

8. FENDALTON OPEN-AIR 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 Fendalton/Waimairi Community Board endorses the installation of a new variable speed limit (40 kilometre per hour school zone) on Clyde Road, outside Fendalton Open-Air School, and that the Board recommends to 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 21). To date 33 schools have benefited from this treatment. Fendalton Open-Air School is now ranked No.2 on the Council's prioritisation list. The proposed 'school zone' will operate on school days between 8.30am and 9.00am and 3.00pm and 3.20pm.
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 Council.

FINANCIAL IMPLICATIONS

4. The recommendations of this report align with 2009 - 2019 Long Term Council Community Plan budgets.
5. The budget for school speed zones in 2010/11 is \$112,678. There is sufficient funding to install the Fendalton Open-Air School speed zone in the current 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, 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 247).

ALIGNMENT WITH STRATEGIES

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

CONSULTATION FULFILMENT

10. A memorandum advising the Fendalton/Waimairi Community Board of plans to install a school speed zone in Clyde Road outside Fendalton Open-Air School was sent on Thursday 18 November 2010. For a copy of the proposal see **Attachment 1**.

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 now the New Zealand Transport Agency (NZTA).
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. Representatives of the Commissioner of Police, the Director of New Zealand Transport Association, the Chief Executive Officer of the New Zealand Automobile Association Incorporated 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 to be affected by the proposed speed limits. No neighbouring road controlling authority is affected. No issues were raised.
14. A spokesperson for the New Zealand Transport Agency supported the proposed Fendalton Open-Air School zone from No. 186 to No. 152 Clyde Road. He commented that the zone would assist children from both Fendalton Primary School and Cobham Intermediate who crossed this arterial route.
15. A spokesperson for the New Zealand Road Transport Association supported the proposal to limit traffic speed in Clyde Road to 40 kilometres per hour before and after school. This enabled "everyone to share the roads", she said.
16. A consultation plan was circulated to 80 residents and absentee property owners on 24 November 2010. The school also provided details to its school community via its newsletter.
17. Comments were received from six stakeholders, four of them supportive. Another submitter sought clarification on the location of a sign and the sixth suggested other methods to improve the management of school traffic.
18. Submitters were sent a copy of the plan for Council approval, and a letter outlining the project team's responses to their suggestions and concerns. They were also advised of the Community Board meeting date and time, and how to contact the Board Adviser if they wished to seek speaking rights.

19. A spokesman for the Russley, Avonhead and Memorial Residents' Association has indicated support for the proposed school speed zone in Clyde Road.
20. Fendalton Open-Air School administrators support the installation of a variable speed limit outside their school and are prepared to operate it.

STAFF RECOMMENDATION

That the Fendalton/Waimairi Community Board recommends that the Council approves:

- (a) The installation of the new variable speed limit (school speed zone) of 40 kilometres per hour on Clyde Road specified below in accordance with 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 applies on Clyde Road, commencing at a point 83 metres south of Jeffreys Road and extending in a southerly direction along Clyde Road for a distance of 358 metres. The variable speed limit of 40 kilometres per hour is to apply on school days between 8.30am and 9.00am and between 3.00pm and 3.20pm.
- (c) That the above-mentioned 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.

BACKGROUND

21. Fendalton Open-Air School is currently No. 2 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 (i.e. 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.
22. 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 Fendalton Open-Air School on school days from 8.30am to 9.00am and 3.00pm to 3.20pm. The other option is to maintain the status quo. The school is keen to see a speed zone installed in Clyde Road to improve safety for pupils.