



WAIMAKARIRI  
DISTRICT COUNCIL



LET'S  
TALK

# SPEED MANAGEMENT PLAN INCLUDING SCHOOLS



WAIMAKARIRI  
DISTRICT COUNCIL

Complete the survey online  
[waimakariri.govt.nz/letstalk](https://waimakariri.govt.nz/letstalk)

# SPEED MANAGEMENT PLAN

**In 2022, new legislation was introduced to change the way that speed limits are planned, consulted on and implemented. The aim of the Land Transport Rule: Setting of Speed Limits 2022 is to improve the process of setting speed limits, provide consistency in speed limits, and create better alignment of speed management generally.**

As required under this rule, the Council is developing a phased approach to Speed Management Planning which focuses on schools and a few other major roads/intersections in its first iteration.

We want to wait for the new Government to be formed to see if promises to repeal speed limit rules are realised in its transport policies before deciding on a district-wide approach.

For this reason, Councillors have requested that a minimum option be progressed for now that prioritises the safety of school children and some known road safety concerns.

## There are two key proposals:

### Speed Limits at schools

This Speed Management Plan primarily focuses on reducing speed limits around our schools. This aligns with the specific requirement under the Land Transport Rule that Councils use reasonable efforts to reduce speed limits around all schools by the end of December 2027, with an interim target of 40% of schools completed by the end of June 2024. The plan proposes a mix of fixed and variable speed limit signage around schools.

### Key Intersections & other changes

We are also consulting with the public on proposed speed limit changes to a small number of roads and intersections around the District. This is to ensure that the speed limits at these specific locations are safe and appropriate for their current and future use, and to create slower speed environments through intersections when a vehicle is approaching on the side road. These proposed changes are intended to provide consistency with speed on the surrounding roads and are in response to increased traffic in the key areas.



## Speed limits at schools

**We're proposing a mix of permanent speed limit signage at some school locations and variable speed limit signs outside those schools on roads with high volumes of traffic.**

Variable speed limit signs are active between specific hours at the beginning and end of school days only. These speed limit reductions are intended to slow traffic passing through school zones when students are more likely to be in and around the road.

**The number of people walking and cycling is increasing across the District. The Council's goal is to provide an accessible network of roads, paths, lanes and corridors so people of all ages and abilities can safely travel around the District.**

## Key intersections and other proposed changes:

- Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change)
- Beach Road, from 80 m east of Tuhoë Avenue to 690 m east of Tuhoë Avenue (70 km/h to 50 km/h) to coincide with extending development.
- Beach Road, 690 m east of Tuhoë Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h)
- Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h)
- Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h)
- Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a *variable speed limit*<sup>\*1</sup>)
- Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a *variable speed limit*<sup>\*1</sup>)
- Tram Road (Two Chain Road intersection speed zone)—150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a *variable speed limit*<sup>\*1</sup>)
- Tram Road (Earl's Road intersection)—150 m east of the Earl's Road intersection to 150 m west of the Earl's Road intersection (100 km/h to 60 km/h as a *variable speed limit*<sup>\*1</sup>)



<sup>\*1</sup> Variable speed limits **at intersections** are signage that activate only when vehicles are approaching the intersection from the side road. These temporary speed limit reductions are intended to reduce the likelihood and severity of a crash at several of our highest-risk rural intersections.

## What's in the plan?

**The proposed plan outlines the detailed approach to speed management including the background to the plan, how it was developed, the Council's 10-year vision, and the implementation programme over the next four years.**

The speed management objectives of the Waimakariri District Council are as follows:

- Speed limits that support the Council's community outcomes,
- Speed limits that achieve consistent road and speed environments,
- Speed limits that enable safe journeys for all users,
- Speed limits that prioritise vulnerable users around schools, marae, parks, and town centres.

# Why are we proposing these changes?

In short, the legislation requires that the Council develop a Speed Management Plan and this proposed plan is the minimum that the Council can progress in relation to speed around our schools.

Speed Management Plans form part of New Zealand's Road to Zero Strategy that aims to stop people being killed or injured on our roads. Reducing road speed will reduce the impact of road crashes and injuries. It will also provide a safer environment for all road users.

Speed needs to be set so that crashes are survivable and even legal speeds can be dangerous. Lowering speed from 50km/h to 40km/h reduces chance of death from 80% to 30%. Our speed limits do not always reflect the risk on the road. When crashes happen, there are many causes—people make mistakes, the road might be unfamiliar, the weather might be bad. The vast majority of severe casualties are not from extreme high-risk behaviours, but from generally law-abiding people making a simple mistake.

Implementing safer speed limits on our roads is just one area of focus where we can address harm.

Other areas include improving our roads and roadsides, encouraging the use of safer vehicles and encouraging better driver behaviour.



The Council has a wide programme of work addressing all of these areas and we continue to deliver road safety programmes in the community such as cycle skills in schools and support national advertising around safer road use and vehicles.

## More Information:

You can also come along to one of our drop in sessions near you to find out more about this proposed plan.

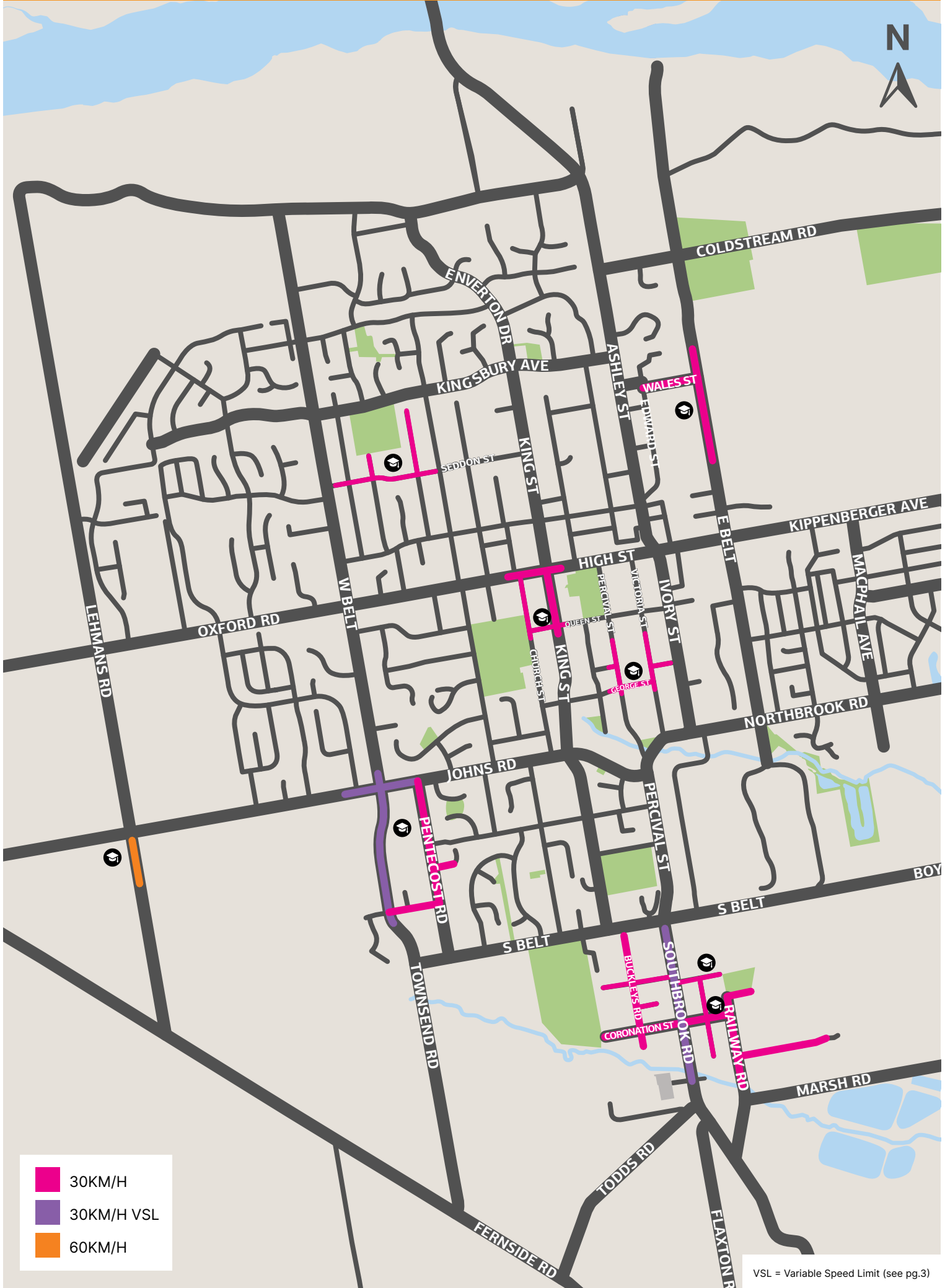
- 5.30pm–7.30pm Monday 6 November—Oxford Town Hall, A&P Room
- 5.30pm–7.30pm Tuesday 7 November—Woodend Community Centre, Room A
- 5.30pm–7.30pm Thursday 9 November—Council Chambers, Rangiora
- 5.30pm–7.30pm Wednesday 15 November—Ruataniwha Centre, Kaiapoi

You can review the full speed management document in any of our service centres or go online for more information [waimakariri.govt.nz/letstalk](https://waimakariri.govt.nz/letstalk)

## Tell us what you think:

We welcome your feedback on the proposed speed management plan. We also have included some questions about speed generally to help us to better understand what residents think about speed in various different environments across the District. This information will be used to inform future speed management plans for the District. Please send your feedback via the attached feedback form or online via [waimakariri.govt.nz/letstalk](https://waimakariri.govt.nz/letstalk) by Monday 27 November.

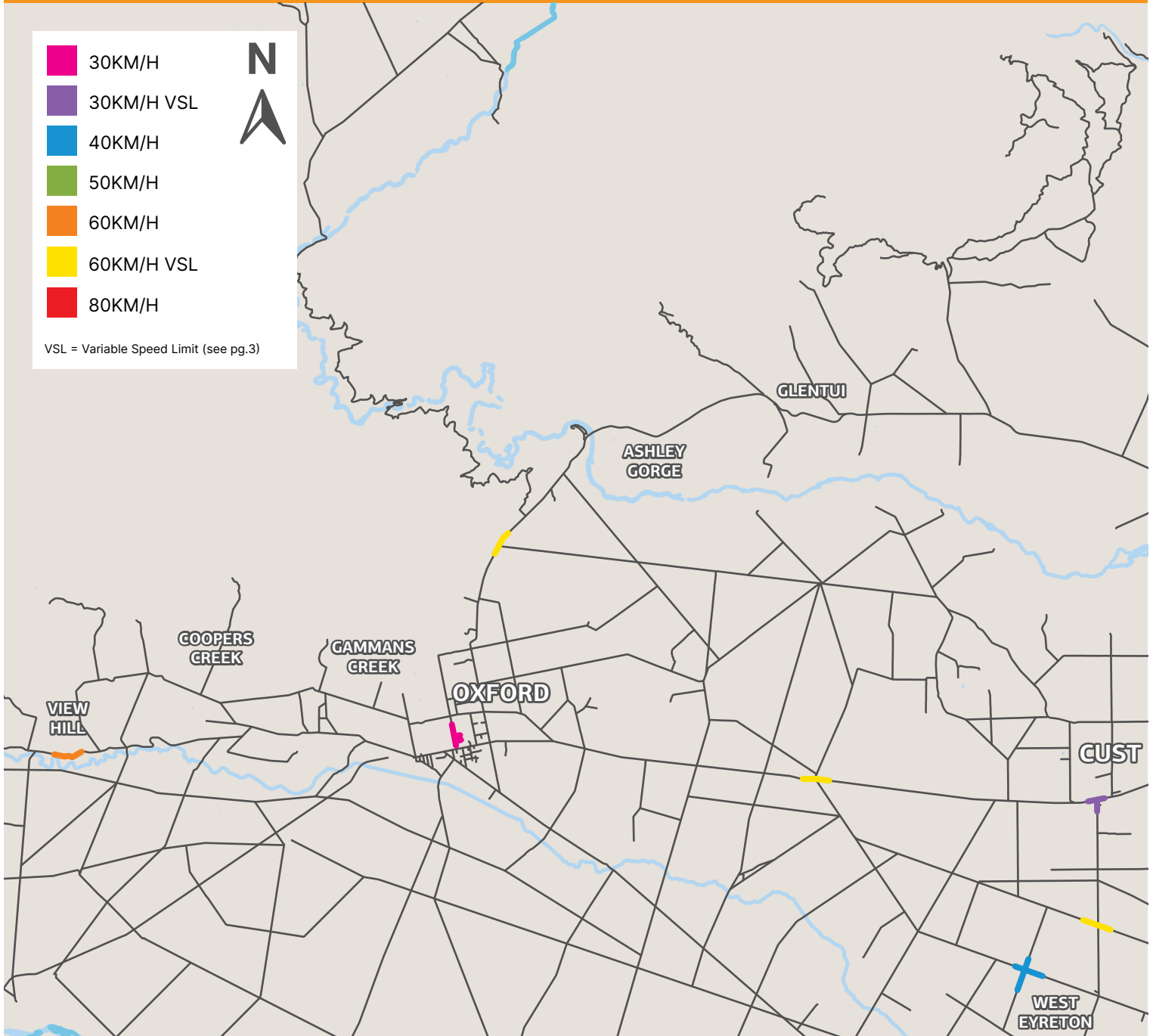
**Safer roads contribute to improvements to health and wellbeing. Lower speed limits help to reduce emissions and help response to climate change.**



# PROPOSED SPEED LIMITS

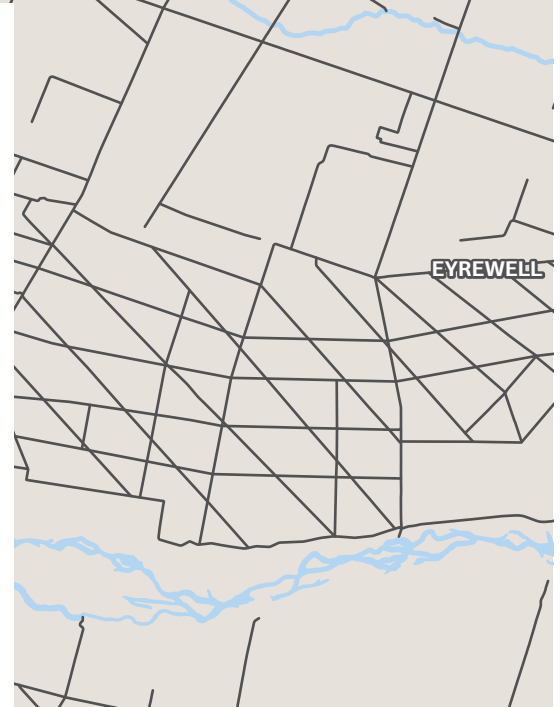
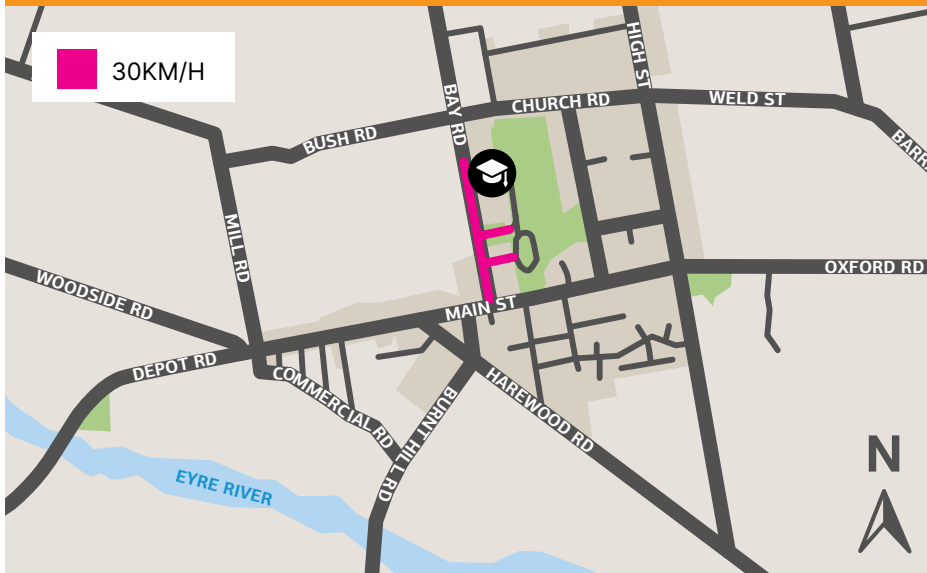
- 30KM/H
- 30KM/H VSL
- 40KM/H
- 50KM/H
- 60KM/H
- 60KM/H VSL
- 80KM/H

VSL = Variable Speed Limit (see pg.3)

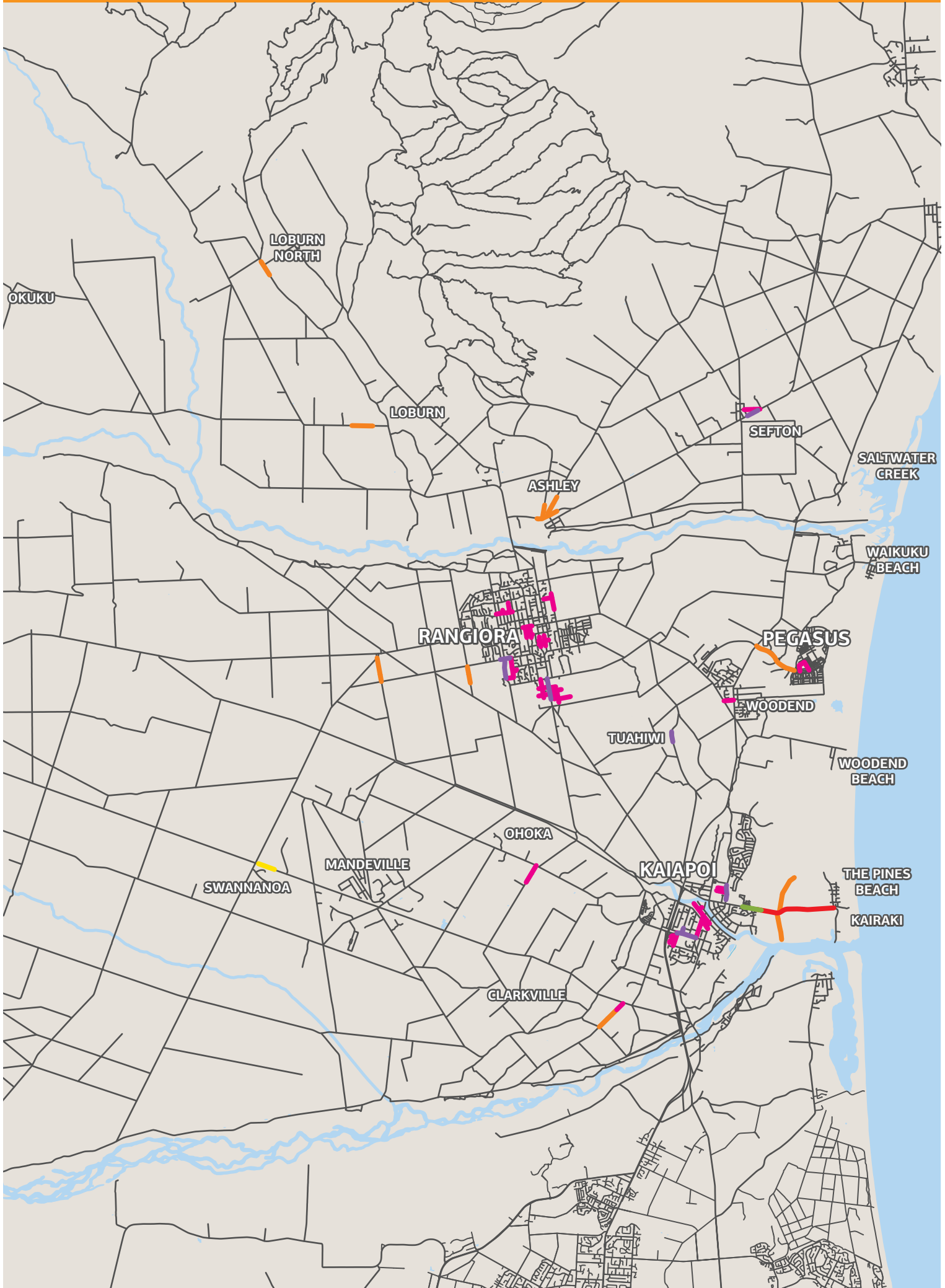


## OXFORD

- 30KM/H

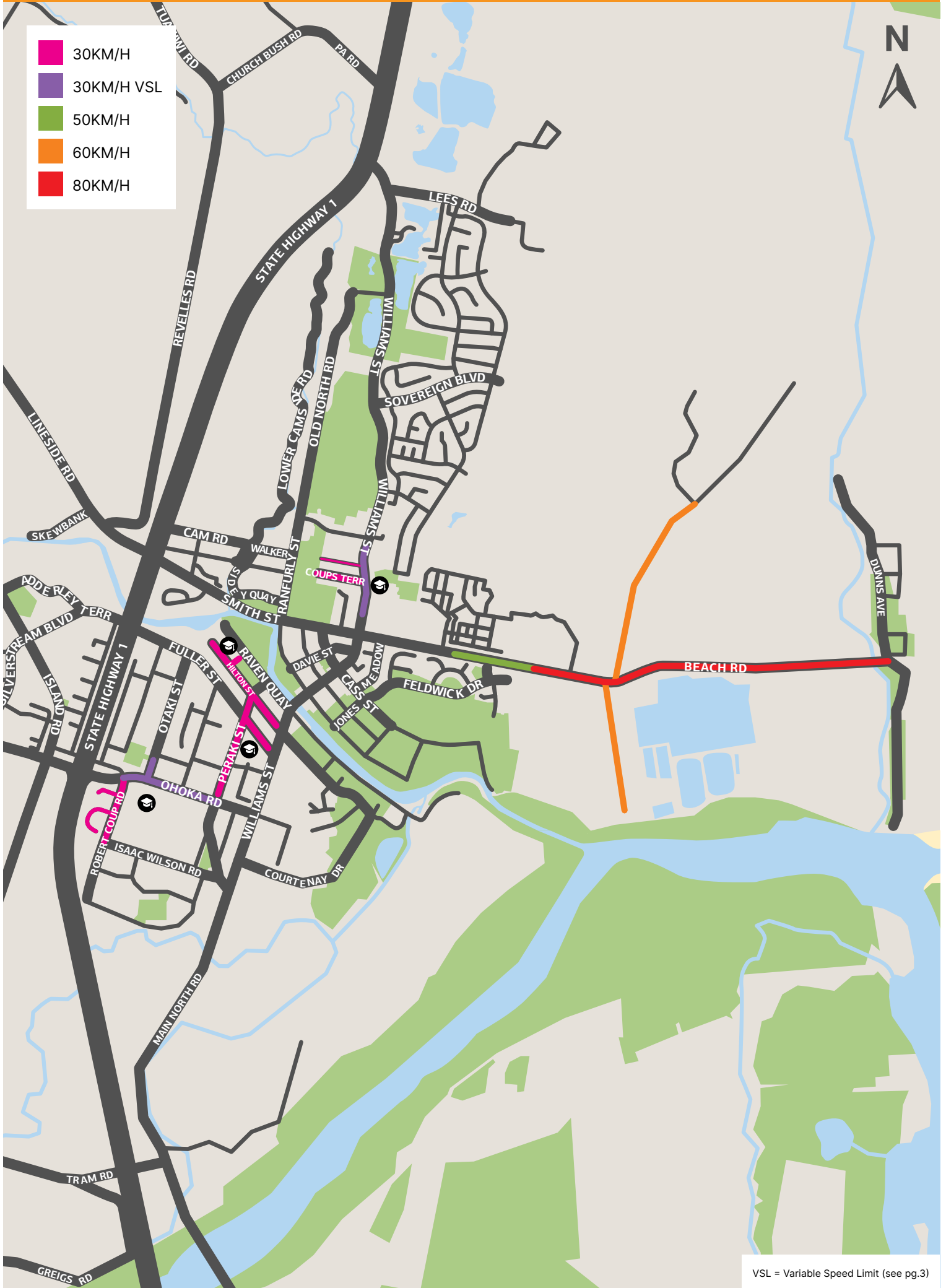


# PROPOSED SPEED LIMITS

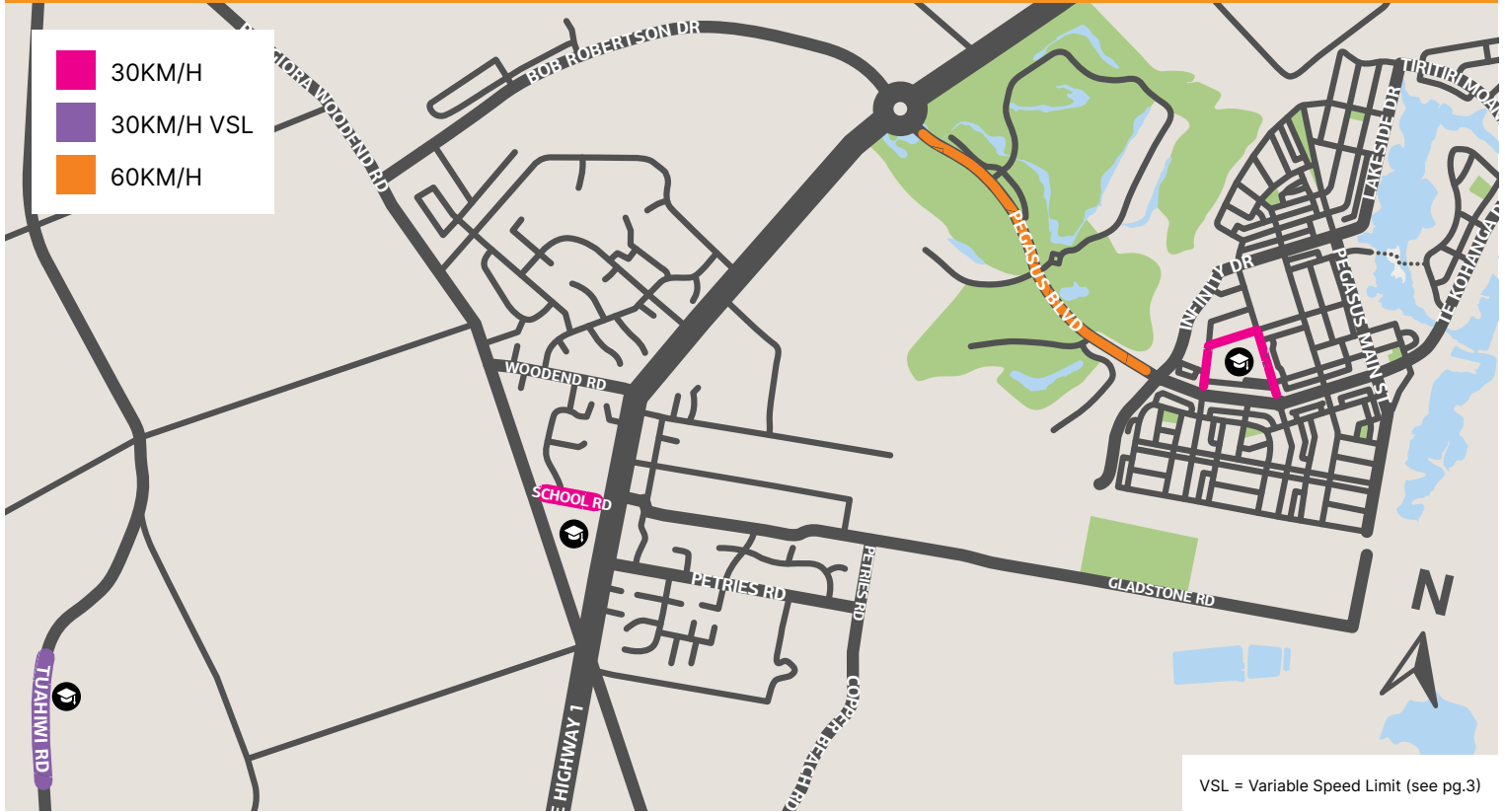


# KAIAPOI

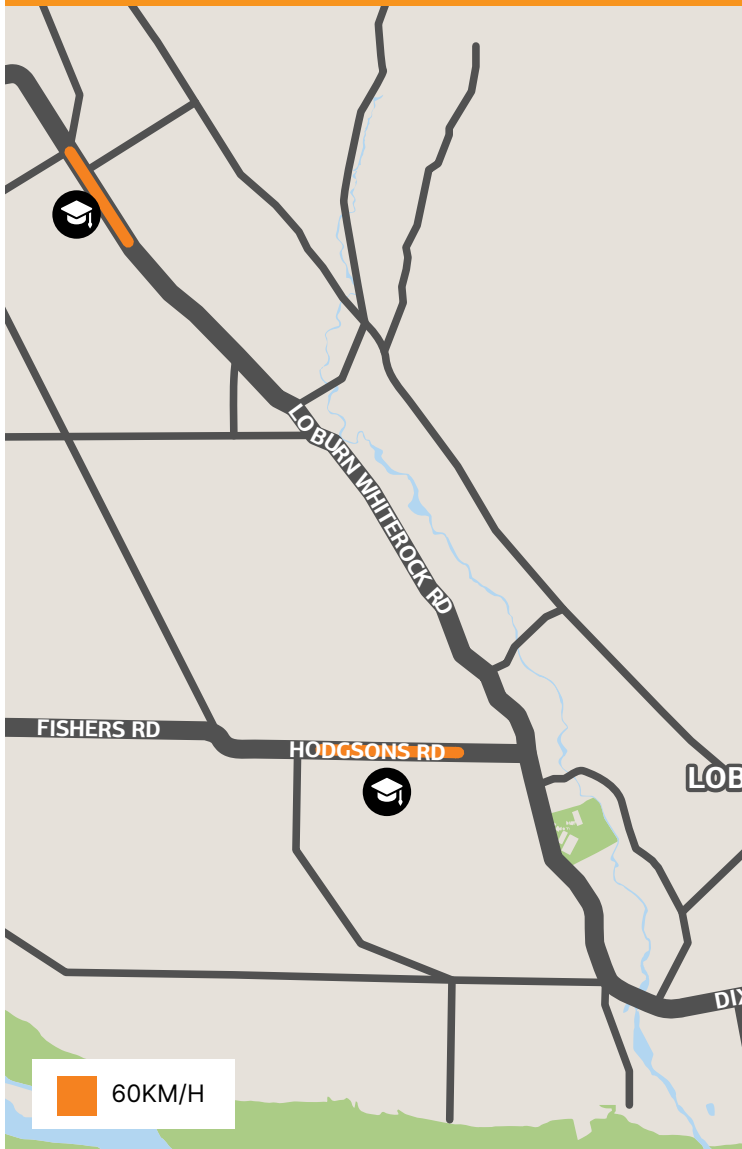
- 30KM/H
- 30KM/H VSL
- 50KM/H
- 60KM/H
- 80KM/H



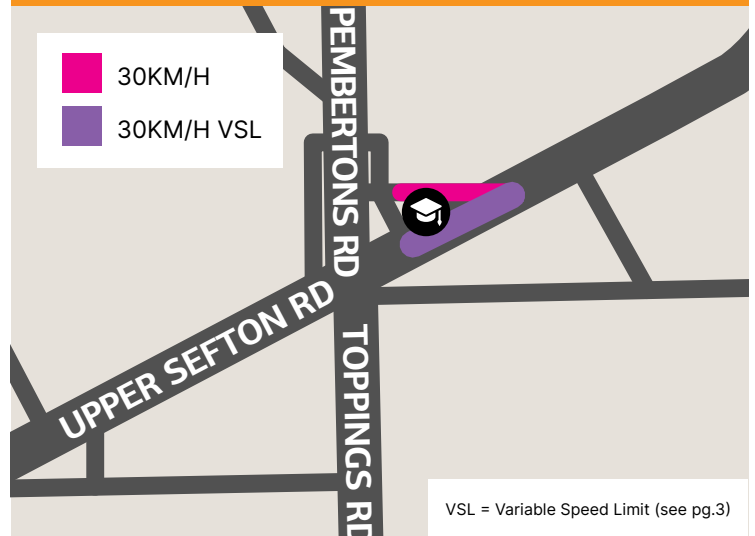
# WOODEND | PEGASUS | TUAHIWI



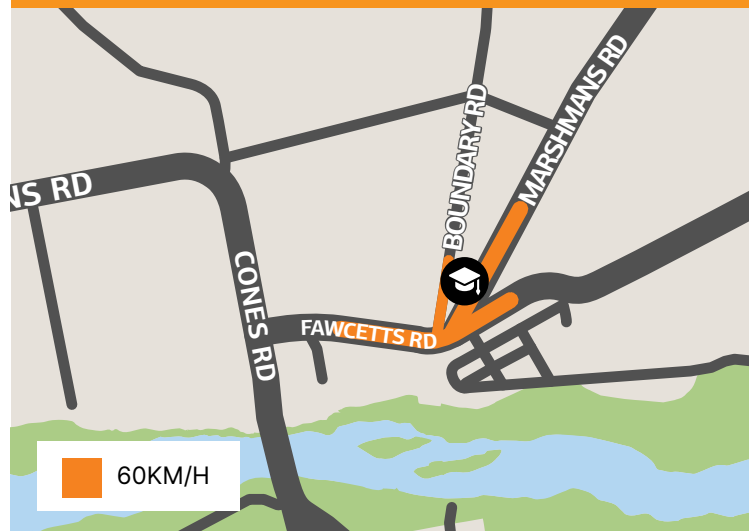
## LOBURN



## SEFTON



## ASHLEY





# SPEED MANAGEMENT PLAN FEEDBACK FORM

The following questions are specific to proposals in the draft Speed Management Plan including Schools:

## Do you agree with the Council objectives in the proposed speed management plan?

YES

NO

Additional Comments:

(Please feel free to add further pages inside if you wish)

## Do you agree with the proposal to reduce speeds around schools?

YES

NO

Additional Comments:

(Please feel free to add further pages inside if you wish)

## Do you agree with the proposed speed limits for the following roads:

Pegasus Boulevard, between State Highway One and Infinity Drive (70 km/h to 60 km/h to align with Waka Kotahi's State Highway One proposed speed limit change) **see page 9 - Pegasus**

YES

NO

Beach Road, from 80 m east of Tuhoë Avenue to 690 m east of Tuhoë Avenue (70 km/h to 50 km/h) to coincide with extending development **see page 8 - Kaiapoi**

YES

NO

Beach Road, 690 m east of Tuhoë Avenue to 200 m west of Dunns Avenue (100 km/h to 80 km/h) **see page 8 - Kaiapoi**

YES

NO

Ferry Road (north), Beach Road to end of formed road (100 km/h to 60 km/h) **see page 8 - Kaiapoi**

YES

NO

Ferry Road (south), Beach Road to end of formed road (100 km/h to 60 km/h) **see page 8 - Kaiapoi**

YES

NO

Ashley Gorge Road (German Road intersection speed zone), from 150 m east of the German Road intersection to 150 m west of the German Road intersection (100 km/h to 60 km/h as a variable speed limit) **see page 6 - Ashley Gorge**

YES

NO

Oxford Road (Tram Road intersection speed zone), from 150 m east of the Tram Road intersection to 150 m west of the Tram Road intersection (100 km/h to 60 km/h as a variable speed limit) **see page 6 - Oxford**

YES

NO

Tram Road (Two Chain Road intersection speed zone) – 150 m east of the Two Chain Road intersection to 150 m west of the Two Chain Road intersection (100 km/h to 60 km/h as a variable speed limit) **see page 6 - Swannanoa**

YES

NO

Tram Road (Earllys Road intersection) – 150 m east of the Earllys Road intersection to 150 m west of the Earllys Road intersection (100 km/h to 60 km/h as a variable speed limit) **see page 6 - West Eyreton**

YES

NO

Please feel free to attach additional pages with further comments

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# SPEED MANAGEMENT PLAN FEEDBACK FORM—OPTIONAL

The following questions are optional and this information will help us to better understand what residents think about speed in various different environments across the District. This information will be used to inform future speed management plans for the District.

## When you think about your local school, what do you think about the current speed limit?

It could be higher  It's the right speed  It could be lower

Additional Comments: (include the name of the school)  
(Please feel free to add further pages inside if you wish)

## When you think about the road or street you live on, what do you think about the current speed limit?

It could be higher  It's the right speed  It could be lower

Additional Comments: (include the name of the road or street)  
(Please feel free to add further pages inside if you wish)

## When you think about streets in our town centres, what do you think about the current speed limit?

It could be higher  It's the right speed  It could be lower

Additional Comments:  
(Please feel free to add further pages inside if you wish)

## What do you think about speed limits around other activity centres like community centres, preschools, sportsgrounds, retirement homes, parks and reserves, and marae?

It could be higher  It's the right speed  It could be lower

Additional Comments:  
(Please feel free to add further pages inside if you wish)

## If you cycle, walk, run, or horse ride on our District roads, what do you think about current speed limits when carrying out these activities?

It could be higher  It's the right speed  It could be lower

Please provide more information on the specific roads  
(Please feel free to add further pages inside if you wish)

## When you think about rural roads in our District, what do you think about the current speed limit?

It could be higher  It's the right speed  It could be lower

Please provide more information on the specific roads  
(Please feel free to add further pages inside if you wish)

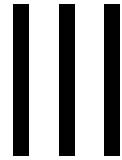
## When you think about the roads and streets that you commute on the most, what do you think about the current speed limit?

It could be higher  It's the right speed  It could be lower

Please provide more information on the roads and streets that you commute on:  
(Please feel free to add further pages inside if you wish)

Please feel free to attach additional pages with further comments

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Attention: Joanne McBride  
Let's Talk—Speed Management Plan  
Waimakariri District Council  
Private Bag 1005  
Rangiora 7440

Fold along line

Please seal on all sides with tape.

Fold along line

Name/Organisation: \_\_\_\_\_

Address: \_\_\_\_\_

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

Please tick the box if you want your contact details to be confidential

**If you have any questions regarding the Speed Limit Review please contact:**

Joanne McBride  
Roading & Transport Manager  
Waimakariri District Council

Phone. 0800 965 468

Email.

joanne.mcbride@wmk.govt.nz

**Please choose if you wish to present your feedback at public hearings either in person or online:**

(If yes, please make sure you provide your contact details above)

YES  NO

Return this feedback form (no stamp required) to us by Monday 27 November 2023.

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