

#### **4.1 WAITAKI SPEED LIMIT REVIEW 2020**

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**Attachments:**

- 1. Attachment 1: Summary of the first round of consultation feedback**
- 2. Attachment 2: Results and analysis of the final round of public consultation**

#### **RECOMMENDATIONS**

That the Assets Committee recommends:

That Council:

1. Having regard to sections 155, 159 and 160 of the Local Government Act 2002 (the Act):
  - i) Agrees that the speed limits recommended to be included in the Roding Bylaw 2020 - Speed Limits are considered to be the most appropriate and proportionate way of addressing the perceived problems to protect and maintain public safety and the health and safety of roads.
  - ii) Agrees that the proposed speed limits, when included in the Roding Bylaw 2020 - Speed Limits is the most appropriate form of bylaw; and
  - iii) Agrees that the proposed speed limits are consistent with the New Zealand Bill of Rights Act 1990 as the controls are reasonable and justifiable in the circumstances.
2. Approves the recommended speed limits for Waitaki as shown in Table 1: Recommended changes to Waitaki Speed Limits 2020. These speed limits are to come into effect from 1 November 2020 and are to be included in the Roding Bylaw 2020 - Speed Limits.
3. Notes that the changes to the Speed Limits do not represent a significant departure from those consulted on, and that community feedback was received and considered around these matters.
4. Directs officers to include these Speed Limits in the Roding Bylaw 2020 - Speed Limits.
5. Directs Officers to implement the Speed Limits by the necessary signage, markings and public communication.

#### **DECISION OBJECTIVE**

The purpose of this report is to seek Council endorsement for a change to roading speed limits in the Waitaki district (excluding State Highways) following community feedback. This will form the basis of the Roding Bylaw 2020-Speed Limits which is being considered in a separate report to Council. The overall objective is to achieve a roading network with safer speed limits in accordance with the Land Transport Rule: Setting of Speed Limits 2017.

**SUMMARY**

Council Roding staff have been monitoring speed limits since the last formal changes in 2013. Professional reviews and two rounds of community feedback have provided the basis for the recommended changes to speed limits in the district. The proposed changes align with the New Zealand Transport Agency (NZTA) Safer Journeys Risk Assessment Tool 'Mega Maps' – V2. These speed limits will be formalised through the Draft Roding Bylaw 2020 - Speed Limits, addressed in a separate report to Council.

**DECISION-MAKING EXPECTATIONS**

Governance Decision-Making:	Approving the proposed roading speed limit changes and agreeing to adopt these through the Roding Bylaw 2020-Speed Limits.
Operational Decision-Making:	Implementing on the ground and updating the relevant documents.
Communications	Media Releases – contributed to by officers and Elected Members  Media/public enquiries regarding governance decision-making topics above can be addressed by governance  Media/public enquiries regarding operational decision-making topics above can be addressed by officers

**SUMMARY OF DECISION-MAKING CRITERIA**

	No/Moderate/Key		No/Moderate/Key
Policy/Plan	Key	Environmental Considerations	No
Legal	Key	Cultural Considerations	No
Significance	No	Social Considerations	No
Financial Criteria	No	Economic Considerations	No
Community Views	Key	Community Board Views	Moderate
Consultation	Key	Publicity and Communication	Key

**BACKGROUND**

Council has received requests to review and set road speed limits via its customer request management (CRM) system since 2013. An external district-wide speed limit review was completed in December 2018 which identified sites and recommended new speed limits. This was followed by a first round of public consultation in April-May 2019 where members of the public were asked what speed limits they thought certain roads in Waitaki should have, and were provided with the opportunity to suggest others. The first round of consultation resulted in 134 responses (see Attachment 1).

The review process was delayed in 2019 due to the New Zealand Government introducing a new speed limit approach, and the New Zealand Transport Agency (NZTA) also introducing a new speed assessment tool 'Mega Maps'.

Council staff carefully considered the public requests for changes and aligned them with the NZTA Safer Journeys Risk Assessment Tool 'Mega Maps' – V2. Site reviews were undertaken in early 2020.

This was followed by a second round of community consultation in May – July 2020 to recommend locations where speed limits were to be imposed. Attachment 3 provides a summary and analysis of this community feedback.

This review has been undertaken in accordance with the Land Transport Rule: Setting of Speed Limits 2017.

### **Key issues**

A summary of the key issues raised through the second round of community consultation (June-July 2020) follows.

The majority of the recommendations to change speed limits received positive support from the community, and there was a clear direction provided to Council. However, there were ten proposals that received marginal community support. Individual comments around each of these proposals have been analysed by Council officers, and a recommendation has been provided to Council. A summary of these recommendations is provided below; please see Attachment 2 for more detail.

For the following proposals in the Corriedale Ward, there was no further evidence from submission comments received indicating a lower speed limit is supported by the public – **no changes to the current speed limit are recommended to Council for the following sites:**

- Gemmells Crossing Road (Roundhill Road intersection to Kakanui Valley Road intersection) – 100km/hr to 80km/hr;
- Maraeweka Road (Serpentine Road intersection to end of road) – 100km/hr to 60km/hr;
- Rocklands Road (Springfield Road intersection to end of road) – 100km/hr to 60km/hr;
- Weston-Ngapara Road (Pine Hill Road intersection to Tussocky Road intersection) – 100km/hr to 80km/hr.

For the following proposals in Oamaru, there was strong support from local residents to reduce the speed limit due to the presence of pedestrians, cyclists and school traffic – **the following changes are recommended to Council:**

- Ardgowan Road (Eden Street to Homestead Road intersection) – 80km/hr to 60km/hr;
- Ardgowan Road (Homestead Road intersection to Redcastle Road intersection) – 80km/hr to 60km/hr.

For the following proposal in Oamaru, there was no further evidence from submission comments received indicating a lower speed limit is supported by the public, but it was suggested that engineering improvements are considered instead – **no changes to the current speed limit are recommended to Council for the following sites:**

- Clyde Street (Don Street intersection to Orwell Street intersection) – 50km/hr to 40km/hr

For the following proposal in Oamaru, there were a further nine (9) individual comments supporting a lower speed limit. This included a petition (48 signatures) from Parsons Road residents – **this change is recommended to Council:**

- Parsons Road (Saleyards Road intersection to top of the S-bend) - 80km/hr to 60km/hr.

For the following proposal in Oamaru, there was strong support from residents to reduce the speed limit due to the presence of pedestrians, cyclists and school traffic. Council's roading engineers have also noted that it makes good engineering sense to connect the nearby Ardgowan and Redcastle Road section with similar roadside development – **this change is recommended to Council:**

- Redcastle Road, Buckley's Hill (Reservoir Road intersection to Ardgowan Road intersection) – 80km/hr to 60km/hr.

For the following proposal in Oamaru, Council's roading engineers have considered the status quo configuration of Thames Street being a split carriageway with dual lanes for northbound and southbound traffic which allow for the current speed limit. To better achieve compliance with a 40km/hr speed limit, significant engineering changes (eg reduce number of lanes, pedestrianisation, intersection realignment) would need to be made prior to any speed limit reduction being made. As these changes are unable to be implemented prior to the adoption of this review (1 November 2020), **no change has been recommended to Council at this time:**

- Thames Street, Oamaru (Coquet Street intersection to Itchen Street intersection) – 50km/hr to 40km/hr.

The following proposal was presented by way of a petition (34 signatures) to Council requesting a lower speed limit at this location. A review by Council's roading engineers has determined that this speed limit reduction is considered to be appropriate as it connects well with the proposed speed limit reductions for Old Mill Road, Parsons Road, Weston Road, and the associated intersection improvements along the Saleyards Road. This is also supported by an analysis of Mega Maps V2 – **this change is recommended to Council:**

- Saleyards Road, Oamaru (Chelmer Street Bridge to Weston Road) – 70km/hr to 60km/hr.

### **Note on Harbour Street and Surrounding Area Limits**

There has been some discussion about whether or not the streets in the Harbour Area should be a limit of 30 km/hr instead of the 40 km/hr proposed. The speed limit process started with a review from an evidence based approach using the Mega Maps assessment to identify the recommended speed limit. This is referred to as the Safe and Appropriate Speed. Mega Maps is a tool operated by Waka Kotahi (NZTA) that combines the actual vehicle speeds, the built environment and geometry, and the road classification. This process identified that 40km/hr was the safe and appropriate speed when taking into account the whole area.

The proposed developments in the Harbour area may alter the built environment and therefore the safe and appropriate recommended speed may change. Council should consider the timing of changes to the built environment when proposing a lower speed to that recommended. However, it may be up to six years before speeds are next reviewed. Therefore, it could be argued that it is in the community interest to set a 30km/hr speed environment with this resolution.

When the Speed Limit Report goes to Council, this is where the decision is made and where Council can make changes. Should Council wish to set a different speed limit from the report, it can do so and that would be implemented, with one caveat. Waka Kotahi (NZTA) do have the final word on speed limits however it is believed that the difference between 40 and 30 km/hr in this area may not cause it to instruct a change.

In Harbour Street itself, it is likely that the built environment is what will dictate the actual vehicle speed that is safe. Realistically the operating speed is more like 20 km/hr and can be controlled by Street characteristics rather than whether it is a 30 or 40 km/hr speed limit. It is important that Harbour Street is the same limit as the surrounding area so that signage is not needed in the Harbour Street itself.

## **SUMMARY OF OPTIONS CONSIDERED**

### **Option 1 – Council approves all proposed changes (Recommended)**

Advantages:

- Incorporates community views and professional engineering guidance
- Allows for a timely implementation of the proposed changes

Disadvantages:

- None have been identified

### **Option 2 – Council approves some of the proposed changes**

Advantages:

- Provides Councillors with the opportunity to review feedback provided by the community, and officers recommendations

Disadvantages:

- There have already been two rounds of community consultation
- May require further community consultation and delay the implementation of the proposed changes
- Could result in more cost to re-engage with the community.

### **Option 3 – Council determines additional changes**

Advantages:

- Provides the opportunity for Councillors to take into account other views

Disadvantages:

- There have already been two rounds of community consultation
- Will likely require further community consultation
- Will result in more cost to re-engage with the community

## **ASSESSMENT OF PREFERRED OPTION**

Option 1 is the preferred option as it is considered that the community have had the opportunity to present their opinions on proposed speed limit changes, and Council staff have had the chance to reflect on this feedback and provide Council with a detailed analysis of the proposals with clear recommendations.

## **CONCLUSION**

The speeds limits review for Waitaki has been undertaken in accordance with the Land Transport Rule: Setting of Speed Limits 2017. The recommended changes reflect community buy-in and professional engineering guidance by external consultants and Council staff and align with the NZTA Safer Journeys Risk Assessment Tool 'Mega Maps' - V2. The changes will be formalised in the Roding Bylaw 2020 - Speed Limits. This is addressed in a separate report to Council.

**Table 1: Recommended changes to Waitaki Speed Limits 2020**

<b>Locality:</b>	<b>Road:</b>	<b>Start:</b>	<b>End:</b>	<b>Current:</b>	<b>Recommendation:</b>
Ahuriri Ward	Aviemore Dam Road	SH83 intersection	District Boundary	70km/h	<b>80km/h</b>
Ahuriri Ward	Loch Laird Road/Benmore Dam Road	Meridian Visitors Centre	District Boundary	70km/h	<b>80km/h</b>
Ahuriri Ward	McAughtries Road (including Falstone Road)	SH8 intersection	End of road	70km/h	<b>80km/h</b>
Alma	Thousand Acre Road	Richard Road intersection	Stonewall Road intersection	100km/h	<b>80km/h</b>
Alma	Thousand Acre Road	North of Richard Road	South of Stonewall Road	100km/h	<b>80km/h</b>
Corriedale Ward	Coalpit Road	Oamaru Creek Road intersection	Weston-Ngapara Road intersection	100km/h	<b>80km/h</b>
Corriedale Ward	Kakanui Valley Road	200m north of Five Forks School	Whitstone-Five Forks Road intersection	100km/h	<b>60km/h</b>
Corriedale Ward	Robbs Crossing Road	Round Hill Road intersection	End of road	100km/h	<b>60km/h</b>
Corriedale Ward	Waianakarua Road	Magdala Street intersection	Orore Point, near All Day Bay	100km/h	<b>80km/h</b>
Enfield	Weston-Ngapara Road	Twaddle Road	Slaughter Yard Road	70km/h	<b>60km/h</b>
Herbert	Breakneck Road	SH1 intersection	End of road	100km/h	<b>60km/h</b>
Herbert	Cosy Dell Road	Breakneck Road to Ford	End of road	100km/h	<b>60km/h</b>
Herbert	Mount Misery Road	SH1 intersection	950m west	100km/h	<b>60km/h</b>
Herbert	Middle Range Road	Breakneck Road to end	End of road	100km/h	<b>60km/h</b>
Herbert	Reid Road	Breakneck Road to end	End of road	100km/h	<b>60km/h</b>
Kakanui	Beach Road	Realignment site	Tyson Street	70km/h	<b>60km/h</b>
Kakanui	Beach Road	Start of the realignment near Coast Cafe	High Street	100km/h	<b>60km/h</b>
Kakanui	Kakaunui Bay Road	Kakanui Road intersection	End of road	50km/h	<b>40km/h</b>
Kakanui	Waianakarua Road	West of Kakanui Bridge	Magdala Street	70km/h	<b>60km/h</b>
Kurow	Cattle Valley Road	Property No. 11	End of sealed road	100km/h	<b>80km/h</b>
Kurow	Manse Road	Ferguson Street intersection	Cattle Valley Road intersection	70km/h	<b>60km/h</b>
Lake Ohau	Lake Ohau Road	A2O trail near lakefront	Ohau Station	100km/h	<del>80km/h</del> <b>60km/h</b>
Moeraki	Hillgrove-Moeraki Road	SH1 intersection	Coronation Street intersection	70km/h	<b>60km/h</b>
Moeraki	Lighthouse Road	Tenby Street intersection	End of road	100km/h	<b>60km/h</b>
Oamaru	Ardgowan Road	Eden Street	Homestead Road intersection	80km/h	<b>60km/h</b>
Oamaru	Ardgowan Road	Homestead Road intersection	Redcastle Road intersection	80km/h	<b>60km/h</b>

<b>Locality:</b>	<b>Road:</b>	<b>Start:</b>	<b>End:</b>	<b>Current:</b>	<b>Recommendation:</b>
Oamaru	Harbour Street	Tyne Street intersection	Wansbeck Street intersection	50km/h	<b>40km/h</b>
Oamaru	Itchen Street	Thames Street/Tees Street intersection	Tyne Street intersection	50km/h	<b>40km/h</b>
Oamaru	Old Mill Road	Saleyards Road intersection	Eden Street intersection	80km/h	<b>60km/h</b>
Oamaru	Parsons Road	Saleyards Road intersection	Homestead Road	80km/h	<b>60km/h</b>
Oamaru	Redcastle Road (Buckley's Hill)	St Kevin's College entrance	Reservoir Road intersection	80km/h	<b>60km/h</b>
Oamaru	Redcastle Road (Buckley's Hill)	Reservoir Road intersection	Ardgowan Road intersection	80km/h	<b>60km/h</b>
Oamaru	Redcastle Road	Railway	Shortland Road	100km/h	<b>50km/h</b>
Oamaru	Reservoir Road	Corner near MTB track	Redcastle Road intersection	80km/h	<b>60km/h</b>
Oamaru	Saleyards Road	Chelmer Street Bridge	Weston Road	70km/h	<b>60km/h</b>
Oamaru	Stonewall Road	Awamoa Central Road	Thousand Acre Road	100km/h	<b>80km/h</b>
Oamaru	Tyne Street	Humber Street Rail Overbridge	Near roundabout	50km/h	<b>40km/h</b>
Oamaru	Wansbeck Street	Tees Street intersection	Holmes Wharf	50km/h	<b>40km/h</b>
Palmerston	Factory Road	Burraness Street	Horse Range Road	100km/h	<b>80km/h</b>
Palmerston	Horse Range Road	North of Palmerston Primary School	500m north of Blue Bridge	100km/h	<b>80km/h</b>
Palmerston	Switchback Road	SH85	Craig Road	100km/h	<b>80km/h</b>
Pukeuri	Works Road	SH1 intersection	End of sealed road	100km/h	<b>60km/h</b>
Reidston	Middle Street	Totara Street intersection	Stone Street intersection	100km/h	<b>60km/h</b>
Reidston	Quarry Street	SH1 intersection	Middle Street intersection	100km/h	<b>60km/h</b>
Reidston	Round Hill Road	SH1 intersection	Woolshed Road intersection	100km/h	<b>80km/h</b>
Reidston	Stone Street	Middle Street intersection	Reidston Road intersection	100km/h	<b>60km/h</b>
Reidston	Totara Street	SH1 intersection	End of road	100km/h	<b>60km/h</b>
Richmond	Ripon Street	SH1 intersection	End of road	100km/h	<b>60km/h</b>
Richmond	York Street	SH1 intersection	End of road	100km/h	<b>60km/h</b>
Shag Point	Shag Point Road	Cattlestop at DOC reserve	End of road	100km/h	<b>50km/h</b>
Tokarahi	Within Tokarahi Village	Approximately 300m in advance of each approach to the village.		100km/h	<b>80km/h</b>
Totara	Fortification Road	Cormacks-Kia Ora Road	Beach Road	100km/h	<b>80km/h</b>
Waitaki Bridge Village	Kaik Road	SH1 intersection	End of road	100km/h	<b>80km/h</b>

<b>Locality:</b>	<b>Road:</b>	<b>Start:</b>	<b>End:</b>	<b>Current:</b>	<b>Recommendation:</b>
Waitaki Bridge	Kaik Road (Holiday Speed Limit)	Approximately 700m in advance of the Holiday Park		100km/h	<b>80km/h</b>
Weston/ Oamaru	Avoca Drive (including Stringer Cres)	Weston Road intersection	End of road	70km/h	<b>40km/h</b>
Weston	Airedale Road	Parklane Place	No. 213 Airedale Road	70km and 100kmh	<b>80km/h</b>
Weston	Devils Bridge Road	Homestead Road	Oamaru Creek Road	100km/h	<b>80km/h</b>
Weston	District Road	Weston Road intersection	Whiterocks Road intersection	70km/h	<b>60km/h</b>
Weston	Homestead Road	From 50km/h sign near Essex Street	Parsons Road intersection	80km/h	<b>60km/h</b>
Weston	Pukeko Lane	Tutu Hill Road intersection	End of road	80km/h	<b>60km/h</b>
Weston	Tutu Hill Road	Essex Street intersection	Parsons Road intersection	80km/h	<b>60km/h</b>
Weston	Weston Road	Maudes Road	West View Drive	70km/h	<b>60km/h</b>
Windsor	Peaks Road	Near Finlays Road	Near Fire Station	100km/h	<b>60km/h</b>
Windsor	Windsor Road (Village)	Bridge	Victoria Hill Road, including side roads	70km/h	<b>60km/h</b>



## **ADDITIONAL DECISION-MAKING CONSIDERATIONS**

### **Outcomes**

We keep our district affordable

We enable opportunities for new and existing business

We provide and enable services and facilities so people want to stay and move here

We understand the diverse needs of our community

Waitaki's distinctive environment is valued and protected

We maintain the safest community we can

### **Policy and Plan Considerations**

This review has been undertaken in accordance with the Land Transport Rule: Setting of Speed Limits 2017 and has formed part of the review of the Roothing Bylaw 2013. The Speed Limits bylaw component forms one of the three new proposed Roothing Bylaws for Waitaki.

### **Community Views**

Consultation is critical as public acknowledgement and acceptance of speed limits is required to aid in compliance. The community has been given the opportunity to provide feedback on proposed changes to speed limits on two occasions in 2019 and 2020. This feedback has been considered, and forms part of the recommendations for adoption by Council.

### **Financial Considerations**

Any changes to speed limits will require new speed limit signage or replacement of existing signage and markings. This will be covered under existing NZTA - subsidised budgets and no additional funding is being sought.

### **Legal Considerations**

Council must follow the Land Transport Rule: Setting of Speed Limits 2017 when reviewing speed limits. In addition, changes will be adopted via the Roothing Bylaw review.

### **Publicity and Community Considerations**

Council's Communication team has provided advice around all associated print and online communications.