

Policy # 4113 – Road Speed Limits

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BACKGROUND

Council is regularly approached by persons or organisations wanting speed limits changed on various roads within the roading network. There are a number of reasons why these requests are made, including pedestrian and driver safety.

Council has the responsibility to set speed limit restrictions on local roads (i.e. all roads other than State Highways).

The Council is required to use the New Zealand Transport Agency (NZTA) document “Land Transport Rule – The Setting of Speed Limits” when considering whether a speed limit should be changed. The objective of the Rule is to promote national uniformity in speed limits across the country as well as balance the needs of road users to travel on New Zealand roads at reasonable and appropriate speeds. The NZTA document ensures a consistent approach across the country which is necessary in order to achieve compliance by drivers to the limits set.

The NZTA “Setting of Speed Limits” document sets out the method for calculating the speed limit for a section of road based on the following information:

- the existing speed limit
- the character of the surrounding land environment (e.g., rural, fringe of city, fully developed)
- the function of a road (i.e. arterial, collector or local)
- detailed roadside development data (e.g. number of houses, shops, schools, etc.)
- the number and nature of side roads

OBJECTIVE

The objective of the road speed limits policy is to:

- a) Balance the interests of mobility and safety by ensuring speed limits are safe, appropriate, and credible for the level of roadside development and the category of road for which they are set.
- b) Ensure that the limits set are consistent with national standards.
- c) Ensure that each application for a speed limit change is dealt with in a timely and consistent manner at the same time each year (unless there are extenuating circumstances that require an urgent review of the speed limit.)

POLICY STATEMENTS

1. Applications for a speed limit change are considered on an annual basis, just prior to the end of the financial year (May).



2. Requests will be referred to the relevant Community Board, who will recommend to the Infrastructure Committee those applications that the Board considers necessary to be put through the process.
3. The Infrastructure Committee will initiate a review and recommend any changes to Council for adoption.
4. The Council will respond to the requestor and the Community Board with the result of the application.

PROCEDURES

1. The customer sends in a letter to Council requesting a change to a speed limit or the request comes from a Community Board.
2. The request goes to the relevant Community Board.
3. The Board makes a recommendation to the Infrastructure Committee to consider/carry out a review of the speed limit or informs the requestor that it considers that the request will not be forwarded to Council.
4. The Infrastructure Committee initiates the review. Once completed, the results of the review are considered and changes recommend to Council. (Where there are extenuating circumstances that require an immediate review of the speed limit, this is be undertaken as soon as possible)
5. The review is carried out in accordance with document "Land Transport Rule – The Setting of Speed Limits" by the Roding Business Unit (RBU).
6. The Council adopts speed limit changes put forward by the Infrastructure Committee for consideration.
7. The RBU will advise the Community Board and the requestor of the result of the review.
8. The Council will cover all costs associated with the review and change to signage, etc. if a change to the limit is warranted by the review
9. If the review results in a recommendation to lower the speed limit, the RBU arranges for new signage.
10. The gazetting of the new limit and the other paperwork required to make the new limit enforceable is carried out by the Roding Asset Team.
11. The Council completes all paperwork required to make the new limit enforceable.