

10. SPEED CHECK TRAILERS



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Corporate Plan Output: Road Safety 9.5 text 38	

The purpose of this report is to update the Board on progress on the purchase of a “Speed Check Trailer” and the method for which it is intended to fund it. This report is also being considered by the other Community Boards and the City Services Committee.

The initial approach to Boards was in February 2000 through the Special Budget Meetings where all Boards were asked to contribute to the set up costs of the speed check trailer, estimated to be \$20,000.

A prototype trailer was trialed in September 1999. This trailer is available for hire at \$500 per week. However, availability of the trailer cannot be guaranteed as it can be hired by any Council within the Canterbury area.

The trials received a positive response from residents adjacent to trial sites and it was noticeable that vehicles slowed when they passed the trailer. This process can be followed up by enforcement. The trailer was not available long enough to obtain any measurable long term benefits. However, as traffic calming is restricted to local roads, there are few options available to the Council for dealing with speed issues on main roads. The speed check trailer is seen as a valuable tool in these cases.

An equally desirable use would be on roads in local areas, where Boards often receive petitions for traffic calming but the ‘rating’ achieved is not high enough for the allocation of funding under the ‘Neighbourhood Improvements Works’ budget for physical works. The trailer can be offered to the originator of the petition or the Residents Association so that the actual extent of the problems can be better understood, ie it may be the drivers of one or two vehicles living within the street that are creating the problem, and this could be dealt with by enforcement. The road check trailer is seen as an excellent tool for dealing with these situations and removing the frustration of residents who would otherwise consider the Council was not prepared to do anything.

The intention is for the speed check trailer to be purchased as an item of plant, similar to Council vehicles and for the City Streets Unit to manage the funding of the annual rental.

The annual rental is dependent on the initial capital cost. If funding can be obtained for the electronic equipment, this would reduce the capital costs to the extent that the annual rental for the trailer can be funded out of the existing operational budgets.

The Shirley/Papanui Community Board has allocated \$3,500 in the 1999/00 financial year. The Burwood/Pegasus Community Board has allocated \$3,500 in the 2000/01 financial year. Other Boards are asked to consider similar allocations.

Operating guidelines are currently being formulated. It is intended to offer a priority to streets in areas covered by Community Boards who have contributed to the initial funding, at no charge. Requests for use in streets where Boards have not contributed to the cost of the equipment will be undertaken at a cost of up to \$100 per week or part thereof. This figure would of course be dependent on the amount of initial funding. Board members may not be aware that each time a vehicle count is carried out for a project, by placing a traffic counting hose across the road, that there is a charge of \$130.

Community Boards are being asked to contribute a sixth share of the total cost of a speed trailer. The Burwood/Pegasus and Shirley/Papanui Community Boards have agreed to contribute to the cost of this project. However, if initial funding from other Boards is not forthcoming, then the annual rental is likely to exceed that which can be reasonably met through existing operational budgets. If this were to be the case it would be necessary to reconsider the project with a view to increasing the charge out rate for its use.

Chairperson's

Recommendation: That the information be received.