

10 August 2023

Grant Bristow

s 7(2)(a)

Susan Sales  
Senior Advisor Official Information and Privacy  
04 570 6666 / 0800 488 824  
[Susan.Sales@huttcity.govt.nz](mailto:Susan.Sales@huttcity.govt.nz)  
Our reference: LGOIMA

Dear Grant

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

We refer to your official information request dated 12 July 2023 for information about the Boulcott Street and Mitchell Street intersection upgrades (enquiry 1011499), specifically:

- 1) *Official reports that summarize your experts recommendations regarding this project.*
- 2) *Reports that justify having raised areas of affected area of High St.*
- 3) *Reports that justify a 30km/h speed limit along a main arterial route.*
- 4) *Proof that emergency services have been consulted of this proposed change.*
- 5) *Proof that there has been formal consultation with affected residents.*

We regret that your earlier communication with Hutt City Council has not received a response. Our responses to your questions above are provided below.

*Official reports that summarise your experts recommendations regarding this project*

The upgrades on the Boulcott Street and Mitchell Street intersections are part of the High Street Intersection Improvements Project.

The upgrade of the Boulcott Street with High Street intersection is a requirement of the Environmental Court resource consent conditions set for the nearby Summerset Retirement Village. The intersection improvements must be completed before the facility can open.

Due to proximity and awareness of congestion, it was decided to include the Mitchell Street with High Street intersection in the project too.

Installing signalised crossings in both areas will help achieve optimal traffic management with synchronized traffic flow, while also improving safety for all road users in the area.

*Reports that justify having raised areas in the affected area of High Street*

Waka Kotahi New Zealand Transport Agency recommends use of raised platforms at intersections as part of the New Zealand's Road Safety Strategy. Information about this strategy is available on the Waka Kotahi website at [www.nzta.govt.nz](http://www.nzta.govt.nz).

Hutt City Council's design for the intersection upgrades follows national best practice.

*Reports that justify a 30km/h speed limit along a main arterial route*

A 30km speed limit is required when installing a raised platform at an intersection. A city-wide speed review is currently in progress and the outcome of this may influence the speed limit along this whole corridor, not just at the intersections themselves.

The Boulcott Street and Mitchell Street intersections have a high volume of turning and crossing movements, therefore exposing pedestrians and other vulnerable traffic. Applying the Waka Kotahi Speed Management Guidelines (see [www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/speed-management-guide/](http://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/speed-management-guide/)), the safe and appropriate speed to travel at this location is 30km/h.

Reducing the speed limit from 50km/h to 30km/h over this 300m long section of high street is only expected to add 15 seconds to the overall journey travel time but will provide significant safety improvement to this area.

*Proof that emergency services have been consulted of this proposed change*

Emergency organisations below were included in our emergency services engagement notification. A copy of the email flyer that they were sent is attached as Appendix 2.

The names of the individuals representing each organisation has been withheld under section 7(2)(a) of the LGOIMA, to protect the privacy of these individuals.

Emergency Organisation	Email address
Police	§ 7(2)(a) @police.govt.nz
FENZ	§ 7(2)(a) @fireandemergency.nz
St Johns	info@stjohn.org.nz enquiries@stjohn.org.nz
Wellington Free Ambulance	§ 7(2)(a) @wfa.org.nz § 7(2)(a) @wfa.org.nz § 7(2)(a) @wfa.org.nz

*Proof that there has been formal consultation with affected residents*

See Engagement Report attached (Appendix 1).

The planned changes to the speed limit of the Boulcott Street and Mitchell Street intersections were publicly consulted on, and this aspect of the proposal did not receive any opposing comments. The draft Management Plan is attached to this email (Appendix 3).

Please note that our response to your information request, including your name, may be published on Hutt City Council's website.

You have the right to seek an investigation and review by the Ombudsman of this response. Information about how to make a complaint is available at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz) or freephone 0800 802 602.

Yours sincerely

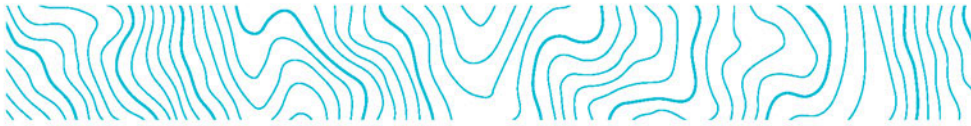


Susan Sales

**Senior Advisor Official Information and Privacy**

Encl:-

- App 1 – High Street Intersection Improvements Engagement Summary
- App 2 – Flyer - High Street Intersection Improvements project
- App 3 – Draft speed management plan



# Engagement Summary Report

High Street Intersection Upgrades

Project Owners: Hutt City Council / Te Awa Kairangi

Date: June 2023



Figure 1: Aerial view of Te Awa Kairangi / Hutt City

## Project background

The purpose of this document is to summarise the feedback received from stakeholders and the community, regarding the detailed design for improvements to Boulcott and Mitchell Street intersections along High Street, Lower Hutt.

The High Street Intersection Upgrades project is integral to a transport system that connects communities, provides access to social opportunities, and contributes to the growth of the economy.

The project is a steppingstone to the vision for the Te Awa Kairangi ki Tai Lower Hutt area set out in the Hutt City Council Integrated Transport Strategy.

To date, there has been no engagement with partners, stakeholders, or the wider community regarding this project. This round of engagement was the first-time information about the project was shared with the community for feedback.

Summerset Retirement Village located at 1a Boulcott Street is a development with construction well underway. The village will home approx. 300 residents, with their first residents expected to move in late 2023.

The Boulcott intersection improvements originated in part, from a Summerset Village resource consent condition, that required an upgrade to the existing High Street/Boulcott Street intersection, to accommodate anticipated pedestrian and traffic growth. The upgraded intersection needs to be built prior to Stage 2 of the retirement village being occupied.

## About the project

After consideration of development in this wider area, growing congestion and future growth, Hutt City Council has assessed that improvements to intersections are needed to improve traffic flow and safety for all road users.

The intersections of Mitchell and High Street and Boulcott and High Street have been identified as two key areas in need of upgrades.

High Street is a key connector that passes through several communities. These intersections are tricky to navigate safely for vehicles, pedestrians, and cyclists. Congestion at peak times make them difficult to travel through.

With traffic engineering expertise, we have developed a plan that includes adding traffic lights with signalised pedestrian crossings to both intersections as the best option to ensure safety and manage traffic congestion.

## Benefits

- Safe navigation and dedicated traffic light phases for side road traffic leaving both intersections.
- Safe signal-controlled pedestrian crossings on all sides.
- Ability to cope with traffic growth and future needs.

## Boulcott Street Improvements

Prior to engagement, the improvements at Boulcott Street include:

- Adding traffic lights to the intersection.
- Adding a raised intersection platform.
- New accessibility ramps/footpath.
- Traffic signs with '30km/h' entry.

Outcomes include:

- Replacing the existing zebra crossings with signalised crossings.
- Adding two new carparks.
- Removing 10 carparks.



Figure 2: Reference of Boulcott Street design

## Mitchell Street Improvements

Prior to engagement, the improvements at Mitchell Street include:

- Adding traffic lights to the intersection.
- Adding a raised intersection platform.
- New accessibility ramps/footpath.
- Traffic signs with '30km/h' entry.

Outcomes include:

- Replacing the existing zebra crossings with signalised crossings.
- Removing 10 carparks.

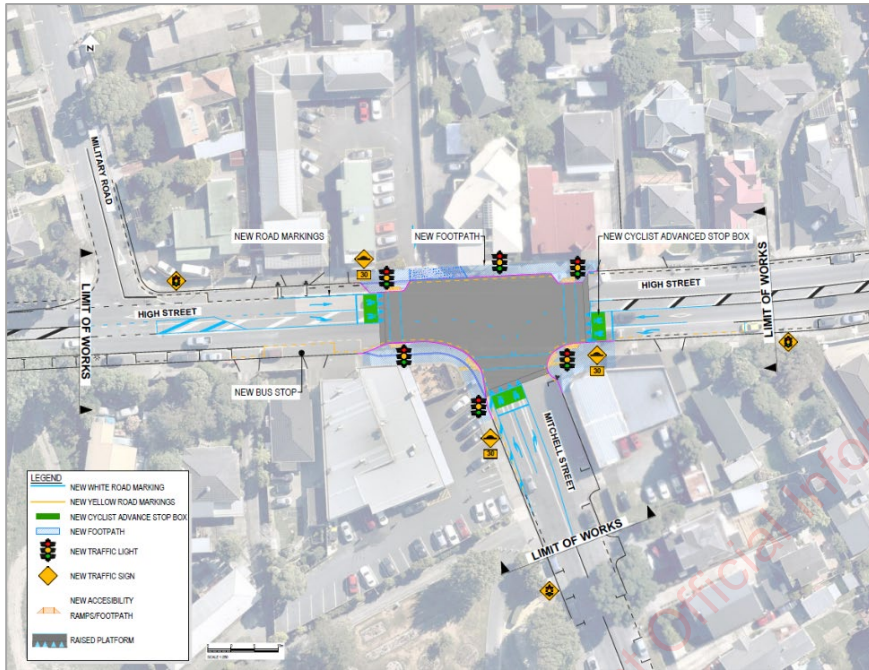


Figure 3: Reference of Mitchell Street design

## Engagement approach

For effective engagement, our project team set out and adhered to the following communication and engagement principles:

- Provide a clear, consistent, reliable source of project information/messaging.
- Be clear, and transparent about what partners, stakeholders and the community can and cannot influence from the get-go.
- Ensure all partners, stakeholders and community are aware and kept well informed of the progress of the project, and any decision that would impact them.
- Enhance Councils understanding on partner, stakeholder and community views and issues.
- Ensure that stakeholder and community inquiries about the project are managed and resolved effectively.
- Enhance Councils relationship with partners, stakeholders, and the community.
- Enhance/manage the reputation of HCC.

Engagement was undertaken to inform the design of these improvements, and to better understand local views on the detailed design. Feedback will be reviewed, investigated, and considered in planning, and where possible feed into the final design.

The engagement approach was guided by the International Association for Public Participation (IAP2) framework. IAP2 helps to clarify the level of participation of stakeholders and the community.

INCREASING IMPACT ON THE DECISION					
	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.

For this stage of the project, the engagement approach will be to:

- Consult with the Governance groups.
- Inform with the Partners group.
- Inform the Stakeholder group.
- Inform the Community.
- Inform the Interested parties.

Our engagement was undertaken in three phases. The table below outlines which stakeholders were engaged in each phase and engagement materials. (Refer to appendix).

The first phase was targeted to directly impacted property owners allowing appropriate time for them to engage with the project team prior to tenants and residents being notified of the upcoming changes.

DATE	PHASE	MILESTONE
22-28 May 2023	1	Engage with 'directly impacted property owners and mana whenua' (opportunity to engage for five weeks) <ul style="list-style-type: none"> <li>o Memo/briefing pack</li> <li>o Emails</li> <li>o Letters posted</li> </ul>
29 May – 4 June 2023	2	Engage with 'directly impacted tenants and business owners/operators and key stakeholders' (opportunity to engage for four weeks) <ul style="list-style-type: none"> <li>o Emails</li> <li>o Letter distribution</li> <li>o Webpage update</li> <li>o Stakeholder meetings</li> </ul>

5 June – 23 June 2023	3	Engage with ‘indirectly impacted property owners, tenants and business owners/operators and wider community’ (opportunity to engage for three weeks) <ul style="list-style-type: none"> <li>○ Social media post</li> <li>○ Stakeholder meetings</li> </ul>
23 June 2023		Feedback closed

## Feedback received

We received feedback from a total of 39 people. This was provided from people via email, direct feedback from meetings with 10 stakeholders and comments by 20 people on a social media post (Facebook tracking).

### We heard from

- Directly and indirectly impacted property owners and tenants.
- Directly and indirectly impacted business owners and operators.
- Local business associations.
- Lower Hutt community and residents.
- Schools.
- Health care providers.
- Developers.

### Overall sentiment

The majority of people indicated that they understood the need for the improvements and agreed that both intersections are difficult to navigate, impact traffic flow and raise safety concerns.

Most people provided neutral feedback, offering ideas where they felt the designs could be improved. This feedback has been themed below.

There was strong feedback from businesses at both intersections – particularly around the changes to parking – that removing parking spaces to allow for the signalised intersection could negatively impact business operation.

### Safety

Most people indicated that traffic lights, at both intersections, will greatly improve the safety of road users along this route.

Several people stated that the intersections raise safety concerns and shared their experiences and/or witnessed near misses/accidents. People were supportive of safety



improvements for cyclists and pedestrians at these intersections and would like to see these through.

### **To be reconsidered in the design**

- Re-investigate crash data at both intersections.
- Further safety measures for cyclists and pedestrians

*"There has been so many near misses and quite a few car accidents"*

*"The pedestrian crossing outside the hospital is the worst I've seen for people not stopping."*

*"High risk area for vehicles and pedestrians alike"*

### **Traffic flow**

People noted that High Street is an extremely busy corridor as it passes through several communities and is a key connectivity route. With this, comes its own challenges as this corridor is critical for access to key healthcare and childcare facilities, and businesses.

Some people questioned the need for traffic lights with suggestions of roundabouts being more effective. While some people agree that this is long overdue, there was some concern that traffic lights will have a negative impact on traffic flow due to increased stop and starts.

Few people raised suggestions around the coordination of the traffic lights at both intersections to support better traffic flows.

It was noted that there are already traffic blocking entrances to nearby roads such as Military Road. People expressed concern that with the installation of traffic lights, vehicles will queue and continue to block cars from entering and existing the road impacting traffic flow.

### **To be reconsidered in the design**

- Yellow hatching markings at Military Road and High Street intersection will be included to mitigate vehicles blocking the entrance/exit.
- Traffic lights at both intersections will be coordinated to maximise traffic flow.

*"Long overdue,  
it's so busy in  
that area"*

*"Traffic in and out of  
Military road can be  
chronic, especially at  
peak traffic times"*

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## Changes to parking

Changes to the number of parking was of serious concern for directly impacted business owners and operators, particularly those with parking spaces directly outside of their premises. Feedback indicated that these businesses rely on these parking spaces for their customers. In addition, dedicated space is needed for delivery vehicles. Business owners and operators are concerned that removing parking in this location would result in a decline of customers and negatively impact business as a whole.

Some people noted that parking in the vicinity of the businesses should all be time limited and enforced. This will mitigate spaces being occupied for hours and allow customers to access the local businesses with more ease.

Other people from the wider community, commented that the removal of parking spaces would result in patrons filling up nearby streets.

People also provided alternative parking suggestions such as angled parking, and reinstated parking in other areas.

## To be reconsidered in the design

- Investigate what parking can be maintained while meeting the safety design criteria.
- Investigate further parking opportunities in the area.
- Investigate time-limited parking.
- Continue to engage with directly impacted business owners and operators as the project progresses.

*"There is limited parking in the area as is"*

*"Our customers use these car parks, removing these will mean our customers will find it more difficult to access our stores"*

*"Need to enforce time parking with existing parks"*

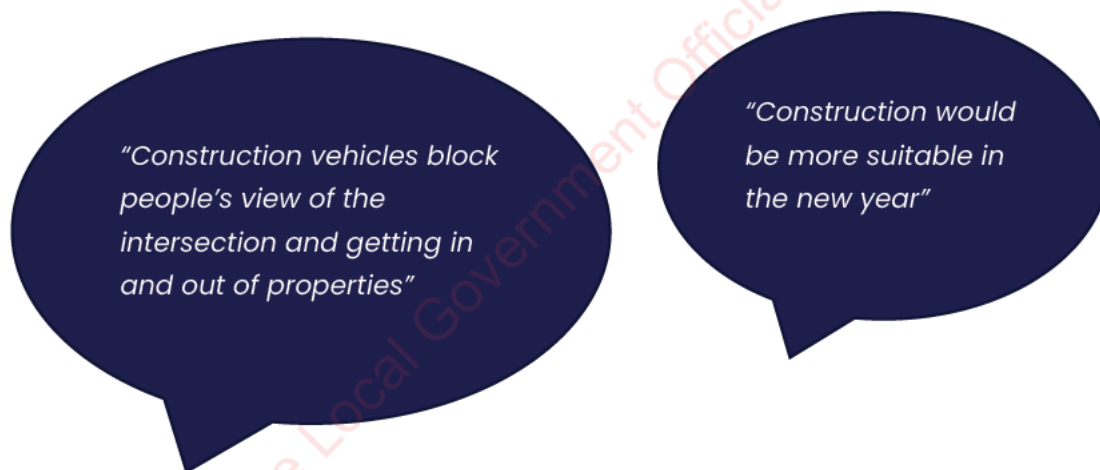
## Construction disruption

Though there is an understanding that construction will ultimately impact businesses and local community, key stakeholders in the area would like the project team to consider opportunities to minimise disruption through the construction methodology. The proposed construction timeline could negatively impact businesses at Mitchell Street, due to the end of year holiday period being their busiest sales season. These businesses made it very clear that no construction occurs in the lead up to Christmas, that dust and noise is managed, and access to these businesses are maintained.

Key conversations with stakeholders conveyed that they would like to be kept informed of construction methodology, impacts, timelines and works. Several residents also requested that no construction vehicles be parked down Military Road due to constrained parking for residents.

## To be reconsidered in the design

- Given the importance of the project area, both the construction methodology and Traffic Management Plan will be considered carefully to keep impacts to a minimum.
- The project team will consider all feedback and speak/inform the residents and businesses affected as the project progresses.



## Other comments

People provided feedback on safety improvements to additional bus stops in the area. A proposal by Metlink suggested introducing better road markings, and shifting the bus stops slightly to improve vehicle access and customer accessibility.

## To be reconsidered during finalising the detailed design

- Work with Metlink to implement bus stop improvements in conjunction with this project and investigate aligned communication and engagement to inform residents of bus stop changes.

## Next steps

The feedback received from stakeholders and the community has been invaluable. Feedback received during this engagement will be reviewed and considered in finalising the detailed design.

The project team will present the findings to the Hutt City Council Leadership Team and Elected members on Thursday, 13 July 2023. The Engagement Summary Report will be used to demonstrate the communities overall feeling of the project.

Once the project has been endorsed by Council, the project team will begin the process to engage a contractor to undertake the intersection improvement works.

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# Appendix – Engagement materials

## Flyer to community



29 May 2023

Kia ora resident,

This letter is to provide you with information on a project happening in your area – High Street Intersection Improvements. This project will upgrade the intersections at Boulcott and Mitchell Streets along High Street, to improve traffic flow and safety for all road users.

Lower Hutt will see an influx to their population. There will be more people moving around the city, therefore, a bigger reliance on the existing transport system. Lower Hutt needs a transport system that is safe, efficient, connects communities, provides access to social opportunities, contributes to the growth of the economy, and enables the people of Lower Hutt to thrive.

After consideration of development in your area, growing congestion and future growth, Council has assessed that improvements to intersections are needed to improve traffic flow and safety for all road users. The intersections of Boulcott & High Street and Mitchell & High Street have been identified as two key areas in need of upgrades.

With expert transport planning and engineering it was determined traffic lights and signalised crossings will be installed as the best option.

30 Laings Road, Lower Hutt  
Private bag 31-912, Lower Hutt 5040



/huttcitycouncil

0800 488 824

contact@huttcity.govt.nz  
www.huttcity.govt.nz

▲ The pattern at the top of this page is inspired by the natural landforms, hills, river, and coastline surrounding Lower Hutt. It represents our people, our place, and our home.

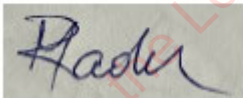
Boulcott Street	Mitchell Street
<p><b>The benefits of these improvements include:</b></p> <ul style="list-style-type: none"> <li>• Safe navigation and dedicated phases for side traffic exiting Boulcott Street</li> <li>• Ability to cope with traffic growth in Lower Hutt</li> <li>• Safe signal-controlled pedestrian crossings on all sides</li> </ul> <p><b>Boulcott Street improvements will include:</b></p> <ul style="list-style-type: none"> <li>• Adding traffic lights to the intersection</li> <li>• A raised intersection platform</li> <li>• Traffic signs with '30km/h' entry</li> <li>• New accessibility ramps/footpath</li> </ul> <p><b>These improvements will result in:</b></p> <ul style="list-style-type: none"> <li>• Replacing the existing zebra crossing with signalised crossings</li> <li>• Removal of 10 carparks</li> <li>• Adding two new car parks</li> </ul>	<p><b>The benefits of these improvements include:</b></p> <ul style="list-style-type: none"> <li>• Safe navigation and dedicated phases for side traffic exiting Mitchell Street</li> <li>• Ability to cope with traffic growth in Lower Hutt</li> <li>• Safe signal-controlled pedestrian crossings on all sides</li> </ul> <p><b>Mitchell Street improvements will include:</b></p> <ul style="list-style-type: none"> <li>• Adding traffic lights to the intersection</li> <li>• A raised intersection platform</li> <li>• Traffic signs with '30km/h' entry</li> <li>• New accessibility ramps/footpath</li> </ul> <p><b>These improvements will result in:</b></p> <ul style="list-style-type: none"> <li>• Replacing the existing zebra crossing with signalised crossings</li> <li>• Removal of 10 carparks</li> </ul>

Please see images attached for further details.

As these improvements are happening in your community, we welcome you to share your comments or questions by sending an email to [contact@huttcity.govt.nz](mailto:contact@huttcity.govt.nz).

Alternatively, you can view our project webpage for further details. [hutt.city/highstreet](http://hutt.city/highstreet)

Ngā mihi nui,



Marian Radu

Project Manager, Hutt City Council

**Reference of parking changes at Boulcott Street:**

*Red – Removed carparks*

*Blue – New carparks*



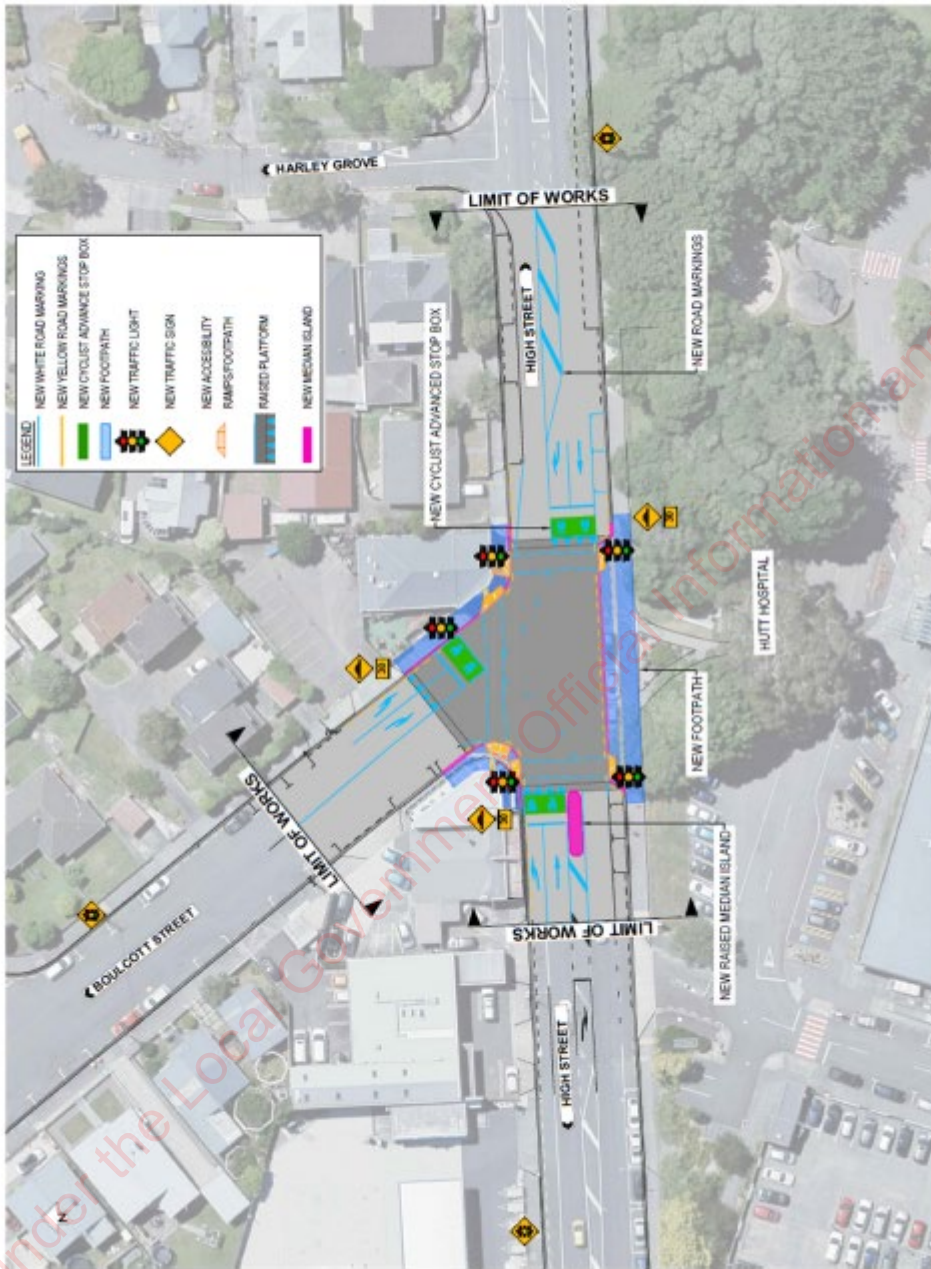
**Reference of parking changes at Mitchell Street:**

*Red – Removed carparks*



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Reference of Boulcott Street design




Released under the Local Government Information and Meetings Act



Reference of Mitchell Street design

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## Facebook post and comments

 **Hutt City Council**   
7 June at 09:24 · 


We're adding traffic signals to the intersections at Boulcott and Mitchell Street on High Street. 🚦

This will improve traffic flow and safety making it easier for people to get around, whichever way they're travelling! 🚗🚲🚗🚶🚶🚶




We're creating a transport network that is safe, efficient and connects communities.

Construction will be kicking off later this year – watch this space!

For more information, please visit our website:



HUTT.CITY.GOV.T.NZ  
**High Street Intersection Upgrades**  
Te Awa Kairangi ki Tai Lower Hutt is seeing an increase in our popul...

 37  63  3

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**From:** Daniels, Te Rina <TeRina.Daniels@stantec.com>  
**Sent:** Tuesday, 30 May 2023 3:57 pm  
**Subject:** High Street Intersection Improvements project.  
**Attachments:** Boulcott.PNG; Mitchell.PNG

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Kia ora,

This email is to provide you with information on a project happening in your area – High Street Intersection Improvements. This project will upgrade the intersections at Boulcott and Mitchell Streets along High Street, to improve traffic flow and safety for all road users.

Lower Hutt will see an influx to their population. There will be more people moving around the city, therefore, a bigger reliance on the existing transport system. Lower Hutt needs a transport system that is safe, efficient, connects communities, provides access to social opportunities, contributes to the growth of the economy, and enables the people of Lower Hutt to thrive.

After consideration of development in your area, growing congestion and future growth, Council has assessed that improvements to intersections are needed to improve traffic flow and safety for all road users. The intersections of Boulcott & High Street and Mitchell & High Street have been identified as two key areas in need of upgrades.

With expert transport planning and engineering it was determined traffic lights and signalised crossings will be installed as the best option.

<b><i>Boulcott Street</i></b>	<b><i>Mitchell Street</i></b>
<p><b>The benefits of these improvements include:</b></p> <ul style="list-style-type: none"> <li>• Safe navigation and dedicated phases for side traffic exiting Boulcott Street</li> <li>• Ability to cope with traffic growth in Lower Hutt</li> <li>• Safe signal-controlled pedestrian crossings on all sides</li> </ul> <p><b>Boulcott Street improvements will include:</b></p> <ul style="list-style-type: none"> <li>• Adding traffic lights to the intersection</li> <li>• A raised intersection platform</li> <li>• Traffic signs with '30km/h' entry</li> <li>• New accessibility ramps/footpath</li> </ul> <p><b>These improvements will result in:</b></p> <ul style="list-style-type: none"> <li>• Replacing the existing zebra crossing with signalised crossings</li> <li>• Removal of 10 carparks</li> <li>• Adding two new car parks</li> </ul>	<p><b>The benefits of these improvements include:</b></p> <ul style="list-style-type: none"> <li>• Safe navigation and dedicated phases for side traffic exiting Mitchell Street</li> <li>• Ability to cope with traffic growth in Lower Hutt</li> <li>• Safe signal-controlled pedestrian crossings on all sides</li> </ul> <p><b>Mitchell Street improvements will include:</b></p> <ul style="list-style-type: none"> <li>• Adding traffic lights to the intersection</li> <li>• A raised intersection platform</li> <li>• Traffic signs with '30km/h' entry</li> <li>• New accessibility ramps/footpath</li> </ul> <p><b>These improvements will result in:</b></p> <ul style="list-style-type: none"> <li>• Replacing the existing zebra crossing with signalised crossings</li> <li>• Removal of 10 carparks</li> </ul>

Please see images attached for further details.

## Reference of parking changes at Boulcott Street:

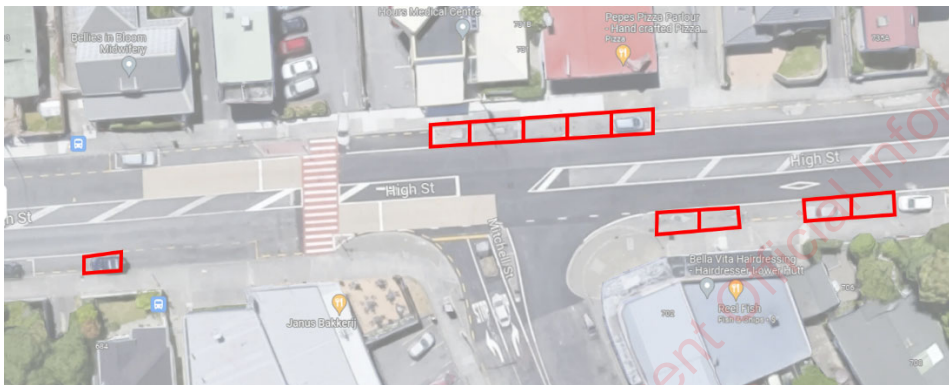
Red – Removed carparks

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## Reference of parking changes at Mitchell Street:

Red – Removed carparks



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Alternatively, you can view our project webpage for further details. [hutt.city/highstreet](http://hutt.city/highstreet)

Ngā mihi nui,

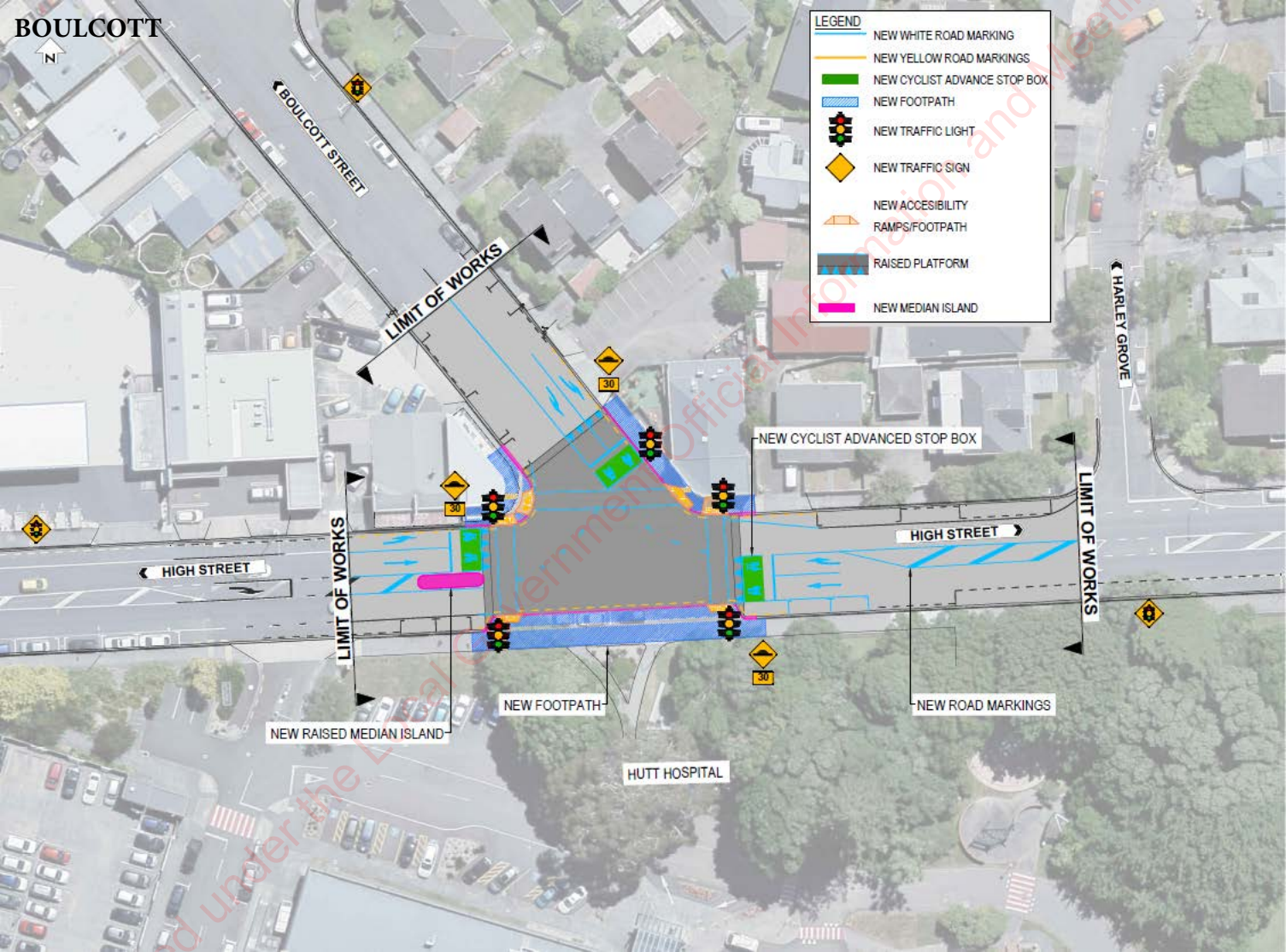
**Te Rina Daniels** on behalf of High Street Intersection Improvements project.

# BOULCOTT



**LEGEND**

- NEW WHITE ROAD MARKING
- NEW YELLOW ROAD MARKINGS
- NEW CYCLIST ADVANCE STOP BOX
- NEW FOOTPATH
- NEW TRAFFIC LIGHT
- NEW TRAFFIC SIGN
- NEW ACCESSIBILITY RAMP/FOOTPATH
- RAISED PLATFORM
- NEW MEDIAN ISLAND



LIMIT OF WORKS

LIMIT OF WORKS

LIMIT OF WORKS

HIGH STREET

HIGH STREET

HARLEY GROVE

NEW RAISED MEDIAN ISLAND

NEW FOOTPATH

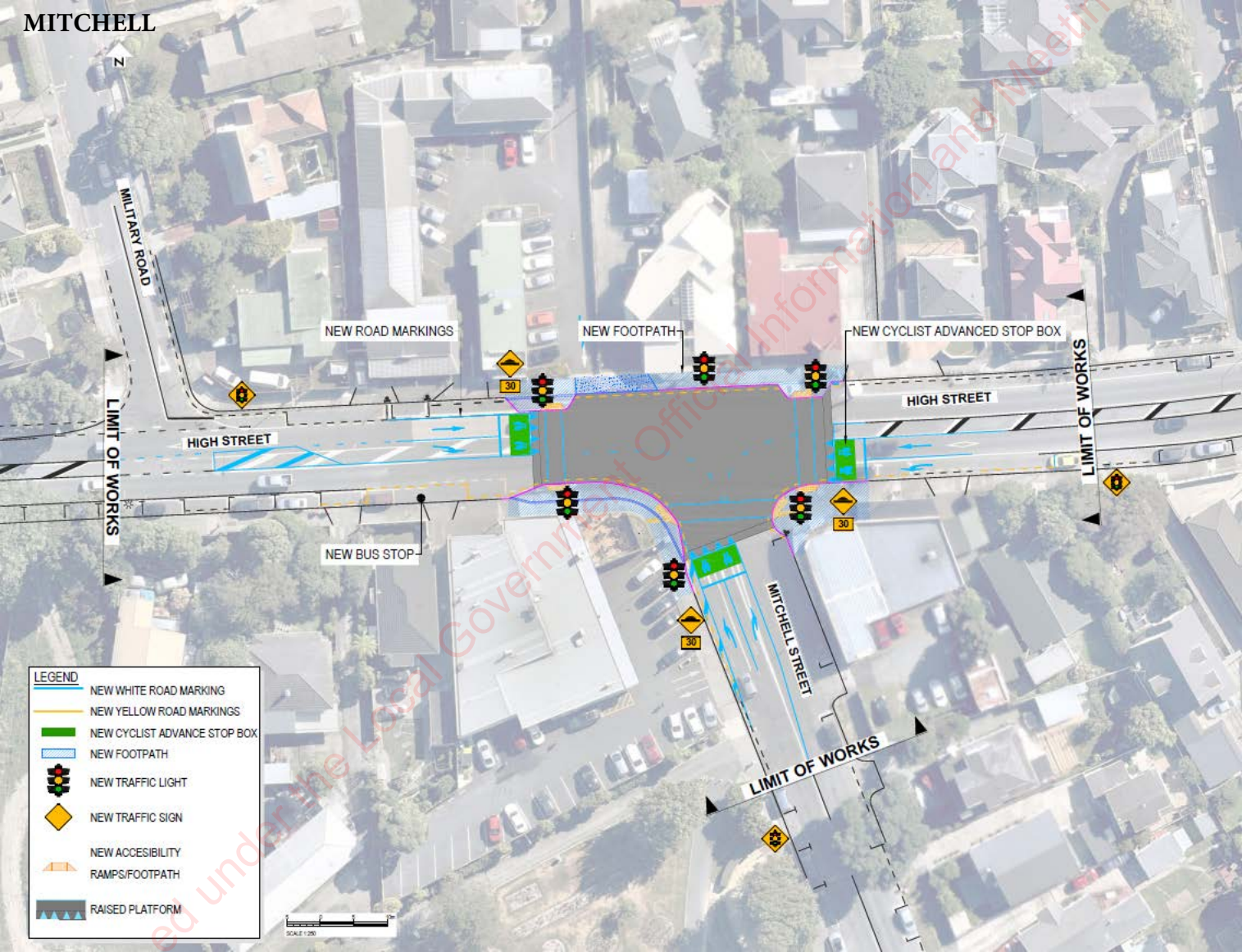
HUTT HOSPITAL

NEW CYCLIST ADVANCED STOP BOX

NEW ROAD MARKINGS



# MITCHELL



**LEGEND**

- NEW WHITE ROAD MARKING
- NEW YELLOW ROAD MARKINGS
- NEW CYCLIST ADVANCE STOP BOX
- NEW FOOTPATH
- NEW TRAFFIC LIGHT
- NEW TRAFFIC SIGN
- NEW ACCESSIBILITY RAMP/FOOTPATH
- RAISED PLATFORM

SCALE 1:250



# 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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ed under the Local Government Official Information and Meeting

## 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.

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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.

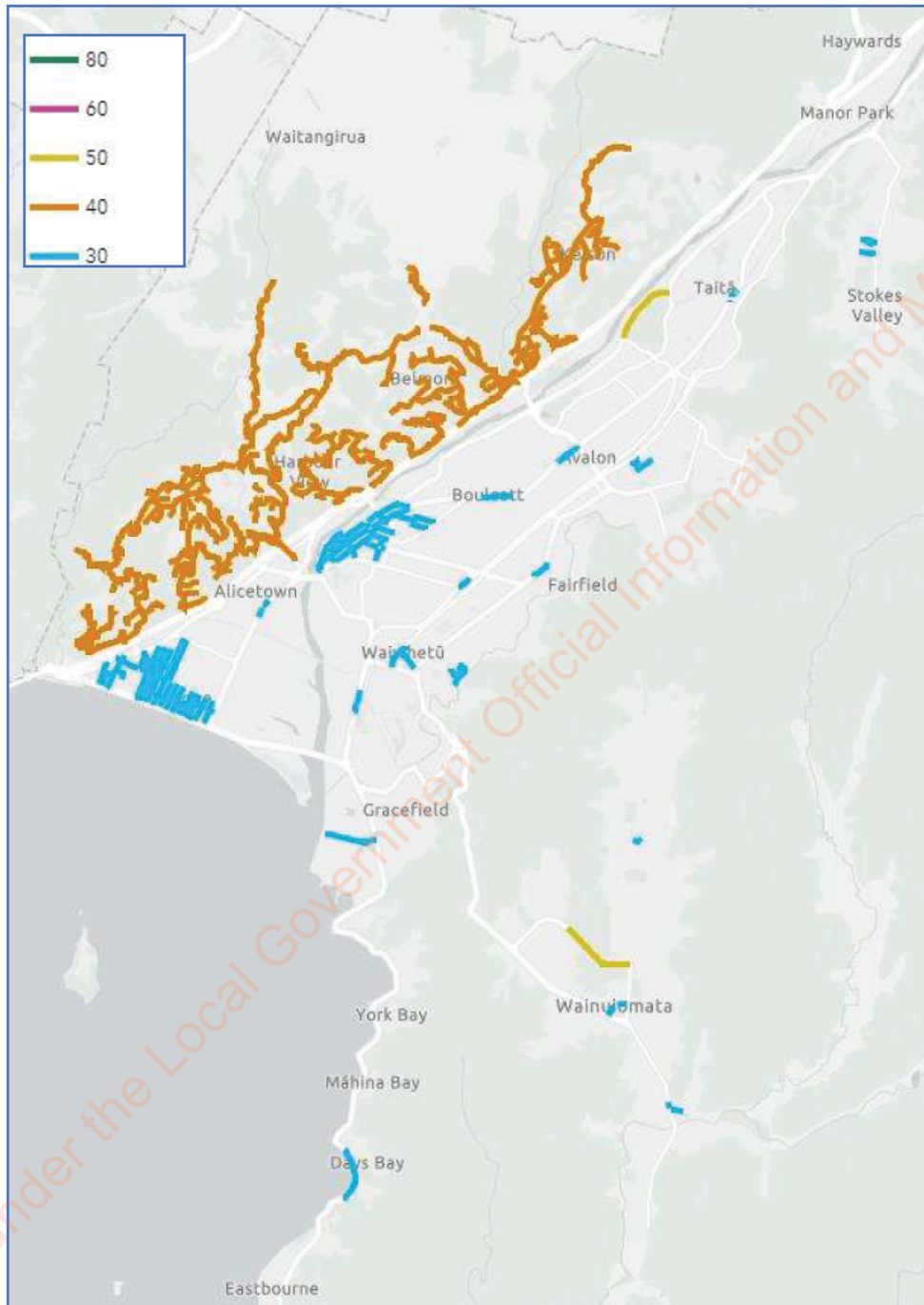


Figure 1: Proposed changes to speed limits in Lower Hutt between 2024 and 2027

## 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.

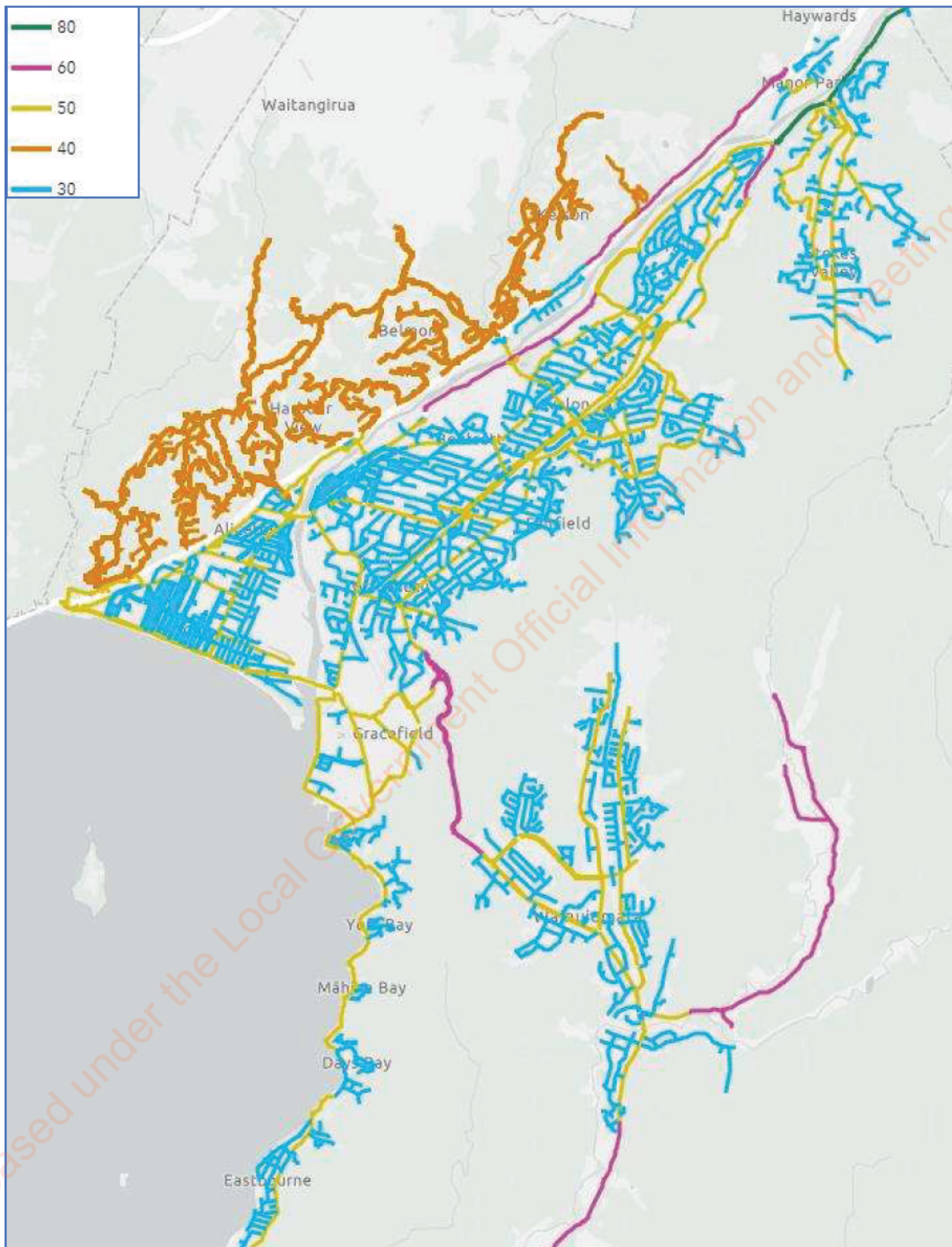


Figure 2: Indicative speed limits in Lower Hutt by 2034



# 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.

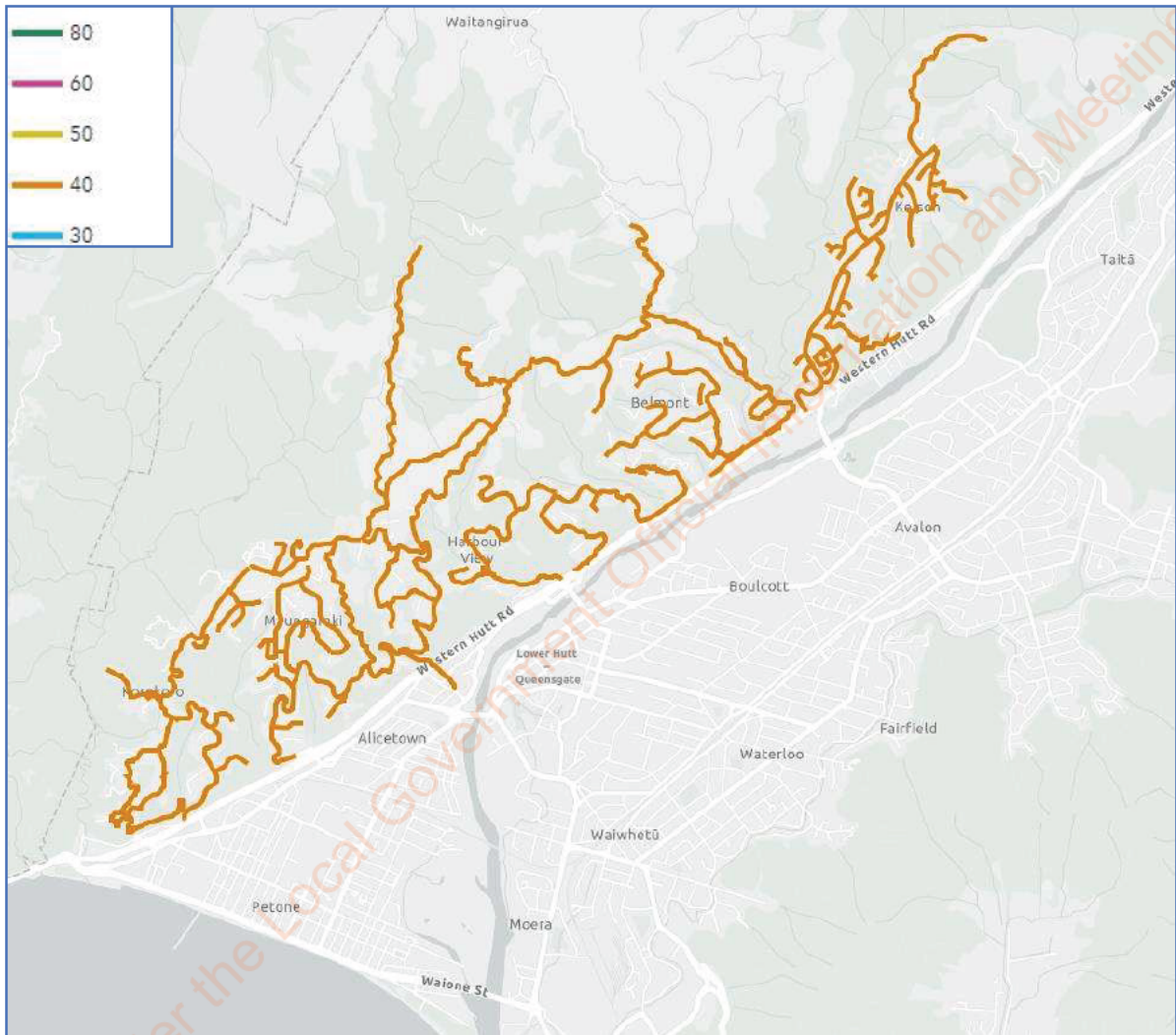


Figure 3: Road sections with proposed speed-limit changes in the western hills

## 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).

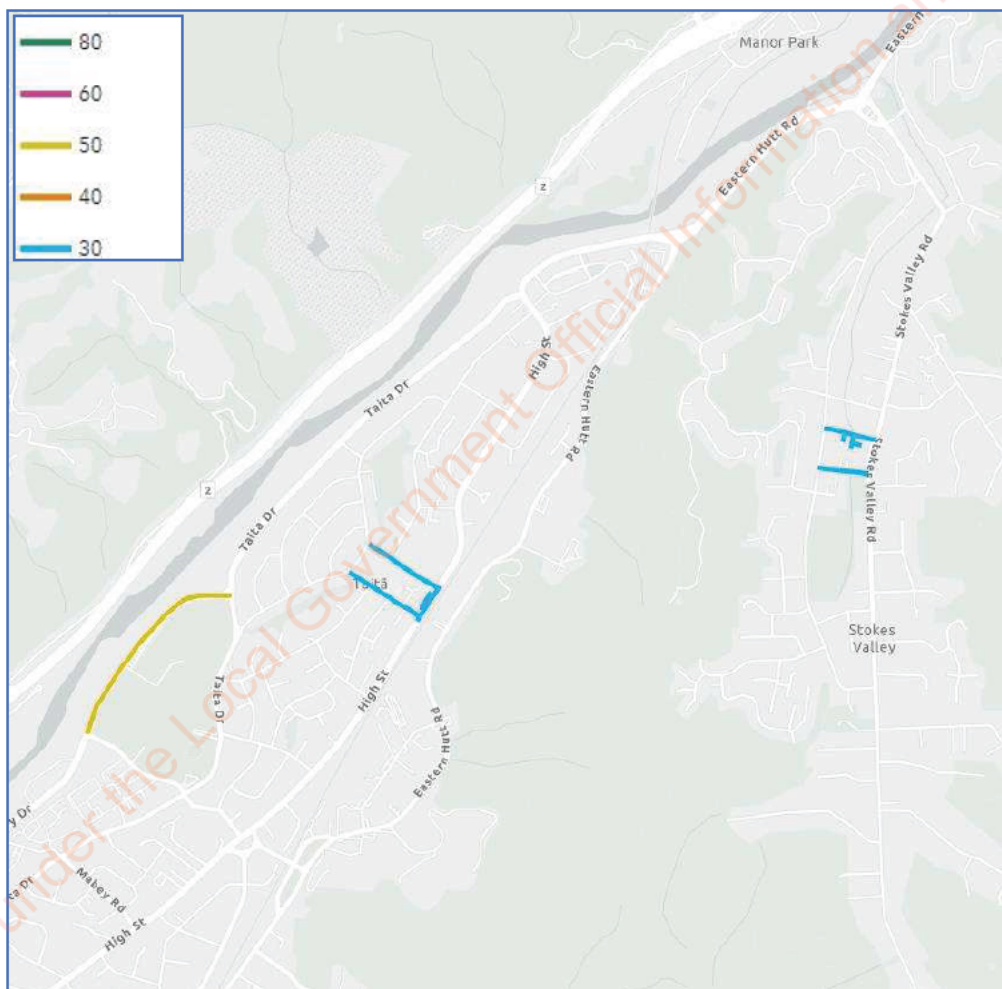


Figure 5: Road sections with proposed speed-limit changes in Stokes Valley and Taita

## 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.

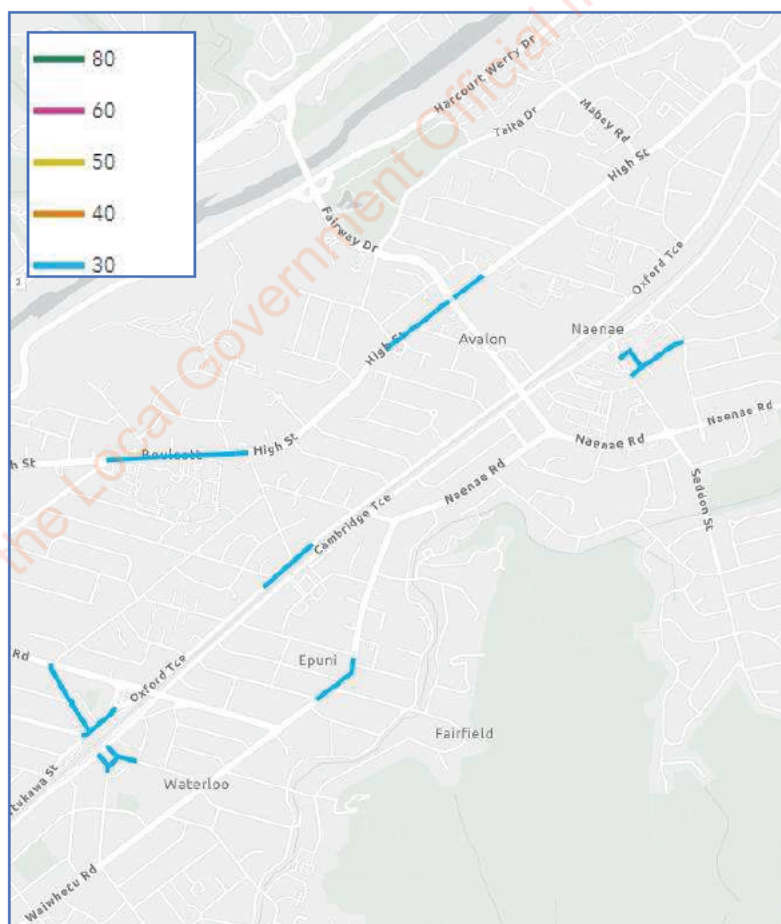


Figure 6: Road sections with proposed speed limit changes in Naenae, Epuni, Fairfield, Waterloo, Boulcott and Avalon

## 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.

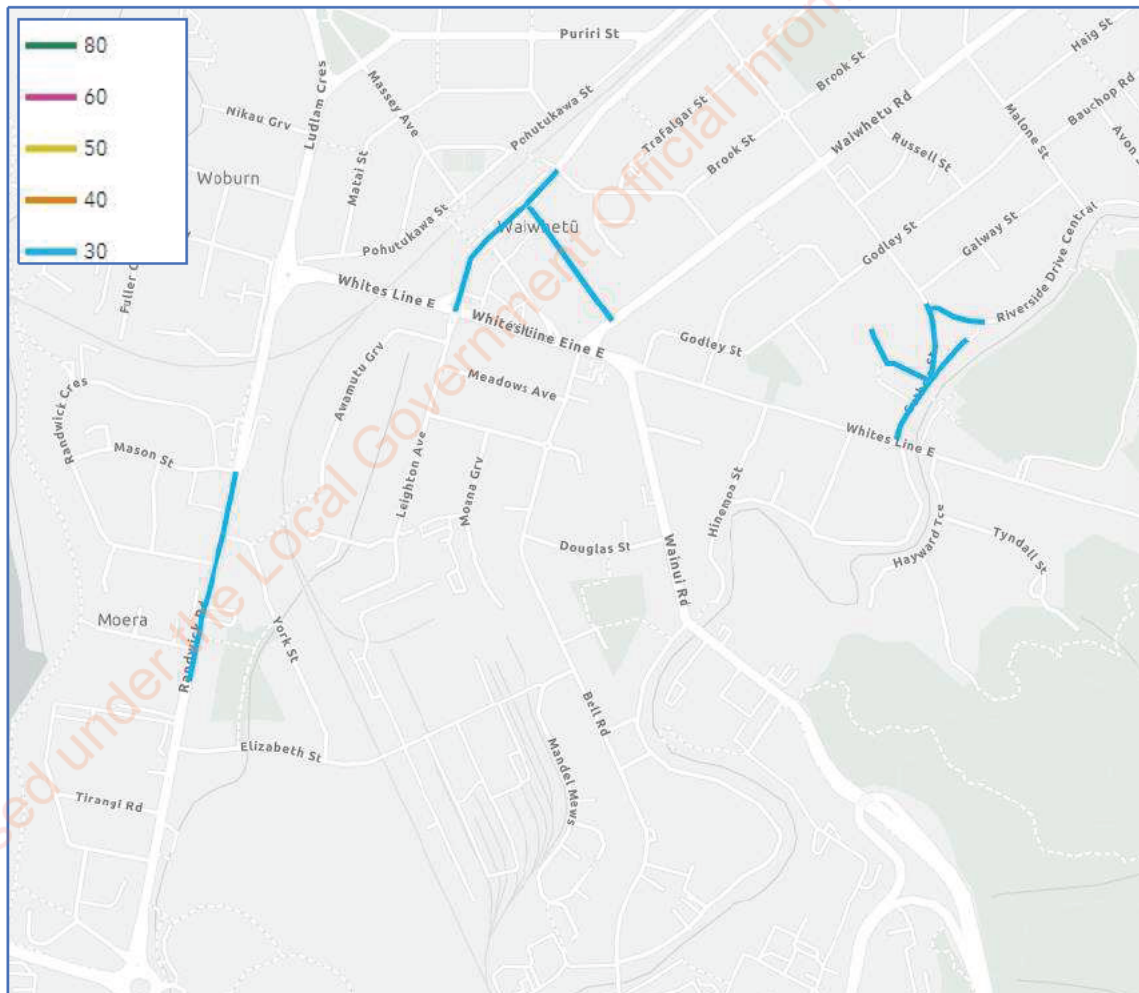


Figure 7: Road sections with proposed speed-limit changes in Moera, Waiwhetu and Woburn

### 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.

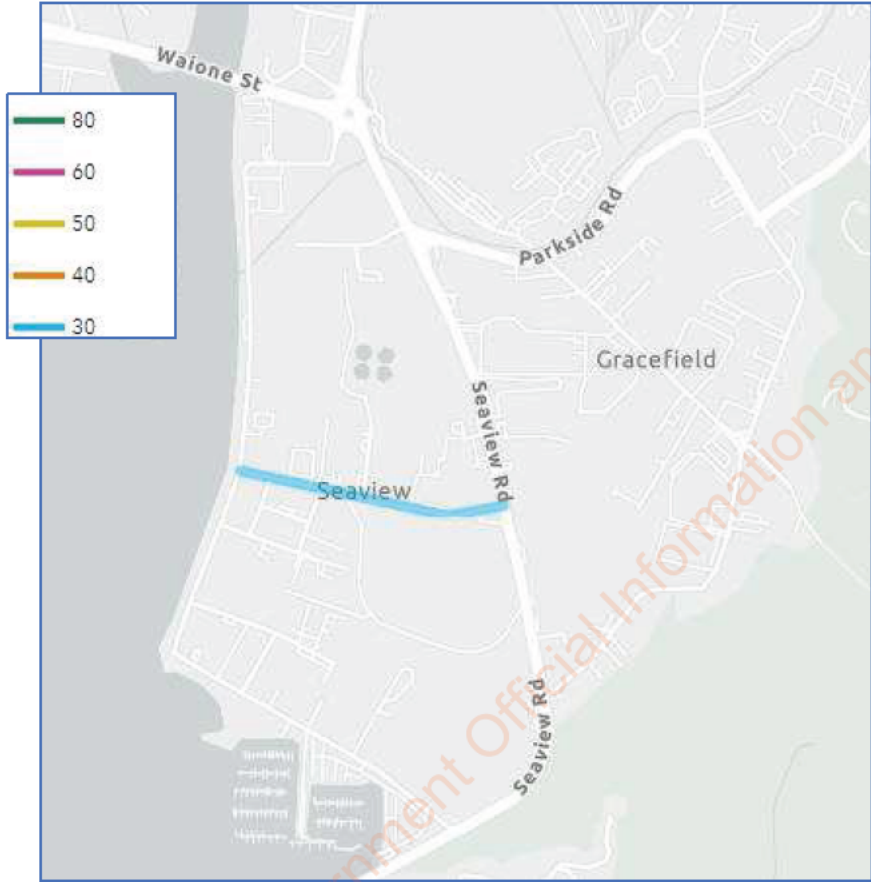


Figure 8: Road sections with proposed speed-limit changes in Seaview, Gracefield and Point Howard

## 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.

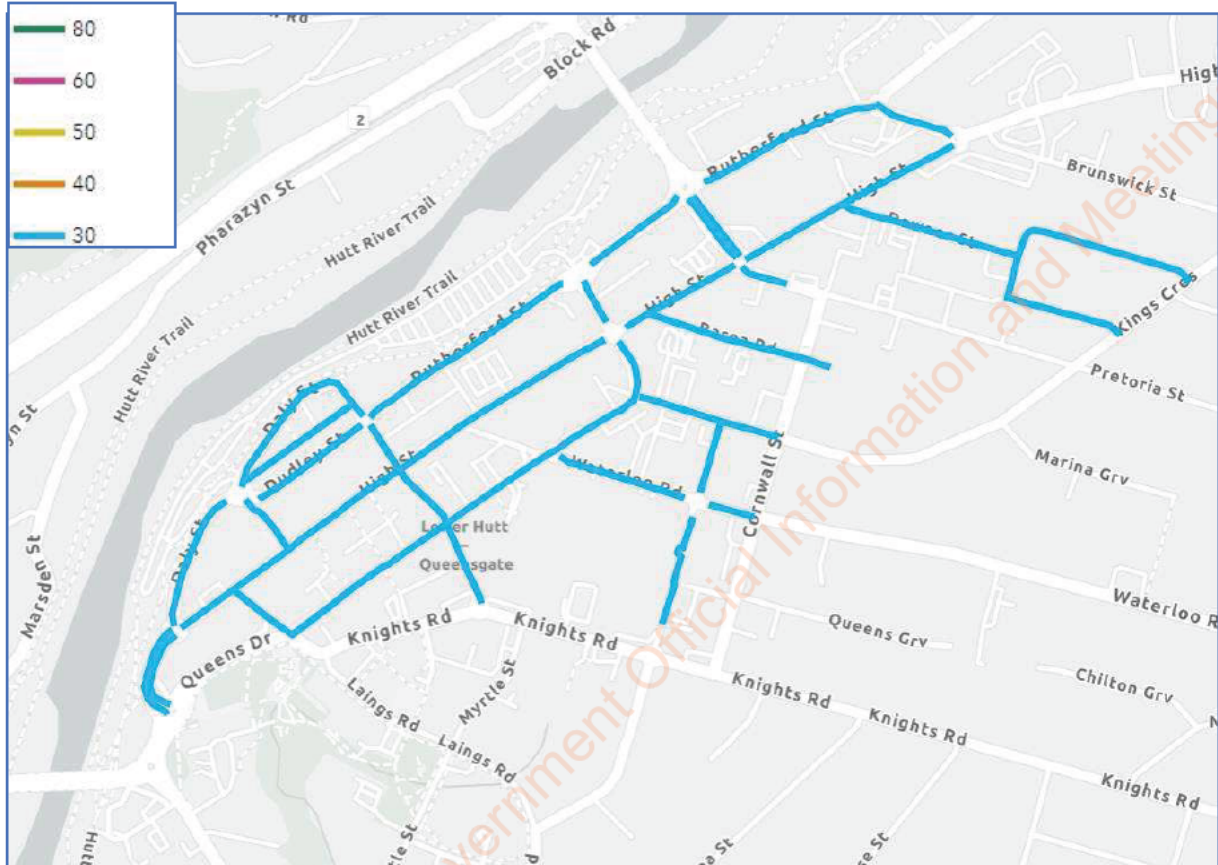


Figure 9: Road sections with proposed speed-limit changes in the city centre

## 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.

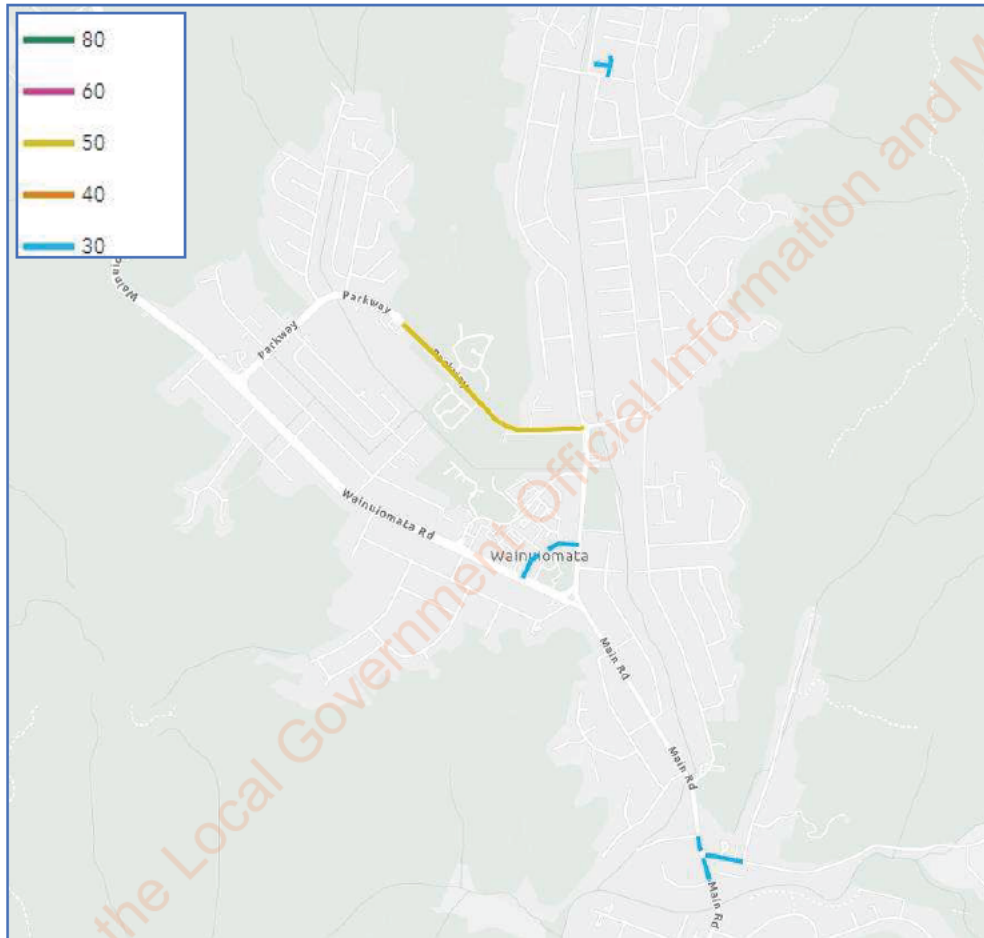


Figure 10: Road sections with proposed speed-limit changes in Wainuiomata



## 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.

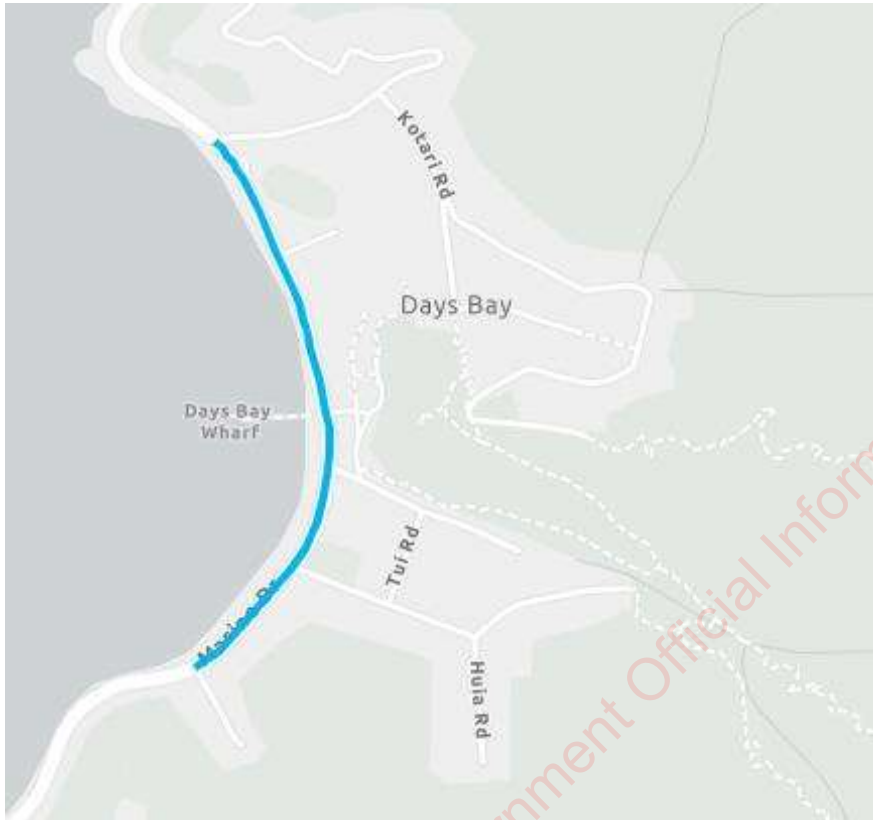


Figure 11: Road sections with proposed speed-limit changes in the East Bays

## 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 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.

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