

Chairperson and Community Board Members
PARAPARAUMU/RAUMATI COMMUNITY BOARD

24 JUNE 2014

Meeting Status: **Public**

Purpose of Report: For Decision

TRAFFIC BYLAW: CHANGE TO 70 KM/H SPEED LIMIT ON KĀPITI ROAD, PARAPARAUMU

PURPOSE OF REPORT

- 1 The purpose of this report is to seek approval for changes to the speed limits on Kāpiti Road between Arko Place and Hurley Road from 70 km/h to 50 km/h pursuant to the Kāpiti Coast Speed Limit Bylaw 2005.

SIGNIFICANCE OF DECISION

- 2 The recommendations in this report do not trigger the Council's Significance Policy.

BACKGROUND

Kāpiti Road

- 3 Kāpiti Road is the busiest road in the Kāpiti Coast district, with 24,000 vehicles per day, and steadily becoming busier with new commercial development and the construction of the Mackays to Peka Peka Expressway. Currently, Kāpiti Road has a speed limit of 50 km/h except for the section between Arko Place and Hurley Road which is 70 km/h. A map of the area is included in **Appendix 1**.
- 4 When the Kāpiti Landing development on the south side of Kāpiti Road commenced a temporary 50 km/h speed limit was introduced between Arko Place and Langdale Avenue. This temporary limit has been renewed several times but now needs to be formally adopted as a permanent limit. With the existing commercial development and ongoing building at Kāpiti Landing it is not safe to revert to 70 km/h speed limit. This is also specifically mentioned in two recent safety audits commissioned by Kāpiti Coast Airport Holdings Limited. See **Appendix 2** Extracts from TDG Safety Audits.
- 5 This 70 km/h zone on Kāpiti Road is effectively an island within the overall Paraparaumu Urban Speed limit and has created an inconsistent environment for road users. A similar sized section of 70km/h speed limit on Te Moana Road in Waikanae, between Park Avenue and the Rauparaha Street, was reduced to 50 km/h which was a much more rural and undeveloped area.
- 6 A previous attempt to reduce this limit in 2010 had Community Board support but was rejected in a split vote by the Regulatory Management Committee.

CONSIDERATIONS

Issues

- 7 Speed limits are defined by establishing an Urban Traffic Area in which the speed limit is 50 km/h within the area. Everywhere outside of the Urban Traffic

Area has a rural speed limit of 100 km/h. 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 a procedure for calculating the appropriate speed limit based on the geometry of the road and the amount of development along the road and in particular access points and driveways. The Council contracted Opus International Consultants Ltd (OPUS) to conduct a speed review of the area, their report is attached as Appendix 2. Using the NZTA rating system OPUS calculated the speed limit over the whole section of road at 80 km/h and for the section south east of Langdale Road, a 70km/h speed limit, which is higher than the current posted speed limit. This is because of the uneven development on both sides of the road. Kāpiti Road has development mainly on the northern side of the road with the Paraparaumu Airport on the southern side. There are also no properties with access points fronting directly onto Kāpiti Road which results in a higher calculated speed limit.
- 9 As part of the OPUS review, speed surveys were carried out from 18 March 2014 to 25 March 2014 at three sites within the study area. This resulted in an overall average speed of approximately 56 km/h with speeds in the temporary 50 km/h area averaging 50 km/h and in the 70 km/h area averaging approximately 59 km/h. This shows that drivers are aware of the different speed environment and are driving slower than the posted speed limit. The result supports lowering the speed limit to 50 km/h. The installation of more traffic islands, crossing points, and better defined cycle lanes and bus stops would help reduce the speed further, as well as providing pedestrians more opportunity to cross the road safely. The overall recommendation from OPUS was to reduce the permanent speed limit to 50 km/h.
- 10 In Table SLNZ1 of Speed Limits New Zealand it states that a 70 km/h speed limit in a partly built up area, with adjacent speed limits of 50 km/h, should have a minimum length of 1000 metres. Therefore, the whole 1110m length of the current zone should be reduced to 50 km/h. If it were split to formalise the current 370m long temporary 50 km/h zone and leave a residual 740m of 70 km/h between Langdale Road and Hurley Road, it would be under the minimum length.
- 11 Another reason for reducing the limit is to reduce the speed of the faster vehicles in the 50km/h zones at either end. One end having several side roads and directly fronting commercial properties and the other, new commercial accesses to the Kapiti Landing development and a roundabout. Drivers only start slowing down once they pass the speed limit sign so they are often carrying a lot of speed into the lower limited zone. Eliminating the 70 km/h section removes the reason for drivers to speed up in the first instance.

Financial Considerations

- 12 The costs associated with changing speed limits include analysis of options and consultation, preparation of reports and installation of signs. These costs would be funded by the Minor Safety Improvement budget.

Legal Considerations

- 13 Land Transport Rule – Setting of Speed Limits 2003 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.

- 14 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).
- 15 As part of the process it is also advised that actual speeds be measured as enforcement of speed limits is very difficult if the speed limit is inappropriate for the road environment.
- 16 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 and following consultation 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 in an urban traffic area or rural area.

Delegation

- 17 The Council has delegated certain functions regarding speed limits as follows:

Community Boards

- 10.18 *Authority to recommend to the Regulatory Management Committee changes to speed restrictions on local roads.*

Regulatory Management Committee:

- 7.18 *Authority to make recommendations to Council in respect of changes to local traffic controls, including speed restrictions.*

Consultation

- 18 The Land Transport Rule stipulates 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.
- 19 The following organisations were also consulted in relation to this proposed speed limit change: NZ Fire Service, Wellington Free Ambulance, and Capital Coast District Health Board. Submissions from these and the four compulsory organisations have not been received back at the time of writing this report but would be included as an addendum to this report once received.

Policy Implications

- 20 There are no policy implications in relation to the recommendation. The Kāpiti Coast 2012 Long Term Plan supports the provision of a safe road environment with a number of effectiveness measures and long-term measures of progress related to the number and cost of accidents.

Publicity Considerations

- 21 The Land Transport Rule requires that the NZ Transport Agency and 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.
- 22 However, it is recommended that a press release is issued outlining the changes and implementation date.

RECOMMENDATIONS

- 23 That the Paraparaumu/Raumati Community Board recommends to the Regulatory Management Committee that the speed limit on Kāpiti Road from Arko Place to Hurley Road be reduced to 50 km/h.

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ATTACHMENTS:

- Appendix 1: Map of Kapiti Road Speed Limits
- Appendix 2: Extracts from TDG Safety Audits
- Appendix 3: OPUS Speed Review Kapiti Road