

REPORT 3  
(1215/52/IM)

## PROPOSED SPEED LIMIT REDUCTION: KELBURN SHOPPING AREA INCLUDING KELBURN NORMAL SCHOOL, WELLINGTON

### 1. Purpose of Report

To seek the Committee's agreement to recommend to Council that it approves lowering the speed limit to 30km/h on part of Upland Road from its intersection with St Michaels Crescent to its intersection with Boundary Road and Kowhai Road for its entire length.

This report reflects the request from the Committee at its 9 December 2010 meeting that officers carry out further consultation on extending the recommended 30km/h area to include Kelburn Normal School.

### 2. Recommendations

Officers recommended that the Committee:

1. *Receive the information.*
2. *Recommend that Council makes a resolution under Part 6 of the Wellington City Consolidated Bylaw to set the speed limit as stated in the table below.*

**Table 1: Proposed speed limit for Kelburn shopping area including Kelburn Normal School**

<b>Upland Road</b>	<i>From its intersection with St Michaels Crescent to its intersection with Boundary Road</i>	<i>30km/h</i>
<b>Kowhai Road</b>	<i>For its entire length</i>	<i>30km/h</i>

3. *Note that officers have completed further consultation as requested by committee at its 9 December 2010 meeting as required under The Land Transport Rule: Setting of Speed Limits (2003) and Part 6 (Speed Limits) of the Wellington City Consolidated Bylaw.*
4. *Note the 13 submissions that were received.*
5. *Note that in accordance with the Land Transport Rule: Setting of Speed Limits (2003) and Part 6 (Speed Limits) of the Wellington City Consolidated Bylaw, the resolution will be recorded in the Register of Speed Limits and the relevant speed limits on the Council's Speed Limit Plans cease to have effect.*

### **3. Discussion**

Officers reported back to the Strategy and Policy Committee at the 9 December 2010 meeting seeking agreement to lower the speed limit on Upland Road from its intersection with St Michaels Crescent to its intersection with Plunket Street in the Kelburn shopping area.

In considering the proposal, the Committee was of a mind to agree with many of the submitters that the recommended area should be extended to include the roads adjacent to Kelburn Normal School. Committee approved an amendment to ask officers to consult on an extension to include the school.

Further consultation as required under the Bylaw was carried out with the key stakeholders and affected parties in February 2011. Thirteen submissions were received from residents on Upland Road, Glen Road and Kowhai Road in Kelburn.

Eleven of the submissions supported the extension and two submissions wanted to see it extended further to the Kelburn viaduct.

Officers do not believe that an extension to the viaduct is warranted and recommend that Upland Road from its intersection with St Michaels Crescent to its intersection with Boundary Road and Kowhai Road be lowered to 30km/h. If approved and before the speed limit takes effect, the Council must notify the Director of NZTA and the Commissioner of Police, notify the community of the impending change and install signs and markings. Officers expect that the new speed limit could be operative by the end of June 2011.

### **4. Conclusion**

The Kelburn shopping area is one of 21 suburban centres where the Committee agreed to consider a 30km/h speed limit to improve safety for motorists, pedestrians and cyclists.

The process for setting speed limits is defined in the Land Transport Rule: Setting of Speed Limits (2003), and in the Councils Bylaw: Part 6 (Speed Limits). This process has been followed throughout. The proposed speed limits satisfy the criteria set by the Rule.

Lowering the speed limit acknowledges the community concerns and submissions for both the original shopping area and the extended area including Kelburn Normal School.

The Committee is requested to recommend to the Council that it approves the proposed changes to the lower speed limit on part of Upland Road and Kowhai Road in Kelburn as detailed in the recommendations.

*Contact Officer: Paul Barker, Safe and Sustainable Transport Manager*

## **Supporting Information**

**1) Strategic Fit / Strategic Outcome**

The project supports the overall goal that Wellington will seek to improve the safety and security of its citizens as they move around the city and region.

**2) LTCCP/Annual Plan reference and long term financial impact**

The project is contained in the Council Plan # CX171.

**3) Treaty of Waitangi considerations**

There are no direct treaty considerations.

**4) Decision-Making**

This is not a significant decision. The consultation process showed that the majority of respondents were in favour of reducing speed limits.

**5) Consultation**

There is a formal consultation process which was carried out for this project.

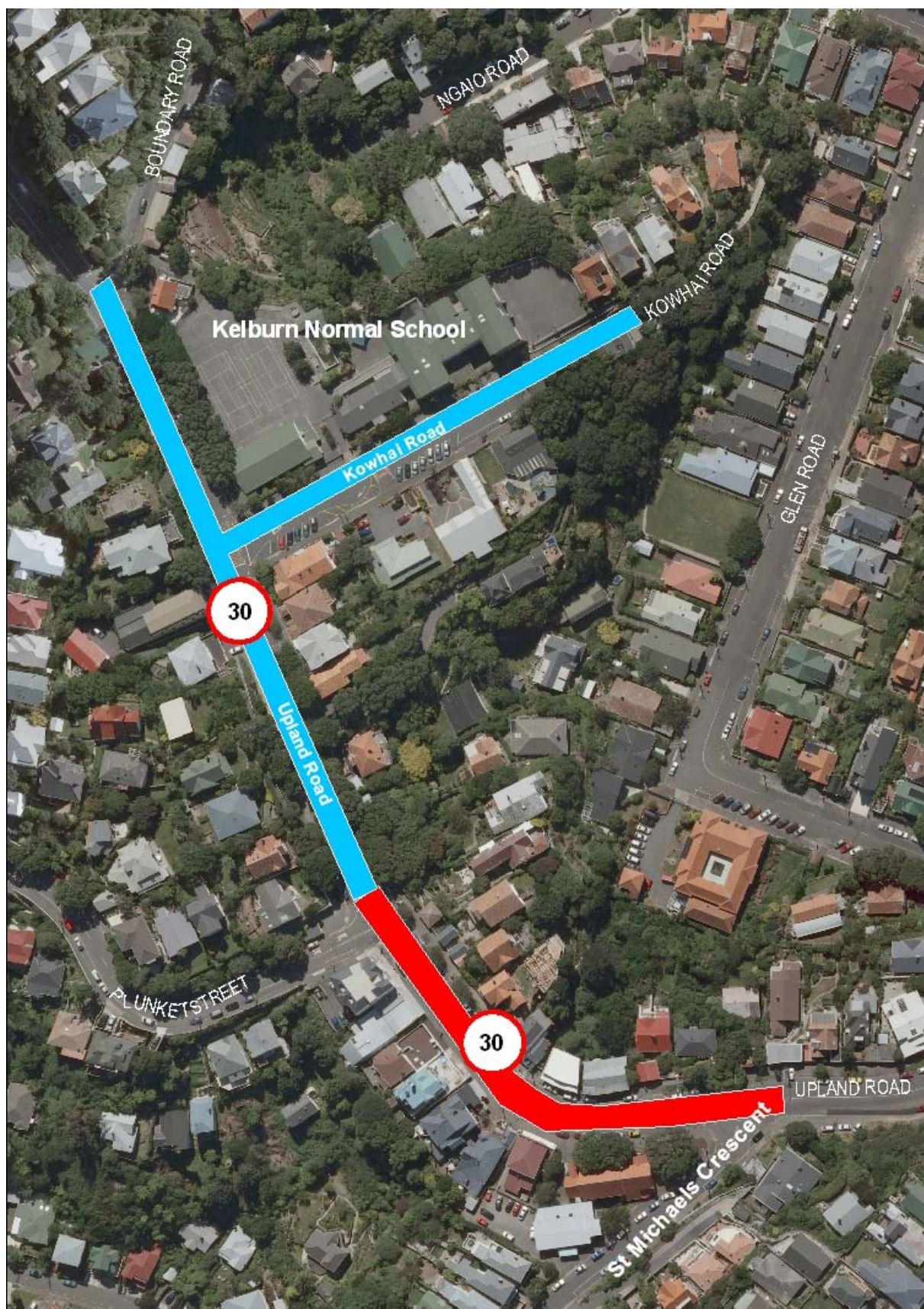
**6) Legal Implications**

Changing a speed limit has significant legal implications for motorists. Consequently the Council is required to carry out a rigorous procedure to change a speed limit.


**7) Consistency with existing policy**

This report is consistent with existing WCC policy.

# APPENDIX ONE: PROPOSED LOWER SPEED LIMIT MAP, KELBURN



Key:

-  Proposed extension of 30km/h zone
-  Original recommended area

**APPENDIX TWO: STRATEGY & POLICY COMMITTEE  
REPORT, 9 DECEMBER 2010**