

14 January 2025

Mark Atkin

s7(2)(a)

Dear Mark Aitken

Request for Information – Local Government Official Information and Meetings Act (the Act) 1987

We refer to your request dated 26 November 2024 for:

Please provide all documentation including reports and consultation regarding reducing the speed limit in Petrone to 30 km/hr/

Please also provide the required gazetting of this new limit.

For reducing the speed limit in Petone to 30km/h, please see the attached requested documents.

- A copy of an email that was sent to schools in Petone about the draft changes proposed.
- A copy of the letter from the Director of Land Transport, certifying the proposed plans to change speed limits.
- A copy of the letters that were delivered.
- A report taken to Councillors, illustrating the proposed speed limit changes, and seeking their approval.
- Meeting minutes from the Councillor meeting, approving the speed limit changes at Petone.
- Consultation feedback on the speed changes in Petone.
- A copy of the draft city-wide speed plan (2024-2027).

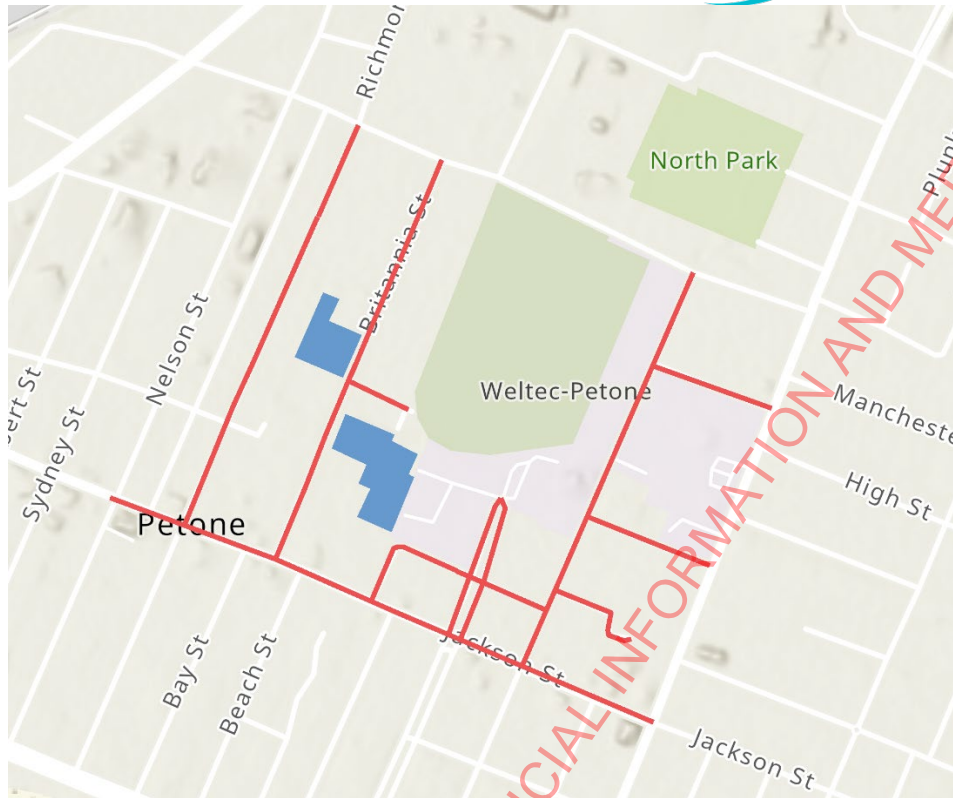
If you are unhappy with this response, or with the way Council has arrived at the fees it charges, you can seek an investigation and review by the Ombudsman. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Please note that this response to your information request may be published on Hutt City Council's website. Please refer to the following link: www.huttcity.govt.nz/council/contactus/make-an-official-information-act-request/proactive-releases

Yours sincerely

Philip Rossiter

Senior Advisor, Official Information and Privacy



- Fixed 30km/h Speed limits
- Fixed 30km/h Speed limits with measures that may include raised pedestrian crossings and optical markings.
- Variable speed limits
- Schools

Dear resident,

The new Land Transport Rule from Te Mana tū Waka Ministry of Transport, entitled: 'Setting of Speed Limits 2022' requires road controlling authorities such as Hutt City Council to reduce speed limits (either fixed or variable) to 30 km/hr in school zones.

In Lower Hutt school zones, there were over 4,000 traffic incidents recorded in the last five years according to Waka Kotahi's Crash Analysis System (CAS), and speed remains the primary factor in determining the impact of the crashes.

Following a review of your area, we are recommending the roads highlighted below as school zones with a speed limit change to 30km/h fixed or variable (50km/h outside school times). The illustration below shows your local school and neighbouring streets with the new speed limits.

The new Land Transport rule requires us to make these changes, however, we want to hear from you regarding any streets you think should be included in these school zones that aren't currently so we can consider them, please email us at roadsafety@huttcity.govt.nz.

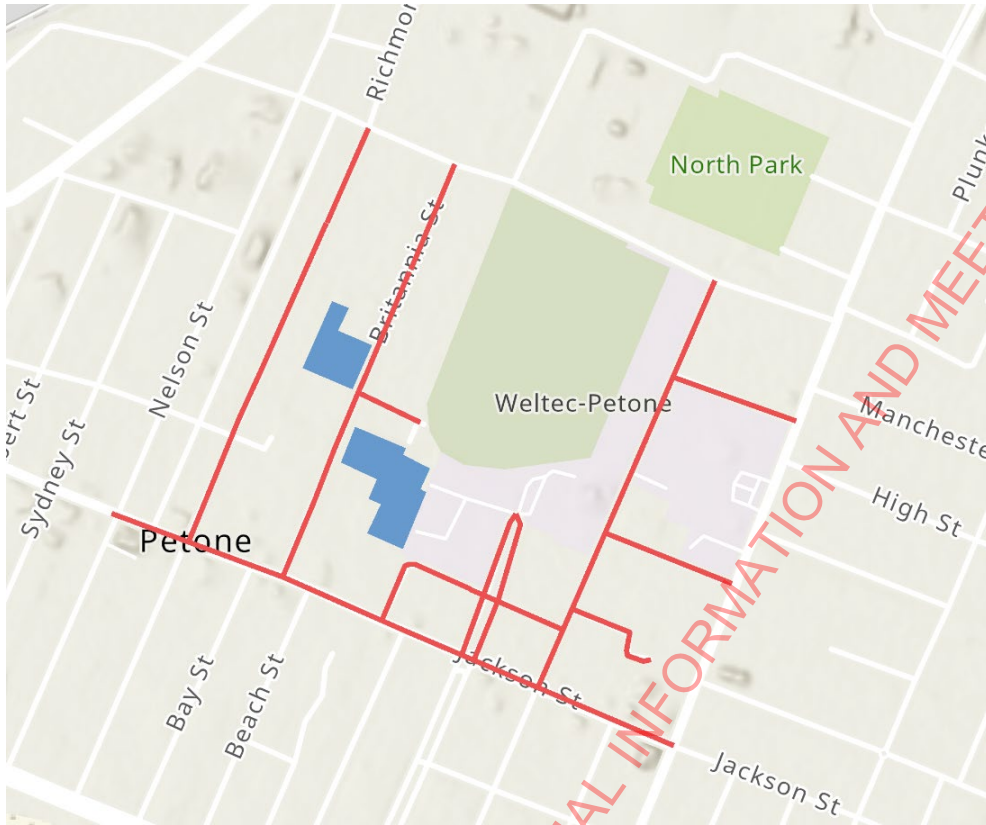
We look forward to hearing from you with the last date for feedback on 15/02/2023.



Bob Hu

Traffic Engineering Manager

Please turn over ➡



— Fixed 30km/h Speed limits

— Fixed 30km/h Speed limits with measures that may include raised pedestrian crossings and optical markings.

— Variable 30km/h Speed limits during school drop off/ pick up hours

■ Schools

HUTT CITY COUNCILKOMITI HANGANGA | INFRASTRUCTURE AND REGULATORY COMMITTEE

Minutes of a meeting held in the Council Chambers, 2nd Floor, 30 Laings Road,
Lower Hutt on

Thursday 9 March 2023 commencing at 2.00pm

PRESENT:

Cr S Edwards (Chair)	Mayor C Barry
Cr G Barratt	Cr K Brown
Cr B Dyer	Deputy Mayor T Lewis
Cr A Mitchell	Cr T Stallinger (Deputy Chair)
Cr G Tupou	

IN ATTENDANCE:

A Geddes, Director Environment and Sustainability
K Puketapu-Dentice, Director Economy and Development
B Hodgins, Strategic Advisor (part meeting)
B Cato, Chief Legal Officer (part meeting)
M Harward, Solicitor
J Kingsbury, Head of Transport
B Hu, Traffic Engineering Manager
A Rowe, Traffic Asset lead
R Soni, Traffic Engineer
A Manda, Traffic Engineer
K Thaw, Road Safety Coordinator
K Stannard, Head of Democratic Services (part meeting)
K Davey, Democracy Advisor
B Moss, Chair Eastbourne Community Board (part meeting)
Cr C Parkin (part meeting)

PUBLIC BUSINESS**1. OPENING FORMALITIES - KARAKIA TĪMATANGA**

Whakataka te hau ki te uru
Whakataka te hau ki te tonga
Kia mākinakina ki uta
Kia mātaratara ki tai
E hī ake ana te atakura
He tīo, he huka, he hau hū
Tīhei mauri ora.

Cease the winds from the west
Cease the winds from the south
Let the breeze blow over the land
Let the breeze blow over the ocean
Let the red-tipped dawn come with a
sharpened air.
A touch of frost, a promise of a glorious day.

2. APOLOGIES

There were no apologies.

3. **PUBLIC COMMENT**

Comments are recorded under the item to which they relate.

4. **CONFLICT OF INTEREST DECLARATIONS**

Cr Dyer declared a conflict of interest relating to Item 5b) School Speed Zones for non-Central City areas (Gracefield School). Cr Dyer was a trustee on the Gracefield School Board. Cr Dyer did not take part in the discussion or voting on the matter.

5. **RECOMMENDATIONS TO TE KAUNIHERA O TE AWA KAIRANGI | COUNCIL -
28 March 2023**

RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

a.) **Eastern Bays Speed Limit Review**

Report no: IARCC2023/1/66 by the Traffic Asset Lead

Speaking under public comment, **F Vickers on behalf of the Eastbourne Community Board** (the Board) advised the Board supported the reduction in speed around the Eastern Bays.

Speaking under public comment, **J Anderson** expressed support for the reduction of the speed limit along the Eastern Bays. She was concerned about the timeline for the installation of raised crossings with the current safety of pedestrians, particularly children being at risk. She asked that the raised crossing be prioritised.

In accordance with Standing Order 22.16, Belinda Moss, Chair of the Eastbourne Community Board, participated in the discussion.

The Head of Transport elaborated on the report. He acknowledged that members of the community had been advocating for the change in speed along the Eastern Bays. He said 50km was the safe and appropriate speed limit.

In response to a question from a member, the Head of Transport said the team was aware of the safety issues raised under public comment. He said the timing of the installation of the raised crossing needed to be assessed. He noted this would ensure the installation aligned with other work being carried out in the area.

In response to further questions from a member, the Head of Transport confirmed the review had been prompted by the resource consent requirement for the shared pathway. He said this had brought forward the review of the area. He advised that Council would be briefed on the wider city speed review on 15 March 2023.

In response to a question from a member, the Traffic Engineering Manger confirmed that speed would be regulated. He advised that following approval of the speed limit change by Council and Waka Kotahi, officers would notify interested and affected parties with an effective date for the change. He said the speed limit would be monitored to ensure that it was having the desired effect.

Cr Stallinger expressed support for the motion. He noted this would increase safety in the area and the speed limits would better align with others areas in the city.

The Chair of the Eastbourne Community Board expressed support for the motion. She noted the change in speed and installation of safe crossings had been long awaited.

The Chair expressed support for the motion. He noted residents had been advocating for the installation of crossings.

RECOMMENDED: (Cr Edwards/Deputy Mayor Lewis)

Minute No. IARCC 231011

"That the Committee recommends that Council:

- (1) receives and notes the report;*
- (2) endorses the proposed speed limit reduction from 70 to 50km/h along Marine Drive (Sunshine Bay to Lowry Bay) as per the Land Transport Rule for Setting of Speed Limits 2022;*
- (3) endorses the installation of new raised 'zebra' pedestrian crossings at Lowry Bay and Sunshine Bay; and*
- (4) notes that the Chair of the Traffic Subcommittee has used her authority to refer the traffic matter regarding the installation of new raised 'zebra' pedestrian crossings at Sunshine Bay and Lowry Bay to the Committee."*

RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

b.) **School Speed Zones for non-Central City areas**

Report no: IARCC2023/1/30 by the Road Safety Coordinator

Speaking under public comment, **F Vickers, on behalf of the Eastbourne Community Board**, expressed concern about the inconsistency of the proposed speed limits and timings of speed restrictions in the areas around Wellesley College and Muritai School.

In accordance with Standing Order 22.16, Belinda Moss, Chair of the Eastbourne Community Board, participated in the discussion.

Cr Dyer declared a conflict of interest in relation to Gracefield School and did not take part in the discussion or voting on the speed zones around that school.

The Head of Transport elaborated on the report. He said the school speed review was part of a number of reviews looking at speed limits across the city. He advised the review of speed around schools needed to be completed by 2024 to meet central government's "Road to Zero" strategy.

In response to questions from members, the Traffic Engineering Manager confirmed that the Parkway extension would have a reduced speed of 50km and a variable speed of 30km. He said the reduction from 60km to 50km was to align with the requirement of a 20km transit variance. He advised the review of the speed reductions on an arterial road was considered a variable split. He added it took into consideration traffic demand, the current speed limit and mode sharing. He noted the data gathered could trigger the need for a fixed speed limit.

In response to further questions from members, the Traffic Engineering Manager confirmed the community was consulted on major changes and notified of minor changes. He advised the times of all variable speed zones were required to be consistent across all school speed zones across the city.

In response to questions from B Moss, the Traffic Engineering Manager confirmed that for the proposal for the Wellesley College zone, 200 letters were dropped off to residents. He said 400 letters were dropped off to residents for the Muritai School zone. He said the data gathered on pedestrians did not differentiate if someone was an adult or a child. He noted all areas were treated the same.

In response to questions from members, the Traffic Engineering Manager advised that schools had been separated from the wider speed limit review. He said Council would be briefed on the review on 15 March 2023. He confirmed there would be a separate report for central city schools. He advised if the review was delayed, funding would come from the next round of funding in 2024 -2027.

In response to further questions from members, the Traffic Engineering Manager said appropriate signage and treatments would be made in each location. He said that Council could not enforce changes on private roads.

Cr Dyer left the meeting at 2.37pm and returned at 2.40pm.

The Head of Transport noted the officers have used the increased buffer zone (100m) for the Wellesley College zone along Marine Parade to include the whole bay. He confirmed the proposed changes were in line with what other cities had along busy bay areas.

Cr Brown left the meeting at 2.57pm and returned at 2.59pm.

Cr Tupou left the meeting at 3.02pm and returned at 3.04pm.

The Head of Transport clarified that certain school areas could be investigated further.

Cr Barratt left the meeting at 3.30pm and returned at 3.32pm.

Cr Brown left the meeting at 3.31pm and returned at 3.32pm.

The meeting adjourned at 3.35pm and resumed at 3.45pm.

The Chair foreshadowed a motion to exclude the following school zones: for non-central city areas as follows:

- Wellesley College zone along Marine Parade - officers to further investigate the permanent speed reduction to 30km;
- Konini Primary School, St Claudine Thevenet School, Wainuiomata Intermediate and High Schools zone - officers to further investigate Parkway extension and the inclusion of Karamu Street to prevent "rat running" and the extension of the zone to the shopping centre;
- Wainuiomata School zone - officers to further investigate the speed reduction on Main Road;
- Maungaraki School zone - officers to further investigate the 30km permanent fixed speed reduction in the area;
- Tawhai School and Tui Glen School zone (Stokes Valley) - officers to further investigate the speed limit reduction on Stokes Valley Road;
- Pomare School, St Michael's School, Taitā Central School and Taitā College zone - officers to further investigate the permanent reduction in speed around Eastern Hutt Road;
- Hutt Central School zone - officers to further investigate as the school is located on a main arterial route; and

- Te Kura Kaupapa Māori o Te Ara Whanui School zone – officers to further investigate the speeds and times proposed along Wakefield Street.

The Chair highlighted that the speed changes were in line with an Organisation for Economic Co-operation and Development study on speed in residential areas around schools, safety and injury prevention. He said the changes would also have a positive impact on climate change as parents would feel safe allowing their children to walk or bike to school. He added it would promote other modes of travel.

The Chair advised that the motion would be taken in parts as Cr Dyer had declared a conflict of interest regarding Gracefield School.

Parts (1), (3), (4) and (5) were declared CARRIED on the voices. Part (2) was declared CARRIED on the voices.

RECOMMENDED: (Cr Edwards/ Cr Tupou)	Minute No. IARCC 231022
<p><i>"That the Committee recommends that Council;</i></p> <ol style="list-style-type: none"> <i>(1) receives and notes the information;</i> <i>(2) approves the proposed draft legal speed limit changes around Gracefield School;</i> <i>(3) approves the proposed draft legal speed limit changes around schools for non-Central City areas included in the officer's report, with the exception of maps relating to the following-schools, Wellesley College zone, Konini Primary School, St Claudine Thevenet School, Wainuiomata Intermediate and High Schools zone, Wainuiomata Primary School zone, Maungaraki School zone, Tawhai School and Tui Glen School zone (Stokes Valley), Pomare School, St Michael's School, Taitā Central School and Taitā College zone, Hutt Central School zone; and Te Kura Kaupapa Māori o Te Ara Whanui School zone;</i> <i>(4) rescinds any previous resolutions pertaining to legal speed limits made pursuant to any bylaw to the extent should they conflict with the proposed changes described in this recommendation; and</i> <i>(5) notes that the above legal speed limit changes would not take effect until it has been approved by Waka Kotahi and legal speed limit signs have been installed."</i> 	

c.) **Pomare Road Speed Change Proposal**

Report no: IARCC2023/1/67 by the Traffic Engineer

The Head of Transport elaborated on the report.

RECOMMENDED: (Cr Edwards/Deputy Mayor Lewis)

Minute No. IARCC

231033

"That the Committee recommends that Council:

- (1) receives and notes the information;*
- (2) approves the draft legal speed limit change from 50kmph to 30kmph along the full length of Pomare Road;*
- (3) rescinds any previous resolutions pertaining to legal speed limits made pursuant to any bylaw to the extent should they conflict with the proposed changes described in this resolution; and*
- (4) notes that the above recommendation would not take effect until it has been approved by Waka Kotahi and legal speed limit signs have been installed. "*

RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

6. **PROPOSED TEMPORARY ROAD CLOSURE - MURITAI ROAD, EASTBOURNE - ANZAC DAY SERVICE 2023**

Report No. IARCC2023/1/70 by the Traffic Engineer

RESOLVED: (Cr Edwards/Deputy Mayor Lewis)

Minute No. IARCC 231044

"That the Committee:

- (1) notes and receives the information;*
- (2) notes that the recommendations should not be amended without first carrying out further consultation with affected parties, and verification from Council's Traffic Engineer that the amendment(s) are not likely to cause an unreasonable impact on traffic;*
- (3) agrees to temporarily close the following road, subject to the conditions listed in the attached Traffic Impact Report (attached as Appendix 1 to the report):*
Anzac Day Service – 2023: Tuesday 25 April 2023 between the hours of 9:30 to 11:00am (attached as Appendix 2 to the report);
Muritai Road, Eastbourne (the section of road between the intersections of Rimu and Makaro Streets); and
- (4) agrees to temporarily rescind the existing parking restrictions during the listed event, and impose a 'No Stopping' parking restriction on the following roads:*
Anzac Day Service – 2023: Tuesday 25 April 2023 between the hours of 9:30 to 11:00am (attached as Appendix 2 to the report); and
Muritai Road, Eastbourne (the section of road between the intersections of Rimu and Makaro Streets)."

7. **PROPOSED TEMPORARY ROAD CLOSURES: LAINGS ROAD, KNIGHTS ROAD AND QUEENS DRIVE, HUTT CENTRAL - ANZAC DAY DAWN SERVICE AND WREATH LAYING 2023**

Report No. IARCC2023/1/71 by the Traffic Engineer

RESOLVED: (Cr Edwards/Cr Barratt)
231055

Minute No. IARCC

"That the Committee:

- (1) notes and receives the information;*
- (2) notes that the recommendations should not be amended without first carrying out further consultation with affected parties, and verification from Council's Traffic Engineer that the amendment(s) are not likely to cause an unreasonable impact on traffic;*
- (3) agrees to temporarily close the following roads, subject to the conditions listed in the attached Traffic Impact Report (attached as Appendix 1 to the report);*

Anzac Day Dawn Service – 2023: Tuesday 25 April 2023 between the hours of 5:00 to 7:00am (attached as Appendix 2 to the report);

- (a) Laings Road, Hutt Central (the section of road between the intersections of Myrtle Street and Queens Drive);*
- (b) Knights Road, Hutt Central (the section of road between the intersections of Stevens Grove and Laings Road);*

Anzac Day Dawn Service – 2023: Tuesday 25 April 2023 between the hours of 5:00 to 7:00am (attached as Appendix 2 to the report);

Queens Drive, Hutt Central (the section of road between the High Street roundabout and Laings Road);

- (4) agrees to temporarily rescind the existing parking restrictions during the listed event, and impose a 'No Stopping' parking restriction on the following roads:*

Anzac Day Dawn Service and Wreath Laying – 2023: Tuesday 25 April 2023 between the hours of 5:00 to 11:00am (attached as Appendix 2 to the report);

- (a) Laings Road, Hutt Central (the section of road between the intersections of Myrtle Street and Queens Drive);*
- (b) Knights Road, Hutt Central (the section of road between the intersections of Stevens Grove and Laings Road); and*

Anzac Day Dawn Service – 2023: Tuesday 25 April 2023 between the hours of 5:00 to 7:00am (attached as Appendix 2 to the report); and

Queens Drive, Hutt Central (the section of road between the High Street roundabout and Laings Road)."

8. **PROPOSED TEMPORARY ROAD CLOSURE - REYNOLDS BACH DRIVE, SILVERSTREAM - HUTT VALLEY MOTORSPORT CLUB HILL CLIMB 2023**

Report No. IARCC2023/1/72 by the Traffic Engineer

In response to a question from a member, the Traffic Engineering Manager confirmed that event organisers covered the cost of traffic management for the event.

RESOLVED: (Cr Edwards/Cr Mitchell)
231066

Minute No. IARCC

"That the Committee:

- (1) notes and receives the information;*
- (2) notes that the recommendations should not be amended without first carrying out further consultation with affected parties, and verification from Council's Traffic Engineer that the amendment(s) are not likely to cause an unreasonable impact on traffic;*
- (3) agrees to temporarily close the following road, subject to the conditions listed in the attached Traffic Impact Report (attached as Appendix 1 to the report):*

Hutt Valley Motorsport Club Hill Climb – 2023: Friday 7 April 2023 (Good Friday) between the hours of 7:00am to 6:00pm (attached as Appendix 2 to the report);

Reynolds Bach Drive, Stokes Valley (the section of road between the 'gates' to the end of Reynolds Bach Drive); and

- (4) agrees to temporarily rescind the existing parking restrictions during the listed event, and impose a 'No Stopping' parking restriction on the following roads:*

Hutt Valley Motorsport Club Hill Climb – 2023: Friday 7 April 2023 (Good Friday) between the hours of 7:00am to 6:00pm (attached as Appendix 2 to the report);

Reynolds Bach Drive, Stokes Valley (the section of road between the 'gates' to the end of Reynolds Bach Drive)."

9. **SUBMISSION ON THE SALE AND SUPPLY OF ALCOHOL (COMMUNITY PARTICIPATION) AMENDMENT BILL**

Report No. IARCC2023/1/75 by the Solicitor

The Solicitor elaborated on the report.

RESOLVED: (Cr Edwards/Cr Dyer)

Minute No. IARCC 231077

"That the Committee endorses the submission on the Sale and Supply of Alcohol (Community Participation) Amendment Bill attached as Appendix 1 to the report."

10. THREE WATERS UPDATE

Report No. IARCC2023/1/73 by the Strategic Advisor

The Director Environment and Sustainability elaborated on the report.

In response to a question from a member on budget variances in the report, in particular the Barber Grove Treatment Plant, the Director of Environment and Sustainability said that the Group Chief Financial Officer would respond to the question via the channel for elected members.

RESOLVED: (Cr Edwards/Cr Brown)

Minute No. IARCC 231088

"That the Committee receives the report and notes its contents."

11. REGULATORY MATTERS REPORT

Report No. IARCC2023/1/74 by the Head of Regulatory Services

The Director Environment and Sustainability elaborated on the report.

In response to a question from a member, the Director Environment and Sustainability advise that the increase in compliance infringement notices was due to the complexity of the developments with more multi-unit development.

RESOLVED: (Cr Edwards/Cr Dyer)

Minute No. IARCC 231099

That the Committee receives and notes the information.

12. INFORMATION ITEMS

1) Infrastructure and Regulatory Forward Programme 2023

Memorandum dated 21 Feb 2023 by the Democracy Advisor

RESOLVED: (Cr Edwards/Cr Tupou)
2311010

Minute No. IARCC

"That the Committee receives and notes the Forward Programme for 2023 attached as Appendix 1 to the memorandum."

13. QUESTIONS

There were no questions

14. CLOSING FORMALITIES - KARAKIA WHAKAMUTUNGA

Unuhia!	Release us from the supreme sacredness
Unuhia!	of our tasks
Unuhia i te uru-tapu-nui	To be clear and free in heart, body and
Kia wātea, kia māmā	soul in our continuing journey
Te ngākau, te tinana, te wairua i te ara	Oh Rongo, raise these words up high
takatū	so that we be cleansed and be free,
Koia rā e Rongo whakairihia ake ki	Yes indeed, we are free!
runga	Good and peaceful
Kia wātea, kia wātea!	
Ae rā, kua wātea!	
Hau, pai mārire.	

There being no further business the Chair declared the meeting closed at 4.16 pm.

S Edwards
CHAIR

CONFIRMED as a true and correct record
Dated this 28th day of March 2023

20 September 2023

Jon Kingsbury
Head of Transport
Hutt City Council
jon.kingsbury@huttcity.govt.nz

Dear Jon

Land Transport Rule: Setting of Speed Limits 2022—Director approval to set speed limits around schools in Lower Hutt

Thank you for your letter dated 19 June 2023, requesting Director of Land Transport approval to change the speed limit around 42 schools, as specified, in Lower Hutt, in accordance with the Alternative Method process provided for under Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022.

I am satisfied, in line with Clause 2.6(4), good reason exists for the proposed speed limits, and I therefore approve this proposal.

Furthermore, I wish to commend Council on:

- complementing 30 km/h variable speed limits, where proposed, with 30 km/h permanent speed limits; and
- the use of bespoke, area-based, engagement-based approaches to establishing how roads outside schools are to be treated.

If you have any questions, please do not hesitate to get in contact with Karina Morrow (Manager Regulatory Technical, Te Rōpū Waeture - Regulatory) karina.morrow@nzta.govt.nz.

Yours sincerely



Brent Alderton
Director of Land Transport

Infrastructure and Regulatory Committee

16 February 2023

File: ()

Report no: IARCC2023/1/30

School Speed Zones for non Central City areas

Purpose of Report

1. The purpose of this report is to propose draft legal speed limit changes around schools for non-Central City areas for safety improvement following the Waka Kotahi's Road to Zero strategy.

Recommendations

That the Committee recommends that Council:

- (1) receives and notes the information;
- (2) approves the proposed draft legal speed limit changes around schools for non-Central City areas as attached as Appendix 1 to the report;
- (3) rescinds any previous resolutions pertaining to legal speed limits made pursuant to any bylaw to the extent should they conflict with the proposed changes described in this resolution; and
- (4) notes that the above legal speed limit changes would not take effect until it has been approved by Waka Kotahi and legal speed limit signs have been installed.

For the reasons of improved safety and accessibility around schools and to promote active travel mode choices for students, parents and teachers. Officers have consulted with the schools and the public regarding the proposed changes (Appendix 1).

Background

2. The new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) came into force on 19 May 2022.
3. The Rule enables a new process to support road-controlling authorities in setting new speed limits. The Rule fosters a whole-of-network approach where decisions about safety-related infrastructure improvements, speed limit changes and safety camera placement are made together.
4. The Rule supports the transition to slower speeds around schools to improve safety and encourages people to use active modes of transport for their journeys to and from school.
5. While the proposed changes have a heavy focus on roads in school areas where most students usually travel to school, officers also assessed other roads in the area which would better suit a reduced 30km/h speed limit, e.g. narrow local roads in addition to urban/suburban roads with high pedestrian demands.
6. Taking a wide area/zone approach around schools allows the implementation of a safe zone around the school area where parents can drop their children at multiple points within an area of their choice.

Students will be able to walk/scoot/ cycle from those points to the school, reducing parent numbers on pick-up and drop-off duty. Decreasing congestion in the school zone will provide increased safety.

7. Officers have carried out speed reviews around school areas and reached out to schools and residents in the proposed areas to consult for their feedback and decide on:
 - a. which streets are to be included; and
 - b. whether fixed or variable speed limits are more suited to those streets.
8. Several feedback responses have been received from residents. Officers are incorporating these responses into any proposed change.
9. New speed limits on roads in areas that received overall positive feedback are presented in this report for resolution.
10. Certain school zones, or particular roads in a school area which require further consultation and discussion are excluded from this report. These will be considered at the next round of meetings.

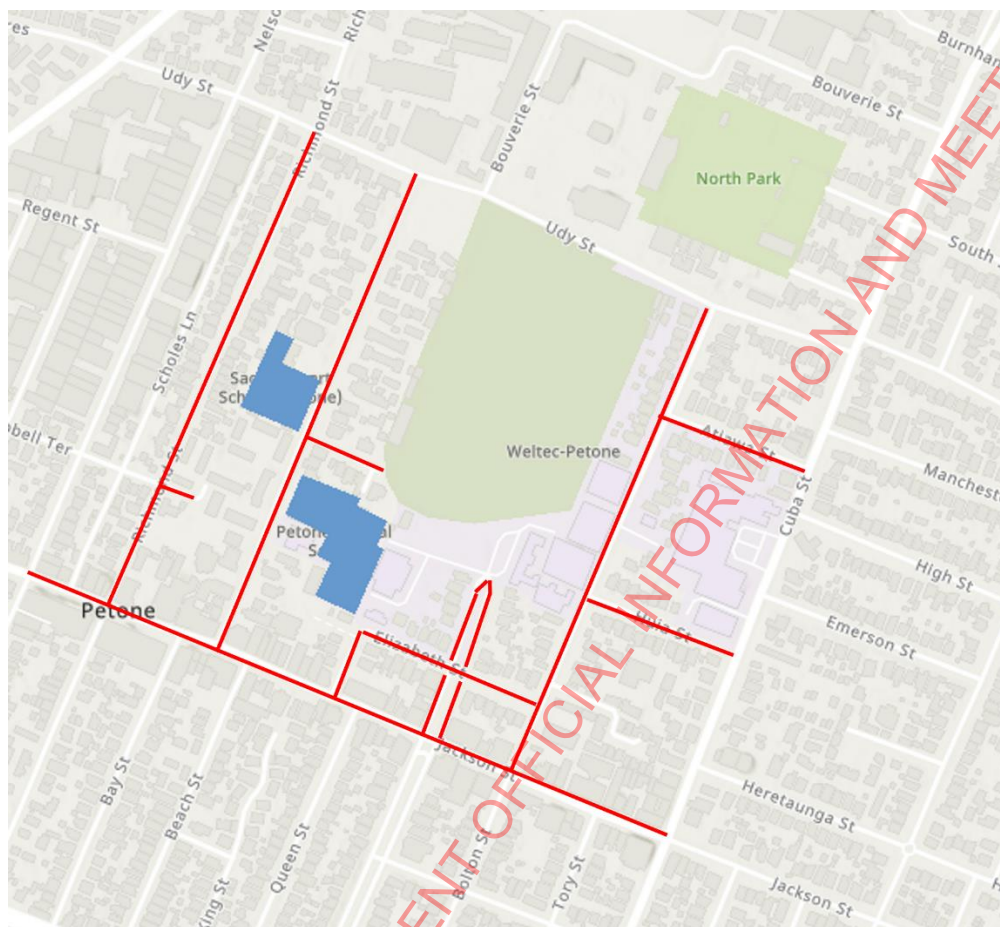
Discussion

11. The start and end points described on the maps of this report are rough estimates only. When building the speed limit signs, these points may require slight adjustment to ensure optimum visibility to align with roading characteristics such as width, curvature, presence of an intersection etc.
12. This report excludes some schools in the Central Ward as follows:

- a. Boulcott School
 - b. St Oran's College
 - c. Eastern Hutt School
 - d. St Bernard's College
 - e. Chilton Saint James School
 - f. Ss Peter and Paul School
 - g. Sacred Heart College
 - h. Hutt Intermediate
 - i. Hutt Valley High School
13. Changes around the schools mentioned above will be considered at the next Council meeting along with other areas that could benefit from speed reviews such as Marae, Child Care Centres, Retirement Villages, and other locations as recommended by the community.
 14. Following the feedback from the public, changes were made to the original proposed changes in Appendix 1.
 15. Proposed speed changes for school areas that received overall positive community feedback are as follows:

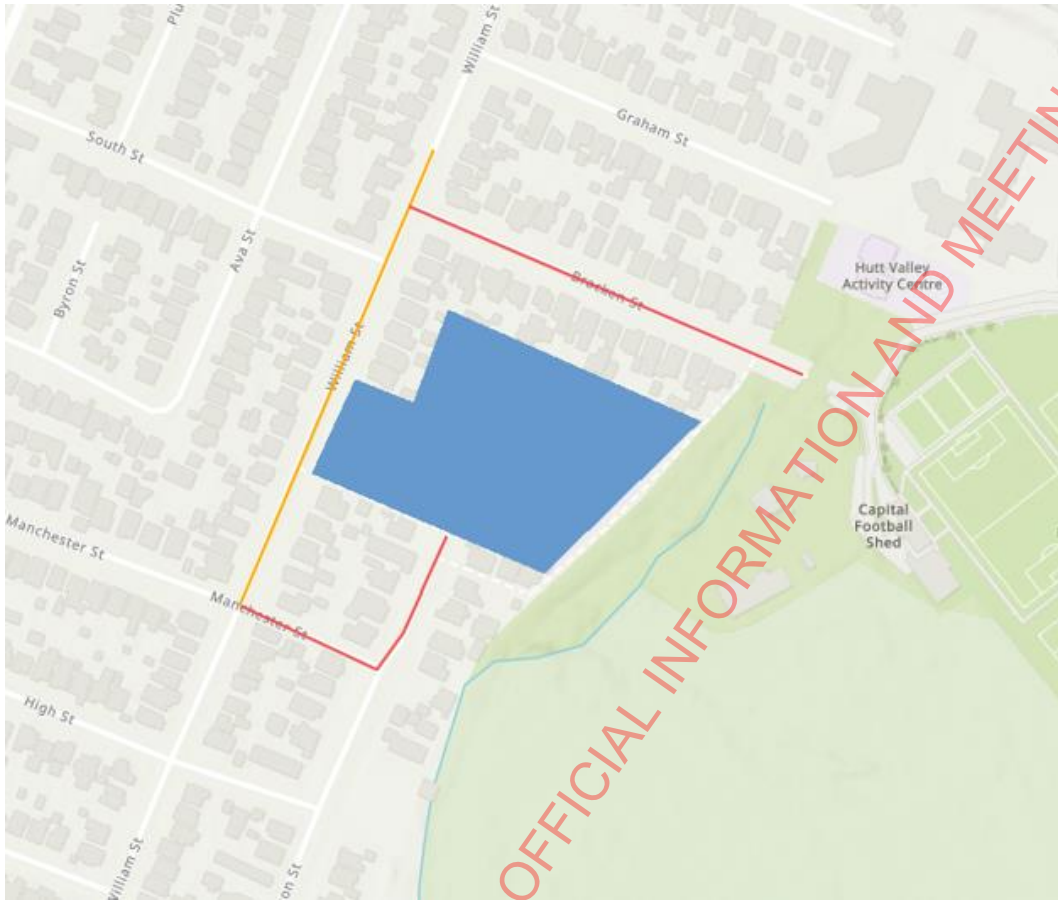
Schools in the Harbour Ward (Petone)

i. Petone Central School and Sacred Heart School zone



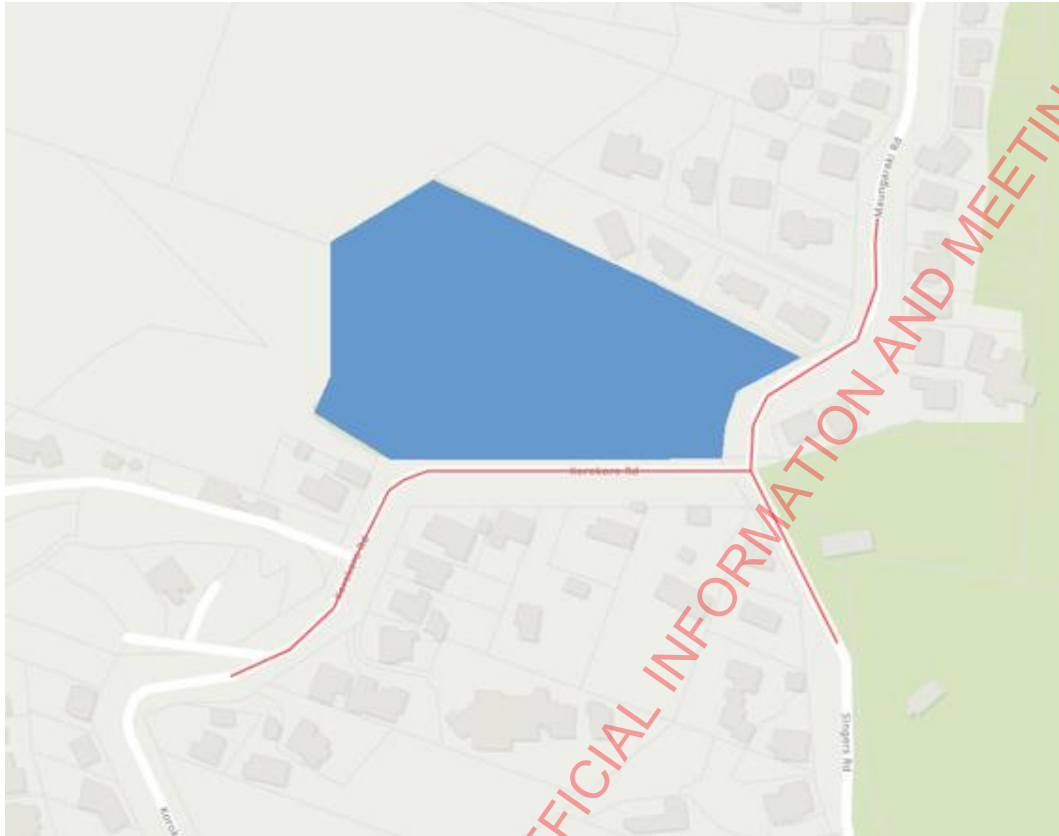
- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

ii. Wilford School zone



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

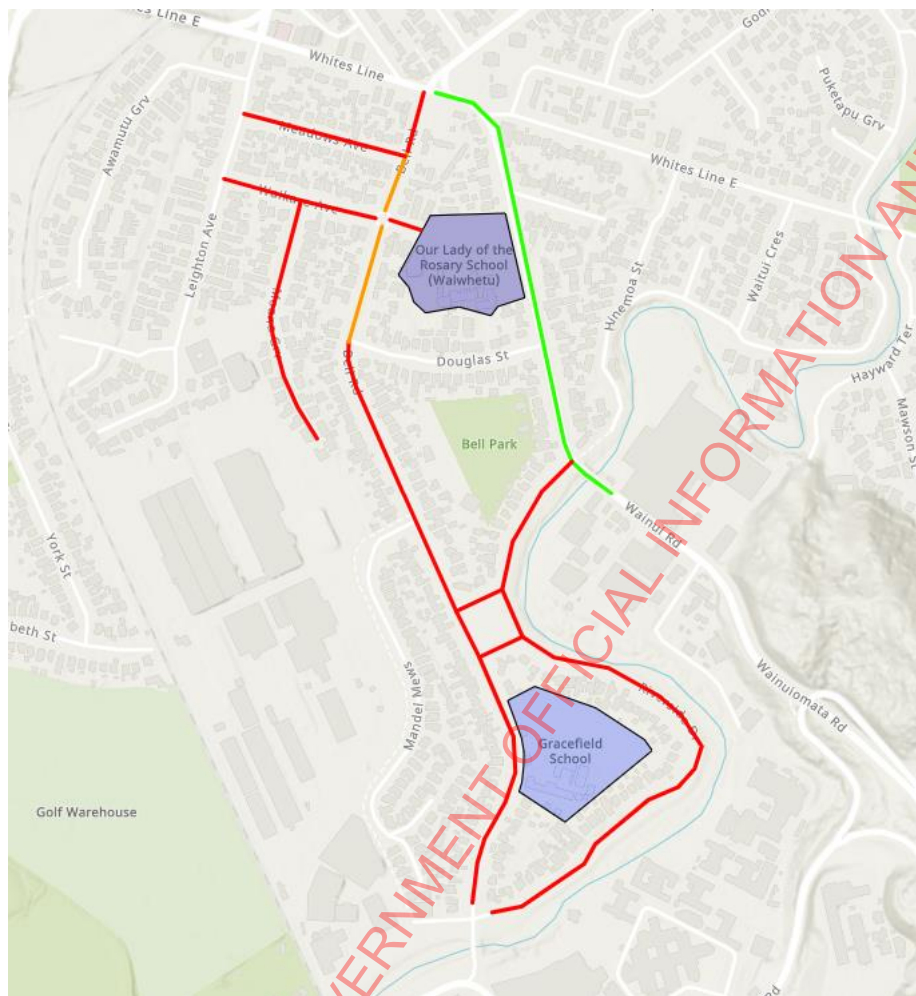
iii. Korokoro School Zone



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

iv. *Our Lady of the Rosary School and Gracefield School Zone*

The Riverside side segment between Bell Rd and Wainui Rd is included and the variable speed limits on Wainui Rd is extended as per school and residents' feedbacks and inputs.



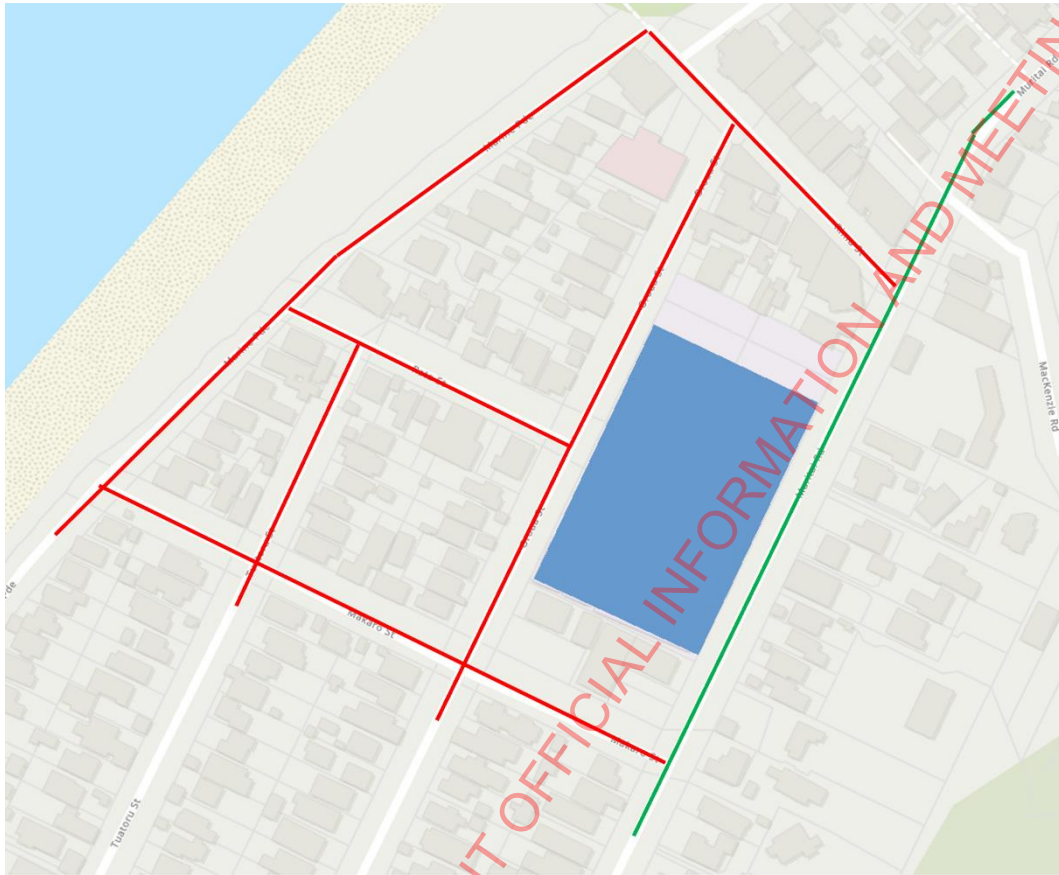
- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

v. *Randwick School Zone*

- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

16. Schools in the Harbour Ward (Eastbourne)

i. Muritai School Zone



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

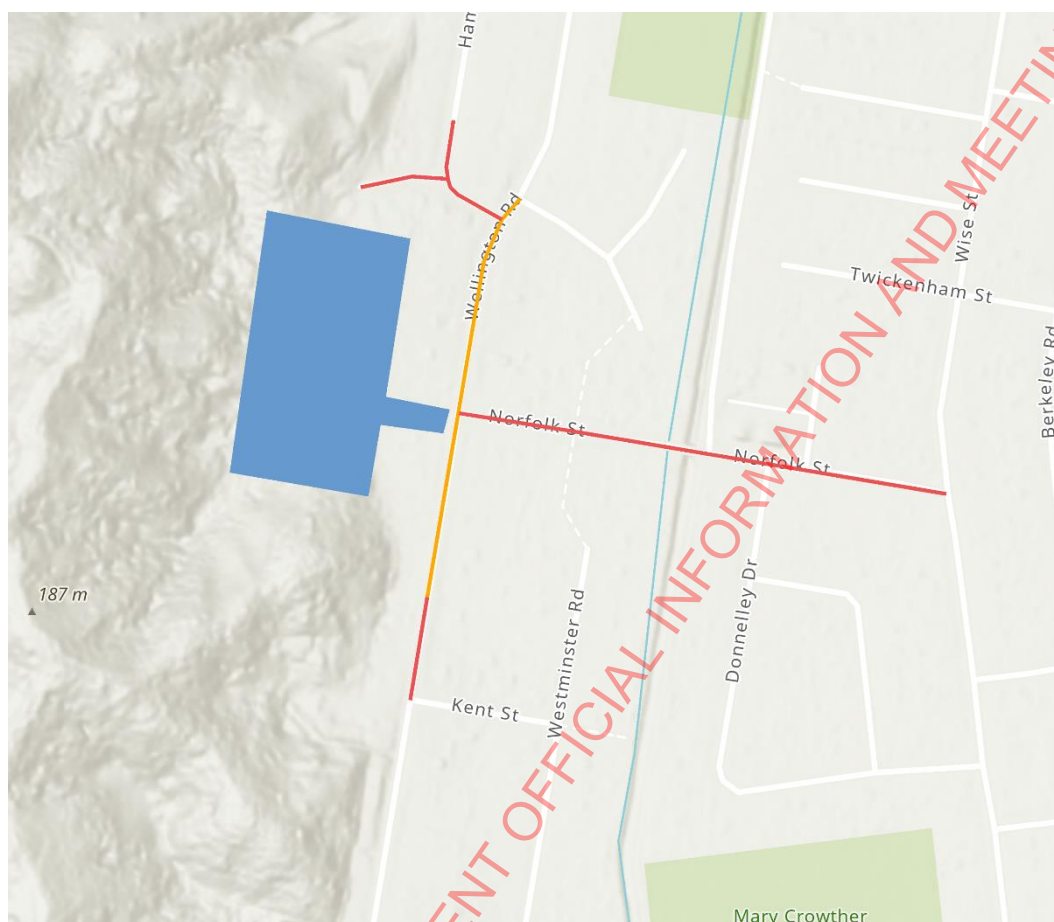
ii. Wellesley College School Zone



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

17. Schools in the Wainuiomata Ward

i. Arakura School Zone



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention

ii. Fernlea School Zone



— Fixed 30km/h speed limit

— Fixed 30km/h speed limit with Engineering Intervention

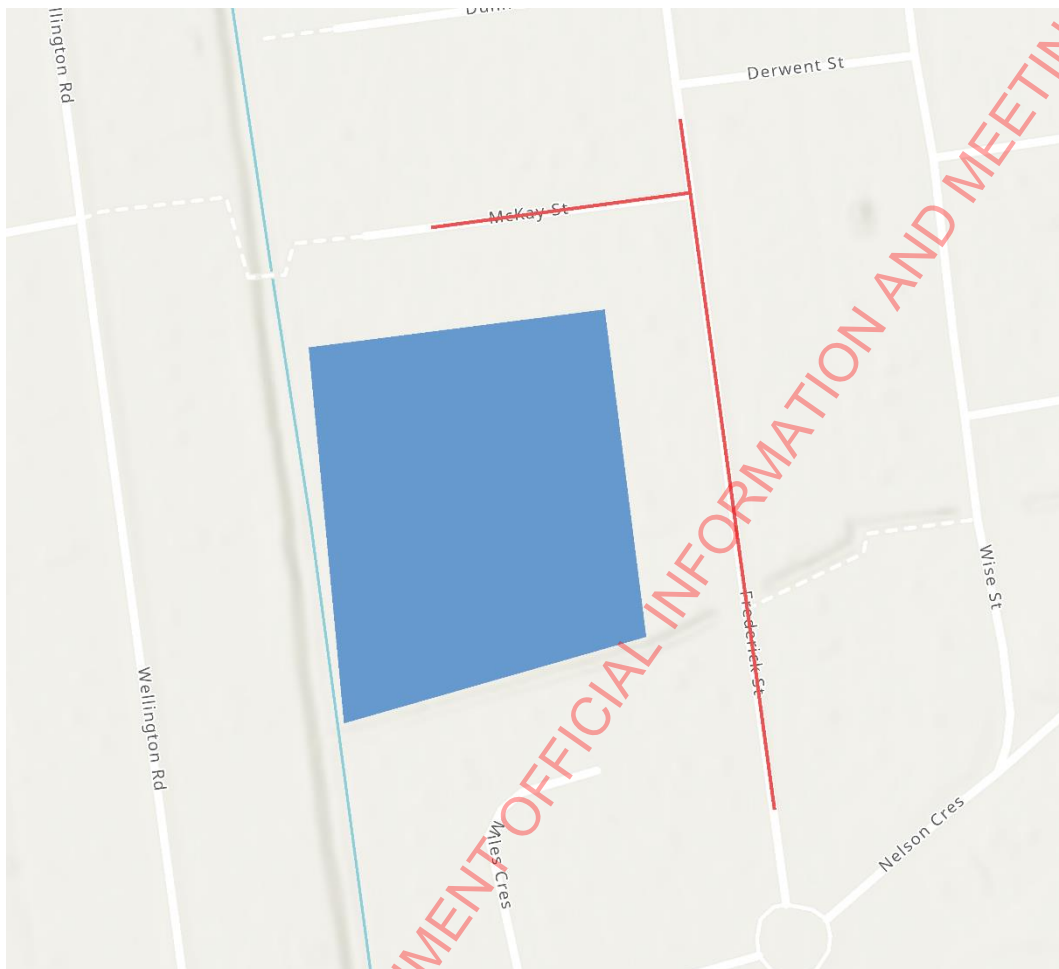
iii. *Konini Primary School, St Claudine Thevenet School, Wainuiomata Intermediate and Wainuiomata High School Zone*

The Parkway extension is proposed as a 50km/h speed limit as per the feedback received. In addition, there is a requirement to make the green highlighted section a 30km/h variable speed limit. The speed of transit cannot be more than 20km/h.



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

iv. Pukeatua Primary School Zone



— Fixed 30km/h speed limit

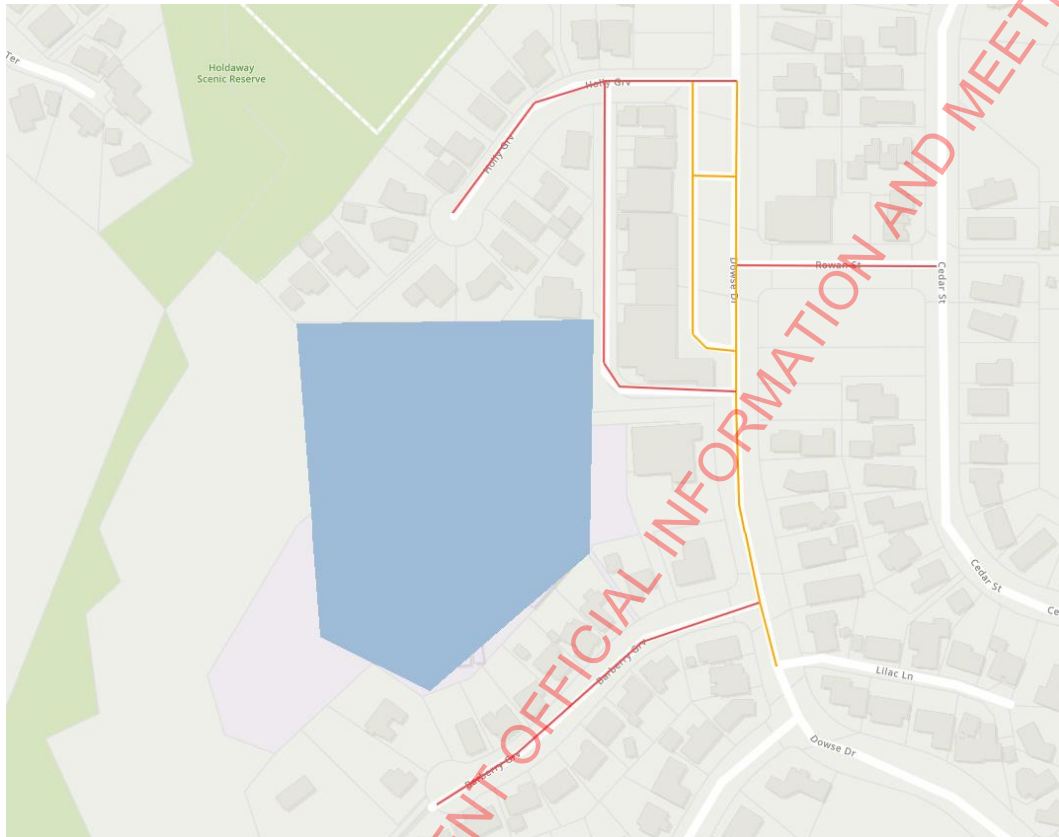
v. Wainuiomata Primary School Zone



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention

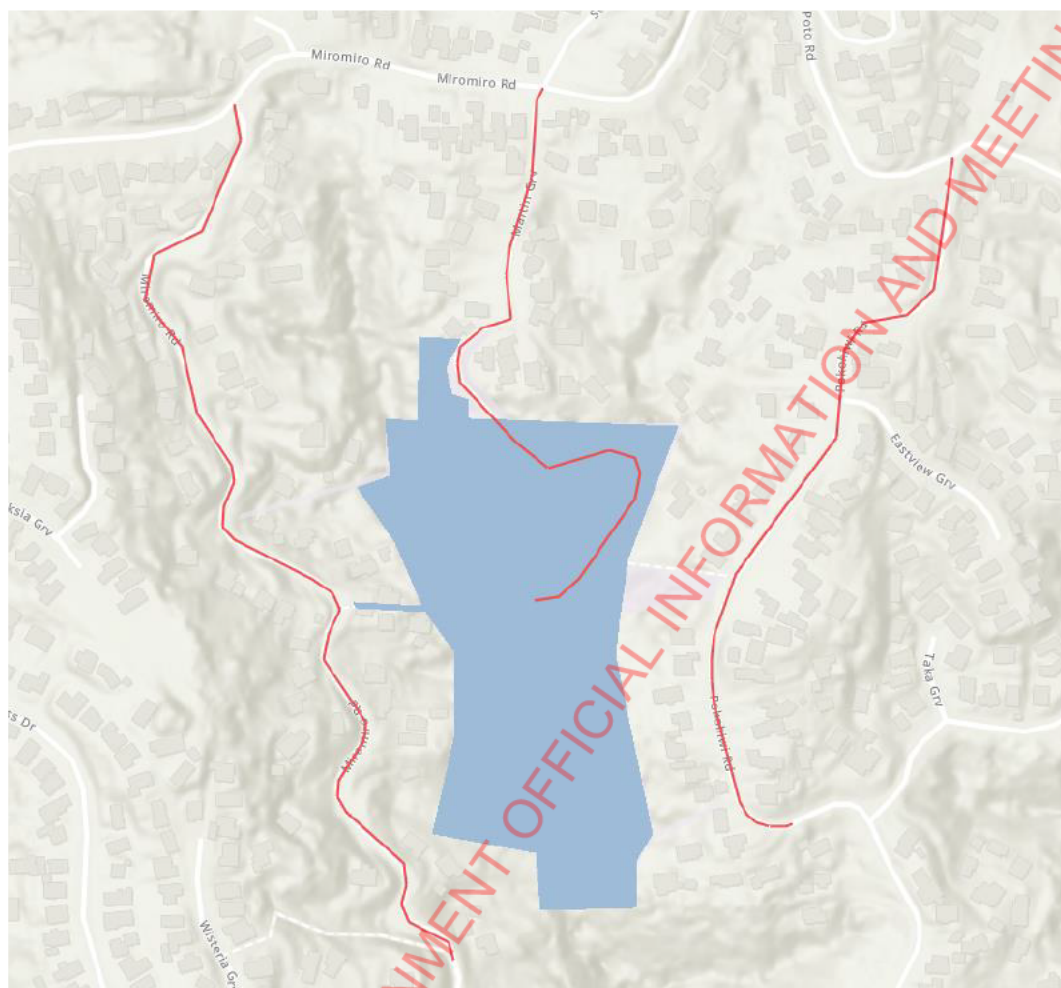
18. Schools in the Western Ward

i. Maungaraki School Zone



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention

ii. Normandale School Zone



— Fixed 30km/h speed limit

iii. Maranatha Christian School Zone



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention

iv. Raphael House Rudolf Steiner School Zone



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention

v. Belmont School Zone



— Fixed 30km/h speed limit

vi. *Kelson School Zone*

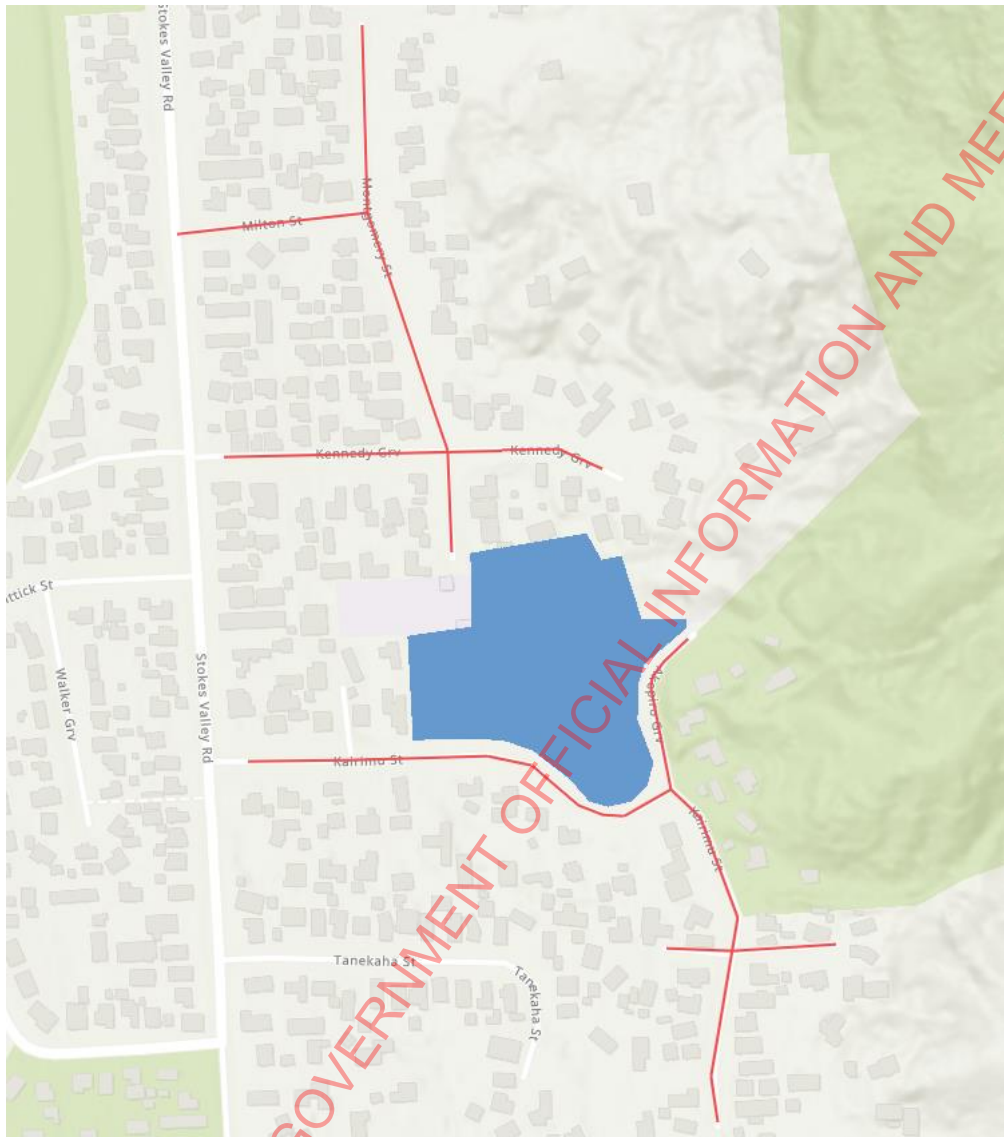
Major Drive is amended to a variable speed limit to align with feedback.



- Fixed 30km/h speed limit
- Variable 30km/h speed limit

19. Schools in the Northern Ward

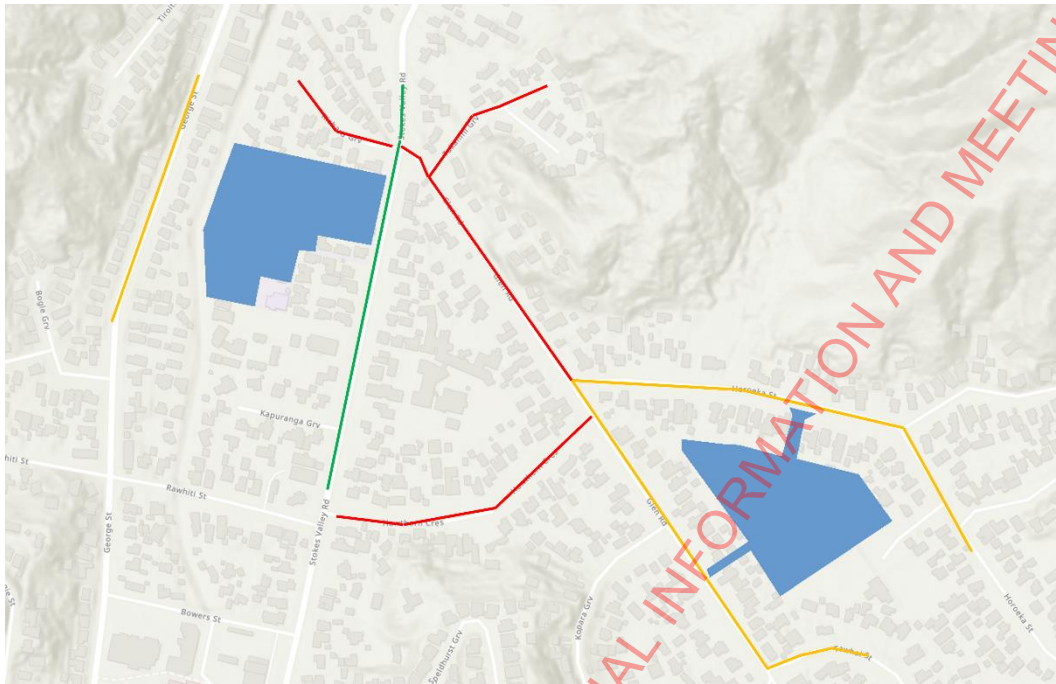
i. Koraunui School Zone



— Fixed 30km/h speed limit

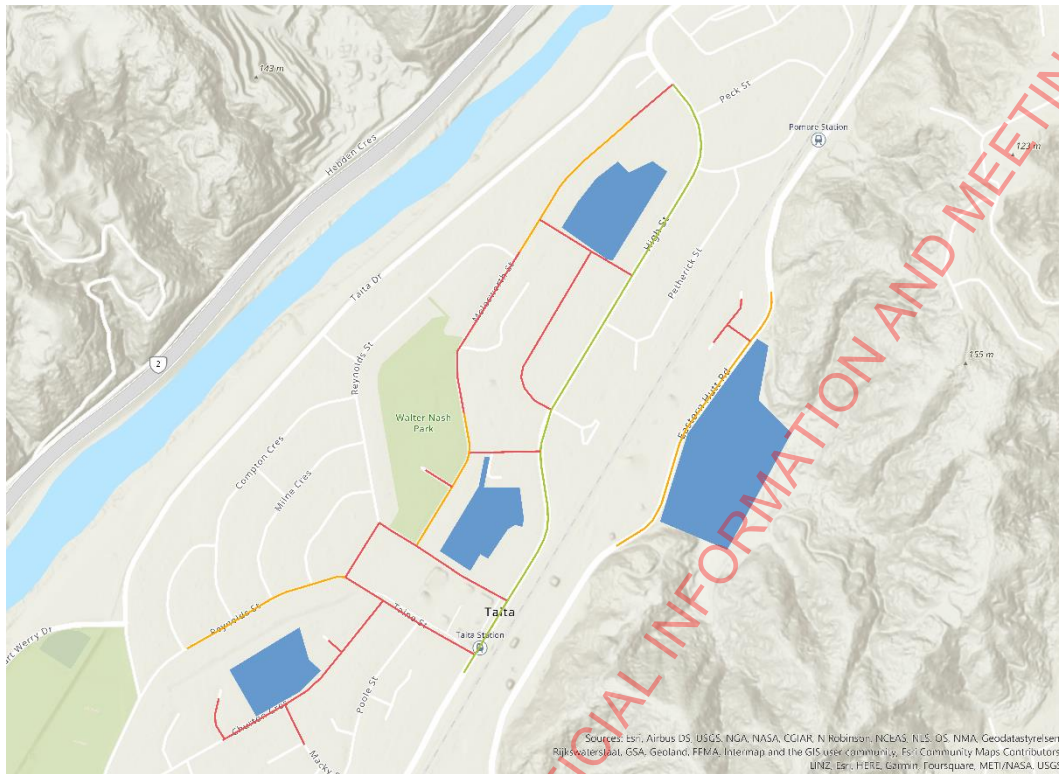
ii. *Tawhai School and Tui Glen School Zone*

Stokes Valley Road is changed to a variable speed limit to align with feedback.



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

iii. *Pomare School, St Michael's School, Taita Central School, and Taita College Zone*



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

iv. *Avalon Intermediate School*

There are some streets within the Northern Ward Area that are included in Avalon Intermediate School Zone. However, as the school is in the Central Ward area, the proposed changes around Avalon Intermediate are mentioned in the Central Ward section.

20. Schools in the Central Ward

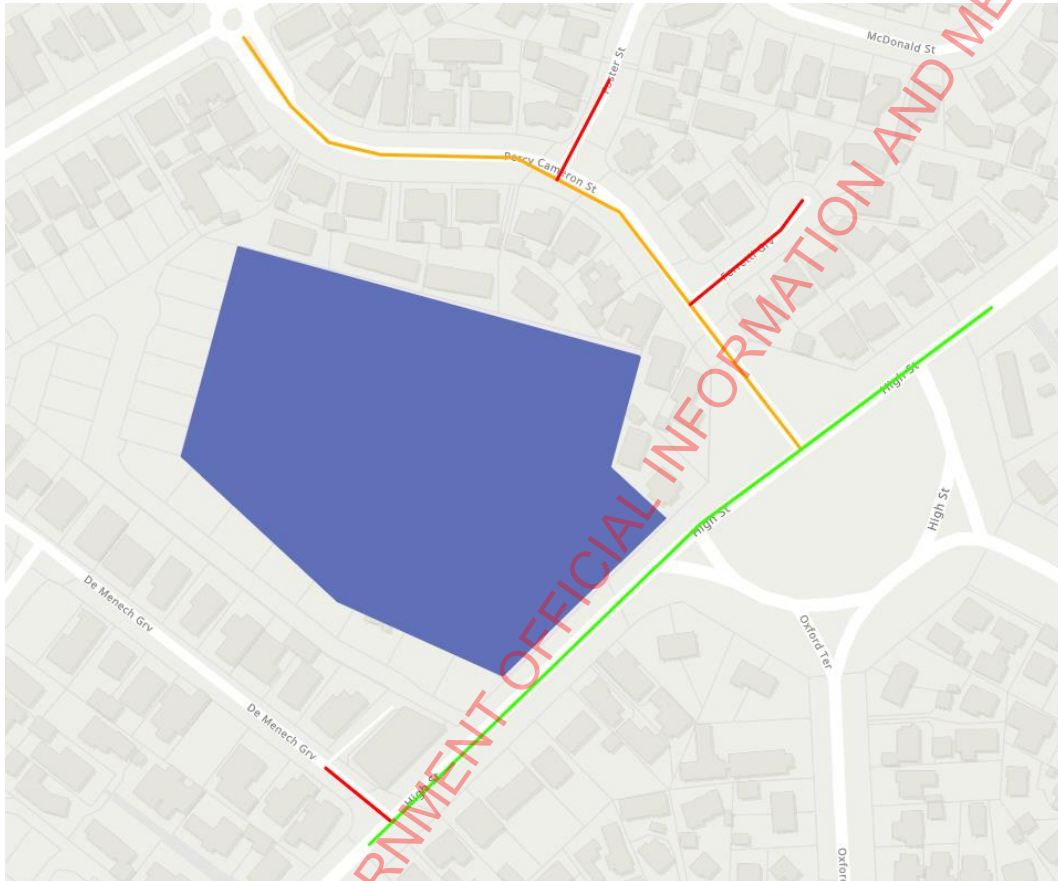
- i. *Avalon Primary School, Naenae Intermediate, Naenae College and Kimi Ora School Zone*



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

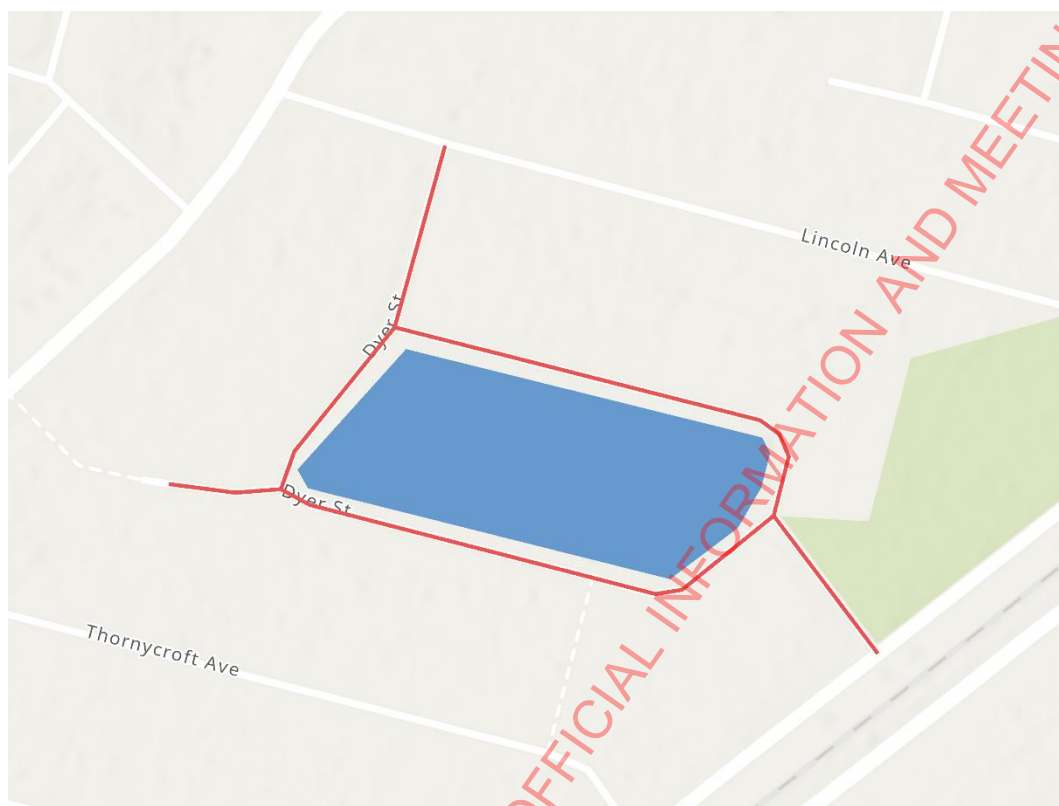
ii. Avalon Intermediate School Zone

In the updated map, the Taïta Drive segment, De Menech Grove segment and Chesney St Segment are removed from this programme as per the feedback from the school and residents.



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

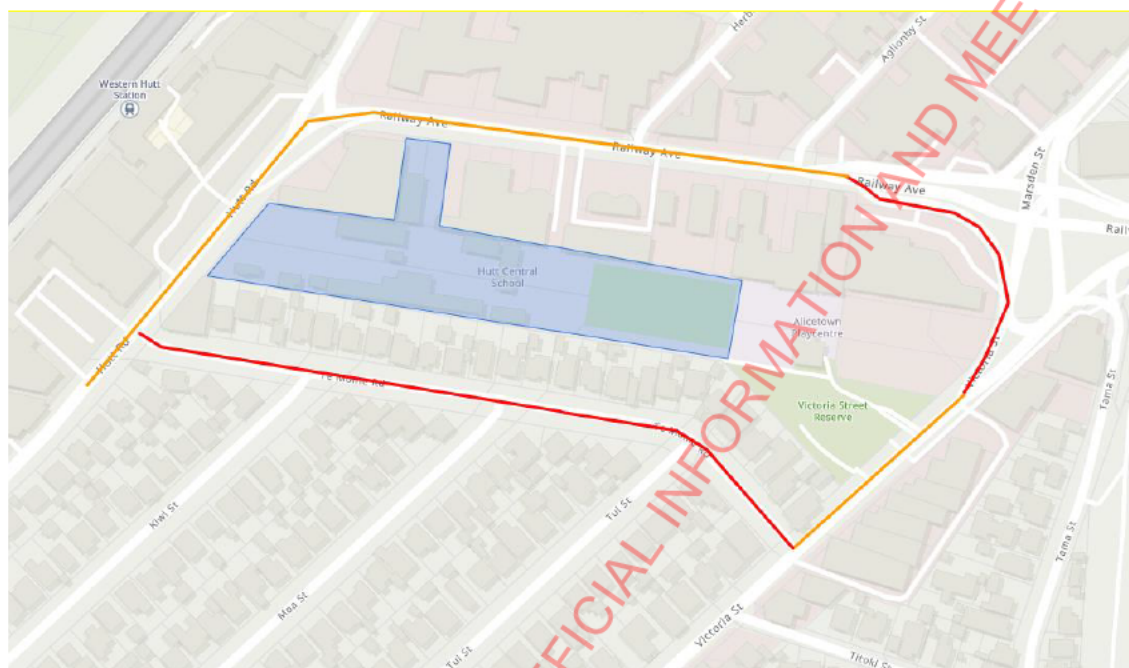
iii. Dyer St School Zone



— Fixed 30km/h speed limit

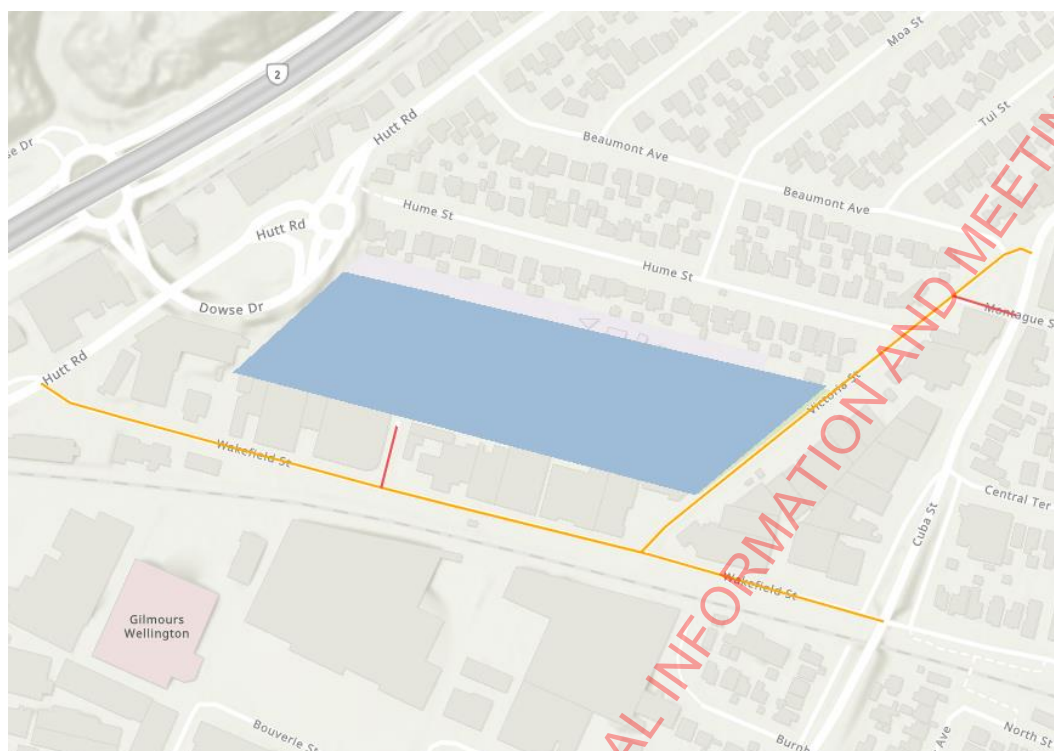
iv. *Hutt Central School Zone*

The small road segment on the left turn from Victoria Street to Railway Avenue is included in the updated proposed changes.



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention

v. Te Kura Kaupapa Māori o Te Ara Whanui School Zone

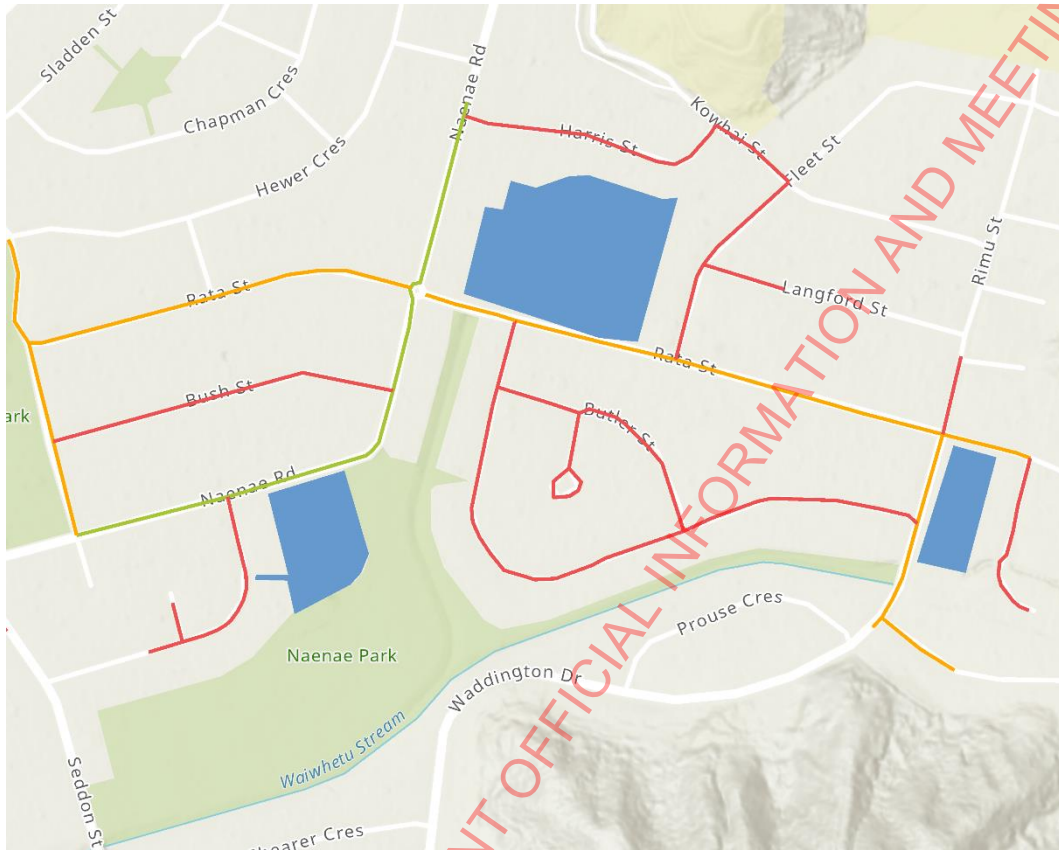


— Fixed 30km/h speed limit

— Fixed 30km/h speed limit with Engineering Intervention

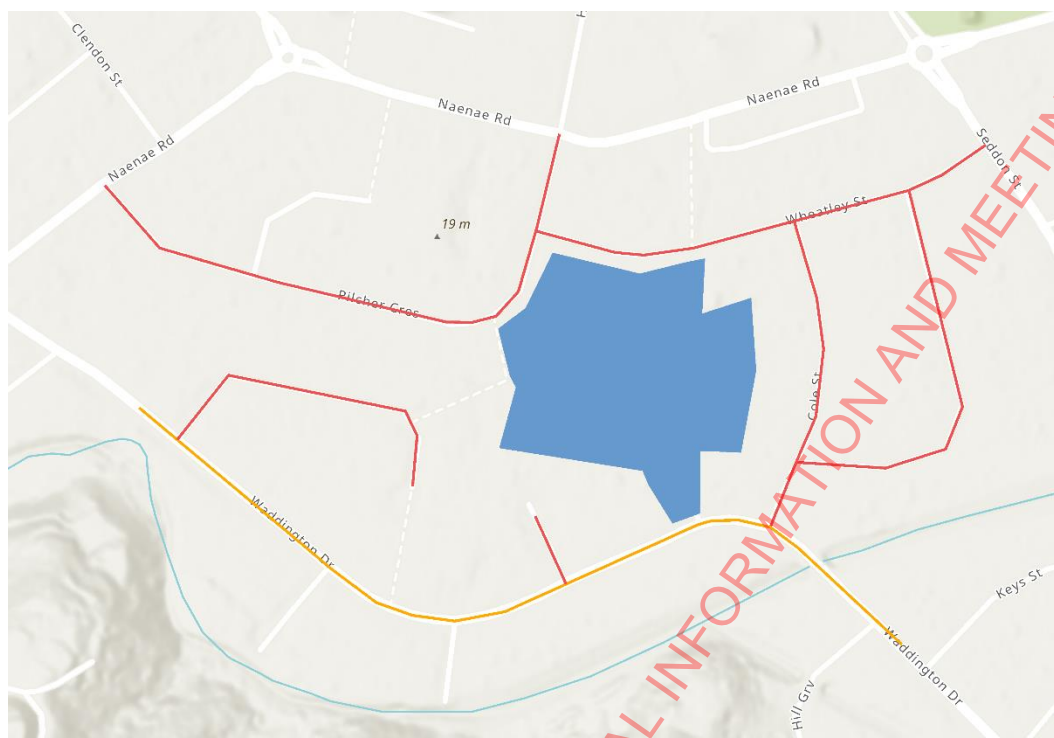
b. Schools in the Eastern Ward

- i. *Rata Street School, Wa Ora Montessori School and St Bernadette's School Zone*



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

ii. *Naenae Primary School Zone*



Fixed 30km/h speed limit

Fixed 30km/h speed limit with Engineering Intervention

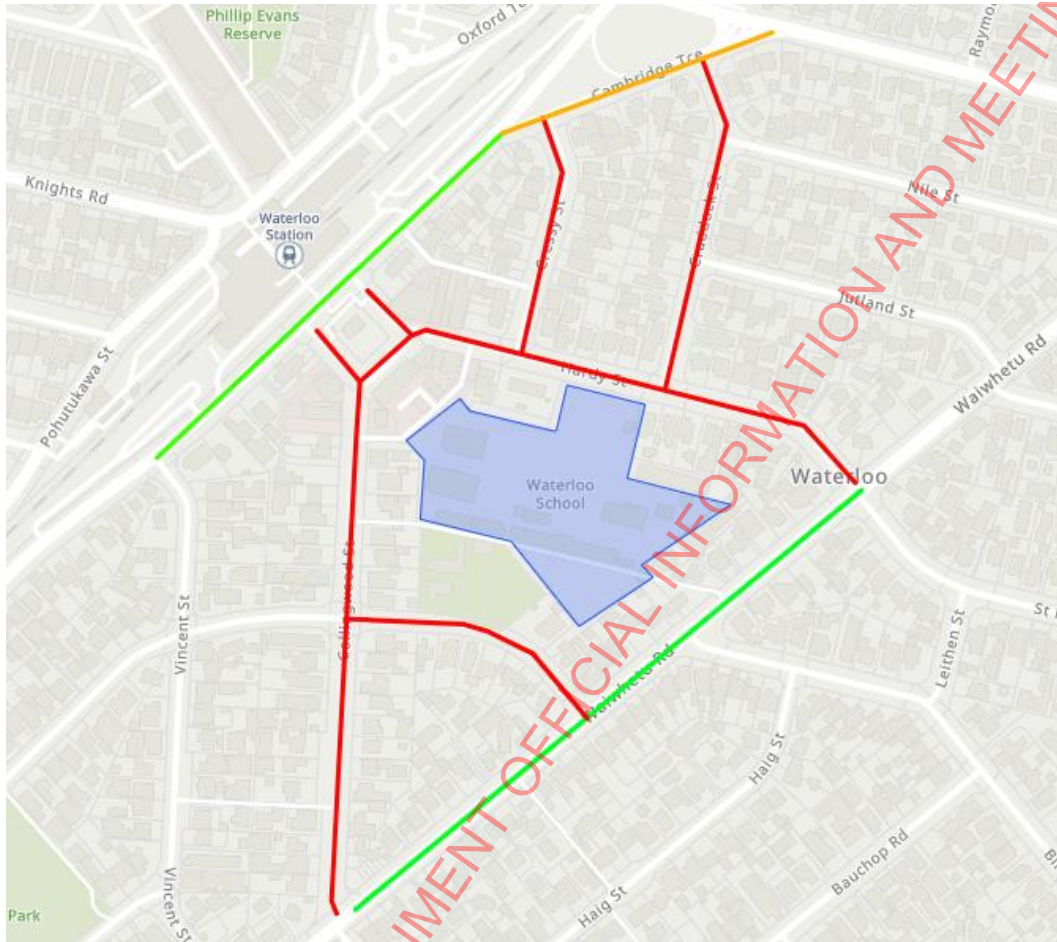
iii. Epuni School Zone



- Fixed 30km/h speed limit
- Variable 30km/h speed limit

iv. Waterloo School Zone

Responses from residents suggest officers extend the proposed changes to the whole of Collingwood Street.



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

Options

21. The options include:

- a. approve the proposed changes for draft legal speed limit changes
- b. recommend changes to the proposed speed limits: Whether certain streets should be included/ removed and whether certain streets should have fixed or variable speed limits.

22. Officers recommend option (a) for the purpose of providing safety and accessibility around schools.

Climate Change Impact and Considerations

23. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

Consultation

24. Officers have consulted with schools via email and with Residents via letter drops to homes in the relevant School Zones and have requested feedback to roadsafety@huttcity.govt.nz (Appendix 1)
25. The Consultation period took place from 5 December 2022 to 15 February 2023.
26. Over 7,000 consultation letters have been hand-delivered to immediately affected local businesses and residents.
27. 100% of responses from schools support the proposed changes.
28. A total of 154 responses were received with 116 of them supporting the proposed changes, 21 against and 17 neutral (partially supporting or against proposed changes).
29. Officers have requested an agenda item in the quarterly Te Tira Māori meeting with Mana Whenua and initiated communications with other stakeholders such as emergency services and Metlink to receive their inputs when installing Engineering Interventions.
30. Officers have also been communicating with the Police Roding Prevention Team to carry out programmes and events for education, awareness and enforcement.
31. Comments and feedback from the consultation have been analysed and incorporated into new proposed changes. Concerns and feedback are summarised below. Responses were prepared to address any concerns. The responses are summarised into key themes as listed below.
 - a. ***Slowing down traffic and removing traffic outside of school hours***

The changes in speed limits are proposed based on data from the speed reviews which analysed current operating speeds, traffic volumes in addition to land use in the area along with pedestrian demands. 30km/h limits are proposed for streets in which cars are driven at speeds around or below 30km/h as the location cannot accommodate current speeds of 50km/h. Examples of those streets include narrow local addresses found in Urban/Suburban centres with high pedestrian activities such as Jackson Street. New proposed changes would improve safety and accessibility for other road users with minimum disruption to drivers that are currently travelling at speeds close to 30km/h although the area has a 50km/h legal limit.
 - b. ***The Traffic is already slow***

When cars travel at slower speeds than posted speed limits, it usually means that the road cannot accommodate the advertised speed. It is important to have accurately posted speed limits appropriate for the road as there is a perceived sense of safety by following the correct speed. The accuracy of the speed limit sign also carries a message to

users about the appropriate speed the road environment can manage.

c. *Enforcement*

Having all breaches of road legalities enforced is a challenge. Officers realise and acknowledge that there will still be breaches, however, the changes will allow Police to reprimand dangerous driving behaviour.

d. *Suggestions for further safety improvements*

Some residents raised issues in their community as well as providing suggestions to address those concerns. Recommendations raised installing more signage or additional pedestrian crossings. Officers have been in contact with relevant residents and are to investigate and address those concerns.

e. *Roads outside of school definition and the Rule interpretation*

According to the speed limit rule 2022 Section 5.1(a), the roads outside of schools are typical or expected routes for pedestrians to access the school. The purpose is to make people feel safer walking to and from school (or travel to and from school on cycle or mobility devices) and encouraging this mode. Therefore, the term 'school zones' has been used to reflect the area around schools.

In the Rules, the roads outside of schools and the speed limits (fixed or variable) are to be decided by Road Controlling Authorities together with schools and the public. Officers have reached out, with all feedback and concerns being considered and changes made to the proposed resolution in accordance.

32. Detailed consultation results can be found in Appendix 2.
33. The areas affected in the community board regions have been presented at each of the community board meetings.
34. The proposed speed limit changes in the Petone Community Board area were gained the Board's endorsement during the Board meet on 13 February 2023.
35. The proposed speed limit changes in the Wainuiomata Community Board area were gained the Board's endorsement during the Board meeting on 15 February.
36. The report was considered by the Eastbourne Community Board (the Board) at its meeting on 28 February 2023. The Board resolved the following:

RESOLVED: (B Moss/F Vickers)

Minute No. ECB 23101

"That parts (1) and (3) contained in the report be endorsed and recommends that part (2) reads:

- (2) *recommends the proposed changes in speed limits around the school areas as shown in the report, with the exception of Marine Drive through to Days Bay;*

and a new part (4) to read:

- (4) *recommends further consultation on the fixed speed zone change to that area for the reason that it has far-reaching implications beyond Wellesley College."*

Legal Considerations

37. The speed limit changes are made pursuant to the provisions of the Hutt City Council Speed Limits Bylaw 2015, and Land Transport Rule: Setting of Speed Limits 2022.

Financial Considerations

38. These changes can be and will be funded from Council's 2022/23 transport budget.

Appendices

No.	Title	Page
1	APPENDIX 1: School Speed Zone Resident Letters (<i>Under Separate Cover</i>)	
2	APPENDIX 2: Responses from residents and Schools (<i>Under Separate Cover</i>)	

Author: Kent Thaw
Road Safety Coordinator

Reviewed By: Andrea Mitchell
Business Manager

Reviewed By: Bob Hu
Traffic Engineering Manager

Approved By: Jon Kingsbury
Head of Transport

RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

Hi there, I received a flyer in my letterbox today , xxx street, petone, informing me that several streets are going to have the speed restriction reduced to 30km.

I am writing to object to this.

- 1) this is just another way to squeeze motorists
- 2) why are Buick and latimer streets included? They are both culdesacs which naturally reduce the speed anyway as there is no through way
- 3) atiawa street, where I live, has already had speed restriction humps installed and does need further rate payer money spent on it
- 4) petone is already gridlocked with traffic due to the housing intensification and big box retailers like Kmart that the council has allowed, therefore does not need ratepayer money spent on speed restriction signage and enforcement

Regards
xxx street
Petone

Hi

We received a letter in our mailbox regarding the reduced speed proposed for streets around Weltec, which it the area we live (Atiawa St & Kensington St).

I am quite comfortable with the proposed changes, however I think they will be unlikely to be adhered to, especially along Kensington. Over the past year or more we have noticed an increasing number of cars speeding down Kensington - it's comparatively wide and a long run down with only one speed hump by the Polytech to slow traffic. We have noticed an increased number of "boy racers" out driving dangerously to build up speeds down that stretch of road, revving their cars and doing donuts etc - and we seldom see Police monitoring speeds.

I have a complete disbelief that unless you put in speed humps to slow the traffic, like was done on Atiawa Street, merely reducing the permitted speeds won't make one iota of difference to the actual speed most cars go.

Happy to discuss further if you have questions.

Regards
xxx

Hi there,

We're thrilled to hear that Kensington Avenue and Huia Street in Petone will soon have 30km maximum speed limits.

While this is great news, I would like to highlight one safety issue that remains. On weekdays, Kensington Avenue is used as student parking at Weltec. Many of the vehicles are very tall trade vehicles which makes turning from Huia Street onto Kensington Avenue very dangerous. You have virtually no visibility if there are vans parked on the corners. Huia is a heavily used street, as many people use it to bypass the Jackson St lights.

It would be great if the council could consider the following:

- Removing the 2 parks on both corners of Kensington/Huia
- Creating a designated area for the crossing street at this corner with Huia. Similar to what you see in other parts of Petone (eg Aurora Street, Bay Street, Heretaunga Street)

Many thanks,

xxx

Kia ora,

Thank you for your letter regarding the proposed speed limit changes around the school zones and we are in favour of these changes.

We live in Richmond Street Petone and have done so for the last 38 years and have been concerned around the speed of some drivers on our street for quite a while now, so we appreciate this change.

Nga mihi nui

xxx

Kia ora Bob Hu

As a resident of the narrow part of Richmond Street my husband and I are delighted that we are part of the speed limits.

We have for years been trying to get some help to stop speeding vehicles.

I just wonder how it will be enforced. We have stop signs on Campbell/Richmond intersection and cars regularly charge through. Being narrow with cars now parked up both sides for the day it's an ongoing problem.

But pleased a limit will be set and do hope it works well.

Regards

xxx

Kia ora

I support the proposed speed limits around Wilford school. In my time in the community I've witnessed a number of near misses around the school, particularly near the pedestrian crossing and at the intersection at Manchester/William. I have two suggestions to strengthen this proposal:

1. Extend the restriction zone just beyond the Manchester/William St intersection (along William st) to avoid cars suddenly speeding up at a critical crossing point for children.
2. Extend the hours the lower speed applies. A number of children attend an after-school programme at the school until around 5:45pm, plus there is a swimming club at the school with significant numbers of children attending. This means a number of children and parents are still crossing the roads beyond regular pick-up times. I would also like to see traffic calming considered in Tennyson St (I live at 21). A number of children walk/bike/scoot down this street to get to and from school. There is also a kindergarten on the street. Due to the wide street design, cars drive at speed, creating risk for children as they cross the road.

Regards

xxx

xxx st

Petone

RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

Hi

My name is xxx and I have looked at the map concerning William Street the street running past Wilford School in Petone and definitely would like to see reduced speed for vehicles in the area indicated, this would be a fantastic start.

However School Zone signage at the junctions of South St and Manchester St with William St are also definitely needed to warn drivers that the school is very close.

Also needed are speed humps in William Street just past these junctions which would be very effective in slowing down cars approaching the crossing outside the school.

I have contacted the council previously due to an incident at the crossing and repainting of the white crossing lines and markings have been done which I am grateful for but the signage and humps in conjunction with the reduced speed is what is needed to keep my grandson and all the other children that attend the school safe Thank you

Kia Ora,

Thank you for the application of 30 kph around Weltec and other school areas.

I fully support it. What I would really like to see is 30kph throughout Petone, and something done about speed limits on the Petone Esplanade, and all of Jackson st.

Also more pedestrian crossings on Jackson St to discourage heavy traffic from using it as a thorough fare .thank you for the opportunity to comment

Nga. Mihi

xxx

Hello,

We recently received a letter concerning the proposed Speed Restrictions to be enforced around Wilford School in Petone. I want to suggest that this speed restriction be extended north along William St to include Graham St, and down Graham Street.

This will help keep children safe when walking to/from school when crossing the top end of Graham Street (Graham St & William St intersection). Also reducing the speed on Graham St will also help, as a large number of vehicles heading to/from Bob Scott, travel at speed when turning into or out of Graham street (often cutting the corner).

Ideally, a small traffic island at the intersection of Graham & William St (similar to Bracken St) would help slow down cars in this area and allow pedestrians (schoolchildren) safer travel when crossing Graham St.

Regards

xxx

Dear Bob Hu

Thanks for the notice we received in our letter box regarding reducing of speed limits near us. I am in favour of the suggested speed changes and raised crossings. We still see too many cars racing down Bracken Street. Also with two schools nearby, the slower the better.

kind regards

XXX

Mr Hu,

This email is in response to your recent undated letter outlining the proposal of the Hutt City Council ("Council") to limit speeds in 2 Petone school zones to 30 km/h during school hours, and inviting submissions on the proposals outlined in your letter ("Council's proposals").

We reside in Latimer Way, which is one of the 10 streets which the map on the reverse side of your letter shows as being affected by Council's proposals.

We do not agree with Council's proposals. Our views can be summarised as follows –

1. Your letter ends by asking if there are any streets that should be included in Council's proposals but which are not already included in what is described in your letter. Our answer to that question is that there are no further streets that should be included.

2. To the contrary, it seems to us that 8 of the 10 streets to which Council's proposals presently relate should not be affected by the proposals, and that the proposals should be amended to remove those 8 streets, so that Council's proposals would relate only to Britannia Street and Elizabeth Street.

3. Specifically, the 8 streets that should be removed from the scope of Council's proposals are Richmond Street, Kirks Avenue, Jackson Street, Buick Street, Kensington Avenue, Atiawa Street, Huia Street, and Latimer Way.

4. The reason that those 8 streets should be removed from the Council's proposals is that none of them can reasonably be considered to be a "road outside a school" for the purposes of the Setting of Speed Limits Rules 2022, for the reasons set out later in this email.

5. Instead, the only 2 streets presently subject to Council's proposals that can properly be considered to be "roads outside a school" are Britannia Street and Elizabeth Street. In the case of Britannia Street, that is because each of Sacred Heart School and Petone Central School have frontage on Britannia Street. In the case of Petone Central School, it also has pedestrian access from Elizabeth Street, albeit that is not the main entrance to that school.

6. Pausing there, it is worth noting that the 90° bend in Elizabeth Street which occurs directly outside where the gate into Petone Central School is, coupled with the fact that Elizabeth Street is comparatively short, may make it unlikely that vehicles will pass that gate at speeds approaching 50 km/h, regardless of Council's proposals. However we are content for Council's proposals to continue to apply to Elizabeth Street, nevertheless.

7. In the case of Latimer Way where we live, there are 3 further reasons why we consider it should be removed from the scope of Council's proposals, namely –

a. Unlike all other streets mentioned above, Latimer Way is a private road. It is at least doubtful if the Setting of Speed Limits Rules 2022 authorises Council to impose speed restrictions on private roads;

b. Latimer Way is short, narrow and features two 90° bends. Quite possibly none of the vehicles using Latimer Way even approach 50 km/h, and many of them already travel at speeds considerably less than that (maybe mostly even less than 30 km/h) and will very likely continue to do so regardless of Council's proposals;

c. Latimer Way is also a dead end street, making both speeding and its use by pupils to access either of the above schools inherently unlikely. (The same point also applies to Kirks Avenue).

We expect that with one exception, most of the points we have set out above will be sufficiently clear as to not require further explanation from us. The exception is para 4 above, in respect of which we expect it may be useful if we explain why it is that we think that 8 of the 10 streets presently subject to council proposals cannot be considered to be "roads outside a school" in respect of which Council is empowered to fix speed limits. We will elaborate on that point below.

...cont'd

...cont'd

When the Setting of Speed Limits Rules 2022 provide for councils to fix speed limits around schools, they do so by referring to speed limits for a "road outside a school", an expression used at least 9 times in the Rules. (In addition there are also some references to a "road outside a category 2 school"). In ordinary usage, "road outside a school" means what it says – it refers to a street or road that is immediately adjacent to or "outside" a school, and the expression would not ordinarily be understood as including streets several blocks away.

For example, we suggest that few if any Petone residents would describe Jackson Street as being "outside" Petone Central School, but that is how Jackson Street is being treated by Council's proposals. We suggest that if the Setting of Speed Limits Rules had intended to empower councils to place speed restrictions on streets some distance away from the school, then instead of referring to a "road outside a school" they would have referred instead to a "road in the vicinity of a school", or something similar. However there is no such language used anywhere in the Rules.

In addition, other terminology used in the Rules leads to the same conclusion. For instance –

- Rule 3.11(1)(b)(iii) of the Rules requires a council's plan to identify "roads outside schools for which changes to speed limits are needed";
- Rule 3.11(2)(f) of the Rules also envisages that the result of a plan will be "speed limits outside schools".

Neither of those expressions is apt to describe anything other than a street or road which is immediately outside a school.

Although Rule 5. 1(a) does provide for councils to have some discretion about "what sections of the road under its control are a road outside a school", the obvious purpose of that discretion is to permit councils to impose speed limits on only some parts of a street in which a school is present, rather than on all of the street, and it does not authorise Council to conclude that a street such as Jackson Street is "a road outside a school" when it clearly is not such a road.

Further, your letter is wrong to suggest that the Rules require Council to reduce speed limits "in school zones". The expression "school zones" does not appear anywhere in the Rules, and neither does the word "zone". This further emphasises that "road outside a school" needs to be interpreted as meaning what it says and not as referring to adjacent roads that are not outside any school at all.

For those reasons we suggest that the only 2 streets in respect of which the Setting of Speed Limits Rules 2022 permit the Council to fix lower speed limits are Britannia Street and Elizabeth Street, as they are the only 2 schools mentioned in the Council's proposals which are "outside a school". Consequently, speed limits in respect of the 8 streets referred to in item 3 above are not authorised by the Rules, and references to those streets should be removed from the Council's proposals accordingly.

xxx xxx

Hi,

We support the change of speed around our school. We would also like to suggest you consider some speed humps in Britannia Street and flashing school zone signs.

Many thanks

xxx

xxx

Sacred Heart School

xxx

Petone 5012



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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RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

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) to place and movement values of the road corridor.

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Our plan for speed limits in Hutt Valley

Short-term changes

By 2027, we propose to focus changes to speed limits at community centres and in the western hills, because of a greater safety risk rating and rate of crashes.

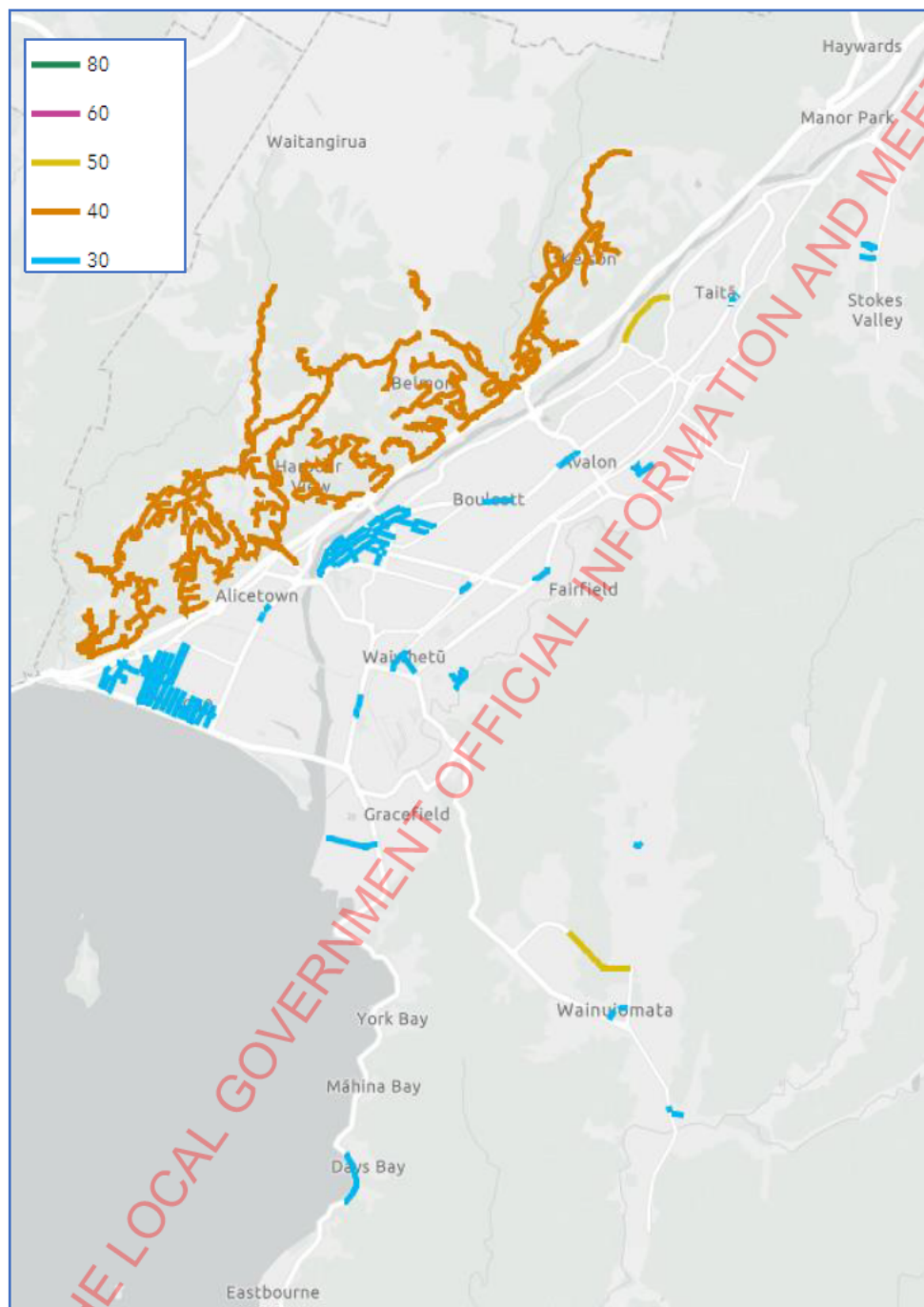


Figure 1: Proposed changes to speed limits in Lower Hutt between 2024 and 2027

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.

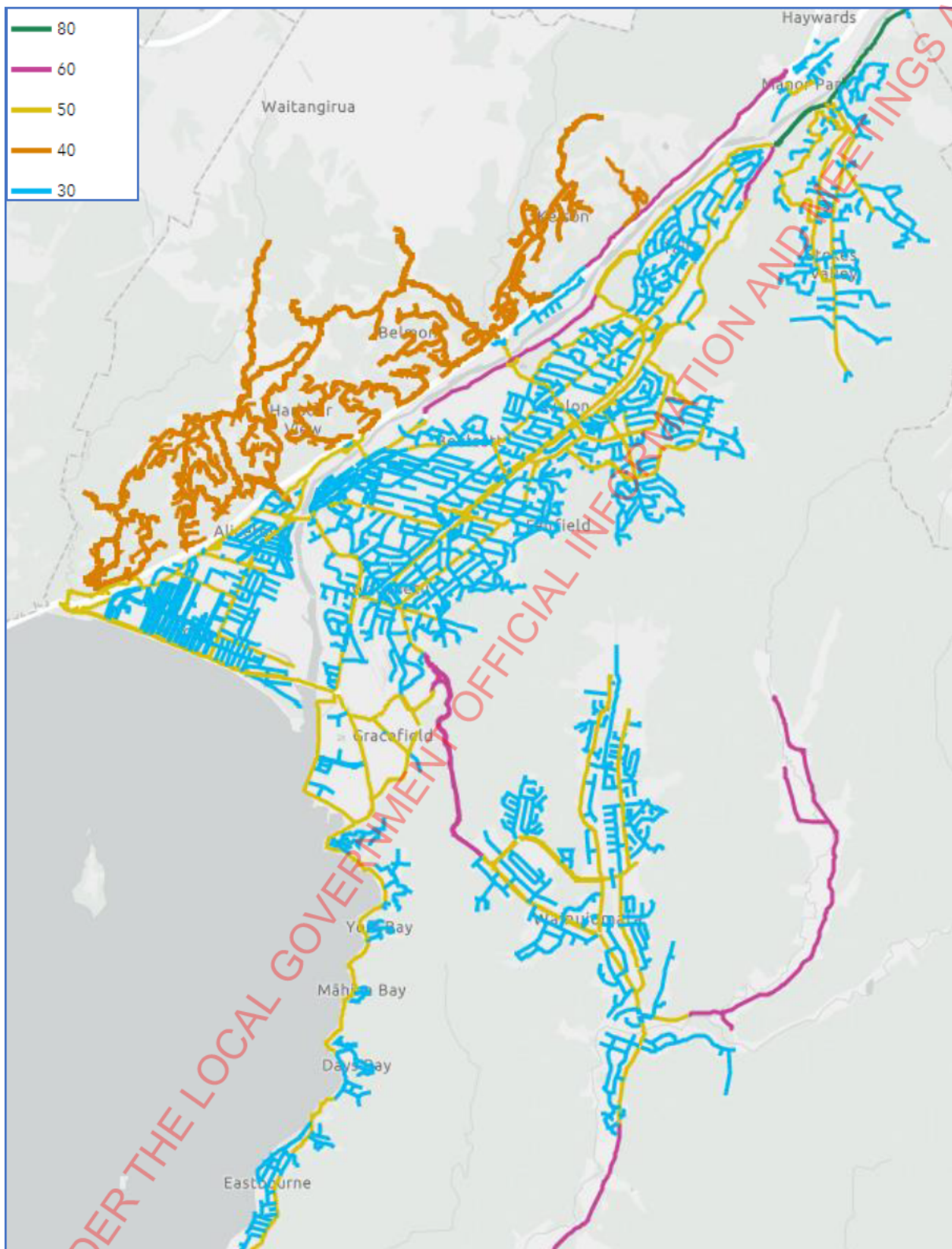


Figure 2: Indicative speed limits in Lower Hutt by 2034

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.

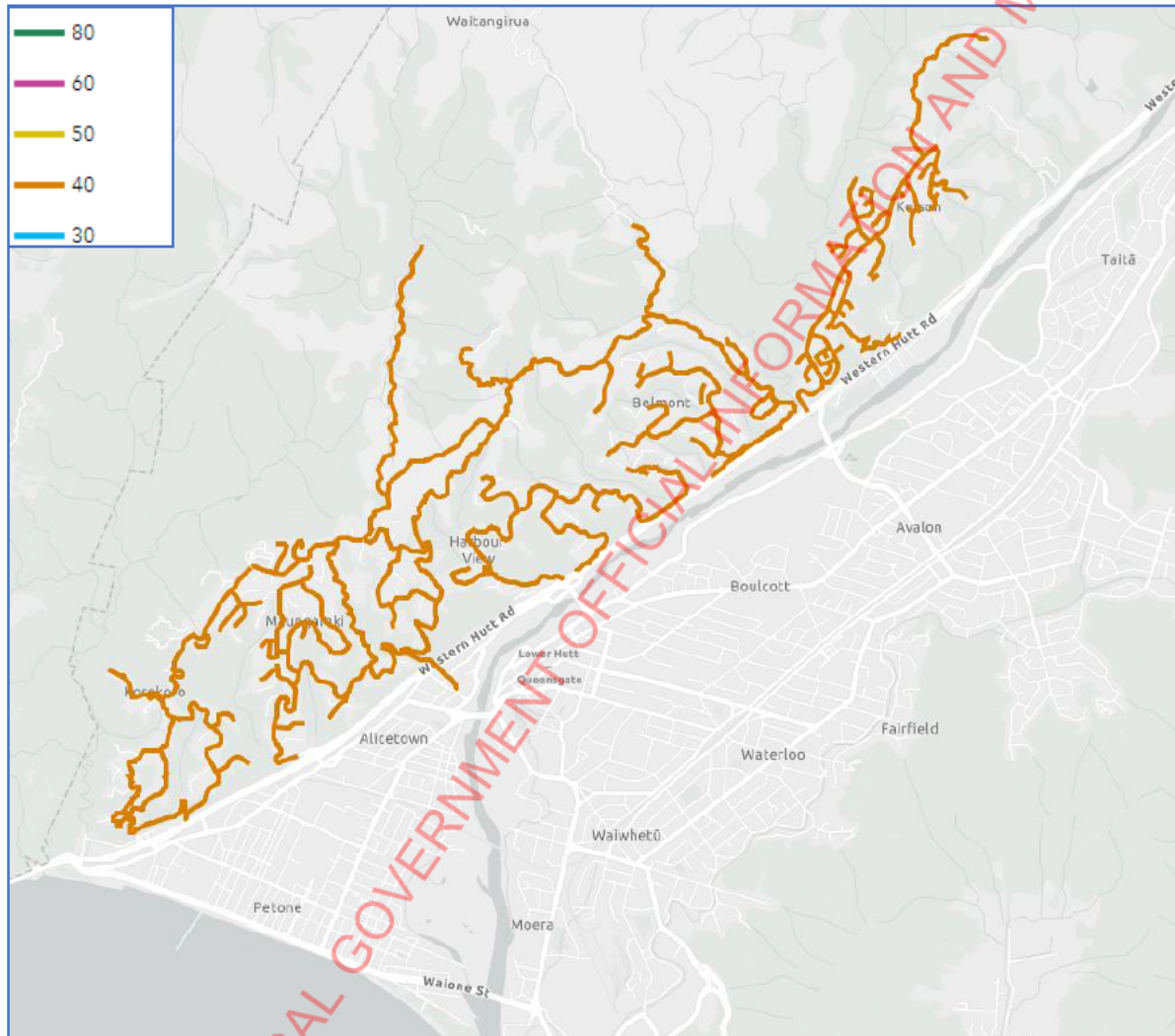


Figure 3: Road sections with proposed speed-limit changes in the western hills

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).

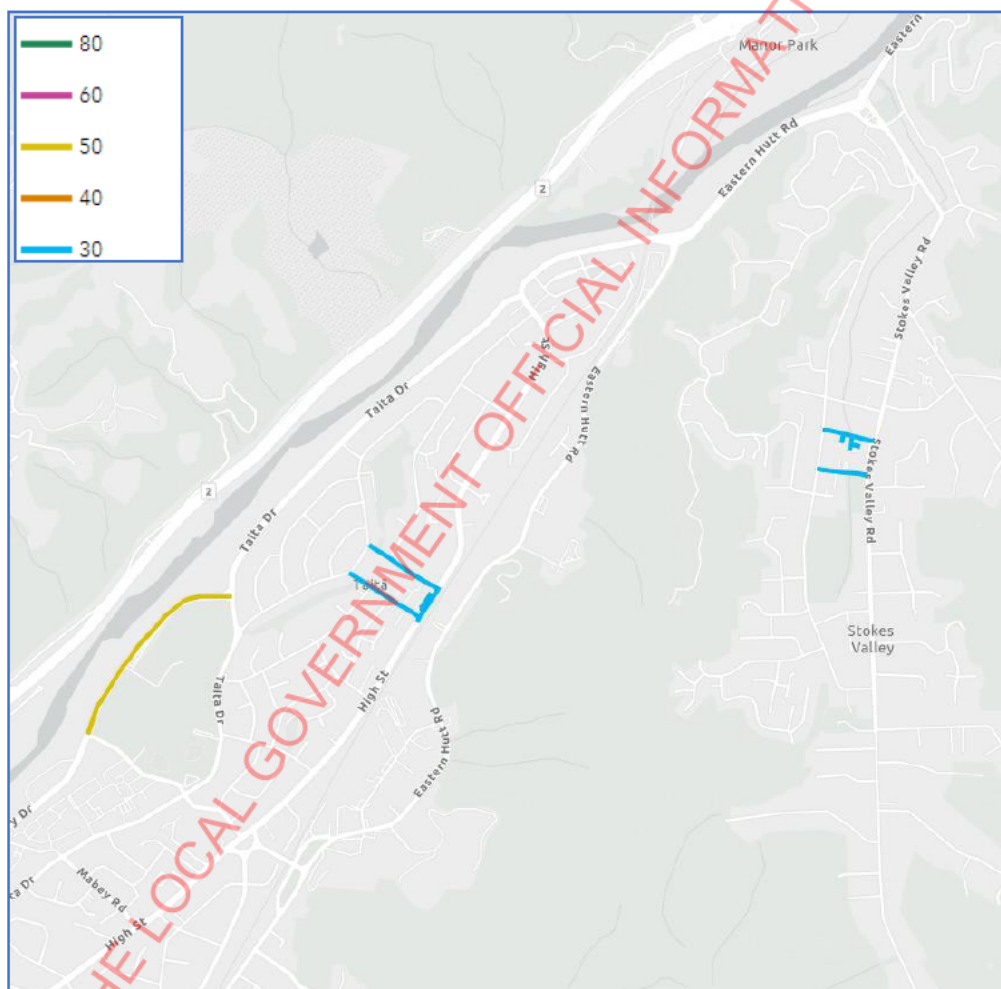


Figure 5: Road sections with proposed speed-limit changes in Stokes Valley and Taita

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.

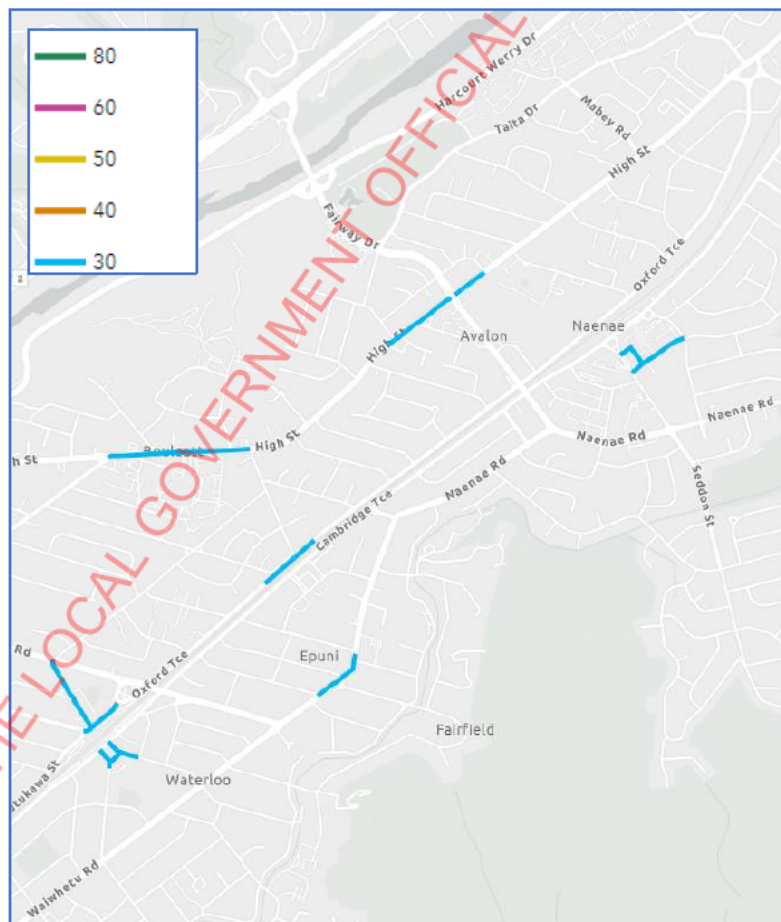


Figure 6: Road sections with proposed speed limit changes in Naenae, Epuni, Fairfield, Waterloo, Boulcott and Avalon

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.

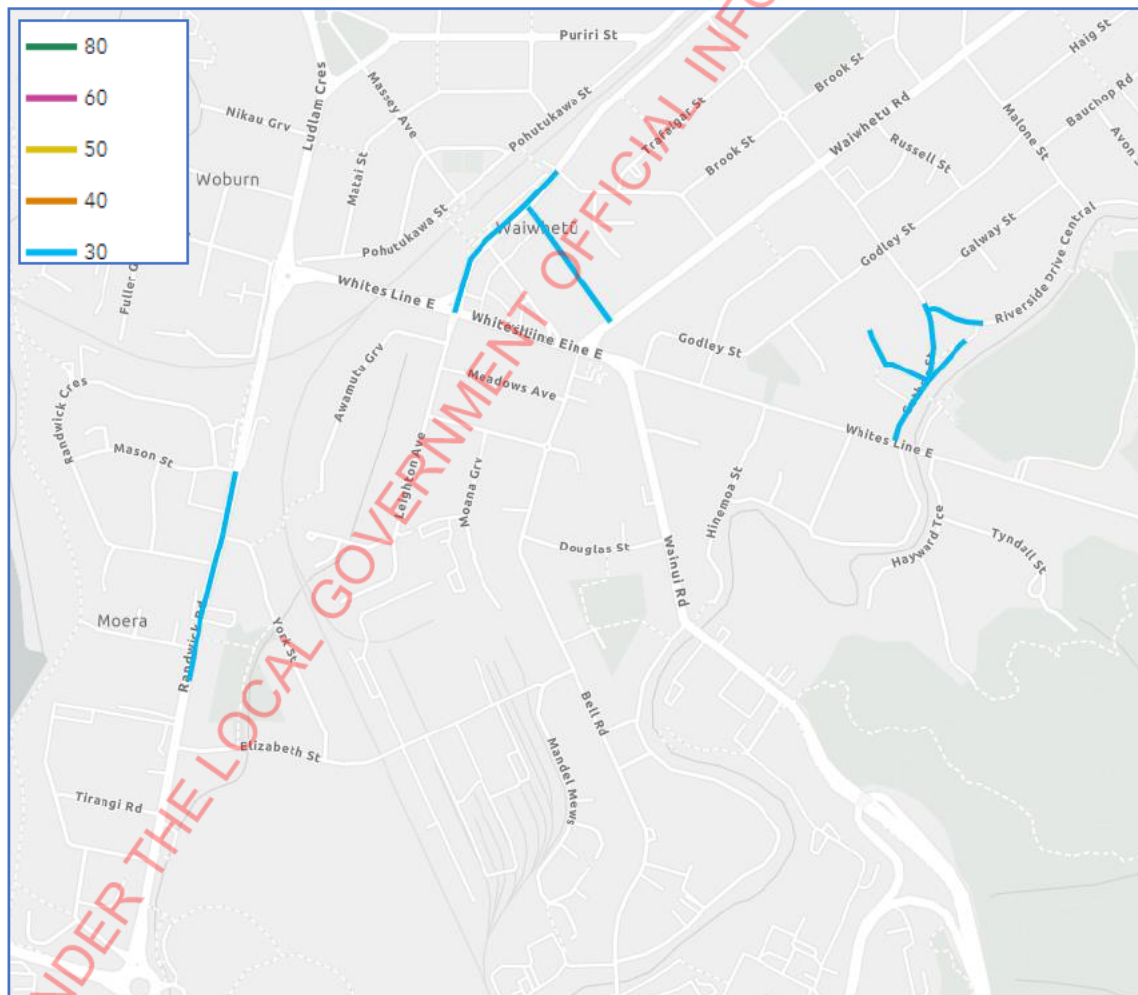


Figure 7: Road sections with proposed speed-limit changes in Moera, Waiwhetu and Woburn

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.

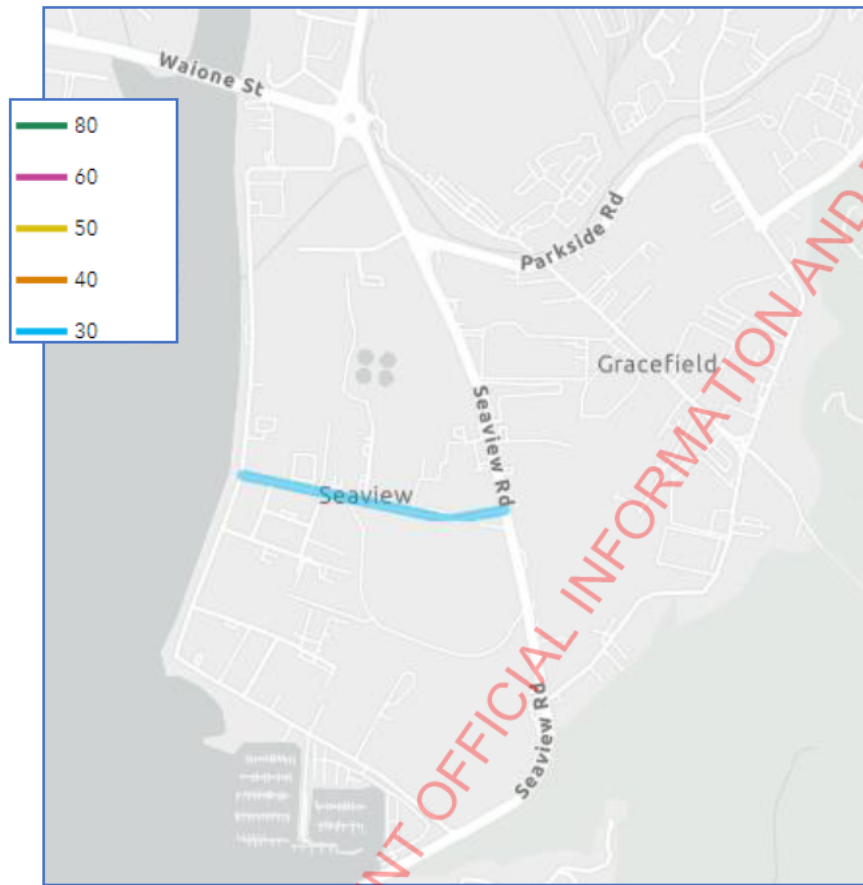


Figure 8: Road sections with proposed speed limit changes in Seaview, Gracefield and Point Howard

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.

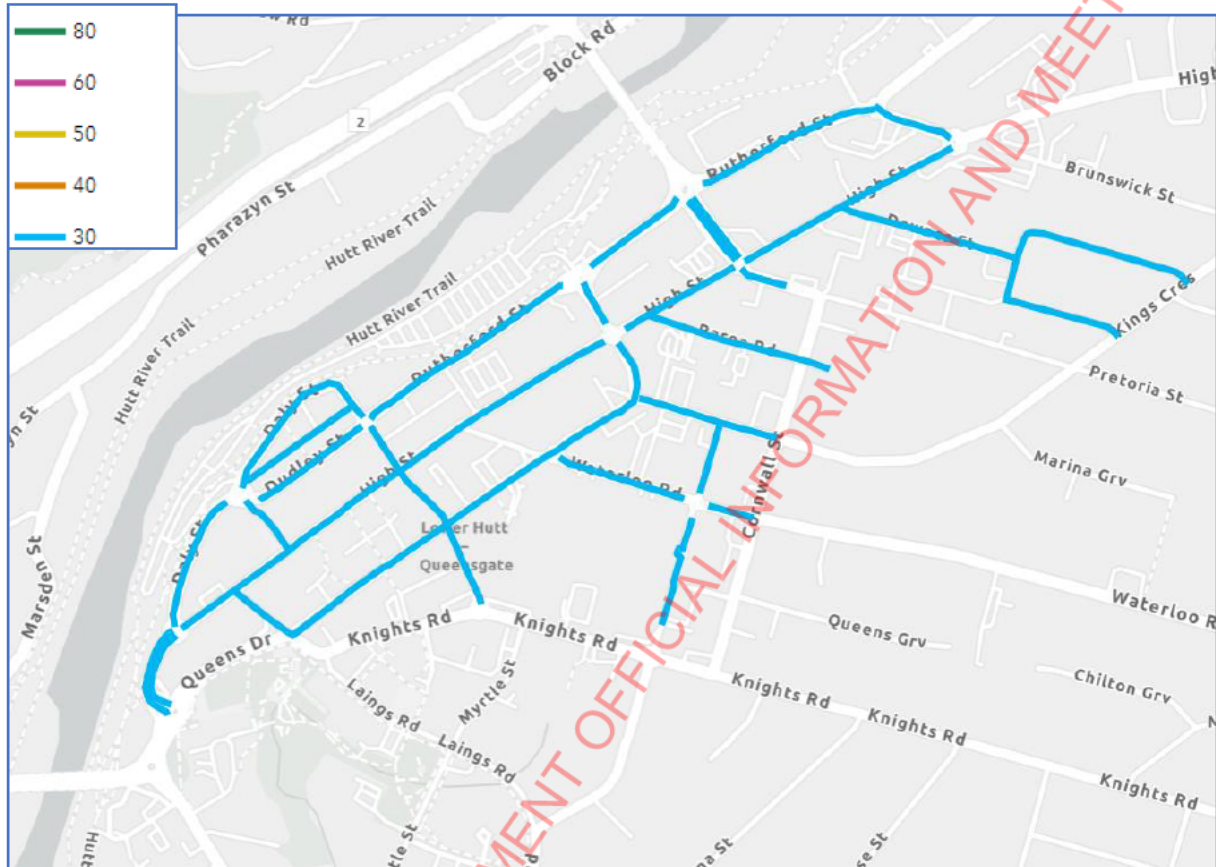


Figure 9: Road sections with proposed speed-limit changes in the city centre

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.

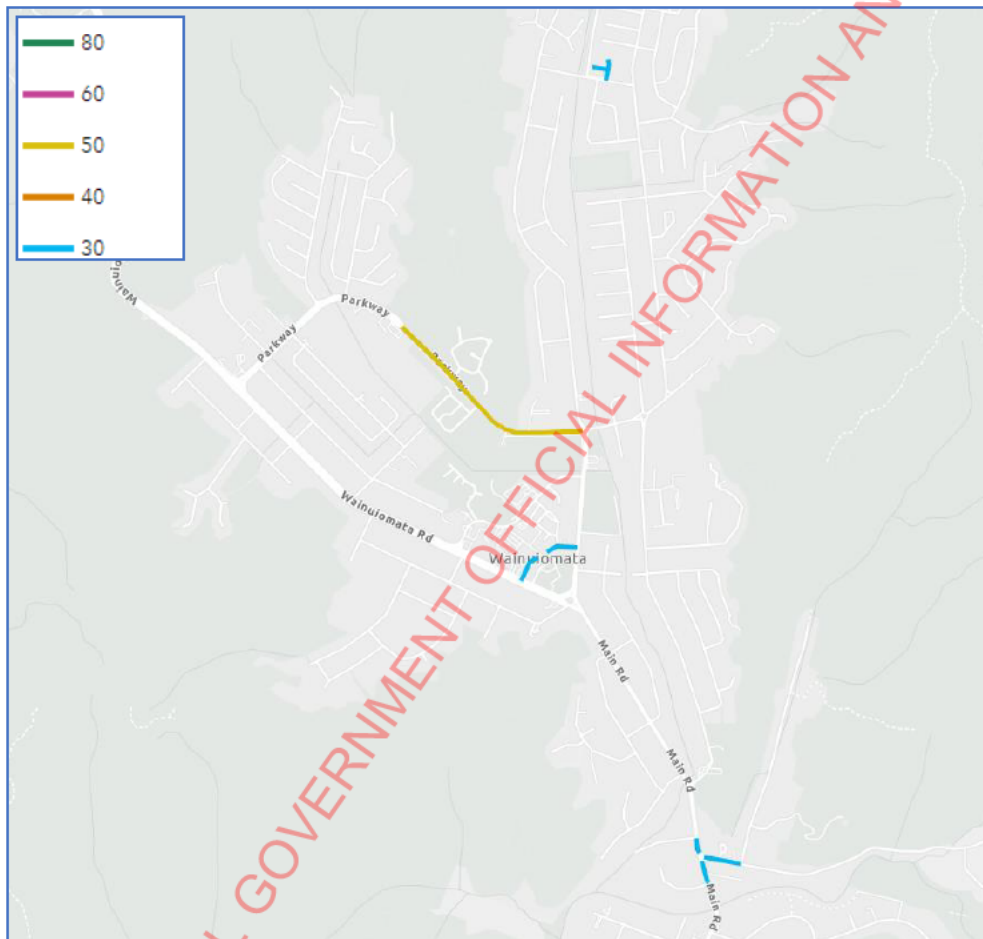


Figure 10: Road sections with proposed speed-limit changes in Wainuiomata

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.

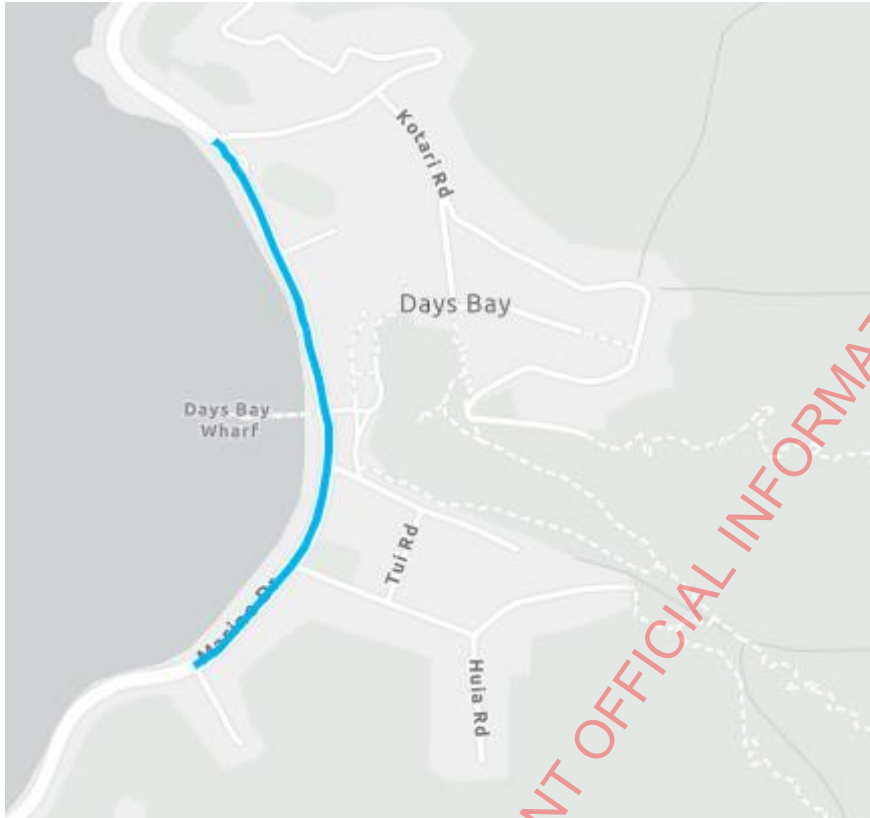


Figure 11: Road sections with proposed speed limit changes in the East Bays

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 Tumuaki 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.

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