

# Interim Speed Management Plan Certification Document



**2023**

# Certification template for a speed management plan

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## Purpose of the optional certification template

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) states that a speed management plan must be in the form, if any, set by Waka Kotahi as regulator. At the time of printing, Waka Kotahi has not set a form for plans.

This optional certification template for a speed management plan is designed to provide a straightforward process for completing the basic requirements of a speed management plan for certification. It is also intended to support consistency in speed management plans when they are submitted for certification. Please note that it is focused on the information required by Waka Kotahi for certification and may not produce a plan in an appropriate form for public consultation.

## How to use the optional certification template

The template is provided in word document format so that it can be edited and adapted during the development of the speed management plan. Each section provides a suggested subheading and guidance on the type of information to be provided. The tables provided include drop-down options where possible to facilitate alignment with the terms and definitions used in the Rule. The tables also include example text which can be replaced. For more details about the appropriate content for each section of the speed management plan, see the Speed Management Guide: Road to Zero edition, Section 3.5: Developing a speed management plan. A summary table of the speed management plan requirements under the Rule is also provided for reference at the end of this template.



## Plan information

Road controlling authority or regional transport committee	Ashburton District Council
Submitted by	Martin Lo
National Land Transport Programme (NLTP) period	[July 2021 to June 2024]

## Pre-submission checklist

Complete this checklist following completion of the plan, prior to submitting for certification.

Category	Confirmation	Clause ^	Yes/no
<b>Public consultation complete</b>	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]
<b>Plan content check</b>	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]

^ The clauses are from the Land Transport Rule: Setting of Speed Limits 2022.

# Speed management plan content

## 10-year vision: Objectives, strategic alignment, and whole-of-network approach

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### 1. Describe objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan

Ashburton District Council's interim speed management plan is a two financial year plan to manage safer speeds in the district. The objectives are to reduce DSI crashes on local roads and encourage active transport in the district.

The ISMP has three principles:

1. Reduce speed limits on roads near schools to 30km/h.
2. Reduce speed limits on roads within 1km of the urban fringes.
3. Reduce speed limits on roads with high active users to 40km/h or less.

The three principles will provide safe and appropriate speed limits in the district. It is expected that these principles will carry over to the next speed management plan with the 10-year vision.

Principle implementation period

1. The school speed limits on local roads shall be implemented before the end of NLTP 2021-24.
2. The speed limit reduction for urban fringes and roads with high active users will be ongoing. It is based on the growth of the town.

Currently there is no plan to change the speed limits on road under the conditions of principle 2 & 3 however Council has decided to agree to have the principles in the ISMP to future proof our network.

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### 2. Demonstrate consistency with the road safety aspects of the Government Policy Statement (GPS) on land transport and any other government road safety strategy

Our principles in the ISMP aligns with the national road safety strategy (Road to Zero) and Government Policy Statement on land transport by reducing speeds on our local roads. This will provide safer travel to schools, business and recreational activity. Benefits will include inclusive access, economic prosperity, resilience and security.

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### 3. Describe how a whole-of-network approach to changing speed limits, safety cameras and safety infrastructure has been taken

All the schools will be classified as category 1 schools and receive 30km/h speed limit treatment. Addition to the reduction in the speed limit, infrastructure improvement such as raised platform at crossing points and traffic calming features will complement the safer speed. Design of road layouts will be pedestrian and cyclist focused for roads with high active users. The plan will phase out all 70km/h speed limits on local roads. All roads in the new subdivisions will start with a speed limit of 40km/h or lower. No safety cameras will be introduced in this ISMP.

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## 3-year Implementation programme

### 4. Speed limits

Where possible, provide geospatial shape files or maps for this section. Table 1 can also be used for all roads, or only those where it is necessary to provide additional information.

Principle 1 schools – Appendix A

Principle 2 urban fringe 1km – Appendix B

Principle 3 high active users – Cover all local roads

### 5. Speed limits around schools

*Table 1 – Speed limits around schools*

School name	Category	Further information
Allenton School	1	30km/h permanent speed limit
Ashburton Borough School	1	30km/h permanent speed limit
Ashburton Borough School (Lagmhor)	1	30km/h variable speed limit
Ashburton Christian School	1	30km/h permanent speed limit
Ashburton College	1	30km/h permanent speed limit
Ashburton Intermediate	1	30km/h permanent speed limit
Ashburton Netherby School	1	30km/h permanent speed limit
Carew Peel Forest School	1	30km/h variable speed limit
Chertsey School	1	30km/h permanent speed limit
Dorie School	1	30km/h permanent speed limit
Fairton School	1	30km/h permanent speed limit
Hampstead School	1	30km/h permanent speed limit
Hinds School	1	30km/h permanent speed limit
Lauriston School	1	30km/h permanent speed limit
Longbeach School	1	30km/h variable speed limit
Mayfield School (Mid-Canterbury)	1	30km/h permanent speed limit
Methven School	1	Same as State Highway
Mount Hutt College	1	Same as State Highway
Mt Somers Springburn School	1	30km/h permanent speed limit
Our Lady of the Snows School (Methven)	1	Same as State Highway
Rakaia School	1	30km/h permanent speed limit
St Joseph's School (Ashburton)	1	30km/h permanent speed limit
Tinwald School	1	30km/h permanent speed limit
Wakanui School	1	30km/h variable speed limit

## 6. Safety Infrastructure

Complete Table 3 or briefly overview your safety infrastructure options and how these will be selected in the sections below the table.

**Table 2 – Safety Infrastructure changes**

Location	Proposed change	Year of commencement	Funding certainty (committed or not committed)	Further information
School speed limit signs	Concrete kerb Built-out	Y3	Committed	Traffic calming device
School crossing points	Raised Safety Platform	Y3	Committed	Safe System Solutions
School roads	Enhanced Signage	Y3	Committed	Safety improvement

### Options

### Selection process

## 7. Other matters relating to speed management

Discuss other matters related to speed management on the relevant roads, including matters regarding temporary speed limits (optional).

### Consultation with Maori

Council has a six-weekly hui with Aoraki Environmental Consultancy Limited. AECL is a charitable purpose company, wholly owned by Te Rūnanga o Arowhenua. They are mandated to support Te Rūnanga o Arowhenua in its environmental aspirations and enable it to undertake kaitiakitanga over its rohe.

AECL have supported the previous speed limit changes put forward by Council and the current ISMP. They have supported lower speed limits generally and around schools specifically. There is no marae on ADC local roads to consult on.

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*For completion by a regional transport committee only*

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### **8. State highway components**

Include information from the state highway speed management plan (either the consultation draft or published copy, depending on which is most recent) that relates to state highways in the region.

#### **Supporting information**

If you have attached supporting information for your state highway components, reference it here, so it can be readily identified.



## Reference table: Rule requirements for plan content

### Content requirements of a plan (with reference to clause 3.8 of Land Transport Rule: Setting of Speed Limits 2022)

- (1) A plan must—
  - (a) set out objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan; and
  - (b) include an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport<sup>#</sup> and any Government road safety strategy;<sup>†</sup> and
  - (c) 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.
- (2) A plan must also—
  - (a) identify the changes (if any) being proposed to speed limits (other than temporary speed limits) and safety infrastructure on the relevant roads; and
  - (b) include an implementation programme for at least 3 financial years from the start of the plan that sets out —
    - (i) the changes (if any) being proposed to (A) speed limits on the relevant roads, including, to the extent practicable, information on each proposed speed limit relating to the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply; and (B) safety infrastructure on the relevant roads; and
    - (ii) the timeframe within which each change is proposed to occur; and
  - (c) for speed limits of 70 km/h or 90 km/h, include any content required by clause 4.3(2); and
  - (d) in relation to schools, include—
    - (i) any content required by clause 5.2(4); and
    - (ii) any designation of a category 2 school; and
    - (iii) if required by clause 5.3, an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road; and
  - (e) include, 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, an explanation for why, after considering the matters in clause 3.2(1), the road controlling authority proposes a speed limit that differs from the Agency's confirmed assessment (unless subclause (3) applies);<sup>^</sup> and
  - (f) include comment on any review relevant to the roads or region that has been completed under clause 3.17 since the previous plan published under clause 3.3(8) or 3.4(13).

**Content requirements of a plan (with reference to clause 3.8 of Land Transport Rule: Setting of Speed Limits 2022)**

**State highway speed management plan – clause 3.8(5)**

**Regional speed management plans – clause 3.8(6)**

<p><b>(5) A State highway speed management plan—</b></p> <p>(a) <b>must also include a general explanation of how the Agency (as RCA) has, when proposing a change to a speed limit, had regard under clause 3.2(2) to the desirability of a road under its control and an adjoining road under the control of another road controlling authority having the same speed limit, unless there is good reason for different speed limits; and</b></p> <p>(b) <b>may also include changes to safety cameras on roads that are not State highways.</b></p>	<p><b>(6) A regional speed management plan must—</b></p> <p>(a) identify, for any proposed change to a speed limit for a road under the control of a territorial authority (the first road) that adjoins a road under the control of another territorial authority (the second road), any instances where the speed limit for the first road is different or is proposed to differ from the speed limit for the second road; and</p> <p>(b) include information from the State highway speed management plan (either the consultation draft or the published copy, depending on which is most recently available) relating to State highways in the region.</p>
<p>(7) A plan may include discussion of other matters related to speed management on the relevant roads, including temporary speed limits.</p>	
<p>(8) A plan must be in the form (if any) set by the Agency. (Note that this template is not a required form, but an optional guide).</p>	

**Notes**

# New Zealand Government. 2020. *Government Policy Statement on Land Transport: 2021/22 – 2030/31*. Wellington: Ministry of Transport

† New Zealand Government. 2019. *Road to Zero: New Zealand's road safety strategy 2020–2030*. Wellington: Waka Kotahi NZ Transport Agency.

\* A territorial authority must not publish a consultation draft territorial authority speed management plan if the regional transport committee has notified its intention to publish, within the next 28 days, a consultation draft regional speed management plan—the territorial authority must instead join in the process for a consultation draft regional speed management plan. (See clauses 3.5(2) and 12.10(3).)

^ Clauses 3.8(3) and 12.(4): A plan does not need to include explanation of where a proposed change to a speed limit does not align with the Waka Kotahi confirmed assessment of what is the safe and appropriate speed limit for the road (a) where the proposed speed limit is 70km/h and the Waka Kotahi assessment of the safe and appropriate speed limit for the road is 80km/h; (b) where the proposed speed limit is 90km/h and the Waka Kotahi assessment of the safe and appropriate speed limit for the road is 100km/h; and (c) where the proposed speed limit is to a road outside a school and complies with section 5 of the Rule.



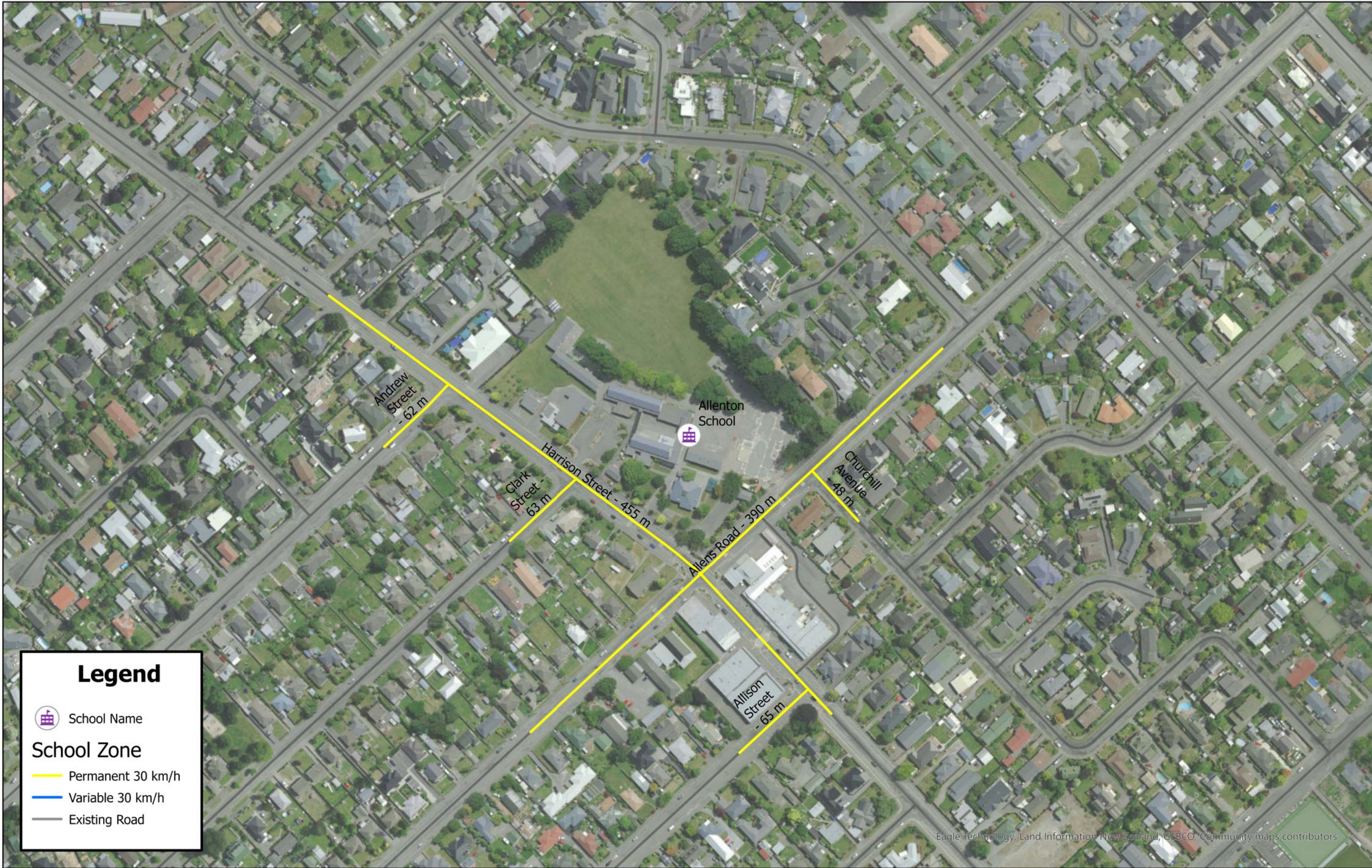
# Interim Speed Management Plan Certification Document



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

5 Baring Square West, Ashburton 7700

03 307 7700



**Legend**

School Name

**School Zone**

- Permanent 30 km/h
- Variable 30 km/h
- Existing Road

Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors



Speed Limits Review: Allenton School

Scale 1:2,500  
At A3



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**Legend**

 School Name

**School Zone**

 Permanent 30 km/h

 Variable 30 km/h

 Existing Road

Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors



**Speed Limits Review: Ashburton Christian School**

Scale 1:2,500  
At A3

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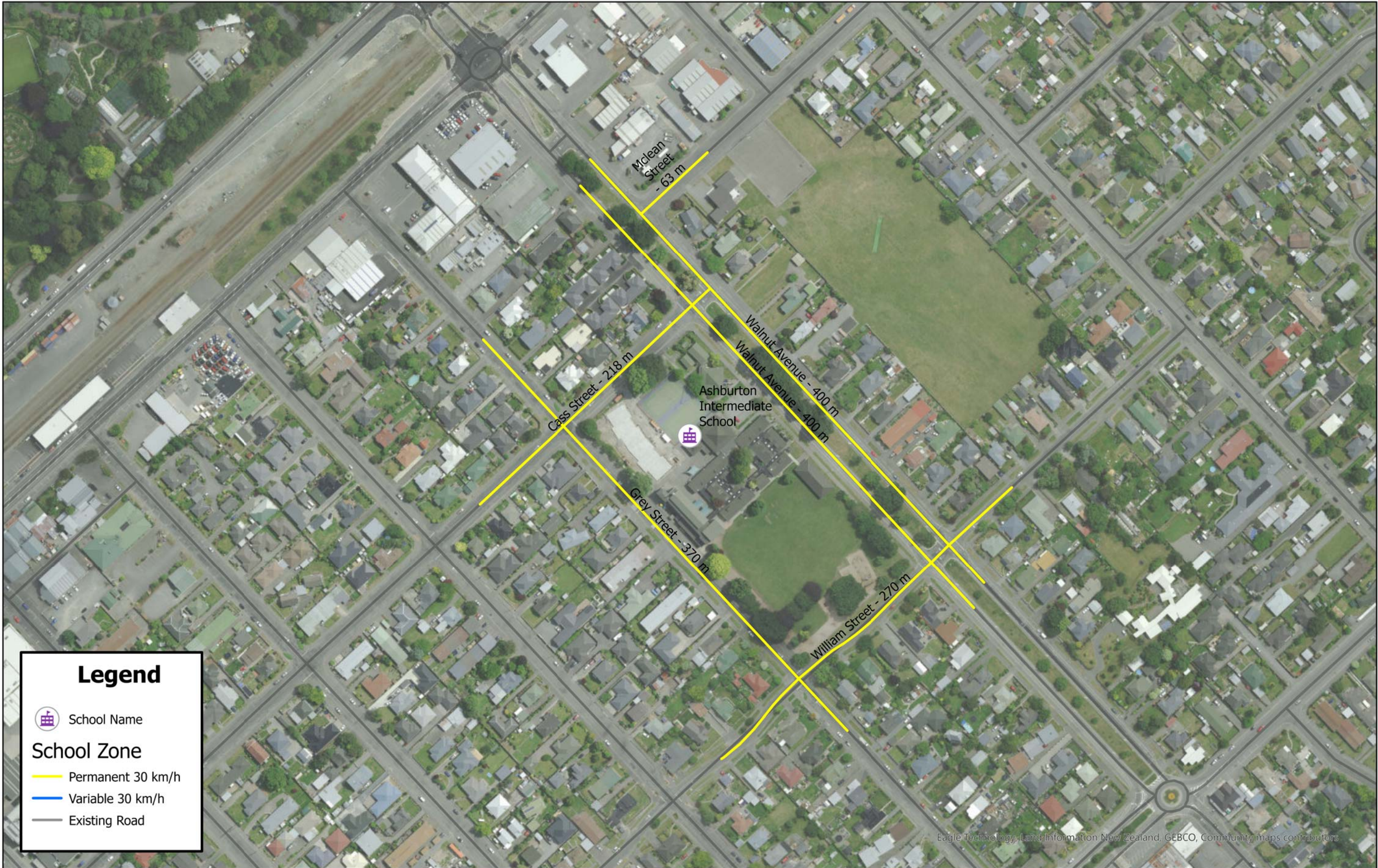
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**Legend**

School Name

**School Zone**

Permanent 30 km/h

Variable 30 km/h

Existing Road

Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors



Speed Limits Review: Ashburton Intermediate School

Scale 1:2,500  
At A3

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**Legend**

 School Name

**School Zone**

 Permanent 30 km/h

 Variable 30 km/h

 Existing Road

Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors



**Speed Limits Review: Carew Peel Forest School**

Scale 1:2,500  
At A3


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**Legend**

 School Name

**School Zone**

 Permanent 30 km/h

 Variable 30 km/h

 Existing Road



Speed Limits Review: Chertsey School

Scale 1:2,500  
At A3




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**Legend**

 School Name

**School Zone**

 Permanent 30 km/h

 Variable 30 km/h

 Existing Road



Speed Limits Review: Dorie School


Scale 1:2,500  
At A3




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**Legend**

 School Name

**School Zone**

 Permanent 30 km/h

 Variable 30 km/h

 Existing Road





**Legend**

School Name

**School Zone**

Permanent 30 km/h

Variable 30 km/h

Existing Road

Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors



Speed Limits Review: Hampstead School

Scale 1:2,500  
At A3

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**Legend**

 School Name

**School Zone**

 Permanent 30 km/h


 Variable 30 km/h

 Existing Road








**Legend**

 School Name

**School Zone**

 Permanent 30 km/h

 Variable 30 km/h

 Existing Road

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Speed Limits Review: Lagmhor School

Scale 1:2,500  
At A3



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**Legend**

 School Name

**School Zone**

 Permanent 30 km/h

 Variable 30 km/h

 Existing Road

Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors



Speed Limits Review: Lauriston School

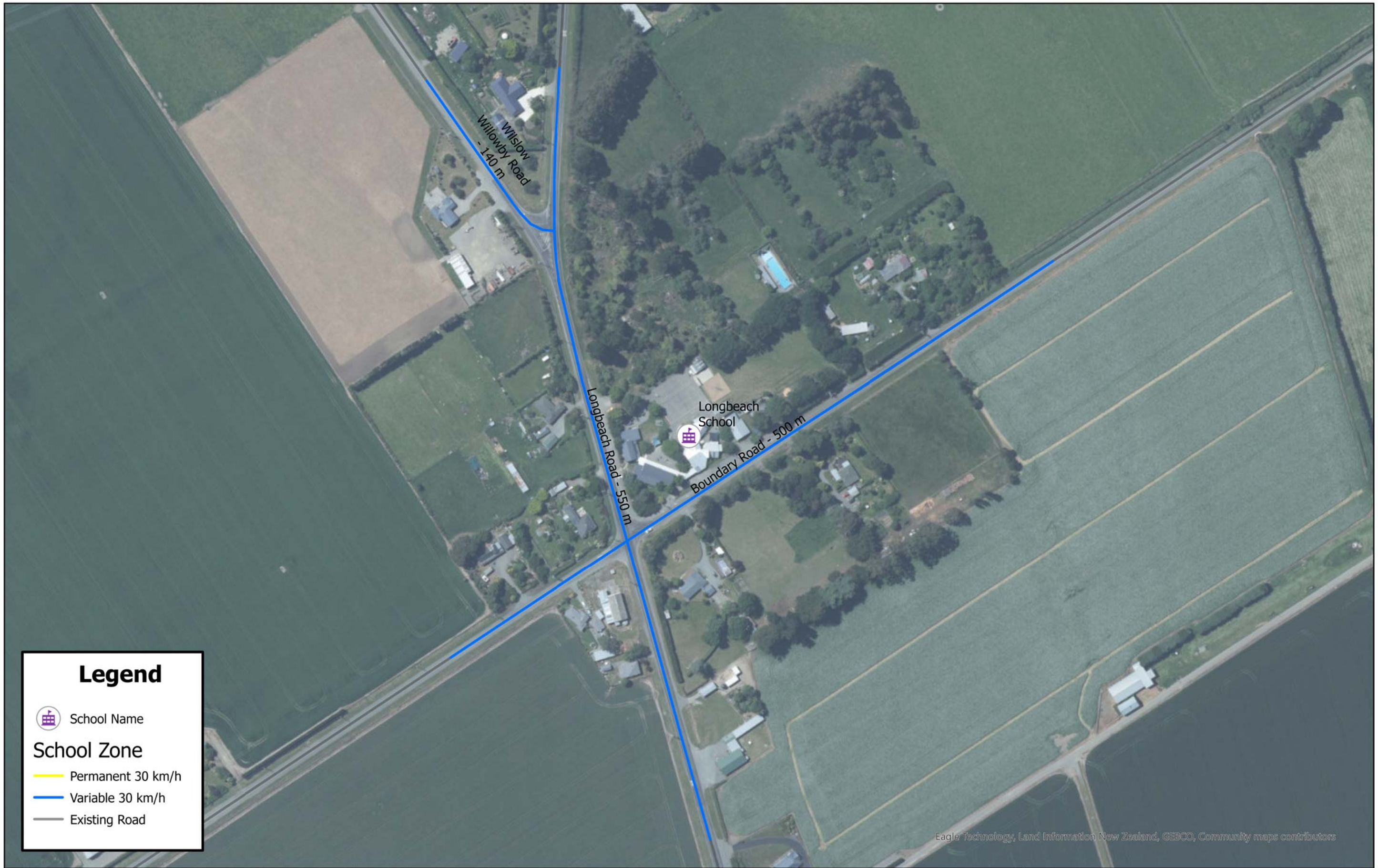
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At A3

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**Legend**

 School Name

**School Zone**

 Permanent 30 km/h

 Variable 30 km/h

 Existing Road

Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors



Speed Limits Review: Longbeach School

Scale 1:2,500  
At A3


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**Legend**

 School Name

**School Zone**

 Permanent 30 km/h

 Variable 30 km/h

 Existing Road



Speed Limits Review: Mayfield School


Scale 1:2,500  
At A3

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**Legend**

 School Name

**School Zone**

 Permanent 30 km/h

 Variable 30 km/h

 Existing Road

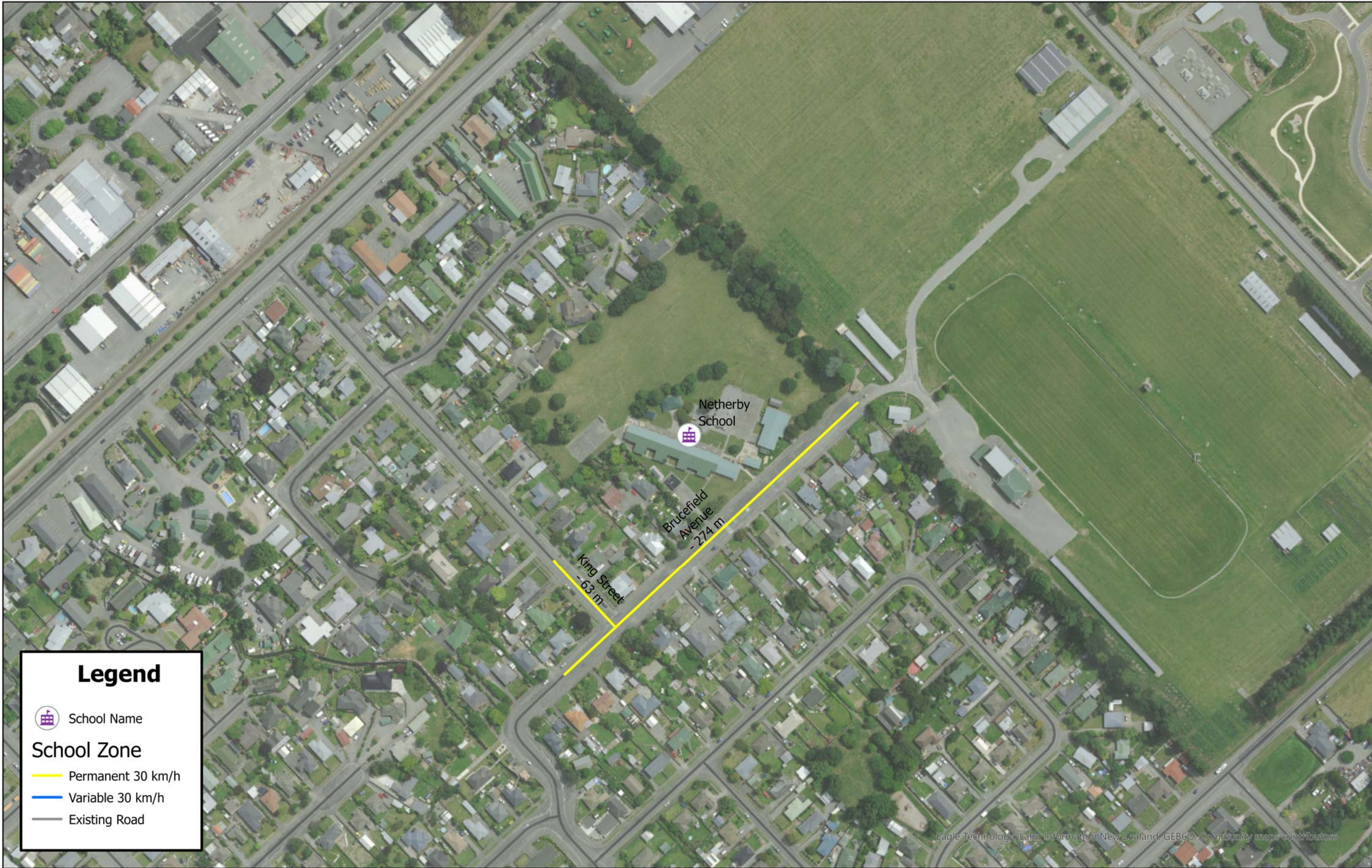


Speed Limits Review: Mt Somers Springburn School


Scale 1:2,500  
At A3




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**Legend**

 School Name

**School Zone**

 Permanent 30 km/h

 Variable 30 km/h

 Existing Road

Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors



**Speed Limits Review: Netherby School**

Scale 1:2,500  
At A3


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**Legend**

 School Name

**School Zone**

 Permanent 30 km/h

 Variable 30 km/h

 Existing Road



Speed Limits Review: Rakaia School


Scale 1:2,500  
At A3




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**Legend**

 School Name

**School Zone**

 Permanent 30 km/h

 Variable 30 km/h

 Existing Road

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Speed Limits Review: Tinwald School

Scale 1:2,500  
At A3

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**Legend**

 School Name

**School Zone**

 Permanent 30 km/h

 Variable 30 km/h

 Existing Road

Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors



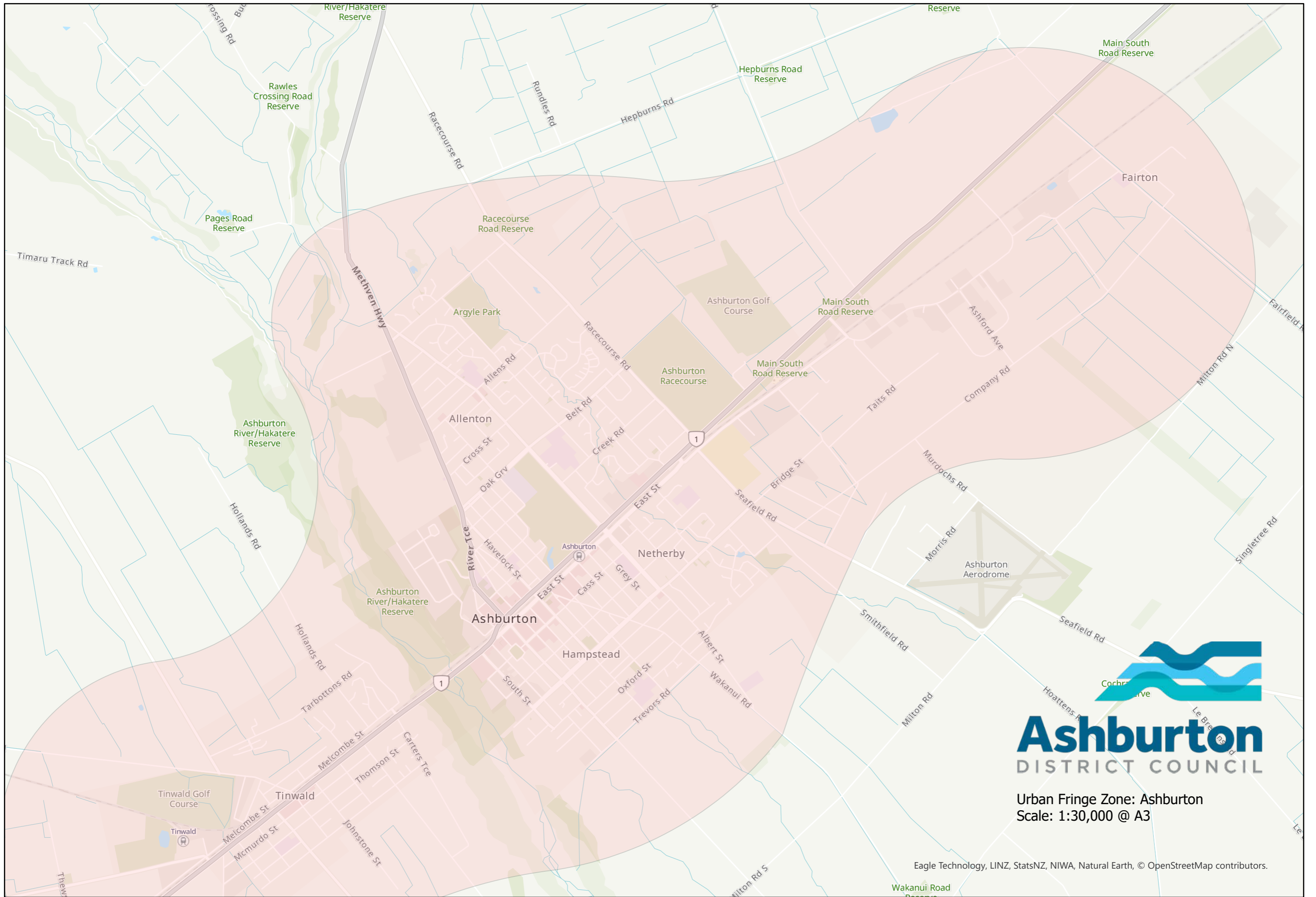
**Speed Limits Review: Wakanui School**

Scale 1:2,500  
At A3

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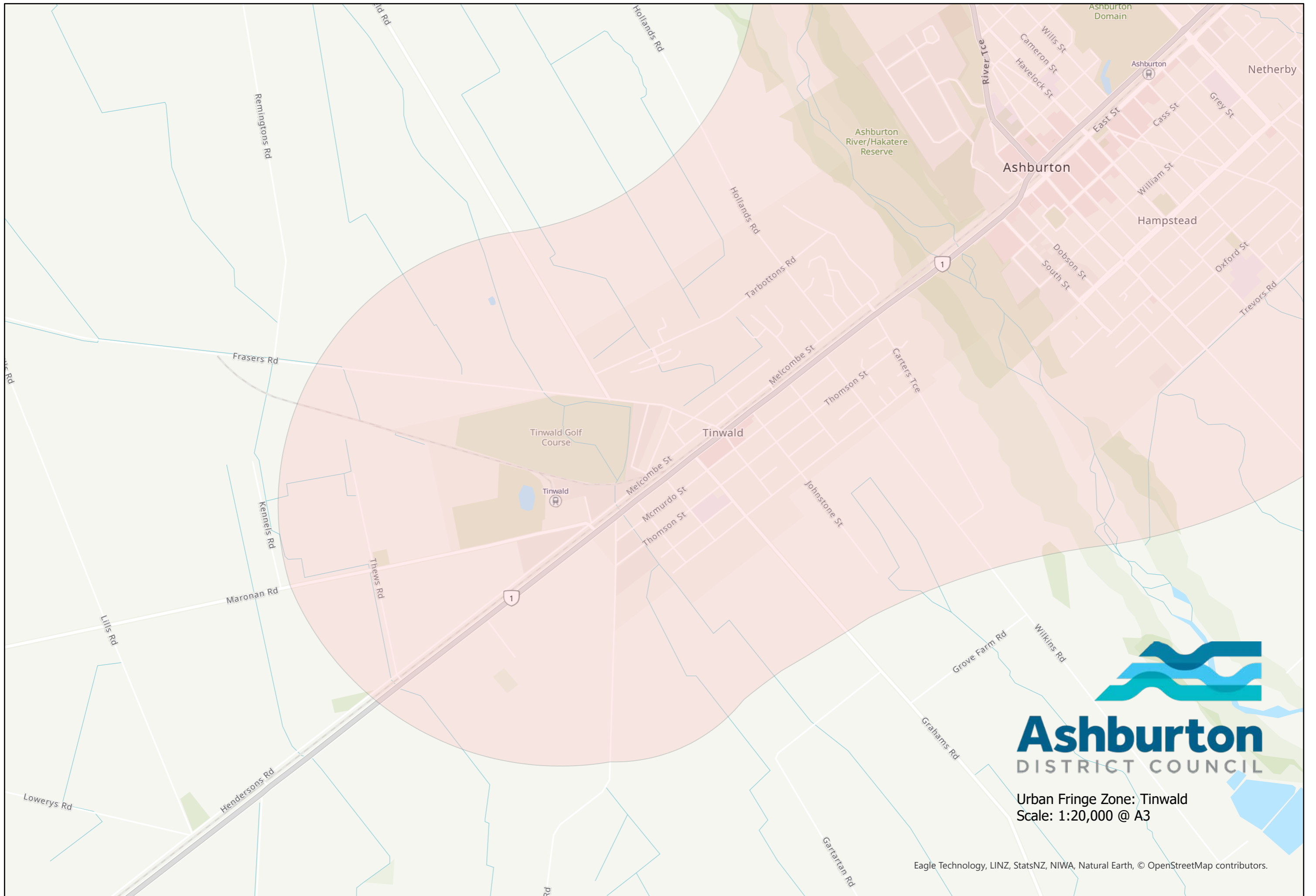
# Ashburton

DISTRICT COUNCIL

Urban Fringe Zone: Ashburton  
Scale: 1:30,000 @ A3

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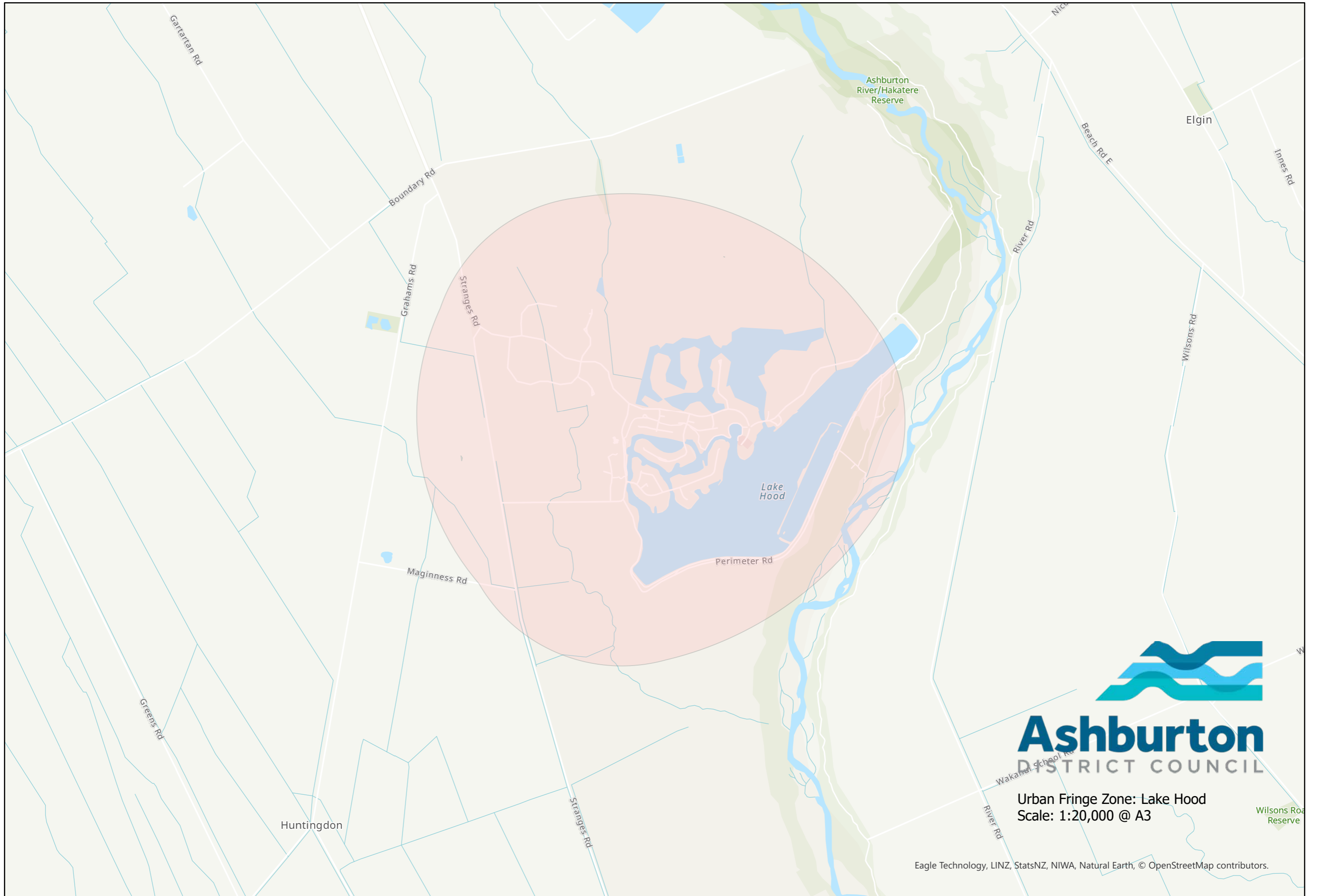


# Ashburton

DISTRICT COUNCIL

Urban Fringe Zone: Tinwald  
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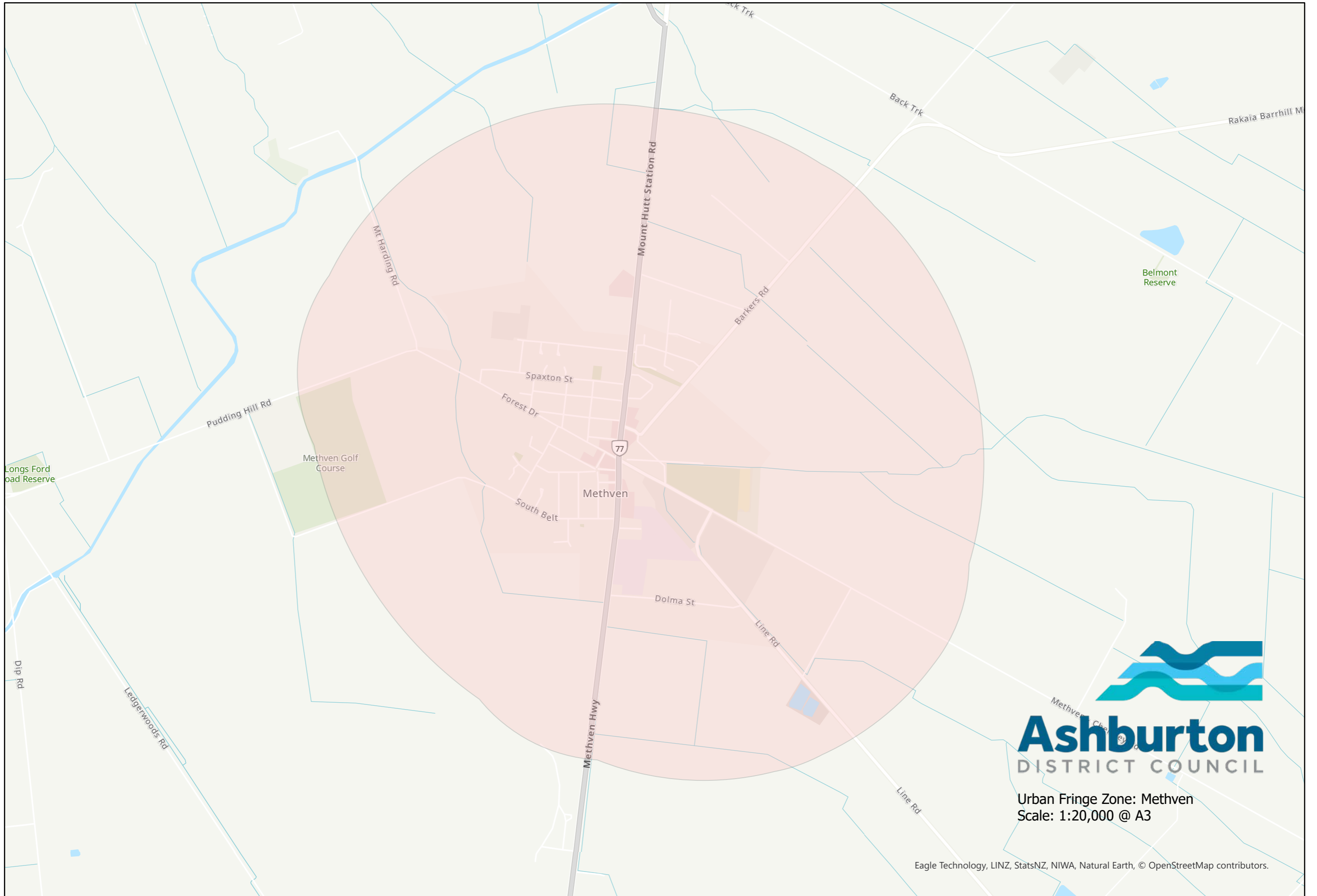
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**Ashburton**  
DISTRICT COUNCIL

Urban Fringe Zone: Lake Hood  
Scale: 1:20,000 @ A3

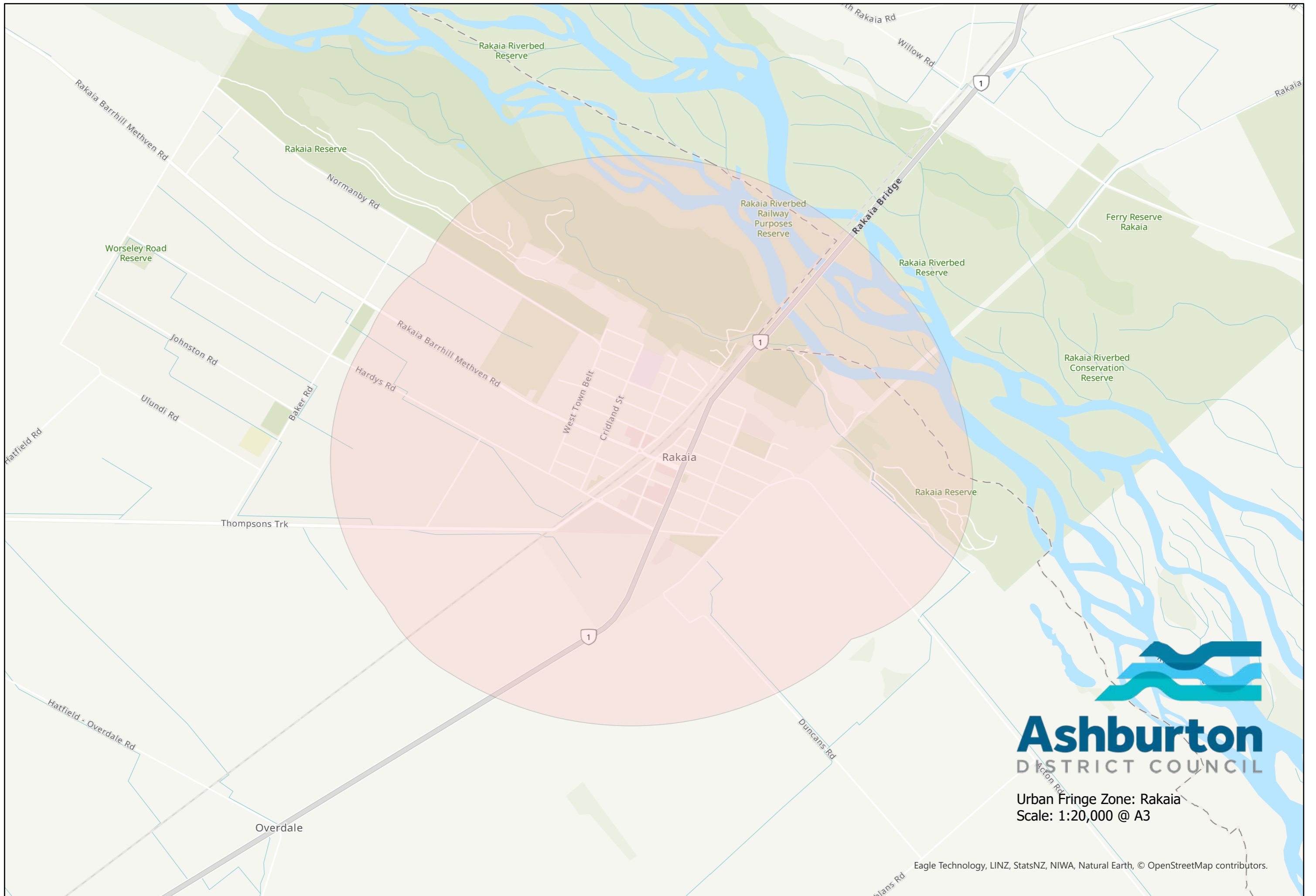
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**Ashburton**  
DISTRICT COUNCIL

Urban Fringe Zone: Methven  
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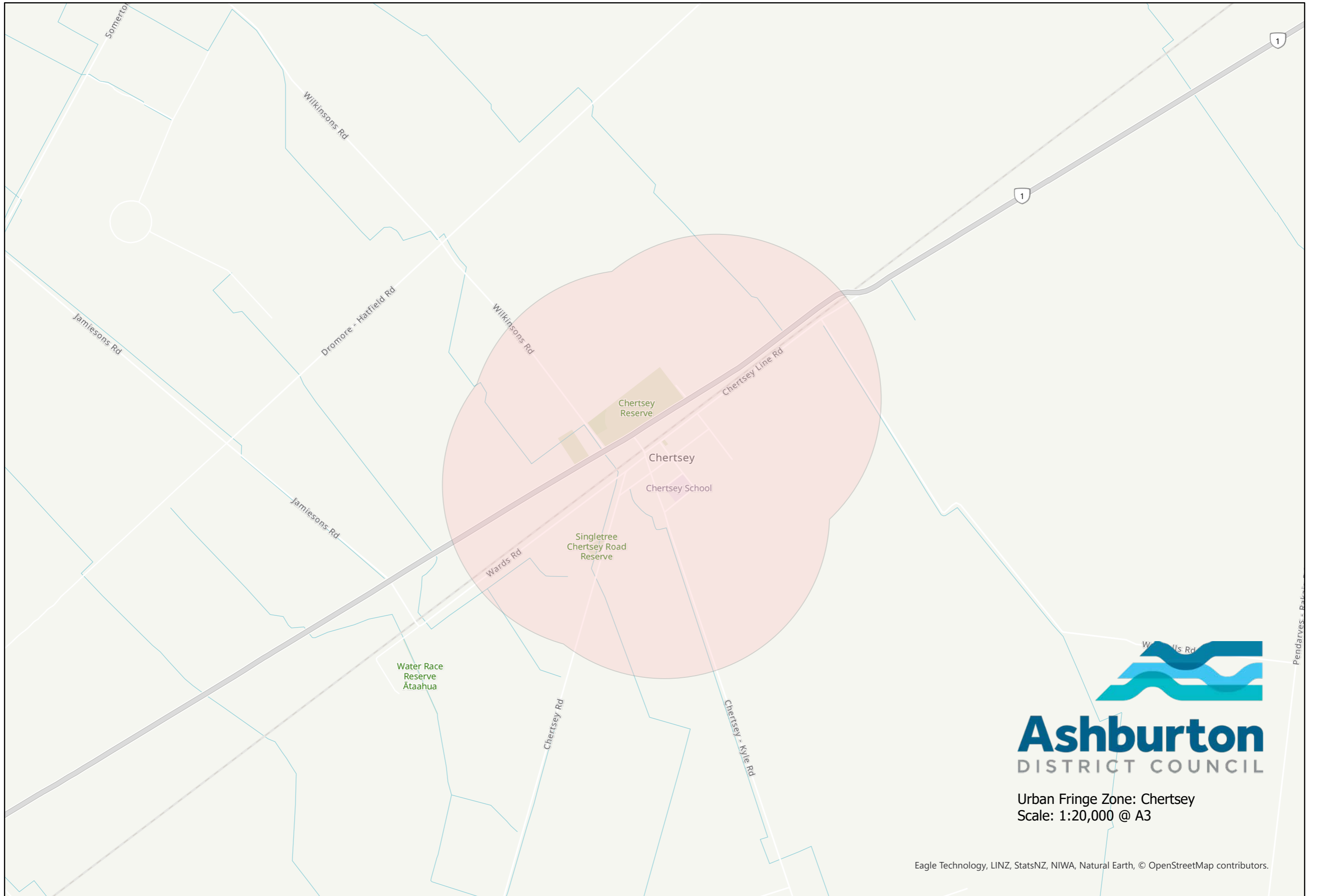
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**Ashburton**  
DISTRICT COUNCIL

Urban Fringe Zone: Rakaia  
Scale: 1:20,000 @ A3

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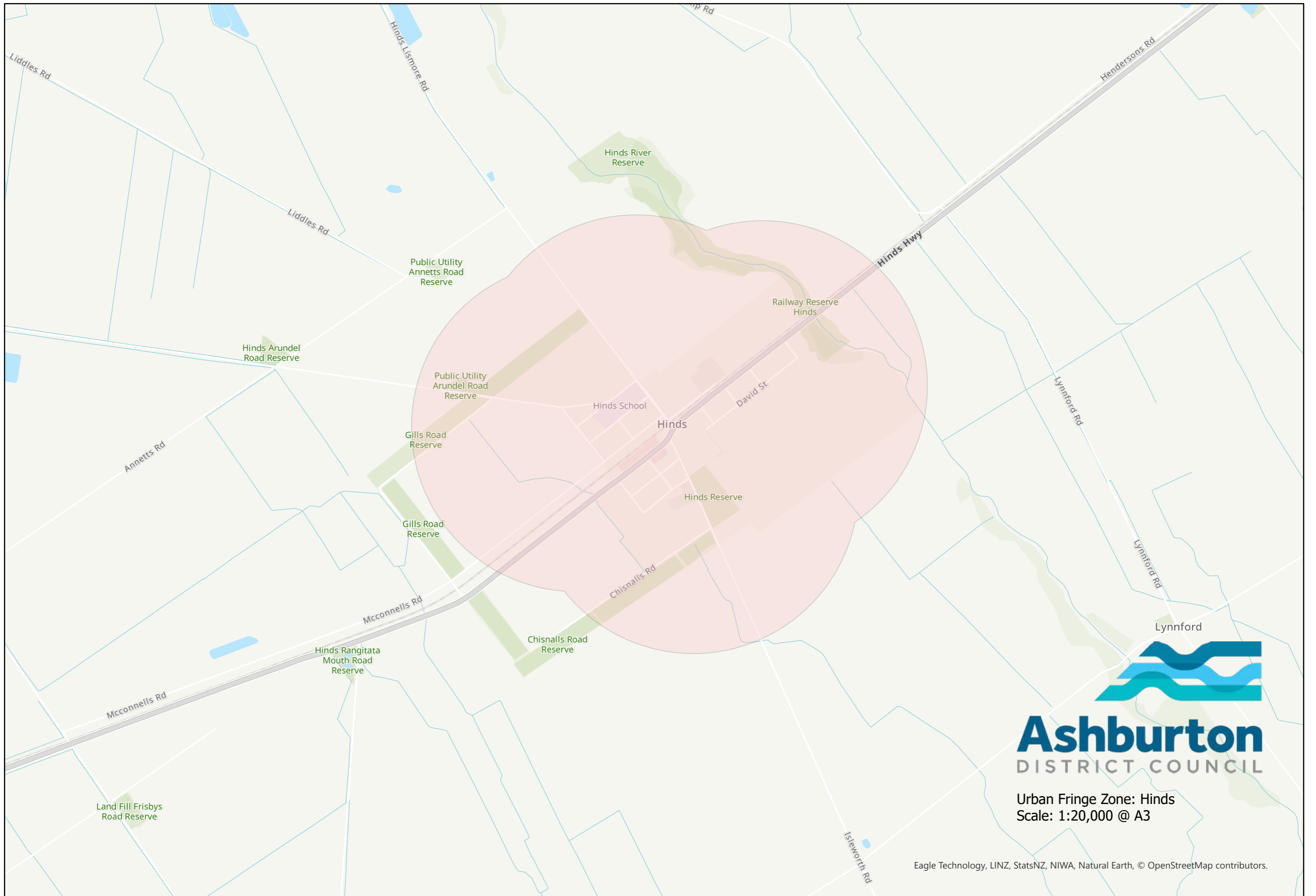


Urban Fringe Zone: Chertsey  
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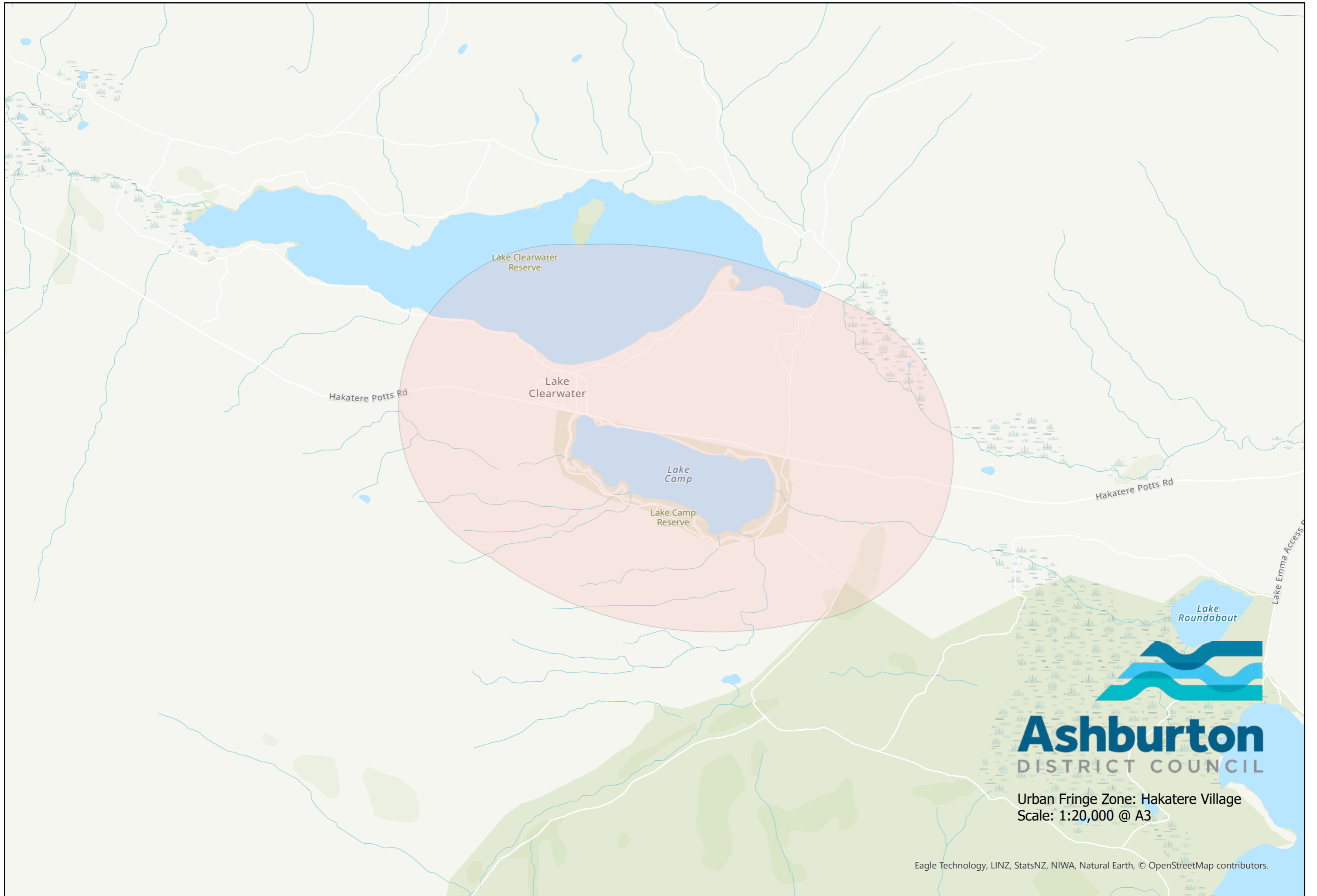


**Ashburton**  
DISTRICT COUNCIL

Urban Fringe Zone: Hakatere Village  
Scale: 1:20,000 @ A3



Urban Fringe Zone: Hinds  
Scale: 1:20,000 @ A3

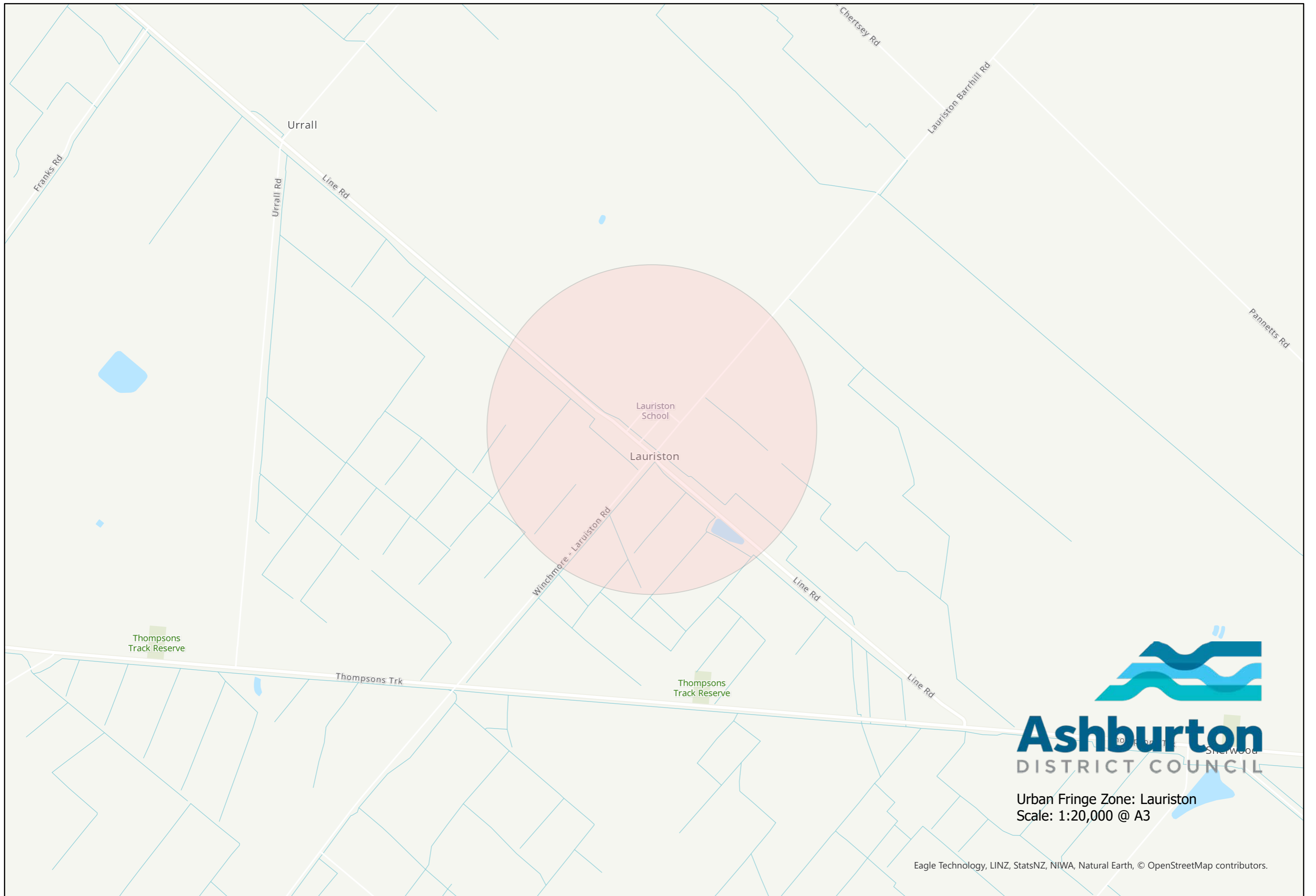


**Ashburton**  
DISTRICT COUNCIL

Urban Fringe Zone: Hakatere Village  
Scale: 1:20,000 @ A3

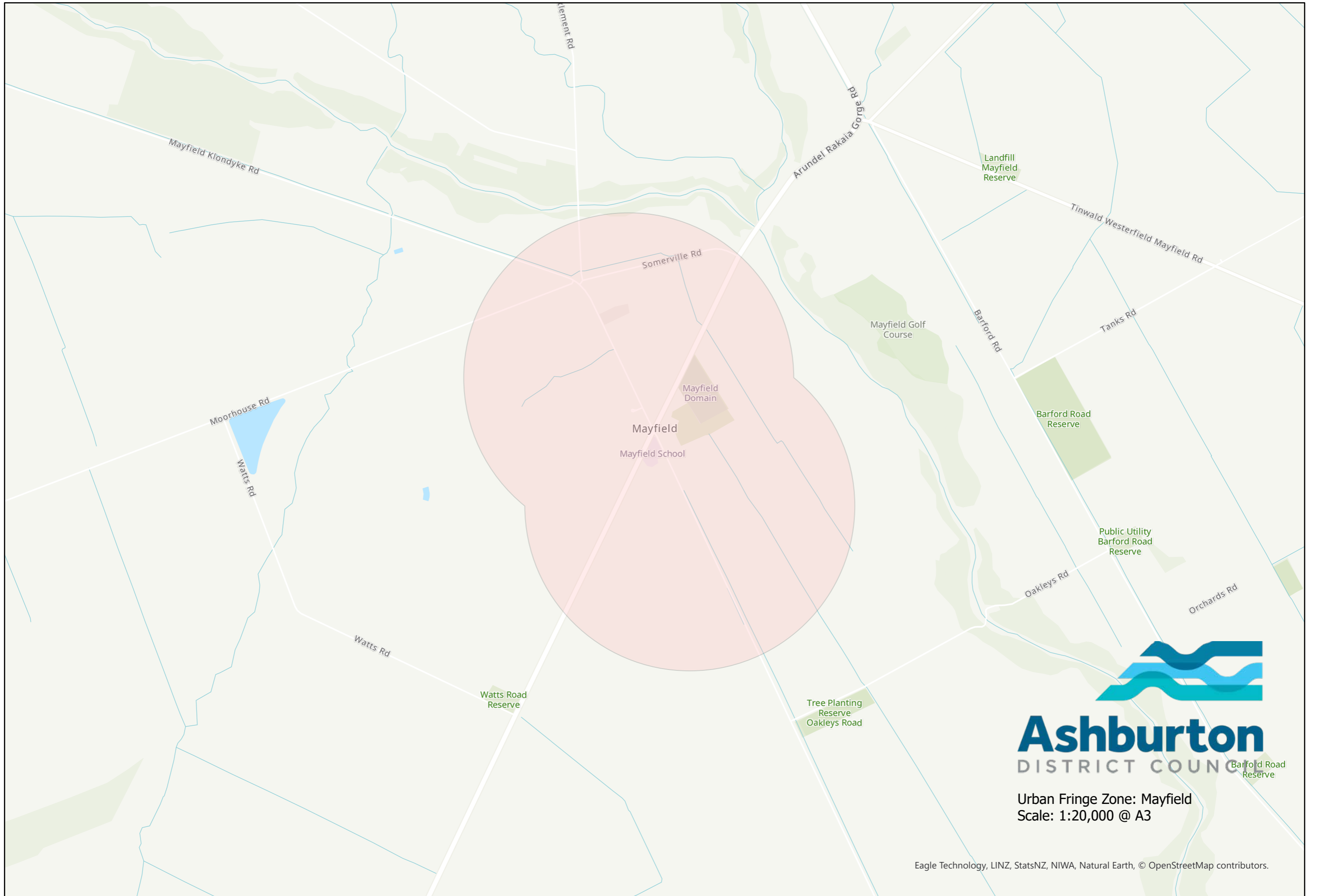
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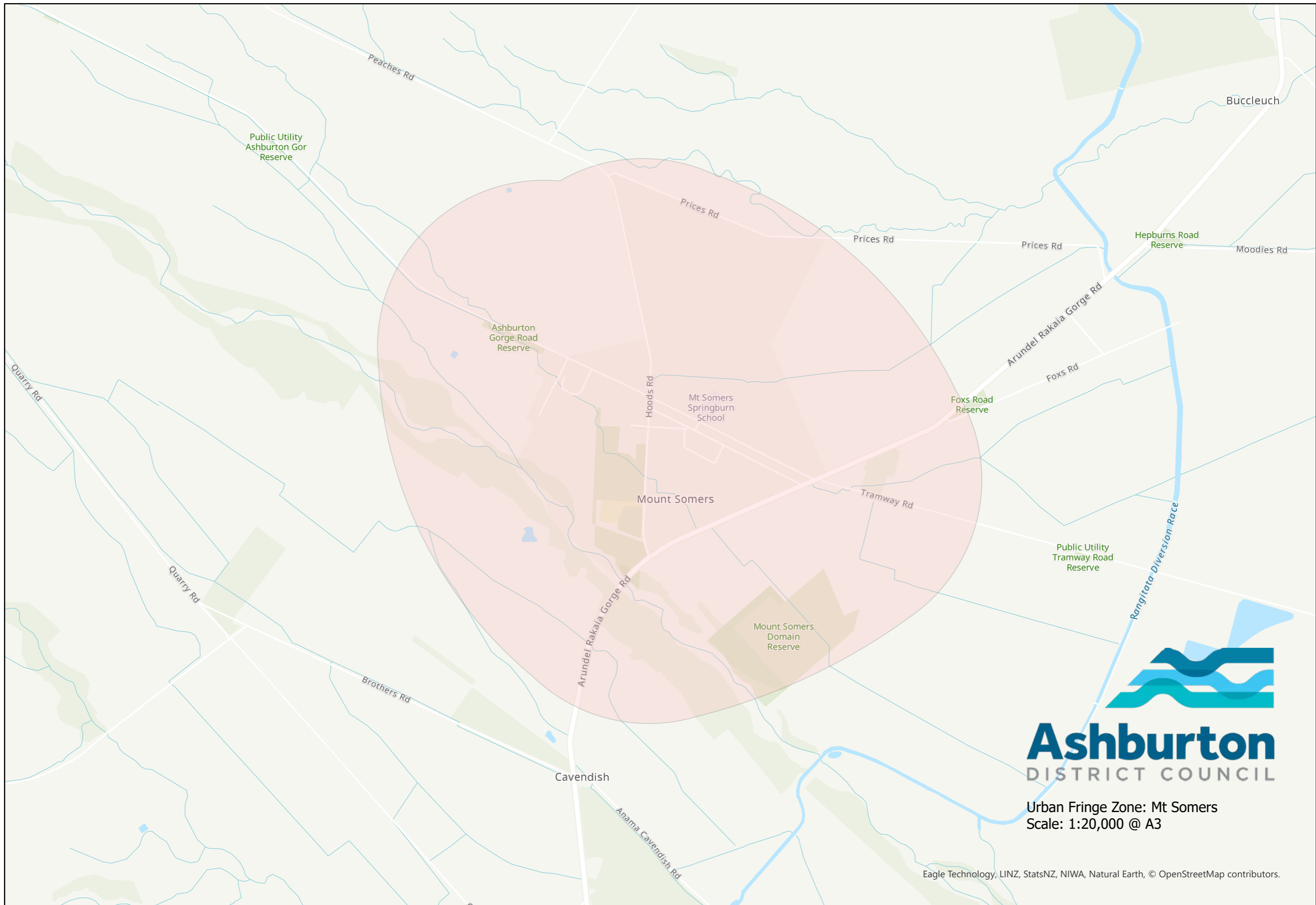
**Ashburton**  
DISTRICT COUNCIL

Urban Fringe Zone: Lauriston  
Scale: 1:20,000 @ A3



**Ashburton**  
DISTRICT COUNCIL

Urban Fringe Zone: Mayfield  
Scale: 1:20,000 @ A3



**Ashburton**  
DISTRICT COUNCIL

Urban Fringe Zone: Mt Somers  
Scale: 1:20,000 @ A3