

10. Reports of the Chief Executive and Staff for INFORMATION



23-156

Title: 23-156 Interim Speed Management Plan (ISMP) Implementation for Local Roads

Section: Journeys Infrastructure

Prepared by: Tina Middlemiss - Asset Planning Manager

Meeting Date: Thursday 3 August 2023

Legal: No

Financial: No

Significance: **Low**

Report to OPERATIONS - INFRASTRUCTURE/NGĀ WHAKAMAHI - TE HANGANGA Committee for information

PURPOSE - TE TAKE

The purpose of this report is to provide information about upcoming changes to speed limits across our region. These speed limit changes have been approved by Gisborne District Council and Waka Kotahi.

SUMMARY – HE WHAKARĀPOPOTOTANGA

This report summarises the process taken by Council for the approval of an Interim Speed Management Plan (ISMP) which enables Council to set speed limits on local roads in this region as a road controlling authority. The ISMP supports the implementation of setting new speed limits across our region and this report provides details of where the first tranche of these new speeds are being rolled out over the next few months.

The decisions or matters in this report are considered to be of **Low** significance in accordance with the Council's Significance and Engagement Policy.

RECOMMENDATIONS - NGĀ TŪTOHUNGA

That the Operations - Infrastructure/Ngā Whakamahi - Te Hanganga Committee:

1. Notes the contents of this report.

Authorised by:

David Wilson - Director Lifelines

Keywords: Interim Speed Management Plan (ISMP); National Speed Limit Register (NPSL); reduction; rollout

BACKGROUND - HE WHAKAMĀRAMA

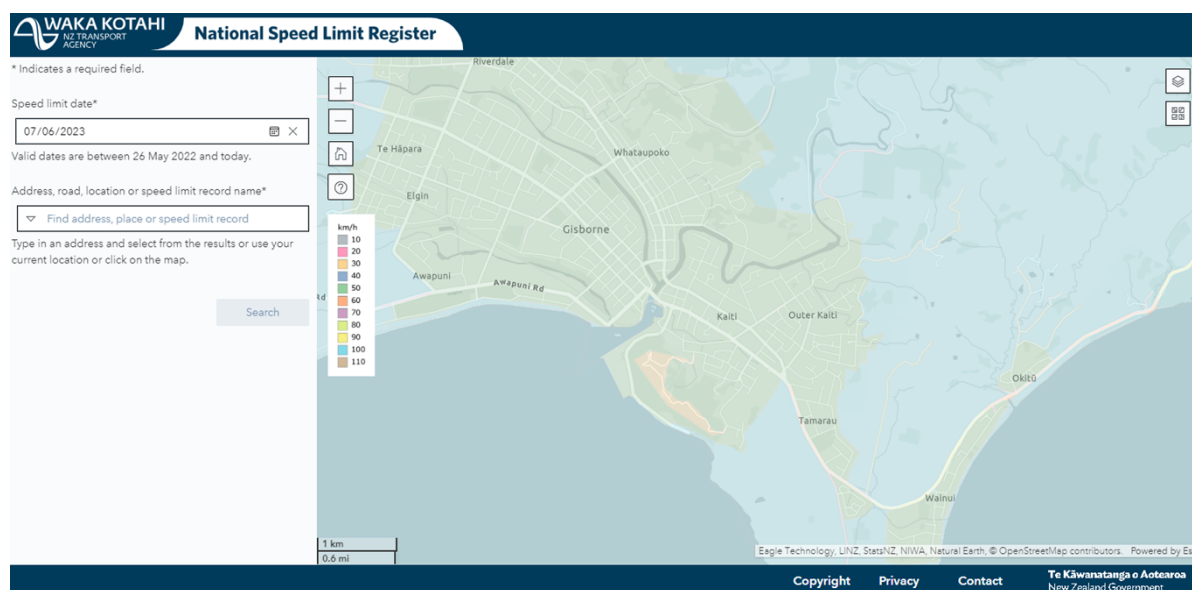
1. The implementation of a new speed rule has been a significant development in road safety management across the country. The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) has replaced the previous Land Transport Rule: Setting of Speed Limits 2017. The new rule determines how speed limits are set with objectives to enhance road safety and improve consistency across regions.
2. The following table charts process to date for Council's Speed Management Planning:

Month/Year	Key Milestone
May 2021	Early engagement carried out on draft Speed Management Plan (SMP) aligned with 2021 Long Term Plan consultation. Feedback indicated community support for lowering speeds to 40s and 30s around schools, townships, CBD and some localised areas but did not support broad brush reductions from 100km/hr to 80km/hr or 60km/hr on rural roads.
Aug 2021	Sustainable Tairāwhiti Committee approved that the Draft SMP proceed to consultation and approved the proposed Speed Limit Implementation Plan (Report 21-134).
Sep 2021	Ministry of Transport (MoT) advised that the new rule would be in place September 2021. <i>However, The Rule was subsequently delayed and guidance on how Councils should carry out consultation was not available until May 2022.</i>
Jan/Feb 2022	Council installed 18 variable speed limits (VSLs) to 9 schools across the region in advance of speed rule in order to secure limited numbers of complying electronic signs at the time. Police and Schools were given advice that these were trials speeds until they could be made enforceable under the new rule. <i>Note that these signs were set at 40km/hr based on early indications the new rule would support this. However, the rule, now in place, sets stricter guidance and schools are now required to have 30km/hr speed limits with further consultation under the full SMP process.</i>
Mar 2022	Delays at national level with the new rule coupled with local pressure to reduce speeds in key areas combined to push consultation timelines on draft SMP into the 2022 local government elections period. After guidance and assurances from Waka Kotahi, staff recommended Council proceed with a bylaw process to manage speed limits. At the 31 March 2022 meeting, Council adopted the Statement of Proposal (SOP) including the Draft Amended Speed Limit Bylaw 2013 for consultation using the special consultative procedure (Report 22-68).
Apr 2022	MoT approved the new rule to go live in May while guidance (including about how to consult) still in draft. Council consults in accordance with bylaw processes. Consultation ran from 6 April 2022 until 9 May 2022
May 2022	New speed setting rule and NSLR go live. Some minor changes are allowed to the 2013 bylaw as corrections approved by the land transport director however the new school VSLs did not get accepted as minor changes. The new rule does not support 40VSLs without significant justification.
Jun 2022	Report 22-140 details the consultation and its feedback with options for the Regulatory Committee and hearings were held for the changes to Speed Limit Bylaw 2013 Draft amended bylaw.
Aug 2022	11 August Council meeting approves amendment to 2013 speed bylaw and prioritises implementation of new speeds to schools, townships and beaches but changes beaches from 20km/hr to 5km/hr. (Report 22-181)
Sep 2022	Waka Kotahi advice on how to submit amended 2013 bylaw as an interim SMP (ISMP) under the new rule while confirming beaches are roads but advises that 5km/hr speed is not an enforceable limit under the rule and that only 10km/hr increments starting at 10km/hr are enforceable. Submission of ISMP is paused due to the need to amend Council approval and elections being in progress.

Month/Year	Key Milestone
Oct-Dec 2022	New council voted in and new committees getting set up.
Jan-Mar 2023	Cyclone Hale (January) then Gabrielle (February). No change in Waka Kotahi stance.
Mar 2023	ISMP submitted to Waka Kotahi without 5km/hr limit.
April 2023	Deadlines for preparing full SMPs given for September 2023.
May 2023	ISMP certified and available online for submission to NSLR. Application for 18-month exemption to full SMP made and accepted.

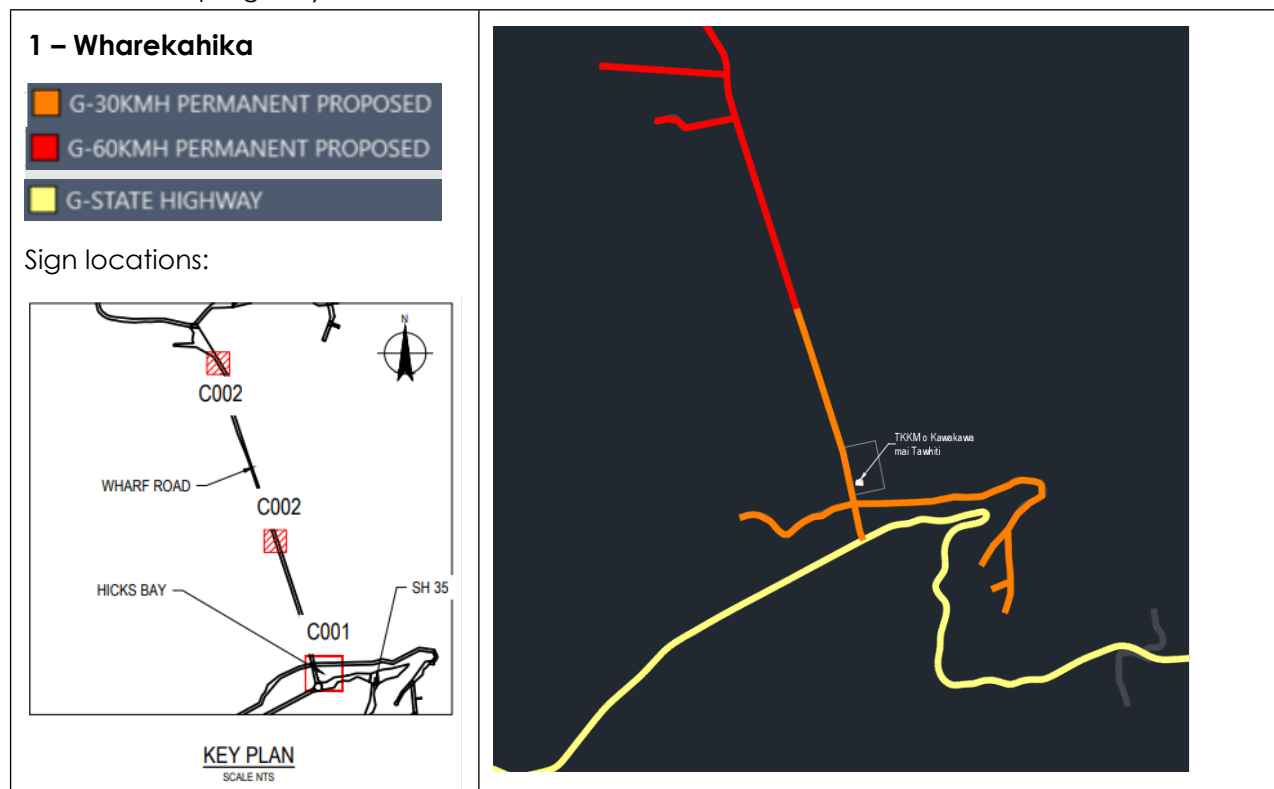
DISCUSSION - WHAKAWHITINGA KŌRERO

- Approval of the Interim Speed Management Plan (ISMP) for Gisborne District has been published online at: <https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/speed-limit-approvals/> (under 'Gisborne – Te Tai Rāwhiti' 'Gisborne District Council'.
- A reference to the approval has been loaded into the National Speed Limit Register (NSLR) under the 'Speed management plan' drop-down within the application. The approved speed limit records can now be submitted for approval within NSLR, after which the approval will be displayed as the 'legal reference' for the speed limit. [NSLR \(nzta.govt.nz\)](https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/speed-limit-approvals/)



- The ISMP enables changes to speed limits to be applied for prior to mid 2024 when full speed management plans come into force under the ministry of land transport speed setting rule. Full speed management plans are required to align with the 2024-2027 National Land Transport Funding period however an 18-month exemption has been approved for this region due to the extreme weather events disruption to council workflows.
- The approved ISMP represents speed limit changes to 12% of the network with two thirds of all schools in line with safe and appropriate speeds under the new guidance.

7. Designs are in progress to implement new speeds in the areas tabled below. Future areas will continue to be progressed until implementation of the interim plan is as complete as possible in line with the new rules. Roll out will occur under existing maintenance contracts and prioritised appropriately to align with the recovery work in progress. (Note that speed limits on state highways are under separate control by Waka Kotahi and are not included in this work program):

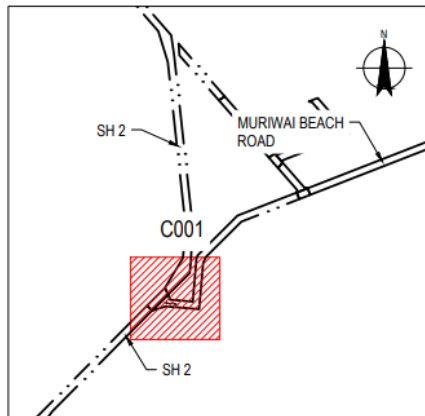


2 – Muriwai

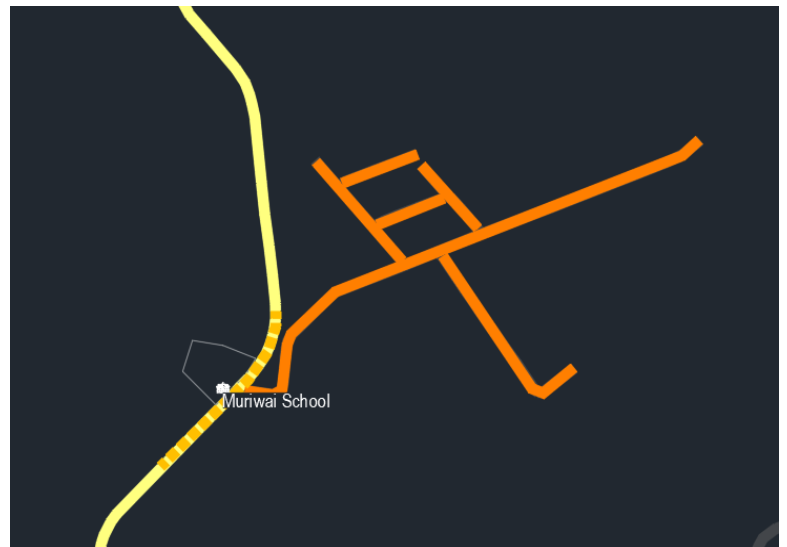
■ G-30KMH PERMANENT PROPOSED

■ G-STATE HIGHWAY

Sign locations:



KEY PLAN
SCALE NTS



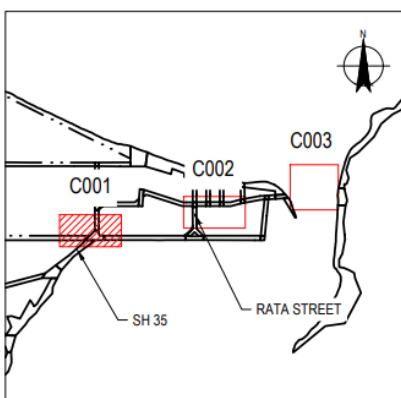
3 – Te Araroa

■ G-30KMH PERMANENT PROPOSED

■ G-40KMH PERMANENT PROPOSED

■ G-60KMH PERMANENT PROPOSED

■ G-STATE HIGHWAY



KEY PLAN
SCALE NTS



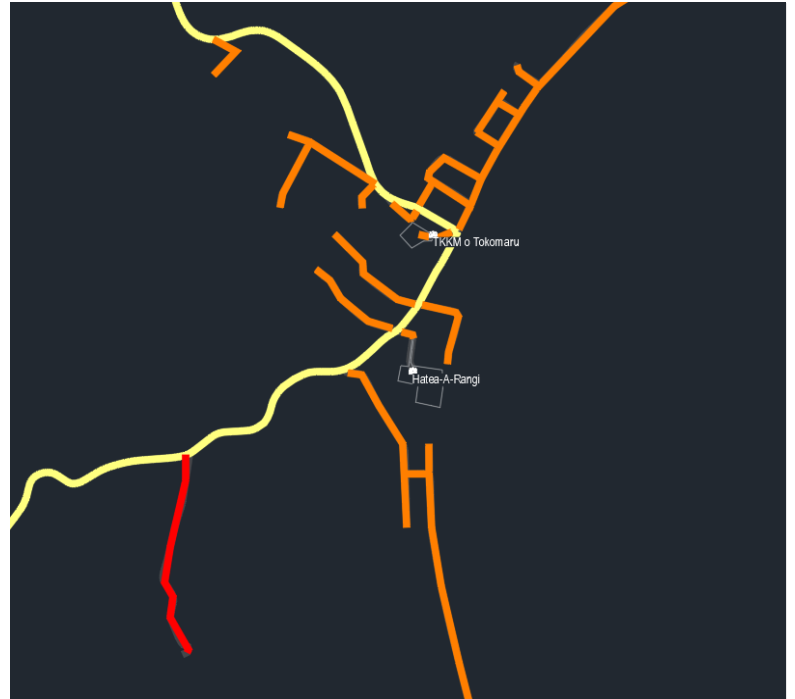
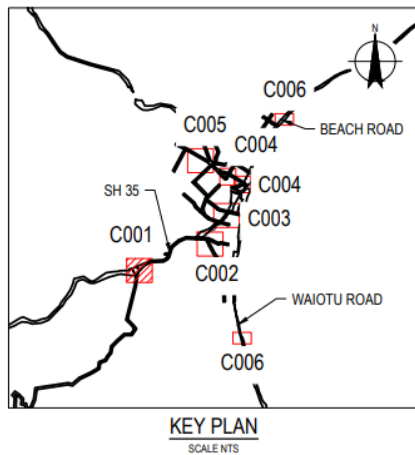
4 – Tokomaru Bay

 G-30KMH PERMANENT PROPOSED

 G-60KMH PERMANENT PROPOSED

 G-STATE HIGHWAY

Sign locations:

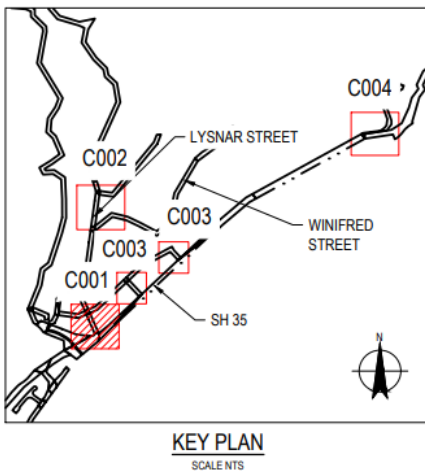


5 – Okitu

 G-40KMH PERMANENT PROPOSED

 G-STATE HIGHWAY

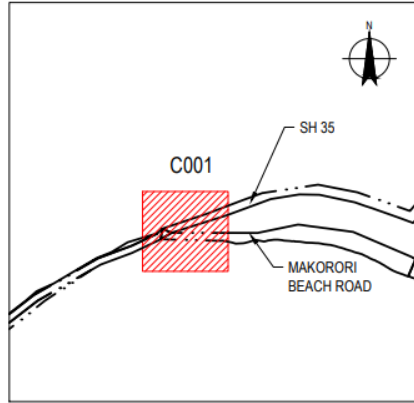
Sign locations:



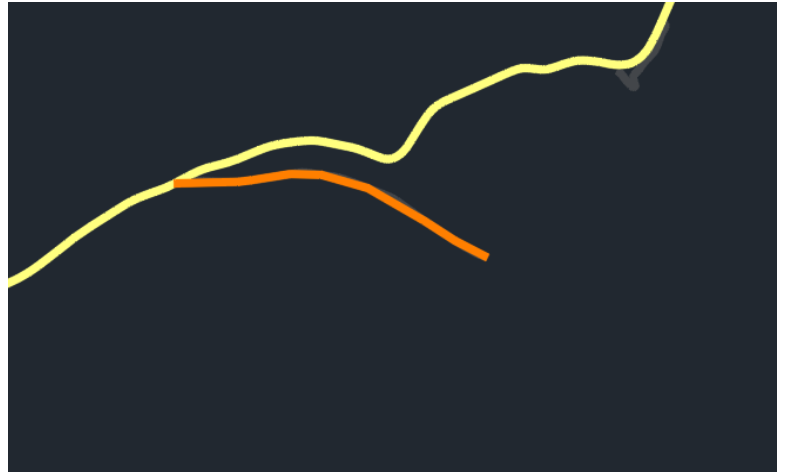
6 – Makorori

 G-30KMH PERMANENT PROPOSED

 G-STATE HIGHWAY



KEY PLAN
SCALE NTS



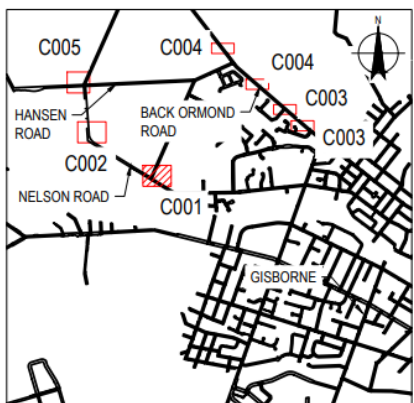
7 – Taruheru Subdivision

 G-30KMH VSL PROPOSED

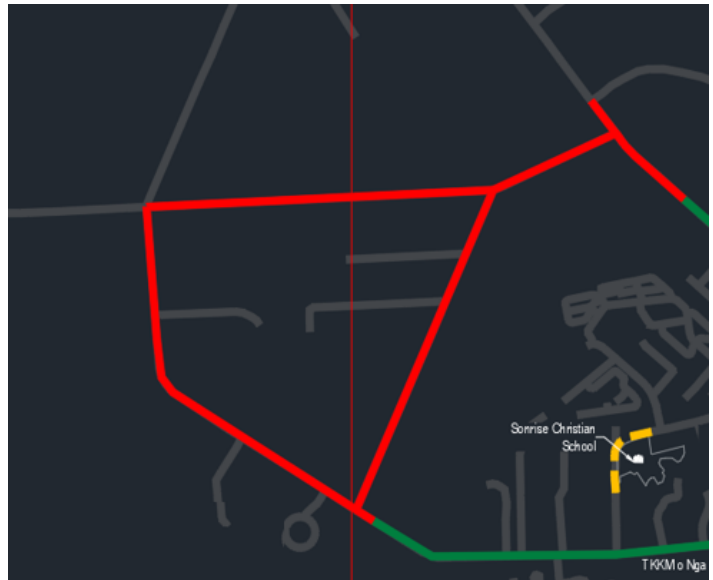
 G-50KMH PERMANENT EXISTING

 G-60KMH PERMANENT PROPOSED

Sign locations:

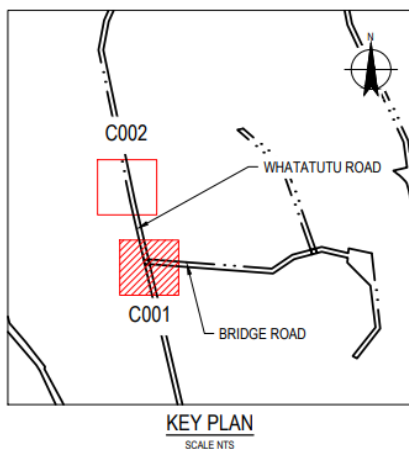


KEY PLAN
SCALE NTS

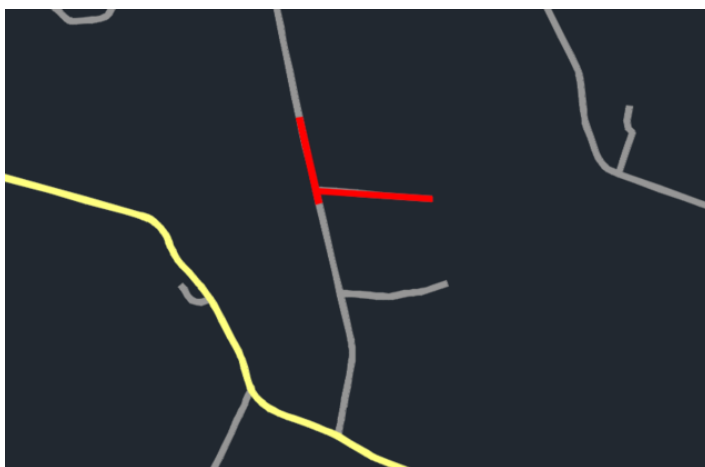


Note that Sonrise school 30km/hr variable speed limit is in place and is currently being processed for legal status.

8 – Whatatutu Road



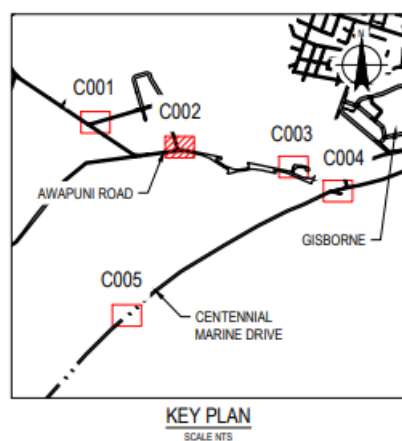
Reduction from 100km/hr to 60km/hr – part of road including Bridge Road.



9 – Industrial Subdivisions

■ G-60KM/H PERMANENT PROPOSED

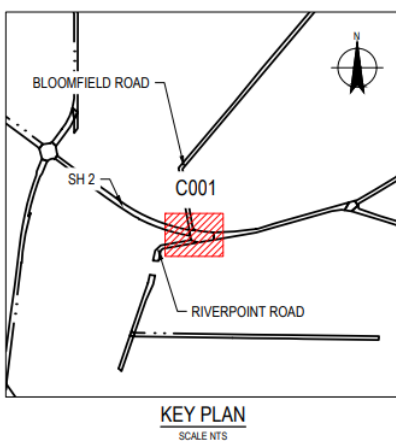
■ G-STATE HIGHWAY



Aerodrome Road and Commerce Place

Centennial Marine Drive from 100km/hr to 80km/hr – whole road

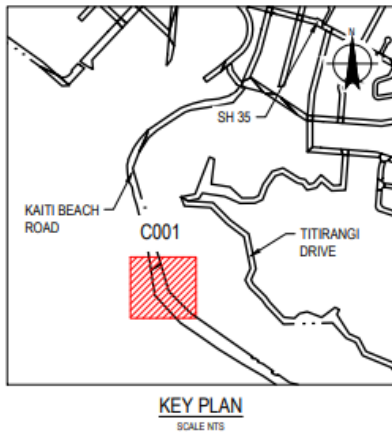
10 – Riverpoint Road



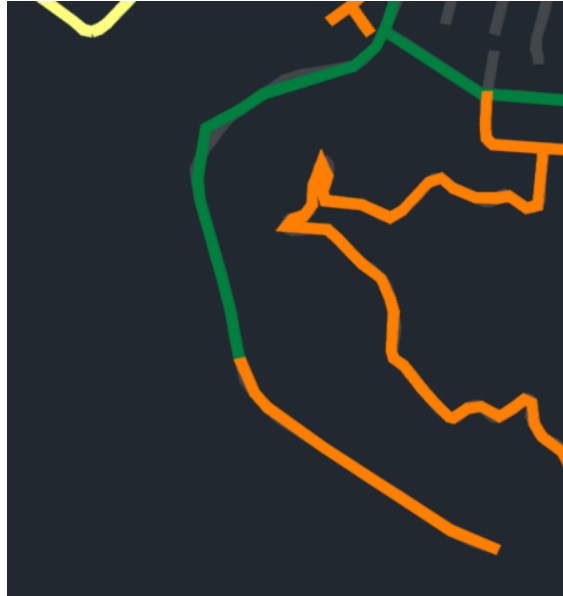
Reduction from 100km/hr to 80km/hr – whole road



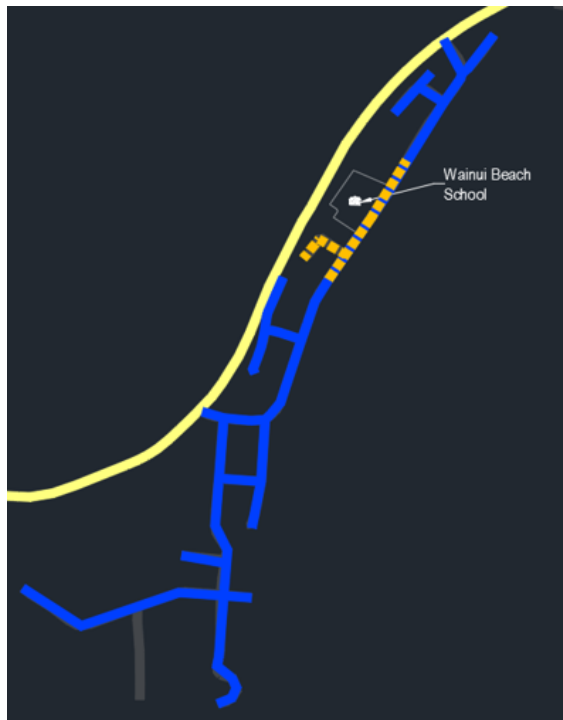
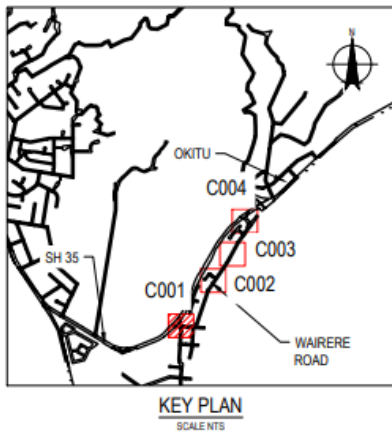
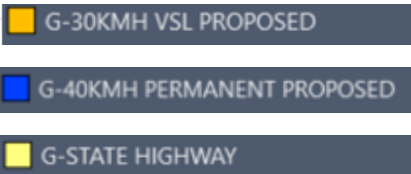
11 – Kaiti Beach Road



Reduction from 50km/hr to 30km/hr – to end of road



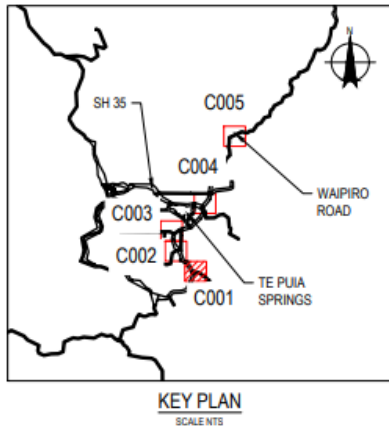
12 – Wainui



Note that Wainui school 30km/hr variable speed limit is in place and is currently being processed for legal status.

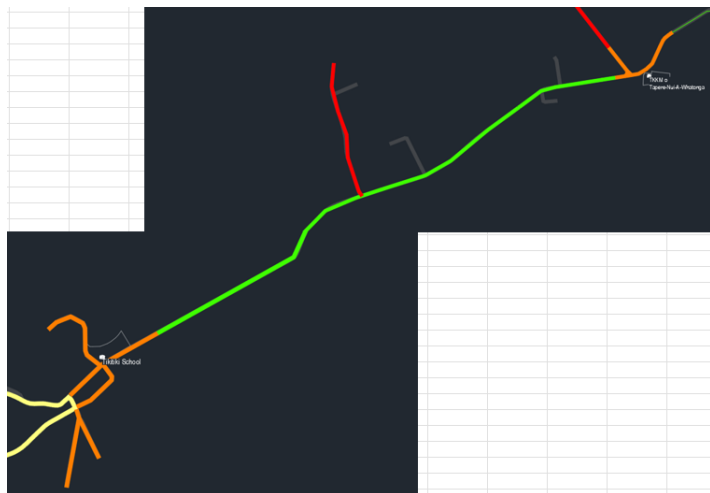
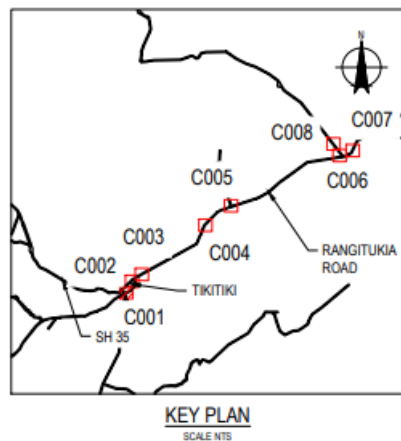
13 – Te Puia Springs

- G-30KM/H PERMANENT PROPOSED
- G-60KM/H PERMANENT PROPOSED
- G-STATE HIGHWAY



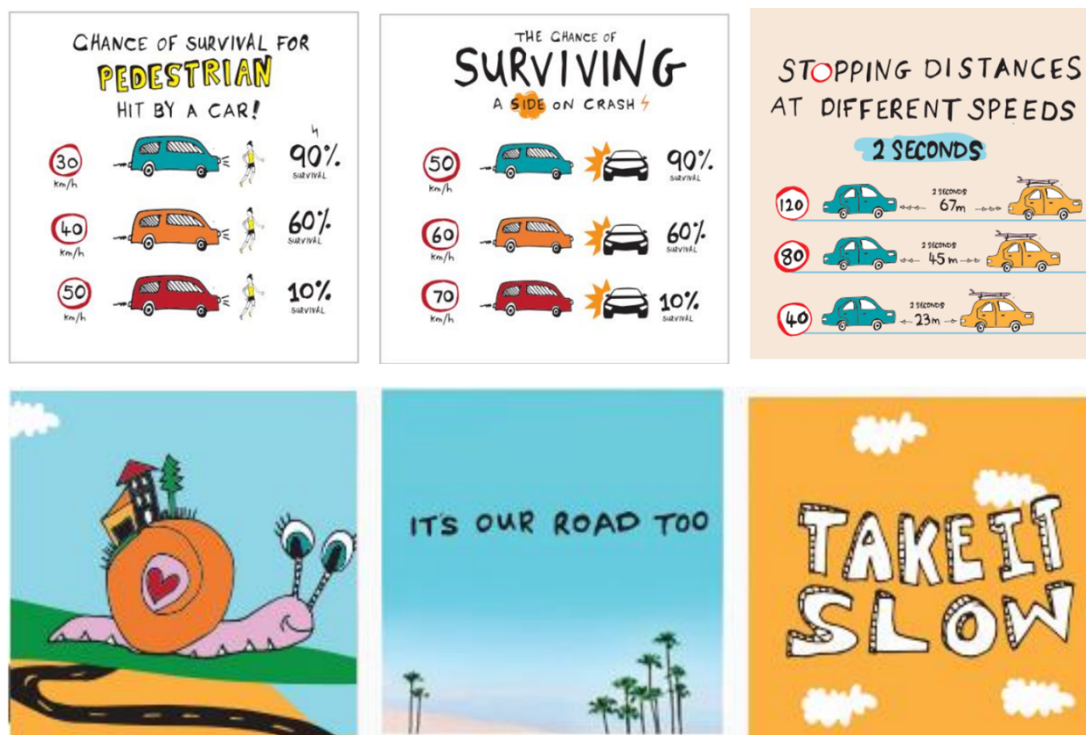
14 – Tikitiki and Rangitukia

- G-80KM/H PERMANENT PROPOSED
- G-60KM/H PERMANENT PROPOSED
- G-30KM/H PERMANENT PROPOSED
- G-STATE HIGHWAY



8. Other areas in design include Waeringa o Kuri School and Lavenham Road.
9. The affected communities and stakeholders including roading police will be advised of the install and enforcement dates of the new speeds through the appropriate channels.

10. Road safety messaging around speed will be used to help socialise the new speeds:



ASSESSMENT of SIGNIFICANCE - AROTAKENGA o NGĀ HIRANGA

Consideration of consistency with and impact on the Regional Land Transport Plan and its implementation

Overall Process: Low Significance

This Report: Low Significance

11. The decisions or matters in this report are considered to be of **Low** significance in accordance with Council's Significance and Engagement Policy.
12. The speed limit changes for implementation are within the ISMP and have already met with Council and Waka Kotahi approval. Minor adjustments may be made within reason through the submission process into the legal register.

TANGATA WHENUA/MĀORI ENGAGEMENT - TŪTAKITANGA TANGATA WHENUA

13. Communication has been carried out through engagement and consultation on the ISMP. Affected communities and residents will be advised of the install and enforcement dates of the new speeds through the appropriate channels.

COMMUNITY ENGAGEMENT - TŪTAKITANGA HAPORI

14. Communication has been carried out through engagement and consultation on the ISMP. Affected communities and residents will be advised of the install and enforcement dates of the new speeds through the appropriate channels.

CLIMATE CHANGE – Impacts / Implications - NGĀ REREKĒTANGA ĀHUARANGI – ngā whakaaweawe / ngā ritenga

15. Reducing speeds can have a positive effect by reducing emissions in a number of ways. In urban areas reducing speeds can help smooth out traffic with less engine braking required. This efficiency also counters any travel time as a perceived loss.
16. Implementing changes to align with Safe and Appropriate Speeds has proven benefits for encouraging mode shift. By slowing down vehicles in strategic locations such as schools, etc. evidence shows more people are encouraged to walk, scoot and cycle due to the safer environment created.
17. Aotearoa New Zealand's first emissions reduction plan proposed outputs include safer speed limits, in line with the new rule, in place around 40% of schools under RCA's authority by 30 June 2024 and all schools by end of 2027 (table of actions under 10.1.2 (E)).

CONSIDERATIONS - HEI WHAKAARO

Financial/Budget

18. Speed management planning is a line item in the 2021 Long Term Plan and Regional Land Transport Plan and has received 68%-66% funding from Waka Kotahi through the Low-Cost Low-Risk Road to Zero programme in the 2024 – 2027 National Land Transport Fund.

Legal

19. The National Speed Limit Register is the legal instrument for enforcing speed limits under the Land Transport Act.

POLICY and PLANNING IMPLICATIONS - KAUPAPA HERE me ngā RITENGA WHAKAMAHERE

20. Speed management planning is a line item in the 2021 Long Term Plan and Regional Land Transport Plan and is supported by Waka Kotahi through the Road to Zero Strategy

RISKS - NGĀ TŪRARU

21. Roll out of the ISMP has taken a risk-based approach with priority given to schools and townships and areas which best align with the new guidelines and rules required under the Land Transport Rule: Setting Speed Limits 2022. These rules and guidelines have been developed under the Road to Zero programme which aims to eliminate deaths and serious injuries on our roads.

NEXT STEPS - NGĀ MAHI E WHAI AKE

Date	Action/Milestone	Comments
Sep 2023	Full Speed Management Plan consultation deadline.	An 18-month extension has been granted.