

CONSULTATION DOCUMENT

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# SPEED MANAGEMENT

## ON OUR RURAL ROADS

# 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, significant road corridors, and town centres. 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](https://cluthadc.govt.nz/speed-management-plan) to complete an online survey or download a copy.
- Email us at [speedmanagementplan@cluthadc.govt.nz](mailto: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:

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**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 – On Our Rural Roads, outlines three proposed adjustments to speed management:**

1. Reduce the present 100km/h speed limit on rural unsealed roads to 80km/h
2. Retain the present 100km/h speed limit on our rural sealed roads.

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





SECTION 2:

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**SAFER SPEEDS – RURAL ROADS**  
**ROHE TERE HAUMARU – RORI TAIWHENUA**

# Rural Roads

## Proposed Speed Limit Changes for Rural Roads

In this draft speed management plan, council is seeking public feedback on proposed speed limit changes for both rural sealed and unsealed roads.

### Rural Sealed Roads

The proposed changes for rural sealed roads is for a blanket speed limit of 100 km/h, except those roads specifically listed in:

- Draft Speed Management Plan – Around Our Schools
- Draft Speed Management Plan – In Our Urban Towns
- Draft Speed Management Plan – In Our Rural Towns

### Rural Unsealed Roads

The proposed changes for rural unsealed roads are to establish a blanket speed limit of 80 km/h, except those roads specifically listed in:

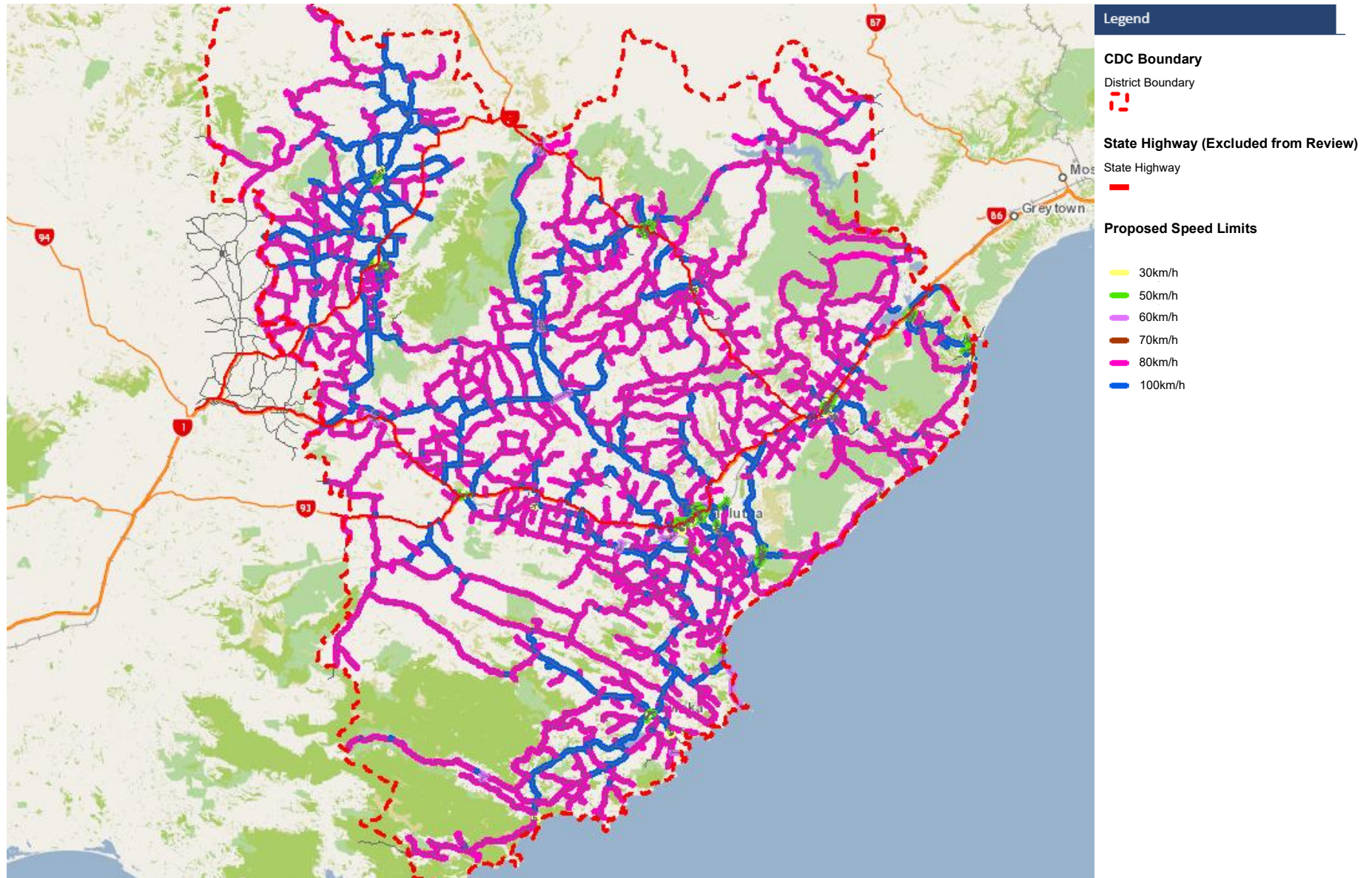
- Draft Speed Management Plan – Around Our Schools
- Draft Speed Management Plan – In Our Urban Towns
- Draft Speed Management Plan – In Our Rural Towns

The goal of these proposed changes is to enhance safety and efficiency across rural road networks. Public feedback on these adjustments is encouraged during the consultation period.



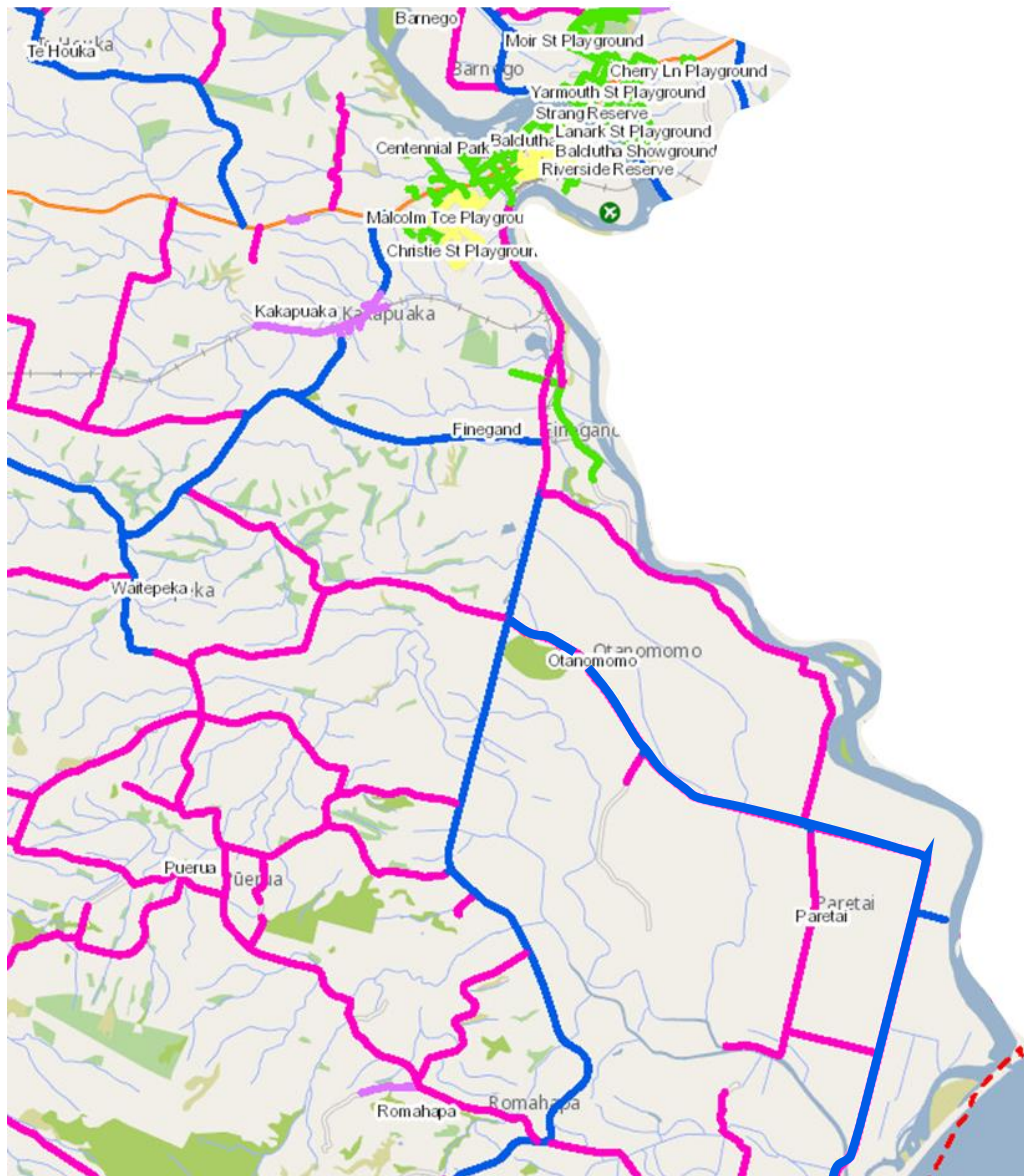
# Clutha District – Overall

## Proposed Rural Road Speed Limits – Clutha District



# Balclutha Ward

## Proposed Rural Road Speed Limits – Balclutha Ward



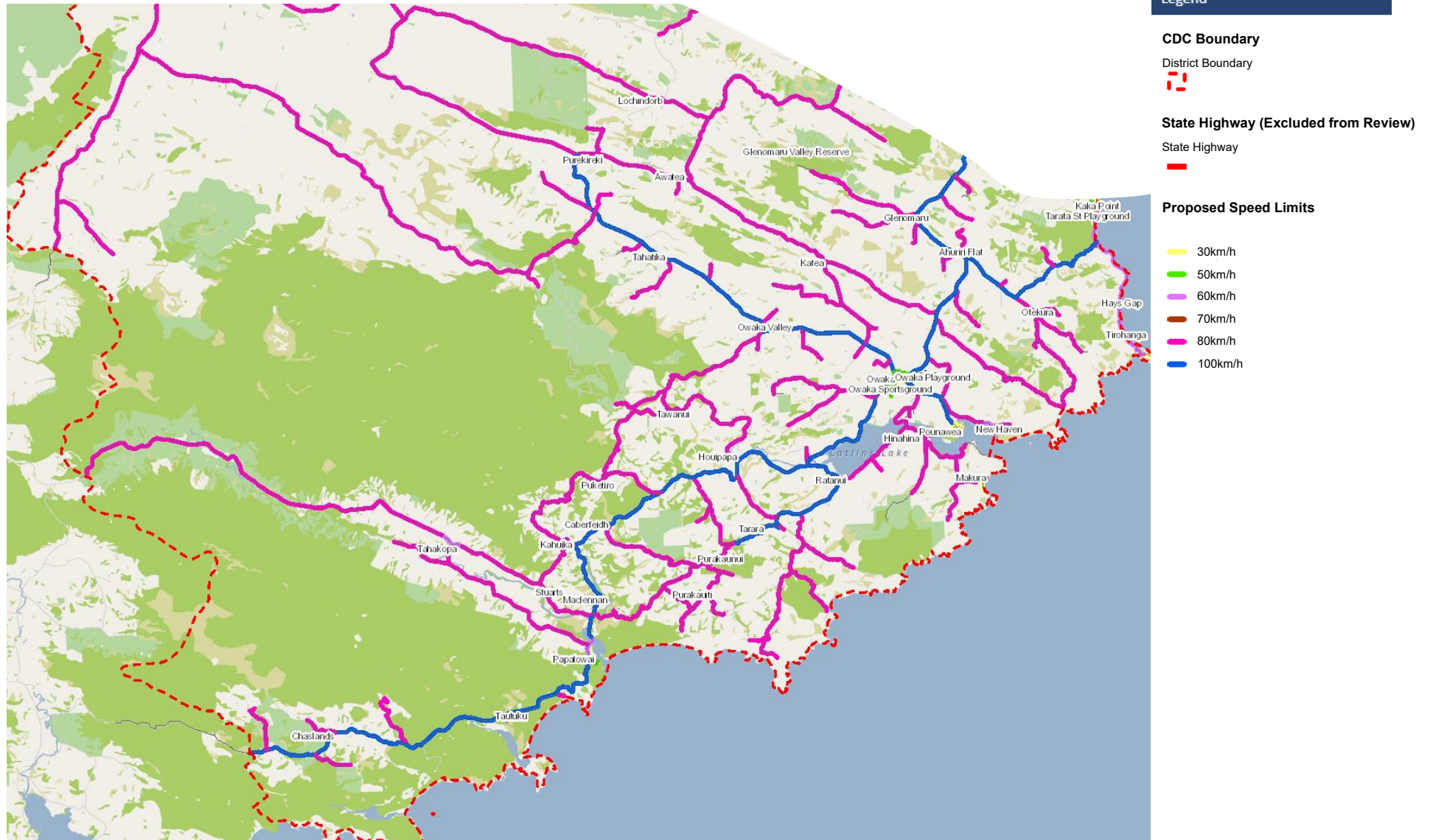
### Legend

- CDC Boundary**
- District Boundary
- State Highway (Excluded from Review)**
- State Highway
- Proposed Speed**
- 30km/h
- 50km/h
- 60km/h
- 70km/h
- 80km/h
- 100km/h



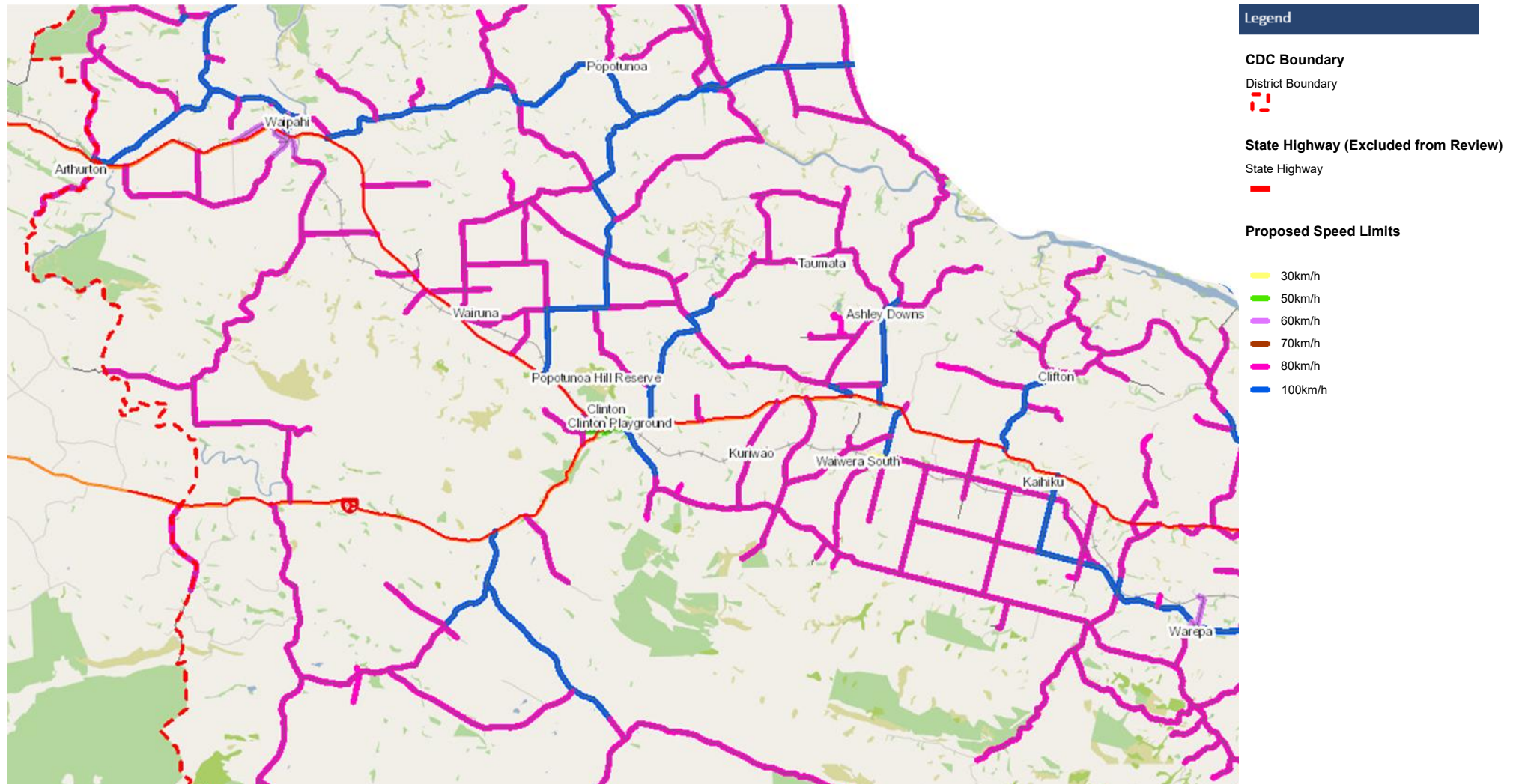
# Catlins Ward

## Proposed Rural Road Speed Limits – Catlins Ward



# Clinton Ward

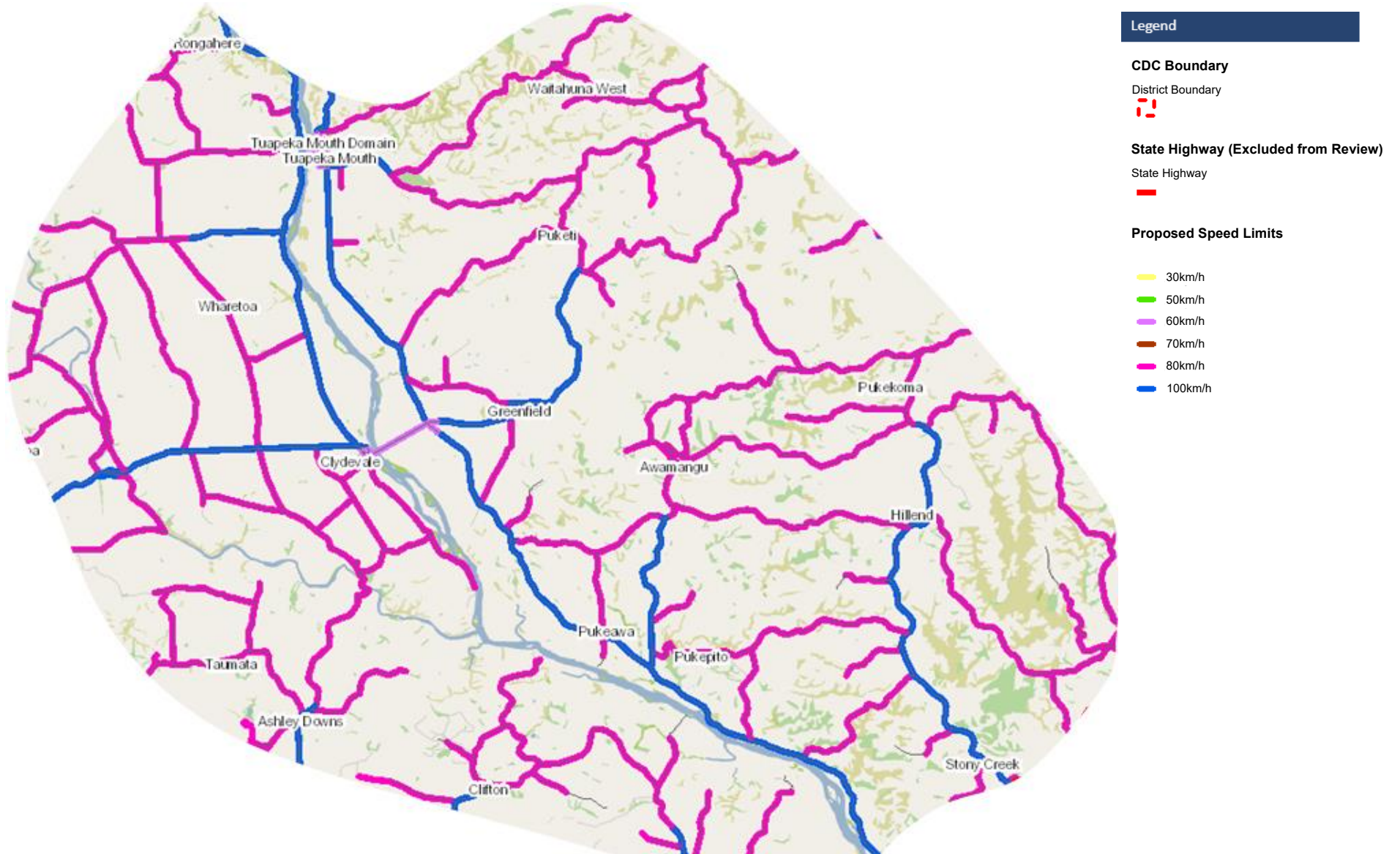
## Proposed Rural Road Speed Limits – Clinton Ward





# Clutha Valley Ward

## Proposed Rural Road Speed Limits – Clutha Valley Ward



# Kaitangata Ward

## Proposed Rural Road Speed Limits – Kaitangata Ward



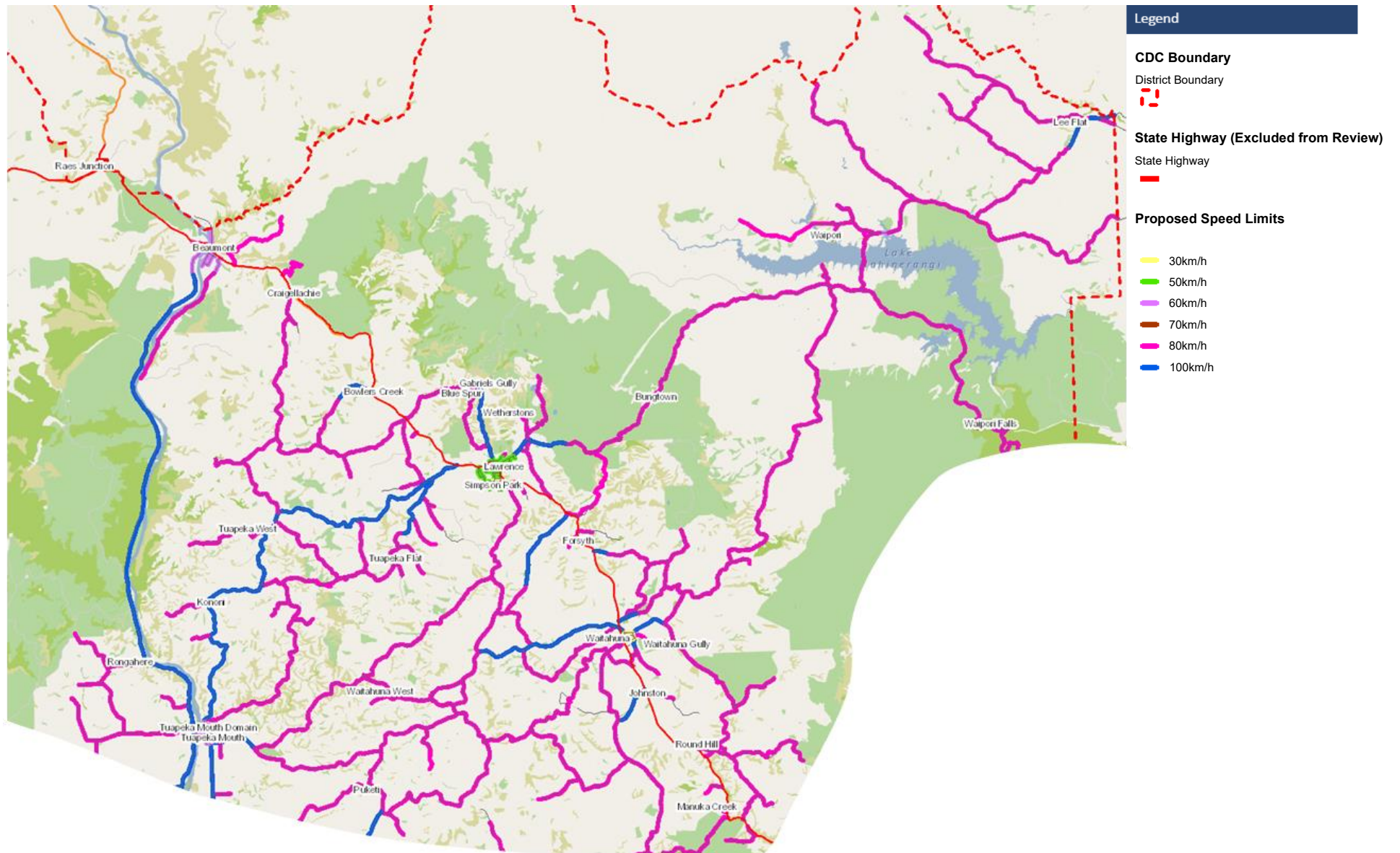
### Legend

- CDC Boundary**
  - District Boundary
- State Highway (Excluded from Review)**
  - State Highway
- Proposed Speed Limits**
  - 30km/h
  - 50km/h
  - 60km/h
  - 70km/h
  - 80km/h
  - 100km/h



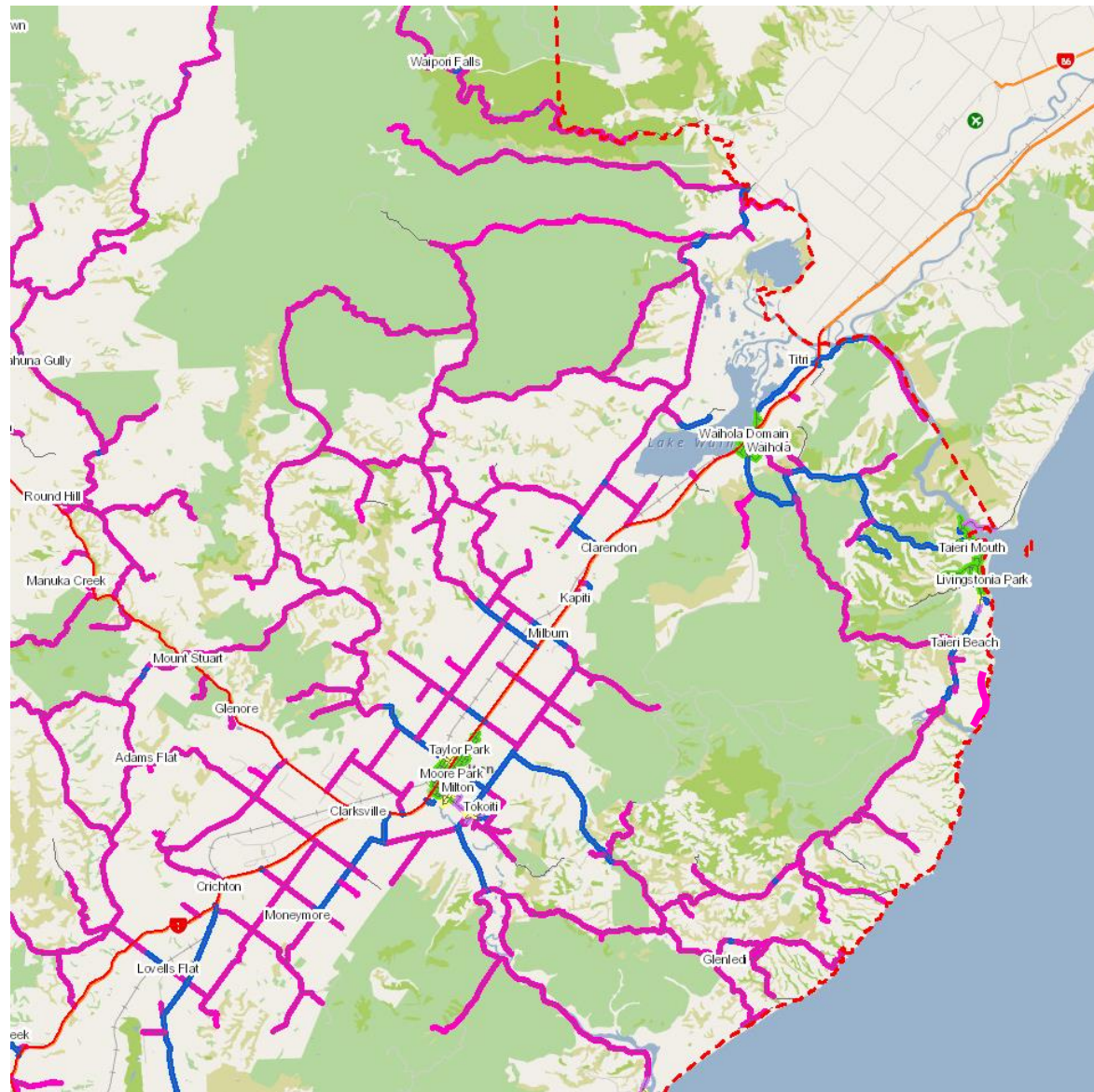
# Lawrence Tuapeka Ward

## Proposed Rural Road Speed Limits – Lawrence Tuapeka Ward



# North Bruce Ward

## Proposed Rural Road Speed Limits – North Bruce Ward



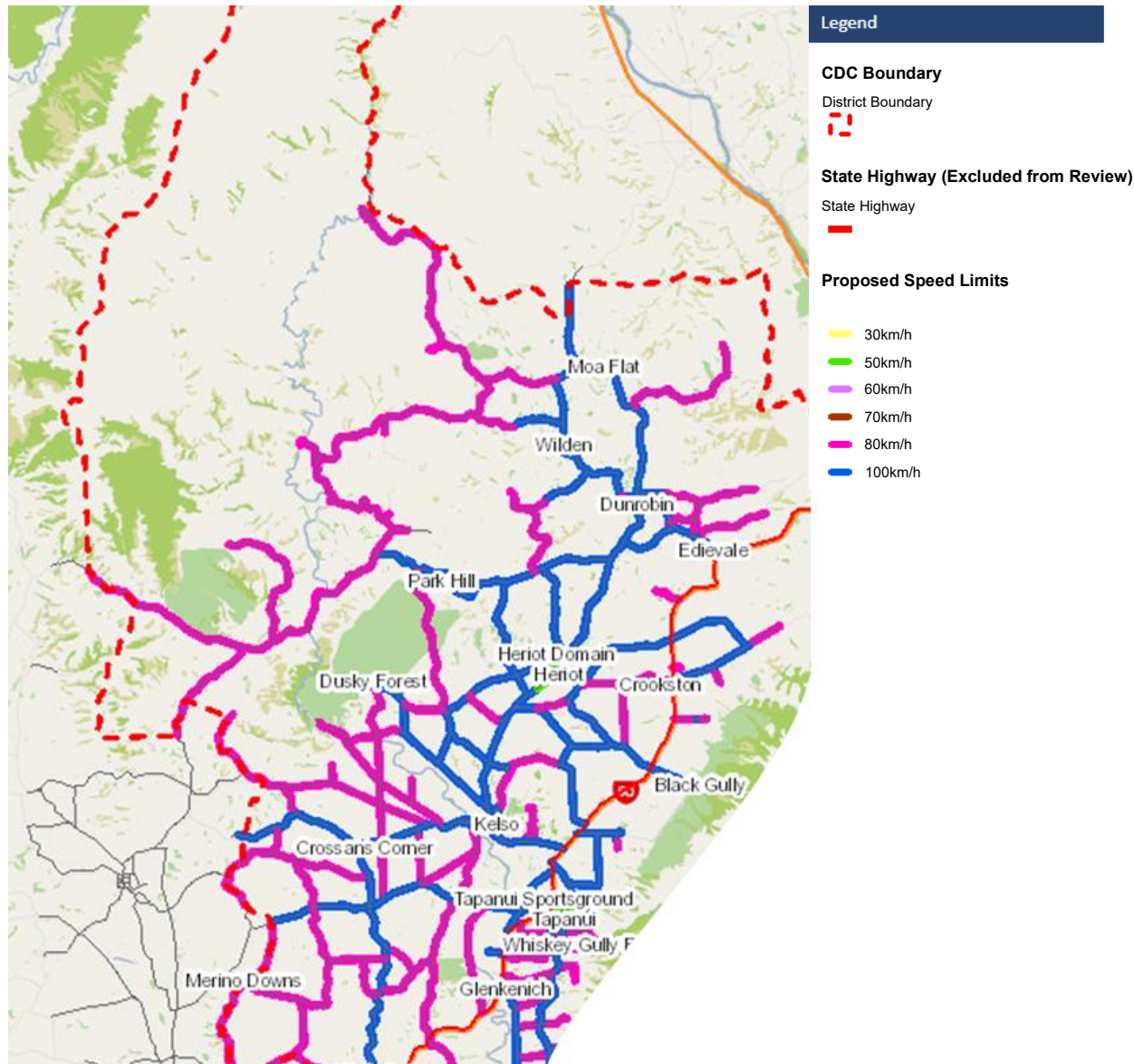
### Legend

- CDC Boundary**
- District Boundary
- State Highway (Excluded from Review)**
- State Highway
- Proposed Speed Limits**
- 30km/h
- 50km/h
- 60km/h
- 70km/h
- 80km/h
- 100km/h



# West Otago Ward

## Proposed Rural Road Speed Limits – West Otago Ward



## Proposed speed limit changes – Beaches

In this draft speed management plan, we are proposing a blanket speed limit of 30km/h for all beaches within the Clutha District.



# Proposed Speed Limit on Beaches

