

Meeting: Council – 15th December 2021

Name of Item: **Continuation of temporary 60kph speed limit on Kerikeri Road**

Authors: Elizabeth Stacey (NTA Road Safety & Traffic Engineer)
Greg Monteith (NTA Capital Works and Procurement Manager)

Date of Report: 25th November 2022

1 Purpose

The purpose of this report is to obtain a Council decision regarding the continued application of a temporary 60kph speed limit at the recently rehabilitated and upgraded section of Kerikeri Road for the duration of time through until the formal outcomes of the current speed limit review for this road, which is currently under consultation, have been finalised and implemented.

2 Recommendations

That the Council either:

1. Approves the continuation of a 60kph temporary speed limit on the section of Kerikeri Road between approximately RP000 and RP1335 until such time that the finalised speed limit presently being consulted on for this section of road is adopted and implemented, or
2. Approves the continuation of a 60kph temporary speed limit on the section of Kerikeri Road between approximately RP000 and RP1335, *and extends this temporary 60kph limit through to the current 50kph transition at RP2500*, until such time that the finalised speed limit presently being consulted on for this section of road is adopted and implemented, or
3. Restores the section of Kerikeri Road between RP000 and RP1335 to the original 80kph speed limit until such time that the finalised speed limit presently being consulted on for this section of road is adopted and implemented.

3 Background

As is common practice when road layout changes occur, the project team initially implemented a temporary speed limit of 50kph through this section to allow road users time to adjust to the new layout and roading environment, with this temporary speed limit applied under delegated authority provided to staff associated with works such as this. At the time of compiling this report staff were working to lift this temporary limit to 60kph reflective of the new road layout and future speed limit review proposal recommendations.

While staff have acted under their delegated authority to implement temporary speed limits following completion of works, noting that Community Consultation has recently been undertaken proposing a reduction of the speed limit on this section of road and the level of community interest in this specific site, Council are requested to provide direction on their desire for the continuation or extension of the temporary reduced limit until such time that any new permanent speed limit is implemented (anticipated to be late 2023).

The recent rehabilitation works between RP650 and RP1110 on Kerikeri Road (completed 18th November 2022) also included works undertaken by The Old Pack House (TOPH) altering the

existing road layout in line with their Resource Consent to include changes to lanes, changed flush median and new pedestrian refuge islands.

The design of the new layout and refuge island was developed to address the current and future pedestrian needs while also aligning with the proposed and expected outcomes of the current speed limit review. (Noting the speed limit review provides an indication of what the speed limit should be with small alterations permitted following public consultation).

Council are also presently in the process of undertaking public consultation on the Speed Limits in this area, with a proposed permanent speed limit of 60kph for the section of Kerikeri Road from SH10 (RP0) through to 50 metres south of Greenway Drive (RP2500), being the present point of transition to 50kph. This proposed new limit reflects the change in road functionality since it was built in the mid-80's, with a significant increase in traffic volumes, several retail and commercial businesses within the site and the weekend markets bringing large numbers of the public/pedestrians to this area and sharing the road space which has been a primary driver for the installation of the new pedestrian refuge islands.

It is also noted that during weekend operating times The Old Packhouse Market (TOPM) have historically operated a 50kmph TMP on a portion of this section of road for some years. While recent investigations have identified that for various reasons this Temporary Traffic Management setup and associated speed limit reduction was not actually "legal", the need for it was apparent.

The Public Consultation on the Speed Limit Review closed on Monday 5th December 2022, and we have received feedback from our Community drop-in sessions that we should consider a lower speed limit (i.e. 50kph) than the 60kph proposed in this section, with hearings of submissions (if required) scheduled to take place in February 2023. Following determination of the finalised speed limits, detailed design of signage and supporting infrastructure will be undertaken for a planned implementation of the new speed limits in late 2023.

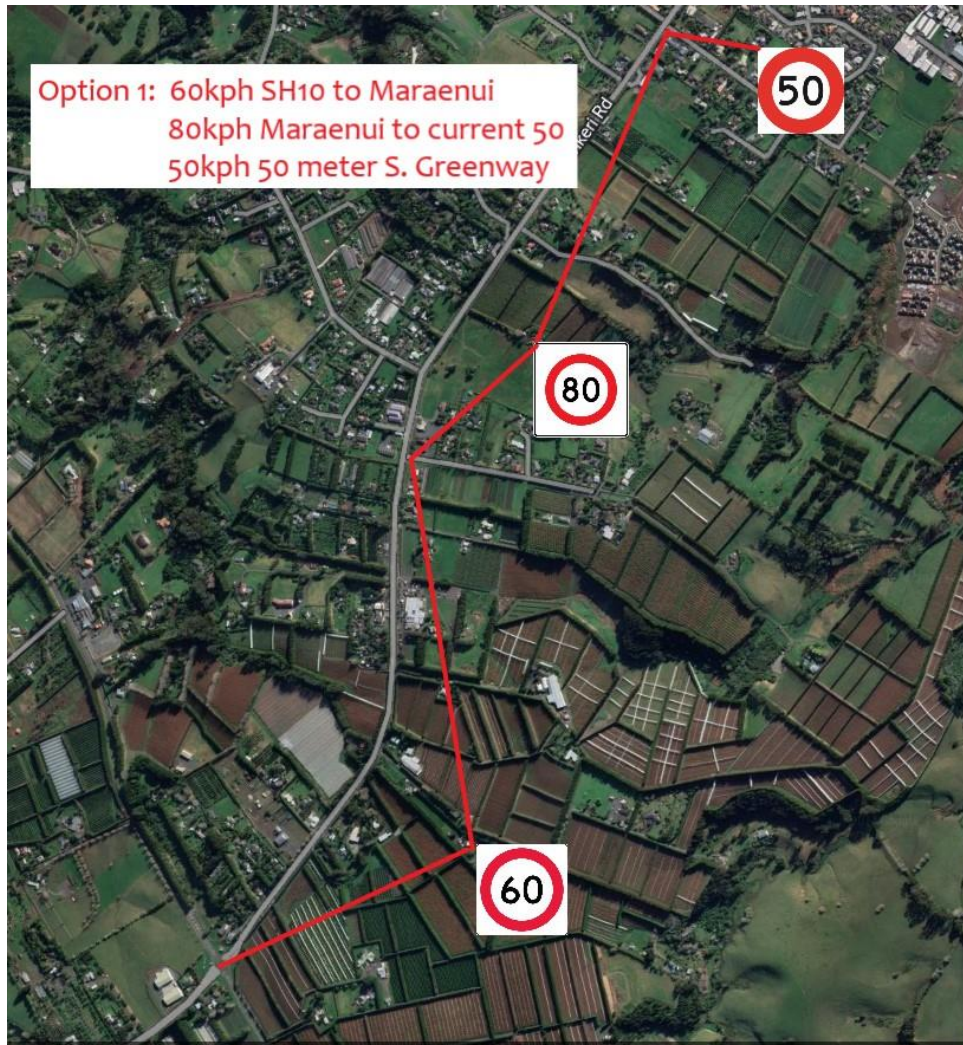
4 Options

The options available to Council for the speed limit on the section of Kerikeri Road between RP000 and RP1335 / RP2500 are:

Option 1: Continuation of the staff applied 60kmh temporary speed limit (RP0 – RP1335)

Description

Maintain the lower temporary speed for this section through the implementation of "semi-permanent" posted temporary 60kph speed limit signs and update the National Speed Register to reflect the temporary limit (to ensure it is legal and enforceable) until such time that the finalised speed limit presently being consulted on for this section of road is adopted and implemented.



Costs

- There are no extra costs associated with this option

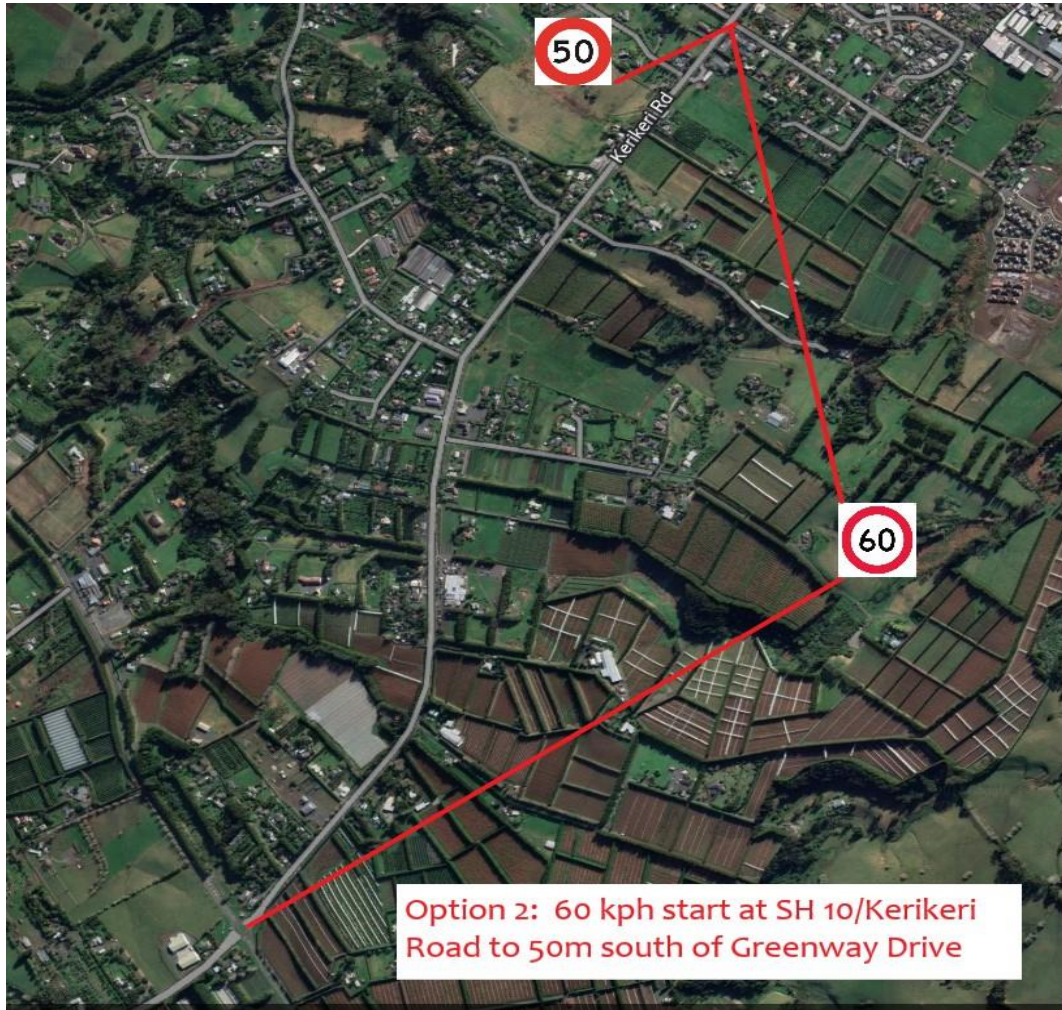
Risks

- Potential public perception that the outcomes of the proposed speed limit for this area are already “pre-determined”, noting that the proposed new limits are based on National Guidance and standards and appear to be publicly supported through the recent public consultation process.
- Inconsistent speed limits with approximately 1km of existing 80kph remaining between RP1335 (end of temporary 60kph) and RP2500 (start of existing (50kph)).

Option 2: Continuation of the staff applied 60kmh temporary speed limit and extending through to current 50kph transition (covers RP0 – RP2500)

Description

Maintain the lower temporary speed for this section through the implementation of “semi-permanent” posted temporary 60kph speed limit signs and extends this through to RP2500 where the speed limit presently transitions to 50kph. Update the National Speed Register to reflect the temporary limit (to ensure it is legal and enforceable) until such time that the finalised speed limit presently being consulted on for this section of road is adopted and implemented.



Costs

- This option is estimated to cost an additional \$12,500 for the purchase and installation of 6 new pairs of 60/60 “temporary” signposts, and stickers to existing 4 pairs.
- A portion of this cost can be funded through existing BOI-Kerikeri speed management project budgets associated with the permanent speed limit changes.

Risks

- Potential public perception that the outcomes of the proposed speed limit for this area are already “pre-determined”, noting that the proposed new limits are based on National Guidance and standards and appear to be publicly supported through the recent public consultation process.

Option 3: Restores the speed limit to the original 80kph speed limit

Description

Through this option the existing temporary signage will be removed, and the limit restored to 80kph, as it was prior to the completion of the recent rehabilitation and improvement works.

Costs

- There are no extra costs associated with this option

Risks

- The most significant risk of this option is that of road user and pedestrian safety, with the existing road use and environment not reflective of the current permanent 80kph limit.

5 Preferred option

The staff recommendation is Option 2.

Within the current speed limit consultation, it is recognised that the existing 80kph speed limit on this full section of road is not appropriate for the traffic volumes, usage and environment and proposes a reduced permanent limit of 60kph to address this.

The changes to lanes, changed flush median and new pedestrian refuge islands installed as part of the recent works, designed to improve both road user and pedestrian safety, further reinforce a reduced limit in this area.

6 Financial Implications

- The recommended option (2) estimated to cost an additional \$12,500 noting a portion of this cost can be funded through existing BOI-Kerikeri speed management project budgets associated with the permanent speed limit changes.
- There are no additional financial implications identified with either options 1 or 3.

7 Report Approval

Approved by: 
Calvin Thomas - NTA General Manager