

CONSULTATION DOCUMENT

SPEED MANAGEMENT

IN OUR RURAL 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.

A scenic landscape at sunset or sunrise. In the foreground, a group of sheep stands on a grassy hillside. The background features rolling green hills, a valley with scattered trees and buildings, and distant mountains under a sky with soft, golden light and light clouds.

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 Rural Towns, outlines three proposed adjustments to speed management:

1. Introduce safer speed limits for our rural towns and settlements
2. Reduce the present 100km/h speed limit on rural unsealed roads to 80km/h
3. Retain the present 100km/h speed limit on our rural sealed roads.

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

An aerial photograph of a rural town and a large hillside. The hillside is covered in a mix of green grass and brown patches, with several winding roads and paths. The town below is a mix of residential houses and commercial buildings, surrounded by fields and trees. The overall scene is a typical rural landscape.

SECTION 2:

SAFER SPEEDS – RURAL TOWNS
ROHE TERE HAUMARU – NGĀ TĀONE TAIWHENUA

Beaumont

Background

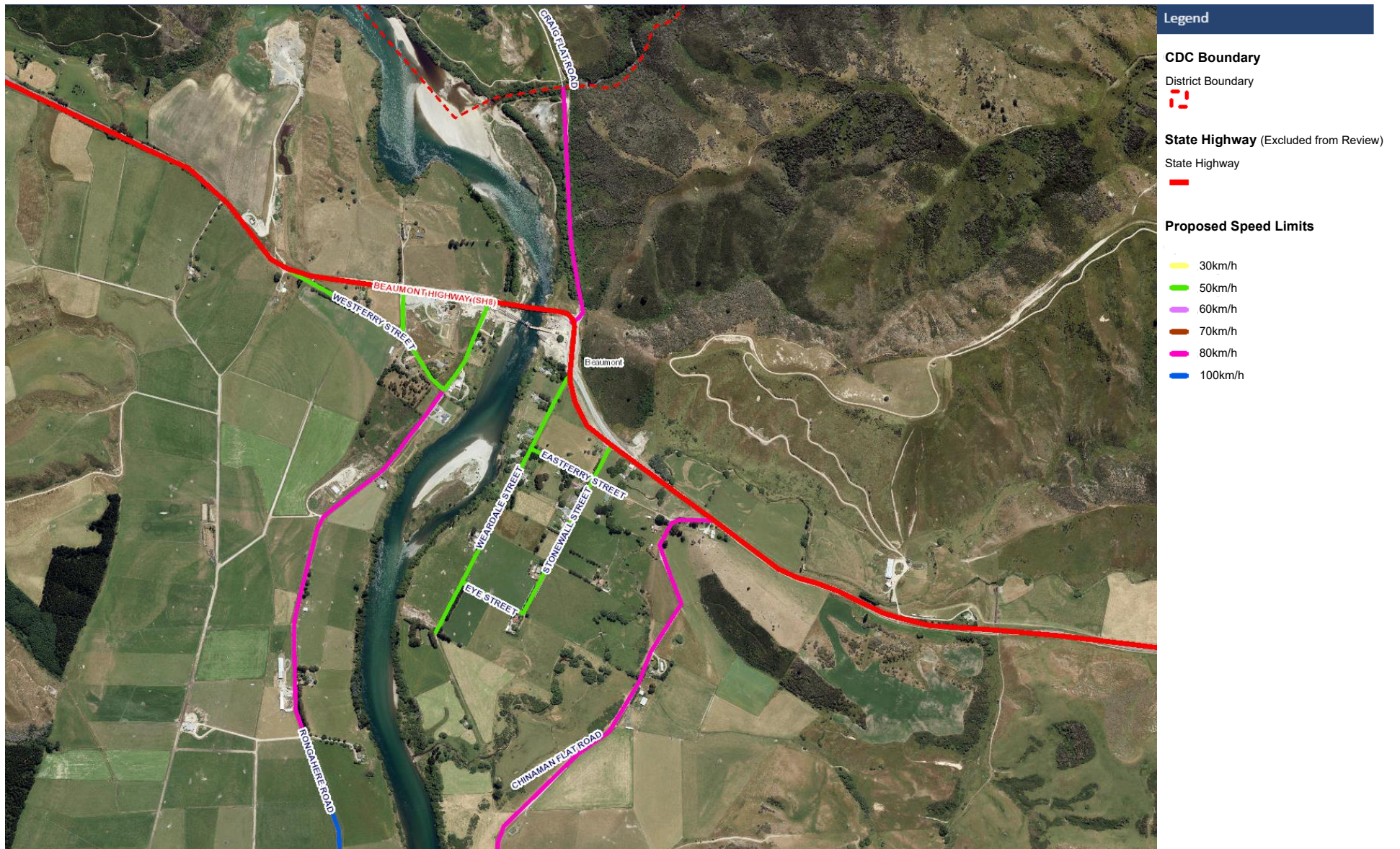
Beaumont is a small town in inland Otago. It is located on the Clutha River / Mata-Au six kilometres southeast of Raes Junction, between Roxburgh and Balclutha. Beaumont is connected to Milton and Roxburgh by State Highway 8

At present there is no speed limit - therefore all roads have defaulted to the national 100km/h speed limit.

Proposed speed limit changes for Beaumont

1. 50km/h speed limit all streets within Beaumont

Figure 1: Proposed Speed Limits – Beaumont



Clydevale – Greenfield

Background

Clydevale is approximately 25km inland from Balclutha and is separated from Greenfield by the Clutha and the one lane bridge on Allangrange Road that spans it. This is the only road crossing of the Clutha River between Balclutha and Beaumont.

On the Greenfield side of the Clutha a crossroads intersection links the road to Balclutha and Tuapeka Mouth to the bridge to Clydevale which is a small, predominately residential settlement. The Clutha Valley School is located on the Greenfield side of the river with the Greenfield Playcentre sharing the same grounds.

Clutha Valley School has been classified as a Category 2 School and is required to have a designated 60km/h speed limit on roads within the school zone. Clutha Valley School is specifically addressed in the Draft Speed Management Plan 2024–2027 – Schools.

Proposed speed limit changes for Clydevale – Greenfield

1. Area wide speed limit area of 60km/h for Clydevale.

Figure 2: Proposed Speed Limits – Clydevale / Greenfield



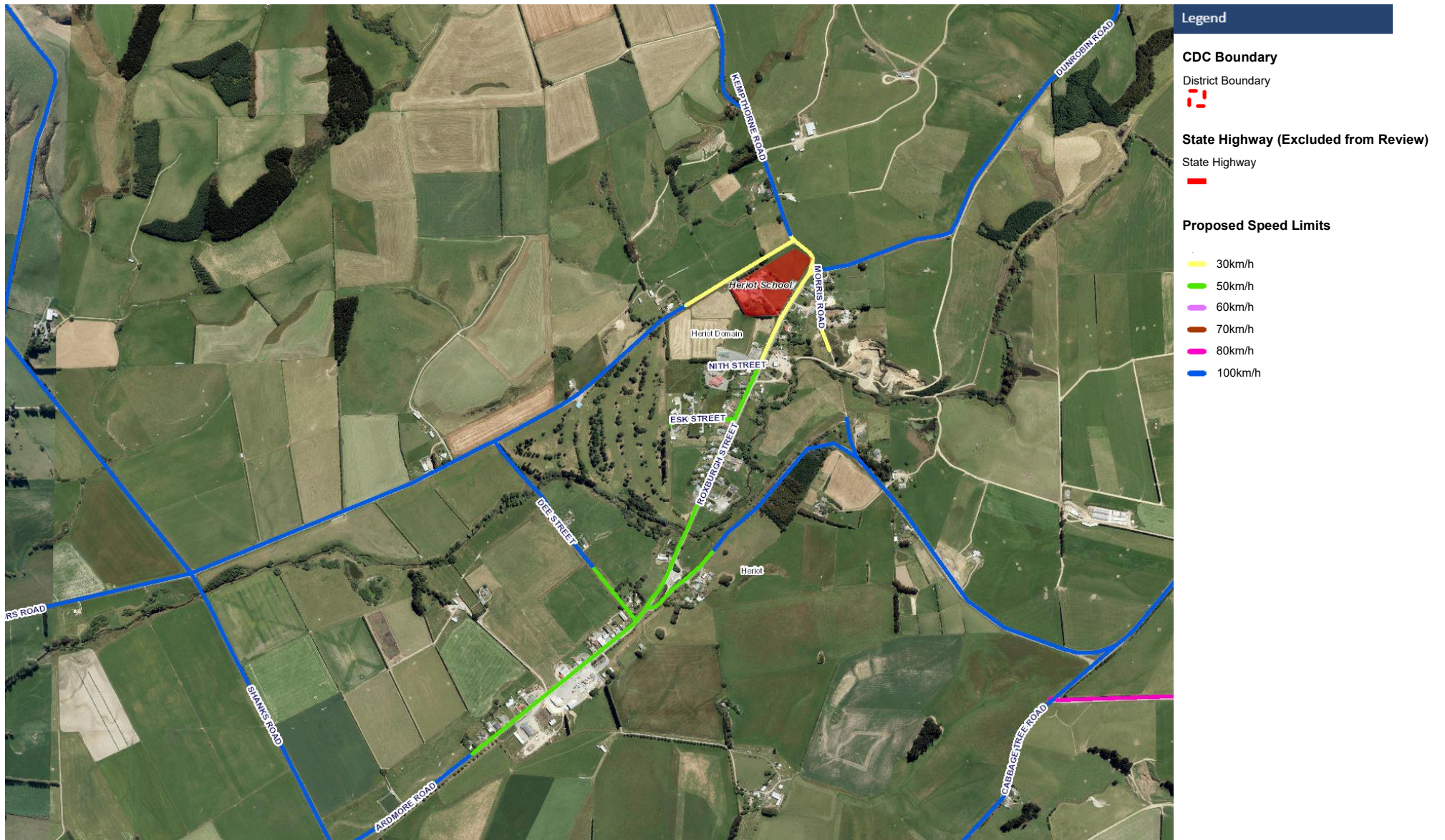
Heriot

Background

Heriot has a 50km/h speed limit on the central roads with 100km/h being the standard speed limit on the roads that surround it. Heriot has one primary school with a roll of 82 students.

Heriot School has been classified as a Category 2 School and is required to have a designated 60km/h speed limit on roads within the school zone. This is specifically addressed in the Draft Speed Management Plan 2024–2027 – Schools.

Figure 3: Proposed Speed Limits – Heriot



Jacks Bay

Background

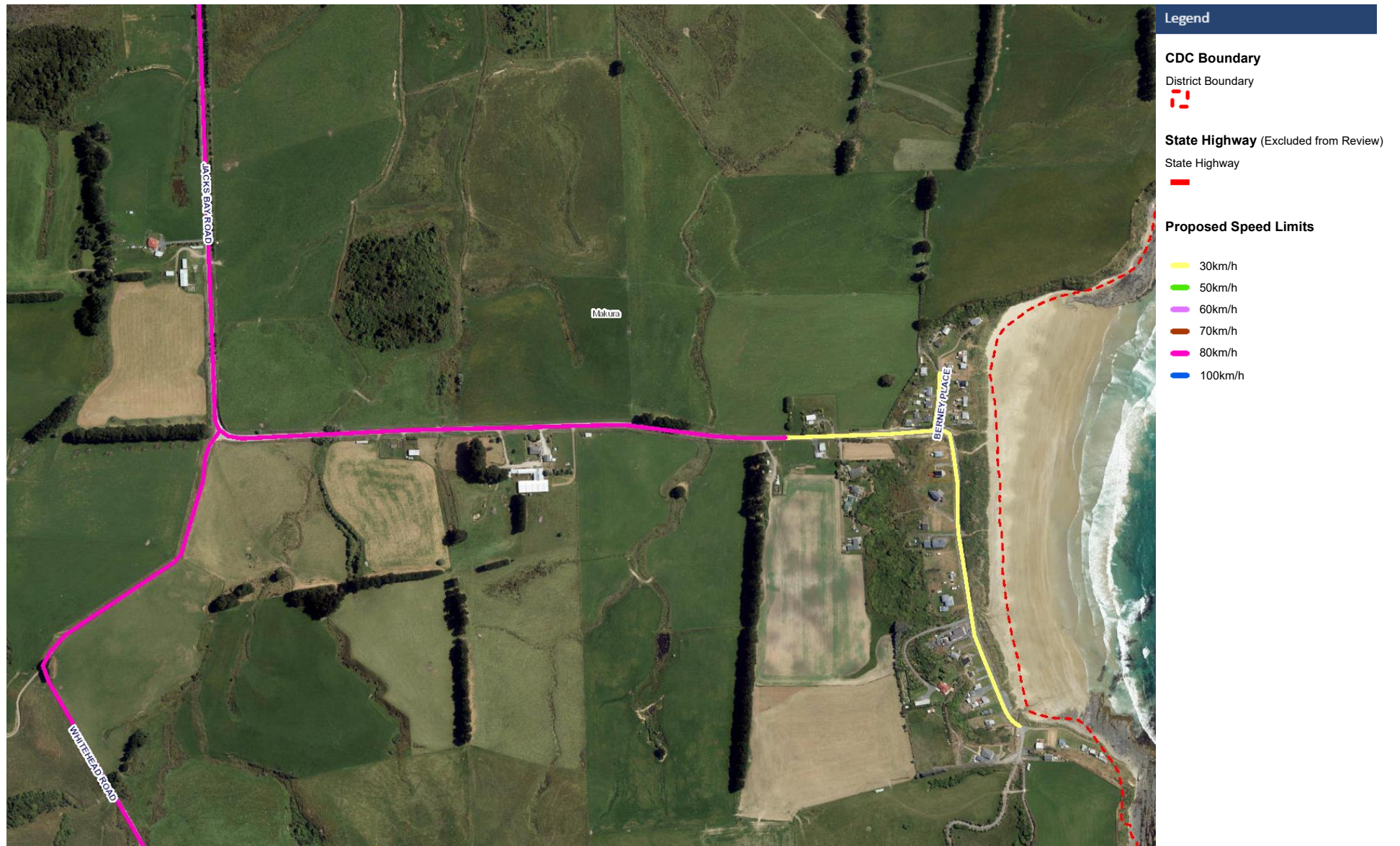
Jack's Bay is a small settlement in The Catlins, located six kilometers southwest of Owaka and close to the mouth of the Catlins River. Jacks Bay is a popular holiday spot with a seasonal population

All roads leading to and at the coast roads are presently posted with a 100km/h open road speed limit.

Proposed speed limit changes for Jacks Bay

1. 80km/h speed limit on Jacks Bay Road from Whitehead Road
2. 30km/h permanent speed limit on Jacks Bay Road from Berney Place to the car park
3. 30km/h permanent speed limit the full length of Berney Place.

Figure 4: Proposed Speed Limits – Jacks Bay



Kakapuaka

Background

Kakapuaka is a small rural settlement, a five-minute drive south of Balclutha. Presently, all roads entering and exiting Kakapuaka have a 70km/h speed limit that transition into a 100km/h open road speed limit.

Proposed speed limit changes for Kakapuaka

1. 60km/h speed limit on Fisher Road, Bruce Street, Scott Street, High Street, Rialwai Street and a section of Kakapuaka Road.

Figure 5: Proposed Speed Limit Changes – Kakapuaka



Mahinerangi

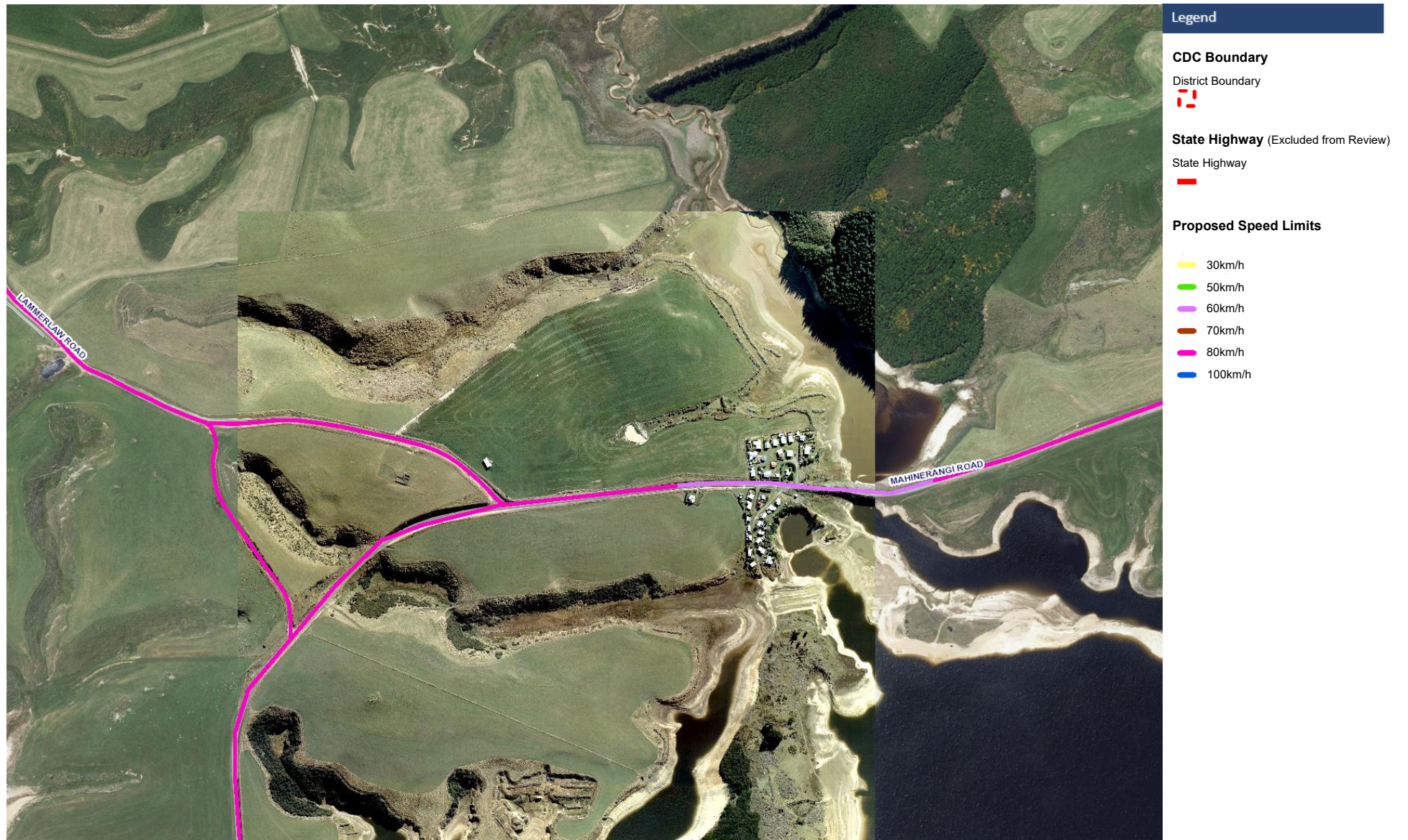
Background

Mahinerangi is a small settlement located on the shore of Lake Mahinerangi. Mahinerangi Road is a narrow-unsealed road as it passes through this small settlement. There is no speed limit at present therefore it is subject to the rural 100km/h speed limit.

Proposed speed limit changes for Mahinerangi.

1. 60km/h speed limit on Mahinerangi Road through the village
2. 80km/h speed limit for rural unsealed roads

Figure 6: Proposed Speed Limits – Mahinerangi



New Haven



Background

New Haven sits at the end of the Catlins River at Surat Bay. There is a mix of permanent residents and visitor accommodation located off Newhaven Road. The settlement is accessed from Ōwaka to the west.

Proposed speed limit changes for New Haven

1. 60km/h speed limit on the sealed part of Newhaven Road from west of Surat Bay Road to east of Surat Bay Road
2. 60km/h speed limit on Surat Bay Road from Newhaven Road .

Figure 7: Proposed Speed Limits – New Haven



Papatowai

Background

Papatowai sits at the mouth of the Tahakopa River and is located on the main road through the Catlins. The Papatowai Highway is subject to a 100km/h speed limit. This drops to 70km/h through the township while the roads that run off it have 50km/h speed limits.

Proposed speed limit changes for Papatowai

1. 50km/h speed limit for all streets off the highway
2. 60km/h speed limit for sections of Papatowai Highway and Chaslands Highway

Figure 8: Proposed Speed Limits – Papatowai



Pounaweia

Background

Pounaweia is a seaside settlement 5 minutes' drive from Owaka. It is a holiday destination, and it sits between the estuaries of The Catlins and Owaka Rivers. The area is presently subject to a 100km/h approach and 50km/h speed limit within the town.

Proposed speed limit changes for Pounaweia

1. Reduce the present 50km/h speed limit to 30km/h in Pounaweia.

Figure 9: Proposed Speed Limits – Pounaweia



Romahapa

Background

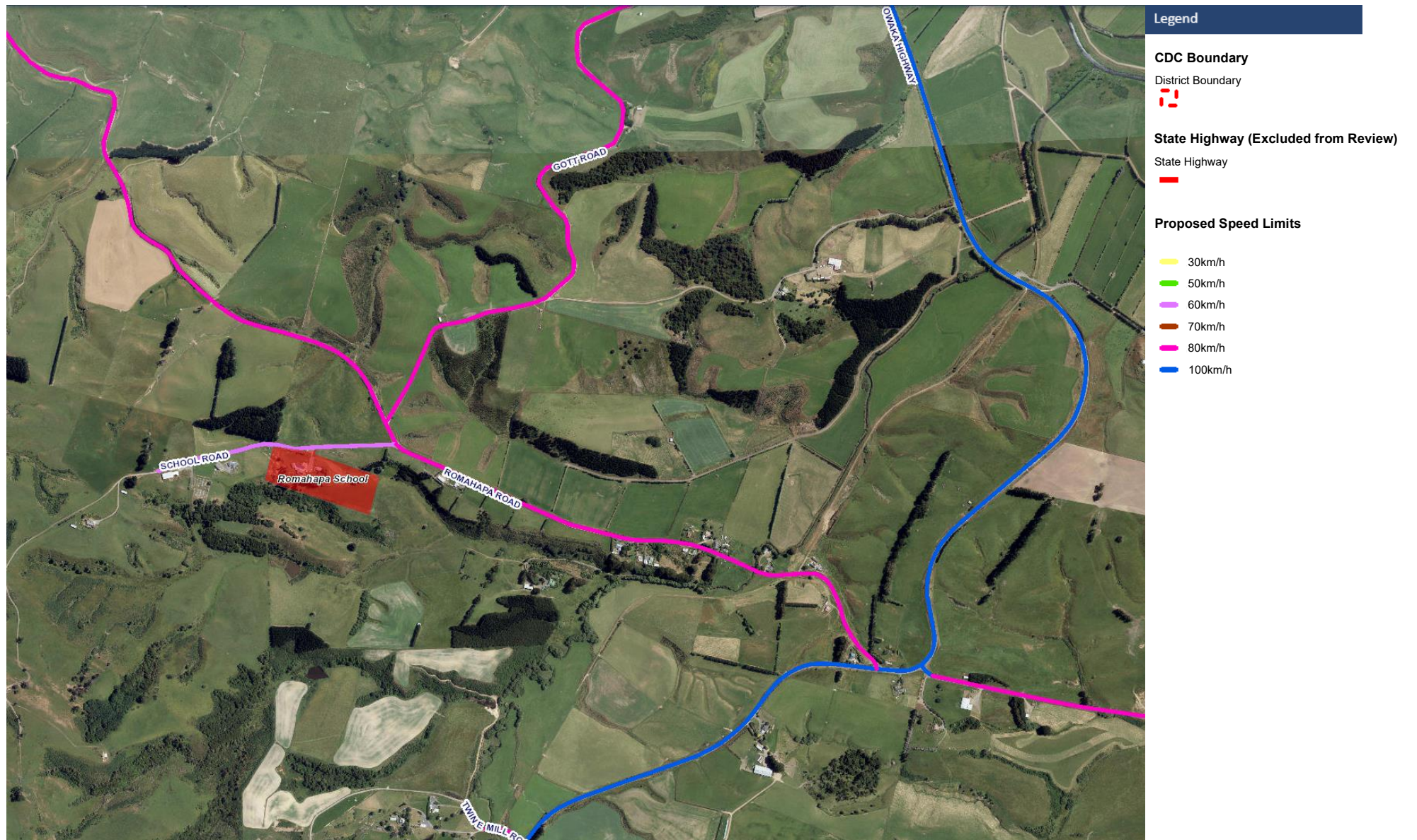
Romahapa is a settlement with a number of properties spread across a wide area on the inland side of the Ōwaka Highway. All of the roads in the vicinity presently have a 100km/h speed limit.

Romahapa School has been classified as a Category 2 School and is required to have a designated 60km/h speed limit on roads within the school zone. Romahapa School is specifically addressed in the Draft Speed Management Plan 2024–2027 – Schools.

Proposed speed limit changes for Romahapa

1. Reduce the present 100km/h on Romahapa Road to 80km/h from Owaka Highway to School Road.

Figure 10: Proposed Speed Limits – Romahapa



Tahakopa

Background

Tahakopa is a small settlement in The Catlins, an area of the southern South Island of New Zealand. It is located 25 kilometres northeast of Waikawa on the Tahakopa River.

Tahakopa School has been classified as a Category 2 School and is required to have a designated 60km/h speed limit on roads within the school zone. Tahakopa School is specifically addressed in the Draft Speed Management Plan 2024–2027 – Schools.

Figure 11: Proposed Speed Limits – Tahakopa



Taieri Mouth

Background

Taieri Mouth lies at the boundary between the Clutha District and Dunedin City. The small settlement spans the Taieri River with development on both sides as well as a small fishing harbour and a school on the south side of the bridge shown above.

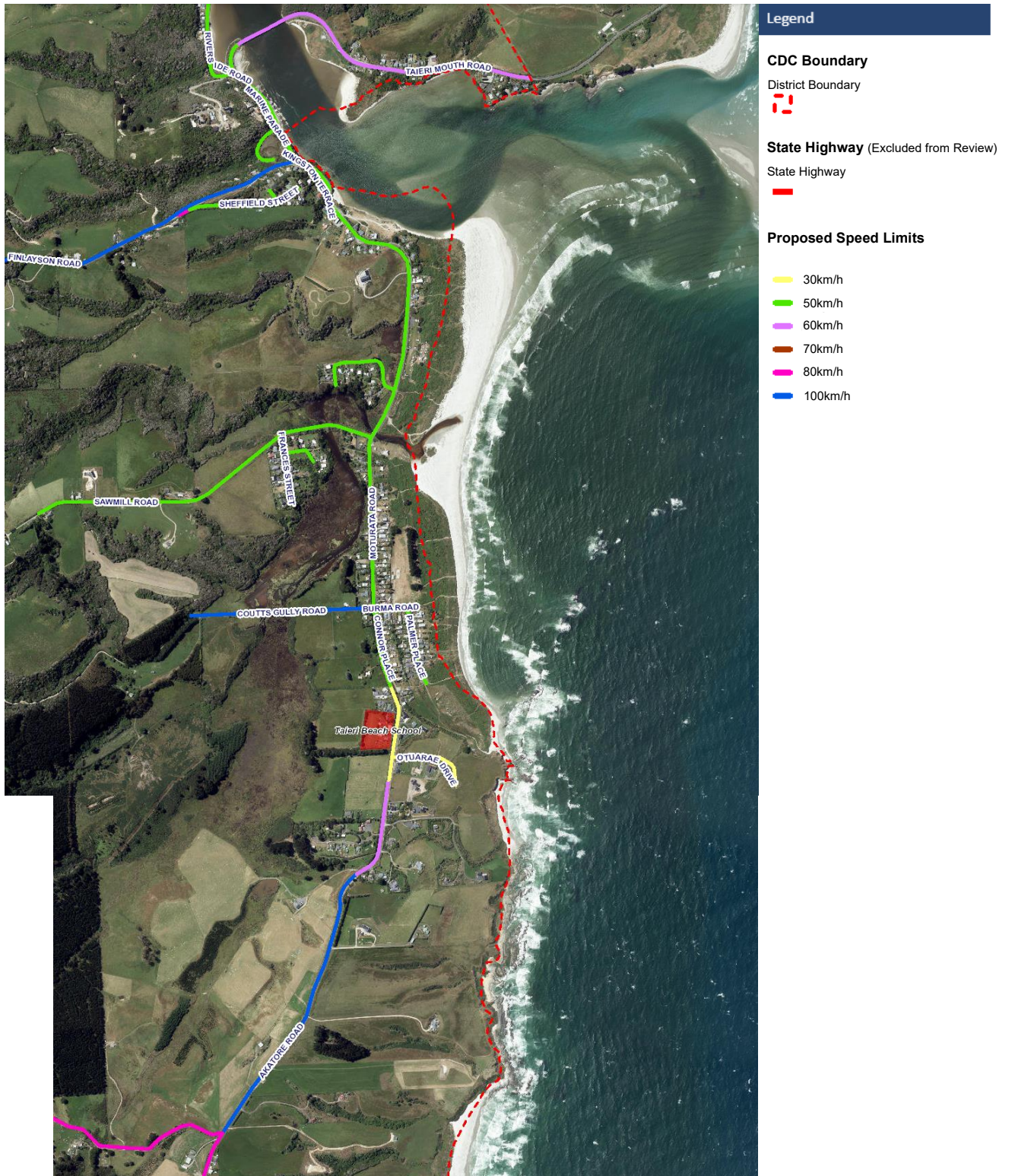
At present, there is a 70km/h speed limit on the bridge and then a 50km/h through the settlement before a short section of 70km/h south of the school and then it reverts to 100km/h.

Taieri Beach School has been classified as a Category 1 School and is required to have a designated 30km/h speed limit on roads within the school zone.. This is specifically addressed in the Draft Speed Management Plan 2024–2027 – Schools.

Proposed speed limit changes for Taieri Mouth

1. Reduce the present 70km/h speed limit on Taieri Mouth Road to 60km/h.
2. Retain the present 50km/h speed limit on Marione Parade and Moturata Road – reducing the speed limit outside Taieri Mouth School and Otuarae Drive to 30km/h
3. Reduce the present 70km/h speed limit on Moturata Road to 60km/h.

Figure 12: Proposed Speed Limits – Taieri Mouth



Toko Mouth

Background

Toko Mouth is a settlement close to the south bank of the mouth of the Tokomairiro River, 15 kilometers southeast of Milton. The settlement comprises of approximately 70 holiday homes, of which a small percentage are occupied by permanent residents.

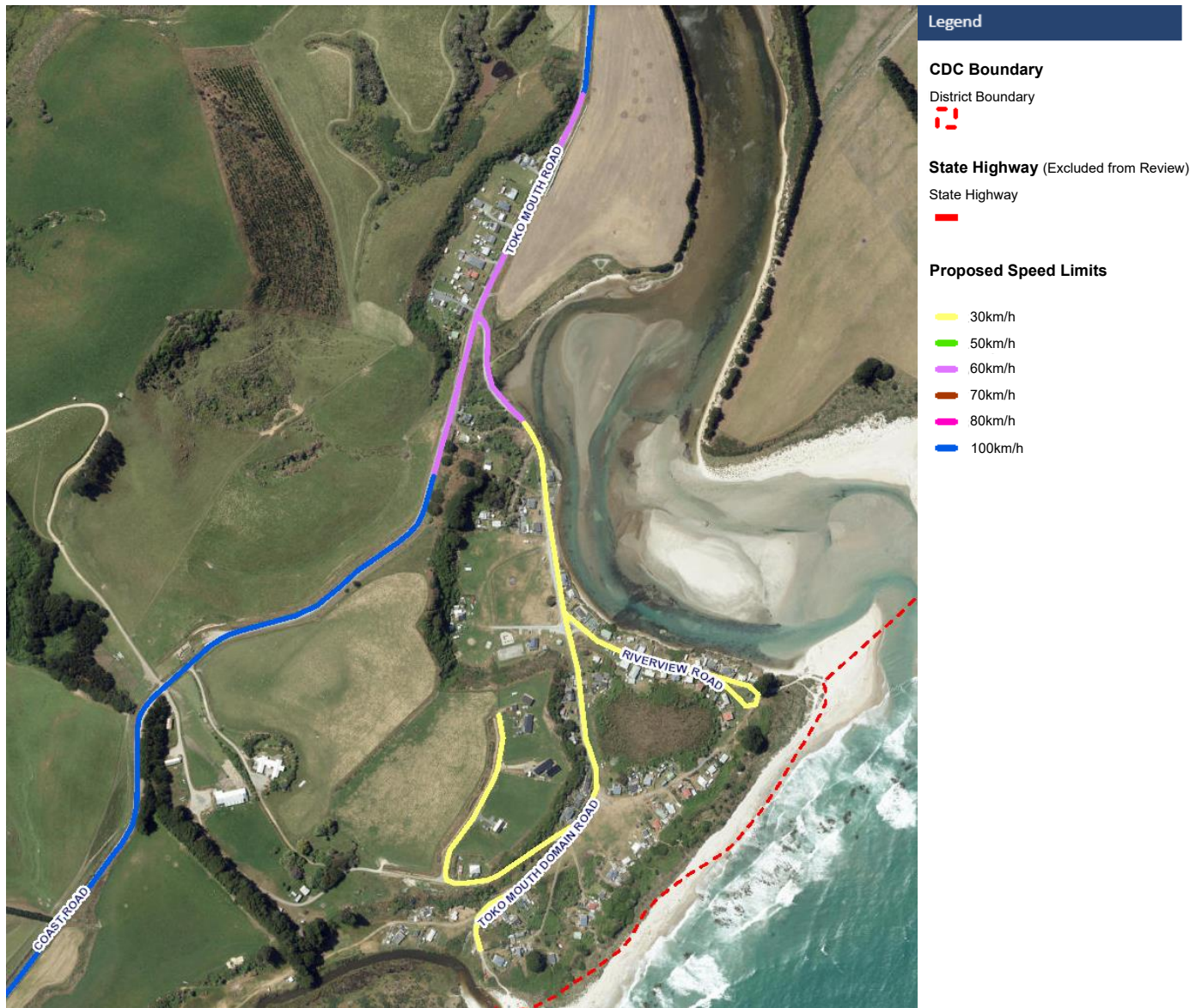
There are properties located on the main Toko Mouth Road and a number of others on access roads adjacent to the river or the sea front.

At present there is no speed limit - therefore all roads default to the national 100km/h speed limit.

Proposed speed limit changes for Toko Mouth

1. 60km/h speed limit on Toko Mouth Road from Toko Mouth Domain Road north
2. 60km/h speed limit on Coast Road from Toko Mouth Domain Road south
3. 60km/h speed limit on Toko Mouth Domain Road from Coast Road south
4. 30km/h speed limit on Toko Mouth Domain Road from south of Coast Road to the end of the road
5. 30km/h speed limit for full length of Riverview Road

Figure 13: Proposed Speed Limits – Toko Mouth



Tokoiti

Background

At present there is a 70km/h speed limit between Milton and Tokoiti which changes to 100km/h after the school.

Tokoiti School has been classified as a Category 1 School and is required to have a designated 30km/h speed limit. Tokoiti School is specifically addressed in the Draft Speed Management Plan 2024–2027 – Schools.

Proposed speed limit changes for Tokoiti

1. Reduce speed limit to 30km/h within the Tokoiti subdivision
2. Reduce present 100km/h speed limit on Dowsing Street, Clare Street, Smith Street, Dudgeon Street, Ballard Street and Knoll Street to 50km/h.
3. Sections of Spurn Street, Toko Mouth Road, Back Road and Leeman Street reduced to 50km/h

Figure 14: Proposed Speed Limits – Tokoiti



Tuapeka Mouth

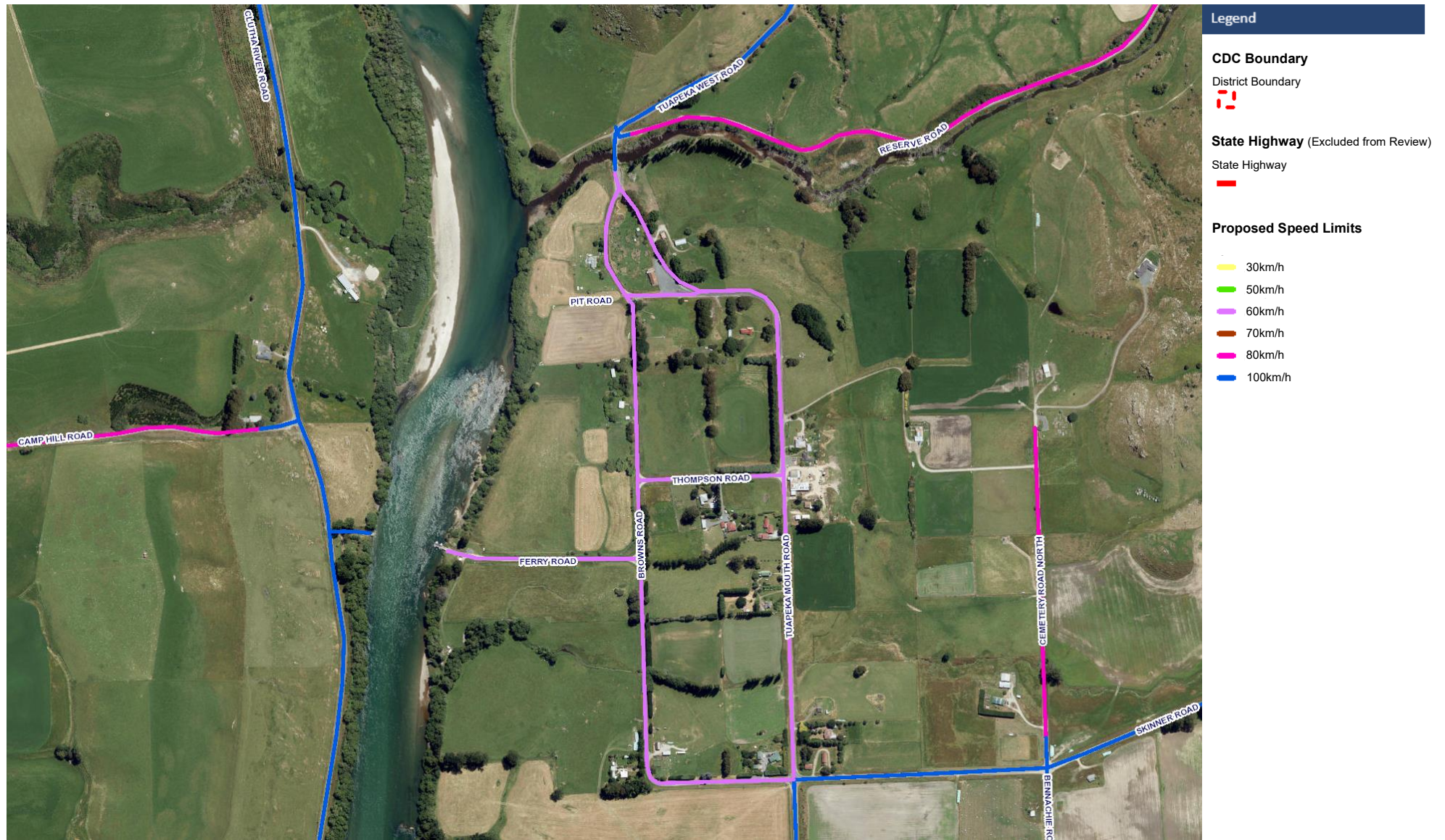
Background

Tuapeka Mouth is an area at the Junction of the Clutha and Tuapeka Rivers – about 33.5kms upriver from Balclutha. At present most of the roads are signed as 70km/h with 100km/h on the outskirts.

Proposed speed limit changes for Tuapeka Mouth

1. Reduce speed limit to 60km/h within the Tuapeka Mouth speed limit area.

Figure 15: Proposed Speed Limits – Tuapeka Mouth



Waikoikoi

Background

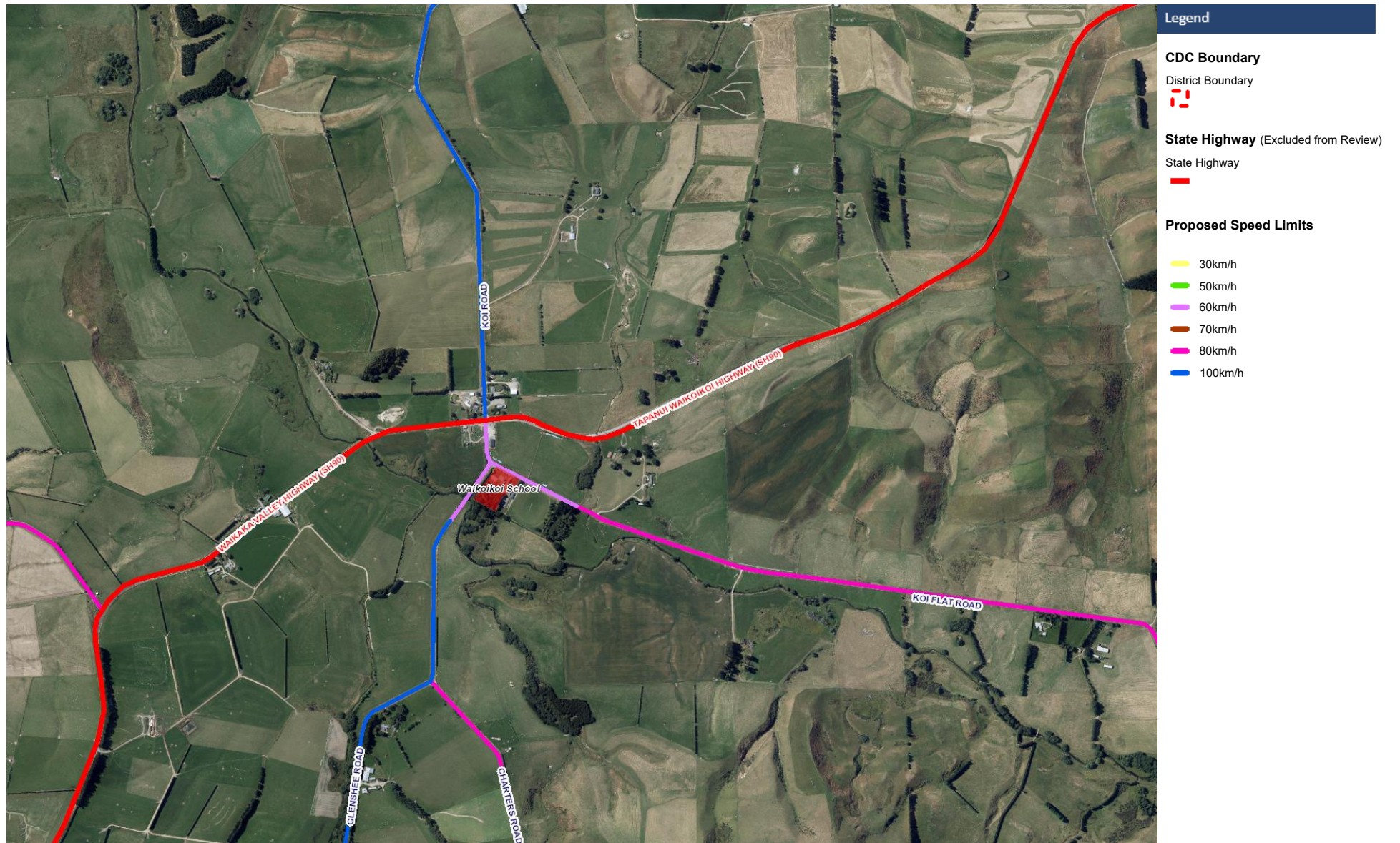
Waikoikoi is to the west of the district on the road between Tapanui and Gore. The township straddles SH90 with Koi Road running to the north and Koi Flat Road running south past the Waikoikoi School.

Waikoikoi School has been classified as a Category 2 School and is required to have a designated 60km/h speed limit on roads within the school zone. Waikoikoi School is specifically addressed in the Draft Speed Management Plan 2024–2027 – Schools.

Proposed speed limit changes for Waikoikoi

1. 60km/h speed limit on Koi Flat Road and Glenshee Road.

Figure 16: Proposed Speed Limits – Waikoikoi



Waipahi

Background

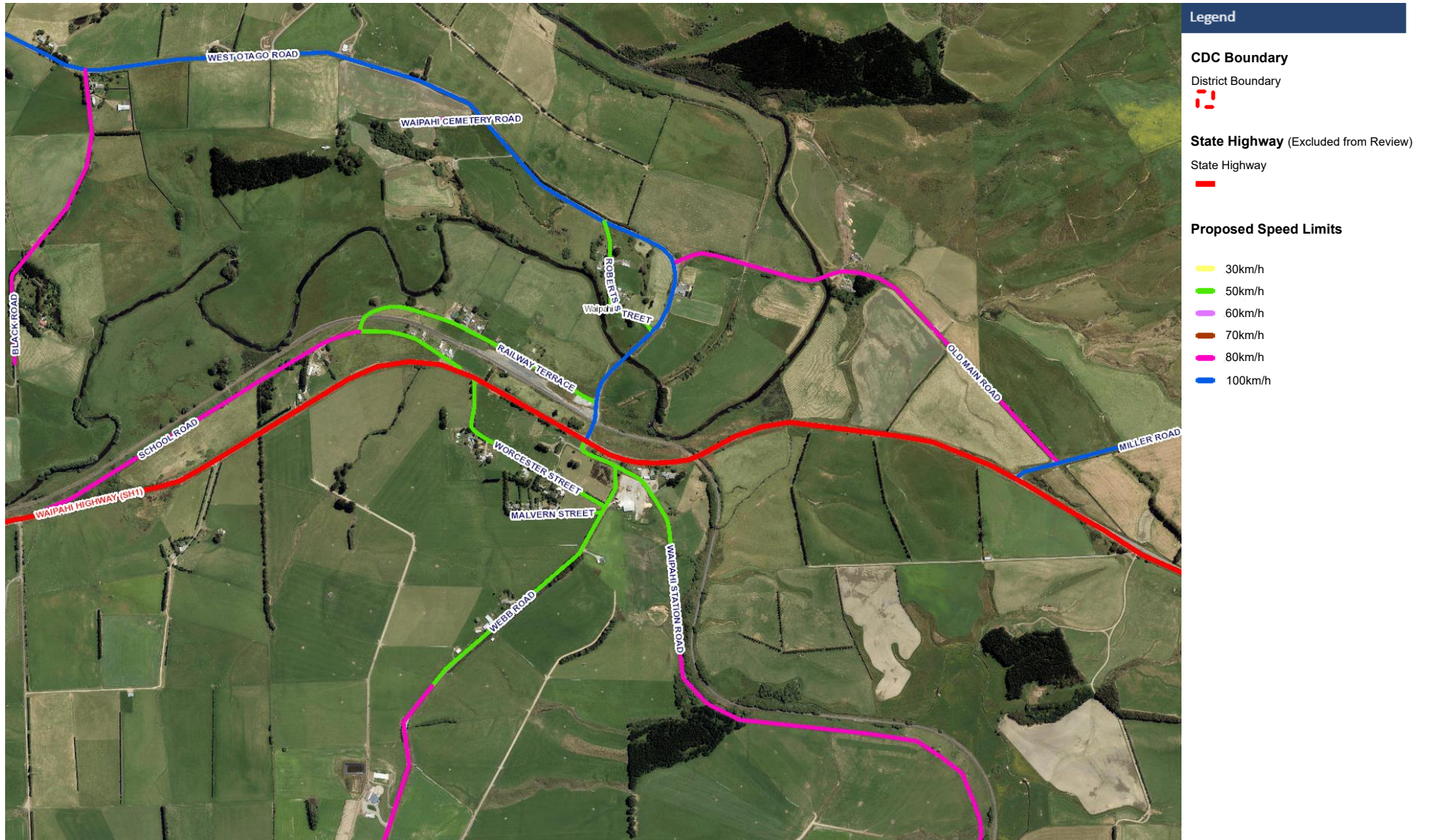
Waipahi is a small town in the West of the Clutha District. It is located on SH1 twenty-six kilometres east of Gore, between Clinton and Gore.

At present there is no speed limit - therefore all roads default to the national 100km/h speed limit.

Proposed speed limit changes for Waipahi

1. Introduce 50km/h speed limit all roads within Waipahi
2. Rural unsealed roads reduce to 80km/h
3. Rural sealed roads retain 100km/h speed limit

Figure 17: Proposed Speed Limits – Waipahi



Waitahuna

Background

Waitahuna is located on SH8 approximately 10km from Lawrence. At present, roads between SH8 and Pensher Street are signed as 50km/h with 100km/h on all other roads in the area.

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

Proposed speed limit changes for Waitahuna

1. Install a permanent 30km/h speed limit area in Waitahuna.

Figure 18: Proposed Speed Limits – Waitahuna



Waiwera South

Background

Waiwera South is located halfway between Balclutha and Clinton off the main highway but adjacent to the main South Island rail line.

At present there is no speed limit in Waiwera South - all roads are 100km/h, including past the school.

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

Figure 19: Proposed Speed Limits – Waiwera South



2.2 Warepa

Background

Warepa is a small settlement around 10km west of Balclutha on the Old Port Road. There are no speeds limits therefore the rural 100km/h speed limit applies on all roads.

Warepa School has been classified as a Category 2 School and is required to have a designated 60km/h speed limit on roads within the school zone. Warepa School is specifically addressed in the Draft Speed Management Plan 2024–2027 – Schools.

Figure 20: Proposed Speed Limits – Warepa

