

**DRAFT STATEMENT OF PROPOSAL**

**PROPOSED SPEED LIMIT AMENDMENTS TO  
NAPIER CITY COUNCIL'S SPEED LIMITS BYLAW 2012**



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## **1. Background**

1. The Government delegated speed limit decision making to Road Controlling Authorities on 1 July 2005. This delegation is contained in the Land Transport Rule: Setting of Speed Limits 2003.
2. In 2005 Napier City Council (“the Council”) adopted a speed limits bylaw. The bylaw is called: “*Napier City Council Speed Limits Bylaw 2005*”.
3. A review was undertaken in 2009 with the latest review occurred in 2012 and the Speed Limits Bylaw 2012 became operational.
4. The bylaw consists of a series of plans identifying public road speed limits within the City.
5. The *draft* Speed Limits Bylaw 2021 is being released for public consultation using the Special Consultative Procedure as outlined in section 86 of the Local Government Act 2002. This procedure requires Council to:
  - a. Prepare a Statement of Proposal explaining the proposal; and
  - b. Give public notice of the proposal explaining why the changes are being made, where details of the proposal can be viewed and inviting public submissions; and
  - c. Ensure that those likely to be most affected by the proposal are aware of the proposal; and
  - d. Consider all submissions carefully before making a decision; and
  - e. Write to all owners and occupiers of property on the road giving them the opportunity to submit and be heard.
6. In accordance with section 86(2) of the Local Government Act, Council is required to include the following in a Statement of Proposal:
  - a. A draft of the proposed bylaw; and
  - b. The reasons for the proposal; and
  - c. A report on any relevant determinations by Council under section 155 of the Act.
7. The *draft* changes for the Speed Limits Bylaw 2021 form part of this Statement of Proposal and the final proposed bylaw plans will incorporate the approved changes and be a stand-alone bylaw.

## **8. Reasons for the amendments**

9. Under the Local Government Act 2002 Council is required to review all bylaws within five years of their adoption and every ten years thereafter.
10. Council has reviewed the Speed Limits Bylaw 2012 and consider that while some current speed limits are safe and appropriate, other speed limits are not appropriate for their current road layout or they are not in alignment with the New Zealand Transport Agency’s Speed Management Guide.
11. The speed limits on some roads have been amended to align with the New Zealand Transport Agency’s Speed Management Guide.

## **12. Calculating & Changing Speed Limits**

13. Despite the fact that speed limit decision making is now delegated to Road Controlling Authorities the actual calculation of speed limits remains tightly controlled. This is to ensure consistency across the country.

14. The Land Transport Rule: Setting of Speed Limits 2017 sets out how the setting of speed limits are controlled and this is assessed against the New Zealand Transport Agency's Speed Management Guide.
15. Any decision of a Road Controlling Authority can be reviewed and changed by the New Zealand Transport Agency and the New Zealand Police.
16. The Land Transport Rule: Setting of Speed Limits 2017 requires that the following people, organisations and communities that are affected by the proposed speed limits are consulted:
  - a. New Zealand Transport Agency;
  - b. The chief executive of the New Zealand Automobile Association Incorporated;
  - c. The chief executive of the Road Transport Forum New Zealand;
  - d. Any local communities considered to be affected by the proposed speed limit;
  - e. The Commissioner of the New Zealand Police;
  - f. Hastings District Council;
  - g. Hawkes Bay Regional Council;
  - h. Any other organisation or road user group the Council considers affected;

## **17. Consultation and Submissions**

18. Council invites the community to give feedback on the proposed Bylaw to assist in the decision making process.
19. Council will follow the detailed procedures with key dates below:

Council approves the draft bylaw for consultation	3 <sup>rd</sup> June 2021
Public consultation starts	28 <sup>th</sup> June 2021
Public consultation ends	23 <sup>rd</sup> July 2021
Council bylaw hearing with submissions being heard	August/September 2021
20. Any person or organisation is welcome to make a submission on the *Draft Speed Limits Bylaw 2019*.
21. The Council will take into account all submissions before deciding on the final content of the bylaw.
22. Copies of the Statement of Proposal will be available at:
  - a. Napier City Council office, Dunvegan House;
  - b. Napier Library;
  - c. Taradale Library; and
  - d. The Napier City Council website

23. Formal submissions may be made:

- a. Online via Napier City Council's website [www.sayitnapier.nz](http://www.sayitnapier.nz)
- b. Post to:

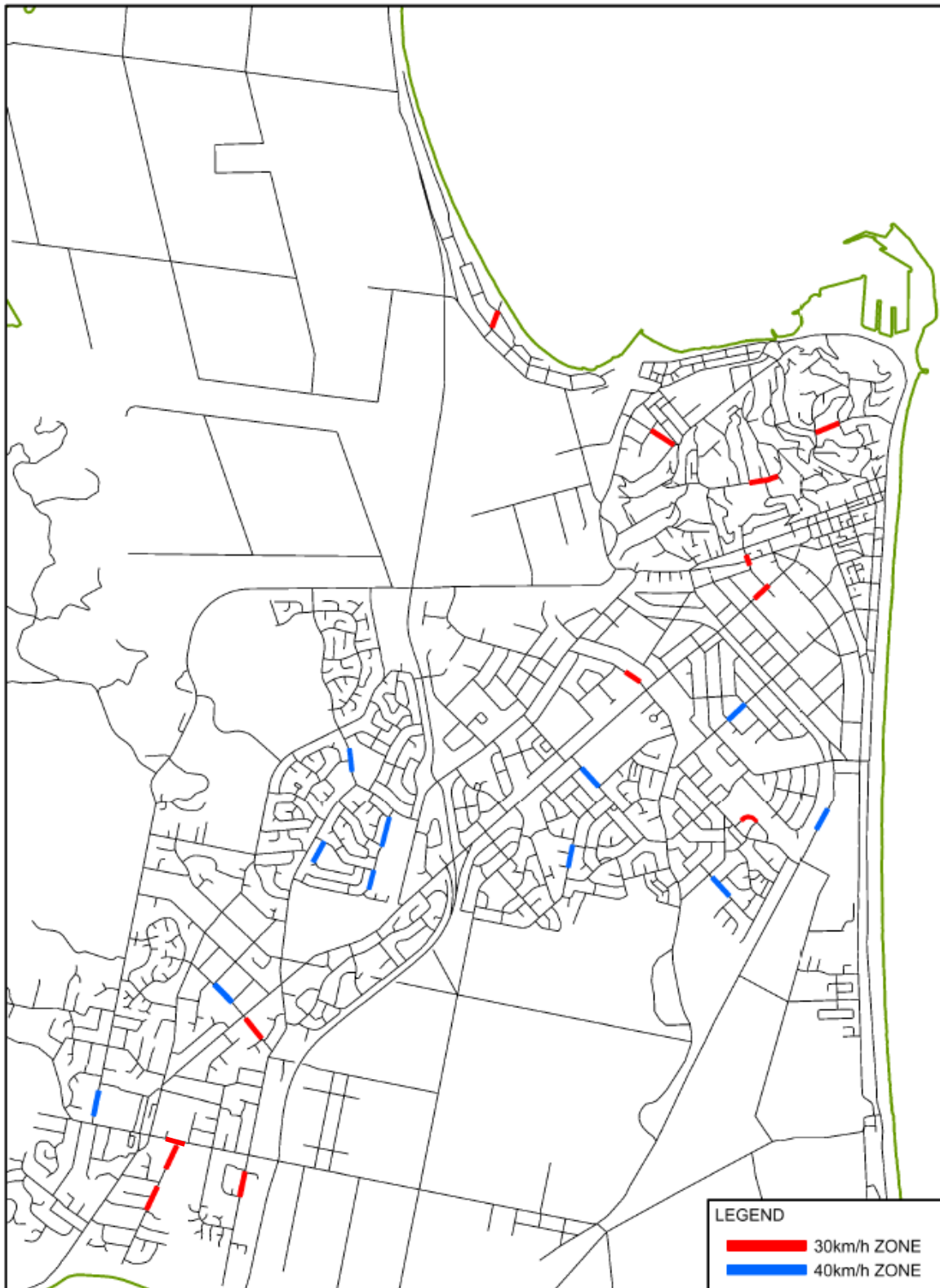
Traffic and Speed Limits Bylaw  
Infrastructure Services  
Napier City Council  
Private Bag 6010  
Napier 4142

c. Email to: [speedlimits@napier.govt.nz](mailto:speedlimits@napier.govt.nz)

24. Submissions will close at 5pm on Friday 23<sup>rd</sup> July 2021.
25. Submissions should include name, address, telephone number and email address and should state if you wish to speak to Council in support of your submission. The Council will contact in writing, all submitters who wish to be heard to advise the confirmed time, date and venue of the hearing.
26. All submissions will be made available to the public after the submission period closes.

## Proposed Changes to the Speed Limits Bylaw 2012

### Proposal 1: Variable speed limits at school zones



#### Explanation

We should be ensuring we give our most vulnerable, and most unpredictable, road users the greatest chance of survival. The New Zealand Ministry of Transport's 2012 research report into speeding states "At 30km/h pedestrians have about a 90 percent chance of surviving the

*impact of a motor vehicle, whereas if struck at 45km/h they have only a 50 percent chance of surviving.”*

### **Survey Assessment**

NZTA's Traffic Note 37 permits variable speed limits at schools as this significantly reduces the level of injury if a child is struck by a vehicle.

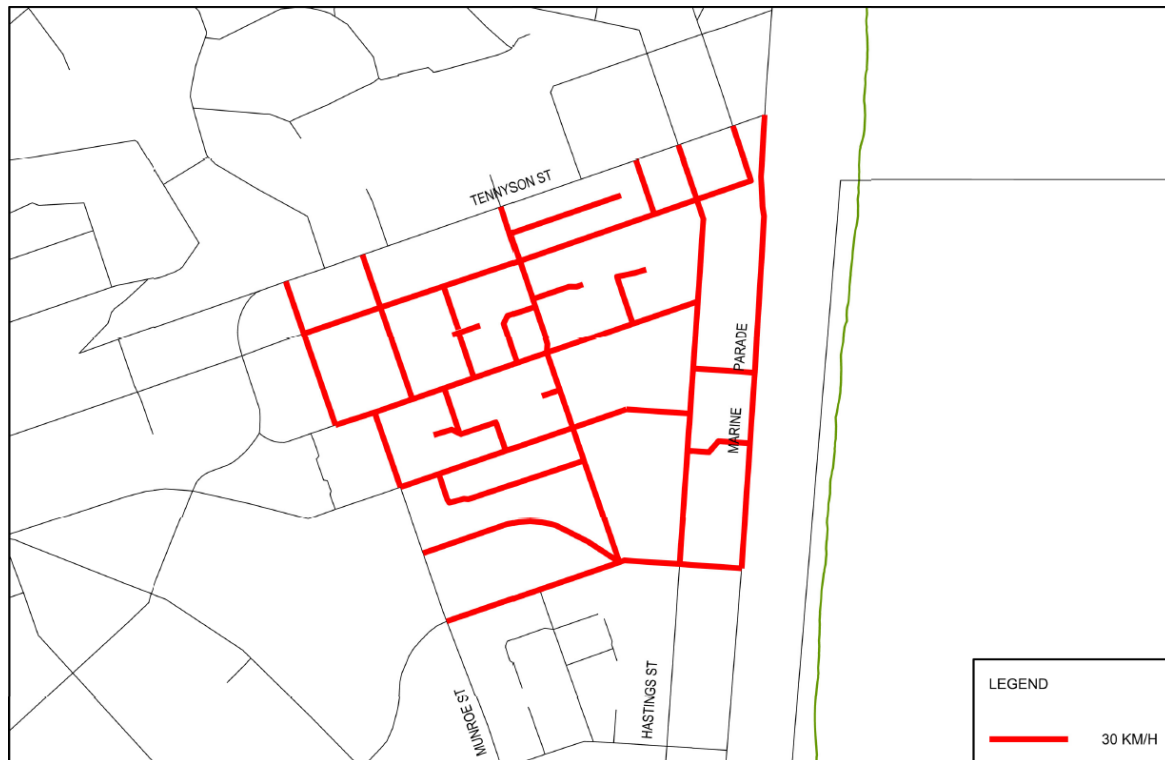
The travel time increase for an average school zone of 300m is 6 seconds.

### **Proposal**

The speed limit be reduced from 50km/h to 40km/h or 30km/h as shown, for a period of not more than 40 minutes at each of school start and school finish times, with a minimum of 10 minutes before and 10 minutes after the start and finish time. Variable Speed Limits will be identified with active signage on the main road and static signs on side roads entering the school zone.

Should the Minister of Transport approve the above proposal, for all school zones to become 30km/h zones, then all school zones will be changed accordingly.

## Proposal 2: Napier CBD



### Explanation

We feel that a safe and appropriate speed for the Napier CBD is 30km/h.

This will help encourage active travel in the CBD and will allow cyclists to share the road with all other vehicles in a low speed environment.

### Survey Assessment

The Speed Management Guide suggests a proposed safe and appropriate speed of 30km/h, for the CBD, based on the ONRC class and Infrastructure Risk. Having a consistent speed limit in this environment is the most appropriate method of controlling speeds.

### Proposal

The speed limit be reduced from 50km/h to 30km/h in the CBD.



### Proposal 3: Sandy Road, Hales Road, Sears Road, Jessep Road, King Road & Brookfields Road



#### Explanation

We think keeping the speed at the open road limit is too risky for all road users and lowering it to 80 km/h will provide a safe and more appropriate environment.

#### Assessment

Sandy Road and Brookfields Road are included in the top 10% of roads in New Zealand for deaths and serious injuries which is part of the 2018-21 GPS targets. Roadside hazards have a moderate to high rating and the overall Infrastructure Risk Rating is Medium based on the ONRC class and Infrastructure Risk Rating. The travel time change has been calculated as 10 seconds for Sandy Road and 20 seconds for the full length of Brookfields Road.

#### Proposal

The speed limit be reduced from 100km/h to 80km/h.

## Proposal 4: Tannery Road, Waverly Road, Burness Road & Ulyatt Road



### Explanation

We want to help drivers understand what speed they should be driving at, so we want to reduce the speeds on Tannery Road and Burness Road to 80 km/h to be consistent with the proposed speed on Meeanee Road.

With the proposed retirement village on Ulyatt Road it is necessary to lower the speed limit to 50km/h.

### Assessment

The proposal for these roads is due to an Infrastructure Risk Rating being medium. The Speed Management Guide suggests a proposed safe and appropriate speed of 60km/h based on the ONRC class and Infrastructure Risk Rating for northern half of Tannery Road and 80km/h for the remainder, following further assessment of the Tannery Road speed environment we believe that a consistent speed of 80km/h is the appropriate speed.

### Proposal

The speed limits on Tannery Road and Burness Road be reduced from 100km/h to 80km/h. The speed limit on Ulyatt Road be reduced from 100km/h to 50km/h.

## Proposal 5: Meeanee Road



### Explanation

We want to help drivers understand what speed they should be driving at, so we want to increase Meeanee Road to 80 km/h to be consistent with the proposed speed limits on the adjacent roads in the area with similar speed environments.

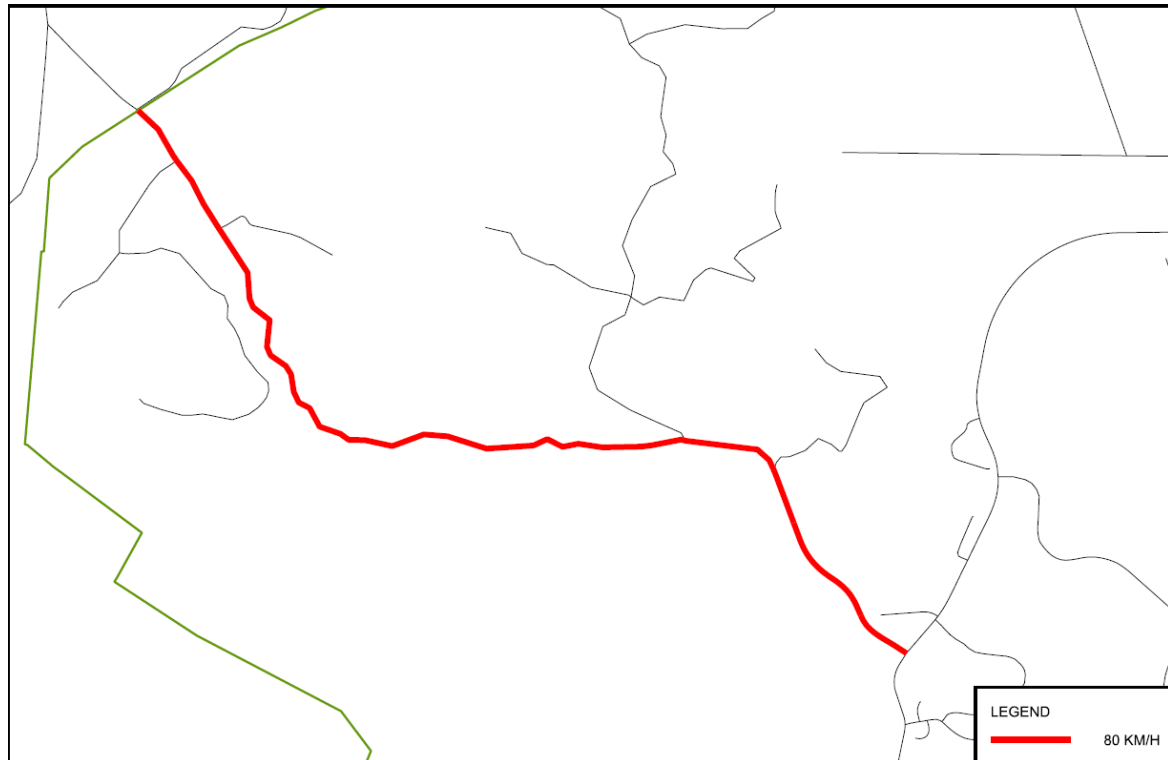
### Assessment

The proposal for these roads is due to an Infrastructure Risk Rating being low. Further analysis of this section of Meeanee Road was published during September 2018 by NZTA in the Speed Management Guide. The results show that the safe and appropriate speed limit for this road is 60km/h. Based on local knowledge and previous investigations into how the road operates, officers are still comfortable that the speed limit is increased to 80km/h.

### Proposal

The speed limit be increased from 70km/h to 80km/h.

## Proposal 6: Puketitiri Road



### Explanation

A temporary speed limit zone of 80 km/h from the start of this road at Church Road, through to the intersection with Poraiti Road, has been in place for some time. This is working well, and we'd like to extend the 80 km/h zone through to the city boundary at Rotowhenua Road. This section of the road has some extreme horizontal and vertical alignment changes. We are in the process of preparing designs to improve the road geometry to improve safety but a lower speed limit will still be required to ensure the road operates at an acceptable level of safety. The preliminary designs have utilised an 80km/h design speed.

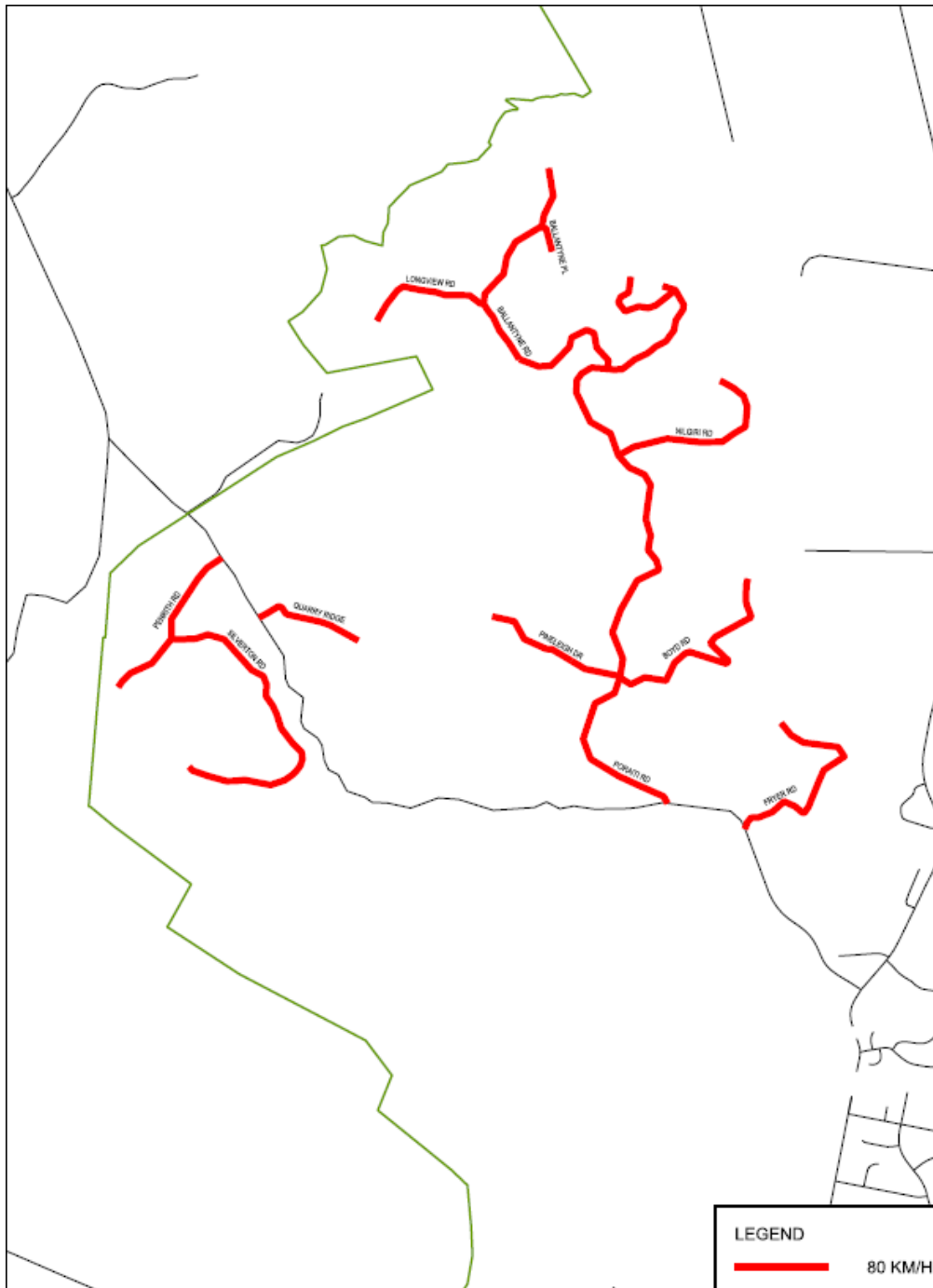
### Assessment

The Speed Management Guide indicates that the safe and appropriate speed of 60km/h based on the ONRC class and Infrastructure Risk Rating of high with moderate to high roadside hazards. Following the assessment, we believe that 80km/h is appropriate and the proposed amendments to the road geometry will address the risk rating discrepancies. The travel time increase has been calculated as 22 seconds for the specified length of Puketitiri Road, assuming vehicles were able to travel at 100km/h for the specified length.

### Proposal

The speed limit be reduced from 100km/h to 80km/h.

**Proposal 7: Poraiti Road, Nilgiri Road, Boyd Road, Pineleigh Drive, Ballantyne Road, Ballantyne Place, Longview Road, Fryer Road, Penrith Road, Silverton Road & Quarry Ridge**



**Explanation**

As with Puketitiri Road, there are some risky roadside hazards on these roads. The horizontal and vertical geometry of the roads is why we think 80 km/h is a much safer and appropriate speed here.

**Assessment**

The Speed Management Guide indicates a safe and appropriate speed of 60km/h based on the ONRC class and Infrastructure Risk Rating of medium to high with moderate to high roadside hazards. Following the assessment, we believe that 80km/h is appropriate and the proposed amendments to the road geometry will address the risk rating discrepancies.

**Proposal**

The speed limit be reduced from 100km/h to 80km/h.

## Proposal 8: Springfield Road



### Explanation

We think a 60 km/h limit on this road will be much safer for all users because of the number of roadside hazards, such as trees and drainage ditches, and the geometry of the road. A recent temporary change in speed limit to 60km/h was effective in improving driving behaviours.

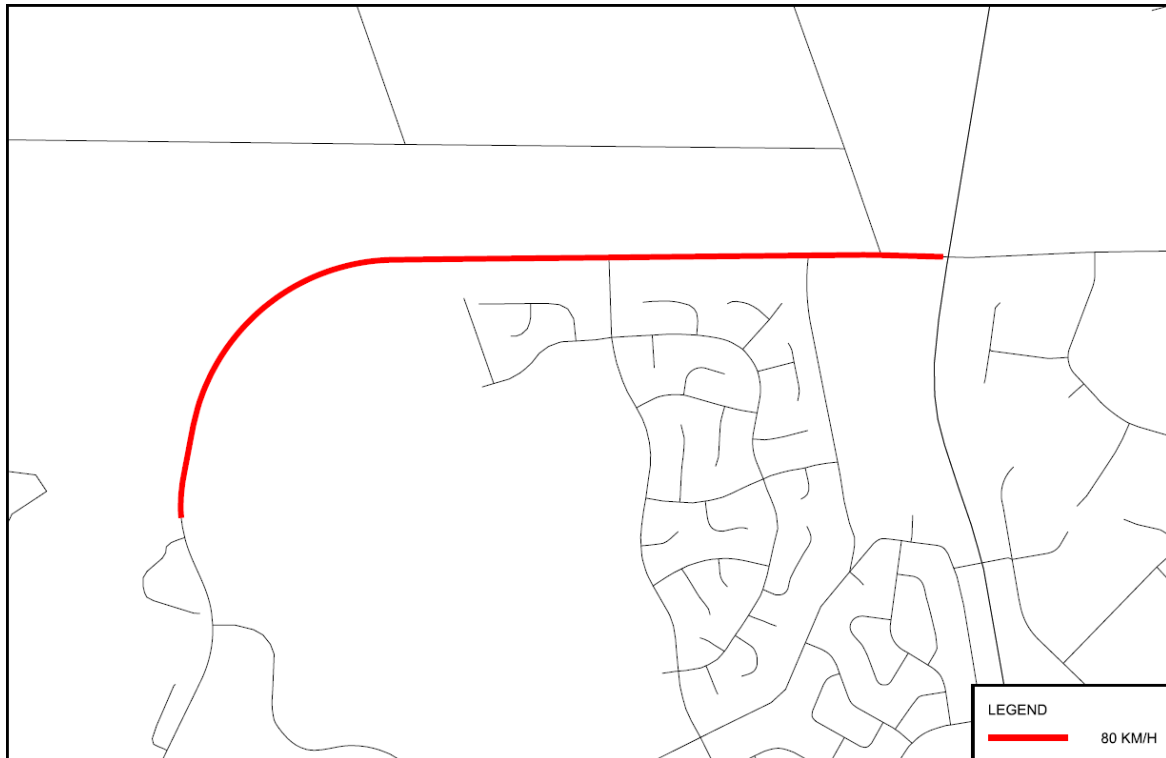
### Assessment

The Speed Management Guide indicates that the safe and appropriate speed is 60km/h based on the ONRC class and Infrastructure Risk Rating of medium to high with moderate to high roadside hazards. Following further assessment, we believe that 80km/h is appropriate.

### Proposal

The speed limit be reduced from 100km/h to 60km/h.

## Proposal 9: Prebensen Drive



### Explanation

Due to the roadside hazards and the horizontal curvature of the road, we think the safe and appropriate speed for this stretch of road is 80 km/h. The limit for the rest of Prebensen Drive to the east of SH50 will stay at 70 km/h.

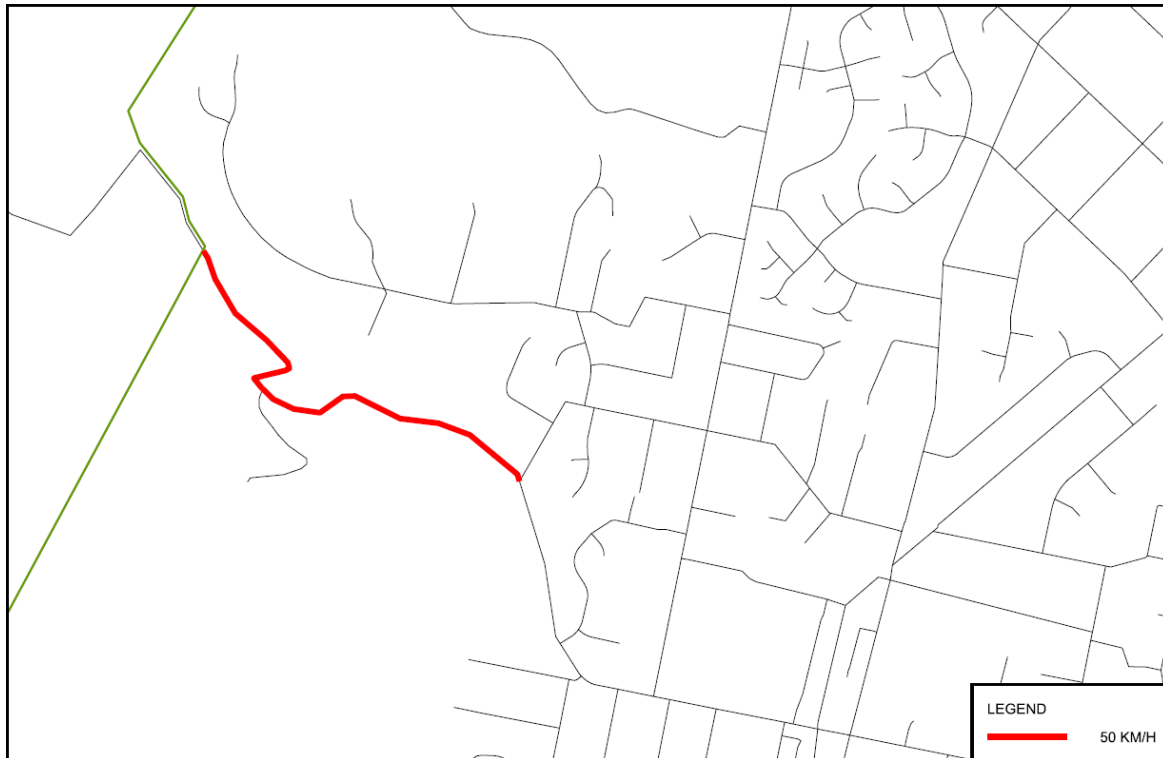
### Assessment

This section of Prebensen Drive is included in the top 10% of roads in New Zealand for deaths and serious injuries which is part of the 2018-21 GPS targets. The travel time change has been calculated as 3 seconds for the section of road with a lower speed limit which will be offset slightly with the increased section between Tamatea Drive and SH50.

### Proposal

The 70km/h speed limit be increased to 80km/h between Tamatea Drive and Orotu Drive and reduce the 100km/h speed limit between Orotu Drive and Cato Road to 80km/h.

## Proposal 10: Puketapu Road



### Explanation

This is to remove an anomaly of what is marked on site and what is included in the Speed Limits Bylaw. It is proposed to amend the bylaw to align with the speed limit signage on the ground.

### Assessment

This has not been assessed against the Land Transport Rule: Setting of Speed Limits 2017. Rather, given it has operated for at least 5 years and maybe longer, it is simply proposed to amend the bylaw to reflect the situation on the ground.

### Proposal

The speed limit be reduced from 100km/h to 50km/h.



## Proposal 11: Tamatea Drive



### Explanation

There are a number of existing and proposed developments in this area, which means more residents, traffic, bikes on the road, and pedestrians to look out for. We think 50 km/h is a much safer speed for this residential area.

### Assessment

This section of Tamatea Drive is included in the top 10% of roads in New Zealand for deaths and serious injuries which is part of the 2018-21 GPS targets with a speed of 60km/h. Given the proposed aquatic development and the high traffic generation this will produce the safe and appropriate speed is assessed as 50km/h.

### Proposal

The speed limit be reduced from 70km/h to 50km/h.

## Proposal 12: Te Awa Avenue, Eriksen Road & Kenny Road



### Explanation

Due to the increasing residential developments in the area we think it is safer to lower the speed to 50km/h.

### Assessment

Given the number of developments and the high traffic generation these will produce, the safe and appropriate speed is assessed as 50km/h.

### Proposal

The section of Te Awa Avenue with a speed limit of 70km/h be reduced to 50km/h.

The section of Kenny Road from Te Awa Avenue to 100m after Eriksen Road be reduced from 70km/h to 50km/h.

The section of Eriksen Road from 550m before Kenny Road to the closed end be reduced from 100km/h to 50km/h.

## Proposal 13: Onehunga Road



### Explanation

This part of the Onehunga Road is narrow with a number of residential properties, so we would like to lower the speed limit to 50km/h. Threshold treatments will be required to differentiate between the two sections of road.

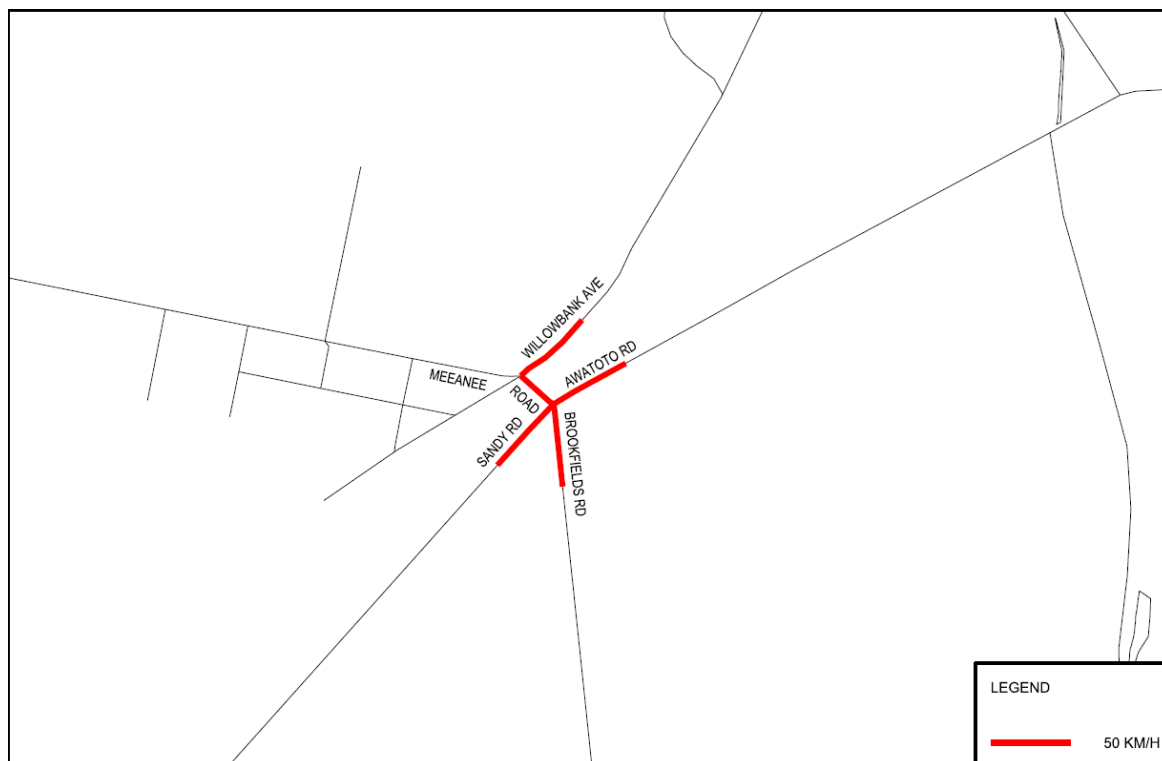
### Assessment

Due to the low traffic volumes the Speed Management Guide has little information on Onehunga Road but due to the residential properties at the end of the road it is assessed as an urban area and therefore should be 50km/h.

### Proposal

The speed limit be reduced from 100km/h to 50km/h.

## Proposal 14: Meeanee Village



### Explanation

There are two high risk intersections in this area. We want to extend the current 50 km/h limit through the village to include these two intersections as well.

### Assessment

As previously mentioned, Sandy Road and Brookfields Road are included in the top 10% of roads in New Zealand for deaths and serious injuries and the reduction in speed at this high risk intersection is to further lower risk of death and serious injury. There has been one serious and one fatal crash since 2013 at this intersection.

### Proposal

75m of Sandy Road, Brookfields Road and Awatoto Road from the intersection of Meeanee Road be reduced from 100km/h to 50km/h.

75m of Willowbank Road from the intersection of Meeanee Road be reduced from 100km/h to 50km/h which will reflect the signage that already exists.

## Proposal 15: Marine Parade



### Explanation

Due to the many facilities, hotels and tourist activities on this section of Marine Parade and the high number of vulnerable users (pedestrians, particularly children and tourists, and cyclists).

The 40km/h courtesy zone signs on Marine Parade at Ellison Street and Coote Road will be removed.

### Assessment

This is an inappropriate speed limit for the environment given the high number of vulnerable users including tourists, attractions and businesses in the area.

The travel time increase has been verified through field testing as 30 seconds between Vautier Street and Ocean Spa with the reduced speed limit. However, the overall travel time difference between Ellison Street and Ocean Spa is only 2 seconds with the removal of the courtesy zone.

### Proposal

The speed limit be reduced from 50km/h to 30km/h.

## Proposal 16: Gloucester Street



### Explanation

We recognise how many people and vehicles move in and out of the bus layby, so we think 20 km/h will be a much safer speed for this environment. The speed limit on Gloucester Street will remain at 50km/h.

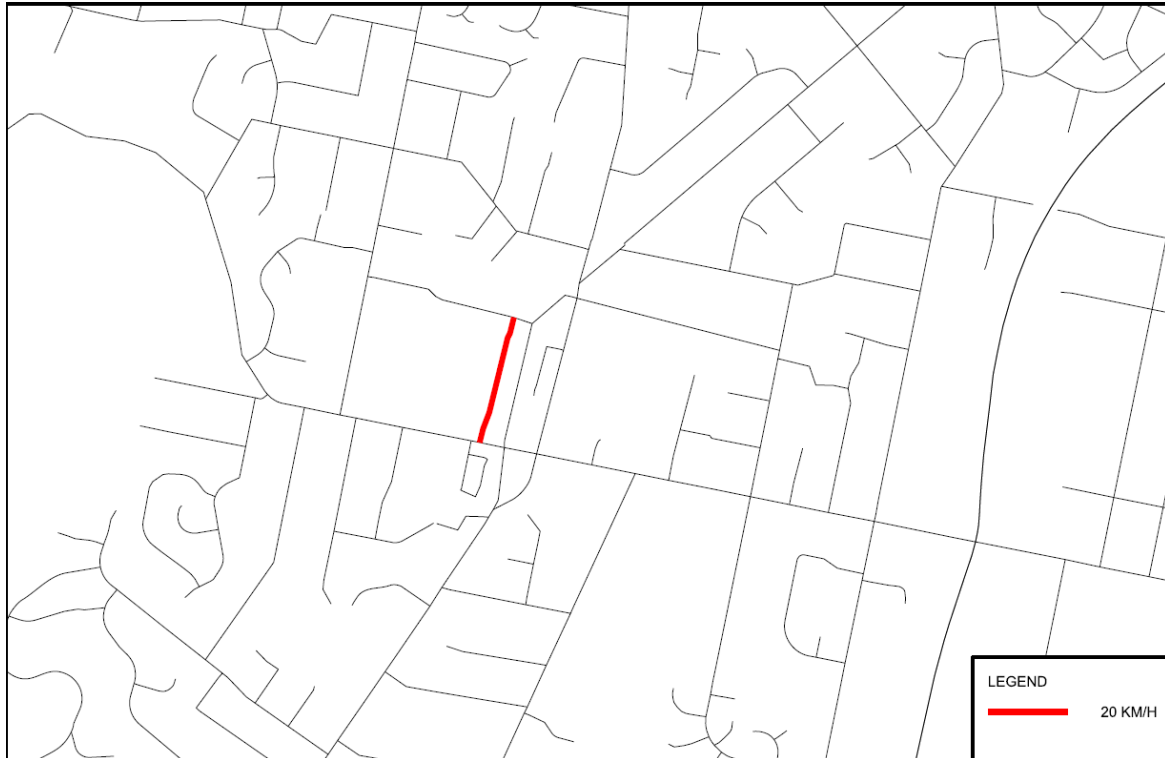
### Assessment

Due to the number of pedestrians that cross Gloucester Street through the layby it has been assessed as needing a safe and appropriate speed limit of 20km/h.

### Proposal

The speed limit be reduced for the layby from 50km/h to 20km/h.

## Proposal 17: Symons Lane



### Explanation

This is a narrow service lane primarily for the Taradale CBD and we think it will be much safer for all users if the speed limit is set at 20km/h.

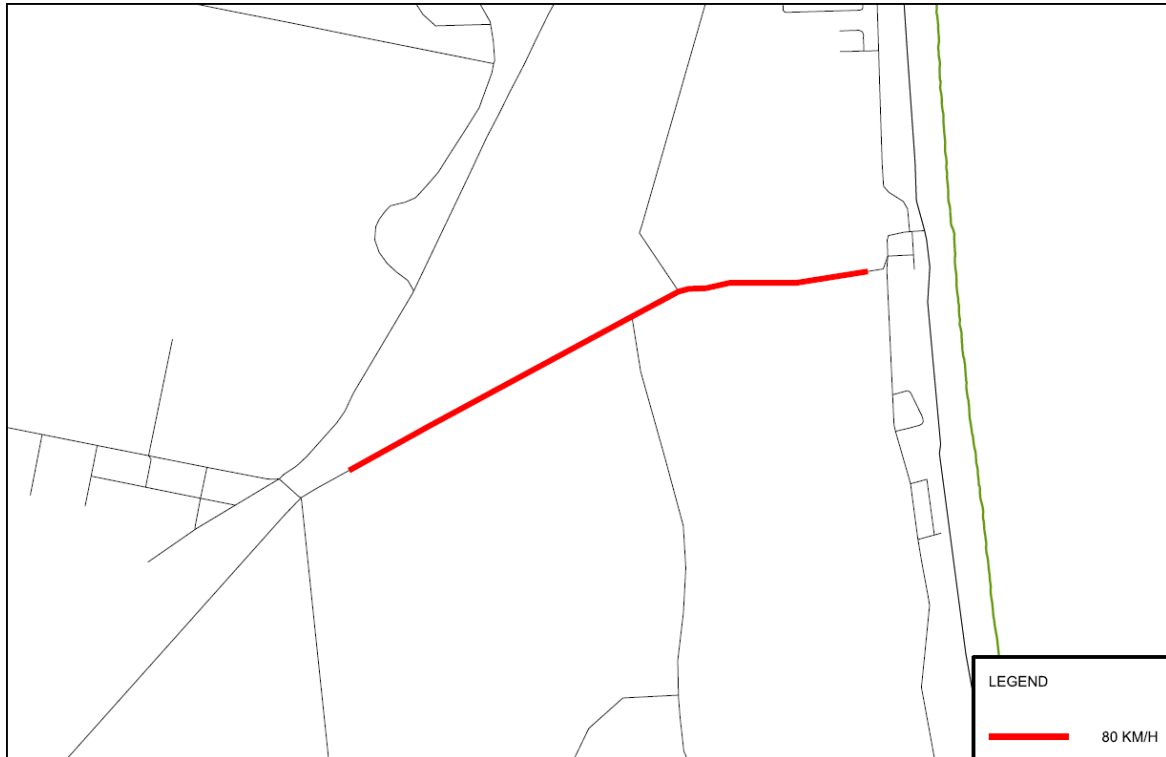
### Assessment

Due to the low traffic volumes the Speed Management Guide has little information on Symons Lane but due to the adjacent facilities and parking demand, it is assessed as a low speed environment with a safe and appropriate speed of 20km/h.

### Proposal

The speed limit be reduced from 50km/h to 20km/h.

## Proposal 18: Awatoto Road



### Explanation

Due to the high volume of trucks using this route it is felt that the reduction of the 100km/h speed limit on Sandy Road should be continued to include Awatoto Road.

### Assessment

The Speed Management Guide has the safe and appropriate speed as 80km/h with the Infrastructure Risk Rating of medium. The travel time change has been calculated as 23 seconds for the full length of Awatoto Road.

### Proposal

The speed limit be reduced from 100km/h to 80km/h.



## Proposal 19: Gloucester Street



### Explanation

This section of road has poor horizontal alignment and poor visibility entering a narrow bridge so the 70km/h limit is considered to be too fast for the road environment.

### Assessment

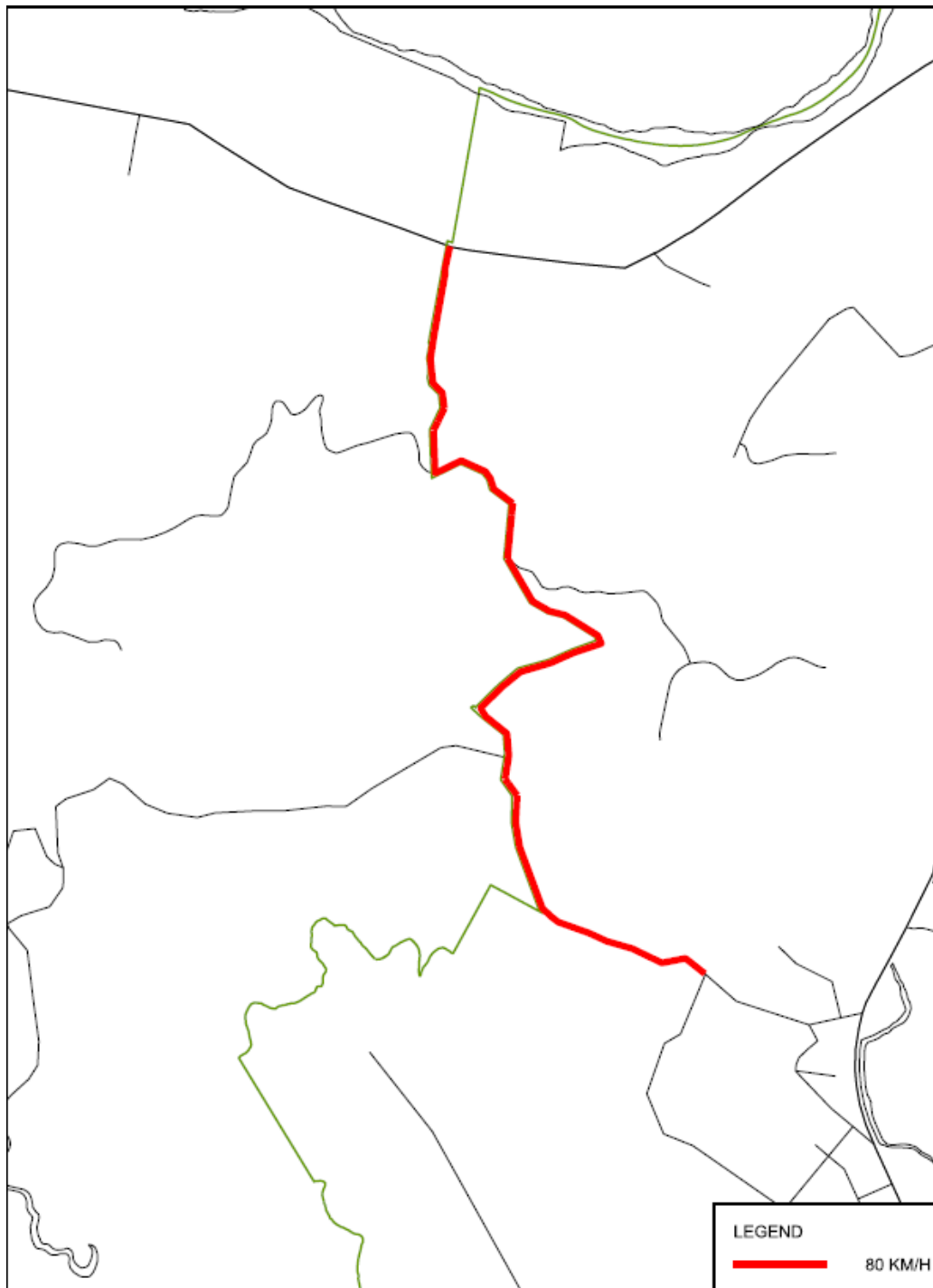
This section of Gloucester Street is included in the top 10% of roads in New Zealand for deaths and serious injuries which is part of the 2018-21 GPS targets.

Roadside hazards have a moderate to severe rating and the overall Infrastructure Risk Rating is low to medium based on the ONRC class and Infrastructure Risk Rating. The travel time change has been calculated as 2 seconds for this section of road.

### Proposal

The speed limit be reduced from 70km/h to 50km/h.

## Proposal 20: Hill Road



### **Explanation**

Hill Road has some sharp horizontal and steep vertical geometry along its alignment and the width is narrow with no margin for error.

### **Assessment**

The Speed Management Guide indicates that the safe and appropriate speed is 60km/h based on the ONRC class. In addition an Infrastructure Risk Rating of high with moderate to high roadside hazards. Following the assessment, we believe that 80km/h is appropriate.

### **Proposal**

The speed limit be reduced from 100km/h to 80km/h.