

19 June 2023

Director of Land Transport  
Waka Kotahi NZ Transport Agency  
50 Victoria Street  
Private Bag 6998  
Wellington 6141

**Subject: Director approval under alternative methods for Speed Limit Changes in School Areas around 42 schools in Lower Hutt**

Kia ora,

Hutt City Council has approved the speed limit around changes around 42 out of 53 schools in Lower Hutt to comply with speed limits around schools as set out in the Land Transport Rule: Setting of Speed Limits 2022 (the Rule). The consultation for proposed changes were done on the following key dates:

- 15 December 2022 – Letters and communications were sent out to Schools and residents in the areas of proposed changes.
- 15 February 2023 – Submission closed.
- 9 March 2023 – The proposed changes and submissions presented to the Infrastructure and Regulatory Subcommittee to request for endorsement of proposed changes to the Council.
- 28 March 2023 – The council approved the proposed changes.

The reasons for requesting approval under alternative method are:

- Hutt City Council is well on the way to completing the Speed Management Plan, which is expected to be submitted to the Council in July 2023.
- The consultation for proposed changes has met the requirements as set out in the Rule.
- The Council endorses the proposed changes.

The attachments included with the letter:

- The report submitted to the Infrastructure and Regulatory Subcommittee to seek for the Subcommittee's endorsement to the Council, which includes the details regarding proposed changes and consultation.

- The paper submitted to the Council to address the questions from Infrastructure and Regulatory Subcommittee.

We appreciate your consideration of the proposed speed limits and look forward to hearing from you shortly.

If you have any questions, please do not hesitate to contact me.

Ngā mihi,

Jon Kingsbury

Head of Transport

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20 March 2023

File: ( )

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Report no: HCC2023/1/31

## School Speed Zones for non Central City areas - revised areas

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### Purpose of Report

1. The purpose of this report is to:
  - a. propose draft legal speed limit changes around schools for non-Central City areas for safety improvement following Waka Kotahi's Road to Zero Strategy.
  - b. provide additional information requested by the Infrastructure and Regulatory Committee meeting held on 9 March 2023 regarding the speed limit changes around schools in non-central city areas.

### Recommendations

It is recommended that Council:

- (1) receives and notes the information;
- (2) approves the proposed draft legal speed limit changes around schools for non-Central City areas as:

Konini Primary school, St Claudine Thevenet school, Wainuiomata Intermediate school, Wainuiomata High school, Wainuiomata Primary school, Maungaraki school, Tawhai school, Tui Glen school, Pomare school, St Michael's school, Taita Central school, Taita College and Hutt Central school;
- (3) rescinds any previous resolutions pertaining to legal speed limits made pursuant to any bylaw to the extent should they conflict with the proposed changes described in this resolution; and
- (4) notes that the above legal speed limit changes would not take effect until it has been approved by Waka Kotahi and legal speed limit signs have been

installed.

For the reasons of improved safety and accessibility around schools and to promote active travel mode choices for students, parents and teachers. Officers have consulted with the schools and the public regarding the proposed changes.

## Background

2. The new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) came into force on 19 May 2022.
3. The Rule enables a new process to support road-controlling authorities in setting new speed limits. The Rule fosters a whole-of-network approach where decisions about safety-related infrastructure improvements, speed limit changes and safety camera placement are made together.
4. The Rule supports the transition to slower speeds around schools to improve safety and encourages people to use active modes of transport for their journeys to and from school.
5. While the proposed changes have a heavy focus on roads in school areas where most students usually travel to school, officers also assessed other roads in the area which would better suit a reduced 30km/h speed limit, eg narrow local roads in addition to urban/suburban roads with high pedestrian demands.
6. Taking a wide area/zone approach around schools allows the implementation of a safe zone around the school area where parents can drop their children at multiple points within an area of their choice.
7. Students will be able to walk/scoot/ cycle from those points to the school, reducing parent numbers on pick-up and drop-off duty. Decreasing congestion in the school zone will provide increased safety.
8. At the Infrastructure and Regulatory Committee meeting on 9 March 2023 the Committee recommended that Council:

<p><b>RECOMMENDED:</b> (Cr Edwards/Cr Tupou)</p> <p><i>“That the Committee recommends that Council:</i></p> <p>(1) <i>receives and notes the information;</i></p> <p>(2) <i>approves the proposed draft legal speed limit changes around Gracefield School;</i></p> <p>(3) <i>approves the proposed draft legal speed limit changes around schools for non-Central City areas included in the officer’s report, with the exception of maps relating to the following-schools, Wellesley College zone, Konini Primary School, St Claudine Thevenet School, Wainuiomata Intermediate and High Schools zone, Wainuiomata Primary School zone, Maungaraki School zone, Tawhai School and Tui Glen School zone (Stokes Valley), Pomare School, St Michael’s School, Taitā Central School and Taitā College zone, Hutt Central School zone; and Te Kura Kaupapa Māori o Te Ara Whanui School zone;</i></p> <p>(4) <i>rescinds any previous resolutions pertaining to legal speed limits made pursuant</i></p>	<p><b>Minute No. IARCC 23101</b></p>
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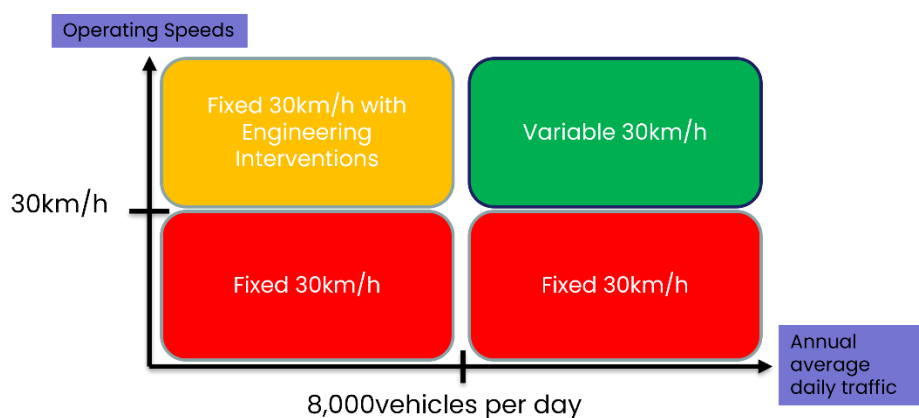
*to any bylaw to the extent should they conflict with the proposed changes described in this recommendation; and*

*(5) notes that the above legal speed limit changes would not take effect until it has been approved by Waka Kotahi and legal speed limit signs have been installed."*

9. This report provides information and addresses the questions/ concerns arising from the recommendation above.

### Discussion

10. The assessment criteria for deciding between fixed and variable speed limits are as follows:
- a. Operating speeds and Traffic Volumes
  - b. One Network Framework (ONF)
  - c. Further Considerations
    - i. General Traffic (GT)
    - ii. Feedback
    - iii. Future projects
11. Unless a street meets one of the criteria to have a variable speed limit, a fixed 30km/h speed limits are proposed.
12. Criteria 1: Operating Speeds and Traffic Volumes



### 13. Criteria 2: One Network Framework (ONF) Categories



- ONF is a tool to classify roads and streets within the New Zealand transport network. It evolves the One Network Road Classification (ONRC) to a two dimensional classification framework focused on Movement (M) and Place (P).
- City Hubs, Main Streets, Local Streets and Civic Spaces are proposed as fixed speed limits.
- Urban Connectors and Activity Streets include various levels of Movement and Place functions. Therefore, further consideration is required for those categories.

### 14. Further Considerations

After considering criteria 1 and 2, further considerations such as General Traffic (GT), feedback and the presence of future projects are considered to decide between variable and fixed speed limits.

- General Traffic Class (GT)

General Traffic continues to use the 8 levels of classification of the One Network Road Classification Framework. General Traffic (GT) Classes are as follows:

Class	Related ONRC Class
GT1	High Volume
GT2	National
GT3	Regional
GT4	Arterial
GT5	Primary Collector
GT6	Secondary Collector
GT7	Access
GT8	Low Volume

For Streets/Roads in the Urban Connectors category, GT 5 and above are proposed as variable speed limits.

For Streets/Roads in the Activity Streets category, GT 4 and above are proposed as variable speed limits.

b. Public feedback

Inputs from the residents and schools are also considered in proposing the changes.

c. Future projects

Officers also considered the presence of future projects in the area and their effects. Proposing a speed limit change and having to change it again to meet the requirements of future projects would cause confusion and extra costs.

15. The start and end points described on the maps contained within the report are rough estimates only. When building the speed limit signs, these points may require slight adjustment to ensure optimum visibility to align with roading characteristics such as width, curvature, presence of an intersection etc.

16. This report includes updated proposed changes around the following schools:

Wellesley College, Konini Primary school, St Claudine Thevenet school, Wainuiomata Intermediate school, Wainuiomata High school, Wainuiomata Primary school, Maungaraki school, Tawhai school, Tui Glen school, Pomare school, St Michael's school, Taita Central school, Taita College, Hutt Central school and Te Kura Kaupapa Māori o Te Ara Whanui school.

a. Wellesley College

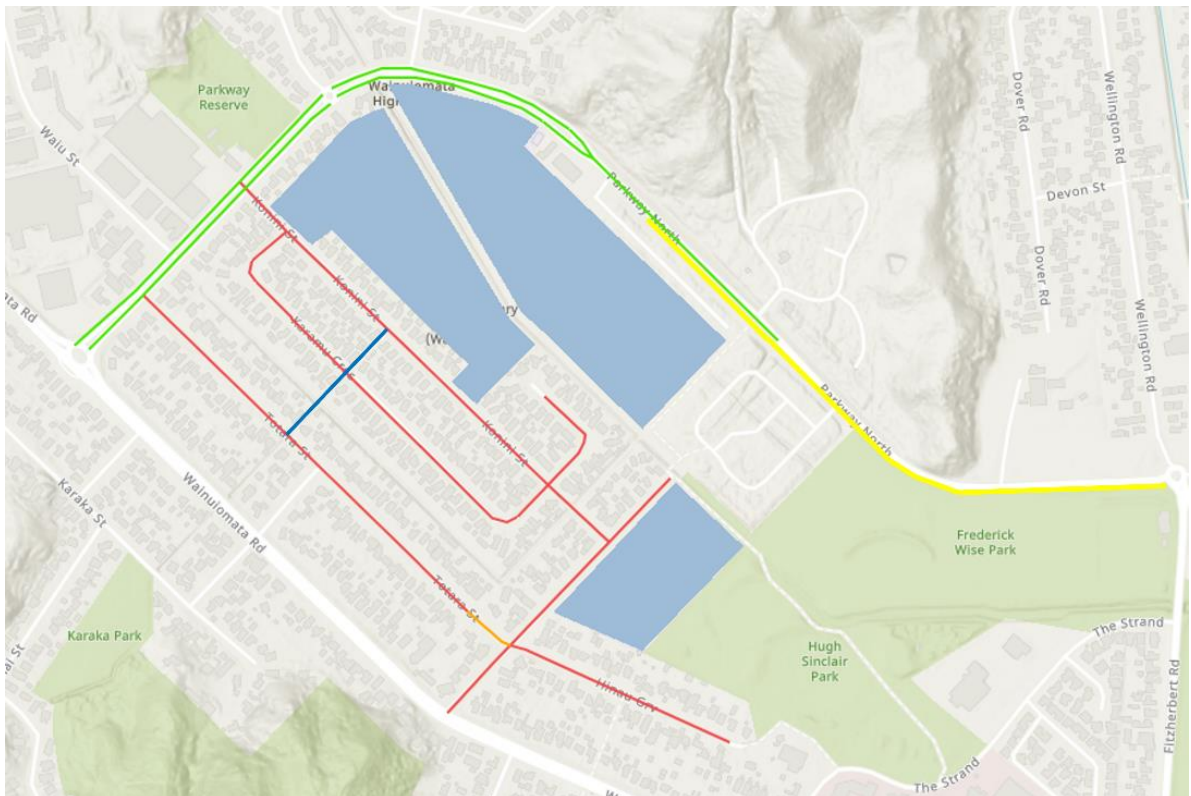


Further work will be done by officers on the speed limit and traffic calming solutions in Days Bay. This will be considered by Council as part of the 2024-27 Speed Management Programme later.

- b. Konini Primary school, St Claudine Thevenet, Wainuiomata Intermediate and Wainuiomata High schools

Totara Street, Wainuiomata

- ONRC = Access Road (GT7)
- ONF = Local Street (M4, P4)
- AADT = 650veh/d
- Current Operating Speeds = 30km/h



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit
- Parkway extension proposed as 50km/h speed limits

- c. Wainuiomata Primary school zone

Main Road

- ONRC = Primary Collector (GT5)
- ONF = Activity Street (M3, P2)
- AADT = 3,600veh/d
- Current Operating Speeds = 41km/h
- Extended the Main Road Segment to Moores Valley Road



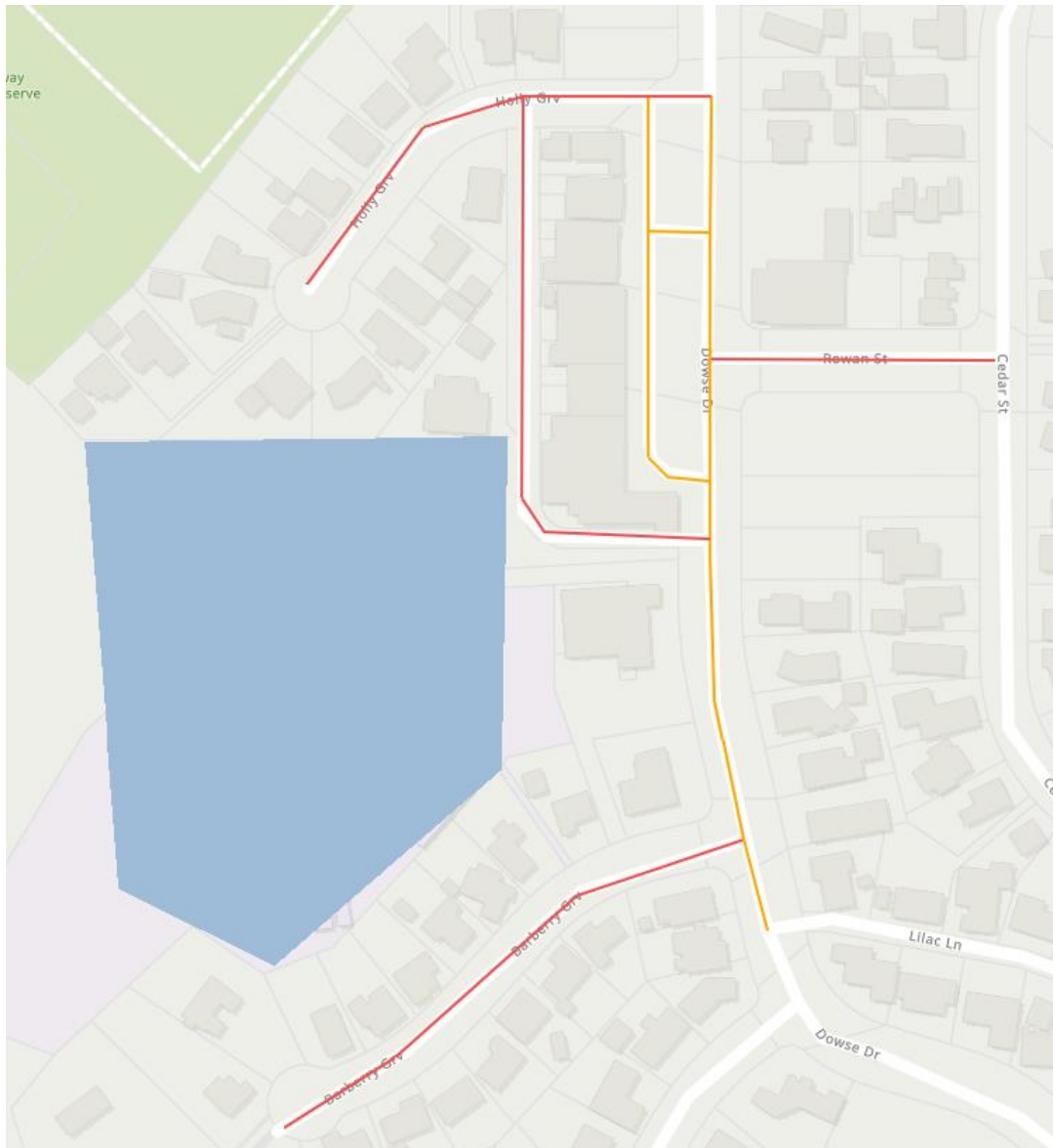


- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

d. Maungaraki school zone

Dowse Drive

- ONRC = Secondary Collector (GT6)
- ONF = Activity Street (M3, P3)
- AADT = 3,200veh/d
- Current Operating Speeds = 47km/h



— Fixed 30km/h speed limit

— Fixed 30km/h speed limit with Engineering Intervention

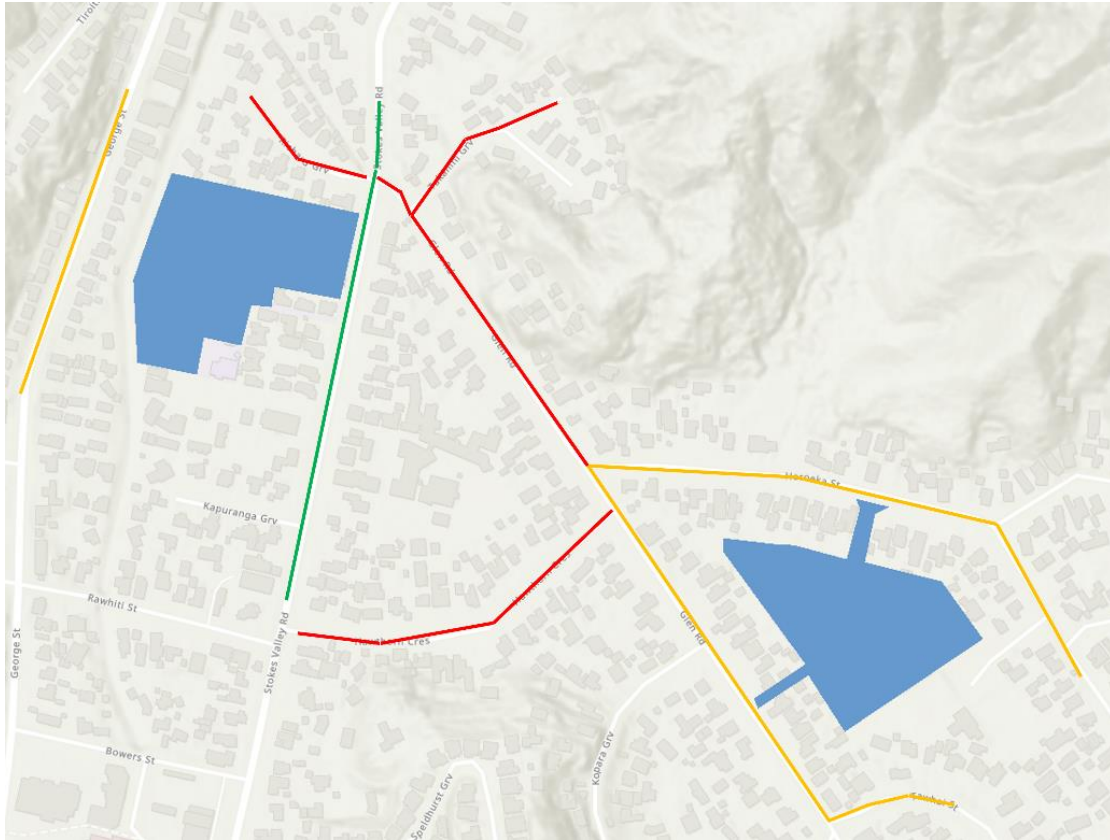
e. Tawhai and Tui Glen schools zone

Stokes Valley Road

- ONRC = Primary Collector (GT5)
- ONF = Urban Connector (M3, P4)
- AADT = 4,000 veh/d
- Current Operating Speeds = 47km/h

Glen Road

- ONRC = Secondary Collector (GT6)
- ONF = Urban Connector (M3, P4)
- AADT = 500 veh/d
- Current operating speeds = 35km/h

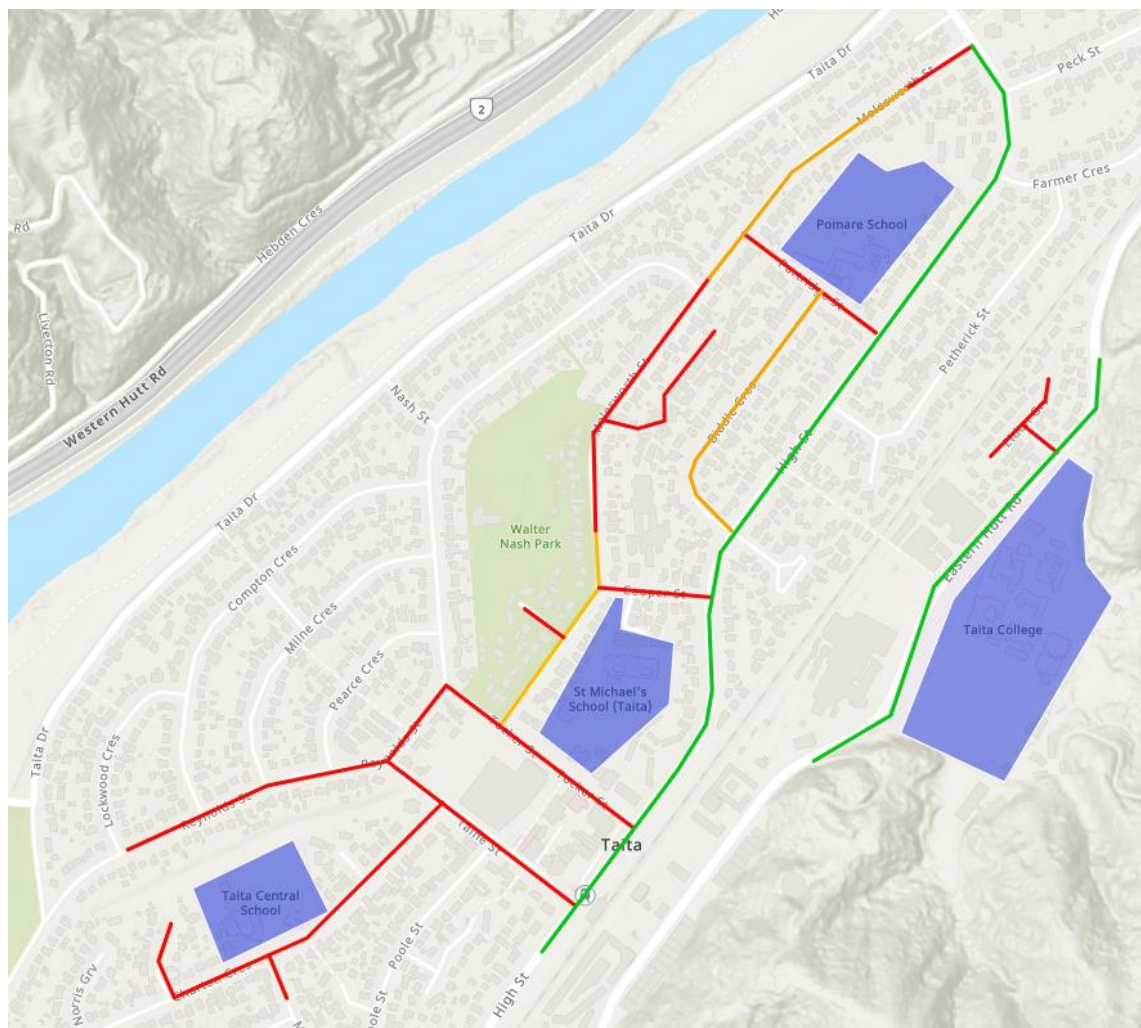


- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

- f. Pomare school, Taita Central school, St Michael's and Taita College schools zone

#### Eastern Hutt Road

- ONRC = Primary Collector (GT5)
- ONF = Urban Connector (M2, P4)
- AADT = 5,100veh/d
- Current Operating Speeds = 51km/h
- Eastern Hutt Road changed to Variable speed limits



— Fixed 30km/h speed limit

— Fixed 30km/h speed limit with Engineering Intervention

— Variable 30km/h speed limit

g. Hutt Central school zone

Railway Avenue

- ONRC = Arterial (GT4)
- ONF = Activity Streets (M2, P3)
- AADT = 12,000 veh/d
- Current Operating Speeds = 47km/h
- Railway Avenue and Hutt Road segments changed to variable speed limits

Victoria Street

- ONRC = Arterial (GT4)
- ONF = Activity Streets (M3, P3)
- AADT = 11,000 veh/d
- Current operating speeds = 45km/h
- Victoria Street segment changed to variable speed limits





— Fixed 30km/h speed limit

— Variable 30km/h speed limit

- h. Te Kura Kaupapa Māori o Te Ara Whanui school zone

Further work will be undertaken by officers on the speed limit around this school before seeking Council approval.

### Options

17. The options include:

- a. approve the proposed changes for draft legal speed limit changes.
- b. recommend changes to the proposed speed limits: Whether certain streets should be included/ removed and whether certain streets should have fixed or variable speed limits.

18. Officers recommend option (a) above for the purpose of providing optimal safety and accessibility around schools.

### Climate Change Impact and Considerations

19. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

### Consultation

20. Consultation process is explained in detail in the report to the Infrastructure and Regulatory Subcommittee meeting on 9 March 2023 (IARCC2023/1/30) [http://infocouncil.huttcity.govt.nz/Open/2023/03/IARCC\\_09032023\\_AGN\\_3121\\_AT.PDF](http://infocouncil.huttcity.govt.nz/Open/2023/03/IARCC_09032023_AGN_3121_AT.PDF)

**Legal Considerations**

21. The speed limit changes are made pursuant to the provisions of the Hutt City Council Speed Limits Bylaw 2015, and Land Transport Rule: Setting of Speed Limits 2022.

**Financial Considerations**

22. These changes can be and will be funded from Council's 2022/23 transport budget.

**Appendices**

There are no appendices for this report.

**Author:** Kent Thaw  
Road Safety Coordinator

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**Reviewed By:** Bob Hu  
Traffic Engineering Manager

**Approved By:** Jon Kingsbury  
Head of Transport

**16 February 2023**

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**Report no: IARCC2023/1/30**

## **School Speed Zones for non Central City areas**

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### **Purpose of Report**

1. The purpose of this report is to propose draft legal speed limit changes around schools for non-Central City areas for safety improvement following the Waka Kotahi's Road to Zero strategy.

### **Recommendations**

That the Committee recommends that Council:

- (1) receives and notes the information;
- (2) approves the proposed draft legal speed limit changes around schools for non-Central City areas as attached as Appendix 1 to the report;
- (3) rescinds any previous resolutions pertaining to legal speed limits made pursuant to any bylaw to the extent should they conflict with the proposed changes described in this resolution; and
- (4) notes that the above legal speed limit changes would not take effect until it has been approved by Waka Kotahi and legal speed limit signs have been installed.

For the reasons of improved safety and accessibility around schools and to promote active travel mode choices for students, parents and teachers. Officers have consulted with the schools and the public regarding the proposed changes (Appendix 1).



## Background

2. The new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) came into force on 19 May 2022.
3. The Rule enables a new process to support road-controlling authorities in setting new speed limits. The Rule fosters a whole-of-network approach where decisions about safety-related infrastructure improvements, speed limit changes and safety camera placement are made together.
4. The Rule supports the transition to slower speeds around schools to improve safety and encourages people to use active modes of transport for their journeys to and from school.
5. While the proposed changes have a heavy focus on roads in school areas where most students usually travel to school, officers also assessed other roads in the area which would better suit a reduced 30km/h speed limit, e.g. narrow local roads in addition to urban/suburban roads with high pedestrian demands.
6. Taking a wide area/zone approach around schools allows the implementation of a safe zone around the school area where parents can drop their children at multiple points within an area of their choice.

*Students will be able to walk/scoot/cycle from those points to the school, reducing parent numbers on pick-up and drop-off duty. Decreasing congestion in the school zone will provide increased safety.*

7. Officers have carried out speed reviews around school areas and reached out to schools and residents in the proposed areas to consult for their feedback and decide on:
  - a. which streets are to be included; and
  - b. whether fixed or variable speed limits are more suited to those streets.
8. Several feedback responses have been received from residents. Officers are incorporating these responses into any proposed change.
9. New speed limits on roads in areas that received overall positive feedback are presented in this report for resolution.
10. Certain school zones, or particular roads in a school area which require further consultation and discussion are excluded from this report. These will be considered at the next round of meetings.

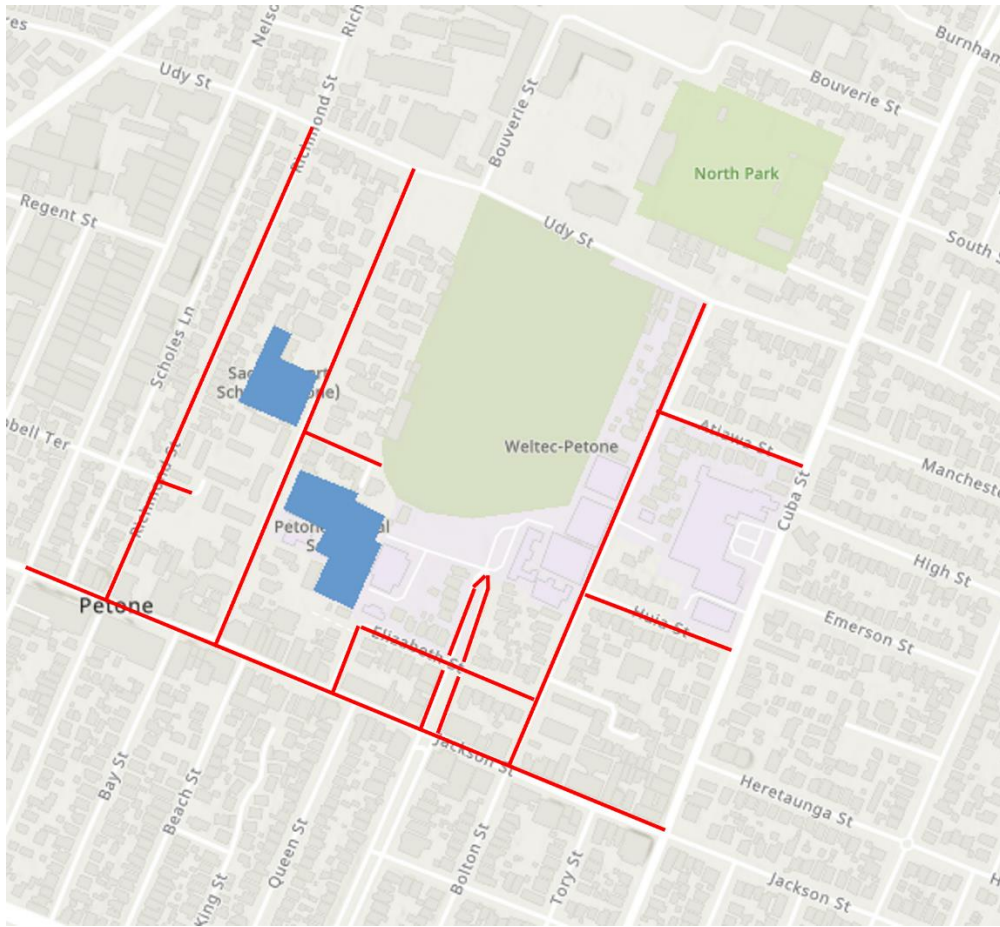
## Discussion

11. The start and end points described on the maps of this report are rough estimates only. When building the speed limit signs, these points may require slight adjustment to ensure optimum visibility to align with road characteristics such as width, curvature, presence of an intersection etc.
12. This report excludes some schools in the Central Ward as follows:

- a. Boulcott School
  - b. St Oran's College
  - c. Eastern Hutt School
  - d. St Bernard's College
  - e. Chilton Saint James School
  - f. Ss Peter and Paul School
  - g. Sacred Heart College
  - h. Hutt Intermediate
  - i. Hutt Valley High School
13. Changes around the schools mentioned above will be considered at the next Council meeting along with other areas that could benefit from speed reviews such as Marae, Child Care Centres, Retirement Villages, and other locations as recommended by the community.
  14. Following the feedback from the public, changes were made to the original proposed changes in Appendix 1.
  15. Proposed speed changes for school areas that received overall positive community feedback are as follows:

### Schools in the Harbour Ward (Petone)

i. *Petone Central School and Sacred Heart School zone*



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

ii. Wilford School zone

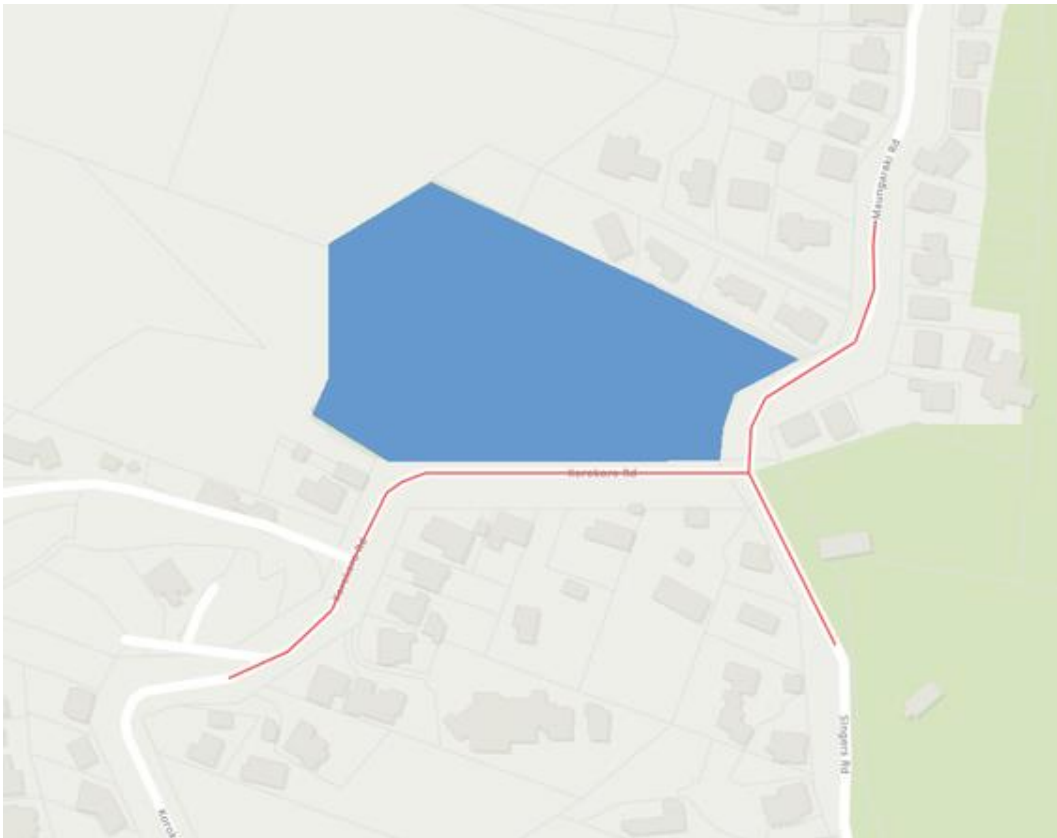


— Fixed 30km/h speed limit

— Fixed 30km/h speed limit with Engineering Intervention

— Variable 30km/h speed limit

iii. Korokoro School Zone



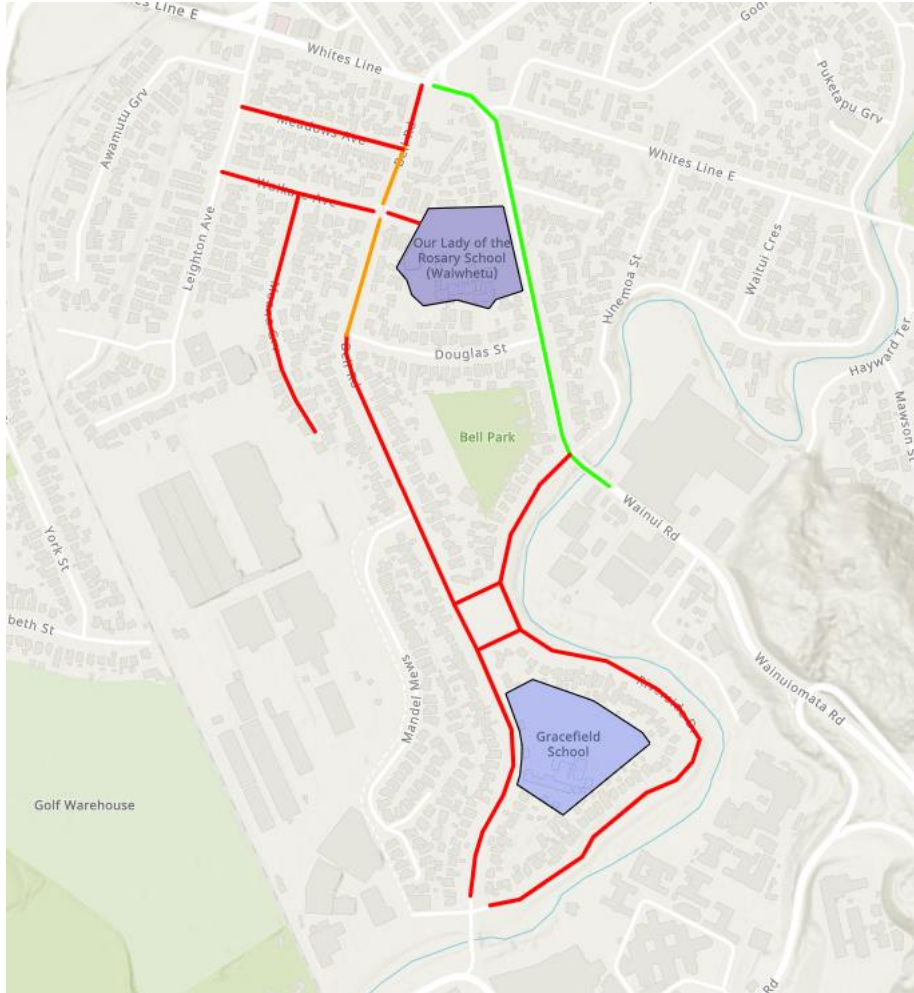
— Fixed 30km/h speed limit

— Fixed 30km/h speed limit with Engineering Intervention

— Variable 30km/h speed limit

iv. *Our Lady of the Rosary School and Gracefield School Zone*

The Riverside side segment between Bell Rd and Wainui Rd is included and the variable speed limits on Wainui Rd is extended as per school and residents' feedbacks and inputs.



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

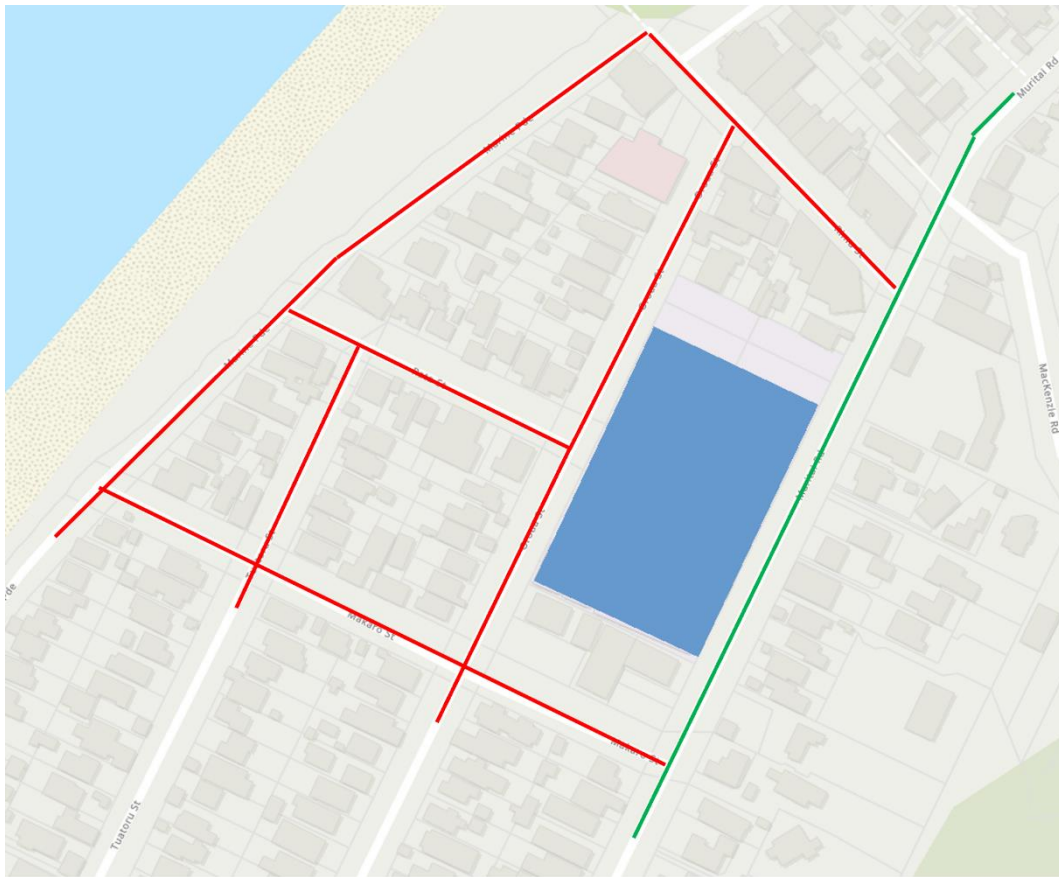
v. *Randwick School Zone*

- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit



16. Schools in the Harbour Ward (Eastbourne)

i. Muritai School Zone



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

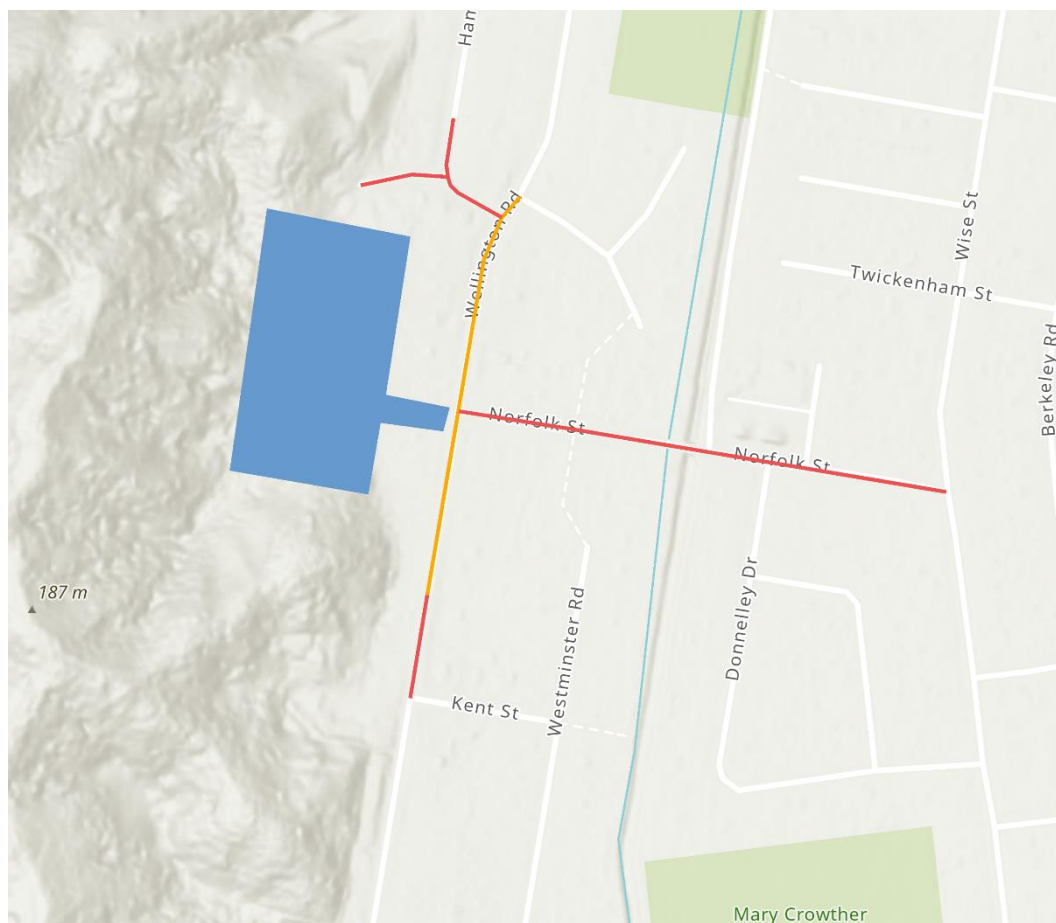
ii. Wellesley College School Zone



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

### 17. Schools in the Wainuiomata Ward

#### i. Arakura School Zone



— Fixed 30km/h speed limit

— Fixed 30km/h speed limit with Engineering Intervention

ii. Fernlea School Zone



— Fixed 30km/h speed limit

— Fixed 30km/h speed limit with Engineering Intervention

iii. *Konini Primary School, St Claudine Thevenet School, Wainuiomata Intermediate and Wainuiomata High School Zone*

The Parkway extension is proposed as a 50km/h speed limit as per the feedback received. In addition, there is a requirement to make the green highlighted section a 30km/h variable speed limit. The speed of transit cannot be more than 20km/h.



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

iv. Pukeatua Primary School Zone



— Fixed 30km/h speed limit



v. Wainuiomata Primary School Zone



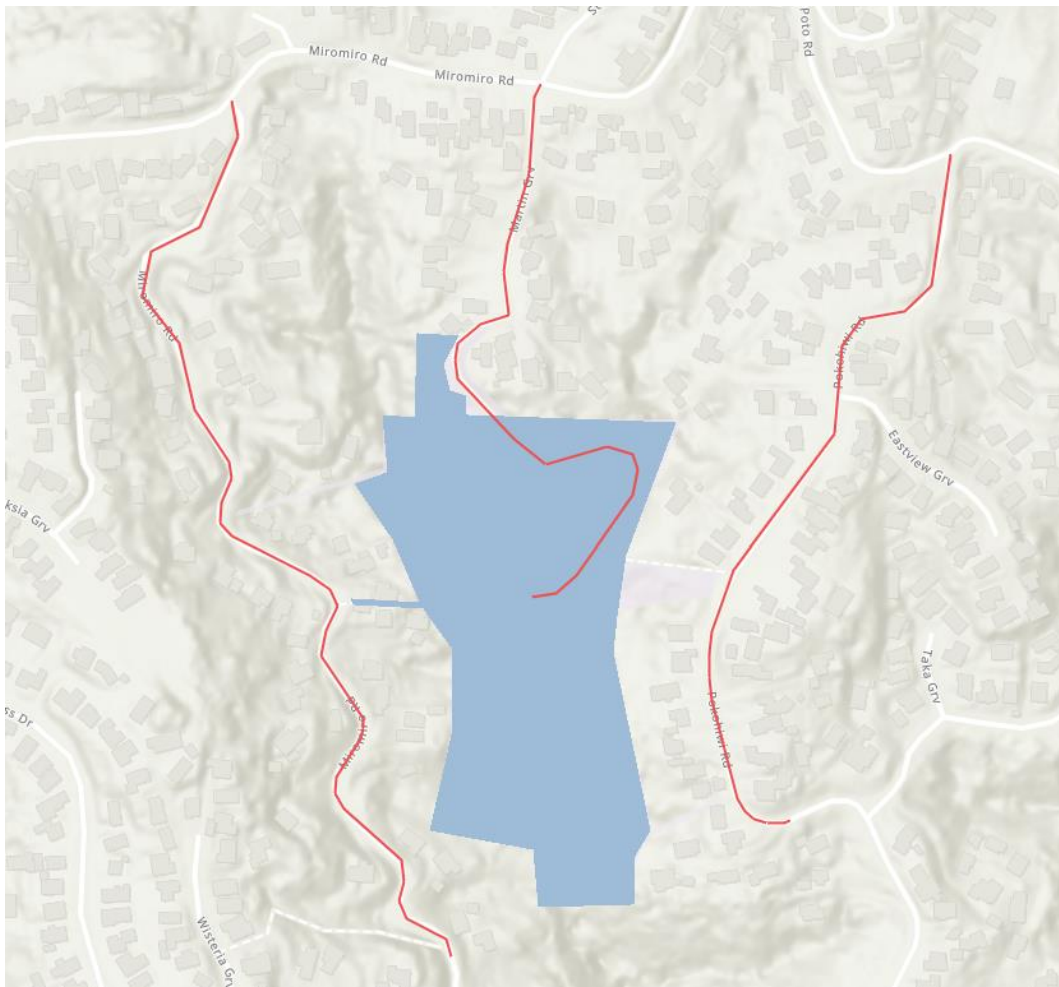
— Fixed 30km/h speed limit

— Fixed 30km/h speed limit with Engineering Intervention





ii. Normandale School Zone



— Fixed 30km/h speed limit

iii. *Maranatha Christian School Zone*



— Fixed 30km/h speed limit

— Fixed 30km/h speed limit with Engineering Intervention

iv. Raphael House Rudolf Steiner School Zone



— Fixed 30km/h speed limit

— Fixed 30km/h speed limit with Engineering Intervention

v. Belmont School Zone



— Fixed 30km/h speed limit

*vi. Kelson School Zone*

Major Drive is amended to a variable speed limit to align with feedback.

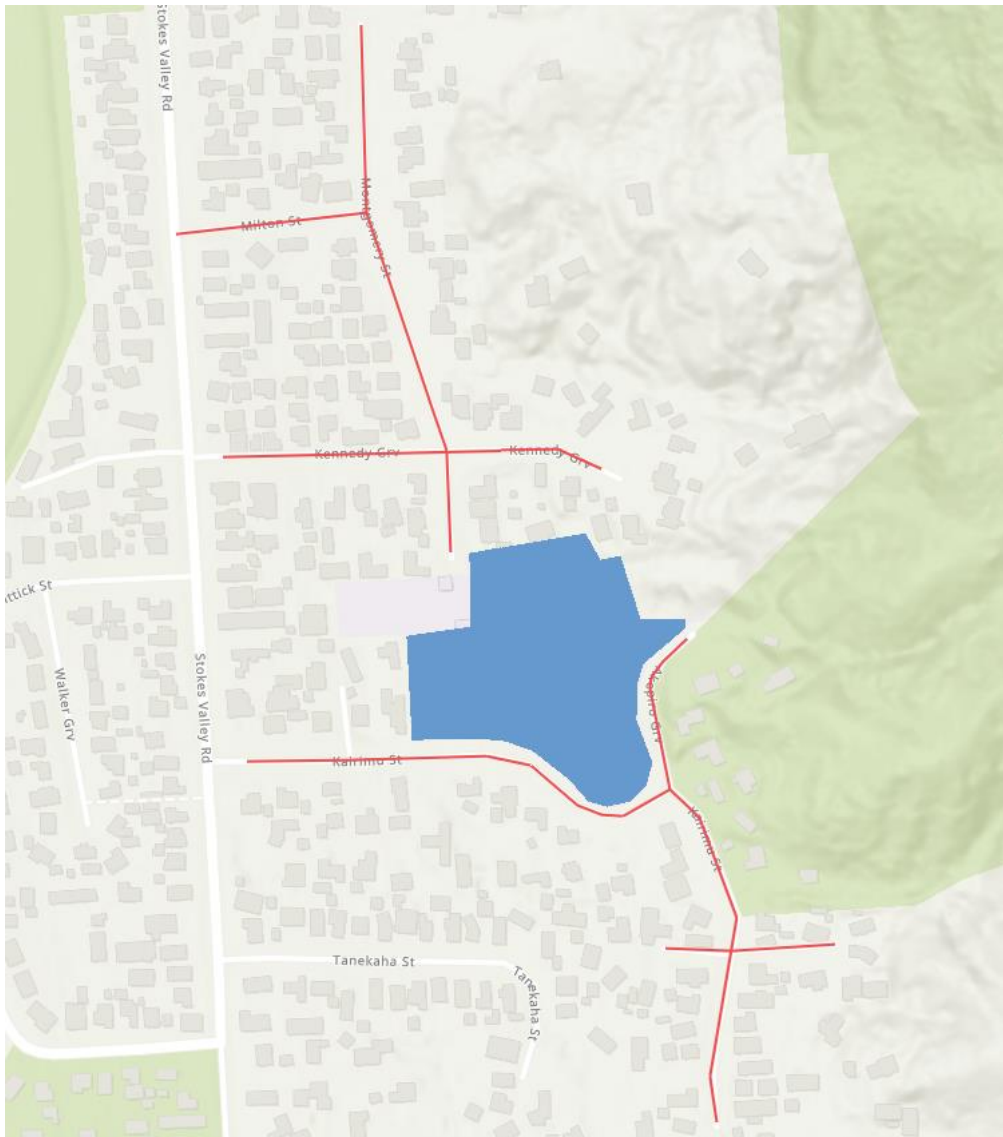


— Fixed 30km/h speed limit

— Variable 30km/h speed limit

19. Schools in the Northern Ward

i. Koraunui School Zone

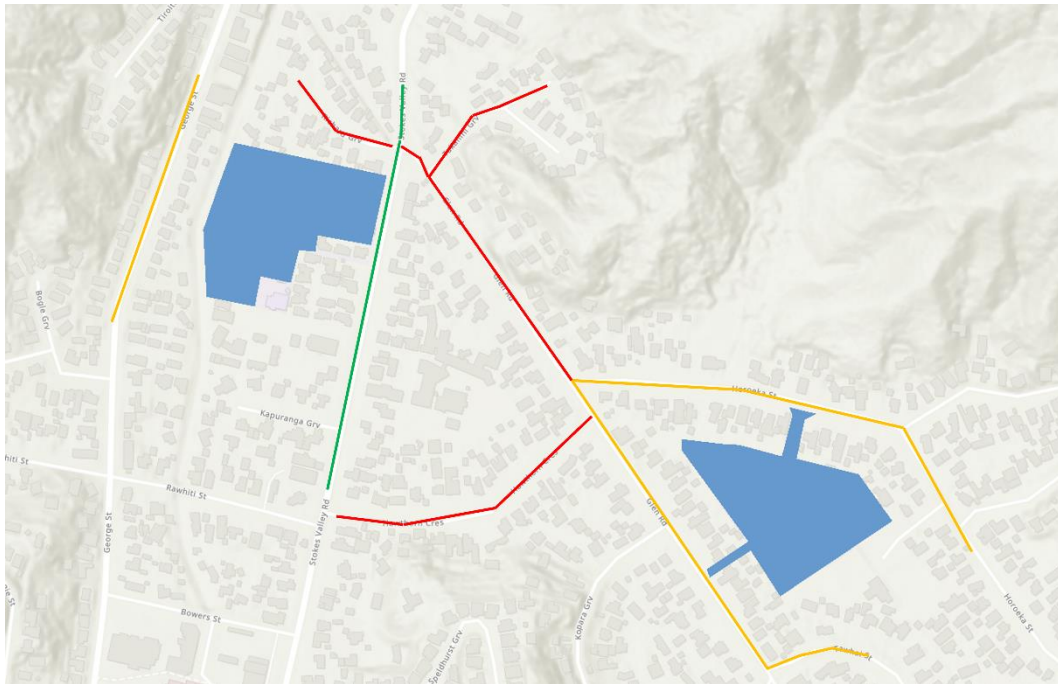


— Fixed 30km/h speed limit



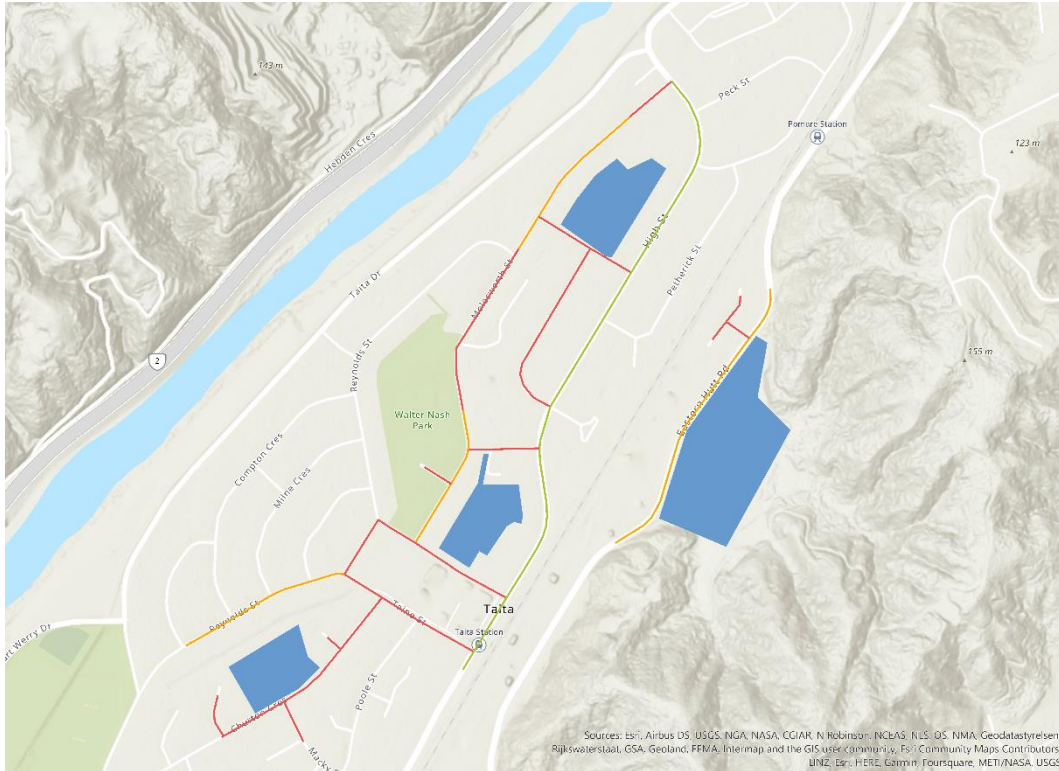
ii. Tawhai School and Tui Glen School Zone

Stokes Valley Road is changed to a variable speed limit to align with feedback.



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

iii. Pomare School, St Michael's School, Taita Central School, and Taita College Zone



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

iv. Avalon Intermediate School

There are some streets within the Northern Ward Area that are included in Avalon Intermediate School Zone. However, as the school is in the Central Ward area, the proposed changes around Avalon Intermediate are mentioned in the Central Ward section.

20. Schools in the Central Ward

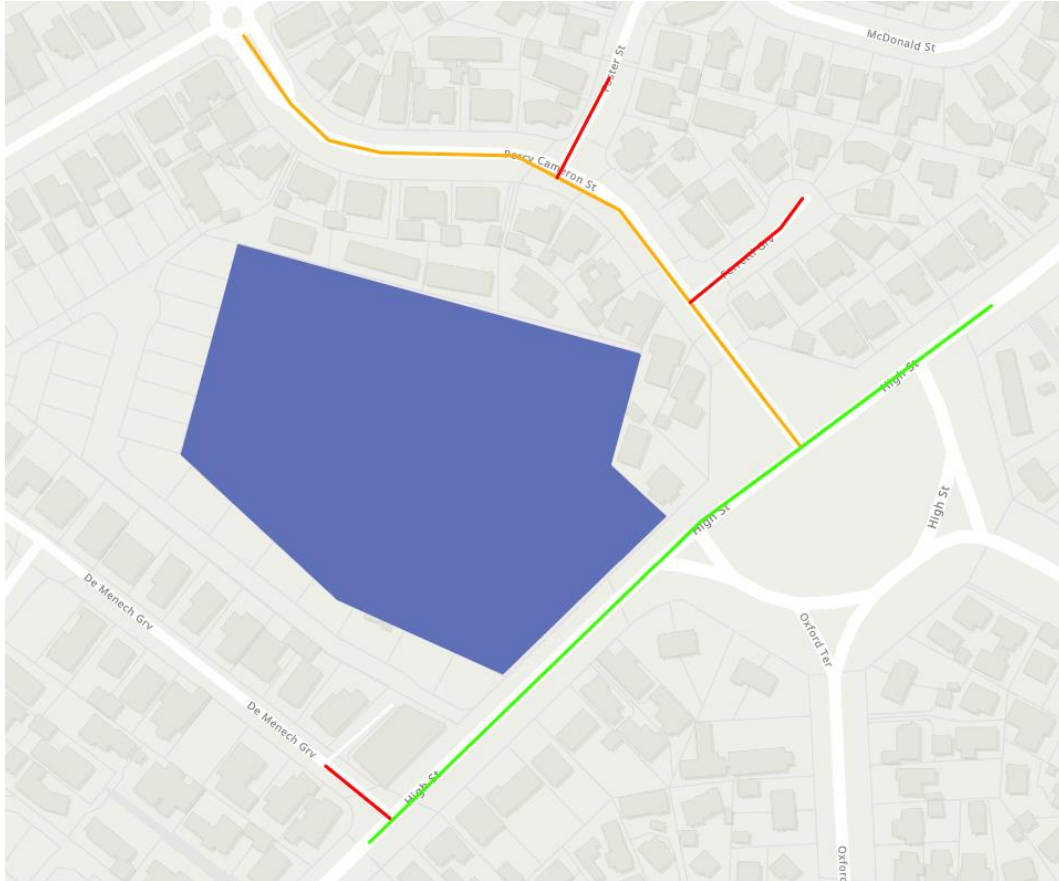
- i. Avalon Primary School, Naenae Intermediate, Naenae College and Kimi Ora School Zone






- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

ii. Avalon Intermediate School Zone

In the updated map, the Taita Drive segment, De Menech Grove segment and Chesney St Segment are removed from this programme as per the feedback from the school and residents.



-  Fixed 30km/h speed limit
-  Fixed 30km/h speed limit with Engineering Intervention
-  Variable 30km/h speed limit

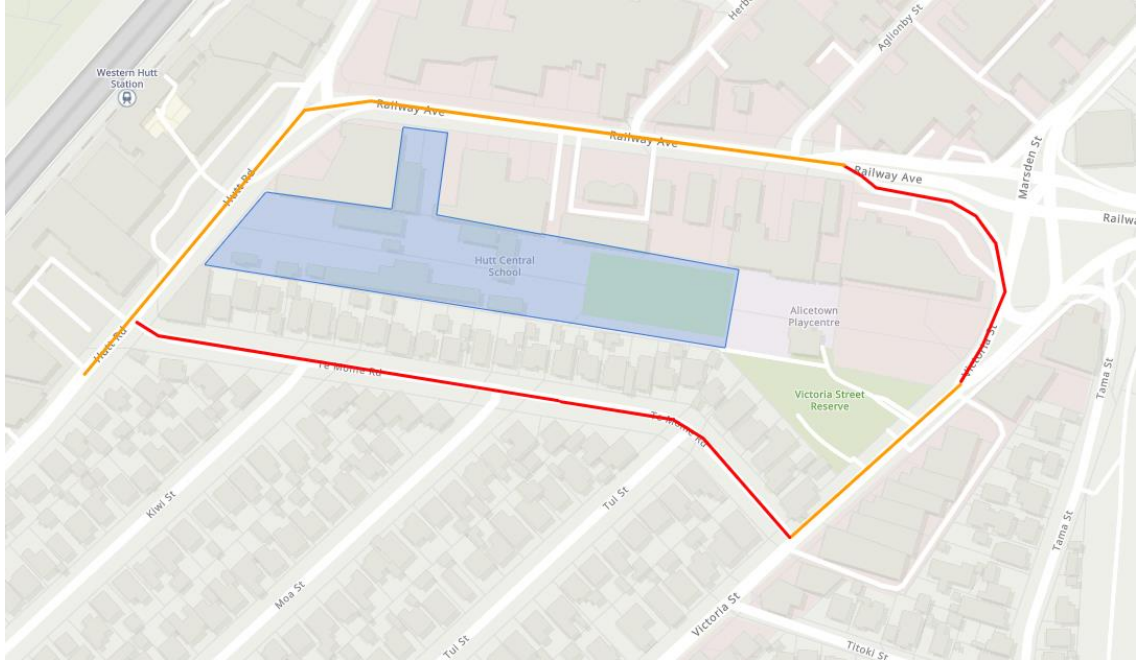
iii. *Dyer St School Zone*



— Fixed 30km/h speed limit

iv. *Hutt Central School Zone*

The small road segment on the left turn from Victoria Street to Railway Avenue is included in the updated proposed changes.

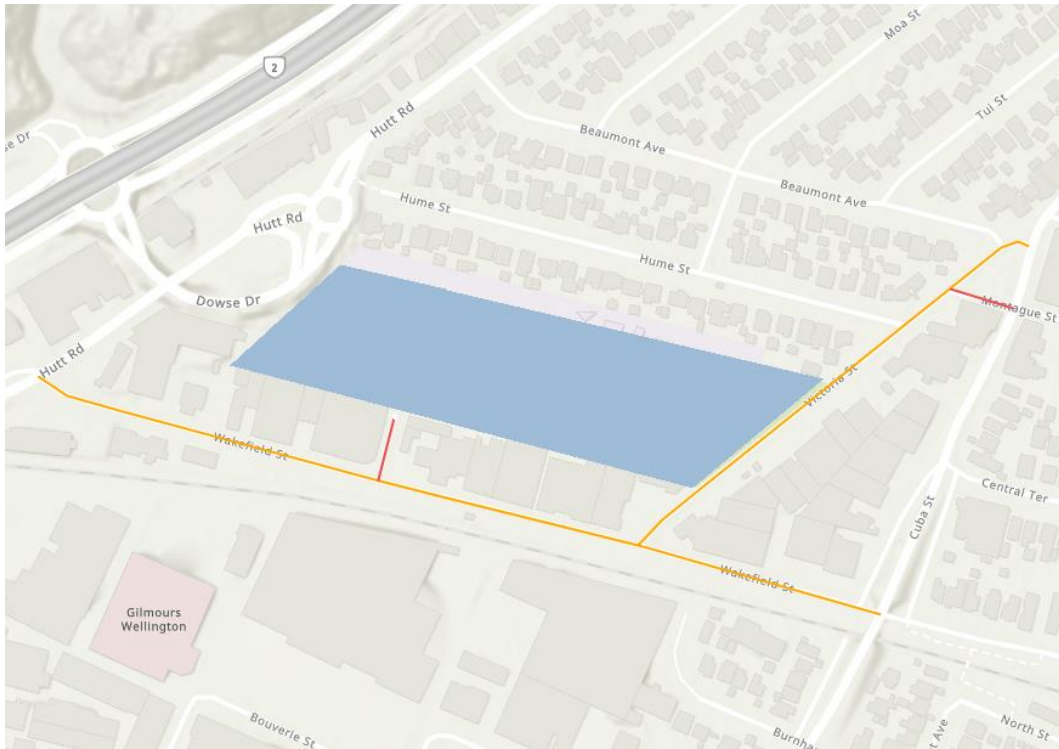


— Fixed 30km/h speed limit

— Fixed 30km/h speed limit with Engineering Intervention



v. Te Kura Kaupapa Māori o Te Ara Whanui School Zone



— Fixed 30km/h speed limit

— Fixed 30km/h speed limit with Engineering Intervention



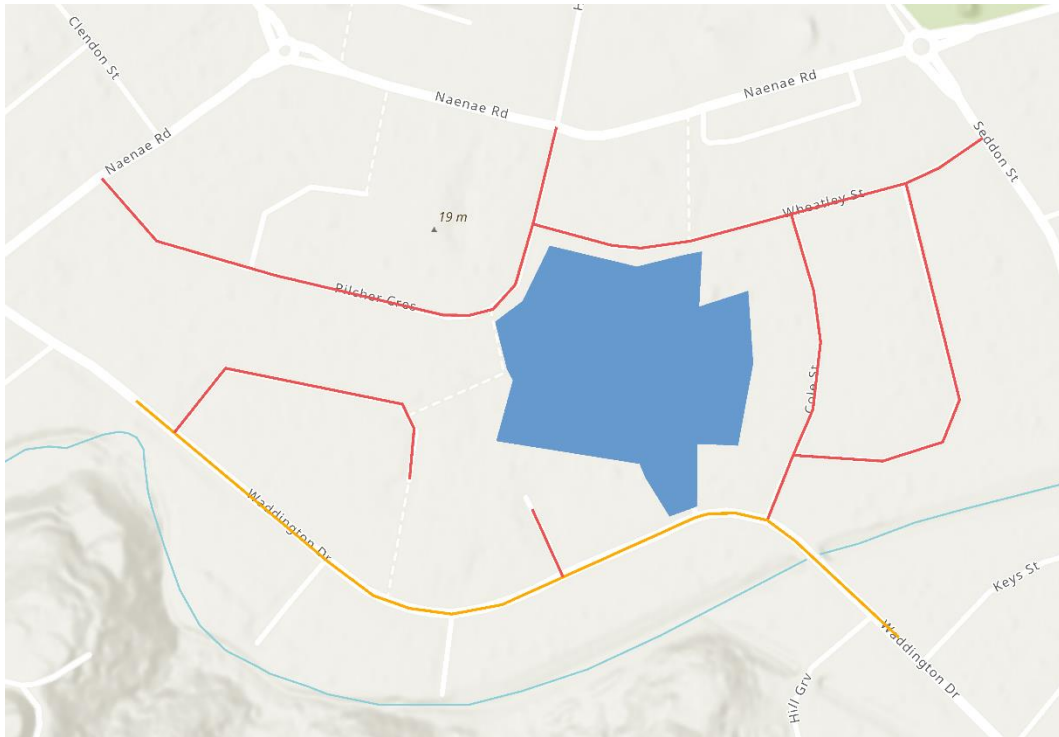
**b. Schools in the Eastern Ward**

*i. Rata Street School, Wa Ora Montessori School and St Bernadette's School Zone*



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

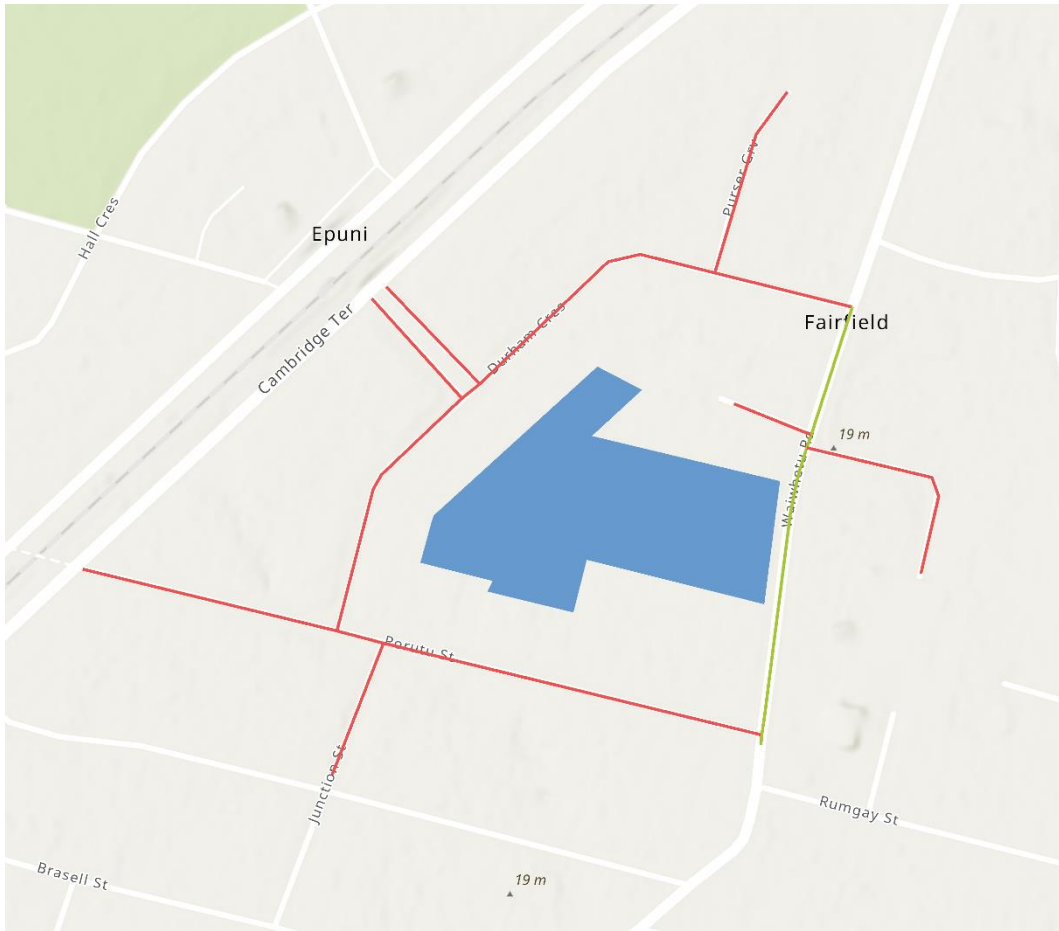
ii. Naenae Primary School Zone



— Fixed 30km/h speed limit

— Fixed 30km/h speed limit with Engineering Intervention

iii. Epuni School Zone

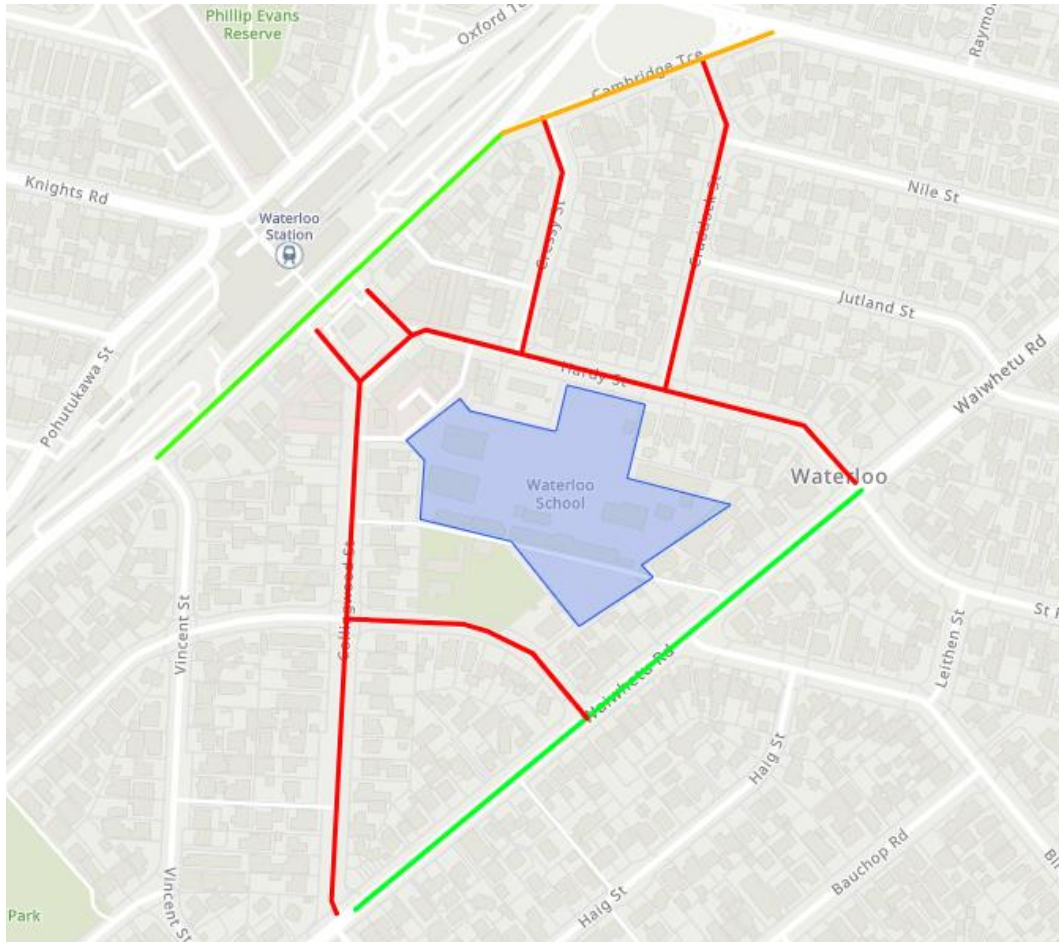


— Fixed 30km/h speed limit

— Variable 30km/h speed limit

iv. Waterloo School Zone

Responses from residents suggest officers extend the proposed changes to the whole of Collingwood Street.



- Fixed 30km/h speed limit
- Fixed 30km/h speed limit with Engineering Intervention
- Variable 30km/h speed limit

### Options

21. The options include:
  - a. approve the proposed changes for draft legal speed limit changes
  - b. recommend changes to the proposed speed limits: Whether certain streets should be included/ removed and whether certain streets should have fixed or variable speed limits.
22. Officers recommend option (a) for the purpose of providing safety and accessibility around schools.

### Climate Change Impact and Considerations

23. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

## Consultation

24. Officers have consulted with schools via email and with Residents via letter drops to homes in the relevant School Zones and have requested feedback to [roadsafety@huttcity.govt.nz](mailto:roadsafety@huttcity.govt.nz) (Appendix 1)
25. The Consultation period took place from 5 December 2022 to 15 February 2023.
26. Over 7,000 consultation letters have been hand-delivered to immediately affected local businesses and residents.
27. 100% of responses from schools support the proposed changes.
28. A total of 154 responses were received with 116 of them supporting the proposed changes, 21 against and 17 neutral (partially supporting or against proposed changes).
29. Officers have requested an agenda item in the quarterly Te Tira Māori meeting with Mana Whenua and initiated communications with other stakeholders such as emergency services and Metlink to receive their inputs when installing Engineering Interventions.
30. Officers have also been communicating with the Police Roding Prevention Team to carry out programmes and events for education, awareness and enforcement.
31. Comments and feedback from the consultation have been analysed and incorporated into new proposed changes. Concerns and feedback are summarised below. Responses were prepared to address any concerns. The responses are summarised into key themes as listed below.
  - a. *Slowing down traffic and removing traffic outside of school hours*  
The changes in speed limits are proposed based on data from the speed reviews which analysed current operating speeds, traffic volumes in addition to land use in the area along with pedestrian demands. 30km/h limits are proposed for streets in which cars are driven at speeds around or below 30km/h as the location cannot accommodate current speeds of 50km/h. Examples of those streets include narrow local addresses found in Urban/Suburban centres with high pedestrian activities such as Jackson Street. New proposed changes would improve safety and accessibility for other road users with minimum disruption to drivers that are currently travelling at speeds close to 30km/h although the area has a 50km/h legal limit.
  - b. *The Traffic is already slow*  
When cars travel at slower speeds than posted speed limits, it usually means that the road cannot accommodate the advertised speed. It is important to have accurately posted speed limits appropriate for the road as there is a perceived sense of safety by following the correct speed. The accuracy of the speed limit sign also carries a message to

users about the appropriate speed the road environment can manage.

*c. Enforcement*

Having all breaches of road legalities enforced is a challenge. Officers realise and acknowledge that there will still be breaches, however, the changes will allow Police to reprimand dangerous driving behaviour.

*d. Suggestions for further safety improvements*

Some residents raised issues in their community as well as providing suggestions to address those concerns. Recommendations raised installing more signage or additional pedestrian crossings. Officers have been in contact with relevant residents and are to investigate and address those concerns.

*e. Roads outside of school definition and the Rule interpretation*

According to the speed limit rule 2022 Section 5.1(a), the roads outside of schools are typical or expected routes for pedestrians to access the school. The purpose is to make people feel safer walking to and from school (or travel to and from school on cycle or mobility devices) and encouraging this mode. Therefore, the term 'school zones' has been used to reflect the area around schools.

In the Rules, the roads outside of schools and the speed limits (fixed or variable) are to be decided by Road Controlling Authorities together with schools and the public. Officers have reached out, with all feedback and concerns being considered and changes made to the proposed resolution in accordance.

32. Detailed consultation results can be found in Appendix 2.
33. The areas affected in the community board regions have been presented at each of the community board meetings.
34. The proposed speed limit changes in the Petone Community Board area were gained the Board's endorsement during the Board meet on 13 February 2023.
35. The proposed speed limit changes in the Wainuiomata Community Board area were gained the Board's endorsement during the Board meeting on 15 February.
36. The report was considered by the Eastbourne Community Board (the Board) at its meeting on 28 February 2023. The Board resolved the following:

**RESOLVED:** (B Moss/F Vickers)

**Minute No. ECB 23101**

*"That parts (1) and (3) contained in the report be endorsed and recommends that part (2) reads:*

(2) *recommends the proposed changes in speed limits around the school areas as shown in the report, with the exception of Marine Drive through to Days Bay;*

*and a new part (4) to read:*

(4) *recommends further consultation on the fixed speed zone change to that area for the reason that it has far-reaching implications beyond Wellesley College."*

### **Legal Considerations**

37. The speed limit changes are made pursuant to the provisions of the Hutt City Council Speed Limits Bylaw 2015, and Land Transport Rule: Setting of Speed Limits 2022.

### **Financial Considerations**

38. These changes can be and will be funded from Council's 2022/23 transport budget.

### **Appendices**

<b>No.</b>	<b>Title</b>	<b>Page</b>
1	APPENDIX 1: School Speed Zone Resident Letters ( <i>Under Separate Cover</i> )	
2	APPENDIX 2: Responses from residents and Schools ( <i>Under Separate Cover</i> )	

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**Reviewed By:** Andrea Mitchell  
Business Manager

**Reviewed By:** Bob Hu  
Traffic Engineering Manager



**Approved By:** Jon Kingsbury  
Head of Transport