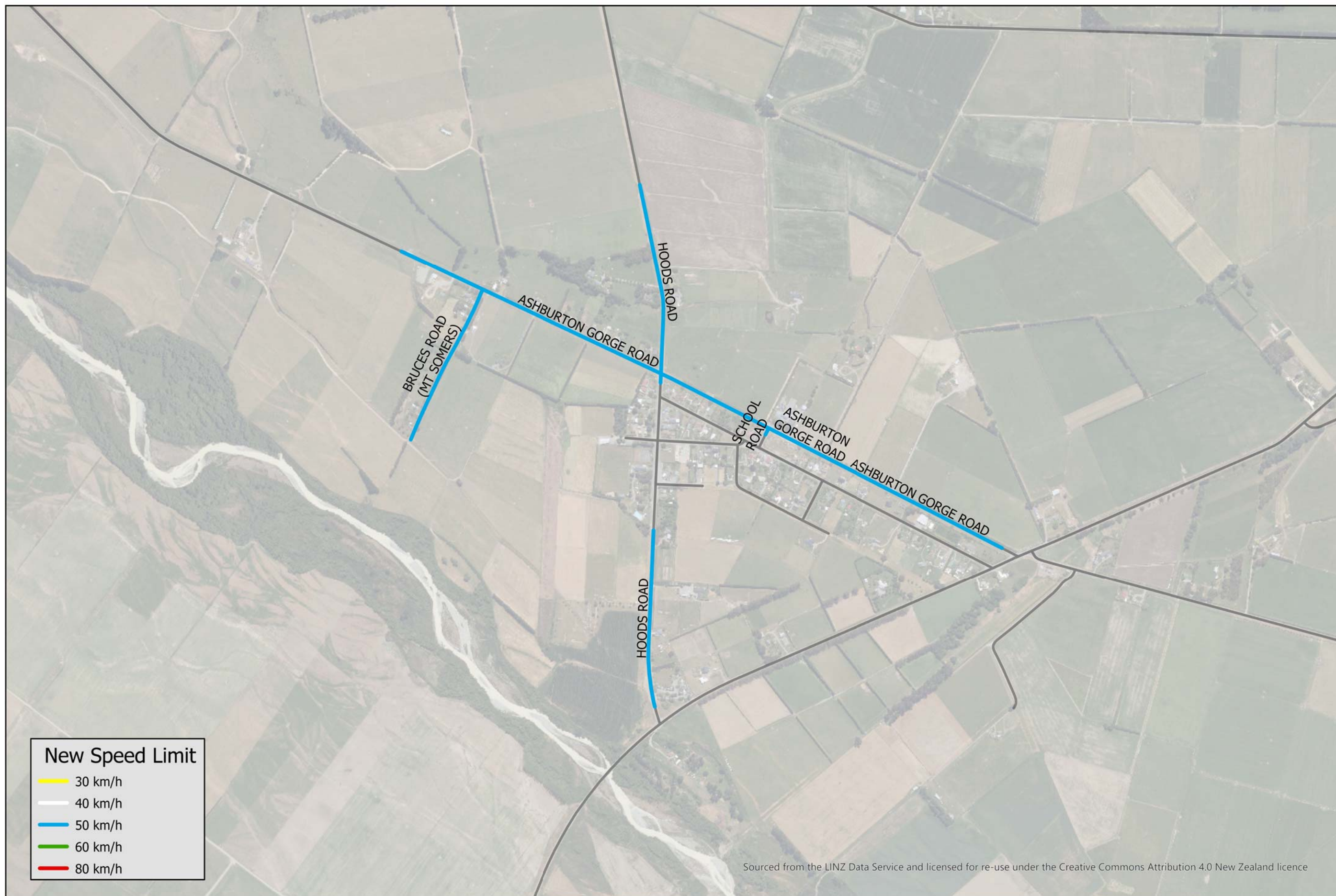






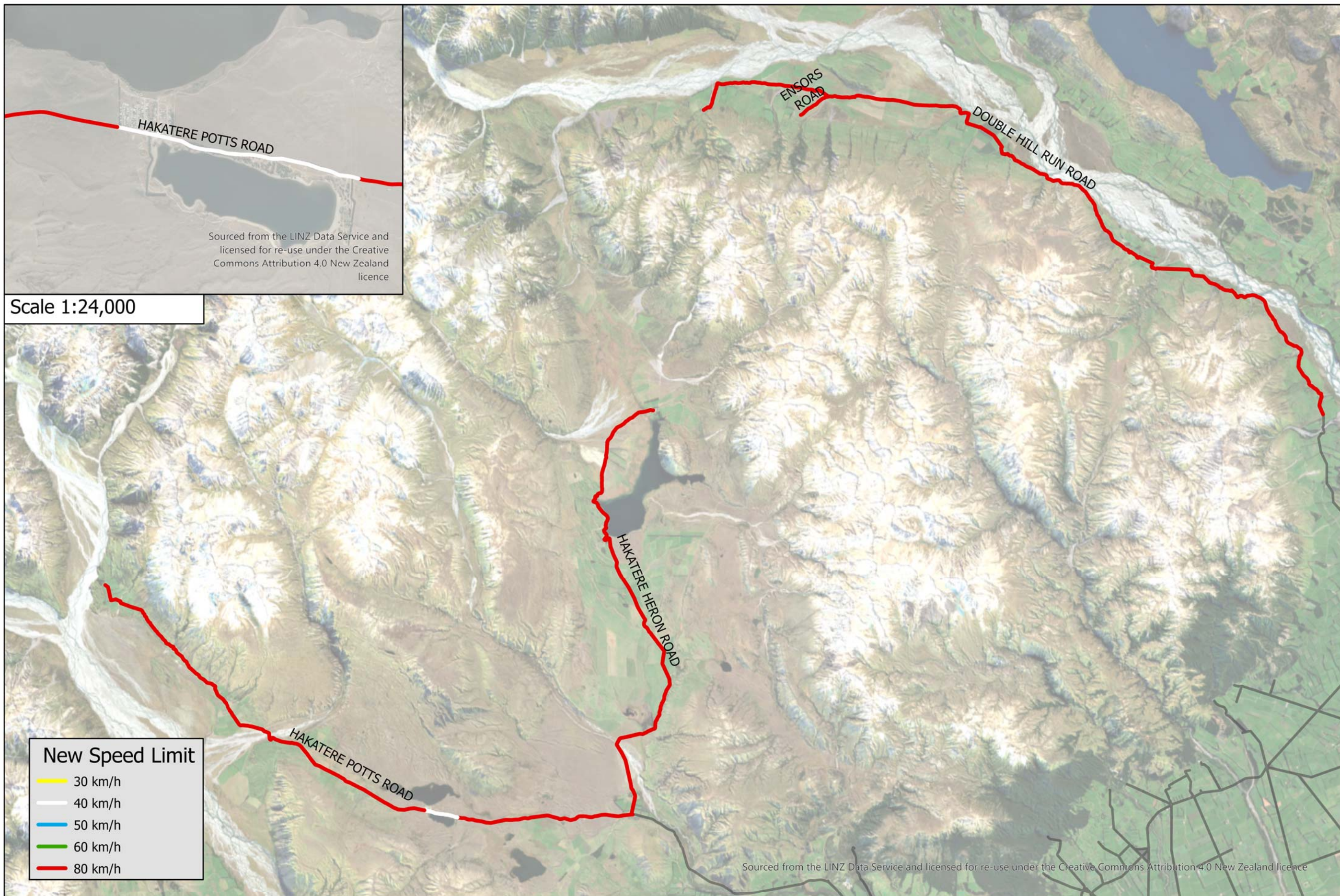












Appendix 2: Examples of Signage

Permanent Speed Limit Sign



Variable Speed Limit Sign

Static



Active



Speed Limit Review Submission Hearings & Deliberations

22 June 2020



Held on Monday 22 June 2020, in the Council Chamber, 137 Havelock Street, Ashburton, commencing at 9.00am.

Present

Crs Stuart Wilson (Chair), His Worship Neil Brown, Diane Rawlinson, Leen Braam, Rodger Letham, Lynette Lovett, Angus McKay, John Falloon

Apologies

Cr Carolyn Cameron (absence), Cr Liz McMillan for lateness.

Sustained

In attendance

Neil McCann (Group Manager Service Delivery), Toni Durham (Strategy & Policy Manager), Emily Reed (Corporate Planner) Brian Fauth (Roading Manager), Martin Lo (Graduate Engineer), Ruben Garcia (Communications Manager), and Aisling O'Reilly (Governance Support Officer).

9.00am

Grant McFaull

- Submitter does not support speed limit reduction suggestions.
- Traffic speed self regulates.
- Existing limits seem to be correct and don't need to be lowered.
- Suggested alternatives to lowering the speed limit such as speed bumps, road narrowing. Acknowledged this could have a negative impact on house owners.
- Racecourse Road: traffic is light, few cyclists, and no foot path available so very little foot traffic. Lowered limit will be ignored.

Cr Wilson

- Asked if the speed limit was lowered to 40km, did the submitter not think that people would then travel closer to 50km.

McFaull

- Advised that perhaps this would happen and suggested that the lowering of speed limit will be seen as an opportunity for Police to fine people for speeding. Doesn't think there have ever been people really exceeding the speed limit. Submitter accepted Cr Wilson's point.

Cr Braam

- Asked if submitter realised that the top of Racecourse Road is going to become a residential area.

McFaull

- Responded that residents live there now already. There is very little foot traffic. Perhaps it will become an issue but the speed limit shouldn't be changed until it becomes a problem.

Mayor Brown

- Asked what the submitter's views were on lowering the speed limit in the CBD to make it more pedestrian friendly.

McFaull

- Doesn't believe there is an issue now so just don't see the reason to lower the speed limit. Believes that no one will pay attention to the lowered limits.

- Suggested that the limit be lowered to somewhere in the middle if it was necessary. Perhaps 40km which people will see as reasonable.

9.10am

Ken Leadley

- Presented as per handout that was given out to Councillors.

Cr Lovett

- Asked submitter if they had done a count of how many young people are crossing the foot paths.

Leadley

- Did a count one day between 7:15am – 12pm. Counted 104 people, not including the cyclists.
- Also noted that this morning there were four children playing on their scooters for some time out on the street.

Cr Letham

- Acknowledged that the submitter is correct in reference to the foot path not connecting the whole way down Hanrahan Street. Worthy of consideration.

Cr Rawlinson

- Where would you suggest the pedestrian crossing to go?

Leadley

- Where the foot path finishes on Hanrahan Street is where it should be. Second option would be outside Radius Care.

Mayor Brown

- What would the white line on the road achieve?

Leadley

- Keep people on the right side of the road when they are driving because now drivers drive in the middle of the road.

9.20am

John Skevington

- Submitter has an issue with suggested stopping distances. Stopping and braking distances are not the same thing.
- Speed limit guide doesn't require you to make 20km increments.
- Entrance and exits to town limits are all fine.

Mayor Brown

- Are you saying 30km in CBD is ok?

Skevington

- Yes. Initially submitted on 40km for this area but now thinks 30km is fine.

Cr Lovett

- Have you observed heavy trucks going down Lake Hood Drive?

Skevington

- Not really an occurring thing. Just maybe one a month. Doesn't seem to create a problem.

9.30am

Nick George

- Limit on Lake Hood Drive should be lowered to 60km/h instead of increased to 80km/h.
- Works from home so sees a lot of the traffic. Witnessed two bad collisions in the last 18 months.
- Has seen cars fishtailing on the shingle going round bends on this road.
- People often stop along the side of the road near where submitter lives to check their boats, vehicles.
- 90% of lifestyle block owners in this area have children. Use the road often, and cross the road. Increasing the limit creates extra risk.
- A lot of wildlife wandering around this area. E.g. ducks, hares. Additional risk of crashing if trying to avoid.
- Maronan Road: doesn't make sense to reduce the limit in a rural area.

- On the areas at Lake Hood to be reduced to 30km/h doesn't make any sense and no one is likely to police this.

9.50am

Richard & Jane Pearce

- Presented as per submission around speed limit on Lake Hood Drive.

Cr Rawlinson

- Do you think people ignore the current 70km/h sign?

Pearce

- Yes, often people do not slow down now. Average speed is 70-80km/h now.

Cr McKay

- Where do the people come from between Stranges Road and Huntington Road? How many people live on Lansville Lane?

Pearce

- A lot of people come from Tinwald area. Some would come down Stranges Road from Ashburton and a lot from Lake Hood. Approximately five houses on Lansville Lane.

10.00 – 10.30

Morning tea break at 9:58am.

10.30am

Sarah Stanaway (Mt Somers District Citizens Association)

- Submitter presented as per submission
- Hoods Road and Pattons Road have no turning lane off the 100km/h road. There have been a lot of near misses.
- Live opposite Pattons Road and see near misses daily.
- People often stop in middle of the road to look at signs and decide where to go on Hoods Road.
- Reduction of limit around the school is imperative

Cr McKay

- Asked of staff if they were allowed to consider something on a submission that wasn't on the actual plans.

Toni Durham

- Advised that Councillors can consider this and discuss in deliberations.

Cr Braam

- How do you see being able to put a turning lane into these roads?

Stanaway

- If it was possible to change layout of road it would be ideal but a reduction of the speed before the bridge would be helpful. Hoods Road and Ashburton Gorge Road are the two main roads for heavy vehicles.

Mayor Brown

- Do you think Pattons Road should be open to Ashburton Gorge Road or should it be shut? (Would stop heavy vehicles from going down this road.)

Stanaway

- Something that should be considered along with a reduction of speed at Arundel Rakaia Road.

Cr Rawlinson

- Some people might not be happy with Pattons Road being closed so would narrowing it be an option?

Stanaway

- Yes that would be an option.

10.40am

Kay Allen

- In 2019 some students from Springburn School monitored the traffic on the Ashburton Gorge Road. Traffic was going fast which was dangerous. Came up with idea of putting a

crossing on road. Council advised it could only happen if the speed limit was reduced to 50km/h.

- School would then apply for a Kea crossing if the limit was reduced. Crossing would be monitored at start and end of school.
- Personally would like a pedestrian crossing.
- Trucks would be able to come down Peaches Road and continue on Prices Road and reconnect with Arundel Rakaia Gorge Road outside of the village. Wouldn't have to worry about slowing down to go through the village. Road would probably have to be upgraded.

Cr Wilson • The residents that are in favor of the review that were on the newspaper, was this in favor with Council's review?

Allen • Yes

Mayor Brown • What are your thoughts on closing off Pattons Road?

Allen • Suggest that a narrowing of the road to limit the traffic would be best. Issue is the turning on to Pattons Road from a 100km/h road.

10.50am Longbeach School

- Principal Neil Simons spoke on behalf of the school's submission
- School met with Council's roading manager in 2009 to discuss school's concerns. Was told if a café opened up across the road then the limit would have to be reduced as it became a commercial area.
- There are classrooms alongside the road and students have seen erratic driving.
- There is a blind corner at school.
- Intersection at Longbeach and Boundary Road has had two fatalities.
- Has seen Council reports that state this area is a high risk area. Chance for ADC to be leaders. Get ahead of proposed national changes.

Cr Wilson • Would you proposed a lowering of speed on boundary road too?

Simons • Real issue is Longbeach Road. There has to be a speed reduction. If sensible you would put a lowered speed around the boundary of the whole school.

Mayor Brown • Are you suggesting limit reducing to 40km/h around the school. According to government recommendation, if reduced to 60km/h would this be helpful?

Simons • 40km/h would be better but 60km/h would be helpful.

11.00am Longbeach School Board of Trustees (Richard Wood)

- Very concerned with Longbeach Road and Boundary Road. Boundary Road is where parents drop off.
- Blind sweeping corner on Longbeach Road is a huge risk.

Cr Braam • What do you see as the solution? How do we stop people from speeding?

Wood • Understand that it needs to be policed. Don't know how this could be done. Would suggest signs, rumble lines. Recommend asking ADC's roading team how you could enforce a lower speed.

Mayor Brown • Do you have signs at the school and do people slow down at these signs?

- Wood
 - Yes they are turned on and off at school times. Sign just advised that it is a school zone.
 - Don't know if they do, there needs to be more done.
- Cr Lovett
 - Is the recycling area creating issues for the school's visibility?
- Wood
 - Don't see a big problem with it. Speed is the main issue, not the visibility.
- Cr Rawlinson
 - When the buses are picking up or dropping off what road are they on?
- Wood
 - Longbeach Road. Parents parking on this road, the visibility is reduced. The problem with this is the speed of cars coming along this road.

11.10am Malcolm Nell

- Additional notes submitted. Unable to attend in person.

11.20am Denise Hydes

- Speed down to 60km/h on Seafield Road. Frustrating speed.
 - Tried to do 60km/h on this road, lives on this road. Not possible.
 - When road was redone, it was such a good job. Has not needed to have any maintenance done on it.
- Cr Braam
 - Do you not want to see the CBD go down to 30km/h?
- Hydes
 - Would like people to use their common sense. It's more the country road that is the issue. Moore Street is actually a road that needs something done about it. People turning off to so many different places.
- Mayor Brown
 - Is there a halfway point where you would be happy to reduce the speed limit and lift it?
 - Would it not make it safer for people coming off other roads as there are a lot of trucks driving on this road?
- Hydes
 - Leave it as it is for the whole road.
 - No because there are stop signs.
- Cr Wilson
 - NZTA may legislate that we cannot use 70km/h, could we use 80km/h?
- Hydes
 - Yes

Adjourned 11:25am to 11:34am

11.40am Susan Harvey

- Presented as per submission
 - Why are Murdochs Road and Morris Road not being reduced? People will be encouraged to take this side road.
- Cr Rawlinson
 - Company road – is there a high usage of trucks on this road?
 - Do the drivers respect the 70km/h zone?
- Harvey
 - Yes
 - Some do, some don't.

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| Mayor Brown | • What are you asking for on the speed limits? |
| Harvey | • Review Murdochs Road and Morris Road. Why reduce all others at 50km/h when you could reduce a quieter road to 50km/h too. |

12.00pm

Cynthia Young

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| | <ul style="list-style-type: none"> • Spoke about Racecourse Road and how busy it is and the amount of subdivisions on it. • A lot of trucks, walkers, bikers on this road. A lot of people walk on the grass as there are no foot paths. • Would be good to have foot paths. • Has seen a lot of near misses. |
| Cr Wilson | • Proposing that 50km/h should go further up than Allens road, how far? |
| Young | • Up to Farm Road would be great. |
| Cr Lovett | • Have you done a count on walkers using the road way? |
| Young | • About 30 people a day. |
| Cr Braam | • Is what has been proposed what you are also proposing? |
| Young | • 50km/h up to Farm Road and past that. Proposed 30km/h up along Lochlea. |
| Cr Rawlinson | • Question to the staff: does the roading team have anything in the LTP for putting a foot path on Racecourse Road? |
| Brian Fauth | • No present plans for a foot path. |
| Mayor Brown | • Suggested that submitter: Coming up to LTP again next year and recommend that you submit on the foot paths again. |
| Cr McKay | • Question for staff: when the subdivisions approved why was foot pathing not a requirement like with other subdivisions. |
| Brian Fauth | • Waiting on a development contribution to be able to do this. |

12.10pm

Bridget Kok (Grahams Road Residents)

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| | <ul style="list-style-type: none"> • All neighbours in favour of limit being lowered. • Have had two deaths on this road. • Road is being resealed currently and it is already breaking up. If the speed was reduced it would possibly reduce the amount of maintenance on this road. |
| Cr Braam | • Would you be happy if it was 80km/h just past Grove Street? |
| Kok | • We would be happy with that. |
| Cr Rawlinson | • If it was 80km/h from Grove Street to 200m east of Grove Farm Road, would this be suitable? |
| Kok | • Yes |

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| Cr Letham | <ul style="list-style-type: none"> • Proposal for 60km/h – how much further down do you want to go? |
| Kok | <ul style="list-style-type: none"> • Probably another 200m past Grove Farm Road. |
| 12.30 | <p>Frank Pinion</p> <ul style="list-style-type: none"> • Rest home and home for people with disabilities on his road. • Vibrations from trucks going down the road currently travel through to the house. • Need to install speed bumps between carter road and Carters Terrace. • Submitter brought in signatures from residents around him. It was acknowledged that these signatures would be looked at by the Strategy & Policy Team. |
| Mayor Brown | <ul style="list-style-type: none"> • Asked submitter what it is they were actually asking for through their submission • Do you not think empty trucks going over speed bumps would not actually cause more noise? |
| Pinion | <ul style="list-style-type: none"> • Speed bumps • Going to be just as much discomfort for the driver if they decide to speed over the bump. Doesn't think it will cause too much noise. |
| Cr Lovett | <ul style="list-style-type: none"> • Do you think people are using these roads as a short cut to get out to Lake Hood? |
| Pinion | <ul style="list-style-type: none"> • Haven't seen many boats. But have been trucks coming through to avoid the main road. |

Adjourned for lunch 12.40pm – 1.10pm

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| 2.1.1 | <p>Central Business District</p> <ul style="list-style-type: none"> • Councillors agree with proposal of 30km/h in the CBD areas. |
| 2.1.2 | <p>Ashburton East</p> <ul style="list-style-type: none"> • Bremners Road, Bridge Street, Glassworks Road/Taits Road area: Agree with proposed except Taits Road – leave as is at 70 km/h. • Smithfield road: keep at current limit of 70km/h. • Seafield Road: 50km/h to Bridge St, then existing 70km/h. Milton Road South, 70 km/h between Smithfield and Seafield Road. • Morris Road and Murdochs Road: 80km/h for both roads. • Company Road: Leave at 70km/h from Murdochs Road to just past Ashford Avenue. • Business Estate: 50km/h. • Wakanui Road: Agree with proposed to 60km/h. • Albert Street: Agree with proposed to 50km/h. • Beach Road East: Agree with proposed to 60km/h. |
| 2.1.2.1 | <p>Braebrook Subdivision</p> <ul style="list-style-type: none"> • Agreed with 40km/h. |
| 2.1.3 | <p>Ashburton Business Estate</p> <ul style="list-style-type: none"> • Agreed with 50km/h. |
| 2.1.4 | <p>Fairton</p> <ul style="list-style-type: none"> • Fairfield Road west: 60km/h. |

- 2.1.5 Ashburton West**
- Oak Grove to remain at 50km.
 - Pages Road: remain at 50km.
 - Pedestrian crossing at Ashburton College: Brian Fauth suggests putting a crossing point in.
- 2.1.5.1 Lochlea Subdivision**
- Agreed to reduce to 40km/h.
- 2.1.5.2 Urban Fringe**
- Cr McKay recommended that a foot path be put in on racecourse road. Entrance to Lochlea up to Allens Road. Keeps the road wider so can keep it faster. Group agreed to leave to LTP.
 - Racecourse Road: Agreed with proposed, and Allens Road, Carters Road, and Farm Road.
- 2.2 Tinwald**
- Hollands Road: Agree with proposal to reduce to 50km/h.
 - Tarbottons Road: Agree with proposal to 50km.
 - Oaklea subdivision & Cawton Grove: Agreed with 40km/h.
 - Carters Terrace: Agreed with proposed 60km/h.
 - Wilkins Road: Agreed with proposed 60km/h.
 - Johnstone Street: Agreed with proposed 60km/h.
 - Grahams Road: Agreed with proposed 60km/h and extend to Gartartan Road.
 - Melcombe Street: Agreed with proposed 50km/h.
 - Maronan Road: Agreed with proposed 50km/h.
- 2.3 Lake Hood**
- Lake Hood Drive/Stranges Road: Red link and blue Huntington Avenue to 60 km/h.
 - Lake Hood residential area: 40km/h for all yellow roads.
- 2.4 Ashburton Lakes**
- Double Hill Run Road, Ensors Road, Hakatere Heron Road, and Hakatere Potts Road: Group agrees with proposal for 80km.
 - Hakatere, Potts Road alongside Lake Camp: Agree with proposal but 40km/h through the township.
- 2.5 Lauriston**
- Group agrees with proposal of 60km/h with 40km/h through the village.
- 2.6 Maronan Road Bridge**
- Group agrees to reduce to 80 as opposed to the proposed 60km/h.
- 2.7 Mayfield**
- Group agrees with proposal of 60km/h.
- 2.8 Methven**
- Camrose Avenue: 40 km/h: Agree with all proposed. Extend blue speed limit through Barkers Road up to next road (Holmes Road), and across road that intersects onto highway near hot pools. Methven Mall – put in slow signs.
 - Barkers Road: Agreed with proposed 50km/h.

- 2.9 Mt Somers**
- Ashburton Gorge Road: Agree with proposed 50km/h and extend past the recycling area.
 - Bruces Road: Agree with proposed 50km/h.
 - Hoods Road South: 50 km/h on Hoods road and Ashburton Gorge Road. 80 km/h on main road adjacent to Mt Somers between Ashburton Gorge Road and Hoods Road. School zone to be 40 km/h.
 - Group agrees with proposal to 50km/h. And school limit will go down to 40km/h.

- 2.10 Rakaia**
- Group agrees with proposal of 50km/h.

2.11 Feedback on the speed limit proposal as a whole

2.12 Other areas suggested for inclusion in the speed limit review including schools

- Staff to look at Barrhill to see if a stop sign or something else appropriate can be put in place to make the village safer.

All Schools

- Councillors supported the recommendation of Cr McKay that rural school zones be 60km/h and urban school zones be 40km/h. During school hours (not just pick up / drop off) – 8am to 4pm, Monday to Friday. Sign turned off during school holidays. Ideally set so the school doesn't have to remember to turn sign on. Staff to come back with a paper discussing these two options.

2.13 Other feedback

- Mayor Brown asked if there is a criteria to meet to get a pedestrian crossing.
- Martin Lo: Depends on the location. In opinion a crossing Island is adequate. Doesn't have enough foot traffic to require a pedestrian crossing.
- Brian Fauth advised that pedestrian crossings can be dangerous as children think they can cross any time.

Where to from now:

Officers will prepare a report for the Infrastructure Services Committee on 9 July. The Infrastructure Services Committee's recommendation will be referred to Council on 13 August.

Council concluded deliberations at 5:00pm.