

Kōrero mai | **Let's talk**

Draft Safer Speed Plan

letstalk.ccc.govt.nz/saferspeedplan

Tell us what you think by
Wednesday 25 October 2023



Waka Kotahi NZ Transport Agency

The draft vision, principles and priorities of the Christchurch City Council Speed Management Plan align well with Road to Zero, New Zealand’s road safety strategy 2020-2030, and present a strong foundation for the city to contribute to Vision Zero – a New Zealand where no one is killed or seriously injured on our roads.

I look forward to seeing this plan develop in collaboration with your partners and stakeholders, as it supports the safety of all road users across the communities you serve.

Fabian Marsh
Senior Manager Road Safety

Te Mana Ora

Te Mana Ora (Community and Public Health), on behalf of the National Public Health Service and Te Whatu Ora Waitaha Canterbury, supports the plans to set safer speed limits in Ōtautahi Christchurch, as outlined in the Christchurch Speed Management Plan 2023. Safer speed limits are an important way we can save lives and reduce harm on our roads. There are many other benefits to lowering speed limits, including creating more welcoming streets where people feel safe to walk, bike or scoot, which is better for their health and for the health of the environment.

Dr Ramon Pink
Kaitohu Haumanu | Clinical Director

Hato Hone St John

Hato Hone St John is proud to support the Christchurch City Council’s plan to create safer speeds across our city. By ensuring safer speeds across the roading network, we can reduce the chance of serious injuries and help make our roads safer for all users.

Samuel Kellick
Operations Manager – Hato Hone St John

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We’d like your feedback on our Draft Safer Speed Plan.
Tell us what you think by **Wednesday 25 October 2023**.

- Online (preferred):
letstalk.ccc.govt.nz/saferspeedplan
- Email*:
letstalk@ccc.govt.nz
- Deliver to*:
Attention: Hannah Ballantyne,
Senior Engagement Advisor
Te Hononga Civic Offices at 53 Hereford Street
by 5pm Wednesday 25 October 2023.
- Post to*:
Freepost 178 (no stamp required)
Safer Speed Management Plan
Attn: Hannah Ballantyne,
Senior Engagement Advisor
Christchurch City Council
PO Box 73016
Christchurch 8154

*Your submission must include your full name and postal address. If you wish to speak to your submission, please also provide a daytime phone number. If your submission is on behalf of a group or organisation, you must include your organisation’s name and your role in the organisation.

Please register online at
letstalk.ccc.govt.nz/saferspeedplan

Community meetings
If there is a community meeting you would like us to attend, please let us know. You can also phone to speak to us.
Hannah Ballantyne, Senior Engagement Advisor
letstalk@ccc.govt.nz
03 941 8055

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Our Safer Speed Plan has been developed with the support of the following organisations, all of which are committed to delivering safer roads and better outcomes for our communities.



Our journey to safer speeds

Improving safety on local roads is a key priority for Christchurch City Council. We want our residents to get where they are going safely, regardless of how they travel.

Introducing safe and appropriate speeds across our network is fundamental to improving safety and saving lives. ‘Safe and appropriate’ speed limits are assessed according to standards set by the ‘Safe System’, explained in more detail on page 6.

Until May 2022

We used to introduce speed limit changes across Christchurch at street and neighbourhood levels. Speed limits were set using a bylaw.

October 2022

Community consultation on Safe Speed Neighbourhoods (our Interim Speed Management Plan). This plan:

1. Was to satisfy Rule requirement 1, by reducing all speed limits around schools to 30km/h, either through a permanent 30km/h limit or by using variable limits on busier roads.
2. Reduced speed limits to 30km/h or 40km/h in selected neighbourhoods, funded through the Slow Speed Neighbourhood long-term plan project or the Christchurch Regeneration Acceleration Fund (CRAF) programme.
3. Addressed some of our higher speed roads on Banks Peninsula.
4. Allowed for safe and appropriate speeds to be set in all new developments.

We had over 2,000 comments on this interim plan, with many requesting safer speeds on roads not included in the plan.

September 2023

Community consultation on the Draft Safer Speed Plan (our Speed Management Plan).

This plan was to satisfy Rule requirement 2, which was to develop a full Speed Management Plan for Christchurch and Banks Peninsula.

Speed Management Plans are the primary means by which proposed speed limit changes and other speed management activities are developed, shared and certified. Our Speed Management Plan must outline a 10-year vision and a three-year implementation plan for a whole-of-network approach to speed management. This includes setting safe and appropriate speeds.

May 2022

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) was introduced by Waka Kotahi NZ Transport Agency. It changed the way speed limits are set. This Rule had two main requirements for road controlling authorities (RCAs), including Christchurch City Council, to fulfil.

Rule requirement 1: To apply safe and appropriate speeds surrounding 40% of schools by 30 June 2024.

Rule requirement 2: To develop a full Speed Management Plan.

July 2023

The Council approved Safe Speed Neighbourhoods.

After listening to consultation feedback on Safe Speed Neighbourhoods, the Council approved a revised version of the interim plan. They recommended that some additional streets be included in our full Speed Management Plan.

At the time of this consultation, implementation of these changes is ongoing.

Why does speed matter?

Slower speeds help everybody to feel safer and more welcome when travelling our streets, including people who are walking and cycling.

No one expects a crash, but people make mistakes – including those who are careful and responsible drivers. Regardless of what causes a crash, speed determines whether anyone is killed, injured or walks away unharmed.

Stopping in time

Our speed has a huge impact on our ability to stop safely



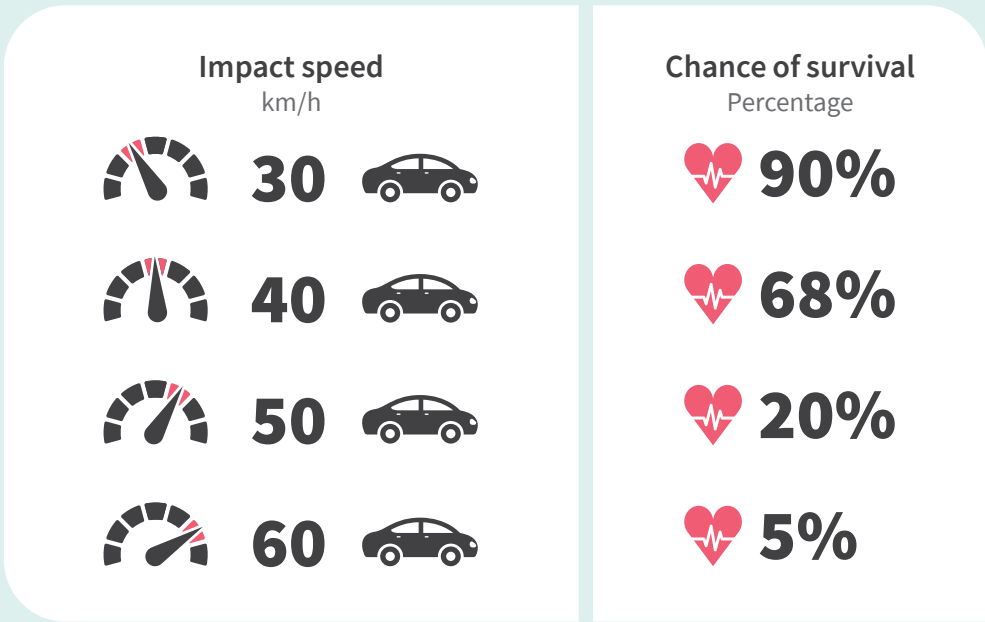
This graphic was inspired by Auckland Transport (AT)

*This assumes good driver attention, good weather conditions and a car that has no brake or tyre defects.

Travelling at 30km/h almost halves the distance it takes for you to stop, compared to 50km/h.

This gives you more of an opportunity to avoid a crash in the first place. But if you do crash, slower speeds increase the chance of people being able to walk away unharmed.

Safer speeds and survival



The chance of survival varies significantly based on a number of factors. This graphic was inspired by Auckland Transport (AT). It uses data from Research Report AP-R560-18, which was published in March 2018 by Ausroads – the Association of Australian and New Zealand Road Transport and Traffic Authorities.

If a pedestrian is hit by a car travelling at 50km/h, there is only a 20% chance they will survive. At 30km/h, the survival rate increases significantly to 90%.

Building a safe transport network

People are at the centre of a safe transport network, which is designed in a way that allows for human fallibility and vulnerability, while mitigating the impact of crashes.

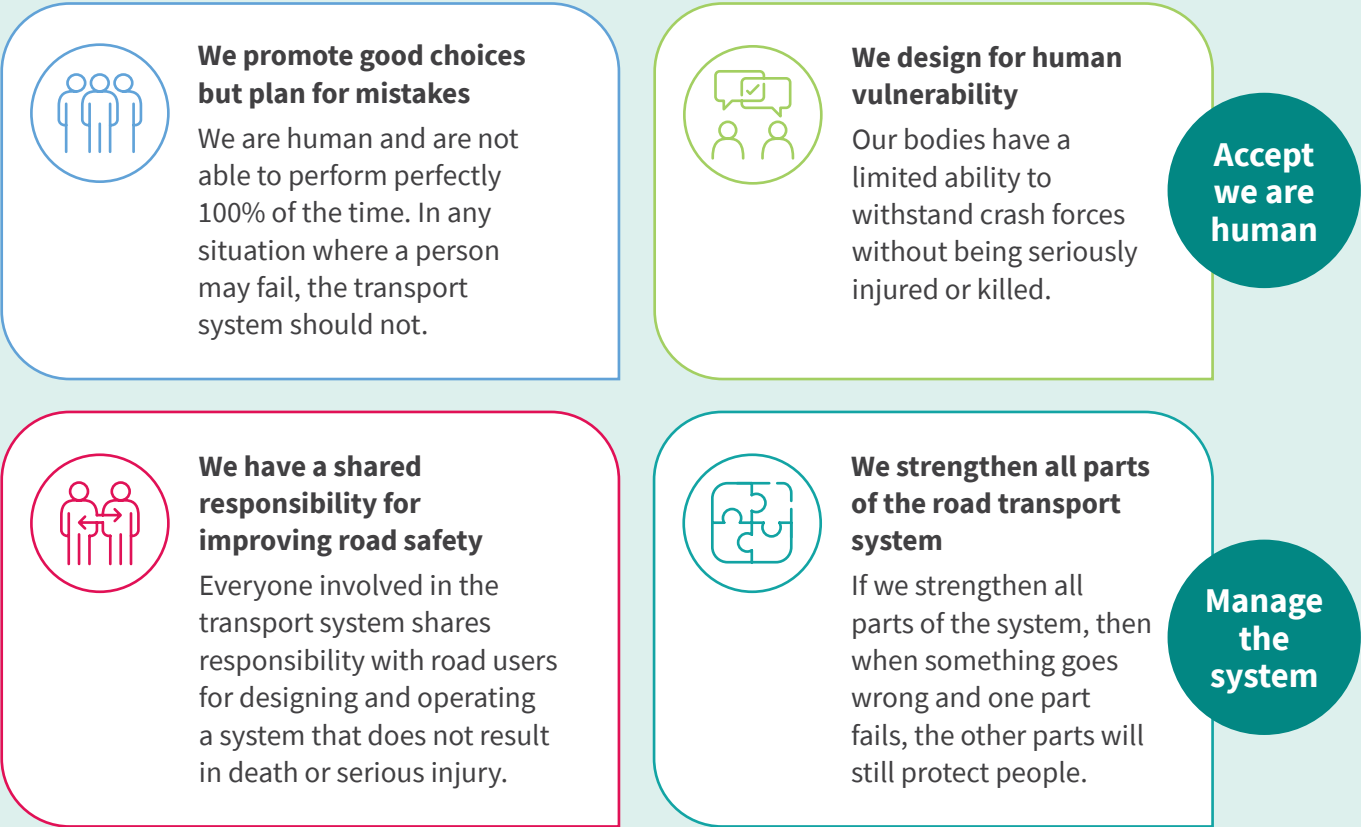
This means doing our best to reduce crashes but acknowledging that people make mistakes and crashes will continue to happen.

Te ara ki te ora Road to Zero, the New Zealand road safety strategy, has been developed by Te Manatū Waka Ministry of Transport and sets out guiding principles for how we design the transport network and make road safety decisions. This includes managing risk through the creation of a ‘Safe System’.

The Safe System approach works on the principle that it is not acceptable for a road user to be killed or seriously injured if they make a mistake. It identifies and addresses all the causes of crash trauma, because serious crashes are considered a result of ‘system failures’.

In 2018-2019 speed limits were reduced in Addington West, Sumner and Papanui West.
Analyses found that expected injuries were at least 40-80% less, compared with neighbouring unchanged suburbs.
Glen Koorey, Director and Principal Transport Engineer, ViaStrada Ltd (2023)

Figure 2: Waka Kotahi Safe System principles



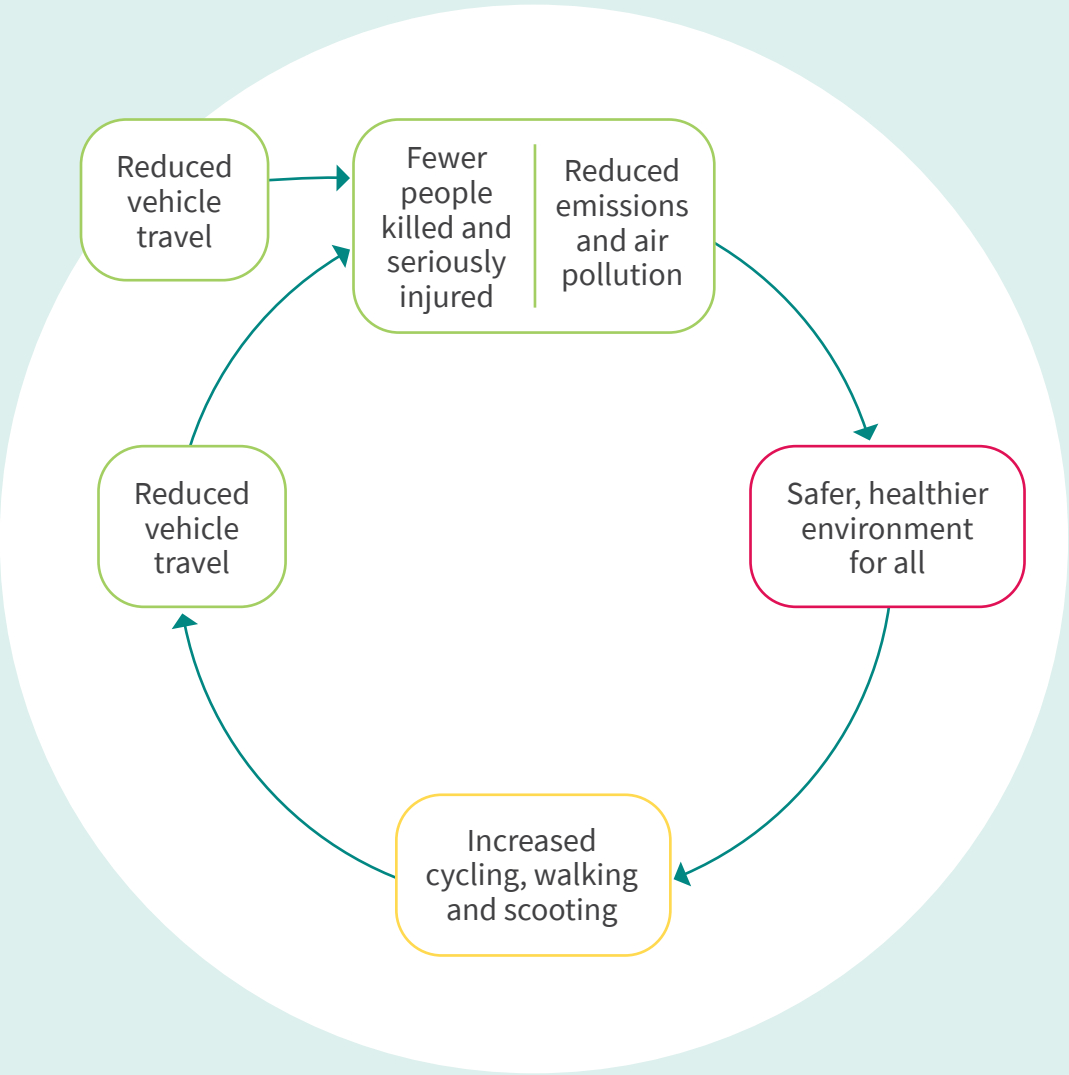
We can prevent death or serious injury through this Safe System approach, which incorporates safer speeds, infrastructure, vehicles and behaviours.

A key component of safe speeds is that they increase the likelihood of the human body surviving a crash, particularly when we are walking, riding a bike, scooting or going to catch the bus.

A network with safer speeds not only reduces death or serious injury, but it gives people increased confidence to travel using these active modes of transport.

This provides our communities with more travel choices and helps reduce traffic and emissions, which benefits everyone.

Figure 3: Positive feedback cycle catalysed by safer speeds



The Government’s Emissions Reduction Plan states we will have to ‘substantially improve infrastructure for walking and cycling’ to meet our emissions targets (including a 20% reduction in light vehicle kilometres travelled by 2035) required under the Emissions Reduction Plan.

Improving the quality of our streets for walking, cycling, scooting and catching the bus is also a key part of the Ministry of Transport and Waka Kotahi NZ Transport Agency’s efforts to decarbonise the transport system.

The draft plan

Whether you’re visiting whānau and friends, letting tamariki walk, scooter or bike to school, or driving to work or home again, you should be able to do it safely.



Vision

We want everyone to get where they’re going safely, regardless of how they are travelling. Having safer speeds is part of our solution to a safer network.

Our vision for Christchurch and Banks Peninsula is supported by the following principles for the next 10 years.

Principles

- Recognise that people make mistakes and that those mistakes should not cost people their lives.
- People should feel safe while using our streets.
- People can make healthier travel choices that are better for themselves, the environment and our future.
- Implement safer speeds that support land use changes as the population grows.
- Make our city more healthy, liveable and vibrant by creating streets where people feel comfortable using active modes of transport, like walking and cycling.
- Work with our partners to enable behaviour change through education and enforcement.



What speed limits you can expect to see and where

The Waka Kotahi Speed Management Framework, outlined in their Speed Management Guide, provides Councils with a process for how to set speed limits. A key component of this process is to align our network to match these safe and appropriate speed limits. This takes into consideration the different people using the street, how they are travelling, the different types of roads and streets, whether there are shops, libraries, and community centres where people are travelling to, or if it is just a local residential street. We have also considered feedback received during consultation on our interim Speed Management Plan, ‘Safe Speed Neighbourhoods’, which we undertook between October 2022 and January 2023.

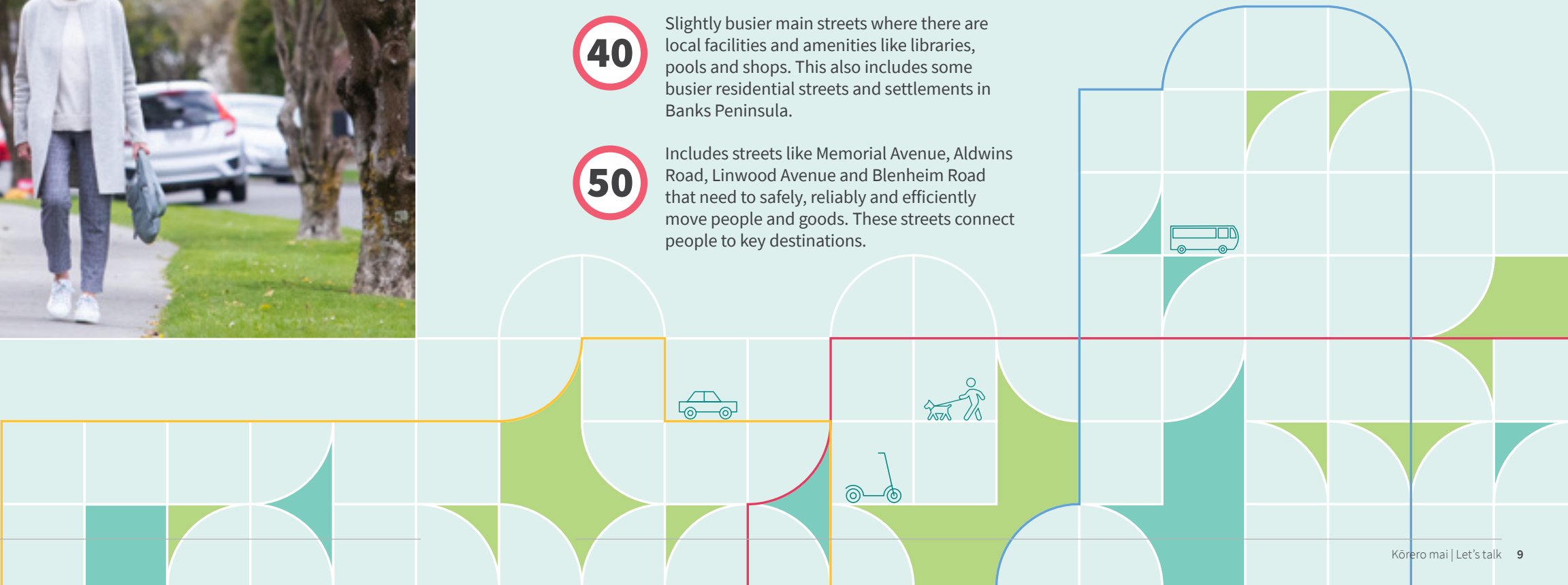
The following speed limits have been proposed in different locations across Ōtautahi Christchurch and Banks Peninsula:

Urban streets

- 10** In our shared spaces, such as along the Avon River and the tram route in the central city.
- 20** In settlements along the coastline surrounding Lyttelton Harbour such as Rāpaki. This speed limit already exists along the Akaroa foreshore, where a lot of people walk and carry out recreational activities, and where there may not be footpaths available.
- 30** Local residential streets, outside schools and marae, and in areas where lots of people are walking, biking, scooting or catching the bus. This includes places where there is lots of activity, such as our central city and our larger shopping centres such as Riccarton and Linwood.
- 40** Slightly busier main streets where there are local facilities and amenities like libraries, pools and shops. This also includes some busier residential streets and settlements in Banks Peninsula.
- 50** Includes streets like Memorial Avenue, Aldwins Road, Linwood Avenue and Blenheim Road that need to safely, reliably and efficiently move people and goods. These streets connect people to key destinations.

Rural roads

- 60** On local rural roads, such as in Banks Peninsula where there are sections that are narrow or winding. This will also include some of our roads to the west of Christchurch around the airport, and those that carry traffic from the Selwyn District. These roads are still rural in nature but carry higher volumes of traffic.
- 80** On local rural roads like many in Banks Peninsula, where there are sections that are winding, or straight sections that have some hazards.



Our implementation plan

Feedback from our communities has helped us to select the streets that will be prioritised in the first three years of our Draft Safer Speed Plan. They are as follows and are shown on the map:

Priorities (Year 1–3 | 2024–2027)

- Marae
 - Ōnuku Marae
 - Tūtehuarewa Marae, Koukourārata
 - Wairewa Marae, Ōkana Valley
 - Rāpaki (Te Wheke), Rāpaki
 - Rehua Marae, Springfield Road
 - Nga Hau E Wha National Marae, Pages Road
- The remainder of neighbourhood streets and settlements in Banks Peninsula
- Town centres, local centres and neighbourhood centres – areas where people gather and connect
- The central city

We will consult on the implementation of our non-priority areas, year 4–10, closer to the time.

Year 4–10 (2028–2034)

- Connecting roads where people move around the city.
- Roads where changes need to be made to the street environment, so people feel safe to walk, cycle or scoot.



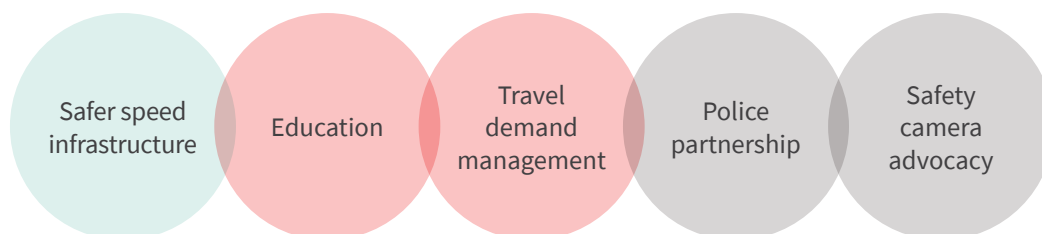
View the interactive map showing what our priorities look like in action online at

letstalk.ccc.govt.nz/saferspeedplan

A whole-of-network approach

The Setting of Speed Limits Rule 2022 requires the Council to take a network-wide approach to speed management. Having safer speeds is part of our solution to a safer network.

In addition to implementing safe and appropriate speeds, we need to consider:



Infrastructure | Education | Enforcement

This also includes working with Selwyn District Council and Waimakairiri District Council to ensure consistency for people travelling across Greater Christchurch. Speed limits on state highways are outside the responsibility of the Council and are set and managed by Waka Kotahi NZ Transport Agency. We're working together with Waka Kotahi to align new safer speed limits for local streets and highways to provide consistency and continuity for the community.

Safer speed infrastructure

Speed management is more than just safe and appropriate speed limits. We use a variety of speed management tools to make it easier for road users to travel at safer speeds.

Safer intersections and crossings

We know that 55% of serious crashes happen at intersections. Slowing traffic down using features like safe speed platforms at intersections and crossings reduces both the number and severity of crashes. It also means drivers can watch out for others and stop in time if they need to.



Safe speed platform with pedestrian crossing



Roundabout and speed hump



Raised zebra crossing



Speed cushion

Safer speed limits can be set without new road designs or infrastructure, which can be a costly and time-consuming barrier to achieving safer speeds. That's why our first focus will be on upgrading road signage to lower speed limits in the remainder of neighbourhood streets.

For Marae, we propose to use updated signs and road markings. Additional changes to the road, such as pedestrian crossing points, will be considered for Pages Road outside Nga Hau E Wha National Marae.

We will consider additional infrastructure in areas where there are larger numbers of people walking, cycling and scooting, such as the central city, town centres and local centres.

The following draft list of locations are early priority areas for investigation. There is no confirmed funding for this work, and the Council would need to engage closer to the time of implementation with the community.

Proposed approach to speed management implementation

These locations and treatments are indicative as funding is yet to be confirmed for these changes.

Priority Area	Location	Treatment
Schools	All locations (approved through Safe Speed Neighbourhood Programme)	Signs and variable signs

Priority Area	Location	Treatment
Neighbourhoods	All locations	Signs only

Priority Area	Location	Treatment
Marae	Nga Hau E Wha National Marae, Pages Road	Signs, road marking, crossing improvements and traffic calming
Marae	Ōnuku Marae Tūtehuarewa Marae, Koukourārata Rehua Marae, Springfield Road	Signs and road marking
Marae	Rāpaki (Te Wheke)	Lower speed limits already in place

Priority Area	Location	Treatment
Town Centre – Riccarton	Clarence Street to Matipo Street	Safety improvements at Matipo Street/ Riccarton Avenue
Town Centre – Hornby	Main South Road/Carmen Road	State Highway 1 frontage (Waka Kotahi are responsible for this section of the network)
Town Centre – Papanui/ Northlands	Main North Road/Papanui Road (Blighs Road to Sawyers Arms Road)	Safe speed platforms and traffic calming
Town Centre – Eastgate/ Linwood	Intersection of Linwood Avenue/Aldwins Road/Buckleys Road	Safe speed platform (consulted on as part of Transport Choices package)
Town Centre – Shirley/ Palms	Shirley Road/Marshland Road	Safe speed platform
Town Centre – Belfast/ Northwood	Main North Road/Radcliffe Road	State Highway 1 frontage. Waka Kotahi are responsible for this section of the network
Town Centre – North Halswell (Emerging)	Halswell Road	State Highway 75 frontage (Waka Kotahi are responsible for this section of the network)
Local Centre (large) – Church Corner	Main South Road (Brake Street to Auburn Avenue)	Safe speed platform
Local Centre (large) - Merivale	Papanui Road between Office Road and Aikmans Road	Safe speed platform
Local Centre (large) Sydenham	Colombo Street from Moorhouse to Brougham Street	Safe speed platform
Local centres – medium and small	All locations	Signs only
Neighbourhood centres	All locations	Signs only

Priority Area	Location	Treatment
Central City	Gateway entry points	Signs and marking
Central City	All locations	Signal phasing changes
Central City	Barbadoes Street (Bealey Avenue to Gloucester Street)	Safe speed platform on approach to Salisbury Street and Kilmore Street
Central City	Madras Street (Bealey Avenue to Gloucester Street)	Traffic calming on Madras Street south of Kilmore Street at Margaret Mahy Playground
Central City	Durham Street (Bealey Avenue to Kilmore Street)	Safe speed platform on approach to Salisbury Street and Kilmore Street
Central City	Montreal Street (Bealey Avenue to Kilmore Street)	Safe speed platform on approach to Salisbury Street
Central City	Durham Street (St Asaph Street to Moorhouse Avenue)	Safe speed platform for Church, South City and New World
Central City	Montreal Street (St Asaph Street to Moorhouse Avenue)	Signs and marking
Central City	Manchester Street (Welles Street to Moorhouse Avenue) SNP	Traffic calming close to Welles Street
Central City	Manchester Street (Bealey Avenue to Kilmore Street)	Traffic calming outside the school
Central City	Park Terrace (Bealey Avenue to Kilmore Street)	Signs and marking
Central City	Salisbury Street (Park Terrace to Barbadoes Street)	Signs and marking

Priority Area	Location	Treatment
Specific requests from Safe Speed Neighbourhood Engagement	Multiple locations	Signs only

Enforcement and safety cameras

The NZ Police support the Road to Zero principles, and we are working together to implement these speed limit changes. Enforcement of these limits is by NZ Police.

There are two active red-light-running cameras on the Christchurch network that are owned, operated and enforced by Police, as Council does not currently operate safety cameras. All safety camera types (including red light, mobile and static speed) and the associated operations will be transferred to Waka Kotahi NZ Transport Agency. Police will retain and administer officer-issued infringements.

Waka Kotahi is expanding the safety camera network nationally across both local roads and state highways throughout Aotearoa New Zealand. They are currently assessing locations to determine where safety cameras will deliver the most effective safety outcomes, in combination with speed limit changes and infrastructure improvements.

The Council will continue to advocate for cameras on our network as part of our whole-of-network approach. Camera site selection work is being undertaken by Waka Kotahi, and we will collaborate with them to ensure that local concerns are considered in the process.

This process will deliver a shortlist of potential camera sites and types, which will support people to travel safely on our streets. Potential camera locations will complement the speed limit and infrastructure changes already planned through our Safer Speeds Plan and safety improvement programme on high-risk corridors and intersections.

Shortlisted sites will be selected based on national criteria to ensure an integrity and fairness to the use of safety cameras across the transport network.

Education

Achieving safer speeds also includes education. The Council will continue to work with our Road Safety partners on road safety promotions and driver behaviour education.

Monitoring change

We want to make sure that safer speeds are delivering better outcomes for our community. We will monitor the effects of the speed limit changes using different tools, including:



Undertaking this monitoring will allow the Council to develop an evidence-based approach for further changes where needed. This could include engineering, such as additional road marking, or additional communications and education, local traffic calming or enforcement, as appropriate.

The bigger picture

Our speed management plan has been developed with consideration of strategies and plans at the local, regional and national level, as detailed below.

National alignment

Road to Zero Strategy

Aotearoa New Zealand shares the same 40% reduction in road deaths and serious injuries target as Christchurch City Council. Speed management is one of the five key focus areas of the Road to Zero Strategy. Among other interventions, broadly setting safer speed limits is a core part of this focus area. Specifically, Road to Zero aims to substantially reduce deaths and serious injuries by increasing the percentage of the road network where speed limits align with the 'safe and appropriate speed'. This is also a core part of the Christchurch Speed Management Plan approach.

The draft 2024 Government Policy Statement on Land Transport commits to the Road to Zero Safety Strategy. This sets safety as a strategic priority and lists speed management as a key investment.

Regional alignment

2021-31 Canterbury Regional Land Transport Plan

Waitaha Canterbury shares the same 40% reduction in road deaths and serious injuries target as Christchurch City Council. The Christchurch City Council Speed Management Plan will need to be incorporated into the Regional Speed Management Plan, and Christchurch City Council is working closely with our regional partner Environment Canterbury (ECan) to ensure strategic consistency.

Regional Speed Management Plan

To support the vision of "an innovative, low emission transport system that helps Canterbury thrive for generations", the Regional Speed Management Plan set the following principles:

- Survivable speeds, ensuring safety for all.
- Safe speeds to support health, wellbeing and liveable places for all.
- Safe speeds that contribute to emissions reduction, including, having streets where people feel safe to walk, ride, cycle, scooter and access public transport.
- Safe speeds that support land use changes as growth occurs.
- Consistent speed limits across the Canterbury region.
- We will build and honour relationships with Rūnanga to achieve safe speeds around locations of significance.

Local alignment

Draft Council Strategic Framework

The Council is committed to building inclusive, safe communities, and that means providing "equitable access to a range of transport options that make it easy and safe to get around the city." Safer speeds are an essential part of ensuring our transport network is safe for all of our communities.

2021-31 Long Term Plan Activity Plan

The Council has a level of service target to reduce the number of crashes that cause death and serious injury on the local road network by 40% by 2030. Safer speeds are a critical part of the strategy to reach this target.

International alignment

UN Global Plan for Road Safety

The UN General Assembly has set a target to reduce 50% of road deaths and injuries by 2030. The plan states that in urban areas with a mix of road users (cars, cyclists, motorcyclists and pedestrians), a maximum speed limit of 30km/h should be established, unless strong evidence exists to support higher limits. Managing speeds on our network.

Kōrero mai | **Have your say**

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