



9. WINDSOR SCHOOL SPEED ZONE – VARIABLE SPEED LIMIT

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
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PURPOSE OF REPORT

1. The purpose of this report is to request that the Burwood/Pegasus Community Board endorses the installation of a new variable speed limit (40 kilometre per hour school zone) on Burwood Road, and that the Board recommends to the Council the approval of a new variable speed limit and its inclusion in the Christchurch City Speed Limits Register.

EXECUTIVE SUMMARY

2. The Council has a programme of installing 40 kilometre per hour variable speed limits (known as 'school zones') outside schools according to a prioritisation process (see paragraph 18). To date, 31 schools have benefited from this treatment. Windsor School is now ranked number two on the prioritisation list for a school speed zone after Linwood North School. The 40 kilometre per hour speed limit will operate on school days between 8.30am and 9am and between 2.55pm and 3.15pm.
3. Since adopting the Christchurch City Council Speed Limits Bylaw 2010 which became operative on 1 January 2010, the Council can resolve to make new variable speed limits. Accordingly, infrastructure for these school speed zones cannot be commissioned until the variable speed limits have been formally resolved by the Council.

FINANCIAL IMPLICATIONS

4. The recommendations of this report align with 2009 - 2019 Long Term Council Community Plan budgets.
5. There is sufficient funding in the budget to purchase the control box and signage for the Burwood Road school speed zone outside Windsor School this financial year and install the equipment in the 2010/11 financial year.

LEGAL CONSIDERATIONS

6. The proposed variable speed limit complies with the conditions specified and published by the Director of Land Transport New Zealand in the *New Zealand Gazette* (2/6/2005, number 3459, page 2051) approving a variable speed limit of 40 kilometres per hour in school zones and setting out conditions for those speed limits. A Council resolution is required to implement the speed limit restrictions.
7. The variable speed limit also complies with Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. This report's recommendations support the project objectives as outlined in the 2009-19 LTCCP (School Speed Zone Signs page 245).

ALIGNMENT WITH STRATEGIES

9. This project is consistent with key Council strategies including the Road Safety Strategy and the Pedestrian Strategy.

CONSULTATION FULFILMENT

10. A memorandum advised the Burwood/Pegasus Community Board of plans to install the proposed school speed zone in Burwood Road, outside Windsor School (**see Attachment 1**), on 24 November 2009.

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11. When the project's consultation leader subsequently attended a Board meeting on 30 November 2009, Board members were supportive but a comment was made about the proximity to the Burwood Road/Queen Elizabeth II Drive/Travis Road intersection where there are plans to install traffic lights. The project's traffic engineer has since reviewed the proposed start of the school zone and confirmed that it meets legal and safety requirements.
12. Before the Council can set a variable speed limit pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2010, the public consultation requirements set out in Section 7.1 of the Land Transport Rule Setting of Speed Limits 2003 Rule 54001 must be complied with. Section 7.1(2) provides that the persons that must be consulted before the Council sets a speed limit are:
 - (a) road controlling authorities that are responsible for roads that join, or are near, the road on which the speed limit is to be set or changed;
 - (b) a territorial authority that is affected by the existing or proposed speed limit;
 - (c) any local community that the road controlling authority considers to be affected by the proposed speed limit;
 - (d) the Commissioner of Police;
 - (e) the Chief Executive Officer of the New Zealand Automobile Association Incorporated;
 - (f) the Chief Executive Officer of the Road Transport Forum New Zealand;
 - (g) other organisation or road user group that the road controlling authority considers to be affected by the proposed speed limit; and
 - (h) The Director of Land Transport New Zealand.
13. Section 7.1(3) of the Rule provides:

A road controlling authority must consult by writing to the persons in 7.1(2) advising them of the proposed speed limit and giving them a reasonable time, which must be specified in the letter, to make submissions on the proposal. In terms of Section 7.1(2)(a) and 7.1(2)(b) there are no road controlling authorities or territorial authorities that are required to be consulted in respect of any of the proposed variable speed limits.
14. Representatives of the Commissioner of Police, the Director of Land Transport New Zealand, the Chief Executive Officer of the New Zealand Automobile Association Incorporated, the Secretary of the Taxi Federation and the Chief Executive Officer of the Road Transport Forum of New Zealand have received written advice of the proposed new variable speed limit in accordance with Section 7.1(2) (d), (e), (f) and (h). No other organisation or road user group is considered affected by the proposed speed limits. No neighbouring road controlling authority is affected. No issues were identified.
15. The consultation plan was circulated to 75 residents and property owners on 27 November 2009, and the school community. Three responses were received. One resident wanted the Council to stop drivers parking over his driveway entrance. This is an enforcement issue and outside the scope of the project. Another resident requested undergrounding. This too is outside the scope of the project and the 2009-2019 Long Term Council Community Plan has no funding for this purpose. A Clarevale Street resident expressed concern about the location of static back-to-back signs outside her property. The project's traffic engineer met the resident and her two neighbours and agreed that the signs could be located on a power pole near the Burwood Road intersection.
16. Windsor School administrators support the installation of a variable speed limit on Burwood Road outside their school and are prepared to operate it. Information about the proposed speed zone was posted out with newsletters to all the families of children attending the school.

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17. The three respondents were sent a letter outlining the project team's responses to their suggestions and concerns. They were also advised of the Community Board meeting dates and that they should contact the Board Adviser if they wished to seek speaking rights.

STAFF RECOMMENDATION

It is recommended that the Burwood/Pegasus Community Board recommends that the Council approves:

- (a) The installation of a variable speed limit of 40 kilometres per hour (school speed zone) on Burwood Road (school zone) in accordance with the requirements of Section 7.1 of the Land Transport Setting of Speed Limits Rule 2003.
- (b) That pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2010, a variable speed limit of 40 kilometres per hour apply on Burwood Road, commencing at a point 107 metres south-east of Helmsdale Street, and extending in a south-easterly direction along Burwood Road for a distance of 370 metres. The variable speed limit of 40 kilometres per hour is to apply on school days between 8.30am and 9am and between 2.55pm and 3.15pm.
- (c) That the abovementioned variable speed limit shall come into force on the date of adoption of the Council's resolution and will be enforceable following the installation of the variable speed limit signage as per the Land Transport Rule: Traffic Control Devices 2004 and New Zealand Transport Agency Traffic Note 37: 40 kilometres per hour variable speed limits in school zones – Guidelines.

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BACKGROUND

18. Windsor School is currently No. 2 on the Council's prioritisation list for the installation of new school speed zones in Christchurch. This process ranks each road fronting a school by scoring the following 10 factors: road classification (i.e. local, major arterial etc), traffic volume, traffic speed, road environment (distractions, visibility etc), community interest, kerbside activity, children crossing roadway, cyclist volume, percentage of trucks, and whether a school patrol exists. There are 293 frontage roads at the 162 schools in the Christchurch city area.
19. Two options were considered by the project team. The first and preferred option is to install a temporary 40 kilometre per hour speed limit using electronic and static signage that operates outside Windsor School from 8.30am to 9am and 2.55pm to 3.15pm. The other option is to maintain the status quo. The school supports the installation of a variable speed limit in Burwood Road to improve safety for pupils.