

Submission from the Otago Peninsula Community Board

Draft Speed Management Plan 2024-2027

Introduction

The Otago Peninsula Community Board represents the Otago Peninsula area from Tomahawk to Taiaroa Head. It includes the main settlement areas of Macandrew Bay, Broad Bay, Portobello, Harwood and Harington Point. It's an extensive and scenic area of residential and rural locations that now generates \$180 million per annum from a vibrant ecotourism business. Over 20 years until the present, harbour driving and accessibility has gradually been improved on Portobello and Harington Point Roads. This work is ongoing and should be completed over the next 3 years.

Previous Consultation on Speed Limits for the Otago Peninsula

The Otago Peninsula Community Board surveyed the Peninsula Community with an online questionnaire in July 2020. This was made up very simple questions pertaining to Bylaw change and vehicle usage with an option to provide an additional written response to the questions (below):

1. Where in the Otago Peninsula area do you live
2. How long have you lived in that area?
3. How often do you travel from your address on the Otago Peninsula?
4. What is your main form of transport?
5. What is your main reason for travelling?
6. How many licensed drivers live in your household?
7. The Dunedin City Council proposes that all Peninsula township areas be reduced from 50 kmph to 40 kmph. Do you agree or disagree?
8. The Dunedin City Council proposes that all other roads on the Otago Peninsula be reduced to 60 kmph. Do you agree or disagree?
9. Do you have any other further comments or suggestions to make?

The survey attracted 450 responses from the community with 287 respondents giving written responses.

In summary the survey found:

- More than 75.2% of the community travel from the Peninsula to the city more than 3-6 times a week, many making significantly more trips than that weekly.
- More than 63% of the community travel from the Peninsula to the city for part time or full-time employment.
- More than 64% of the respondents disagreed or strongly disagreed that the speed limits need changing.

- More than 58% of the respondents disagreed or strongly disagreed that the township areas be reduced from 50 kmph to 40 kmph.
- More than 73% of the respondents disagreed or strongly disagreed that all other roads on the Otago Peninsula be reduced to 60 kmph.

In the 287 written responses given on the survey there were several major and repeated themes found, which included:

- 31% of written comments gave widespread general support for the Peninsula Connection project and belief that it had made a significant difference to the safety of the road for all vehicle and pedestrian users and due to that work changes in speed were not justified.
- 35% of the written comments added that road speeds on the Otago Peninsula should remain the same.
- 15% of the written comments discussed the need to improve other types of infrastructure on Peninsula roads. These included:
 - Pedestrian crossings at Macandrew Bay & Broad Bay
 - Better signage including electronic speed monitoring
 - Footpaths and signage at Pukehiki
 - Improvements in Tomahawk speed reducing infrastructure
 - Line markings
- 8% of the written comments discussed the lack of infrastructure at Pukehiki and Highcliff Road.
- 12% of the written comments discussed issues around the lack of enforcement, policing of road issues and poor behaviour by road users.

Other Consultation

Over the last 5 years the Pukehiki and Highcliff Community has raised concerns with the increase in volume of traffic caused by drivers using Highcliff Road as an alternative to Portobello Road during the Connection construction. Those concerns have been raised by the community in February, August 2020 and in 2022 and 2023 with the Otago Peninsula Board. These have will remain part of the Otago Peninsula Community Board's *Community Plan* This community used for several specific resolutions, including:

- Reduce Highcliff Road speed from 80kmph to 70 kmph.
- From Pukehiki to Larnach Castle the speed should be 50 kmph.
- Provision of footpaths within the Pukehiki Community
- Improvement in signage and the placement of signage.

NZTA Crash Statistics Data Review

The New Zealand Transport Authority has been collecting crash data from the Otago Peninsula since 1980. It has been useful looking at the dataset from 1980-2020 to ascertain trends and statistical understanding of the prevalence of crashes on the Peninsula roads. In summary that information includes the following:

- There have been 8 fatal accidents on Peninsula roads from 1980-2001. According to the data there has not been a fatal accident on the Peninsula for 22 years.
- There have been 71 serious harm accidents on Peninsula roads from 1980-2015. There has not been a serious harm accident on the Peninsula for 3 years.
- There have been 17 reported bicycle accidents from 1980 – 2017 in which 7 were reported as serious harm accidents on the Peninsula. (Its pleasing to note that the 2017 accident would probably not have occurred in 2020 due the Connection project completion in this area).
- There have only been 4 accidents involving pedestrians on Peninsula roads between 1988-2009.

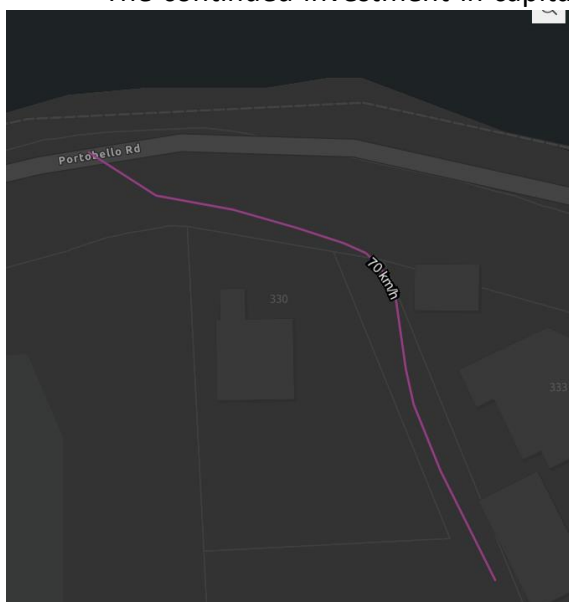
Discussion

The NZTA data is an important resource for the Otago Peninsula in determining the nature of crashes and trends associated with parts of the Peninsula road network. What it does show is that our accident rate is relatively low despite the extensive variables in our area, and its terrain, road types, conditions and populated settlements. If you look at the data in relation to the significant investment made in the Peninsula Connection project and recent upgrades to Highcliff Road those investments are paying off in terms of safety and crash severity. These trends are particularly positive considering the Boards survey data showing 63% of the population are daily commuters.

The Draft Speed Management Proposal

The Otago Peninsula Community Board has serious concerns that the City Council’s proposed changes do not reflect:

- The current conditions of our roads
- The statistical correlation with crash data on the Otago Peninsula
- The serious harm and fatality data on the Otago Peninsula
- The continued investment in capital and maintenance works that has improved our road safety every year and will continue for the next three years of capital investment.



The proposal creates a high degree of uncertainty and a lack of uniformity to travel speeds within our community. Looking at the maps included in the proposal, the lack of consistency and chaotic management of certain roads is concerning. Similarly, within areas between Portobello, Harwood and the Back Bays where the proposal jumps from 40 -60 – 70 kmph.

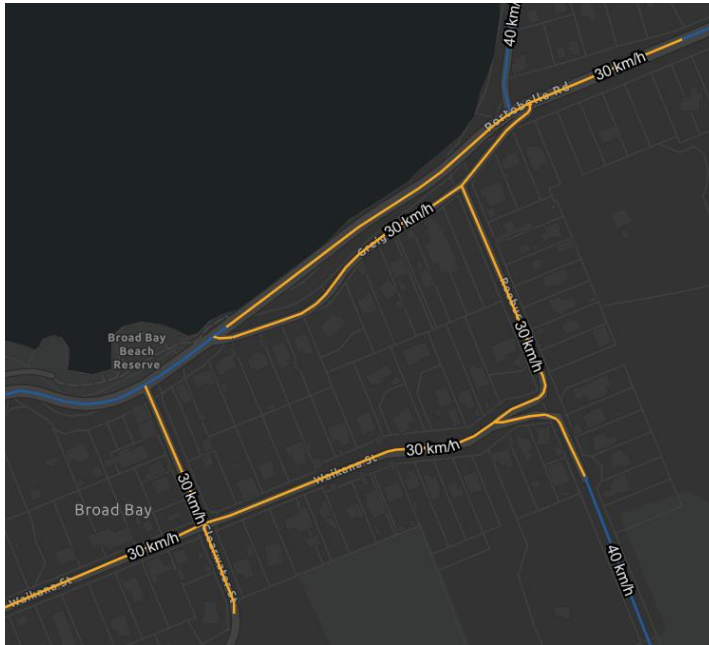
Figure 1 Screen shot from the Draft Speed Management Plan 2024-2027 shows Weller with a current speed limit of 100kmph reduced to 70kmph. This is ridiculous option given the state of

the road and the area and raises concerns that no one has inspected the area.

- These changes are just unenforceable and confusing in their current form and that is particularly worrying given our reliance on foreign and out town visitors to our area.

The Boards Submission

Taking into account the Boards's understanding of its residents and the consultation that it



has undertaken with the community; the Otago Peninsula Community Board does not support all of the changes detailed in the Dunedin City Council's "Draft Speed Management Plan 2024-2027"

Figure 2 shows the current layout of speed limits after the school speed limit programme initiated by the Dunedin City Council in 2023. Its chaotic, confusing and takes no account of the upgrade of Broad Bay and its 2 speed humps that have significantly reduced the speed within a 100-300 metre area. Importantly, Sandpiper St which has less than 6 houses and is a dead end remains at 40 kmph. It illustrates that the City Council have no real knowledge of the on the ground situation in our community.

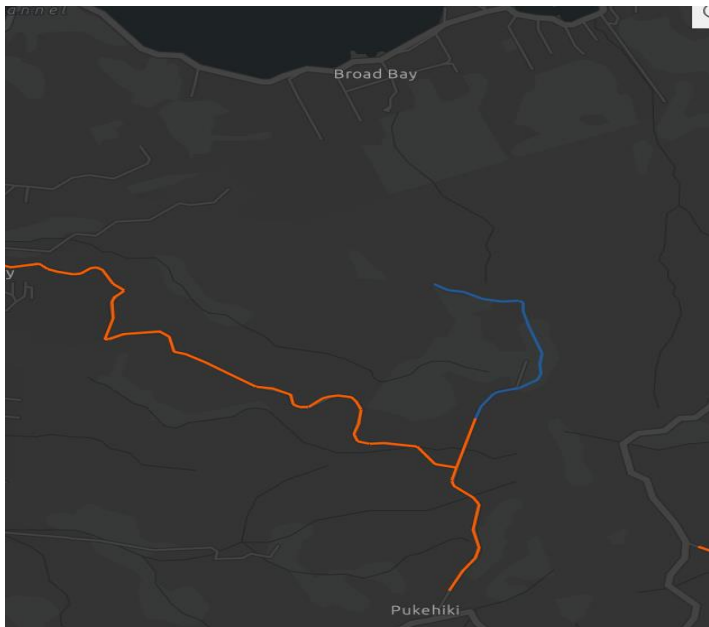


Figure 3 shows the proposed layout for Camp Road. This is rural gravel road with only 2 permanent housing occupations. It does not justify a change to the speed limit.



Figure 4 the Board proposes that the 40kmph zone be shortened to King George Street. Presently, there is no safe passing area between Portobello and Macandrew Bay and this has caused significant issues for the community and visitors.

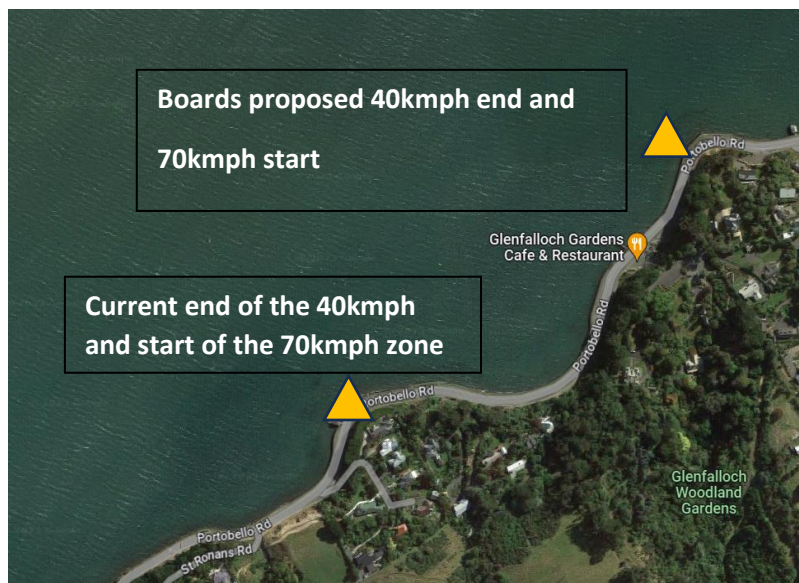


Figure 5 the board proposes that the 40 kmph zone be shortened from Glenfalloch to 100 metres past Howard Street. This area has a limited number of houses and would improve the transition and flow of traffic coming too and from Macandrew Bay Road.

Instead, the Otago Peninsula Community Board submits the following to the City Council for its consideration:

1. That the 40 kmph zones at Broad Bay and Glenfalloch be shortened to coincide with the low numbers of adjacent housing and subsequent traffic as shown in Figures 4&5.
2. That the chaotic school zone on Portobello Road/Sandpiper Street be revised to make it more useable and sensible.

3. That the school zone signage at Broad Bay and Macandrew Bay be completed appropriately.
4. That the remaining “Back Bay” roads across the Otago Peninsula stay at 70 kmph as the “Safer Speed Zones” initiated by Council have clearly worked and have improved those areas.
5. That Highcliff Road from end of Waverly be reduced from 80 kmph to 70kmph.
6. That Tomahawk Road be improved with appropriate infrastructure to ensure speeds are maintained properly at the proposed 40 kmph (as raised by the Board in 2023) in keeping with the population increase in this area due to subdivision.
7. That all Peninsula School and township sites have the electronic speed advisory signage as has recently been installed at Macandrew Bay only.
8. That townships with schools be given proper road crossing points to ensure pupils and parents can access the new Connection project infrastructure with their schools’ sites. This has been a major oversight in the design process by the City Council.
9. That the Pukehiki township have a programmed plan for walking infrastructure developed by the City Council that considers the population growth of this area due to subdivision and increased traffic volumes.

The Otago Peninsula has relatively safe roads and an active commuter community along with burgeoning tourist traffic (albeit stifled at present by international Covid). Its clear that the community continues to enjoy the gains in pedestrian, cycling and driving safety created by the Peninsula Connection Project. This is clear in the views of the community and in the statistical data provided by NZTA.

The Dunedin City Council’s *“Draft Speed Management Plan 2024-2027”* has tried to implement a blanket approach to road safety that it is not in tune with changes in our roads or community needs. What villages like Tomahawk and Pukehiki have asked for over several years has been small scale infrastructural changes that improve safety and lifestyle. The Management Plan does not address the real concerns of areas like that.

It’s clear in our discussions with the community that these changes are deemed unnecessary, unworkable and unwanted by most of our community. It would have been far more if the City Council had have worked with the Community Board over this proposal. Sadly, that opportunity was lost.

Paul Pope – Chairman

Otago Peninsula Community Board