

Safer Speeds Around Schools Interim Speed Management Plan 2023

Certification Document



Contents

- PURPOSE OF OUR INTERIM SPEED MANAGEMENT PLAN 3
- PLAN INFORMATION 3
- SPEED MANAGEMENT PLAN CONTENT 4
 - Speed Management Planning in Waitaki 4
 - What is Speed Management? 4
 - 10-year vision: Objectives, strategic alignment, and whole-of-network approach 5**
 - Next Steps 5
 - Strategic Context 5
 - Consulting our community 8**
 - Principle: Safer Speeds Around Schools 10**
 - How will this be applied? 10
 - Identifying our school zones 10
 - Applying safe speeds to our schools 11
 - Whole of Network Approach 12**
 - Summary of speed limit changes 12
 - Implementation programme 15**
 - Phase One Speed Limits Around Schools 15**
 - State Highway components 18
 - Safety Infrastructure 18
 - Giving Effect to this ISMP 19**
 - Appendices 20**

Purpose of our Interim Speed Management Plan

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) requires all Road Controlling Authorities (RCAs) to develop and consult on Speed Management Plans. Waitaki District Council (Council) is the RCA responsible for local roads in the Waitaki District. Other roads within the district are managed by Waka Kotahi (State Highways) and the Department of Conservation.

We are beginning this new process with the development of an Interim Speed Management Plan (ISMP). The purpose of this ISMP is to enable Council to share how it intends to manage the first stage (known as Phase One) of implementing Safe Speeds Around Schools in the District. The Rule establishes a requirement to use reasonable efforts to have at least 40% of speed limit changes for roads outside schools completed by 30 June 2024. The ISMP will enable Council to deliver this target, through implementation of:

- Permanent 30km/h School Speed Zones at nine schools in the district; and
- A permanent 60km/h School Speed Zone at Five Forks school, which is classified as a Category 2 school.

Following on from this ISMP, Council will develop a Full Speed Management Plan (FSMP) which will include the remaining Phase Two schools. This will be incorporated by the Otago/Southland Regional Transport Committee (RTC) and cover the three years from 1 July 2024 to 30 June 2027 into the Regional Speed Management Plan in December 2023.

Our FSMP will need to be progressed in line with Waka Kotahi's own State Highways SMP, to ensure that we have a consistent approach across the wider roading network in the Waitaki District, and that School Speed Zones which include sections of State Highway can be aligned for future implementation.

Plan information

Road controlling authority or regional transport committee	Waitaki District Council (road controlling authority for local roads in the Waitaki District)
Submitted by	Waitaki District Council Roading Department
National Land Transport Programme (NLTP) period	August 2021 to July 2024

Speed management plan content

Speed Management Planning in Waitaki

This Interim Speed Management Plan (ISMP) will help us transition from the way we have set speed limits in the past, to a new, more flexible approach that better acknowledges the local conditions and the surrounding environment. The processes we have developed to develop this first ISMP have also focussed on the way we engage with our communities, iwi, and road users across the Waitaki District – and put us in a good position for the future Full Speed Management Plan (FSMP).

Effective speed management is more than just setting speed limits, it is also about roading infrastructure and road design. Rather than looking at speed limit changes on a street-by-street basis, this ISMP establishes our first principle for speed management in our District, identifying the changes we think are required to keep our children safe as they travel to and from school.

As many of our District school speed zones will be aligned with planned changes on Waitaki's State Highways, our ISMP has designated 10 schools in Phase One (reduced from 11, following public consultation, hearings, and further discussion with representatives of the school now included in Phase Two).

Following the implementation of our Phase One schools, we will be preparing a FSMP to consider wider speed management principles, appropriate speed changes and infrastructure changes to support road safety for the whole of our District roading network. Our future FSMP will involve further community engagement and public consultation to formalise our speed management planning for the 2024-2027 period. This will include collaborating with Waka Kotahi (State Highways), and other Road Controlling Authorities such as the Department of Conservation, and neighbouring Councils with roads crossing between District boundaries.

What is Speed Management?

In the event of a crash, regardless of its cause, the speed of impact is the most important factor influencing whether people survive. While reducing speeds to an appropriate level to minimise the risks of injuries or fatalities occurring is a key tool, speed management is more than just speed limits. Speed management is about achieving safe travel speeds that reflect the function of the road, its design, the modes of travel, the surrounding environment, and the safety of all road users. Whilst enabling efficient movement within the district is important, the need to ensure that everyone on or near our roads is kept safe is paramount.

10-year vision: Objectives, strategic alignment, and whole-of-network approach

Council is committed to reducing road safety risks on our roading network to align with a shared objective to have 40% fewer deaths and serious injuries by 2030, compared to 2018 levels¹. Both Waka Kotahi and Council see Speed Management as one of the pieces of the puzzle to help achieve this goal.

We will reduce the risk, likelihood, and impact of crashes by implementing safe speed limits where necessary, and in areas supported by the public within the district.

As part of this, we commit to our District having safe speed limits on the surrounding roads and streets of all of our schools (see “Identifying our School Zones”, below), both on local roads and on State Highways. This is in conjunction with Waka Kotahi’s interim State Highway Speed Management Plan, and future full State Highway Speed Management Plan. Reducing speeds around our schools will make it safer and encourage our children to walk, cycle and scooter to and from school. To ensure alignment with Waka Kotahi, we will be phasing our implementation through our ISMP, and FSMP for the 2024-2027 period, and beyond.

Next Steps

After Council adoption and Waka Kotahi certification of this ISMP, we intend to continue work to review the speed management planning for the District, developing a FSMP to progress the implementation of principles-based Speed Management Planning provided for under the Setting of Speed Limits Rule 2022 (the Rule). We will consider wider principles, appropriate speed changes, and infrastructure changes to support road safety for the whole of our District roading network. The Speed Management Principles and Priorities we put forward will describe our intended changes for designating safe speeds across other areas of the local road network, with implementation set out over three-year action plans.

Our future FSMP will involve further community engagement and public consultation to formalise our speed management planning for the 2024-2027 period. This will include collaborating with Waka Kotahi (State Highways), and other Road Controlling Authorities such as the Department of Conservation, and neighbouring Councils with roads crossing between District boundaries.

Strategic Context

The Government Policy Statement (GPS) on land transport is central to investment decisions across the land transport system. Speed management is an important part of the whole of system approach to reducing the amount of trauma on our roads. The GPS supports investment in highways and local roads to accelerate the implementation of the Speed Management Guide, which focuses on treating the top 10 percent of the roading network.

Following the Government’s announcement on 13 March 2023 regarding policy changes to speed management, Waka Kotahi is reviewing the legislative framework to ensure that speed management give effect to Cabinet’s recommendations for reprioritisation that impact policy. This has identified narrowing the focus of the Speed Management Programme to specifically make targeted changes to speeds around schools, marae, and in townships, and where community support for lower speed limits has been demonstrated.

Council plans to implement these strategies where practical through this ISMP, and as part of developing our future FSMP, in setting “Safer Speeds Around Schools”.

¹ Vision Zero objective



The four guiding principles from the *Speed Management Guide: Road to Zero edition* relating to safety, community wellbeing, movement and place, and system thinking have also played a role in guiding the development of this ISMP.

Road to Zero is the government’s vision to guide improvements in road safety from 2020 to 2030. The strategy’s vision is for New Zealand to be a country where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable.

A step towards achieving this vision is by setting a target of a 40% reduction in deaths and serious injuries by 2030.



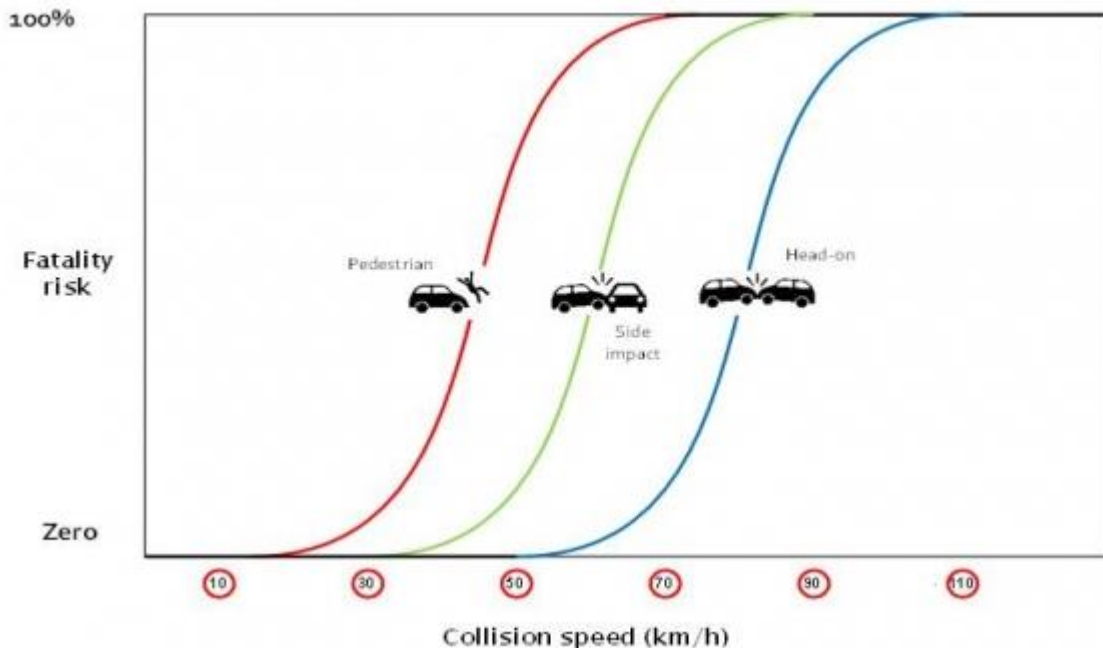
This will be achieved through actions in five key areas, with infrastructure improvements (currently underway within the Waitaki District) and speed management being the next step.

One of the key action items in the Government’s direction on Road Strategy is to set safe speed limits around all schools by the end of 2027, with an interim target of 40% of schools by 30 June 2024. This ISMP focuses on achieving safe speed limits around schools by meeting this target by implementing safe speeds for more than 40% of our District’s schools, in delivering Phase One of our “Safer Speeds Around Schools”. Speed Management Drivers for Safer Speeds Around Schools



While the setting of appropriate speed limits is a key component of safety improvements on local roads, Council recognise wider work which supports this objective, including education and enforcement initiatives that encourage all motorists to travel at these safe and appropriate speeds, and engineering improvements to roads.

Safe and appropriate speeds help to reduce the severity of crashes when they occur. Speed is a major contributing factor to deaths and serious injuries on New Zealand roads, but this does not need to be the case. Lower speeds give roads users increased opportunity to avoid a crash, or to minimise the injuries from one if it happens. International research has identified the survivable speeds for a variety of crash types (see below). For example, a crash involving a motor vehicle and a pedestrian, cyclist, or other road user outside of a vehicle is nearly always survivable (10% fatalities) at 30km/h, while those occurring at 50km/h have an 80% fatality rate.



Reducing the speed decreases the consequences when an accident occurs. While there are a range of factors which must be considered in setting speed limits, such as efficiency, safety has been given the highest priority, to support efforts of Road to Zero and to minimise harm on local roads.

Consulting our community

In developing our ISMP, we have engaged with our community and key stakeholders. We encouraged everyone to get involved and have their say on Safer Speeds Around Schools.

Stakeholder Engagement:

To achieve the 40% target by June 2024, Council analysed the existing roadside environments around each of the Waitaki district's 22 schools. These schools were split into Phase One and Phase Two groups, where Phase One schools are known to have existing roadside environments supportive of a permanent 30kmh speed limit and Phase Two schools which require either Variable Speed Limits, installation of supporting infrastructure (to support a 30kmh/h speed limit) or are impacted by a State Highway Variable Speed Limit which is unlikely to be implemented until the 2024-27 period.

Pre-engagement:

Each of the schools and known affected stakeholders (including Police, Rūnanga and School Bus Operators) received a pre-engagement letter in December 2022. This proposed the Phase One and Phase Two groups, complete with indicative maps of school zone extents. Feedback was received from the stakeholders with some minor modifications to school zone extents where requested, otherwise there were no objections to the draft proposal.

Public consultation:

Consultation was advertised over a variety of media and carried out between 3 March to 31 March 2023 via online survey and hardcopy consultation documents. The results were 79% in favour to introduce safer speed limits around schools within our district, with 77% in favour of the proposal as outlined in the draft Interim Speed Management Plan.

Of note, 19 submissions were received from Year 8 students of Oamaru Intermediate School. Although this school is included in the Phase Two group, their feedback can be considered for the upcoming Full Speed Management Plan 2024-27.

The majority of responses included the following themes:

1. Implement the 30kmh speed limit around Oamaru Intermediate School as soon as possible.
2. Preference for Variable Speed Limits at certain times of day (i.e. start and end of school day) instead of Permanent speed limits outside Weston School.
3. Would like consideration for traffic calming devices, such as speed bumps and kerb crossings constructed in conjunction with the 30kmh speed limit where possible.
4. Introduce no parking areas outside schools in conjunction with the 30kmh speed limit.
5. Concerns around compliance on the new speed limit by drivers and enforcement by Police.

Hearings Process and Council's response:

Verbal submissions were heard in at a Council Meeting on 2 May 2023, which included submissions from nine Year 8 students from Oamaru Intermediate School. Written submissions were also considered at the meeting and following deliberations, the below action points were considered:

1. Weston School:
 - a. Variable Speed Limit is the only option on Airedale Road. Please move this school to Phase Two.
 - b. Consider a Drop and Drive Zone and speed bumps.
2. Five Forks School:
 - a. Confirm that the school are supportive of the proposed 60kmh limit (Category 2).
 - b. Can a Drop and Drive Zone be installed within the school property?
3. Oamaru Intermediate School:
 - a. Feasibility study crossing facilities.
4. Suggestions for Waka Kotahi to implement of the State Highway:
 - a. Request for Duntroon School and Omarama School to be implemented in 2024-25.
 - b. Request for Oamaru School Cluster (including Oamaru Intermediate School) to be implemented in 2024-25.

Report for Decision Aligning with the ISMP:

Following the Council Hearing, Officers carried out the following actions:

1. Officers met with the Principal of Weston School. They were happy with the proposal to install a Variable Speed Limit and to be shifted to the Phase Two programme. They wish to be the top priority when these are carried out in the FSMP.
2. Officers met with the Principal of Five Forks School. They were happy with the proposal to be a Category 2 school and believe the 60kmh speed limit is appropriate. The Principal confirmed there are no students who walk to school and there is no pedestrian activity on Kakanui Valley Road, which fronts the school. Students are transported to school via school bus or private vehicle. The school bus has a pull-off area within the school grounds and good systems are in place for students, such as a fully-fenced area and roll call. Parents/caregivers arrive in a designated parking area adjacent to the school and accompany their children to the school gate.
3. Potential options for crossing facilities for Oamaru Intermediate School were discussed with suppliers including indicative costs. This will likely form part of the Phase Two implementation.
4. Feedback regarding the State Highway requests was emailed to Waka Kotahi's South Island Project Manager for Safe Speeds Around Schools Programme, Barbara Ware for consideration.

Principle: Safer Speeds Around Schools

Safe speeds around kura/schools: Speed limits around kura/schools in Waitaki District are set to make it safer for children to get to school and home again.

There are opportunities to improve safety and accessibility around schools. Current speed limits outside many schools do not make walking and cycling an appealing mode of transport. Encouraging walking and cycling to school has a range of co-benefits, including health and accessibility, reduced congestion and emissions at school drop-offs/pick-ups, and social connectedness. Many jurisdictions around the world, and some Road Controlling Authorities in New Zealand, have implemented safer speed limits outside schools, which generally have strong public support, good levels of compliance and positive safety outcomes.

Waitaki District Council supports this progress and the outcomes gained. Under the provisions of the Rule, we are transitioning to "Safer Speeds Around Schools", based on the risk profile of each school and the roads around them. The Rule sets a framework for school speed zone changes.

Safe speeds will be applied to our Phase One schools by reducing speed limits to:

- Permanent 30km/h School Speed Zones at nine schools in the district; and
- A permanent 60km/h School Speed Zone at Five Forks school, which is classified as a Category 2 school.

Our remaining schools are included in Phase Two, aligning with Waka Kotahi State Highway Speed Management Plan proposals. Phase Two schools have been selected where it is likely that Variable Speed Limits (VSLs) will be applied. These speed limits use electronic signs to regulate reduced speeds covering school drop-off and pick-up times, extending to a focus on our children's journeys to and from school.

Safer speed limits around school's lower actual travel speeds, by making these zones more attractive and more accessible places for children to walk and cycle to school. Our Phase One schools have predominantly focussed on local District roads within our townships, where permanent 30km/h speed limits are supported.

How will this be applied?

The speed limit changes presented in this ISMP are no longer limited to just being outside the front gate, and are now focused more on the journey to and from school. With this in mind, the Council has taken an area-wide approach around Phase One schools using a mix of permanent 30km/h and 60km/h speed limits. Future speed changes in alignment with Waka Kotahi may utilise variable speed limits on our busier roads that will operate for periods before and after school start and finish times to keep children travelling to and from school safe.

Identifying our school zones

Category One Schools: Under the Rule all schools by default became Category One schools, requiring school areas to have 30 km/h (fixed/'static' or variable) speed limits.

Category Two Schools: These areas provide for using permanent speed limits, or variable speed limits operating for periods before and after school start and finish times, of 40 km/h, 50km/h, and up to a maximum of 60 km/h. Council will only consider implementing these higher speeds in locations where less comparative risk to vulnerable road users has been identified, and a 30 km/h restriction isn't deemed appropriate. Our justification for a higher speed limit must demonstrate how where Safe System principles will still be met.

Five Forks school has been identified as a Category Two school through the consultation and engagement process, followed by further discussions with the school Principal and representatives of the Board of Trustees. This school has currently identified no children walking, cycling, or scooting to school, and drop-off and pick-up movements by school buses and private vehicles are managed outside of the road corridor.

Waitaki's speed management planning processes include future review of school speed zones, in conjunction with both the schools, the local community, and Waka Kotahi. This ensures the posted speed limits and road infrastructure remain appropriate for the next 10 years, and beyond.

Applying safe speeds to our schools

Council have a range of speed control options available to limit speeds for our school zones:



Permanent speed changes have been selected as the most appropriate controls on our local roads. Future changes - in line with Waka Kotahi's interim State Highway Speed Management Plan and future full Speed Management Plan – will also utilise Variable Speed Limits, subject to public consultation and approval. Implementation of speed changes aligned with our principle of safer speeds around schools is outlined in the following sections.

Whole of Network Approach

Summary of speed limit changes

New speed limits are proposed for 26 roads, parts of roads, in Phase One school zones in the Waitaki District.



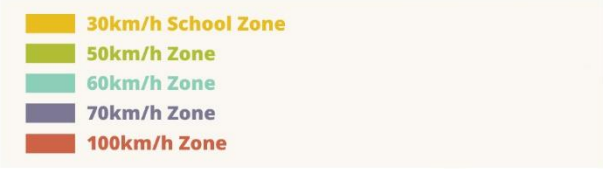
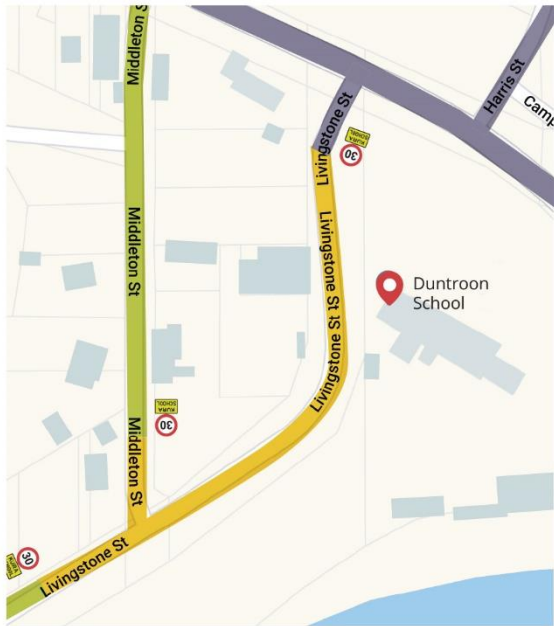
23
roads or parts of roads
reduce to **30 km/h**



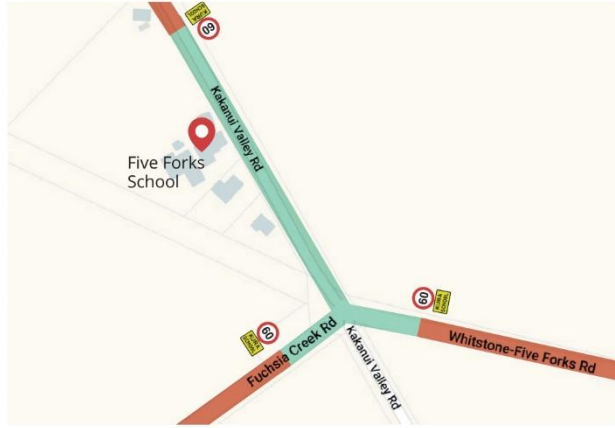
3
roads or parts of roads
reduce to **60 km/h**

The proposed extent of speed limit changes are shown on the maps, and table below.

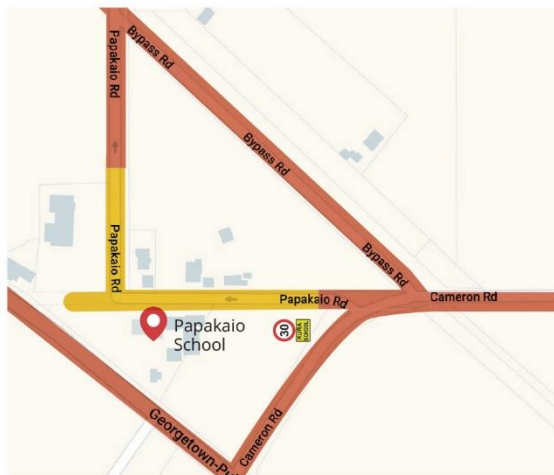
Duntroon School



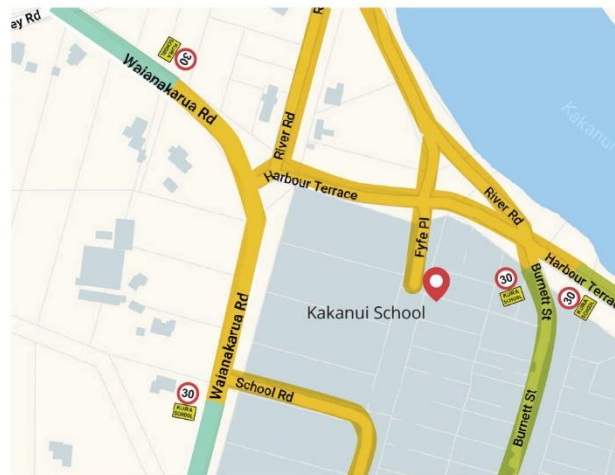
Five Forks School



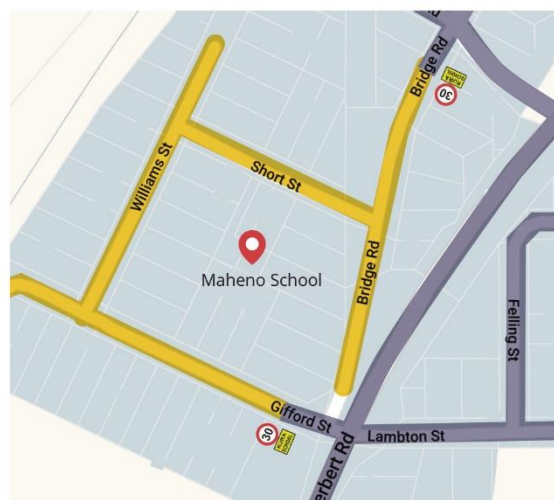
Papakao School



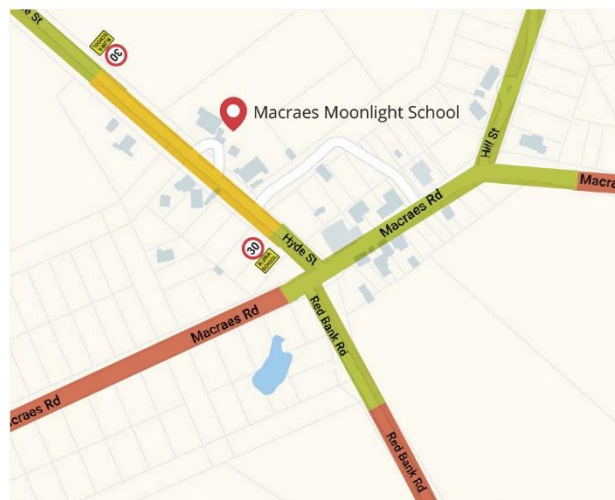
Kakanui School



Maheno School

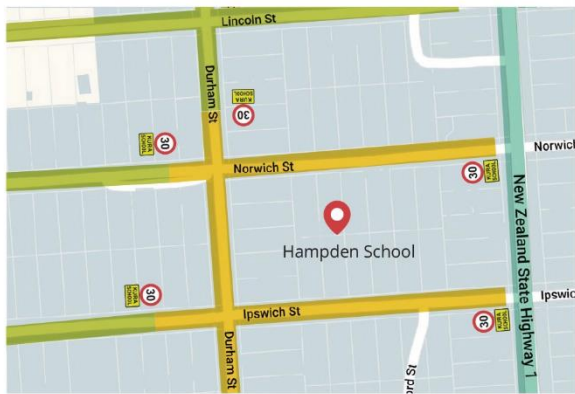


Macraes Moonlight School

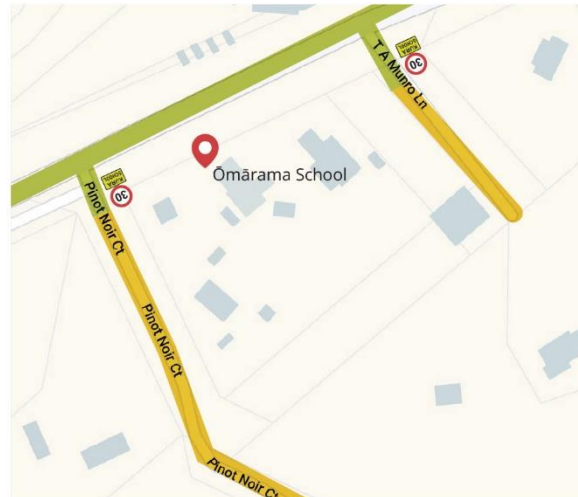


- 30km/h School Zone
- 50km/h Zone
- 60km/h Zone
- 70km/h Zone
- 100km/h Zone

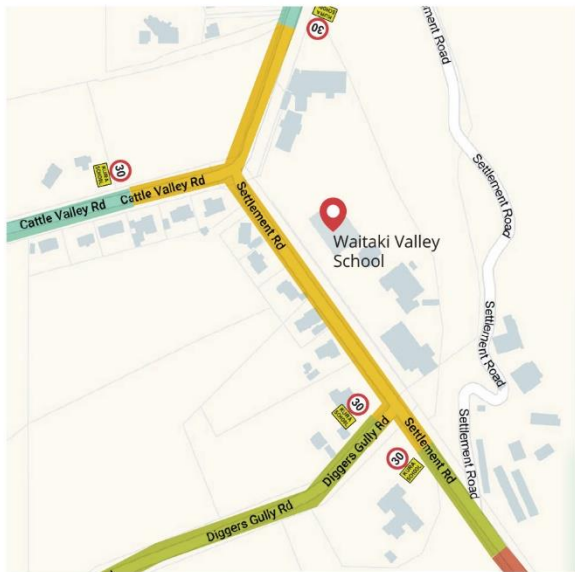
Hampden School



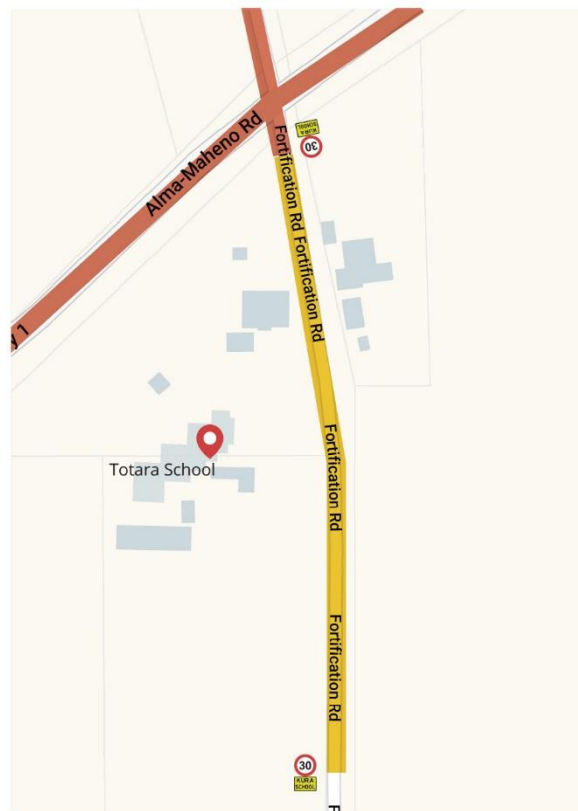
Ōmārama School



Waitaki Valley School





















Totara School













































Implementation programme

Phase One Speed Limits Around Schools

Speed limit changes around the following Phase One schools will be implemented as part of our ISMP.

School name and Road Section	School Category	Existing Speed Limit (km/h)	Proposed (km/h)	Planning Period	Further information
30km/h Permanent Speed Limit					
Duntroon School	1			NLTP Year 3 (23-24)	State Highway safe speed limit also applies.
Livingstone Street <i>RP 30 to RP 240</i>		 			
Middleton Street <i>RP 175 to RP 193</i>					
Papakaio School	1			NLTP Year 3 (23-24)	State Highway safe speed limit also applies.
Papakaio Road <i>RP 30 to RP 300</i>					
Maheno School	1			NLTP Year 3 (23-24)	
Gifford Street <i>RP 50 to RP 237</i>		 			
Williams Street <i>RP 0 to RP 212</i>		 			
Short Street <i>RP 141 to RP 0</i>					
Bridge Road <i>RP 0 to RP 235</i>					

School name and Road Section	School Category	Existing Speed Limit (km/h)	Proposed (km/h)	Planning Period	Further information
Kakanui School	1			NLTP Year 3 (23-24)	
Harbour Terrace RP 0 to RP 300					
Waianakarua Road RP 945 to RP 1200		 			
School Road RP 0 to RP 169					
River Road RP 374 to RP 0					
Fyfe Place RP 0 to RP 72					
Macraes Moonlight	1			NLTP Year 3 (23-24)	
Hyde Street RP 30 to RP 280					
Waitaki Valley	1			NLTP Year 3 (23-24)	
Settlement Road RP 293 to RP 0					
Manse Road RP 674 to RP 814		 			
Cattle Valley Road RP 50 to RP 0		 			
Diggers Gully Road RP 20 to RP 0					
Hampden School	1			NLTP Year 3 (23-24)	
Norwich Street RP 336 to RP 600					

School name and Road Section	School Category	Existing Speed Limit (km/h)	Proposed (km/h)	Planning Period	Further information
Durham Street RP 230 to RP 0					
Ipswich Street RP 172 to RP 490					
Omarama School	1			NLTP Year 3 (23-24)	State Highway safe speed limit also applies.
T A Munro Lane RP 30 to RP 94					
Pinot Noir Court RP 30 to RP 256					
Totara School	1			NLTP Year 3 (23-24)	State Highway safe speed limit also applies.
Fortification Road RP 6195 to RP 6450					
60km/h Permanent Speed Limit					
Five Forks School	2			NLTP Year 3 (23-24)	
Kakanui Valley Road RP 12080 to RP 12375					
Whitstone-Five Forks RP 9725 to RP 9794					
Fuchsia Creek Road RP 50 to RP 0					

State Highway components

The following are indicative speed limits which may be applied to our Phase Two schools in line with the state highways. We will work collaboratively with Waka Kotahi as they complete their interim State Highway Speed Management Plan, and develop their full State Highway Speed Management Plan

School name	Category	Planning Period	Further information
30km/h Variable Speed Limit			
SH1 Pembroke School	1	NLTP 24-27	Oamaru School Cluster.
SH1 Waitaki Boys' High School	1	NLTP 24-27	Oamaru School Cluster.
SH1 Oamaru Intermediate School	1	NLTP 24-27	Oamaru School Cluster.
SH1 Waitaki Girls' High School	1	NLTP 24-27	
SH1 Palmerston School	1	NLTP 24-27	Palmerston School Cluster.
SH1 East Otago High School	1	NLTP 24-27	Palmerston School Cluster.
SH8 Omarama School	1	NLTP 24-27	Side roads included in Phase One
SH83 Duntroon School	1	NLTP 24-27	Side roads included in Phase One
Weston School	1	NLTP 24-27	WDC roads only - to be implemented in Phase Two
60km/h Variable Speed Limit			
SH1 Totara School	2	NLTP 24-27	Side roads included in Phase One
SH83 Papakaio School	2	NLTP 24-27	Side roads included in Phase One

Source: Interim State Highway Speed Management Plan 2023-2024.

Note: At time of writing, the School Cluster extents on State Highway 1 and the planned operational speed limit (e.g. 30km/h variable speed limit, for periods around the beginning and end of the school day to include drop-off and pick-up times) have yet to be defined by Waka Kotahi.

Safety Infrastructure

Waitaki District Council has already been working with Waka Kotahi to establish some of the extra roading infrastructure (school speed signs, road markings, and kerb extensions/buildouts) potentially needed, at the start and end of school zones. This has included making sure that the money needed to carry out consultation, approvals, and installation of new infrastructure is available for Phase One work that would be carried-out before 1 July 2024, and Phase Two work planned for July 2024 – June 2027 in-line with Waka Kotahi advice.

There are also plans for active travel upgrades to encourage safer walking and cycling for areas of the local roading and State Highway network. This includes potential shared path and footpath/cycle path facilities planned for Ardgowan Road and sections of State Highway 1 in Oamaru. One of the key outcomes of these projects is to support safer travel to school for children on foot or using bikes. These projects are in planning stages and will incorporate appropriate speed management interventions as part of their implementation – especially where they link into Phase Two School Speed Zones.

The extents of the school zones, and the location of signage, will be approved by Council, based upon the results of public consultation and feedback received on our 'Safe Speeds Around Schools' Principle.

Giving Effect to this ISMP

Once this ISMP has been certified and published, updates will be made to speed limits in the National Speed Limit Register. The National Speed Limit Register (NSLR) is an online register with a geospatial map providing the single source of truth for speed limits on New Zealand's roads. This NSLR is the legal instrument for the setting of speed limits under the Rule. Speed limits need to be in the NSLR to be legally enforceable.

The programme of physical works to install new speed signs, relocate existing signs, and remove signs for the Phase One School Speed Zone is funded in the Council's 2023-24 Road to Zero Low-Cost Low Risk improvements. These are planned for completion by the effective date for the speed limit changes documented in this ISMP, of 9 October 2023. This coincides with the start of Term 4 for primary schools.

Appendices

Appendix 1	Public Consultation 1 March to 31 March 2023: Interim Speed Management Plan Consultation Document.
Appendix 2	Council Meeting 30 May 2023: Interim Speed Management Plan for Certification Report - Council Resolution.

Find out more

WAITAKI DISTRICT

Safer Speeds Around Schools Interim Speed Management Plan

Consultation Document

Have your say



Waitaki
DISTRICT COUNCIL
TE KAUNIHERA A ROHE O WAITAKI

Safer Speeds Around Schools Interim Speed Management Plan

The way speed limits are set throughout New Zealand is changing. This means that decisions on speed management will be able to be made at a more localised level in the future. Setting safer speed limits to address specific issues and community concerns on our network is something that Council has new systems and tools available to implement.

This plan is our first step on this journey and we're reviewing speeds around schools so that we can all do our part in keeping our kids safe when they're travelling to and from school.

As part of this, we are consulting on a proposed Safer Speeds Around Schools principle for speed management, and how this will be managed on the roads around our schools.

We encourage you to read about our plans and have your say.

Scan for more
info and online
feedback form



Where can you find out more information?

More information about our plans can be found:

- online at www.waitaki.govt.nz/interim-speed-management-plan
- at Waitaki district libraries
- at Council offices in Ōamaru and Palmerston.
- at the Kurow Information Centre

What happens next?

Get involved in our community consultation and tell us what you think.



We are accepting feedback until
5pm, Friday 31 March 2023

How can you get involved?

Your view is important to us and we encourage you to make a submission:



Do it online

fill in the online form on our website:

www.waitaki.govt.nz/interim-speed-management-plan



Write it

fill in a paper form and post it back to us:

Waitaki District Council,

Submission: SMP

Private Bag 50058, Ōamaru 9444



Drop it

to Council offices in

Ōamaru - 20 Thames St, or

Palmerston - 54 Tiverton St,

or Waitaki District Libraries

3 MAR

Consultation
opens

31 MAR

Consultation
closes

MAY

Hearings &
deliberations

JUNE

Council adopts
revised SMP

- Waka Kotahi certification
- Implementation

Why are we talking about speed?

Road safety risk can be reduced by investing in infrastructure improvements to make a road safer at current speeds, or by managing speeds through a combination of road design, risk targeted enforcement and education on safe behaviour, all reinforced by speed limits appropriate for the roads.

We align our road safety programmes with central government direction, research on road safety, learnings from crashes, local strategic direction and community outcomes, and the needs and interests of our communities.

Regardless of what causes an accident, we know higher speeds lead to more crashes and a greater chance of injury or death. In a crash, speed is the number one factor in determining your chance of survival or likelihood of serious injury. A small change in speed makes a big difference, especially when cyclists or pedestrians are involved. We are focussed on ensuring that all of our children can travel to and from school safely.

Speed Management Planning in Waitaki

This interim Speed Management Plan will help us transition from the way we have set speed limits in the past, to a new, more flexible approach that better acknowledges the local conditions and the surrounding environment.

Effective speed management is more than just setting speed limits, it is also about infrastructure and road design. Rather than looking at speed limit changes on a street-by-street basis, this interim speed management plan establishes our first principle for speed management in our district. It identifies the changes we think are required to keep our children safe as they travel to and from school.

Later in the year, we will be preparing a Full Speed Management Plan to consider wider principles, appropriate speed changes and infrastructure changes to support road safety for the whole of our District roading network. Our future full Speed Management Plan will involve further community engagement and public consultation to formalise our speed management planning for the 2024-2027 period. This will include collaborating with Waka Kotahi (State Highways), and other Road Controlling Authorities such as the Department of Conservation.

Why are we talking about speed around schools?

Our children are some of our most vulnerable road users. We want to ensure that all children can travel to and from school safely and support all road users, whether they are walking, cycling or in vehicles.

One of the key action items in the Government's direction on Road Strategy is to set safe speed limits around all schools by the end of 2027, with an interim target of 40% of schools by 30 June 2024.

Our interim speed management plan is being developed to meet this initial target, and to set our direction for all schools in our district.



Principle: Safer Speeds Around Schools

Safe speeds around kura/schools: Speed limits around kura/schools in Waitaki District are set to make it safer for children to get to school and home again. Safe speeds can be applied to schools through permanent or variable application (school drop off/pick up times), extending to a focus on our children’s journeys to and from school.



A lower speed limit decreases the chance of crashes occurring and reduces the injury severity if they do happen. This will reduce the risk for the students traveling to and from school.

How will this be applied?

The speed limit changes are no longer limited to just being outside the front gate, and are now focused on the journey to and from school. With this in mind, the Council has taken an area-wide approach around schools using a mix of permanent 30km/h and 60km/h speed limits as well as the option for variable speed limits on our busier roads that will operate for periods before and after school start and finish times to keep children travelling to and from school safe.

Applying safe speeds to our schools

We have assessed and prioritised speed changes as outlined below:

PHASE ONE	<p>Category One Schools Permanent 30km/h</p> 	<ul style="list-style-type: none"> • Macraes Moonlight School • Hampden School • Kakanui School • Maheno School • Totara School • Weston School • Papakaio School • Duntroon School • Waitaki Valley School • Ōmārama School
	<p>Category Two Schools Permanent 60km/h</p> 	<ul style="list-style-type: none"> • Five Forks School
PHASE TWO	<p>Most of our Phase Two schools share the majority of the frontage with the State Highway, or journeys to and from school are closely connected to State Highway 1 in Ōamaru and Palmerston. The speed limit outside these schools will change when Waka Kotahi produces their State Highway Speed Management Plan.</p> <p>Ardgowan School and St Kevin’s College will have speed limits proposed in the full SMP, to align with planned infrastructure upgrades.</p>	<ul style="list-style-type: none"> • Waitaki Girls’ High School • East Otago High School • Palmerston School • Ōamaru Intermediate • Te Pākihi o Maru • St Joseph’s School • St Kevin’s College • Fenwick School • Pembroke School • Waitaki Boys’ High School • Ardgowan School

Our phase two rural schools may have variable speed limits due to the nature of these rural roads and how students travel to and from school. A variable speed limit is when the speed limit can change due to the road and driving conditions. In this instance, the lower speed limit will be in operation for periods before and after school start and finish times.

What does this mean for our roads?

Check out the maps on the following pages to see the areas where lower speeds are planned around our schools.

Research shows that speed limits in school zones are most effective between 300-500m long. Drivers are more likely to slow down if the zone is between these lengths. The maps we have prepared show what this would look like for our schools, however, the interim plan will enable the actual zones to be adjusted by Council if required.

When will speeds change around our schools?

After Council considers consultation feedback and finalises our interim Speed Management Plan, we need to progress through Waka Kotahi certification and entry into the National Speed Limit Register.

We aim to have speed changes around our Phase One Schools implemented from 1 September 2023. Our Phase Two schools will be progressed in alignment with Waka Kotahi timeframes with implementation occurring as soon as practicable after this.

What about other roads?

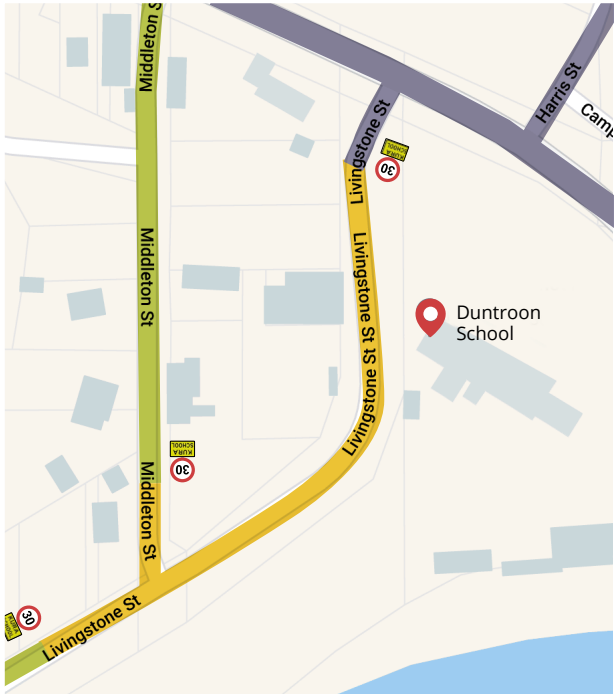
This interim Speed Management Plan is the first step on our speed management journey. Once we have completed this stage, we will be considering how to manage safe speeds across our district.

Our second stage will be to develop our full Speed Management Plan which will outline our vision and priorities for speed management, establish further principles alongside our first principle of 'Safer Speeds Around Schools', and identify appropriate changes to speed on our wider network in-line with these principles.



Any feedback you provide now, beyond Safe Speeds Around Schools, will inform our next step: the full Speed Management Plan. We will combine this with feedback we have already heard about speed and safety on our network.

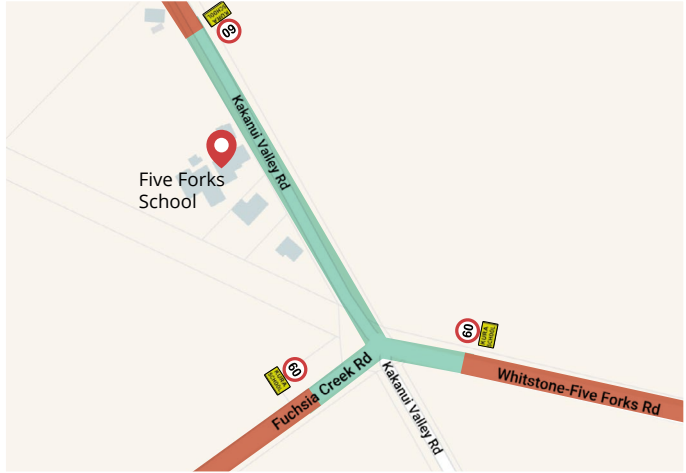
Duntroon School



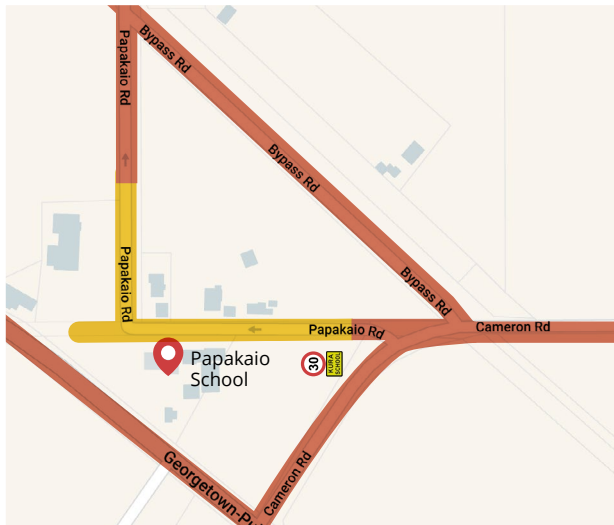
- 30km/h School Zone
- 50km/h Zone
- 60km/h Zone
- 70km/h Zone
- 100km/h Zone

Disclaimer: Zone maps are indicative only

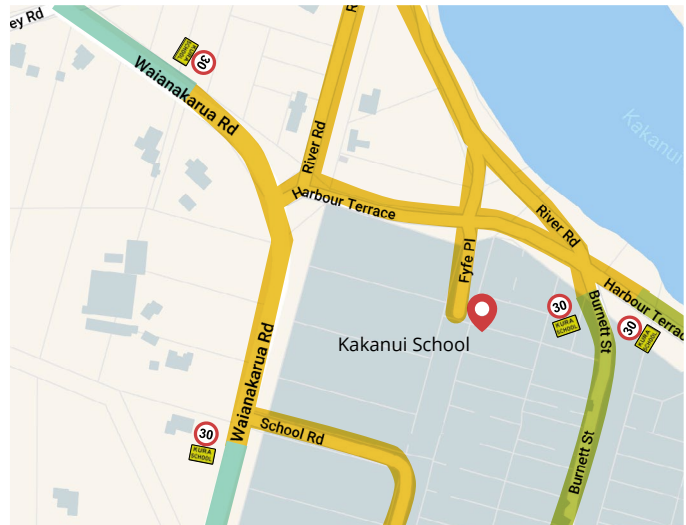
Five Forks School



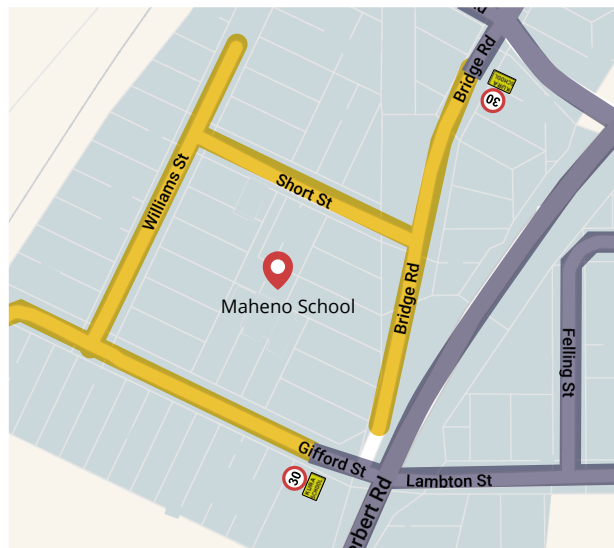
Papakaio School



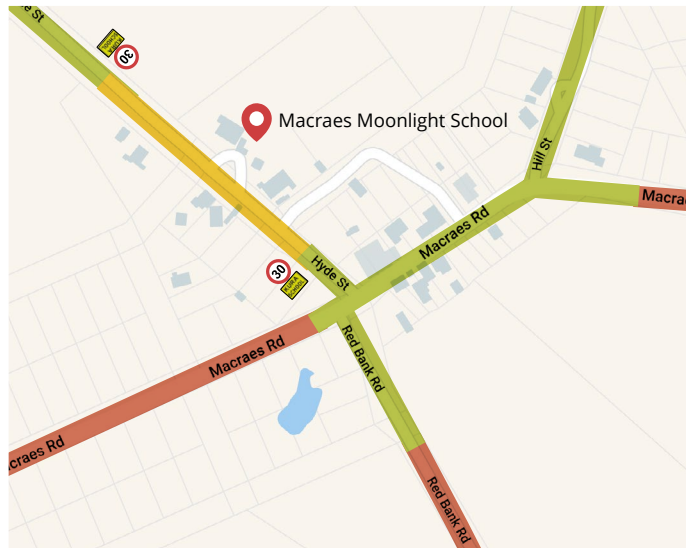
Kakanui School



Maheno School



Macraes Moonlight School



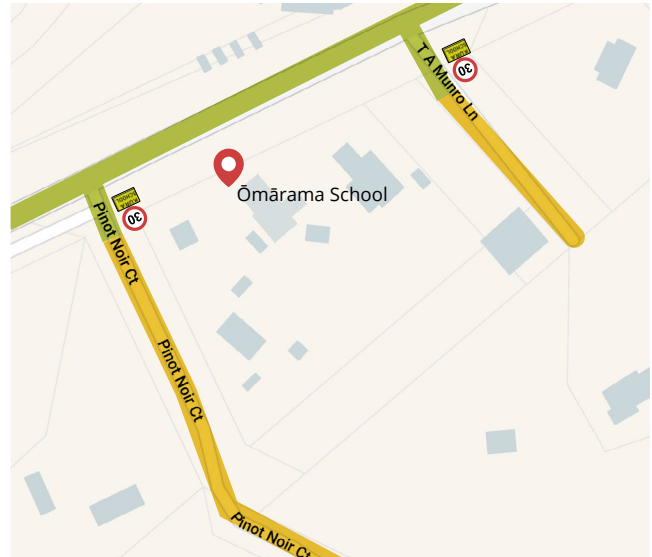
Hampden School



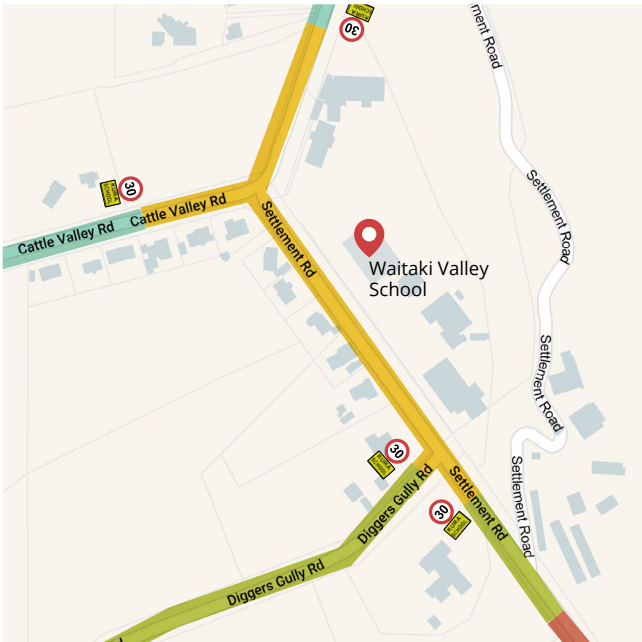
- 30km/h School Zone
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- 60km/h Zone
- 70km/h Zone
- 100km/h Zone

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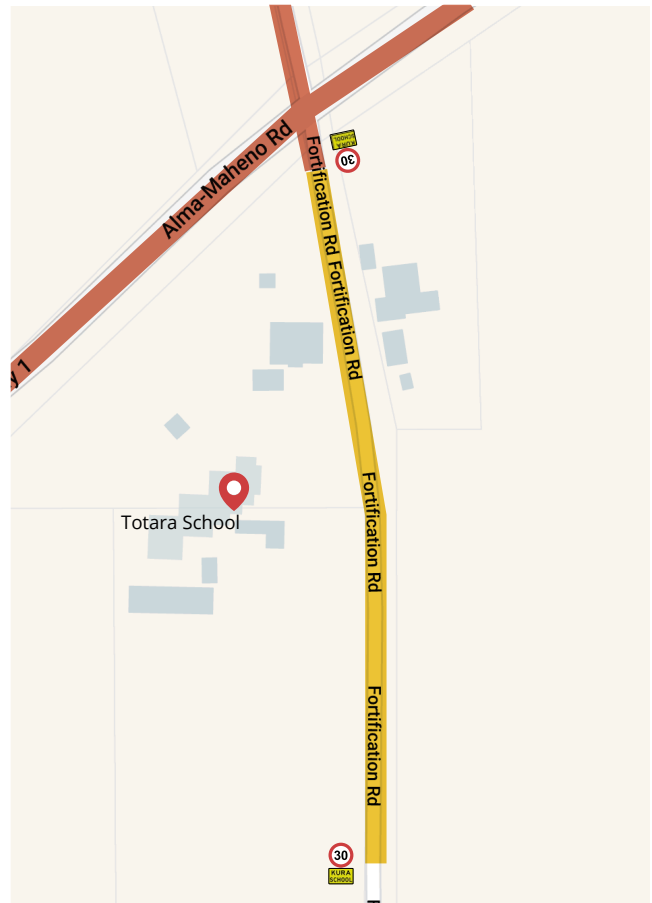
Ōmārama School



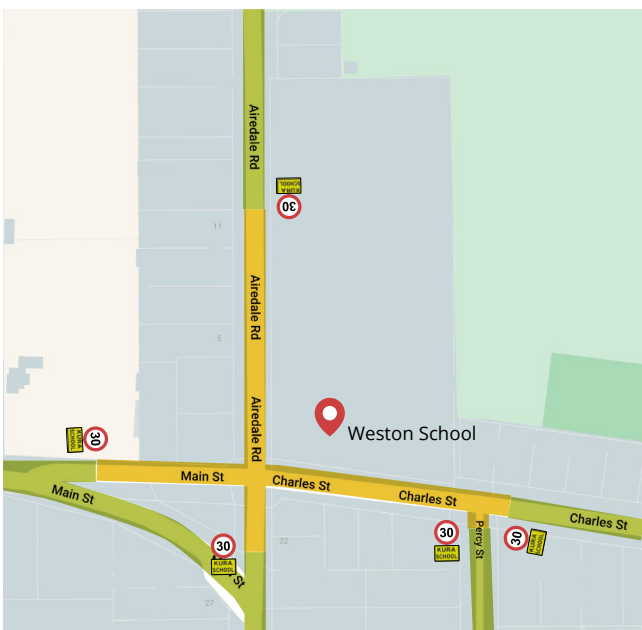
Waitaki Valley School



Totara School



Weston School



Safer Speeds Around Schools

Interim Speed Management Plan

Frequently Asked Questions

Q. Why are you reducing speeds?

A. We are using local knowledge and data to make sure we have done everything we can to make our roads safer. Our aim is to make sure that our local roads have travel speeds that match the risk. Our first stage is focussed on safer speeds around schools.

Q. What is good speed management?

A. Good speed management is when technology, data, first-hand observation and local knowledge are used to inform interventions to make a road safer for everyone. This is why your feedback will help us understand if we have our proposals right or not. Efforts should be focussed on a combination of safe speeds, safe roads, safe cars and safe road users.

Q. Why aren't you reviewing all speeds?

A. We will extend our speed management planning to review our whole district in the full Speed Management Plan we will be preparing later this year. As part of this, we will engage with the community to consider the speed management principles that should apply for Waitaki, and use these in informing appropriate speed changes and infrastructure changes to support road safety for the whole of our District roading network.

Q. Why are you doing this now?

A. Council believes that our children and young people have the right to travel safely to and from school. This is the first step in Waitaki's speed management planning, using the new guidance, tools, and legislation that apply for setting speed limits.

Q. You talk about vulnerable road users, what about the elderly?

A. We are progressing our speed management planning, with the second stage being a full Speed Management Plan. In this we will consider our whole district, adjacent land-use, and our types of roads and road users to ensure that we are protecting everyone on or near our roads.

Q. What about our early childhood centres and kindergartens?

A. Waka Kotahi and the Ministry of Education have led safer speeds around schools with a focus on primary, intermediate and high schools. While some early childhood centres and kindergartens located near a school will be covered by our Speed Management Plan, the Land Transport Rule: Setting of Speed Limits 2022 does not specifically require them to have lower speed limits at this stage. We welcome any feedback on other priority locations for speed changes and will consider this as we prepare our full Speed Management Plan.

Q. What about other places where people are walking or cycling (town centres, recreation spaces, urupā/cemeteries etc)?

A. We are progressing our speed management planning, with the second stage being a full Speed Management Plan. In this we will consider our whole district, activities, roads and users to ensure that we are protecting everyone on or near our roads.

Q. Does going a few km/h faster or slower actually make any difference to safety?

A. Yes, it does. Speed is the biggest factor between a correctable mistake and a fatal error.

Every extra kilometre per hour increases the likelihood of someone being killed or injured in a crash. Regardless of what causes a crash, speed plays a part.

In addition to this, studies carried out in New Zealand and across the world have established very strong evidence for 'survivable speeds' of crashes involving vehicles, and pedestrians and cyclists. A maximum speed of 30km/h equates to a survival rate of 90%, and is more than 99% for crashes at 20 km/h.

Q. How do you get drivers to slow down to the set safe speeds?

A. We have worked with the NZ Police in reviewing safe speeds around schools. Police will initially be involved in driver education of the new speed limits once they are in place. Enforcement of the new speed limits will then continue as per any other speed limit in NZ.

Q. What happens after Council agrees to adopt the interim speed management plan?

A. Once Council has adopted the Speed Management Plan, the plan will be submitted to the Director of Land Transport for certification. Staff will then be able to start implementing the changes as agreed in the interim plan. New signs will be installed to inform the road users and the change will be recorded in the National Speed limit register. It will then be enforceable by NZ Police from the effective date for each new speed limit.

Q. How have the extents of the school zones been chosen?

A. Research shows that speed limits in school zones are most effective between 300-500m long. Drivers tend to slow down if the zone is between these lengths. Our maps we have prepared below show what this would look like for all schools in the district, however, the interim plan will enable the actual zones to be adjusted by Council if required, through the consideration of submissions, hearings, and deliberations as part of public consultation and Council approval processes.

Q. What do you mean by Category One and Two Schools?

A. The national Speed Management Guide establishes the grouping of schools into two categories to determine the appropriate speed limit for their surrounding roads:

Category One: most likely to be in urban areas where speed limits of 30km/h – either as a permanent speed limit, or a variable speed limit operating at either end of the school day at drop-off and pick-up times - are appropriate to the movement of traffic.

Category Two: in rural areas of our network, with lower use of active modes, 40km/h, 50km/h, or 60km/h speeds and variable speeds operating when school traffic will be present are more appropriate for these schools.

Q. Why are you phasing implementation of safer speeds around schools?

A. We want to prioritise changes to keep our children safe as soon as we can. Our phase two schools share either some of the schools' frontage with, or are on a local road a very short distance from, the State Highway. Journeys to and from school are closely connected to these State Highways (which includes a number of schools in Ōamaru and Palmerston urban centres), therefore we need to consider speed changes in collaboration with Waka Kotahi when they produce their Speed Management Plans.

Q. I've submitted on speed changes before, why aren't these included?

A. As an initial step, we are focussed on safer speeds around schools. Soon we will be extending our speed management and review to our wider district. We will be considering all feedback we have received to date when we draft our full Speed Management Plan, which include previous submissions to the last Speed Limit Review, and feedback provided to Council through e-mail, phone calls, or discussions with members of the Customer Services and Roading teams. All requests regarding speed limits from our communities will be considered in developing our speed management principles, and how these will apply to speeds across our district when we prepare our full Speed Management Plan.

Join the conversation

Let us know what you think

Your view is important to us and we encourage you to make a submission:

Submit online at www.waitaki.govt.nz/interim-speed-management-plan

Alternatively, you can drop your submission into us at Council offices and district libraries, or post it to: Waitaki District Council, Submission: SMP, Private Bag 50058, Ōamaru, 9444

What happens with my feedback?

We will consider all feedback received throughout our consultation period. This runs until 5pm Friday 31 March 2023. You can present your submissions to Council at our hearings in May 2023.

Want more details?

More information about our plans, including maps, our draft Interim Speed Management Plan and FAQs can be found:

- online at www.waitaki.govt.nz/interim-speed-management-plan
- at Waitaki District Libraries
- at Council offices in Ōamaru and Palmerston
- at the Kurow Information Centre

Or, you can contact us at: service@waitaki.govt.nz or 03 433 0300.



Our Speed Management Plan and these speed limit changes is progressing through the following approval process:

- Pre-engagement with schools and other stakeholders notifying them of the draft proposal was completed in January 2023.
- We are now engaging with our community about our draft interim Speed Management Plan.
- Consultation is open from Friday 3 March until 5pm on Friday, 31 March 2023.
- Feedback submitted through this consultation will be considered by Council as part of our final Interim Speed Management Plan.
- Plan approved - the final plan will be approved and adopted by Council in June this year. Following this, we will send our plan to Waka Kotahi for their approval.
- Implementation - we will implement our phase one speeds changes around schools and add these to the National Speed Limit Register, giving effect to these speeds from 1 September 2023.
- Our Full Speed Management Plan: We will be back in touch about wider speed management, our principles for speed management and appropriate safety and infrastructure changes as we prepare our full speed management plan at a later this year.

Safer Speeds Around Schools Interim Speed Management Plan SUBMISSION FORM

Have
your say



**Please get your feedback in by
5pm on Friday 31 March 2023**

**Fill in our online feedback form at www.waitaki.govt.nz/interim-speed-management-plan
- you can upload any extra documents and attachments to the online form or**

Email: service@waitaki.govt.nz

Post: SMP, Waitaki District Council, Private Bag 50058, Ōamaru 9444

Deliver: Drop it off at any Council office or district library



Scan for more
info and online
feedback form

Your contact details: (please print clearly)

Full name:

Organisation (if applicable):

Postal address:

Email: Phone:

Do you wish to speak in support of your submission at the hearing?

Yes

No

If you choose 'yes', we will be in touch to arrange a time. Hearings can be attended in person or joined online via zoom and will be live-streamed. The hearing will be held in the Council Chambers in May 2023 with date and time to be confirmed.

Draft Interim Speed Management Plan: Safer Speeds Around Schools

You can submit on any or all of the questions below. You don't have to complete every question.

**1. Do you agree with the principle to introduce safer speed limits
around schools within our district?**

Yes

No

Comments:

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.....



2. Do you support Council's proposals to reduce speeds outside of schools as outlined in our draft Interim Speed Management Plan?

Yes: Implement 30km/h, 60km/h and variable speeds for the school zones as listed

No: Retain the existing speed limits

What is your submission on the speed limits around our schools?

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3. Do you have any other comments about speed management in our district?

Further comment will support the next stage of our process as we develop and consult on a Full Speed Management Plan.

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Need more room? You can add extra pages if there is not enough space on this form.

Points to remember when giving us your feedback:

- Please note that all submissions are public documents and will be made available on Council's website with the names of submitters included in accordance with our Privacy Policy. For more information, you can visit our privacy policy on our website.
- Submission accompanied by multiple signatures or as a petition will be processed as a single submission.

If you have any queries regarding the consultation or about how to give your feedback, please contact us on (03) 433 0300 or service@waitaki.govt.nz.