



**WHANGANUI
DISTRICT COUNCIL**
Te Kaunihera a Rohe o Whanganui

Statement of Proposal

**Proposed Changes to Speed Limits on
Pickwick Road, Dickens Lane, Mannington
Road and Kingston Way**

1. SUMMARY OF INFORMATION

Whanganui District Council (“the Council”) is seeking feedback on proposed changes to the speed limits on Pickwick Road, Dickens Lane, Mannington Road and Kingston Way. Any amendments to the speed limits will be via an amendment to the schedules of the Traffic and Speed Limits Bylaw 2017¹ (“the amended bylaw”).

Council has considered the amended bylaw and determined that the proposed bylaw:

- is the most appropriate way to address the problems identified, and
- is the most appropriate form of bylaw, and
- does not give rise to implications under the New Zealand Bill of Rights Act 1990

2. INTRODUCTION

As a road controlling authority, the Council has the responsibility for managing the safe and efficient operation of the local road transport network within the Whanganui district.

In 2019, Council requested that NZTA review the speed limit on Great North Road (State Highway 3) and that an appropriate speed limit be determined.

In 2020, Waka Kotahi New Zealand Transport Agency (NZTA) made the following changes to the speed limits on Great North Road (SH3):

- from 30m south of Turere Place/Great North Road (SH3) intersection to 200m north of Tirimoana Place/Great North Road (SH3) intersection – reduced from 70km/h to 50km/h.
- 80km/h - from 200m north of Tirimoana Place/Great North Road (SH3) intersection to 100m north of Blue Skin Road/Great North Road (SH3) intersection – reduced from 100km/h to 80km/h.

In response to these changes, Council is proposing to amend the Traffic and Speed Limits Bylaw 2017 (Attachment 1) to give effect to the following changes in speed limits:

- a) reducing the speed limits on Pickwick Road and Dickens Lane from 100km/h to 50km/h; and
- b) reducing the speed limits on Mannington Road and Kingston Way from 70km/h to 50km/h.

¹ For the avoidance of doubt, Council is only consulting on the amendments to the schedules of the Traffic and Speed Limits Bylaw 2017 to give effect to the changes in speed limits discussed in the statement of proposal.

3. REASONS FOR PROPOSAL

Background

As a road controlling authority the Council has the responsibility for managing the safe and efficient operation of the local road transport network within the Whanganui district. The local road transport network includes all public roads and beaches but excludes state highways for which the NZTA has responsibility.

At a national level the Land Transport Act 1998 sets framework for national road rules and provides for road controlling authorities to set rules within road transport networks for which that authority has control. The matters for which road controlling authorities can create bylaws are under Section 22AB of the Land Transport Act 1998.

New speed limits are required to be set in accordance with Land Transport Rule - Setting of Speed Limits 2017 including having regard to the Speed Management Guide. The Speed Management Guide seeks to provide a more consistent approach to managing the speeds on similar types of roads (see figure 1) and to reduce deaths and serious injury while supporting economic productivity.

| Classification | Straight open road /urban motorways | Curved open road | Winding open road | Urban (not motorway) |
|--|---|------------------|-------------------|---|
| Class 1 High volume national | 100-110km/h⁴ Depends on design and safety risk (e.g. divided 4-5 star, grade separated intersections, safety barriers) and factoring in enforcement thresholds | | | |
| Class 2 National, Regional, Arterial | 80-100km/h Depends on safety risk and whether volumes justify investment to bring the road up to 3 star equivalent, also enforcement thresholds | | 60-80km/h | 50km/h |
| Class 3 Primary and secondary collector | | | | 60-80km/h where safety risk allows, e.g. fewer intersections, mode separation for active users |
| Class 4 Access and low-volume access All winding/tortuous | 60-80km/h Depending on roadside development, pedestrian and cyclist volumes, whether sealed or not | | | 30-50km/h 30km/h if high volumes of cyclists/pedestrians Recognise access and place 10km/h for Shared Spaces |

Figure 1 - Recommended safe and appropriate speed ranges for Road Classes - New Zealand Speed Management Guide

4. OPTIONS

A. Pickwick Road and Dickens Lane

The recent change in speed limits on Great North Road (SH3) by NZTA from open road speed limit to 80 km/h (north of Tirimoana Place) has highlighted the current 100km/h open road speed limit on Pickwick Road and Dickens Lane. Council has reviewed the speed limits and considers that lowering the permanent speed limit on these two local roads from 100 to 50 km/h would provide a speed limit that is safer and more appropriate for the local road environment of the area.

As part of pre-consultation residents were invited to provide feedback on the proposed reduction in speed limit. All but one respondent (31) supported a reduction in speed limits with 16 seeking a maximum speed limit of 50km/h and three sought a speed limit of 40km/h. Reasons for seeking the reduction included safety, the narrow and winding nature of roads and inability of cars to safely pass at the current speed limit.

Option A1 – To reduce the maximum speed limit on Pickwick Road and Dickens Lane from 100km/h to 50km/h (Preferred option)

Under this option the maximum speed limit would change from 100km/h to 50km/h from the intersection of Pickwick Road / State Highway 3 to the very end of Pickwick Road, and the full length of Dickens Lane.

Advantages

- A 50km/h speed limit is consistent with the recommended safe and appropriate speed limits within the New Zealand Speed Management Guide;
- The operating speed on Pickwick Road and Dickens Lane is lower than the 100km/h posted speed limit;
- Consistency with other roads in close proximity fronting onto Great North Road; and
- A reduction to 50km/h was supported by 15 of 29 residents who provided feedback.

Disadvantages

- A 50km/h speed limit will create a further change in the character of Pickwick Road and Dickens Lane and may lead to additional expectations relating to amenity and roading treatments of urban areas.

Option A2 – To reduce the maximum speed limit on Pickwick Road and Dickens Lane from 100km/h to 60km/h

Under this option the maximum speed limit would change from 100km/h to 60km/h from the intersection of Pickwick Road / State Highway 3 to the very end of Pickwick Road, and the full length of Dickens Lane.

Advantages

- A 60km/h speed limit is consistent with the recommended safe and appropriate speed limits within the New Zealand Speed Management Guide;
- The operating speed on Pickwick Road and Dickens Lane is lower than the 100km/h posted speed limit; and
- A reduction in speed limit was generally supported by residents who provided feedback.

Disadvantages

- Lack of consistency with other roads in close proximity fronting onto Great North Road.
- A 60km/h speed limit will create a further change in the character of Pickwick Road and Dickens Lane and may lead to additional expectations relating to amenity and roading treatments of urban areas.

Option A3 – Retain the existing open road classification (100km/h)

This option would retain the existing maximum speed limit of 100km/h on Pickwick Road and Dickens Lane.

Advantages

- Residents and users know the existing speed limits.

Disadvantages

- The current 100km/h speed limit is inconsistent with the recommended safe and appropriate speed limits within the New Zealand Speed Management Guide.
- The typical operating speed through the site on Pickwick Road and Dickens Lane is lower than the 100km/h posted speed limit.

B. Mannington Road and Kingston Way

Similarly the recent change in speed limit on Great North Road (SH3) from 70 km/h to 50 km/h (south of Tirimoana Place) has highlighted the current 70km/h speed limit on Mannington Road and Kingston Way. Council has reviewed the speed limits and considers that lowering the permanent speed limit on these two local roads from 70 km/h to 50 km/h would provide a speed limit that is safer and more appropriate for the local road environment of the area.

As part of pre-consultation residents were invited to provide feedback on the proposed reduction in speed limit. Nineteen supported the reduction in speed limit to 50km/h while six opposed the change. Of those that opposed two sought a speed limit of 60km/h and one sought a speed limit of 40km/h. Reasons for supporting the reduction included consistency, safety and the character of the roads as residential streets. Of those that wished to retain a higher speed limit, a number commented that the existing speed limit was appropriate with no accidents.

Option B1 – To reduce the maximum speed limit on Mannington Road and Kingston Way from 70km/h to 50km/h (Preferred option).

Under this option the maximum speed limit on Mannington Road and Kingston Way would change from 70km/h to 50km/h.

Advantages

- A 50km/h speed limit is consistent with the recommended safe and appropriate speed limits within the New Zealand Speed Management Guide;
- The operating speed on Mannington Road and Kingston Way is lower than the 70km/h posted speed limit;
- Consistency with other roads in close proximity fronting onto Great North Road; and
- A reduction to 50km/h is generally supported by residents who provided feedback.

Disadvantages

- A 50km/h speed limit will create a further change in the character of Mannington Road and Kingston Way and may lead to additional expectations relating to amenity and roading treatments of urban areas.

Option B2 – Retain the existing speed limit of 70km/h

This option would retain the existing maximum speed limit of 70km/h on Mannington Road and Kingston Way.

Advantages

- Residents and users know the existing speed limits.

Disadvantages

- The current 70km/h speed limit is inconsistent with the recommended safe and appropriate speed limits within the New Zealand Speed Management Guide; and
- The operating speed on Mannington Road and Kingston Way is lower than the 70km/h posted speed limit.

5. DETERMINATION OF APPROPRIATENESS

Section 22AB of the Land Transport Act 1998 provides for bylaw making power for road controlling authorities to make bylaws for specified purposes including:

- a) setting of speed limits;
- b) prescribing routes and conditions for the use of specified roads;
- c) enhancing or promoting road safety or providing protection for the environment.

The Council reviewed the issues related to the proposed bylaw and determined that a bylaw is the most appropriate way to address the problems identified.

6. FORM OF BYLAW

The proposed bylaw is considered the most appropriate form of bylaw to address the issues, and for the purpose of public consultation.

7. NEW ZEALAND BILL OF RIGHTS ACT 1990

The Act requires the Council to determine whether there are any implications for the proposed bylaw under the New Zealand Bill of Rights Act 1990 i.e. no bylaw may be made that is inconsistent with that Act. In Council's opinion the proposed bylaw does not contain any provision that is in conflict with the New Zealand Bill of Rights Act 1990.

Following the prescribed special consultative procedure set out in section 83 of the Local Government Act 2002 (LGA 2002) the Council will consider the final draft of the proposed bylaw and its New Zealand Bill of Rights Act 1990 implications, if any.

8. CONSULTATION AND SUBMISSION

In making, amending, or revoking a bylaw, Council must use the Special Consultative Procedure set out in section 83 of the LGA 2002. Council has prepared and adopted the proposed bylaw for public consultation. Any person can make a submission on the proposed bylaw.

A copy of the Statement of Proposal, including the proposed bylaw and information about making a submission can be obtained from the Council website www.whanganui.govt.nz

You can make a submission online at www.whanganui.govt.nz/haveyoursay or alternatively submission forms are available from the Whanganui District Council Customer Service counter at the main municipal building located at 101 Guyton Street, the Davis Central City Library and Gonville Library. Please indicate whether you would like to speak to your submission and include contact details. People who wish to be heard by Council will be given the opportunity to do so. The time and venue for the hearing of submissions is yet to be confirmed.

For any queries please contact Justin Walters, Senior Policy Analyst on (06) 349 0001.

The period for making submissions is from **7 April until 14 May 2021**.

9. ATTACHMENTS

Attachment 1 – Amended Traffic and Speed Limits Bylaw 2017