

## 7. VARIABLE SPEED LIMITS

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941 8656
<b>Officer responsible:</b>	Transport and City Streets Manager
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### PURPOSE OF REPORT

1. The purpose of this report is to recommend that the Council approve four new variable speed limits and include them in the Christchurch City Speed Limits Register.

### EXECUTIVE SUMMARY

2. The Council has a programme of installing 40 km/h variable speed limits (known as “school zones”) outside schools according to a prioritisation process. To date 19 schools have benefited from this treatment. A further two schools, Manning Intermediate on Hoon Hay Road and Mathers Road, and Ilam School on Ilam Road and Kirkwood Avenue, have been selected as schools that would benefit from having 40 km/h variable speed limits installed. Two “schools zones” per school will be required for each school to cover all entrances to the schools. The “schools zones” will operate on schools days, for no more than forty-five minutes in the morning at a time between 8.00 am and 9.00 am and for no more than forty-five minutes in the afternoon at a time between 2.30 pm and 3.30 pm.
3. Now that the Council has formalised the Christchurch City Council Speed Limits Bylaw 2005, it can resolve to make these new variable speed limits. Accordingly infrastructure for these variable speed limits cannot be commissioned until they have been formally approved by the Council.

### FINANCIAL AND LEGAL CONSIDERATIONS

4. The funding, for the current round of school zones will effectively be managed from a combination of the residual 2005/06 budget and part of the 2006/07 budget. Estimated costs currently stand at \$47,272 for two new school zones.
5. Before the Council can set a variable speed limit pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2005, 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; and*
- (b) *a territorial authority that is affected by the existing or proposed speed limit; and*
- (c) *any local community that the road controlling authority considers to be affected by the proposed speed limit;*
- (d) *and the Commissioner of Police, and*
- (e) *the Chief Executive Officer of the New Zealand Automobile Association Incorporated, and*
- (f) *the Chief Executive Officer of the Road Transport Forum New Zealand; and*
- (g) *and 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.”*

6. 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.”*

7. 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.

8. "Any local community that the road controlling authority considers to be affected by the proposed speed limit", has been identified as referring to the two schools affected, and to property owners who will have signs outside their properties, and to local residents within and in the vicinity of the proposed variable speed limit. Each school's board of trustees have been informed in writing of the proposed variable speed limits and have expressed support in writing of the installation of variable speed limits at their school. Information leaflets have been distributed to all the families of children attending the schools. Property owners have received written advice about the signage to be installed outside their properties and given a minimum of 14 days to make submissions about these. Three hundred residents in the area of each proposed variable speed limit have received an information leaflet and were given a minimum of 14 days from the time of delivery to make submissions. The distribution areas of this householder leaflet drop is shown in Attachment 1. The submissions received from property owners and residents in respect of each proposed variable speed limit are set out in Attachment 2. No submissions requiring actions needing to be addressed were received.
9. 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 and the Chief Executive Officer of the Road Transport Forum of New Zealand have received written advice of the proposed new variable speed limits 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. Support for the proposed variable speed limits has been received in writing from the New Zealand Police and from Land Transport New Zealand. Land Transport New Zealand's support of the proposed school zone for Ilam School was conditional on electronic signage being installed in Kirkwood Avenue. This condition will be met.
10. The proposed variable speed limits comply with the conditions specified and published by the Director of Land Transport New Zealand in the *New Zealand Gazette* (2/6/2005, No. 86, p. 2051) approving a variable speed limit of 40 km/h in school zones and setting out conditions for those speed limits. A copy of that notice is attached (Attachment 3).

#### **STAFF RECOMMENDATIONS**

It is recommended that the Council resolve:

- (a) That it is satisfied that the consultation undertaken by the Council in respect of the proposals to set the four new variable speed limits of 40 km/h specified below meets the requirements of 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 2005 a variable speed limit of 40 km/h apply on:
  - (i) Hoon Hay Road, outside Manning Intermediate School for a distance of 480 metres commencing at a point 40 metres east from the intersection of Coppell Place and extending in a south-easterly direction to a point 30 metres east from the intersection of Mathers Road, and on Mathers Road for a distance of 280 metres commencing from the intersection with Hoon Hay Road and extending in a north-westerly direction to a point 80 metres west from the intersection with Cedars Street.
  - (ii) Ilam Road, outside Ilam School for a distance of 290 metres commencing at a point 150 metres north from the intersection of Rountree Street and extending in a southerly direction to a point 50 metres north from the intersection with Hanrahan Street, and on Kirkwood Avenue for a distance of 510 metres commencing from the intersection with Ilam Road and extending in an easterly direction to a point 150 metres south from the intersection with Clyde Road.

when the steady state LED display 40 km/h legend in the variable speed limit sign is illuminated on any school day during the following times:

- (i) 35 minutes before the start of school until the start of school, and

- (ii) 20 minutes at the end of school, beginning no earlier than five minutes before the end of school; and
  - (iii) 10 minutes at any other time when at least 50 children cross the road or enter or leave vehicles at the roadside.
- (c) That the abovementioned variable speed limits shall come into force on the date of adoption of this resolution.

## **BACKGROUND ON VARIABLE SPEED LIMITS**

11. In 2003 pedestrian and cycle facilities were installed in Hoon Hay Road, and the addition of 40 km/h variable speed limits is part of a suite of measures intended to reduce the speed of traffic outside Manning Intermediate for the benefit of pupils attending this school. Upland Road, a short no-exit street from which Hillmorton High has an entrance, intersects with Hoon Hay Road, and will in be included in the school zone. Secondary school students crossing Hoon Hay Road to get to this entrance off Upland Street may also benefit from the variable speed limit on Hoon Hay Road.
  
12. Ilam School is located adjacent to the University of Canterbury. The University generates a high volume of traffic that coincides with school arrival and departure times. As well as reducing the posted speed limit to 40 km/h before and after school, the flashing electronic signage will remind drivers of the presence of school children from the nearby primary school. Ilam School has an entrance off Kirkwood Avenue, and just beyond this is an entrance to Kirkwood Intermediate. It is intended to extend the Kirkwood Avenue school zone to east of this entrance so that the pupils from Kirkwood Intermediate using the Kirkwood Avenue entrance may benefit from the variable speed limit on Kirkwood Avenue.