

It's Our Place



District Speed Limit Review

Our Place : Our Roads

Ashburton District Council is reviewing the speed limits of local roads throughout the district. This booklet includes a summary of the locations where the speed limits are proposed to change and a submission form for you to provide your feedback. For speed limits to be effective, they need to be underpinned by community support and understanding. That's why we want to hear from you about what you think of our proposals.

We are accepting feedback until 5 pm, Sunday 8 March 2020.

Introduction

What are we consulting on?

Council is undertaking a review of speed limits on some **local** roads throughout the district. The review is to ensure that the speed limits on our roads are safe and appropriate. The review **excludes** State Highways as these are managed by the New Zealand Transport Agency.



Supporting documents

Speed Limit
Review maps

***We want
to hear
from YOU!***

**Further details of the
Speed Limit Review is
available from**

ashburtondc.govt.nz/haveyoursay



Background

In 2018, more than one person was killed on New Zealand's roads every day and another seven seriously injured in road crashes. In our district, the number of fatal and serious injury casualties rose from 10 in 2013 to 19 in 2018, with speed being a contributing factor in one of every five crashes.

As the Road Controlling Authority we own and manage the road network of the district - excluding State Highway 1 and 77. We have a road network of 2,613 km, of which 1,511 km are sealed and 1,102 km are unsealed. Over 90% of our roads are located in the rural areas of the district.

Currently, local councils and road controlling authorities are working to review safe and appropriate speeds with an aim to:

- prevent injury on our roads by looking at how we manage speed limits, and
- ensure there is a consistent district wide approach adopted to manage speed, so that speed limits are appropriate for the surrounding environments.

The last district wide speed limit review was undertaken in 2012. Since this time, we have received a number of suggestions for improvements from our residents in various locations around the district. The district has also grown and developed considerably since 2012. Much of this development has occurred on the urban fringes of our communities. Recent speed assessments have found that as a result of this development, drivers are already driving below the speed limit in these areas.

We have taken what residents have told us, alongside current and planned growth and development, to review the location of speed limits on our local road network. This has formed the basis for the locations presented in this document.

How have the proposed speeds in the locations been determined?

The Ministry of Transport, through the Land Transport Rule Setting of Speed Limits 2017, have advised councils that speed limit changes above 50 km/h (kilometres per hour) should be limited to 60/80/100 km/h. The advantage of using 20 km/h increments is that it results in fewer speed categories with a greater differentiation between speed limits.

We have used direction from the government to determine the proposed speeds in our speed limit review, along with the Speed Management Guide and interactive MegaMap provided by NZTA to the Road Controlling Authority.

Principles underpinning the review

Your safety on our road network is a major focus for us both as Council and the Road Controlling Authority for the district. We want to ensure that when you use our road network, you get to where you want to go safely.

We are constantly assessing and reviewing the physical aspects of our roads so they are safe for all users. Sometimes this means road improvements so it's safer at the current speed limit, and in some instances it means lowering the speed limit to ensure that the roads have travel speeds that match the risk.



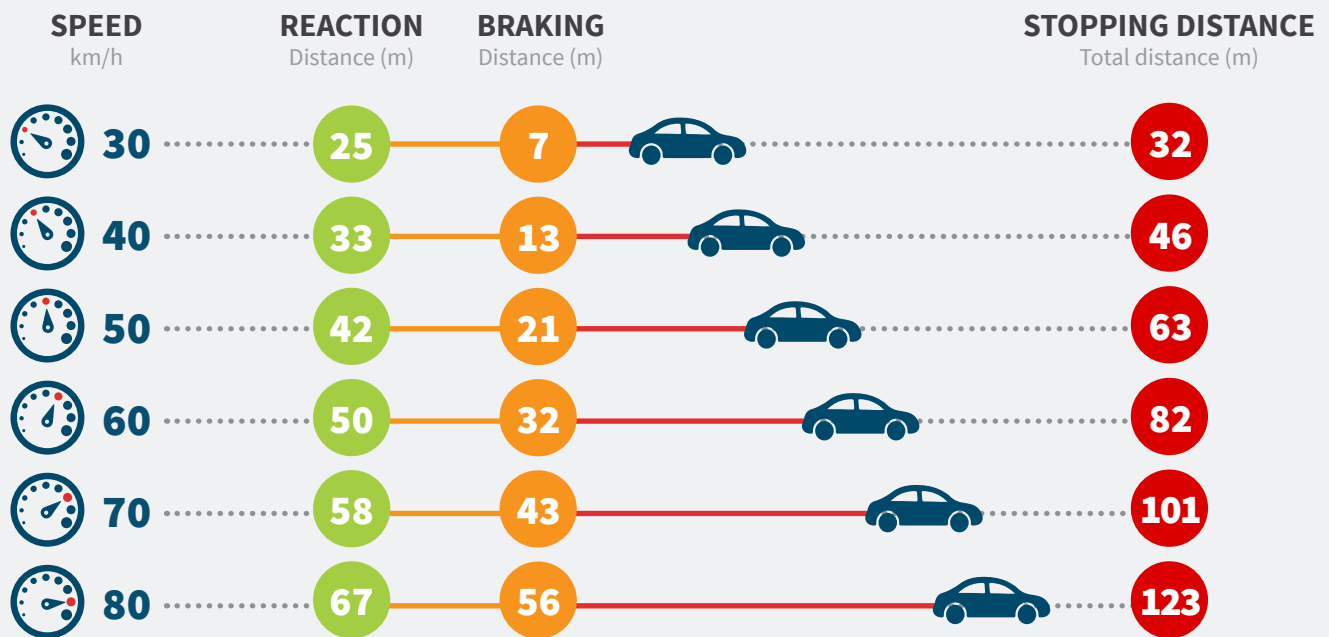
The impact of speed

PRINCIPLE

1

Safe speeds reduce the likelihood of a crash

Vehicle stopping distances*



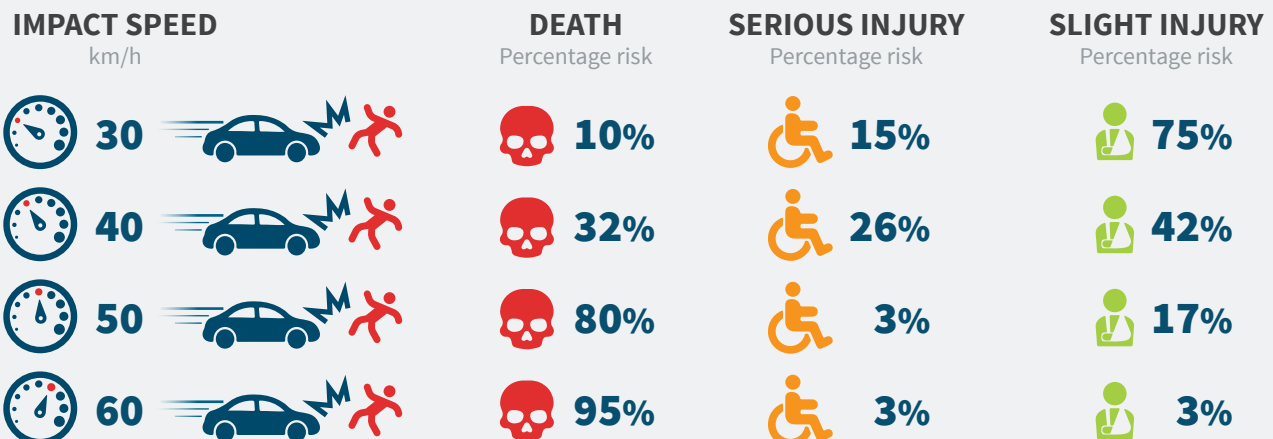
*Assumes average driver attention in good weather conditions and car has no brake or tyre defects

PRINCIPLE

2

Safe speeds reduce the effects of a crash

Death and injury risk percentages



Frequently asked questions

Q. Aren't you just trying to lower speed limits?

1

A. No, we are using local knowledge and data to make sure we have done everything we can to make your roads safer. Our aim is to make sure that our local roads have travel speeds that match the risk.

Q. Speed isn't the problem, drivers are. Why aren't you focusing on them?

2

A. Even the most skilled drivers make mistakes. Most drivers understand that New Zealand's roads can be challenging. Good speed management gives drivers the cues they need to judge the safe and appropriate speed for the road they are on. Council is also actively promoting road safety with school children and through media campaigns.

Q. What is good speed management?

3

A. Good speed management is when technology, data, first-hand observation and local knowledge are used to inform interventions to make a road safer for drivers. This is why we need to hear from you, to understand if we have the proposal right or not.

Q. Does going a few kilometres per hour faster or slower actually make any difference to safety?

4

A. Yes, it does. Speed is the difference between a correctable mistake and a fatal error. Every extra kilometre per hour increases the likelihood of someone being killed or injured in a crash. Regardless of what causes a crash, speed plays a part.

Q. Will slowing down mean that it will take longer to get anywhere?

5

A. Not necessarily. Research shows that going faster doesn't save as much time as we think. Waiting for lights to change or traffic to move means total travel times don't vary much, even if you drive 10 km/h faster.

Q. Why not include lower speed limits around all schools?

6

A. The Ministry of Transport are reviewing safety around schools and have recently released a statement in regards to their proposal. We are waiting to see if the proposal will be adopted, following feedback from different Road Controlling Authorities and transport groups.

Q. Why are you only reviewing certain roads? Why don't you review all roads?

7

A. We have completed an initial desktop review of all local roads in our district. From this review, a series of roads were deemed to be of concern or risk to road users. Only a portion of these identified roads have been included for this consultation, with the other roads to be reviewed at a later point.

Q. How do I request that a speed limit be reviewed?

8

A. If you know of a local road that poses a high risk to road users and speed is a factor contributing to that risk, please submit your concerns when responding to this consultation so that we can take it into consideration.

Q. How do you make drivers slow down to the set speeds?

9

A. We are only responsible for setting the road speeds; the policing of vehicle speeds using the road is the responsibility of the NZ Police.

Q. What happens after Council agrees to change the speeds, is it just a case of changing the speed signs?

10

A. Once Council has set the new speed limits, those sections of road will officially be included into our Bylaw and a formal notice will be submitted to NZ gazette. This then gives the NZ Police the power to enforce the speed limits on that section of the road. We expect that this process will take from one to two years to be fully implemented, with the speed limits changed in stages.

Q. How will the Council decide what the best speed limit is for each road?

11

A. Many factors will be taken into consideration, including the following:

- Compliance with Land Transport Rule: Setting of Speed Limits 2017
- Best practice based on the NZTA Speed Management Guide
- Feedback received from the community
- Crash statistics on the relevant stretch of road
- Infrastructure risk rating
- Assessment of the surrounding environment
- Consistency with other speed limits across the region

Q. Will Council be making all rural roads 80 km/h and urban roads 40 km/h, as has been proposed by the Government?

12

A. Council won't be changing all the rural roads to 80 km/h and urban roads to 40 km/h in this speed limit review. However, if the councils across the Canterbury region collectively agree with the government proposal, we will hold another speed limit review including further public consultation.

The details

A number of roads are proposed to have their speed limits reviewed. For detailed maps please refer to ashburtondc.govt.nz/haveyoursay.

Ashburton

CENTRAL BUSINESS DISTRICT

The speed limit in the CBD of Ashburton is being reduced to 30 km/h as a part of the CBD redevelopment we are undertaking. Adjacent to this is Baring Square East where we are proposing to reduce the speed in line with the rest of the CBD redevelopment.

SUBDIVISIONS

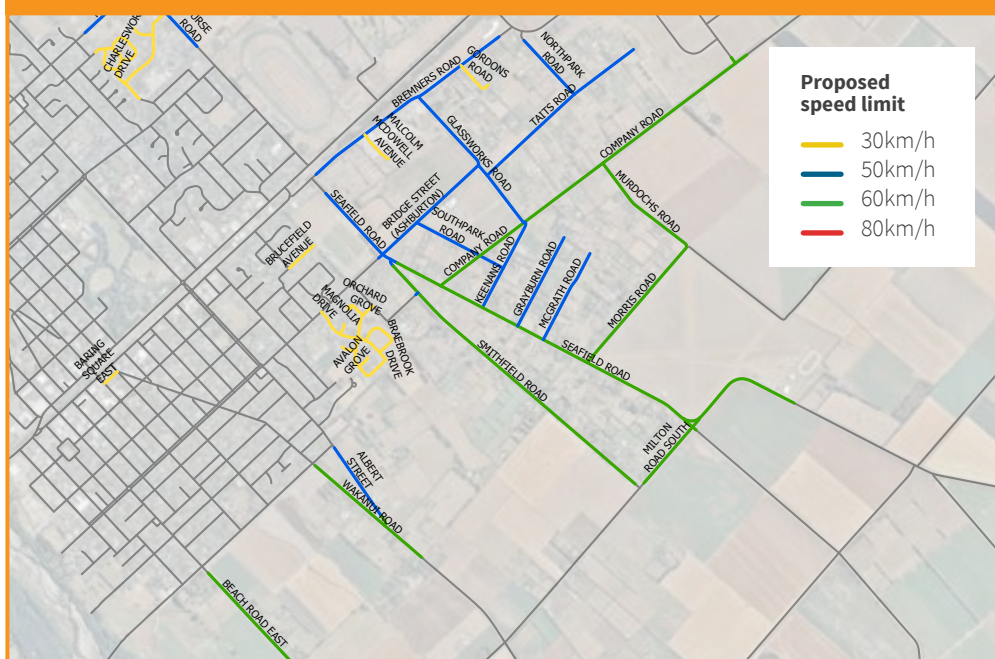
Within the Lochlea and Braebrook subdivisions we are proposing to reduce the speed limit from 50 km/h to 30 km/h.

URBAN FRINGE

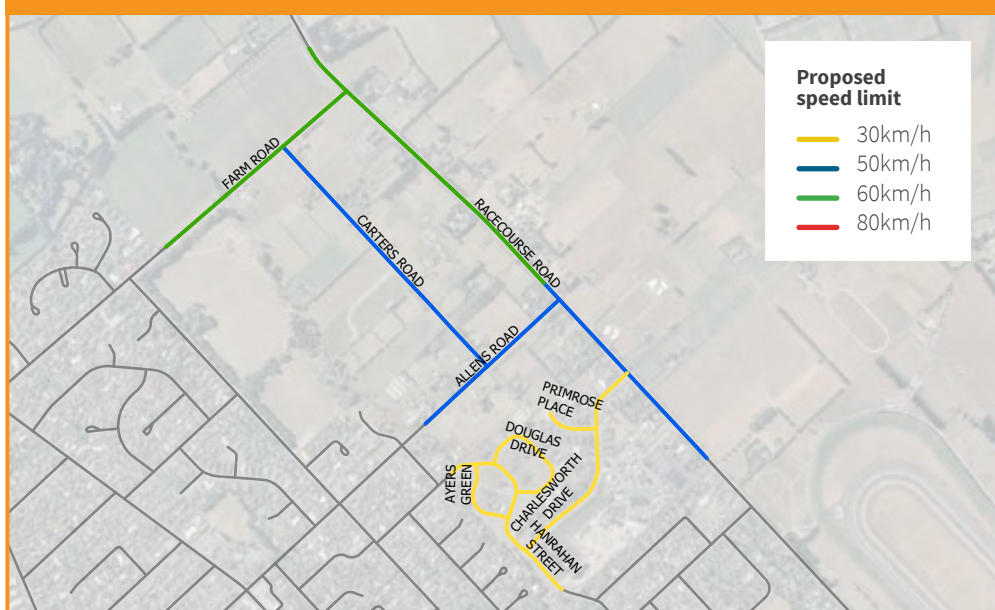
We are proposing to reduce speed limits down from 70 km/h to 60 / 50 km/h on a number of entrances into the urban Ashburton areas.

You have until
5pm on Sunday 8
March 2020 to get
your feedback in!

Ashburton East



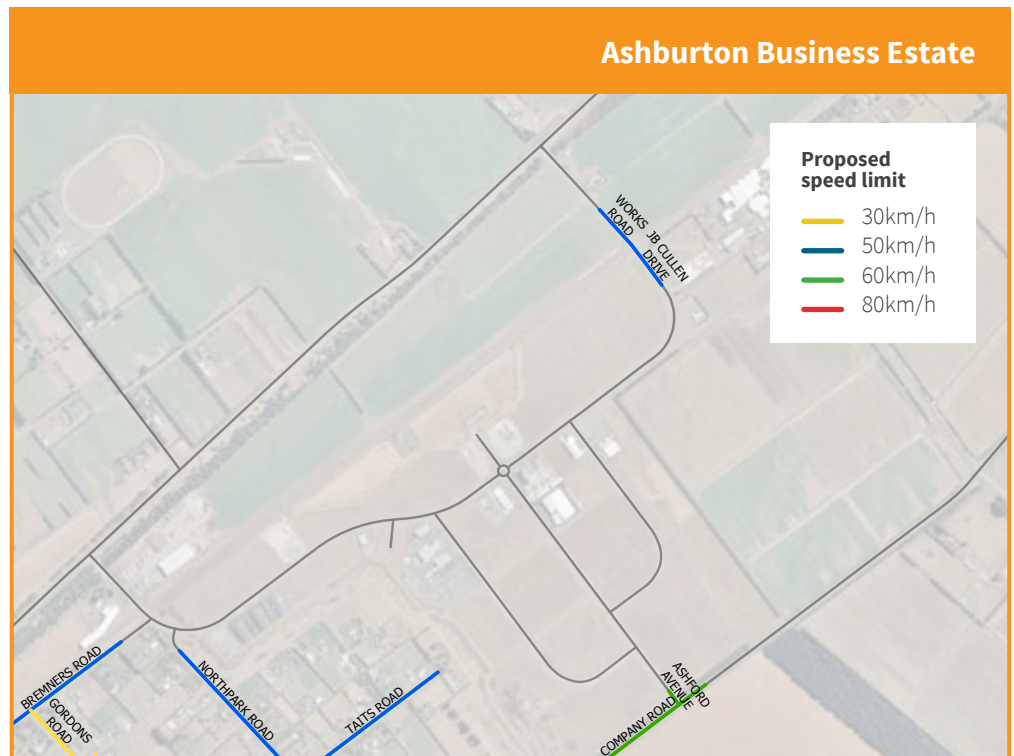
Ashburton West



Ashburton Business Estate

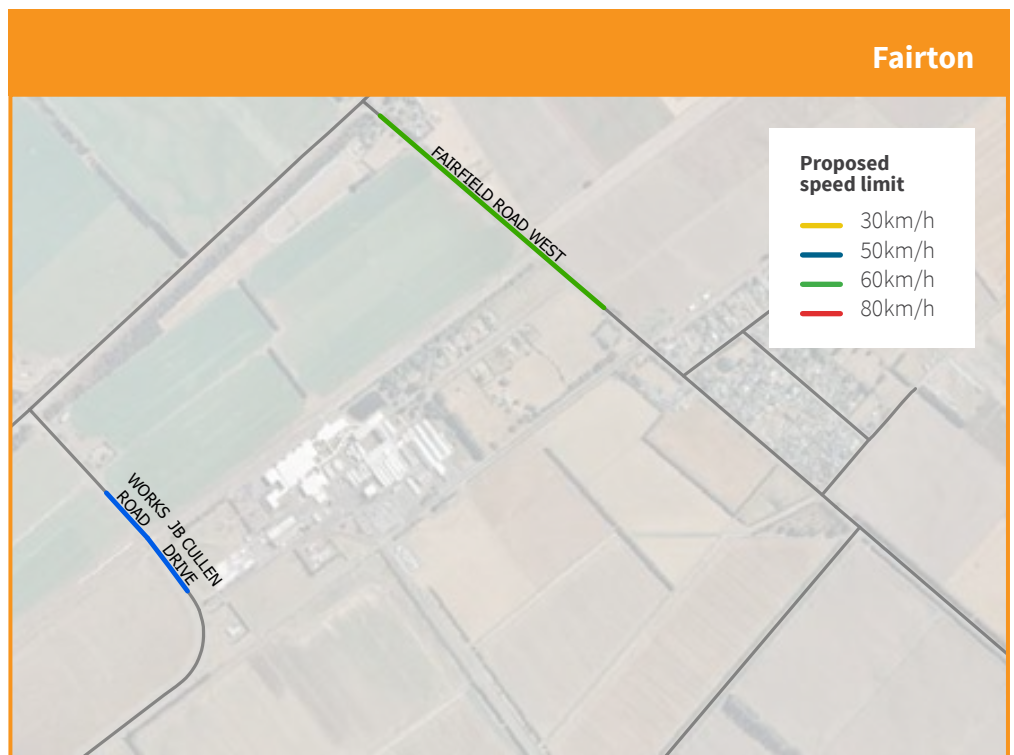
We are proposing to:

- reduce the speed limits down from 70 km/h to 50 km/h on Bremners Road, Northpark Road and Taits Road, and to 30 km/h on Gordons Road
- reduce the speed limit to 60km/h on Company Road and part of Ashford Avenue at the entrance to the Ashburton Business Estate and extend the 50 km/h zone onto JB Cullen Drive and part of Works Road.



Fairton

We are proposing to reduce the 100km/h speed limit to 60km/h on Fairfield Road West between SH1 and Fairton township.



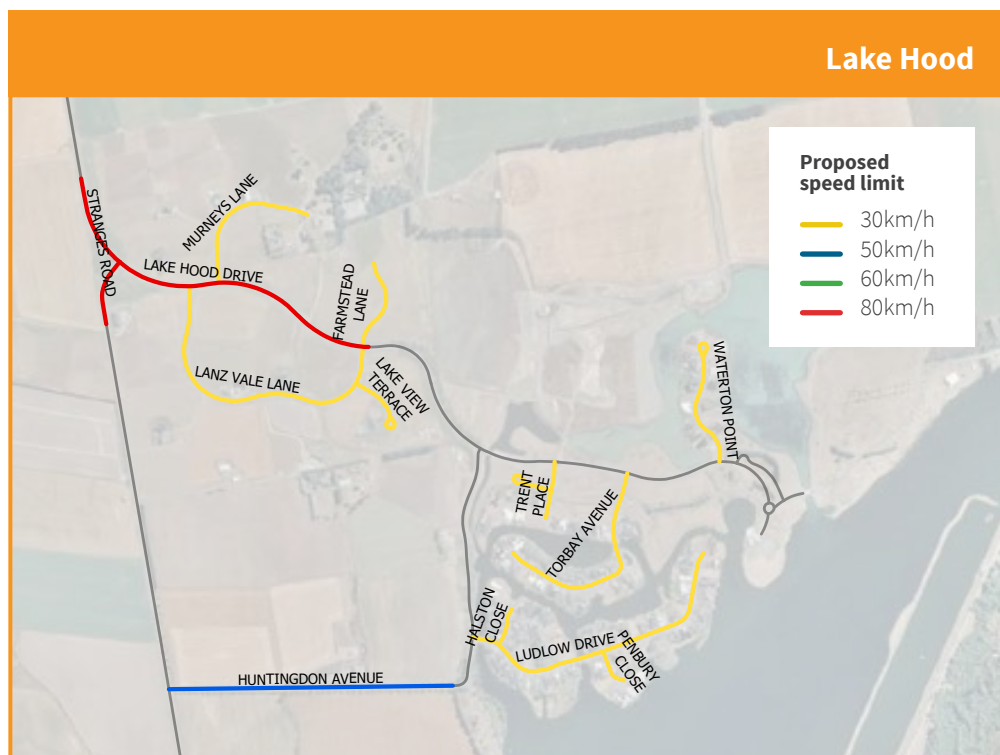
**You have until
5pm on Sunday 8
March 2020 to get
your feedback in!**



Lake Hood

We are proposing to:

- extend the 50 km/h speed limit on Huntingdon Avenue to the intersection with Stranges Road
- to increase the speed limit from 70 to 80 km/h along Lake Hood Drive
- to reduce the speed limit from 70 / 50 km/h to 30 km/h within the more densely populated areas of the subdivision, including Ludlow Drive, Torbay Avenue, Waterton Point and Lanz Vale Lane.



Lauriston

In Lauriston, we are proposing to reduce the speed limits:

- from 100 km/h to 60 km/h along Line Road and Lauriston Barrhill Road
- to 30 km/h on Carnow, Coleridge and Church Streets.

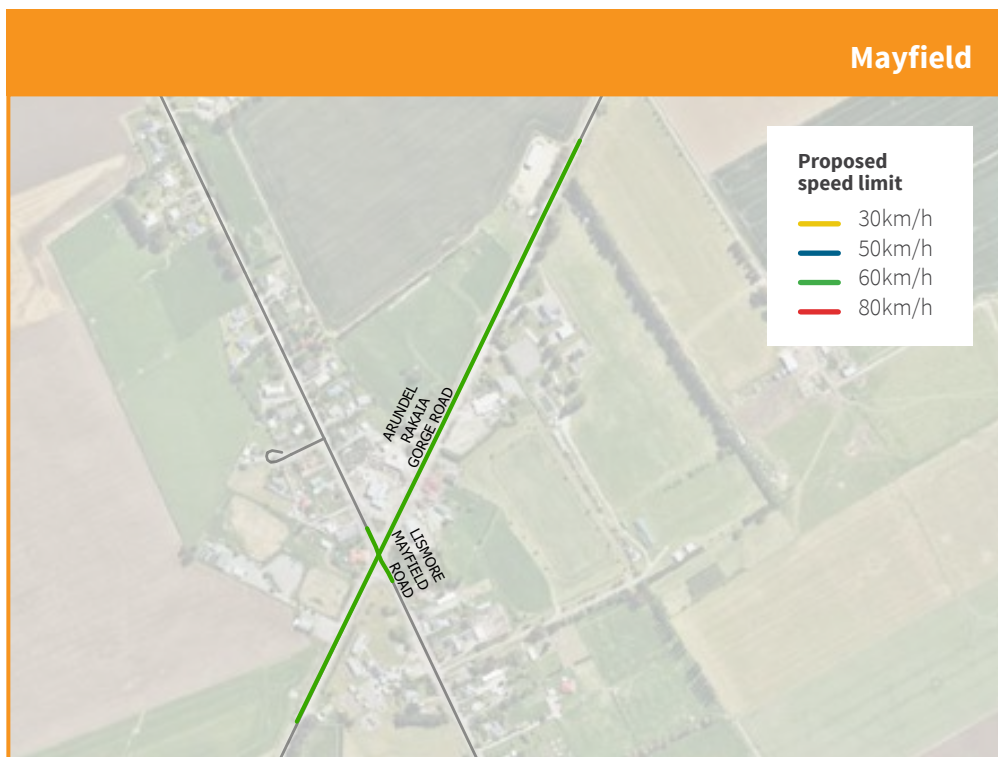
Community drop in day Monday 17 February, Council Chambers, 131 Havelock Street, Ashburton 12 - 6 pm



Mayfield

We are proposing to reduce the speed limit from 70 km/h to 60 km/h along Arundel Rakaia Gorge Road through Mayfield.

You have until 5pm on Sunday 8 March 2020 to get your feedback in!



Methven

We are proposing in Methven, to:

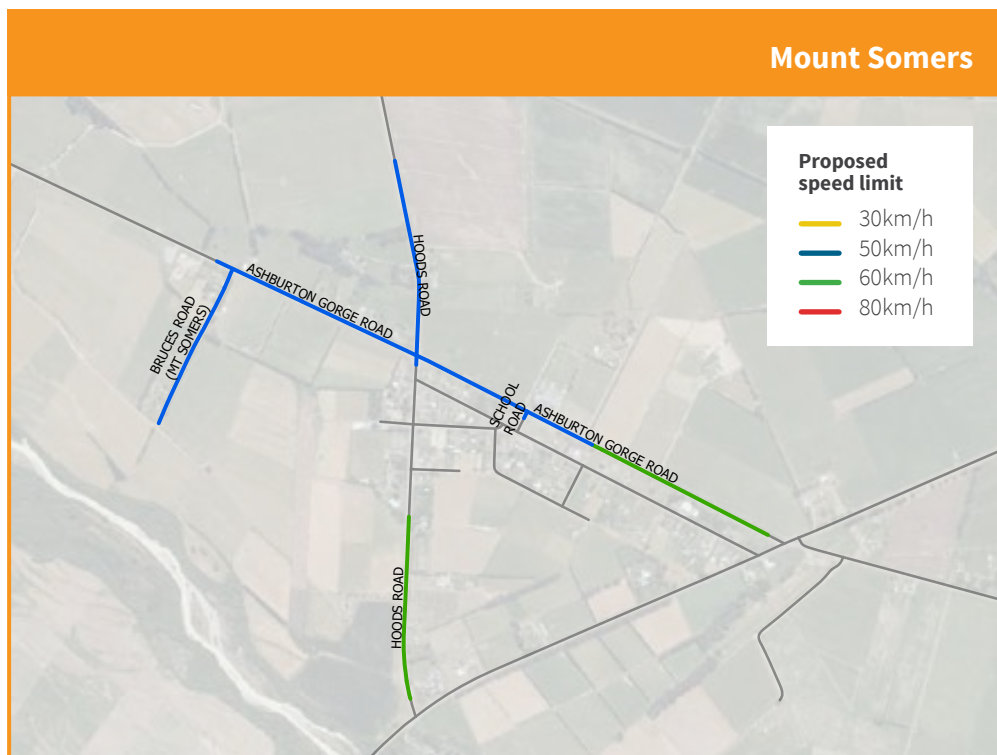
- reduce the speed limits from 50 km/h to 30 km/h in the Camrose Estates subdivision and McDonald Street
- extend the 50 km/h zone along various roads on the outskirts of the township currently at 70 km/h
- reduce a section of Forest Drive, Pudding Hill Road and Mt Harding Road to 60 km/h
- reduce the current 100 km/h speed limit on Hobbs Road to 80 km/h, and the current 70 km/h section to 50 km/h.



Mount Somers

We are proposing to reduce the speed limit in Mount Somers:

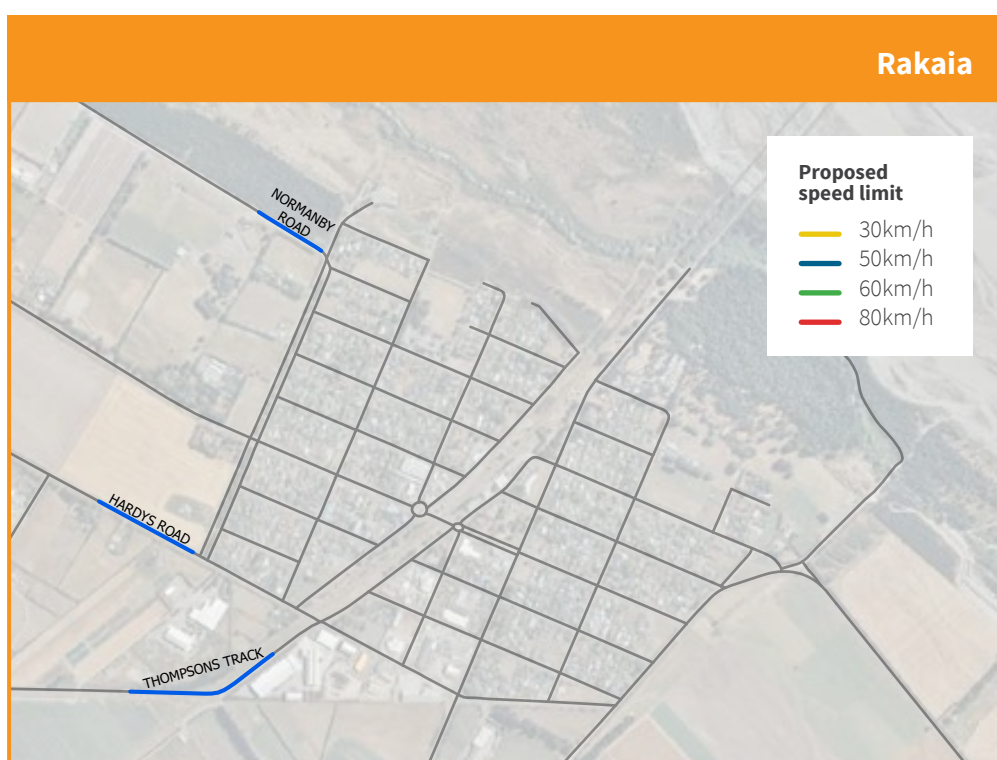
- from 70 km/h to 60 km/h along Hoods Road south of the town centre and to 50 km/h north of the town centre
- to 50 km/h on Bruces Street and the section of Ashburton Gorge Road that runs through the town, with the eastern end intersecting with Arundel Rakaia Gorge Road to reduce to 60 km/h.



Rakaia

We understand many of our residents have concerns regarding the speed limit through Rakaia on State Highway 1. We will continue to advocate and lobby NZTA to reduce the speed limit through Rakaia.

We are, however, proposing to extend the 50 km/h speed limit on Thompsons Track, Normanby Road and Hardys Road.

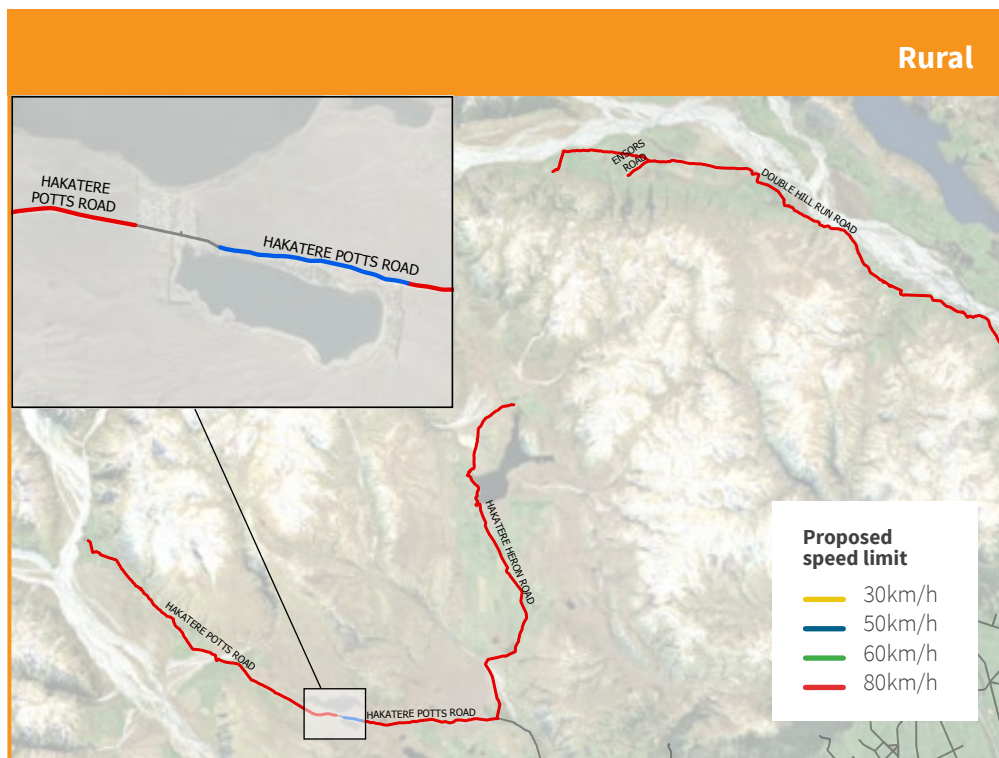


Rural

ASHBURTON LAKES

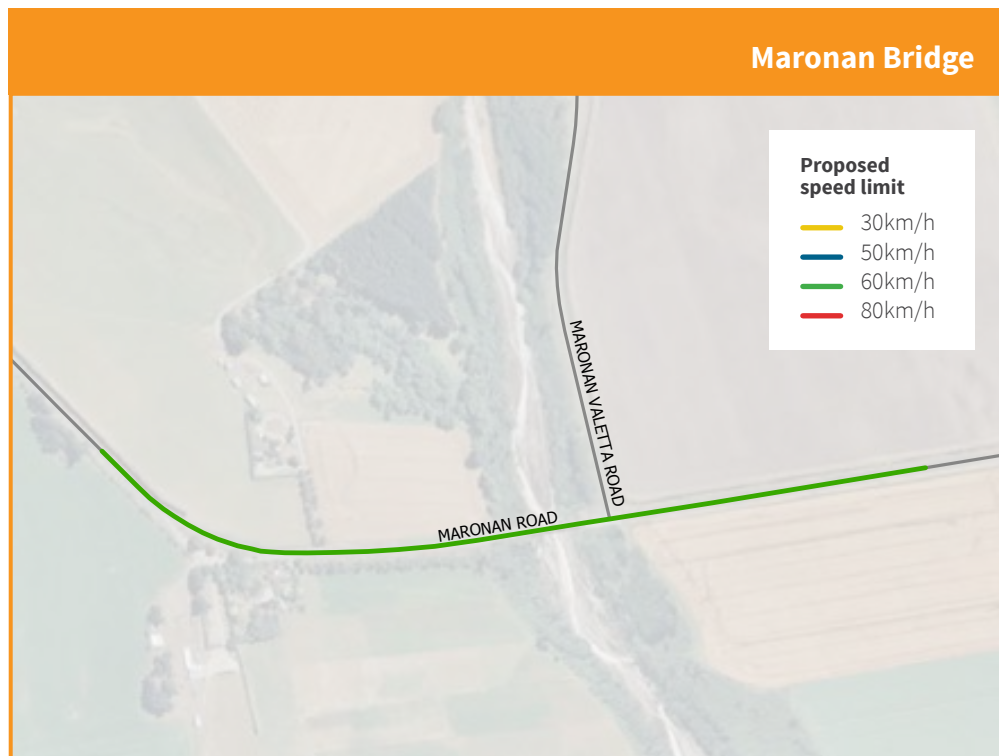
We are proposing to:

- reduce the speed limit from 100 km/h to 80 km/h along Double Hill Run Road, Ensors Road, Hakatere Heron Road and Hakatere Potts Road
- reduce the speed limit to 50 km/h alongside Lake Camp on Hakatere Potts Road.



MARONAN ROAD BRIDGE

We are proposing to reduce the speed limit from 100 km/h to 60 km/h along a section of Maronan Road near the Maronan Valetta Road intersection across the Maronan bridge.



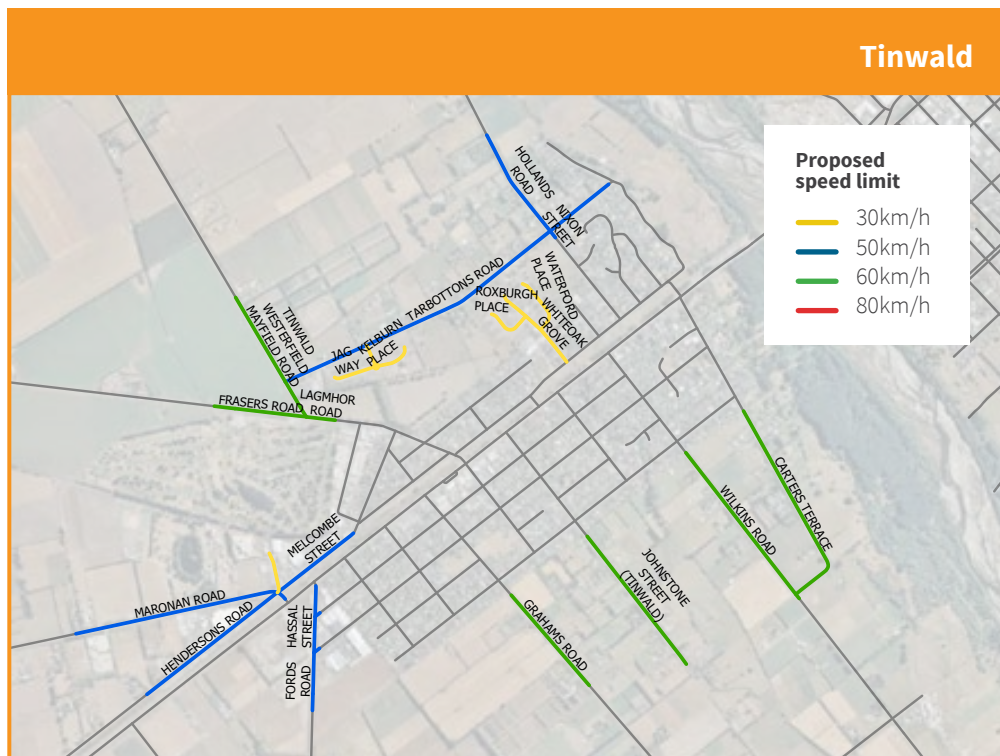
**Community drop
in day Monday 17
February, Council
Chambers, 131
Havelock Street,
Ashburton 12 - 6 pm**

Tinwald

We are proposing to:

- reduce the speed limits down to 50 / 60 km/h on a number of entrances into the urban Tinwald area that are currently set at 70 / 100 km/h
- reduce the speed limit from 50 km/h to 30 km/h in the Cawton Grove and Oaklea Subdivisions.

**You have until
5pm on Sunday 8
March 2020 to get
your feedback in!**



Timeline



Community drop in day
Monday 17 February,
Council Chambers,
131 Havelock Street,
Ashburton 12 - 6 pm





Have your say on

Our Speed Limits Review

Please note, all submissions are public documents and will be made available on Council's website with the names of submitters included.

If you are completing this submission on behalf of others, please name the group or organisation. Only one submission per group/organisation will be accepted.

You have until 5pm on Sunday 8 March 2020 to get your feedback in!

The easiest way to provide your feedback is to complete the form online at ashburtondc.govt.nz/haveyoursay

Alternatively, you can provide feedback by filling in the attached submission form and getting it back to us using one of the following methods:



FREEPOST TO

Ashburton District Council
Our Place Our Town
Freepost 230444
PO Box 94
Ashburton 7740



IN PERSON

Dropping it off at:
Ashburton District
Council reception –
5 Baring Square West



ONLINE AT

ashburtondc.govt.nz/haveyoursay



EMAIL TO

submissions@adc.govt.nz

Your details

First name: _____ Last name: _____

Organisation (if appropriate): _____

Street number: _____ Street name: _____

Suburb / Town / RD: _____ Postcode: _____

Phone: _____ Email: _____

Do you wish to speak in support of your submission at the hearing?

(If no boxes are ticked, it will be considered that you do not wish to be heard)

☐

Yes: Hearings are expected to be held in the Council Chamber, 131 Havelock Street on Thursday 2 April 2020.

☐

No: I do not wish to speak in support of my submission and ask that the following written submission be fully considered.

Signature:

Date:



You can submit on any or all of the questions below. You don't have to complete every question.

1. Which locations of our proposed speed limits do you agree with? Why?

2. Do you disagree with any of the locations of our proposed speed limits? Why?

3. Are there any areas missing from the speed limit review that you would like included? If so, please provide details of the location, including street/road name, and the reason you think the area(s) should be reviewed.

If you need, please attach additional information.

FOLD HERE

