

## 12. PROPOSED CHANGES TO SPEED LIMITS

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The purpose of this report is to provide information on the consultation process for establishing new speed limits on roads in the city and to amend the Fourth Schedule in the Council's Traffic and Parking Bylaw for creating the new speed limits. This report will also be considered by Fendalton/Waimairi, Hagley/Ferrymead, Shirley/Papanui and Riccarton/Wigram Community Boards. During the process of assessing speed limits during 2003 no changes were proposed for speed limits on roads in the Burwood/Pegasus and Spreydon/Heathcote Community Board areas.

### BACKGROUND

The Council, Sustainable Transport and Utilities Committee and Community Boards considered a report on the proposed changes in August 2003. Some changes were made to the original list of roads affected with the Fendalton/Waimairi Community Board recommending that consultation not be carried out at this time on a proposal to increase the speed limit along the four lane section of Harewood Road from 50 to 60 km/h.

The Riccarton/Wigram Community Board sought clarification on the appropriateness of existing speed limits on a number of semi-rural roads within the Board's area. Inspections have been carried out on Cashmere Road and Hendersons Road and in Milnes Road where there is a high level of building activity at the present time. Not part of this particular project, both roads will be reassessed next year when the Council undertakes a process to create a new Speed Limit Bylaw. Additional comments on the bylaw making process and the situation relating to Cashmere Road, Hendersons Road and Milnes Road are covered separately later in this report.

Running parallel with the general assessment of appropriate speed limits for roads in the city is a positive move towards the creation of two 40 km/h speed zones. The Council has consulted on a 40 km/h zone in the Charleston area and along the Esplanade in Sumner.

### NEW PROCEDURES FOR SETTING SPEED LIMITS

A new procedure for setting speed limits has been introduced by the Government. The Minister of Transport has now signed the "Land Transport Rule - Setting of Speed Limits 2003". The Rule will become operational in February/March 2004. All road controlling authorities including Transit New Zealand will need to create new bylaws to change speed limits after the rule becomes operational. Additionally, local authorities will need to follow new bylaw setting procedures including the "special consultative procedure in relation to adoption or review or amendment of bylaws" now mandatory under the Local Government Act 2002.

Fortunately, the Christchurch City Council has, over the past few years, been following the procedures now required by the new Land Transport Rule. The City Streets and the Legal Services Unit are comfortable with the changes which will (eventually) lead to a more efficient way of establishing speed limits for roads in the city. A well attended workshop was held by the Land Transport Safety Authority in Christchurch a few weeks ago where opportunities were taken to clarify aspects of the new Land Transport Rule: Setting of Speed Limits. The Land Transport Safety Authority is providing excellent backup for road controlling authorities which should enable the changeover from the 'old' system of combining gazette notices with bylaws to a purely bylaw setting process straight forward for the industry.

### PROCESS

For this particular project, the Council will be following the 'old' process for establishing new 50, 70 and 100 km/h speed limits which are processed by the Land Transport Safety Authority. The Council's Traffic and Parking Bylaw Fourth Schedule (Bylaw Speed Limits) will need to be altered to include new 40 km/h, 60 and 80 km/h speed limits.

For the Council's part, the new bylaw setting procedures required by the Local Government Act 2002 are being followed. Essentially this requires the Council to consult on proposed speed limit changes. The changes to the bylaw will need to be considered by the Council at its meeting on 15 December 2003 and were covered in a report to the Committee at its meeting on 7 November 2003. The Fourth Schedule of the Bylaw can be amended by Council resolution. The amended schedule with proposed new speed limits in bold type is attached to this report.

The gazettement process is relatively straightforward once agreement has been made on the changes required. The gazettement of the new 50, 70 and 100 km/h speed limits are carried out by the Land Transport Safety Authority; a series of four maps covering all roads in the city form the basis for such a gazette notice. This process was followed earlier in the year when the 70 km/h speed limit was extended along Anzac Drive.

## **CONSULTATION**

Following the consultative meetings with Community Boards in August 2003, five separate leaflets were produced and distributed to residents in the areas where changes in speed limits are proposed. There was an excellent response from most areas with over 100 replies being received by the Council. The results summaries that follow have been grouped into Community Board areas. Questions asked about the process and other matters pertaining to the setting of speed limits have been answered and discussions held with special interest groups such as Linwood College.

The NZAA, New Zealand Police, Land Transport Safety Authority, the Selwyn District Council, the Road Transport Forum and Transit New Zealand have been kept informed of progress relating to the creation of the proposed speed limits. Written confirmation from all of these bodies is being sought with a view to confirming the bylaw and gazette notice changes for the new speed limits.

### **HAGLEY/FERRYMEAD COMMUNITY BOARD**

#### **Sumner Esplanade**

It is proposed to lower vehicle speeds from 50 km/h to 40 km/h in the Sumner Esplanade and portions of its adjoining streets, all of which are classified as local roads and have traffic calming.

Consultation with residents living on these streets was carried out through mailbox leaflet delivery. Some 54 replies were received, with 50 being in favour of the proposed changes, typically giving strong support for them. Two replies were against with two being neutral.

For safety reasons, many replies noted that the 40km/h speed restriction should be extended to the surrounding streets, especially Nayland Street (nine responses), and the shopping area along Mariner Street and Wakefield Ave (five responses). Some thought the speed limit on the Esplanade should be even lower at 30 km/h (seven responses). The point was made that while a lower speed limit was desirable, enforcement of it would be necessary (six responses).

Those few replies that were not in favour of the 40 km/h speed restrictions stated that in their opinion it would not make any difference and that enforcement of the existing speed limit was more necessary.

#### **Aldwins Road-Buckleys Road**

It is proposed to raise vehicle speeds from 50 km/h to 60 km/h along a stretch of road from Aldwins Road at its Ferry Road intersection through to Kearneys Road at its Buckleys Road intersection, but excluding a section of these roads approximately 550m in length running through the Linwood Avenue intersection adjacent to the Linwood shopping area (to remain at 50 km/h).

Consultation with residents living on these streets was carried out through mailbox leaflet delivery. A total of 21 replies were received, with 11 being against the proposed changes, typically strongly so. Eight replies were in favour, another was partially in favour, and there was one neutral response.

Those against the speed limit proposals expressed safety concerns related to the presence of pensioner housing complexes (seven responses), and Linwood College (six mentions). Several felt the proposals would decrease safety by leading to an increase in vehicle speeds (five responses).

Those in supporting the speed limit proposals mostly noted that it would simply reflect the present reality of current vehicle speeds, and would also be consistent with similar roads in the vicinity (five mentions). Three of those in favour also noted that enforcement of the new speed limits would be necessary.

City Streets Unit staff met with the Linwood College Board of Trustees representatives to discuss the concerns they had with the proposed speed limit change. Several issues were identified that require further investigation. These include examining the location of bus stops outside the school, installing fluorescent signage, carrying out a school speed zone assessment, and reviewing the operation and synchronising of pedestrian traffic signals at the school. It is felt that addressing these issues should go some way to alleviating the school's concerns.

Following the meeting with the College, with the help of the Council's Youth Advocate, consultation with College students was carried out, although due to end of year timeframes this was not as ideal in nature as it could have been. Nevertheless, it was found that of the 120 or so students surveyed, 65 percent wanted the existing speed limit to remain. However, if the speed limit was raised to 60 km/h, students stated that improved signage, relocating bus stops, having a school zone on Aldwins Road, improving existing traffic signals, and adding more of them along Aldwins Road, should happen. It was also noted that while 52 percent of students use the pedestrian signals outside the school, 38 percent do not always use traffic signals when crossing Aldwins Road.

### **Charleston 40 km/h Living Zone Speed Restriction**

The Land Transport Safety Authority has supported the creation of a 40 km/h Living Zone Speed Restriction in the Charleston Neighbourhood area. Consultation on this project, which includes traffic calming and the reconstruction of sections of Charles Street and Barbour Street, has been completed. The concepts are well supported by the community.

### **FENDALTON-WAIMAIRI COMMUNITY BOARD**

The only proposed speed limit change in the Fendalton-Waimairi Community Board is along most of Watsons Road (from 70 km/h to 50 km/h).

Consultation with residents living in Watsons Road was carried out through mailbox leaflet delivery. Representation from residents had been made to the Community Board previously and agreed to. Two residents commented that the 50 km/h speed limit should be extended along the rural section of Watsons Road to the intersection of Harewood Road.

### **SHIRLEY-PAPANUI COMMUNITY BOARD**

The proposed speed limit changes in the Shirley-Papanui Community Board area are in the Marshlands-Spencerville area, with existing 100 km/h speed limits being proposed to drop to 80 km/h. Other proposed changes are for the Spencerville part of Lower Styx Road and for Earlham Road to be lowered to 50 km/h, and for Marshland Road from Prestons Road to QEII Drive to be lowered to 70 km/h. Lower speed limits are proposed along parts of Gardiners Road, Wilkinsons Road, and Husseys Road (from 80 km/h to 50 km/h); and part of Cavendish Road (from 80 km/h to 70 km/h).

The Council will shortly take responsibility for Sissons Drive at Northlands where 40 km/h signs have been erected as part of the redevelopment. It is recommended that this speed limit be included in the schedule of Bylaw Speed Limits. No concerns about this proposed 40 km/h speed limit were expressed by stakeholders during the consultation process.

Consultation with residents living in these areas was carried out through mailbox leaflet delivery. Some 29 replies were received, with 26 being in favour of the proposed changes, typically giving strong support for them. Two replies were partially in favour and one neutral reply.

Respondents often mentioned what they saw as high vehicle speeds along roads in the Marshlands-Spencerville area when stating their support for the speed limit proposals. Some 11 replies noted that the proposed speed limits should be set even lower on a variety of roads in the area, especially along Kainga Road. Four responses requested that vehicle speeds should be lowered further on Turners Road at Ouruhia School.

One reply was against reducing the speed limit on Belfast Road, with another also against the lowering of the portion of Marshland Road on grounds of creating inconsistent approach speeds to the QEII roundabout. The point was also made that while lower speed limits were desirable, enforcement of them would be necessary (three responses).

Consultation with residents in the Gardiners Road area was carried out through mailbox delivery. A total of 24 replies were received, with all but one being in favour of at least some, or invariably all, of the proposed changes, and typically gave strong support for them.

Respondents often mentioned the rising numbers of children living in this area when talking of reducing speeds for safety reasons. Many replies noted that the proposed speed limits should be extended to include the entire lengths of all of the roads in the proposal (15 responses in all, with Gardiners Road receiving five comments in this regard). Some thought that the speed limits should even be lower on Cavendish Road (three responses).

Current housing development from the Northwood area is extending westward to link with Hussey Road. Although the 1 km long rural section of Hussey Road (currently 80 km/h) will not be further developed, the road environment suggests that 70 km/h would be more appropriate now that the road will become a through route. It is recommended that this change be made as part of this project.

The point was made that while lower speed limits were desirable, enforcement of them would be necessary (four responses). One person thought that the proposed change for Husseys Road was too low to be practical.

#### **RICCARTON-WIGRAM COMMUNITY BOARD**

The proposed speed limit changes in the Riccarton-Wigram Community Board area are on Springs Road from Halswell Junction Road to the city boundary (from 100 km/h to 80 km/h), and on a section of Foremans Road west of Halswell Junction Road (from 100 km/h to 80 km/h and 50 km/h sections). The Selwyn District Council is planning to lower the present 100 km/h speed limit on the balance of Springs Road to Prebbleton to 80 km/h.

Consultation with residents living in these areas was carried out through mailbox leaflet delivery. Due to the very low numbers of residents living on these roads, just two responses were received. Both were in favour of the proposals, with one wanting the speed limit lower on Springs Road, and the other seeking a limit of 50 km/h for all of Foremans Road.

A new road (Sir James Wattie Drive) is being constructed south-east of Shands Road to service an expanding business (B5) zone. It is recommended that the current change in speed limit from 100 to 70 km/h be extended 140 metres to take account of the new industrial development.

#### **ADDITIONAL MATTERS TO BE CONSIDERED**

##### **Cashmere Road/Hendersons Road**

A review of the existing 70 km/h speed limit along Cashmere Road has been undertaken. This review indicates that the existing 70 km/h limit is appropriate for the current roadside development.

Road improvements are planned around the bends in Cashmere Road at Hendersons Road (2004/05). These improvements will be designed to a standard that reflects the existing 70 km/h speed limit.

This road section will be assessed further with the 2004 speed limit review under the new bylaw process.

As with other locations in the city where residential development is taking place, regular review should be undertaken to determine the most appropriate speed limit for the roadway.

##### **Milnes Road**

A review of the existing 70 km/h speed limit along Milnes Road, between Sparks Road and Halswell Road (SH 75), has been undertaken. This review indicates that the existing 70 km/h limit is in accordance with the current speed rating process, for the existing roadside development.

A recent review of the road section during the demonstration of the Land Transport Safety Authority: 'Setting of Speed Limit Workshop' indicates an acceptance to lower the speed limit of this section of road to 50 km/h, based on road geometry and physical nature of the road.

This road section will be assessed further with the 2004 speed limit review under the new bylaw process.

As with other locations in the city where residential development is taking place, regular review should be undertaken to determine the most appropriate speed limit for the roadway.

## 50 km/h Speed Limit Boundaries

Four 50 km/h boundaries have been altered as part of the current speed limit review to reflect the environmental and subdivision changes.

- Awatea Road/Wilmers Road: The 50 km/h area at the intersection of Awatea and Wilmers Road has been changed to include a new subdivision and reserve development at this intersection.
- Brooklands: Earlham Road has been included in the 50 km/h speed area at Brooklands.
- Spencerville: The 50 km/h area at Spencerville has been changed to include some recent subdivision developments along Heyders and Lower Styx Roads.
- Templeton: The 50 km/h area at Templeton has been changed to include the 50/100 km/h speed threshold on Jones Road west of Kirk Road.

## STATE HIGHWAY CHANGES

Transit New Zealand will be rerouting the city sections of State Highway 74 from Main North Road (at QEII Drive) Cranford Street, Barbadoes Street, Madras Street and Waltham Road to the eastern section of the ring road (Queen Elizabeth II Drive, Travis Road, Anzac Drive, Bexley Road, Dyers Road and Palinurus Road) early next year. No changes to speed limits along these roadways are proposed.

Appropriate amendments to the Fourth Schedule of the Council's Traffic and Parking Bylaw 1991 relating to these State Highway changes need to be made. The additions/deletions have been included in the Schedule of Bylaw Speed Limits attached to this report.

## CONCLUSION

The processes for assessing and recommending changes to speed limits on roads in the city is almost complete. Consultation carried out over the past months has indicated that generally, people are pleased with the outcomes and support the introduction of new 40, 60, 70 and 80 km/h limits proposed as part of the 2003 speed limit assessment.

The proposed changes to bylaw speed limits are detailed (bold type) in the attached proposed amendments to the Fourth Schedule (Bylaw Speed Limits) of the Council's Traffic and Parking Bylaw 1991. The City Streets Unit is working with the Land Transport Safety Authority to ensure that the appropriate gazetting of new 50, 70 and 100 km/h speed limits is completed prior to the amending bylaw being adopted by the Council in February 2004.

### Staff

- Recommendation:**
1. That the revised Fourth Schedule (Bylaw Speed Limits) of the Council's Traffic and Parking Bylaw 1991 attached to this report be adopted.
  2. That the new speed limits become operative from 1 February 2004.

### Chairman's

- Recommendation:**
1. That recommendations 1 and 2 above be adopted.
  2. That staff report on enhanced posted speed limit signage and publicity proposed to support the two new 40 km/h neighbourhood.