

## **TRAFFIC BYLAW: CHANGES TO SPEED LIMITS**

### **PURPOSE OF REPORT**

- 1 This report seeks approval for changes to the speed limits on:
  - School Road and Arcus Road, Te Horo; and
  - Nikau Palm Road and Anlaby Road, Paraparaumu.

### **SIGNIFICANCE OF DECISION**

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

### **BACKGROUND**

- 3 In October 2011, the Te Horo School community was surveyed as part of the School Travel Plan process. A significant concern identified during the process was the speed of cars travelling past the school.
- 4 On 17 May 2012, Te Horo School made a formal application to this Committee for the speed limit on School Road, Te Horo to be reduced from 70km/h to 50km/h. This student led initiative involved students gathering speed data and then surveying the local community prior to presenting its information to this Committee.
- 5 After undertaking a speed limit survey of School Road, Arcus Road was added to the application to allow for a consistent speed limit in the environs of Te Horo School.
- 6 The Ōtaki Community Board has been consulted about the speed reductions on School Road and Arcus Road, Te Horo and support the speed reduction from 70km/h to 50 km/h on both roads.
- 7 On 23 April 2012, Little Earth Montessori Preschool, Te Tupe Road, Nikau Valley, Paraparaumu made a formal application to Council for the speed limit on Nikau Palm Road to be reduced from 80km/h to 50km/h. This application was accompanied by a petition signed by 34 parents. As part of the preschool programme teachers and parent helpers regularly walk preschoolers to the Nikau Reserve, crossing the road at the intersection of Nikau Palm Road and Te Tupe Road, currently with an 80km/h speed limit.
- 8 Whilst assessing Nikau Valley in relation to a speed limit reduction it was discovered that the new extension of Anlaby Road needs to be included in the 70km/ speed limit, otherwise it will default to a 100km/h speed area.

- 9 The Paraparaumu/Raumati Community Board has been consulted in relation to the extension of the 70 km/h speed limit on Anlaby Road and the extension of the 50 km/h speed zone on Nikau Palm Road and supports the proposals.

## CONSIDERATIONS

- 10 Speed limits surveys were conducted in School Road, Arcus Road and Nikau Valley in accordance with Land Transport Rule: Setting of Speed Limits 2003 (SLNZ). See Appendix 1. A report detailing the proposed changes to the speed limits was prepared and sent to the New Zealand Police, Automobile Association, New Zealand Transport Agency, and the Road Transport Forum on 11 June 2012 requesting submissions by 6 July 2012.
- 11 Written submissions have been received from the Automobile Association, New Zealand Police and Road Transport Forum all supporting the reduction in speed limits from a 70 km/h to 50km/h limit on School Road and Arcus Road, Te Horo and supporting the extension of the 50 km/h zone on Nikau Palm Road and the extension of the 70 km/h zone along the whole of Anlaby Road. Ōtaki Police and the Te Horo Rural Fire Force supported the reductions in speed on both School Road and Arcus Road.
- 12 On 5 July 2012, a written submission was received from New Zealand Transport Agency (NZTA) stating that they were unable to support the proposed reductions in speed limits on School Road, Arcus Road, Nikau Palm Road and Anlaby Road as they are less than the calculated speed limits as per Land Transport Rule: Setting of Speed Limits 2003. If a speed limit is set that is significantly less than the calculated speed limit there can be issues with compliance, which can create a false sense of security for other road users and pedestrians. In some situations it is appropriate to assess if other traffic calming measures should be used in conjunction with the designated speed reduction. NZTA suggest if Kāpiti Coast District Council decides to proceed with the changes, it should assess the success of the proposed speed limit reductions by monitoring the community and road user attitudes and speeds.
- 13 A road controlling authority may set a speed limit that differs from the calculated speed limit following consultation if the road controlling authority assesses this is a safe and appropriate speed limit for the road.

### School Road and Arcus Road, Te Horo

- 14 In relation to the reduction of speed limits on School Road and Arcus Road a consultation letter and submission form was sent to 113 rate payer addresses on School Road, Arcus Road and all the roads that feed School Road, on 11 June 2012, requesting submissions be returned by 6 July 2012.
- 15 Of the 113 submission forms sent out for public consultation, sixty seven were returned; a 59% return rate. Fifty six submissions supported the proposal for School Road to be reduced from 70km/h to 50km/h (84%). Eleven rejected the proposal with eight of the eleven wanting the speed to be reduced only outside Te Horo School. Fifty six submissions supported the reduction from 70km/h to 50km/h in Arcus Road (87%) with only eight rejecting the proposition.

- 16** The average surveyed speed limit rating for the whole of School Road is 10.2 slightly short of the 11+ needed for the Land Transport Rule: Setting of Speed Limits 2003, for a 50km/h speed limit. It has been assessed as having significant residential development, predominantly on one side. It has a number of newer commercial developments, community facilities and two educational facilities, a cooking school and a primary school with a current roll of 200. It has a footpath on one side, grass berms on either side and street lighting. The level of development from Gear Road to Te Horo School supports the safe application of a 50km/h speed limit.
- 17** The speed reduction is a community lead initiative. Consultation has proved there is considerable community and statutory approval for the reduced speed limit, which supports compliance. There is already a set of traffic calming measures on School Road including, School Zone signage, School Zone Signs with flashing amber lights and red synthite marking on the road surface.
- 18** There have been extensive improvements outside the school, completed after the speed limit survey was conducted, which have changed the geometry of School Road. These measures have narrowed the road, with road marking and gardens now on either side of the road. This work has been combined with a footpath extension and car parking facilities being built on the opposite side of School Road formalising a long standing parking tradition at the school. These traffic calming measures will assist in promoting compliance with the 50km/h speed limit and further support the application for a 50km/h speed limit on School Road.
- 19** Further traffic calming initiatives are still to be installed at the school. This will include small fences erected on the grass berm, on both sides of the road and at either end of the school, creating the perception that you are driving into the school area *via* a gateway.
- 20** Arcus Road does not meet the SLNZ calculated speed limit road side development criteria for a speed reduction. However it is considered that reducing the speed limit is a safe and appropriate option for this narrow road, with no centre line over most of its length, limited visibility by tall hedges on both sides and by it being a dead-end road of only 1.1km in length. It is also noted that it only has 50 car movements on average per day. Reducing the speed limit allows for a consistent speed limit in the environs of School Road.
- 21** In line with NZTA recommendations further monitoring of both roads can be undertaken if the speed limits were to be reduced to assess the need for any future traffic calming if required. This work can be incorporated into the current work programme.

### **Nikau Palm Road and Anlaby Road, Paraparaumu**

- 22** The calculated speed limit for the whole of Nikau Palm Road precludes reducing the speed limit to 50km/h over the roads entire length. However the current 50/80 km/h sign on Nikau Palm Road is not strictly located in accordance with KCDC speed limit map. Te Tupe Road off Nikau Palm Road is legally defined as a 50km/h area but is separated from the adjacent signed 50km/h area by a distance of approximately 50 metres. The current urban curb line extends to a point 50 metres west of Te Tupe Road. Changing the speed designation creates a

consistent and safe speed limit in the environs of Little Earth Montessori Preschool and Kāpiti Tenpin on Te Tupe Road, resolves the technical problem and places the 50/80 km/h on a curve where it will have good advanced visibility from both directions. Refer to Nikau Valley Speed Limit Map on page 4, speed limit survey Appendix 1.

- 23 Kāpiti Tenpin (bowling) has been consulted about the proposed changes to the speed limit on Nikau Palm Road and support the application. Stating it will make it safer for cars entering and exiting Te Tupe Road and for the pedestrians and cyclists who use their facility.
- 24 Anlaby Road has been extended since the Council's speed limit maps were drawn up, meaning legally the extended area is a 100km/h speed area. This extension is a narrow road with no centre line and it would be unsafe to remain at the (SLNZ) calculated speed limit of 100 km/h. The majority of Anlaby Road is already 70km/h and this application standardises the speed limit over its entire length improving safety and compliance.
- 25 In line with NZTA recommendations further monitoring of both roads can be undertaken if the speed limits were to be reduced, to assess the need for any future traffic calming initiatives. This work can be incorporated into the current work programme.

### Financial Considerations

- 26 The cost of changing speed limits relates to the installation of new signs and moving existing signs. The estimated cost is \$1500 and will be funded from the traffic signs budget.

### Legal Considerations

- 27 The Kāpiti Coast District Speed Limit Bylaw 2005 requires Council to follow the procedures set out in the 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 the function, nature and use of the road, its environment, land use patterns and whether the road is 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.

## Delegation

- 30** The Regulatory Management Committee has been delegated authority for bylaws and traffic matters as follows:

*7.18 Authority to institute, review and recommend to the Council the approval of changes to local traffic controls. This includes the power to make new speed restrictions, and review and recommend changes to existing speed restrictions.*

## Consultation

- 31** The proposed changes to School Road and Arcus Road were sent to one hundred and thirteen properties and copies of the proposal were sent to New Zealand Transport Agency, New Zealand Police, Automobile Association and Road Transport Forum as required by the Land Transport Rule.
- 32** There is significant community support for the proposed changes to School Road and Arcus Road based on feedback from consultation already undertaken.
- 33** The proposed changes to Anlaby Road, correct an anomaly which returns the road to the status quo and therefore community consultation was not sort.
- 34** The Little Earth Montessori School and Kāpiti Tenpin have been consulted about the proposed changes to the speed limit on Nikau Palm Road and support the application.

## Policy Implications

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

## Publicity Considerations

- 36** The Land Transport Rule requires that the New Zealand Transport Agency and the New Zealand Police are advised of new speed limits 14 days before the speed limit comes 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.

## RECOMMENDATIONS

- 37** That the Regulatory Management Committee recommends to Council the reduction of the following speed limits from 5 November 2012:
- a) the speed limit on School Road, Te Horo from a point 24 metres east of Gear Road to a point 100 metres west of Blackburne Road be reduced from 70km/h to 50km/h.
  - b) the speed limit on Arcus Road, Te Horo be reduced from 70km/h to 50km/h.
  - c) the whole of Anlaby Road be approved as a 70km/h area.

- 38** That the Regulatory Management Committee notes that the 50km/h speed limit at the north western end of Nikau Palm Road be extended from the north western end of the road to a point 100 metres south east of Te Tupe Road, effectively moving the existing speed limit sign a distance of some 200 metres.

**Report prepared by:**

**Approved for submission by:**

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**ATTACHMENTS:**

**Appendix 1:** Speed Limit Surveys