



# **KAUKAPAKAPA SCHOOL VARIABLE SPEED LIMIT**

Summary of formal consultation on the proposed  
variable speed limit

WAKA KOTAHI NZ TRANSPORT AGENCY

JUNE 2020

## 1. BACKGROUND

Roads outside schools are perceived as dangerous for children. At the time when children are arriving at or leaving school and crossing the road, there can be high volumes of traffic, turning vehicles, parked vehicles reducing visibility, and vehicle speeds that often appear too high.

Kaukapakapa School is located on Auckland's State Highway 16, on the outskirts of Kaukapakapa Village, with a roll of around 300 students from year 1 to year 8. Nearly 5000 vehicles, including trucks, pass the school each day, and the road is also used as a detour for State Highway 1.

People in the local Kaukapakapa community told us that vehicle speeds outside the Kaukapakapa School are too high, and that students don't feel safe getting to and from school. In response to these concerns, Waka Kotahi NZ Transport Agency proposed using a variable speed limit outside the school to lower the speed limit from 50km/h to 40km/h during peak school traffic times, using two electronic signs on the road to create a variable speed zone approximately 350m long.

The variable speed limit will provide a safer road environment around the school, reinforce driver expectations of the likely presence of children, and help encourage safe and active travel to school.

## 2. CONSULTATION PROCESS

Under the Land Transport Rule: Setting of Speed Limits (2017), we are required to formally consult on new speed limit proposals. Before beginning the formal consultation process, we reviewed traffic speeds around the school, and undertook a technical assessment to determine the safe and appropriate speed limit for the road outside the school. We also spoke with the school, members of the community and road user partners who expressed strong support for a variable speed limit to slow traffic speeds past the school.

From 19 February to 18 March 2020, we formally consulted on our proposed variable speed limit outside Kaukapakapa school. During this period, we held a drop-in information session at the school so people could ask us questions, learn more about our proposal, and make a formal submission. People could also make an online submission via our project webpage, or mail us their feedback on a hard-copy submission form.

In the consultation materials we explained how a variable speed limit operates, the location of the proposed variable speed zone outside the school, when the electronic signs would be active, and the impact on your journey time. As well as providing this information about our proposal, the consultation materials provided a submission form where people could provide feedback on any other factors we should consider when making our decision on implementing the variable speed limit.

We informed people that formal consultation was underway through advertisements in the Northwest News, the Kaukapakapa Courier and the Rodney Times, on the Waka Kotahi website, and through social media and other digital advertising. We distributed flyers in the local community and published a media release on 19 February. We also sent letters and emails to stakeholders such as the local board, NZ Police, Automobile Association and Road Transport Forum.

## 3. CONSULTATION QUESTION

When reviewing speed limits, we use the consultation phase to seek any additional information from stakeholders or the public that will help inform the decision about the proposed speed limit change.

During formal consultation on our proposed variable speed limit outside Kaukapakapa School we asked the following question: **“Are there any other factors that we should consider when making our decision?”**

We consider all factors raised during formal consultation when making our decision on new permanent speed limits.

## 4. SUMMARY AND RESPONSE TO SUBMISSIONS

Across the four-week consultation period we received 111 submissions, including from students at Kaukapakapa School, and would like to thank everyone who provided feedback.

Most submissions understood the safety benefit of our proposal, and many also noted existing safety concerns for the school students due to high speeds and traffic volumes on the road outside the school.

The table below outlines the issues, concerns and suggestions that people raised during consultation, along with our response to these:

Issues / Concerns/ Suggestions	Waka Kotahi NZ Transport Agency's response
<p>High speeds and traffic volumes create safety concerns.</p>	<ul style="list-style-type: none"> <li>The proposed speed limit addresses speed at peak school times (when most vulnerable road users are present) by lowering the speed limit at a time when traffic volumes are high.</li> <li>The school zone speed limit will operate from 35 minutes before school until the start of school, and from five minutes before school ends until 20 minutes after school ends. It may also operate for 10 minutes at any other time when there is school-related activity.</li> </ul>
<p>Extend the length of the speed zone</p> <ul style="list-style-type: none"> <li>Move it closer to fire station</li> <li>Start closer to bridge</li> <li>Start from Dyes Bridge (just south of fire station) to just north of the hotel).</li> <li>250m either side (of the school)</li> </ul>	<ul style="list-style-type: none"> <li>To ensure maximum compliance with the speed limit, the length is deliberately kept to around 150m either side of the school's entrance (and pertaining to peak school times). This encompasses the area where there is likely to be a high level of school-related activity, so motorists are alerted to the presence of children and can take an appropriate action when they see the speed limit signs.</li> </ul>
<p>Extend the time of the speed zone to include school hours.</p>	<ul style="list-style-type: none"> <li>Drivers respond best to speed limits when the need for them is apparent. Times are therefore deliberately focussed to the start and end of the school day (and pertaining to the length of road immediately outside the school's entrance) to reflect the times and location that vulnerable road users are present. Signs may also operate for 10 minutes at any other time when there is school-related activity.</li> </ul>

Issues / Concerns/ Suggestions	Waka Kotahi NZ Transport Agency's response
Install a pedestrian crossing / footpath / speed camera.	<ul style="list-style-type: none"> <li>We don't have funding for construction of additional infrastructure at this time.</li> <li>New Zealand's Road to Zero 2020-2030 strategy is a sector-wide plan to reduce deaths and serious injuries on New Zealand's roads, cycleways and footpaths by 40% over the next ten years. The strategy adopts Vision Zero, where no-one is killed or seriously injured in road crashes, and where no death or serious injury while travelling on our roads is acceptable. Under Road to Zero, we will be adopting a new approach to safety cameras to reduce excessive speeds on our highest risk roads. A fundamental part of the new approach to safety cameras is the transfer of ownership and operation of cameras (and associated functions) from NZ Police to Waka Kotahi.</li> </ul>
Reduce to 30km/h so trucks and buses can slow down for children crossing the road.	<ul style="list-style-type: none"> <li>The 40km/h speed zone selected is consistent with other schools on the Auckland network, and in line with the Setting of Speed Limits Rule.</li> </ul>
Width envelope – sign position should not restrict transportation of large loads.	<ul style="list-style-type: none"> <li>The location of signage will allow for the safe passage of over-dimension loads in accordance with our policies.</li> </ul>
How are we treating other schools e.g. Waimauku Primary, Woodhill, Waitoki or 100km areas with pedestrians e.g. marae?	<ul style="list-style-type: none"> <li>New Zealand's Road to Zero 2020-2030 strategy is a sector-wide plan to reduce deaths and serious injuries on New Zealand's roads, cycleways and footpaths by 40% over the next ten years. The strategy adopts Vision Zero, where no-one is killed or seriously injured in road crashes, and where no death or serious injury while travelling on our roads is acceptable. As part of Road to Zero, the Tackling Unsafe Speeds package will change how councils and Waka Kotahi carry out speed management and will require road controlling authorities (RCAs) to adopt safer speed limits around schools. The Ministry of Transport is currently consulting with the sector on how this package will be implemented.</li> <li>We have recently been approached by several marae on SH16 concerning safety and are working with affected marae to develop traffic management plans (that the marae can implement) during events.</li> </ul>

Issues / Concerns/ Suggestions	Waka Kotahi NZ Transport Agency's response
Reducing the speed not justified if there have been no crashes/relevant incidents.	<ul style="list-style-type: none"> <li>The new variable speed limit will provide a safer road environment around the school, reinforce driver expectations of the likely presence of children, and help encourage safe and active travel to school.</li> <li>New Zealand's Road to Zero 2020-2030 strategy is a sector-wide plan to reduce deaths and serious injuries on New Zealand's roads, cycleways and footpaths by 40% over the next ten years. The strategy adopts Vision Zero, where no-one is killed or seriously injured in road crashes, and where no death or serious injury while travelling on our roads is acceptable. As part of Road to Zero, the Tackling Unsafe Speeds package will change how councils and Waka Kotahi carry out speed management and will require road controlling authorities (RCAs) to adopt safer speed limits around schools. The Ministry of Transport is currently consulting with the sector on how this package will be implemented.</li> </ul>

## 5. DECISION ON SPEED REVIEW

The table below shows the recommendation Waka Kotahi formally consulted on between 19 February to 18 March 2020.

The consultation submissions did not identify any issues that Waka Kotahi had not already considered.

The outcome of the speed review was in line with the proposed speed limit change, and the new variable speed limit will come into effect on Monday 24 August 2020.

We will notify stakeholders by letter and the public via media release, newspaper, email update and social media and digital advertising ahead of the new electronic speed limit signs being installed and the new variable speed limits taking effect.

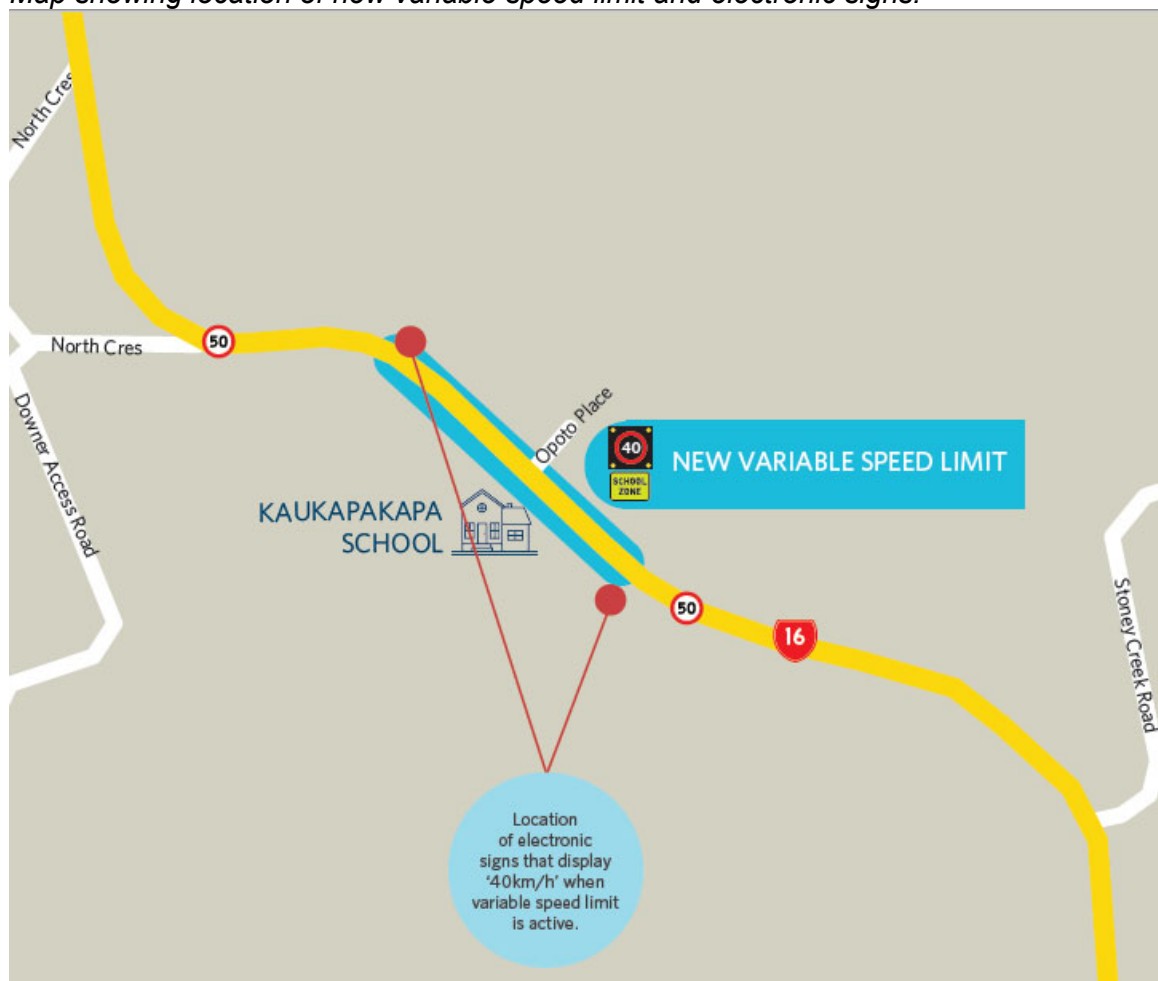
**The following new variable speed limit will apply from 24 August 2020, during peak school traffic times:**

SH16 Kaukapakapa School Variable Speed Limit	Existing speed limit	New variable speed limit
<p><b>The variable speed limit will:</b></p> <ul style="list-style-type: none"> <li>lower the current speed limit of 50km/h outside the school to 40km/h at peak school traffic times               <ul style="list-style-type: none"> <li>&gt;&gt; 35 minutes before the start of school until the start of school, and</li> <li>&gt;&gt; 20 minutes at the end of school, beginning no earlier than five minutes before the end of school</li> <li>&gt;&gt; it may also operate for 10 minutes at any other time when there is school-related activity.</li> </ul> </li> </ul>	50km/h	40km/h



- be displayed on electronic signs located on SH16 outside the school at 190m southeast of Opoto Place and 160m northwest of Opoto Place.

Map showing location of new variable speed limit and electronic signs:



## 6. SUBMISSIONS

View the submissions we received for this speed review:

[www.nzta.govt.nz/assets/projects/sh16-kaukapakapa-school-speed-review/sh16-kaukapakapa-school-speed-review-submissions.pdf](http://www.nzta.govt.nz/assets/projects/sh16-kaukapakapa-school-speed-review/sh16-kaukapakapa-school-speed-review-submissions.pdf)