

7. CHRISTCHURCH CITY PROPOSED NEW SPEED LIMITS

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PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's support to set new speed limits on the roads described in this report (refer to **attached** plans).

EXECUTIVE SUMMARY

Jones Road

2. It is proposed to shift the 100/50 km/h speed limit threshold on Jones Road, in Templeton west. (further away from Kirk Road by 150 metres.) The proposal is also being considered by the Selwyn District Council.
3. Reasons for change:
 - A previous assessment of the speed limit of Jones Road in 2003 recommended that a threshold be constructed at the present location (600 metre from Kirk Road) to slow drivers as they enter Templeton from the west along Jones Road.
 - To relocate the existing speed limit threshold on Jones Road to a point west of the new subdivision entranceway.
 - This is a boundary road with the Selwyn District Council.

Hayton Road and Wigram Road

4. It is proposed that the speed limit be changed from 80 to 50 km/h on Hayton Road and Wigram Road from Hayton Road to Treffers Road.
5. Reasons for change:
 - The intersection of Hayton Road and Wigram Road forms an effective urban/rural boundary.
 - There is a clear change of development density and the speed limit should reflect this.
 - There is a demand for building in this area and both roads may soon have fully developed industrial frontages.

John Paterson Drive

6. It is proposed that the speed limit on John Paterson Drive, from Springs Road to the end, be posted as a 80 km/h speed limit.
7. Reasons for change:
 - Recent rural residential subdivision with a small number of established properties.
 - The default speed limit for the Drive is 50 km/h, which does not meet the Speed Limit New Zealand requirements.
 - If further subdivision occurs on John Paterson Drive that results in more access, the speed limit will be reviewed.

Quaifes Road

8. It is proposed that the section of Quaifes Road from Sabys Road to a point 600 metres west from Sabys Road be reduced from 100 km/h to 80 km/h.
9. Reasons for change:
 - Residential development at the south east end of Quaifes Road.
 - Grassed shoulders used for recreation purposes, especially by horse riders.
 - Street lighting exists in this area.

Old Taitapu Road and Early Valley Road

10. It is proposed that Old Taitapu Road from State Highway 75 to the boundary with Selwyn District Council and Early Valley Road from Old Taitapu Road to end (boundary road with Selwyn District Council) be changed from 100 km/h to 80 km/h. The proposed speed limit change is also being considered by the Selwyn District Council.
11. Reasons for change:
 - To reflect the road side development and recreation use of both these roads including cyclists, and horse riders.
 - There are a number of significant developments along Old Taitapu Road including a restaurant, vineyards and commercial glasshouses.
 - Early Valley Road has a number of properties fronting the road and appears to be a lifestyle area with fruit stalls.

Foremans Road

12. It is proposed that the section of Foremans Road from a point 200 metres west of Halswell Junction Road westerly along Foremans Road to the end and to the Main South Road (State Highway 1) be changed from 80 km/h to 50 km/h.
13. Reasons for change:
 - Due to the industrial development along Foremans Road.
 - Recent speed limit changes on the adjoining Main South Road (State Highway 1) from 80 to 70 km/h.

Springs Road

14. It is proposed that the section of Springs Road from Marshes Road to Hodgens Road (boundary road with Selwyn District Council) be changed from 100 km/h to 80 km/h. The proposed speed limit change is also being considered by the Selwyn District Council.
15. Reasons for change:
 - To extend the existing 80 km/h speed limit on Springs Road from Halswell Junction Road to the 50 km/h speed limit change at Prebbleton.
 - The section of Springs Road from Halswell Junction Road to Marshes Road was changed to 80 km/h in 1 February 2004 (Christchurch City Road).
 - The section of Springs Road from Marshes Road to Hodgens Road is a boundary road with Selwyn District Council.

Blenheim Road Deviation

16. It is proposed that the speed limit on Blenheim Road from the Mandeville Street intersection along the Blenheim Road deviation to Deans Avenue and Moorhouse Avenue from Deans Avenue to the intersection of Lincoln Road, be posted as a 60 km/h speed limit. The proposed speed limit will also be presented to the Hagley/Ferrymead and Spreydon/Heathcote Community Boards for their support.
17. Reasons for change:
 - To set a speed limit on Blenheim Road deviation to be consistent with the existing section of Blenheim Road.
 - The design speed for the Blenheim Road deviation is 60 km/h.
 - The existing section of Moorhouse Road west from Lincoln Road (Speed Limit NZ) rating is for a speed limit of 70 km/h.
 - It is suggested that the speed limit on Moorhouse Avenue from Deans Avenue to Lincoln Road be made 60 km/h to maintain the consistency along this route.

Deans Avenue

18. It is proposed that the speed limit on Deans Avenue from Harper Avenue to Riccarton Road be posted as a 60 km/h speed limit. The proposed speed limit change will also be presented to the Hagley/Ferrymead Community Board for their support.
19. Reasons for change:
 - To clarify the arterial nature of this road.
 - Deans Avenue between Harper Avenue and Riccarton Road is a four lane median divided road.
 - The recommended rated speed limit of 80 km/h is a rural speed limit and a maximum speed limit of 60 km/h is suggested for Deans Avenue in a urban environment.
20. The proposed speed limits for these nine changes have been evaluated as prescribed by Speed Limits New Zealand by a consultant, namely Antoni Facey of Facey Consultants.
21. No additional roads are to be considered in this round of consultation. Additional roads can be considered in subsequent reviews once they have been evaluated against the Speed Limits New Zealand guidelines. It is intended that speed limits be reviewed on a biannual cycle.
24. The proposed time table for the process is:
 - 1 August 2006 - Council Seminar.
 - 21 September 2006 – Report to Council seeking consent to consult.
 - October 2006 – Report to Community Boards seeking support for proposed changes.
 - October 2006 – Consultation with;
 - the required parties
 - directly affected properties owners
 - Residents Groups
 - News media
 - 20 October 2006 – Closing date for consultation responses.
 - 30 November 2006 – Report to Council on consultation feed back and request that the new speed limits be set.
 - December 2006 – Arrange for sign changes and to update Speed Limit Register, Map and Council Web site.

FINANCIAL AND LEGAL CONSIDERATIONS

25. The cost of new signs and the relocation of existing speed limit signs are within existing budgets.
26. The Land Transport Rule: Setting of Speed Limits 2003, Rule 5004 requires the Council to apply the guidelines of Speed Limits New Zealand for the setting of speed limits and the procedures for calculating speed limits.

BACKGROUND ON CHRISTCHURCH CITY PROPOSED NEW SPEED LIMITS

27. Board members may recall that at the Council seminar on 1 August 2006 they were briefed on proposals to change certain speed limits on roads within the City.
28. 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") and the Christchurch City Speed Limit Bylaw 2005 ("the Bylaw").
29. In setting speed limits the Council must comply with the requirements of the Rule. It requires the Council to apply "Speed Limits New Zealand" for the setting of speed limits. "Speed Limits New Zealand" contains guidelines for setting speed limits and procedures for calculating speed limits. They are set out in Schedule 1 of the Rule. The Rule also prescribes the consultation that is required to be carried out for any proposed speed limit change.
30. The Council may set a speed limit that differs from the calculated speed limit under Speed Limits New Zealand. However, in this case there is provision in the Rule that must be complied with.

"A speed limit different from the calculated speed limit is the safe and appropriate speed limit for a road with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is an urban traffic area or a rural area".
31. Once the provisions of the Rule have been complied with in relation to determining an appropriate speed and undertaking the necessary consultation 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.
32. At the Council meeting of 21 September 2006 consent was given to carry out the consultation process as required by the Rule.
33. This report forms part of the consultation process which will be reported back to the Council.

STAFF RECOMMENDATIONS

It is recommended that the Board supports the following speed limit changes:

- (a) That the speed limit on Jones Road on the city side of the centreline from a point measured 750 metres from Kirk Road, westerly generally, to Dawsons Road (boundary with Selwyn District Council) remain at 100 km/h.
- (b) That the speed limit of 100 km/h on the city side of Jones Road from a point 600 metres from Kirk Road to a point 750 metres, be uplifted.
- (c) That the speed limit on Hayton Road from Parkhouse Road, south easterly generally, to Wigram Road, be uplifted.
- (d) That the speed limit on Wigram Road from Treffers Road, south westerly generally, to Hayton Road, be uplifted.
- (e) That the speed limit on Wigram Road, from Hayton Road, south westerly, generally, to a point measured 100 metres north easterly, generally from Dunbars Road, remain at 80 km/h.
- (f) That the speed limit on John Paterson Drive from Springs Road south easterly, generally along John Paterson Drive to end, be set at 80 km/h.
- (g) That the speed limit on Quaifes Road from Whincops Road/Marshs Road south easterly, generally, to a point measured 600 metres north westerly generally, from Sabys Road, remain at 100 km/h.
- (h) That the speed limit on Quaifes Road from Sabys Road north westerly generally, to a point measured 600 metres north westerly from Sabys Road, be set at 80 km/h.

- (i) That the speed limit on Old Taitapu Road from State Highway 75, along Old Taitapu Road south easterly generally, to Early Valley Road (boundary with Selwyn District Council) be set at 80 km/h.
- (j) That the speed limit on Early Valley Road on the city side of the centre line from Old Taitapu Road north easterly generally, to end (boundary road with Selwyn District Council) be set at 80 km/h.
- (k) That the speed limit on Foremans Road from Halswell Junction Road westerly generally, along Foremans Road to the end, and to the Main South Road (State Highway 1) be uplifted.
- (l) That the speed limit on Springs Road on the city side of the centre line from Marshs Road south westerly, generally to Hodgens Road (boundary road with Selwyn District Council) be set at 80 km/h.
- (m) That the speed limit on Blenheim Road from Moorhouse Avenue westerly, generally, along Blenheim Road to Curletts Road, be set at 60 Km/h.
- (n) That the speed limit on Moorhouse Avenue from Blenheim Road easterly, generally, along Moorhouse Avenue to Lincoln Road be set at 60 km/h.
- (o) That the speed limit on Deans Avenue from Harper Avenue south generally, along Deans Avenue to Riccarton Road, be set at 60 km/h.