



KDC Speed Management Plan (2024 – 33)



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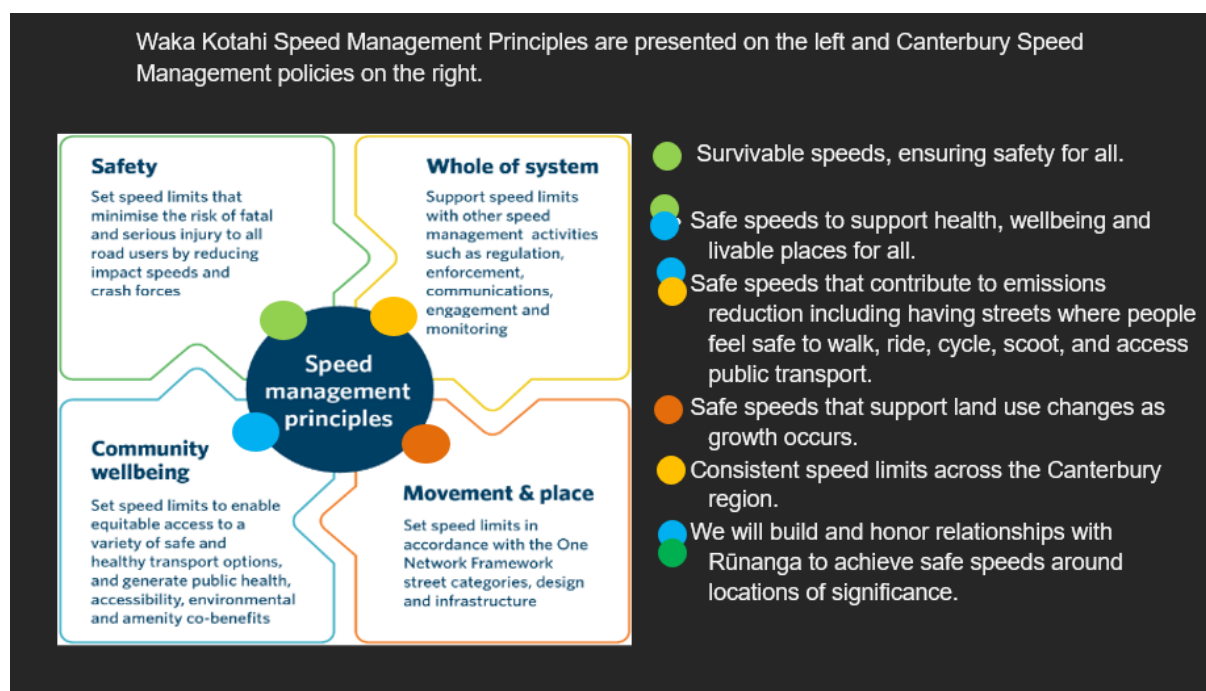
1 Introduction

Kaikoura District Council has undertaken a speed review of the entire roading network as per the requirements outlined in the Land Transport Rule – Setting of Speed Limits 2022.

This has been used to form the Speed Management Plan. The purpose of this plan is to have a flexible document to be able to control the speed limits within Kaikōura network for the next 10 years. This plan can be used for future speed related changes.

2 Speed Management Principles

Regional speed management principles have been developed by the Canterbury Transport Officers Group and adopted by the Regional Transport Committee (RTC).



Reducing speed limits around areas such as schools, or unsealed roads, is one way we can contribute to a safer road network. When vehicles are travelling slower around areas with higher density of pedestrians, they will feel safer and feel more inclined to walk or cycle. Slower vehicles will also reduce the amount of harm caused when crashes occur. All these things are in alignment with Road to Zero, New Zealand’s road safety strategy.

At a local level the road network managed by Kaikōura District Council is small, with generally low levels of traffic and very few serious accidents, and relatively little attention has previously been paid tailoring of speed limits to address particular safety issues other than the setting of 30km/hr limits in the West End central business area and outside urban schools.

3 Speed Limit Changes Proposed by KDC

Kaikoura is proposing to implement safer and more appropriate speeds on roads that are unsealed, around schools or essential medical services, intensively used by tourists or will be affected by significant development.

In particular the proposed initial changes are:

- a. Lowering the speed limits of the unsealed network to 80km/hr
- b. Lowering speed limits around Schools (generally to 30 km/hr)
- c. Lowering speed limits in areas of further development – Mt Fyffe South (access to Vicarage View subdivision) and Wakatu Quay (in preparation for development there) – to 30 km/hr
- d. Lowering speed limit to 30km/hr on Fyffe Quay because of its heavy use by tourists and associated high numbers of pedestrians and cyclists.
- e. Lowering speed limit to 30 km/hr around medical facilities (Deal Street and Takahanga Terrace)
- f. Lowering speeds on Kiwi Road to reflect heavy use and possible speed reduction on state highway by NZTA

Further details of the sections of roads that would be affected by these proposed changes are provided in the table at the end of this document. The green column shows the proposed new speed limits. Note there are duplicate roads in the list as some roads are split into multiple carriageway sections.

The rationale supporting each of these changes is set out in later sections of this document.

All other areas of interest such high traffic areas (West End) already have had their speed limits lowered. The only exception is Hapuku school which is off State Highway 1 and will be covered by Waka Kotahi's speed management plan.

4 Rationale for Changes

4.1 Unsealed Roads

Kaikoura has 107 km of unsealed roads in the district. These roads are often narrow, winding and with loose surfaces and the posted speed limit of 100km/hr on these roads is much higher than the actual average operating speed of the vehicles using them.

Having a high posted speed limit can lead drivers to incorrectly believe that this is suitable safe speed for the road and increase their speed to match it. This can be particularly hazardous for tourists and others who may be unfamiliar with the roads in question and may indeed have little or no experience of driving on unsealed roads.

Higher vehicle speeds on unsealed roads increase both the probability of accidents occurring, and the consequences of such accidents, as shown in the following figure.

Sliding off a gravel road side-ways into a substantial tree is an example of a side-on impact, the consequences of which are very dependent on the speed of the vehicle, which is why typically 60km/hr is the Safe and Appropriate Speed recommended by the Waka Kotahi.

Whilst the Safe and Appropriate Speed Limit recommended by Waka Kotahi for unsealed roads is typically 60km/hr, KDC is initially proposing adoption of 80km/hr limits on all the unsealed roads in the District.

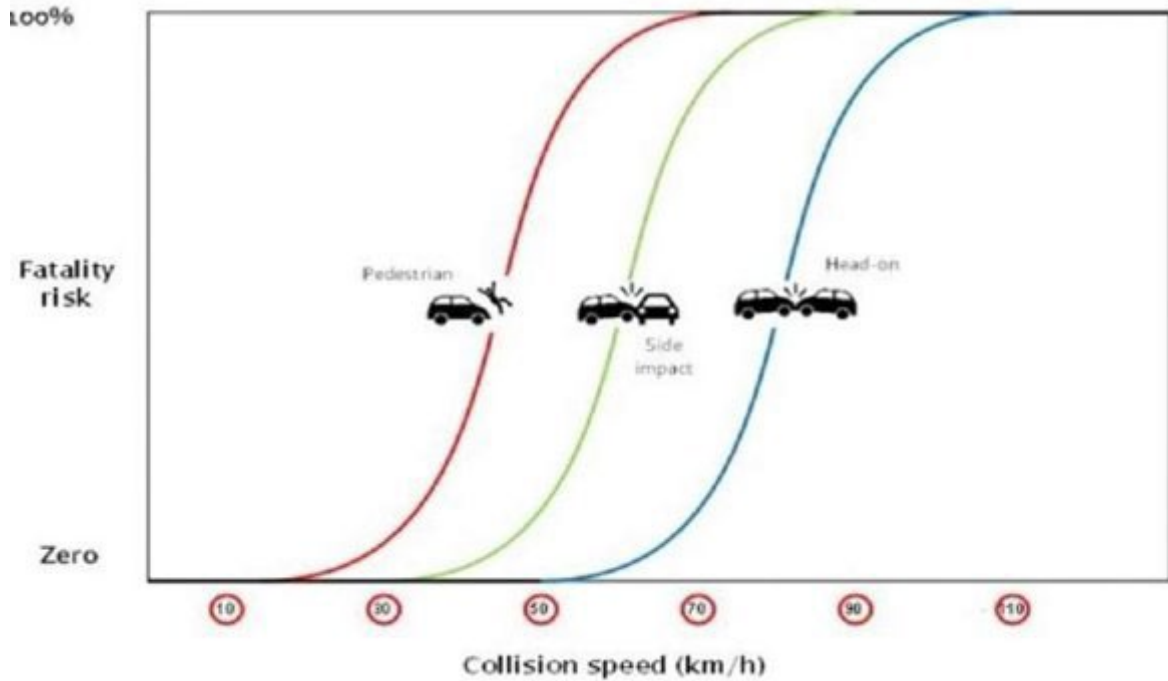


Figure 1: Fatality risk relative to impact speed

4.2 Schools

Children walking, cycling, or scooting are vulnerable road users and vehicle speed makes a huge difference to the outcome of accidents involving them as shown in the table below.

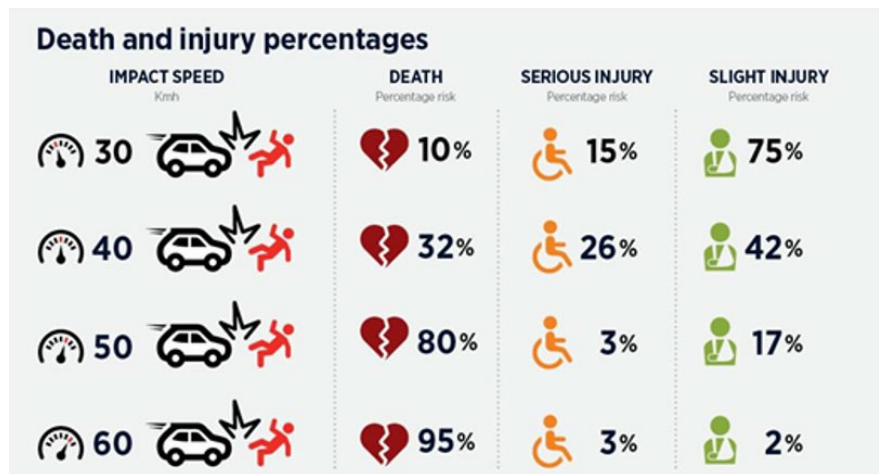


Figure 2: Death and injury percentages relative to impact speed for vulnerable road users.

Two different levels of risk category are defined in respect of schools, a higher risk Category 1 where children are active on or near a road, and a lower risk Category 2 where there is less such activity.

Of the five schools in the Kaikōura District three (Kaikōura High, Kaikōura Primary and St Josephs) are considered to be in the higher risk Category 1 because many children walk, cycle or scoot to school, whilst the other two (Hapuku and Suburban) are considered to be in the lower risk Category 2 because most children are driven to school or catch the bus, and are dropped off at the school gate with there being no, or very limited, child activity near the road.

The government's *Land Transport Rule: Setting of Speed Limits 2022* requires that the speed limit outside a Category 1 school is 30km/hr during school travel periods and not more than 60km/hr outside a Category 2 school during school travel periods.

Accordingly, KDC is proposing permanent 30km/hr speed limits outside Kaikōura High School, Kaikōura Primary School and St Joseph's School.

For the Category 2 Suburban School KDC is proposing a variable speed limit of 40km/hr during school travel times and 100km/hr at other times.

Since Hapuku School is located on State Highway 1 the setting of setting of speed limits on the road outside it is the responsibility of Waka Kotahi, who have proposed a variable speed limit of 60km/hr during school travel times and 100km/hr at other times. Details of this limit is contained in Waka Kotahi's Interim Speed Management Plan¹.

¹ <https://www.nzta.govt.nz/safety/what-waka-kotahi-is-doing/interim-state-highway-speed-management-plan/canterbury/>

4.3 Areas of further development

The speed limit on Mt Fyffe Road south of Ludstone Road is proposed to be reduced from the current 100km/hr to 30km/hr because in future the primary function of this short section of road will be to provide access to the new Vicarage Views subdivision, all the roads of which will also have 30km/hr limits.

The speed limit on Wakatu Quay is proposed to be lowered from the current 60km/hr to 30 km/hr because this minor road will become busier, with increased parking and pedestrian activity in response to forthcoming development of the Pier Hotel and Wakatu Quay.

4.4 Fyffe Quay

The 1.5 km long Fyffe Quay Road, from Fyffe House to Point Kean, is heavily used by visitors, as motorists, cyclists or pedestrians, and is also the site of some significant commercial tourist activities.

This mix of users, the fact that this is a short no-exit road and the generally environment suggests that a lower speed limit would contribute to improvements in both safety and the general visitor experience.

Accordingly, it is proposed that the speed limit on Fyffe Quay is lowered from the current 50km/hr to 30 km/hr.

4.5 Deal Street and Takahanga Terrace

There is significant vehicle movements and parking on Deal Street associated with the hospital and the St Johns building, which has potential to create hazard for both motorists and pedestrians, and accordingly it is proposed that the speed limit in this sometimes congested area is lowered from the current 50km/hr to 30km/hr.

Because Takahanga Terrace is accessed off Deal Street it is proposed that in the interests of consistency that this too has its speed limit reduced to 30km/hr.

5 10 year Potential Longer-term Changes to Speed Limits

In addition to the initial changes to speed limits described in the previous sections, Council will in future consider further changes which may include:

- Reducing speed limits on Green Lane and the parts of Ludstone Roads that currently have 100km/hr speed limits once a connection is established between Kaikōura and the Ocean Ridge subdivision via these roads.

- Standardising speed limits on all rural roads in the quadrant between Mt Fyffe Road, Mill Road, and State Highway 1.
- Possible further reductions of speed limits on unsealed roads to 60km/hr

6 Infrastructure Improvements

There have been some recent pedestrian platforms installed and an intersection upgrade. There are plans for additional traffic type controls to be installed around schools to help facilitate crossings and slow down traffic.

None of these proposed plans have been approved.

7 Engagement and Consultation

The following stakeholder have been engaged as part of the Kaikoura Councils engagement and consultation process during the speed management plan

Engagement

Te *Rūnanga* o Kaikōura – Kaikoura Council has communicated to the local Iwi around the speed management plan

Local police – Kaikoura Council has communicated to the local police around the speed management plan

Local schools - Kaikoura Council has communicated to the local schools around the speed management plan

NZTA - Maintained regular contact with Waka Kotahi, including discussions regarding consistency across routes and specific changes at schools on State Highways.

Consultation

The council released a public consultation speed management plan of which there were 13 submissions received.

Generally, the feedback was not directly related to the Kaikoura local roads and mainly directed to the state highway.

There were no negative responses with most comments being recommendations or changes. There was a total of 13 responses two were from government organisations Te Whatu Ora (Health New Zealand) and Te Tahuhu o te Matauranga (Ministry of Education). The full copy of the feedback can be seen in the appendix.

All feedback relating to the State Highway was passed onto NZTA. A letter was produced with KDC's recommendations to NZTA for speed limit changes within KDC's area.

8 Implementation

It is proposed that all of the proposed changes outlined in sections 3 and 4 of this document are implemented by not later than 30 June 2024.

This SMP will be certified by Waka Kotahi and the speed limits entered into the National Speed Limit Register (NSLR). Then signage will be installed, and the speeds will become enforceable by the NZ Police.

Proposed Speed Limit Change

| Road Name | Section Start Position (metres) | Section End Position (metres) | Section Length (metres) | Section Alignment | Current Posted Speed Limit (km/hr) | Current Average Operating Speed (#) (km/hr) | Waka Kotahi Safe and Appropriate Speed* (km/hr) | KDC Proposed Revised Speed Limit (km/hr) | KDC Comments |
|------------------------|---------------------------------|-------------------------------|-------------------------|-------------------|------------------------------------|---|---|--|-------------------------------------|
| BLUE DUCK VALLEY ROAD | 0 | 41 | 41 | Winding | 100 | 37 | 60 | 80 | unsealed section |
| BLUE DUCK VALLEY ROAD | 41 | 6431 | 6390 | Tortuous | 100 | 28 | 60 | 80 | unsealed section |
| BLUE DUCK VALLEY ROAD | 6431 | 10746 | 4315 | Tortuous | 100 | 25 | 60 | 80 | unsealed section |
| BLUNTS ROAD | 0 | 2201 | 2201 | Winding | 100 | 32 | 60 | 80 | unsealed section |
| BRUNEL ROAD | 0 | 1042 | 1042 | Straight | 100 | 34 | 60 | 80 | unsealed section |
| BRUNEL ROAD | 1042 | 1986 | 944 | Straight | 100 | | 60 | 80 | unsealed section |
| BURRELLS LANE | 0 | 450 | 450 | Straight | 100 | 39 | 60 | 80 | unsealed section |
| CHAPMANS ROAD | 0 | 766 | 766 | Straight | 100 | 34 | 60 | 80 | unsealed section |
| CLARENCE VALLEY ROAD | 0 | 1781 | 1781 | Curved | 100 | 17 | 60 | 80 | unsealed section |
| CLARENCE VALLEY ROAD | 1781 | 10783 | 9002 | Winding | 100 | 19 | 60 | 80 | unsealed section |
| DAIRY FARM ROAD | 0 | 4700 | 4700 | Tortuous | 100 | 17 | 60 | 80 | unsealed section |
| DEAL STREET | 0 | 394 | 394 | Straight | 50 | 21 | 30 | 30 | hospital traffic, ambulance Station |
| EAST LANE | 0 | 3337 | 3337 | Tortuous | 100 | 17 | 60 | 80 | unsealed section |
| ELLERTON VALHALLA ROAD | 0 | 86 | 86 | Winding | 100 | 32 | 60 | 80 | unsealed section |
| ELLERTON VALHALLA ROAD | 86 | 3380 | 3294 | Tortuous | 100 | 31 | 60 | 80 | unsealed section |
| FACTORY ROAD | 0 | 1032 | 1032 | Winding | 100 | 34 | 60 | 80 | unsealed section |
| FYFFE QUAY | 0 | 1526 | 1526 | Curved | 50 | 41 | 60 | 30 | High tourism area |
| GLENCREE ROAD | 0 | 214 | 214 | Winding | 100 | 19 | 60 | 80 | unsealed section |
| GRANGE ROAD | 2232 | 3380 | 1148 | Tortuous | 100 | 29 | 60 | 80 | unsealed section |
| GREEN LANE | 0 | 1001 | 1001 | Straight | 80 | 35 | 60 | 60 | unsealed section |
| KEKERENGU VALLEY ROAD | 3086 | 7027 | 3941 | Tortuous | 100 | 16 | 60 | 80 | unsealed section |
| KILLARNEY STREET | 0 | 187 | 187 | Straight | 40 | 32 | 30 | 30 | School Zone |
| KIWI ROAD | 0 | 1350 | 1350 | Straight | 100 | 27 | 60 | 60 | Changed from feedback |
| LOVERS LANE | 0 | 1803 | 1803 | Curved | 100 | 34 | 60 | 80 | unsealed section |
| LOVERS LANE | 1803 | 1991 | 188 | Straight | 100 | 31 | 50 | 80 | unsealed section |
| LOVERS LANE | 1991 | 2250 | 259 | Straight | 100 | 33 | 50 | 80 | unsealed section |
| LUDSTONE ROAD | 174 | 384 | 210 | Straight | 40 | 42 | 30 | 30 | School Zone |
| LUDSTONE ROAD | 318 | 464 | 146 | Straight | 40 | 54 | 30 | 30 | School Zone |
| MATARIKI ROAD | 0 | 1017 | 1017 | Winding | 100 | 17 | 60 | 80 | unsealed section |
| MOUNT FYFFE ROAD | 12051 | 14216 | 2165 | Straight | 100 | | 60 | 80 | unsealed section |
| MOUNT FYFFE ROAD SOUTH | 0 | 360 | 360 | Straight | 100 | 37 | 60 | 30 | Vicarage Views development |
| POOLES ROAD | 0 | 700 | 700 | Straight | 100 | 23 | 60 | 80 | unsealed section |
| POSTMANS ROAD | 5083 | 6606 | 1523 | Straight | 100 | 32 | 60 | 80 | unsealed section |
| PUHI PUHI ROAD | 0 | 6340 | 6340 | Winding | 100 | 37 | 60 | 80 | unsealed section |
| PUHI PUHI ROAD | 10746 | 13750 | 3004 | Winding | 100 | 36 | 60 | 80 | unsealed section |
| PUHI PUHI ROAD | 13818 | 22196 | 8377 | Tortuous | 100 | 27 | 60 | 80 | unsealed section |
| RED SWAMP ROAD | 4666 | 5884 | 1217 | Straight | 100 | 20 | 60 | 80 | unsealed section |
| RORRISONS ROAD | 0 | 205 | 205 | Straight | 40 | 40 | 60 | 30 | School Zone |
| SCHOOLHOUSE ROAD | 5056 | 6054 | 998 | Straight | 100 | 17 | 60 | 80 | unsealed section |
| SCOTTS ROAD | 0 | 2439 | 2439 | Curved | 100 | 16 | 60 | 80 | unsealed section |
| SILVER SPRINGS ROAD | 0 | 2034 | 2034 | Winding | 100 | 17 | 60 | 80 | unsealed section |
| SKEVINGTONS ROAD | 0 | 924 | 924 | Straight | 100 | 34 | 60 | 80 | unsealed section |
| TAKAHANGA TERRACE | 0 | 110 | 110 | Straight | 50 | 19 | 30 | 30 | to match Deal St |
| TOPLINE ROAD | 0 | 3508 | 3508 | Winding | 100 | 33 | 60 | 80 | unsealed section |
| TORQUAY STREET | 0 | 224 | 224 | Straight | 40 | 37 | 30 | 30 | School Zone |
| WAIPAPA ROAD | 0 | 5264 | 5264 | Winding | 100 | 34 | 60 | 80 | unsealed section |
| WAKATU QUAY | 0 | 342 | 342 | Straight | 50 | 17 | 30 | 30 | Wakatu Quay development |
| WIFFINS ROAD | 0 | 575 | 575 | Winding | 100 | 17 | 60 | 80 | unsealed section |

(#) Represents the average actual speed of vehicles driving the section, calculated by Waka Kotahi based on GPS data collected from vehicles. For very low traffic volumes there may not be enough data to produce a meaningful average operating speed limit. These fields have been left blank.

(*) The safe and appropriate speed column was calculated by Waka Kotahi using traffic counts, road conditions and crash data.