

4. 2003 SPEED LIMIT ASSESSMENT

Officer responsible
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The purpose of this report is to allow consideration of a consultation process for a number of proposed changes to speed limits on various roads within the city. The Burwood/Pegasus, Fendalton/Waimairi, Hagley/Ferrymead, Riccarton/Wigram and Shirley/Papanui Community Boards have all received information on roads in their areas where speed limits could change.

BACKGROUND

Enquiries from the public, along with an ongoing review of roads by Council staff with input from Community Boards have identified a number of changes that should be made to speed limits on roads in the city. The "2003 Speed Limit Assessment" is part of an ongoing assessment programme of reviewing speed limits on roads in the city.

In February 2003 the Minister of Transport signed a new Land Transport Rule "Setting of Speed Limits 2003" (Rule 54001) which changes the processes that need to be followed for setting speed limits on roads in New Zealand. Road Controlling Authorities, such as the Christchurch City Council will need to follow the provisions of this Rule and "Speed Limits New Zealand" guidelines on the way in which the Rule is applied to city roads. "Rating" assessments for roads under review need to be carried out and then checked with the Land Transport Safety Authority (LTSA) assessments procedure "Speed Limits New Zealand".

In many respects the Council has more flexibility under the provisions in the Rule to set speed limits on roads under its control. In recent years the Council has been following processes similar to those being promoted by the Rule which ensure adequate public and stakeholder input before limits are altered on roads in the city. Reviews of existing speed limits are ongoing and (other than speed limits under 50 km/h) driven by the density of roadside development. The exception to this is route speed limits of 60 km/h which can be applied to selected urban arterial routes where there is a high standard of road geometry and the mean operating speed is 60 km/h.

PROCESS

Since the last "speed limit review" a number of enquiries have been received by the City Streets Unit in relation to existing speed limits on roads where new subdivisions have been opened up, on arterial routes where traffic volumes have increased and in rural/semi-rural areas where development has taken place. Under the "old" process for setting speed limits it was necessary to promote gazette notice changes through the LTSA for 50, 70 and 100 km/h speed limits. All other limits including 60 and 80 km/h were able to be resolved through a bylaw process. Under the new Rule 50 km/h will remain the general urban speed limit and 100 km/h the general rural speed limit. All other speed limits will be set through a bylaw process operated by the Road Controlling Authority.

Preliminary discussions on the proposed changes to speed limits on various roads in the city have been held with representatives from the New Zealand Police, New Zealand Automobile Association, Land Transport Safety Authority, Transit New Zealand and the Road Transport Forum. Along with local communities and the Council's Community Boards it is important that agreement be reached on the appropriateness of the current proposals amongst all of these stakeholders.

The next stage in the process is for the Council to consider the proposals in the table below for wider consultation. We propose generating leaflets that explain the proposed changes for circulation amongst the communities affected and other, relevant stakeholder organisations.

The formal review for the proposed changes will be completed once feedback from communities and other stakeholders have been received. The results of the consultation process will be reported through the relevant Community Boards and forwarded onto the Sustainable Transport and Utilities Committee for consideration and actioning through the appropriate gazette notice/bylaw process to enable the new speed limits to be posted. We anticipate that this phase of the process will be completed in time for consideration by Community Boards and the Sustainable Transport and Utilities Committee in October 2003.

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 for speed limits under review which broadly fall into the following table:

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.	N/A
50	The general urban speed limit.	> 11

AFFECTED ROADS

The 2003 Speed Limit Assessment is currently being undertaken on the following roads which are under the control of the Christchurch City Council.

Title Box Key:

Road Name:	The name of the road involved.
Location:	The section of roadway being assessed.
Existing Speed:	The existing speed limit on the section of roadway being assessed.
Mean Operating Speed:	Means the mean of motor vehicle speeds measured on a dry road during mid-week, non-congested traffic flows.
85th Percentile Speed:	Means the value at which 85% of the sample is included. Only 15% of the sample will exceed the 85 th percentile. In speed sample analysis, 85% of the vehicles surveyed will travel at or below the 85 th percentile speed.
Proposed Speed:	The recommended speed limit for a particular section of roadway.
SLNZ:	The aggregate roadside development and roadway rating for a particular section of roadway.

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
Belfast Road	From existing 50 km/hr sign in vicinity of Station Road to Marshland Road. Including Crawford Road.	100	79	86	80	3.5
Blakes Road	Radcliffe Road to Belfast Road.	100	74	82	80	
Buckleys Road	From Russell Street to Woodham Road.	50	57 58	63 64	60	12.8
Cavendish Road	Styx Mill Road to the existing 50 km/hr speed restriction 100m north of Strurrocks Road.	80	65	72	70	6.0
Charlston Neighbourhood area	All roads in the Charlston Neighbourhood area bounded by, but not including, Ensors Road, Ferry Road, Wilsons Road and the railway.	50	-	-	40	-
Earlham Street	Earlham Street (Brooklands).	100			50	
Factory Road	From existing 50 km/hr speed restriction to Guthries Road.	100	-	-	80	
Foremans Road	From 200 m west of Halswell Junction Road to Main South Road.	100	-	-	80	-
Foremans Road	From Halswell Junction Road to 200 m west.	100	-	-	50	-
Gardiners Road	Johns Road to 50m south of Wilkinsons Road.	80	-	-	50	7.8

Guthries Road	Belfast Road to Marshland Road. Including Ford Road and McDonalds Road.	100	73	82	80	4.8/7.6
Harewood Road	Intersection of Greers Road to Nunweek Boulevard.	50	57 56	62 61	60	13.7
Hawkins Road	Prestons Road to Marshland Road. Including Selkirk Road.	100	68	80	80	
Husseys Road	Gardiners Road to a point 400m east of Gardiners Road.	80	-	-	50	10.5
Jones Road	From Dawsons Road in a generally easterly direction to Kirk Road. Proposed rural threshold.	50/100	-	-	NC	-
Kainga Road/ Harbour Road	Brooklands to Kainga.	100	77	88	80	3.33
Lower Styx Road	Marshland Road to Spencerville speed change. Including Dunlop Road.	100	87	98	80	3.8
Lower Styx Road	Spencerville to Brooklands.	100	-	-	80	
Marshland Road	From 180 m north of Briggs Road to Prestons Road.	80	73	82	70	6.8
Pages Road	From Woodham Road to Kearneys Road.	50	55 57	63 64	60	12.8
Quaids Road	Hawkins Road to Prestons Road.	100	-	-	80	
Radcliffe Road	From 50m east of railway line to Hawkins Road.	100	72	80	80	
Roberts Road	Adjustment - increase length to edge of houses/proposed rural threshold.	50/80	-	-	NC	-
Spencerville	Spencerville Residential area.	70	-	-	50	
Spencerville Road	Marshland Road to Spencerville. Including Farrells Road.	100	80 73	82 83	80	2.5
Springs Road (with Selwyn District)	From Halswell Junction Road to Blakes Road.	100	-	-	80	3.47
Turners Road	From current restricted zone adjacent to Ouruhia School to Spencerville Road. Including Teapes Road.	100	64	77	80	2.8/5.4
Watsons Road	From Waimakariri Road to a point 200m north of Harewood Road.	70	65	70	50	-
Wilkinsons Road	Gardiners Road to a point 150m west of Gardiners Road.	80	66	77	50	8.0

DISCUSSION

As a result of earlier speed limit reviews many rural roads in the city have had bylaw limits of 80 km/h placed on them as a result of speed limit assessments and a need to match similar limits on adjacent arterial network roads.

This trend (to declare many open road speed limits 80 km/h) has been supported by the Council in the past and has been seen by most of the travelling public as being reasonable given the amount of development occurring in the rural areas in Christchurch city.

Most of the changes being promoted through the 2003 Speed Limit Assessment are in the Marshland area where mean operating speeds on most of the "open" roads are lower than the presently posted 100 km/h. A section of Marshland Road itself (from near Briggs Road to the Prestons Road roundabout) should, because of the roadside development and high traffic volumes, be zoned 70 km/h rather than 80 km/h.

Residents in the Spencerville, Stonelea and Hornby communities will benefit from a change to 50 km/h through the current proposals.

Community Boards have also asked that other roads be considered for assessment. These requests are being actioned at the present time and will be reported in October 2003 as part of the current process. Transit New Zealand will be informed of the Council's interest in having the 100 km/h speed limit on the southern motorway reviewed along with the 80 km/h limit on the Main South Road section of State Highway 1 between Hornby and Templeton.

CONCLUSION

Speed limit assessments have been completed on a number of roads in the city. The proposals listed should now be promoted through local communities with a view to firming up on recommendations for consideration in the October 2003 meeting round. Following consideration by Community Boards and the Sustainable Transport and Utilities Committee the Council will need to commence a process that will result in changes being made to the Fourth Schedule (Bylaw Speed Limits) of the Council's Traffic and Parking Bylaw.

Recommendation:

1. That the Council approve the list of proposed changes to speed limits on roads in the city for consultation with communities and other stakeholders.
2. That the speed limit for Harewood Road, from the intersection of Greers Road to Nunweek Boulevard, remain at 50 km/h