

WAIMAKARIRI DISTRICT COUNCIL**REPORT FOR DECISION**

FILE NO and TRIM NO: RDG-31 / 230203015254

REPORT TO: KAIAPOI-TUAHIWI COMMUNITY BOARD

DATE OF MEETING: 20th March 2023

AUTHOR(S): Shane Binder, Senior Transportation Engineer

SUBJECT: Smith Street, Kaiapoi – Approval to reduce the Speed Limit on Smith Street to 50km/h

ENDORSED BY:
(for Reports to Council,
Committees or Boards)


General Manager


Chief Executive

1. SUMMARY

- 1.1. This report is seeking approval to apply to the Director at Waka Kotahi, to lower the speed limit on Smith Street, Kaiapoi (SH1 motorway southbound on-ramp to the existing speed threshold 90m east of the Smith Street Bridge) to 50km/h, under the *Setting of Speed Limits Rule 2022*.
- 1.2. A proposed 50km/h speed restriction for this section of Smith Street was consulted upon during the period of 3rd to 28th November 2022.
- 1.3. Consultation on the proposed lower speed limit on Smith Street received 52% support from respondents, with the remaining 48% of respondents opposed to the change. The results and submissions received are included in Attachments i to iii.
- 1.4. The proposed speed limit change is to support the change in activity in this area, resulting from the development at “Waimak Junction” and installation of new traffic signals. This will result in an increase in traffic and pedestrian movements in this area.
- 1.5. The new *Setting of Speed Limits Rule 2022* requires Road Controlling Authorities to develop a speed management plan ahead of the 2024-2027 National Land Transport Planning cycle. However, in the interim, it also details an alternative process which allows the Road Controlling Authority to make changes to speed limits, with the approval of the Director at Waka Kotahi.

Attachments:

- i. Smith Street Speed Limit Review Consultation Results (TRIM No. 230309033021)
- ii. Smith Street Speed Limit Review – Canterbury/West Coast Automobile Association District Council Response (TRIM No. 230203015191)
- iii. Smith Street Speed Limit Review – New Zealand Road Transport Association Response (TRIM No. 230203015190)

2. RECOMMENDATION

THAT the Kaiapoi-Tuahiwi Community Board:

- (a) **Receives** Report No. 230203015254.

AND

THAT the Kaiapoi-Tuahiwi Community Board recommends:

THAT the Council:

- (b) **Approves** a change to the speed limit on Smith Street, Kaiapoi (SH1 motorway southbound on-ramp to the existing speed threshold 90m east of the Smith Street Bridge), noting that this will then be submitted to the Director at Waka Kotahi under section 2.6 of the *Setting of Speed Limits Rule 2022*, requesting approval to proceed with the implementation.
- (c) **Notes** that consultation on a 50km/h speed limit on Smith Street, Kaiapoi (SH1 motorway southbound on-ramp to the existing speed threshold 90m east of the Smith Street Bridge) was undertaken in 2022 and this was supported by 52% of respondents, with the remaining 48% of respondents opposed to the change.

3. **BACKGROUND**

- 3.1. Smith Street is a straight sealed two-lane road with no horizontal alignment changes in the reviewed section. It has a fully developed residential neighbourhood on the north side and the south side has substantial large-format retail development consented, which is currently under construction. There is also a recreational access to the Kaiapoi River and Passchendaele Trail.
- 3.2. At present, Smith Street, between the end of Waka Kotahi jurisdiction (60m east of the southbound motorway intersection) and the existing 50 km/hr speed threshold (90m east of the Smith Street Bridge) as shown below in Figure One, has the following characteristics, as measured in October 2020:
- Posted speed: 80 km/hr
 - Operating speed (mean): 63 km/hr
 - Operating speed (85th percentile): 70.7 km/hr
 - Traffic volume (average daily traffic): 9,847

Figure One: Proposed Speed Limit Reduction Area (in blue)



- 3.1. The existing 80 km/h speed limit on Smith Street has been reviewed due to the development which is currently under construction. This change in land use has resulted in a rural speed limit being in place in a more urban / commercial setting. This setting has greater numbers of vehicle and people movements, as well as new traffic signals.

Increases to these factors correlates directly to an increase in the likelihood of a crash involving a motor vehicle, and at higher speeds, results in an increase of crash severity. Lower speeds in this area will enable road users greater time to judge and enter the adjacent road, whilst also reduce the severity of a crash if one were to occur.

- 3.2. The new *Setting of Speed Limits Rule 2022* requires Road Controlling Authorities to develop a speed management plan ahead of the 2024-2027 National Land Transport Planning cycle. However, in the interim, it also details an alternative process which allows the Road Controlling Authority to make changes to speed limits, with the approval of the Director at Waka Kotahi.
- 3.3. A proposed 50km/h speed restriction for this section of Smith Street was consulted upon during the period of 3rd to 28th November 2022.
- 3.4. Consultation on the proposed lower speed limit on Smith Street received 52% support from respondents, with the remaining 48% of respondents opposed to the change. One survey response opposing the proposed lower speed limit noted that they would support the lower speed limit in the future “if and when the traffic lights are constructed.” As this construction is under way at present, the survey response could be considered as a supporting vote. Full consultation results are included in Attachment i.

4. **ISSUES AND OPTIONS**

- 4.1. The Community Board has the following options available to them:

- 4.2. Option 1: Proceed with the recommendation to change the speed limit to 50km/h

This option would result in a recommendation being taken to Council and, if approved, an application submitted to the Director of Land Transport at Waka Kotahi to lower the speed limit on Smith Street to 50km/h. This would be prepared and submitted in alignment with the current *Setting of Speed Limits Rule 2022*.

This is the recommended option.

- 4.3. Option 2: Not progress the change in speed limit and retain the status quo

This option would see the current speed limit retained.

This is not the recommended option because the RCA may be perceived as not fulfilling its duty under the *Setting of Speed Limits Rule 2022* for setting safe and appropriate speeds on local roads.

This also could result in additional costs to Council for redesigning the new signalised intersection at Hakarau Road / Tunas Street to safely accommodate a higher speed limit and would result in a risk of higher speed / higher severity crashes occurring.

Implications for Community Wellbeing

There are implications on community wellbeing by the issues and options that are the subject matter of this report. Lower speeds increase the safety for motorists, pedestrians, and cyclists within the urban area.

- 4.4. The Management Team has reviewed this report and support the recommendations.

5. **COMMUNITY VIEWS**

5.1. **Mana whenua**

Te Ngāi Tūāhuriri hapū are not likely to be affected by, or have an interest in the subject matter of this report.

5.2. **Groups and Organisations**

The following groups and organisations were provided formal consultation material during the period of the 3rd to 28th November 2022, as was required by the Setting of Speed Limits Rule 2022:

- Canterbury District Health Board
- Environment Canterbury / Metro
- Fire and Emergency New Zealand
- Mahaanui Kurataiao Ltd / Ngāi Tahu
- The New Zealand Police
- New Zealand Automobile Association
- New Zealand Trucking Association
- Road Transport Association
- Road Transport Forum
- Waka Kotahi NZTA

Responses were received from the New Zealand Automobile Association and Road Transport Association, both of which supported a reduced speed limit on Smith Street, Kaiapoi. These submissions are included in Attachments ii and iii. Formal responses were not received from the other groups and organisations. Council will be updated with feedback from these entities if they provide a late submission.

5.3. **Wider Community**

The wider community was informed of the consultation process through social media, advertisements in local newspapers, and announcements on the Council website. In addition to this, residents and businesses on Tunas Street, Camleigh Close, and Hakarau Road were informed of the consultation through a letter drop.

The public consultation was undertaken through Council's existing online forum (Let's Talk Waimakariri) during the period of 3rd to 28th November 2022. This consultation included a letter drop, information on community noticeboards, an online platform, Facebook posts, and advertisement in the Northern Outlook.

6. **OTHER IMPLICATIONS AND RISK MANAGEMENT**

6.1. **Financial Implications**

There are financial implications of the decisions sought by this report. The majority of the cost associated with changing the speed limit is signage. This includes relocating the existing threshold signs and the addition of two repeater signs. It is estimated that this will cost approximately \$2,000 and will be funded through the Subdivision Contribution budget, as this change results from development.

There is a risk of further design and construction costs if the recommendations in this report are not adopted; these could result from additional works being required to accommodate high speeds at the new traffic signal at the Hakarau Road / Tunas Street intersection, presently under construction.

This budget is included in the Annual Plan/Long Term Plan.

6.2. Sustainability and Climate Change Impacts

The recommendations in this report do not have sustainability and/or climate change impacts. Reducing motorist speeds in this section of Smith Street will bring them closer to optimal speeds from the latest greenhouse gas emissions research but the overall impacts are expected to be nominal. Lower speed limits also lead to individuals feeling safer within the road corridor and hence generates more interest in more sustainable modes, like walking and cycling.

6.3 Risk Management

There are risks arising from the adoption/implementation of the recommendations in this report. There is potential risk that motorists may choose to ignore the posted speed limits. This would require enforcement from the New Zealand Police to encourage compliance. There is also a risk that the community may not remember the consultation process that was undertaken in 2022 and challenge the basis of changing the speed limit.

There is a risk of further design and construction costs if the recommendations in this report are not adopted; these could result from additional works being required to accommodate high speeds at the new traffic signal at the Hakarau Road / Tunas Street intersection, presently under construction.

6.3 Health and Safety

There are not health and safety risks arising from the adoption/implementation of the recommendations in this report.

The physical works to implement the speed limit change (including signage & road markings) will be carried out by the District Maintenance Contractor (Corde Ltd) using contract approved health & safety systems. Corde Ltd have a SiteWise score of 100%.

7. CONTEXT

7.1. Consistency with Policy

This matter is not a matter of significance in terms of the Council's Significance and Engagement Policy.

7.2. Authorising Legislation

The *Local Government Act (2002)* and the *Setting of Speed Limits 2022* outlines the responsibility of the Road Controlling Authority. Furthermore, they require that permanent speed limits are set with approval from Waka Kotahi and included in the National Speed Limit Register (NSLR). A Speed Management Plan is in the process of being developed for the District to inform the 2024-27 NLTP process.

7.3. Consistency with Community Outcomes

The following community outcomes are relevant to the actions arising from recommendations in this report:

7.3.1. There is a safe environment for all

- Harm to people from natural and man-made hazards is minimised.
- Crime, injury, and harm from road crashes, gambling, and alcohol abuse are minimised.

7.3.2. Transport is accessible, convenient, reliable, and sustainable

- The standard of our District's roads is keeping pace with increasing traffic numbers.

7.4. **Authorising Delegations**

Per Part 3 of the WDC *Delegations Manual*, the Community Boards are responsible for considering any matters of interest or concern within their ward area.

The Council are responsible for approving any changes to speed limits.