

QLDC Council
3 June 2021

Report for Agenda Item | Rīpoata moto e Rāraki take : 7

Department: Property & Infrastructure

Title | Taitara Recommended District School Speed Zones - Reductions

PURPOSE OF THE REPORT | TE TAKE MŌ TE PŪRONGO

The purpose of this report is to recommend community engagement on speed limit reductions around the district schools, following the speed management review completed by Council in 2019.

RECOMMENDATION | NGĀ TŪTOHUNGA

That Council:

1. **Note** the contents of this report;
2. **Note** the recommendations outlined in the Abley 'QLDC School Speed Zones' report [Attachment A];
3. **Adopt** the contents of this report and the following proposed speed limit reductions for further community engagement:

Area	Current Posted Speed Limit (km/h)	Recommended School or Permanent Speed Limit (km/h)
Queenstown		
Arrowtown Primary	40*	30
Glenorchy Primary	40	30
Kingsview Primary	40	30
Queenstown Primary	40	30
Remarkables Primary	40	30
St Joseph's School	40	30
Shotover Primary	40	30
Wakatipu High School	40	30

Wanaka		
Holy Family School	40	30
Mount Aspiring College	40*	30
Makarora School	80	40 (Permanent Speed Zone)
Wanaka Primary	Totara Terrace 40	30
	Kings Drive 40	30
Hawea Flat School	Kane Rd 100	60
	Camp Hill Rd 50	30

* These schools operated under a variable 40km/h speed zone during school drop off and pick up

4. **Approve** the consultation material [in Attachment B] as proposed with any minor amendments to be at the discretion of the General Manager, Property and Infrastructure.

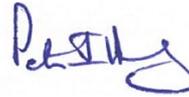
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20/05/2021

Reviewed and Authorised by:



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21/05/2021

CONTEXT | HOROPAKI

- 1 In 2016, the New Zealand Transport Agency introduced the New Zealand Speed Management Guide (the Guide) to assist councils in considering how best to achieve safe operating speeds on the roads under their control.
- 2 The Guide was developed in consultation with the transport sector and Automobile Association and is underpinned by the following principles:
 - i. Evidence-based
 - ii. A nationally consistent approach
 - iii. Prioritise high benefit areas that improve both safety and economic productivity, and areas that will contribute to the credibility of speed management
 - iv. Achieve good value for money
 - v. Build better understanding between road controlling authorities and the public for speed management.
- 3 The Guide supports the New Zealand Transport Agency's aim of Safer Journeys, with speed limits being just one tool in the suite available to improve road safety. Other options include physical changes to road layouts and community education, but all decisions by councils are expected to be made with community input.
- 4 To formalise the Guide's new approach to speed management, the Land Transport Rule: Setting of Speed Limits was updated in 2017 to change and clarify roles and responsibilities for the New Zealand Transport Agency and councils in reviewing and establishing speed limits. The rule:
 - i. requires New Zealand Transport Agency to provide guidance on and information about speed management to councils
 - ii. requires councils to set speed limits that are, in their view, safe and appropriate; and
 - iii. encourages a consistent approach to speed management throughout New Zealand.
- 5 During 2019 Council completed a full bylaw review and completed a full network review following the Guide and Rule to determine safe and appropriate speeds for the district's roads.
- 6 On 8 August 2019, the Queenstown Lakes District Council Speed Limits Bylaw 2019 (the bylaw) was adopted along with several permanent speed reductions in urban areas and on specific roads identified as high benefit opportunities to reduce death and serious injury.
- 7 The bylaw removed the detailed schedules and created a register of speed limits. This allows Council the ability to make changes by resolution, allowing for a faster response time to issues identified in the district, address growth and enable changes where necessary to the network. Community consultation (as required by the Rule) must still

occur but such that it is fit for purpose and reflecting the extent and nature of proposed changes.

- 8 As the speed management review was for the full network, several recommendations for permanent speed limit reductions were presented to Council in a Findings Report. The Council resolved to take a staged approach, including to align further major arterial road speed reductions with NZTA's own network review, and initiated a Special Consultative Procedure on this basis. The Findings report including the full network recommendations was provided as part of the consultation material.
- 9 During the consultation period community support was received for the reduction of speed around the district's schools, these were not included in the proposed first stage. These reductions were recommended by the Hearings Panel to Council and were subsequently adopted at the August meeting. With the proposed scope being to direct staff to work with the district's schools to identify and implement road safety improvements in school environments, including potential variable speed and physical changes, for report back to Council as necessary.

ANALYSIS AND ADVICE | TATĀRITANGA ME NGĀ TOHUTOHU

Comment

- 10 The Queenstown Lakes District Council Speed Limits Bylaw 2019 includes permanent speed limit reductions in urban areas to 40 km/h and a 30 km/h speed limit around schools district wide. This change is aligned with the Ministry of Transport's Tackling Unsafe Speeds Programme and aims to improve safety for vulnerable road users. The implementation of 30 km/h speed limit around school zones requires a rule change from Waka Kotahi, this is progressing with consultation mid-2021 and implementation late-2022.
- 11 The new Rule will state Road Controlling Authorities (RCA's) will have until 2030 to implement lower speeds outside schools (30km/h or 40 km/h outside urban schools, and 60km/h for schools designated rural). Speed limits will be either permanent or variable (if a higher speed limit is needed to be maintained outside of the before and after school risk time periods). RCA's with 40km/h outside schools already are exempt from this requirement (those of QLDC's schools already at 40km/h will meet the requirements of the new Rule).
- 12 In the interim, QLDC is keen to implement traffic calming improvements around schools to complement the future posted speed limit.
- 13 Staff have completed the district schools review as outlined in the Abley 'QLDC School Speed Zones' report in Attachment A of the agenda report. Staff have undertaken consultation with all schools to understand their road safety concerns and identify specific issues from the schools. Not all safety concerns put forward by the schools are represented in this report, only those physical treatments that influence speed management have been addressed.

14 The existing data and concerns from the school’s support 30km/h school speed zones within QLDC. Of the 13 schools assessed in this report a 30km/h variable school speed zones are presently viable for all the schools except Makarora School. Some schools already having low speeds and no additional speed treatment would be required to install the 30km/h school speed zone.

15 School speed areas and proposed reductions:

Area	Current Posted Speed Limit (km/h)	Recommended School or Permanent Speed Limit (km/h)
Queenstown		
Arrowtown Primary	40*	30
Glenorchy Primary	40	30
Kingsview Primary	40	30
Queenstown Primary	40	30
Remarkables Primary	40	30
St Joseph’s School	40	30
Shotover Primary	40	30
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* These schools operated under a variable 40km/h speed zone during school drop off and pick up

- 16 Te Kura O Take Kārara has not been included due to it being a new school that has been designed with lower speed limits and accessibility front of mind and it has incomplete development surrounding the site.
- 17 In Makarora, It is recommended that a 40km/h permanent speed zone be installed where Rata Road begins off State Highway 6. This will be a permanent speed reduction for the village, rather than a specific school reduction. This is why 40km/h is recommended to be consistent with other residential villages and towns in the district.
- 18 To proceed with the 30km/h school speed zones in the QLDC district a budget of \$276,500 (plus traffic management) is required. This is the budget for the installation of the variable school speed signs (static and VMS) and the associated high priority treatments. There will also be additional monitoring costs for each school site. Waka Kotahi has indicated support for these changes before the rule change, however QLDC will require formal approval from Waka Kotahi to proceed and to follow the consultation process as set out in the Setting of Speed Limits Rule (2017).
- 19 The draft consultation material is included at Attachment B. As this is not a statutory process, but an engagement process, consultation is proposed for four weeks. The public will be able to provide their views from 21st June 2021 through until 5pm, 16th July 2021. Information will be available at Queenstown and Wanaka Council buildings, online at www.qldc.govt.nz/lets-talk, along with targeted engagement with NZ Police, Ministry of Education, Automotive Association (AA), Waka Kotahi, and relevant community associations.
- 20 Staff will report to Council's September meeting with recommendations following community engagement.
- 21 Option 1 Do not consult on the proposed speed reductions and wait for the Waka Kotahi Rule change

Advantages:

- 22 Resource assigned to the consultation can be reallocated to other projects

Disadvantages:

- 23 Council will not address recommended improvements to its road network to achieve safe and appropriate speeds
- 24 Does not contribute to improving safety in urban areas with high volumes and multiple vulnerable users
- 25 Council may not meet external stakeholder expectations raised through the review process
- 26 Council will not address the outstanding community requests for speed reductions

27 Council will miss the opportunity to continue positive engagement with the community in addressing perceived current and future speed management issues in the district

28 Option 2 Do not consult on the proposed speed reductions but implement physical works to reduce travel speeds and wait for the Waka Kotahi Rule change

Advantages:

29 Resource assigned to the consultation can be reallocated to other projects

30 Partially contribute to improving safety in urban areas with high volumes and multiple vulnerable users

Disadvantages:

31 Council will partially address recommended improvements to its road network to achieve safe and appropriate speeds

32 Council may not meet external stakeholder expectations raised through the review process

33 Council will not address the outstanding community requests for speed reductions

34 Council will miss the opportunity to continue positive engagement with the community in addressing perceived current and future speed management issues in the district

35 Option 3 Consult on the proposed speed reductions for district school speed limits

Advantages:

36 Council will address identified improvements it's roading network to achieve safe and appropriate speeds

37 Contribute to improving safety un urban areas with high volumes and multiple vulnerable users

38 Council will meet external stakeholder expectations raised through the review process

39 Council will address outstanding community requests for speed reductions

40 Council will have the opportunity to continue positive engagement with the community in addressing perceived current and future speed limit issues

Disadvantages:

41 Resource cannot be reallocated to other projects

42 This report recommends **Option 3** for addressing the matter because:

- a) It is supported by the recommendations of the 'QLDC School Speed Zones' report (Attachment A)
- b) It is considered the best option that will improve safety around the district's schools

CONSULTATION PROCESS | HĀTEPE MATAPAKI:

> SIGNIFICANCE AND ENGAGEMENT | TE WHAKAMAHI I KĀ WHAKAARO HIRAKA

- 43 This matter is of medium significance, as determined by reference to the Council's Significance and Engagement Policy because there is community interest in setting of speed limits and management of road safety across the district.
- 44 The persons who are affected by or interested in this matter are residents/ratepayers; road users; community associations; emergency services; schools; Ministry of Education; NZTA; AA; NZ Police.
- 45 The Council has consulted with the district's schools who are supportive of both speed reductions and physical works to improve safety in their immediate vicinities

> MĀORI CONSULTATION | IWI RŪNANGA

- 46 The Council has not sought the specific views of iwi during this consultation process.

RISK AND MITIGATIONS | NGĀ RARU TŪPONO ME NGĀ WHAKAMAURUTANGA

- 47 This matter relates to the Community & Wellbeing risk category. It is associated with RISK00031 Ineffective management and governance over legislative compliance within the QLDC Risk Register. This risk has been assessed as having a moderate inherent risk rating.
- 48 The approval of the recommended option will support the Council by allowing us to implement additional controls for this risk. This shall be achieved by addressing key safety needs as identified and prioritised by the Council following the Speed Management Bylaw Review..

FINANCIAL IMPLICATIONS | NGĀ RITENGA Ā-PŪTEA

- 49 It is anticipated that the costs associated with implementing the recommendations can be met from current budgets with the 2021 Long Term Plan.

COUNCIL EFFECTS AND VIEWS | NGĀ WHAKAAWEAWE ME NGĀ TIROHANGA A TE KAUNIHERA

- 50 The following Council policies, strategies and bylaws were considered:
 - Alignment with and consideration of the principles of the Vision Beyond 2050; in particular 'Our environment and services promote and support health, activity and wellbeing for all.

- 10-Year Plan 2018-2028 strategic framework; contributing to efficient and effective infrastructure and a responsive organisation
- Queenstown Lakes District Council Speed Limits Bylaw 2019
- Queenstown Integrated Transport Strategy; supporting improved network performance and customer experience for all modes and improved liveability and visitor experience
- Wanaka Transport Strategy 2008; supporting an appropriate transport network and parking provision

51 The recommended option is consistent with the principles set out in the named policy/policies.

52 This matter is not included in the Ten Year Plan/Annual Plan as a specific activity and can be delivered within general infrastructure management activities.

LEGAL CONSIDERATIONS AND STATUTORY RESPONSIBILITIES | KA TURE WHAIWHAKAARO, ME KĀ TAKOHAKA WAETURE

53 Legal advice has been sought on this engagement process to ensure consistency with legislative and regulatory requirements.

LOCAL GOVERNMENT ACT 2002 PURPOSE PROVISIONS | TE WHAKATURETURE 2002 O TE KĀWANATAKA Ā-KĀIKA

54 The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by identifying and implementing the most appropriate measures to realise the outcomes sought;
- Can be implemented through current funding under the Ten Year Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

ATTACHMENTS | NGĀ TĀPIRIHANGA

A	Abley 'QLDC School Speed Zones'
B	Draft Consultation Material
C	QLDC School Maps