

## 9. ROYDVALE SCHOOL - VARIABLE SPEED LIMIT



<b>General Manager responsible:</b>	General Manager, City Environment Group, DDI 941-8608
<b>Officer responsible:</b>	Unit Manager, Transport and Greenspace
<b>Author:</b>	Michael Thomson, Senior Traffic Engineer

### PURPOSE OF REPORT

1. The purpose of this report is to request that the Board endorse the installation of a new variable speed limit (40 kilometres per hour school zone) on Roydvale Avenue and Juniper Place, at Roydvale School (**refer attachment 1**) and that the Board recommend to the Council that it approve the new variable speed limit and include it in the Christchurch City Council Register of Speed Limits.

### EXECUTIVE SUMMARY

2. The Council has a commitment to improve road safety. Reducing excessive vehicle speeds where appropriate, outside schools during peak arrival and departure periods improves the safety for children. The Council has a programme of installing 40 kilometres per hour variable speed limits (known as “school zones”) outside schools according to a prioritisation process. This process, (including the methodology behind it) was recently endorsed again by Council as the most appropriate method of improving road safety outside certain schools. Roydvale School currently has the next highest priority, following zones already commissioned. To date, 35 schools have benefited from this treatment. The “school zone” can operate on school days, for a period no more than forty-five minutes in the morning before the start of school and for a period no more than thirty minutes in the afternoon, beginning no earlier than five minutes before the end of school. The “school zone” can also operate for a period of ten minutes at any other time when children cross the road, or enter or leave vehicles at the roadside.
3. The Council can resolve to set new variable speed limits, in accordance with the Christchurch City Council Speed Limits Bylaw and the Land Transport Rule: Setting of Speed Limits 2003. 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 of this zone is \$40,000 and will be funded from an existing approved budget.

### Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

5. The recommendations of this report align with 2009-19 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 the New Zealand Transport Agency in the New Zealand Gazette (21/4/2011, No. 55, p. 1284) 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 (**refer attachment 2**). Council resolution is required to implement the speed limit restrictions and traffic management changes.
7. The Land Transport Rule : Setting of Speed Limits 2003.
8. The Land Transport Rule: Traffic Control Devices 2004.
9. Christchurch City Council Speed Limits Bylaw 2010.

### Have you considered the legal implications of the issue under consideration?

10. As above.

## **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

11. This report's recommendations support the project objectives as outlined in the 2009-19 LTCCP.
12. This project aligns with the Transport and Greenspace Unit's "Our Community Plan 2009-2019".

## **ALIGNMENT WITH STRATEGIES**

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

## **Do the recommendations align with the Council's strategies?**

14. As above.

## **CONSULTATION FULFILMENT**

15. 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).
16. Section 7.1(3) of the Rule provides:
  - (i) 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.
17. Representatives of the Commissioner of Police, the Director of New Zealand Transport Authority, the Chief Executive Officer of the New Zealand Automobile Association Incorporated, 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 to be affected by the proposed speed limits. No neighbouring road controlling authority is affected.

18. A spokesperson for the New Zealand Transport Agency supported the proposed variable speed limit outside Roydvale School. He noted that they meet all the requirements of the warrant as set out in Traffic Note 37 Section 4. The schools exceed the requirement of 50 children crossing the road or entering a vehicle, and have traffic speeds above the requirements and/or are on a main traffic route.
19. A consultation plan was circulated to 80 residents in Roydvale Avenue and Juniper Place on 22 November 2011. In most cases the consultation leader spoke to property owners near proposed school speed signs. The school also provided details to the school community via its newsletter.
20. Information about the proposed school speed zone was delivered to the Russley, Avonhead and Memorial Residents' Association.
21. Responses were received from 14 stakeholders. Eight supported the planned variable speed limit and one opposed it. The remaining five did not indicate their views on the proposed school speed zone. However, they and some of the other respondents raised concerns about workers from the nearby Technology Park parking all day in Juniper Place, and the danger they believe this posed to school children.
22. The project team has advised these respondents that parking outside the frontage of Roydvale School and the whole of Juniper Place is outside the scope of this school speed zone project. However, parking will be addressed as part of the Roydvale School Travel Plan project, due to commence soon. The travel plan will identify definite actions, who will be responsible for implementing these, and timelines. Affected residents will be consulted on any changes to parking proposed by the Council.
23. The respondent who opposed the proposed school speed zone felt that it would restrict traffic flow and cause hold-ups. The project team responded that school speed zones have been introduced on roads with much higher volumes of traffic than Roydvale Avenue and have been very successful. He was advised that there is no evidence of increased congestion, or accidents resulting from the introduction of school speed zones round the country.
24. Roydvale School administrators support the installation of a variable speed limit outside their school and are prepared to operate it.
25. Respondents were sent a copy of the plan for Council approval, and a letter outlining the project team's responses to their suggestions and concerns. They were also advised of the Community Board meeting date and time, and how to contact the Board Adviser if they wished to seek speaking rights.

#### **STAFF RECOMMENDATION**

That the Fendalton/Waimairi Community Board recommend that the Council approve:

- (a) The installation of a 40 kilometre per hour variable speed limit on Roydvale Avenue and Juniper Place (school zone), as meets the requirements of Section 7.1 of the Land Transport Setting of Speed Limits Rule 2003, and the New Zealand Gazette notice (21/04/2011, Number 55, page 1284), including the times of operation.
- (b) Subject to Council approving recommendation (a), that pursuant to Clause 5(1) of the Christchurch City Speed Limits Bylaw 2010, a variable speed limit of 40 kilometres per hour apply on:
  - (i) Roydvale Avenue, commencing at a point 20 metres north easterly of the O'Connor Place intersection and extending in a north easterly direction for a distance of 466 metres.
  - (ii) Juniper Place, commencing at the Roydvale Avenue intersection and extending in a north westerly direction for a distance of 300 metres.

- (c) Subject to Council approving recommendation (a), that the abovementioned variable speed limit shall come into force on completion of infrastructure installation, and public notification.

## **BACKGROUND**

26. Roydvale School is currently second equal 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.
27. 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 Roydvale School before and after school during the school term. The other option is to maintain the status quo. The school is keen to see a speed zone installed in Roydvale School and Juniper Place to improve safety for pupils.