

Otago/Southland Regional Speed Management Plan 2024

Summary

The Otago Southland Regional Speed Management Plan has been prepared by the Otago and Southland Regional Transport Committees to comply with the Land Transport Setting of Speed Limits Rule 2022 and to cover the NLTP period 2024 to 2027 in detail with and ten years as forecast.

Each of the Road Controlling Authorities within the combined Regions have prepared and consulted on their speed limit proposals within their own Speed Management Plans. These Plans are included in the Regional Plan as appendices.

The Regional Speed Management Plan including appendices with proposed speed limit changes was consolidated by the Regional Transport Committees and the Regional Councils facilitated the administrative functions of regional consultation prior to submission to Waka Kotahi.

Introduction

From the busy streets of Cities and major urban areas to the expanses of rural roads across the Otago and Southland Regions, our roading network is diverse and dynamic. This Regional Speed Management Plan (RSMP) is about coordinating the efforts of our Road Controlling Authorities in our Regions to make every road as safe as possible reflecting road function, design, and use, while maintaining efficiencies across the network. The RSMP includes a series of principles and objectives, designed to guide the region's road controlling authorities¹ speed management approaches.

Speed Management – what is it and why does it matter?

'Imagine an Aotearoa where everyone can get to where they're going safely. Where it's safe to drive to work and home again or visit whānau and friends. Where it's safe to ride bikes and let tamariki walk to school. Where transport improves our health and wellbeing, creating liveable places for our communities.' (Road to Zero Strategy)

The provision of a safer transport system for everyone who travels throughout the Otago and Southland regions has been a key regional priority for many years. This safety focus has been strengthened through the Government's [Road to Zero safety strategy](#), which sets a clear vision where no one is killed or seriously injured in road crashes.

Road to Zero

Between 2000 and 2013 New Zealand saw a decrease in the number of deaths from road crashes. However, since 2013, this number has steadily increased. Per 100,000 people, New Zealand had 7.1 deaths from road crashes in 2019. This is compared to 4.7 in Australia and 2.0 in Norway.² New Zealand's Road to Zero road safety strategy was adopted in 2019, outlining a strategy to guide improvements in road safety on our roads, streets, footpaths, cycleways, bus lanes and state highways by looking at five key focus areas:

¹ The major road controlling authorities in the Otago and Southland regions include Waka Kotahi NZ Transport Agency (state highways), Dunedin City Council, Invercargill City Council, Clutha District Council, Central Otago District Council, Gore District Council, Southland District Council, Queenstown Lakes District Council, Waitaki District Council, and The Department of Conservation.

² Mandic, S., Hewitt, J., Dodge, N., and Sharma N. (in press). "Approaches to Managing Speed in New Zealand's Capital" Journal of Road Safety.

- infrastructure and speed
- vehicle safety
- work-related road safety
- road user choices
- system management.

The Road to Zero action plan sets a target of achieving a 40 percent reduction in deaths and serious injuries by 2030.

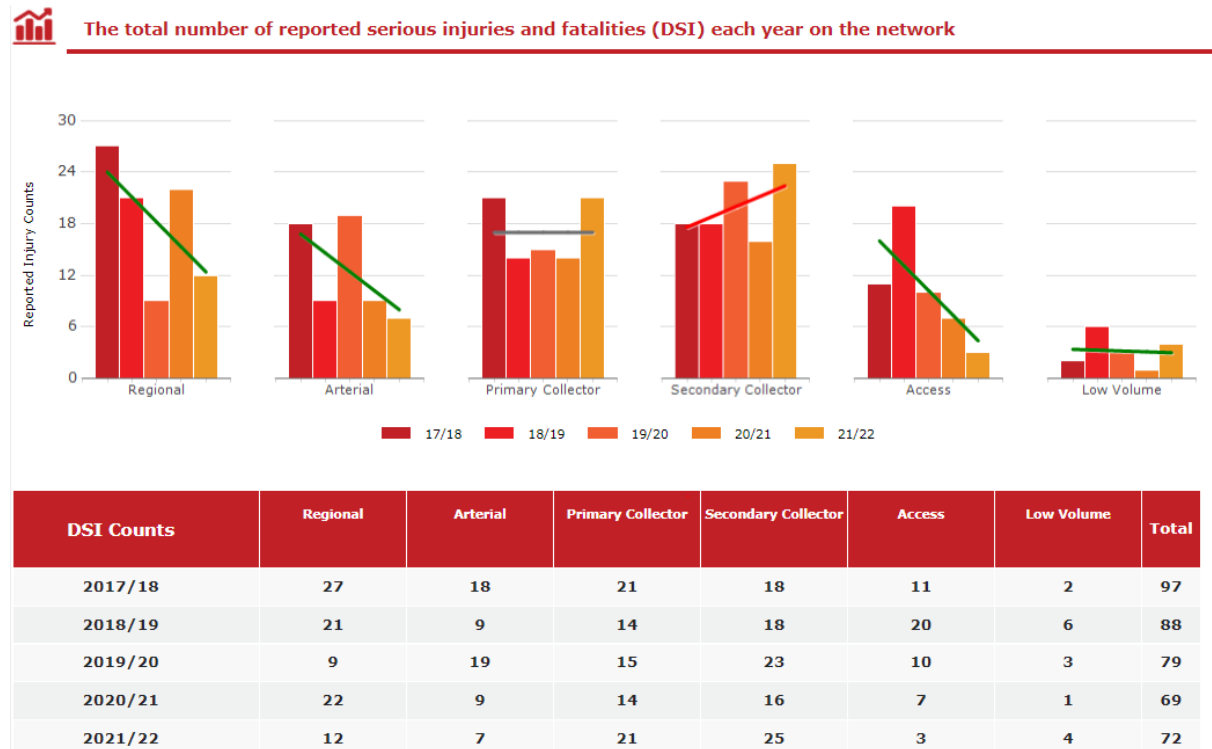
Land Transport Rule: Setting of Speed Limits 2022

In May 2022, the new Land Transport Rule: Setting of Speed Limits 2022 (the Rule) came into force. The new Rule is designed to form a more consistent approach to applying speed management within the region, with consideration of speed limits alongside investment in infrastructure by Road Controlling Authorities (RCAs).

Otago Southland Context

The [Otago Southland Regional Land Transport Plan 2021/27](#) (RLTP) is the key strategic document for land transport that outlines the regions' vision, objectives and the intended investment programme. It reflects the national target to achieve a 40 percent reduction in deaths and serious injuries on our roads by 2030.

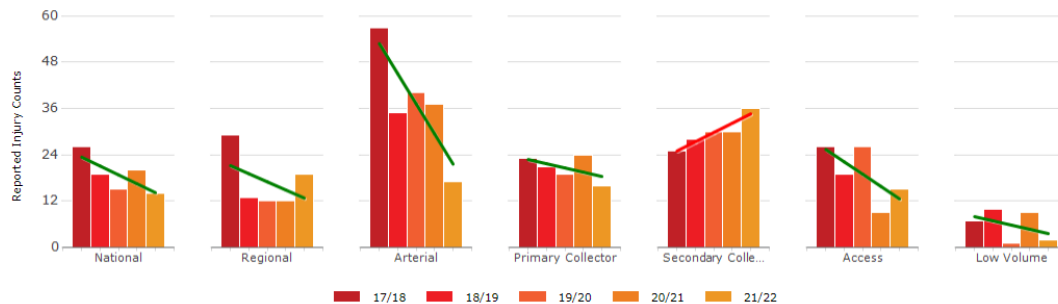
Southland Context



Otago Context



The total number of reported serious injuries and fatalities (DSI) each year on the network



DSI Counts	National	Regional	Arterial	Primary Collector	Secondary Collector	Access	Low Volume	Total
2017/18	26	29	57	23	25	26	7	193
2018/19	19	13	35	21	28	19	10	145
2019/20	15	12	40	19	30	26	1	143
2020/21	20	12	37	24	30	9	9	141
2021/22	14	19	17	16	36	15	2	119

While there are many factors that contribute to an incident, for example visibility and conditions, or driver impairment, the severity of the event can be directly attributed to the speed at which a vehicle is travelling.

Purpose

The purpose of this Plan is to ensure the Regions meet the requirements of the Land Transport Setting of Speed Limits Rule 2022 and coordinate the Speed Management Planning of the Regions Road Controlling Authorities.

Vision

“A transport system providing integrated, quality choices that are safe, environmentally sustainable and support the regions wellbeing and prosperity”

Objectives, Priorities, Policies Principles and Measures

Objective

- Road Controlling Authorities will “Prioritise high risk areas to create a safe transport system free of death or serious injury”

Priorities – High Benefit Areas

The following priorities are to be used to guide each Road Controlling Authority in its approach to implementing speed management:

- High Risk - Corridors where lowering speed limits to align with the safe and appropriate speed limit will produce the most safety benefits. These corridors are primarily interregional connectors, rural connectors and urban connectors

- School Speed Zones - All streets surrounding schools, including streets outside school frontages and at least 100m of a school boundary. These streets are likely to be subject to lower permanent or variable speed limits with all schools completed by 2030.
- Urban Area - Areas where the highest concentrations of active road users are expected, such as town centres, employment areas, other commercial areas and surrounding local streets.

Policies

- Road Controlling Authorities will “Develop and implement road safety improvements and speed management plans with a focus on highest risk users and locations”
- Road Controlling Authorities will “Ensure road safety is a primary consideration when prioritising maintenance and renewals of transport assets”
- Road Controlling Authorities will ensure the requirements set out in the Waka Kotahi Speed Management Plan template “Pre-submission checklist” are included in their plans.

Principles

The following principles are expected to be applied by Road Controlling Authorities when developing their Speed Management Plans based on the Waka Kotahi Speed Management Guide 2022:

- Combine safe and appropriate speed limits with an integrated, consistent and balanced approach to regulation and through the use of regulatory tools such as enforcement, engagement, and education, supported by monitoring and adaptation
- Set speed limits that minimise the risk of fatal and serious injury to all road users by reducing impact speeds and crash forces
- Set speed limits to enable equitable access to a variety of safe and healthy transport options, and generate public health, accessibility, environmental and amenity co-benefits
- Set speed limits in accordance with the movement and place-based approach in the One Network Framework Street categories and the standard of the transport (safety) infrastructure

Monitoring & Evaluation

Appendix 4 of the Road to Zero Speed Management Guide describes the recommended monitoring and evaluation framework adopted within this Regional Speed Management Plan.

Road Controlling authorities in the combined regions will undertake their own monitoring and evaluation, which include supporting measures such as public perception and awareness surveys.

- Identify key performance indicators for interventions, safety performance and safety outcomes.
- Identify the type of data required to measure each indicator.
- Identify any tool required to capture this data and find out whether it’s available or a new process needs to be established.
- Identify timeframes for capturing data (for example, before, during and after or is it ongoing or constant).
- Confirm the partners responsible for collecting, analysing and sharing the data.

Minimum Data Collections

Monitoring of the elements of each speed management plan is to commence at implementation level. The data to be collected includes, as a minimum:

- Before and after data on injuries
- Before and after speed data of all vehicles
- Before and after speed data of freight vehicles
- Before and after traffic volume
- Classification data.
- Where available a measure of active travel changes where speed reductions have applied in urban areas.

This information is to be aggregated to determine the performance of each speed management plan as well as to identify roads where further interventions may be required to optimise safety outcomes.

The results will be reported in a combined report to the Regional Transport Committees at the conclusion of each 3-year planning period.

KPIs

Deaths and serious injuries (number, reduction) based on the Dept Internal Affairs measure.

Consistency with the Government Policy Statement on Land Transport

Each Road Controlling Authority Speed Management Plan includes a statement of how they are consistent with the Government Policy. The combined Otago Southland Regional Speed Management Plan has been assessed as being consistent with the Government Policy Statement.

Preparation of the plan

The Regional Speed Management Plan is prepared on behalf of the Otago Southland Regional Transport Committees by the combined regions Technical Advisory Group (TAG). The plan excluding appendices was approved by the combined Regional Transport Committees to allow the strategic content to be referenced in each of the Road Controlling Authority Speed Management Plans. Once all RCA Plans were complete, consulted on and amended the individual Plans have been incorporated into the appendices of the Regional Plan and following adoption by the RTC and approval by the Regional Council are submitted to Waka Kotahi for approval by the Director.

Consultation

Road Controlling Authority Consultation

Each Road Controlling Authority is required to have consulted their community on the contents and proposals included in their Speed Management Plans in compliance with the Speed Management Rule. This process is the formal consultation process for the Regional Speed Management Plan.

- Each Road Controlling Authority will include in their Speed Management Plan statements relating to their,
- Methods of development and partnership with Māori
- Focus consultation on the principles applied to setting the recommended speed limits
- Detail the consultation methods and outcomes included in their Plan

Regional Consultation

The Otago and Southland Regional Councils facilitated consultation on the Regional Speed Management Plan by providing information on the Regional Council website and direct linkages to the consultation documents for each authority.

RCA Plans as appendices meet either

3.8 (2) section requirements for a full RCA Plan or
12.13 section requirements for an interim RCA Plan.

Road Controlling Authority Speed Management Plans

Each Road Controlling Authority Speed Management Plan will include the following,

- The objectives, policies, and measures that are included in the plan are consistent with broader regional land transport strategies and this Regional Speed Management Plan.
- RCAs will include the principles used to underpin their 10-year view.
- RCAs will include and identify the connections with other relevant local objectives and policies
- The information is to be in narrative form and may be accompanied by illustrations (to support).

Consistency with the GPS & Road Safety Strategy

When developing their Speed Management Plans Road Controlling Authorities are expected to ensure that the plans are consistent with both the GPS and the New Zealand Road Safety Strategy. A statement must be included in each explaining how the plan is consistent with the road safety aspects of the Government Policy Statement on Land Transport and the current Government Road Safety Strategy: Road to Zero.

Consultation

Each Road Controlling Authority will include in their Regional Speed Management Plan statements relating to their,

- Methods of development and partnership with Māori within their territorial authority.
- Focus consultation on the principles applied to setting the recommended speed limits
- Detail the consultation methods and outcomes included in their Plan

Identification of Inconsistencies

Each Road Controlling Authority Speed Management Plan included in the Appendices of this Plan has been prepared using a whole of network approach. As a component of speed management plan development each Road Controlling Authority will liaise with their neighbours to ensure consistency across Authority Boundaries. The Regional Councils will review the Plans to identify inconsistencies between them. Where inconsistencies were identified, these were referred to the relevant Road Controlling Authorities for resolution before incorporation into this Regional Plan.

Speed Limits

Each Road Controlling Authority will use the One Network Framework (ONF) as the basis for describing the individual sections of their networks being considered for speed limit changes. In general, speed limits should be within the ranges indicated in the Speed Management Guide Tables 2 to 7. (Refer to pages 23 to 28 of the Speed Management Guide)

Variations

Road Controlling Authorities may wish to prepare a variation to their speed management plan outside of the three-year planning cycle, with the approval of the Director of Land Transport.

Appendices – Road Controlling Authority Speed Management Plans

Otago and Southland Road Controlling Authorities have been encouraged to use the Waka Kotahi Optional Certification Template as the basis for their plans.

Southland

- State Highway Speed Management Plan
- Gore District Council Speed Management Plan
- Invercargill City Council Speed Management Plan
- Southland District Council Speed Management Plan

Otago

- State Highway Speed Management Plan
- Central Otago District Council Speed Management Plan
- Clutha District Council Speed Management Plan
- Dunedin City Council Speed Management Plan
- Queenstown Lakes District Council Speed Management Plan
- Waitaki District Council Speed Management Plan

Department of Conservation Roads are expected to be included in the relevant associated Road Controlling Authority Plan.

Pre-submission Checklist

Category	Confirmation	Clause ^	Yes/No
Public consultation complete	Consultation for this speed management plan has been carried out in accordance with the Land Transport Rule: Setting of Speed Limits 2022, clause 3.9	3.11(1)(a)	[Yes]
Plan content check	Includes objectives, policies, and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan.	3.8(1)(a)	[Yes]
	Includes an explanation of how the plan is consistent with the road safety aspects of the Government Policy Statement (GPS) on land transport and any Government road safety strategy.	3.8(1)(b)	[Yes]
	Include a general explanation of how a whole-of-network approach was taken to changing speed limits, safety cameras and safety infrastructure, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.	3.8(1)(c)	[Yes]
	Includes an implementation programme for at least 3 financial years from the start of the plan which sets out changes to speed limits and safety infrastructure on the relevant roads, and the timeframe within which each change will occur in.	3.8(2)(b)(i-ii)	[Yes]
	Identifies all speed limits of 70km/h and 90km/h subject to review.	3.11(1)(b)(ii)	[Yes]
	Identifies all roads outside schools for which changes to speed limits are needed in order to set speed limits.	3.11(1)(b)(iii)	[Yes]
	Includes an explanation for any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road.	3.8(2)(e)	[Yes]
	Includes comment on any review relevant to the roads or region that has been completed since the previous plan published.	3.8(2)(f)	[Yes]