

Mahere Whakahaere Terenga O nāiane

Interim Speed Management Plan

Mahere Whakamōhio / Plan information

Road Controlling Authority	South Taranaki District Council
Submitted by	South Taranaki District Council Roding Unit
National Land Transport Programme (NLTP) Period	August 2021 to July 2024

Kupu Arataki / Introduction

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) requires all Road Controlling Authorities (RCA) use reasonable efforts to reduce the speed limits outside at least 40% of schools on their roads prior to 30 June 2024.

As an RCA it was decided that all schools located on our local roads will have their speed limit lowered prior to 30 June 2024, this Interim Speed Management Plan (Interim Plan) will detail those schools and the local roads.

Preparation of this Interim Plan included engagement with iwi and schools. Transport related companies/industries, emergency services, those living and working in the areas affected, and the public were encouraged to make a submission during the consultation period.

After adoption and certification of the Interim Plan the Council intends to continue to review the speed management planning for our District. The next Speed Management Plan will cover a 10-year period with a 3-year implementation programme from 2024-2027. We will consider the speed management principles we have established, appropriate speed limit changes, and infrastructure treatments to support road safety on our roading network.

The next Speed Management Plan will involve further community engagement and consultation, and collaboration with iwi, Waka Kotahi (State Highways), and our neighboring RCAs.

Aronga Kāwanantanga ā-Kāinga me te Whakahaere Terenga / Local Government purpose and Speed Management

The purpose of local government as outlined in the Local Government Act 2002 is to enable democratic local decision-making on behalf of communities and promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.

Social: The safety of all road users is paramount. This includes motorists (car, motorbike), cyclists, pedestrians, and those using public transport. Through the introduction of safe and appropriate

speed limits, and enhanced walkways and pedestrian accessways in towns and rural areas it will increase the safety and confidence of all road users.

Economic: Speed limits need to be at safe and appropriate speeds but should also be intuitive and not hinder transport efficiency. The use of town bypasses for heavy transportation, and engineering road safety improvements helps to ensure transport efficiencies.

Environmental: The development of safe cycle and walkways provides people with an alternative means of transport.

Cultural: We have a shared responsibility for road safety to reduce serious harm. Public awareness is achieved through advertising and the promotion of safe practices.

Te Aronga o te Mahere Whakahaere Terenga O naiānei / Purpose of the Interim Speed Management Plan

The South Taranaki District Council (STDC) is committed to reducing deaths and serious injury on our roads. As an RCA we support and abide by the Land Transport Rule - Setting of speed limits 2022.

The Rule requires a safe and acceptable speed on all roads, and each RCA must use all reasonable efforts to reduce speed limits outside 40% of schools prior to 30 June 2024. The Rule requires that speed limit changes are detailed in a Speed Management Plan, and that the community is consulted in accordance with section 82 of the Local Government Act 2002.

We want to lower the speed limit at all schools on our local roads prior to 30 June 2024, this Interim Plan details those schools and the local roads affected.

He aha i take ai te whakahaere terenga ki STDC / Why speed management is important to STDC

Speed management is about achieving safe and appropriate vehicle speeds on roads that reflect the road's function, design, safety, and use.

Road safety goes beyond our obligation to prevent deaths and injuries to improving lives and lifestyles too. A roading network that allows for easy and multiuse transport modes connects people and communities rather than dividing them. By ensuring that everyone feels safe using our roading network we open opportunities for children to walk, bike, or scooter to school.

Influencing road user behaviour and improving our driving culture will be crucial to making significant gains in road safety. All users of our roads, streets and footpaths have a responsibility to make good choices and follow the rules, while central and local government has a responsibility to support and enforce that behaviour.

Ngā Mātāpono Arataki mā te Mahere Whakahaere Terenga O naiānei / Guiding Principles for the Interim Speed Management Plan

- The safety principle establishes the basic concept of human vulnerability, the higher the force of impact the greater the damage.
- The community wellbeing principle encourages making roads (and footpaths) safe and accessible for all. Protecting children around schools and encouraging active modes of transport (such as walking and cycling).
- The whole of system principle is about having an integrated and consistent approach that supports safer speed limits with other speed management activities such as regulation, enforcement, education, and monitoring.
- The movement and place principle is about establishing speed limits that are appropriate for the function and design of the road/street.

Hononga ki te Iwi i te Mahere O naiānei / Iwi involvement in the Interim Plan

In November 2022 a report was presented to Te Kāhui Matauraura regarding our obligation to create speed management plans. Councillors and iwi were invited to a workshop on the principles of speed management on 23 January 2023, and to revise and discuss the content of the Proposed Interim Speed Management Plan for consultation on 15 February 2023.

Feedback from Te Kāhui Matauraura was that speed limits around marae and kohanga reo should happen at the marae level rather than iwi level. The Iwi Liaison Manager is in discussions with each marae, and the speed limits around marae will be addressed in the next Speed Management Plan effective from 1 July 2024.

This Interim Plan is focused on schools only, however where daycare centres, kindergartens, and kohanga reo are nearby speed limits have been lowered outside them too.

Hononga ki ngā Kura i te Mahere O naiānei / Schools' involvement in the Interim Plan

During the consultation period each school was visited or contacted by the Road Safety Team. The Team recorded the number of cars, trucks, pedestrians, cyclists, and scooters in the area during drop off and pick up times at the school. Discussions were held with staff as to what events were held on school grounds before and after school and noted any concerns regarding speed management or road safety that staff had.

Each school was contacted twice via e-mail with posters and a copy of the consultation document and were encouraged to make a submission and advertise the consultation to their school communities.

Hononga ki te Hapori Whānui i te Mahere O naiānei / Public consultation for the Interim Plan

Public consultation was held from Monday 27 February until Friday 31 March 2023.

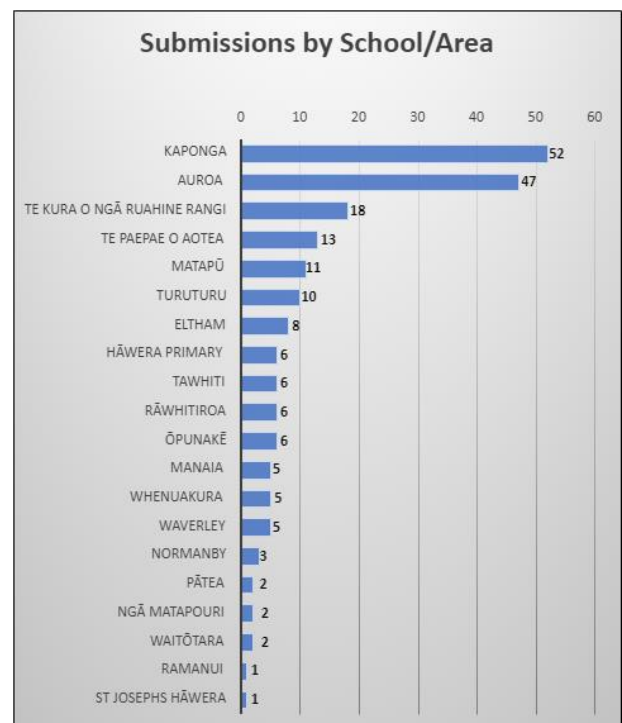
The consultation was advertised via Facebook, the Anntenno app, and the Southlink publication, as well as being advertised at each of the libraires, Aquatic Centre, TSB Hub, and i-SITE. Each school was encouraged to advertise the consultation to their school communities. E-mails were also sent to transport related companies/industries, emergency services, Councillors and Community Board Members. Flyers were delivered to houses and businesses within the zones affected.

A presentation was made in open forum at each Community Board meeting and Te Kāhui Matauraura in March, the consultation document was made available to those in attendance.

In total 105 submissions were received, and six people spoke at the hearing on 12 April 2023. There was a high level of engagement from schools and their local communities.

Most of the submissions supported the proposed speed limits with a number seeking that the speed limits are reduced further, the road design does not support a speed limit lower than 30km/h.

Some submissions recommended that the proposed speed limits only apply during school drop off and pick-up times. Although this was considered by the Councillors, there is still student presence between the hours of 8.30am to 3.30pm and safety needs to be considered during these times. Schools have advocated for speeds to be reduced during school hours, and the consultation focussed on variable speed limits during school hours.



A variable speed limit will be in place from 8.30am to 3.30pm Monday to Friday during term time. A permanent speed limit is in place permanently with no variation.

Some of the submitters provided suggestions on areas and road layouts that could be improved outside the parameters of the Interim Plan. The scope of the Interim Plan is to install signage and road markings outside schools to indicate the lower speed limit. The next Speed Management Plan will take into account where further infrastructure treatments may be needed to support the recent speed limit changes. Submitters will be informed that their suggestions will be considered as part of the next Speed Management Plan.

Ngā Pae Tere Hou mā ngā Kura / New speed limits around schools

On 1 May Councillors met to deliberate the speed limits at each school. As part of the Deliberation Report an overview of each school environment was detailed, this included traffic count information, operating speed data obtained from MegaMaps, a summary of submissions made, and recommendations from Council Officers.

Councillors opted for consistency across the District and due to the growing use of school grounds afterhours it was deemed that speed restrictions in urban areas should be permanent. There was a desire to treat all schools fairly so it was agreed that all rural schools would also have a variable speed limit of 30km/h during school hours. As a result of the Councillors' decisions all schools are now designated as category 1 schools. In some instances the new speed limits are lower than the safe and appropriate speed limit detailed in MegaMaps, this was highlighted to Councillors and they thought it best to treat all schools equally.

Whakatinanatanga o ngā pae tere hou / Implementation of new speed limits

Where schools border State Highways, we will work with Waka Kotahi to implement new speed limits at the same time to ensure consistency for users on the roading network.

Below is summary of new speed limits to be implemented.

Rural Schools	Road	Current speed limit	Proposed speed limit	Main treatment
Auroa School	Intersection of Auroa and Skeet Roads by the school.	80km/h	60km/h permanent speed and 30km/hr variable speed	Electronic speed signs and static speed signs
Matapū School	Intersection of Hastings and Skeet Roads by the school.	100km/h	60km/h permanent speed and 30km/hr variable speed	Electronic speed signs and static speed signs
Ngā matapōuri School	Intersection of Makakaho, Taumatatahi, and Waitōtara Valley Road by the school.	100km/h	60km/h permanent speed and 30km/hr permanent speed	Static speed signs
Rāwhitiroa School	Intersection of Oru and Rāwhitiroa Roads by the school.	100km/h	60km/h permanent speed and 30km/hr variable speed	Electronic speed signs and static speed signs
Te Kura o Ngā Ruahine Rangi	Intersection of Eltham and Hastings Roads by the school.	100km/h	60km/h permanent speed and 30km/hr variable speed	Electronic speed signs and static speed signs
Whenuakura School	Kaharoa Road alongside the school	100km/h	60km/h permanent speed and 30km/hr variable speed	Electronic speed signs and static speed signs
Urban Schools	Road	Current speed limit	Proposed speed limit	Main treatment
Eltham School	Conway Road from the State Highway to Derby Street, and York Street from Conway Road to London Street.	50km/h	30km/hr permanent speed	Static speed signs
Hāwera Primary School and Te Kura Kaupapa Māori o Ngāti Ruanui	Denby Road, Kauri Crescent, and along Manawapou Road from the State Highway to west of Dives Avenue.	50km/h	30km/hr permanent speed	Static speed signs
Kaponga School and St Patricks School (Kaponga)	Egmont and Victoria Streets alongside the schools.	50km/h	30km/hr permanent speed	Static speed signs
Manaia School	Kaipī Street from Patu-Kūkupa Street northwards, Karaka and Patu-Kūkupa Streets from Tauhuri Street to Kaipī Street, and Tauranga-a-ika Street from Ngātai Street northwards.	50km/h	30km/hr permanent speed	Static speed signs
Normanby School	Tuke and Pitt Streets, Chute Street from the State Highway to Fitzroy Street, Hunter Street from Grey Street to Fitzroy Street, Wynyard from Chute Street to Pitt Street, Fitzroy Street from Tuke Street to Hunter Street, Grey Street from Pitt Street to Hunter Street and State Highway.	50km/h	30km/hr permanent speed	Static speed signs
Ōpunakē High School, Ōpunakē Primary School, St Joseph's School (Ōpunakē), & Te Kura	Heaphy and Longfellow Roads from the State Highway north. Allison Street from Gisborne Terrace north. Whitcombe Road from east of Allison Street to the west.	50km/h	30km/hr permanent speed	Static speed signs

Kaupapa Māori o Tamarongo (Ōpunakē)	Gisborne Terrace from Allison Street to Longfellow Road.			
Pātea Area School and St Joseph's School (Pātea)	Cornwall, Devon, Essex, Kent, Norfolk, and Suffolk streets from the State Highway to Egmont Street. Egmont Street from Norfolk Street to south of Essex Street alongside the pool and sports grounds.	50km/h	30km/hr permanent speed	Static speed signs
Ramanui School	Intersection of Fairfield and Manawapou Roads alongside the school.	50km/h	30km/hr permanent speed	Static speed signs
St Joseph's School (Hāwera)	Little Regent, Manse Street, School Lane, and Victoria Street from High Street to Furlong Street.	50km/h	30km/hr permanent speed	Static speed signs
Tawhiti School	Glasgow, Galt, Perth Streets and Tannahill Street from Campbell Street to Galt Street. Tawhiti Road from south of Campbell Street to north of Glasgow Street.	50km/h	30km/hr permanent speed	Static speed signs
Te Paepae o Aotea	Camberwell Road from High Street to south of Reid Avenue, Surrey Street from Camberwell Road to Disraeli Street, Disraeli Street from Surrey to High Street. High Street from King Edward Park Playground entrance to east of Disraeli Street.	50km/h	30km/hr permanent speed	Static speed signs
Turuturu School	County Drive, Kia Marea and Reremoana Close, and Yulestar Place. Glover Road from east of County Drive to west of Rata Street.	50km/h	30km/hr permanent speed	Static speed signs
Waitōtara School	Severn, Trent and Wye Streets and Ngutuwere Road alongside the school.	50km/h	30km/hr permanent speed	Static speed signs
Waverley School	Brassey, Gloag, and Wilson surrounding the school	50km/h	30km/hr permanent speed	Static speed signs