

## 7. CHRISTCHURCH CITY: PROPOSED NEW SPEED LIMITS

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### PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval to set new speed limits on the section of road as shown in Appendix 2 numbers 1 to 14 and include them in the Christchurch City Speed Limits Register.

### BACKGROUND

2. At the Council meeting on 21 September 2006 it was resolved to undertake the consultation required in order to set new speed limits on the roads as listed in the report. (Appendix 2 numbers 1 to 16)
3. At the Council seminar on 1 August 2006 Councillors were briefed on proposals to change certain speed limits on roads within the city. These changes are considered necessary because of new subdivision developments and the changing use and environment of other roads within the Christchurch City Urban Traffic Area.
4. The Council is responsible for setting speed limits on those roads within its district in respect of which it is the road controlling authority. The authority for the Council to do this is contained in the Land Transport Rule: Setting of Speed Limits 2003, Rule 5004 ("the Rule") and the Christchurch City Speed Limit Bylaw 2005 ("the Bylaw").
5. In setting speed limits the Council must comply with the requirements of the Rule. It requires the Council to apply "Speed Limits New Zealand" for the setting of speed limits. "Speed Limits New Zealand" contains guidelines for setting speed limits and procedures for calculating speed limits. They are set out in Schedule 1 of the Rule. The Rule also prescribes the consultation that is required to be carried out for any proposed speed limit change.
6. The Council may set a speed limit that differs from the calculated speed limit under Speed Limits New Zealand. However, if it proposes to do so then it must comply with Rule 3.2(5)(a) or (b), whichever is applicable. In this situation, Rule 3.2(5)(a) applies in most of the cases. This states that a new speed limit can be set if: "A speed limit different from the calculated speed limit is the safe and appropriate speed limit for a road with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is an urban traffic area or a rural area".
7. However, Rule 3.2(5)(b) is also relevant in the proposed speed limit change for Brighton Mall and Oxford Terrace.
8. 3.2(6) covers speed limits less than 50 km/h and states:

*"A road controlling authority may propose to set a speed limit of less than 50 km/h but, unless section 4 applies, may only set the proposed speed limit if:*

  - (a) the calculated speed limit for the relevant road is 50 km/h; and*
  - (b) the proposed speed limit would be likely to increase the safety of pedestrians, cyclists or other road users; and*
  - (c) safe and appropriate traffic engineering measures are installed so that the measured mean operating speed is within 5 km/h of the proposed speed limit."*

9. In respect of each proposed speed limit, the calculation prescribed by Speed Limits New Zealand has been carried out by consultant Antoni Facey of Facey Consultants. This work also included a comprehensive discussion document which provides all the relevant inputs into the calculations together with recommendations. Where the recommendations differ from Speed Limits New Zealand calculations, the consultant's report has covered the relevant assessments in terms of Rule 3.2(5) in relation to each proposed change. The consultant's report contains some 175 pages and is available for Councillors to review and will be tabled at the meeting.
10. Once the provisions of the Rule have been complied with in relation to determining an appropriate speed and undertaking the necessary consultation, the Council may set that speed limit by passing a resolution under Clause 5 of the Bylaw. The new speed limit will then be recorded in the Council's Speed Limit Register.
11. The particular roads in respect of which it is now proposed that new speed limits be set are defined in the staff recommendations.
12. The need to set new speed limits on the roads referred to in the schedule came to the attention of staff during the preparation of the Christchurch City Speed Limit Bylaw 2005. These proposed changes are due to new subdivision developments, and the changing use and environment of other roads.
13. Before a speed limit is set or changed Section 7.1(2) of the Rule requires that consultation is carried out with the following persons that may be affected by the proposed speed limit:
  - Commissioner of NZ Police
  - Director Land Transport New Zealand
  - CEO NZ Automobile Association Incorporated
  - CEO Road Transport Forum NZ
  - Any local community that the Council considers to be affected by the proposed speed limit
  - Adjoining road controlling authorities
  - Any other organisation or road user groups that the Council considers may be affected by the proposed speed limit
  - A territorial authority that is affected by the existing or proposed speed limit.
14. The Rule requires the Council to consult each of the persons listed above in writing, advising them of the proposed speed limit and giving them a reasonable time in which to make submissions on the proposal. Consultation was carried out between 22 September and 27 October 2006. The Shirley/Papanui Community Board's final resolution on speed limit changes within the Shirley/Papanui area, was made at their meeting on 1 November 2006.
15. The term "Any Local Community" is not defined for the purposes of Section 7.1(2)(c) of the Rule. However, in respect of the roads referred to below it is considered that the appropriate persons to consult are the occupiers of those properties which adjoin those parts of the roads upon which it is proposed that the speed limits be changed and each Community Board in respect of whose area the roads lie.
16. In respect of the proposed new speed limits it is not considered that there is any other organisation or road user group that would be affected by those speed limits.
17. The consultation has been completed in accordance with the above requirements and a summary of all the responses to the proposed speed limit changes is outlined in appendix 2.
18. As a result of the consultation on the sixteen different sites put to the Council at the seminar and approved for consultation on 21 September 2006, the staff are no longer recommending an increase in the speed limit from 50 to 60 km/h in Deans Avenue from Riccarton Avenue to Harper Avenue nor in Riccarton Avenue from Riccarton Road to west of the signals at the Christchurch Public Hospital.
19. The reason for this is due to the feedback from the consultation and is explained in the "Conclusion" under each site in the following discussion section.

## **DISCUSSION**

### **Burwood Road/Preston Road**

#### **Proposal:**

20. To relocate the existing 50/80 km/h speed limit change south of Waitikiri Drive to the culvert west of Waitikiri Drive.

#### **Reasons:**

- (a) To extend the existing 50 km/h speed limit on Burwood/Preston Road to accommodate the recent residential developments in this area.
- (b) The advisory speed on the bend is 45 km/h in one direction and 55 km/h in the other direction.
- (c) The number of cyclists using the intersection of Waitikiri Drive to access Bottle Lake plantation.
- (d) The many requests from residents of Waitikiri Drive to reduce the speed limit because of their concern for safety when negotiating this intersection.

#### **Responses:**

21. There was good support for this change with 88% of responses in favour. The Police, Road Transport Forum NZ, NZ Automobile Association and the Burwood/Pegasus Community Board supported or had no issues with this proposal.
22. However, Land Transport NZ does not support the proposal and suggest that the best option would be to install larger signs at the current location.

#### **Conclusion:**

23. Although the Speed Limit NZ rating for this section of road is 100 km/h and the LTNZ does not support the change to 50 km/h, the fact that the area concerned has an advisory speed of 45 km/h in one direction and 55 km/h in the other, together with the many turning movements including cycles at the intersection with Landfill Avenue, it is considered that a 50 km/h is justified.

### **Gardiners Road**

#### **Proposal:**

24. To relocate the existing 50/80 km/h speed limit on Gardiners Road at Johns Road (State Highway 1) to a point 150 metres south of Johns Road.

#### **Reasons:**

- (a) To shift the speed limit change to the rural/residential boundary.
- (b) To shift the speed limit signs further away from the intersection so that they are more easily seen by motorists when they enter from Johns Road.
- (c) Because Johns Road is 80 km/h it is not appropriate to introduce a short length of 70 km/h in isolation. To be consistent with the speed limit in Johns Road an 80 km/h speed limit is proposed.
- (d) A request was received from the Police to relocate the signs because they are close to Johns Road and motorists were not seeing them.

**Responses:**

25. There was good support for this change with 79% of responses in favour. The Land Transport NZ, Road Transport Forum NZ, NZ Automobile Association and the Shirley/Papanui Community Board supported or had no issues with the proposal. However, the Police have concern for the proposed change in Gardiners Road by shortening the length of the 50 km/h zone which will create enforcement issues.

**Conclusion:**

26. The Speed limit NZ rating for this section of Gardiners Road is 70 km/h. It is not appropriate to install a short length of 70 km/h.
27. As motorists are not seeing the existing speed limit signs, it is appropriate to relocate the signs to a position further south along Gardiners Road from Johns Road to a position nearer to the rural/residential boundary. Due to comments received through the consultation process, a further site inspection has concluded in recommending a position at the speed limit change closer to Johns Road than originally proposal.

**Jones Road****Proposal:**

28. To relocate the existing 50/100 km/h speed limit change on Jones Road to a new position 150 metres west of the existing position.

**Reasons:**

- (a) A previous assessment of the speed limit of Jones Road in 2003 resulted in a rural speed threshold being constructed at the present location of the speed limit change. 600 metres from Kirk Road to slow drivers as they enter Templeton from the west along Jones Road.
- (b) To relocate the existing rural speed threshold on Jones Road to a point west of the new subdivision entranceway which has been constructed since 2003.
- (c) This is a boundary road with Selwyn District Council.

**Responses:**

29. There was good support for this change with 96% of response in favour. The Police, Land Transport NZ, Road Transport Forum NZ, NZ Automobile Association, the Riccarton/Wigram Community Board and the Selwyn District Council supported or had no issues with the proposal.

**Conclusion:**

30. The Speed Limit NZ rating of 50 km/h past the entrance to the new subdivision supports the relocation of the 50/100 km/h signs. The subdivider has constructed a new rural speed threshold under instructions from staff in anticipation of Council approving this change. On approval, the signs will be moved to the new rural speed threshold position.

**Innes Road****Proposal:**

31. To relocate the existing 50/80 km/h speed limit on Innes Road east of Briggs Road, to a new position east of the new subdivision road.

**Reasons:**

- (a) To improve the safety of students being dropped off and picked up at the Mairehau High School.
- (b) New subdivision being developed on the northern side of Innes Road east of Briggs Road.

**Responses:**

- 32. There was good support for this change with 87% of response in favour. The Police, Land Transport NZ, Road Transport Forum NZ, NZ Automobile Association and the Shirley/Papanui Community Board supported or had no issues with the proposal.

**Conclusion:**

- 33. The Speed Limit NZ rating of 50 km/h supports the relocation of the 50/80 km/h speed limit change. The relocation will improve the safety of student movements in this area and it is also appropriate to sign the speed limit change east of the new subdivision entrance.

**Hayton Road and Wigram Road**

**Proposal:**

- 34. To change the speed on Hayton Road and on Wigram Road from Hayton Road to Treffers Road from 80 to 50 km/h.

**Reasons:**

- (a) The intersection of Hayton Road with Wigram Road forms an effective urban/rural boundary.
- (b) There is a clear change of development density and the speed limit should reflect this.
- (c) There is a demand for building in this area and both roads may soon have fully developed industrial frontages.

**Responses:**

- 35. There was good support for this change with 72% of response in favour. The Police, Road Transport Forum NZ, NZ Automobile Association and the Riccarton/Wigram Community Board supported or had no issues with the proposal. However, Land Transport NZ had a query about the lack of development on one side of the road.

**Conclusion:**

- 36. The Speed Limit NZ rating for Hayton and Wigram Roads is 70 km/h. However, due to the demand for building in this area and that both roads may soon have fully developed industrial frontages albeit on one side only, the reduction from 80 km/h to 70 km/h will not provide the safety for the number of longer vehicles and traffic movements in this area. It is therefore appropriate to consider a change in the speed limit from 80 to 50 km/h on both these sections of roads. There is general support for these changes.

**John Paterson Drive**

**Proposal:**

- 37. That the speed limit be set at 80 km/h.

**Reasons:**

- (a) Recent rural residential subdivision with a small number of established properties.
- (b) The default speed limit for the Drive is 50 km/h, which does not meet the Speed Limit New Zealand requirements.
- (c) If further subdivision development occurs on John Paterson Drive that results in more access, the speed limit will be reviewed.

**Responses:**

38. There was good support for this change with 82% of response in favour. The Police, Land Transport NZ, Road Transport Forum NZ, NZ Automobile Association and the Riccarton/Wigram Community Board supported or had no issues with the proposal.

**Conclusion:**

39. The Speed Limit NZ rating for John Paterson Drive is 80 km/h. It is a recent rural subdivision with a small numbers of established lifestyle blocks set well back from the road. The default speed limit of 50 km/h is not appropriate and enforcement is unlikely. The current environment supports an 80 km/h speed limit.

**New Brighton Mall**

**Proposal:**

40. To set a speed limit of 30 km/h.

**Reasons:**

- (a) The new road has been designed and constructed to have a slow road environment.
- (b) The design guidelines in Austroads 2005 part 10, were used to determine an appropriate speed limit for such a commercial/pedestrian environment.
- (c) The recommended speed limit was 30 km/h.

**Responses:**

41. There was good support for this change with 96% of response in favour. The Police, Land Transport NZ, Road Transport Forum NZ, NZ Automobile Association and the Burwood/Pegasus Community Board supported or had no issues with the proposal.

**Conclusion:**

42. Speed Limit NZ calculations gives ratings for speed limits of 50 km/h and above. However, where engineering to control speed has been installed then speed limits of 10, 20, 30, and 40 km/h can be considered. New Brighton Mall was constructed using Austroads Design standards, which are used in New Zealand as current best practice. Using Austroads "Local Area Traffic Management" Table A3 of Appendix A, a speed limit of 30 km/h has been determined. This complies with Section 3.2(6) of the Rule where (a) the calculated speed limit for the current road is (not greater than) 50 km/h and (b) the proposed speed limit would be likely to increase the safety of pedestrians, cyclists or other road users, and (c) safe and appropriate traffic engineering measures are installed so that the measured means operating speed is within 5 km/h of the proposed speed limit. (in this case 17 km/h)

## **Oxford Terrace**

### **Proposal:**

43. To reduce the speed limit on Oxford Terrace between Lichfield Street and Gloucester Street from 50 to 30 km/h.

### **Reasons:**

- (a) Commercial road with significant pedestrian orientation.
- (b) The number of cafes fronting sections of Oxford Terrace.
- (c) To reduce the speed limit to reinforce the slow road environment along Oxford Terrace.
- (d) Speed limit assessed from the operating speed, adjacent speed limit of 30 km/h in Cathedral Square and the general utilization of the roadway in general.

### **Responses:**

44. There was good support for this change with 90% of response in favour. The Police, Land Transport NZ, Road Transport Forum NZ, and NZ Automobile Association supported or had no issues with the proposal.

### **Conclusion:**

45. Because it is proposed to install a speed limit less than 50 km/h in Oxford Terrace, a similar process to New Brighton Mall was followed. However, in this case there is a variation of traffic environments and therefore a more subjective approach involving an assessment of the speeds valves of each section was used. The consultant's report calculates speed limits of 20 km/h by the Bridge of Remembrance with all the rest of the proposed speed limit change being 30 km/h. It is not appropriate to have short lengths of different speed limits and therefore for consistency 30 km/h has been chosen. This complies with section 3.2(6) of the Rule as set out in para 42 above.

## **Quaifes Road**

### **Proposal:**

46. To reduce the speed limit from 100 to 80 km/h on Quaifes Road for 600 metres west from Sabys Road.

### **Reasons:**

- (a) Residential development at the south east end of Quaifes Road.
- (b) Grassed shoulders used for recreation purposes, especially by horse riders.
- (c) Street lighting exists in this area.

### **Responses:**

47. There was good support for this change with 87% of response in favour. The Police, Land Transport NZ, Road Transport Forum NZ, NZ Automobile Association and the Riccarton/Wigram Community Board supported or had no issues with the proposal.

### **Conclusion:**

48. The Speed Limit NZ rating of 80 km/h supports the lowering of the existing 100 km/h speed limit along this section of Quaifes Road. There is street lighting along this section of road which is also used for recreational purposes. A change in speed limit from 100 to 80 km/h along Quaifes Road for 600 metres west of Sabys Road is recommended.

## **Old Tai Tapu Road and Early Valley Road**

### **Proposal:**

49. To reduce the speed limit from 100 to 80 km/h on Old Tai Tapu Road from State Highway 75 to the boundary with Selwyn District Council and including Early Valley Road.

### **Reasons:**

- (a) To reflect the road side development and recreation use of both these roads including cyclists, and horse riders.
- (b) There are a number of significant developments along Old Tai Tapu Road including a restaurant, vineyards and commercial glasshouses.
- (c) Early Valley Road has a number of properties fronting the road and appears to be a lifestyle area with fruit stalls.

### **Responses:**

50. There was good support for this change with 87% of response in favour. The Police, Land Transport NZ, Transit NZ, Road Transport Forum NZ, NZ Automobile Association, the Riccarton/Wigram Community Board and the Selwyn District Council supported or had no issues with the proposal.

### **Conclusion:**

51. The Speed Limit NZ rating of 80 km/h along Old Tai Tapu Road and Early Valley Road, support a reduction from the existing 100 km/h speed limit. These are boundary roads with Selwyn District Council who are also proposing to reduce the speed limit to 80 km/h on their section of Old Tai Tapu Road and their side roads. Several residents of Early Valley Road expressed a wish for this road to have a lower speed limit than 80 km/h. However, both these rural roads rated at 80 km/h and a lower posted limit would be unreasonable.

## **Foremans Road**

### **Proposal:**

52. To reduce the speed limit on the western end of Foremans Road from 80 to 50 km/h.

### **Reasons:**

- (a) Due to the industrial development along Foremans Road.
- (b) Recent speed limit change on the adjoining Main South Road (State Highway 1) from 80 to 70 km/h.

### **Responses:**

53. There was good support for this change with 81% of response in favour. The Police, Land Transport NZ, Transit NZ, Road Transport Forum NZ, NZ Automobile Association, and the Riccarton/Wigram Community Board supported or had no issues with the proposal.

### **Conclusion:**

54. The Speed Limit NZ rating of 50 km/h supports the lowering of the existing 80 km/h to 50 km/h on the western end of Foremans Road to reflect the industrial use of this area and the recent speed limit change from 80 to 70 km/h on the adjacent Main South Road. (State Highway 1)



## **Springs Road**

### **Proposal:**

55. To reduce the speed limit from 100 to 80 km/h from Marshs Road to the Selwyn District Council boundary.

### **Reasons:**

- (a) To extend the existing 80 km/h speed limit on Springs Road from Halswell Junction Road to the 50 km/h speed limit change at Prebbleton.
- (b) The section of Springs Road from Halswell Junction Road to Marshs Road was changed to 80 km/h on 1 February 2004. (Christchurch City road)
- (c) The section of Springs Road from Marshs Road to Hodgens Road is a boundary road with Selwyn District Council.

### **Responses:**

56. There was good support for this change with 78% of response in favour. The Police, Land Transport NZ, Road Transport Forum NZ, NZ Automobile Association, the Riccarton/Wigram Community Board and the Selwyn District Council supported or had no issues with the proposal.

### **Conclusion:**

57. The Speed Limit NZ rating of 80 km/h assessed in 2003 supports the speed limit change. The proposed speed limit change from 100 to 80 km/h on this boundary road with Selwyn District Council will complete the speed limit change on Springs Road from Halswell Junction Road to Prebbleton.

## **Blenheim Road Deviation And Moorhouse Avenue**

### **Proposal:**

58. To set a speed limit of 60 km/h on the Blenheim Road Deviation and Moorhouse Avenue to Lincoln Road.

### **Reasons:**

- (a) To set a speed limit on Blenheim Road Deviation to be consistent with the existing section of Blenheim Road.
- (b) The design speed for the Blenheim Road Deviation is 60 km/h.
- (c) The existing section of Moorhouse Ave west of Lincoln Road (Speed Limits NZ) rating is for a speed limit of 70 km/h.
- (d) It is suggested that the speed limit on Moorhouse Avenue from Deans Avenue to Lincoln Road be made 60 km/h to maintain the consistency along this route.

### **Responses:**

59. There was good support for this change with 71% of response in favour. The Police, Land Transport NZ, Road Transport Forum NZ, NZ Automobile Association, and the Riccarton/Wigram, Hagley/Ferrymead, and Spreydon/Heathcote Community Boards supported or had no issues with the proposal.

**Conclusion:**

60. The designed speed limit for Blenheim Road Deviation is 60 km/h. It is appropriate to extend the existing speed limit of 60 km/h on Blenheim Road over the deviation and along Moorhouse Avenue to Lincoln Road. This will create a consistent 60 km/h speed limit all the way from Hornby to the intersection of Moorhouse/Lincoln/Hagley. The change will take effect on completion of the construction work on the deviation in approximately March 2007.

**Harper Avenue****Proposal:**

61. To change the speed limit on Harper Avenue from Deans Avenue to Park Terrace from 50 km/h to 60 km/h.

**Reasons:**

- (a) To clarify the arterial nature of this road.
- (b) Harper Avenue is a four lane median divided road.
- (c) The recommended rated speed limit of 80 km/h is a rural speed limit and a maximum speed limit of 60 km/h is suggested for Harper Avenue in an urban environment.
- (d) To be consistent with other four laned median divided roads.

**Responses:**

62. There was medium support for this change with 57% of response in favour. The Land Transport NZ, Road Transport Forum NZ, NZ Automobile Association, and the Fendalton/Waimairi Community Board supported or had no issues with the proposal.
63. However, the Police are concerned at the proposed changes surrounding Hagley Park in general. The comparatively short distances will promote a level of confusion and they oppose these specific speed limit changes. Also the Hagley/Ferrymead Community Board do not support the setting of a 60 km/h speed limit.

**Conclusion:**

64. The Speed Limit NZ rating of 80 km/h is a rural speed limit and a speed limit of 60 km/h is recommended. It is a four laned median divided arterial road where motorist expect to be able to travel at 60 km/h. The existing average speed of 59 km/h supports this proposed change. It is understood that the medium support of 57% could be attributed by a campaign conducted through the cycling fraternity and had this not accrued the support could have been quite different. Considering that there is adequate space on Harper Avenue for cyclists and that there is good off road cycle and pedestrian facilities then cyclists are not being disadvantaged. There are also signalised crossing facilities at desire lines both at each end and in the middle. The issue raised by Councillors about parked vehicles has been investigated and does accrue at specific locations. However, being park users, these vehicles tend to be parked for long periods and do not create a problem. Where parking accrues it does so in an orderly fashion in a marked parking lane.

**Deans Avenue****Proposal:**

65. To change the speed limit on Deans Avenue from Riccarton Road to Harper Avenue from 50 km/h to 60 km/h.

**Reasons:**

- (a) To clarify the arterial nature of this road.
- (b) Deans Avenue between Harper Avenue and Riccarton Road is a four lane median divided road.
- (c) The recommended rated speed limit of 80 km/h is a rural speed limit and a maximum speed limit of 60 km/h is suggested for Deans Avenue in an urban environment.
- (d) To be consistent with other four laned median divided roads.

**Responses:**

- 66. There was medium support for this change with 51% of response in favour. The Land Transport NZ, Road Transport Forum, NZ Automobile Association, and the Riccarton/Wigram Community Board supported or had no issues with the proposal.
- 67. However, the Police are concerned at the proposed changes surrounding Hagley Park. The comparatively short distances will promote a level of confusion and the oppose these specific speed limit changes. Also the Hagley/Ferrymead Community Board do not support the setting of a 60 km/h speed limit.

**Conclusion:**

- 68. Given the lower response to the proposal and the slightly different nature to Harper Avenue, it would seem appropriate to leave the speed limit in this section of Deans Avenue at 50 km/h at this time. This will also give time for any changing traffic patterns due to the Blenheim Road Deviation to be taken into account before making a decision.

**Riccarton Avenue****Proposal:**

- 69. To change the speed limit on Riccarton Avenue from 50 km/h to 60 km/h, from Riccarton Road to west of the traffic signals at the Christchurch Public Hospital entrance.

**Reasons:**

- (a) To clarify the arterial nature of this road.
- (b) Riccarton Avenue has limited frontage access to off street car parks for recreation use along its length.
- (c) There is significant demand for long term on street car parking with a minimum parking turnover. The recommended rated speed limit of 80 km/h is a rural speed limit and it would be inappropriate for Riccarton Avenue. The rating shows that the speed limit of 50 km/h is also inappropriate.

**Responses:**

- 70. There was medium support for this change with 50% of response in favour. The Road Transport Forum NZ, NZ Automobile Association, supported or had no issues with the proposal.
- 71. However, the Police are concerned at the proposed changes surrounding Hagley Park. The comparatively short distances will promote a level of confusion and they oppose these specific speed limit changes. Land Transport NZ suggested it was ok, but there is plenty of parking and no solid median so 50 km/h may be better, and the Hagley/Ferrymead Community Board do not support the setting of a 60 km/h speed limit.

**Conclusion:**

72. Given the lower response to the proposal and the Hagley Park Management Plan currently being considered, it would seem appropriate to leave the speed limit in Riccarton Avenue at 50 km/h at this time.

**FINANCIAL AND LEGAL CONSIDERATIONS**

73. The cost of new signs and the relocation of existing speed limit signs are within existing budgets.
73. The relevant legal considerations are set out above.

**STAFF RECOMMENDATION**

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 new speed limits on the roads specified below meets the requirements of Section 7.1 (2) of the Land Transport Rule: Setting of Speed Limits Rule 2003.
- (b) That pursuant to Clause 5 (1) of the Christchurch City Speed Limits Bylaw 2005 speed limits be set as listed below:
- (i) That the speed limit on Prestons Road easterly, generally, along Prestons Road from a point measured 500 metres east from Grimseys Road to a point measured 200 metres west, generally, from Burwood Road, remain at 80 km/h.
  - (ii) That the speed limit of 80 km/h on Prestons Road and Burwood Road measured along Prestons Road from a point 200 metres westerly, generally, from Burwood Road, and along Burwood Road, to a point measured 180 metres south generally, from Waitikiri Drive, be uplifted.
  - (iii) That the speed limit on Gardiners Road from Johns Road (State Highway 1) southerly, generally, along Gardiners Road to a point measured 150 metres south from the intersection, be set at 80 km/h.
  - (iv) That the speed limit on Gardiners Road, from a point measured 150 metres from Johns Road (State Highway 1) southerly, generally, to a point measured 50 metres southerly generally from Wilkinsons Road, remain at 50 km/h.
  - (v) That the speed limit on Jones Road on the city side of the centreline from a point measured 750 metres from Kirk Road, westerly generally, to Dawsons Road (boundary with Selwyn District Council) remain at 100 km/h.
  - (vi) That the speed limit of 100 km/h on the city side of Jones Road from a point 600 metres from Kirk Road to a point 750 metres, be uplifted.
  - (vii) That the speed limit on Innes Road from a point 175 metres measured north easterly, generally, along Innes Road from Briggs Road to Queen Elizabeth II Drive, remain at 80 km/h.
  - (viii) That the 80 km/h speed limit on Innes Road commencing at a point 50 metres from Briggs Road and extending in a north easterly direction to a point 125 metres from Briggs Road, be uplifted.
  - (ix) That the 80 km/h speed limit on Hayton Road from Parkhouse Road, south easterly generally, to Wigram Road, be uplifted.
  - (x) That the 80 km/h speed limit on Wigram Road from Treffers Road, south westerly generally, to a point measured 50 metres south westerly generally from Hayton Road, be uplifted.

- (xi) That the speed limit on Wigram Road, from a point 50 metres measured south westerly generally from Hayton Road, south westerly, generally, to a point measured 100 metres north easterly, generally from Dunbars Road, remain at 80 km/h.
  - (xii) That the speed limit on John Paterson Drive from Springs Road south easterly, generally along John Paterson Drive to end, be set at 80 km/h.
  - (xiii) That the speed limit on Seaview Road from Union Street east generally, to Oram Avenue, (New Brighton Mall), be set at 30 km/h.
  - (xiv) That the speed limit on Oram Avenue from Seaview Road south generally, to Beresford Street, (New Brighton Mall), be set at 30 km/h.
  - (xv) That the speed limit on Oxford Terrace from Lichfield Street north generally, to Gloucester Street, be set at 30 km/h.
  - (xvi) That the speed limit on Quaifes Road from Whincops Road/Marshs Road south easterly, generally, to a point measured 600 metres north westerly generally, from Sabys Road, remain at 100 km/h.
  - (xvii) That the speed limit on Quaifes Road from Sabys Road north westerly generally, to a point measured 600 metres north westerly from Sabys Road, be set at 80 km/h.
  - (xviii) That the speed limit on Old Tai Tapu Road from State Highway 75, along Old Tai Tapu Road south easterly generally, to Early Valley Road, (boundary with Selwyn District Council) be set at 80 km/h.
  - (xix) That the speed limit on Early Valley Road on the city side of the centre line from Old Tai Tapu Road north easterly generally, to end, (boundary road with Selwyn District Council) be set at 80 km/h.
  - (xx) That the 80 km/h speed limit on Foremans Road from Halswell Junction Road westerly generally, along Foremans Road to the end, and to the Main South Road, (State Highway 1) be uplifted.
  - (xxi) That the speed limit on Spring Road on the city side of the centre line from Marshs Road south westerly, generally to Hodgens Road, (boundary road with Selwyn District Council) be set at 80 km/h.
  - (xxii) That the speed limit on Blenheim Road from Moorhouse Avenue westerly, generally, along Blenheim Road to Curletts Road, be set at 60 km/h on the completion of the Blenheim Road Deviation construction work. (expected March 2007).
  - (xxiii) That the 60 km/h speed limit on Blenheim Road from Deans Avenue to Mandeville Street be uplifted on the completion of the Blenheim Road Deviation construction work. (expected March 2007).
  - (xxiv) That the speed limit on Moorhouse Avenue from Blenheim Road easterly, generally, along Moorhouse Avenue to a point measured 90 metres westerly generally from Lincoln Road, be set at 60 km/h on the completion of the Blenheim Road Deviation construction work. (expected March 2007).
  - (xxv) That the speed limit on Deans Avenue from Moorhouse Avenue northerly generally to a point measured 50 metres be set at 60 km/h on the completion of the Blenheim Road Deviation construction work. (expected March 2007).
  - (xxvi) That the speed limit on Harper Avenue from a point measured 40 metres south westerly generally from Park Terrace, south westerly generally, to a point measured 50 metres north easterly generally from Deans Avenue, be set at 60 km/h.
- (c) That the above mentioned speed limits come into force on the date of adoption of this resolution being 30 November 2006, except for xxii, xxiii, xxiv and xxv which will come into effect on the date the Blenheim Road Deviation is opened to traffic (expected March 2007).