

CONSULTATION DOCUMENT

SPEED MANAGEMENT

IN OUR URBAN TOWNS

Have your say on safer speeds for Clutha Districts roads!

Your voice matters! We're excited to share the draft Speed Management Plan for the Clutha District with you and we encourage your valuable feedback. Your input is crucial in shaping the future of our road network, making it safer and more efficient for everyone.

We've taken special care in outlining proposed changes for the streets around schools, in urban towns, in rural towns and on our rural roads. Now, we want to hear your thoughts on these plans. Your feedback on the proposed speed limits will play a key role in finalising the best solutions for our district.

But that's not all – we're open to your innovative ideas! If you believe there are other improvements we should consider to complement our current proposal, we're all ears. Your suggestions will help us enhance this plan and pave the way for even better Speed Management Plans in the future.

So, let's work together to create a safer and more connected Clutha District. Share your thoughts and be a part of shaping a brighter future for our roads.

To have your say:

- Visit cluthadc.govt.nz/speed-management-plan to complete an online survey or download a copy.
- Email us at speedmanagementplan@cluthadc.govt.nz
- Visit any of our libraries or service centres to find a hard copy survey to complete.
- Completed surveys can be left in a drop box at any of our service centres.



SECTION 1:

ABOUT THIS PLAN
WHAKAUPOKO

INTRODUCTION

We want everyone who calls Clutha District home and visitors who pass through to be safe when using our streets and roads. That means we need the right speeds on the right roads for all road users, whether you are walking to the shops, biking to school, driving to work or making deliveries.

Recognizing speed management as a crucial factor in nationwide road safety, the government has prioritized it as a key initiative. The Clutha District Council holds the responsibility of establishing safe and appropriate speed limits on the roads under our jurisdiction. In collaboration with Waka Kotahi (the New Zealand Transport Agency), we are in the process of developing a comprehensive Speed Management Plan for the roads in our District.

We have drawn upon insights from experts such as consultants and road safety specialists, as well as feedback from our community, we have shaped the approach outlined in this document. Now, we seek your input—the individuals who possess the firsthand knowledge of our roads—regarding our proposed speed limit changes and their potential impact on you.

SPEED MANAGEMENT IS KEY

We have a mix of road types across our District. Some are windy and hilly, others flat and straight. We also have many different road users including pedestrians, people with disabilities, cyclists, horses, tourists, cars, campervans, boats (being towed), agricultural vehicles, and heavy vehicles.

A review of data from 2003-2023 shows that on Clutha District roads (excluding State Highways) there have been 271 crashes resulting in fatal and serious injuries to people. Speed has been a contributing factor in the crash occurring in 25% of these incidents.

Regardless of what causes an accident, we know higher speeds lead to more crashes and a greater chance of injury or death. A small change in speed makes a big difference, especially when cyclists or pedestrians are involved. In a crash, speed is the number one factor in determining your chance of survival or likelihood of serious injury.

THE WAY WE CURRENTLY MANAGE VEHICLE SPEED

We consistently evaluate and assess the physical characteristics of our streets and roads to ensure the safety of all road users. When establishing and revising speed limits, a variety of factors come into play:

- Traffic volumes and the diverse range of road users, encompassing pedestrians, cyclists, tourists, and trucks.
- Analysis of historical crash data.
 - Examination of road and roadside features, including:
 - Surrounding infrastructure (e.g., residential areas, schools, playgrounds, retirement homes, tourist attractions).
 - On-road elements (e.g., footpaths, cycle lanes, power poles, trees, barriers, berms, ditches, gullies, cliffs).
 - Road characteristics (e.g., road width, surface conditions, types of corners, visibility, intersections, pedestrian crossings, and the presence of barriers).
- Consideration of community concerns, taking into account the insights of regular road users who observe the road's usage, potential risks, and near misses.
- Determination of an appropriate speed for ensuring the efficient movement of people and goods on the road.

WHEN ARE THE SPEED LIMIT CHANGES HAPPENING?

Changes will not be made until consultation has concluded, a final Speed Management Plan is completed, adopted by council and signed off on by Waka Kotahi (we are expecting this to happen in 2024)

We will be prioritising the changes we need to make, focus on roads outside schools and key roads where there are a lot of people and high numbers of vehicles. We will begin to implement these changes later in 2024.

We are not looking to change speeds on state highways. This is because state highways are outside the responsibility of the council. They are set and managed by Waka Kotahi. If you have concerns with speed limits on state highways in our District, please raise these with us - we work closely with Waka Kotahi and will pass your feedback on.

OUR APPROACH

We will use your feedback, resources, advice from Waka Kotahi and road safety experts to guide our approach in setting new speed limits.

The 2027 – 2027 Draft Speed management Plan is made up of four documents:

- 1. Around Our Schools Speed Management Plan** concentrates on ensuring the safety of our school zones and our tamariki. We have carefully identified the required changes in these areas to safeguard tamariki. This phase will pave the way for future improvements throughout the district.
- 2. In Our Urban Towns Speed Management Plan** concentrates on ensuring safe and efficient travel in our urban centres.
- 3. In Our Rural Towns Speed Management Plan** concentrates on ensuring safe and efficient travel in our rural towns.
- 4. On Our Rural Roads Speed Management Plan** concentrates on ensuring safe and efficient travel on our district's rural roads.

When the consultation period concludes, these four documents will constitute the Clutha District's speed management plan. This plan will undergo a review every three years to ensure that road speeds remain safe and appropriate

Once the Speed Management Plan has been adopted, we will be prioritising the changes we need to make. The changes we are looking to make will focus on roads outside schools and key roads where there are a lot of people and high numbers of vehicles. We will begin to implement these changes later in 2024.

The Draft Speed Management Plan 2024–2027 – In Our Urban Towns, outlines two proposed adjustments to speed management:

1. Current 70km/h speed limits are reduced to 60km/h
2. Retain the present 50km/h speed limit in our urban towns and residential streets (excluding those with school zones)

While we are proposing a to retain the present 50km/h speed limit in our urban towns and residential streets, there is an option to use 30km/h speed limits. Let us know what you would prefer to see in the feedback!.

Please read on, let us know your thoughts and make a submission by **15th December 2023**



SECTION 2:

SAFER SPEEDS – URBAN TOWNS
ROHE TERE HAUMARU – TĀONE

Balclutha

Background

Balclutha, the largest urban centre in the district, is intersected by a state highway.

All schools in Balclutha have been classified as Category 1 Schools and is subject to a 30km/h speed limit on roads surrounding the schools. This is specifically addressed in the Draft Speed Management Plan 2024–2027 – Schools.

Waka Kotahi New Zealand Transport Agency, responsible for State Highways, will be developing its own speed management plan for State Highway 1. As this plan is specific to the Clutha District network, we encourage the public to stay informed and participate in the upcoming consultation processes to provide valuable input on the proposed speed management measures. Your feedback can also be passed on to Waka Kotahi through councils' consultation.

Proposed speed limit changes for Balclutha

- Extend the 50km/h Speed Limit Area to incorporate Cypress Lane, Monterey Drive and Johnston Road from Monterey Drive
- To maintain the current urban speed limit area of 50km/h
- Reduce speed limit for Owaka Highway – Balclutha to Finegand to 80km/h
- Rosebank Industrial Park (Fyall Drive) – Reduce to 50km/h.
- To maintain the current urban speed limit area of 50km/h
- Reduce the rural unsealed road speed limit to 80km/h
- Maintain the current rural sealed road speed limit of 100km/h

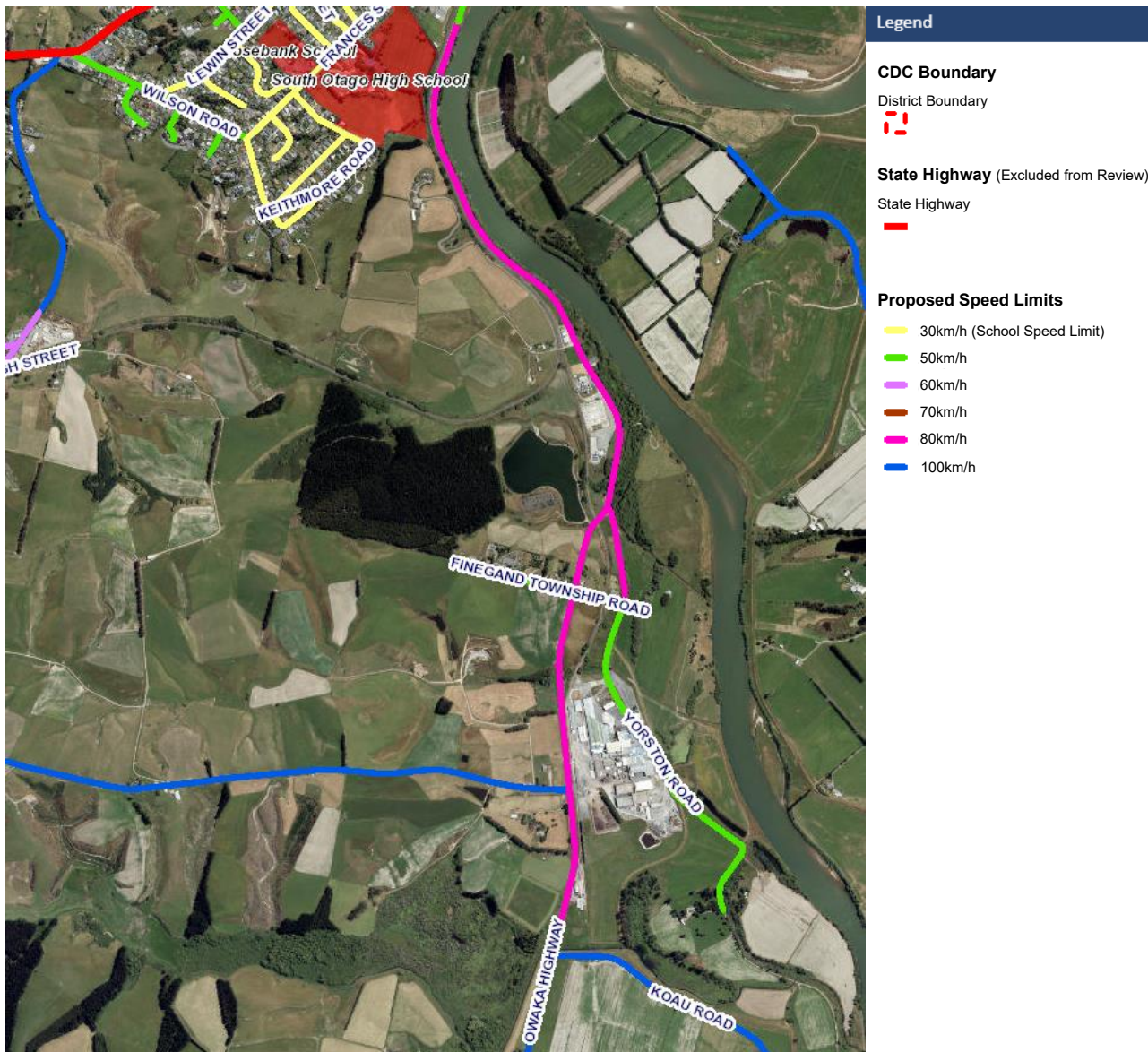
Figure 1: Balclutha Proposed Speed Limits – Balclutha South



Figure 2: Balclutha Proposed Speed Limits – Balclutha North



Figure 3: Balclutha Proposed Speed Limits – Balclutha to Finegand



Benhar

Background

Benhar is a small settlement to the northeast of Balclutha consisting of a main street subject to a 50km/h speed limit and a number of side streets, some of which are covered by the 50km/h speed limit area and others that are not.

Proposed speed limit changes for Benhar

- To maintain the current urban speed limit area of 50km/h
- Reduce the rural unsealed road speed limit to 80km/h
- Maintain the current rural sealed road speed limit of 100km/h

Figure 4: Proposed Speed Limits – Benhar



Clinton

Background

Clinton is towards the west of the district located on SH1 where SH93 takes a more direct route to Mataura. The majority of the township is on the north side of the main road, however there are houses, the hotel and a community centre on the south side. The town is split by a rail crossing on SH1.

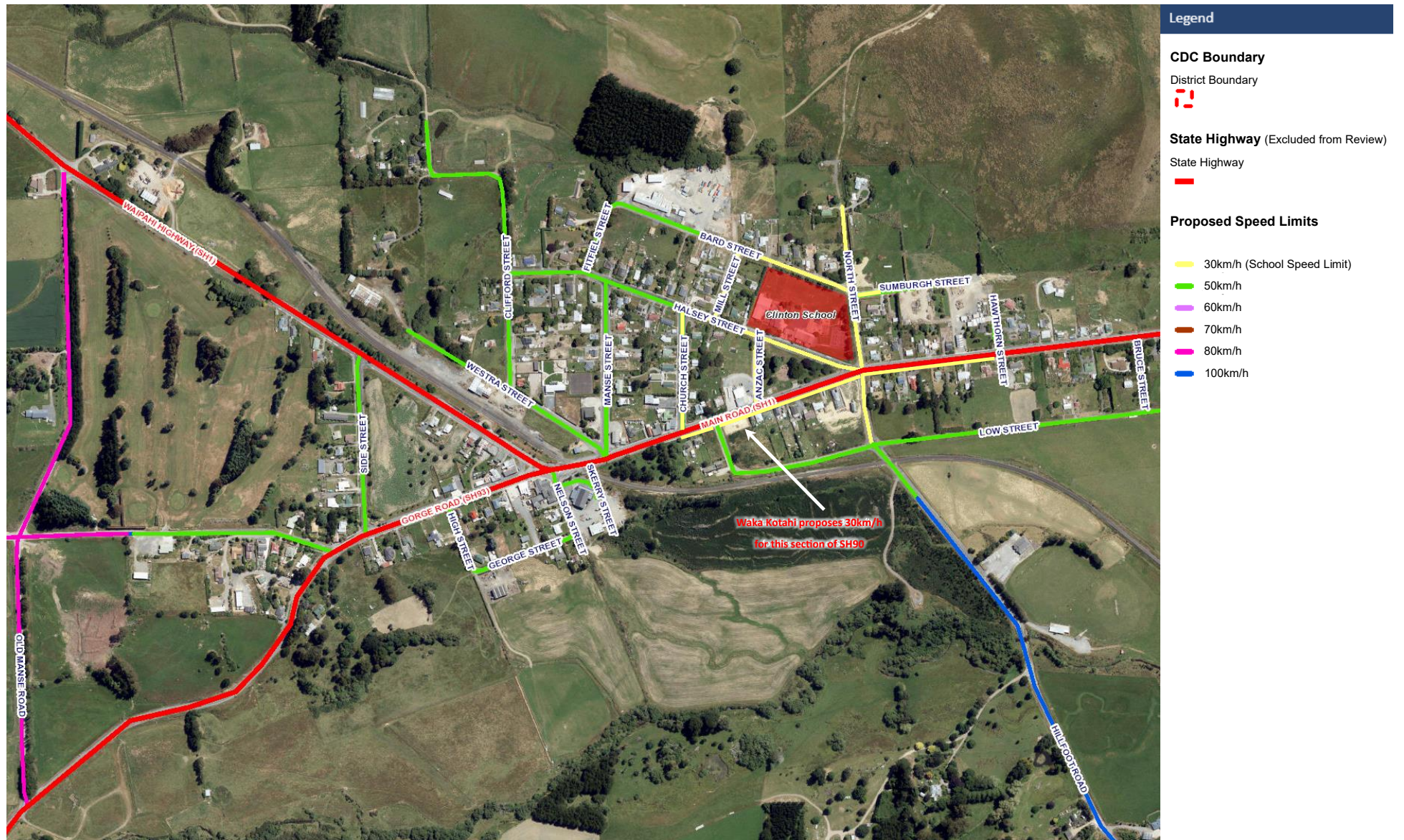
Clinton School has been classified as a Category 1 School and is subject to a 30km/h speed limit on roads surrounding the school. This is specifically addressed in the Draft Speed Management Plan 2024–2027 – Schools.

Waka Kotahi New Zealand Transport Agency, responsible for State Highways, will be developing its own speed management plan for State Highway 1. As this plan is specific to the Clutha District network, we encourage the public to stay informed and participate in the upcoming consultation processes to provide valuable input on the proposed speed management measures. Your feedback can also be passed on to Waka Kotahi through councils' consultation.

Proposed speed limit changes for Clinton

- To maintain the current urban speed limit area of 50km/h
- Reduce the rural unsealed road speed limit to 80km/h
- Maintain the current rural sealed road speed limit of 100km/h

Figure 5: Proposed Speed Limits – Clinton



Kaitangata

Background

Kaitangata is to the east of Balclutha and sits next to the Clutha River. All roads within the town are presently posted as 50km/h.

Kaitangata School has been classified as a Category 1 School and has been designated a 30km/h speed limit on the roads surrounding the school. This is specifically addressed in the Draft Speed Management Plan 2024–2027 – Schools.

Proposed speed limit changes for Kaitangata

- To maintain the current urban speed limit area of 50km/h
- Reduce the speed limit on Clyde Terrace to 60km/h
- Reduce the rural unsealed road speed limit to 80km/h
- Maintain the current rural sealed road speed limit of 100km/h

Figure 6: Proposed Speed Limits – Kaitangata



Kaka Point

Background

Kaka Point is a popular seaside village with a permanent population of approximately 300 people which is boosted by holidaymakers during summertime. Kaka Point is south of the mouth of the Clutha River – approximately 15km from Balclutha.

Most of Kaka Point has a 50km/h speed limit with a 600m long 70km/h speed limit to the north and then 100km/h all the way out to The Nuggets to the south.

Proposed speed limit changes for Kaka Point

- To maintain the current urban speed limit area of 50km/h
- Reduce the speed limit on Esplanade and a section of Kaka Point Road
- The Esplanade, town boundary – south to Roaring Bay – reduce to 60km/h
- The Nuggets Road, Roaring Bay to DoC carpark – reduce to 30km/h
- Introduce 60km/h speed limit on Kaka Point Road from its intersection with Brookdale Road.
- Reduce the rural unsealed road speed limit to 80km/h
- Maintain the current rural sealed road speed limit of 100km/h.

Figure 7: Proposed Speed Limits – Kaka Point

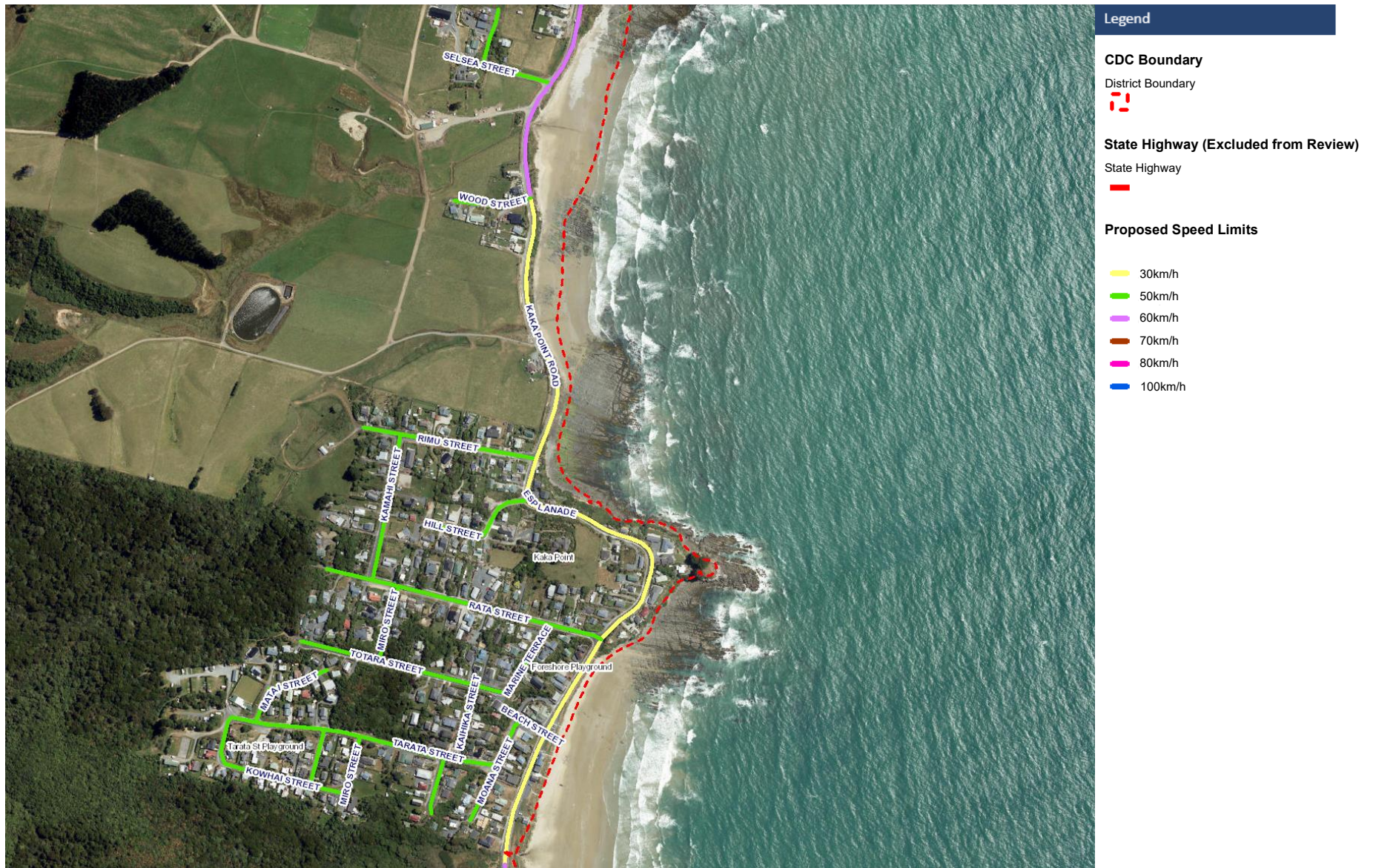


Figure 8: Proposed Speed Limits – The Nuggets Road

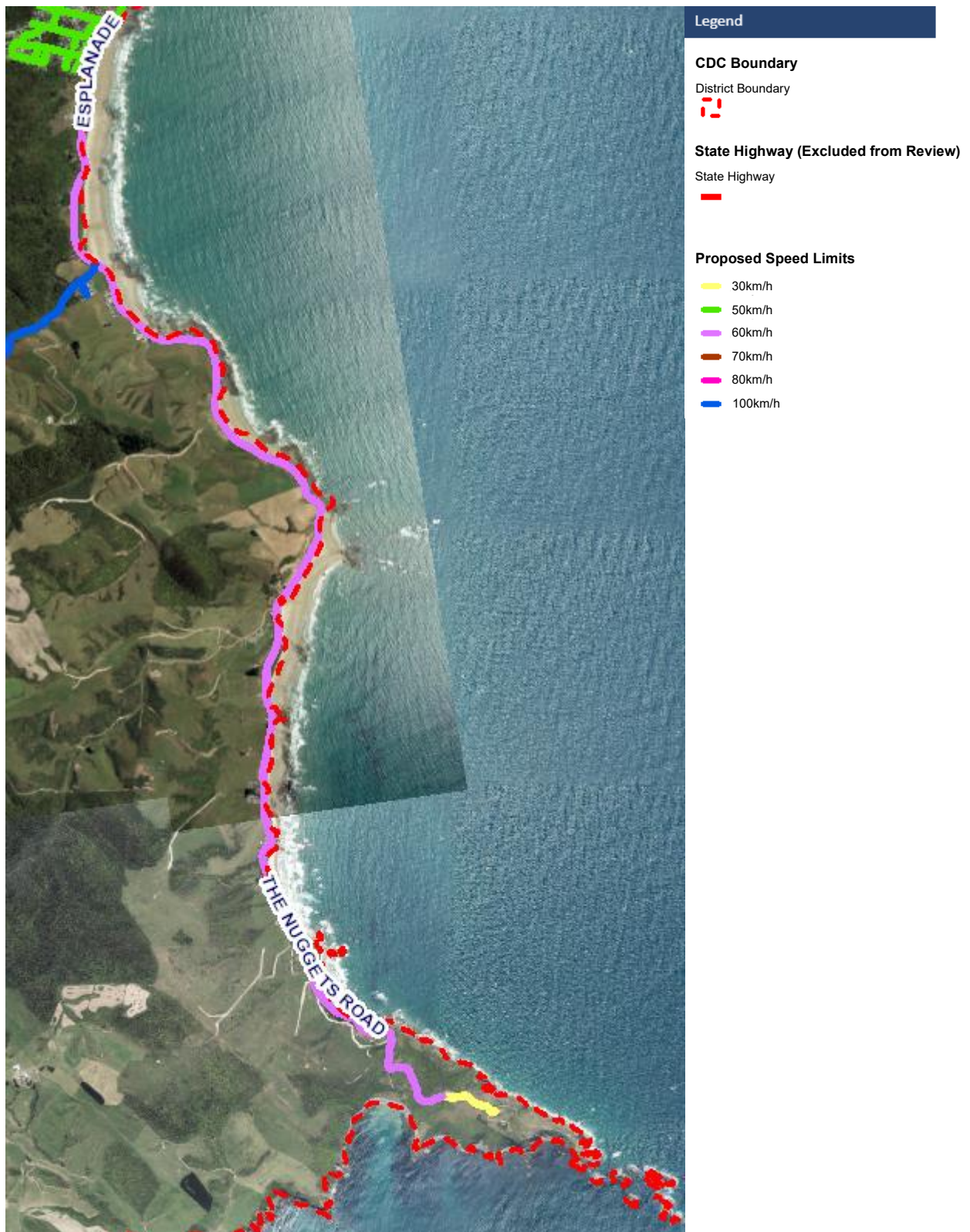


Figure 9: Proposed Speed Limits – Kaka Point Road



Lawrence

Background

Lawrence is located inland from Milton approximately 25km from the boundary with Central Otago. SH8 is one of the main inland routes and passes through the township with development on both sides of the highway.

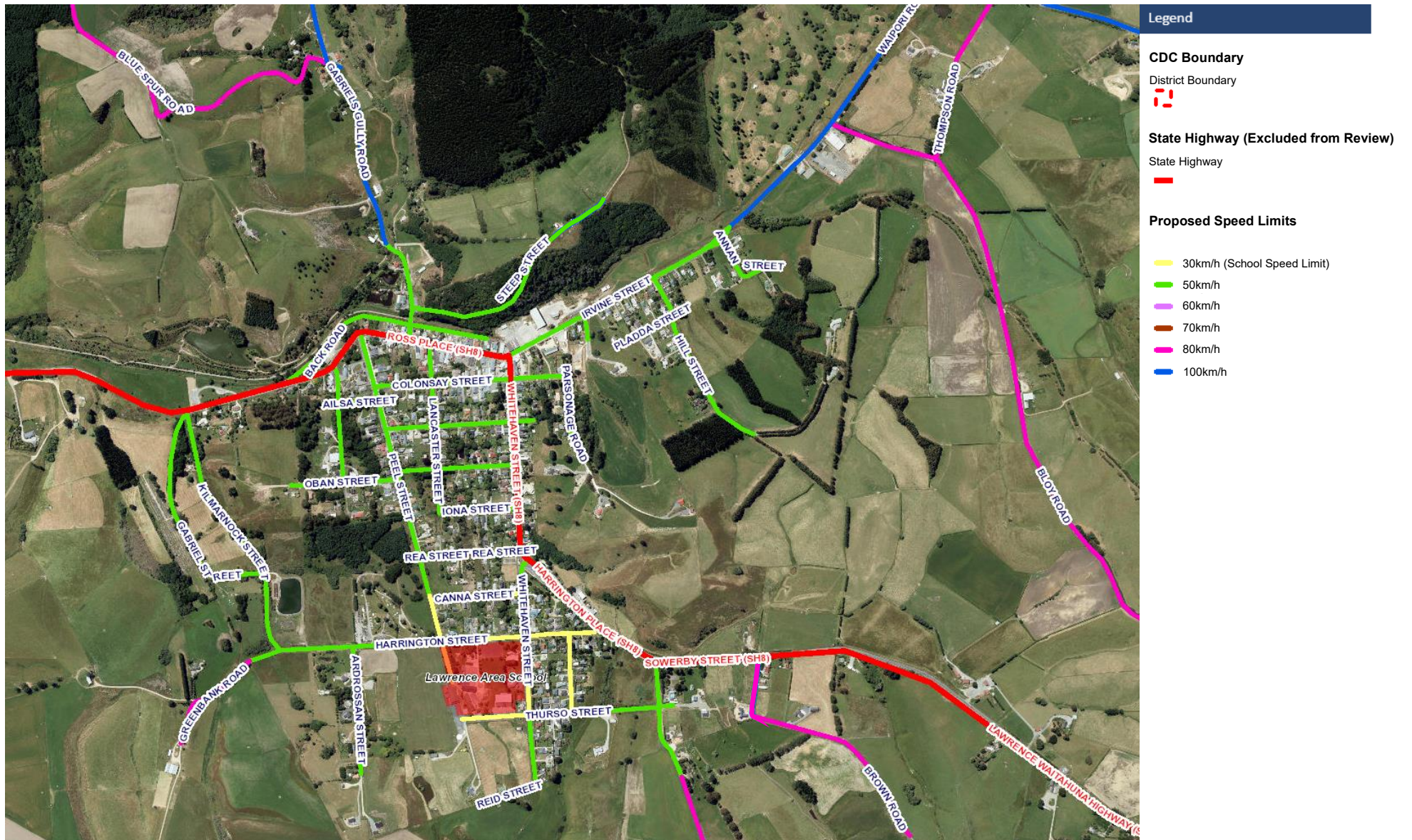
Lawrence Area School has been classified as a Category 1 School and is subject to a 30km/h speed limit on roads surrounding the school. This is specifically addressed in the Draft Speed Management Plan 2024–2027 – Schools.

Waka Kotahi New Zealand Transport Agency, responsible for State Highways, will be developing its own speed management plan for State Highway 1. As this plan is specific to the Clutha District network, we encourage the public to stay informed and participate in the upcoming consultation processes to provide valuable input on the proposed speed management measures. Your feedback can also be passed on to Waka Kotahi through councils' consultation.

Proposed speed limit changes for Lawrence

- To maintain the current urban speed limit area of 50km/h
- Reduce the rural unsealed road speed limit to 80km/h
- Maintain the current rural sealed road speed limit of 100km/h

Figure 10: Proposed Speed Limits – Lawrence



Milton

Background

Milton sits at the heart of the Bruce Ward in the Clutha District, and is the main entrance to North, South, and Central Otago.

There are three schools in Milton, Tokomairiro High School, Milton Primary and St Marys. All three schools have been classified as a Category 1 School and is subject to a 30km/h speed limit on roads surrounding the school. This is specifically addressed in the Draft Speed Management Plan 2024–2027 – Schools.

Waka Kotahi New Zealand Transport Agency, responsible for State Highways, will be developing its own speed management plan for State Highway 1. As this plan is specific to the Clutha District network, we encourage the public to stay informed and participate in the upcoming consultation processes to provide valuable input on the proposed speed management measures. Your feedback can also be passed on to Waka Kotahi through councils' consultation.

Proposed speed limit changes for Milton

- To maintain the current urban speed limit area of 50km/h
- Reduce the rural unsealed road speed limit to 80km/h
- Maintain the current rural sealed road speed limit of 100km/h

Figure 11: Proposed Speed Limits – Milton



Ōwaka

Background

Ōwaka is the largest settlement in the Catlins and is located 35km south of Balclutha on the Southern Scenic Route.

Catlins Area School has been classified as a Category 1 School and is subject to a 30km/h speed limit on roads surrounding the school. This is specifically addressed in the Draft Speed Management Plan 2024–2027 – Schools.

Proposed speed limit changes for Ōwaka

- To maintain the current urban speed limit area of 50km/h
- Reduce the rural unsealed road speed limit to 80km/h
- Maintain the current rural sealed road speed limit of 100km/h

Figure 12: Proposed Speed Limits – Ōwaka



Stirling

Background

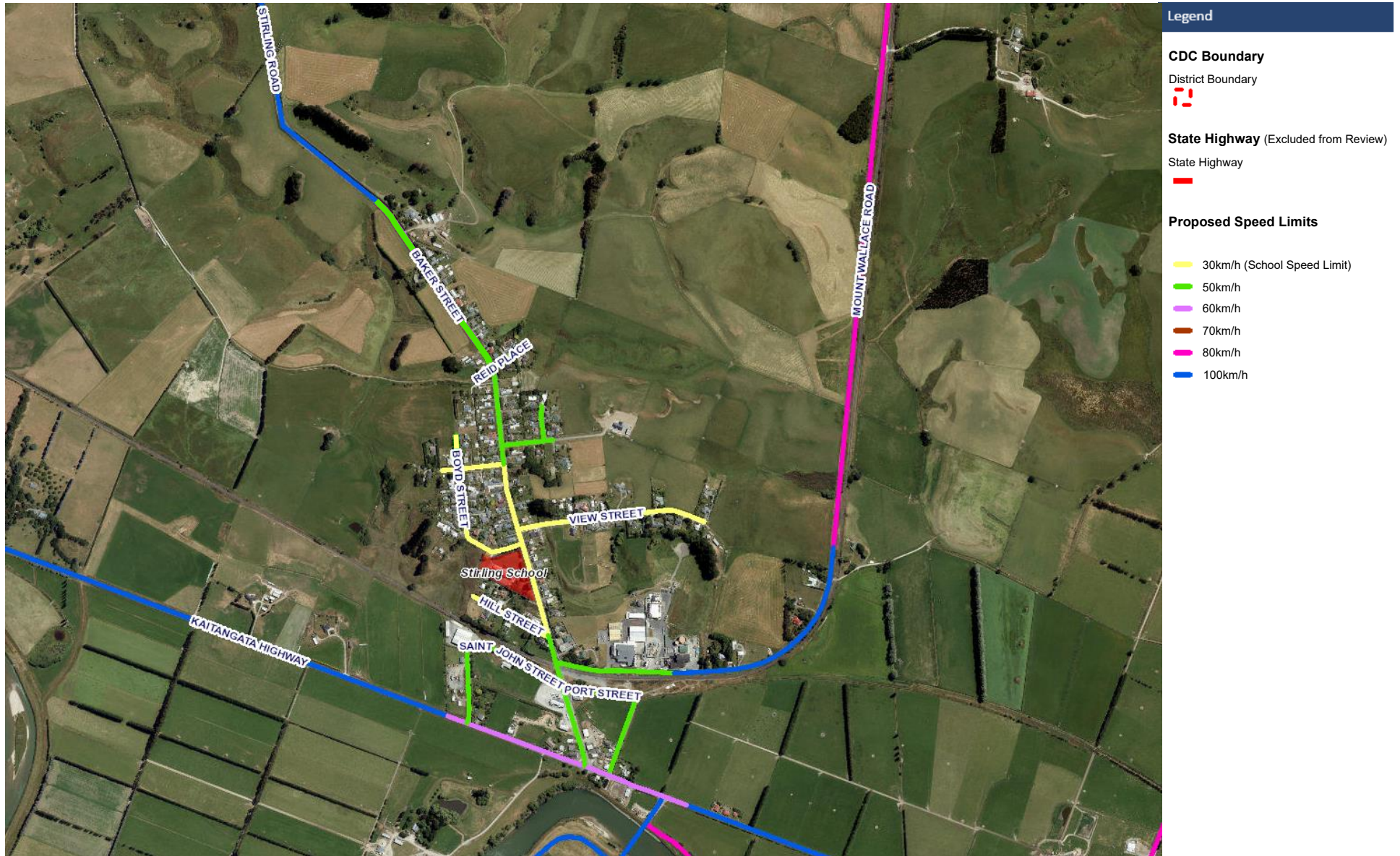
Stirling is a town approximately 5 km from Balclutha, and just north of the Matau Branch of the Clutha River.

Stirling School has been classified as a Category 1 School and is subject to a 30km/h speed limit on roads surrounding the school. This is specifically addressed in the Draft Speed Management Plan 2024–2027 – Schools.

Proposed speed limit changes for Stirling

- To maintain the current urban speed limit area of 50km/h
- Reduce the speed limit on a section of Kaitangata Highway to 60km/h
- Reduce the rural unsealed road speed limit to 80km/h
- Maintain the current rural sealed road speed limit of 100km/h

Figure 13: Proposed Speed Limits – Stirling



Tapanui

Background

Tapanui is located midway along SH90, the road linking Raes Junction and Gore. At present all urban speed limits are set at 50km/h with 100km/h on the roads that radiate out.

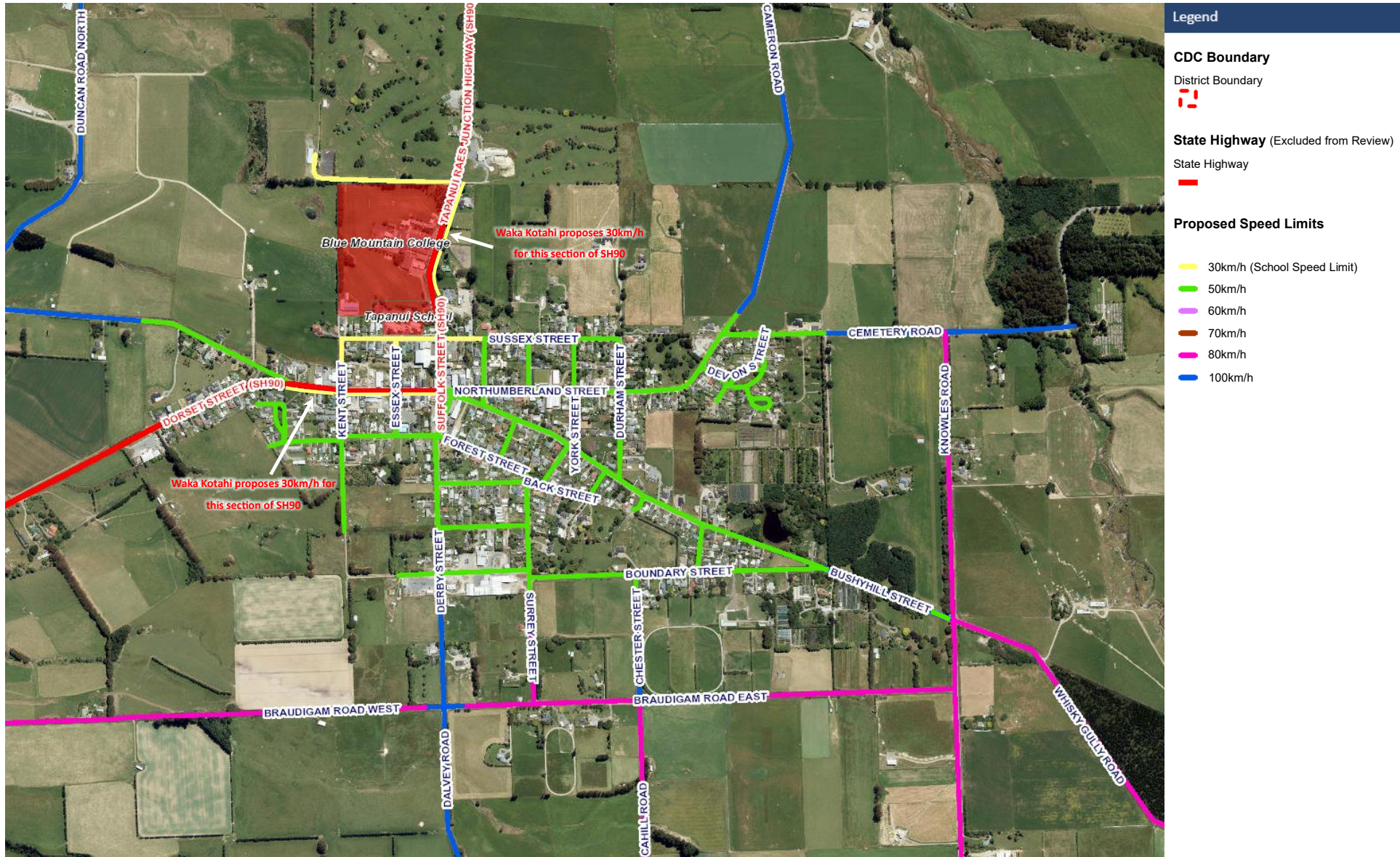
All schools in Tapanui have been classified as Category 1 Schools and is subject to a 30km/h speed limit on roads surrounding the school. This is specifically addressed in the Draft Speed Management Plan 2024–2027 – Schools.

Waka Kotahi New Zealand Transport Agency, responsible for State Highways, will be developing its own speed management plan for State Highway 1. As this plan is specific to the Clutha District network, we encourage the public to stay informed and participate in the upcoming consultation processes to provide valuable input on the proposed speed management measures. Your feedback can also be passed on to Waka Kotahi through councils' consultation.

Proposed speed limit changes for Tapanui

- To maintain the current urban speed limit area of 50km/h
- Reduce the rural unsealed road speed limit to 80km/h
- Maintain the current rural sealed road speed limit of 100km/h

Figure 14: Proposed Speed Limits – Tapanui



Waihola

Background

Waihola is located on SH1 at the northern edge of the district and close to the boundary with Dunedin City. SH1 runs north and south while to the east Finlayson Road provides a link to Taieri Mouth on the coast.

Waihola District School has been classified as a Category 1 School and is subject to a 30km/h speed limit on roads surrounding the school. This is specifically addressed in the Draft Speed Management Plan 2024–2027 – Schools.

Waka Kotahi New Zealand Transport Agency, responsible for State Highways, will be developing its own speed management plan for State Highway 1. As this plan is specific to the Clutha District network, we encourage the public to stay informed and participate in the upcoming consultation processes to provide valuable input on the proposed speed management measures. Your feedback can also be passed on to Waka Kotahi through councils' consultation.

Proposed speed limit changes for Waihola

- To maintain the current urban speed limit area of 50km/h
- Reduce the rural unsealed road speed limit to 80km/h
- Maintain the current rural sealed road speed limit of 100km/h

Figure 15: Proposed Speed Limits – Waihola

