

Submission to Ministry of Transport

Draft Land Transport Rule: Setting of Speed Limits Rule 2024



10 July 2024

Introduction

1. The Timaru District Council thanks the Ministry of Transport (MOT) for the opportunity to provide comment on the Draft Land Transport Rule: Setting of Speed Limits Rule 2024 (the Rule).
2. This submission is made by the Timaru District Council, 2 King George Place, Timaru. The contact person is Suzy Ratahi, Land Transport Manager, Timaru District Council. Suzy can be contacted on (03) 687 7200.
3. Timaru District Council (TDC) is a local authority, serving over 46,000 people in South Canterbury. The main centre is Timaru, with other smaller settlements of Geraldine, Pleasant Point and Temuka.
4. The Timaru District is a sub-regional centre in Canterbury with a strong primary and industrial base that provides a significant contribution to the Canterbury economy. The District has its own international port, PrimePort Timaru, and a regional airport with scheduled passenger services. We recognise that our District's road network is essential to the resilience and connectivity of the Timaru District, our economy, and the communities we serve.
5. The Land Transport Unit within TDC is responsible for the provision, operations, maintenance and development of roads in the Timaru District, except for roads that are part of the State Highway network. We value speed management as a tool to improve safety on our roads, support efficient travel times and ensure the longevity of our infrastructure. With our community's support, we have recently implemented a suite of speed limit changes under the 2022 Speed Limit Setting Rule.
6. Timaru District Council is represented on the Regional Transport Committee.

General submissions

7. TDC has read and supports the submission made by Trafinz (The New Zealand Traffic Institute Inc) on this proposal.
8. TDC is disappointed that the regulatory impact statement, draft Rule and consultation material does not consider or address a broad range of transport users, in particular, active transport users. We note that in section 164(2) of the

Land Transport Act 1988 the Minister must have regard to the ‘level of risk existing to land transport safety in general in New Zealand’ and question whether this requirement has been fulfilled by focusing primarily on vehicle transport. Active transport users are some of the most vulnerable users on our network, and speed management is an important tool in supporting their safety. We recommend that MOT reconsider the draft speed management rule with a broader range of transport users in mind.

9. TDC is concerned that reversal of recent speed limit changes will adversely impact community trust in RCAs and incite confusion over the well-proven safety benefits of effective speed management. As we discuss further below, many recently implemented speed limit changes have been made with community support and/or in response to long-standing community advocacy for the changes. To reverse these changes would pose reputational risk to our organisations and in many cases, would conflict with best practice – directly reducing road safety within our communities. With many RCAs operating within constrained funding environments, there is also limited funding available to deliver alternate safety improvements to infrastructure. The national directive and public messaging therefore need to better balance the available speed management evidence base, desire for improved safety outcomes and the realities of available funding, to avoid stretching of community expectations.

Proposal 1 – require cost benefit analysis for speed limit changes

10. TDC does not agree with the use of CBA for speed limit setting, and considers that a more nuanced approach is needed to ensure safety outcomes are at the fore of decision-making. We consider that the cost and benefit criteria included in the draft Rule are too narrow, and actively bias against speed limit reductions. This bias is very apparent with the exclusion of disbenefits, which should be considered as costs.
11. In general, we question any approach that quantifies loss of life against financial or economic outcomes, and we remind MOT that the social cost of road crashes is estimated at \$4,934,900 per fatality and \$516,300 per serious injury. CBA assessments are useful for infrastructure investment, but road safety itself is a level of service mandated by government. In this respect, the more relevant assessment is not whether the benefits of the speed limit change outweigh the costs, but whether the speed limit change is needed to achieve the Government’s safety outcomes. We recommend MOT reconsider the proposed CBA based on this feedback, and also consider the additional resourcing RCAs would require to complete CBA for the over 100,000km of road network in New Zealand.
12. Further to this and in particular, TDC does not support use of CBA for roads where speeds have recently changed. The changes made by TDC in its interim speed management plan (attached) were not ‘blanket’ speed limit changes, rather carefully selected changes tailored to each location, responding to

existing safety concerns and community requests. Community support was achieved for the changes, and relitigating or reversing them would undermine this.

Proposal 2 – strengthen consultation requirements

13. We support the proposal that all RCAs including the New Zealand Transport Agency Waka Kotahi (NZTA) follow the same consultation requirements. Based on community advocacy and our own safety assessments, TDC has persistently requested a number of changes to speed limits on the State Highway network, and we would welcome the opportunity to be consulted by NZTA:

Area	State Highway	Current speed limit	TDC preferred speed limit
Northern end of Temuka – from Lachlan Street to Donald Street	1	70km/hr	50km/hr
Northern end of Temuka – from Donald Street to Oxford Crossing Road	1	100km/hr	70km/hr (noting that community have petitioned for a 50km/hr limit).
Southern end of Temuka – 50km/hour zone to Temuka River Bridge	1	80km/hr	50km/hr
Arowhenua Temuka from Opihi River Bridge to Temuka River Bridge	1	80km/hr	60km/hr
Pareora – from Pareora River Bridge to north of King Street	1	100km/hr	60km/hr or 80km/hr
Craigie Ave adjacent to Timaru South School	1	50km/hr	30km/hr until infrastructure upgrades support a higher speed limit.
Pleasant Point – from eastern 100km to 70km speed zone	8	70km/hr	50km/hr
Geraldine – from approximately Tiplady Road to current 50km/hr threshold	79	100km/hr	80km/hr
Geraldine CBD – from Macdonald Street to Hislop Street	79	50km/hr	20km/hr or 30km/hr
State Highway 1 -Timaru CBD to the Terrace	78	50km/hr	20km/hr or 30km/hr

Proposal 3 – require variable speed limits outside school gates

14. TDC supports the use of variable speed limits outside school gates to balance safety for students and overall efficiency of the network. As per our (attached) interim speed management plan, many of the new speed limits we have introduced around schools are variable based on school drop off/pick up times.
15. TDC requests clarification on the proposed hours of operation of variable speed limit signs outside schools, particularly whether the timeframes proposed are a 'window' of operation or expected to be the actual operating timeframes. TDC strongly recommends the former, and also that the hours of operation be tailored to each school/location. In the Timaru District we have achieved this with the support and collaboration of affected schools. TDC also recommends that there is flexibility for the signs to be used outside of these hours to accommodate special events e.g. sporting events, school celebrations.
16. TDC further recommends that provision be retained for permanent 30 km/hr speed limits outside some schools. This is a viable option in certain locations, such as low traffic suburban streets where the effective operating speeds are already low. There is a substantial evidence base to support the safety and accessibility benefits of doing so for school communities and local neighbourhoods alike.

Proposal 4 – introduce a Ministerial Speed Objective

17. TDC does not support development of a Ministerial Speed Objective. Speed management is one tool of many (including infrastructure, education and enforcement) that supports broader safety outcomes. The Government's Priority Statement on Land Transport already defines safety objectives which in turn should serve as guiding objectives for speed management along with complementary safety activities.

Proposal 5 – changes to speed limits classifications

18. TDC supports reducing standard operating speeds on unsealed roads to a maximum of 80km/hr.
19. TDC recommends that the 'Beaches' class of road is extended to include other recreational, cultural and community areas. This would enable the appropriate, safe speed of 30km/hr outside our local marae to be retained, and would enable similar treatment in areas with high community and/or active transport use.
20. TDC recommends that provision is retained for permanent 30km/hr speed limits on streets where 30km/hr is already the effective operating speed. This could include, for example, shared spaces, narrow lanes, or residential streets with high numbers of pedestrians and cyclists. Aligning permanent speed limits with

the current operating speed reinforces safe driving behaviours, generally improves road safety and improves accessibility for people walking and biking. Any changes of this nature would still be subject to community consultation, to ensure that lowered speed limits were well-supported by those who live in affected areas.

21. We recommend that the Rule align the proposed speed limit classifications to the One Network Framework, as follows:

One Network Framework Category		Recommended Speed Limit (km/h)	Notes
Urban network	Transit Corridors (M1, P5):	60-110	High movement, low place importance.
	Urban Connectors (M2, P5):	40-60	High movement, somewhat lower place importance.
	City Hubs (M1, P2)	20-30	High movement, high place importance.
	Main Streets (M3, P2):	20-40	Moderate movement, high place importance.
	Activity Streets (M3, P3):	30-60	Moderate movement, moderate place importance.
	Local Streets (M4, P5):	30-50	Low movement, low place importance.
	Civic Spaces (M5, P1):	10-20	Very low movement, very high place importance.
Rural network	Interregional Connectors (M1, P4):	80-110	High movement, moderate place importance.
	Rural Connectors (M2, P5):	60-100	High movement, low place importance.
	Peri-urban Roads (M3, P4):	40-80	Moderate movement, moderate place importance.
	Rural Roads (M4, P5):	60-80	Low movement, low place importance.
	Stopping Places (M3, P3):	60--100	Moderate movement, moderate place importance but more focused on being a destination or place to stop.

Movement (M1 to M5): represents the importance of movement, with M1 being the highest movement priority and M5 the lowest.

Place (P1 to P5): represents the significance of place, with P1 being the highest place priority and P5 the lowest.

Proposal 6 – update the Director’s criteria for assessing speed management plans for certification

22. TDC supports the proposal to update the Director’s criteria for assessing speed management plans for certification.

Proposal 7 – reverse recent speed limit reductions

23. TDC does not support the proposal to reverse recent speed limit reductions, and request the Rule be amended to enable retention of recent speed limit changes where community support for them has been demonstrated.
24. Under the 2022 Speed Limit Setting Rule, our District has been proactive in completing our Interim Speed Management Plan, which was endorsed by our Council’s Infrastructure Committee in 2023 and by NZTA in 2024. Changes have been implemented in recent months and include:
- Reducing speed limits to 30km/hr on roads surrounding schools (many of these are variable speed limits)
 - Reducing speed limits in urban area fringes where urban and industrial development growth has extended the urban nature of the road and the rural speed limit is no longer appropriate.
 - Reducing speed limits in some high use active transport areas to promote a safer environment for users.

These changes have been implemented with community support and several of the changes were made in response to long-standing community advocacy. We ran a very successful public campaign for the changes which focused on safer speeds for our community as a whole. We did not introduce ‘blanket’ speed limit changes but rather tailored the changes to each specific location and requests from community, while balancing efficiency for motorists. A key example of this is Old North Road, which NZTA recommended under the 2022 Speed Limit Setting Rule be reduced to 40 km/hr. We recently reduced Old North Road to 60 km/hr instead, appreciating the need to balance efficiency and safety on this major arterial route.

25. We are very concerned that reversal of the changes would undermine our engagement efforts, the resulting community mandate and reduce road safety on our network. Moreover, we consider that the direction to reverse speed limit changes is at odds with current community attitudes towards speed

management in general. From July 2023 to June 2024, TDC received 32 customer requests relating to speed management on our network. Of these, 30 customers were either requesting new speed limit reductions, requesting extension of reduced speed limit areas, or endorsing recent speed limit reductions. NZTA's most recent KANTAR public perception survey has also demonstrated that most New Zealanders support lower speed limits around schools in urban areas, that three in five New Zealanders support lowering speed limits in high risk areas, and that half support 30 km/hr speed limits in urban centres.

26. The cost of the recent changes is estimated at \$600,000 (\$360,000 for static signage and \$240,000 for variable signage) for new speed sign infrastructure and installation, and a further \$14,000 for advertising, promotion and community education. To reverse the changes, we would estimate (at minimum) replacement of the static signage and follow-up community engagement activity. TDC is very concerned this action and cost would frustrate stakeholders and ratepayers alike. Like many other RCAs, TDC is operating in a highly constrained funding environment. With no existing budget available, reversing speed limit changes would come at a cost to our regular maintenance budgets, which we do not consider prudent. Notwithstanding the additional cost of completing CBAs, we consider this will also adversely impact our ability to meet the Government's land transport objectives.

Speed Management committees

27. TDC supports the continuation of a Speed Management Committee, provided that key performance indicators are set and monitored to ensure timely progress. We note that delivery has been poor to date, for example the Timaru District has campaigned for a speed limit reduction to accommodate Timaru South School for many years with no action to date from NZTA.

Regional speed management plans

28. TDC supports the development of regional speed management plans provided there is region-wide agreement on their value and resourcing provided to regional authorities to prepare them. We consider it makes sense for regional speed management plans to be developed alongside regional land transport plans, so that associated infrastructure needs can be captured in regional programmes.

Higher speed limits on certain roads

29. In general, TDC does not support establishment of 120 km/hr operating speeds within New Zealand's road environment. We consider that all designed speeds for roads should have a built-in buffer and that operating speeds should not

exceed these designed speeds. We further note that New Zealand continues to hold an aged vehicle fleet that is unsafe by global standards, and this should have a bearing on assessment of safe operating speeds.

Conclusion

30. TDC would again like to thank MOT for the opportunity to respond to this proposal. The transport network is the lifeblood of New Zealand providing access and transport of goods and people. A careful balancing act is required to manage safety and efficiency needs, while aligning with the Government's goals and local priorities. We are aware that many of our transport partners and industry peers share similar views on the proposed changes and encourage MOT to proactively and meaningfully engage with the sector while drafting the next iteration of the Rule. We are eager to ensure that the social and economic costs of any changes are minimised for our ratepayers.

Timaru District Council – Speed Management Campaign 2024

SAFER SPEEDS
For Our Tamariki

For more details, visit:
timaru.govt.nz/speeds

TIMARU
DISTRICT COUNCIL
Te Kaunihara a Rohe
o Te Tai-o-Maru

SAFER SPEEDS
For Our Loved Ones

For more details, visit:
timaru.govt.nz/speeds

TIMARU
DISTRICT COUNCIL
Te Kaunihara a Rohe
o Te Tai-o-Maru

SAFER SPEEDS
For Our Students

For more details, visit:
timaru.govt.nz/speeds

TIMARU
DISTRICT COUNCIL
Te Kaunihara a Rohe
o Te Tai-o-Maru

SAFER SPEEDS
For Our Community

For more details, visit:
timaru.govt.nz/speeds

TIMARU
DISTRICT COUNCIL
Te Kaunihara a Rohe
o Te Tai-o-Maru

Timaru Interim Speed Management Plan

2023

Certification template for a speed management plan

Plan information

Road controlling authority or regional transport committee	Timaru District Council – Interim Speed Management Plan
Submitted by	[if different from above]
National Land Transport Programme (NLTP) period	[November 2023 to July 2024]

Contents

PLAN INFORMATION 1

INTERIM SPEED MANAGEMENT PLAN CONTENT 3

 10-year vision: Objectives, strategic alignment, and whole-of-network approach 3

 3-year Implementation programme 7

APPENDIX 1: MAPS OF PROPOSED SPEED LIMITS 13

APPENDIX 2: RESPONSE TO CONSULTATION 14



Pre-submission checklist

Complete this checklist following completion of the plan, prior to submitting for certification.

Category	Confirmation	Clause ^	Yes/no
Public consultation complete	Consultation for this speed management plan has been carried out in accordance with the Land Transport Rule: Setting of Speed Limits 2022, clause 3.9	3.11(1)(a)	[Yes]
Plan content check	Includes objectives, policies, and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan.	3.8(1)(a)	No – is interim
	Includes an explanation of how the plan is consistent with the road safety aspects of the Government Policy Statement (GPS) on land transport and any Government road safety strategy.	3.8(1)(b)	[Yes]
	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.	3.8(1)(c)	No – is interim
	Includes an implementation programme for at least 3 financial years from the start of the plan which sets out changes to speed limits and safety infrastructure on the relevant roads, and the timeframe within which each change will occur in.	3.8(2)(b)(i-ii)	No – is interim
	Identifies all speed limits of 70km/h and 90km/h subject to review.	3.11(1)(b)(ii)	No – is interim
	Identifies all roads outside schools for which changes to speed limits are needed in order to set speed limits.	3.11(1)(b)(iii)	[Yes]
	Includes an explanation 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.	3.8(2)(e)	No – is interim
	Includes comment on any review relevant to the roads or region that has been completed since the previous plan published.	3.8(2)(f)	No – is interim

^ The clauses are from the Land Transport Rule: Setting of Speed Limits 2022.

Interim Speed management plan content

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

1. Describe objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan

Timaru District Council is pleased to present its draft Interim Speed Management Plan, outlining a range of proposals targeting speed limit changes in high priority areas across the District.

This plan prioritises the safety and well-being of our community members by targeting kura/schools, urban fringe areas, and other high-risk locations. With the support of Te Runanga Arowhenua, the plan also proposes speed limit changes around the marae in the Timaru District. By implementing these changes, we aim to enhance road safety and create streets where people feel safe to walk, ride, cycle, scoot, drive, and access public transport.

Timaru District Council's Infrastructure committee approved this Plan, and if approved by the Waka Kotahi Director of Transport, it will serve as a stepping-stone towards a comprehensive district-wide Speed Management Plan, which will encompass a broader range of areas.

We invited all stakeholders, road users, and community members to join us in this important endeavour of creating a safer and more sustainable transport network. Together, we can make a significant difference in enhancing road safety and improving the wellbeing of our communities.

Supporting information

If you have attached supporting information for your objectives, policies and measures, reference it here, so it can be readily identified.

2. Demonstrate consistency with the road safety aspects of the Government Policy Statement (GPS) on land transport and any other government road safety strategy

To put people and the diverse ways we use roads and streets at the heart of how we plan and maintain our transport system.

The way we manage speeds has changed, changes to the speed limit setting rule have enabled a more proactive approach to assist New Zealand to meet Road to Zero Targets, as set out by the New Zealand Government. The changes to the speed limit setting rule means we will be able to make decisions at a more localised level. Effective speed management is more than just setting speed limits, it is also about enforcement infrastructure and road design.

It is recognised that enforcement by New Zealand Police is critical to successful road safety and in behaviour. Continuing to align enforcement activities with safer speeds and education initiatives will maximise effectiveness of the interim speed management plan.

This draft interim 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. Rather than looking at speed limit changes on a street-by-street basis, this interim

Supporting information

If you have attached supporting information for your alignment with the GPS and other strategies and policies, reference it here, so it can be readily identified.

speed management plan establishes important management principles that have been developed in conjunction with the Canterbury region Road Controlling Authorities;

- Survivable speeds, ensuring safety for all.
- Safe speeds to support health, wellbeing, and liveable places for all.
- Safe speeds that contribute to emissions reduction including, having streets where people feel safe to walk, ride, cycle, scoot, and access public transport.
- Safe speeds that support land use changes as growth occurs.
- Consistent speed limits across the Canterbury region.
- We will build and honour relationships with Runanga to achieve safe speeds, especially around locations of significance such as marae, urupā, kura and kōhanga.

We have also taken the opportunity to assess the growth of the district and what this may mean for future speed management. Much of our growth occurs on the urban fringes of our communities, therefore we propose to designate zones where, if growth is occurring, we can manage speed accordingly.

Similarly, we have highly developed urban areas that are increasingly used for active transport (such as walking and cycling), so this interim plan will allow us to adjust speeds to reflect any changes in the future.

With the support of Te Runanga o Arowhenua, this interim plan proposes speed limit changes that will help improve community safety around marae in the Timaru District.

Te Runanga o Arowhenua has acknowledged the connection between speed management, the wellbeing of our communities and the principle of kaitiakitanga. Roads intersect with our natural environment and have an impact on the habitats of native flora, fauna, marine, mammal and bird life, and many roads in the Timaru District are also co-located with wāhi taonga/wāhi tapu sites of significance to mana whenua. Te Runanga o Arowhenua has highlighted the need to consider these areas and impacts when considering changes to speed management.

Te Runanga has also raised concerns about the current speed limit on State Highway 1 through Temuka, particularly the 80km/hr zone to the south of the township, adjacent to Arowhenua marae. State Highway speed limits are the authority of Waka Kotahi NZ Transport Agency, however Council advocates for a speed reduction in this area within this interim plan.

Key Focus Area 1 - School speed limits

The first key focus area of this draft plan is to reduce the speed limits around schools. We propose to do this by introducing a 30km/h permanent speed limit for most schools in the district. Some rural schools are proposed to have a 60km/h variable speed limit due to no vulnerable road user activities occurring outside of these schools, for example, school bus usage and private vehicle use dominates the mode of travel. A variable speed limit is when the speed limit can change due to the road and driving conditions, in this instance for example, the lower speed limit will be in play when kids are arriving or departing school, where students are most vulnerable. –These proposals align with the current [Land Transport Rule: Setting of Speed Limit 2022](#).

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. Council officers have assessed the travel behaviours of students, the street environment and established the school zones presenting on the maps in Appendix 1. A summary of how the schools have been categorised is presented in Table 3.

Some of our schools face the state highway, therefore the speed limit will change once Waka Kotahi installs their speed signs outside our schools.

Key Focus Area 2 - Urban and industrial fringes

The plan also includes a key focus area to manage the speed on roads in the urban and industrial fringes. This is to cater for development, that has already occurred or will occur over the period of the speed management plan, in the district and to reduce the approach speed of vehicles entering the townships.

This would allow speed reductions on urban or industrial fringe roads to either 50km/h, 60km/h or 80km/h depending on the level of development. Our roading team have determined the speed limit as required to achieve a safe and appropriate speed limit using local knowledge and [Waka Kotahi's Speed Management Guide](#) and [Mega Maps](#).

The roads currently planned in the interim speed management for safer speeds are presented in Table 1 and on the maps included in Appendix 1.

Key Focus Area 3 – Developed urban areas with a high number of active users

The plan includes the principle of reducing speed in some developed areas within the township. This reduces the risk to active users (like walkers, cyclists, and scooter users) on the road and promotes a safer environment.

The roads in the developed areas could have speed reduction applied of 40km/h or less depending on the level of use and development. Our roading team will determine the speed limit required for the active users' safety.

The developed areas will include, but are not limited to, central business districts, enclosed subdivisions or other locations with a high amount of active users.

Currently, the Timaru Central Business District streets are the only streets planned in the interim speed management for this Key Focus Area, refer to Table 3 and the maps included in Appendix 1.

Advocating for changes to speed limits on State Highways in our District

Council is unable to decide changes to speed limits on state highways, because these are the authority of Waka Kotahi NZ Transport Agency. Council does recognise, however, the need for state highway speed limits to support safety in our communities and be consistent with the local road network. To that effect, Council has and will continue to lobby Waka Kotahi NZ Transport Agency for the following speed limit changes in the Timaru District:

Table 1: Changes TDC has advocated for State Highway Speed Limits

Area	State Highway	Current speed limit	Proposed speed limit as per plan	TDC preferred speed limit
Northern end of Temuka – from Lachlan Street to Donald Street	1	70km/hour	No change as not in plan	60km/ hour
Northern end of Temuka – from Donald Street to Springfield Road	1	100km/hour	No change as not in plan	80km/hour
Southern end of Temuka – 50km/hour zone to Temuka River Bridge	1	80km/hour	No change as not in plan	50km/hour
Arowhenua Temuka from Opihi River Bridge to Temuka River Bridge	1	80km/hour	No change as not in plan	60km/hour

Pareora – from Pareora River Bridge to north of King Street	1	100km/hour	No change as not in plan	60km/hour or 80km/hour
Pleasant Point – from eastern 100km to 70km speed zone	8	70km/hour	No change as not in plan	50km/hour
Geraldine – From Approximately Tiplady Road to Current 50km/hr threshold	79	100km/hr	No change as not in plan	80km/hr
Geraldine – from Talbot Street to Peel Street	79	50km/hour	No change as not in plan	20km/hour or 30km/hour
State Highway 1 to East of Stafford Street	78	50km/hour	No change as not in plan	20km/hour or 30km/hour

3. Describe how a whole-of-network approach to changing speed limits, safety cameras and safety infrastructure has been taken

This will be covered in our full speed management plan and informed by speed monitoring following implementation of the interim speed management plan. TDC have a close working relationship with NZ Police locally. We run a series of non-enforceable safety cameras that have number plate recognition also, so are able to provide lists of repeat offenders to police to follow up with education, and targeted enforcement in key locations that we have issues with ongoing over speed areas.

Supporting information

If you have attached supporting information for your whole-of-network approach, reference it here, so it can be readily identified.

3-year Implementation programme

4. Speed limits

Maps Attached in Appendix 1 Shape files also provided in email

As this is our interim plan there are several proposed speed limits that do not align with the Safe and Appropriate Speed presented in MegaMaps. We are taking a staged approach to speed management, and our interim proposed speeds are reflective of what makes sense for our network as a first step. For our full speed management plan (which we recently had an extension granted) we are looking at reviewing our network more thoroughly and will look to continue our phased approach towards the Safe and Appropriate Speeds. There are some anomalies with what is presented in MegaMaps and we will review and update the ONF as part of preparing our full speed management plan.

Table 2: Proposed Speed Limits

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>	Dates and times <i>(If seasonal type, provide start and finish dates. If variable type, provide operational times.)</i>
Timaru Central Business District. Church Street, Strathallan Street, Station Street, King George Place	50	30	Permanent	Y1	Y	Aligns with other CBD streets and CityTown Framework	
Beaconsfield and Sailsbury Roads	100	80	Permanent	Y1	Y	SAAS 80 Beaconsfield SAAS 60 Sailsbury. 80 for consistency and a step change	

Butlers Road	100	40	Permanent	Y1	Y	SAAS is 60km/h, but this is a road that has a golf course on either side of the road, and an active transport link to Pleasant Point Township.
Brosnan, Divan and Kennels Roads	100	60-80	Permanent	Y1	Y	SAAS is 60km/h Kennels and Brosnan and Bottom end of Divan. Top end of Divan is 80km. The length of Kennels and Divan Road is proposed to be 60, due to increased recent intensification and 80 on Brosnan due to proximity to SH1 and airport link
Cliffs, Taiko Hall, Sutherlands, Fraser and Rolling Ridges Road	100	80	Permanent	Y1	Y	SAAS is 60, this was a community requested change, and is the starting point to look at unsealed roads across the district in the full speed management plan
Dawson and Talbot Street	50	30	Permanent	Y1	Y	SAAS is 40. These are two dead end roads, that access private Port Roads
Heaton and Hayes Street	50	30	Permanent	Y1	Y	SAAS is 40. This is a High risk Crossing as identified by KiwiRail
Mill and Kerrytown Road	100	80	Permanent	Y1	Y	SAAS is 60. These are two dead end roads, but sit within a wider 100km network.
Manse Road	80	50	Permanent	Y1	Y	SAAS is 60. But this is an extension of an existing 50, which ties in to SH8

Milford Clandeboye Road	100	50	Permanent	Y1	Y	SAAS is 80. But this is an extension of an existing 50.
Old North Road	50-80	60	Permanent	Y1	Y	SAAS is 40. This is a key transport route for Timaru, there is a safe separated walkway/cycleway on Old North Road. 60 Km is for consistency, and an attempt to tie into Hilton Highway SH1 Which is currently 70 and will be reviewed in SH Full Speed Management Plan
Blair Street	60	50	Permanent	Y1	Y	We're taking a phased approach towards SAAS. 50 is the first step for this street.
Orari Station Road	70-100	50-80	Permanent	Y1	Y	SAAS is 40 and 80.
Pages and Gleniti Road	80	50 and 60	Permanent	Y1	Y	SAAS is 60. The extension of 50 is formalising the change on street since our last bylaw review
Parade	100	30	Permanent	Y1	Y	SAAS is 60. This is a low speed environment, with large numbers of active transport users and parking accessing off road tracks.
Marine Parade and Port Loop Road	50	30 and 40	Permanent	Y1	Y	SAAS is 30 and 40. The 30km area is going where there is a large amount of active transport use and penguin activity/watching. 40km where

						main access to container terminals and port facilities
Rangiatata Gorge, Blandswood, Lookout, Dennison, Peel Forest and Brake Roads	70-100	30 and 50	Permanent	Y1	Y	SAAS varies, applying local knowledge and a network view has speed limited changes to 50km on all roads as mapped except the top of Blandswood Road and Lookout Road where there is access to a number of DOC walkways and more active transport use
Richard Pearse Drive	80/100	50	Permanent	Y1	Y	SAAS is 30/60. We're taking a phased approach towards SAAS. 50 is the first step for this street.
Rockdale and Rocky Hundreds Road	80/100	60	Permanent	Y1	N	SAAS is 60
Seadown, Meadows and Aorangi Road	100	60/80	Permanent	Y1	Y	SAAS is 40/80. There is currently no appropriate infrastructure to support reductions. Waka Kotahi has a draft business case for comment from TDC in this area.
Winchester Geraldine Road and Talbot Street	100	80/50	Permanent	Y1	Y	SAAS is 80. This an anomaly and we need to review the ONF.
Winchester Geraldine	100	80/50	Permanent	Y1	Y	SAAS is 80. The tool is wrong

Road and Talbot Street						
Maze, Sherris and Te Ngawai Road	100	50	Permanent	Y1	Y	SAAS is 60. We're taking a phased approach to speed management and from a current network context 50 suits better as a first step.
Connolly, Barret and Waipopo Roads	100/50/30	80/30	Permanent	Y1	Y	SAAS is varies. Proposed is more consistent from a network perspective
Waitohi Temuka Road	100	80	Permanent	Y1	Y	SAAS is 60. Proposed is more consistent from a network perspective
Washdyke Flat, Rosewill Valley Kelands Hill and Seaton Road	100	80/50	Permanent	Y1	Y	SAAS is generally 80.
Woodbury Settlement	100/70	80/50	Permanent	Y1	Y	SAAS is 80/60/30The proposed is more consistent

5. Speed limits around schools

Table 3: Speed limits around schools

School name	Category	Further information
Arowhenua Māori School	1	Permanent 30
Craighead Diocesan School	1	Permanent 30
Gleniti School	1	Permanent and Variable 30
Highfield School	1	Permanent and Variable 30
One School Global	1	Variable 30
Opihi College	1	Permanent and Variable 30
Pleasant Point Primary School	1	Permanent and Variable 30
Timaru Girls High School, Roncalli College and Sacred Heard Primary School	1	Permanent and Variable 30 – aligns with SH1 Changes
Barton Rural School	2	60km/h variable speed limit and small extension of an existing 80km permanent limit
Beaconsfield School	2	Permanent 60
Waihi School	2	Permanent 60 – Council still concerned about variable 60 on SH1 in this location, as no access or active transport use to school on SH1
Timaru Boy and Bluestone School	1	Permanent and Variable 30
Geraldine High School	1	Permanent and Variable 30
Geraldine Primary School	1	Permanent 30 – aligns with SH79 changes
Grantlea Downs School	1	Permanent and Variable 30
Mountainview High School	1	Permanent and Variable 30
Oceanview Heights School	1	Permanent and Variable 30
St Joseph's School, Pleasant Point	1	Permanent and Variable 30
St Joseph's School, Timaru	1	Permanent 30
Temuka Primary and St Joseph's School, Temuka	1	Permanent and Variable 30
Timaru Christian School	1	Permanent 30
Timaru South School	1	Permanent and Variable 30 – aligns with SH1 changes
Mountainview High School	1	Permanent and Variable 30
Waimataitai School	1	Permanent and Variable 30
Winchester Rural School	1	Variable 30 – Council still concerned about the length and presence of variable on SH1, significant infrastructure in place on Rise Road for school drop off.
Woodbury School	1	Variable 30

Appendix 1: Maps of proposed speed limits

Available at <https://www.timaru.govt.nz/services/roads-parking-and-transport/timaru-district-speed-reductions>

Appendix 2: Response to consultation



Do you agree with introducing lower speed limits outside schools within the district?:



195 Responses

Do agree with introducing safer speeds within urban and industrial fringe zones in the district to respond to current and future growth?:



195 Responses

Do you agree with introducing safer speeds within for developed urban areas where a high number of people walk, bike and use public transport?



195 Responses

Highly Agree
 Agree
 Disagree
 Highly Disagree

