

4. 2003 SPEED LIMIT ASSESSMENT

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The purpose of this report is to 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:

Speed Limit	Discussion	SLNZ Rating Range
100	The general open road rural speed limit	<3
80	The speed limit on some local and arterial rural roads and is often used as a route speed limit on roads linking urban areas.	3 - 5
70	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.	5 - 11
60	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.	NA
50	The General urban speed limit.	> 11

AFFECTED ROADS

The 2003 Speed Limit Assessment is currently being undertaken on the following roads within the Hagley and Ferrymead wards.

Road Name	Location	Existing Speed	Operating (mean) Speed	85 th percentile Speed	Proposed Speed	SLNZ
Aldwins Road	From Ferry Road to Marlborough Street, 100m south of Linwood Avenue.	50	52	59	60	13.7
Buckleys Road	From Russell Street to Woodham Road.	50	57 58	63 64	60	12.8
Pages Road	From Woodham Road to Kearneys Road.	50	55 57	63 64	60	12.8
Dyers Road	From Linwood Avenue to Ferry Road roundabout (including Palinurus Road).	70	65	68	70	-
Charleston Neighbourhood area	All roads in the Charleston Neighbourhood area bounded by, but not including, Ensors Road, Ferry Road, Wilsons Road and the railway.	50	-	-	40	-

DISCUSSION

Aldwins Road

Aldwins Road forms a vital link with Buckleys Road and Pages Road through to New Brighton. South of Aldwins Road the speed environment changes to 60 km/hr (Ensors Road).

Aldwins Road is a four lane, median divided roadway carrying 25,300 vehicles per day. The appearance and operation of Aldwins Road is similar to that of Ensors Road and other four lane, median divided road sections throughout Christchurch. Typically this road type has an operational speed of 60 km/hr.

The increasing of the speed on the proposed section of Aldwins Road allows a consistency of speed application, reducing confusion for the driver. Speed profile readings taken on Aldwins Road indicate that the operating speed of this section of roadway is 52 km/hr. The 85th% speed measured is 59 km/hr.

The proposed speed limit alteration is for the road section from Aldwins Road/Ferry Road through to Aldwins Road/Marlborough Street. This incorporates the section of road away from the retail and pedestrian zone in the vicinity of Linwood Avenue and Eastgate Mall.

It is proposed to keep the current 50 km/hr speed limit in the location of Linwood Avenue/Eastgate Mall, where there is high use retail and pedestrian movements.

Buckleys Road

Buckleys Road is a four lane, median divided roadway carrying 25,000 vehicles per day.

Speed profile readings taken on Buckleys Road indicate that the operating speed of this section of roadway is 57 km/hr. The 85th% speed measured is 63 km/hr (northbound) and 64 km/hr (southbound).

The proposed speed limit alteration is for the road section from Buckleys Road/Russell Street through to Buckleys Road/Cuffs Road. This incorporates the section of road away from the retail and pedestrian zone in the vicinity of Linwood Avenue and Eastgate Mall.

This alteration is a continuation of the Aldwins/Buckleys/Pages Road link.

Pages Road

Pages Road is a four lane, median divided roadway carrying 25,200 vehicles per day.

Speed profile readings taken on Pages Road indicate that the operating speed of this section of roadway is 56 km/hr. The 85th% speed measured is 66 km/hr (northbound) and 62 km/hr (southbound).

The proposed speed limit alteration is for the road section from Pages Road/Cuffs Road through to Pages Road/Kearneys Road. This section is a continuation of the Aldwins/Buckleys/Pages Road four lane section. North of Kearneys Road the pavement reduces to two lane traffic.

Dyers Road (Linwood Road to Ferry Road, including Palinurus Road)

Dyers Road is a two lane undivided roadway carrying 11,200 vehicles per day.

The Council has received a request for a speed limit alteration for the road section from Linwood Avenue traffic signals to the Ferry Road roundabout. A review of the existing 70 km/hr speed limit along Dyers Road has been undertaken. This review indicates that the existing 70 km/hr limit is appropriate for the current roadside development. As with other locations in the city where residential development is taking place, regular reviews should be undertaken to determine the most appropriate speed limit for the roadway.

The assessment results indicate that the operating speed of this section of roadway is 65 km/hr. The 85th speed measured is 68 km/hr. The mean operating speed of 65 km/h indicates that there should be no change in the existing 70 km/h speed limit.

The Dyers Road/Linwood Avenue intersection has recently been upgraded from a roundabout to traffic signals. It is proposed that Dyers Road become a State Highway early next year along with the rest of the Dyers Road/Bexley Road/ANZAC Drive expressway.

PROGRESS TO DATE

The review of the roads identified for the 2003 Speed Limit Assessment is underway. Antoni Facey Consulting undertook 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 Sustainable Transport and Utilities Committee and the Council to make the appropriate changes to the Fourth Schedule in the Council's Traffic and Parking Bylaw and LTSA gazette notice.

Staff

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

Chairperson's

- Recommendation:** For discussion.