

12. CHRISTCHURCH CITY PROPOSED NEW SPEED LIMITS

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Transport and Greenspace Unit Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Boards support to set new speed limits on the roads described in this report (**see attachments**).

BACKGROUND

2. Board members may recall that at the Council seminar on 1 August 2006 they were briefed on proposals to change certain speed limits on roads within the city.
3. The Council is responsible for setting speed limits on those roads within its district in respect of which it is the road controlling authority. The authority for the Council to do this is contained in the Land Transport Rule: Setting of Speed Limits 2003, Rule 5004 ("the Rule") and the Christchurch City Speed Limit Bylaw 2005 ("the Bylaw").
4. In setting speed limits the Council must comply with the requirements of the Rule. It requires the Council to apply "Speed Limits New Zealand" for the setting of speed limits. "Speed Limits New Zealand" contains guidelines for setting speed limits and procedures for calculating speed limits. They are set out in Schedule 1 of the Rule. The Rule also prescribes the consultation that is required to be carried out for any proposed speed limit change.
5. The Council may set a speed limit that differs from the calculated speed limit under Speed Limits New Zealand. However, in this case there is provision in the Rule that must be complied with.

"A speed limit different from the calculated speed limit is the safe and appropriate speed limit for a road with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is an urban traffic area or a rural area".

6. Once the provisions of the Rule have been complied with in relation to determining an appropriate speed and undertaking the necessary consultation the Council may set that speed limit by passing a resolution under Clause 5 of the Bylaw. The new speed limit will then be recorded in the Council's Speed Limit Register.
7. At the Council meeting of 21 September 2006 consent was given to carry out the consultation process as required by the Rule.
8. This report forms part of the consultation process which will be reported back to Council.

EXECUTIVE SUMMARY

9. **Blenheim Road Deviation**

It is proposed that the speed limit on Blenheim Road from the Mandeville Street intersection along the Blenheim Road deviation to Deans Avenue and Moorhouse Avenue from Deans Avenue to the intersection of Lincoln Road, be posted as a 60 km/h speed limit. The proposed speed limit will also be presented to the Riccarton/Wigram and Spreydon/Heathcote Community Boards for their support.

Reasons for change:

- To set a speed limit on Blenheim Road deviation to be consistent with the existing section of Blenheim Road.
- The design speed for the Blenheim Road deviation is 60 km/h.
- The existing section of Moorhouse Road west from Lincoln Road (Speed Limit NZ) rating is for a speed limit of 70 km/h.
- It is suggested that the speed limit on Moorhouse Avenue from Deans Avenue to Lincoln Road be made 60 km/h to maintain the consistency along this route.

10. **Harper Avenue**

It is proposed that the speed limit on Harper Avenue, from Park Terrace to Deans Avenue be posted as a 60 km/h speed limit. The proposed speed limit change will also be presented to Fendalton/Waimairi Community Board for its support.

Reasons for change:

- To clarify the arterial nature of this road.
- That Harper Avenue is a four lane median divided road.
- That the recommended rated speed limit of 80 km/h is a rural speed limit and the maximum speed limit of 60 km/h is suggested for Harper Avenue in this urban environment.
- To be consistent with other four lane median divided roads.

11. **Deans Avenue**

It is proposed that the speed limit on Deans Avenue from Harper Avenue to Riccarton Road be posted as a 60 km/h speed limit. The proposed speed limit change will also be presented to the Riccarton/Wigram Community Board for its support.

Reasons for change:

- To clarify the arterial nature of this road.
- Deans Avenue between Harper Avenue and Riccarton Road is a four lane median divided road.
- The recommended rated speed limit of 80 km/h is a rural speed limit and a maximum speed limit of 60 km/h is suggested for Deans Avenue in a urban environment.

12. **Riccarton Avenue**

It is proposed that the speed limit on Riccarton Avenue from Riccarton Road to a point west of the traffic signals at the Christchurch Public Hospital entrance be posted as a 60 km/h speed limit.

Reasons for change:

- To clarify the arterial nature of this road.
- Riccarton Avenue has limited frontage access to off street car parks for recreation use along its length.
- There is significant demand for long term on street car parking with a minimal parking turnover.
- The recommended rated speed limit of 80 km/h is a rural speed limit and it would be inappropriate for Riccarton Avenue. The rating shows that the speed limit of 50 km/h is also inappropriate.

13. The proposed speed limit for these four changes have been evaluated as prescribed by Speed Limits New Zealand by a consultant, namely Antoni Facey of Facey Consultants.

14. No additional roads are to be considered in this round of consultation. Additional roads can be considered in subsequent reviews once they have been evaluated against the Speed Limits New Zealand guidelines. It is intended that speed limits be reviewed on a biennial cycle.

15. The proposed time table for the process is:

- 1 August 2006 - Council Seminar.
- 21 September 2006 – Report to Council seeking consent to consult.
- October 2006 – Report to Community Boards seeking support for proposed changes.
- October 2006 – Consultation with:
 - the required parties
 - directly affected properties owners
 - residents groups
 - news media.
- 27 October 2006 – Closing date for consultation responses.
- 30 November 2006 – Report to Council on consultation feed back and request that the new speed limits be set.
- December 2006 – Arrange for sign changes and to update Speed Limit Register, Map and Council Web site.

FINANCIAL AND LEGAL CONSIDERATIONS

16. The cost of new signs and the relocation of existing speed limit signs are within existing budgets.
17. That the Land Transport Rule: Setting of Speed Limits 2003, Rule 5004 requires the council to apply the guidelines of Speed Limits New Zealand for the setting of speed limits and the procedures for calculating speed limits.

STAFF RECOMMENDATION

It is recommended that the Board support the following speed limit changes:

- (a) That the speed limit on Moorhouse Avenue from Blenheim Road easterly, generally, along Moorhouse Avenue to Lincoln Road be set at 60 km/h.
- (b) That the speed limit on Harper Avenue from Park Terrace west generally, along Harper Avenue to Deans Avenue, be set at 60 km/h.
- (c) That the speed limit on Deans Avenue from Harper Avenue south generally, along Deans Avenue to Riccarton Road, be set at 60 km/h.
- (d) That the speed limit on Riccarton Avenue from Riccarton Road east generally, along Riccarton Avenue to a point measured 100 metres west of the traffic signals at the entrance to the Christchurch Public Hospital, be set at 60 km/h.

CHAIRPERSON'S RECOMMENDATION

For discussion.