

9. CHRISTCHURCH CITY PROPOSED NEW OR AMENDED SPEED LIMITS



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

1. The purpose of this report is to seek the Council's consent to undertake the consultation required in order to set new or amended Speed Limits as shown on the attached map (see **Attachment 1**) and listed in the table attached to this report (see **Attachment 2**).

EXECUTIVE SUMMARY

2. The speed limits on the roads in **Attachment 2** have been reviewed in accordance with the Land Transport Rule: Setting of Speed Limits 2003, Rule 5004 ("The Rule").
3. These were presented to a Council workshop on 23 February 2010. Councillors expressed concern over some streets which were not included. These were not included because they did not comply with "The Rule". Subsequent informal discussions with Councillors Wells, Shearing and Buck and a formal approach to New Zealand Transport Agency (NZTA) and New Zealand Police have resulted in minor changes which have now been included (see map at **Attachment 1**, locations 31-34). Note: Cashmere Road, from Oderings nursery to Penruddock Rise, was not included as the existing speed limit is currently lower than the calculated speed limit (see paragraph 24).
4. Although this process initially set out to review all speed limits in the former Banks Peninsula District Council area to ensure they complied with the requirements of "The Rule", Councillors agreed to not include changes to speed limits in the former Banks Peninsula District Council area unless they had been specifically requested. The one road that has been requested is State Highway 75 through Little River.
5. Speed limits can be set using the Christchurch City "Council Speed Limits Bylaw 2010", which came into force on 1 January 2010.
6. Once approved, the consultation on the roads in **Attachment 2** will be carried out in accordance with "The Rule" (see Background) and subsequent steps in the process of changing these limits will take place. A proposed timetable is shown in paragraph 30.
7. No additional speed limits, other than the ones noted in this report, or changes to urban traffic areas will be considered as part of this review but will be included in the next speed limit review.

FINANCIAL IMPLICATIONS

8. The estimated cost of new signs and the relocation of existing speed limit signs for this proposal is \$11,000.
9. Budget for the signs will be funded in the 2010/2011 financial year.

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

10. The estimated cost for the review, consultation and legal process is covered in the Traffic Operational budget and the cost of new signs are covered by the New Regulatory Sign budget.

LEGAL CONSIDERATIONS

11. This process is being carried out in accordance with the requirements set out in the Local Government Act 2002, the Land Transport Rule, Setting of Speed Limits 2003 Rule 5004, and the Christchurch City Speed Limits Bylaw 2010.

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

12. As above. The Bylaw provides for the Council to set speed limits by resolution, but it must comply with section 7.1 of "The Rule" before it does so. Rule 7.1 sets out who the Council, as road controlling authority, must consult with before setting a speed limit and also provides for additional information that must be provided for some speed limits (e.g. when a proposed speed limit is 50 kilometres per hour or more and is not the calculated speed limit, or when it is less than 50 kilometres per hour). The Council must consult with the listed persons by writing to them 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.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes – Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

14. As above.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's strategies?

16. As above.

STAFF RECOMMENDATION

It is recommended that the Council resolve:

- (a) That consultation now be undertaken in respect of the proposed new or amended speed limits, as set out in the table attached to this report (Attachment 2);
- (b) That in each case, the persons required to be consulted be given not less than four weeks in which to make submissions on the proposals;
- (c) That consultation be undertaken with the Selwyn District Council being a Road Controlling Authority that is responsible for roads that join or are near to city roads on which it is proposed that the speed limit be changed;
- (d) That consultation be undertaken with the Waimakariri District Council being a Road Controlling Authority that is responsible for roads that join or are near to city roads on which it is proposed that the speed limit be changed;
- (e) That consultation is undertaken with New Zealand Transport Agency being a Road Controlling Authority that is responsible for roads that join or are near to city roads on which it is proposed that the speed limit be changed;
- (f) That for the purposes of consultation, "any local community" shall be those persons or organisations referred to in paragraph 27.
- (g) That Cashmere Road not be included in the table of roads for a speed limit change and that other avenues for addressing speed on Cashmere Road be pursued;
- (h) That the Council request the New Zealand Transport Agency to review the speed limit on State Highway 75 through the township of Little River.

BACKGROUND

17. The Council is responsible for setting speed limits on those roads within its district, in respect of which it is the Road Controlling Authority. The authority for the Council to do this is contained in the Land Transport Rule: Setting of Speed Limits 2003, Rule 5004 ("The Rule").
18. The Council is not the Road Controlling Authority for State Highway 75 through Little River, therefore the Council cannot set speed limits on this section of road. The Council can only request NZTA to review the speed limit on this road.
19. A Speed Limit is set using the Christchurch City Speed Limits Bylaw 2010.
20. In setting speed limits on its roads, the Council must comply with the requirements of "The Rule". "The Rule" requires the Council to apply the "guidelines for setting speed limits and procedures for calculating the appropriate speed limits" as set out in "Schedule 1, Speed Limits New Zealand" of "The Rule". "The Rule" also prescribes the consultation that is required to be carried out for any proposed speed limit change (see paragraph 27).
21. Once the provisions of "The Rule" have been complied with in relation to determining an appropriate speed limit and the necessary consultation has been undertaken, the Council may set that speed limit by passing a resolution under Clause 5 of the Bylaw. The new speed limit will then be recorded in the Council's Speed Limit Register and maps.
22. The particular roads in respect of which it is now proposed that new speed limits be set are set out in the table attached to this report (**Attachment 2**). The table (**Attachment 2**) details the precise portions of the roads in question, the existing speed limits, the proposed new speed limits and the reasons why it is proposed that the existing speed limits be changed. Where the proposed speed limit differs from the speed limit calculated in accordance with Speed Limits New Zealand, they are detailed together with the reasons specified in the table.
23. The posted speed limit on Cashmere Road, from Oderings Nursery to Penruddock Rise, is 70 kilometres per hour. Residents of Westmorland have expressed concern that this is too high. This is also a well known cycle training route and cyclists also have concerns. This section of road has been recently evaluated in accordance with "The Rule" and the speed limit should be 80 kilometres per hour. An evaluation of Cashmere Road, from Oderings Nursery to Hendersons Road, comes out to be nearer 100 kilometres per hour. Staff therefore are clear that 50 kilometres per hour is not appropriate for this stretch of road. Wayne Osmer from NZTA has visited the site and agrees that the 70 kilometres per hour speed limit is acceptable. The Police also agree with this evaluation.
24. The Council at its meeting on 27 August 2009 discussed in depth the issues around speed limits in Aldwins Road. Although staff recommended that the speed limit remain at 60 kilometres per hour, the Council resolved to go out to consultation to gauge the feedback on "reduction in the speed limit from 60 kilometres per hour to 50 kilometres per hour". The Council also wanted to gauge the feedback on leaving the speed limit at 60 kilometres per hour and "that the review also incorporate the existing 50 kilometre per hour speed limit on Aldwins Road". This is the reason why there are two different proposals for Aldwins Road in the table at Proposed New or Amended speed Limits (**Attachment 2**).
25. In respect of each proposed speed limit, the evaluation prescribed by Speed Limits New Zealand has been carried out by an independent consultant, Antoni Facey of Facey Consultants.
26. The attached table (**Attachment 2**) lists roads where it is appropriate to change the speed limit. This is generally because the traffic environment has changed due to development which necessitates a corresponding change in the speed limit.

27. Before a speed limit is set or changed Section 7.1(2) of "The Rule" requires that consultation is carried out with the following persons that may be affected by the proposed speed limit:
 - (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 (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) Any other organisation or road user group that the road controlling authority considers to be affected by the proposed speed limit: and
 - (h) The Agency (NZTA).
28. "The Rule" requires the Council to consult each of the persons listed above in writing, advising them of the proposed speed limit and giving them a reasonable time in which to make submissions on the proposal.
29. The term "Any Local Community" is not defined for the purposes of Section 7.1(2) (c) of "The Rule". However, in respect of the roads referred to in the attached table (**Attachment 2**), it is considered that the appropriate persons to consult are the occupiers of those properties which adjoin those parts of the roads upon which it is proposed that the speed limits be changed and each Community Board in respect of whose area the roads lie. Environment Canterbury and affected bus companies, who drive any of the road listed in **Attachment 2**, will also be consulted.
30. The proposed timetable for the completion of this review is as follows:
 - (a) 24 June 2010: Report to Council seeking consent to consult.
 - (b) July 2010: Consultation to be carried out as detailed in paragraph 27.
 - (c) 30 July 2010: Closing date for consultation responses.
 - (d) August 2010: Prepare summary of consultation comments.
 - (e) 23 September 2010: Present report to Council on consultation feedback and request the Council to resolve Speed Limit changes.
 - (f) December 2010: Arrange for sign changes and the update of Speed Limit Register, Maps and the Council Website.