

## Draft Speed Management 2024-2027

### Summary of initial stakeholder engagement June/July 2023

We contacted 21 stakeholder groups to give them an opportunity to provide early feedback during the development of proposals for the draft full Speed Management Plan. We met or spoke with 12 groups, and provided information to three others. The draft proposals were outlined, possible solutions were explained, and an opportunity was given for the stakeholders to give their input. In general terms, there was support for the ideas that the Council was considering. No significant alternatives were put forward by stakeholders during this process.

The following is a brief summary of the informal views expressed by the groups during our discussions.

#### Automobile Association (Central)

We met with AA at their monthly meeting, and outlined the scope of the areas we were investigating. They indicated that they had no particular concerns with slower speed limits in the city centre, but expressed concern about infrastructural treatments that could reduce on-street parking. They indicated that slower speed limits on some key logistics routes (such as Milson Line) could slow down heavy vehicles and add to their travel times. They were unsure about the concept of slow speed zones in neighbourhoods, but reserved comments until specific proposals could be investigated.

#### Chamber of Commerce/Palmy BID

We met with Amanda Linsley and Matthew Jeanes. They were generally supportive of a slower speed limit in the city centre, but were also concerned with the impacts for businesses of any reduction in on-street parking. They expressed no particular concerns with a change to the speed limit for Milson Line, Summerhill Drive, Kahuterawa Road, or Turitea Road. They were generally supportive of the proposed intersection speed zones. They were unsure about the rationale for neighbourhood slow speed zones, but had no specific comments to make.

#### Horizons Regional Council

We met with Alastair Mayston, Isaac Mills and Matthew Bray. They indicated that Horizons would be supportive of all the slower speed limits we are considering, and that there would be no significant impact on public transport programmes from slower speed limits in the city centre. Busses do not generally operate on the other routes where speed limit changes are being considered.

#### Living Streets Aotearoa

We met with Chris Teo-Sherrell from Living Streets Aotearoa. Chris was generally supportive of slower speed limits, to promote safer road use and encourage more active transport options. Chris was very supportive of a slower speed limit in the city centre including Broadway Ave. Chris also supported the proposals to lower speed limits on the identified high-risk road areas. He acknowledged that the speed limit for Milson Line could be lowered to either 50 or 60km/h, as both options had merit. Chris supported lowering the speed limit on Summerhill Drive, but suggested that it could also be lowered on Ruapehu Drive as well. He supported the lower speed limits on Kahuterawa Road, but favoured a lower speed limit on the sealed section, possibly 50km/h. For Turitea Road, Chris supported the lower speed limit we were suggesting, but noted that it could be

even lower (potentially 30km/h) on some side roads where there was more development. Chris supported the proposals for intersection speed zones.

Chris supported the trialling of multiple neighbourhood slow speed zones. He felt it would be appropriate to test the concept in different areas, including some challenging locations so as to ascertain whether the approach would be effective in a range of locations.

### Transporting NZ

We had a video call with Billy Clemens, representing Transporting NZ. His organisation represents a large number of heavy vehicle operators within Palmerston North.

Transporting NZ provided a summary of views collated from their members on the different areas of the proposals, as outlined below:

City centre – while Transporting NZ has previously supported 30 km/h zones in targeted, highly pedestrianised areas including the Christchurch CBD, this was due to high rates of serious crashes. They would need to see evidence before they would support the slower speed limit in the city centre, and would need to exclude the light industrial areas of the city centre that play an important role in freight and commercial vehicle movement. They favour a targeted rather than a blanket approach.

Milson Line – they oppose the reduction of the speed limit on Milson Line as a key freight route. Bridge weight restrictions on alternate routes limit freight operators' options.

Intersection speed zones (ISZs) – they are generally supportive of ISZs rather than broader speed reductions.

### Waka Kotahi

We met with Dan Tate and Glenn Connolly from Waka Kotahi. They expressed strong support for the slower speed limit in the city centre and the concept of trialling neighbourhood slow speed zones. They were supportive of the proposals around high-risk road areas, but acknowledged the challenging issue of setting an appropriate speed limit for Milson Line. There is a possibility that in the future that Waka Kotahi may set a lower speed limit, or create an ISZ, along their section of the road. This may support a case for lowering the speed limit to 60km/h along the section of Milson Line from Flyers Line to Richardsons Line, rather than 50km/h, so that there is greater consistency along the entire route. However, they also acknowledged that 50km/h remains a viable option for this section of road.

They expressed support for the slower speed limit along Summerhill Drive, and noted that the speed limit should include the interchange (on/off ramps along Tennent Drive) so as to minimise confusion for drivers. They also indicated that Waka Kotahi may be supportive of lowering the speed limit along SH57 from the intersection with Old West Road, to align with the slower speed limit on Summerhill Drive.

### Greasy Chain Bike Trust

We met with Bob Selden and James Irwin from the Greasy Chain Bike Trust. They were very supportive of a slower speed limit in the city centre, but noted that speed limits were only part of the solution to encourage and support cycling. Additional measures and facilities to support both cycling and pedestrians were needed.

They both supported the idea of slower speed limits in each of the high-risk road areas. However, they acknowledged the difficulty of setting an appropriate speed limit along Milson Line, recognising

the benefits and disadvantages of each option. Ultimately, they favoured the 50km/h limit as more favourable to cyclists along this route, particularly as a way to indicate support for a joined-up cycling route from Feilding to Ashhurst.

They also supported the suggestion of slower speed limits on Turitea Road, but noted that it could be a popular cycling route if the speed limit were even lower. However, this noted this would be an unreasonable imposition on other road users, so ultimately favoured the 60km/h limit we are considering.

### NZ Defence Force

Mike Marvin emailed on behalf of NZ Army to indicate that the lower speed restrictions would not have any significant impact on their day to day operations, and in some cases may assist their heavy fleet to move into traffic flow more easily.

### Massey University

We spoke with Richard Lloyd and David Thompson from Massey University. They expressed general support for the proposals. They noted the connection many staff and students have with the Aokautere area, and the potential for improved safety outcomes on Summerhill Drive. They had no specific concerns about any of the proposals as presented.

### Ora Konnect

A meeting was held with some members of Ora Konnect, including Stacey Rennie from Te Tihi and Dana from Niuvaka Trust. They were generally supportive of the slower speed limits being considered for the city centre, and were particularly interested in the potential trial of slow speed neighbourhood zones. They encouraged the Council to engage more broadly and widely on the idea and explore the potential of the idea with people in the candidate neighbourhoods, to help develop the concept further.

### Rangitāne (via Te Whiri Kōkō)

An outline of the proposals was presented to Rangitāne at the Te Whiri Kōkō hui in July, and an opportunity was given for officers to meet with Rangitāne and discuss the proposals in more detail. Rangitāne expressed no specific views about any of the proposals, and simply asked to be kept informed about the project.