

BRIEFING: DRAFT SPEED MANAGEMENT PLAN

15 MARCH 2023 – 4.00PM

ATTENDEES

Elected Members: Mayor Barry (until 4.20pm), Cr Barratt, Cr Briggs, Cr Brown, Cr Dyer, Cr Edwards, Deputy Mayor Lewis, Cr Mitchell, Cr Morgan, Cr Parkin, Cr Shaw, Cr Stallinger, Cr Tupou.

Staff: A Blackshaw, Director Neighbourhoods and Communities, K Puketapu-Dentice, Director Economy and Development, A Geddes, Director Environment and Sustainability, M Jennings, Kaitatari Tumuaki Maori (from 4.25pm), B Hodgins, Strategic Advisor (from 4.35pm), B Hu, Traffic Engineering Manager, J Randall, Democracy Advisor and A Doornebosch, Democracy Advisor (via audio visual link)

APOLOGIES

J Miller, Chief Executive

PRESENTERS

J Kingsbury, Head of Transport

A Rowe, Traffic Asset Lead

KEY OBJECTIVES OF THE BRIEFING

To provide an update on Hutt City Council's Speed Management Plan, 'the Plan'.

INTRODUCTION

Council needs to submit a Speed Management Plan ahead of the National Land Transport Programme for 2024/27. The Plan is reviewing the speed limits on the local transport network.

Details of the Plan will be subject to any requirements from government on the policy reset for speed reduction.

PRESENTATION BY [JON KINGSBURY AND ANDREW ROWE]

Slide 1 (Header)

Slide 2 – The Why: to improve safety for pedestrians and cyclists. To encourage a mode shift towards active transport to reduce emissions. A collaborative approach with other councils in the Wellington region. A 3-year view from 2024 to 2027 which will build up to a 10-year plan.

Slide 3 – How: the draft Plan was prepared by analysing high risk areas such as outside schools, marae, neighbourhood centres and the central business district with high levels of pedestrians. The Plan will provide a basis for funding forecasting for this work.

Slide 4 – One Network Framework: historically, road categories and hierarchy have been based on how many cars drive along a road. The Plan considers areas of high risk to road users. This has allowed officers to analyse the network from a pedestrian and cyclist safety perspective.

Slide 5 – How: examples of how to use the One Network Framework. This considers priorities along with other councils in the Wellington region to provide consistency.

Slide 6 – map of Everest Avenue area, Naenae.

Slide 7 – Priority Areas: where possible schools will be completed first. Moving forward officers are proposing to consider neighbourhood community centres and marae in year 1. This would include roads that connect to state highways. Year 2 would include the central business district, noting the Riverlink development would be underway at that time too. Year 3 would include the Western Hills.

Mayor Barry left the briefing at 4.20pm. Deputy Mayor Lewis chaired the briefing from 4.20pm.

Slide 6 – Project Timeline

Slide 7 – Draft Plan/ implementation timeline

Slide 8 – Draft Plan

QUESTIONS AND DISCUSSION POINTS

- officers are looking to develop the Plan over the next three years. Any queries from residents will be considered over the longer-term regarding prioritisation.
- the Western Hills were chosen as there are lots of narrow windy streets and it would not be possible to split out different areas. This proposal was made to complete a full review of the Western Hills area to provide consistency.
- schools situated away from high-risk areas such as shopping centres would be reviewed and speed changes implemented as much as possible by 2024. Schools situated near high-risk areas would be reviewed first. Some areas would require engineering treatments and officers are working through the timing for these.
- the proposal to reduce speed limits from Eastbourne to Point Howard from 70km to 50km would be submitted to Council shortly. The area around Wellesley College would be considered during Year 1, possibly under the neighbourhood community centres priority area of the Plan.
- the Riverlink Project will begin over 2024/25 and through to 2025/26. This timing could change though once the proposed methodology is released.
- variable speed zones will only apply to areas near schools.
- officers are considering if early childhood education centres could be incorporated into the Plan as part of the school safety programme.
- officers will consider how they can consult with marae representatives and the community regarding the community centres and marae priority areas.

NEXT STEPS

- officers will conduct community consultation on the Plan in April and May 2023.
- a further briefing on feedback from the above consultation will be provided to Councillors on 12 July 2023.
- the final Plan will be submitted to the Infrastructure and Regulatory Committee meeting to be held on 13 July 2023, and then Council.
- this will then be submitted to the Greater Wellington Regional Council for regional moderation in September 2023. This will be submitted for final approval by the Regional Transport Committee in December 2023.
- certification will then be sought from the Waka Kotahi Director of Land Transport New Zealand by June 2024. This will flow into the National Land Transport Programme for 2024/27.
- officers will then advise elected members and notify the public.
- officers will notify the public of public works in identified areas for changing speed zones.

BRIEFING MATERIALS

Attachment 1 – Presentation: Draft Speed Management Programme presentation.

The briefing closed at 4.37pm