
REPORT 5
(1215/52/IM)

PROPOSED SPEED LIMIT REDUCTION: PART OF ARO STREET, ARO VALLEY

1. Purpose of Report

To seek the Committee's agreement to recommend to Council that it approves lowering the speed limit on part of Aro Street between Boston Terrace and Epuni Street, Aro Valley from 50km/h to 30km/h as shown in Appendix 1.

2. Executive Summary

Officers reported back to the Strategy and Policy Committee at the 3 December 2009 meeting seeking agreement to lower the speed limit on Aro Street from 70 metres east of its intersection with Devon Street to 20 metres west of its intersection with Epuni Street. This followed earlier approval by Councillors in June 2009 to seek public feedback on the proposed speed limit changes.

An amendment was made by the Committee and officers were requested to extend the area eastwards to Boston Terrace past the new pedestrian crossing.

Further consultation was required under the Bylaw and was carried out with the key stakeholders and affected parties in December 2009. Three submissions were received; two from our key stakeholders and one from a resident.

Two of our key stakeholders, the New Zealand Transport Agency (NZTA) and the NZ Police strongly support lowering the speed limit to 30km/h subject to appropriate gateway treatments at the start and end of the speed zone to acknowledge the change in environment.

The proposed speed limit reduction complies with the criteria specified in the Land Transport Rule: Setting of Speed Limits (2003).

3. Recommendations

It is recommended that the Committee:

1. *Receives the information.*
2. *Recommends to the Council that it makes a resolution under Part 6 of the Wellington City Consolidated Bylaw to set the speed limit as stated in the table below on the following section of Aro Street, Aro Valley.*

Table 1: Proposed speed limit for Aro Street

Aro Street	<i>Aro Street from 20 metres west of its intersection with Epuni Street to 40 metres east of its intersection with Boston Terrace.</i>	30km/h
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3. *Notes that the Council has given approval to a 30km/h speed limit through the shopping village in December 2009.*
4. *Notes that officers have completed further consultation as requested by the Committee at its meeting of 3 December 2009.*
5. *Notes the three submissions that were received.*
6. *Notes that the process to change a speed limit as described in both the Land Transport Rule: Setting of Speed Limits (2003) and Part 6 (Speed Limits) of the Wellington City Consolidated Bylaw, has been followed.*
7. *Notes 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.*

4. Background

4.1 Setting speed limits

The Land Transport Rule: Setting of Speed Limits (2003) allows road controlling authorities to set enforceable speed limits, including permanent speed limits less than 50km/h, on roads within their jurisdiction.

The speed limit bylaw allows the Council to make amendments to speed limits by way of resolution on all roads under its control and in certain designated locations specified in the Bylaw.

Approval to consult on lowering the speed limit in Aro Street was given at the Strategy and Policy Committee meeting held on 11 June 2009.

4.2 Process

The process to change speed limits is defined in the Rule and Part 6 of the Bylaws. In summary, the process requires the following:

- A review of the areas to determine the suitability of the proposed speed limits.
- Consultation with affected parties and stakeholders.
- Formal adoption by the road controlling authority and notification of the changes before the new speed limit takes effect.
- Notification of the changes before the new speed limit takes effect.

4.3 Consultation

Public consultation was carried out in accordance with clause 7.1 of the Setting of Speed Limits Rule.

Further community consultation was carried out during December 2009 with the affected parties in the proposed extended limit area and with key stakeholders on the Council's proposal to lower the speed limit.

A total of three submissions were received during the consultation. Two were from our key stakeholders the New Zealand Police and NZTA. One was from a resident in the extended area. All three submissions are shown in Appendix 2.

The NZ Police supports lowering the speed limit to 30km/h subject to there being appropriate gateway treatments implemented.

NZTA supports lowering the speed limit to 30km/h and believes this should be backed up with coloured pavement markings to mark the start and end of the lower speed zone.

We received one response from a resident in the extended area who was in favour of lowering the speed limit. The low response this time around was due to affected residents had already responded favourably to the lower speed limit in the initial consultation carried out in August 2009.

4.4 Implementation

Subsequent to approval by Council, there are a number of procedural requirements to be followed before the new speed limit can be introduced. Before the speed limit takes effect, the Council must notify the Director of NZTA and the Commissioner of Police.

A public awareness campaign explaining the change to the speed limits would also take place. Areas where the new speed limit applies are required to be marked by notices and signs in accordance with the requirements of clause 6.3.7 of the Bylaw and as required by the Land Transport Rule: Setting of Speed Limits (2003).

These requirements are expected to take approximately six weeks if the Council resolves to change the speed limit under the Bylaw, and the new speed limit would be expected to be operative by the end of June 2010. The speed limits will continue to be enforced by the NZ Police.

5. Conclusion

The benefit of lowering the speed of vehicles through Aro Street is to improve pedestrian safety and encourage more active modes of transport such as walking and cycling.

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 long standing concerns of the local communities.

The Committee is requested to recommend to the Council that it approves the proposed changes to the lower speed limit through Aro Street as detailed in the recommendations.

Contact Officer: *Stuart Bullen, Senior Traffic Engineer.*

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: ARO STREET MAP

APPENDIX TWO: SUBMISSIONS

Hi Stuart

The NZTA response to your proposal included a recommendation to extend the proposed 30km/h speed limit zone towards the Ohiro Road intersection to include Aro park and the newly installed pedestrian crossing. Therefore, NZTA supports the start of 30km/h speed zone from Ohiro street intersection provided the engineering treatments planned are included in this extension (to keep the operating speeds within 5km/h of the speed limit).

Regards

Eddie Anand
Senior Programmes Advisor (Engineering)
DDI 64 4 931 8920
M 021 923 434
E eddie.anand@nzta.govt.nz

Stuart,

Both the Aro Street and Tinakori Road proposals were specifically focused on a speed reduction in suburban shopping areas, with the possibility of other shopping areas in due course.

Given the nature and usage of those specific areas the police support was unequivocal, save for suitable signage and gating.

Consideration was given to suggestions to extend the zone at both locations.

While it was agreed that there was merit in those suggestions in the end we returned to the focus of the proposal to provide for enhanced safety in the shopping areas where there was demonstrable risk over continuous periods each day.

Having stated that, it is recognised that in Aro Street there is the pedestrian crossing accessing the play area and primary school whereby Ohiro Road provides a logical eastern gateway location.

In principle Police support lowering speeds in residential areas but this proposal was not aimed at the residential nature but the shopping.

The potential exists for speeds between the crossing and the existing shopping area to increase as motorists treat each location as a separate risk, leading to calls from residents for enforcement. Naturally the speeds should reflect the

environment and in the absence of other treatments and indicators (other than the gateway with speed signs and the pedestrian crossing) I am concerned that an extension of the lower speed zone will not work.

If in time the shopping area was to extend eastward a more compelling case could be made to locate the gateway at Ohiro Road.

In summary Police do not oppose the extension of the lower speed zone, but caution that it may not be as successful as hoped and we cannot enforce a reduction at the expense of other risks in the city.

Regards

Richard HOCKEN | Senior Sergeant | Strategic Traffic Unit | Wellington Police
' +64 4 496 3504 | 6 +64 4 472 1605 | * PO Box 693 Wellington / DX: SX11220 | *
richard.hocken@police.govt.nz

Hello Stuart

I would support an extension to Ohiro Road but not to Boston Tce. The reason for this is that there is a new pedestrian crossing just on the Aro shops side of Boston Terrace and I feel for safety reasons, cars should slow down well before this which they obviously wouldn't do if the extension was only to Boston Tce. My property is directly opposite Boston Terrace and ever since the crossing was put in I regularly hear cars screeching to a halt from both directions as they realise too late there is a crossing there. Having a 30km/h zone both before and after this crossing would make it much safer.

Regards
Judy Thorpe
44 Aro Street

