



**Waitaki**

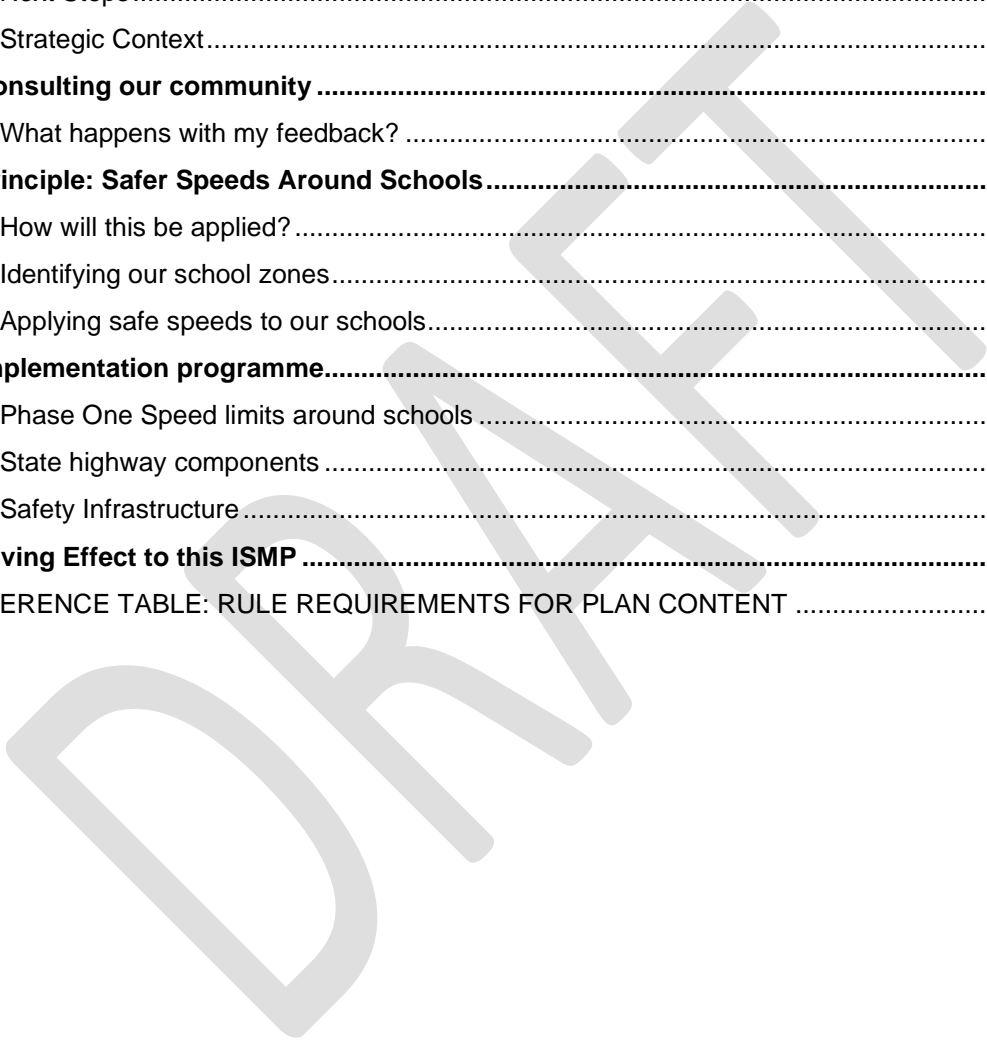
DISTRICT COUNCIL  
TE KAUNIHERA Ā ROHE O WAITAKI

# **Safer Speeds Around Schools Interim Speed Management Plan 2023**

**Draft**

# 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 ..... 7**
    - What happens with my feedback? ..... 7
  - Principle: Safer Speeds Around Schools ..... 8**
    - How will this be applied? ..... 8
    - Identifying our school zones ..... 8
    - Applying safe speeds to our schools ..... 8
  - Implementation programme ..... 9**
    - Phase One Speed limits around schools ..... 9
    - State highway components ..... 9
    - Safety Infrastructure ..... 10
  - Giving Effect to this ISMP ..... 11**
- REFERENCE TABLE: RULE REQUIREMENTS FOR PLAN CONTENT ..... 12



# Purpose of our Interim Speed Management Plan

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) requires all road controlling authorities (RCA) to develop and consult on a speed management plan. 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 exceed this target and ensure 50% of schools in the district have a safe speed limit.

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.

## Plan information

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

# Speed management plan content

## 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.

Following the implementation of our Phase One schools, 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.

## 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 a key tool, speed management is more than just speed limits. Speed management is about achieving safe and appropriate 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 the road are 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 levels<sup>1</sup>. 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 and appropriate 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 in conjunction with Waka Kotahi’s 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 Interim Speed Management (ISMP).

### Next Steps

After certification and adoption of this Interim SMP, we intend to continue work to review the speed management planning for the district, developing a Full SMP to progress the implementation of principles-based Speed Management Planning provided for under 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. This will set out the principles of developing safe and appropriate speeds across other areas of the local road network, with implementation set out over three-year action plans.

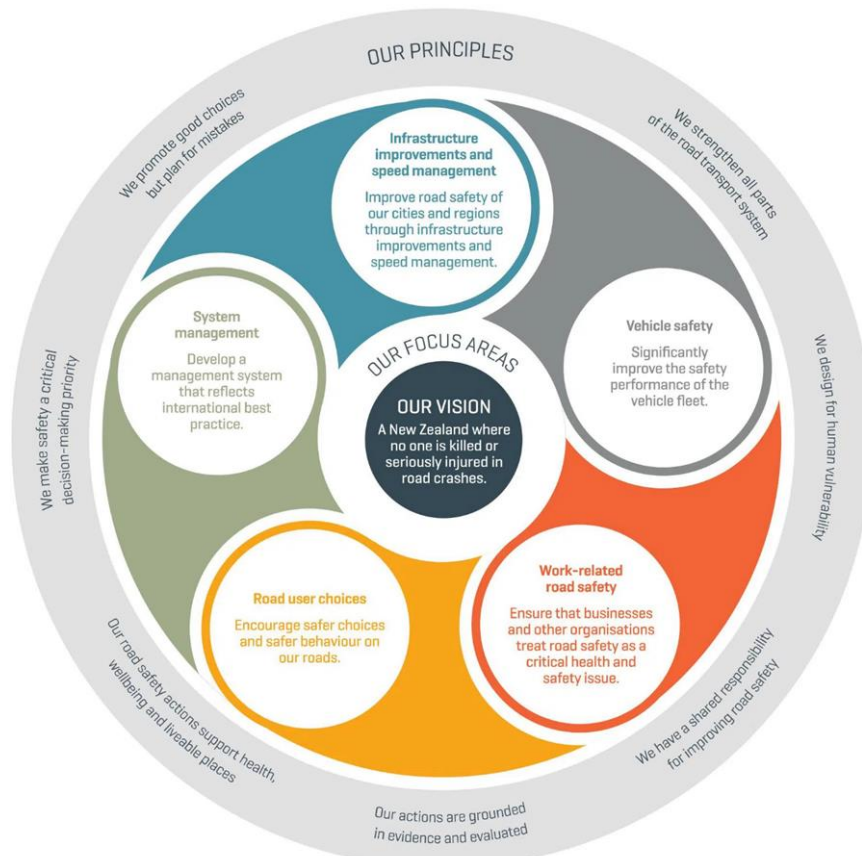
Our future Full Speed Management Plan will involve further community engagement and public consultation to formalise our speed management planning for the 2024-2027 period. This will include collaborating with Waka Kotahi (State Highways), and other Road Controlling Authorities such as the Department of Conservation.

### Strategic Context

The Government Policy Statement (GPS) on land transport is central to investment decisions across the land transport system. 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. Focusing on the top 10 percent will result in the greatest reduction in deaths and serious injuries as quickly as possible. Council plans to implement this strategy where possible as part of developing our 10-year speed management plan.

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<sup>1</sup> 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 to 50% of our district’s schools.



## Consulting our community

In developing our ISMP, we are engaging with our community and key stakeholders. We're encouraging everyone to get involved and have their say on Safer Speeds Around Schools.

To find out how to make a submission, read our ISMP Consultation Document.

### 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 planned in May 2023.



Our ISMP and these speed limit changes will go through the following approval process:

- Our Draft Speed Management Plan was approved by councillors in February.
- 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.
- All of your 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 date.



## 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 will 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.

Safer speed limits around schools lower vehicle speeds, making these areas safer, more attractive and more accessible places for children to walk and cycle to school.

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 Rule 2022, we will transition to safer speed limits around schools, based on the risk profile of schools and the roads around them. The Rule sets a framework for school zone changes with urban schools to 30 km/h (or 40 km/h where appropriate) and rural schools to a maximum of 60 km/h, including the use of variable speed limits where appropriate.

### 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. 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 schools areas to have 30 km/h (fixed or variable) speed limits.

**Category Two Schools:** These areas provide for using a maximum of 60 km/h speed limits, with an explanation necessary in the local speed management plan about how Safe System principles will be met. Schools in this category are more likely to be in areas with less comparative risk to vulnerable road users. Existing speed limits may, for example, be 60-80 km/h, where a 30km/h restriction isn't deemed appropriate.

### Applying safe speeds to our schools

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

	Permanent 30km/h speed zones around our schools		Permanent 60km/h speed zones around our schools		Variable speed zones around our schools during the times of our children travelling to or from school
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Permanent speed changes have been selected as the most appropriate controls on our local roads. Future changes in line with Waka Kotahi's interim SMP may utilise variable speed limits.

Implementation of speed changes aligned with our principle of safer speeds around schools is outlined in the following section.





# 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.

**Table 1 – Speed limits around schools – Phase One**

School name	Category	Further information
<b>30km/h Permanent Speed Limit</b>		
		
Duntroon School	1	State Highway safe speed limit also applies.
Hampden School	1	
Kakanui School	1	
Macraes Moonlight School	1	
Maheno School	1	
Omarama School	1	State Highway safe speed limit also applies.
Papakaio School	1	State Highway safe speed limit also applies.
Totara School	1	State Highway safe speed limit also applies.
Waitaki Valley School	1	
Weston School	1	
<b>60km/h Permanent Speed Limit</b>		
		
Five Forks School	2	

## 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

**Table 2 – Speed limits around schools – Phase Two**

School name	Category	Further information
<b>30km/h Variable Speed Limit</b>		
SH1 Pembroke School	1	Oamaru School Cluster.
SH1 Waitaki Boys' High School	1	Oamaru School Cluster.
SH1 Oamaru Intermediate School	1	Oamaru School Cluster.
SH1 Waitaki Girls' High School	1	
SH1 Palmerston School	1	Palmerston School Cluster.
SH1 East Otago High School	1	Palmerston School Cluster.
SH8 Omarama School	1	
SH83 Duntroon School	1	
<b>60km/h Variable Speed Limit</b>		
SH1 Totara School	2	
SH83 Papakaio School	2	

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 where 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.

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 Interim Speed Management Plan 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 now the Rule 2022 is in force for Waitaki District Council, having migrated and signed off their speed limit Bylaw data. 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 on our road network is funded in the Council's 2022-23 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 Interim Speed Management Plan, of 1 September 2023.

# Reference table: Rule requirements for plan content

## Content requirements of a plan (with reference to clause 3.8 of Land Transport Rule: Setting of Speed Limits 2022)

- (1) A plan must—
  - (a) set out objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan; and
  - (b) include an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport<sup>#</sup> and any Government road safety strategy;<sup>†</sup> and
  - (c) include a general explanation of how a whole-of-network approach was taken to changing speed limits, safety cameras and safety infrastructure, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.
- (2) A plan must also—
  - (a) identify the changes (if any) being proposed to speed limits (other than temporary speed limits) and safety infrastructure on the relevant roads; and
  - (b) include an implementation programme for at least 3 financial years from the start of the plan that sets out —
    - (i) the changes (if any) being proposed to (A) speed limits on the relevant roads, including, to the extent practicable, information on each proposed speed limit relating to the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply; and (B) safety infrastructure on the relevant roads; and
    - (ii) the timeframe within which each change is proposed to occur; and
  - (c) for speed limits of 70 km/h or 90 km/h, include any content required by clause 4.3(2); and
  - (d) in relation to schools, include—
    - (i) any content required by clause 5.2(4); and
    - (ii) any designation of a category 2 school; and
    - (iii) if required by clause 5.3, an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road; and
  - (e) include, for any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why, after considering the matters in clause 3.2(1), the road controlling authority proposes a speed limit that differs from the Agency's confirmed assessment (unless subclause (3) applies);<sup>^</sup> and
  - (f) include comment on any review relevant to the roads or region that has been completed under clause 3.17 since the previous plan published under clause 3.3(8) or 3.4(13).



**Content requirements of a plan (with reference to clause 3.8 of Land Transport Rule: Setting of Speed Limits 2022)**

State highway speed management plan – clause 3.8(5)	Regional speed management plans – clause 3.8(6)
<p>(5) <b>A State highway speed management plan—</b></p> <p>(a) <b>must also include a general explanation of how the Agency (as RCA) has, when proposing a change to a speed limit, had regard under clause 3.2(2) to the desirability of a road under its control and an adjoining road under the control of another road controlling authority having the same speed limit, unless there is good reason for different speed limits; and</b></p> <p>(b) <b>may also include changes to safety cameras on roads that are not State highways.</b></p>	<p>(6) A regional speed management plan must—</p> <p>(a) identify, for any proposed change to a speed limit for a road under the control of a territorial authority (the first road) that adjoins a road under the control of another territorial authority (the second road), any instances where the speed limit for the first road is different or is proposed to differ from the speed limit for the second road; and</p> <p>(b) include information from the State highway speed management plan (either the consultation draft or the published copy, depending on which is most recently available) relating to State highways in the region.</p>
<p>(7) A plan may include discussion of other matters related to speed management on the relevant roads, including temporary speed limits.</p>	
<p>(8) A plan must be in the form (if any) set by the Agency. (Note that this template is not a required form, but an optional guide).</p>	

**Notes**

# New Zealand Government. 2020. *Government Policy Statement on Land Transport: 2021/22 – 2030/31*. Wellington: Ministry of Transport

† New Zealand Government. 2019. *Road to Zero: New Zealand’s road safety strategy 2020–2030*. Wellington: Waka Kotahi NZ Transport Agency.

\* A territorial authority must not publish a consultation draft territorial authority speed management plan if the regional transport committee has notified its intention to publish, within the next 28 days, a consultation draft regional speed management plan—the territorial authority must instead join in the process for a consultation draft regional speed management plan. (See clauses 3.5(2) and 12.10(3).)

^ Clauses 3.8(3) and 12.(4): A plan does not need to include explanation of where a proposed change to a speed limit does not align with the Waka Kotahi confirmed assessment of what is the safe and appropriate speed limit for the road (a) where the proposed speed limit is 70km/h and the Waka Kotahi assessment of the safe and appropriate speed limit for the road is 80km/h; (b) where the proposed speed limit is 90km/h and the Waka Kotahi assessment of the safe and appropriate speed limit for the road is 100km/h; and (c) where the proposed speed limit is to a road outside a school and complies with section 5 of the rule.