



# Draft Speed Management Plan (2024 – 2027)

Draft: 3 May 2023

## Plan information

Road controlling authority or regional transport committee	Hutt City Council
National Land Transport Programme (NLTP) period	August 2024 to July 2027

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## About this plan

Hutt City Council is reviewing the speed limits on our local transport network, to:

- reduce harm to all road users,
- be consistent with speed limits in the Wellington region,
- follow the new Land Transport Rule: Setting of Speed limits 2022 (*Ministry of Transport, 2022*).

We propose to adjust speed limits, so it is safer and easier for drivers to exit driveways, pedestrians to cross roads, and cyclists to use the transport network.

This *Speed Management Plan* aligns with our integrated transport strategy (*Hutt City Council, 2022*), as having safer speed limits will encourage people to change how they travel and reduce their dependency on cars. This, in turn, will reduce injury crashes on our local roads and reduce the adverse effects of transport on the environment.

The *Speed Management Plan* is one activity in a portfolio of activities happening around our region. These include a mode shift plan, which Greater Wellington Regional Council is developing.

Between 2024 and 2027, we will focus on:

- having appropriate speed limits in areas next to community centres and neighbourhood shops
- reducing the speed limit along the western hills, as this area has steep streets and sharp bends
- reducing speed limits to help mitigate safety risks for pedestrians, cyclists and drivers.

We have developed this plan with adjacent city councils in the Greater Wellington Region. This will ensure we create a consistent speed environment throughout the region.

## Timeframe for developing the Plan

15 March 2023	Council briefing
5 May – 1 June 2023	Consultation period
June 2023	Review public feedback, and make changes to the draft Plan
13 July 2023	Infrastructure and Regulatory Subcommittee meeting
25 July 2023	Council meeting
September 2023	Submit this draft Plan to Greater Wellington Regional Council as part of a regional speed management Plan
By June 2024	Regional Transport Committee approves or rejects this draft Plan and submits it to Waka Kotahi to be certified
June 2024–June 2027	Implement the changes outlined in this Plan
By September 2026	Prepare a Plan for 2027–2030.

## Our vision for the next 10 years

### Objectives, policies and measures for managing speed

#### Our vision for Hutt City

The Wellington Regional Land Transport Plan 2021 vision for Hutt City is: ‘a connected city, with safe, accessible and livable places – where people can easily, safely and sustainably access the things that matter to them and where goods are moved efficiently, sustainably and reliably.’ (*Greater Wellington Regional Council, 2023*).

#### Our principles for making decisions

When we make decisions about which approaches are most appropriate to manage speed, we will base them on these principles:

- Livable and safe neighbourhoods, school areas, and other cultural or community areas of significance.
- Safety of all transport users.
- Design and build for safety, accessibility and with local context.

#### Our objectives for this plan

This plan has four objectives:

- Reduce the number of fatal and serious-injury crashes.
- Give more people access to different modes of transport (this includes public and active transport), reduce their dependency on private vehicles and promote a more livable city.
- Reduce the emissions contributed by transport.
- People can move around the Wellington Region safely (*RLTP 2021*).

#### The policies we propose to introduce

##### *Policies about setting speed limits*

- Hutt City Council uses the *One Network Framework (Waka Kotahi, 2020)* and *Speed Management Guide (Waka Kotahi, 2020)* to plan changes to speed limits.
- Speed limits are appropriate to the movement and place function of the transport network.
- Safe speed limits around schools and kura and other areas of local significance.
- The speed limit is 30km/h:
  - near schools and kura during school hours
  - in areas where many pedestrians cross the road
  - on roads outside important places in the neighbourhood importance (such as the marae, community hall, playground, school and shops).

##### *Policies about consulting and engaging with others*

- Hutt City Council coordinates the Hutt City Council *Speed Management Plan* (the Plan) with Māori.
- Hutt City Council works with neighbouring councils to ensure all councils take a consistent approach to speed, which aligns with the *Speed Management Guide (Waka Kotahi, 2020)*.
- Hutt City Council communicates and engages consistently with everyone who may be affected by planned changes to speed limits.

### *Policies about speed management*

- Speed-management techniques and installations are monitored and reviewed, to ensure they are consistent.
- Speed-management techniques and installations suit the area where they are used.
- Changes to speed limits are accompanied by other tools to manage speed, including engineering interventions, where appropriate.
- Investment is targeted to initiatives that will achieve the best access and safety outcomes.
- Before Hutt City Council uses speed-calming measures, we consider any issues related to noise, discomfort, accessibility and maintenance.
- Roads do not have multiple different speed limits over a short distance, as this creates an uncomfortable experience for drivers.
- Changes to speed limits are installed systematically, so they are not confusing or inconsistent for road users.

### *The measures we will use to assess if the strategy is working*

We will continually monitor and review the changes we make to speed limits and the road-safety infrastructure we use, to ensure safe and appropriate speeds for the road environment. In particular, we will measure:

- average free-flow speed
- the number and severity of recorded crashes, reported via the crash analysis system.

### *Consistency with government priorities on land transport*

#### *Aligning strategically with government priorities*

The *Speed Management Plan* intends to combine safe and appropriate speed limits with road-safety infrastructure. The plan includes reducing the speed limit in areas where vulnerable road users are currently exposed to safety risks.

**Safety:** The *Speed Management Plan* involves aligning speed limits with *Speed Management Guide (Waka Kotahi, 2020)*. These guide are designed to reduce the likelihood and of fatal and serious-injury crashes.

**Better travel options:** The *Speed Management Plan* proposes slower speed limits and raised pedestrian crossings in areas where we want to give people more choice of modes of transport (such as in the city centre and outside community centres). This will encourage residents to travel in alternative transport modes.

**Improved freight connections:** This strategic priority from the 2021-24 National Land Transport Program (*Waka Kotahi, 2021*) is outside the scope of the *Speed Management Plan*.

**Climate change:** By giving people more choice of modes of transport, we expect to reduce the transport usage by private vehicles in replacement with active transport, and therefore the impact of the transport sector on climate change.

#### *Applying speed limits and safety measures in ways that align with government priorities*

When we developed The *Speed Management Plan*, we:

- Proposed speed limits that are consistent with the safe and appropriate speed limits described in the *Speed Management Guide (Waka Kotahi, 2020)*.
- Checked the existing free-flow speeds on our roads and compared them with recommended safe and appropriate speed limits.

- Used the measurements of free-flow speed to identify which road corridors and segments have the highest safety risk, and planned for engineering infrastructure to mitigate the risks at these locations.
- Followed safe system assessment principles to decide between different infrastructure options (such as speed cameras or raised platforms), as well as the *One Network Framework (Waka Kotahi, 2020)* is place and movement values of the road corridor.





## Long-term changes

By 2034, we expect the speed limits in Hutt Valley to have changed considerably, and resemble the network shown in Figure 2.

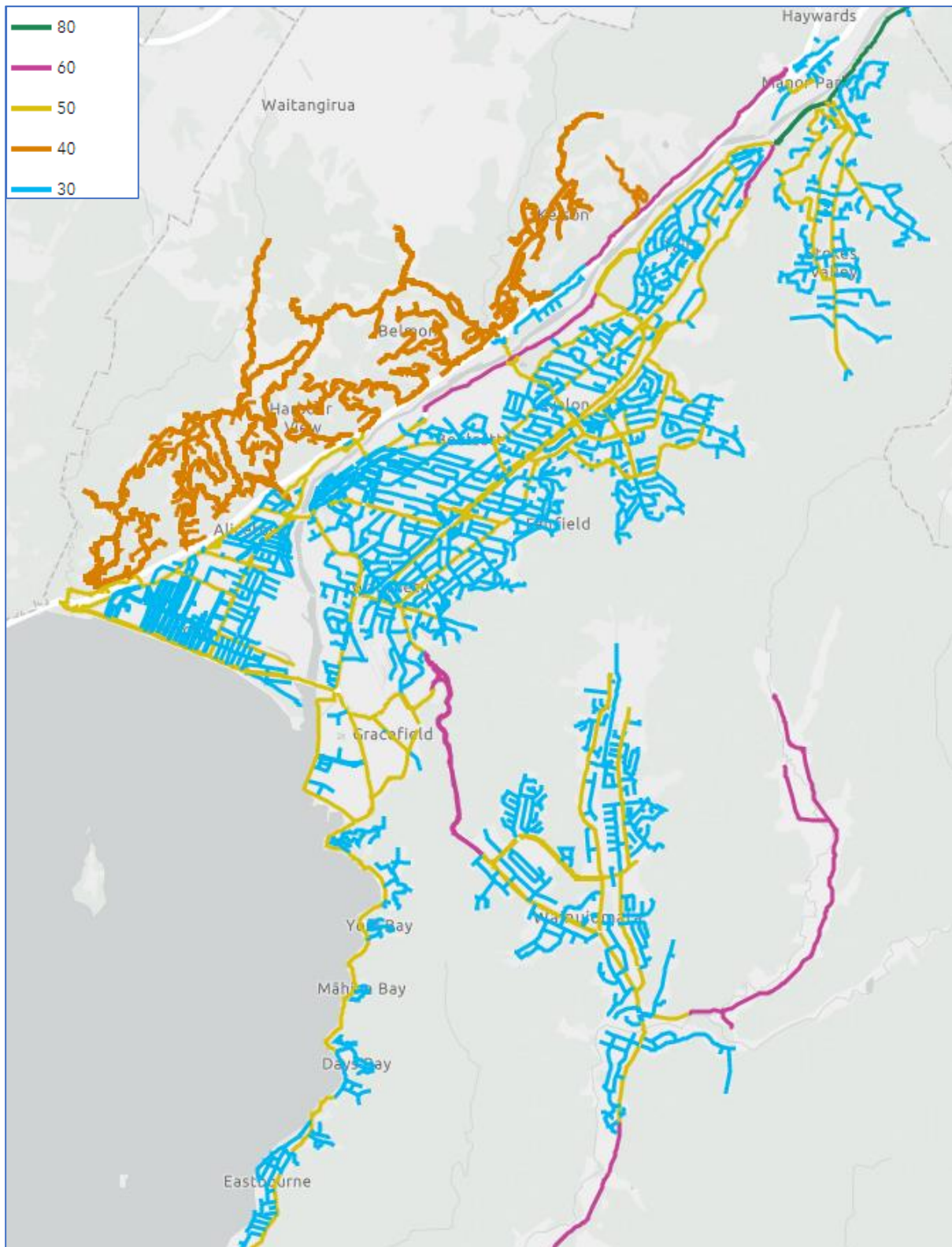


Figure 2: Indicative speed limits in Lower Hutt by 2034

# Our plan for managing speed between 2024 and 2027

## Western hills

Between 2017 and 2021, crash statistics show that road crashes on the brown-highlighted roads in Figure 3 caused 33 minor injuries, and five serious injuries.

In the short-term, we propose to introduce a 40km/h speed limit throughout Korokoro, Maungaraki, Normandale, Harbour View, Tirohanga, Belmont and Kelson (see Figure 3). Roads in the western hills have more safety risks than other places in the area, because there is limited forward visibility around tight bends.

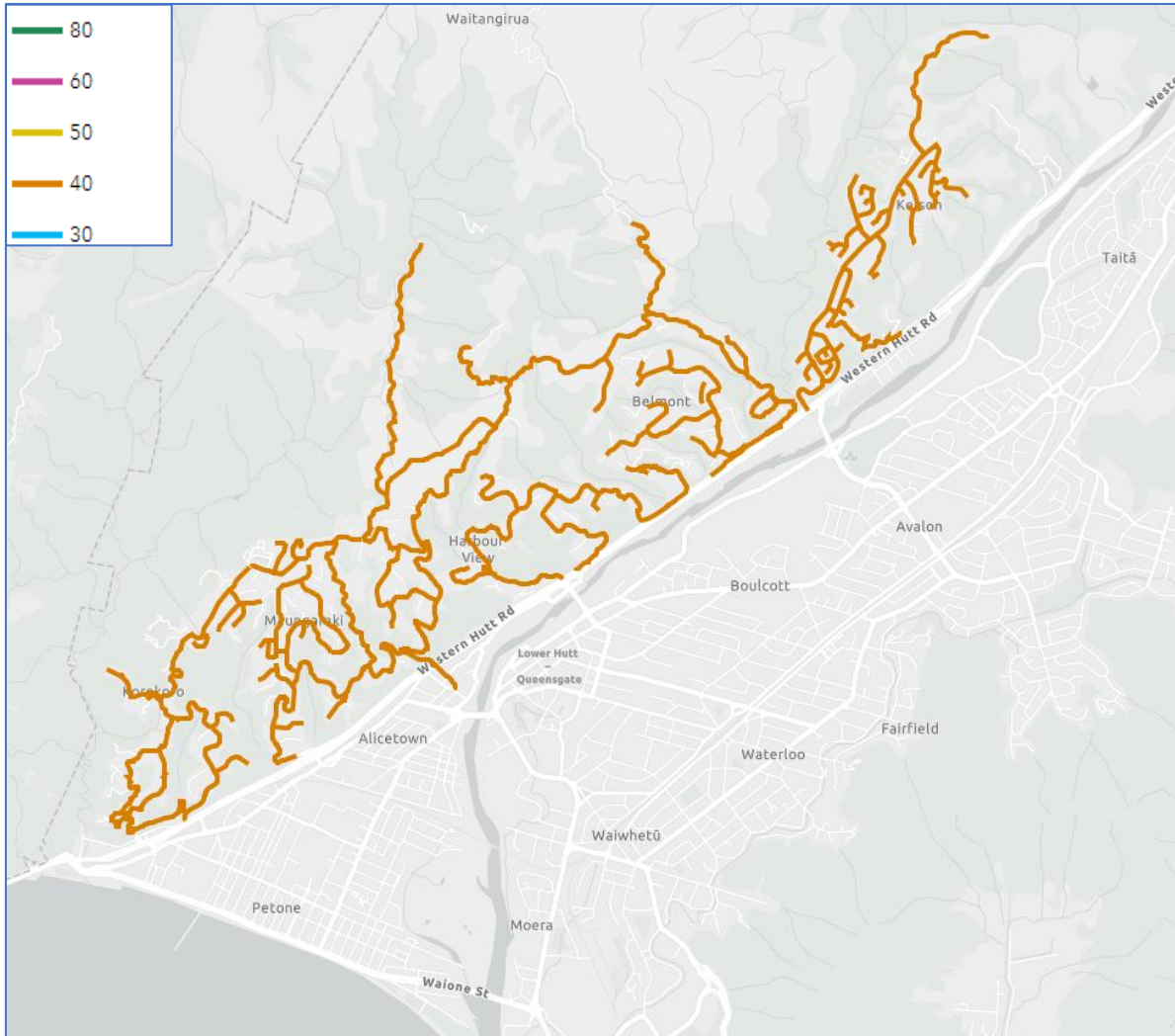


Figure 3: Road sections with proposed speed-limit changes in the western hills

## Petone and Alicetown

Between 2017 and 2021, crash statistics show that road crashes on the blue-highlighted roads in Figure 4 caused 13 minor injuries and two serious injuries.

In the short term, we propose to reduce the speed limit on roads with commercial activities, and adjacent inner-residential streets with narrow carriageways (see Figure 4). This will increase safety and encourage people to walk and cycle more.

We also propose to reduce the speed limit on the following roads to 30km/h:

- Jackson Street, between Hutt Road and Cuba Street.
- Victoria Street between Wakefield Street and Buckley Street.
- Cuba Street between Victoria Street and Central Terrace.
- Campbell Terrace, Lochy Street, Union Street, Kirks Avenue, Atiawa Street, Huia Street, Adelaide Street, King Street, Nevis Street, Armidale Street, Te Puni Street, Annie Huggan Grove, Gear Street, Petone Avenue, Victoria Street, Fitzherbert Street, Sydney Street, Nelson Street, Richmond Street, Scholes Lane, Britannia Street, Bay Street, Beach Street, Elizabeth Street, Buick Street, Bolton Street, Tory Street and Kensington Avenue.



Figure 4: Road sections with proposed speed-limit changes in Petone and Alicetown

### Stokes Valley and Taita

Between 2017 and 2021, crash statistics show that road crashes on the blue-highlighted roads in Figure 5 caused six minor injuries and three serious injuries.

We propose to reduce the speed limit on roads adjacent to neighbourhood community centres. The speed limit on the northern section of Harcourt Werry Drive is inappropriate for the environment and unsafe. The road divides a recreational area, and it is difficult for pedestrians have to cross the road from one side of this area to the other. We propose to reduce the speed limit Harcourt Werry Drive – between Percy Cameron Street and Taita Drive – from 70 km/h to 50km/h (see Figure 5). We also plan to install a raised zebra pedestrian crossing on Harcourt Werry Drive, north of Percy Cameron Street.

We also propose to reduce the speed limit to 30km/h on these streets (see Figure 5):

- Stokes Valley: Bowers Street, Oates Street and Evans Street.
- Taita: Taine Street, Tocker Street and High Street (between Taine Street and Tocker Street).

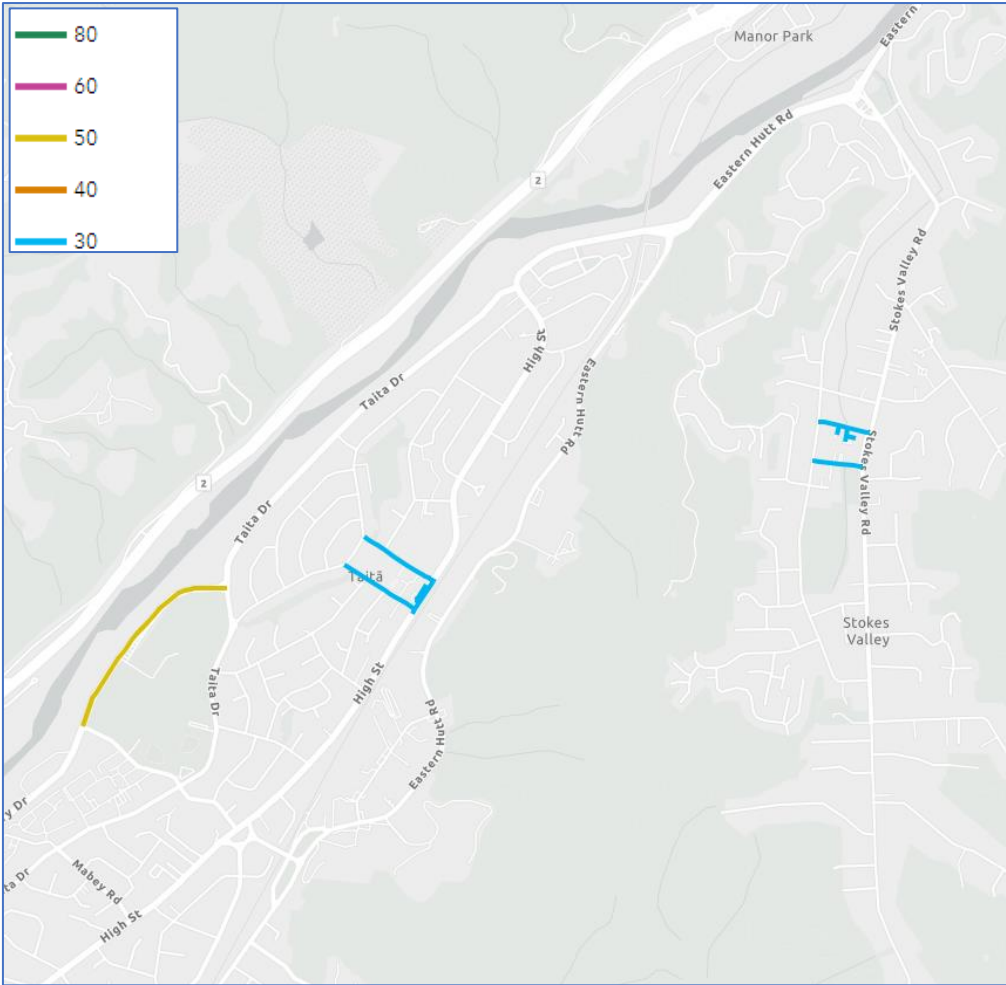


Figure 5: Road sections with proposed speed-limit changes in Stokes Valley and Taita



## Naenae, Epuni, Fairfield, Waterloo, Boulcott and Avalon

Between 2017 and 2021, crash statistics show that road crashes on the blue-highlighted roads in Figure 6 caused 22 minor injuries and 3 serious injuries.

In the short term we propose to reduce the speed limit on roads adjacent to neighbourhood community centres. We also propose to reduce the speed limit to 30km/h on these streets (see Figure 6):

- Naenae: Everest Street.
- Epuni: Oxford Terrace (between Copeland Street and Brees Street).
- Fairfield: Waiwhetu Road (between Brasell Street and Porutu Street).
- Waterloo: Trafalgar Square, Collingwood Street and Hardy Street.
- Boulcott: High Street (between Kings Crescent and Mitchell Street).
- Avalon: High Street (between Stellin Street and Athlone Crescent).

We also plan to introduce these speed-calming measures:

- Upgrade two zebra crossings adjacent to 839 and 867 High Street, Avalon, to raised zebra crossings.
- Upgrade two zebra crossings adjacent to 723 and 669 High Street, Boulcott to raised zebra pedestrian crossings.
- Upgrade one zebra crossing adjacent to 253 Waiwhetu Road, Fairfield, a raised zebra crossing.

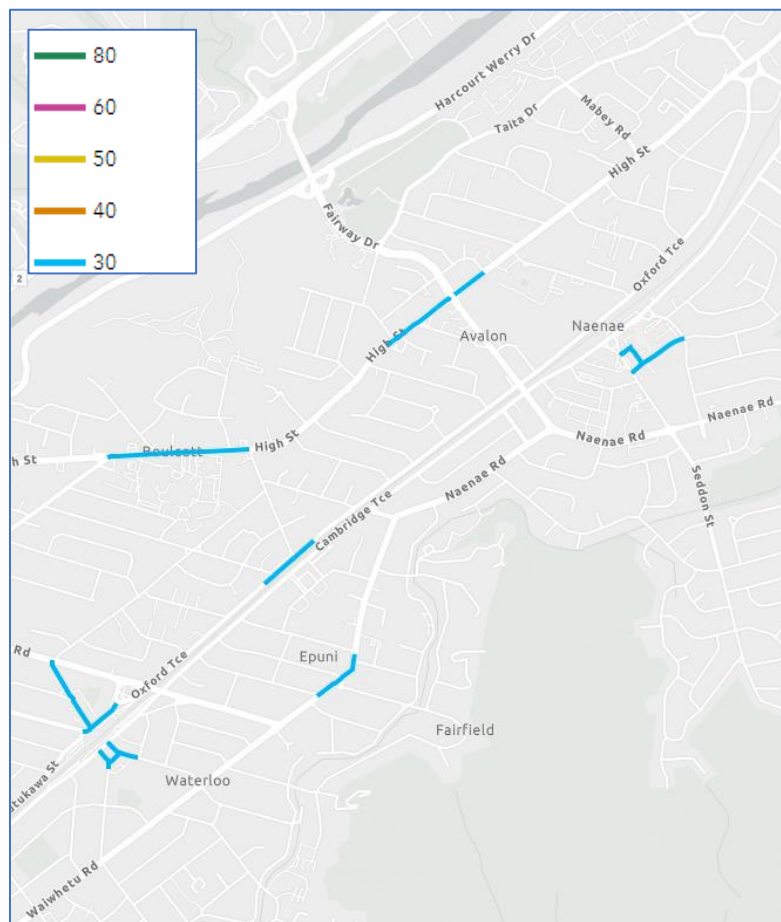


Figure 6: Road sections with proposed speed limit changes in Naenae, Epuni, Fairfield, Waterloo, Boulcott and Avalon

## Moera, Waiwhetu and Woburn

Between 2017 and 2021, crash statistics show that road crashes on the blue-highlighted roads in Figure 7 caused eight minor injuries and one serious injury.

In the short term we propose to reduce the speed limit on roads adjacent to community centres Te Kakano O Te Aroha marae and Waiwhetu marae. We also propose to reduce the speed limit to 30km/h on these streets (see Figure 7):

- Moera: A 300m section of Randwick Road outside the community centre (between Mason Street and Barber Grove).
- Waiwhetu: Cambridge Terrace (between Whites Line East and Grenville Street), Rodney Street, Riverside Drive (between Whites Line East and Guthrie Street), Guthrie Street (between Riverside Drive and Galway Street) and Puketapu Grove.

We also plan to introduce these speed-calming measures:

- Upgrade two zebra crossings at 59 Randwick Road, Moera (adjacent to Randwick School and the Community Emergency Hub) and 136 Randwick Road (adjacent to Te Kakano O Te Aroha marae) to raised pedestrian crossings.
- Upgrade two zebra crossings at 17 and 37 Cambridge Terrace, Woburn, to raised pedestrian crossings.

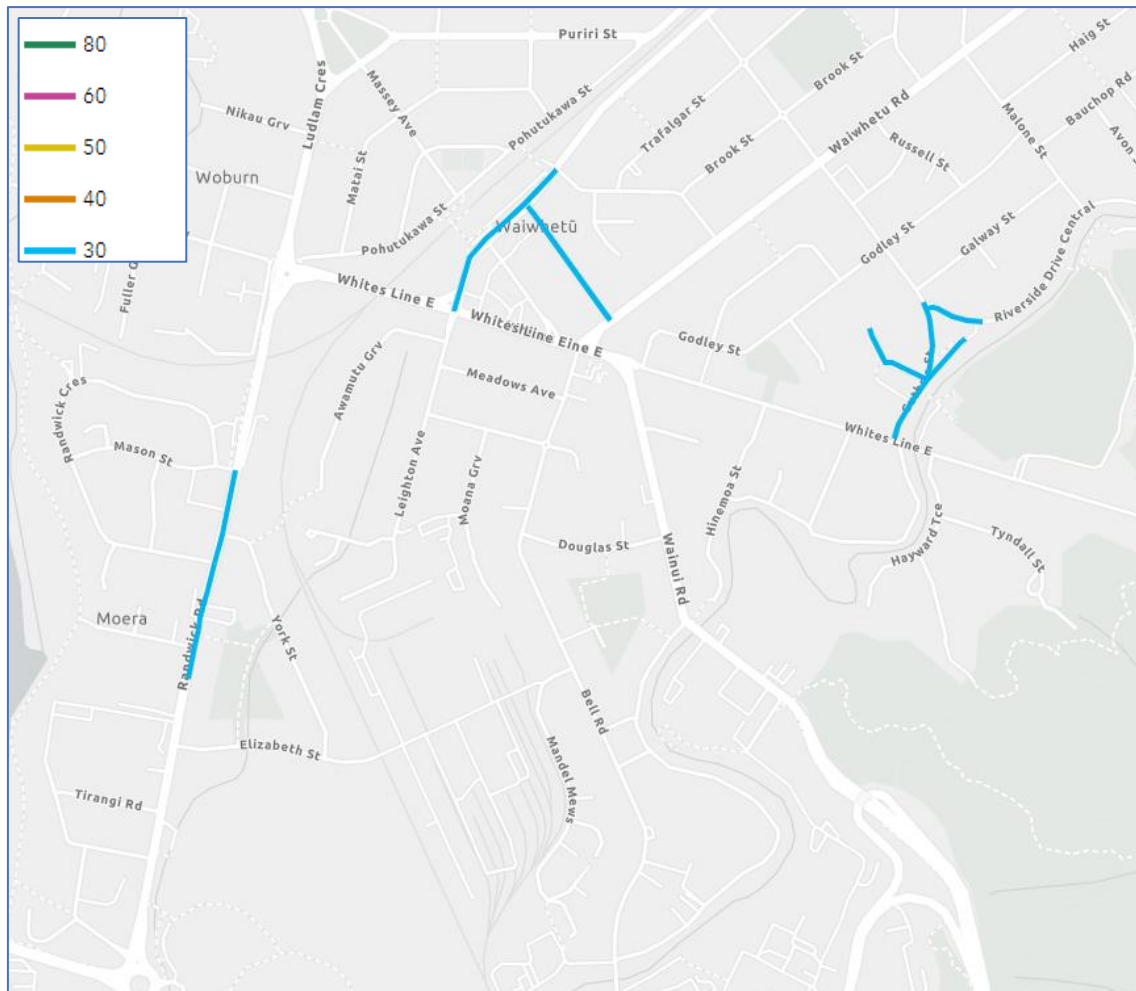


Figure 7: Road sections with proposed speed-limit changes in Moera, Waiwhetu and Woburn

### Seaview, Gracefield and Point Howard

Between 2017 and 2021, there were no reported crashes on the blue-highlighted roads in Figure 8. This highlighted road – Barnes Street, Seaview is near Kōkiri Marae and preschool. Due to the risk to pedestrians crossing the road in this area, we propose to reduce the speed limit on these streets to 30km/h.

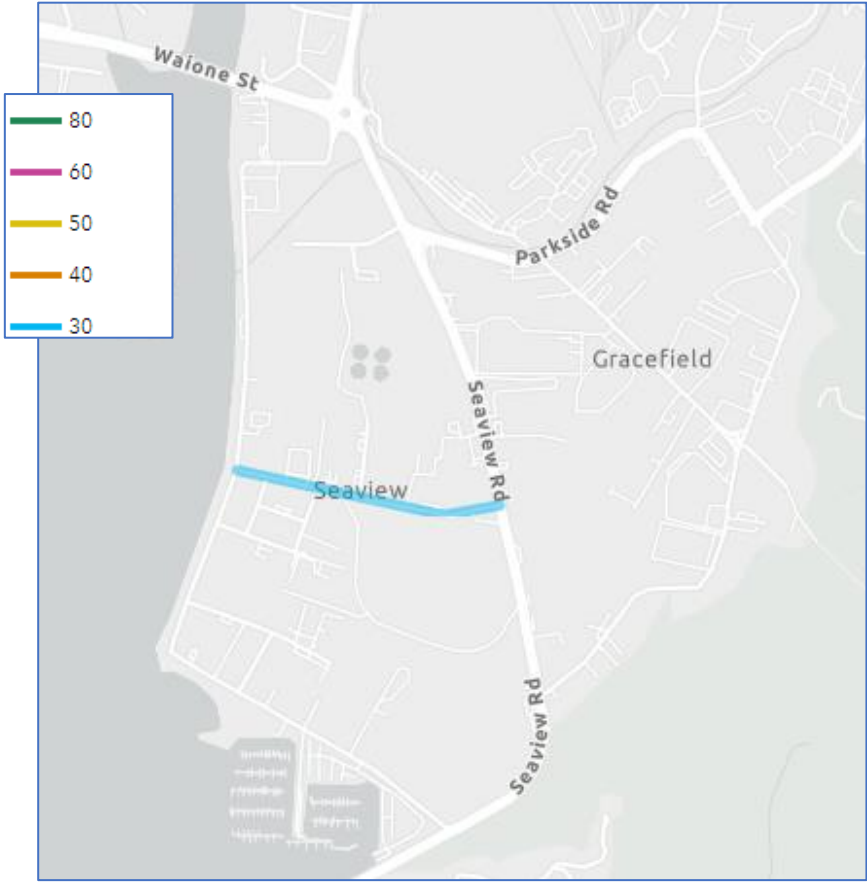


Figure 8: Road sections with proposed speed-limit changes in Seaview, Gracefield and Point Howard

## Hutt City Central

Between 2017 and 2021, crash statistics show that road crashes on the blue-highlighted roads in Figure 9 caused 58 minor injuries and six serious injuries.

In the short term we propose to reduce the speed limit to 30km/h on roads adjacent to the city centre.

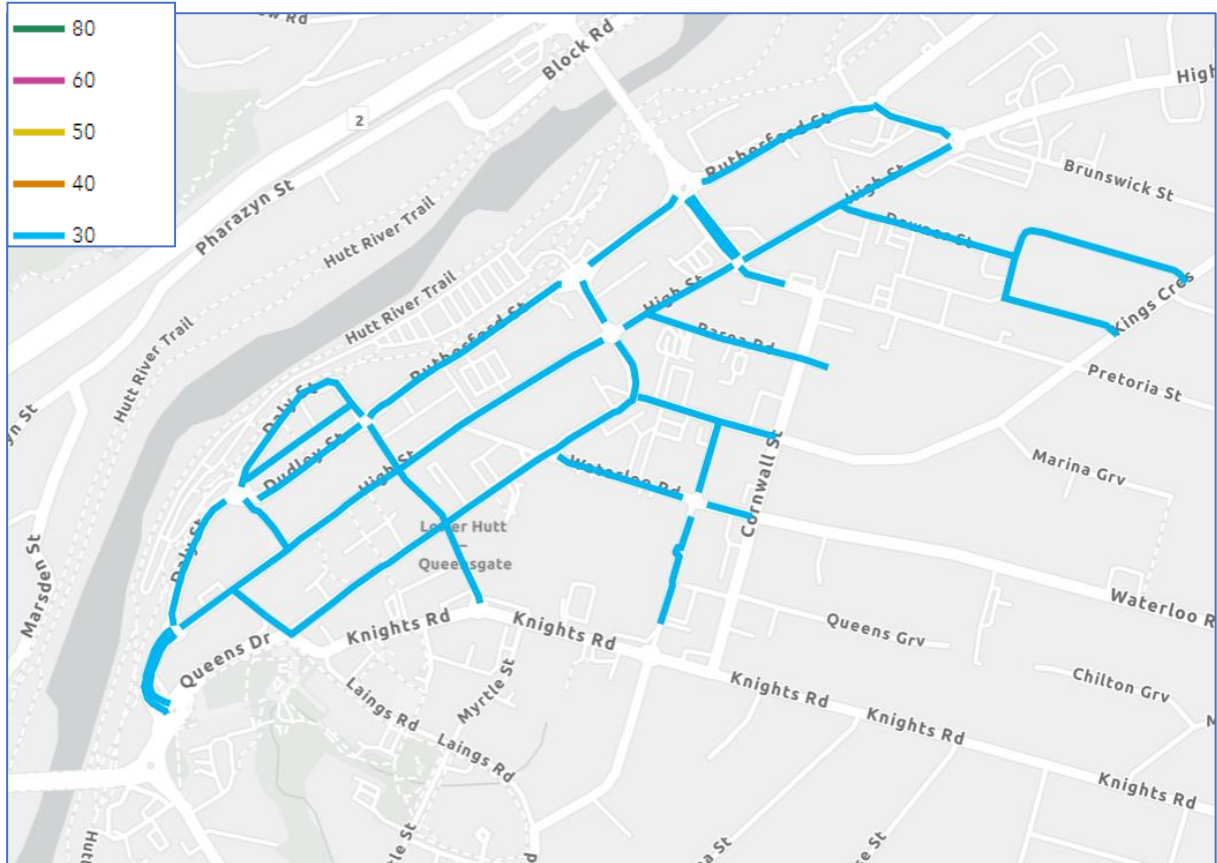


Figure 9: Road sections with proposed speed-limit changes in the city centre



## Wainuiomata

Between 2017 and 2021, crash statistics show that road crashes on the yellow- and blue-highlighted roads in Figure 10 caused two minor injuries and two serious injuries.

We propose to reduce the speed limit to 30km/h on these roads near Wainuiomata Marae and neighbourhood centres (see Figure 10): Queen Street, Honey Street, Moores Valley Road and Main Road (between Rowe Parade and Gibbs Crescent).

We also propose to reduce the speed limit on Parkway, between Wainuiomata High School and Wellington Road, from 60km/h to 50km/h. This is an urban collector road and the speed limit is currently inappropriate and unsafe, with a high number of pedestrians crossing the road to Frederick Wise Park.

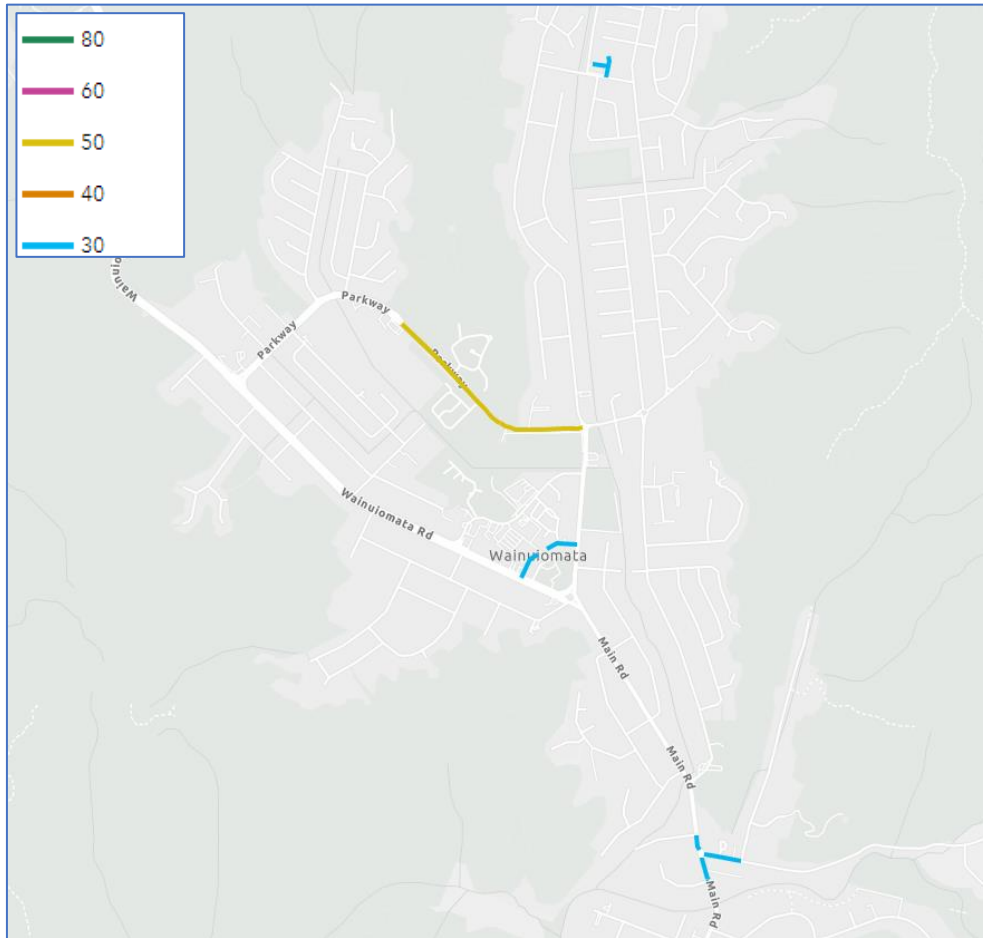


Figure 10: Road sections with proposed speed-limit changes in Wainuiomata

## Days Bay

Between 2017 and 2021, crash statistics show that road crashes on the blue-highlighted roads in Figure 11 caused one minor and one serious injury. Days Bay has a high volume of pedestrian crossing movements, with the close proximity of the beach front, and the park, shops and car parks.

We propose to reduce the speed limit to 30km/h on Marine Drive adjacent to the beach shops and school.

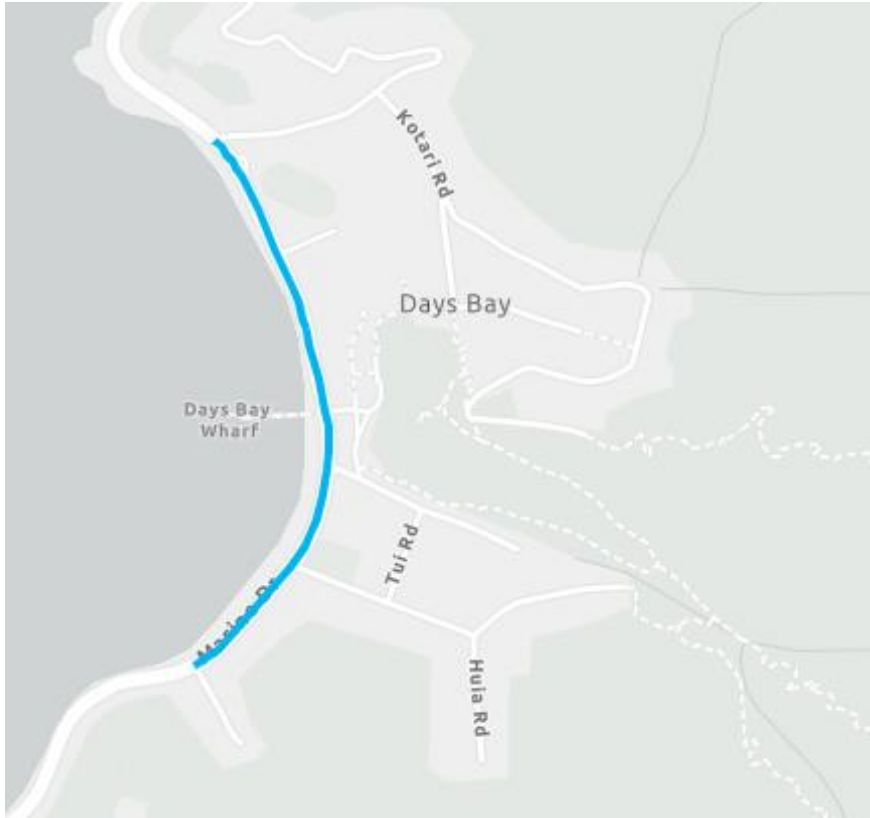


Figure 11: Road sections with proposed speed-limit changes in the East Bays

## More information about managing speed

### Safety concerns prevent people using alternative modes of transport

We perceive that safety concerns prevent more people using alternative modes of transport in Hutt City. This perception is based on:

- high numbers of people owning a vehicle
- low numbers of people using public transport
- low numbers of people walking and cycling.

In 2021, there were 21 reported crashes on our local roads that resulted in serious injuries. Between 2017 and 2021 there were 843 reported crashes that resulted in injuries; 114 of these crashes involved a car and a pedestrian. In these crashes, people's injuries would have been less severe if the vehicles were travelling at a lower speed.

### Our integrated transport strategy focuses on seven areas

*Whiria te Muka Tangata, Whārikihia te Kaupapa Better Connections: Hutt City Council's Integrated Transport Strategy* focuses on seven areas:

Develop a connected and safe transport network that makes it more attractive for people to cycle, walk or use the bus.

Create people-focused, liveable streets around key transport hubs and local centres.

Encourage people to rethink how and when they travel.

Make it easier for all people to use public transport.

Improve connectivity to the regional transport network to support the movement of goods and services.

Support the uptake of innovations that will help change behaviour and reduce emissions.

Build housing and locate key services close to employment and activity centres to reduce travel distances and reliance on cars (*Hutt City Council, 2022, p. 16.*).

### Greater Wellington Regional Council is developing a plan to shift people to using other modes of transport

Our *Speed Management Plan* aligns with the Waka Kotahi Road to Zero campaign, which aims to reduce the severity of injury crashes on the roads. This campaign does not primarily focus on shifting people to other modes of transport. However, Greater Wellington Regional Council also plans to prepare a mode shift plan, aimed at encouraging people to rely less on their cars for transport.

### We are reviewing the speed limits near schools

We are currently reviewing the speed limits near schools. You can find out more about our plans on managing speed near schools on [our website](#). We expect to start implementing the plan by June 2024.

### The speed limit is related to the length of the road

As per Land Transport Rule: Setting of Speed Limits 2022, section 2.4, roads have specified minimum lengths. The rule states that, if the speed limit is 30km/h or 40km/h, the minimum length must be 'reasonable and safe,' and if the speed limit is 50km/h or more, the minimum length must comply with values set out in a table in the rule (see Figure 12) (*Waka Kotahi, 2022*).

This rule states that reduced speed limits cannot be used on short and inappropriate lengths of road that are adjacent to or outside neighbourhood centres. Occasionally, the reduced speed limit is proposed on a length of road that extends to non-commercial areas, which poses fewer safety risks to the public.

Waka Kotahi also recommends that the minimum road length for a 30km/h speed limit is 300m, and the minimum road length for a 40km/h speed limit is 400m (*Waka Kotahi, 2022*).

**2.4 Road lengths for speed limits**

2.4(1) A road for which a speed limit is set under this rule must:

- (a) be of a reasonable and safe length; and
- (b) if the speed limit is 50 km/h or more, be equal to or exceed the minimum length in [Table 2.1](#), unless this requirement is impractical for that road.

**Table 2.1 Road lengths for speed limits**

Speed limit (km/h)	Minimum length (m)
50	500
60	500
70	500
80	800
100	2000

2.4(2) In addition to applying to the road for which it has been calculated, a speed limit may apply to short lengths of road adjoining that road, even though those short lengths of road would not comply with [Table 2.1](#).

2.4(3) The point at which a speed limit changes must be at, or close to, a point of significant change in the roadside development or the road environment.

Figure 12. Extract from *Land Transport Rule: Setting of Speed Limits 2022*, section 2.4 on the relationship between the speed limit and length of road (source: *Waka Kotahi, 2022*).

### The speed limit is related to the possibility of surviving a crash

The scenarios in the table below explain why slower speed limits and speed-calming infrastructure are necessary (see Table 1). We need to reduce the operating speed environment in areas where we expect pedestrians or cyclists to cross the road, such as outside neighbourhood centres.

Table 1. Speeds at which road users can survive a crash in different collision scenarios (source: Waka Kotahi Speed Management Guideline page 9)

Scenario	Safe System speed
Roads and sections with people present outside and inside vehicles	No more than 30km/h
Roads with intersections with potential for side-on conflicts between vehicles	No more than 50km/h
Roads with potential for head-on conflicts between vehicles	No more than 70km/h
Roads with no potential for head-on or side-on conflicts between vehicles and no people present outside vehicles	No more than 100km/h

### Partnership with Māori

In line with the Rule (*Waka Kotahi, 2022*), we have sought input from Māori through conversations with Hutt City Council internal staff: Roles that we have used for coordinating involvement includes our Pou Whakamahere Kaupapa Here and Kaitatari Tumuaiki Māori. We will continue to seek input through the consultation period.

### Some of the speed limits we propose are different to Safe And Appropriate Speeds recommended by Waka Kotahi

Some of the speed limits we propose in this *Speed Management Plan* are different to those stated in the Waka Kotahi Mega Maps database. For example, we propose to reduce the speed limit on many roads in the western hills to 40km/h, although Waka Kotahi rates their safe and appropriate speed to be 30km/h. Similarly, we propose to reduce the speed limit on some rural roads to 30km/h, although Waka Kotahi rates their safe and appropriate speed to be 60km/h.

For our local streets, in most cases *Speed Management Plan* proposes a higher speed limit than Waka Kotahi recommends as being safe and appropriate. We have chosen to do this to maintain a consistent speed limit across the suburb, which provides a more predictable driving environment.

In the western hills, many roads have tight bends and no separate footpaths. We propose having a 40km/h speed limit throughout this area, for consistency and safety. Some local streets on the western hills are short cul de sacs, where we do not expect drivers would reach a higher speed than 30km/h.

### Principles for managing speed align with the principles of reducing emissions

We are reviewing speed limits near to schools. Information on the Speed Management Plan close to schools can be found on the following webpage: <https://www.huttcity.govt.nz/services/roads-and-parking/roads/school-speed-review> The Plan is currently scheduled to be implemented by June 2024.

## References

Greater Wellington Regional Council. 2021. *Ko te Mahere ā-Rohe Waka Whenua ō Poneke 2021 | Wellington Regional Land Transport Plan 2021*.

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