

9. LINWOOD NORTH SCHOOL SPEED ZONE – VARIABLE SPEED LIMIT

General Manager responsible:	General Manager, City Environment Group 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 Hagley/Ferrymead Community Board endorses the installation of a new variable speed limit (40 kilometre per hour school zone) on Woodham Road and Rowcliffe Crescent, outside Linwood North School, 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 (refer paragraph 18). 31 schools have benefited from this treatment. Linwood North School is now ranked number one on the prioritisation list. The 'school zone' will operate on school days between 8.25am and 9am and 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. Infrastructure for 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 to purchase the control box and signage for the Woodham Road school speed zone this financial year and install the equipment in the 2010/11 financial year. Pricing information is included in the public excluded section of this agenda.

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, No. 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 proposed variable speed limit also complies with the 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 Hagley/Ferrymead Community Board of plans to install a school speed zone in Woodham Road (refer **Attachment 1**), outside Linwood North School, on Tuesday 24 November 2009.
11. 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 who 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.
12. 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.
13. The 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.
14. The consultation plan was circulated to 82 residents and property owners on 27 November 2009, and also the school community. One response was received from a resident who suggested that the zone be extended along Ngarimu Street and that the pedestrian crossing near the Woodham Road/Gloucester Street corner should be moved further away from the intersection. A site visit to monitor the number of students using a side entrance to the school from Ngarimu Street confirmed low numbers which did not warrant an extension of the school speed zone. The location of the pedestrian crossing is outside the scope of this project.
15. The resident was sent a letter outlining the project team's responses to his suggestion and concerns. He was also advised of the Community Board meeting date and that he should contact the Board Adviser if he wished to seek speaking rights.

16. A further response was received from a Council staff member who suggested that the static sign proposed outside 257a Woodham Road should be moved to a new position in front of 255 Woodham Road so it would not be too close to an existing bus stop sign. The resident of this property agreed to the move as long as grass was prevented from growing up the pole and the lawn could still be mowed.
17. Linwood North School administrators support the installation of a variable speed limit 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.

STAFF RECOMMENDATION

That the Hagley/Ferrymead Community Board recommend that the Council approve:

- (a) The installation of the new variable speed limit (school speed zone) of 40 kilometres per hour on Woodham Road and Rowcliffe Crescent specified below in accordance with Section 7.1 of the Land Transport Setting of Speed Limits Rule 2003.
- (b) That pursuant of Clause 5(1) of the Christchurch City Speed Limits Bylaw 2010 a variable speed limit of 40 kilometres per hour apply on Woodham Road, commencing at a point 20 metres west of Carnarvon Street, and extending in a westerly direction along Woodham Road for a distance of 306 metres, and along Rowcliffe Crescent, commencing at its Woodham Road intersection, and extending in a north-easterly direction for a distance of 105 metres. The variable speed limit of 40 kilometres per hour is to apply on school days between 8.25am 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.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

18. Linwood North School is currently number one on the Council's prioritisation list for installation of new school speed zones. This process ranks each road fronting a school by scoring the following 10 factors; road classification (ie local, major arterial etc), traffic volume, traffic speed, road environment (distractions, visibility etc), community interest, kerbside activity, number of children crossing the 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 40 kilometre per hour variable speed limit using electronic and static signage that operates outside Linwood North School on school days from 8.25am to 9am and 2.55pm to 3.15pm. The other option is to maintain the status quo. The school is keen to see a speed zone installed in Woodham Road and Rowcliffe Crescent to improve safety for pupils.