

**Chairperson and Community Board Members**  
ŌTAKI COMMUNITY BOARD

**27 MARCH 2012**

Meeting Status: **Public**

Purpose of Report: For Decision

## **ŌTAKI MAIN STREET – PROPOSED NEW SPEED LIMIT AND LEGAL PEDESTRIAN CROSSINGS ON MAIN STREET AND TASMAN ROAD**

### **PURPOSE OF REPORT**

- 1 The purpose of this report is two-fold:
  - To seek a recommendation to change the speed limit through the Ōtaki Town Centre along Main Street pursuant to the Kāpiti Coast District Council Speed Limit Bylaw 2005, and
  - To seek approval to establish a new legal pedestrian crossing on Main Street immediately west of the Matene Street intersection and a new legal pedestrian crossing on Tasman Road, adjacent to Te Wānanga-o-Raukawa.

### **SIGNIFICANCE OF DECISION**

- 2 The recommendations in this report do not trigger the Council's significance policy.

### **BACKGROUND**

- 3 As part of the Ōtaki Main Street Upgrade project, lowering of the speed limit in the street from 50 km/h to 30 km/h has been proposed, along with an additional lit legal pedestrian (zebra) crossing just west of the Matene Street intersection. The speed limit change was first proposed during the community consultation phase in late 2009. The design speed of the road is 30 km/h.
- 4 These features were discussed and shown in the report AS-10-981 and attached plans that were approved by the Ōtaki Community Board at their meeting on 14 September 2010.
- 5 The additional pedestrian crossing on Main Street and change of speed limit are proposed in conjunction with other measures in the streetscape design to create a low speed, pedestrian friendly environment consistent with a 'Town Centres Route' as detailed in Council's Sustainable Transport Strategy 2008.
- 6 The additional pedestrian crossing on Tasman Road is required to serve the new Institute for Māori Lifestyle Advancement ("IMLA"), being a consent condition for this project. The Road Asset Manager requested a condition to hold applicant to implementing the recommendation of the applicant's traffic consultant.

## CONSIDERATIONS

### Issues

#### SPEED LIMIT

- 7 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.
- 8 The Land Transport Rule sets out the procedure to be used for determining the appropriate speed limit for any section of road.
- 9 Based on this procedure Main Street (in its entirety between Aotaki Street and Tasman Road) has a calculated speed limit of 50 km/h, but 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.
- 10 Mean speeds for each section of Main Street as measured by manual means in April 2010 and from road tube counts in January 2011 are in the 27 km/h to 34 km/h range, which is already within the 5 km/h tolerance of the proposed 30 km/h speed limit. Once the Main Street upgrade is fully constructed speeds are expected to reduce slightly given the narrower lanes and other traffic calming measures being installed. It is therefore possible and appropriate to set the speed limit for Main Street between Aotaki Street and Matene Street intersections to 30 km/h.
- 11 The proposed signage and location for the speed limit change on Main Street and the intersecting side streets are shown in Appendix 1. A report from GHD recommending the change is attached in Appendix 2. The Traffic Management Plan required a 30 km/h speed limit during the construction works along Main Street.

#### PEDESTRIAN CROSSINGS

- 12 The pedestrian zebra crossing was included as part of the original Ōtaki Main Street project design. This paper seeks to legalise the crossing and to facilitate safe and convenient pedestrian movement across Main Street. The crossing provides a direct pedestrian link to the social service facilities on the southern side of the street.
- 13 The crossing will be flood-lit at night similar to the existing crossings in the street. It is expected to create occasional minor additional waiting time for through traffic. There were no concerns raised over its positioning when the preliminary design Road Safety Audit was performed in 2010.
- 14 A further pedestrian zebra crossing is required adjacent to the new IMLA facility to facilitate safe and convenient pedestrian movement across Tasman Road.
- 15 Condition 22 of the resource consent requires that:

*'The consent holder shall submit an outdoor pedestrian traffic plan for Council approval. The plan shall provide an efficient and safe walkway connection with other facilities near the building. The associated costs of constructing walkways and legalizing a pedestrian crossing that may be required shall be met by the consent holder.'*

- 16 The pedestrian traffic plan was prepared which recommended the following:
- the existing pedestrian zebra crossing on the western side of the roundabout be retained;
  - a new zebra crossing facility with median islands be provided on the eastern side of the roundabout;
  - a detailed design for this facility be prepared and submitted to Council for approval; and
  - construction take place to ensure operation prior to the opening of the IMLA facility.
- 17 Following a site visit by Roading Engineers, the median islands were removed from the design. The reason for this was that large groups crossed at a time and the medium island had insufficient width to allow pedestrians to wait in the middle of the road.

### Financial Considerations

- 18 The costs associated with changing the speed limit and the additional pedestrian crossing include analysis of options and consultation, preparation of reports and installation of line-marking, signs, beacons and floodlights. These costs are included in the budget for Main Street Upgrade project.
- 19 The cost of installing the new pedestrian crossing on Tasman Road will be met by the resource consent holder for the proposed IMLA facility.

### Legal Considerations

- 20 Land Transport Rule – Setting of Speed Limits 2003 (Rule 54001) sets out the procedures and requirements for changing speed limits. This requires each Road Controlling Authority to pass a Speed Limit Bylaw. In Kāpiti Coast speed limits are set pursuant to the Kāpiti Coast Speed Limit Bylaw 2005 which was adopted on 30 June 2005.
- 21 To change a speed limit under the Bylaw, the Council is required to follow the procedures set out in the Land Transport Rule relating to calculating the speed limit and consultation. This involves undertaking a survey of the road and calculating the speed limit using the procedure set out in Speed Limits New Zealand (Schedule 1 to the Land Transport Rule).
- 22 For the proposed speed limit change to be given effect to, a recommendation is required from the Board for Regulatory Management Committee to ratify in order to have full legal status once installed.

### Delegation

- 23 The Board has the following delegations in relation to these matters:

*Roading*

*7.11 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).*

**Consultation**

- 24 The Land Transport Rule stipulates in relation to Speed Limits that the Road Controlling Authority must consult with the New Zealand Police, Automobile Association, NZ Transport Agency, and the Road Transport Forum. It also requires the road controlling authority to consult with local community or groups that may be affected by the proposed changes.
- 25 The following organisations and individuals in addition to the organisations listed above, were consulted in June 2011 in relation to the proposed speed limits by way of a letter: Main Street commercial property owners and tenants, Heavy Haulage Association, Black and Gold Taxis, Madge Coachlines – Uzabus, New Zealand Fire Service, Otaki Ambulance Service, Ōtaki College, Ōtaki Primary School, Te Wananga-o-Raukawa, Te Kura Kaupapa Maori O Te Rito, Te Kura-a-Iwi-o-Whakatupuranga Rua Mano, St Peter Chanel Catholic School.
- 26 Submissions were received from the NZ Transport Agency, Automobile Association, Ōtaki Police, Road Transport Forum's regional arm (Road Transport Association) and Ōtaki Fire Service. The Ōtaki Police, Road Transport Association, Automobile Association and NZ Transport Agency all supported the proposed change.
- 27 The Fire Service did not support the proposed change because of the potential increase in journey time on call-outs.

**Policy Implications**

- 28 There are no policy implications.

**Tāngata Whenua Considerations**

- 29 There are no Tāngata Whenua considerations.

**Publicity Considerations**

- 30 The Land Transport Rule requires that NZ Transport Agency and New Zealand Police are advised of new speed limits at least 14 days before the speed limit comes into force. For this reason the implementation date will not be earlier than 30 April 2012 (RMC meeting on 12 April 2012). Construction of the Main Street upgrade will be substantially completed by 30 April 2012.
- 31 Publicity will be arranged to advise drivers of the changed speed limit and new pedestrian crossings. This is will be done by Council via the local newspaper and radio advertising.

## Other Considerations

- 32 Monitoring of the effect of the proposed changes should be carried out to ensure that mean vehicle speeds stay within 5 km/h of the new proposed speed limit. A road tube or manual speed survey will be carried out as part of Council's ongoing traffic survey programme.

## RECOMMENDATIONS

- 33 That the Ōtaki Community Board recommend to the Regulatory Management Committee that the speed limit on Ōtaki Main Street between Aotaki Street and Te Rauparaha Street be set at 30 km/h in accordance with the drawings in Appendix 1 of report IS-12-464.
- 34 That the Ōtaki Community Board approve a new legal pedestrian crossing across Main Street just to the west of Matene Street as shown in Appendix 1 of report IS-12-464 including a "no stopping" zone at least 15 metres in advance and 6 metres beyond the crossing.
- 35 That the Ōtaki Community Board approve a pedestrian zebra crossing across Tasman Road just to the east of the roundabout, including a "no stopping" zone at least 15 metres in advance and 6 metres beyond the crossing.

**Report prepared by:**

**Approved for submission by:**

**Geoff Strand**  
**TRAFFIC ENGINEER**

**Sean Mallon**  
**GROUP MANAGER INFRASTRUCTURE**  
**SERVICES**

## ATTACHMENTS:

1. Drawings 51-28693-C801 & C802, Main Street, Ōtaki
2. GHD Limited Speed Limit Review
3. Tim Kelly Transportation Planning Ltd report