


11. 9. 2008

**REPORT BY THE CHAIRPERSON OF THE
FENDALTON/WAIMAIRI COMMUNITY BOARD
19 AUGUST 2008**

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. BURNSIDE HIGH SCHOOL AND CHRIST THE KING SCHOOL – VARIABLE SPEED LIMITS



General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Michael Thomson, Senior Traffic Engineer, Community

PURPOSE OF REPORT

1. The purpose of this report is to request that the Council approve the installation of new variable speed limits (40 kilometre per hour school zones) on Memorial Avenue and Greers Road and include them in the Christchurch City Speed Limits Register. This report was first considered by the Fendalton/Waimairi Community Board's Works, Traffic and Environment Committee at its meeting on 28 July 2008.

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. To date, 27 schools have benefited from this treatment. The "school zone" will operate on school days, for no more than forty-five minutes in the morning at a time between 8am and 9am and for no more than thirty minutes in the afternoon at a time between 2.30pm and 3.30pm.
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 resolved by the Council.

FINANCIAL IMPLICATIONS

4. The estimated cost for this school zone is \$80,000.
5. The recommendations of this report align with 2006-16 Long Term Council Community Plan (LTCCP) budgets.

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. 86, p.2051) 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 (**Attachment 2**). Council resolution is required to implement the speed limit restrictions and traffic management changes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

7. This report's recommendations support the project objectives as outlined in the 2006-16 LTCCP.
8. This project aligns with the Transport and Greenspace Unit's "Our Community Plan 2006-2016".

1 Cont'd

ALIGNMENT WITH STRATEGIES

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

CONSULTATION FULFILMENT

10. Both the Burnside High School and the Christ the King School Boards of Trustees have been informed of the proposed variable speed limits and have expressed support for the installation of variable speed limits at their school. Information newsletters will be made available to all the families of children attending the schools. Property owners and residents will receive a newsletter about the signage to be installed outside their properties. The residents of these properties will also be visited, and the property owners and occupiers given a minimum of 14 days to make submissions about the sign locations.
11. 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
 - (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
 - (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. Support for the proposed variable speed limits has been received in writing from the New Zealand Police and from Land Transport New Zealand.

1 Cont'd

STAFF RECOMMENDATIONS

That the Council approve:

- (a) The installation of variable speed limits on Memorial Avenue and Greers Road (school zone), subject to a satisfactory outcome of any issues raised by Land Transport New Zealand and/or the community during consultation undertaken by the Council in respect of the proposals to set the new variable speed limits of 40 km/h specified below, as meets the requirements of 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 2005, a variable speed limit of 40 kilometres per hour apply on:
 - (i) Memorial Avenue, commencing at a point 25 metres south easterly of the Grahams Road intersection and extending in a south-easterly direction for a distance of 524 metres; and
 - (ii) Greers Road, commencing at a point 54 metres north easterly of Westburn Terrace and extending in a north-easterly direction for a distance of 446 metres.
- (c) That the abovementioned variable speed limits shall come into force on the date of adoption of the Council's resolution.

WORKS, TRAFFIC AND ENVIRONMENT COMMITTEE RECOMMENDATION

That the staff recommendations be adopted.

BOARD RECOMMENDATION

That the staff recommendations be adopted.

1 Cont'd

THE OPTIONS

14. There are two options; the preferred option is to install a temporary 40 kilometre per hour speed limit using electronic and static signage that operates during the daily opening and closing periods of Burnside High School. The other option is to do nothing.

ASSESSMENT OF OPTIONS**The Preferred Option**

15. Using the School Zone prioritisation criteria, Burnside High School and Christ the King School rank first in the present school prioritisation.

	Benefits (current and future)	Costs (current and future)
Social	Improved pedestrian safety for school children.	Nil.
Cultural	Nil.	Nil.
Environmental	Nil.	Additional roadside signage.
Economic	Nil	Capital expenditure and maintenance.

Extent to which community outcomes are achieved:

Primary alignment with community outcome *"Our City provides a choice of housing, easy mobility and access to open spaces, and a range of utilities that allow people to enjoy an acceptable quality of life"* by providing a safe transportation network.

Impact on the Council's capacity and responsibilities:

No impact.

Effects on Maori:

It is considered that there are no effects on Maori.

Consistency with existing Council policies:

Consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians.

Views and preferences of persons affected or likely to have an interest:

All affected parties have been contacted and all responses indicated support of the proposal.

Other relevant matters:

Nil.

1. Cont'd**Maintain the Status Quo.**

16. Maintaining the status quo or doing nothing will achieve nothing for the community. Burnside High School has requested that something be done to improve the safety of their students on this section of Memorial Avenue when school children are crossing the road. To do nothing will maintain a possibly hazardous situation.

	Benefits (current and future)	Costs (current and future)
Social	Nil	Potential for pedestrian crossing crashes with time.
Cultural	Nil	Nil
Environmental	Nil	Nil
Economic	No capital expenditure or ongoing maintenance costs.	Nil

Extent to which community outcomes are achieved:

Maintaining the status quo is not aligned to any Community Outcomes.

Impact on Council's capacity and responsibilities:

No impact.

Effects on Maori:

It is considered that there are no effects on Maori.

Consistency with existing Council policies:

Maintaining the status quo is not consistent with the Road Safety Strategy or the CCC Financial Plan and Programme 2004 and conflicts with the objectives of the asset management plan.

Views and preferences of persons affected or likely to have an interest:

Given that feedback in support was received for the option distributed for public consultation it is considered that there is some support for not maintaining the status quo.

Other relevant matters:

Nil.

**VAL CARTER
CHAIRPERSON**



New Zealand Gazette – Te Kahiti o Aotearoa

Notice Number: 3459

Year: 2005

Publication Date: 02 June 2005

Page Number: 2051

Title: Variable Speed Limit in School Zones

Notice Text: Variable Speed Limit in School Zones

Pursuant to clause 6.1 of Land Transport Rule: Setting of Speed Limits 2003 and a delegation from the Director of Land Transport, I, Peter Graeme Croft, Manager Safer Roads, approve variable speed limits in school zones in accordance with the conditions set out in this notice.

CONDITIONS

1. Variable Speed Limit

A road controlling authority may set a speed limit of 40 km/h that operates in a school zone during the periods specified in condition 2 of this notice. At all other times, the speed limit is the permanent speed limit for the road.

2. Periods of Operation

The 40 km/h speed limit may operate on school days for a maximum period of:

- (a) 35 minutes before the start of school until the start of school;
- (b) 20 minutes at the end of school, beginning no earlier than 5 minutes before the end of school;
- (c) 10 minutes at any other time when at least 50 children cross the road or enter or leave vehicles at the roadside.

3. Signs

Signs that comply with Land Transport Rule: Traffic Control Devices 2004 must be installed to mark the beginning and end of the variable speed limit in the school zone as follows:

- (a) At least one R1-6 "School zone variable" sign at each end of the variable speed limit on the main road outside the school, facing road users travelling towards the variable speed limit; and
- (b) at least one R1-6 "School zone variable" sign or R1-6.1 "School zone fixed" sign facing road users travelling towards the variable speed limit on each side road that intersects with the school zone, where that side road is a no exit road or is controlled by Give-way or Stop signs at the intersection with the school zone; and
- (c) at least one R1-7 "School zone ends" sign at each end of the variable speed limit on every road, facing road users leaving the variable speed limit.

4. Length of Variable Speed Limit

A variable speed limit in a school zone must be a minimum length of 300

metres but should not be longer than 500 metres. The length of variable speed limit on side roads that intersect with the school zone may be shorter than 300 metres.

5. Warrant

A road controlling authority may only set a variable speed limit in a school zone under the following conditions:

- (a) There is a high level of school-related activity on the road outside the school, with at least 50 children crossing the road or entering or leaving vehicles at the roadside; and
- (b) the traffic on the road outside the school meets at least one of the following conditions:
 - (i) The mean speed of free-running vehicles is greater than 45 km/h; or
 - (ii) the 85th percentile speed of free-running vehicles is greater than 50 km/h; or
 - (iii) there have been speed related crashes in the previous five years; or
 - (iv) the school-related activity in condition 5 (a) occurs on a main traffic route.

6. Bylaw

A road controlling authority must set a variable speed limit in a school zone by making a bylaw in accordance with Land Transport Rule: Setting of Speed Limits 2003.

REVOCATION

The notice dated the 26th day of June 2002, published in the New Zealand Gazette, 4 July 2002, No. 76, page 2029, relating to school zone signs is hereby revoked.

DEFINITION

School zone means a length of road outside a pre-school, primary school, intermediate school or secondary school.

Dated at Wellington this 31st day of May 2005.

PETER GRAEME CROFT, Manager Safer Roads.