

Approach to Speed Management Committee Report

Response to Councillors' queries from drop-in session 14 Jun 2022

Enquiries of progressing speed limits reductions on Ohiro Rd (currently: 70 km/h) and Newtown area (from 40 km/h to 30 km/h) as soon as possible, i.e. before the citywide speed limit changes in approximately 2 years. Councillors want to understand if they instructed officers to do these things will that actually speed up the work?

Officers' advise is that this will not speed things up, primarily because of officers and consultant resource constraints.

1. Given that the Transport & Infrastructure Team is currently progressing safety requests and progressing parking management plans, the new requirement to develop a Speed Management Plan will fully occupy the time of scarce resources that are already working on high priority work. The local speed limit change requests will be unplanned work and will have a lower priority.
2. Signage: We expect that signage costs will be easily managed under the existing budgets of the Transport & Infrastructure Team.
3. Consultation: This will need to be done out of step with the Draft Speed Management Plan consultation and will likely be confusing to the public.

How will the officers manage ongoing requests from residents for lower speeds and traffic calming generally?

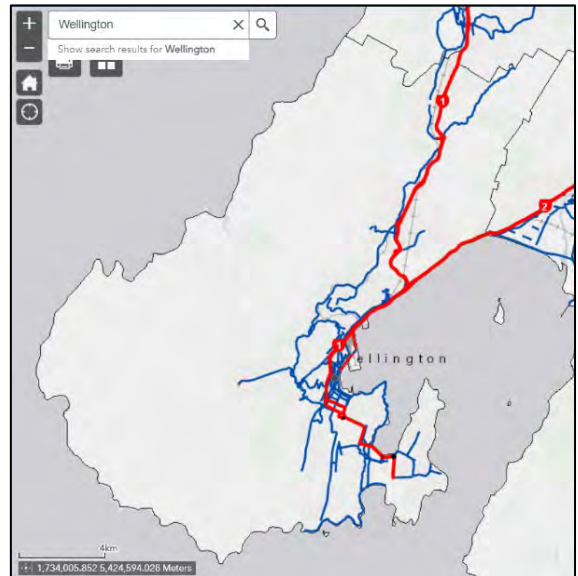
- All requestors seeking speed limit changes will be advised that we are developing a citywide proposal for consultation in mid-2023.

- Other traffic calming requests get evaluated, prioritised and worked through the minor works list.

What's the definition of arterial road?

The map on the right shows Wellington's Arterial Roads in blue that are identified in the One Network Road Classification. State Highway and high-volume roads are presented in red. Waka Kotahi is road controlling authority for State Highways.

Follow the link below to view the map detail online:



<https://nzta.maps.arcgis.com/apps/webappviewer/index.html?id=95fad5204ad243c39d84c37701f614b0>

To display this view you must zoom into the area of interest. In the Layer List, expand the selection under Local Road ONRC, then deselect: High Volume, National, Primary Collector, Secondary Collector, Access, Low Volume and Unknown.

Note that this is the One Network Road Classification (ONRC) which is progressively being updated to the new One Network Framework (ONF) classification.

Why use distance of up to 2.25 km to define a walking school catchment area?

Rationale for the nominated walking school catchment areas are presented in the paragraph 23 of the Approach to Speed Management Committee Report. Key points include:

- The New Zealand Government's Road to Zero Strategy 2020-2030 encourages several outcomes such as walking, cycling, and scooting to and from school and other destinations.
- The Land Transport Rule: Setting of Speed Limits 2022 requires lowering speed limits around schools to improve safety outcomes and to make walking, cycling and scooting appealing for school travel.
- The Rule mandates reducing speed limits around schools but **does not** define roads outside schools. Road controlling authorities are required to define roads outside schools.
- To encourage walking, cycling and scooting to and from school (and other destinations), the street environment needs to consistently support those modes not only at destinations (such as around schools) but also in the neighbourhoods along the route to the school.
- Area-wide speed management approaches are necessary to support active transport to school would also benefit a diversity of other users and destinations in neighbourhoods.
- Research shows that a reasonable walking distance to school is up to 1 km for primary school children and ranged between 1 km and 3 km for secondary school students (up to 2.25 km for high school students from Dunedin-based research). Reasonable cycling distance to school is greater.

- Therefore, this committee report used walking school catchment areas of 1 km for primary and intermediate school children and 2.25 km for secondary school students.

Is there an international evidence/experience of city-wide speed limit reduction to 30 km/h?

OECD / International Transport Forum research report *Speed and Crash Risk* (2018) copied below provides a summary of the existing international evidence with respect to speed limits. The report states that although most countries have “a default speed limit in urban areas of 50 km/h”, “some countries are considering adopting a 30 km/h default speed limit, with higher limits on main arterial roads”. The report also indicates that “in the Netherlands, following a full review of road classification, 70% of road in urban areas are limited to 30 km/h”.

OECD / International Transport Forum research report *Speed and Crash Risk* (2018). Page 9.

“In urban areas, all countries have progressively moved towards a maximum speed limit of 50 km/h or less. In 2017, nearly all IRTAD countries had a default speed limit in urban areas of 50 km/h, with often lower speed limits (20, 25, 30 or 40 km/h) in residential areas or around schools. Higher default speed limits (usually 60 km/h) are found in Chile, Korea, Mexico, Morocco and during night-time in Poland (60 km/h). When there are discussions whether to change the speed limits in urban areas, they are mostly about lowering the speed in residential areas. Some countries are considering adopting a 30 km/h default speed limit, with higher limits on main arterial roads. In the Netherlands, following a full review of road classification, 70% of road in urban areas are limited to 30 km/h. Poland is considering lowering the speed limit from 60 to 50 km/h at night-time (the limit is already 50 km/h during daytime).”

Has the proposed approach to speed management considered impact on public transport?

Bus Priority Action Plan (2019) shows that the average bus speed along eight routes in Wellington City ranged from 13.1 km/h to 24.5 km/h for inbound journeys and from 12.2 km/h to 34.8 km/h for outbound journeys (with only one route having an average speed of over 30 km/h).

Officers will continue to work together with GWRC through LGWM to understand the impact of proposals, including the draft Speed Management Plan on public transport network.

Corridor summary

INBOUND	Newtown to city	Karori to city	Seatoun to city	Mt Cook to city	Kelburn to city	Kilbirnie to Newtown	Brooklyn to city	Ngauranga to J'ville
Daily passengers	5500	2700	2600	3500	2500	2000	1500	3700
Average speed (km/h)	13.1	22.6	19.3	12.5	19.7	14.0	15.3	24.5
Average travel time (mins)	11	17	27	10	7	9	10	9
Minimum travel time (mins)	7	12	22	6	5	5	7	7
Maximum travel time (mins)	15	30	35	15	9	11	14	13
Length (km)	2	6	9	2	2	2	3	4
Number of stops	8	21	30	8	5	7	10	4
Slowest weekday hour	4-5pm	8-9am	8-9am	4-5pm	8-9am	8-9am	8-9am	8-9am

OUTBOUND	Newtown to city	Karori to city	Seatoun to city	Mt Cook to city	Kelburn to city	Kilbirnie to Newtown	Brooklyn to city	Ngauranga to J'ville
Daily passengers	5300	3000	2800	3100	4200	2100	2000	4000
Average speed (km/h)	12.2	21.5	19.6	13.0	20.3	16.8	14.7	34.8
Average travel time (mins)	12	17	27	10	7	7	11	6
Minimum travel time (mins)	9	14	23	6	5	5	7	5
Maximum travel time (mins)	15	24	33	13	8	9	15	9
Length (km)	2	6	9	2	2	2	3	4
Number of stops	7	20	30	7	5	7	10	5
Slowest weekday hour	5-6pm	5-6pm	3-4pm / 5-6pm	5-6pm	5-6pm	5-6pm	5-6pm	5-6pm

Statistics are based on May 2019 data

Source: WCC/GWRC. Draft Bus Priority Action Plan. 2019. page 53.

Provide specific references regarding regional process for Draft Speed Management Plan consultation.

Officers are working with regional council officers to confirm the process and timeframes for consultation on a draft speed management plan. The consultation requirements are defined in Section 3.9 of The Land Transport Rule: Setting of Speed Limits 2022:

3.9 Consultation requirements

(1) When it is required to consult under this Rule, the Agency (as RCA) must give a time period of at least 4 weeks, notified on the Internet site where the consultation draft State highway speed management plan is published, for interested parties to make written submissions on the consultation draft plan.

(2) When it is required to consult under this Rule, a territorial authority must consult in accordance with the consultation principles specified in [section 82](#) of the Local Government Act 2002.

(3) When a consultation draft regional speed management plan is being consulted on, each regional transport committee—

(a) must accept written submissions on behalf of the Agency (as RCA) in relation to the consultation draft State highway speed management plan if it is being consulted on at the same time as the consultation draft regional speed management plan; and

(b) must promptly forward any such submissions to the Agency (as RCA), for the Agency (as RCA) to consider.

(4) If the Agency receives any submissions on a consultation draft regional speed management plan, it must promptly forward any such submissions to the relevant regional council.

(5) To avoid any doubt, nothing in this Rule requires a regional council or territorial authority to consult in accordance with section 83 of the Local Government Act 2002.

(6) When it is required to consult under this Rule, the Agency (as RCA) or a territorial authority (as the case may be) must do everything reasonably practicable to separately consult Māori affected by any proposed change in a draft plan that affects or is likely to affect—

(a) Māori land; or

(b) land subject to any Māori claims settlement Act; or

(c) Māori historical, cultural, or spiritual interests.

Provide specific references regarding regional targets to emphasise regional alignment.

Alignment of investment in speed management with national, regional and Council's strategies is outlined in paragraph 32 of the committee report. The proposed approach to speed management is aligned with the Wellington Regional Land Transport Plan (RLTP) headline targets to improve safety, encourage mode shift and reduce carbon emissions.

- Reference to the most relevant regional safety target to reduce a five-year rolling average of deaths from road crashes from 208 deaths in 2019 to below 122 deaths by 2030 is specified in paragraph 32, bullet point #3 of the committee report.
- The strategic context will be set out clearly in the draft speed management plan and consultation material.