

Chairperson and Community Board Members
PARAPARAUMU/RAUMATI COMMUNITY BOARD

25 JUNE 2013

Meeting Status: **Public**

Purpose of Report: For Decision

SPEED LIMIT REDUCTION OPTIONS RAUMATI SOUTH VILLAGE

PURPOSE OF REPORT

- 1 The purpose of the report is for the Community Board to consider speed limit changes in Raumati South Village and surrounds pursuant to the Kāpiti Coast District Council Speed Limit Bylaw 2005.

SIGNIFICANCE OF DECISION

- 2 This report does not trigger the Council's Significance Policy.

BACKGROUND

- 3 The Raumati South Residents' Association Inc made a formal request to the Paraparaumu/Raumati Community Board on 18 May 2012 for the speed limit through their local village to be reduced to 30 km/h.
- 4 The request specified that the speed limit on Poplar Avenue should be reduced to 30 km/h just past the corner of Rosetta Road to near Rose Cottage to the east side of the intersection of Glen Road, Tennis Court Road and Poplar Avenue.
- 5 There was also a request for the speed limit on Renown Road to be reduced to 30 km/h from 15 Renown Road to the intersection with Poplar Avenue.
- 6 The speed limit reduction was seen as an urgent solution to resolve road safety issues for pedestrians, cyclists and motor vehicles, prior to the full upgrade of the Raumati South Village.
- 7 Both the Raumati South School and Te Ra Waldorf School have been active participants in the School Travel Plans programme in partnership with Kāpiti Coast District Council ("the Council") and Greater Wellington Regional Council. School Travel Plans are developed by school communities in order to develop safe, active and sustainable travel choices for student trips to and from school. This process includes a parent survey, a student survey, and discussions with the school staff, ongoing parent volunteers meetings, and a mapping exercise.
- 8 The primary concern outlined in the parent survey and from student interviews at Te Ra Waldorf School were around the dangers children faced crossing Poplar Avenue between Tennis Court Road and Matai Road.
- 9 The same concerns about speed and difficulties crossing Poplar Avenue from Tennis Court Road to Matai Road were also outlined in the parent surveys from Raumati South School. See Appendix 1.
- 10 Both Schools have requested that the 30 km/h slow zone should extend from Matai Road to Rosetta Road to make it safer for student and parent cyclists, scooter users and pedestrians, and believing that the reduction in speed with the

corresponding traffic calming measures will assist in normalising a lower speed environment in a high child use area.

- 11 The two local schools have outlined the dangers students face cycling to school on Poplar Avenue. To partially resolve this issue Council is currently, constructing a 2.5 metre shared pathway (cyclists and pedestrians) from Matai Road to Te Ra Waldorf School, making it significantly safer for cyclists over this stretch of their journey.

CONSIDERATIONS

Issues

SPEED LIMIT

- 12 The Council, as a Road Controlling Authority, can set speed limits greater or less than 50 km/h in Urban Traffic Areas and less than 100 km/h in rural areas in accordance with the Land Transport Rule – Setting of Speed Limits 2003.
- 13 The Land Transport Rule sets out the procedure to be used in determining the appropriate speed limit for any section of road. A speed limit lower than 50 km/h can be applied once a speed limit survey has calculated the actual speed drivers navigate the current road lay out. A speed limit of 20 km/h, 30 km/h or 40 km/h can apply if engineering measures are put in place to control the mean speed within 5 km/h of these limits.
- 14 The Council has created other self explaining 30 km/h slow zones at Ōtaki Main Street and at Paraparaumu Beach with the use of raised platform crossings, road narrowing and other design features.
- 15 A draft Poplar Avenue Speed Review has been prepared by OPUS on Poplar Avenue from Matai Road to Rosetta Road in accordance with Land Transport Rule: Setting of Speed Limits 2003. See Appendix 2. This draft report included crash data, a speed limit review and speed surveys but requires additional information prior to its full completion.
- 16 The data from the NZTA Crash Analysis System (CAS) over a five year period 2008 to 2012 inclusive revealed there have been nine crashes, two involving cyclists with one of them considered serious and seven non-injury crashes.
- 17 The speed limit review which assesses both the development (frontages and side roads) and a roadway rating (pedestrian and cycle volumes, parking, geometry, traffic control and use), revealed an average rating of 20.8 which corresponds to an urban speed environment of 50 km/h for this section of road. This rating means that a reduced speed limit would require engineering/traffic calming solutions to reduce the speed.
- 18 Although four loop based speed surveys were undertaken at four sites (Figure 4-1) in Appendix 2, faults at site A and D mean this data is incomplete. For a preliminary estimation of the speed through the village the speed loop data from Location B shows that the average speed at below 40 km/h with the 85% speed supporting this.
- 19 The OPUS Poplar Avenue Speed Review concludes that the crash history, speed surveys and speed limit review all concur with the request from Raumati South Residents Association Inc for the speed limit to be reduced to 30 km/h

from Rosetta Road to just east of Tennis Court Road. As the current speed cars travel is not significantly higher than the 30 km/h speed limit it is not considered that there will be any adverse effects on traffic flow.

- 20 If the Community Board only considers that the speed limit should be reduced from Rosetta Road to just east of Tennis Court Road, then there is only a limited need for engineering traffic calming solutions to be introduced to control the speed to within 5 km/h of 30 km/h speed limit. These could include a gated threshold treatment in combination with pavement treatments.
- 21 If the Community Board should consider recommending that the restricted speed limit area be extended to Matai Road then there are two options, which require different engineering traffic calming solutions. If Tennis Court Road to Matai had a speed limit of 40 km/h it would require limited engineering traffic calming solutions as per Rosetta Road to Tennis Court Road. If a 30 km/h speed limit is recommended then more significant engineering traffic calming solutions would be required, which could include narrowing the carriageway by introducing a footpath on the southern side of Poplar Avenue or speed humps/cushions.
- 22 A preliminary Road Safety Assessment has been conducted which supports the reduced speed limit but recommends that an independent road safety audit be completed under day and night conditions. A full road safety audit is required for any speed reduction request.
- 23 The traffic calming measures will need to be integrated into the eventual Raumati South Town Centre upgrade via the Council's Design Review process. The review will also assist in making sure the designs fit within Council's current landscape and urban design protocols.
- 24 This survey and the designs for traffic calming can then be forwarded for consultation as per the requirements of the Land Transport Rule: Setting of Speed Limits 2003.
- 25 The design options and planned positioning of the traffic calming measures will be presented to the Paraparaumu/Raumati Community Board after full consultation and prior to the speed limit reduction report going to the Regulatory Management Committee.

Financial Considerations

- 26 The costings for the traffic calming measures will be presented to the Paraparaumu/Raumati Community Board and the Regulatory Management Committee once the designs have been finalised.

Legal Considerations

- 27 The Kāpiti Coast District Speed Limit Bylaw 2005 requires Council to follow the procedures set out in Land Transport Rule: Setting of Speed Limits 2003 (SLNZ) Rule 54001. This involves undertaking a survey of the road, calculating the speed limit using the procedure set out in Speed Limits New Zealand (Schedule 1 to the Land Transport Rule) and carrying out the appropriate consultation.
- 28 Road controlling authorities do not have the ability to arbitrarily set speed limits but may propose to set a speed limit that differs from the calculated speed limit. Following consultation, an authority may set the proposed speed limit only if that speed limit is safe and appropriate for the road with regard to function, nature

and use of the road, its environment, land use patterns and whether the road is in an urban area or rural area.

- 29 The Land Transport Rule stipulates that the road controlling authority must consult with the New Zealand Police, Automobile Association, New Zealand Transport Agency, and the Road Transport Forum. It also requires the road controlling authority to consult with the local community or groups that may be affected by the proposed changes.
- 30 For the proposed speed limit change to be given effect to, a recommendation is required from the Board for the Regulatory Management Committee to ratify it in order for the new speed limit to have full legal status once installed.

Delegation

- 31 The Community Board has: *“Authority to approve or reject officer recommendations relating to all traffic control and signage matters, in relation to existing local roads within the community board’s area, except for changes to speed restrictions on local roads. (The latter power has been delegated to the Regulatory Management Committee)”*.
- 32 The Community Board can therefore make a recommendation to the Regulatory Management Committee that the speed limit should be reduced to 30 km/h.
- 33 Any designs for traffic calming, pedestrian crossings, and signage have to be approved by the Community Board before their installation.

Consultation

- 34 It is proposed that consultation would occur with the following statutory agencies and groups: The New Zealand Police, Automobile Association, NZ Transport Agency, and the Road Transport Forum as per the requirements of the Land Transport Rule: Setting of Speed Limits 2003.
- 35 A road controlling authority must also consult with the local community or groups that may be affected by the proposed changes and the following organisations and individuals could make up this list: all the residents in Raumati South, the Raumati South Residents Association Inc, Raumati South commercial property owners and tenants, Heavy Haulage Association, Mana Coach Services, New Zealand Fire Service, Wellington Free Ambulance, Cycleways Walkways and Bridleways Reference Group, Kāpiti cycling advocate groups, Age Concern, Kāpiti Youth Council, the Disability Advisory Group, walking representatives, Raumati South School, Te Ra Waldorf School and Kāpiti College.

Policy Implications

- 36 There are no policy implications in relation to the recommendation.

Tāngata Whenua Considerations

37 There are no Tāngata Whenua considerations.

Publicity Considerations

38 The Land Transport Rule requires that the New Zealand Transport Agency and New Zealand Police are advised of any new speed limit coming into force. No other formal publicity is required as drivers are required to comply with road signs. However, a press release will be issued outlining the changes and implementation date.

RECOMMENDATION

39 That the Paraparaumu/Raumati Community Board gives in principal approval to reduce the speed limits in Raumati South Village and surrounds and asks staff to carry out consultation, designs and report back to the Community Board for final approval.

Report prepared by:

Approved for submission by:

Brent Cherry

SCHOOL TRAVEL PLANNER

Sean Mallon

**GROUP MANAGER,
INFRASTRUCTURE SERVICES**

ATTACHMENTS:

Appendix 1: A marked-up aerial photo showing the difficulties crossing Poplar Avenue from Tennis Court Road to Matai Road as outlined in the parent surveys

Appendix 2: Opus report: Speed Limit Survey on Poplar Avenue from Matai Road to Rosetta Road