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 25. **GARDINERS ROAD, MILNS ROAD, MAIN NORTH ROAD, CRANFORD STREET AND BRIDGE STREET PROPOSED AMENDED SPEED LIMITS**

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

1. The purpose of this report is to seek Council approval of the proposed amended speed limits on Gardiners Road as shown in **Attachment 1**, to correct a clerical error from the previous Speed Limit Reviews in regards to the speed limits on Milns Road (**Attachment 2**) and Bridge Street (**Attachment 4**), to formally resolve the speed limits on sections of Cranford Street (**Attachment 3**) and Main North Road and to include all of these changes in the Christchurch City Speed Limit Register.

EXECUTIVE SUMMARY

2. Milns Road was part of the last Speed Limit Review (adopted by Council 23 September 2010), however due to a clerical error the Council did not formally resolve to revoke the existing 70 kilometre per hour speed limit when it resolved to reduce the speed limit on Milns Road to 50 kilometres per hour and, as a result, the speed limit of 50 kilometres per hour could be contested in court. No consultation was carried out as part of this review in regards to Milns Road as no physical change is proposed.
3. Until 31 December 2003 Cranford Street and Main North Road (between Cranford Street and Northcote Road / Queen Elizabeth II Drive) formed part of State Highway 74. An officer from the New Zealand Transport Agency recently contacted Council staff highlighting that the speed limits on these sections of these roads may no longer be enforceable. The legal instrument used when installing these speed limits is no longer valid and the Council therefore needs to formally resolve the speed limits on these sections of road if the posted speed limits are to be enforceable. No consultation was carried out in regards to these roads as no physical changes are proposed.
4. Staff have discovered that the existing resolution that is recorded in the Register of Speed Limits setting the change point for the speed limit on Bridge Street from 50 kilometres per hour to 70 kilometres per hour may not be enforceable because it references Kibblewhite Street, a road that no longer intersects with Bridge Street. When the section of Kibblewhite Street was closed the resolutions should have been corrected. No consultation was carried out in regards to Bridge Street as no physical change is proposed.
5. At a joint meeting of the Shirley/Papanui and Fendalton/Waimairi Community Boards held 15 December 2010, the Boards resolved to approve the intersection improvements on Gardiners Road which included the proposed new speed limit threshold.
6. When setting new speed limits the Council must comply with the requirements set out in Schedule 1 of the 'Land Transport Rule (54001), Setting Of Speed Limits 2003' (The Rule). Council staff engaged the services of independent consultants, KF Consultium, to assess the proposed new speed limit on Gardiners Road according to criteria in 'The Rule'. As no physical change is proposed on Milns Road, Main North Road, Cranford Street and Bridge Street, no independent assessment was carried out.
7. 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; and
 - (b) A territorial authority that is affected by the existing or proposed speed limit; and
 - (c) Any local community that the road controlling authority considers to be affected by the proposed speed limit; and
 - (d) The Commissioner (Police); and

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- (e) The Chief Executive Officer of the New Zealand Automobile Association Incorporated; and
 - (f) The Chief Executive Officer of the New Zealand Road Transport Forum; and
 - (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 New Zealand Transport Agency (NZTA).
8. Once the provisions of 'The Rule' have been complied with in relation to determining the appropriate speed and undertaking the necessary consultation, the Council may set that speed limit by passing a resolution under clause 5 of the Christchurch City Speed Limits Bylaw (2010). The new speed limits will then be recorded in the Council's Speed Limits Register.
9. Residents and property owners of properties on Gardiners Road from Sawyers Arms Road to Claridges Road were sent a consultation document outlining the proposed changes on Gardiners Road. Other stakeholders consulted on the proposed speed limit changes included NZTA, New Zealand Road Transport Forum (NZRTF) and the New Zealand Automobile Association (AA). Twelve responses were received. Eleven generally support the proposal. One respondent did not support the proposal but suggested that the speed limit for the entire length of Gardiners Road be reduced to 50 kilometres per hour.

FINANCIAL IMPLICATIONS

10. The estimated cost of the new signs, road markings and the relocation of existing speed limit signs for Gardiners Road is \$40,000. The estimated cost for Milns Road, Main North Road, Cranford Street and Bridges Street is \$nil.

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

11. The cost for this proposal is covered by the Sawyers Arms/Gardiners Road Intersection Safety Improvement Project budget.

LEGAL CONSIDERATIONS

12. This process is being carried out in accordance with the requirements set out in the Local Government Act 2002, the Land Transport Rule (54001), Setting of Speed Limits 2003, and the Christchurch City Council Speed Limits Bylaw 2010.

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

13. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. 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?

15. As above.

ALIGNMENT WITH STRATEGIES

16. Aligns with the Council's strategies including the Road Safety Strategy.

Do the recommendations align with the Council's Strategies?

17. As above.

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CONSULTATION FULFILMENT

18. Consultation was carried out in accordance with "The Rule" (refer to paragraphs 5 & 7) and a summary of responses for the proposed speed limit change on Gardiners Road is provided in Paragraph 9. As stated in Paragraphs 2, 3 and 4, no consultation was carried out on the proposed changes on Milns Road, Main North Road, Cranford Street and Bridge Street as no physical changes are proposed.

STAFF RECOMMENDATION

It is recommended that the Council resolve:

- (a) That it is satisfied that the consultation undertaken by the Council in respect to the proposals to set new speed limits on the roads specified below meets the requirements of Section 7.1 (2) of The Land Transport Rule (54001): Setting of Speed Limits Rule 2003;
- (b) That pursuant to clause 5 (1) of Christchurch City Setting of Speed Limits 2010, speed limits be set as listed below:
 - (i) That any existing speed limits superseded by the recommendations in this report be revoked;
 - (ii) That the speed limit on Milns Road, from a point measured 50 metres north of Sparks Road, to a point measured 300 metres south-east of Halswell Road, be set at 50 kilometres per hour;
 - (iii) That the speed limit on Main South Road, from Northcote Road to Cranford Road, be set at 60 kilometres per hour;
 - (iv) That the speed limit on Cranford Street, from Main North Road to a point measured 300 metres north of McFaddons Road, be set at 60 kilometres per hour;
 - (v) That the speed limit on Gardiners Road, from a point measured 160 metres north-east Sawyers Arms Road to a point measured 50 metres south of Wilkinsons Road, be set at 80 kilometres per hour;
 - (vi) That the speed limit on Bridge Street, from Bexley Road to a point measured 350 metres west of Cromer Place, be set at 70 kilometres per hour;
- (c) That the speed limits in (b) (i) – (iv) come into force on 28 October 2011;
- (d) That the speed limit in (b) (v) comes into force on completion of Stage 1 of the Sawyers Arms/Gardiners Road Intersection Improvement Project.