

**NOTICE IS HEREBY GIVEN THAT THE MONTHLY MEETING OF THE OPERATIONS COMMITTEE, WILL BE HELD IN THE COUNCIL CHAMBERS, 29 CIVIC AVENUE, GORE, ON TUESDAY 11 MARCH 2008, FOLLOWING THE COMMUNITY SERVICES COMMITTEE MEETING**

**Steve Parry  
CHIEF EXECUTIVE**

**5 March 2008**

## ***A G E N D A***

1. Operations Bulletin (Page 1)
2. Charlton Road Speed Problems (Pages 2-5)

## OPERATIONS COMMITTEE AGENDA

MARCH 2008

### 1. OPERATIONS BULLETIN

The Operations Bulletin containing reports from the Roding Manager, Assets Manager, Utilities and the Animal Control Contractor is enclosed with the agenda.

#### **RECOMMENDATION**

**THAT the Bulletin be received.**

## 2. CHARLTON ROAD SPEED PROBLEMS

(Report from the Roothing Manager – 03.03.08)

The attached petition has been received from 13 residents of Charlton Road.

The purpose of this report is to bring to the Councillors attention the petitioners concerns regarding their belief that a permanent speed restriction or other improvements should be installed on a section of Charlton Road.

### **Problem**

Charlton Road is one of the few Gore District Council roads classified as an arterial road in the District Plan. The section of Charlton Road west of Robertson Street carries one of the highest traffic volumes of any road in our rural network. Currently the road, from approximately 50m west of Robertson Street has a 100km/hr speed restriction.

Over the past five years a great deal of residential development has taken place alongside the section of Charlton Road between Robertson Street and the PowerNet electrical substation. Significant lifestyle block subdivision development has also occurred further out Waimumu Road. Charlton Road provides access to town for the residents of these blocks.

The traffic volume on Charlton Road has been increasing significantly over the past few years as a result of these developments.

Charlton Road also forms part of several popular walking/jogging/cycling circuits. Therefore there are significant numbers of pedestrians and cyclists using the road or its shoulders.

It is obvious that the risk of a crash involving vehicles versus pedestrians or cyclists has increased markedly.

### **Solution**

One option is to accept the status quo and do nothing.

This option is unlikely to be acceptable to the residents or the Council as the risk of a crash continues to increase.

A second option is to apply a permanently reduced speed restriction.

The application of reduced speed restrictions is controlled by Land Transport NZ. Strict criteria must be met before a speed restriction can be imposed. Measurement of the amount and type of development and other factors affecting the section of road determines whether a restriction is put in place. Providing the criteria is met it is likely that a lowered speed limit will produce a significant reduction in the risk of a crash on the section of road at a relatively low cost to the Council.

The third option, also suggested by the petitioners, is the construction of a footpath alongside the road. This option if adopted will also significantly reduce the risk of a crash occurring. However it will entail a much greater cost to provide. It is estimated that a suitably surfaced gravel footpath could cost approximately \$30,000 to construct. An asphalt surfaced footpath could be \$60-70,000.

In the longer term a combination of both option one and two will probably be the best solution.

### **RECOMMENDATION**

**THAT a survey be undertaken to determine what, if any, reduction in speed limit can be imposed from the substation to the existing 50Km/hr speed restriction sign on Charlton Road,**

**AND THAT footpath extension options west along Charlton Road be investigated and cost estimates for these options be provided to the Council.**