

## Speed limits around schools survey

This submission form contains questions relating to the specific targets for safer speed limits around schools, use of variable speed limits, the consideration of roadside development and RCAs having the ability to designate rural schools.

Please note your submission may become publicly available. Waka Kotahi may publish any information you submit and may identify you as the submitter should it publish your submission or provide it to a third party.

**Please therefore clearly indicate if your comments are commercially sensitive or, if for some other reason, they should not be disclosed, or the reason why you should not be identified as the submitter.** Any request for non-disclosure will be considered in terms of the *Official Information Act 1982*.

Consultation documents can be found at: [www.nzta.govt.nz/speedrule2021](http://www.nzta.govt.nz/speedrule2021)

### **1. Do you support the timeframes for introducing safer speed limits around schools (an initial 40% of changes to be completed by 30 June 2024 and the remaining by 31 December 2029)? If not, what do you think would be more suitable timeframes?**

No, we do not support the timeframe for introducing safer speed limits around schools. Completing all changes by 31 December 2029 seems too far in the future. Introducing safer speed limits could realistically be completed much faster.

Estimating that the consultation and resulting policy can be concluded by the end of 2021, we recommend that resulting implementation should be completed by December 2022.

### **2. Do you support the proposal that RCAs would designate rural areas? If not, why not?**

Yes, we support the proposal that Road Controlling Authorities designate rural areas. We further recommend that the proposal provide guidance on what “rural areas” are. Including these details in the proposed Rule would support community consultation and consistency of rural areas across Aotearoa/New Zealand. While the local community will have a chance to provide feedback on designating a school as rural, some overarching guidance would be beneficial in facilitating the submission and decision-making process.

### **3. Do you think the presence of a school nearby meets the ‘point of obvious change in the roadside development’ requirement for a change in speed limit? If not, why not?**

Yes, the presence of a school nearby meets the requirement for a change in speed limit. It is also important to note the positioning of the signage close to schools. Some school communities have walkway entrances and exits to school grounds that may not be on the same street as the school; however, the presence of a school nearby should indicate an obvious point of change in the roadside development.

**4. When setting variable speed limits around schools, do you support RCAs having the ability to determine school travel time periods (whilst having regard to guidance from Waka Kotahi)? If not, why not?**

Yes, we support Road Controlling Authorities having the ability to determine school travel time periods. We commend the proposed Rule in approaching setting variable speed limits from an equitable perspective, especially in considering priority populations, including disabled pedestrians. Additionally, we commend the proposed Rule in giving communities a say in determining whether or not their local schools should be determined as urban or rural. Doing so creates a community-centred approach, empowering areas across Aotearoa/New Zealand to advocate for their own unique needs and those of their neighbours.

School community consultation to determine travel time periods with guidance from Waka Kotahi is important to consider, particularly if there are other schools in close proximity.

**5. Name:**

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**6. Organisation (if applicable):**

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**8. If requested, can Waka Kotahi disclose your submission?**

- Yes
- No