

QLDC Council
18 December 2014

Report for Agenda Item: 12

Department:

Infrastructure

12: Speed Limit Amendments – Approval to Consult

Purpose

- 1 To seek adoption of the draft amendments to the Queenstown Lakes District Council Speed Limits Bylaw 2009 to be known as Amendment No 4 of 2015, along with the Statement of Proposal for the purposes of the special consultative procedure under section 86 of the Local Government Act 2002.

Executive Summary

- 2 In October 2014, Council asked for sites where residents and ratepayers thought the speed limits needed to be changed. These have been reviewed in the 2014 Speed Limit Review (Attachment A). A decision is required from Council whether to propose any changes to speed limits at 5 newly requested sites. Council can also consider altering proposed speed limit changes at 3 sites that were previously addressed as part of the 2013 review.
- 3 At the 12 March 2013 meeting of the Infrastructure Committee, it was resolved that a number of proposed speed limit changes would be submitted to the full Council within a Statement of Proposal (Attachment B) for the purposes of consultation. The Council must now consider whether to approve the Statement of Proposal as presented in Attachment B that contains 10 proposed speed limit changes and 9 corrections to the speed limit bylaw.

Recommendation

- 4 *That Council:*
 - a. **Decline** new speed limit requests received by Council in October 2014.

Road	Section
Arthurs Point Rd and Gorge Rd; Arthurs Point	From Watties Track to Coronet Peak turn-off.
All streets within Quail Rise	All streets within Quail Rise, including Portree Dr.
Queenstown CBD streets	Queenstown CBD streets including Stanley St and Memorial St.
Arrowtown CBD streets	All of Ramshaw Ln and Buckingham St between Berkshire St and Wiltshire St.
Cemetery Rd	Entire length

- b. **Approve** the Statement of Proposal: Draft Amendment No 4 of 2015 to the Queenstown Lakes District Council Speed Limits Bylaw 2009 for the purposes of consultation under section 86 of the Local Government Act 2002.
- c. **Appoint** a hearings panel comprising [names of three Councillors to be inserted].

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26/11/2014

Reviewed and Authorised by:



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10/12/2014

Overview – Criteria for Setting Speed Limits

Speed limit reviews must follow a process specified in the Land Transport rule: Setting of Speed Limits 2003 (“the Rule”).

There are three elements:

- **A rating survey.** This is used to calculate the most appropriate speed limit based on the level of development and the road environment.
- **Speed surveys.** These are carried out so the current driving speeds can be taken into account. They indicate what drivers perceive as the safe and appropriate speed for the road.
- **The safe speed.** This is based on feedback from residents and road users, local crash information, and other local knowledge. Consideration is also given to the probability of a fatality resulting from collisions, taking into account considerations such as sight distances, braking conditions and driver alertness.

Background

- 5 The last approved changes to speed limits known as Amendment No 3 of 2012 were approved in December 2012.
- 6 At the 12 March 2013 meeting of the Infrastructure Committee, it was resolved that a number of proposed speed limit changes would be submitted to the full Council within a Statement of Proposal (Attachment B) for the purposes of consultation.
- 7 The 10 proposed speed limit changes are listed below under “Final Changes”.

- 8 The committee also considered technical changes to the bylaw that correct speed limits not compliant with the speed limit rules. These changes do not change the speed limits as seen by the public.
- 9 The 9 corrections are listed under “Corrections” below and are included in the Statement of Proposal (Attachment B)
- 10 In October 2014 the community was asked for speed limits they considered required changes. This process was undertaken to minimise the number of additional requests that arise during the formal consultation process. The 5 new sites identified were as follows:

Road	Section
Arthurs Point Rd and Gorge Rd; Arthurs Point	From Watties Track to Coronet Peak turn-off.
All streets within Quail Rise	All streets within Quail Rise, including Portree Dr.
Queenstown CBD streets	Queenstown CBD streets including Stanley St and Memorial St.
Arrowtown CBD streets	All of Ramshaw Ln and Buckingham St between Berkshire St and Wiltshire St.
Cemetery Rd	Entire length

- 11 There were 3 sites that had been previously considered in the 2013 review:

Road	Section
Centennial Ave and McDonnell Rd, Arrowtown	Sections that are currently 100 km/h.
Kinloch Rd, Kinloch	Through the settlement. (Identified as Greenstone Rd by the submitter.)
Arrowtown-Lake Hayes Rd	Section that is currently 100 km/h

- 12 The proposed changes contained in the Statement of Proposal will be known as Amendment No 4 of 2015 to the Queenstown Lakes District Council Speed Limits Bylaw 2009.
- 13 The Local Government Act 2002 requires that the Special Consultative Procedure be followed where there is a proposed amendment to a bylaw.
- 14 The procedure also requires that a hearings panel is formed to hear any submissions.

2014 Speed Limit Review

- 15 In October 2014, Council asked for sites where residents and ratepayers thought the speed limits needed to be changed.

- 16 There were 12 submissions describing 16 sites. Some sites were the same for different submitters.
- 17 There were 4 state highway sites where changes were requested and these have been passed onto the NZTA.
- 18 As listed above, there were 5 new sites and 3 sites that had previously been reviewed. These are reviewed and discussed in the 2014 Speed Limit Review (Attachment A). A summary of each recommendation is included below.

Arthurs Point Road/Gorge Road - urban

- 19 The request to change the speed limit from 70 km/h to 50 km/h applies to the section of Gorge Road from Watties Track to Arthurs Point Road, and Arthurs Point Road from Gorge Road to Coronet Peak Road.
- 20 Existing speeds through this section and the calculated speed limit indicate that a lower speed limit is not appropriate, especially as these roads are effectively arterials. There is a section between McChesney Road and Morning Star Terrace that requires pedestrians to walk on the road where a lower speed limit could be justified. However, there is no obvious reason for the lower speed limit for drivers.
- 21 The recommendation is for the speed limit to remain unchanged at 70 km/h

Quail Rise – all streets

- 22 Quail Rise is a growing sub-division off Tucker Beach Road. The requested was to lower the speed limit to 30 km/h due to the number of children that are around these roads
- 23 Quail Rise is similar to a number of recent developments and any speed limit reduction would indicate that speed limits in these other developments should also be reduced. There is an extensive footpath network so children do not have to walk on the roads.
- 24 The recommendation is for the speed limit to remain unchanged at 50 km/h.

Queenstown CBD

- 25 There were 4 requests to change speed limits in the Queenstown CBD, all describing different sets of roads. A change in speed limits within the Queenstown CBD is being considered as part of the Queenstown Town Centre transport strategy process.
- 26 The recommendation is to leave the speed limit unchanged at 50 km/h and review once the transport strategy has been completed.

Arrowtown CBD

- 27 The request for lower speed limits in Arrowtown's CBD relates to Ramshaw Lane and Buckingham Street between Berkshire Street and Wiltshire Street. The request is for speeds to be no more than 30 km/h on the basis of the potential for pedestrians to be hit by a vehicle are considered high. However, the main thrust of the request was to close Buckingham St between 11am and 4pm to eliminate the danger.
- 28 Vehicles speeds are already low on Buckingham Street at peak times. The increasing number of pedestrians in the area is likely to be improving their safety as there is more activity for drivers to be aware of and to slow down accordingly.
- 29 The recommendation is to leave the speed limit unchanged at 50 km/h.

Cemetery Road

- 30 The request to reduce the speed limit from the current 100 km/h applies to the section of Cemetery Road between Domain Road and Muir Road.
- 31 The safety concern raised along this section of road is that the children in this newly developed area are in danger of being hit by a speeding vehicle. Except for the school bus stops, there appears to be no reason why children would be on Cemetery Road as there is a separate footpath for most of the length of the road. Given that drivers should slow to 20 km/h around stopped school buses the need for an additional speed limit is questionable.
- 32 A speed limit of 80 km/h is possible for the 800m between Muir Road and Grandview Road as per the speed limits rule calculation process. However, it is a relatively short section and it will not be clear to drivers why they have to reduce speed.
- 33 The recommendation is to leave the speed limit unchanged at 100km/h. If development begins on the south side of Cemetery Road then the speed limit should be reviewed again.

Previously reviewed sites

- 34 The 2014 Speed Limit Review report (Attachment A) contains a review of 3 previously reviewed sites where speed limit changes have already been proposed. There is no new information to justify a different speed limit.
- 35 The submitters for these sites will be able to provide more information and present it to the hearings panel if, during the consultation process, they feel a different speed limit should be applied.
- 36 It is therefore recommended that the proposed changes for the previously reviewed sites remain as proposed by the Infrastructure Committee.

Final Changes

37 The following speed limit changes are proposed to go to consultation:

Road	Section	Currently	Change
Tucker Beach Road and Hansen Road (north)	1.1 km from State Highway 6 to the Tuckers Beach reserve	80 km/h	60 km/h
Aubrey Rd	100m either side of the roundabout at Gunn Road	70 km/h	60 km/h
Speargrass Flat Road	Between Arrowtown-Lake Hayes Road and Slopehill Road (east)	80 km/h	70 km/h
Arrowtown Lake-Hayes Road and Butel Road	Between Speargrass Flat Road and Malaghans Road plus the full length of Butel Road.	Open road speed limit	80 km/h
Centennial Avenue/McDonnell Road	Between State Highway 6 and the Arrowtown urban traffic area	Open road speed limit	80 km/h
Whitechapel Road	Full length	80 km/h	50 km/h
Frankton Marina Local Purpose Reserve	Applies to the whole reserve area.	50 km/h	20 km/h
Kinloch Road	From Gorge Creek bridge to 540m south of Gorge Creek bridge. Period: 20 December to 10 February.	Open road speed limit	30 km/h holiday speed limit
Hood Crescent, Adamson Drive, Centennial Avenue, Cotter Avenue and all minor cul-de-sacs off these roads	The loop of these roads around Arrowtown Primary School. Note existing school zone on Centennial Avenue.	50 km/h plus existing school zone	40 km/h school zone
Plantation Road	From Kings Drive to Totara Terrace past Mt Aspiring College. Replaces flashing children crossing signs.	50 km/h	40 km/h school zone

38 The attached Statement of Proposal includes more detail on each of these proposed speed limit changes including the reason for each change.

Corrections

39 The following corrections are also included within the proposed Amendment No 4 of 2015. These amendments are required to match the speed limits bylaw with existing sign posted speed limits.

These mismatches are due to:

- sections of no exit local roads that still have the open road speed limit, but are shorter than the required 2 km length for a 100 km/h speed limit due to the adjoining road section having a lower speed limit;
- urban subdivisions that have been developed before the speed limit has been changed in the bylaw; and
- speed limit signs that have been positioned to ensure they are best seen by drivers, but this position does not meet the description in the bylaw.

40 The changes are:

Location	Association	Length	Currently	Change
Pringles Creek Rd, Cardrona	Off Cardrona Valley Road (70 km/h)	365m	Open road speed limit	70 km/h
Curtis Road, Cardrona	Pringles Creek Rd (above)	86m	Open road speed limit	70 km/h
Threepwood Drive, Wakatipu Basin	Slopehill Road (east) (80 km/h)	1200m	Open road speed limit	80 km/h
Jane Williams Place, Wakatipu Basin	Threepwood Drive (above)	434m	Open road speed limit	80 km/h
Watties Track, Arthurs Point	Gorge Road (70 km/h)	545m	Open road speed limit	70 km/h
Moonlight Track, Arthurs Point	Arthurs Point urban traffic area (50 km/h)	1050m	Open road speed limit	50 km/h
Oxenbridge Tunnel Road, Arthurs Point	Gorge Road (70 km/h)	554m	Open road speed limit	70 km/h
Shotover Country, Wakatipu Basin	Stalker Road signed 50 km/h before the development.	Over development area	Open road speed limit	50 km/h urban traffic area
Cardrona Valley Road, Wanaka	50 m from West Meadows Drive (50/70 km/h change)	40m (Move to 90m from West Meadows Drive)	70 km/h	50 km/h

Timeline

41 Consultation will begin Saturday 17 January 2015 with notifications in papers as soon as practicable.

42 Consultation will end on 27 February 2015 to ensure over a month of consultation is completed with extra time allowed for the holiday period.

This will also enable Council to consult with holiday period residents and full time residents on their return from holidays.

- 43 Hearings will be held within the second and third weeks of March 2015.
- 44 Barring any requirements to produce additional information to assist decision making, the final proposed speed limit changes will be presented to the full Council as an amended bylaw at its 30 April 2015 meeting.
- 45 The speed limit changes will come into force on or after 20 May 2015. The timing of exact changes will be determined based on the number of signs that will need to be ordered and the logistics of changing signs. Time is also required to allow for the notification of relevant authorities.

Financial Implications

- 46 There are no major cost implications from this decision at this stage. The only costs are associated with the required advertising as part of the consultation process and any new signs required.

Local Government Act 2002 Purpose Provisions

- 47 This decision is in relation to core network infrastructure that Council manage. It is also a decision that is required by the Local Government Act 2002 in respect of enabling the Special Consultative Procedure to proceed.

Council Policies

- 48 The following Council Policies were considered:
- The Policy on Significance. Issues are not considered significant as they do not exceed the stated thresholds.

Consultation

- 49 The purpose of this report is to obtain approval to undertake consultation as required by the Special Consultative Procedure under section 86 of the Local Government Act 2002 when changing a bylaw.
- 50 Council is required to notify the public that consultation is occurring through mass circulated publications. The notice will be based on the summary of the Statement of Proposal (Appendix 3 within the Statement of Proposal (Attachment B)).
- 51 The Land Transport Rule: Setting of Speed Limits 2003 requires particular people and groups to be consulted including, but not limited to, the Police, the Automobile Association, the Road Transport Forum, the NZTA and the affected local community. The latter is addressed through council publications and sending letters to residents and property owners along the roads where speed limits are proposed to be changed.

Publicity

- 52 Notification of the consultation process is required in mass circulated publications.
- 53 The consultation period ends after the first Scuttlebutt for 2015 is published so it will also be used to notify the public.
- 54 Press releases will be issued as required to ensure the public is well aware of the consultation.
- 55 Social media will be used as another means to reach the public.

Attachments

- A 2014 Speed Limit Review
- B Statement of Proposal - Amendment No. 4 of 2015