

Te Mahere Whakahaere ā-rohe
o Horowhenua mo te Terenga
2024-2034

Horowhenua District Draft Speed Management Plan 2024-2034

July 2023





SCHOOL

Ngā Ihirangi

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Te Whakatakinga

Introduction

Horowhenua District Council is legally required to develop and consult on a Speed Management Plan that is used to set safe and appropriate speed limits in the Horowhenua District (excluding on the State Highways as this is the jurisdiction of Waka Kotahi).

The process that Horowhenua District Council is required to follow and the content and form of the Speed Management Plan is outlined in the Land Transport Rule: Setting of Speed Limits 2022.

The way speed is managed on our roads is changing. Government rules introduced last year with the Land Transport Rule: Setting of Speed Limits becoming operational in May 2022, require a new approach to speed management all over New Zealand.

The primary purpose of this new process is to facilitate the implementation of safe and appropriate speeds to improve safety, save lives, and prevent debilitating injuries. A safe and appropriate speed is a speed limit that is safe according to the standards set by the Safe System and appropriate in terms of aligning with community wellbeing objectives as well as the movement and place function, design and infrastructure of the street or road. We are seeking your feedback on this draft Speed Management Plan. Your feedback is important and will help us confirm the changes to be made within the first three years of the plan and to let us know any other improvements you would like Council to consider for subsequent Speed Management Plans.

The first Horowhenua District Speed Management Plan will cover the period between 2024 and 2034 and will be updated with community input every three years.

Why does Speed Management Matter?

Safe and appropriate speeds give people the best chance of survival without serious injury if they are involved in a crash. A pedestrian struck by a motor vehicle at 30km/h has a strong chance of surviving and avoiding serious injury. The probability of a pedestrian being killed rises as impact speed increases. The probability approximately doubles between 30km/h and 40km/h and again from 40k/h to 50km/h.

Children are some of the most vulnerable road users because, compared to adults, they are generally less visible, have a reduced ability to judge distance and speed and have lower levels of impulse control. Safe speeds have significant benefits for children because not only do they reduce the risk of death, injury or near misses but they also increase the opportunity for children to walk and cycle to school.

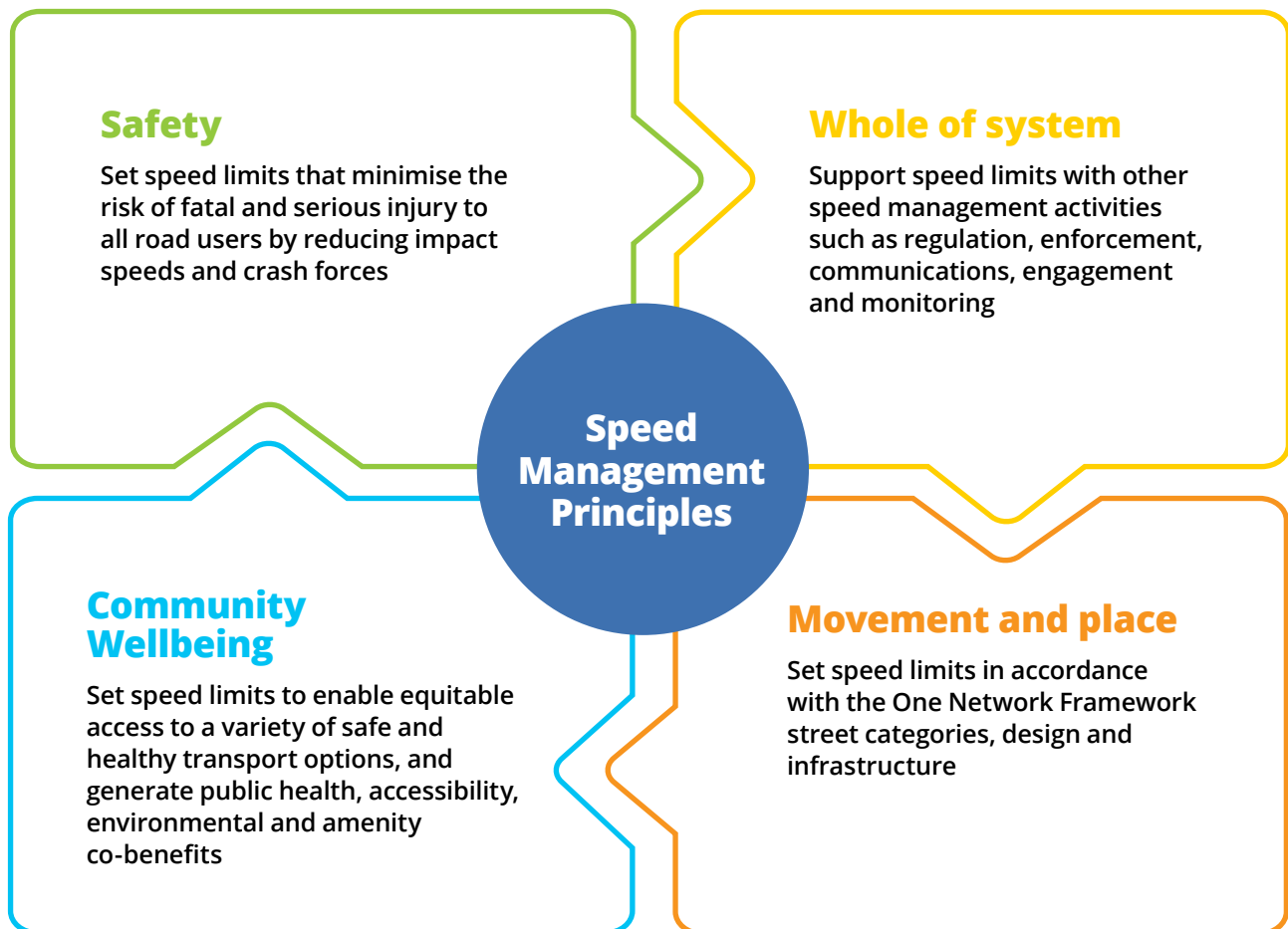
Te Whanaketanga o te Mahere Whakaterenga

Developing the Speed Management Plan

The Land Transport Rule: Setting of Speed Limits 2022 and Waka Kotahi Speed Management Guide outlines how Speed Management Plans should be developed.

Waka Kotahi has developed guiding principles for speed management that are drawn from international best practice. These guiding principles are designed to be applied together and complement each other.

Figure 1: Guiding principles for speed management ¹



¹ Waka Kotahi, 2022. Retrieved from: <https://www.nzta.govt.nz/assets/resources/speed-management-guide-road-to-zero-edition/speed-management-guide-road-to-zero-edition.pdf>.

Category	Description	SAAS
Activity streets	These streets provide access to shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space.	30-40km/h
Local streets	These streets provide quiet and safe residential access for people of all ages and abilities, and foster community spirit and local pride.	30km/h
Main streets	These streets have an important place function and a relatively important movement function. They support businesses, on-street activity and public life and connect with the wider transport network.	30-40km/h
Urban connectors	These streets provide the safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.	40-60km/h
Peri-urban roads	These roads primarily provide access from residential property on the urban fringe, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations.	50-80km/h
Rural roads	These roads primarily provide access to rural land for people who live there, and support the land-use activities being undertaken.	60-80km/h
Rural connectors	These roads provide the links between rural roads and interregional connectors (State Highways).	60-100km/h

Figure 2: One Network Framework safe and appropriate speed limits (SAAS)



We are proposing a staged approach to implementing any changes to the transport network.

It is proposed that we:

- Prioritise changes that need to be made in the next year, with an initial focus on addressing priority areas identified by Waka Kotahi.
- Investigate roads where proposed speed limits differ from the Waka Kotahi assessment of safe and appropriate speeds.

In developing this first Speed Management Plan, Horowhenua District Council has applied safe and appropriate speed limits to our district's roads that prioritise safety while also considering community wellbeing, whole of system, function, movement and place.

We are proposing that our first Speed Management Plan focus on:

- Improving safety around schools by applying safe and appropriate speed limits,
- Applying safe and appropriate speed limits in two Horowhenua communities that have previously asked for speed limits to be reduced, and
- Confirming a number of speed limits around the District where there are anomalies between the signposted and legal speed limit. This will not result in the change of any of the signposted speed limits.

With our Implementation Plan for 2024-27, we are not proposing any changes to a speed limit that does not align with the Waka Kotahi assessment of what a safe and appropriate speed for the road is. It is also important to note that this Speed Management Plan will exclude the State Highways as these are managed by Waka Kotahi.

10 Year Vision

A safe transport system putting people, no matter their mode of transport, at its heart.

Improving our road infrastructure, as well as setting and enforcing safe and appropriate speeds, are key to achieving Vision Zero, where no one is killed or seriously injured on our roads. Speed management is a fundamental component of this.

Horowhenua District Council has worked to develop a 10 year vision and objectives that are closely aligned with those proposed by Horizons Regional Council and other Road Controlling Authorities within our district.

Objectives

The objectives of the Speed Management Plan for the Horowhenua District are:

Keeping Us Safe

Minimising the risk of fatal and serious injury by setting safe and appropriate speeds. Speed determines both the likelihood of a crash occurring and severity of the outcome.

Working Together

Taking a whole of network approach where decisions on safety infrastructure improvements, setting of safe and appropriate speeds, and safety camera changes are made together and aligns the transport network with a Safe System.

Supporting Our Wellbeing

Enabling equitable access to a variety of safe and healthy transport options, and generate public health, accessibility, environmental and amenity co-benefits.

Matching the Road and Life Around It

Setting safe and appropriate speeds in accordance with land use (future and current), types of road users present, street categories, design and infrastructure.

Principles

To achieve our objectives we will work within the following principals (in addition to the Guiding Principles for Speed Management outlined previously):

Communications and Engagement

Build public understanding and awareness of safe and appropriate speeds, the Speed Management Plan development process, and the finalisation and implementation of plans. The planning process will be transparent and encourage widespread participation in the consultation process, so stakeholders and communities understand the full picture.

It is crucial that changes in speed limits involve community input and feedback. The community's involvement in developing the Speed Management Plan (SMP) ensures that the changes proposed are implemented right the first time. The level of interest in this Speed Management Plan is likely to be high as the changes will affect a high number of Horowhenua community members. We will be using multiple channels to inform people why we are proposing changes to speed limits to encourage them to provide feedback on this draft plan.

During the consultation process, we are proposing that we ask community members where they would like the focus to be for subsequent Speed Management Plans, given that we are required to have fully implemented all safe and appropriate speeds within 10 years.

Partnership with Māori

Engagement with Māori on the development of Speed Management Plans and separate consultation with Māori on draft plans.

Horowhenua District Council's approach to speed management has been outlined to both Ngāti Raukawa and Muaūpoko Tribal Authority. The feedback received to date has been incorporated into the draft Speed Management Plan.

Council will continue to check in with mana whenua during the consultation period to ensure that the developed draft plan continues to meet their expectation.

Monitoring and Evaluation

Regular monitoring, evaluation, and reporting are critical for keeping Speed Management Plan is on track to achieve local, regional and national outcomes.

To assess the effectiveness of any changes and to apply lessons learnt to future Speed Management Plans, speeds will be monitored before and after installation. In addition, we will continue to monitor crash information including the number of deaths and serious injuries on our roads.

We will seek feedback from key stakeholders (for example New Zealand Police and local schools) and the community on the effectiveness of the proposed changes.

Whole of Network Approach

Planning changes to speed limits is only one component of ensuring the road network provides for safe and efficient transport of people and goods. In order to achieve this, speed management planning must be incorporated into our wider land transport plans.

Over the next 10 years, Council will be assessing our community's entire road network, with particular care taken to investment planning for key routes where we may need to invest more in safety improvements so they can continue to be used efficiently. There will be cases where road safety may be improved by infrastructure improvements rather than lower speed limits, however this approach will not be affordable for the entire network. Therefore, we will be taking a whole of network approach to planning and prioritising safety improvements and speed limits.

It is important that the form of our roads and roadsides are designed to match the safe and appropriate speeds. As we work through the speed limit changes in our 2024-27 Implementation Plan, our ongoing safety improvement programme, particularly around schools will be designed to support these speed limit changes.

Coordination with neighbouring Road Controlling Authorities

As the Speed Management Plan was developed, we have coordinated with our neighbouring Road Controlling Authorities (RCAs) and sought feedback during its development. There is a shared interest in ensuring road safety and consistency for the communities that traverse our boundaries. However, it is important to note that each council may have different focuses and timelines based on their specific needs and strategic objectives.

Te Whakamaheretanga 2024-2027

Implementation Programme 2024-2027

Speed Limits around Schools

The Rule states that Horowhenua District Council as a Road Controlling Authority (RCA) may determine what sections of the road under its control are a road outside a school. When doing this, the typical or expected routes for pedestrians to access the school are taken into consideration for the purpose of making people feel safer and encourage them to walk to and from school (or travel to and from school on cycles or mobility devices).

Under the Rule, all schools are Category 1 schools unless a RCA reviews and assigns it to Category 2. Category 1 schools require a safe and appropriate speed on the roads and/or streets outside the school to be 30km/h. A variable speed limit should only be considered when all other alternatives have been exhausted.

No schools within the Horowhenua District have been categorised as Category 2 in this Speed Management Plan. However, for a school to be categorised as Category 2 it is expected to have the appropriate level of entranceway design and supporting safety infrastructure that removes or manages potential pedestrian cash conflicts to align within the Safe System injury tolerances. This would allow for a safe and appropriate speed of 60k/h.

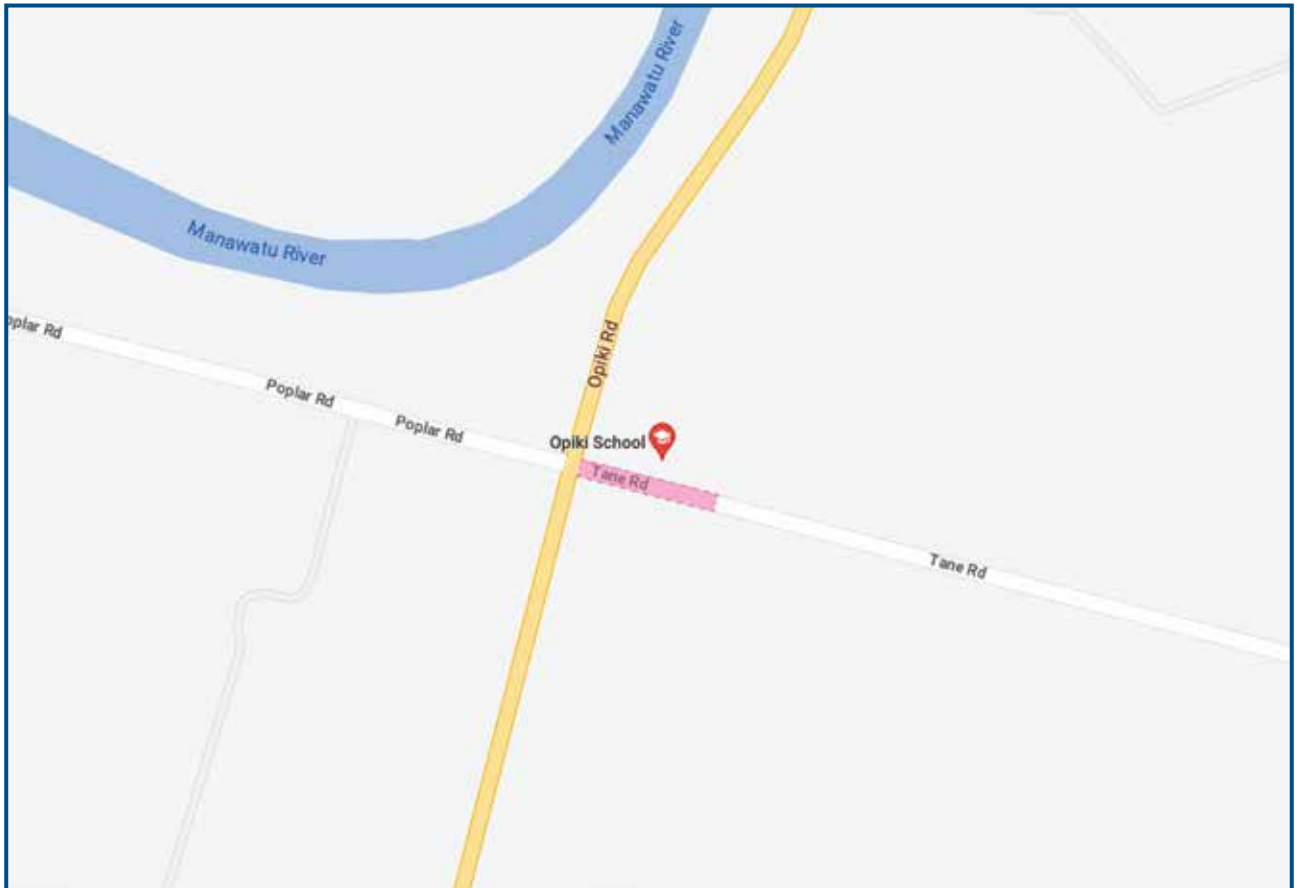


Table 1: Proposed Speed Limits around Schools

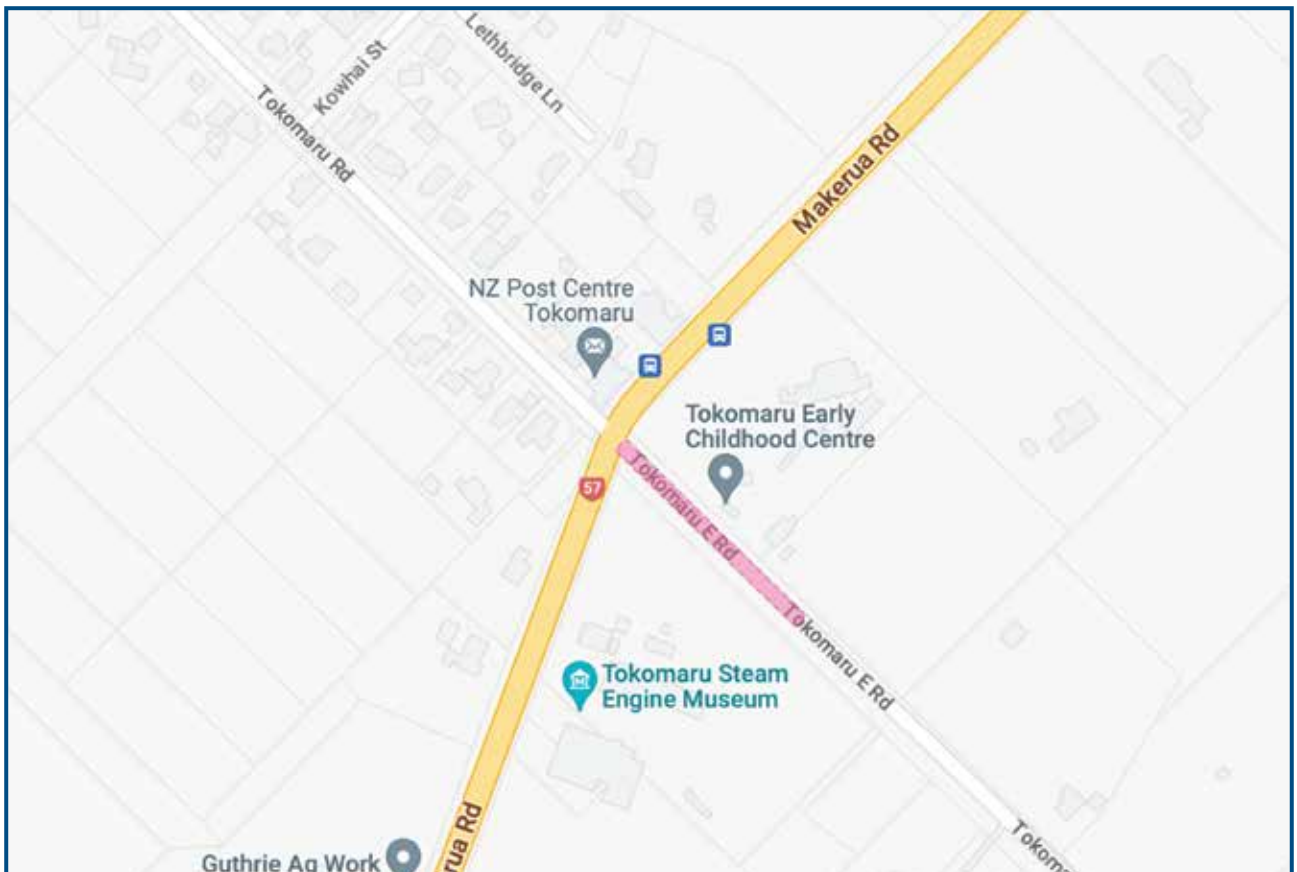
School Name	Category	Proposed Speed Limit	Further Information
Manakau School	1	30 km/h	School is located within the proposed changes to local roads in Manakau
Ōhau School	1	30 km/h	
Taitoko School	1	30 km/h	
Fairfield School	1	30 km/h	
Horowhenua College	1	30 km/h	
St Joseph's School	1	30 km/h	
Levin Intermediate	1	30 km/h	
Levin School	1	30 km/h	
Levin North School	1	30 km/h	
Waiopahu College	1	30 km/h	
Levin East School	1	30 km/h	
Manawatū College	1	30 km/h	Option 1: permanent 30km/h speed limit Option 2: variable 30km/h speed limit
Foxton Primary School	1	30 km/h	Option 1: permanent 30km/h speed limit Option 2: variable 30km/h speed limit
Coley Street School	1	30 km/h	
Foxton Beach School	1	30 km/h	
Koputaroa School	1	30 km/h	Option 1: permanent 30km/h speed limit Option 2: variable 30km/h speed limit
Ōpiki School	1	30 km/h	Waka Kotahi have proposed implementing a 30km/h variable speed limit on SH56
Shannon School	1	30 km/h	Waka Kotahi have proposed a 30km/h variable speed limit on SH57
Tokomaru School	1	30 km/h	Waka Kotahi have proposed a variable 30km/h speed limit on SH57

Please see the following maps that outline the where the proposed changes to speed limits are made. Pink indicates a proposed change in speed limit to 30km/h.

Ōpiki School



Tokomaru School

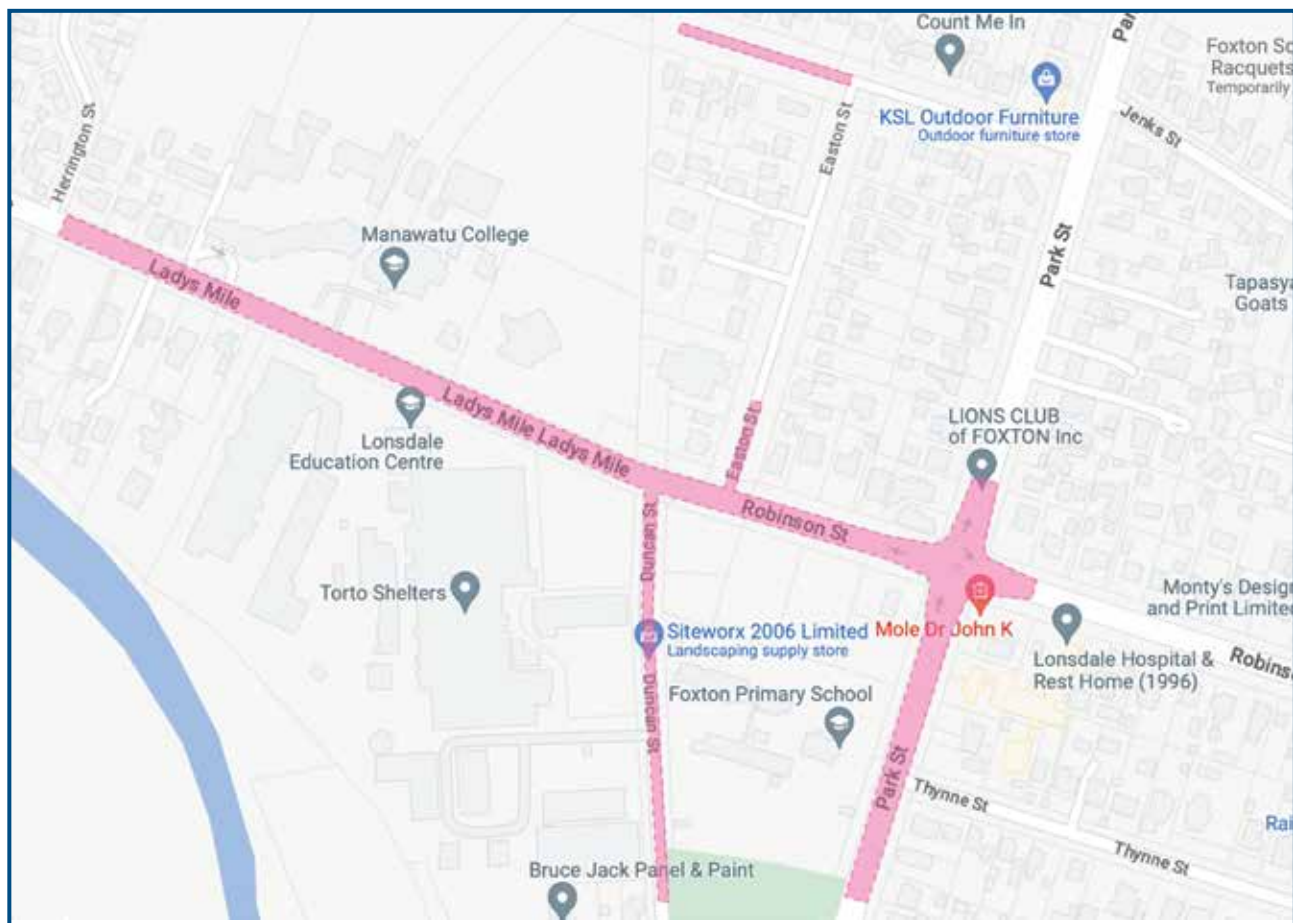


Koputaroa School



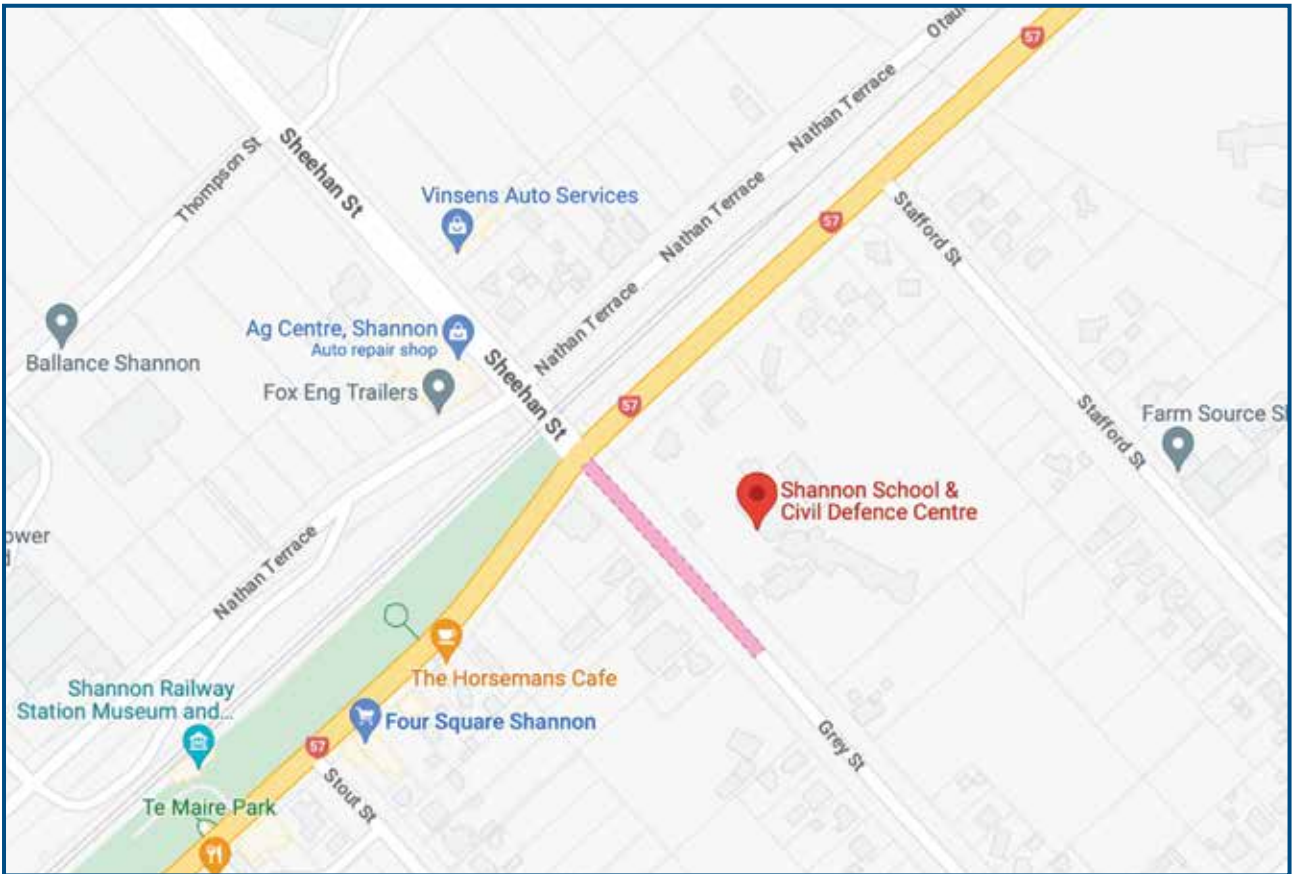
There are two options for changing the speed limit outside Koputaroa School on Koputaroa Road (shown in pink on the map). The first is to permanently change the speed limit to 30km/h and the second is to implement a 30km/h variable speed limit.

Manawatū College and Foxton Primary School

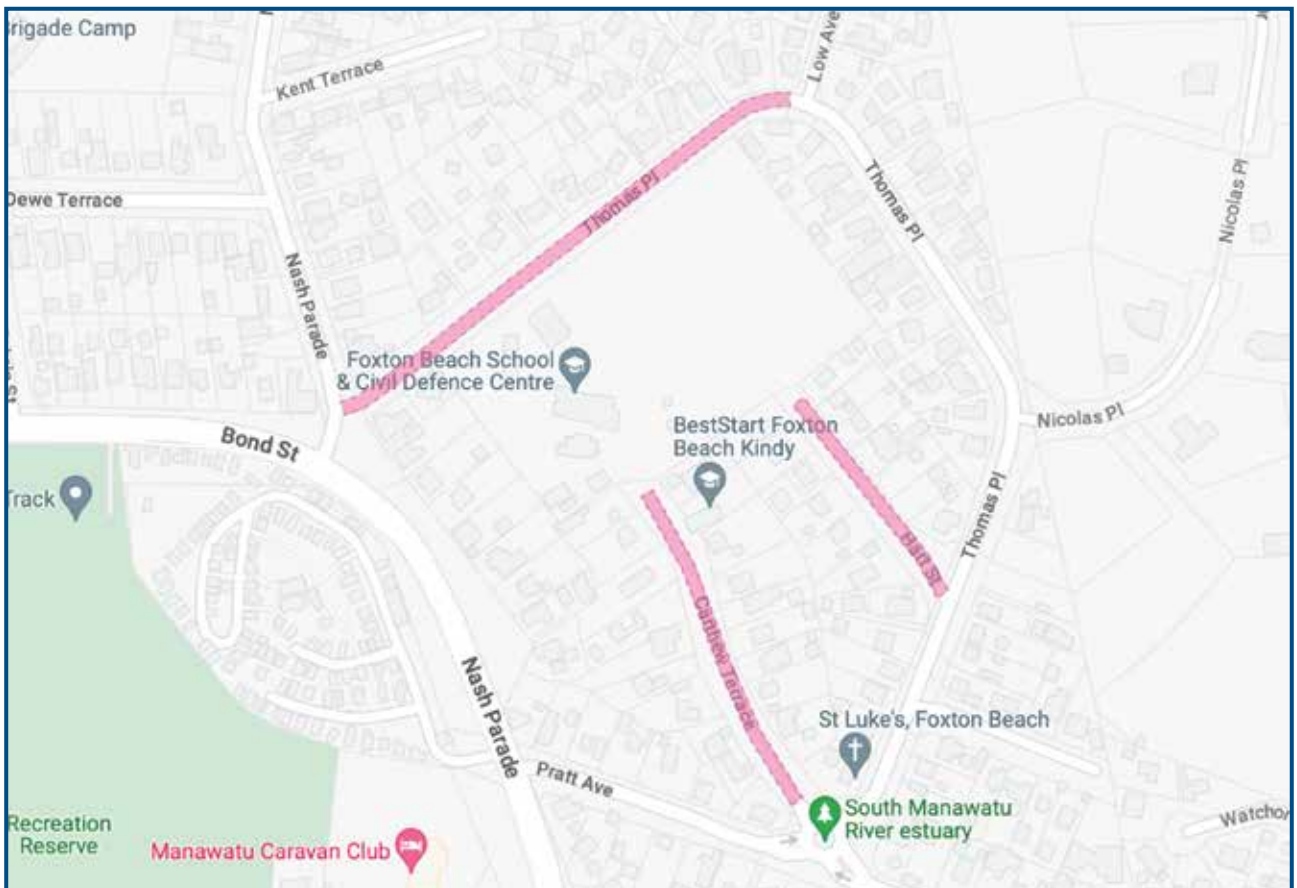


There are two options for changing the speed limit outside Manawatū College and Foxton Primary School. The first is to permanently change the speed limit on Ladys Mile, Robinson Street, Duncan Street and Park Street to 30km/h. The second is to implement a 30km/h variable speed limit on Ladys Mile, Robinson Street, Duncan Street and Park Street. In both options it is proposed that the speed limit on Hulke Street is permanently reduced to 30km/h.

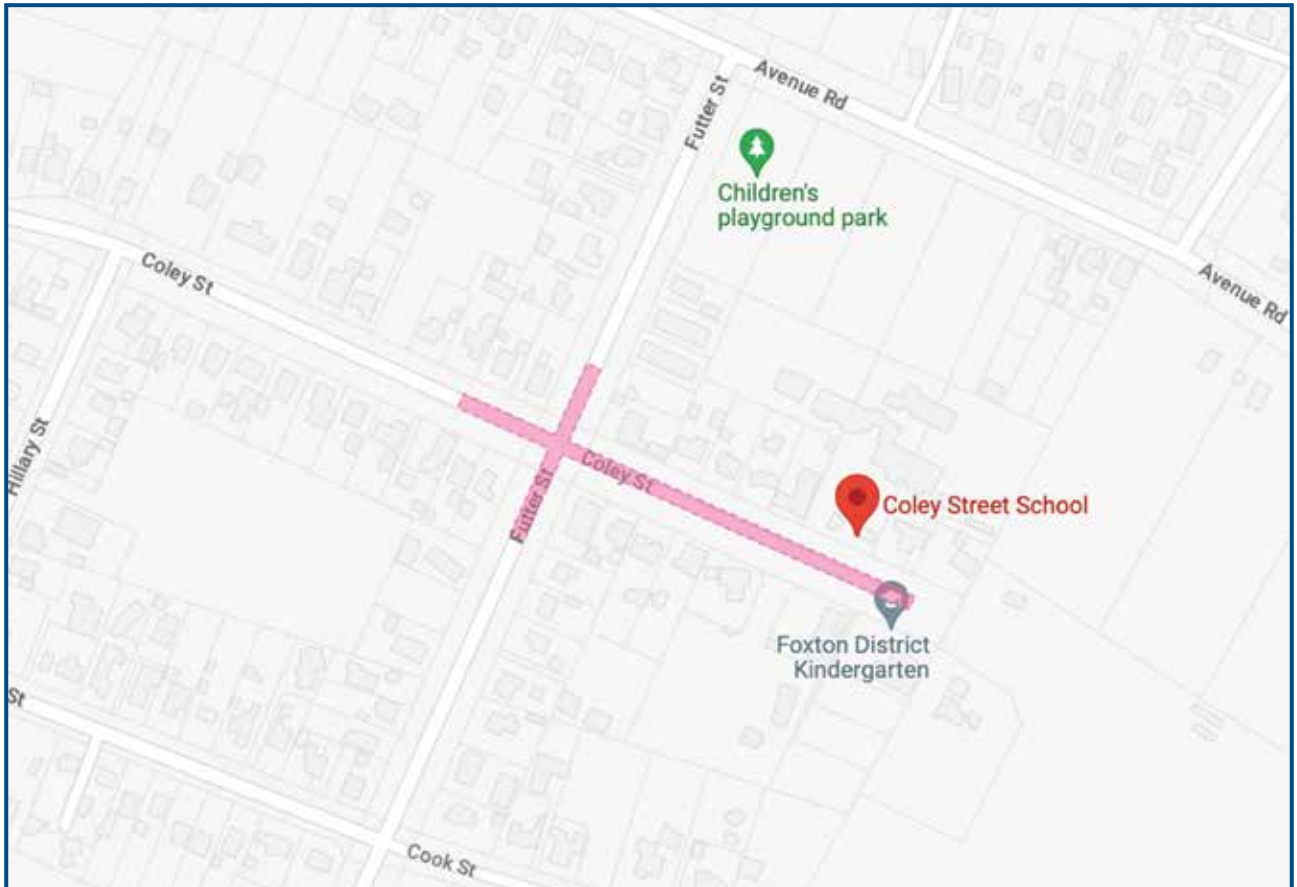
Shannon School



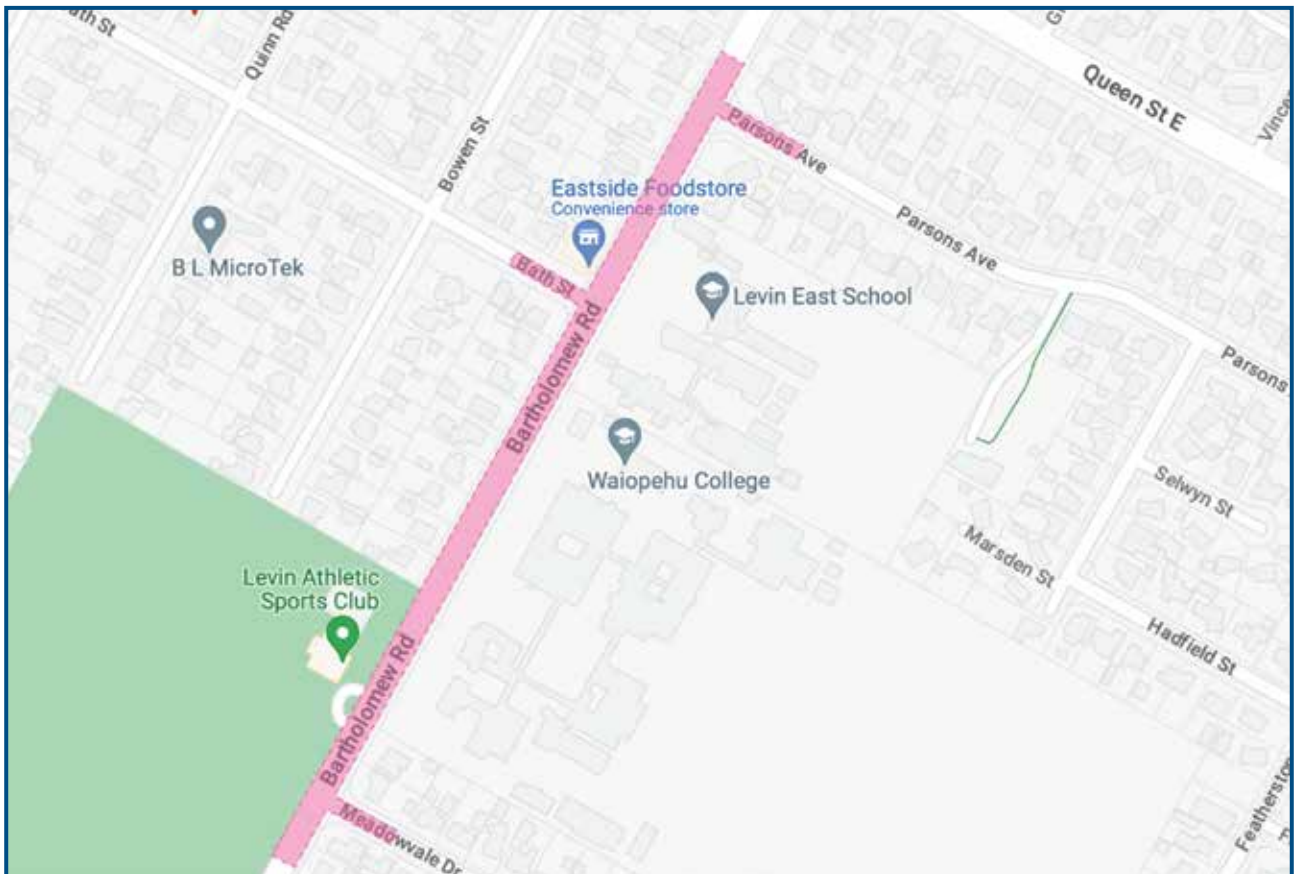
Foxton Beach School



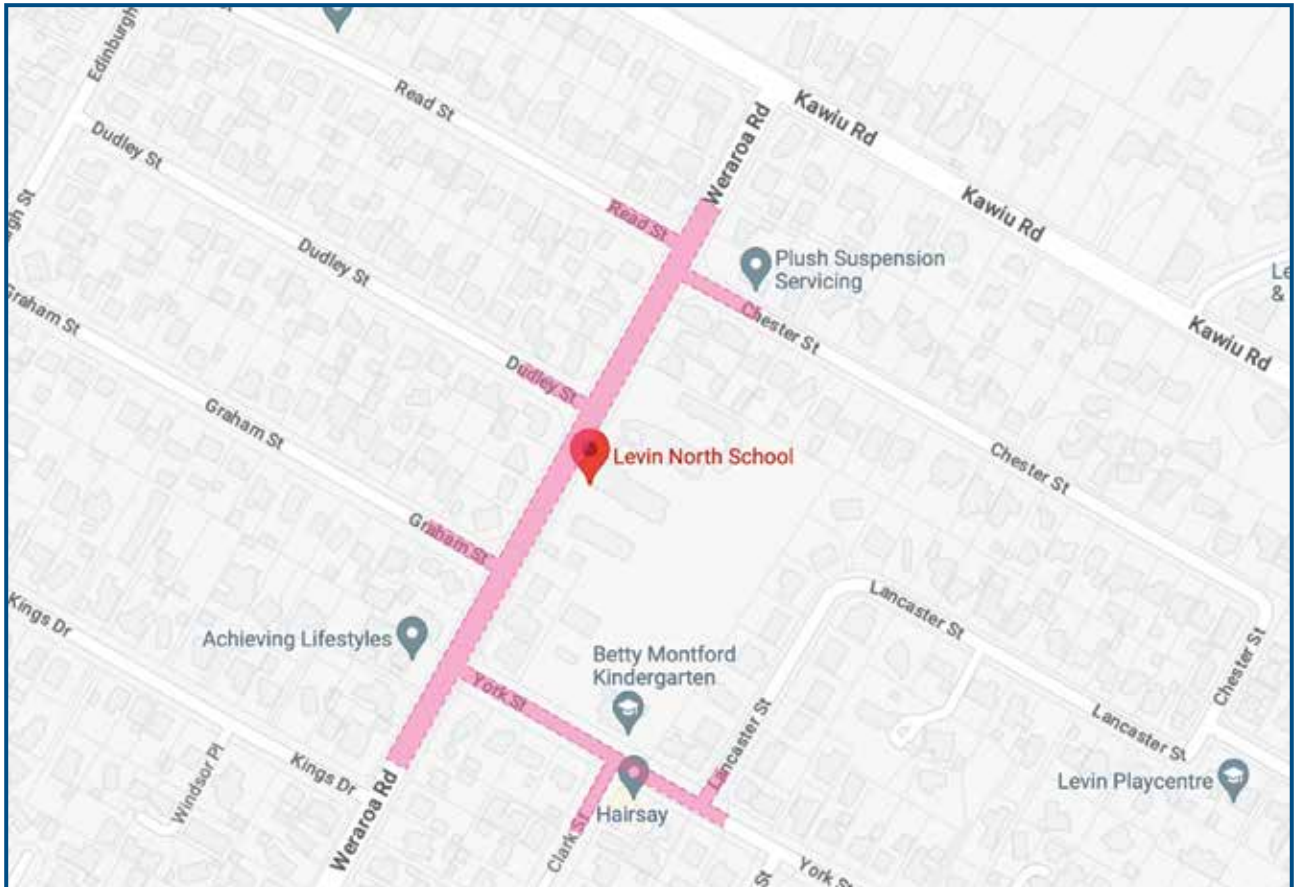
Coley Street School



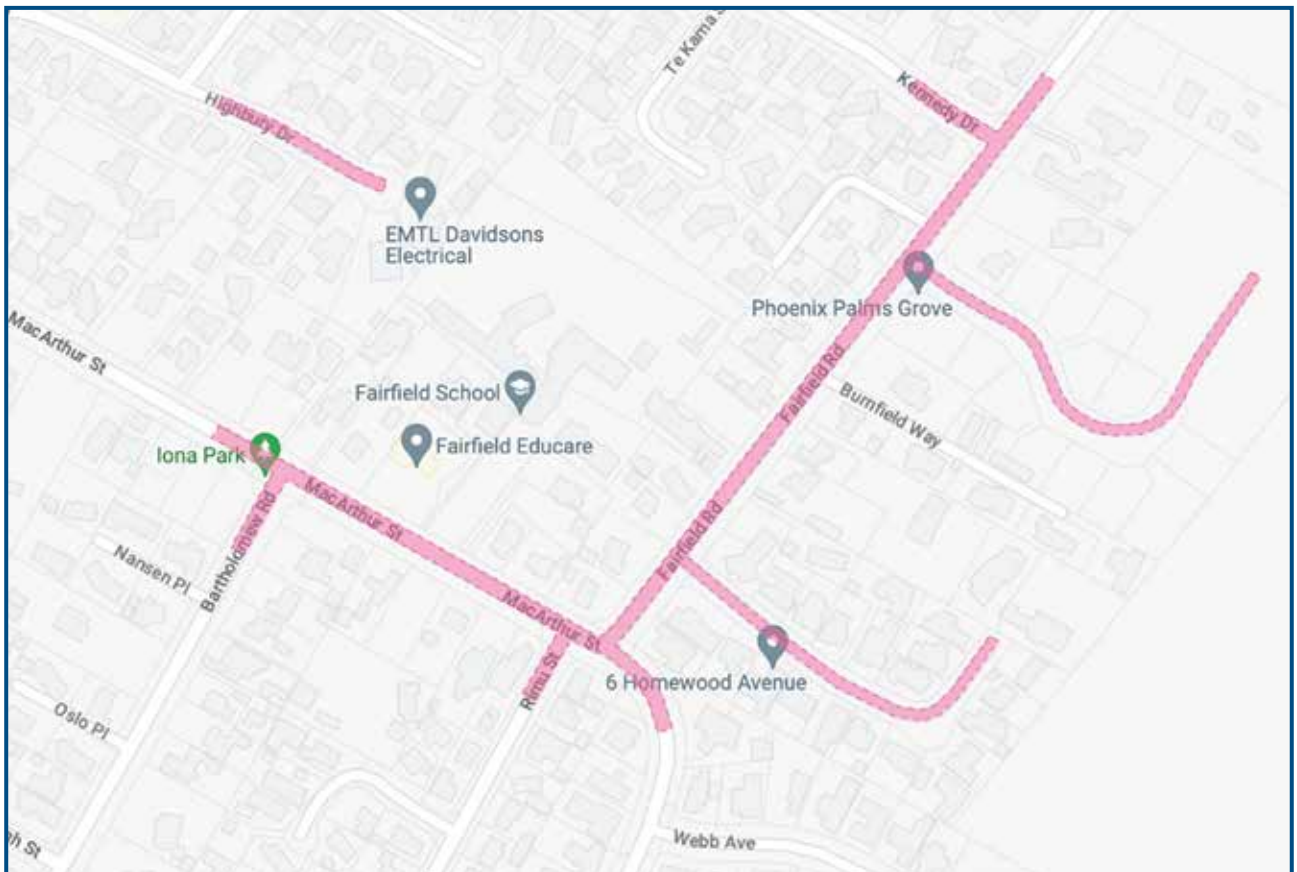
Waiopehu College and Levin East School



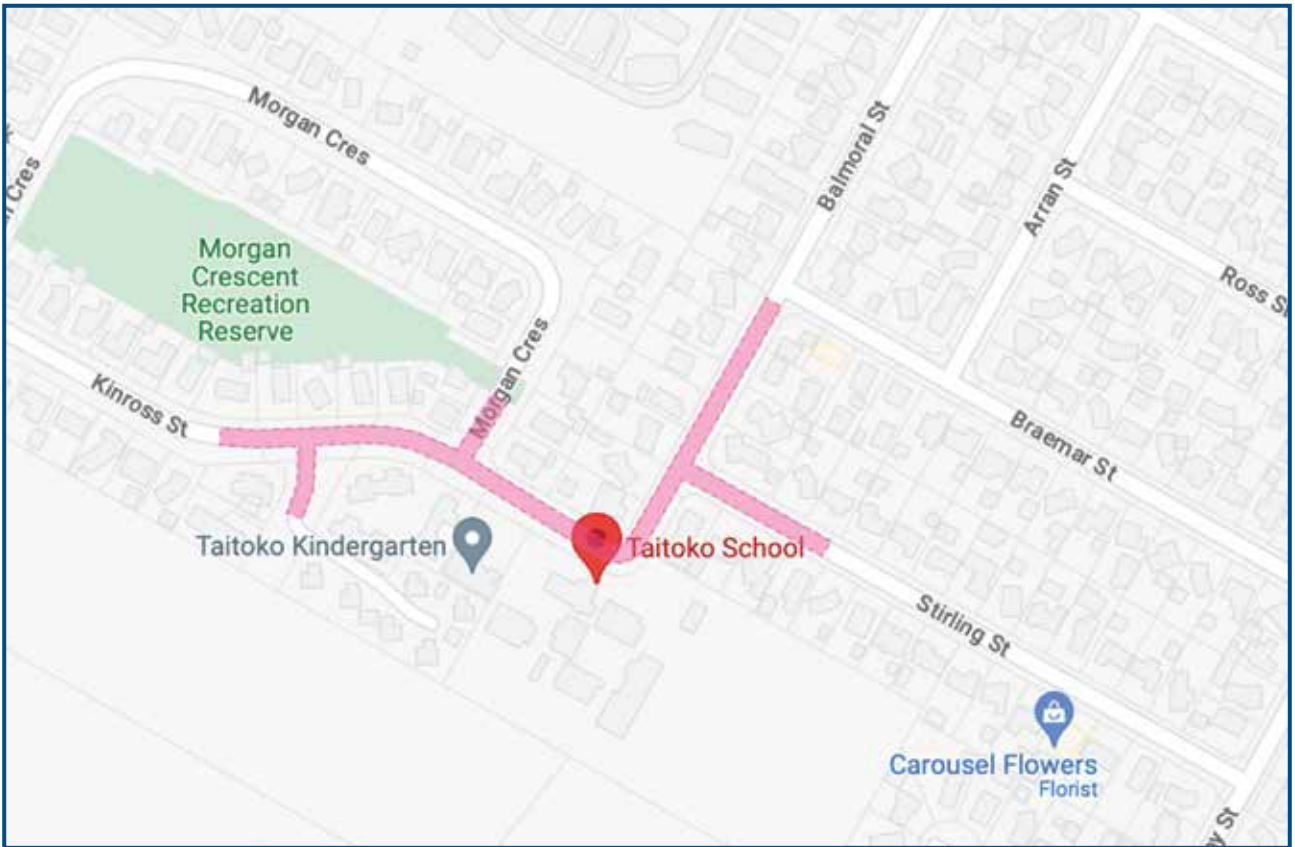
Levin North School



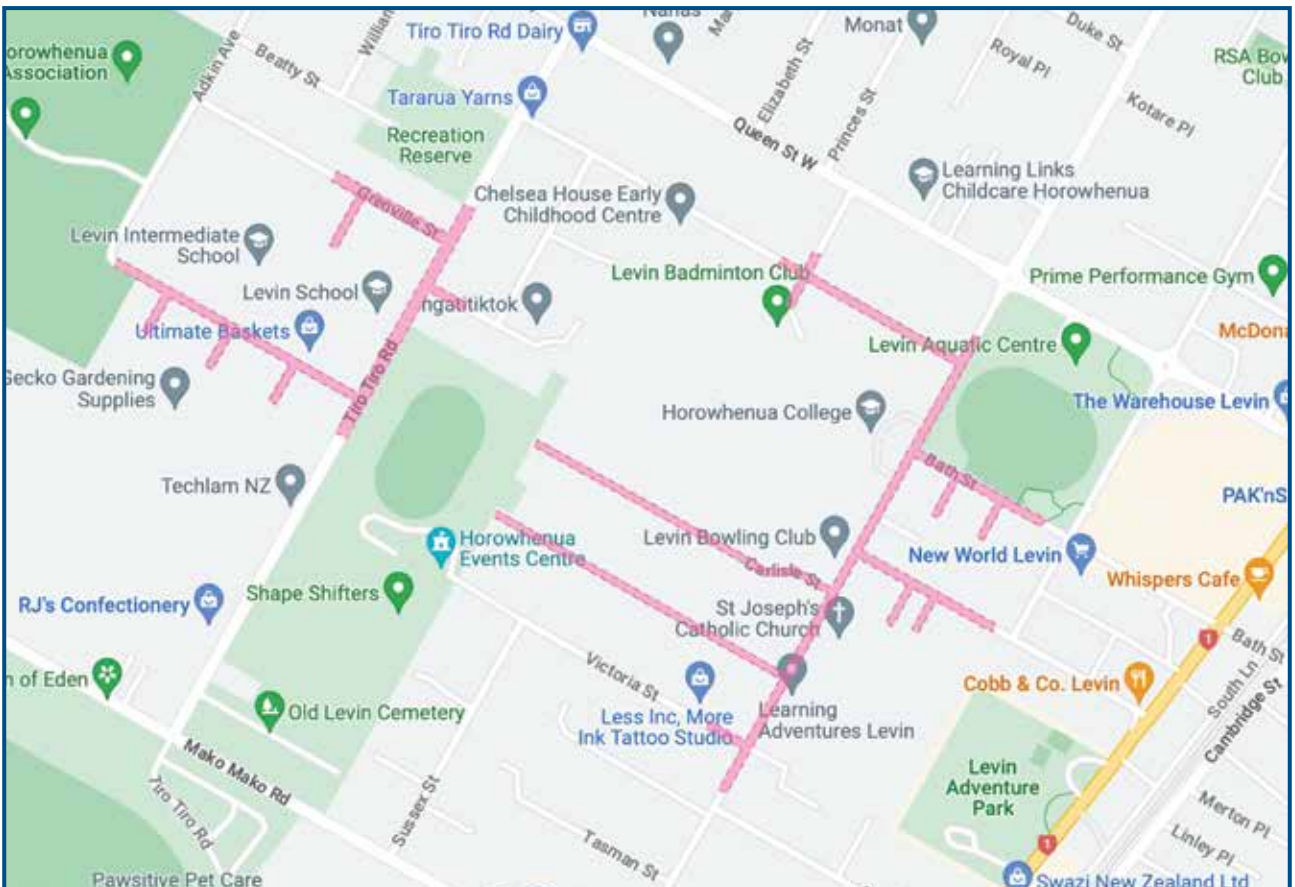
Fairfield School



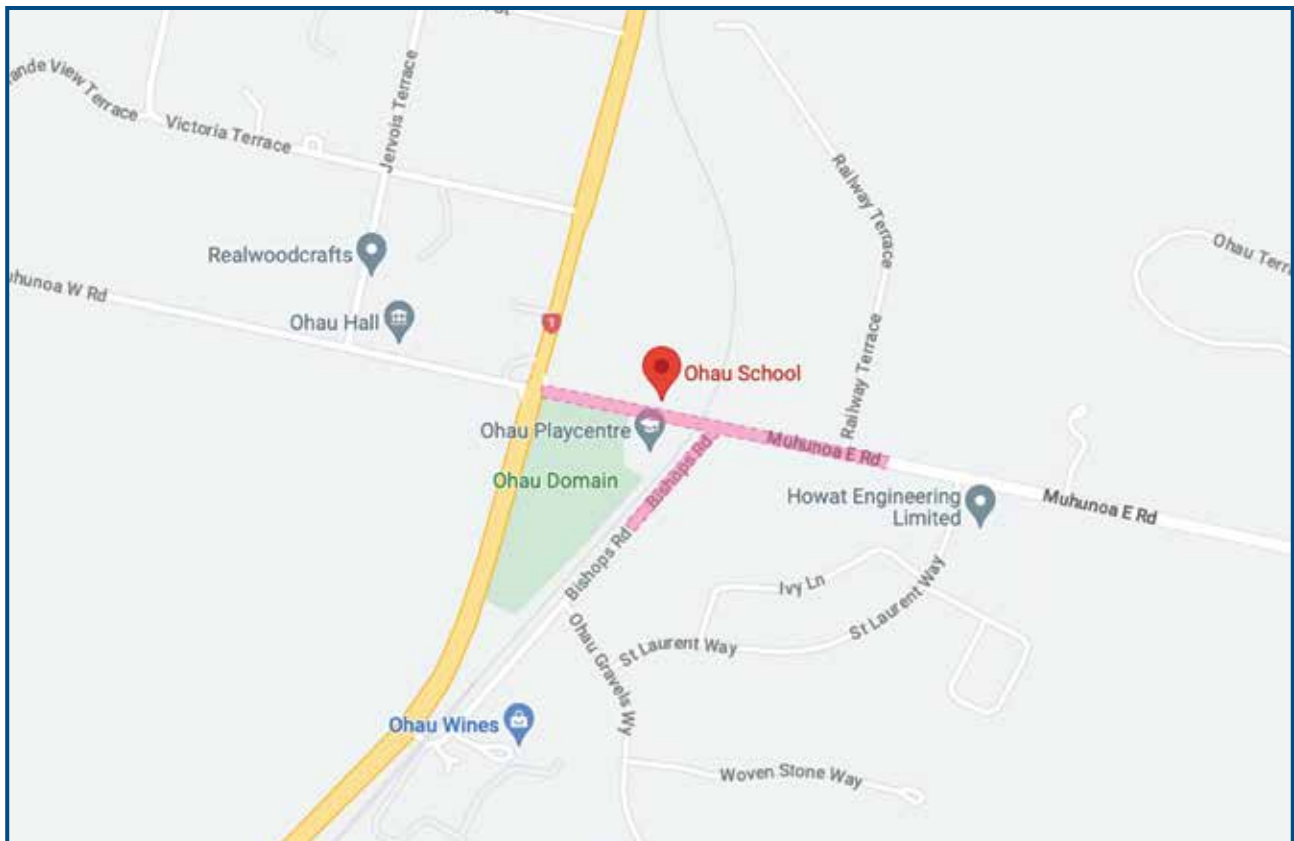
Taitoko School



Levin School, Levin Intermediate, Horowhenua College and St Joseph's School



Ōhau School



To support lower speed limits around schools, a programme is being developed to deliver infrastructure improvements around schools to physically change environments to reduce traffic speeds. This increases safety and encourages a shift to multi-modal transport options.

There are various engineering interventions that can be used to support reduced speed limits including:

- Traffic calming measures, such as changing the geometric design of the road by road narrowing, chicanes, speed humps, or mini roundabouts, which are intended to slow traffic.
- Raised pedestrian crossings
- Raised intersections
- Traffic islands
- Road markings and signs including warning signs, speed limit signs, road markings, and other signage that alert drivers to the presence of pedestrians and/or other hazards.
- Cycle lanes and paths which provide a dedicated space for cyclists and encourage the use of alternative transportation modes.

These interventions can be tailored to the specific needs and characteristics of the surrounding area to improve safety and encourage safer driving speeds.

We are proposing to complete these changes in Year 1 of this Speed Management Plan.

Speed Limits on Local Roads

We are proposing to reduce speed limits in Manakau and Waikawa Beach. This is because the roads in these areas have some of the following characteristics:

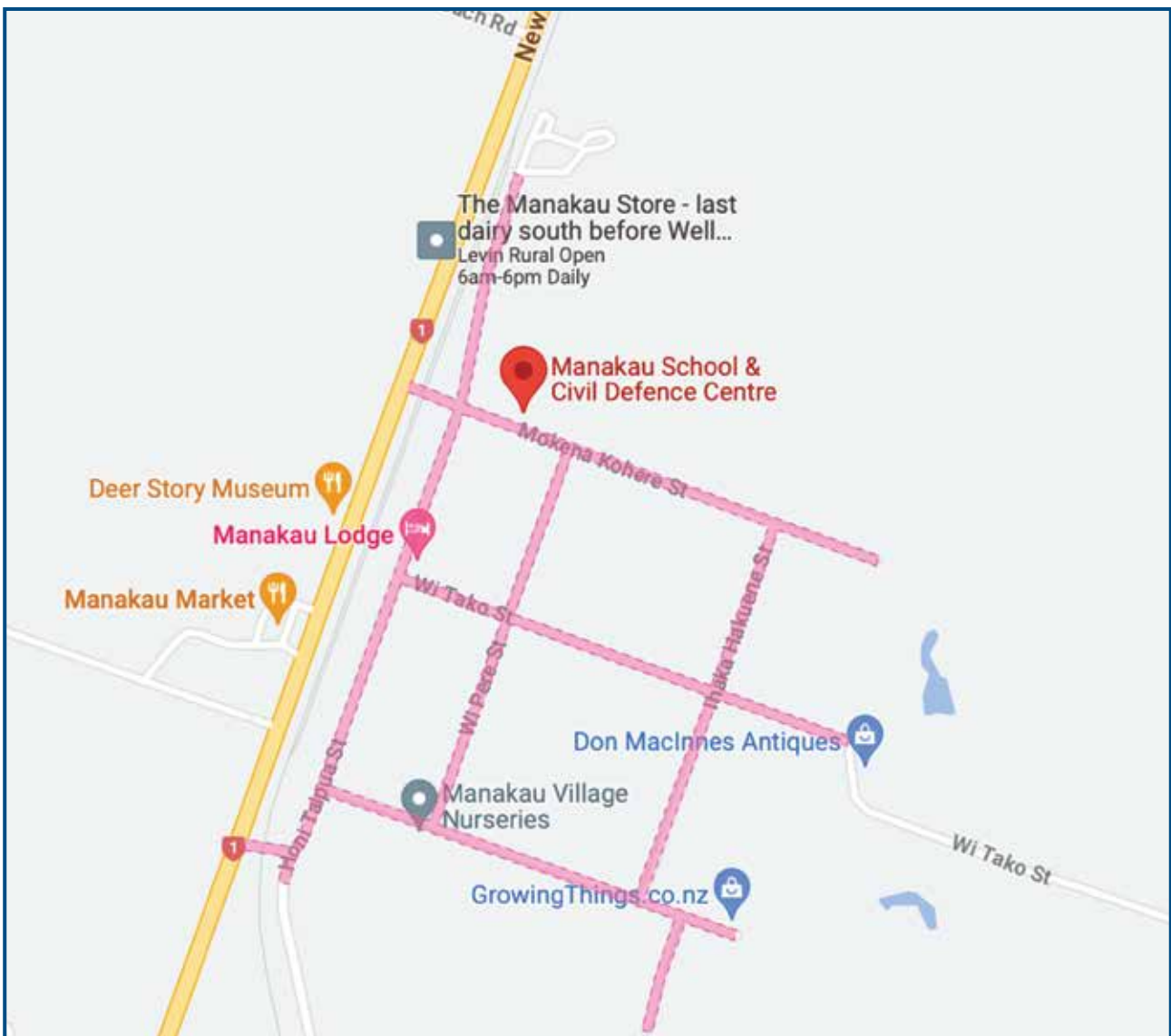
- They are characterised as local streets that provide quiet and safe residential access for people of all ages and abilities,
- There are no or few footpaths,
- People walk, cycle, or ride horses on the road or roadside,
- Some of the roads are very narrow.

In addition, members of these communities have previously asked for speed limits to be reduced during the Long Term Plan consultation process. Therefore we are proposing the following changes as shown on the following maps. Pink indicates a proposed change in speed limit to 30km/h.

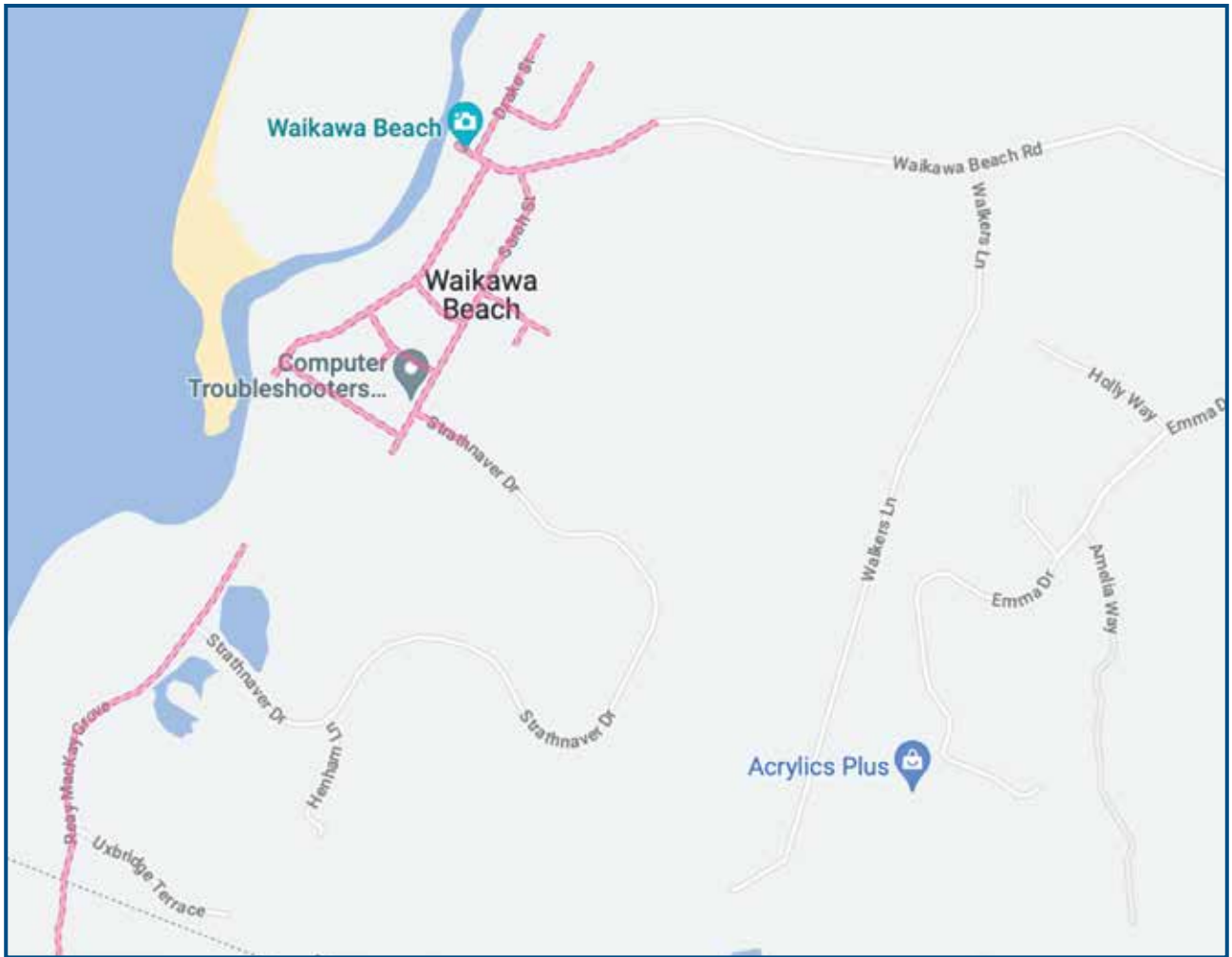
If these proposed changes are implemented, to support lower speed limits in these areas, a programme will be developed to deliver infrastructure improvements where necessary to physically change environments to reduce traffic speeds. This increases safety and encourages a shift to multi-modal transport options.

We are proposing to make these changes in year one of the programme.

Manakau



Waikawa Beach



Confirming Signposted Speed Limits

We are proposing to confirm the current signposted speed limits on some roads. This process is required due to a legal anomaly and will not change any of the speed limits currently signposted.

We are proposing to complete these changes in Year 1 of the Speed Management Plan. This would be completed as soon as practicable after the Speed Management Plan is certified and ideally no later than June 2024.

Road Name	Suburb	Road Area	Signposted Speed Limit
Martins Road	Manakau	From 48 Martins Road to end	80km/h
Gleeson Road	Manakau	From SH1 to end	80km/h
Waiaute Road	Manakau	From Gleeson Road to end	80km/h
McLeavey Road	Ōhau	From SH1 to Arapaepae South Road	80km/h
Muhunoa East Road	Ōhau	From 55 Muhunoa East Road to intersection with Arapaepae South Road	80km/h
Florida Road	Ōhau	From 37-85 Florida Road to 50-252 Florida Road	80km/h
Papaitonga Lake Road	Ōhau	From intersection with Muhunoa West Road to end	80km/h
Hōkio Beach Road	Levin	From 109-121 Hōkio Beach Road to 300-316 Hōkio Beach Road	80km/h
Arete Lane	Levin	From Tararua Road to Ruapai Road	80km/h
Ruapai Drive	Levin	From Arete Lane to end	80km/h
Oriwa Lane	Levin	From Ruapai Drive to end	80km/h
Gladstone Road	Levin	From intersection with Tararua Road to intersection with Queen Street East	80km/h
Denton Road	Levin	From intersection with Queen Street East to end	80km/h
Queen Street East	Levin	From intersection with Gladstone Road and Denton Road, to intersection with SH57	80km/h
Kawiu Road	Levin	From 231-389 Kawiu Road to intersection with SH1	80km/h
Lindsay Road	Levin	From SH1 to end	80km/h
Bruce Road	Levin	From intersection with Buller Road to 55 Buller Road	80km/h
Tararua Road	Levin	From intersection with Cambridge Street to 91 Tararua Road	50km/h

Road Name	Suburb	Road Area	Signposted Speed Limit
Fairfield Road	Levin	From Roslyn Road to end of road North.	60km/h
Park Avenue	Waitārere Beach	From 165 Park Avenue to 250 Park Avenue	50km/h
Via Aroha	Waitārere Beach	From Park Avenue to end	50km/h
Mowhia Grove	Waitārere Beach	From Waitārere Rise to end	60km/h
Quail Way	Waitārere Beach	From intersection with Waitārere Rise Avenue to end	60km/h
Te Ariki Drive	Waitārere Beach	From intersection with Waitārere Rise Avenue to end	60km/h
Kanuka Drive	Waitārere Beach	From intersection with Waitārere Rise Avenue to end	60km/h
Waka Tete Place	Waitārere Beach	From intersection with Kanuka Drive to end	60km/h
Truebridge Drive	Waitārere Beach	From intersection with Kanuka Drive to end	60km/h
Palmer Road	Foxton Beach	From intersection with Cousins Avenue to intersection of Foxton Beach Road	80km/h
Foxton Beach Road	Foxton Beach	From 1 Seabury Avenue to 14 Foxton Beach Road	80km/h
Carex Grove	Foxton Beach	From Lakeview Drive to end	50km/h
Lakeview Drive	Foxton Beach	From Palmer Road to end	50km/h
Nicholas Place	Foxton Beach	From intersection with Thomas Place to end	50km/h
Avenue Road	Foxton	From 99-115 Avenue Road to intersection with Hickford Road	80km/h
Baker Street	Foxton	From intersection with Avenue Road to intersection with Howan Street	80km/h
Howan Street	Foxton	From intersection with Baker Street to intersection with Hickford Road	80km/h
Thompson Street	Shannon	From intersection with Sheehan Street to end	50km/h
Bryce Street	Shannon	From SH57 to 25 Bryce Street near Old Foxton Road	60km/h

Speed Limits of 70km/h or 90km/h

The Rule specifies that a Speed Management Plan must identify all roads with a speed limit of 70km/h or 90km/h. These speed limits must be reviewed in each Speed Management Plan.

No legal speed limit changes are proposed within this Speed Management Plan.

Road Name	Suburb	Road Area	Signposted Speed Limit	Speed Limit Review
Roslyn Road	Levin	From 20-36 Roslyn Road to intersection with SH57	70km/hr	<p>Roslyn Road is classified as a peri-urban road. The Safe and Appropriate Speed limit is 50-80km/h.</p> <p>The road is sealed, has a marked centreline, the alignment is straight with one corner, and has edge marker posts.</p> <p>70km/h is considered to be a safe speed for this road. This speed limit will continue to be reviewed in subsequent speed management plans to ensure that the speed limit remains safe.</p>
Kawiu Road	Levin	From 122 Kawiu Road Levin to 236-244 Kawiu Road Levin	Signposted speed limit 70	<p>Kawiu Road between 122 and 236-244 currently has a legal speed limit of 50km/h. However, the signposted speed limit is 70 km/h. 50km/h is considered to be the safe speed for this road and the sign posts will be changed to meet the current legal speed limits.</p>

Te Mahere Rautaki Whakahāngai

Strategic Alignment

Speed management is a key component of improving road safety and is in line with key strategies and policies. These are outlined below:

Long Term Plan 2021-2041

The Speed Management Plan is aligned with community outcomes outlined within the Long Term Plan 2021-2041.



We provide efficient, reliable and affordable infrastructure, developing and maintaining facilities and infrastructure to meet the needs of current and future generations. Our community facilities and infrastructure are resilient, helping us to respond to climate change and natural hazards, working with partners to develop infrastructure that enables growth.

The Speed Management Plan is not just about setting safe and appropriate speed limits but will also take a whole of network approach that will include safety infrastructure improvements.



We uphold Te Tiriti o Waitangi and its principles and recognise the role of Mana Whenua as kaitiaki of their rohe. We support them to maintain and enhance tikanga with their ancestral lands and waterways, wāhi tapu and other taonga, and build mutually respectful partnerships with tangata whenua, supporting whanau, marae, hapū and iwi in achieving their aspirations.

A key component of the Speed Management Plan process includes partnering with Māori as kaitiaki of their rohe.



We value the diversity of our people, and how our district's heritage shapes our community's sense of identity and pride. We provide infrastructure, services, facilities, and places to build resilient and connected communities where people of all ages and backgrounds feel included and safe. We are building collaborative relationships with service providers to enable all people to live positive and healthy lifestyles, encouraging our people to participate in local decision making.

By ensuring that vehicles travelling on our roads are doing so at safe and appropriate speeds we can improve safety for all road users, including those who are walking, cycling, or using mobility devices.



We contribute to improving our natural environment for current and future generations to enjoy, and protect the important natural features in our district. We ensure our built environment supports the wellbeing of our people and manage competing pressures on resources sustainably.

The Speed Management Plan will support the provision of equitable access to a variety of safe and healthy transport options. This will include supporting the increased use of active transport modes like walking and cycling particularly for getting to and from school or work, or for recreation.

Horowhenua Integrated Transport Strategy (HITS)

Horowhenua District Council recognises the importance of an integrated transport system to the wellbeing of our residents and those travelling through our District and is committed to building a safe, resilient, and sustainable transport system.

The Speed Management Plan specifically relates to two of the six strategic focus areas outlined in the HITS:

- Safety by helping to improve safety for our most vulnerable road users including pedestrians, cyclists, mopeds and motorcyclists; and
- Active Transport by helping to contribute to the development of a safe and connected network for active travel.

Horizons Regional Land Transport Plan (RLTP)

The Regional Land Transport Plan (RLTP) is a collaboration between all council's in the Manawatū-Whanganui Region, Waka Kotahi NZ Transport Agency, and Kiwi Rail. The RLTP outlines the following strategic direction and transport investment priorities:

- **Connectivity and access:** Provide better transport connections and options to enable efficient and safe movement of people and freight, and improved access to health, social and economic opportunities.
- **Safety:** improve the transport network to create a safe transport system for all users.
- **Better travel options:** make active and public transport, and alternative freight modes safe, attractive and viable options for more trips throughout the region.
- **Environment:** reduce environmental impacts and carbon emissions from the transport system.
- **Resilience:** build resilience into the region's transport network by strengthening priority transport lifelines.

The strategic direction and investment objectives align with the objectives of the Speed Management Plan where the key drivers are to improve safety for all road users by reducing the risk of death and serious injury, encourage the use of a variety of transport options including active transport options such as walking and cycling, and reduce the environmental impacts of the transport system through the use of alternative transport options.



Te Hāngaitanga o ngā Rautaki Hāngai me nga Kaupapa Here

Consistency with National Safety Strategies and Policies

Government Policy Statement (GPS) on Land Transport

Horowhenua District Council's approach to Speed Management is consistent with the road safety aspects for the Government Policy Statement on Land Transport (2021/22 – 2030/31). The GPS on Land Transport 2021 outlines that the purpose of the transport system is to improve people's wellbeing and the liveability of places.

Under the GPS 2021, the overall goals to be delivered by 2031 are:

1. Reduce the number of deaths and serious injuries.
2. A safer land transport network.

It does this by contributing to the strategic priorities shown in Figure 3.

Figure 3: GPS Strategic Priorities ²



² New Zealand Government (2020). Retrieved from <https://www.transport.govt.nz/assets/Uploads/Paper/GPS2021.pdf>

The proposed Speed Management Plan aligns with the GPS strategic priorities. This will allow Council to apply for funding for speed-related infrastructure through the National Land Transport Programme (NLTP). Although this Speed Management Plan has a strong focus on safety, it will also contribute to other priorities.

GPS Priority and Alignment

- Safety – The proposed Speed Management Plan is working towards a local transport network where no one is killed or seriously injured. The Speed Management Plan proposes to improve safety through reduced speed limits and associated infrastructure in high-priority areas.
- Better travel options – The focus on roads around schools and roads in communities that have asked for lower speed limits will lead to safe and appropriate speeds that will also encourage more people in these areas to walk, cycle, or use other forms of active transport.
- Climate change – managing speeds can encourage the use of other modes of transport including walking, cycling, mopeds, and mobility scooters.
- Improving freight connections – speed reductions will lead to reduced numbers of crashes on the local transport network, making journeys more reliable.

Overall the Speed Management Plan for the Horowhenua District is aligned with the GPS 2021 which emphasises the importance of prioritising safety in the transport system to reduce deaths and serious injuries and create a safer land transport network.

Road to Zero

The Road to Zero Strategy was launched in Aotearoa New Zealand in late 2019. This strategy places human wellbeing at the heart of road transport planning. It outlines a road safety system that supports and expects road users to make good choices, but also acknowledges that we can all make mistakes. It values every life and the liveability of our communities, and it upholds the rights of all of us to feel safe and arrive safely on our journeys across Aotearoa. It outlines a vision where no one is killed or seriously injured in road crashes.

The Road to Zero has set an intermediate target to reduce deaths and serious injuries on our roads by 40 percent by 2030. Recent research has shown that the likelihood of surviving a serious injury largely depends on the impact speed. The survival impact for pedestrians, cyclists, and motorcyclists is within 30-40km/h, whereas for side collisions between vehicles it is at 50km/hr and head on crashes at approximately 70-80km/h. Based on these findings, the Road to Zero strategy was developed to avoid death and severe injuries from road crashes by ensuring that road users travel at speeds that are safe for the road environment.

To achieve this seven guiding principles that provide a shared understanding of how we will work and the values that will guide our actions and decision making were developed. These are:

- We promote good choices but plan for mistakes
- We design for human vulnerability
- We strengthen all parts of the road transport system
- We have shared responsibility for improving road safety
- Our actions are grounded in evidence and evaluated
- Our road safety actions support health, wellbeing and liveable places
- We make safety a critical decision making priority.

Of particular relevance to the Speed Management Plan from the above is making safety a critical decision making priority as it aims to enhance road safety through setting safe and appropriate speeds and upgrading infrastructure.

Ngā Hāngaitanga ā-ture

Appendix A

Legal Requirements

Road Controlling Authorities (RCA) are required by the Land Transport Rule: Setting of Speed Limits 2022 (The Rule) to prepare speed management plans that establish a 10 year vision and three year action plan to implement safe and appropriate speed limits and associated speed management activities. The Rule also sets out requirements when setting speed limits.

Once completed, the Horowhenua Speed Management Plan (SMP) will be submitted to Horizons Regional Council. Horizons Regional Council as the Regional Transport Committee (RTC) will coordinate inputs from all RCAs within the region to create a regional SMP that aligns with the regional land transport plan process.

The SMP will then be submitted to Waka Kotahi for the Director of Land Transport to review and certify.

The objective of The Rule is to contribute to road safety through:

- Providing for a whole of network approach where speed management is considered alongside investment in safety infrastructure;
- Empowering or requiring RCAs to set speed limits for roads under their control;
- Setting out requirement RCAs must comply with when setting speed limits.

Content requirements of a plan (with reference to clause 3.8 of Land Transport Rule: Setting of Speed Limits 2022)

1. A plan must—
 - a. set out objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan; and
 - b. include an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport# and any Government road safety strategy; and
 - c. include a general explanation of how a whole-of-network approach was taken to changing speed limits, safety cameras and safety infrastructure, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.
2. A plan must also—
 - a. identify the changes (if any) being proposed to speed limits (other than temporary speed limits) and safety infrastructure on the relevant roads; and
 - b. include an implementation programme for at least 3 financial years from the start of the plan that sets out —
 - i. the changes (if any) being proposed to (A) speed limits on the relevant roads, including, to the extent practicable, information on each proposed speed limit relating to the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply; and (B) safety infrastructure on the relevant roads; and
 - ii. the timeframe within which each change is proposed to occur; and

- c. for speed limits of 70 km/h or 90 km/h, include any content required by clause 4.3(2); and
- d. in relation to schools, include—
 - i. any content required by clause 5.2(4); and
 - ii. any designation of a category 2 school; and
 - iii. if required by clause 5.3, an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road; and
- e. include, for any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why, after considering the matters in clause 3.2(1), the road controlling authority proposes a speed limit that differs from the Agency's confirmed assessment (unless subclause (3) applies);[^] and
- f. include comment on any review relevant to the roads or region that has been completed under clause 3.17 since the previous plan published under clause 3.3(8) or 3.4(13).

State highway speed management plan – clause 3.8(5)

- 5. A State highway speed management plan—
 - a. must also include a general explanation of how the Agency (as RCA) has, when proposing a change to a speed limit, had regard under clause 3.2(2) to the desirability of a road under its control and an adjoining road under the control of another road controlling authority having the same speed limit, unless there is good reason for different speed limits; and
 - b. may also include changes to safety cameras on roads that are not State highways.

Regional speed management plans – clause 3.8(6)

- 6. A regional speed management plan must—
 - a. identify, for any proposed change to a speed limit for a road under the control of a territorial authority (the first road) that adjoins a road under the control of another territorial authority (the second road), any instances where the speed limit for the first road is different or is proposed to differ from the speed limit for the second road; and
 - b. include information from the State highway speed management plan (either the consultation draft or the published copy, depending on which is most recently available) relating to State highways in the region.
- 7. A plan may include discussion of other matters related to speed management on the relevant roads, including temporary speed limits.
- 8. A plan must be in the form (if any) set by the Agency.



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