

21 July 2023

Director of Land Transport
Waka Kotahi NZ Transport Agency
50 Victoria Street
Private Bag 6998
Wellington 6141

Subject: Director approval for Speed Limit Changes on local roads in Lower Hutt

Kia ora,

As part of a consent condition for Tupua Horo Nuku Eastern Bays Shared Path, Hutt City Council has reviewed the speeds along Marine Drive.

Following the review and consultation with the community, Hutt City Council has approved reducing the speed limit on Marine Drive (a local road) from a mix of 70km/h and 50km/h to a standard 50km/h. This change is approved as set out in the Land Transport Rule: Setting of Speed Limits 2022 (the Rule).

The consultation for proposed changes were done on the following key dates:

- 30 May and 20 June 2022 (three weeks) – Emails and communications were sent out to residents and businesses in the area, advertisements were made in the local newspaper, announcements made on local radio stations, and on social media.
- 9 March 2023 – The proposed changes and submissions presented to the Infrastructure and Regulatory Committee to request for endorsement of proposed changes to the Council.
- 28 March 2023 – The council approved the proposed changes.

The attachments included with the letter:

- The report submitted to the Infrastructure and Regulatory Committee to seek for the Committee's endorsement to the Council, which includes the details regarding proposed changes and consultation.
- The paper submitted to the Council to address the questions from Infrastructure and Regulatory Committee.

We appreciate your consideration of the proposed speed limit change and look forward to hearing from you shortly.

If you have any questions, please do not hesitate to contact me.

Ngā mihi

A handwritten signature in cursive script that reads "Jon Kingsbury". The signature is written in a dark grey or black ink.

Jon Kingsbury
Head of Transport

Subject: ACTION MEMO: Infrastructure and Regulatory Committee resolutions - Council 28 March 2023

Following the Council meeting held on Tuesday 28 March 2023, please see below the resolutions for your action from the Infrastructure and Regulatory Committee.

Item 5a) Eastern Bays Speed Limit Review

RESOLVED: (Cr Edwards/Cr Shaw) **Minute No. C 23116(2)**

"That Council:

- (1) receives and notes the report;*
- (2) endorses the proposed speed limit reduction from 70 to 50km/h along Marine Drive (Sunshine Bay to Lowry Bay) as per the Land Transport Rule for Setting of Speed Limits 2022;*
- (3) endorses the installation of new raised 'zebra' pedestrian crossings at Lowry Bay and Sunshine Bay; and*
- (4) notes that the Chair of the Traffic Subcommittee has used her authority to refer the traffic matter regarding the installation of new raised 'zebra' pedestrian crossings at Sunshine Bay and Lowry Bay to the Committee."*

Item 5b) School Speed Zones for non-Central City areas

Cr Dyer declared a conflict of interest and took no part in the discussion or voting on the matter.

RESOLVED: (Cr Edwards/Deputy Mayor Lewis) **Minute No. C 23117(2)**

"That Council:

- (1) receives and notes the information;*
- (2) approves the proposed draft legal speed limit changes around Gracefield School;*
- (3) approves the proposed draft legal speed limit changes around schools for non-Central City areas included in the officer's report, with the exception of maps relating to the following schools, Wellesley College zone, Konini Primary School, St Claudine Thevenet School, Wainuiomata Intermediate and High Schools zone, Wainuiomata Primary School zone, Maungaraki School zone, Tawhai School and Tui Glen School zone (Stokes Valley), Pomare School, St Michael's School, Taitā Central School and Taitā College zone, Hutt Central School zone; and Te Kura Kaupapa Māori o Te Ara Whanui School zone;*
- (4) rescinds any previous resolutions pertaining to legal speed limits made pursuant to any bylaw to the extent should they conflict with the proposed changes described in this recommendation; and*
- (5) notes that the above legal speed limit changes would not take effect until it has been approved by Waka Kotahi and legal speed limit signs have been installed."*

Item 5c) Pomare Road Speed Change Proposal

SE/GT carried.

RESOLVED: (Cr Edwards/Cr Tupou)

Minute No. C 23118(2)

“That Council:

- (1) receives and notes the information;*
- (2) approves the draft legal speed limit change from 50kmph to 30kmph along the full length of Pomare Road;*
- (3) rescinds any previous resolutions pertaining to legal speed limits made pursuant to any bylaw to the extent should they conflict with the proposed changes described in this resolution; and*
- (4) notes that the above recommendation would not take effect until it has been approved by Waka Kotahi and legal speed limit signs have been installed. “*

Ngā mihi

(name redacted)

Senior Democracy Advisor

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt, Lower Hutt 5010

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For Action

MEMO TO: Rowe, Andrew - Traffic Asset Lead

COPY TO: **Bob Hu, Traffic Engineering Manager**

DATE: 15 March 2023

MEETING: Komiti Hanganga | Infrastructure and Regulatory Committee Meeting of 9/03/2023

Please note for your action / information the following decision arising from the meeting named above:

IARCC 23101 **Eastern Bays Speed Limit Review**
FILE REF
AGENDA ITEM NO. IARCC2023/1/66

RECOMMENDED: (Cr Edwards/Deputy Mayor Lewis) **Minute No. IARCC 23101**

That the Committee recommends that Council:

- (1) *receives and notes the report;*
- (2) *endorses the proposed speed limit reduction from 70 to 50km/h along Marine Drive (Sunshine Bay to Lowry Bay) as per the Land Transport Rule for Setting of Speed Limits 2022;*
- (3) *endorses the installation of new raised 'zebra' pedestrian crossings at Lowry Bay and Sunshine Bay; and*
- (4) *notes that the Chair of the Traffic Subcommittee has used her authority to refer the traffic matter regarding the installation of new raised 'zebra' pedestrian crossings at Sunshine Bay and Lowry Bay to the Committee.*

SPECIFIC ACTIONS REQUIRED:

Please note this recommendation will be considered at the Council meeting on 28 March 2023

16 February 2023

File: ()

Report no: IARCC2023/1/66

Eastern Bays Speed Limit Review

DECISION MAKING CHECKLIST

This checklist is designed to assist report writers and decision makers to more easily understand and comply with the obligations of the Local Government Act, whilst providing a legal record of how the process was followed.

There are specific obligations in the Local Government Act 2002 for Council to consider a range of factors when making decisions. The Decision Making Checklist is applicable to all reports *seeking a decision* to CLT, Council, Committees or Community Boards.

For information on decision making powers and delegations, check Council's [Terms of Reference](#), the [Delegations Register](#) and [Functions and Delegations for Community Boards 2019-2022](#).

For information on Council's approach to determining the significance of proposals and decisions, and when it will undertake engagement and/or consultation on those matters, check Council's [Significance and Engagement Policy 2018-2022](#).

LEGISLATIVE REQUIREMENTS	Comments
Does this decision fit the purpose of local government by enabling local decision-making and action by, and on behalf of, communities; and promoting the social, economic, environmental, and cultural well-being of communities in the present and for the future <input type="checkbox"/>	

Does your report explain how the decision will promote the social, economic, environmental and cultural well-being of communities, and include reference to the relevant Council strategies covering these areas?	Yes	Click here to enter text.
Have you identified, and assessed, all reasonably practicable options in your report?	Yes	Click here to enter text.
Guided by the <i>Significance and Engagement Policy</i> , does the report address the views and preferences of persons likely to be affected by or have an interest in the matter, and provide opportunities for engagement or consultation with those parties, e.g. youth, iwi?	Yes	Click here to enter text.
<i>If the decision sought is significantly inconsistent with Council policy or plans required by legislation, does the report identify the inconsistency, reasons for it, and any plans to amend documents in order to accommodate the decision?</i>	Not applicable	Click here to enter text.
Are you providing opportunities for Maori to contribute to decision making on this matter? Refer to Community Engagement Strategy and Contact the Kaitakawaenga Kaupapa Maori	Not applicable	Click here to enter text.
OTHER CONSIDERATIONS		Comments
Does this report require specialist input (for example, advice from the Legal team, the Communications team, People and Capability, Finance, or Risk Management)?	Not applicable	Click here to enter text.
Health and Safety: Are there any health & safety implications or risks to others in making this decision? If so have these risks been assessed in accordance with the Health & Safety at Work Act 2015 and what actions may be taken to reduce the risk of harm?	Not applicable	Click here to enter text.

Purpose of Report

1. To seek approval from the Committee for the proposed legal speed limit changes along Marine Drive, Eastbourne.

Recommendations

That the Committee recommends that Council:

- (1) receives and notes the report;

- (2) endorses the proposed speed limit reduction from 70 to 50km/h along Marine Drive (Sunshine Bay to Lowry Bay) as per the Land Transport Rule for Setting of Speed Limits 2022;
- (3) endorses the installation of new raised 'zebra' pedestrian crossings at Lowry Bay and Sunshine Bay; and
- (4) notes that the Chair of the Traffic Subcommittee has used her authority to refer the traffic matter regarding the installation of new raised 'zebra' pedestrian crossings at Sunshine Bay and Lowry Bay to the Committee.

For the reasons outlined in the report.

Background

2. As part of the consent conditions for Tupua Horo Nuku, Council is required to undertake a speed and safety review on Marine Drive.
3. The speed review has been completed and Council consulted with the community on the proposed changes, which included a recommended speed limit reduction from 70km/h to 50km/h between Whiorau Lowry Bay and Sunshine Bay (2.1km) as well as the installation of three new raised pedestrian crossings near bus shelters along Marine Drive.
4. Following procedures specified in the Land Transport Rule for Setting of Speed Limits 2022, we are required to revoke Bylaw 15 and consult with key stakeholders. An interim speed management plan is required to be prepared and sent to the Waka Kotahi Director of Land Transport for approval, in addition to obtaining approval at the local territorial road controlling authority (Hutt City Council).

Discussion

5. There have been 14 crashes reported in a five-year period (2016-2020) along the section of Marine Drive where the speed limit change is proposed. Of these 14 reported crashes, two involved serious injuries. In comparison, the section of Marine Drive with an existing 50km/h speed limit had 20 reported crashes in the same period of which none involved serious injury.
6. We expect an increased number of pedestrians and cyclists along Marine Drive to utilise Tupua Horo Nuku. Due to limited forward visibility around some bends in the road, and the potential for increased severity of injury in the event of a crash, a reduced speed limit will increase public safety for all road and shared path users.
7. In addition to a change in the posted speed limit, raised zebra crossings are proposed at three locations to physically slow traffic and improve safety of individuals crossing the road. The pedestrian crossings are not signalised in accordance to engineering guidelines, Austroads. Given high traffic volume and low pedestrian crossing demand the provision of a signal does not qualify. In this circumstance, raised platforms will provide better balance between safety and efficiency.



Figure 1 – Map of Marine Drive and proposed speed limits. The red line is the section with the speed limit to change from 70km/h existing to the proposed 50km/h. A white line along Marine Drive indicates existing and no changes to the 50km/h posted speed limit.

8. For the reasons below urgency is required to introduce a speed limit reduction:
 - a. Existing safety concerns from the community
 - b. 'Road to Zero' commitment from Council and Waka Kotahi
 - c. Tupua Horo Nuku consenting requirements

- d. Inconsistent speed settings
- e. Better and safer accessibility for public transport
- f. New Land Transport Rule: Setting of Speed Limits 2022 Bylaw (dated 19 May)

Options

9. The options include:
- a. Endorse the proposed reduction in the 70km/h posted speed limit along Marine Drive from Lowry Bay to Days Bay to 50km/h. This will modify the Hutt City Council Speed Limits Bylaw 2015 DOC/15/109368;
 - b. Provide comments to the Council to assist in the decision-making process proposed by the speed limit change.
10. Council officers recommend option a. Officers will be able to prepare an interim Speed Management Plan for Waka Kotahi's review and subject to approval, install updated speed limit signs and remove the existing "70" (kph) pavement markings.

Climate Change Impact and Considerations

11. A lower and consistent speed enables mode shift, and this speed review is one of the consent conditions of the Tupua Horo Nuku project.
12. The decision will have a positive impact on the changing climate as reduced vehicle speed will result in less greenhouse gas emissions.
13. The reduced speed limit will encourage sustainable travel mode choices with less risk for users and will encourage a positive mode shift towards walking, cycling and use of public transport.

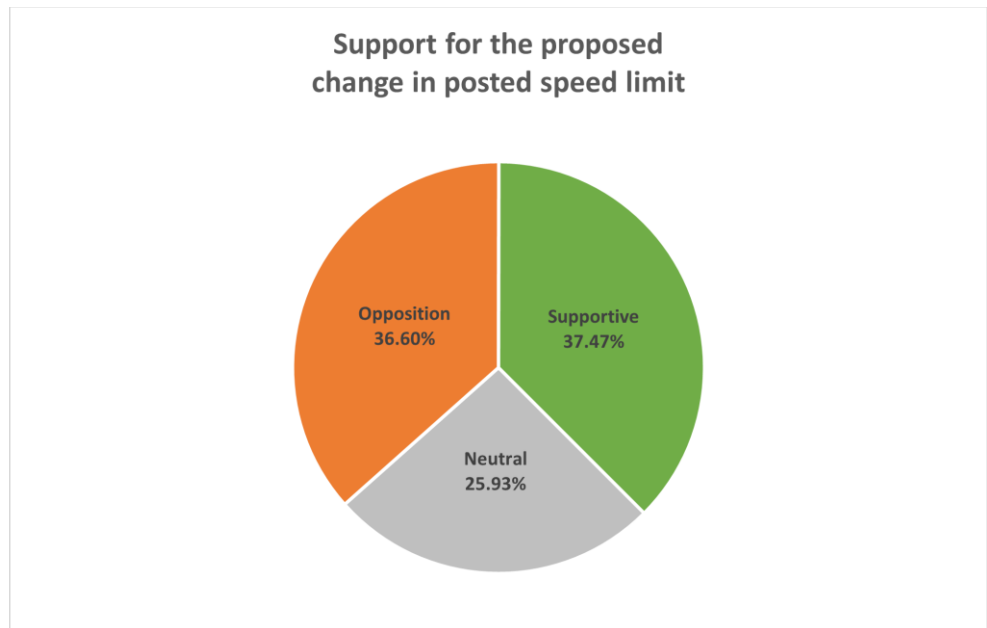
Consultation

14. Council officers have engaged with local businesses and residents.
15. Public consultation was carried out between 30 May and 20 June 2022.
16. In gathering feedback from the community on the proposed speed changes, the following public consultation channels were used:
- a. **Digital online platform.** The proposed route for a cycle lane with the map was displayed on the Bang the Table (BTT) page and Facebook post.
 - b. **In-person display.** Posters were displayed at the Eastbourne Library.
 - c. **Physical letter.** Public consultation letters were delivered to directly affected residents. Letters and emails were also sent to local schools.

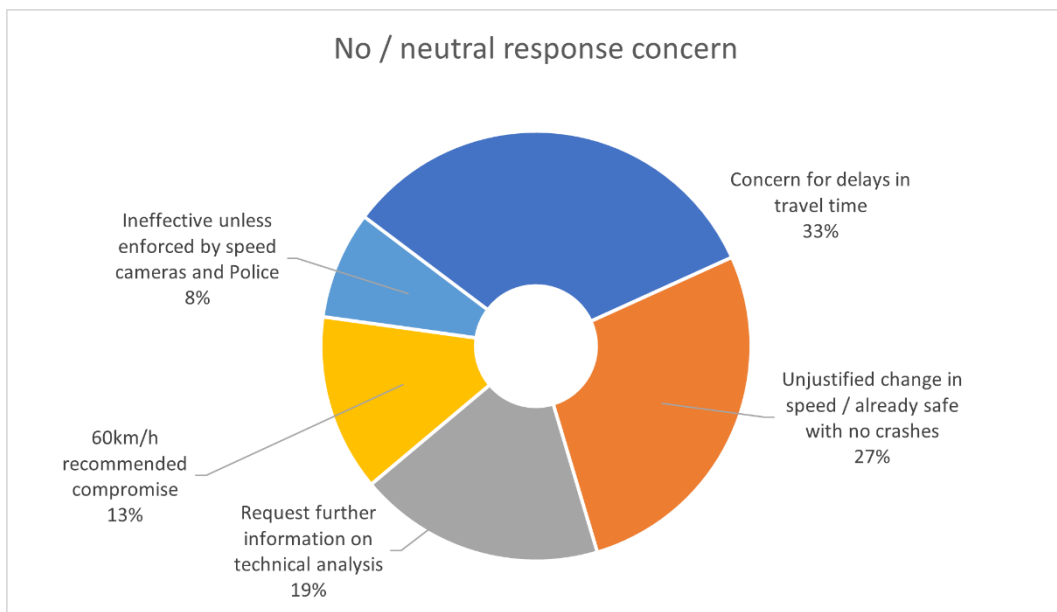
- d. **Email address for further comments or questions.** The haveyoursay@huttcity.govt.nz email address was shared on the landing page of the BTT site and people were invited to contact Council with any additional questions or comments.

17. Consultation results.

- a. A total of 459 responses were received from both the online survey and emails. 130 provided supportive and constructive feedback, and 118 were not in favour. The response percentage is shown in the pie chart below.



- b. The categorised reasons for neutral and unsupportive responses are analysed and shown in the donut chart below.



c. Responses to feedback:

- i. **Delays and increased travel time:** The recorded average operating speed along this 70km/h section (2.1km long) is 52.8km/h. Reducing the posted speed limit to 50km/h is unlikely to create noticeable differences to travel time. Officers surveyed travel times from four trials driven along Marine Drive. It was established the difference between keeping speed under 55km/h for a 50km/h posted speed limit scenario and being able to travel legally up to 70km/h had a difference in travel time of five seconds. This limited difference in travel time is due to tight bends and short straight sections of the road, restricting a maximum travel speed.
- ii. **Perception of no crashes:** Along the section of Marine Drive where it is proposed to have speed limit changes, there have been 14 crashes reported in the 5-year period between 2016-2020. Two of these reported crashes involved severe injuries. Notably, the section of Marine Drive with a 50km/h posted speed limit between Point Howard to Lowry Bay does not have any severe injury-reported crashes for the same period.
- iii. **Request for evidence and technical report:** In the Eastern Bays Speed Review Report prepared by SPA Consulting in January 2022, the safe and appropriate speed limit along Marine Drive is 50km/h. The analysis used follows a national Safe and Appropriate Speed methodology. This practice includes reviewing the road environment such as the tightness of bends, the width of the road shoulder, roadside hazards and a number of access points such as driveways and intersections.
- iv. **Compromised speed limit:** A 60km/h speed limit would not be a safe and appropriate speed for this Bay. A 60km/h speed limit would continue to provide an inconsistent speed limit along a road that is otherwise 50km/h and may cause confusion to some drivers.

18. The report was considered by the Eastbourne Community Board (the Board) meeting on 28 February 2023. The Board endorsed the recommendations contained in the report.

Legal Considerations

19. The proposed change in speed limit is required to follow the Land Transport Setting of Speed Limits Rule 2022. This Rule includes a process requiring the current bylaw to be revoked, preparing an interim speed management plan to be submitted to the regional Council for assessment and approval, then submitted to Waka Kotahi (NZ Transport Agency) for approval.
20. The Hutt City Council speed limit bylaw 2015 map is included and attached as Appendix 1 to the report.

Financial Considerations

21. The associated speed limit change costs will be covered by the Tupua Horo Nuku project as part of its consenting conditions.

Appendices

No.	Title	Page
1	Appendix 1: Speed limits bylaw maps 2015	
2	Appendix 2: Detailed analysis of public consultation responses	

Author: Andrew Rowe
Traffic Asset Lead

Reviewed By: Andrea Mitchell
Business Manager

Reviewed By: Bob Hu
Traffic Engineering Manager

Approved By: Jon Kingsbury
Head of Transport