

kōrero mai
now we're
talking...

Speed Management Plan

Tuhinga hukihuki mahere whakahaere tere

Statement of Proposal Tauāk tūtohu

Summary | Tuhinga Whakarāpopoto

Council is developing a Speed Management Plan for the district. This Plan aims to make our roads safer and work towards the national road safety strategy *Road to Zero*.

Localised Speed Management Plans are part of the changes to the way we manage speeds throughout New Zealand.

Rather than looking at speed limit changes on a street-by-street basis, the draft Speed Management Plan establishes principles for speed management in our district.

What is being proposed? | He aha te mea e whakaarohia ana?

We've developed an Interim Speed Management Plan that focuses on lowering speed limits and improving safety infrastructure around schools/kura, marae, town centres and some local roads of concern.

The Speed Management Plan includes changes to speed limits on a number of local roads, particularly reducing speeds around schools (in line with new national rules). It's important to note that this is a long term plan - we won't be changing these speed limits overnight. The implementation of these changes would start from late 2023, initially focusing on schools. There's more to safer speeds than just speed limits.

The draft Speed Management Plan also identifies a significant number of infrastructure improvements like crossings, islands, road markings, signage and more. Like the speed limits, these are improvements we'd look to implement over the next few years, focussing on schools first. Identifying them as part of this plan will help inform our forward planning - like future budgeting processes, and our funding agreements with Waka Kotahi.

Want to know more? | E hiahia ana ki te mohio atu?

We encourage you to read this document alongside the Draft Speed Management Plan to help inform your submission. More detailed information is available in the Technical Assessment document. These are all available on our website at www.southwaikato.govt.nz, along with hard copy and online submission forms.

The national context | Te horopaki ā motu

The Government and Waka Kotahi (New Zealand Transport Agency) are promoting zero tolerance of road deaths and serious injuries. Waka Kotahi's strategy, known as Road to Zero, is a plan to work towards zero road deaths and serious injuries. The Government is committed to tackling unsafe speeds as part of this vision. The risk of a crash occurring, and the resulting severity of injury from that crash, depends significantly on the speed of the vehicles involved. A key part of the work to support this vision is reviewing speed limits all over the country with a view to lowering them in high-risk areas.

Consultation |
Uiuinga

Consultation opens
Wednesday 10 May

Consultation closes
Friday 9 June

Hearings
Wednesday 21 June

Option A Priority 1 – Reducing school speed limits |

Te kaupapa matua tuatahi: Whakaiti
i ngā rori whakahaere tere huri noa i ngā kura

By 2027, we will be required to have made a reasonable effort to lower the speed limits in the vicinity of all schools in the South Waikato to a maximum of 30km/hr in urban areas and 60km/hr in rural areas. Where schools are located on no-exit roads or within residential neighbourhoods, we propose permanent speed limits be installed. For locations that are on through roads with higher speed limits, we propose utilising variable speed limits, as they protect pedestrian activity during high-use times while helping ensure driver acceptance and compliance.

A lower speed limit decreases the chance of crashes occurring and reduces the injury severity if it were to happen. This will reduce the risk for the students travelling to and from school. 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. The maps we have prepared 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.

The following schools are proposed to have a permanent 30km/hr speed limit installed:

- Amisfield School
- Cargill Open Plan School
- David Henry School
- Putāruru College
- Putāruru Primary School
- St Mary's Catholic School
- Strathmore School
- Tainui Full Primary School
- TKKM o Te Hiringa
- Tokoroa Central School
- Tokoroa High School
- Bishop Edward Gaines Catholic School
- Te Wharekura o Te Kaokaoroa o Patetere School

The following schools are proposed to have a variable 30km/hr speed limit installed:

- Forest View High School
- Tokoroa Intermediate School
- Tokoroa North School
- Strathmore School

Kuranui Primary School and Lichfield School. are proposed to have a variable 60km/hr speed limit installed:

Te Waotu School is proposed to have a permanent 60km/hr speed limit installed.

Option A Priority 2 – Marae signage |

Te kaupapa matua tuarua: Ngā rori whakahaere tere me ngā tohutohu huri noa i nga marae

The South Waikato has seven marae, located in both urban and rural locations. Our assessments show that marae in the South Waikato District do not have sufficient signage that identify their locations to road users. Our proposed approach is to install advance and directional signage at each marae location.

Option A Priority 3 – Tokoroa CBD speed limits | Te kaupapa matua tuatoru: Ngā rori whakahaere tere kei roto i te taone

The speed limit in the centre of Tokoroa is proposed to be reduced to a permanent 30km/hr has shown below, with supporting signage:

- Bridge - SH1 to Campbell
- Campbell - Logan to Bridge
- Mannering - Logan to Bridge
- Torphin - Roslin to O'Sullivan
- Roslin - Swanston to O'Sullivan
- Full length of Bonaly Street and Lane, Leith Lane, Leith Place, Logan Street and Lane, O'Sullivan Drive, Rosebery Street and Lane and Swanston Street.



Option

A

Priority 4 – Roads of concern |

Te kaupapa matua tuawha: Ngā rori āwangawanga

A number of roads of concern have been identified in South Waikato district. We have assessed each of these roads of concern to determine what improvements are appropriate to lower the risk to road users. This includes safety improvements as well as changes to speed limits. Safety improvements for these roads include improved curve warning signage, widened centreline and edgeline markings, and using audio tactile profile road markings (rumble markings).

The following roads of concern (including but not limited to) are proposed to have changes in speed limit:

- Dumfries Road
- Horahora Road
- Kinleith Road
- Ngātira Road
- Pellikan Road
- Tapapa Road

Maps highlighting all the proposed changes are included in the Draft Speed Management Plan Technical Assessment document.

Option

B

Roads of concern ONLY |

Te kaupapa matua tuawha: Ngā rori āwangawanga noa

Would you like Council to only prioritise roads of concern, which can include those that have maraes and schools on them? This could include your own streets in your neighbourhood.

Please indicate your preference on the submission form on the next page.

Frequently Asked Questions | Pātai auau**Q. Can I provide feedback on the speeds you are proposing for different roads?**

A. You are welcome to provide comment on speeds but the speeds we are proposing align with Waka Kotahi guidance and reflect local knowledge and behaviour, including statistics around crashes. Details are set out in the technical assessment document.

Q. Speed isn't the problem, drivers are. Why aren't you focusing on them?

A. Even the most skilled drivers make mistakes. Most drivers understand that New Zealand's roads can be challenging. Good speed management gives drivers the cues they need to judge the safe and appropriate speed for the road they are on. The Council is also actively promoting road safety with school children and through public education campaigns.

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 drivers. This is why your feedback will help us understand if we have our proposals right or not.

Q. Aren't you just trying to lower speed limits?

A. No, 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 minimise the risk.

Q. Does going a few kilometres per hour faster or slower actually make any difference to safety?

A. Yes, it does. Speed can be the difference 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.

Q. Will slowing down mean that it will take longer to get anywhere?

A. Not necessarily. Research shows that going faster doesn't save as much time as we think. Waiting at intersections or for traffic to move means total travel times don't vary much, even if you drive 10 km/hr slower.

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

A. We are only responsible for setting the road speed limits; the policing of vehicle speeds is the responsibility of the New Zealand Police.

Q. What happens after Council agrees to change the interim speed management plan, is it just a case of changing the speed signs?

A. Once Council has adopted the Speed Management Plan, it 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 Police.

Have your say | Kōrero mai

All of the documents related to the proposed Speed Management Plan are available on our website www.southwaikato.govt.nz – Community Engagement (button under the search bar).

The consultation period is open from Wednesday 10 May 2023 to Friday 9 June 2023. When you make a submission you can choose if you want to speak to Council at a public hearing which will be held on 21 June 2023.

If you don't wish to speak, your feedback will be presented to Councillors as part of the Hearings Agenda. Council will consider all submissions. If you choose to speak, you have 10 minutes.

All submissions will be publicly available on Council's website (names and submission only, not contact details). All submitters will receive a response following decisions.



Submission form | Puka tukunga

Prefer to do an online submission?

Go to www.southwaikato.govt.nz. Click on: **Community Engagement !**

Office use only

Name: _____ Surname: _____ Street address: _____ Town: _____

Email: _____ Phone: _____

If your submission is on behalf of an organisation, please identify: _____

Do you wish to speak to your submission at the hearings, please circle: Y N

Council's consultation process is public and your comments will be available for public inspection. Your submission won't be returned to you. If you require a copy, please make one before submitting. You may include additional sheets of paper.

Please only complete Option A or Option B, not both.

Option A:

Please tick which key priority areas you agree with.

- Priority 1** - Reducing speed limits around schools
- Priority 2** - Marae speed limits and signage
- Priority 3** - Town centre speed limits
- Priority 4** - Roads of concern

Please state which road/s you agree with:

Option B:

Do you believe that Council should focus **only** on roads of concern?

- Yes
- No

Optional: Excluding State Highways, are there specific roads that you want Council to prioritise? Please include the reason(s) why.