| Marshland Spencerville Kainga area Speed Management Plan consultation feedback | |
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| **Key issues/suggestions and project team response** | |
| Key issue | Project team response |
| Increased travel times | The distance on the Main North Road / Marshland Road corridor between Waimakariri River and Queen Elizabeth II Drive is approximately 9 km in length. Of this, around 1.7 km has a current speed limit of 80 km/h and 7.3 km has a current speed limit of 70 km/h. Taking a very simplified / theoretical approach that traffic could travel at these posted speed limits (ie ignoring the effects of other traffic, intersections and the tendency to slow down around roadside hazards), this equates to a travel time of around 7 ½ minutes. By contrast, travel time along the corridor would be around 9 minutes with a speed limit of 60 km/h. The worst case increase in travel time is therefore only around 1 ½ minutes. As many submitters have noted, including those opposed to reduced speed limits, actual speeds during peak periods is often much lower that the currently posted speed limits and also often lower than the proposed speed limit of 60 km/h. For this reason, the proposed speed limit change will have little impact on travel times along this corridor for many road users. |
| Lost productivity | One submitter calculated that the proposed speed limit reductions on the Main North Road / Marshland Road corridor would result in lost productivity costs of around $1.86M/yr to the local economy, based on increased travel times and current traffic volumes. Given that a larger proportion of traffic is already travelling slower than the currently posted speed limits, especially during peak periods, the calculated lost productivity costs are considered to be overstated. Even if correct, they must be balanced against social costs of a fatal crash ($5.07M) or serious injury crash ($926K). |
| Increased congestion and driver frustration | Congestion is more directly influenced by traffic volume and capacity at intersections, and it is considered that the proposed speed limit reductions of 10-20 km/h will have a negligible effect on congestion. In some instances, research suggests that reduced speed limits can actually improve traffic flow and reduce congestion due to more uniform operating speeds. Peak traffic conditions already result in congestion and operating speeds lower than the current speed limit on the Main North Road / Marshland Road corridor. The NZTA web page for the Christchurch Northern Corridor project indicates an estimated reduction of 40% on estimated future (2026) Marshland Road traffic volumes from 29,000 vehicles per day to 18,000 vehicle per day. It is not clear if the estimated 40% reduction will also be realised immediately upon opening of the new road in 2020/2021. |
| Consider the effects of the Christchurch Northern Corridor | Land Transport Rule: Setting of Speed Limits 2017 requires road controlling authorities to set speed limits that are safe and appropriate. Safe and appropriate speeds are determined in accordance with the national guideline, and are based on a number of factors including the road classification, function and features, road safety metrics (influenced by reported crash history and severity) and an assessment of the road infrastructure risk that is influenced by a number of factors including road alignment and formation, presence of roadside hazards, adjacent land use, intersection / access density and traffic volumes. As part of this speed management plan, the calculated infrastructure risk ratings for sections of Main North Road and Marshland Road were reviewed to see how they might change if the Christchurch Northern Corridor resulted in an immediate 40% reduction to current traffic volumes (as is expected in relation to estimated future 2026 traffic volumes). This review revealed that the overall infrastructure risk ratings did not change and, as such, the identified safe and appropriate speeds also did not change. |
| Insufficient crash data provided / crash data doesn't suggest speed is the main cause of crashes | Although the consultation documents made reference to the number of reported crashes (including 4 fatal and 28 serious injury) that occurred in the area during the 5 year period 2013-2017, there are also a number of other criteria that determine the safe and appropriate speed for a road.<br>Reported crash numbers and severity inform two key road safety metrics - personal crash risk and, combined with traffic volumes, collective crash risk. Another key road safety metric is the infrastructure risk rating (IRR) – a risk assessment of the road itself. The IRR is informed by a number of factors including the road formation and alignment, presence of roadside hazards, adjacent land use, intersection / access density and traffic volumes. |
| Suggestions | Project team response |
| Need to prioritise driver education and behaviour<br>Need more driver education/licencing<br>Concerns about drunk driving, inattention and general poor driving skills and behaviour<br>At least fifteen commented that cell phone misuse is a major contributing factor. | Driver education and behaviour is already a focus for Government, Ministry of Transport and NZTA. The Ministry has recently released the new road safety strategy 'Road to Zero' for consultation, and that document signals an intention to continue investment in these areas. Christchurch City Council's Travel Demand Management team also delivers or assists in a number of educational road safety programmes such as "Onto it at intersections", Crash Bash, SADD, Salvation Army Community Driver Mentoring Programme, Age Concern "Driving for mature drivers". |
| Need to prioritise enforcement<br>For example police presence, speed cameras | Engagement with NZ Police was undertaken during development of the proposal, and Police are fully supportive of the reduced speed limits. While it is recognised that achieving compliance for all traffic may be a challenge initially, especially during off peak times when traffic volumes are lower, options will be investigated for infrastructure support (eg increased signage, including possible active/electronic signage) and communication support (eg online, Newsline, social media and print media information campaigns, plus possible use of roadside electronic information signs) to assist Police in their efforts to ensure all road users are safe.<br>There is also a signalled intention in the new national road safety strategy 'Road to Zero' (currently out for consultation) for Government and the MoT to prioritise road policing to tackle high risk behaviour. Council staff will also continue to monitor traffic volumes, operating speeds and road safety in the area. |

| Marshland Spencerville Kainga Speed Management Plan | |
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| **Key issues/suggestions and project team response** | |
| **Suggestions** | **Project team response** |
| Need to prioritise other physical improvements<br><br>Focus on Marshland Road<br>Suggestions include improvements to intersection and lane layout and width, signage, lighting and general visibility, barriers and median strips, turning points and side road access, traffic lights and roundabouts. | Significant roading improvements are already programmed for Marshland Road, including a major upgrade and signalisation of the Hawkins-Lower Styx-Marshland intersection. The Council's Long Term Plan 2018-2028 also indicates that budget has been allocated to investigate improvements to the Belfast-Marshland intersection. Of course, the most significant road network improvement in the area is the Christchurch Northern Corridor which is expected to open in mid-2020. Combined with QE II Drive, this new road will provide a much safer and faster route between the Waimakariri River and north eastern suburbs.<br>There is also a signalled intention in the new national road safety strategy 'Road to Zero' (currently out for consultation) for Government and the MoT to increase investment in road safety infrastructure.<br>In regard to suggestions that median and/or side barriers could be installed on Main North Road and Marshland Road to address safety concerns, such measures would require road widening and would therefore incur significant cost and time to relocate utility poles and cover / protect open drains adjacent to the road. Median / side barriers would also likely impact property access, and result in community severance issues. |
| Retain the speed at 70 km/h or higher on Marshland/Main North Road<br><br>Limit the scope of the 60 Km/ h to sections of Marshland Road | Council staff do not support the retention of current speed limits, nor increased speed limits, on the Main North Road / Marshland Road corridor as these are / would be out of alignment with identified safe and appropriate speeds determined in accordance with national guidelines. However, in response to feedback received during consultation and also feedback received from the Coastal-Burwood and Papanui-Innes Community Boards through project seminars, a second option (Option 2) has been developed for the consideration of the Community Boards and Council (who will make the final decision on the proposal).<br>The Option 2 proposal is generally the same as Option 1 (the proposal as consulted on) except that the existing 70 km/h speed limit on Marshland Road would be retained between the railway crossing (south of the Main North – Marshland – Spencerville) and Prestons Road. This option also responds to some submitters who, even in general opposition, acknowledged that a reduced speed limit could perhaps be appropriate (or at least accepted) on certain sections of the Main North Road / Marshland Road corridor such as across the Waimakariri River Bridge, through Bridge End and south of Prestons Road. If Option 2 is supported by the Community Boards and ultimately approved by Council, staff recommend that urgent safety improvements be investigated for the Guthries – Marshland intersection to address current safety concerns. Crash history at this location indicates a trend in rear end collisions with vehicles waiting to turn right into Guthries Road. To address this, staff would investigate the possibility localised road widening to accommodate a right turn bay (or at least a wider shoulder on the east side of the road). Actual costs for such works would be subject to detailed investigation and design but, at this stage, are broadly estimated to be around $100-200k. |
| Other alternatives and improvements | |
| Improvements around Ouruhia School/Marshland/Tuners intersection | It is now proposed to install Stop controls on Turners Road at its intersections with Marshland Road and Spencerville Road. Staff will also investigate the possibility of other improved signage and/or markings in the vicinity of Ouruhia School. |
| Old Waimakariri River Bridge, through Bridge End | Option 1 (the proposal as consulted) and the modified Option 2 both propose a reduced speed limit across the Waimakariri River Bridge and through Bridge End, which directly responds to specific requests from business owners and heavy vehicle operators in this area for reduced speed limits so as to make turns into and out of their properties safer. |
| 60 km/h on some or all other roads except Marshland | In response to feedback, a modified version of the proposal (Option 2) has been developed for consideration by the Community Boards and Council, although the original proposal (Option 1) remains staff's preferred option. Option 2 would retain the existing 70 km/h speed limit on Marshland Road between the railway crossing and Prestons Road. |
| Reduce speed in urban/congested areas only | In response to feedback, a modified version of the proposal (Option 2) has been developed for consideration by the Community Boards and Council, although the original proposal (Option 1) remains staff's preferred option. Option 2 would retain the existing 70 km/h speed limit on Marshland Road between the railway crossing and Prestons Road, but reduce the speed limit past more concentrated residential and commercial/retail land uses in Bridge End and south of Prestons Road. |
| Make all roads in the area 70 km/h | Land Transport Rule: Setting of Speed Limits 2017 only allows road controlling authorities to set a 70 km/h speed limit with specific approval from NZTA. This option is not supported by NZTA. |