

14. CASHMERE PRIMARY SCHOOL SPEED ZONE – VARIABLE SPEED LIMIT

General Manager responsible:	Manager City Environment Group, DDI 941-8608
Officer responsible:	Manager Transport and Greenspace
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PURPOSE OF REPORT

1. The purpose of this report is to request that the Spreydon/Heathcote Community Board endorses the installation of a new variable speed limit (40 kilometre per hour school zone) on Dyers Pass Road and Hackthorne Road, outside or near Cashmere Primary School, and that the Board recommends to Council the approval of a new variable speed limit and its inclusion in the Christchurch City Speed Limits Register (refer **Attachment 1**).

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 (see paragraph 34). To date 33 schools have benefited from this treatment. Cashmere Primary School is now ranked No.1 on the prioritisation list. The proposed 'school zone' will operate on school days between 8.25am and 8.55am and 3.00pm and 3.20pm.
3. Since adopting the **Christchurch City Council Speed Limits Bylaw 2010**, which became operative on 1 January 2010, the Council can resolve to make new variable speed limits. Infrastructure for school speed zones cannot be commissioned until the variable speed limits have been formally resolved by Council.

FINANCIAL IMPLICATIONS

4. The recommendations of this report align with 2009 - 2019 Long Term Council Community Plan budgets.
5. The budget for school speed zones in 2010/11 is \$112,678. There is sufficient funding to install the school speed zone in the current financial year.

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. 3459, page 2051) approving a variable speed limit of 40 kilometres per hour in school zones and setting out conditions for those speed limits. A Council resolution is required to implement the speed limit restrictions.
7. The proposed variable speed limit also complies with the Land Transport Rule: Traffic Control Devices 2004.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. This report's recommendations support the project objectives as outlined in the 2009-2019 LTCCP (School Speed Zone Signs: page 247).

ALIGNMENT WITH STRATEGIES

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

CONSULTATION FULFILMENT

10. A memorandum was sent to the Spreydon/Heathcote Community Board on 18 November 2010 advising it of plans to install a school speed zone in Dyers Pass Road and Hackthorne Road outside or near Cashmere Primary School.

11. Before the Council can set a variable speed limit pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2010, 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 who 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 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 now the New Zealand Transport Agency (NZTA).
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. 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 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.
14. A spokesperson for the New Zealand Road Transport Association supported the proposal to limit traffic speed in Hackthorne Road and Dyers Pass Road to 40 kilometres per hour before and after school. This enabled “everyone to share the roads”, she said.
15. The consultation plan was circulated to 160 residents, absentee property owners and local businesses on 24 November 2010. The Cashmere Primary School community also received details via the school newsletter. In this plan the zone extended from the eastern boundary of the school to No. 1/116 Hackthorne Road, and from No. 84 to No. 104 Dyers Pass Road.
16. Cashmere Primary School administrators support the installation of a variable speed limit outside their school and are prepared to operate it. Information about the proposed speed zone was posted out with newsletters to all the families of children attending the school.
17. Ten submissions were received, six of them supporting the proposed school speed zone to improve safety for Cashmere Primary school pupils.

18. Three submitters asked for the proposed zone in Hackthorne Road to be extended beyond the crossing point adjacent to No. 105 to slow traffic and improve safety, particularly for school children.
19. Nineteen people had previously expressed concern about safety at this crossing point when the Cashmere Primary School Travel Plan was being developed.
20. As a result of feedback the Council's project team conducted further surveys of Hackthorne Road – above and below the Dyers Pass Road intersection - to determine where Cashmere Primary School children were crossing.
21. Twenty four Cashmere Primary School children were counted crossing at the pedestrian island adjacent to No. 105 Hackthorne Road in the twenty minute period after school.
22. The New Zealand Transport Agency also noted that on 14 December 2010 approximately 20 children used the pedestrian island from 3.05pm to 3.20pm. About 80 per cent of traffic on Hackthorne Road at that time were parents who were either going to pick up children or had picked them up.
23. NZTA supported the extension of the school zone to include the pedestrian island adjacent to 105 Hackthorne Road provided that:
 - (a) a 40 kilometre per hour School Zone repeater sign is installed near 117 Hackthorne and that Council considers using an active sign at this location;
 - (b) the Council ensures that the school zone is operational only at the times when there is activity;
 - (c) Council works with the school to get buy-in from parents of the school children to comply with the school zone.
24. The project team agreed with all three conditions but considered that a static reminder sign would be adequate outside No.117 Hackthorne Road.
25. One submitter asked for the zone to be extended further up the hill on Hackthorne Road. As a result of a site visit the project team recommended that the proposed school speed zone should be moved 40 metres up Hackthorne Road to the boundary of No 141 and No.143. Motorists would receive more warning that they needed to slow down as they approached Cashmere Primary School.
26. A resident's request for 'No parking' lines in front of No. 85 Dyers Pass Road has been referred to the Council's area traffic engineer as it is outside the scope of this project.
27. A request for an education campaign for parents and caregivers who failed to observe basic road rules when dropping off and picking up children from the school has been referred to the Council's Parking Enforcement Unit and school administrators.
28. Another submitter requested that proposed school zone signage on Dyers Pass Road be moved from in front of No. 84 to the frontage of 85 so it could be less obvious behind trees and bushes. The traffic engineer reviewed the site but decided that no change should be made as any school zone signage must be highly visible.
29. After considering all feedback the project team agreed that the lower limit of the proposed school speed zone in Hackthorne Road should be extended to No.102 and No. 99, and the afternoon hours of operation should be 3.00pm to 3.20pm (rather than 2.55pm to 3.15pm).
30. An email was sent to Cashmere Primary School outlining the recommended changes to the school speed zone proposal.

31. Residents affected by the proposed extension of the school zone each received a letter updating them on the proposed zone. A subsequent meeting at 102 Hackthorne Road resulted in the static sign being shifted 15 metres in front of the property to maximise the visibility of the sign and the residents' view.
32. All submitters were then sent a copy of the plan for Council approval (**see Attachment 1**), and a letter outlining the project team's responses to their suggestions and concerns. They were advised of the Community Board meeting date and time, and how to contact the Board Adviser if they wished to seek speaking rights.
33. A spokesman for the Cashmere Residents' Association supports the Cashmere Primary School speed zone proposal.

STAFF RECOMMENDATION

It is recommended that the Spreydon/Heathcote Community Board recommends that the Council approves:

- (a) The installation of the new variable speed limit (school speed zone) of 40 kilometres per hour on Dyers Pass Road and Hackthorne Road specified below in accordance with 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 2010 a variable speed limit of 40 kilometres per hour applies on Hackthorne Road, commencing at a point 242 metres east of Dyers Pass Road (note: the lower Dyers Pass-Hackthorne intersection, ie, adjacent to 125 Hackthorne Road) and extending in a westerly (downhill) direction along Hackthorne Road for a distance of 554 metres, and on Dyers Pass Road, commencing at a point 85 metres south of Hackthorne Road (note: the lower Dyers Pass-Hackthorne intersection, ie, adjacent to 125 Hackthorne Road) and extending in a northerly (downhill) direction along Dyers Pass Road for a distance of 300 metres. The variable speed limit of 40 kilometres per hour is to apply on school days between 8.25am and 8.55am and between 3.00pm and 3.20pm.
- (c) That the above-mentioned variable speed limit shall come into force on the date of adoption of the Council's resolution, and will be enforceable following the installation of the variable speed limit signage as per the Land Transport Rule: Traffic Control Devices 2004 and New Zealand Transport Agency Traffic Note 37: 40 kilometres per hour variable speed limits in school zones – Guidelines.

CHAIRPERSONS RECOMMENDATION

For discussion.

BACKGROUND

34. Cashmere Primary School is currently No. 1 on the Council's prioritisation list for installation of new school speed zones. This process ranks each road fronting a school by scoring the following 10 factors: road classification (i.e. local, major arterial etc), traffic volume, traffic speed, road environment (distractions, visibility etc), community interest, kerbside activity, number of children crossing the roadway, cyclist volume, percentage of trucks, and whether a school patrol exists. There are 293 frontage roads at the 162 schools in the Christchurch City area.
35. Two options were considered by the project team. The first and preferred option is to install a 40 kilometre per hour variable speed limit using electronic and static signage that operates outside Cashmere Primary School on school days from 8.25am to 8.55am and 3.00pm to 3.20pm. The other option is to maintain the status quo. The school is keen to see a speed zone installed in Dyers Pass Road and Hackthorne Road to improve safety for pupils.