



KDC Speed Management Consultation Plan



Consultation closes 9 October 2023

1 Background

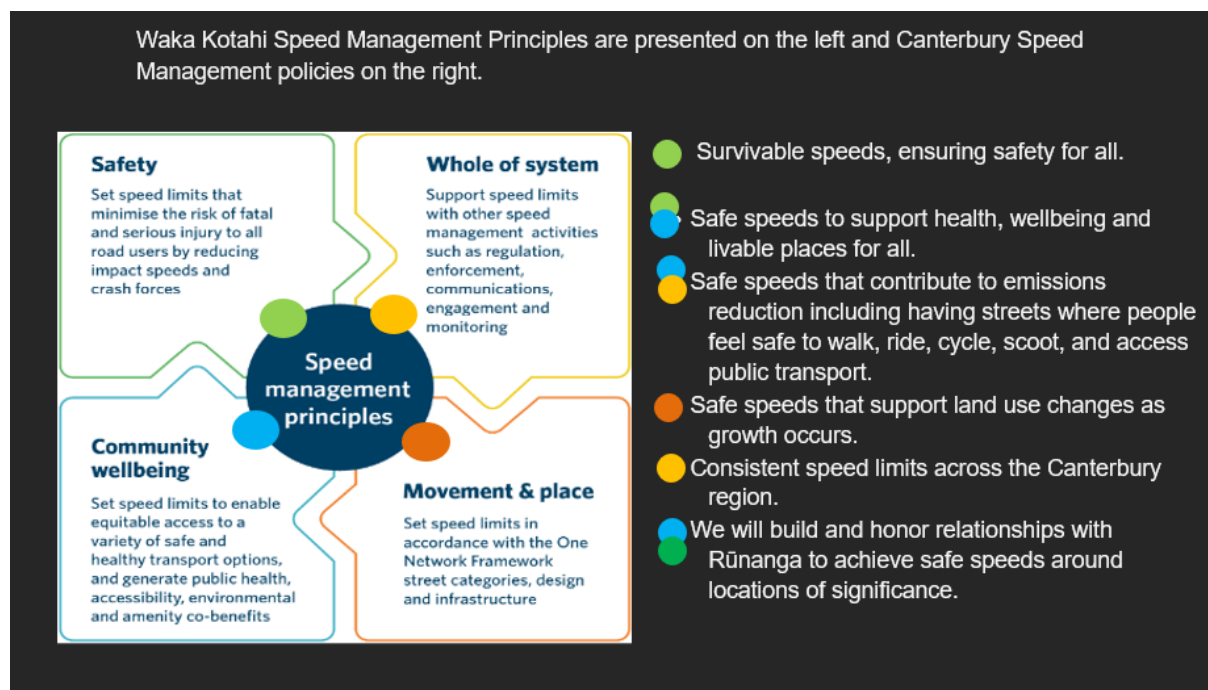
In April of 2022 the government introduced the Land Transport Rule – Setting of Speed Limits 2022. This legislation required each council to develop a Speed Management Plan (SMP) which identifies areas where new road speed limits may be required and plans other measures to create safe vehicle speed environments. Councils are required to consult with their communities in respect of these plans and review them every three years.

The initial focus of an SMP is to decide on what actions will be taken during the next 3 years (2024 to 2027) to set speed limits that will contribute to improve in key areas. A further objective is to establish a longer term (10 year) vision of how speed limits should be managed.

This document presents the changes to speed limits that are currently being considered by Council, and upon which feedback is invited from the community.

2 Speed Management Principles

Regional speed management principles have been developed by the Canterbury Transport Officers Group and adopted by the Regional Transport Committee (RTC).



Reducing speed limits around areas such as schools, or unsealed roads, is one way we can contribute to a safer road network. When vehicles are travelling slower around areas with higher density of pedestrians, they will feel safer and feel more inclined to walk or cycle. Slower vehicles will also reduce the amount of harm caused when crashes occur. All these things are in alignment with Road to Zero, New Zealand’s road safety strategy.

At a local level the road network managed by Kaikōura District Council is small, with generally low levels of traffic and very few serious crashes, and relatively little attention has previously been paid tailoring of speed limits to address particular safety issues other than

the setting of 40km/hr limits in the West End central business area and outside urban schools.

3 Speed Limit Changes Currently Proposed by KDC

Kaikoura is proposing to implement safer and more appropriate speeds on roads that are unsealed, around schools or essential medical services, intensively used by tourists or will be affected by significant development.

In particular the proposed initial changes are:

- a. Lowering the speed limits of the unsealed network to 80km per hour
- b. Lowering speed limits around Schools (generally to 30 km/hr)
- c. Lowering speed limits in areas of further development – Mt Fyffe South (access to Vicarage View subdivision) and Wakatu Quay (in preparation for development there) – to 30 km/hr
- d. Lowering speed limit to 30km/hr on Fyffe Quay because of its heavy use by tourists and associated high numbers of pedestrians and cyclists.
- e. Lowering speed limit to 30 km/hr around medical facilities (Deal Street and Takahanga Terrace)

Further details of the sections of roads that would be affected by these proposed changes are provided in the table at the end of this document. The green column shows the proposed new speed limits. Note there are duplicate roads in the list as some roads are split into multiple carriageway sections.

The rationale supporting each of these changes is set out in later sections of this document.

All other areas of interest such high traffic areas (West End) already have had their speed limits lowered. The only exception is Hapuku school which is off State Highway 1 and will be covered by Waka Kotahi's speed management plan.

4 Rationale for Initial Changes

4.1 Unsealed Roads

Kaikoura has 107 km of unsealed roads in the district. These roads are often narrow, winding and with loose surfaces and the posted speed limit of 100km/hr on these roads is much higher than the actual average operating speed of the vehicles using them.

Having a high posted speed limit can lead drivers to incorrectly believe that this is suitable safe speed for the road and increase their speed to match it. This can be particularly hazardous for tourists and others who may be unfamiliar with the roads in question and may indeed have little or no experience of driving on unsealed roads.

Higher vehicle speeds on unsealed roads increase both the probability of crashes occurring, and the consequences of such crashes, as shown in the following figure.

Sliding off a gravel road side-ways into a substantial tree is an example of a side-on impact, the consequences of which are very dependent on the speed of the vehicle, which is why typically 60km/hr is the Safe and Appropriate Speed recommended by the Waka Kotahi.

Whilst the Safe and Appropriate Speed Limit recommended by Waka Kotahi for unsealed roads is typically 60km/hr, KDC is initially proposing adoption of 80km/hr limits on all the unsealed roads in the District.

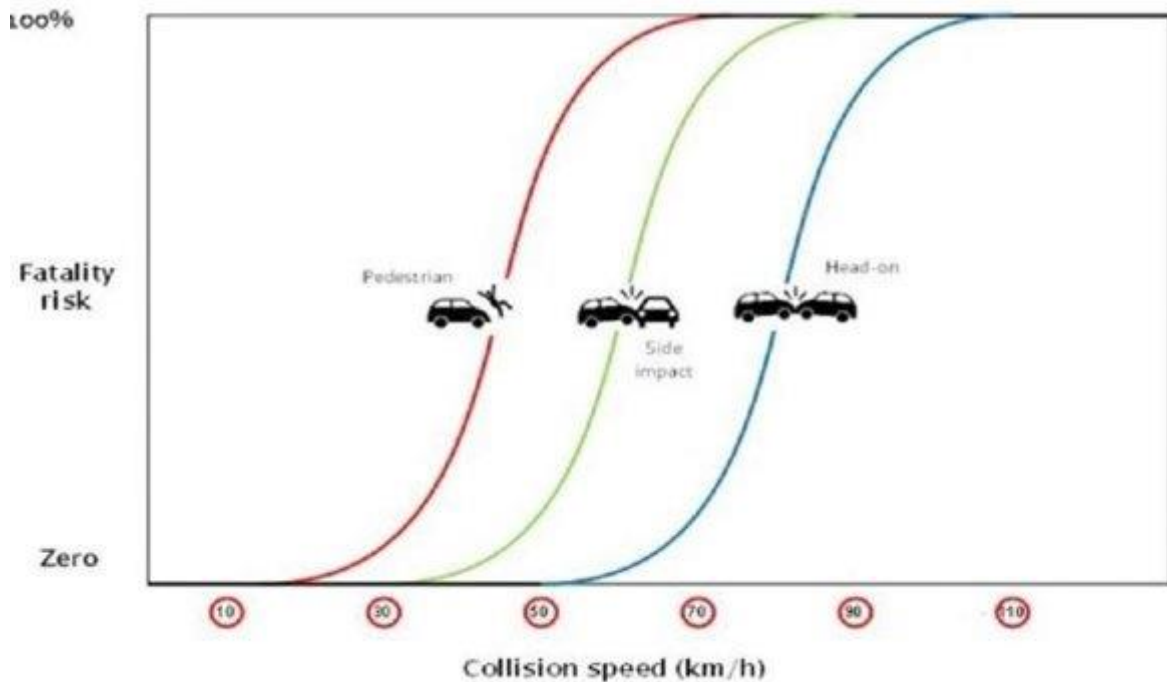


Figure 1: Fatality risk relative to impact speed

4.2 Schools

Children walking, cycling or scooting are vulnerable road users and vehicle speed makes a huge difference to the outcome of crashes involving them as shown in the table below.

Death and injury percentages			
IMPACT SPEED Kmh	DEATH Percentage risk	SERIOUS INJURY Percentage risk	SLIGHT INJURY Percentage risk
30	10%	15%	75%
40	32%	26%	42%
50	80%	3%	17%
60	95%	3%	2%

Figure 2: Death and injury percentages relative to impact speed for vulnerable road users.

Two different levels of risk category are defined in respect of schools, a higher risk Category 1 where children are active on or near a road, and a lower risk Category 2 where there is less such activity.

Of the five schools in the Kaikōura District three (Kaikōura High, Kaikōura Primary and St Josephs) are considered to be in Category 1 because many children walk, cycle or scooter to school, whilst the other two (Hapuku and Suburban) are considered to be in Category 2 because most children are driven to school or catch the bus, and are dropped off at the school gate with there being no, or very limited, child activity near the road.

The government's *Land Transport Rule: Setting of Speed Limits 2022* requires that the speed limit outside a Category 1 school is 30km/hr during school travel periods and not more than 60km/hr outside a Category 2 school during school travel periods.

Accordingly, KDC is proposing permanent 30km/hr speed limits outside Kaikōura High School, Kaikōura Primary School and St Joseph's School.

For the Category 2 Suburban School KDC is proposing a variable speed limit of 40km/hr during school travel times and 100km/hr at other times.

Since Hapuku School is located on State Highway 1 the setting of setting of speed limits on the road outside it is the responsibility of Waka Kotahi, who have proposed a variable speed limit of 60km/hr during school travel times and 100km/hr at other times. Details of this limit is contained in Waka Kotahi's Interim Speed Management Plan¹.

4.3 Areas of further development

The speed limit on Mt Fyffe Road South of Ludstone Road is proposed to be reduced from the current 100km/hr to 30km/hr because in future the primary function of this short section of road will be to provide access to the new Vicarage Views subdivision, all of the roads of which will also have 30km/hr limits.

The speed limit on Wakatu Quay is proposed to be lowered from the current 50km/hr to 30 km/hr because this minor road will become busier, with increased parking and pedestrian activity in response to forthcoming development of the Pier Hotel and Wakatu Quay.

4.4 Fyffe Quay

The 1.5 km long Fyffe Quay Road, from Fyffe House to Point Kean, is heavily used by visitors, as motorists, cyclists or pedestrians, and is also the site of some significant commercial tourist activities.

This mix of users, the fact that this is a short no-exit road and the generally environment suggests that a lower speed limit would contribute to improvements in both safety and the general visitor experience.

¹ <https://www.nzta.govt.nz/safety/what-waka-kotahi-is-doing/interim-state-highway-speed-management-plan/canterbury/>

Accordingly it is proposed that the speed limit on Fyffe Quay is lowered from the current 50km/hr to 30 km/hr.

4.5 Deal Street and Takahanga Terrace

There is significant vehicle movements and parking on Deal Street associated with the hospital and the St Johns building, which has potential to create hazard for both motorists and pedestrians, and accordingly it is proposed that the speed limit in this sometimes congested area is lowered from the current 50km/hr to 30km/hr.

Because Takahanga Terrace is accessed off Deal Street it is proposed that in the interests of consistency that this too has its speed limit reduced to 30km/hr.

5 Implementation

It is proposed that all of the proposed changes outlined in sections 3 and 4 of this documents are implemented by not later than 30 June 2024.

6 Other Potential Longer-term Changes to Speed Limits

In addition to the initial changes to speed limits described in the previous sections, Council will in future give consideration to further changes which may include:

- Reducing speed limits on Green Lane and the parts of Ludstone Roads that currently have 100km/hr speed limits once a connection is established between Kaikōura and the Ocean Ridge subdivision via these roads.
- Possible further reductions of speed limits on unsealed roads to 60km/hr



Council invites feedback on the proposed initial or potential future changes to speed limits in the Kaikōura District.

Feedback should be provided in writing to Operations@kaikoura.govt.nz by not later than 9 October 2023.

Proposed Speed Limit Changes

Road Name	Section Start Position (metres)	Section End Position (metres)	Section Length (metres)	Section Alignment	Current Posted Speed Limit (km/hr)	Current Average Operating Speed (#) (km/hr)	Waka Kotahi Safe and Appropriate Speed* (km/hr)	KDC Proposed Revised Speed Limit (km/hr)	KDC Comments
BLUE DUCK VALLEY ROAD	0	41	41	Winding	100	37	60	80	unsealed section
BLUE DUCK VALLEY ROAD	41	6431	6390	Tortuous	100	28	60	80	unsealed section
BLUE DUCK VALLEY ROAD	6431	10746	4315	Tortuous	100	25	60	80	unsealed section
BLUNTS ROAD	0	2201	2201	Winding	100	32	60	80	unsealed section
BRUNEL ROAD	0	1042	1042	Straight	100	34	60	80	unsealed section
BRUNEL ROAD	1042	1986	944	Straight	100		60	80	unsealed section
BURRELLS LANE	0	450	450	Straight	100	39	60	80	unsealed section
CHAPMANS ROAD	0	766	766	Straight	100	34	60	80	unsealed section
CLARENCE VALLEY ROAD	0	1781	1781	Curved	100	17	60	80	unsealed section
CLARENCE VALLEY ROAD	1781	10783	9002	Winding	100	19	60	80	unsealed section
DAIRY FARM ROAD	0	4700	4700	Tortuous	100	17	60	80	unsealed section
DEAL STREET	0	394	394	Straight	50	21	30	30	hospital traffic, ambulance Station
EAST LANE	0	3337	3337	Tortuous	100	17	60	80	unsealed section
ELLERTON VALHALLA ROAD	0	86	86	Winding	100	32	60	80	unsealed section
ELLERTON VALHALLA ROAD	86	3380	3294	Tortuous	100	31	60	80	unsealed section
FACTORY ROAD	0	1032	1032	Winding	100	34	60	80	unsealed section
FYFFE QUAY	0	1526	1526	Curved	50	41	60	30	High tourism area
GLENCREE ROAD	0	214	214	Winding	100	19	60	80	unsealed section
GRANGE ROAD	2232	3380	1148	Tortuous	100	29	60	80	unsealed section
GREEN LANE	0	1001	1001	Straight	80	35	60	60	unsealed section
KEKERENGU VALLEY ROAD	3086	7027	3941	Tortuous	100	16	60	80	unsealed section
KILLARNEY STREET	0	187	187	Straight	40	32	30	30	School Zone
LOVERS LANE	0	1803	1803	Curved	100	34	60	80	unsealed section
LOVERS LANE	1803	1991	188	Straight	100	31	50	80	unsealed section
LOVERS LANE	1991	2250	259	Straight	100	33	50	80	unsealed section
LUDSTONE ROAD	174	384	210	Straight	40	42	30	30	School Zone
LUDSTONE ROAD	318	464	146	Straight	40	54	30	30	School Zone
MATARIKI ROAD	0	1017	1017	Winding	100	17	60	80	unsealed section
MOUNT FYFFE ROAD	12051	14216	2165	Straight	100		60	80	unsealed section
MOUNT FYFFE ROAD	0	900	2357	Two lane undivided	60	55	60	80	Increase Speed
MOUNT FYFFE ROAD SOUTH	0	360	360	Straight	100	37	60	30	Vicarage Views development
POOLES ROAD	0	700	700	Straight	100	23	60	80	unsealed section
POSTMANS ROAD	5083	6606	1523	Straight	100	32	60	80	unsealed section
PUHI PUHI ROAD	0	6340	6340	Winding	100	37	60	80	unsealed section
PUHI PUHI ROAD	10746	13750	3004	Winding	100	36	60	80	unsealed section
PUHI PUHI ROAD	13818	22196	8377	Tortuous	100	27	60	80	unsealed section
RED SWAMP ROAD	4666	5884	1217	Straight	100	20	60	80	unsealed section
RORRISONS ROAD	0	205	205	Straight	40	40	60	30	School Zone
SCHOOLHOUSE ROAD	5056	6054	998	Straight	100	17	60	80	unsealed section
SCOTTS ROAD	0	2439	2439	Curved	100	16	60	80	unsealed section
SILVER SPRINGS ROAD	0	2034	2034	Winding	100	17	60	80	unsealed section
SKEVINGTONS ROAD	0	924	924	Straight	100	34	60	80	unsealed section
TAKAHANGA TERRACE	0	110	110	Straight	50	19	30	30	to match Deal St
TOPLINE ROAD	0	3508	3508	Winding	100	33	60	80	unsealed section
TORQUAY STREET	0	224	224	Straight	40	37	30	30	School Zone
WAIPAPA ROAD	0	5264	5264	Winding	100	34	60	80	unsealed section
WAKATU QUAY	0	342	342	Straight	50	17	30	30	Wakatu Quay development
WIFFINS ROAD	0	575	575	Winding	100	17	60	80	unsealed section

(#) Represents the average actual speed of vehicles driving the section, calculated by Waka Kotahi based on GPS data collected from vehicles. For very low traffic volumes there may not be enough data to produce a meaningful average operating speed limit. These fields have been left blank.

(*) The safe and appropriate speed column was calculated by Waka Kotahi using traffic counts, road conditions and crash data.