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# Interim Speed Management Plan

Consultation Document

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Submissions close 12pm on 13 November 2023



**Waimate**  
District Council

# OUR PLACE OUR ROADS

Waimate District Council is pleased to present its draft Interim Speed Management Plan, outlining a range of proposals targeting speed limit changes in high priority areas across the district.

This plan prioritises the safety and wellbeing of our community members by targeting kura/schools, urban fringe areas, and other high-risk locations. By implementing these changes, we aim to enhance road safety and create streets where people feel safe to walk, ride, cycle, scoot, drive, and access public transport.

If approved by Council and the Waka Kotahi NZ Transport Agency, this plan will serve as a stepping-stone towards a comprehensive district-wide Speed Management Plan, which will encompass a broader range of areas.

We invite all stakeholders, road users, and community members to join us in this important endeavour of creating a safer and more sustainable transport network. Together, we can make a significant difference in enhancing road safety and improving the wellbeing of our communities.

We have proposed a draft Interim Speed Management Plan. Your view is important to us, and we encourage you to make a submission.

Written submissions can be made to Council up until 12pm, Monday 13 November.

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

## THE PROPOSED PLAN

The first key focus area 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.

The plan also includes a principle to manage the speed on roads in the urban and industrial fringes. This would allow speed reductions on urban or industrial fringe roads to either 50km/h, 60km/h or 80km/h depending on the level of development. The third part of the plan is to include 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. 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 management principles that have been developed in conjunction with the Canterbury region Road Controlling Authorities:

- Survivable speeds, ensuring safety for all.
- Safe speeds to support health, wellbeing, and liveable places for all.

- Safe speeds that contribute to emissions reduction including, having streets where people feel safe to walk, ride, cycle, scoot, and access public transport.
- Safe speeds that support land use changes as growth occurs.
- Consistent speed limits across the Canterbury region.

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 to reflect any changes in the future.

# Advocating for changes to speed limits on state highways in our district

Council is unable to decide changes to speed limits on state highways because these are the authority of Waka Kotahi NZ Transport Agency. Council does recognise, however, the need for state highway speed limits to support safety in our communities and be consistent with the local road network. To that effect, Council has and will continue to lobby Waka Kotahi NZ Transport Agency for the following speed limit changes in the Waimate District:

Area	St Andrews	Makikihi	Queen Street (from Rugby Street to Local Government Centre, Waimate)
State Highway	1	1	82
Current speed limit	70km/h	70km/h	50km/h
Proposed speed limit as per plan	No change as not in plan	No change as not in plan	No change as not in plan
WDC preferred speed limit	60km/h	60km/h	30km/h

## FEEDBACK

**We are accepting feedback until 12pm on Monday 13 November 2023**

- **Online:** [waimatedc.govt.nz/speedplan](http://waimatedc.govt.nz/speedplan)
- **Email:** Scan and email your submission to [submission@waimatedc.govt.nz](mailto:submission@waimatedc.govt.nz) ('Submission: Speed Consultation' in subject field)
- **Post:** Submission: Speed Consultation, Waimate District Council, PO Box 122, Waimate 7960
- **Deliver:** To Council reception, 125 Queen Street, Waimate

## Key Dates

### Community consultation

12 October 2023 to 13 November 2023

### Submission hearings

12 December 2023

### Public Notification

13 December 2023

### Speed limit change

February to March 2024

# THE DRAFT INTERIM SPEED MANAGEMENT PLAN

## Key Focus Area 1 - School speed limits

The first key focus area 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. 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 officers if required.

### Schools not included in the plan

**Waituna School** already has large signs advising 40km/h when children are present. This seems to be working satisfactorily. This would fall into the 60km/h speed category with the new definitions on speed limits. If a 30km/h were applied, it would have to be a variable sign.

**St Patrick's School** is not included in the interim plan due to the low number of students in attendance, and the carpark area is set away from the road carriageway.

**Waihao Downs School** is on State Highway 82 and the speed limits are set by Waka Kotahi NZ Transport Agency.

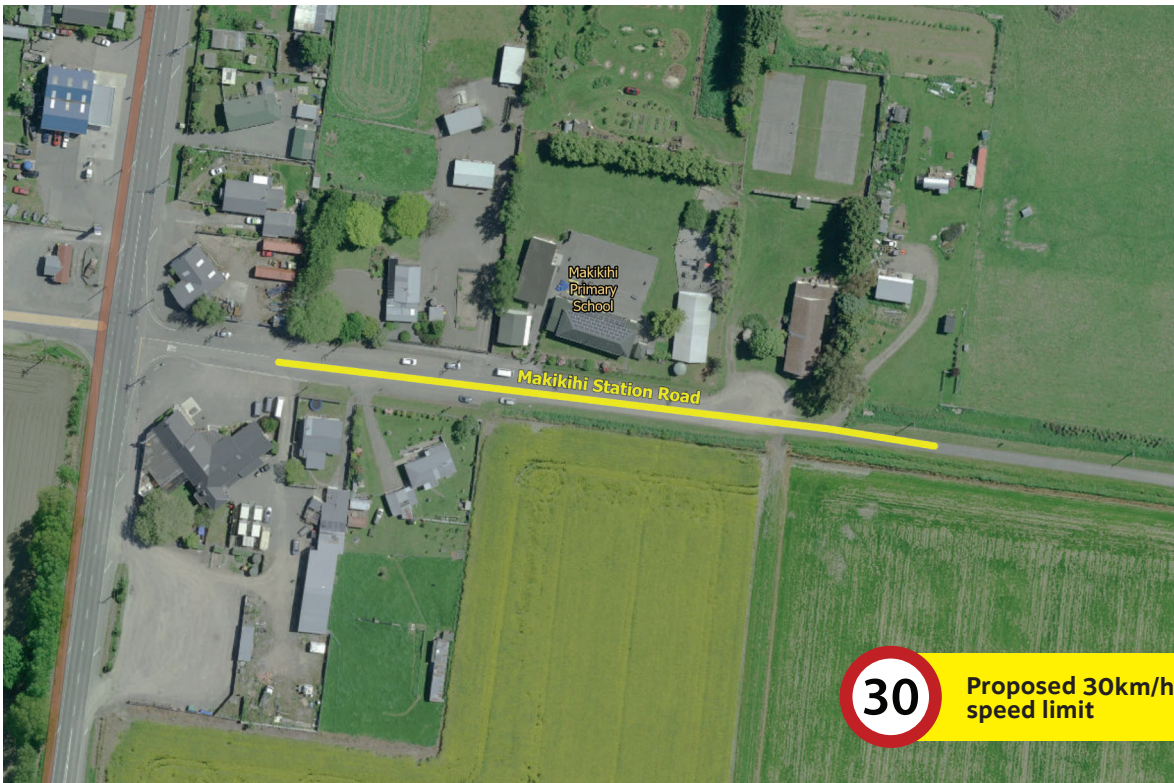


The following schools are proposed to be in Category 1 with 30km/h permanent speed limit treatment:

### St Andrews School



### Makikihi School



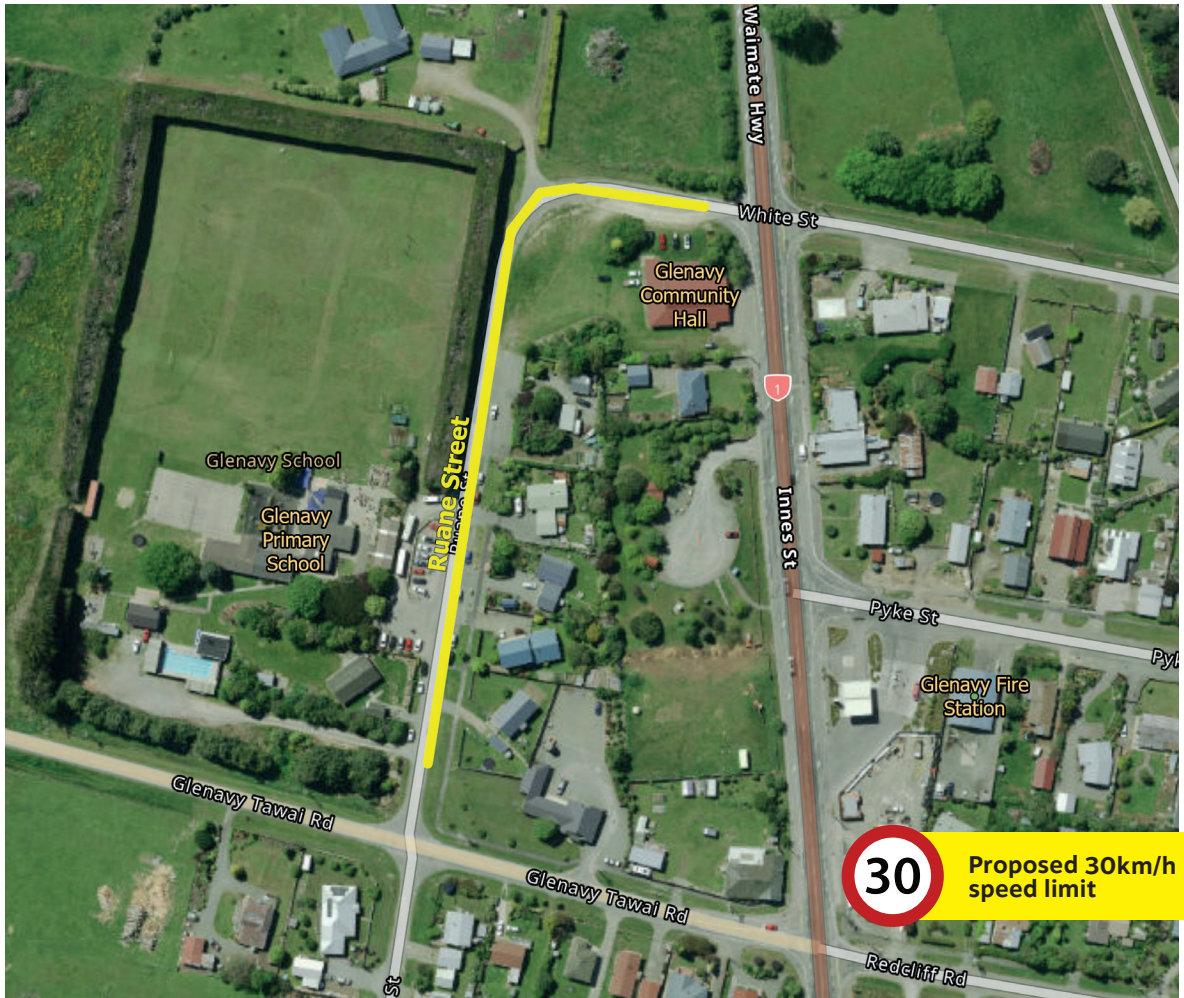
## Centennial School



## Waimate High and Main School



# Glenavy School



## Key Focus Area 2 Recreational and industrial areas

The plan also includes a key focus area to manage the speed on roads in the urban fringe, high recreational use and industrial zones. This is to cater for development that has already occurred. The roads currently planned in the interim plan for safer speeds are:

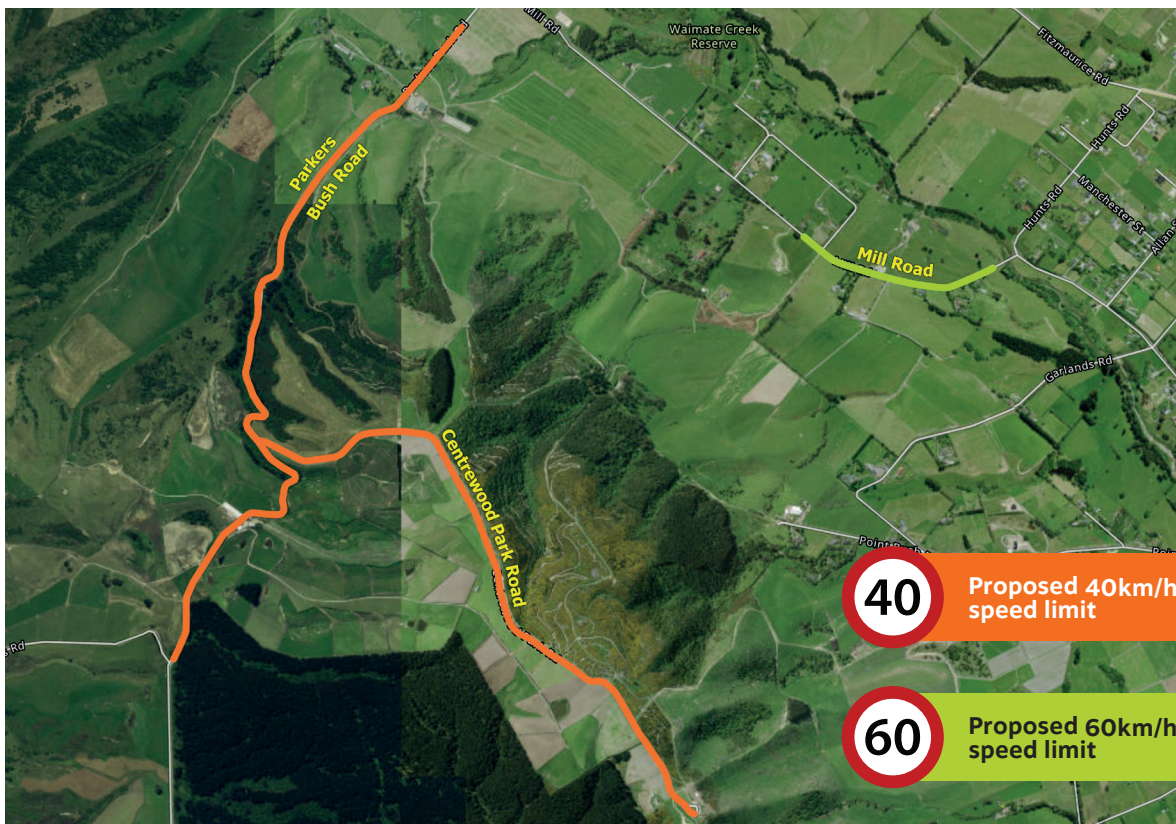
### Speed Limit 60km/h

- Mill Road: Garland Bridge to Boyes Road. This is a narrow sealed road with limited visibility from private accessways.

### Speed Limit 40km/h

- Route to White Horse Monument and Centrewood Park recreational area: Parkers Bush Road, Centrewood Park Road. This section of road has poor visibility, a narrow alignment and a steep gradient.
- Industrial area: Oceania Dairy Factory, Cooneys Road. There is a lot of heavy traffic turning on this road.

### Recreational area



### Industrial area





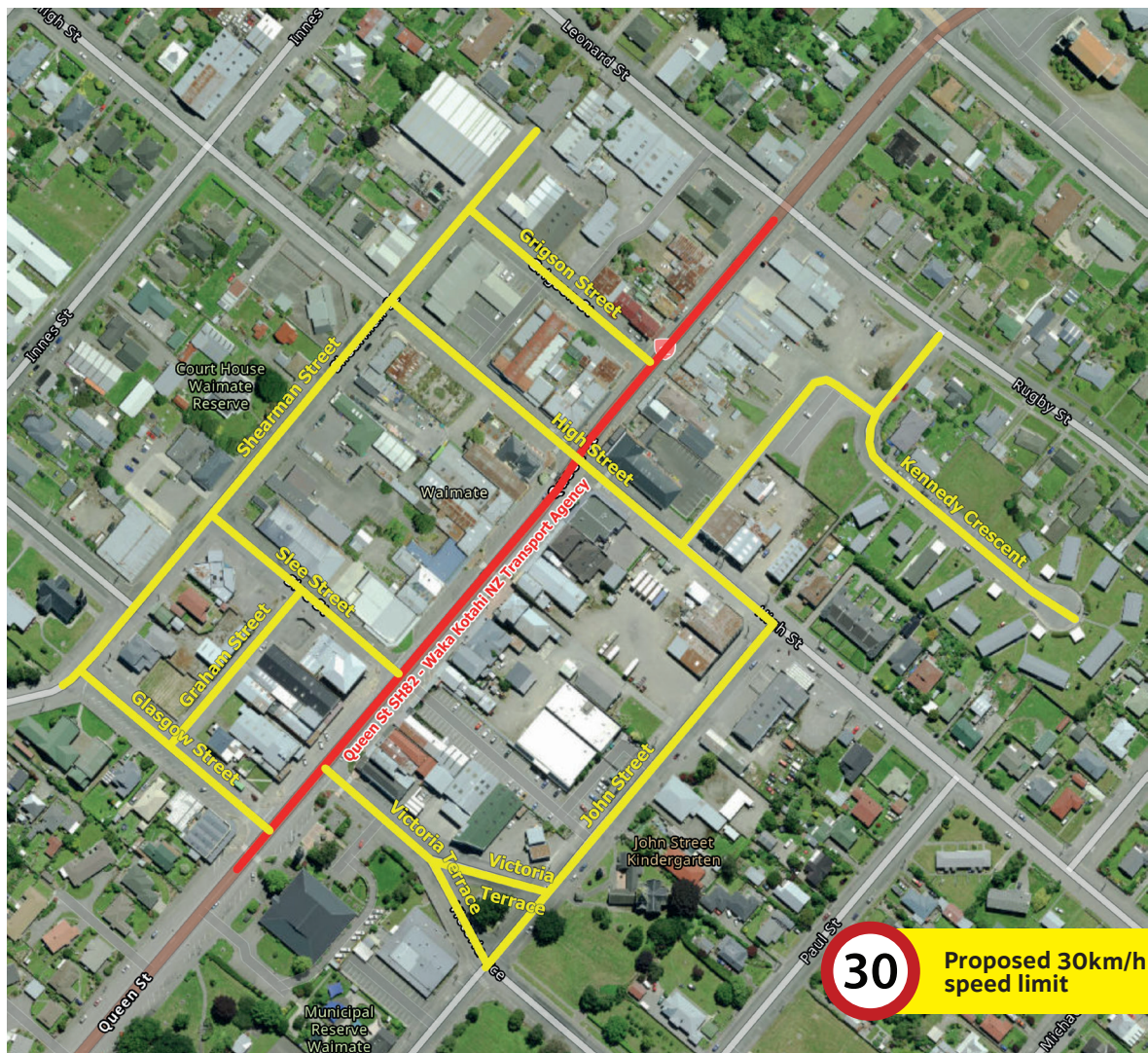
## Key Focus Area 3 Waimate central business area streets

The plan includes a key focus area of reducing speed in the Waimate central business area. This reduces the risk to active users (like walkers, cyclists, and scooter users) on the road and promotes a safer environment. The central business area will have a speed reduction applied of 30km/h.

Council considers the following reasons to justify this:

- Lower speeds protect everyone especially vulnerable people like children, cyclists, pedestrians, the elderly and people with disabilities.
- Vehicles back into the traffic flow from angle parking.
- There is significant reduction in harm in crashes when the speed is reduced to 30km/h.
- A large amount of heavy vehicle traffic using Queen Street, including dairy tankers, logging trucks and stock trucks. Reducing the speed of these vehicles significantly lowers the distance that these vehicles take to stop.
- Contributes to a pleasant environment for users with slower traffic, less noise and dust.

### Urban area



# Frequently asked questions

## **Aren't you just trying to lower speed limits?**

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.

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

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.

## **What is good speed management?**

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 our proposals right or not.

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

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.

## **Will slowing down mean that it will take longer to get anywhere?**

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

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

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

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

Once Council has adopted the speed management plan, the plan will be submitted to Waka Kotahi NZ Transport Agency certification. Officers will be able to start implementing the change as agreed in the Interim Speed Management Plan. New signs will be installed to inform the road users and the change will be recorded in the national speed limit register. Then it will be enforceable by NZ Police.

## **The Government is going to make lower speed limits around schools anyway, so why don't we just do it when we have to?**

Council believes that our children and young people have the right to travel safely to and from school. As such, we do not believe we should wait any longer and have budgeted to put this plan into action in the 2023/24 financial year.



## Personal details

First name: \_\_\_\_\_ Last name: \_\_\_\_\_

Organisation: \_\_\_\_\_

Postal address: \_\_\_\_\_

Home phone: \_\_\_\_\_ Mobile: \_\_\_\_\_

Email: \_\_\_\_\_

## Privacy

A full copy of all submissions will be made publicly available.  Yes  No  
Would you like your contact details withheld?

## Speak to your submission

Do you wish to speak to your submission at the Submission Hearing on Tuesday 12 December 2023?  Yes  No

If yes, please ensure your daytime phone number is recorded above so we can contact you to arrange a suitable time.

## Your feedback

1. Do you agree with introducing **lower speed limits outside schools** within the district?  Yes  No
2. Do you agree with introducing **safer speeds within urban and industrial fringe zones** in the district to respond to current and future growth?  Yes  No
3. Do you agree with introducing **safer speeds within developed urban areas** where a high number of people walk and bike?  Yes  No

4. Are there any comments you would like to make? Please use additional paper if needed.

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*Please turn over*

## Survey

Below are some statements related to speed management developed by the Canterbury region Road Controlling Authorities. Waimate District Council has been asked to include these in the consultation.

Indicate your level of agreement with each by ticking (✓) in the relevant box.

Principle	Highly Agree	Agree	Disagree	Highly Disagree
Survivable speeds, ensuring safety for all.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safe speeds to support health, wellbeing, and liveable places for all.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safe speeds that contribute to emissions reduction including, having streets where people feel safe to walk, ride, cycle, scoot, and access public transport.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safe speeds that support land use changes as growth occurs.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Consistent speed limits across the Canterbury region.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
We will build and honour relationships with Runanga to achieve safe speeds, especially around locations of significance such as marae, urupā, kura and kōhanga.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Thank you for your submission.**

**All submissions must be received by 12pm on Monday 13 November 2023.**

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THE  
Waimate  
Pizzas  
Ales  
Coffees



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