

Due to the recent announcement from the Minister of Transport, and subsequent notification sent to all local Councils, the Selwyn Speed Management plan was withdrawn from the Council agenda on Wednesday 13 December.

Given the current uncertain circumstances, the implementation of the current Speed Management Plan may lead to changes in speed limits, which could result in additional costs to our communities.

There is limited information currently being released from central government, but the recommendation is clear that the way speed limits are to be dealt with is changing. We hope to have further information available over the next few months in accordance with the government's 100-day plan.

Once we have a clear indication of the new process, we will re-commence work on how to review speed limits. Until this time, we cannot give any indication as to when the process or the timeline of any change.

For further information you can read the [Government's media release](#).

Consultation results

These results and explanations were written before the latest news from central government.

Consultation for the Selwyn Speed Management Plan ran for a 4-week period, from the 12 October until the 10 November 2023. During this period 998 people provided feedback.

The consultation data analysis has come from four sources of data:

- Survey questions.
- Feedback Comments.
- Pin Drop Map.
- Emails to Council. *(Numbers factored into feedback comments stats)*

Documented below is an explanation of the consultation results.

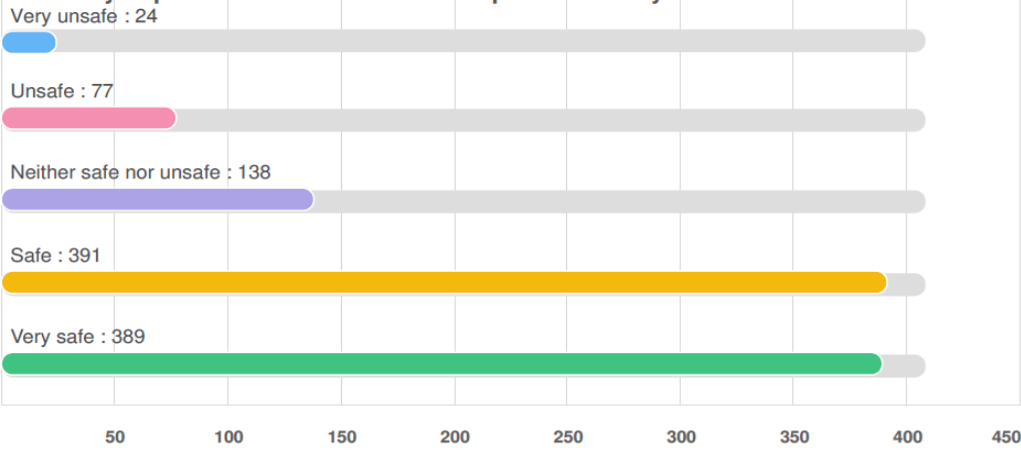
Survey Questions

Questions 1 & 2: Perception of safety

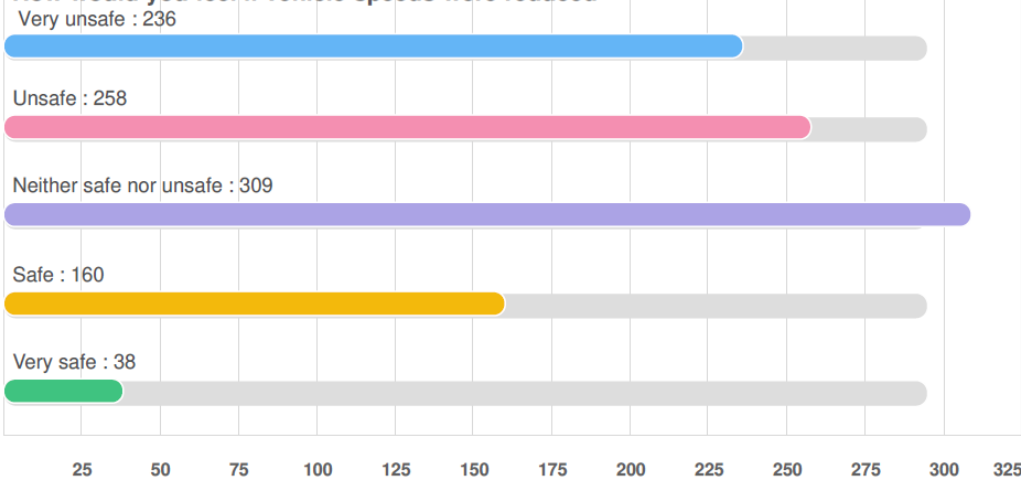
Given the general nature of the submissions, these questions were answered in relation to the submitters desire for speed reductions. The majority feel safe/very safe with speeds as they currently are and would feel unsafe/very unsafe if speeds were lowered.

Comments identify that the perception of reduced safety is due to the expectation that drivers would be forced into unsafe driving manoeuvres, causing additional crashes.

How do you perceive the current vehicle speeds in Selwyn

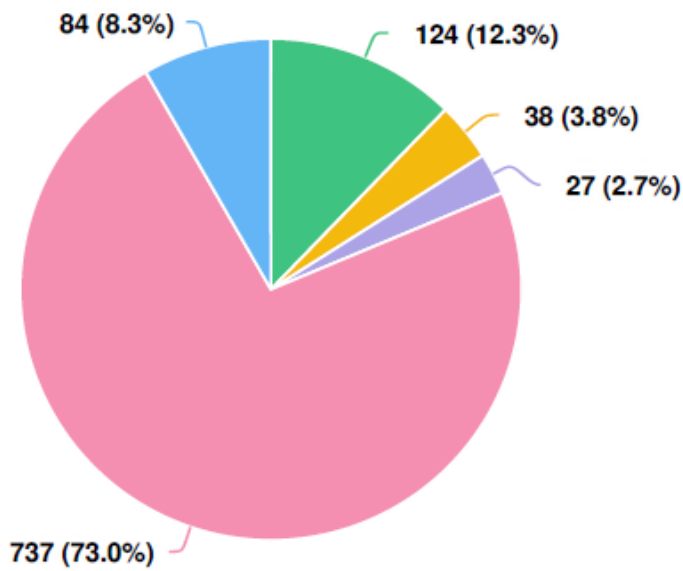


How would you feel if vehicle speeds were reduced



Question 3: Implementation Timeframe

This question was a guide for us to assess the desired implementation priority, focusing on all road types, excluding schools, as these have associated legislative obligations and deadlines. Feedback shows a clear reluctance to reduce speeds on Selwyn Roads.

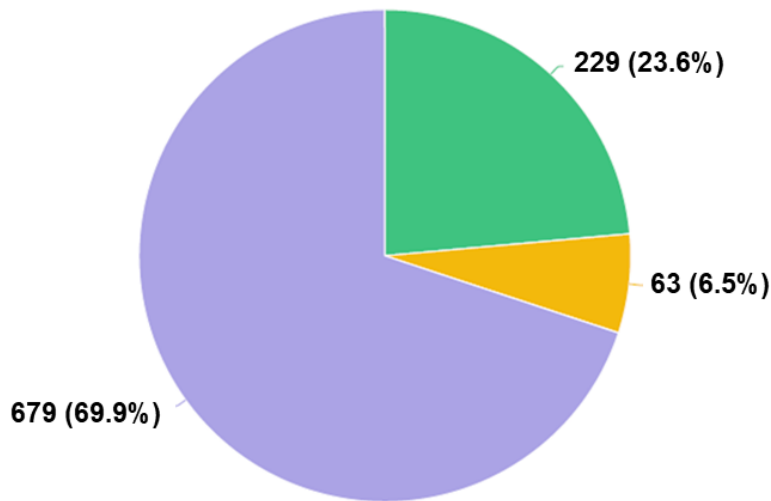





●	Never
●	In the next year
●	Other (please specify)
●	Two years
●	Five years

Question 4 & 5: Urban/Rural Speeds

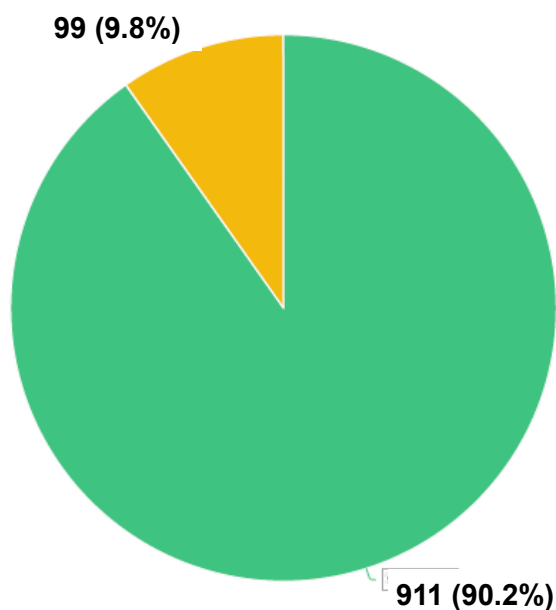
A gauge of contributors' inclination to change speeds if wider reductions were implemented in the future. Results highlight a desire to keep urban and rural speed limits at the current default speed limits of 50kph and 100kph, respectively.



If you want to see any speed reductions, should they be: Urban areas.



	Stay the same (50km/h or 60km/h)
	30km/h in a Whole of urban network (Geographical areas e.g. whole of Farringdon and Te Whariki)
	30km/h on High risk specific streets and connecting side roads (Individual streets e.g. Granite Drive and Liffey Springs Drive)

Rural Roads

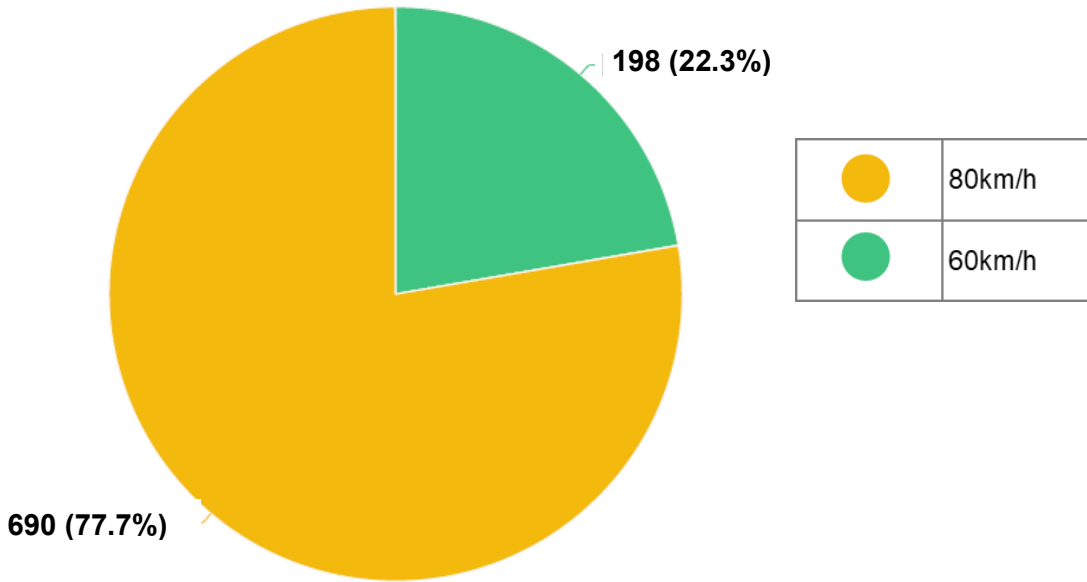


	Reduce to 80km/h
	No change from 100km/h

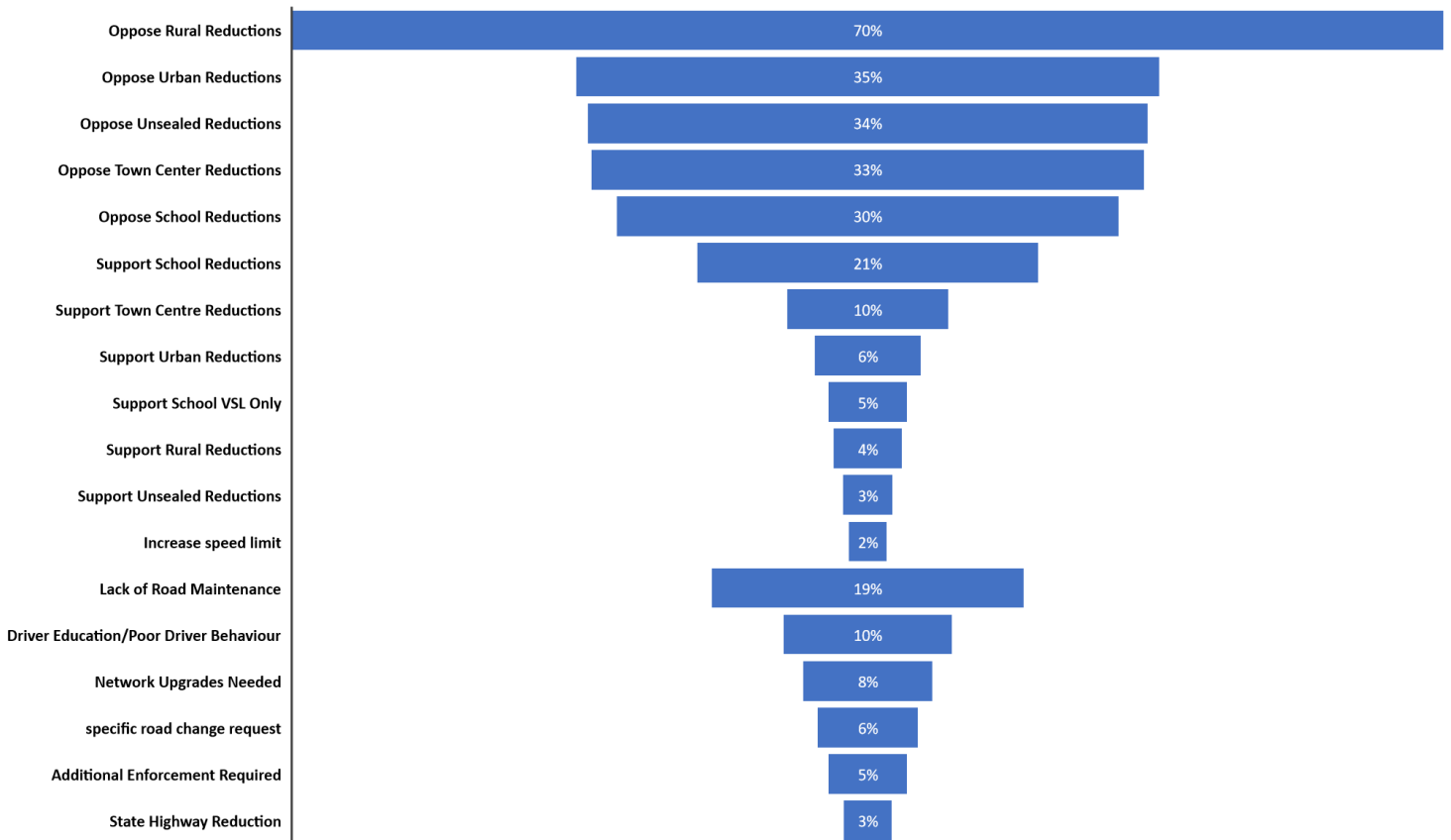
Question 6: Unsealed Roads

A gauge as to the desire to change the speed limit of unsealed roads. Only two options were provided as the safe and appropriate speed indicated by Waka Kotahi for unsealed roads is 60kph, therefore the recommendation is that there should be an unsealed reduction in the future. Although the results show a preference of 80kph, the question skip rate and comments in feedback possibly indicates that there could be a desire to have unsealed roads remain at 100kph.

Unsealed roads



Feedback Indication Trends



Drop Pin Map

The map pin data was analysed, and the trends are reflected in the table above.

The map allowed for users to drop a speed specific, or please specify pin requesting a specific speed limit and provide a supporting comment.

A high number of pin drop clusters supporting 30kph reductions in urban locations has produced an uncharacteristic majority support for urban speed reductions.

The high percentage of please specify pins attributed to school speed reductions are due to most of these pins requesting infrastructure around schools as opposed to being speed related.