



*Have your*  
**Say!**

# Draft Interim Speed Management Plan

## *Our Place: Our Roads*

The way we manage speed in New Zealand is changing. This means that decisions on speed management will be able to be made at a more localised level in the future. We have proposed a draft interim speed management plan. Your view is important to us and we encourage you to make a submission.

**We are accepting feedback until 5pm, Sunday 16 October 2022.**

# Summary

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**The way speed management is being done throughout New Zealand is changing. This means that decisions on speed management will be able to be made at a more localised level in the future.**

**Effective speed management is more than just setting speed limits, it is also about infrastructure and road design.**

This draft interim plan will help us transition from the way we have set speed limits in the past, to a new, more flexible approach that better acknowledges the local conditions and the surrounding environment. Rather than looking at speed limit changes on a street-by-street basis, this interim speed management plan establishes important principles for management in our district for the next two years.

In 2020, the Council set the direction to reduce the speed outside of schools and this is one of three principles of this draft interim plan. The other two are urban fringes and developed urban areas with a high number of active users. Changes to government regulations and direction from Waka Kotahi New Zealand Transport Agency have meant that we need to confirm this interim plan with the community before we can make it happen.



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This booklet includes a summary of the three key principles and a submission form for your feedback. For speed limits to be effective, they need to be understood and supported by the community. That's why we want to hear from you about what you think of our proposals.

We are accepting feedback until 5pm, Sunday 16 October 2022.

## Supporting documents

Proposed school speed limit review maps  
[Appendix A - School speed limit maps](#)

Proposed urban fringe zone maps  
[Appendix B - Urban Fringe Zones](#)



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

**Tell us what you think of  
our proposed changes at**

**[ashburtondc.govt.nz/haveyoursay](https://ashburtondc.govt.nz/haveyoursay)**



## Overview

**The speed limit review we undertook in 2020 saw Council reduce speeds throughout the district on some key routes to help ensure that when you use our roading network, you get to where you want to go safely.**

Through the review, a number of submissions were received on reducing speed limits around schools, which the Council agreed to introduce. Government regulation and processes at the time stood in the way of enabling this. Recent changes to government regulations and direction from Waka Kotahi New Zealand Transport Agency have meant that by confirming this initial interim speed management plan with the community we can get on with making these changes.

We have also taken the opportunity to assess the

growth of the district and what this may mean for future speed management. Much of our growth occurs on the urban fringes of our communities, therefore we propose to designate zones where, if growth is occurring, we can manage speed accordingly.

Similarly we have highly developed urban areas that are increasingly used for active transport (such as walking and cycling), so this interim plan will allow us to adjust speeds as needed to reflect changing use.

# The proposed interim speed management plan

## Principle 1

### School speed limits

This first principle of this draft plan is to reduce the speed limits around schools. We propose to do this by introducing a 30km/h permanent speed limit for most schools in the district. Some rural schools are proposed to have a 60km/h variable speed limit due to high average vehicle speeds next to the school.

A variable speed limit is when the speed limit can change due to the road and driving conditions. In this instance for example, the lower speed limit will be in play when kids are at school. These proposals align with the current *Land Transport Rule: Setting of Speed Limit 2022*.

A lower speed limit decreases the chance of crashes occurring and reduces the injury severity

if it were to happen. This will reduce the risk for the students travelling to and from school.

Research shows that speed limits in school zones are most effective between 300-500m long. Drivers tend to slow down if the zone is between these lengths. The maps we have prepared show what this would look like for all schools in the district, however, the interim plan will enable the actual zones to be adjusted by Council if required.

These maps have been included in the consultation document from page 10.

### The following schools are proposed to be in Category 1 with 30km/h permanent speed limit treatment:

- Allenton School
- Ashburton Borough School
- Ashburton Christian School
- Ashburton College
- Ashburton Intermediate School
- Ashburton Netherby School
- Chertsey School
- Fairton School
- Hampstead School
- Hinds School
- Lauriston School
- Mayfield School
- Mt Somers Springburn School
- Rakaia School
- St Joseph's School
- Tinwald School

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**The following schools are proposed to be in Category 2 with 60km/h variable speed limit treatment (the speed limit is in force during school travel periods):**

- Carew Peel Forest School
- Dorie School
- Lagmhor School
- Longbeach School
- Wakanui School

These schools have very few or no students walking or cycling to school therefore they meet the Category 2 criteria.

**The following schools are proposed to be in Category 1 with 30km/h permanent or variable speed limit treatment.**

- Methven School
- Mt Hutt College
- Our Lady of the Snows School

These schools share the majority of their frontage with the State Highway, therefore the speed limit will change once Waka Kotahi includes our schools in their speed management plan. No timeline has been provided for this at this stage.

## Principle 2

### Urban fringes

The plan also includes a principle to manage the speed on roads in the urban fringes. This is to cater for urban development in the district and to reduce the approach speed of vehicles entering the townships.

This would allow speed reductions on urban fringe roads to either 50km/h, 60km/h or 80km/h depending on the level of development. Our Council will determine the speed limit as

required to achieve a safe and appropriate speed limit using local knowledge and *Waka Kotahi's Speed Management Guide* and *Mega Maps*.

The area defined under the urban fringe category are roads within a 3km radius from a township's boundary and can be seen on the maps at <https://www.ashburtondc.govt.nz/news/Consultations/consultation-forms/draft-interim-speed-management-plan#maps>

## Principle 3

### Developed urban areas with a high number of active users

The plan includes the principle of reducing speed in some developed areas within the township. This reduces the risk to active users (like walkers, cyclists and scooter users) on the road and promotes a safer environment.

The roads in these areas could have speed reduction applied of 40km/h or less depending on the level of use and development. Our Council will determine the speed limit required for the

active users' safety.

The developed areas will include, but are not limited to, central business districts, enclosed subdivisions or other locations with a high amount of active users.

The community will be informed of any changes to the speed limits under the interim speed management plan.



To view maps of the proposed speed limits around schools, scan the QR code below or visit [ashburtondc.govt.nz/haveyoursay](https://www.ashburtondc.govt.nz/haveyoursay)



# Frequently asked questions

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**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 our 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 public education 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 your feedback will help us understand if we have our proposals 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.

# Frequently asked questions

Q.

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

6

A.

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

Q.

**What happens after Council agrees to change the interim speed management plan, is it just a case of changing the speed signs?**

7

A.

Once Council has adopted the speed management plan, the plan will be submitted to the Director of Land Transport for certification. Staff will then be able to start implementing the changes as agreed in the interim plan. New signs will be installed to inform the road users and the change will be recorded in the National Speed limit register. It will then be enforceable by NZ Police.

Q.

**The Government is going to make lower speed limits around schools anyway, so why not wait until then?**

8

A.

Council believes that our children and young people have the right to travel safely to and from school. As such, we don't believe we should wait any longer and have budgeted to put this plan into action in the 2022/23 financial year.

Q.

**Why are the urban fringes based on a 3km radius?**

9

A.

Over the past ten years, Council has received many requests for speed limit changes. The majority were within 3 kilometers of urban centres, therefore we believe this principle will cover most requests over the next two years.

**We are accepting feedback until  
5pm, Sunday 16 October 2022.**

*Have your*  
**Say!**

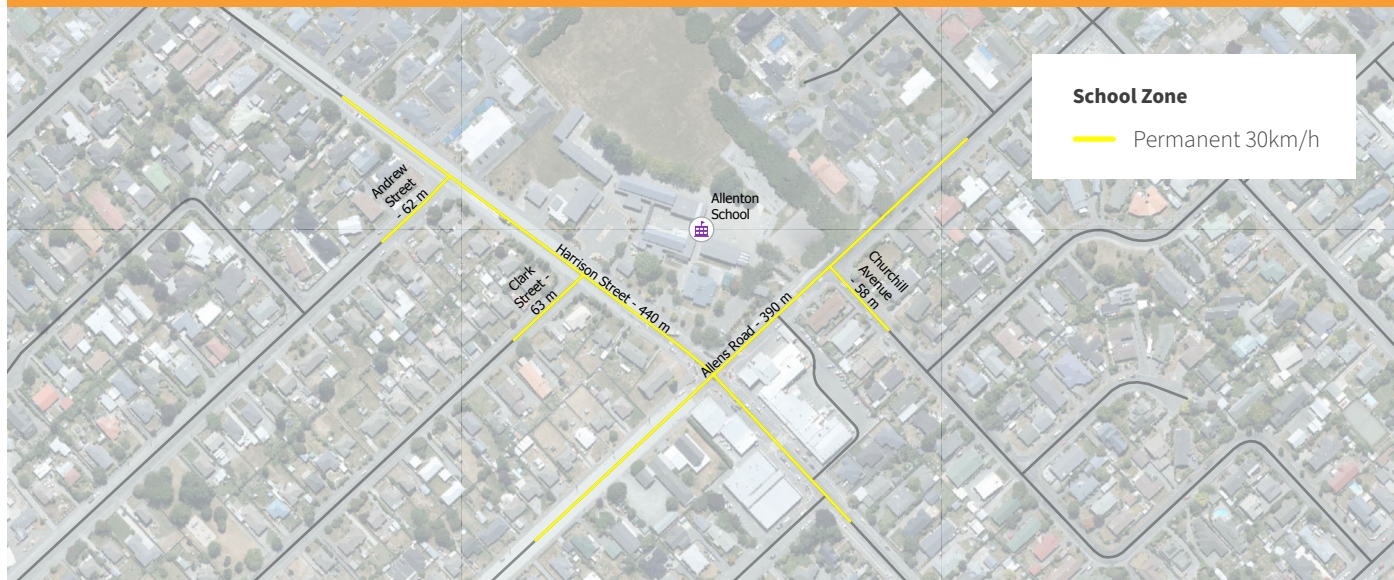


## Appendix A

# School speed limit maps

## Appendix A - School speed limit maps

### Allenton School

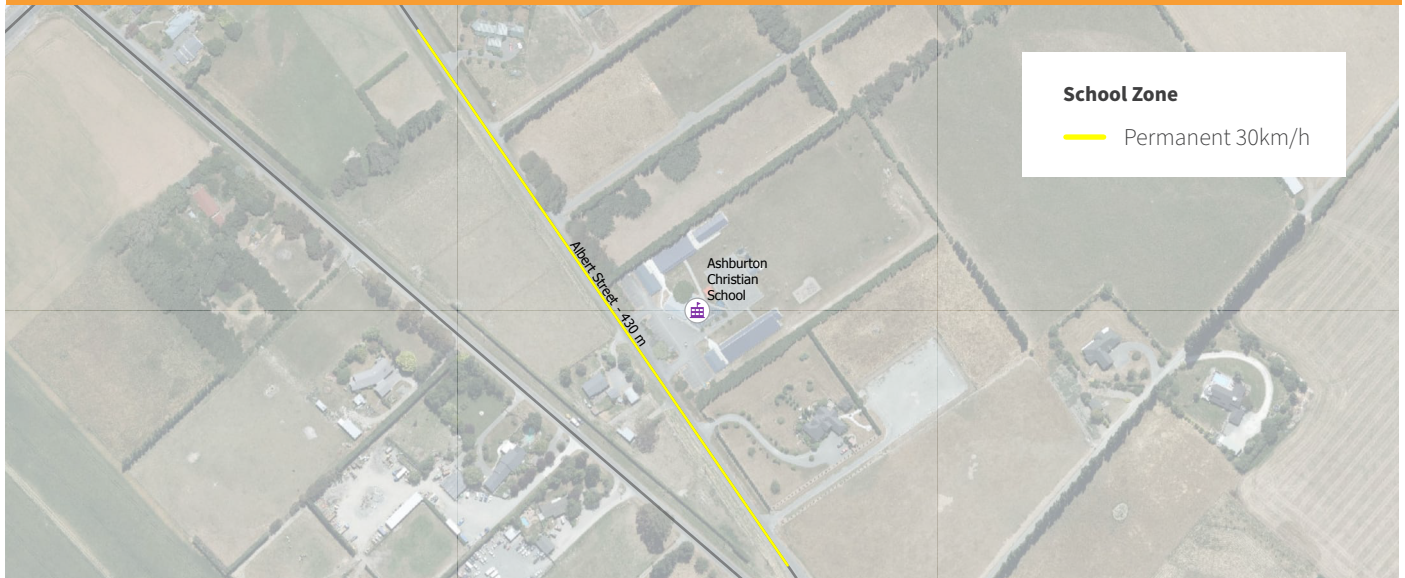


### Ashburton Borough School

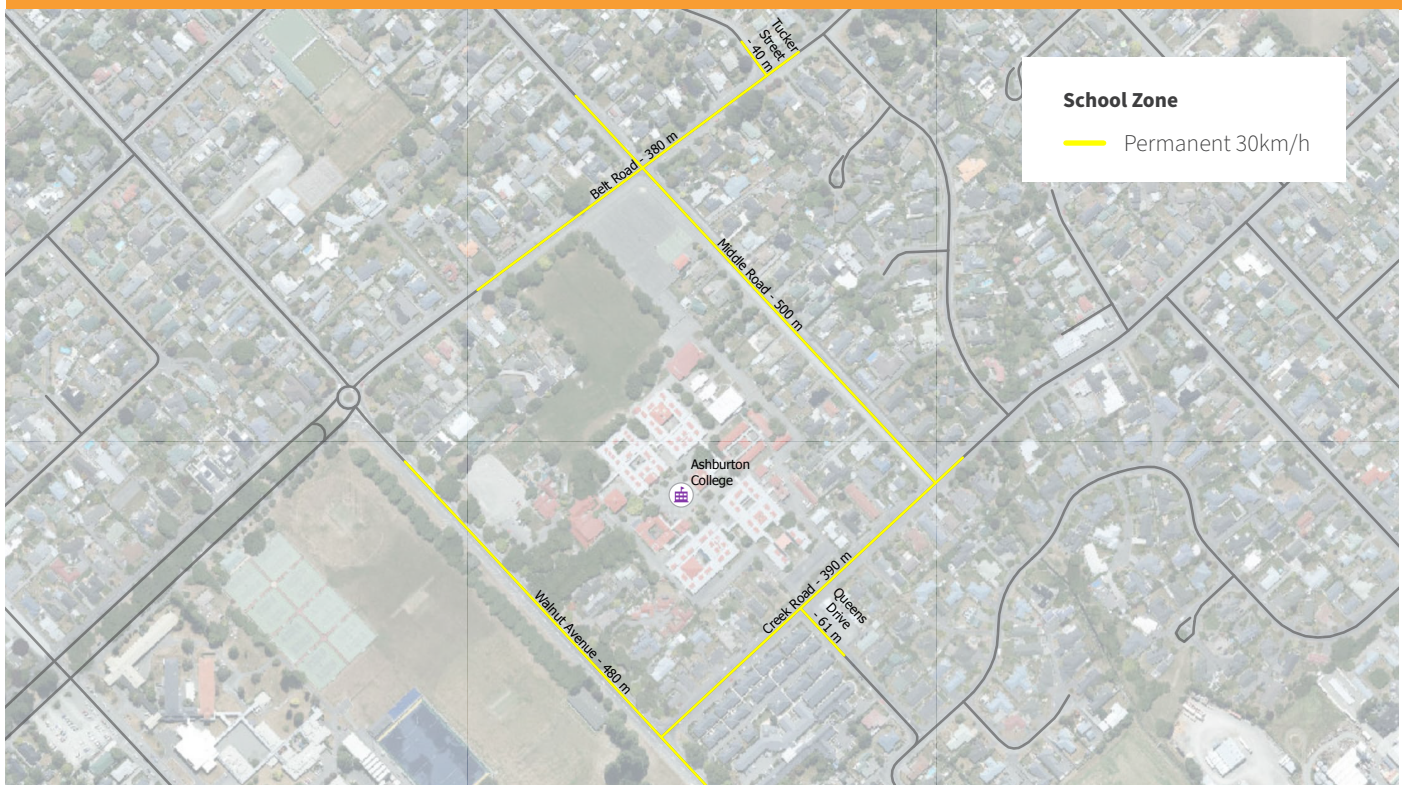


## Appendix A - School speed limit maps

### Ashburton Christian School

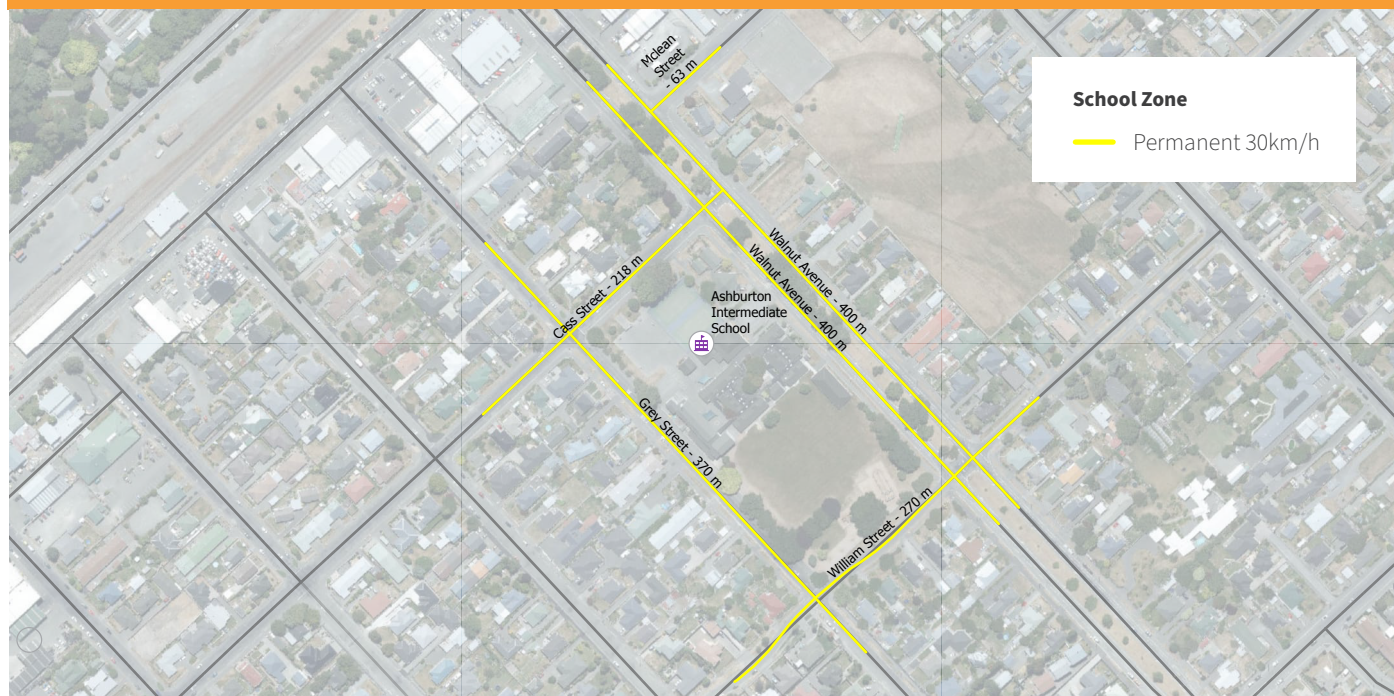


### Ashburton College School



## Appendix A - School speed limit maps

### Ashburton Intermediate School

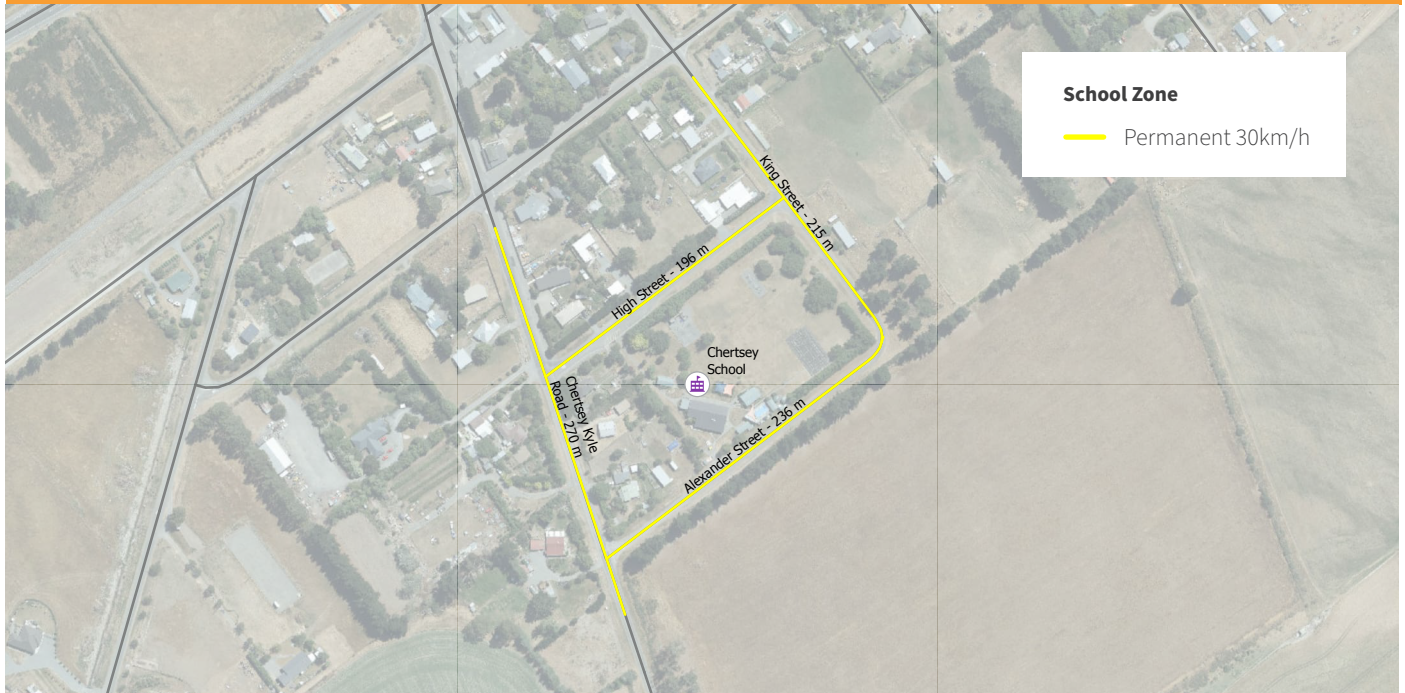


### Carew Peel Forest School



## Appendix A - School speed limit maps

### Chertsey School

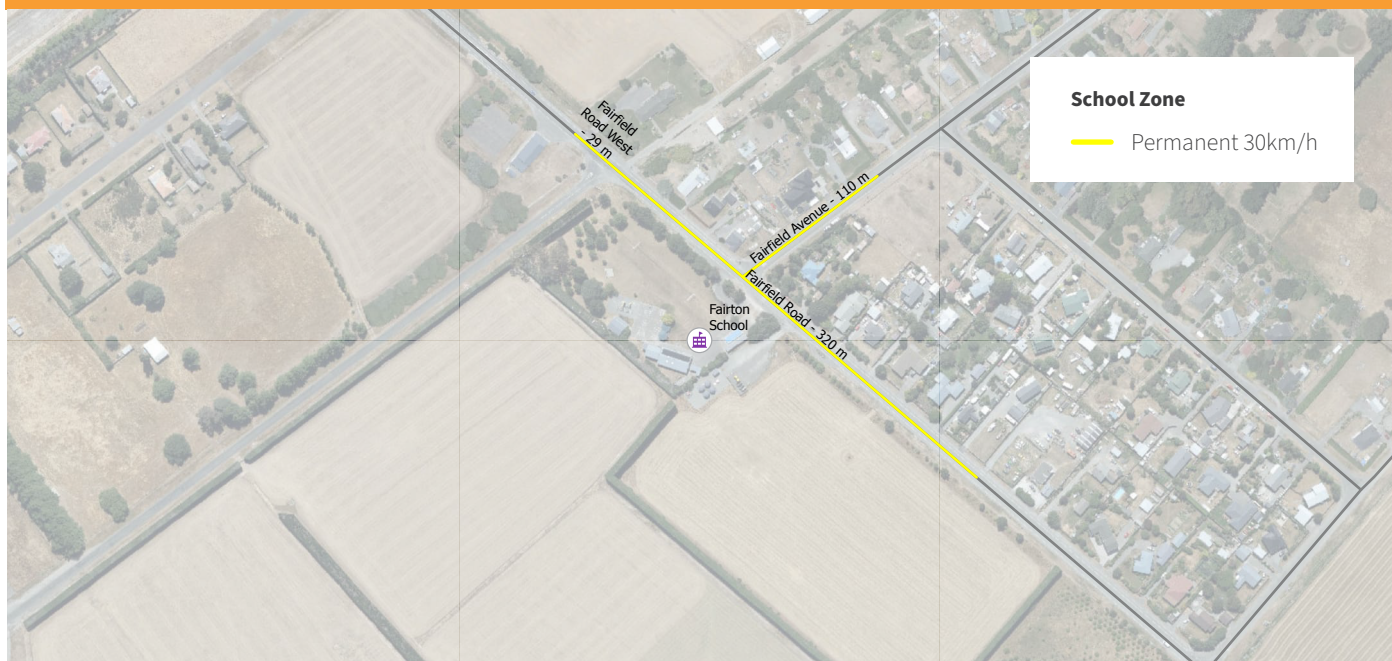


### Dorie School



## Appendix A - School speed limit maps

### Fairton School

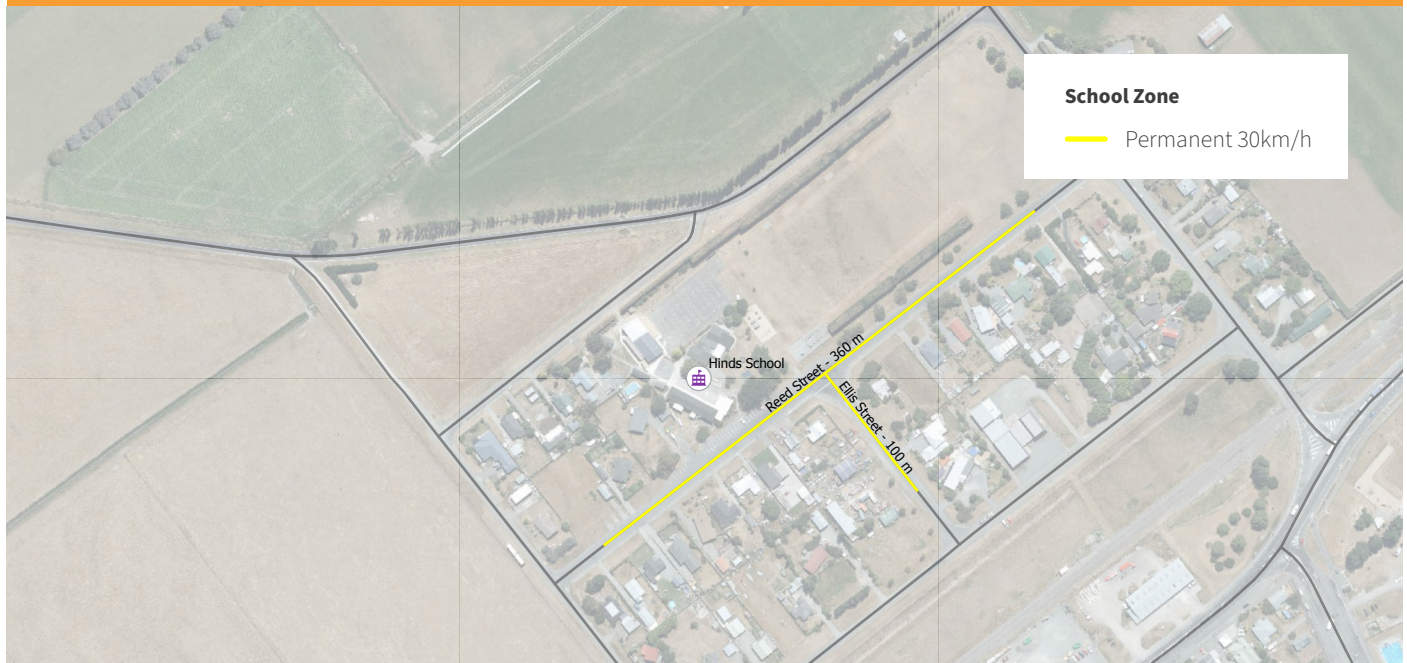


### Hampstead School



## Appendix A - School speed limit maps

### Hinds School

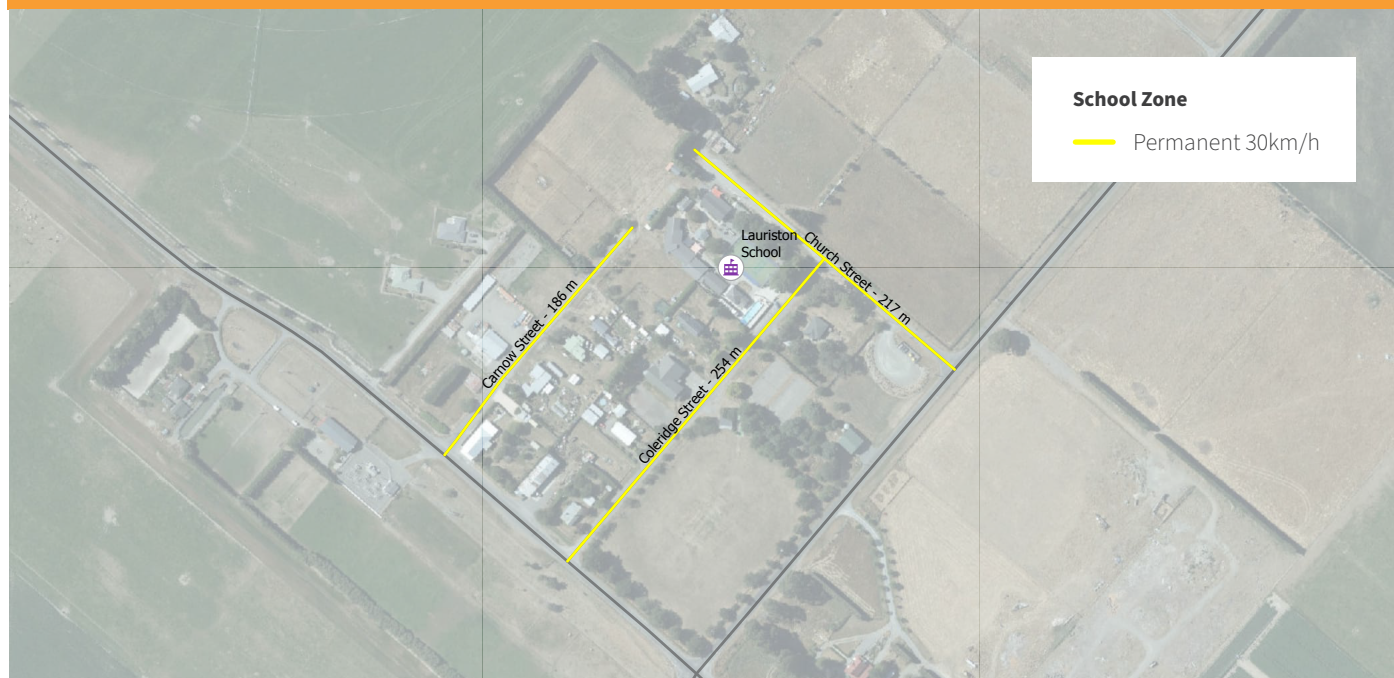


### Lagmhor School



## Appendix A - School speed limit maps

### Lauriston School

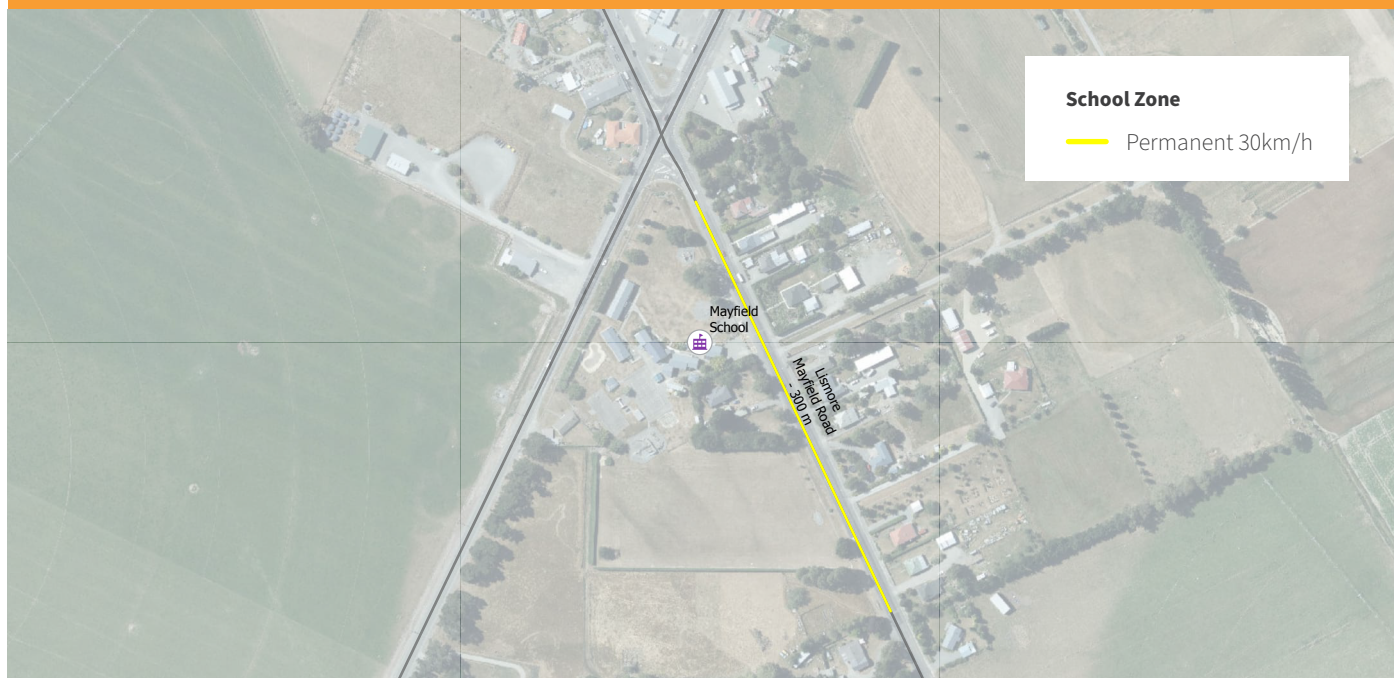


### Longbeach School



## Appendix A - School speed limit maps

### Mayfield School

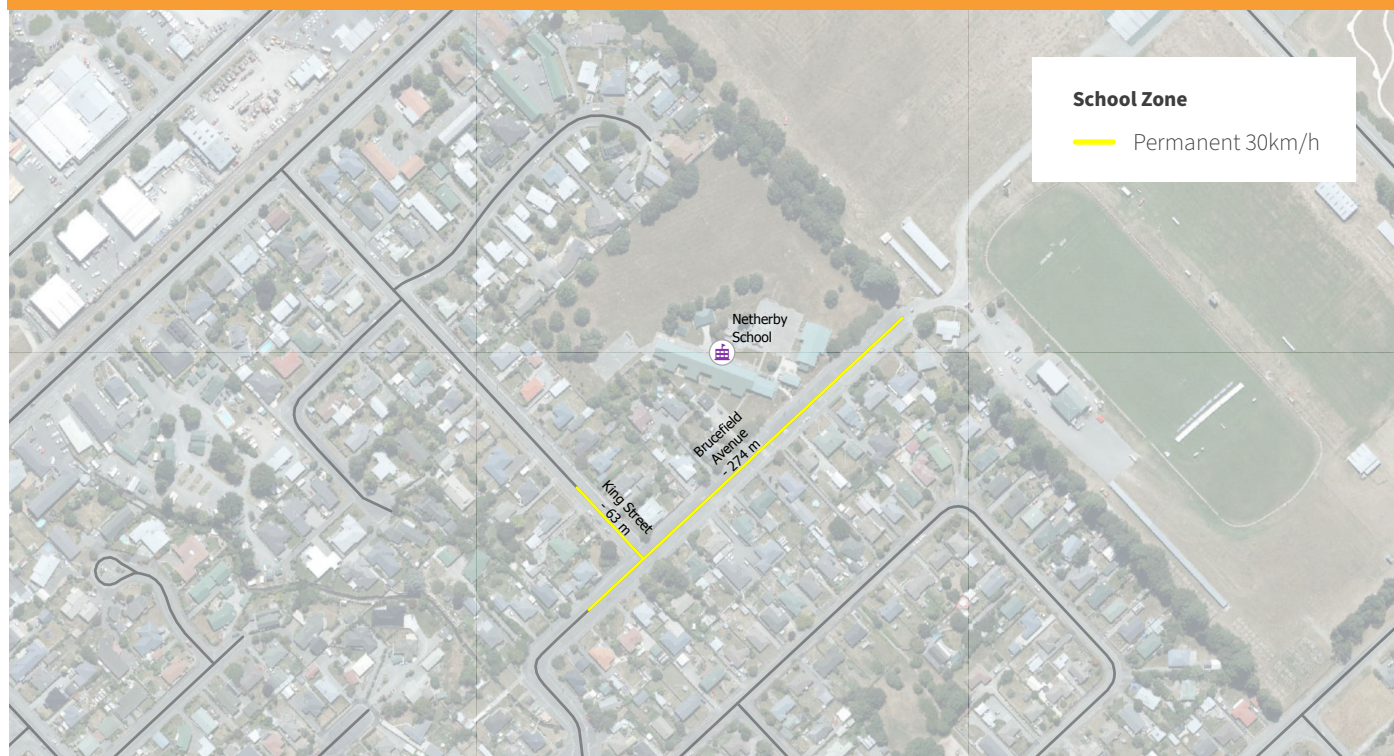


### Mt Somers Springburn School



## Appendix A - School speed limit maps

### Netherby School

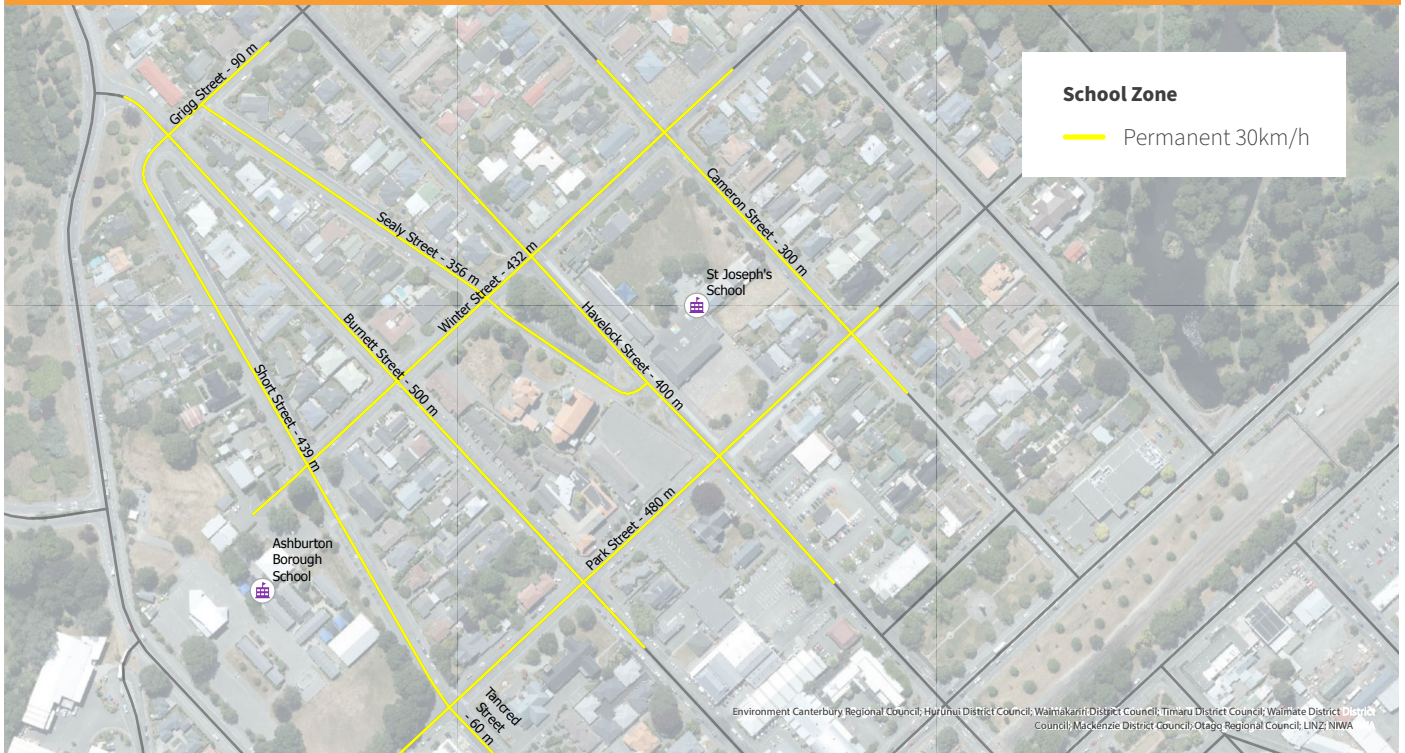


### Rakaia School

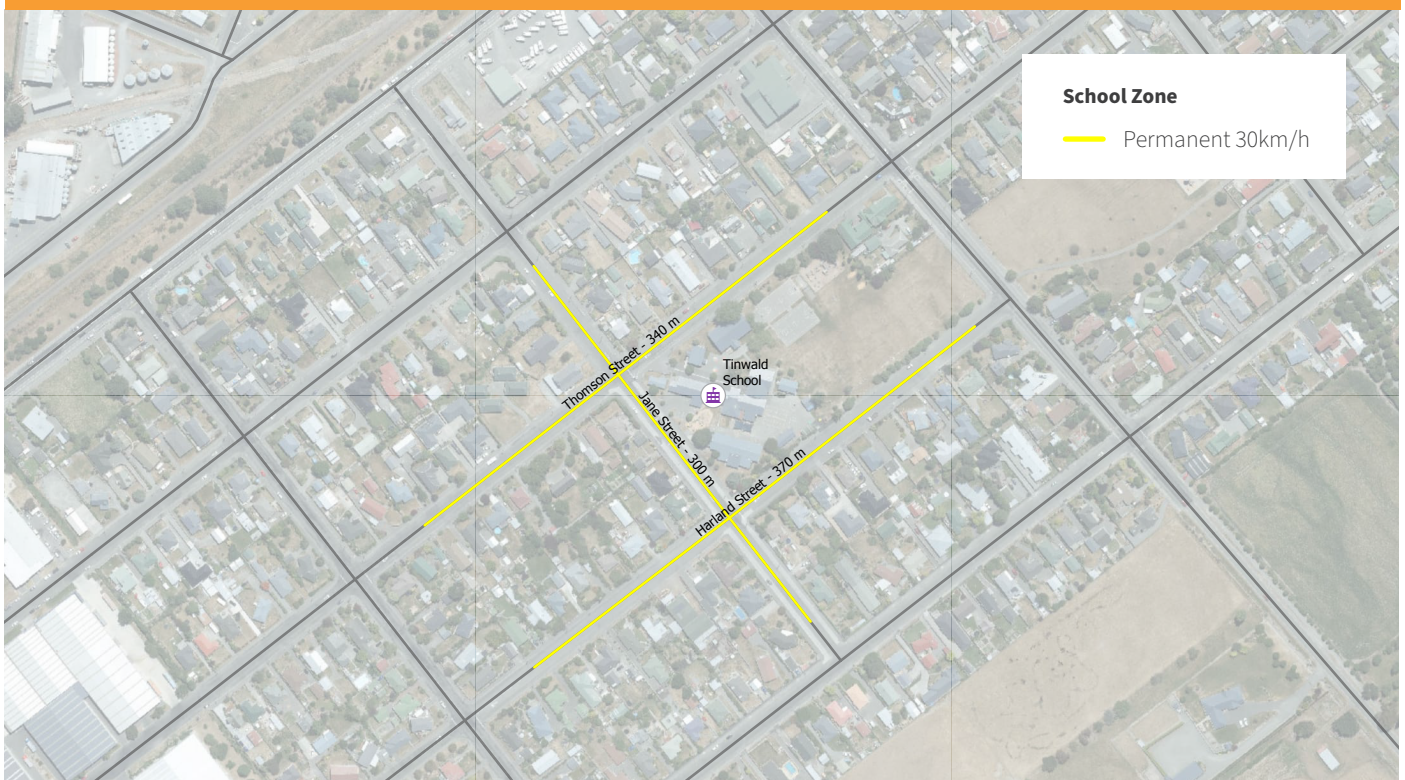


## Appendix A - School speed limit maps

### St Joseph's School



### Tinwald School



## Appendix A - School speed limit maps

### Wakanui School



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To view maps of the proposed speed limits around schools, scan the QR code below or visit [ashburtondc.govt.nz/haveyoursay](https://ashburtondc.govt.nz/haveyoursay)

# What happens next?

## Project Timeline



**We are accepting feedback until 5pm, Sunday 16 October 2022.**

**The easiest way to provide your feedback is to complete the form online at [ashburtondc.govt.nz/haveyoursay](https://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  
Freepost 230444  
PO Box 94  
Ashburton 7740



**ONLINE AT**

[ashburtondc.govt.nz/haveyoursay](https://ashburtondc.govt.nz/haveyoursay)



**IN PERSON**

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



**EMAIL TO**

[submissions@adc.govt.nz](mailto:submissions@adc.govt.nz)

# Your feedback

Have your  
**Say!**

## Draft Interim Speed Management Plan

### Consultation Document

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

**1** Do you agree with the principle to introduce **lower speed limits outside schools** within the district?

☐

Yes

☐

No

Comments:

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**2** Do you agree with the principle to introduce speed management for **urban fringe zones** in the district to respond to future growth?

☐

Yes

☐

No

Comments:

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### YOUR DETAILS

FOLD HERE

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:** The hearing will be held in the Council Chamber on **Wednesday 23 November 2022**. Please note that hearings are live-streamed to our online channels.

If yes, do you wish to present: ☐ In Person ☐ Virtually

☐

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

# Draft Interim Speed Management Plan

[ashburtondc.govt.nz/haveyoursay](http://ashburtondc.govt.nz/haveyoursay)



**3** Do you agree with the principle to enable speed management for **developed urban areas with a high number of active users**

☐

Yes

☐

No

Comments:

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**4** Do you have any other comments on the draft plan?

Comments:

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*Submissions must be received by 5pm, Sunday 16 October 2022.*

*Please note all submissions are public documents and will be made available on Council's website with the names of submitters included. Submissions presented in the form of a petition or accompanied by multiple signatures will be processed as a single submission.*

FOLD HERE

  
**Ashburton**  
DISTRICT COUNCIL  
FreePost Authority 230444

**Free**



Ashburton District Council  
PO Box 94  
Ashburton 7740