

## 9. 2003 SPEED LIMIT ASSESSMENT

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The purpose of this report is to inform the Board of the current status of the "2003 Speed Limit Assessment". This report is also being considered by the Sustainable Transport and Utilities Committee.

### BACKGROUND

Enquiries from the public, along with an ongoing review of roads by Council staff have identified a number of roads that should be reassessed for appropriate speed limits.

The "2003 Speed Limit Assessment" is part of an on-going assessment programme of city speed limits.

### PROCESS

When changing speed limits on roads in the city, the Council must undertake rating assessments for the roads under review using the Land Transport Safety Authority's (LTSA) RTS 17 "*Guidelines for Setting Speed Limits*". The results of the manual assessments are then checked with the LTSA computer programme "*Speed Limits New Zealand*".

The relevant data is then assessed and discussed with stakeholders including NZ Police, NZ Automobile Association (NZ AA), LTSA, Transit New Zealand (TNZ) and the Road Transport Forum.

On completion of this formal review, the Council needs to discuss the results of the speed limit assessments and promote the proposed changes amongst the local communities. Decisions must then be made on the most appropriate speed limits for the roads being reviewed, appropriate gazette notices prepared by the LTSA and changes made to the fourth schedule (Bylaw Speed Limits) of the Council's Traffic and Parking Bylaw.

### SETTING SPEED LIMITS

The setting of speed limits in New Zealand is based on road controlling authorities being able to assess ratings on a roadside development basis. This process has been followed in the assessment of the speed limits under review, which broadly fall into the following categories:

<b>Speed Limit</b>	<b>Discussion</b>	<b>SLNZ Rating Range</b>
<b>100</b>	The general open road rural speed limit	<b>&lt;3</b>
<b>80</b>	The speed limit on some local and arterial rural roads and is often used as a route speed limit on roads linking urban areas.	<b>3 - 5</b>
<b>70</b>	The speed limit along roads where there is urban development along one side only abutting rural areas and along short sections of rural road linking with urban 50 km/h speed limit areas.	<b>5 - 11</b>
<b>60</b>	The speed limit along selected arterial routes where there is a high standard of road geometry and is often used as a route speed limit in urban areas.	
<b>50</b>	The General urban speed limit.	<b>&gt; 11</b>

## AFFECTED ROADS

The 2003 Speed Limit Assessment is currently being undertaken on the following roads within the Fendalton/Waimairi Community Board area.

Road Name	Location	Existing Speed	Operating (mean) Speed	85 <sup>th</sup> percentile Speed	Proposed Speed	SLNZ
Harewood Road	Intersection of Greers Road to Nunweek Boulevard.	50	57 56	62 61	60	13.7
Watsons Road	From Waimakariri Road to a point 200m north of Harewood Road.	70	65	70	50	-

## DISCUSSION

### Harewood Road

Harewood Road is a four lane, median divided roadway carrying 14,300 vehicles per day. The appearance and operation of Harewood Road is similar to that of other four lane, median divided road sections throughout Christchurch currently operating at a speed limit of 60 km/hr.

The increase of the speed on the proposed section of Harewood Road allows a consistency of speed application, reducing confusion for the driver. Speed profile readings taken on Harewood Road indicate that the mean operating speed of this section of roadway is 57 km/hr. The 85<sup>th</sup> speed measured is 62 km/hr (northbound) and 61 km/hr (southbound).

The proposed speed limit alteration is for the road section from Harewood Road/Greers Road through to a point 50 metres west of Nunweek Boulevard.

### Waimakariri Road/Watsons Road

The continued residential development in the location of Waimakariri Road and Watsons Road has identified the need for a reassessment of the current 70 km/hr speed limit. The density and nature of the development has increased in the location of the northern end of Watson Road, in the vicinity of the sharp 90° bend leading into the junction of Waimakariri Road.

Recent development in this area has highlighted the need for the re-assessment. The results concur with a reduced 50 km/hr speed environment. The Community Board considered this proposed change late last year.

Speed profile readings taken on Harewood Road indicate that the operating speed of this section of roadway is 65 km/hr. The 85<sup>th</sup> speed measured is 70 km/hr.

## PROGRESS TO DATE

The review of the roads identified for the 2003 Speed Limit Assessment is underway. Antoni Facey Consulting has undertaken the field work for the identified road sections in February 2003. The data has been processed, with a report from the consultant delivered in March 2003. The report covers all of the above proposals and will be used as a basis for discussions with the NZ Police, NZ AA, LTSA, TNZ and Road Transport Forum.

Council staff are currently undertaking speed measurements of the affected roads for completion of the analysis phase. Following this, full consultation will be undertaken with all stakeholders to gain their approval of the proposed speed limits.

At the completion of the consultation, which includes the Community Board, recommendations will be made to the STU committee and Council to make the appropriate changes to the Fourth Schedule in the Council's Traffic and Parking Bylaw and LTSA gazette notice.

**Staff**

- Recommendations:**
1. That the information be received.
  2. That the Board support the continuation of the process as described in this report.

**Chairman's**

**Recommendation:** That the above recommendations be adopted.