



7. REDWOOD SCHOOL – VARIABLE SPEED LIMIT

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| General Manager responsible: | General Manager City Environment, DDI 941-8608 |
| Officer responsible: | Unit Manager Transport and Greenspace |
| Author: | Michael Thomson, Senior Traffic Engineer and Jennie Hamilton, Consultation Leader |

PURPOSE OF REPORT

1. The purpose of this report is to request that the Board endorse the installation of a new variable speed limit (40 kilometres per hour school speed zone) on Prestons Road at Redwood School (refer **Attachment 1**), and that the Board recommend to the Council that it approve the new variable speed limit and include it in the Christchurch City Council Register of Speed Limits.

EXECUTIVE SUMMARY

2. The Council has a commitment to improve road safety. Reducing excessive vehicle speeds, where appropriate, outside schools during peak arrival and departure periods improves safety for children. The Council has a programme of installing 40 kilometres per hour variable speed limits (known as “school speed zones”) outside schools according to a prioritisation process. This process, including the methodology behind it, was recently endorsed again by the Council as the most appropriate method of improving road safety outside certain schools.
3. Redwood School currently has the highest priority for the installation of a variable speed limit. To date 38 schools have benefited from the installation of a school speed zone.
4. The ‘school speed zone’ can operate on school days for a period of no more than 45 minutes in the morning before the start of school, and for a period of no more than 30 minutes in the afternoon, beginning no earlier than five minutes before the end of school. The ‘school speed zone’ can also operate for a period of 10 minutes at any other time when children cross the road, or enter/leave vehicles at the roadside.
5. The Council can resolve to set new variable speed limits in accordance with the Christchurch City Council Speed Limits Bylaw and the Land Transport Rule: Setting of Speed Limits 2003. Accordingly, infrastructure for these variable speed limits cannot be commissioned until they have been formally resolved by the Council.
6. Residents report high traffic speeds along this section of Prestons Road. During a site visit in August 2012 the Council’s Road Safety Co-ordinator and a Senior Traffic Engineer estimated speeds of between 45 and 49 kilometres per hour for traffic approaching the crossing when the school patrol was operating. During a 30 minute period 247 pedestrians crossed the road.
7. Redwood School, in its 23 August 2012 newsletter, noted that a 40 kilometre per hour zone before and after school would highlight the presence of the school patrol and crossing and also reduce the speed of passing traffic.

FINANCIAL IMPLICATIONS

8. The estimated cost for this school zone is \$50,000 and will be funded from an approved fund for urgent road safety.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

9. The recommendations of this report align with 2009-19 Long Term Council Community Plan (LTCCP) budgets.

LEGAL CONSIDERATIONS

10. The proposed variable speed limit complies with the conditions specified and published by the Director of the New Zealand Transport Agency in the New Zealand Gazette (21/4/2011, No. 55, p. 1284) approving a variable speed limit of 40 kilometre per hour in school zones, and setting out conditions for those speed limits. A copy of that notice is attached (refer **Attachment 2**). A Council resolution is required to implement the speed limit restrictions and traffic management changes.

11. The Land Transport Rule : Setting of Speed Limits 2003.
12. The Land Transport Rule: Traffic Control Devices 2004.
13. Christchurch City Council Speed Limits Bylaw 2010.

Have you considered the legal implications of the issue under consideration?

14. As above.

ALIGNMENT WITH LCCTP AND ACTIVITY MANAGEMENT PLANS

15. This report's recommendations support the project objectives as outlined in the 2009-19 LTCCP.
16. This project aligns with the Transport and Greenspace Units' "Our Community Plan 2009-2019".

ALIGNMENT WITH STRATEGIES

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

Do the recommendations align with the Council's strategies?

18. As above.

CONSULTATION FULFILMENT

19. 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 organisations or road user groups 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).
20. Section 7.1(3) of the Rule provides:
 - (a) 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.

21. Representatives of the Commissioner of Police, the Director of NZTA, 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.
22. A spokesperson for the New Zealand Transport Agency supported the proposed variable speed limit outside Redwood School on Prestons Road. He noted that the requirements of the warrant as set out in Traffic Note 37 Section 4 have been met. The school exceeds the requirement of 50 children crossing the road or entering a vehicle, and has traffic speeds above the requirements and/or are on a main traffic route.
23. A memorandum was sent to the Shirley/Papanui Community Board on 17 August 2012 advising members of the Council's plans to install a school speed zone in Prestons Road in the vicinity of Redwood School.
24. The following week 170 information leaflets were delivered to local households and additional copies were left at Redwood Library and Redwood School. In addition the school included details of the proposal in its email newsletter and encouraged its school community to take part in the consultation process.
25. All six respondents supported the proposed school speed zone outside Redwood School. The Belfast Area Residents' Association said the proposed zone "makes sense particularly now that there is an increase in traffic post earthquake as residents find alternative routes north from the eastern suburbs."
26. Several respondents referred to cars and trucks speeding along Prestons Road and the need to slow vehicles, particularly before the start and at the end of school. According to one resident: "The traffic drives far too fast down this road and the worst would have to be the big trucks. You constantly think there are aftershocks in this street thanks to the speed of traffic."
27. One resident requested that in addition to the 40 kilometre per hour speed restriction, speed bumps should be installed from Main North Road to the 80 kilometre per hour zone to slow traffic. She was advised that speed bumps could create considerable traffic noise and they would not be considered for a minor arterial road like Prestons Road which has a current daily traffic volume of 9486 vehicles.
28. The same respondent also reported parents parking over driveways before and after school. Her comments have been referred to the Council's Parking Enforcement team which has officers who work outside and alongside schools on parking issues.
29. All respondents who commented on the proposed signalised pedestrian crossing were sent a letter thanking them for their input and a copy of the plan to be considered by the Community Board before making its recommendation to Council. The letter informed respondents when the plan would be presented to the Community Board. Details of the meeting (time, venue, etc) were also provided so that any interested people could attend or address the Community Board before a decision was made.

STAFF RECOMMENDATION

That the Shirley / Papanui Community Board recommend that the Council approve:

- (a) The installation of a 40 kilometre per hour variable speed limit on Prestons Road (school zone), as it meets the requirements of Section 7.1 of the Land Transport Setting of Speed Limits Rule 2003, and the New Zealand Gazette notice (21/04/2011, Number 55, page 1284) including the times of operation.
- (b) Subject to the Council approving recommendation (a), that pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2010, a variable speed limit (40 kilometres per hour School Speed zone) apply on:
 - (i) Prestons Road, commencing at a point 24 metres east of the Freebairn Street intersection and extending in an easterly direction for a distance of 320 metres.

- (c) Subject to the Council approving recommendation (a), that the above mentioned variable speed limit shall come into force on completion of infrastructure installation and public notification.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be adopted.