

**6. CHRISTCHURCH SPEED MANAGEMENT STRATEGY:
PROPOSED SPEED LIMITS 1999**

RR 8962

Officer responsible City Streets Manager	Author Brian Neill
Corporate Plan Output: Traffic Signs and Markings	

The purpose of this report is to apprise the Council of new speed limits for roads and state highways in the city. The results of feedback from the leaflet and newspaper publicity for the 1998 Speed Limit Review was considered by Community Boards. Recommendations from the relevant Boards are included in this report.

BACKGROUND

In July 1998 the Committee approved a schedule of locations in the city where speed limits were being reviewed. All data collected as part of the review has undergone computer analysis to check against the Land Transport Safety Authority's guidelines for the setting of speed limits in New Zealand.

Community Boards have been informed of progress in reviewing speed limits on roads and state highways in the city and have received a number of submissions from the community and local interest groups. The roads and state highways are spread through four Community Board areas.

Hagley/Ferrymead Community Board

- C5 Ensors Road (Brougham Street to Ferry Road) 60 km/h
- C6 Linwood Avenue (Jollie Street to 150 m south east of Dyers Road) 60 km/h

Shirley/Papanui Community Board

- B5 Main North Road (Dickeys Road to Chaney's Corner) 80 km/h
- C1 State Highway 1 (Main North Road) and 74 (Main North Road and Cranford Street) (Dickeys Road to McFaddens Road) 60 km/h
- A8 Turners Road (outside Ouruhia School) 80 km/h
- A3 Kainga Road (at Brooklands) 50 km/h
- D1 Styx Mill Road (400 m west of Main North Road) 60 km/h

Fendalton/Waimairi Community Board

- A1 Masham Road (450 m south of Yaldhurst Road) 60 km/h
- D2 Wooldridge Road 50 km/h

Riccarton/Wigram Community Board

A1	Masham Road (450 m of Yaldhurst Road)	60 km/h
A2 & A11	Wigram Road	70 and 80 km/h
A6	Shands Road	70 km/h
A7 & A10	Halswell Junction Road	60 and 80 km/h
A9	State Highway 73 Halswell Road	60 km/h
B1	Awatea Road	80 km/h
B2	Wilmers Road	80 km/h
B3	Carrs Road	80 km/h
B4	McTeague Road	80 km/h
B6	Haytons Road	80 km/h
C7	State Highway 73 Curletts Road	70 km/h

Central City Area

D3	Farmers car park building	10 km/h
D4	Cathedral Square	30 km/h

The schedule detailing proposals for speed limit changes on the roads or state highways listed above provides a summary of data collected for the speed limit review. The recommendation is that all the speed limits that were proposed in the report to the Committee in June 1998 be confirmed with the addition of four new proposals that have emerged as part of the consultation process:

1. Styx Mill Road

If the speed limit along State Highways 1 and 74 (Main North Road and Cranford Street) is confirmed at 60 km/h then the short section (400 m) of Styx Mill Road west of Main North Road should be changed from its present 70 km/h limit to 60 km/h.

2. Wooldridge Road

Wooldridge Road, running between Wairakei Road and Harewood Road passes through a residential area, a business zone and, for much of its length provides access to Nunweek Park. At the present time the speed limit along Wooldridge Road is 70 km/h which is no longer appropriate due to the amount of activity generated by the park and businesses in the area. The proposal is to reduce the speed limit on Wooldridge Road to the urban speed limit of 50 km/h.

3. **Farmers Car Park Building**

The new Farmers car park building which is operated by the Christchurch City Council has an entrance off Oxford Terrace between Armagh Street and Gloucester Street. A 10 km/h bylaw speed limit should be imposed on vehicles entering the parking building. All other parking buildings in the city have a similar speed limit.

4. **Cathedral Square**

A temporary 30 km/h has been imposed on traffic entering Cathedral Square from the intersections of Gloucester Street, Manchester Street, Hereford Street and Oxford Terrace. The proposal is to confirm this "temporary" restriction as a permanent speed limit.

It is recommended that the above additions be included in the recommendations to the Council.

LEAFLET AND NEWSPAPER PUBLICITY

In November the Committee considered a report that summarised the results of the questionnaires that were widely circulated to residents and road users in the city. There was an excellent response to the request for opinions on whether speed limits should be altered and correspondence was generated on specific proposals. A full listing of the results and findings of the consultation process is included in a summary of results from the 1998 Speed Limit Review which has been tabled.

COMMUNITY BOARDS' RESPONSE

Community Boards have received a number of submissions from the community and local interest groups which have been considered by the Boards and are reflected in the following recommendations:

The **Hagley/Ferrymead Community Board** resolved "that the Board recommend to the City Services Committee that it re-evaluate the speed limit proposed for Linwood Avenue because of concerns expressed by the community on the divisive effect on the immediate community that the proposed increase in speed limits would have". The Board believed that community views and community cohesion should be taken into account when considering these matters.

The Board agreed with the other changes in speed limits proposed.

The **Shirley/Papanui Community Board** requested that "a deputation address the City Services Committee with regard to the proposal to increase the speed limits on the Main North Road".

The Board agreed with the other changes in speed limits proposed.

The **Fendalton/Waimairi** and **Riccarton/Wigram Community Boards** agreed with the changes in speed limits proposed within the respective Boards' areas.

TRANSIT NZ
STATE HIGHWAY 74 TUNNEL ROAD

The Regional State Highway Manager for Transit New Zealand wrote:

“Transit New Zealand has received comments from the Banks Peninsula District Council regarding the speed limit in the tunnel. It is considered that the speed limit should be raised from 50 km/h to 60 km/h.

Subject to substantial support from the Automobile Association, the Territorial Local Authority and the NZ Police, it is proposed to seek the National State Highway Manager's approval to the gazetting of a bylaw imposing a 60 km/h speed limit on SH 75 through Lyttelton tunnel.

In order that we can further this proposal, please indicate your support at the earliest convenience”.

It would be appropriate to add the proposal for a speed limit change on the tunnel section of SH 74 to the schedule of speed limits 1999.

The Committee, in response to the request from Transit NZ, has sought more information on accidents within the tunnel prior to considering the proposal to include the requested increase in the speed limit on the tunnel road on the schedules for public consultation.

TIME FRAME

- **February** - Adoption by the Council of a schedule for proposed speed limits on roads and state highways in the city.
- **March** - Documentation completed and approvals gained from the Land Transport Safety Authority (LTSA) for gazette notice changes. Transit NZ Christchurch to gain required approvals from Transit NZ head office and the Transit NZ Board.
- **April** - The Council to commence appropriate Christchurch City Traffic and Parking Bylaw changes. New speed limit maps prepared and agreed with LTSA. Appropriate gazette notices (LTSA) prepared.
- **May/June** - Complete the legal processes. Prepare implementation programme including educational and publicity material and order signs etc.
- **June/July** - Erect signs and distribute publicity information. This will need to be linked with planned speed campaigns and the proposed 40 km/h part time speed limits outside schools trials.

The recommendations and comments of Community Boards were received by the Committee. Whilst acknowledging that there has been significant

local community response with respect to the Main North Road, Belfast and Linwood Avenue, these responses are considered concerns about community severance rather than strong objection to an increase in speed limits. The submission from the Shirley/Papanui Community Board drew the Committee's attention to areas which residents raised as difficult points for crossing by pedestrians.

Recommendation: That the Council adopt the schedule of proposed speed limits 1999 and commence the legal processes to alter speed limits on the roads in the City listed in the schedule, subject to:

- (a) an assurance from New Zealand Police that a campaign of enforcement will be implemented when the speed limits are introduced.
- (b) the investigation by the Council to address community severance issues and attention to pedestrian crossing points on the Main North Road brought to the attention of the Committee by the Shirley/Papanui Community Board; and
- (c) the continued implementation of the School Speed Zone Policy.

(Councillors Condon, Thompson and Wright requested that their vote against the proposal to investigate community severance issues be recorded.)