



Date: Tuesday 8 November 2022
Time: 10.00 a.m.
Venue: Council Chamber, Dunedin Public Art Gallery, The Octagon,
Dunedin

Council
OPEN ATTACHMENTS
UNDER SEPARATE COVER

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Interim Speed Management Plan

Purpose of this document

All Road Controlling Authorities in New Zealand are required to develop, and consult on, a speed management plan in accordance with the Setting of Speed Limits Rule 2022. This document is the interim speed management plan for Dunedin City Council developed under the latest legislation.

Improvements to road safety are one of the four strategic priorities of the Government Policy Statement on land transport (GPS). As the territorial authority for Dunedin the council has a fundamental role in helping achieve the improvements to road safety required under the Road to Zero national road safety strategy. The vision of Road to Zero is to develop a transport system where no-one is killed or seriously injured. Speed management is an internationally accepted tool to move towards this vision and is therefore a key component of the strategy.

Road to Zero

Road to Zero is the Governments vision where everyone, whether they are walking, cycling, driving, motorcycling or taking public transport, can get to where they are going safely. Dunedin City Council supports that vision and our speed management plan is intended to turn the vision into a future reality.

Road to Zero has seven guiding principles underpinning the vision

1. We promote good choices but plan for mistakes
2. We design for human vulnerability
3. We strengthen all parts of the road transport system
4. We have a shared responsibility for improving road safety
5. Our actions are grounded in evidence and evaluated
6. Our road safety actions support health, wellbeing and liveable places
7. We make safety a critical decision-making priority

Speed management is one of the few tools that is relevant across all of these guiding principles.



Figure 1 Extract from Road to Zero Strategy document



What is Speed Management?

Speed management is more than just speed limits. It is about achieving safe and appropriate travel speeds that reflect the function of that road, its design, safety and use. We want people and goods to be able to move quickly and easily through Dunedin but we also want everyone on or near the road to be safe.

The Waka Kotahi Speed Management Guide provides a national single assessment framework for determining safe and appropriate speeds on New Zealand’s entire road network. The guide shows how to progressively align travel speeds with road function, design, safety and use, taking into account traffic and freight volumes and place functions. The guiding principles for speed management are outlined in Figure 2.



Figure 2 Guiding principles of speed management

Safe and appropriate travel speeds help to minimise the severity of crashes when they occur. Lower speeds give road users a second chance to either avoid a crash or at least walk away from one if it happens. International research has shown the survivable speed for a variety of crash types. Figure 3 shows that for pedestrians and cyclists a crash at 30km/h is nearly always going to be survivable whereas at 50km/h will nearly always result in a death or serious injury.

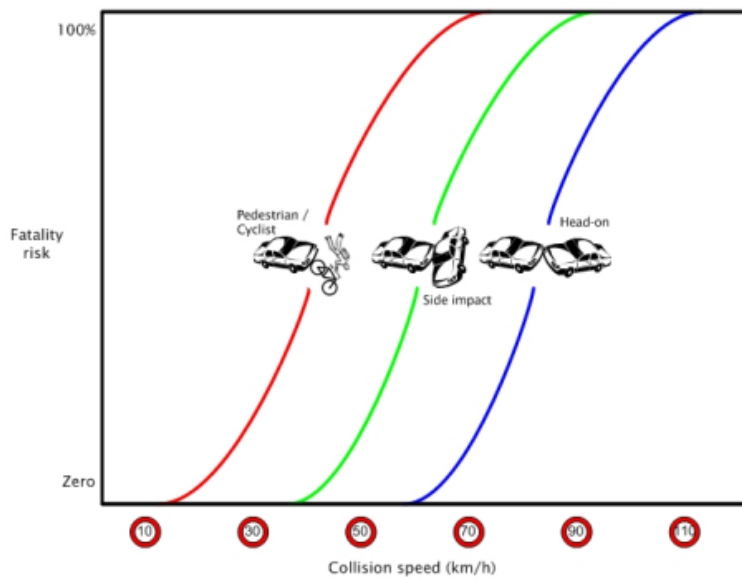


Figure 3 Fatality risk at different collision speeds (Waka Kotahi)

To achieve lower travel speeds in some areas it will be necessary to support the lower posted speed limit with infrastructure changes such as traffic calming measures, urban design and amenity features and improved provision for pedestrians, cyclists and mobility impaired users. We know that simply changing the speed limit signs will not always provide the benefits that we wish to achieve.

It has been acknowledged that in the past speed limit reviews did not give sufficient weight to road classification, design, geometric characteristics, network efficiency or the Safe System approach. The result is that on some routes in Dunedin travel speeds are not appropriate for the road use and function. The safe and appropriate speed for a road is directly linked to its function which is a key part of the One Network Framework.

The One Network Framework

The One Network Framework (ONF) establishes a movement and place based approach to categorising roads in Dunedin with a clear link to the safe and appropriate speed. Speeds are aligned with survivable safe system limits and take into account vulnerable users such as pedestrians and cyclists. Speed limits can be increased where safety infrastructure has been constructed such as raised crossings, separated cycling facilities or median barriers

In urban areas we will see more speed limits below 50km/h on local streets with a residential focus. The new focus is shown in Figure 4 below.

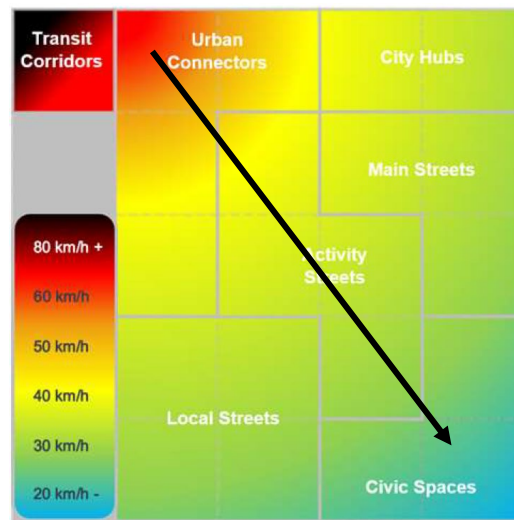


Figure 4 Safe and appropriate speed guidance for urban roads

Our Speed Management Plan

Our speed management plan will set out what we will do to achieve the goals outlined in the GPS and Road to Zero as well as our Integrated Transport Strategy. This document is our interim plan which continues the conversation around speed management in Dunedin and will inform the development of the full plan which will begin in 2023. The full speed management plan will include our ten year vision and a three year action plan.

The primary objective of this interim speed management plan is to set a 30km/h speed limit on roads outside schools. This interim speed management plan considers all 72 schools within the Dunedin City Council boundary and proposes to introduce lower speed limits at all of them. Due to the scale of this we will not be implementing all of these changes at the same time but gradually over the next few years.

In some cases we are proposing that schools sit within a wider 30km/h permanent speed zone. For other schools we are proposing variable schools zones, where the speed limit will be reduced to 30km/h during school pick up and drop off times.

We are also looking at four area wide speed zones in Mornington, Caversham, Māori Hill and the Tertiary Precinct to manage conflict in our priority Centres.

The following principles have guided the development of this interim speed management plan.

- All schools will have a 30km/h speed limit, either permanent or variable (during school drop off/pick up times).
- 30km/h speed limits will be supported by physical measures when required.
- Urban centres will be progressively reviewed, and 30km/h speed limits introduced in more Centres in the future.
- School speed limits will extend further on to residential roads where this is the logical decision or where local residents request it.
- We will work with Waka Kotahi to ensure consistency where our roads intersect with the state highway network.



Speed limits outside schools

The Setting of Speed Limits Rule 2022 (the Rule) introduces a number of specific requirements relating to the speed of traffic on roads outside of schools. In future all schools will require a 30km/h speed limit, either permanent (all day every day) or variable (during school drop off and pick up times).

The Rule allows us to determine what sections of road are classed as **a road outside a school** and are subject to a 30km/h speed limit. This determination is made based on typical or expected routes for pedestrians to access the school and for the purpose of making people feel safer to walk or cycle to and from school.

In a number of cases this means that the 30km/h speed limit is not just along the school frontage but also on several surrounding streets. In a number of areas we have the option of extending a 30km/h school speed limit to become an area wide speed limit. We are seeking your views on those proposals, which are shown on the maps in Appendices A and B.

We are required by the new legislation to have set a 30km/h speed limit outside at least 40 percent of our schools by 30 June 2024 and all schools by the 31 December of 2027. We intend to exceed this target and introduce 30km/h speed limits around all schools in Dunedin by June 2024.

Speed limits in urban centres

We want our urban centres to be thriving hubs of activity, supporting the provision of goods and services.

The highest concentration of vulnerable user activity occurs in these urban centres and traffic speeds need to be managed in a manner appropriate for the mix of uses and activities that take place there. We have recognised that 50km/h travel speeds are too high for most centres, a view supported by the Waka Kotahi Speed Management Guide and shown in Figure 3.

To achieve lower travel speeds in urban centres it will be necessary to support the lower posted speed limits with infrastructure changes as part of a redesign of the road environment. Lower travel speeds in centres will require traffic calming measures, urban design and amenity features and improved provision for pedestrians, cyclists and mobility impaired users. Only changing the speed limit signs will not provide the benefits that we wish to achieve.

Reducing speeds within urban centres will have the added benefit of making centres more accessible and pleasant places where people will want to spend time, which will have economic benefits for businesses.

Four centres are included in this interim speed management plan; Mornington, Caversham, Māori Hill and the Tertiary Precinct.

The tertiary area is treated as a centre in our Integrated Transport Strategy because it functions as a key transport hub and has unique transport issues. The wider tertiary area and the adjacent medical precinct have a high level of vulnerable road user activity and area-specific transport challenges. We are therefore proposing a change in speed limit and the speed environment on the roads that form the tertiary precinct, outlined in Appendix C.

