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Corporate Plan Output: Traffic Signs and Markings	

#### **A. NEW 60 KM/H AND 80 KM/H SPEED LIMITS**

The purpose of this report is to inform the Committee of the proposed installation of new signs to establish additional 60 km/h and 80 km/h speed limit areas.

#### **BACKGROUND**

The Bylaw processes for establishing new 60 and 80 km/h speed limits on Council roads and Transit NZ state highways have now been completed. The Land Transport Safety Authority (LTSA) has prepared a NZ gazette notice that will allow both the Council and Transit NZ to install the new 60 km/h speed limits and declare other roads 50, 70 or 100 km/h as appropriate. The 80 km/h speed limits require bylaw authorisation only.

The changeover day for the new speed limits is programmed to be Monday 1 November 1999 and the Council and Transit NZ are arranging for the appropriate signs to be posted during the weekend prior to the event. Approximately 300 new signs will be required for the changeover.

#### **DISCUSSION**

A leaflet is being prepared for distribution to all residents and businesses along the roads and state highways affected by the speed limit changes. Copies will also be made available through Council Offices and Libraries, the Automobile Association and other outlets such as service stations prior to Monday 1 November.

The NZ Police will also be involved in the speed management strategy that is necessary to ensure that motorists appreciate the significance of the changes. Monitoring speeds will also be continued along many of the roads where the changes will occur adding to an extensive database that has evolved through the work carried out for the 1996 and 1998 reviews of speed limits in the city.

A copy of the map describing the new speed limits and how they relate to other limits on network arterial and collector roads is attached to this report (Councillors' copies are coloured).

#### **CONCLUSION**

Planning for the introduction of new 60 and 80 km/h speed limits in the Halswell, Linwood, Redwood, Belfast and Masham areas is well advanced. The large number of signs required to initiate these changes in speed limits needs to be managed over a weekend to ensure that the new limits are posted on the day the gazette notice is published. Publicity, enforcement and monitoring programmes are being managed to coincide with the changes which will benefit all road users by managing speeds along the state highway, arterial and collector roads affected by the new speed limits.

**Recommendation:** That the information be received.

## **B. 40 KM/H PART TIME SPEED LIMITS WITHIN SCHOOL ZONES**

The purpose of this report is to update the Committee on the proposal to introduce 40 km/h part time speed limits within school zones outside 5 schools in the city.

### **BACKGROUND**

The Committee, at its meeting on 8 June 1999 recommended to the Council that the Council make strong representation to the LTSA to reconsider its decision to decline to approve the proposed trial. The Committee also recommended that the trial proceed on non Transit NZ roads and that a Bylaw be established to create 40 km/h speed zones adjacent to schools.

After receiving advice from the Council's Legal Services Manager the Council decided to adopt the other recommendation made by the Committee *"that a subcommittee of the City Services Committee (Councillors Morgan Fahey (Chairman), Sally Buck, David Buist and Ron Wright) meet with the Land Transport Safety Authority and representatives of the five schools to discuss the issues"*. Areas of concern to the Council included the strong desire by school communities to improve safety for children and students travelling to and from school within school zones. The introduction of 40 km/h part time speed limits within school zones is used extensively in Australia and other countries indicating that a properly managed trial of such a system in Christchurch would be a positive move towards creating a safe environment in which school pupils could safely walk and cycle to school.

### **DISCUSSION**

Since consideration of the matter of the LTSA response to our application for a trial of part time speed limits within school zones a number of discussions have taken place between Council, Police, Transit NZ and City Streets Unit officers to find a way of resolving the matters that had been raised by LTSA in their response. Background reports commissioned by the LTSA have been received:

1. Report on Christchurch City Council request for approval to trial 40 km/h part time speed limits within school zones (BF and SJ Corben Consulting).
2. Risk analysis for reducing the speed limit to 40 km/h at school crossings during school crossing times (LTSA).
3. Benefit/cost analysis of reducing the speed limit to 40 km/h at school crossings during school crossing times (LTSA).

These reports have been helpful in guiding LTSA and City Streets Unit officers in an appraisal of the issues that needed to be addressed if the LTSA was to reconsider the Council's request to trial the part time speed limits. Copies of the reports will be tabled at the meeting.

Good progress has been made at officer level and indications are that it will not be necessary for the subcommittee and schools to meet with LTSA managers to discuss the possibility of proceeding with the trial. A new application has been made to the LTSA addressing the matters that were raised initially by LTSA and discussed between officers of the Council and LTSA over the past 6 – 8 weeks.

The LTSA is looking favourably at the latest proposal which has addressed the concerns the Authority had with certain aspects of the original application. The NZ Police and Transit NZ have been assured by the LTSA that the trial will be approved subject to the City Council accepting the installation, operation and evaluation procedures agreed to by Council officers.

## **IMPLEMENTATION**

Having worked carefully through the issues involved in promoting such a trial it is recommended that, given approval from the LTSA, the trial commence during the first week of the first school term in the year 2000. We had originally discussed the possibility of commencing the trial on 1 November 1999. However, the development and supply of new electronic signs and the involvement of the school and other Christchurch communities which would need to adapt to the new part time speed limits suggested that this date would not be practicable.

Other problems involve the clash with the introduction of new 60 and 80 km/h speed limits on roads in the city, two of which will also be involved in the proposed 40 km/h part time speed limit trial. The NZ Police may also experience difficulties in monitoring the speeds during this busy period leading up to Christmas. On the other hand “Back to School Week” early next year would be most appropriate for promoting the benefits of the proposed 40 km/h part time speed limits outside schools and publicising the five trial sites on Council roads and state highways.

## **CONCLUSION**

The Land Transport Safety Authority will approve the trial subject to the City Council accepting the installation, operation and evaluation procedures that have been agreed to by Council officers. There are still some logistical and procedural issues to be addressed including the publication of gazette notices for the establishment of part time speed limit zones. We are confident that all these procedural matters can be accomplished and contracts let for the installation of the appropriate signs prior to Christmas.

It may not be necessary for the subcommittee to meet with LTSA Managers and the five schools involved in the trial. However, Councillors will be able to monitor progress through regular reporting by the Road Safety for Schools Steering Group and the Christchurch Coordinating Committee for Traffic Safety.

**Recommendation:** That the Committee approve, subject to the necessary agreement of the Land Transport Safety Authority, the commencing date for the 40 km/h part time speed limits within school zones trial outside five schools in the city being the first week in the first school term in the year 2000.

**Deputy Chairman's**

**Recommendation:**

1. That the above recommendations be adopted.
2. That the Subcommittee appointed to meet with the LTSA be disbanded in view of the progress made on this project.