

To Kane Patena, Director of Land Transport

CC: Chris Rodley, Manager Policy, Operational Policy & Standards and Network

From Brian Nijman, Principal Advisor, Operational Policy and Standards

Date 9 September 2022

Subject **Setting of Speed Limits Rule: certification of interim speed management plans**

Purpose

To seek Director certification of interim speed management plans submitted by Whangarei District Council and Central Otago District Council.

Attachment 1 outlines your powers under the Setting of Speed Limits Rule 2022 (the Rule) to certify and publish plans.

Background

The Rule enables speed limit proposals, published before the commencement of the Rule, to be treated as a consultation draft of an interim speed management plan for the purposes of certification. The plans submitted meet this criterion [Rule clause 12.13(6) refers, included as Attachment 2].

Assessment

Assessment panel

An assessment panel meet on 6 September 2022 to consider the plans. Its members and their primary areas of contribution were:

Aydan Chatterton (Area Programme Manager, Transport Services)	Regional relationships
Rolly Rowland (Area Programme Manager, Transport Services)	Regional relationships
Dulcie Tauri (Project Manager Road Safety)	Road safety, Māori contribution
Derrick Russell (Senior Business Analyst, Corporate Support-Enterprise Change)	Certification processes
Brian Nijman (Principal Advisor, Policy and Standards and Network)	Facilitator, regulatory

The plans exceeded the Rule's content requirements for interim plans consulted on under the 2017 Rule

The Rule is less prescriptive in its content requirements for speed limit consulted upon before the Rule came into effect (i.e., under the 2017 Rule). Attachment 3 compares these content requirements with those for full plans and interim plans consulted *after* the new Rule came into effect.

Interim plans consulted upon before the new Rule came into effect are not required to conform to Agency requirements for the form of plans (since such requirements were not available at the time).

Assessment of plans

The plans were assessed against the criteria outlined below. On this basis, both plans are recommended for certification. The certificates included as Attachment 4 are included for signature.

To inform subsequent engagement with the Councils on plan implementation, the panel also discussed:

- sequencing of speed management activity
- timelines for and progression to lower speed limits outside schools; and
- how speed management and safety infrastructure investments are best considered in the context of area-wide speed management approaches (such as moves to uniformly lower speed limit in urban areas and a general move to safe and appropriate speed implementation).

The assessment of each plan, including criteria, is summarised as follows:

Central Otago District Council (the speed management plan submitted is included as Attachment 5):

Table 2: Requirements for interim speed management plans consulted upon prior the 2022 Rule coming into effect		Required / Optional	Addressed
2022 Rule Clause 12.12(1)	The plan has regard to—		
	(a) the road safety aspects of the GPS on land transport and any Government road safety strategy; and	optional	Yes
	(b) the desirability of taking a whole-of-network approach to changing speed limits, safety cameras, and safety infrastructure, including considering a range of speed management interventions; and	optional	Yes
	(c) Agency guidance and information, including on the use of mean operating speed when setting speed limits	optional	Yes
Clause 12.13(1)	The plan identifies changes proposed to speed limits, outlining—		
	(a) information on the type of speed limit, speed expressed in km/h, applicable geographical area, and—for a seasonal or variable speed limit—the applicable conditions applying; and	optional	Yes
	(b) the timeframe within which the change is proposed to occur	optional	Yes
Clause 12.13(2)	The plan includes—		
	(a) an explanation for any changes proposed to a speed limit that do not align with the Agency’s confirmed assessment of the safe and appropriate speed limit; and	optional	Yes
	(b) a designation for a category 2 school; and in such instances:	optional	Yes
	(c) an explanation for why, having regard to Agency guidance, the speed limit outside the category 2 school is safe and appropriate	optional	Yes
Clause 12.13(3)	The plan proposes a speed limit outside a school that complies with Section 5	optional	Yes
Clause 12.13(6)	The plan—		
	(a) only identifies changes proposed to speed limits (other than temporary speed limits) on relevant roads (and may also include further information); and	required	Yes
	(b) addresses any proposed change to a speed limit on a road outside a school that does not comply with Section 5	required (where applicable)	Yes
Clause 12.13(7)	The plan includes discussion of other matters related to speed management on the relevant roads, including matters regarding safety infrastructure changes, temporary speed limits, and safety cameras.	required (where applicable)	Yes
Clause 12.13(8)	The plan is in the form (if any) set by the Agency	optional	N.A.

Comment and observations:

Council consulted on their plan under the 2017 Rule, but references 2022 Rule priorities, such as lowering speed limits outside schools.

This is the first of two interim speed management plans to be submitted by Central Otago District Council. Summary information on speed limits around schools is included, but this will be detailed in the next plan.

The plan recognises that speed limits are supported through infrastructure, including redesign of the road environment where appropriate. On specified roads, vehicle operating speeds are also constrained by the physical environment and the profile of road use.

Reference is made to speed limit signage, including electronic variable speed limits signs. These aspects will be expanded upon in the next plan which will include a schools component.

The proposed speed limits correspond to the Agency’s estimate of safe and appropriate.

The plan is silent on the contribution of Māori. Although the Setting of Speed Limits Rule 2017 does not explicitly reference requirements for Māori contribution to plans, Council is encouraged to be explicit in this aspect, particularly in its next interim plan.

Whangarei District Council (the plan submitted is included as Attachment 6):

Table 1: Requirements for interim speed management plans consulted upon prior the 2022 Rule coming into effect		Required / Optional	Addressed
2022 Rule Clause 12.12(1)	The plan has regard to—		
	(d) the road safety aspects of the GPS on land transport and any Government road safety strategy; and	optional	No
	(e) the desirability of taking a whole-of-network approach to changing speed limits, safety cameras, and safety infrastructure, including considering a range of speed management interventions; and	optional	No
	(f) Agency guidance and information, including on the use of mean operating speed when setting speed limits	optional	No
Clause 12.13(1)	The plan identifies changes proposed to speed limits, outlining—		
	(c) information on the type of speed limit, speed expressed in km/h, applicable geographical area, and—for a seasonal or variable speed limit—the applicable conditions applying; and	optional	Yes
	(d) the timeframe within which the change is proposed to occur	optional	Yes
Clause 12.13(2)	The plan includes—		
	(d) an explanation for any changes proposed to a speed limit that do not align with the Agency’s confirmed assessment of the safe and appropriate speed limit; and	optional	No
	(e) a designation for a category 2 school; and in such instances:	optional	No
	(f) an explanation for why, having regard to Agency guidance, the speed limit outside the category 2 school is safe and appropriate	optional	No
Clause 12.13(3)	The plan proposes a speed limit outside a school that complies with Section 5	optional	No
Clause 12.13(6)	The plan—		
	(c) only identifies changes proposed to speed limits (other than temporary speed limits) on relevant roads (and may also include further information); and	required	Yes
	(d) addresses any proposed change to a speed limit on a road outside a school that does not comply with Section 5	required (where applicable)	N.A.
Clause 12.13(7)	The plan includes discussion of other matters related to speed management on the relevant roads, including matters regarding safety infrastructure changes, temporary speed limits, and safety cameras.	required (where applicable)	N.A.
Clause 12.13(8)	The plan is in the form (if any) set by the Agency	optional	N.A.

Comment and observations:

The plan fulfilled the content requirements of the Setting of Speed Limits Rule 2022. Proposed speed limits are illustrated by way of maps illustrating area-based speed limit approaches in rural settlements and surrounds.

Council consulted on their plan under the 2017 Rule and was informed by the previous Speed Management Guide published in 2016.

The Setting of Speed Limits Rule 2017 did not outline requirements for Māori contribution to plans. As such, this dimension was not addressed in the speed management plan submitted for certification. However, Whangarei District Council is proactive in Māori engagement on speed and road safety issues.

The proposed speed limits correspond to the Agency's estimate of safe and appropriate.

Summary

The assessment panel recommends the Director certifies and publishes the interim speed management plans submitted by Central Otago District Council and Whangarei District Council.

Brian Nijman
Principal Advisor
Regulatory Technical
9/09/2022

Endorsed



Chris Rodley, Senior Manager Regulatory Standards and Implementation
16/09/2022

Attachments

- Attachment 1 2022 Rule extract— Director powers to certify and publish interim speed management plans
- Attachment 2 2022 Rule extract— plan requirements for speed limit proposals consulted upon prior to the Rule coming into effect
- Attachment 3 Speed management plan content requirements—comparison of plan types
- Attachment 4 Speed management plan certificates for signature
- Attachment 5 Speed management plan submitted—Central Otago District Council
- Attachment 6 Speed management plan submitted—Whangarei District Council

Recommendations

It is recommended you:

1. certify and publish the following interim speed management plans:

- | | | |
|---|-----|---------------|
| a) Central Otago District Council interim speed management plan, August 2022: | Yes | No |
| b) Whangarei District Council speed management plan, August 2022: | Yes | No |

2. sign the following interim speed management plan certificates:

- | | | |
|--|-----|---------------|
| a) Central Otago District Council—speed management plan certificate: | Yes | No |
| b) Whangarei District Council—speed management plan certificate: | Yes | No |

Signed



Kane Patena

Director of Land Transport

19/ September /2022

Attachment 1: 2022 Rule extract—Director powers to certify and publish interim speed management plans

12.14 Certification of, and comment on, interim plans

- (1) For the purpose of clauses 12.15(2), 12.16(5) and 12.17(2), the requirements are—
 - (a) the Agency (as RCA), the regional transport committee or territorial authority (as the case may be) has confirmed that—
 - (i) consultation has been carried out in accordance with clause 3.9; and
 - (ii) the interim plan includes an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and
 - (iii) the interim plan includes a general explanation of how a whole-of-network approach was taken to changing speed limits by considering a range of speed management interventions; and
 - (b) the interim plan includes the content required by clause 12.13.
- (2) When assessing a final draft interim plan, the Director may also provide comment in writing on the extent to which, in their view, the plan—
 - (a) is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and
 - (b) takes a whole-of-network approach by including consideration of a range of speed management interventions.
- (3) The Director may, after providing comments under subclause (2) and giving the Agency (as RCA), the regional transport committee or the territorial authority (as the case may be) a reasonable time to consider those comments, publish the comments on an Internet site.
- (4) However, if a territorial authority has published before the commencement of this Rule a proposal to change a speed limit or speed limits and that proposal has been consulted on in accordance with clause 3.9, then—
 - (a) the proposal published may be treated as a consultation draft of an interim territorial authority speed management plan; and
 - (b) for the purpose of clause 12.17(2), the requirements are that—
 - (i) the territorial authority has confirmed that consultation has been carried out in accordance with clause 3.9; and
 - (ii) the interim territorial authority speed management plan identifies changes being proposed to speed limits (other than temporary speed limits) on the relevant roads; and
 - (c) subclauses (1) to (3) do not apply.

12.17 Process for interim territorial authority speed management plan

- (1) To create an interim territorial authority speed management plan for roads in its area, a territorial authority must—
 - (a) prepare a consultation draft interim plan to include—
 - (i) the content required by clause 12.13; and
 - (ii) any relevant information received from road controlling authorities that are not the Agency (as RCA) or a territorial authority and that control roads in the area; and
 - (b) subject to clause 12.10(3), publish the consultation draft interim plan on an Internet site; and
 - (c) consult on the consultation draft interim plan in accordance with clause 3.9 as if the interim plan were the territorial speed management plan; and
 - (d) consider any submissions received on the consultation draft interim plan; and
 - (e) prepare a final draft interim plan and submit it to the Director for certification.
- (2) The Director must consider whether they are satisfied that the final draft interim plan meets the requirements in clause 12.14(1) or (4) (as the case may be) and—
 - (a) if they are satisfied, they must certify the plan and provide a certificate to that effect; and
 - (b) if they are not satisfied—
 - (i) they must refer the final draft interim plan back to the territorial authority with recommendations for how to meet the requirements in clause 12.14(1) or (4) (as the case may be); and
 - (ii) the territorial authority must repeat the step at subclause (1)(e), after having regard to the Director's recommendations.
- (3) Once the Director has certified the final draft interim plan, the Agency must publish, on an Internet site—
 - (a) the interim plan; and
 - (b) the certificate provided under subclause (2)(a).
- (4) An interim territorial authority speed management plan ceases to be **current** when—
 - (a) a territorial authority speed management plan for the territory is published under clause 3.5(5); or
 - (b) an interim regional speed management plan that includes the territory is published under clause 12.16(6); or
 - (c) a regional speed management plan that includes the territory is published under clause 3.4(13).
- (5) In this clause, **territorial authority** excludes a unitary authority, Auckland Council and Auckland Transport.

Attachment 2: 2022 Rule extract— plan requirements for speed limit proposals consulted upon prior to the Rule coming into effect

12.13 Content and form of interim plans

- (1) An interim plan must identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads, and for each proposed change must include—
 - (a) to the extent practicable, information on 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 (*see also* Section 4); and
 - (b) the timeframe within which the change is proposed to occur.
- (2) An interim plan—
 - (a) must also 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 (4) applies); and
 - (b) may include a designation for a category 2 school; and
 - (c) in relation to any designation of a category 2 school, must include 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.
- (3) If an interim plan proposes to change the speed limit on a road outside a school, the road controlling authority must propose to set a speed limit outside the school that complies with Section 5.
- (4) However, a plan does not need to include an explanation of where a proposed change to a speed limit does not align with the Agency’s confirmed assessment of what is the safe and appropriate speed limit for the road in the following cases:
 - (a) where the proposed speed limit is 70 km/h and the Agency’s assessment of the safe and appropriate speed limit for the road is 80km/h;
 - (b) where the proposed speed limit is 90 km/h and the Agency’s assessment of the safe and appropriate speed limit for the road is 100km/h;
 - (c) where the proposed speed limit is to a road outside a school and complies with Section 5.
- (5) In this clause, **confirmed assessment** has the same meaning as in clause 3.8(4).
- (6) However, if a territorial authority has published before the commencement of this Rule a proposal to change a speed limit or speed limits and that proposal has been, is or will be consulted on in accordance with clause 3.9, then—
 - (a) the proposal published may be treated as a consultation draft of an interim territorial authority speed management plan; and
 - (b) the interim territorial authority speed management plan must only identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads (and may also include further information); and
 - (c) clause 12.12(1) and clause 12.13(1), (2), (3) and (8) do not apply to the interim territorial authority speed management plan; and
 - (d) the territorial authority may (despite anything else in this Rule), in the interim plan, propose a change to a speed limit on a road outside a school that does not comply with Section 5.
- (7) An interim plan may include discussion of other matters related to speed management on the relevant roads, including matters regarding safety infrastructure changes, temporary speed limits, and safety cameras.
- (8) An interim plan must be in the form (if any) set by the Agency.

Attachment 3: Speed management plan content requirements—comparison of plan types

Full plans		Interim plans
Clause 3.8 Content and form of full plans		Clause 12.13 Content and form of interim plans
<p>(1) A plan must—</p> <p>(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</p> <p>(b) include an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and</p> <p>(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.</p> <p>(2) A plan must also—</p> <p>(a) identify the changes (if any) being proposed to speed limits (other than temporary speed limits) and safety infrastructure on the relevant roads; and</p> <p>(b) include an implementation programme for at least 3 financial years from the start of the plan that sets out—</p> <p>(i) (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 (see also Section 4); and (B) safety infrastructure on the relevant roads; and</p> <p>(ii) the timeframe within which each change is proposed to occur; and</p> <p>(c) for speed limits of 70 km/h or 90 km/h, include any content required by clause 4.3(2); and</p> <p>(d) in relation to schools, include—</p> <p>(i) any content required by clause 5.2(4); and</p> <p>(ii) any designation of a category 2 school; and</p> <p>(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</p> <p>(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); and</p> <p>(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).***</p>		<p>(1) An interim plan must identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads, and for each proposed change must include—</p> <p>(a) to the extent practicable, information on 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 (see also Section 4); and</p> <p>(b) the timeframe within which the change is proposed to occur.</p> <p>(2) An interim plan—</p> <p>(a) must also 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 (4) applies); and</p> <p>(b) may include a designation for a category 2 school; and</p> <p>(c) in relation to any designation of a category 2 school, must include 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.**</p> <p>(3) If an interim plan proposes to change the speed limit on a road outside a school, the road controlling authority must propose a speed limit outside the school that complies with Section 5.</p> <p>(7) An interim plan may include discussion of other matters related to speed management, including safety infrastructure changes, temporary speed limits, and safety cameras.</p>
State highway Speed Management Plan	Regional Speed Management Plans	<p>* Clause 12.13(6) states that if a territorial authority has published before the commencement of the Rule a proposal to change a speed limit or speed limits and that proposal has been, is or will be consulted on in accordance with clause 3.9, then—</p> <p>(a) the proposal published may be treated as a consultation draft of an interim territorial authority speed management plan; and</p> <p>(b) the interim territorial authority speed management plan must only identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads (and may also include further information); and</p> <p>(c) (clauses 12.12(1), 12.13(1), (2), (3) and (8) do not apply to the interim territorial authority speed management plan; and</p> <p>(d) the territorial authority may (despite anything else in the Rule), in the interim plan, propose a change to a speed limit on a road outside a school not complying with Section 5.</p>
Clause 3.8(5)	Clause 3.8(6)	
<p>(5) A State highway speed management plan—</p> <p>(a) 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</p> <p>(b) may also include changes to safety cameras on roads that are not State highways.</p>	<p>(6) A regional speed management plan must—</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) that relates 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.</p>		

** 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. [clauses 3.5(2) and 12.10(3) refer]

*** Clauses 3.8(3) and 12.4(4): A plan does not need to include explanation of where a proposed change to a speed limit does not align with the Agency’s confirmed assessment of what is the safe and appropriate speed limit for the road in the following cases: (a) where the proposed speed limit is 70km/h and the Agency’s 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 Agency’s assessment of the safe and appropriate speed limit for the road is 100km/h; (c) where the proposed speed limit is to a road outside a school and complies with Section 5.

Attachment 4: Speed management plan certificates

Central Otago District Council

Speed management plan certificate

Pursuant to clause 12.17(2)(a) of the Setting of Speed Limits Rule 2022, the interim territorial authority speed management plan, reference 'Central Otago District Council interim speed management plan, August 2022', submitted by Central Otago District Council and applicable to the 2021 – 2024 National Land Transport Programme period, is hereby certified.

19 September 2022
Date September 2022



Director of Land Transport

Speed management plan certificate

Pursuant to clause 12.17(2)(a) of the Setting of Speed Limits Rule 2022, the interim territorial authority speed management plan, reference 'Whangarei District Council interim speed management plan, August 2022', submitted by the Northern Transportation Alliance and applicable to the 2021 – 2024 National Land Transport Programme period, is hereby certified.

19 September 2022

Date September 2022













Director of Land Transport

Attachment 5: Speed management plan submitted: Central Otago District Council









TO		FROM	
Waka Kotahi New Zealand Transport Agency		Andy Bartlett	
CC		REF	
Central Otago District Council		64-008-1017	
PROJECT NAME		DATE	
Setting of Speed Limits Implementation 2022		12 August 2022	
MEMO			
Central Otago District Council - Interim Speed Management Plan			
ATTACHMENTS			
Appendix 1 -	Updated Speed Limit Maps		
Appendix 2 -	Speed Limit Bylaw Statement of Proposal		
Appendix 3 -	Speed Limit Draft Bylaw as published during consultation		
Appendix 4 -	Consultation Engagement Report		
Appendix 5 -	Consultation Feedback Report		
Appendix 6 -	Consultation Demographic Data		
Appendix 7 -	Summary of specific streets raised in submitter feedback with panel recommendations		
Appendix 8 -	Technical adjustments considered by the panel		
Appendix 9 -	Council "Speed Limit Changes" Report Resolution 6 th July 2022		
PLAN INFORMATION			
Road Controlling Authority or Regional Transport Committee	Central Otago District Council		
Submitted by	Central Otago District Council		
National Land Transport Programme (NLTP) period	July 2021 – June 2024		

1 COMPLIANCE CHECKLIST

CATEGORY	CONFIRMATION ¹	INTERIM SPEED MANAGEMENT PLAN	NEXT INTERIM SMP	NOTES
Public consultation complete	3.11(1)(a): 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			s12.9 (2022) enables progression of interim SMP based on consultation undertaken under 2017 Rule.
Plan content check	3.8(1)(a): Includes objectives, policies, and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan.			s3.2 (Rule 2022) does not mandate this requirement. Central Otago District Council's Transportation Activity Management Plan 2021-24 documents Speed Management and Road Safety measures and funding plans to support delivery of Safe Speeds and Safe Networks.
	3.8(1)(b): 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)(c): Include a general explanation of how a whole-of-network approach was taken to changing speed limits, 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(2)(b)(i-ii): 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.			

¹ These clauses are from the Land Transport Rule: Setting of Speed Limits 2022

CATEGORY	CONFIRMATION ¹	INTERIM SPEED MANAGEMENT PLAN	NEXT INTERIM SMP	NOTES
	3.11(1)(b)(ii): Identifies all speed limits of 70km/h subject to review.			
	3.11(1)(b)(iii): Identifies all roads outside schools for which changes to speed limits are needed in order to set speed limits.			
	3.8(2)(e): 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.			

2 INTRODUCTION

2.1 Interim Speed Management Plan Context

As part of Central Otago District Council's responsibilities as a Road Controlling Authority (RCA) speed limits in the Central Otago district are reviewed periodically to ensure they remain appropriate. These consider changes to road use, national and local objectives, and the needs of the local community. This requires that Council develop, and consult on, a Speed Management Plan (SMP) in accordance with the Setting of Speed Limits Rule 2022 (Rule 2022), preceded by the Setting of Speed Limits Rule 2017 (Rule 2017).

While previously required to set speed limits through a bylaw, Rule 2022 introduced improved efficiency enabling a network approach and improved speed management planning and consultation processes. Central Otago District Council - having commenced the review of speed limits ahead of the introduction of Rule 2022, in response to community requests – have complied with the requirements of Rule 2017. As a result of the process undertaken to date, and the introduction of Rule 2022, Council have produced this Interim Speed Management Plan pursuant to Section 12.13 of Rule 2022. This Interim Speed Management Plan is therefore a hybrid between the Rules.

This Interim Speed Management Plan relates to all roads in Central Otago that are managed and maintained by Central Otago District Council. State Highways which are managed by Waka Kotahi and are not part of this Plan.

2.1.1 Next Steps

After certification and adoption of this Interim Speed Management Plan, Central Otago District Council intends to continue work to review the speed management planning for the district, developing a second Interim Speed Management Plan to continue with implementation of principles-based Speed Management Planning provided for under Rule 2022. This Plan will confirm school speed zones for Central Otago (in conjunction with State Highway speed changes), review of all remaining 70km/h speed restrictions (in conjunction with 70km/h speed restriction changes on State Highway), and other high-benefit opportunities which are identified in Section 5.3. This second Interim Speed Management Plan will be progressed in the current roading period (1 July 2021 – 30 June 2024).

2.2 What is Speed Management?

In the event of a crash, regardless of its cause, the speed of impact is the most important factor influencing whether people survive. While a key tool, speed management is more than just speed limits. Speed management is about achieving safe and appropriate travel speeds that reflect the function of the road, its design, the modes of travel, the surrounding environment and the safety of all road users. Whilst enabling efficient movement within the district is important, the need to ensure that everyone on or near the road are kept safe is paramount. Four integrated principles guide speed management within New Zealand:



Figure 1: Guiding principles for speed management

2.3 Legislative Requirements

Central Otago District Council commenced the process of reviewing the Central Otago District Council Speed Limits Bylaw, developing a draft Bylaw 2022 and undertaking consultation pursuant to section 145 of the Local Government Act 2002, section 22AB of the Land Transport Act 1998, and the Land Transport Rule: Setting of Speed Limits 2017, with the intention that the Bylaw 2022, come into effect 1 August 2022.

During this process, the Land Transport Rule: Setting of Speed Limits 2022 was progressed, taking effect 19 May 2022, replacing the previous 2017 Rule. Under interim provisions, progress made in reviewing and consulting on speed limits within the district and the drafting of the Central Otago District Council Speed Limits Bylaw 2022 can be continued, in the form of this Interim Speed Management Plan.

The Waka Kotahi Speed Management Guide provides a consistent assessment framework for determining Safe and Appropriate Speeds (SAAS) on New Zealand's entire road network. The Guide supports the progress of aligning travel speeds with the road function, design, safety and use, taking into account modes of travel, traffic and freight volumes and place functions. All roads outlined in this Interim Speed Management Plan have been assessed against the criteria in the Waka Kotahi Speed Management Guide.

2.3.1 Interim Planning – Continuation of process commenced under 2017 Rule

Central Otago District Council commenced a review of speed management ahead of the release of the Rule 2022. This work adopted the principles introduced under the first edition of the Speed Management Guide² and included an assessment of the Safe and Appropriate Speed for all roads with data available, carried out by Abley. This assessment has been used throughout the process of developing the draft Bylaw 2022, including public consultation processes. The Rule 2022 provides for a continuation of this process, through an Interim Speed Management Plan, with the following provisions relating to this process.

² NZ Speed Management Guide First Edition, November 2016

PROVISIONS RELATING TO PROCESS COMMENCED UNDER 2017 RULE (SECTION 12.9)

- (1) If a road controlling authority has, before the commencement of this Rule, called for submissions on a proposal to set a speed limit under the previous Rule, the road controlling authority may in the interim period set the speed limit under the previous Rule (including, without limitation, by making a bylaw) as modified by this clause.
- (2) To avoid any doubt, a speed limit set in reliance on this clause only becomes the applicable speed limit once the speed limit for the road is in the register, in accordance with clause 2.1(1).
- (3) A road controlling authority that sets a speed limit set in reliance on this clause does not need to comply with the following provisions of the previous Rule:
 - (a) clause 4.4(2) (which relates to aiming to achieve a mean operating speed less than 10% above the speed limit);
 - (b) clause 4.5 (which relates to additional procedural steps for 70 km/h and 90 km/h speed limits);
 - (c) clauses 5.1 and 5.2 (which relate to variable speed limits).
- (4) A road controlling authority that sets a speed limit for a road in reliance on this clause may comply with either—
 - (a) clause 3.3(3) of the old Rule (which relates to the point at which a speed limit changes); or
 - (b) clause 4.8 of this Rule (which is a similar provision that allows for the presence of a school nearby to be treated as an obvious change in the roadside development or the road environment).
- (5) A speed limit set in reliance on this clause should have signs installed in accordance with this Rule and not the previous Rule.

CREATING AN INTERIM SPEED MANAGEMENT PLAN (SECTION 12.11)

- (1) During the interim period, the Agency (as RCA), a regional transport committee or a territorial authority may create an interim speed management plan in accordance with this Schedule.
- (2) A territorial authority may create its own interim territorial authority speed management plan even if the relevant regional transport committee is also creating an interim regional speed management plan.
- (3) However, a territorial authority must not publish a consultation draft interim territorial authority speed management plan if the regional transport committee has notified the territorial authority of the committee's intention to publish a consultation draft interim regional speed management plan within the next 28 days, at which point the territorial authority must instead participate in the creation of an interim regional speed management plan.
- (4) The Agency (as RCA), a regional transport committee or a territorial authority may vary its interim speed management plan at any time in the interim period by taking the same steps that are required to create an interim plan, but needs to consult only on the variations proposed to be made to the interim plan.
- (5) Clause 3.12, with necessary modification, applies to the publication of interim plans.

CONTENT AND FORM OF INTERIM SPEED MANAGEMENT PLANS (SECTION 12.13)

- (6) However, if a territorial authority has published before the commencement of this Rule a proposal to change a speed limit or speed limits and that proposal has been, is or will be consulted on in accordance with clause 3.9, then—
- (a) the proposal published may be treated as a consultation draft of an interim territorial authority speed management plan; and
 - (b) the interim territorial authority speed management plan must only identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads (and may also include further information); and
 - (c) clause 12.12(1) and clause 12.13(1),(2), (3) and (8) do not apply to the interim territorial authority speed management plan; and
 - (d) the territorial authority may (despite anything else in this Rule), in the interim plan, propose a change to a speed limit on a road outside a school that does not comply with Section 5.

CERTIFICATION OF, AND COMMENT ON INTERIM SPEED MANAGEMENT PLANS (SECTION 12.14)

- (4) However, if a territorial authority has published before the commencement of this Rule a proposal to change a speed limit or speed limits and that proposal has been consulted on in accordance with clause 3.9, then—
- (a) the proposal published may be treated as a consultation draft of an interim territorial authority speed management plan; and
 - (b) for the purpose of clause 12.17(2), the requirements are that—
 - (iv) the territorial authority has confirmed that consultation has been carried out in accordance with clause 3.9; and
 - (v) the interim territorial authority speed management plan identifies changes being proposed to speed limits (other than temporary speed limits) on the relevant roads; and
 - (c) subclauses (1) to (3) do not apply.

3 CENTRAL OTAGO DISTRICT INTERIM SPEED MANAGEMENT PLAN

The Central Otago Interim Speed Management Plan sets out the initial steps to achieving the goals outlined in the Government Policy Statement on Land Transport 2021/22-2030/31 (GPS) and Road to Zero, as well as Central Otago District Council's Long Term Plan. This Interim Speed Management Plan is the first of two. A second interim speed management plan will be progressed in the next 12 months, with a primary focus on school zones, the district's remaining 70km/h speed limits, and other roads which were raised in the Bylaw consultation feedback. Further work will develop the principles-based setting of speed limits with the Central Otago local community and other stakeholders, which will inform the full plan to be developed in conjunction with Regional and State Highway Speed Management Plans, and meeting the requirements of the Rule 2022.

The following principles have guided the development of this Interim Speed Management Plan:

- Implementing speed limits with reference to Central Otago District Council's current Safe and Appropriate Speeds assessments.
- Aligning speed zones to areas of development, including areas of 40km/h speed limits.
- Progressive review of urban centres, and the introduction of 30km/h speed limits in areas of multi-modal use.
- Initial identification of - and progressive review of - school speed zones, in conjunction with both the schools, the local community, and Waka Kotahi (to be implemented in the next Interim Speed Management Plan).
- Alignment with Waka Kotahi to ensure consistency where local roads intersect with the State Highway network.

3.1 Strategic Objectives for Speed Management

The Central Otago District Council AMP includes full discussion of the 10-year programme of Investment for Road Safety, Demand and Growth Opportunities.

3.1.1 Safety

Improvements to road safety is one of the four strategic priorities of the Government Policy Statement on Land Transport 2021/22-2030/31 (GPS). The GPS included a direction to reduce road trauma on New Zealand roads through road safety improvements and ensuring safe and appropriate speed limits are in place. This aligns with Government's Road to Zero, Road Safety Strategy 2020-2030 which sets a vision of **A New Zealand where no one is killed or seriously injured in road crashes**, whether walking, cycling, driving, motorcycling, or using public transport. Central Otago District Council remain committed to the Road to Zero vision, and the improvement of road safety through appropriate speed management. The Central Otago Transportation Activity Management Plan 2021-2024 (AMP) sets-out the Council's plans and programme to give effect to these strategies. This Interim Speed Management Plan is part of Council's efforts to turn this vision into reality.

Road to Zero has seven guiding principles underpinning the vision, with speed management being an internationally accepted tool that is relevant across all of these principles, and which can support to move towards the Road to Zero vision.

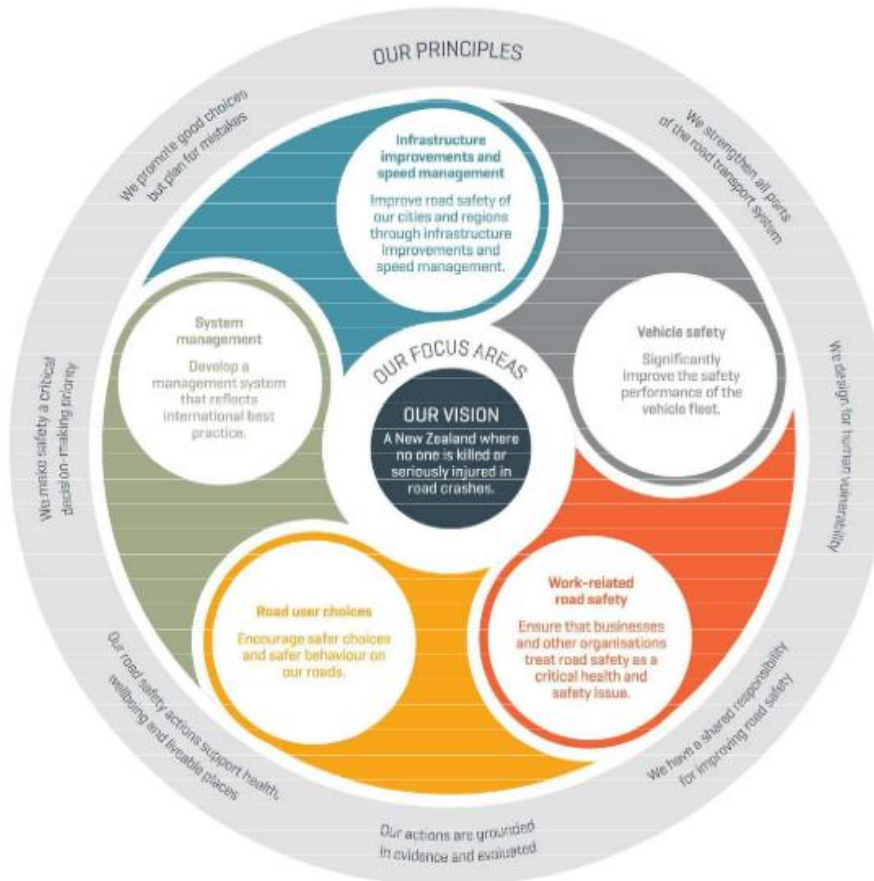


Figure 2: Road to Zero Strategic Intent

The Speed Management Framework and the Setting of Speed Limits Rule underwent a significant change in 2017. The process for recommending new speed restrictions for community consultation became linked with an assessment of roads where changes could make the biggest difference in preventing deaths and serious injuries, and where communities were calling for change. Speed limits now reflect the risk on each road. Speed increases both the likelihood of crashes and the severity of crash outcomes, regardless of what causes a crash.

Rural road crashes on open sections of the Central Otago district local road network are identified as a priority for the Council in the AMP. There have been 20 fatal and serious injury crashes of this type on Central Otago District Council local roads, resulting in 43 casualties, between July 2009 and June 2020. Reviewing these crashes alongside other crash factors showed that 17 of the 20 crashes records 'driving too fast for the conditions' as a potential crash factor.

The council completed a review of the Safe and Appropriate Speeds recommended across the Central Otago District local road network during 2018 and 2019. The NZTA is currently due to review State Highway speed limits across Central Otago, which include key routes through Central Otago's townships.

While the setting of appropriate speed limits is a key component of safety improvements on local roads, Council recognise wider work which supports this objective, including education and enforcement initiatives that encourage all motorists to travel at these safe and appropriate speeds, and engineering improvements to roads.

Safe and appropriate speeds help to reduce the severity of crashes when they occur. Speed is a major contributing factor to deaths and serious injuries on New Zealand roads but this does not need to be the case. Lower speeds give roads users increased opportunity to avoid a crash, or to minimise the injuries from one if it happens. International research has identified the survivable speeds for a variety of crash types. Figure 3 shows that for pedestrians, a crash involving a motor vehicle is nearly always survivable (10% fatalities) at 30km/h, while those occurring at 50km/h have an 80% fatality rate.

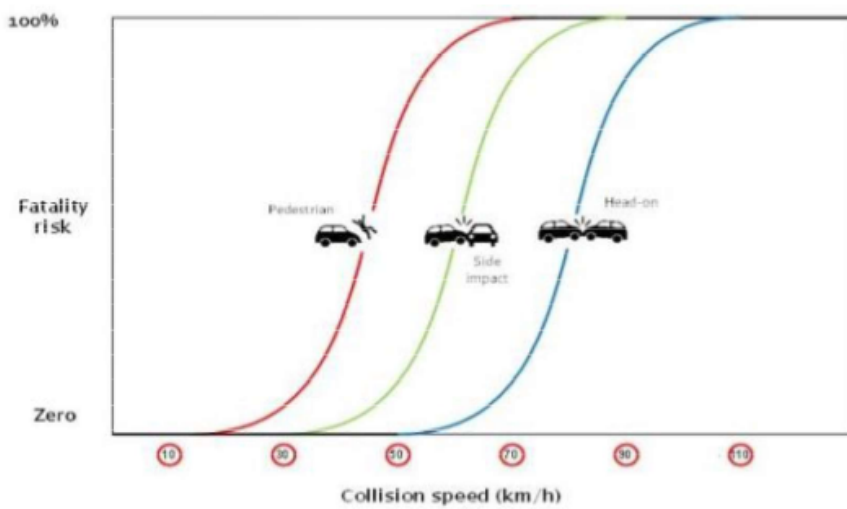


Figure 3: Fatality risk by collision speed and crash type

Even good drivers on the best roads can make mistakes. As the district grows, and streets become busier, the risk of an incident increases. Reducing the speed decreases the consequences when an accident occurs. The review of speed limits utilises evidence-based risk profiles which prioritise areas where a lower speed limit will provide the greatest road safety benefits. While there are a range of factors which must be considered in setting speed limits, such as efficiency, safety has been given the highest priority, to support efforts of Road to Zero and to minimise harm on local roads.

3.1.2 Growth

Central Otago has experienced a strong period of growth since speed limits were last set, with a changing nature of development, particularly the spread of residential and rural-residential activities beyond our traditional township boundaries.

Areas that were traditionally a rural speed environment have seen an increase in usage and the number of accessways adjoining them, with many becoming of these environments becoming overwhelmingly rural-residential in nature. Other new developments have been designed as lower speed environments at the time of construction, in line with international practice for safe speed, mixed use environments.

Acknowledging the growth, change in activities and built environment, and the new development design standards, this Interim Speed Management Plan has taken a whole of network approach. This incorporates changes in our built environment, road conditions and traffic volumes.

3.1.3 Sustainability and climate change

Sustainability and climate change impacts have been raised in submissions, including greenhouse gas emissions and the impact of speed limits on walking, cycling, and other active modes of transport.

Central Otago District Council, having declared a Climate Crisis in September 2019, remain focussed on climate change and sustainability. While reduced speeds may impact, in a minor way, on journey times and congestion therefore increasing emissions, this is weighed against the safety of all of our road users. Creating urban spaces where pedestrians and cyclists feel safe, encourages mode shift which will reduce the reliance on motor vehicles. This is one clear way, that everyone can reduce their carbon footprint.

Lower travel speeds also result in lowered vehicle emissions for the number of Vehicle Kilometres Travelled (VKT) across the whole road network.

3.1.4 School speed zones

Safer speed limits around schools lower actual travel speeds, making these areas safer, more attractive and more accessible places for children to walk and cycle to school. There are opportunities to improve safety and accessibility around schools. Current speed limits outside many schools do not make walking and cycling an appealing mode of transport. Encouraging walking and cycling to school has a range of co-benefits, including health and accessibility, reduced congestion and emissions at school drop-offs/pick-ups, and social connectedness. Many jurisdictions around the world, and some Road Controlling Authorities in New Zealand, have implemented safer speed limits outside schools, which generally have strong public support, good levels of compliance and positive safety outcomes.

Central Otago District Council supports this progress and the outcomes gained. Under the provisions of Rule 2022, we will transition to safer speed limits around schools, based on the risk profile of schools and the roads around them. The Rule sets a framework for school zone changes with urban schools to 30 km/h (or 40 km/h where appropriate) and rural schools to a maximum of 60 km/h, including the use of variable speed limits where appropriate.

School speed zones have been reviewed, in conjunction with Waka Kotahi, but Council has determined that these will be progressed in the next Interim Speed Management Plan. This is to enable the necessary consultation and not further delay the current speed changes detailed in this Interim Speed Management Plan. An indication of school speed limits which will be consulted on in the second Interim Speed Management Plan are identified in Section 4.1.6, and Section 5.3.1.

3.2 Consultation

In undertaking the speed review, Council consulted on the draft Bylaw 2022, including a number of proposed speed limit changes, with feedback open from 11 March to 12 April 2022. 207 submissions were received, with all feedback considered by a Hearings Panel.

In general, the results from all submissions included:



Figure 4: Submission summary for proposed speed limit changes

When asked to select any relevant reasons for their position on the proposed speed changes, submitters noted the following:

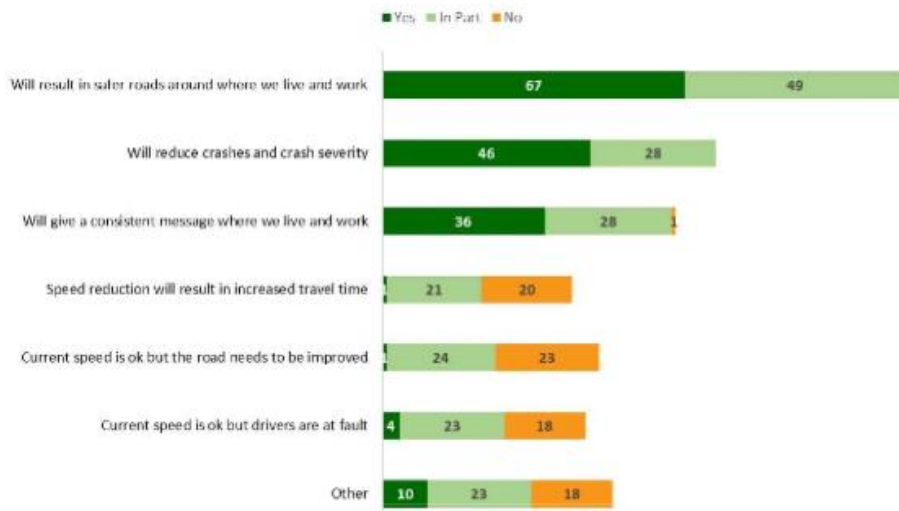


Figure 5: Reasons for support, partial support or opposition to proposed speed limits

Consultation feedback themes offered are summarised below:

SUPPORTING THE PROPOSAL	PARTIAL SUPPORT OF THE PROPOSAL	DO NOT SUPPORT THE PROPOSAL
<ul style="list-style-type: none"> • Roads are dangerous for cyclists • Reduced speeds are best for all road users • Reduced speed will improve fuel efficiency and reduce greenhouse emissions • Reduced speed promotes public health and safety • The road network needs improvement • Current speed settings (i.e. 100km or 50km) is too fast 	<ul style="list-style-type: none"> • Current speeds are safe and fair • Lowering speed limits will cause frustration • Some speed limits should be increased • Drivers are the problem, not speed limits • The roads themselves are dangerous not the speed • A waste of money with no benefit • 80km/h is still too high • Most drivers drive to the conditions 	<ul style="list-style-type: none"> • Reduced speeds will reduce greenhouse emissions • Encourages road safety • Reduces fuel consumption • Road shoulders are needed on roads to allow for all road users • Don't reduce speed in Naseby • Improve/provide footpaths to move pedestrians off roads • St Bathans needs addressing • Poor driving behaviours • Enforcement of current speed limits is needed rather than change • More data and statistics needed before supporting the bylaw fully • Increase safety for pedestrians, cyclists, and horse riders

Some submissions have requested lower speed limits be considered on streets that were not included in the original Bylaw proposal. While there might be merit to these changes, sufficient consultation has not taken place with all affected parties.

3.2.1 Feedback informing the Interim Speed Management Plan

The consultation feedback on the draft Bylaw 2022 has informed Council's Interim Speed Management Plan objectives, with the proposed changes to speed limits detailed in this Interim Speed Management Plan reflecting the decisions of the Hearing Panel, considering the consultation feedback received.

Advice was given on each suggested change and the Council's decision on adoption of the proposed speed limits in July 2022 is consistent with other Council plans and policies, and guidance and direction from Waka Kotahi.

4 WHOLE OF NETWORK APPROACH

4.1.1 Summary of speed limit changes

New speed limits are proposed for 82 roads, parts of roads, or areas in the Central Otago district. This includes residential zones, rural roads and town centres.



15

roads or parts of roads reduce to 30 km/h



12

roads or parts of roads reduce to 40 km/h, including 10 as part of 2 subdivision developments



13

roads or parts of roads reduce to 50 km/h

Urban traffic areas at Alexandra, Clyde, Cromwell, Lowburn, and Bannockburn are extended to take in new development.



14

roads or parts of roads reduce to 60 km/h



27

roads or parts of roads reduce to 80 km/h



1

short extension of 1 road will be increased in speed to 100 km/h, with a change to the Urban traffic areas at Ranfurly

Details of speed limit changes are set out in *Table 1: Speed Limit Changes*.

4.1.2 Changes on our rural roads

Many roads in the district have seen an increase in use, moving from 'rural speed environment' settings to 'rural residential'. An increase in traffic, vehicle movements at accessways, and increased use by pedestrians, cyclists and other vulnerable road users has changed the safe speed of travel in these locations.

4.1.3 Changes in town centres and developments

Urban centres are the hubs of Central Otago communities and support a mix of vehicles, walking and cycling and need to be designed and managed to ensure the safety of all. Council recognises that 50km/h travel speeds in some of these areas are too high, a view supported by the Waka Kotahi Speed Management Guide and international research (as highlighted in Figure 3). Reducing speed limits in urban centres will also benefit the accessibility and attractiveness of these places, supporting community cohesion and economic benefit for local businesses.

To achieve lower speed limits in urban centres, Council recognises that speed limits need be supported through infrastructure, through redesign of the road environment. Council will continue to identify opportunities for these changes and progress them with Waka Kotahi. Council anticipate being able to provide additional detail on this in the next Interim Speed Management Plan.

The Clyde Heritage Precinct, and two new urban developments have been identified as justifying low speed settings of 30km/h and 40km/h. Improvements to the road design in the Clyde Heritage Precinct (currently underway) were designed as a low-speed environment, with the speed limit changes in this Plan reflecting this approach.

4.1.4 "Self explaining" low-speed environments

In addition to these areas with the infrastructure supporting lower speed limits, the following sites will have a low speed setting, due to the constrained road environment and mixed use at these locations:

- Marshall Road, Earnscliffe – access to parking for the Clutha River walking/cycling track (classified as a "Stopping Place")
- Swimming Dam Road, Naseby – access to the Naseby campground and Naseby forest recreational area, and the swimming dam (classified as a "Stopping Place")
- Danseys Pass Road - the area past Danseys Pass Hotel (classified as a "Stopping Place")
- Gilling Place, Cromwell – frontage access to the Goldfields Primary School at have also been reduced to 30km/h. This is due to the layouts of these sites and increased traffic volumes, including pedestrian and cycling traffic.

The 40km/h speed limit at Roxburgh Hydro Dam (Roxburgh East Road) has been in operation for a number of years, but the same criteria apply at this site.

4.1.5 Increase in speed zone

While the speed limit review has focussed on reducing speed limits to increase safety of users, there is one incidence of Council recognising the need to realign the speed limits adjoining a township, effectively increasing the speed limit for a portion of road. It is proposed to move the 100km speed zone on Ranfurly Patearoa Road by approximately 200m towards Ranfurly township for consistency with other speed settings. This change aligns with national guidance on setting speed limits to be "self-explaining", and reflects the road environment.

4.1.6 School speed zones

A reduction in speed limits outside schools in the period before and after the school day, or as a permanent speed reduction, has been requested by the community and is supported by Council.












Legislation now enacted in the Setting of Speed Limits Rule 2022 changed the process for setting school speed zones. Council is working with Waka Kotahi NZ Transport Agency to determine the extents and Safe and Appropriate Speeds for all school speed zones. Consultation on reduced speed limits at schools will be undertaken as part of Council's next iteration of its Interim Speed Management Plan within the next 12 months.













5 THREE YEAR IMPLEMENTATION PROGRAMME















5.1 General Speed Limits

The following speed limit changes are identified in the mapping in Appendix 1. All existing 50km/h Urban traffic areas remain in-place, covering Central Otago District Council's township and settlement areas. Where the Urban traffic areas are being amended to include new development, they are included in Table 1. Central Otago District Council's assessment of the Safe and Appropriate Speed (SAAS) was initially completed by Abley in 2019, and have been used throughout the process to develop the draft Speed Limit Bylaw and the Interim Speed Management Plan.


Table 1.: Speed Limit Changes


















ROAD/AREA	EXISTING SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)	SAAS (KM/H)	IMPLEMENTATION TIMEFRAME	IS PROPOSED SPEED LIMIT DIFFERENT FROM THE WAKA KOTAHI CONFIRMED ASSESSMENT OF SAFE AND APPROPRIATE SPEED (SAAS) LIMIT?	FURTHER INFORMATION	DATES AND TIMES
Alexandra							
Airport Road (SH8 intersections at the W and SE extent, and Airport Rd to the Dunstan Rd intersection)			80km/h	22/ 23	No		effective 31 August 2022
Chapman Road (between Conroys Rd and Earnsleigh Rd intersections)			80km/h	22/ 23	No		effective 31 August 2022
Coates Road (Airport Rd intersection to Dunstan Rd intersection)			60km/h	22/ 23	Yes	SAAS is 60km/h, but road environment is treated as 'Rural residential', so 80km/h speed limit.	effective 31 August 2022
Conroys Road (between Earnsleigh Rd and SH8 intersections)			80km/h	22/ 23	No		effective 31 August 2022
Dunstan Road (1130m from Chicago St intersection to Springvale Rd)	 		80km/h, 60km/h, 50km/h, 40km/h	22/ 23	Yes**	SAAS varies for this road corridor, but road environment is treated as 'Rural residential', so 80km/h speed limit.	effective 31 August 2022

ROAD/AREA	EXISTING SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)	SAAS (KM/H)	IMPLEMENTATION TIMEFRAME	IS PROPOSED SPEED LIMIT DIFFERENT FROM THE WAKA KOTAHI CONFIRMED ASSESSMENT OF SAFE AND APPROPRIATE SPEED (SAAS) LIMIT?	FURTHER INFORMATION	DATES AND TIMES
Earnsleugh Road (710m from SH8 intersection to Conroys Rd intersection)			80km/h, 60km/h	22/ 23	Yes**	SAAS varies for this road corridor, but road environment is treated as 'Rural residential', so 80km/h speed limit.	effective 31 August 2022
Coates Road (Dunstan Rd intersection to end of road (Airport))			60km/h	22/ 23	No		effective 31 August 2022
Hillview Road (Dunstan Rd intersection to end of road)			60km/h	22/ 23	No		effective 31 August 2022
McGregor Road (Chapman Rd intersection to Tor Hill Dr)				22/ 23	No*	SAAS not assessed in 2019/20.	effective 31 August 2022
Alexandra Urban traffic area (extended to take in new development)			60km/h, 50km/h, 40km/h	22/ 23	Yes**	SAAS varies for these roads, but urban traffic areas in Alexandra to remain 50km/h speed limit.	effective 31 August 2022
Marshall Road (Earnsleugh Rd intersection to end of road)			60km/h	22/ 23	Yes	SAAS is 60km/h, but this is a constrained road section accessing trail parking, justifying a 40km/h speed limit.	effective 31 August 2022


















ROAD/AREA	EXISTING SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)	SAAS (KM/H)	IMPLEMENTATION TIMEFRAME	IS PROPOSED SPEED LIMIT DIFFERENT FROM THE WAKA KOTIAHI CONFIRMED ASSESSMENT OF SAFE AND APPROPRIATE SPEED (SAAS) LIMIT?	FURTHER INFORMATION	DATES AND TIMES
Bannockburn							
Felton Road (Bannockburn Rd intersection to end of road)			80km/h	22/ 23	No		effective 31 August 2022
Bannockburn Road (200m N of Pearson Rd intersection to 60 S of Felton Rd)			80km/h, 60km/h	22/ 23	Yes**	SAAS varies for this road corridor, but road environment is treated as 'Rural residential', so 80km/h speed limit.	effective 31 August 2022
Bannockburn Road (100m S of Lawrence St to end of Bannockburn Rd)			80km/h, 60km/h	22/ 23	Yes**	SAAS varies for this road corridor, but road environment is treated as 'Rural residential', so 80km/h speed limit.	effective 31 August 2022
Cairnmuir Road (Bannockburn Rd intersection to Cornish Point Rd)			60km/h, 50km/h	22/ 23	Yes**	SAAS varies for this road corridor, but rural environment of this road is treated as 60km/h speed limit.	effective 31 August 2022
Cornish Point Road (end of seal to end of road)			60km/h, 50km/h	22/ 23	Yes**	SAAS varies for this road corridor, but rural environment of this road is treated as 60km/h speed limit.	effective 31 August 2022
Bannockburn Urban traffic area (extended to take in new development)			80km/h, 60km/h, 50km/h	22/ 23	Yes**	SAAS varies for these roads, but urban traffic areas in Bannockburn to remain 50km/h speed limit.	Effective 31 August 2022
Pipeclay Gully Road (Hall Rd intersection to end of road)			60km/h	22/ 23	Yes**	SAAS is 60km/h, but road environment adjoins Urban traffic area, so 50km/h speed limit.	effective 31 August 2022















ROAD/AREA	EXISTING SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)	SAAS (KM/H)	IMPLEMENTATION TIMEFRAME	IS PROPOSED SPEED LIMIT DIFFERENT FROM THE WAKA KOTAHU CONFIRMED ASSESSMENT OF SAFE AND APPROPRIATE SPEED (SAAS) LIMIT?	FURTHER INFORMATION	DATES AND TIMES
Clyde							
Clyde Urban traffic area (extended to take in new development)	50	50	80km/h, 60km/h, 50km/h, 40km/h	22/ 23	Yes**	SAAS varies for these roads, but urban traffic areas to remain 50km/h speed limit.	effective 31 August 2022
Earnsclough Road (20m S of Paulin Rd intersection to 40m S of Fruitgrowers Rd intersection)	100 50	50	80km/h, 60km/h	22/ 23	Yes**	SAAS varies for these roads, but extension of Urban traffic area to remain 50km/h speed limit.	effective 31 August 2022
Clyde North Access Road (Sunderland St) (N entrance of Clyde speed threshold signage to intersection of Miners Ln)	50	30	60km/h / 50km/h	22/ 23	Yes	Clyde Heritage Precinct roads have an SAAS of either 50km/h or 60km/h. Clyde Heritage Precinct improvement has set a 30km/h speed limit.	effective 31 August 2022
Fache Street (Naylor St to 40m NE of Newcastle St intersection)	50	30	60km/h	22/ 23	Yes	Clyde Heritage Precinct roads have an SAAS of either 50km/h or 60km/h. Clyde Heritage Precinct improvement has set a 30km/h speed limit.	effective 31 August 2022
Fraser Street (50m from Blyth St intersection to 20m S of Fache St intersection)	50	30	60km/h	22/ 23	Yes	Clyde Heritage Precinct roads have an SAAS of either 50km/h or 60km/h. Clyde Heritage Precinct improvement has set a 30km/h speed limit.	effective 31 August 2022
Fruitgrowers Road (Earnsclough Rd intersection to 80m NW of Earnsclough Rd intersection)	50	30	60km/h	22/ 23	Yes	SAAS is 60km/h, but this is a road within Clyde Heritage Precinct improvement, so 30km/h speed limit.	effective 31 August 2022


ROAD/AREA	EXISTING SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)	SAAS (KM/H)	IMPLEMENTATION TIMEFRAME	IS PROPOSED SPEED LIMIT DIFFERENT FROM THE WAKA KOTAHĪ CONFIRMED ASSESSMENT OF SAFE AND APPROPRIATE SPEED (SAAS) LIMIT?	FURTHER INFORMATION	DATES AND TIMES
Holloway Street (between Sunderland St and Naylor St intersections)			60km/h	22/ 23	Yes	Clyde Heritage Precinct roads have an SAAS of either 50km/h or 60km/h. Clyde Heritage Precinct improvement has set a 30km/h speed limit.	effective 31 August 2022
Lodge Lane (between Sunderland St and Holloway St intersections)			60km/h	22/ 23	Yes	Clyde Heritage Precinct roads have an SAAS of either 50km/h or 60km/h. Clyde Heritage Precinct improvement has set a 30km/h speed limit. Infrastructure improvements complete.	effective 31 August 2022
Matau Street (between Sunderland St and Fruitgrowers / Earnscleugh Rd intersections)			60km/h	22/ 23	Yes	Clyde Heritage Precinct roads have an SAAS of either 50km/h or 60km/h. Clyde Heritage Precinct improvement has set a 30km/h speed limit.	effective 31 August 2022
Miners Lane (between Sunderland St and Matau St intersections)			60km/h	22/ 23	Yes	Clyde Heritage Precinct roads have an SAAS of either 50km/h or 60km/h. Clyde Heritage Precinct improvement has set a 30km/h speed limit.	effective 31 August 2022
Sunderland Street (Miners Lane intersection to Fraser St intersection)			60km/h	22/ 23	Yes	Clyde Heritage Precinct roads have an SAAS of either 50km/h or 60km/h. Clyde Heritage Precinct improvement has set a 30km/h speed limit.	effective 31 August 2022
Miners Reserve Access Road (Matau St intersection to Miners Reserve)				22/ 23	No*	SAAS not assessed in 2019, as road is new.	effective 31 August 2022







ROAD/AREA	EXISTING SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)	SAAS (KM/H)	IMPLEMENTATION TIMEFRAME	IS PROPOSED SPEED LIMIT DIFFERENT FROM THE WAKA KOTAHU CONFIRMED ASSESSMENT OF SAFE AND APPROPRIATE SPEED (SAAS) LIMIT?	FURTHER INFORMATION	DATES AND TIMES
Naylor Street (Sunderland/Matau St intersection to end of road)				22/ 23	No*	SAAS not assessed in 2019/20.	effective 31 August 2022
Newcastle Street (Fache St intersection for 70 toward Whitby St intersection)				22/ 23	No*	SAAS not assessed in 2019/20.	effective 31 August 2022
Cromwell							
Ord Road (between SH6 and Ripponvale Rd intersections)			80km/h	22/ 23	No		effective 31 August 2022
Ripponvale Road (between SH6 intersections)			80km/h	22/ 23	No		effective 31 August 2022
Cromwell Urban traffic area (extended to take in new development)			80km/h, 60km/h, 50km/h, 40km/h	22/ 23	Yes**	SAAS varies for these roads but, urban traffic areas to remain 50km/h speed limit.	effective 31 August 2022
Bannockburn Road (80m N of Richards Beach Rd to 150m S of Richards Beach Rd)			80km/h, 60km/h	22/ 23	Yes**	SAAS varies for this road corridor, but road environment adjoins Urban traffic area, so 50km/h speed limit.	Effective 31 August 2022
McNulty Road (between SH6 and Barry Ave intersections)	 		60km/h, 50km/h	22/ 23	Yes**	SAAS varies for this road corridor, but road environment adjoins Urban traffic area, so 50km/h speed limit.	effective 31 August 2022
Richards Beach Road (Bannockburn Rd to end of seal)			60km/h	22/ 23	Yes**	SAAS is 60km/h, but road environment adjoins Urban traffic area, so 50km/h speed limit.	effective 31 August 2022













ROAD/AREA	EXISTING SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)	SAAS (KM/H)	IMPLEMENTATION TIMEFRAME	IS PROPOSED SPEED LIMIT DIFFERENT FROM THE WAKA KOTAHĪ CONFIRMED ASSESSMENT OF SAFE AND APPROPRIATE SPEED (SAAS) LIMIT?	FURTHER INFORMATION	DATES AND TIMES
Prospectors Park subdivision (all of Midlothian Ave, Travertine St, Searle Dr, Wallis Dr, Kohinoor Ln, Guano Cres, Bradford St, and roads within the Prospectors Park subdivision)			22/ 23	No*	SAAS not assessed in 2019, as roads are new.	effective 31 August 2022	
Woolding Tree subdivision (all of Vintage Rd, Magnum Dr, Blondie Dr, and roads within the Woolding Tree subdivision)			22/ 23	No*	SAAS not assessed in 2019/20, as roads are new.	effective 31 August 2022	
Gilling Place (Jollys Rd intersection to end of road)			22/ 23	No*	SAAS not assessed in 2019/20, but this is a constrained, no-exit road section servicing Goldfields Primary School, so 30km/h speed limit.	Effective 31 August 2022	
Danseys Pass							
Danseys Pass Road (200m S of Danseys Pass Hotel to 200 N of Danseys Pass Hotel)			80km/h, 60km/h	22/ 23	Yes	SAAS varies for this road corridor, but this is a constrained road section outside Danseys Pass Hotel ("Stopping Place"), so 30km/h speed limit.	Effective 31 August 2022

ROAD/AREA	EXISTING SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)	SAAS (KM/H)	IMPLEMENTATION TIMEFRAME	IS PROPOSED SPEED LIMIT DIFFERENT FROM THE WAKA KOTAHI CONFIRMED ASSESSMENT OF SAFE AND APPROPRIATE SPEED (SAAS) LIMIT?	FURTHER INFORMATION	DATES AND TIMES
Galloway							
Fisher Lane (Galloway Rd intersection to end of road)			80km/h	22/ 23	No		effective 31 August 2022
Clare Road (between Galloway Rd and Fisher St intersections)			80km/h	22/ 23	No		effective 31 August 2022
Shennan Road (between Galloway Rd to Fisher St intersections)			80km/h	22/ 23	No		effective 31 August 2022
Little Valley							
Little Valley Road (end of seal to end of road)			60km/h, 40km/h	22/ 23	Yes**	SAAS varies for this road corridor, but road environment is treated as 'Rural residential', so 80km/h speed limit.	Effective 31 August 2022
Little Valley Road (E end of Manuherekia Bridge to end of seal)	 		60km/h, 40km/h	22/ 23	No*		effective 31 August 2022
Lowburn							
Burn Cottage Road (SH6 intersection to end of road)			80km/h	22/ 23	No		effective 31 August 2022
Heaney Road (Burn Cottage Rd to Lowburn Valley Rd/Swann Rd intersection)			80km/h, 60km/h	22/ 23	Yes**	SAAS varies for this road corridor, but road environment is treated as 'Rural residential', so 80km/h speed limit.	Effective 31 August 2022
Swann Road (Heaney Rd/Lowburn Rd intersection to end of road)			60km/h	22/ 23	Yes	Road environment is treated as 'Rural residential', so 80km/h speed limit.	Effective 31 August 2022

ROAD/AREA	EXISTING SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)	SAAS (KM/H)	IMPLEMENTATION TIMEFRAME	IS PROPOSED SPEED LIMIT DIFFERENT FROM THE WAKA KOTAHI CONFIRMED ASSESSMENT OF SAFE AND APPROPRIATE SPEED (SAAS) LIMIT?	FURTHER INFORMATION	DATES AND TIMES
Radford Road (Swann Rd intersection to end of road)				22/ 23	No*	SAAS not assessed in 2019, as road is new.	Effective 31 August 2022
Lowburn Valley Road (1038m W of SH6 intersection to Swann Rd intersection)	 		60km/h	22/ 23	Yes	Road environment is treated as 'Rural residential', so 80km/h speed limit.	Effective 31 August 2022
Lowburn Valley Road (SH6 intersection to 1038m W of SH6 intersection)			60km/h	22/ 23	No		effective 31 August 2022
McFelin Road (Burn Cottage Rd intersection to end of road)			60km/h	22/ 23	No		effective 31 August 2022
Lowburn Urban traffic area (extended to take in new development)			60km/h, 50km/h	22/ 23	Yes**	SAAS varies for these roads, but urban traffic areas to remain 50km/h speed limit.	Effective 31 August 2022
Millers Flat							
Millers Flat Bridge Road (20m E of SH8 to Craig Flat Rd)			50km/h	22/ 23	No	Included as technical amendment. Bridge is signed at 50km/h from SH68 intersection.	effective 31 August 2022
Teviot Road (100m N of Oven Hill Rd to 200m S of Oven Hill Rd)			80km/h, 60km/h	22/ 23	Yes**	SAAS varies for this road corridor, but road environment adjoins Urban traffic area, so 50km/h speed limit.	effective 31 August 2022

ROAD/AREA	EXISTING SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)	SAAS (KM/H)	IMPLEMENTATION TIMEFRAME	IS PROPOSED SPEED LIMIT DIFFERENT FROM THE WAKA KOTAHU CONFIRMED ASSESSMENT OF SAFE AND APPROPRIATE SPEED (SAAS) LIMIT?	FURTHER INFORMATION	DATES AND TIMES
Naseby							
Danseys Pass Road (Home Gully Rd intersection to end of seal)			80km/h, 60km/h	22/ 23	Yes**	SAAS varies for this road corridor, but road environment adjoins Urban traffic area, so 50km/h speed limit.	effective 31 August 2022
Swimming Dam Road (Ennel St intersection to end of public road)				22/ 23	No*	SAAS not assessed in 2019/20, but this is a constrained road section servicing Naseby swimming dam ("Stopping Place"), so 30km/h speed limit.	effective 31 August 2022
Omakau							
Alton St (between SH85 intersection and 80m E of SH85)			50km/h	22/ 23	No	Included as technical amendment. Speed limits changed to reflect reduced 50km/h on SH85.	effective 31 August 2022
Hindon St (between SH85 intersections and 80m E of SH85 and 80m W of SH85)			50km/h	22/ 23	No	Included as technical amendment. Speed limits changed to reflect reduced 50km/h on SH85.	effective 31 August 2022
Wilton St (between SH85 intersections and 80m E of SH85 and 80m W of SH85)			50km/h	22/ 23	No	Included as technical amendment. Speed limits changed to reflect reduced 50km/h on SH85.	effective 31 August 2022
Ophir							
Ophir Bridge Road (SH85 intersection to Ophir Township (Swindon Street))			60km/h	22/ 23	No		effective 31 August 2022

ROAD/AREA	EXISTING SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)	SAAS (KM/H)	IMPLEMENTATION TIMEFRAME	IS PROPOSED SPEED LIMIT DIFFERENT FROM THE WAKA KOTAHĪ CONFIRMED ASSESSMENT OF SAFE AND APPROPRIATE SPEED (SAAS) LIMIT?	FURTHER INFORMATION	DATES AND TIMES
Patearoa							
Paerau Road (Maniototo Rd intersection to 100m S of Maniototo Rd)			80km/h, 60km/h	22/ 23	Yes	SAAS varies for this road corridor, but road environment adjoins Urban traffic area, so 50km/h speed limit.	effective 31 August 2022
Patearoa Road (130m NE of Maniototo Rd to Maniototo Rd intersection)			60km/h, 50km/h	22/ 23	Yes**	SAAS varies for this road corridor, but road environment adjoins Urban traffic area, so 50km/h speed limit.	effective 31 August 2022
Ranfurly							
Ranfurly Patearoa Road (75m S of Alexander St intersection to 300m S of Alexander St intersection)			80km/h, 60km/h, 50km/h	22/ 23	Yes	SAAS is 80km/h, but 200m of road being increased to 100km/h, to be consistent with road environment.	effective 31 August 2022
Roxburgh							
Roxburgh East Road (Jedburgh St intersection to 100m N of Woodhouse Rd)			80km/h, 60km/h	22/ 23	Yes**	SAAS varies for this road corridor, but road environment is treated as 'Rural residential', so 80km/h speed limit.	effective 31 August 2022
Teviot Road (Jedburgh St intersection to 3.8km S of Jedburgh St Bridge)			80km/h, 60km/h	22/ 23	Yes**	SAAS varies for this road corridor, but road environment is treated as 'Rural residential', so 80km/h speed limit.	effective 31 August 2022
Ladysmith Road (Roxburgh East Rd intersection to end of road)			60km/h	22/ 23	No		effective 31 August 2022
Roxburgh East Road (SH8 intersection to 170m W of dam)			80km/h, 60km/h	22/ 23	Yes**	SAAS varies for this road corridor, but this is a constrained road section, so 60km/h speed limit.	effective 31 August 2022

ROAD/AREA	EXISTING SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)	SAAS (KM/H)	IMPLEMENTATION TIMEFRAME	IS PROPOSED SPEED LIMIT DIFFERENT FROM THE WAKA KOTAHU CONFIRMED ASSESSMENT OF SAFE AND APPROPRIATE SPEED (SAAS) LIMIT?	FURTHER INFORMATION	DATES AND TIMES
Roxburgh East Road (170m W of dam to 20m S of cycle trail parking)			80km/h, 60km/h	22/ 23	Yes**	SAAS is 60km/h, but this is a constrained road section. Roxburgh Dam is restricted to 40km/h speed limit.	effective 31 August 2022
Springvale							
Rock View Road (SH85 to Oneill Ln)			60km/h	22/ 23	Yes	SAAS is 60km/h, but consistency with Heaney Road and other 'Rural Residential' roads has been chosen.	effective 31 August 2022
Springvale Road (SH8 to 100m E of McArthur Ridge Rd)			80km/h	22/ 23	No		effective 31 August 2022
Young Lane (between SH8 and Springvale Rd intersections)			80km/h	22/ 23	No		effective 31 August 2022
Kelliher Lane (between SH85 and Springvale Rd intersections)			60km/h	22/ 23	No		effective 31 August 2022
Lewis Road (between SH85 and Kelliher Ln intersections)			60km/h	22/ 23	No		effective 31 August 2022

5.2 Safety Infrastructure

The Safe Network Programme (SNP) is a collaborative initiative that aims to save up to 160 deaths and serious injuries every year across New Zealand’s highest risk state highways and local roads. The assessment tool used to recommend projects for the SNP “pipeline” of work has been available to Road Controlling Authorities since June 2020. Sites have been identified for the entire country, where safety improvement works would provide the most benefit to overall road safety.

Central Otago has sites on State Highway 8, State Highway 8B and State Highway 6 which are prioritised by Waka Kotahi NZTA for safety works. Works to upgrade the State Highway 6 and State Highway 8B intersection in Cromwell have been undertaken during 2021 and 2022, and are due for completion at the end of 2022.

The local road network in Central Otago currently has only one site, located on Ranfurly Patearoa Road, that is shown as a “High Benefit Opportunity”. Roading staff are working with the Safe Network Programme team to include this site within 10-year road safety investment programmes, in conjunction with the council’s Speed Management work.









5.3 Other Matters Relating to Speed Management: Future Consultation

There are a number of remaining roads, and speed environments which require further assessment and consultation before a change to speed limit can be made. These will be included in a future consultation leading into Council’s next Interim Speed Management Plan within the current roading period (1 July 2021 – 30 June 2024).

5.3.1 School speed limits

An indication of school speed limits which will be consulted on in the second Interim Speed Management Plan are discussed in Section 3.1.4, and Section 4.1.6. Council has already carried-out preliminary assessment of the possible extent of roads, and sections of roads, to be included in school speed zones, and consider possible treatments (such as static – permanent – speed signs, or electronic – variable - speed zones). Work will be progressed with both Waka Kotahi and the State Highways to ensure a consistent approach across the Central Otago district’s schools, with local community and road user support.

Table 2: Speed limits around schools

SCHOOL NAME	INDICATIVE CATEGORY	EXISTING SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)	PLANNING PERIOD		FURTHER INFORMATION
Goldfields School (Cromwell)	1			22 / 23		Gilling Place included in this Interim Speed Management Plan. Speed Zone may extend to include crossing point on Jollys Road.
Clyde School	1			NLTP 21-24		
Cromwell College	1			NLTP 21-24		
Cromwell Primary School	1			NLTP 21-24		
Dunstan High School	1				NLTP 24-27	

SCHOOL NAME	INDICATIVE CATEGORY	EXISTING SPEED LIMIT (KM/H)	PROPOSED SPEED LIMIT (KM/H)	PLANNING PERIOD	FURTHER INFORMATION
Millers Flat School	1			NLTP 21-24	
Omakau School	1			NLTP 21-24	
Poolburn School	2			NLTP 24-27	* School Zone 40km/h advisory installed
St John's School (Ranfurly)	1			NLTP 24-27	
The Terrace School (Alexandra)	1			NLTP 24-27	
Alexandra School	1			NLTP 24-27	Shared RCA frontage. State Highway Adjacent.
Maniototo Area School	1			NLTP 24-27	Shared RCA frontage. State Highway Adjacent.
Roxburgh Area School	1			NLTP 24-27	Shared RCA frontage. State Highway Adjacent.
St Gerard's School (Alexandra)	1			NLTP 24-27	Shared RCA frontage. State Highway Adjacent.
Tarras School	2			NLTP 24-27	Only affects State Highway





5.3.2 70km/h speed restrictions



Traditionally, 70 km/h was a standard speed setting with most speeds set at 50 km/h, 70 km/h, or 100 km/h. National guidance has since changed enabling a greater range of speed limits in operation, providing for greater flexibility in setting Safe and Appropriate Speed limits to match the road use, design, and surrounding environment. Guidelines also recommend changes be made in 20 km/h steps, encouraging speed limits of either 60 km/h or 80 km/h instead. Although 70 km/h speed limits are still possible, they are expected to become rarer over time.

This Interim Speed Management Plan consulted on changes to existing 70km/h restrictions on roads in Omakau, Cairnmuir Road in Bannockburn, Lowburn Valley Road in Lowburn, and Dunstan Road in Alexandra/Springvale, which have been adopted, as identified in Table 1.

In recognition of this, Council will review all remaining 70km/h speed limits with the view to setting appropriate speed changes. The following roads (or parts of roads) currently subject to 70km/h restrictions, will require future consultation under the Setting of Speed Limits Rule 2022 in the NLTP 2021-24 period:

Table 3: Indicative 70km/h speed limits for review in next Interim Speed Management Plan







REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED CAME INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
Letts Gully					
S6/03		All roads except state highways marked on the map entitled Central Otago District Council Speed Limits, Map CODCSL-3 and identified in the legend as having a speed limit of 70 km/h 70km/h speed limit will be reviewed under next interim Speed Management Plan, aligning with State Highway Speed Management Planning.	14 May 2007	Central Otago District Council Speed Limits Bylaw 2007	No previous legal instrument Central Otago District Council Speed Limits Bylaw 2005
Clyde					
S6/04		All roads except state highways marked on the map entitled Central Otago District Council Speed Limits, Map CODCSL-4 and identified in the legend as having a speed limit of 70 km/h 70km/h speed limits will be reviewed under next interim Speed Management Plan, aligning with State Highway Speed Management Planning.	14 May 2007	Central Otago District Council Speed Limits Bylaw 2007	No previous legal instrument
Cromwell					
S6/05		All roads except state highways marked on the map entitled Central Otago District Council Speed Limits, Map CODCSL-8 and identified in the legend as having a speed limit of 70 km/h McNulty Road 70km/h has been reduced to 50km/h Cemetery Road 70km/h speed limit will be reviewed under next interim Speed Management Plan, aligning with State Highway Speed Management Planning.	14 May 2007	Central Otago District Council Speed Limits Bylaw 2007	Notice in New Zealand Gazette, 8 January 2004, No. 1, page 47 Central Otago District Council Speed Limits Bylaw 2005
Oturehua					
S6/07		All roads marked on the map entitled Central Otago District Council Speed Limits, Map CODCSL-12 and identified in the legend as having a speed limit of 70 km/h. 70km/h speed limit will be reviewed under next interim Speed Management Plan	14 May 2007	Central Otago District Council Speed Limits Bylaw 2007	Notice in New Zealand Gazette, 15 September 1994, No. 93, page 2850 Central Otago District Council Speed Limits Bylaw 2005

REFERENCE NUMBER	SPEED LIMIT	DESCRIPTION	DATE SPEED CAME INTO FORCE	LEGAL INSTRUMENT	PREVIOUS LEGAL INSTRUMENT
Naseby					
S6/08		All roads marked on the map entitled Central Otago District Council Speed Limits, Map CODCSL-13 and identified in the legend as having a speed limit of 70 km/h 70km/h speed limit will be reviewed under next interim Speed Management Plan	14 May 2007	National Speed Limit Register	Central Otago District Council Speed Limits Bylaw 2005
Ranfurly					
S6/10		All roads except state highways marked on the map entitled Central Otago District Council Speed Limits, Map CODCSL-15 and identified in the legend as having a speed limit of 70 km/h 70km/h speed limit will be reviewed under next interim Speed Management Plan, aligning with State Highway Speed Management Planning	14 May 2007	National Speed Limit Register	Notice in New Zealand Gazette, 28 April 1994, No. 39, page 1460 Central Otago District Council Speed Limits Bylaw 2005

5.3.3 Other potential speed limit changes

Consultation identified other roads for consideration of changed speed limits. To enable a full review and community engagement, these have been deferred to the second interim speed management plan.

The following roads (or parts of roads) will be subject to further consultation on their speed limits under the Setting of Speed Limits Rule 2022 in the NLTP 2021-24 period:

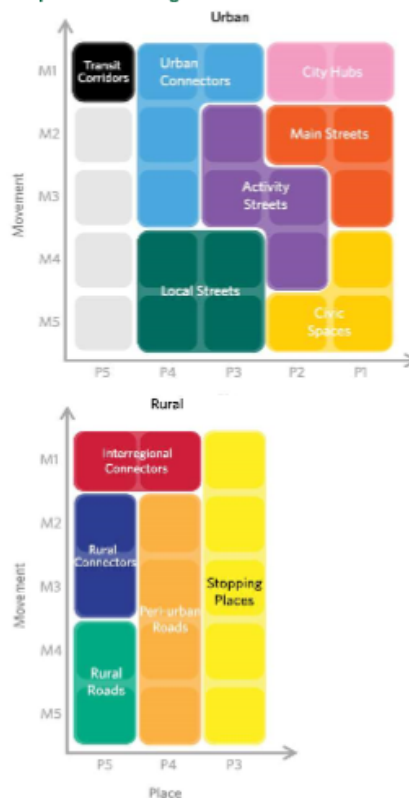
ROAD	CURRENT SPEED LIMIT	NOTES
Alexandra		
Gilligan's Gully		Subject to further data from traffic counting
Letts Gully Road	 	
Cambrians		
Cambrians Road		Specific request for an indication of preferred speed between 50km, 40km, and 30km
Clyde		
Fruitgrowers Road (from 80m NW of Earnsclough Rd/Matau St intersection)	 	

ROAD	CURRENT SPEED LIMIT	NOTES
Cromwell		
Bannockburn Road (<i>Pearson Road intersection to the Cromwell Urban traffic area</i>)	100	
Pearson Road	100	
Sandflat Road	100	
Lauder		
Lauder Road	100	State Highway speed limit is 80km/h at Lauder township.
Pisa Moorings		
Clark Road	100	For consideration at 80km along its entirety
St Bathans		
St Bathans Urban Area	50	Specific request for an indication of preferred speed between 50 km, 40km, and 30km

5.3.4 One Network Framework (ONF) implementation and speed limit changes

Central Otago District Council has applied the new One Network Framework (ONF) classifications across all local roads, which was completed in June and July 2021. More work at a local, regional, and national level will be undertaken to refine the ONF to support the principle that shared, integrated planning approaches between transport and land-use planners will result in better outcomes. This also applies to speed management planning.

In future, selecting a limit within the safe speed range will demonstrate linkages to the ONF street families and road use categories. The new ONF acknowledges the transport network has a 'Place' function. This means roads and streets are destinations for people, as well as transport corridors. The new framework also introduces classifications for different modes of transport, recognising that our roads and streets have different functions for different modes. Work to develop and embed the ONF into the Council's speed management planning and decision-making – in line with the principles enacted under Setting of Speed Limits Rule 2022 - will be undertaken in the NLTP 2021-24 period.



6 GIVING EFFECT TO THIS INTERIM SPEED MANAGEMENT PLAN

Once this Interim Speed Management Plan has been certified and published, updates will be made to speed limits in the National Speed Limit Register. The National Speed Limit Register (NSLR) is an online register with a geospatial map providing the single source of truth for speed limits on New Zealand's roads. This NSLR is the legal instrument for the setting of speed limits now the Rule 2022 is in force for Central Otago District Council, having migrated and signed off their speed limit Bylaw data. Speed limits need to be in the NSLR to be legally enforceable.

The programme of physical works to install new speed signs and infrastructure, relocate existing signs, and remove signs on the Central Otago District Council road network is funded in the Council's 2022-23 Road to Zero Low Cost Low Risk improvements. These are planned for completion by the effective date for the speed limit changes documented in this Interim Speed Management Plan, of 1 September 2022.

Appendix 1: Bylaw maps

OPHIR



CENTRAL OTAGO DISTRICT COUNCIL SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)	
Urban traffic areas	30
Rural roads	50
State Highways (excluded from bylaw)	80

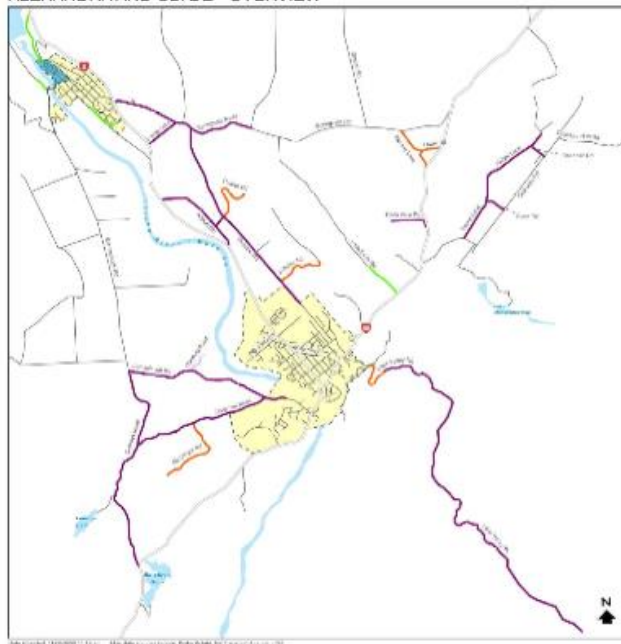
NOTES

1. SCALE GIVEN ON THIS MAP AND APPROVED.
2. DISTANCES SHOWN ARE APPROXIMATE. SPEED LIMITS FOR THE PURPOSES OF THIS BYLAW.
3. SPEED LIMIT REQUIREMENTS THAT EXCEED A ROAD'S DESIGN SPEED LIMIT ARE NOT APPLIED TO THAT ROAD.
4. ALL SPEED LIMIT REQUIREMENTS APPLIED TO A ROAD ARE DEEMED TO BE IN FORCE FROM THE DATE OF THE BYLAW.
5. ALL SPEED LIMIT REQUIREMENTS APPLIED TO A ROAD ARE DEEMED TO BE IN FORCE FROM THE DATE OF THE BYLAW.
6. THIS MAP IS PART OF THE CENTRAL OTAGO DISTRICT COUNCIL SPEED LIMITS BYLAW 2014.
7. REFER ALSO TO SECTIONS 1.6 IN THE BYLAW.

APPROVED:	PLANNING:
DATE:	DATE:
COUNCIL SECRETARY:	Map 2 of 21



ALEXANDRA AND CLYDE - OVERVIEW



CENTRAL OTAGO DISTRICT COUNCIL SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)	
Urban traffic areas	30
Rural roads	50
State Highways (excluded from bylaw)	80
	100
	120

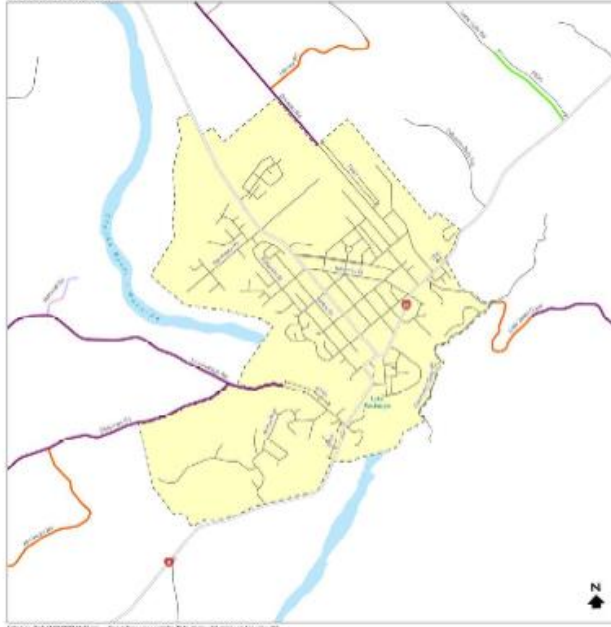
NOTES

1. SCALE GIVEN ON THIS MAP AND APPROVED.
2. DISTANCES SHOWN ARE APPROXIMATE. SPEED LIMITS FOR THE PURPOSES OF THIS BYLAW.
3. SPEED LIMIT REQUIREMENTS THAT EXCEED A ROAD'S DESIGN SPEED LIMIT ARE NOT APPLIED TO THAT ROAD.
4. ALL SPEED LIMIT REQUIREMENTS APPLIED TO A ROAD ARE DEEMED TO BE IN FORCE FROM THE DATE OF THE BYLAW.
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6. THIS MAP IS PART OF THE CENTRAL OTAGO DISTRICT COUNCIL SPEED LIMITS BYLAW 2014.
7. REFER ALSO TO SECTIONS 1.6 IN THE BYLAW.

APPROVED:	PLANNING:
DATE:	DATE:
COUNCIL SECRETARY:	Map 3 of 21



ALEXANDRA



**CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS**

(Excluding All State Highways)

LEGEND



NOTES

1. SPEED LIMITS ARE TO BE APPLIED TO ALL ROADS.
2. SPEED LIMITS ARE TO BE APPLIED TO ALL ROADS EXCEPT FOR STATE HIGHWAYS.
3. SPEED LIMITS ARE TO BE APPLIED TO ALL ROADS EXCEPT FOR STATE HIGHWAYS.
4. SPEED LIMITS ARE TO BE APPLIED TO ALL ROADS EXCEPT FOR STATE HIGHWAYS.
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8. SPEED LIMITS ARE TO BE APPLIED TO ALL ROADS EXCEPT FOR STATE HIGHWAYS.
9. SPEED LIMITS ARE TO BE APPLIED TO ALL ROADS EXCEPT FOR STATE HIGHWAYS.
10. SPEED LIMITS ARE TO BE APPLIED TO ALL ROADS EXCEPT FOR STATE HIGHWAYS.

Author: _____ Date: _____

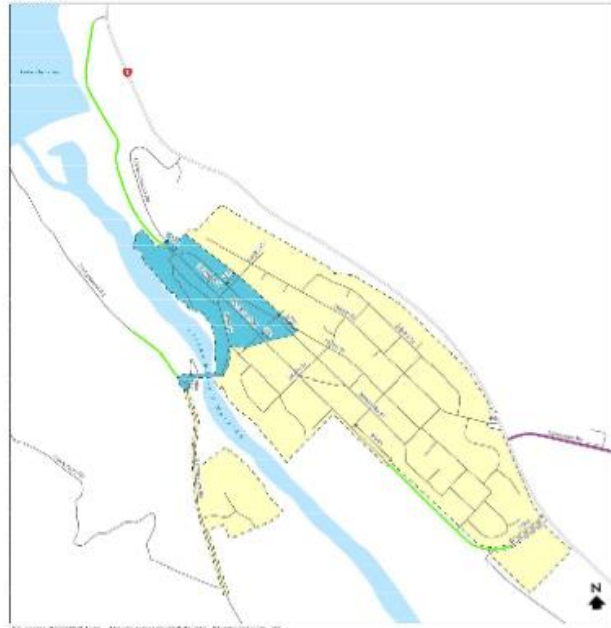
Project: _____

Scale: 1:25,000

Map No: CODCSL-4

Map 4 of 23

CLYDE



**CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS**

(Excluding All State Highways)

LEGEND



NOTES

1. SPEED LIMITS ARE TO BE APPLIED TO ALL ROADS.
2. SPEED LIMITS ARE TO BE APPLIED TO ALL ROADS EXCEPT FOR STATE HIGHWAYS.
3. SPEED LIMITS ARE TO BE APPLIED TO ALL ROADS EXCEPT FOR STATE HIGHWAYS.
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10. SPEED LIMITS ARE TO BE APPLIED TO ALL ROADS EXCEPT FOR STATE HIGHWAYS.

Author: _____ Date: _____

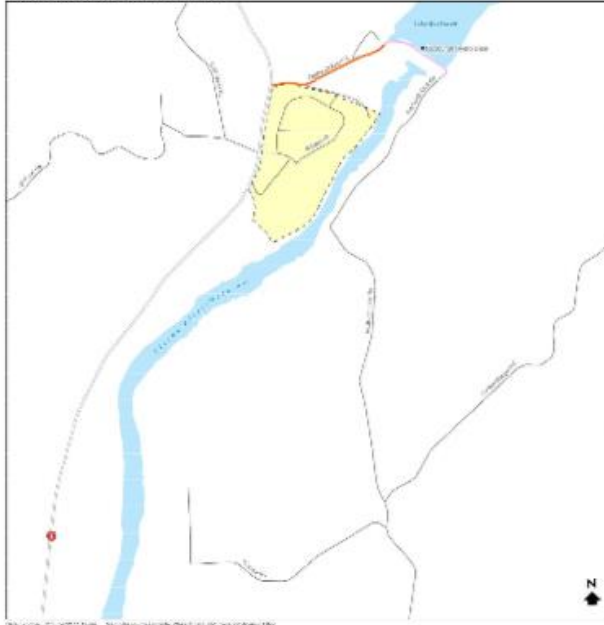
Project: _____

Scale: 1:25,000

Map No: CODCSL-6

Map 6 of 23

LAKE ROXBURGH VILLAGE



CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)



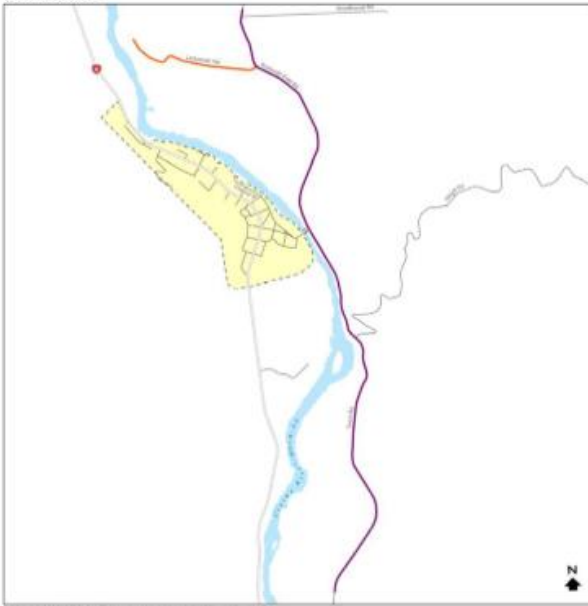
NOTES

1. SHOULD BE USED IN CONJUNCTION WITH THE SPEED LIMITS MAP FOR THE DISTRICT OF CENTRAL OTAGO.
2. SPEED LIMITS SHOWN ON THIS MAP ARE APPROVED BY THE DISTRICT ENGINEER FOR THE PURPOSES OF THE ROAD ACT 1983.
3. SPEED LIMITS SHOWN ON THIS MAP ARE APPROVED BY THE DISTRICT ENGINEER FOR THE PURPOSES OF THE ROAD ACT 1983.
4. SPEED LIMITS SHOWN ON THIS MAP ARE APPROVED BY THE DISTRICT ENGINEER FOR THE PURPOSES OF THE ROAD ACT 1983.
5. SPEED LIMITS SHOWN ON THIS MAP ARE APPROVED BY THE DISTRICT ENGINEER FOR THE PURPOSES OF THE ROAD ACT 1983.
6. SPEED LIMITS SHOWN ON THIS MAP ARE APPROVED BY THE DISTRICT ENGINEER FOR THE PURPOSES OF THE ROAD ACT 1983.
7. REFER ALSO TO ROADWAYS 1 & 2 IN THE DISTRICT.

APPROVED	PLANNED
DATE	DATE
DISAPPROVED/REVISED	DATE
DATE	Page 7 of 21

Scale: 1:20,000

ROXBURGH



CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)



NOTES

1. SHOULD BE USED IN CONJUNCTION WITH THE SPEED LIMITS MAP FOR THE DISTRICT OF CENTRAL OTAGO.
2. SPEED LIMITS SHOWN ON THIS MAP ARE APPROVED BY THE DISTRICT ENGINEER FOR THE PURPOSES OF THE ROAD ACT 1983.
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6. SPEED LIMITS SHOWN ON THIS MAP ARE APPROVED BY THE DISTRICT ENGINEER FOR THE PURPOSES OF THE ROAD ACT 1983.
7. REFER ALSO TO ROADWAYS 1 & 2 IN THE DISTRICT.

APPROVED	PLANNED
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DATE	Page 7 of 21

Scale: 1:21,000

MILLERS FLAT



CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

40

State Highways (excluded from system)

NOTES

1. ROAD SPEEDS ON THIS MAP ARE APPROXIMATE.
2. DISTANCES SHOW THE BOUNDARIES OF A SPEED LIMIT FOR THE PURPOSES OF THIS MAP.
3. DISTANCE BETWEEN ROAD INTERSECTIONS IS USED AS A GUIDE TO THE LOCATION OF SPEED LIMITS.
4. ALL DISTANCES ARE APPROXIMATE AND SHOULD BE USED AS A GUIDE TO THE LOCATION OF SPEED LIMITS.
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6. THIS MAP IS NOT TO BE USED AS A GUIDE TO THE LOCATION OF SPEED LIMITS.
7. DISTANCES ARE APPROXIMATE AND SHOULD BE USED AS A GUIDE TO THE LOCATION OF SPEED LIMITS.

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CROMWELL AND LOWBURN OVERVIEW



CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban traffic areas

20

40

50

60

Rural roads

40

50

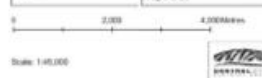
60

State Highways (excluded from system)

NOTES

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7. DISTANCES ARE APPROXIMATE AND SHOULD BE USED AS A GUIDE TO THE LOCATION OF SPEED LIMITS.

APPROVED:	PLAN NO:
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LOWBURN



**CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS**

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)	
Urban traffic areas	30
Rural roads	30
State Highways (included from 100m)	80

NOTES

1. THIS DOCUMENT IS THE MOST APPROPRIATE APPROXIMATION OF THE SPEED LIMIT FOR THE PURPOSES OF THE ROAD USER.
2. THE SPEED LIMIT IS THE SPEED LIMIT FOR THE PURPOSES OF THE ROAD USER.
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4. ALL SPEED LIMITS SHOWN ARE APPROXIMATIONS.
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6. ALL SPEED LIMITS SHOWN ARE APPROXIMATIONS.
7. APPROXIMATE TO SCHEDULES 1 & 2 IN THE BY-LAW.

APPROVED:	PLAN NO:
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DATE:	Map 10 of 21

Scale: 1:10,000

CROMWELL



**CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS**

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)	
Urban traffic areas	30
Rural roads	40
Rural roads	30
Rural roads	30
State Highways (included from 100m)	80

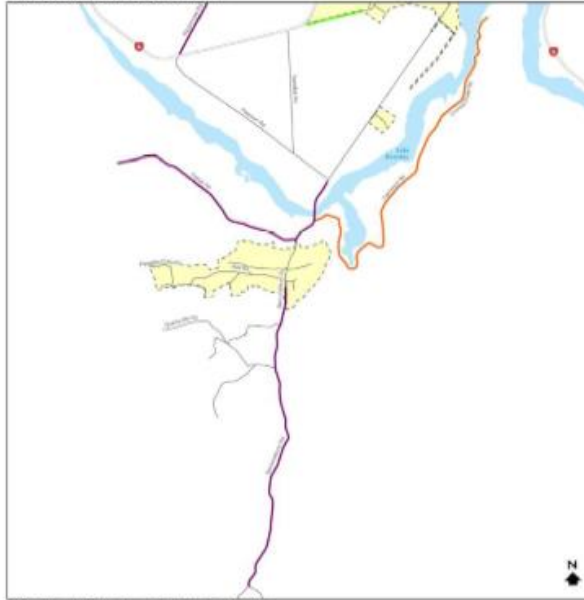
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7. APPROXIMATE TO SCHEDULES 1 & 2 IN THE BY-LAW.

APPROVED:	PLAN NO:
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Scale: 1:10,000

BANNOCKBURN OVERVIEW



**CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS**

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)	
Urban traffic areas	50
Rural roads	60
	80
	80
State Highways (excluded from this plan)	

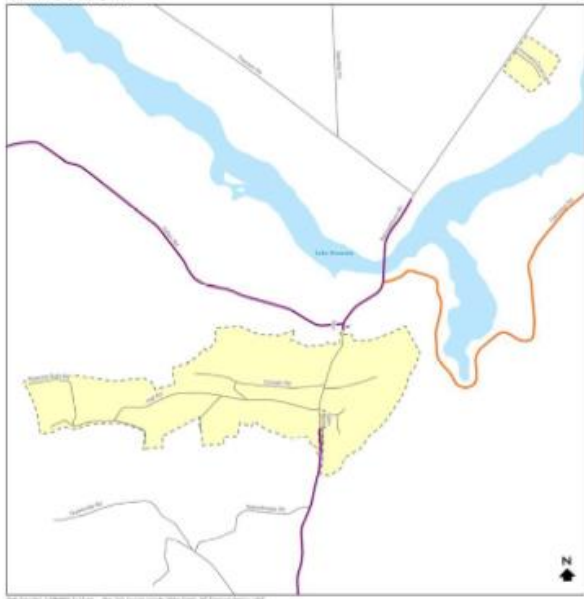
NOTES

1. SCALED DRAWING FOR THE PURPOSES OF APPROXIMATION.
2. DIMENSIONS SHOWN ON THIS DRAWING ARE FOR THE PURPOSES OF APPROXIMATION.
3. SPEED LIMITS ARE ASSIGNED TO THIS ROAD AS SHOWN ON THIS DRAWING. THE SPEED LIMIT IS TO BE OBSERVED AT ALL TIMES.
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6. THIS DRAWING IS PART OF THE CENTRAL OTAGO DISTRICT COUNCIL SPEED LIMITS PLAN.
7. REFER TO SCHEDULE 1 FOR THE PLAN.

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BANNOCKBURN



**CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS**

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)	
Urban traffic areas	50
Rural roads	60
	80
State Highways (excluded from this plan)	

NOTES

1. SCALED DRAWING FOR THE PURPOSES OF APPROXIMATION.
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7. REFER TO SCHEDULE 1 FOR THE PLAN.

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DATE:	Page 13 of 23

Scale: 1:15,000

PISA MOORINGS



CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

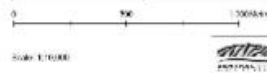
LEGEND

Speed Limit (km/h)
Urban traffic areas
State Highways (excluded from below)

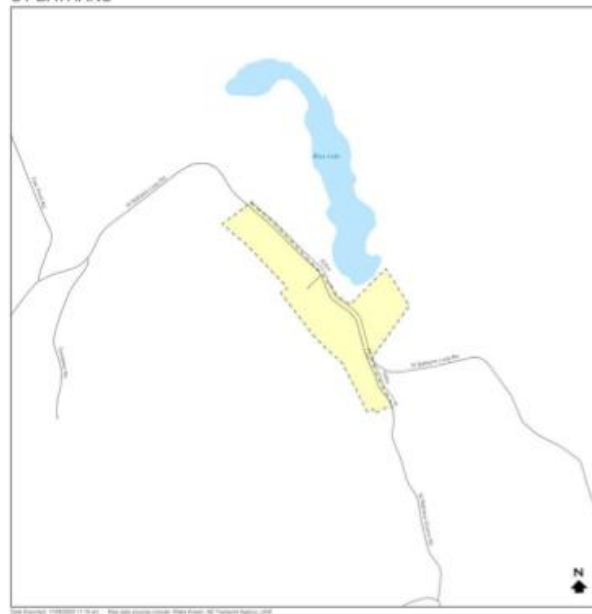
NOTES

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8. SPEED LIMITS SHOWN ON THIS MAP ARE APPROVED BY THE DISTRICT ENGINEER.

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CHIEF EXECUTIVE OFFICER:	
DATE:	Page 14 of 22



ST BATHANS



CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

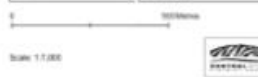
LEGEND

Speed Limit (km/h)
Urban traffic areas
State Highways (excluded from below)

NOTES

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APPROVED:	DATE:
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CHIEF EXECUTIVE OFFICER:	
DATE:	Page 23 of 23



OTJUREHUA



CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)	
Urban traffic areas	50
Rural roads	30
State Highways (included from below)	70

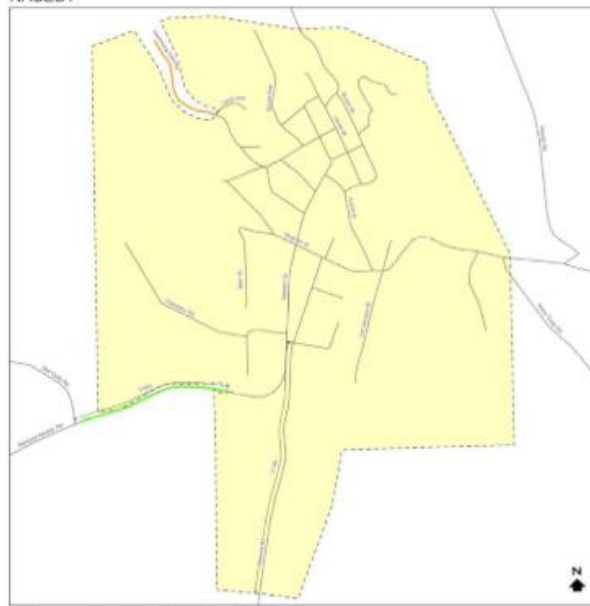
NOTES

1. SUGGESTED SPEEDS ON THIS MAP ARE APPROXIMATE.
2. DISTRICTS RESERVE THE RIGHT TO VARY THE SPEED LIMITS OF ANY ROAD AT ANY TIME.
3. SPEED LIMITS INDICATED ON THIS MAP ARE NOT TO BE USED AS A GUIDE TO THE SPEED LIMITS APPLICABLE ON THE INDICATED DISTRICTS.
4. ALL SPEED LIMITS INDICATED ON THIS MAP ARE SUBJECT TO THE ROAD ACT 1983 AND THE ROAD REGULATIONS 1984.
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APPROVED:	PLANNING:
DATE:	Map 16 of 21
CODCSL-16	

Scale: 1:8,000

NASEBY



CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)	
Urban traffic areas	50
Rural roads	30
State Highways (included from below)	70

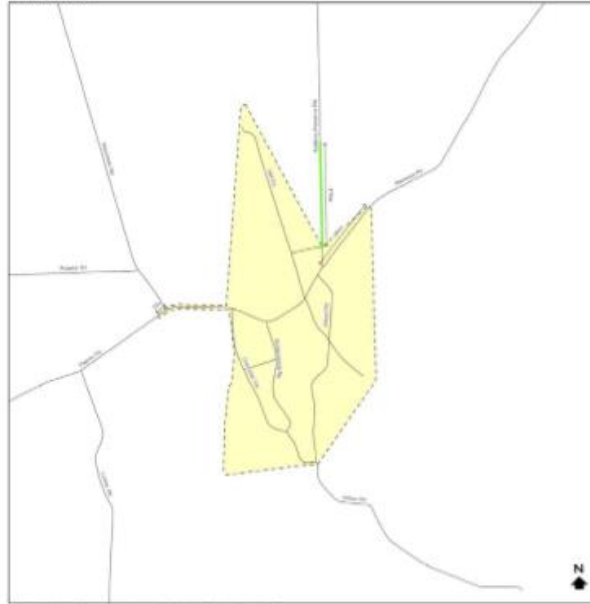
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APPROVED:	PLANNING:
DATE:	Map 17 of 21
CODCSL-17	

Scale: 1:7,000

PATEAROA



**CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS**

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)	
Urban traffic areas	50
Rural roads	70
State Highways (excluded from display)	-

NOTES

1. SPEED LIMITS ON THIS MAP ARE APPROXIMATE.
2. SPEED LIMITS SHOW THE REQUIREMENT OF A SPEED LIMIT FOR THE PURPOSES OF THIS MAP.
3. SPEED LIMITS ARE BASED ON THE REQUIREMENTS OF THE ROAD DESIGN ACT 1987 AND THE ROAD DESIGN REGULATIONS 1987.
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5. ALL SPEED LIMITS ON THIS MAP ARE APPROXIMATE AND SHOULD BE USED AS A GUIDE ONLY.
6. THE REQUIREMENTS OF THE ROAD DESIGN ACT 1987 AND THE ROAD DESIGN REGULATIONS 1987 ARE THE BASIS OF THIS MAP.
7. SPEED LIMITS ARE BASED ON THE REQUIREMENTS OF THE ROAD DESIGN ACT 1987 AND THE ROAD DESIGN REGULATIONS 1987.

APPROVED:	AUTHOR:
DATE:	Map 18 of 21
CODCSL-18	



Scale: 1:10,000



RANFURLY



**CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS**

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)	
Urban traffic areas	50
Rural roads	70
State Highways (excluded from display)	-

NOTES

1. SPEED LIMITS ON THIS MAP ARE APPROXIMATE.
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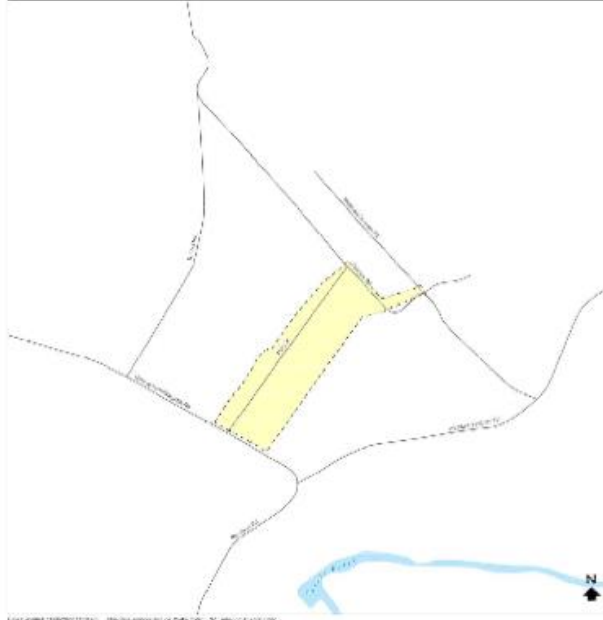
APPROVED:	AUTHOR:
DATE:	Map 19 of 21
CODCSL-19	



Scale: 1:10,000



WAIPIATA



CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Speed Limit (km/h)

Urban & town areas

50

30

State Highways (indicated from plan)

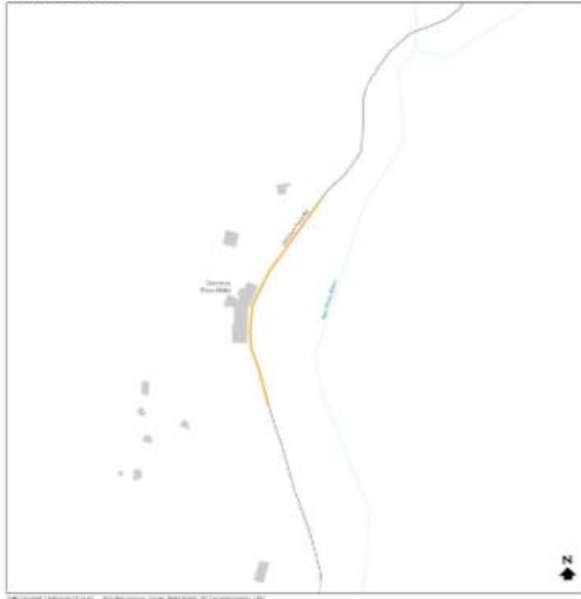
NOTES

1. THIS PLAN IS A GENERAL PLAN AND DOES NOT CONSTITUTE A CONTRACT OR GUARANTEE OF PERFORMANCE OR LIABILITY. THE COUNCIL MAKES NO REPRESENTATION OR WARRANTY AS TO THE ACCURACY OF THE INFORMATION PROVIDED IN THIS PLAN. THE COUNCIL MAKES NO REPRESENTATION OR WARRANTY AS TO THE ACCURACY OF THE INFORMATION PROVIDED IN THIS PLAN. THE COUNCIL MAKES NO REPRESENTATION OR WARRANTY AS TO THE ACCURACY OF THE INFORMATION PROVIDED IN THIS PLAN.

PROJECT	PLAN NO.
SHEET	CODCSL-20
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Scale 1:2000

DANSEYS PASS



CENTRAL OTAGO DISTRICT COUNCIL
SPEED LIMITS

(Excluding All State Highways)

LEGEND

Rural roads

50

30

State Highways (indicated from plan)

NOTES

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PROJECT	PLAN NO.
SHEET	CODCSL-21
DATE	Page 22 of 22

Scale 1:2000

Proposed Speed Limit Bylaw 2022



Consultation Period: 12th March - 12th April 2022



Background

Why are we making changes?

Speed limits in Central Otago are reviewed periodically to ensure they remain appropriate through changes to road use, align with national and local objectives, and meet the needs of the local community.

In response to community requests, speed limits across the district were reviewed and changes have been recommended. All roads have been assessed against the criteria in the Waka Kotahi Speed Management Guide.

Central Otago has had a strong period of growth since speed limits were last set. Areas that were a rural speed environment have seen an increase in usage and accessways, becoming rural-residential in nature. Some new developments have been designed as lower speed environments.

The Government Policy Statement for Land Transport, released in June 2018, included a direction to reduce road trauma on New Zealand roads through road safety improvements and ensuring safe and appropriate speed limits are in place. The proposed bylaw aligns with this objective.

State Highways

The bylaw relates to all roads in Central Otago that are managed and maintained by Central Otago District Council.

State Highways are managed by Waka Kotahi and are not part of this bylaw.



What changes are proposed?

New speed limits are proposed for 70 roads, parts of roads, or areas in the Central Otago district. This includes residential zones, rural roads and town centres.



13 roads or parts of roads are proposed to reduce to **30 km/h**



5 roads or parts of roads are proposed to reduce to **40km/h**, including two developments and one township



8 roads or parts of roads are proposed to reduce to **50 km/h**



15 roads or parts of roads are proposed to reduce to **60 km/h**



28 roads or parts of roads are proposed to reduce to **80 km/h**



1 speed zone is proposed to relocate involving an increase in speed to **100 km/h**



Changes on our rural roads

Many roads in the district have seen an increase in use, moving from 'rural speed environment' settings to 'rural residential'. An increase in vehicle movements, Accessways, pedestrians, and cyclists has changed the safe speed of travel in these locations.

Changes in town centres and developments

The Naseby town centre, Clyde Heritage Precinct, and two new developments have been identified as low speed settings. This is due to the layouts of these sites and increased pedestrian and cycling traffic.

The Clyde Heritage Precinct Improvements (currently underway) were designed as a low-speed environment. The proposed changes reflect this approach.

One increase in speed

One site was identified as out of alignment with national guidance on setting speed limits. It is proposed to move the 100km speed zone on Ranfurly Patearoa Road by approximately 200m for consistency with other speed settings.

School speed zones

A reduction in speed limits outside schools in the period before and after schools has been requested by the community and is supported by Council.

Changes in legislation in the final stages of being adopted in parliament that are likely to change the process for setting school speed zones. If Council were to implement speed zones at schools as part of this bylaw it is likely they would need to be changed. For this reason, consultation on reduced speed limits at schools will be undertaken later this year when the new legislation is adopted.

Relevant determinations

The Statement of Proposal has been prepared in accordance with the requirements set out in section 83 of the Local Government Act 2002.

As required by section 155 of the Local Government Act 2002, Council has determined that:

- This Bylaw is the most appropriate way of addressing the perceived problem
- This is the most appropriate form of the Bylaw
- This Bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990.

The current Central Otago District Speed Limits Bylaw 2007 would be replaced by the proposed Central Otago District Speed Limits Bylaw 2022.





The proposals outlined in this document include only changes to the existing bylaw, other settings would remain in place. Full details of current speed settings and the existing bylaw are available on our Let's Talk – Korero Mai engagement platform at: <https://lets-talk.codc.govt.nz>.

Consultation details

Before finalising and setting any new speed limits, Council wants to hear your views and feedback on our proposals.

Consultation will be open from: **12 March 2022 to 12 April 2022.**
We need to receive your feedback by: **11:59pm Sunday 12 April 2022.**

You can submit or download a form on our Let's Talk – Korero Mai engagement platform at:

<https://lets-talk.codc.govt.nz>

You can also visit one of our service centres or call us on **03 440 0056** if you would like to have a copy sent to you.

Council Service Centres



Council Office, Alexandra
1 Dunorling Street, Alexandra



Cromwell Service Centre
42 The Mall, Cromwell

	<p>Ranfurly Service Centre 15 Pery Street, Ranfurly</p>
	<p>Roxburgh Service Centre 120 Scotland Street, Roxburgh</p>

Please ensure that you state in your submission if you wish to speak in person at a Council hearing.

Relevant determinations

This Statement of Proposal is made in accordance with sections 83, 86, and 156 of the Local Government Act 2002.

As required by section 155 of the Local Government Act 2002, Council has determined that:

- This Bylaw is the most appropriate way of addressing the perceived problem
- This is the most appropriate form of the Bylaw
- This Bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990.

Timeline for considering the proposed speed limit changes

Submissions open	12 March until 11.59pm on Tuesday 12 April 2022
Hearing (if required)	May 2022
Feedback presented to Council	June 2022 (approximately)

Speed Limit Changes by area

Please see the lists on the following pages and refer to the maps that are available at Council service centres or online at <https://lets-talk.codc.govt.nz>.



List of proposed Speed Limit Changes in Alexandra, including Clyde boundary

Road Name	Existing speed	Proposed speed
Urban traffic area Extended to take in new development	No change to speed limits	
Springvale Road From SH8 to 100m East of McArthur Ridge Road	100	80
Lewis Road	100	60
Kelliher Lane	100	60
Little Valley Road From East end of Manuherekia Bridge to end of seal	100	60
Hillview Road	100	60
Young Lane	100	80
Dunstan Road From 1130m from Chicago Street intersection to Springvale Road	100	80
Airport Road	100	80
Rock View Road	100	80
Galloway Road	100	80
Fisher Lane	100	80
Crawford Hills Road	100	80
Marshall Road	100	40
Earnsclough Road From 710m from SH8 intersection to Conroys Road intersection	100	80
Conroys Road From Earnsclough Road intersection to 730m South of Earnsclough Road intersection	100	80
Conroys Road From 730m South of Earnsclough	100	60

Road to 400m South of Conroys Dam Road		
Conroys Road From 400m South of Earnsclough Road intersection	100	80
Chapman Road	100	80
McGregor Road	100	60
Coates Road From Airport Road intersection to Dunstan Road intersection	100	80
Coates Road From Dunstan Road intersection to end of road (Airport)	100	60



List of proposed speed limit changes in Clyde

Road Name	Existing speed	Proposed speed
Urban traffic area Extended to take in new development	New developments where speed limit not set	50
Earnsclough Road From 20m south of Paulin Road intersection to 40m south of Fruitgrowers Road intersection	100	50
Fruitgrowers Road From Earnsclough Road intersection to 80m north west of Earnsclough Road intersection	100	30
Matau Street	50	30
Miners Lane	50	30
Clyde North Access Road From North entrance to Clyde speed threshold signage to intersection of Miners Lane	50	30
Sunderland Street From Miners Lane intersection to Fraser Street intersection	50	30
Lodge Lane	50	30
Holloway Street	50	30
Naylor Street	50	30
Fache Street From Naylor Street to 40m North East of Newcastle Street intersection	50	30
Fraser Street From 50m from Blyth Street intersection to 20m South of Fache Street intersection	50	30
Newcastle Street From Fache Street intersection for	50	30

70m toward Whitby Street intersection		
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List of proposed changes in Cromwell

Road Name	Existing speed	Proposed speed
Urban traffic area Extended to take in new development	New developments where speed limit not set	50
Prospectors Park development	50	40
Wooring Tree development	50	40
Swann Road	100	80
Heaney Road	100	80
Lowburn Valley Road From SH6 to 1308m West of SH6 intersection	100	80
Lowburn Valley Road From 1308m West of SH6 intersection to Swann Road intersection	70	60
Burn Cottage Road	100	80
McFelin Road	100	60
Gilling Place	50	30
Ripponvale Road	100	80
Ord Road	100	80
Pearson Road	100	80
Sandflat Road	100	80
Felton Road	100	80
McNulty Road	70	50
Bannockburn Road From 80m North of Richards Beach Road to 150m South of Richards Beach Road	100	50
Bannockburn Road From 200m North of Pearson Road intersection to 60m South of Felton Road	100	80

Bannockburn Road From 100m South of Lawrence Street to end of Bannockburn Road	100	80
Cairnmuir Road	100	60
Cornish Point Road From Cairnmuir Road to end of seal	100	60
Cornish Point Road From end of seal to end of road	100	50
Richards Beach Road From Bannockburn Road to end of seal	100	50



List of changes proposed in Lowburn

Road Name	Existing speed	Proposed speed
Urban traffic area Extended to take in new development	New developments where speed limit not set	50

List of changes proposed in Millers Flat

Road Name	Existing speed	Proposed speed
Teviot Road From 100m North of Oven Hill Road to 200m South of Oven Hill Road	100	50



List of changes proposed in Omakau

Road Name	Existing speed	Proposed speed
Ophir Bridge Road From SH85 to Ophir township (Southern end)	100	60



List of changes proposed in Patearoa

Road Name	Existing speed	Proposed speed
Patearoa Road From 130m North-East of Maniototo Road to Maniototo Road intersection	100	50
Paerau Road From Maniototo Road intersection to 100m South of Maniototo Road	100	50

List of changes proposed in Ranfurly

Road Name	Existing speed	Proposed speed
Goff Road From Ranfurly Wedderburn Road (SH85) to Northland Street (SH85)	100	80
Ranfurly Patearoa Road From 75m South of Alexander Street intersection to 300m South of Alexander Street intersection	50	100

List of changes proposed in Roxburgh

Road Name	Existing speed	Proposed speed
Roxburgh East Road From SH8 to 170m West of dam	100	60
Roxburgh East Road From 170m West of dam to 20m South of cycle trail parking	100	40
Roxburgh East Road From 20m South of cycle trail parking to 520m South of Knobby Range Road	100	80
Roxburgh East Road From Jedburgh Street intersection to 100m North of Woodhouse Road	100	80
Teviot Road From Jedburgh Street intersection to 3.8km South of Jedburgh Street bridge	100	80
Ladysmith Road	100	60

List of changes proposed in Naseby

Road Name	Existing speed	Proposed speed
Naseby Township	50	40
Danseys Pass Road From Home Gully Road intersection to end of seal	100	60
Danseys Pass Road From 200m South of Hotel to 200m North of Hotel	100	30

Proposed changes by speed limit

Roads proposed subject to a speed limit of 20 km/hr

Street name	Area	Map Reference
No roads or areas are proposed subject to a speed limit of 20 km/hr through this bylaw		

Roads proposed subject to a speed limit of 30 km/hr

Street name	Area	Map Reference
Clyde North Access Road From North entrance to Clyde speed threshold signage to intersection of Miners Lane	Clyde	Map 2: Clyde
Danseys Pass Road From 200m South of Hotel to 200m North of Hotel	Naseby	Map 9: Naseby Map 10: Danseys Pass Road
Fache Street From Naylor Street to 40m North East of Newcastle Street intersection	Clyde	Map 2: Clyde
Fraser Street From 50m from Blyth Street intersection to 20m South of Fache Street intersection	Clyde	Map 2: Clyde
Fruitgrowers Road From Earnsclough Road intersection to 80m north west of Earnsclough Road intersection	Clyde	Map 2: Clyde
Gilling Place	Cromwell	Map 3: Cromwell
Holloway Street	Clyde	Map 2: Clyde
Lodge Lane	Clyde	Map 2: Clyde
Matau Street	Clyde	Map 2: Clyde
Miners Lane	Clyde	Map 2: Clyde

Naylor Street	Clyde	Map 2: Clyde
Newcastle Street From Fache Street intersection for 70m toward Whitby Street intersection	Clyde	Map 2: Clyde
Sunderland Street From Miners Lane intersection to Fraser Street intersection	Clyde	Map 2: Clyde

Roads proposed subject to a speed limit of 40 km/hr

Street name	Area	Map Reference
Naseby township All roads within the Naseby township as defined in Map 9: Naseby	Naseby	Map 9: Naseby
Prospectors Park subdivision All roads within the Prospectors Park subdivision	Cromwell	Map 3: Cromwell
Wooing Tree subdivision All roads within the Wooing Tree subdivision	Cromwell	Map 3: Cromwell
Marshall Road	Alexandra	Map 1: Alexandra and Clyde
Roxburgh East Road From 170m West of dam to 20m South of cycle trail parking	Roxburgh	Map 8: Roxburgh

Roads proposed subject to a speed limit of 50 km/hr

Street name	Area	Map Reference
Urban traffic area Urban traffic areas extended to take in new development	Alexandra, Clyde, Cromwell, Lowburn	Map 1: Alexandra and Clyde Map 2: Clyde Map 3: Cromwell

Bannockburn Road From 80m North of Richards Beach Road to 150m South of Richards Beach Road	Cromwell	Map 3: Cromwell
Cornish Point Road From end of seal to end of road	Bannockburn	Map 3: Cromwell
Earnsclough Road From 20m south of Paulin Road intersection to 40m south of Fruitgrowers Road intersection	Clyde	Map 2: Clyde
McNulty Road	Cromwell	Map 3: Cromwell
Paerau Road From Maniototo Road intersection to 100m South of Maniototo Road	Patearoa	Map 6: Patearoa
Patearoa Road From 130m North-East of Maniototo Road to Maniototo Road intersection	Patearoa	Map 6: Patearoa
Richards Beach Road From Bannockburn Road to end of seal	Cromwell	Map 3: Cromwell
Teviot Road From 100m North of Oven Hill Road to 200m South of Oven Hill Road	Millers Flat	Map 4: Millers Flat

Roads proposed subject to a speed limit of 60 km/hr

Street name	Area	Map Reference
Cairnmuir Road	Bannockburn	Map 3: Cromwell
Cornish Point Road From Cairnmuir Road to end of seal	Bannockburn	Map 3: Cromwell

Coates Road From Dunstan Road intersection to end of road (Airport)	Alexandra	Map 1: Alexandra and Clyde
Conroys Road From 730m south of Earncleugh Road to 400m south of Conroys Dam Road	Earnsclough	Map 1: Alexandra and Clyde
Danseys Pass Road From Home Gully Road intersection to end of seal	Naseby	Map 9: Naseby Map 10: Danseys Pass Road
Hillview Road	Alexandra	Map 1: Alexandra and Clyde
Keliher Lane	Springvale	Map 1: Alexandra and Clyde
Ladysmith Road	Roxburgh	Map 8: Roxburgh
Lewis Road	Springvale	Map 1: Alexandra and Clyde
Little Valley Road From east end of Manuherekia Bridge to end of seal	Alexandra	Map 1: Alexandra and Clyde
Lowburn Valley Road From 1308m West of SH6 intersection to Swann Road intersection	Lowburn	Map 3: Cromwell
McFelin Road	Lowburn	Map 3: Cromwell
McGregor Road	Earnsclough	Map 1: Alexandra and Clyde
Ophir Bridge Road From SH85 to Ophir Township (Southern end)	Omakau	Map 5: Omakau
Roxburgh East Road From SH8 to 170m West of dam	Roxburgh	Map 8: Roxburgh

Roads proposed subject to a speed limit of 70 km/hr

Street name	Area	Map Reference
No roads or areas are proposed subject to a speed limit of 70 km/hr through this bylaw		

Roads proposed subject to a speed limit of 80 km/hr

Street name	Area	Map Reference
Airport Road	Alexandra	Map 1: Alexandra and Clyde
Bannockburn Road From 200m North of Pearson Road intersection to 60m South of Felton Road	Bannockburn	Map 3: Cromwell
Bannockburn Road From 100m South of Lawrence Street to end of Bannockburn Road	Bannockburn	Map 3: Cromwell
Burn Cottage Road	Lowburn	Map 3: Cromwell
Chapman Road	Alexandra	Map 1: Alexandra and Clyde
Coates Road From Airport Road intersection to Dunstan Road intersection	Alexandra	Map 1: Alexandra and Clyde
Conroys Road From Earnsclough Road intersection to 730m South of Earnsclough Road intersection	Alexandra	Map 1: Alexandra and Clyde
Conroys Road From 400m south of Conroys Dam Road to SH8	Alexandra	Map 1: Alexandra and Clyde
Crawford Hills Road	Galloway	Map 1: Alexandra and Clyde
Dunstan Road From 1130m from Chicago Street intersection to Springvale Road	Alexandra	Map 1: Alexandra and Clyde
Earnsclough Road From 710m from SH8 intersection to Conroys Road intersection	Earnsclough	Map 1: Alexandra and Clyde
Felton Road	Bannockburn	Map 3: Cromwell
Fisher Lane	Galloway	Map 1: Alexandra and Clyde
Galloway Road	Galloway	Map 1: Alexandra and Clyde

Goff Road From Ranfurly Wedderburn Road (SH85) to Northland Street (SH85)	Ranfurly	Map 7: Ranfurly
Heaney Road	Lowburn	Map 3: Cromwell
Lowburn Valley Road From SH6 to 1308m West of SH6 intersection	Lowburn	Map 3: Cromwell
Ord Road	Cromwell	Map 3: Cromwell
Pearson Road		Map 3: Cromwell
Ripponvale Road	Cromwell	Map 3: Cromwell
Rock View Road	Springvale	Map 1: Alexandra and Clyde
Roxburgh East Road From 20m South of cycle trail parking to 520m South of Knobby Range Road	Roxburgh	Map 8: Roxburgh
Roxburgh East Road From Jedburgh Street intersection to 100m North of Woodhouse Road	Roxburgh	Map 8: Roxburgh
Sandflat Road	Cromwell	Map 3: Cromwell
Springvale Road from SH8 to 100m East of McArthur Ridge Road	Springvale	Map 1: Alexandra and Clyde
Swann Road	Lowburn	Map 3: Cromwell
Teviot Road From Jedburgh Street intersection to 3.8km South of Jedburgh Street Bridge	Roxburgh	Map 8: Roxburgh
Young Lane	Springvale	Map 1: Alexandra and Clyde



Roads proposed subject to a speed limit of 100 km/hr

Street name	Area	Map Reference
Ranfury Patearoa Road From 75m South of Alexander Street intersection to 300m South of Alexander Street intersection	Ranfury	Map 7: Ranfury



Central Otago District Council

Speed Limits Bylaw 2022





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Title and Commencement

Central Otago District Council makes this bylaw pursuant to section 145 of the Local Government Act 2002, section 22AB of the Land Transport Act 1998, and Land Transport Rule: Setting of Speed Limits 2017.

The title of this bylaw is the Speed Limits Bylaw.

The bylaw shall come into force at 00:01 on 1 August 2022.

Interpretation

In this bylaw, Council refers to Central Otago District Council.





Road	Has the meaning as given in Land Transport Rule: Setting of Speed Limits 2017. This includes: <ul style="list-style-type: none">• a street• a place to which the public have access, whether of right or not• all bridges, culverts, ferries and fords forming part of a road or street• a section of a road
Speed Limit	Has the meaning as given in Part 2 (1) of the Land Transport Rule: Setting of Speed Limits 2017
Urban traffic area	Has the meaning as given in Land Transport Rule: Setting of Speed Limits 2017

Purpose

The purpose of this bylaw is to enhance and increase public safety on roads under the care, control or management of Central Otago District Council; and to set speed limits as specified in the schedules to this bylaw.

Speed Limits

This bylaw sets speed limits as detailed in the schedules and maps attached that form part of this bylaw. All urban traffic areas are as described in the relevant maps.

List of attachments

The following schedules form part of this bylaw.

- Schedule 1: Roads subject to a speed limit of 20 km/hr
- Schedule 2: Roads subject to a speed limit of 30 km/hr
- Schedule 3: Roads subject to a speed limit of 40 km/hr
- Schedule 4: Roads subject to a speed limit of 50 km/hr
- Schedule 5: Roads subject to a speed limit of 60 km/hr
- Schedule 6: Roads subject to a speed limit of 70 km/hr



- Schedule 7: Roads subject to a speed limit of 80 km/hr
- Schedule 8: Roads subject to a speed limit of 100 km/hr

The Central Otago Speed Limit Maps form part of this bylaw.

- Map 1: Omakau
- Map 2: Ophir
- Map 3: Alexandra and Clyde overview
- Map 4: Alexandra
- Map 5: Clyde
- Map 6: Lake Roxburgh Village
- Map 7: Roxburgh
- Map 8: Millers Flat
- Map 9: Cromwell and Lowburn overview
- Map 10: Lowburn
- Map 11: Cromwell
- Map 12: Bannockburn overview
- Map 13: Bannockburn
- Map 14: Pisa Moorings
- Map 15: St Bathans
- Map 16: Oturehua
- Map 17: Naseby
- Map 18: Patearoa
- Map 19: Ranfurly
- Map 20: Waipiata
- Map 21: Danseys Pass

Offences

Every person commits an offence when breaching the speed limits fixed under this bylaw.

Repealed bylaws

The Central Otago District Speed Limits Bylaw 2007 will be revoked and replaced from the date the new bylaw comes into force.

Confirmation



This bylaw was made and confirmed by a resolution at a meeting of the Central Otago District Council on [to be confirmed].

[Seal to be affixed when bylaw finalised]

Document Revision

Activity	Key date	Council resolution
Bylaw made		
Bylaw reviewed		
Next review date		





Schedules

Schedule 1: Roads subject to a speed limit of 20 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 20 km/hr from 00:01 on 1 August 2022, either in their entirety or in part, as specified in the maps referenced.

Legal instrument: Central Otago District Council Speed Limits Bylaw 2022.

Map Reference	Description	Previous legal instrument
Not presently in use.		

Schedule 2: Roads subject to a speed limit of 30 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 30 km/hr from 00:01 on 1 August 2022.

Legal instrument: Central Otago District Council Speed Limits Bylaw 2022.

Map Reference	Description	Previous legal instrument
Map 3 Map 5	At Clyde: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 3 or Map 5 and identified as having a speed limit of 30 km/h.	No previous legal instrument
Map 9 Map 11	At Cromwell: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 9 or Map 11 and identified as having a speed limit of 30 km/h.	No previous legal instrument
Map 17	At Naseby: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 17 and identified as having	No previous legal instrument



	a speed limit of 30 km/h.	
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Schedule 3: Roads subject to a speed limit of 40 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 40 km/hr from 00:01 on 1 August 2022.

Legal instrument: Central Otago District Council Speed Limits Bylaw 2022.

Map Reference	Description	Previous legal instrument
Map 3 Map 4	At Alexandra: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 3 or Map 4 and identified as having a speed limit of 40 km/h.	No previous legal instrument
Map 9 Map 11	At Cromwell: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 9 or Map 11 and identified as having a speed limit of 40 km/h.	No previous legal instrument
Map 17	At Naseby: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 17 and identified as having a speed limit of 40 km/h.	No previous legal instrument
Map 7	At Roxburgh: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 7 and identified as having a speed limit of 40 km/h.	No previous legal instrument

Schedule 4: Roads subject to a speed limit of 50 km/hr





The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 50 km/hr from 00:01 on 1 August 2022.

Legal instrument: Central Otago District Council Speed Limits Bylaw 2022.

Map Reference	Description	Previous legal instrument
Map 3 Map 4	At Alexandra: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 3 or Map 4 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 15 May 2003, No. 51, page 1332 and 23 July 1992, No. 114, page 2525
Map 12 Map 13	At Bannockburn: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 12 or Map 13 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 15 May 2003, No. 51, page 1332
Map 3 Map 5	At Clyde: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 3 or Map 5 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 15 May 2003, No. 51, page 1332
Map 9	At Cromwell:	Central Otago District





Map 11	All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 9 or Map 11 and identified as having a speed limit of 50 km/h.	Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 8 January 2004, No. 1, page 47
Map 6	At Lake Roxburgh Village: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 6 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 31 May 1984, No. 91, page 1800
Map 9 Map 10	At Lowburn: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 9 or Map 10 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007
Map 8	At Millers Flat: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 8 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 25 July 1991, No. 110, page 2440
Map 17	At Naseby: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed	Central Otago District Council Speed Limits Bylaw 2007





	Limits Map 17 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2005
Map 1	At Omakau: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 1 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 15 May 2003, No. 51, page 1332
Map 2	At Ophir: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 2 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 15 May 2003, No. 51, page 1332
Map 16	At Oturehua: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 16 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005
Map 14	At Pisa Moorings: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 14 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005
Map 19	At Ranfurly: All roads except state highways within the area marked on the map entitled	Central Otago District Council Speed Limits Bylaw 2007





	Central Otago District Council Speed Limits Map 19 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 28 April 1994, No. 39, page 1460
Map 7	At Roxburgh: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 7 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005
Map 15	At St Bathans: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 15 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 15 May 2003, No. 51, page 1332
Map 20	At Waipiata: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 20 and identified as having a speed limit of 50 km/h.	Central Otago District Council Speed Limits Bylaw 2007

Schedule 5: Roads subject to a speed limit of 60 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 60 km/hr from 00:01 on 1 August 2022.

Legal instrument: Central Otago District Council Speed Limits Bylaw 2022.





Map Reference	Description	Previous legal instrument
Map 3 Map 4	At Alexandra: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 3 or Map 4 and identified as having a speed limit of 60 km/h.	No previous legal instrument
Map 9 Map 11	At Cromwell: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 9 or Map 11 and identified as having a speed limit of 60 km/h.	No previous legal instrument
Map 17	At Naseby: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 17 and identified as having a speed limit of 60 km/h.	No previous legal instrument
Map 1	At Omakau: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 1 and identified as having a speed limit of 60 km/h.	No previous legal instrument
Map 7	At Roxburgh: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 7 and identified as having a speed limit of 60 km/h.	No previous legal instrument

Schedule 6: Roads subject to a speed limit of 70 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 70 km/hr from 00:01 on 1 August 2022.

Legal instrument: Central Otago District Council Speed Limits Bylaw 2022.



Map Reference	Description	Previous legal instrument
Map 3 Map 4	At Alexandra : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 3 or Map 4 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 15 May 2003, No. 51, page 1332 and 23 July 1992, No. 114, page 2525
Map 12 Map 13	At Bannockburn : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 12 or Map 13 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007
Map 3 Map 5	At Clyde : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 3 or Map 5 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007
Map 9 Map 11	At Cromwell : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 9 or Map 11 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 8 January 2004, No. 1, page 47
Map 3 Map 4	At Letts Gully : All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 3 or Map 4 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw





		2005
Map 9 Map 10	At Lowburn: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 9 or Map 10 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007
Map 17	At Naseby: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 17 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007
Map 1	At Omakau: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 1 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 15 May 2003, No. 51, page 1332
Map 16	At Otarehua: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 16 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Notice in the New Zealand Gazette, 15 September 1994, No. 83, page 2850
Map 18	At Patearoa: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 18 and identified as having a speed limit of 70 km/h.	Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005



Map 19	<p>At Ranfurly: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 19 and identified as having a speed limit of 70 km/h.</p>	<p>Central Otago District Council Speed Limits Bylaw 2007</p> <p>Central Otago District Council Speed Limits Bylaw 2005</p> <p>Notice in the New Zealand Gazette, 28 April 1994, No. 39, page 1460</p>
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Schedule 7: Roads subject to a speed limit of 80 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 80 km/hr from 00:01 on 1 August 2022.

Legal instrument: Central Otago District Council Speed Limits Bylaw 2022.

Map Reference	Description	Previous legal instrument
Map 3 Map 4	<p>At Alexandra: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 3 or Map 4 and identified as having a speed limit of 80 km/h.</p>	No previous legal instrument
Map 12 Map 13	<p>At Bannockburn: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 12 or Map 13 and identified as having a speed limit of 80 km/h.</p>	No previous legal instrument
Map 9 Map 11	<p>At Cromwell: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 9 or Map 11 and identified as having a speed limit of 80 km/h.</p>	No previous legal instrument
Map 19	<p>At Ranfurly: All roads except state highways within</p>	No previous legal instrument





	the area marked on the map entitled Central Otago District Council Speed Limits Map 19 and identified as having a speed limit of 80 km/h.	
Map 7	At Roxburgh: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 7 and identified as having a speed limit of 80 km/h.	No previous legal instrument

Schedule 8: Roads subject to a speed limit of 100 km/hr

The roads or areas described in this schedule or as indicated on the maps referenced in this schedule are declared to be subject to a speed limit of 100 km/hr from 00:01 on 1 August 2022.

Legal instrument: Central Otago District Council Speed Limits Bylaw 2022, Land Transport Rule: Setting of Speed Limits 2017 (Rule 54001/2017)

Map Reference	Description	Previous legal instrument
Map 19	At Ranfurly: All roads except state highways within the area marked on the map entitled Central Otago District Council Speed Limits Map 19 and identified as having a speed limit of 100 km/h.	No previous legal instrument
Maps 1-21	All Central Otago District roads have a speed limit of 100 km/h, except for roads or areas that are: (a) Described as having a different speed limit in the appropriate schedule of this bylaw, or (b) Shown on a map as having a different speed limit, as referenced in the appropriate schedule of this bylaw	Clause 2.3 Land Transport Rule: Setting of Speed Limits 2003 Central Otago District Council Speed Limits Bylaw 2007 Central Otago District Council Speed Limits Bylaw 2005 Regulation 21(1) Traffic Regulations 1976





Consultation Engagement Report

A multi-channel approach was taken to promoting the Speed Limit Bylaw. The consultation was advertised around the district via media release, print advertising in the ODT, The News and local bulletins, radio, online via Council's channels and on the Central App.

In addition to the communications outlined below, both staff and elected members were encouraged to use their networks to speak to those that otherwise may not be reached.

CODC media release:

Sent to local media list and appearing on our website as a news item.

- 11 March [Consultation opens on speed limit changes - Central Otago District Council \(codc.govt.nz\)](https://www.codc.govt.nz/news/consultation-opens-on-speed-limit-changes)
- 5 April [Consultation on speed limit changes closing soon - Central Otago District Council \(codc.govt.nz\)](https://www.codc.govt.nz/news/consultation-on-speed-limit-changes-closing-soon)

Media articles:

- The Central App 10 March 2022 [Multiple speed limit changes proposed across Central - NZ On Air funded content - Be Better - The Central App](#)
- The Central App 6 April 2022 [Speed limits bylaw: Central residents are in the driver's seat - News - News - The Central App](#)
- Central Otago News - 17 March (print edition page 6) [Input sought on speed limits | Central Otago News \(thenews.co.nz\)](#)
- Central Otago News - 7 April (print edition page 13) [Speed limit submissions due to close | Central Otago News \(thenews.co.nz\)](#)
- Otago Daily Times – regions section – 11 March 2022 [70 sites for slowing down traffic proposed | Otago Daily Times Online News \(odt.co.nz\)](#)
- Otago Daily Times 7 April 2022 [Call for more feedback on speed limits bylaw | Otago Daily Times Online News \(odt.co.nz\)](#)
- Crux article 11 March 2022 [CODC set to reduce speed limits on 70 roads » Crux - Local News - Queenstown, Wanaka and Cromwell.](#)
- Cromwell News 16 March 2022 "Consultation opens on speed limit changes" page 7 [CD-News 888 DE.pdf \(cromwellnews.co.nz\)](#)
- Cromwell News 6 April 2022 "Consultation on speed limit changes closing soon" page 10 [CD-News 891 DE A.pdf \(cromwellnews.co.nz\)](#)
- Cromwell Bulletin 7 April 2022 "Consultation on speed limit changes closing soon" page 16 [Digital Edition \(cromwellbulletin.co.nz\)](#)

Print advertising:

- Advert ran in the ODT on Saturday 12 March
- We included notices or visual advert spots in all four CODC Noticeboards during the consultation period (this Noticeboard runs on page 5 of The News each week with council news and noticeboards).
- A half-page display advert ran on 24 March.



- Display adverts ran in the Teviot Bulletin, Positively Maniototo, Cromwell Bulletin and Cromwell News.

Radio advertising on Radio Central:

- On air ad campaign for full last week of campaign.

On-air promotion:

- Mayor Tim Cadogan covered the speed limit bylaw during all his weekly on-air chats with Shane on Radio Central during the period – Tuesdays just after the 8.30am news.

Central App advertising:

- Banner advert ran on the News section for a week during the last week of March

Online promotion:

- 10 Speed Limit Bylaw consultation posts were made on [Council's Facebook page](#) during the consultation period – some of which had a paid boost to increase their reach.
- Mayor Tim Cadogan focused on the speed limit bylaw during each of this weekly Facebook Live video chats – Monday nights at 7pm on his [@timcadoganmayor](#) FB page.

Let's Talk Platform:

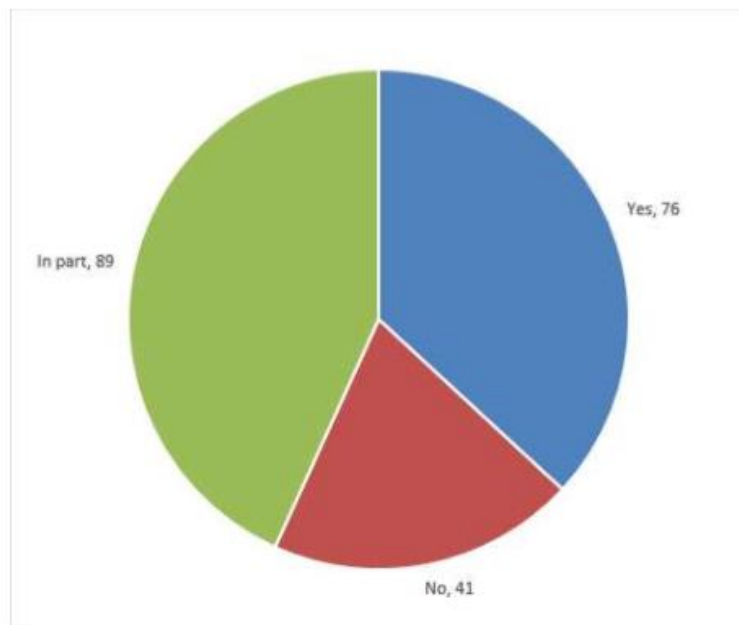
- Featured on the 'Let's Talk' platform throughout the consultation period [Proposed Speed Limit Bylaw 2022 | Let's Talk Central Otago \(codc.govt.nz\)](#)



Speed Limit Bylaw 2022 – Consultation feedback report

The results from all submissions are:

- 37% of respondents support the proposal
- 20% of respondents do not support the proposal
- 43% of respondents support the proposal in part



n = 207

Respondents were asked to select as many 'reasons' as applicable from a list to explain why they did or did not support the Bylaw. They were also given the option to provide a reason of their own.

The applicable 'reasons' given are:



	Yes	No	In part	Total
Will result in safer roads around where we live and work	67	0	49	117
Will reduce crashes and crash severity	46	0	28	75
Will give a consistent message where we live and work	36	1	28	65
Speed reduction will result in increased travel time	1	20	21	42
Current speed is OK, but the road needs to be improved	1	23	24	48
Current speed is OK, but drivers are at fault	4	18	23	45
Other	10	15	16	41

Themes

Key themes emerging from those who selected 'Yes' include:

- Roads are dangerous for cyclists
- Reduced speeds are best for all road users
- Reduced speed will improve fuel efficiency and reduce greenhouse emissions
- Reduced speed promotes public health and safety
- The road network needs improvement
- Current speed settings (i.e. 100km or 50km) is too fast

Key themes emerging from those who selected 'No' include:

- Current speeds are safe and fair
- Lowering speed limits will cause frustration
- Some speed limits should be increased
- Drivers are the problem, not speed limits
- The roads themselves are dangerous not the speed
- A waste of money with no benefit
- 80km/h is still too high
- Most drivers drive to the conditions

Key themes from those who selected 'In part' include:

- Reduced speeds will reduce greenhouse emissions
- Encourages road safety
- Reduces fuel consumption
- Road shoulders are needed on roads to allow for all road users
- Don't reduce speed in Naseby
- Improve/provide footpaths to move pedestrians off roads
- St Bathans needs addressing
- Poor driving behaviours





- Enforcement of current speed limits is needed rather than change
- More data and statistics needed before supporting the bylaw fully
- Increase safety for pedestrians, cyclists, and horse riders

Feedback specific to a location

In addition to these general themes, many submitters made mention of specific locations.

Feedback relating to specific areas was collated and provided to the Hearing Panel. A copy – including the outcome of the deliberations on each location – has been attached.

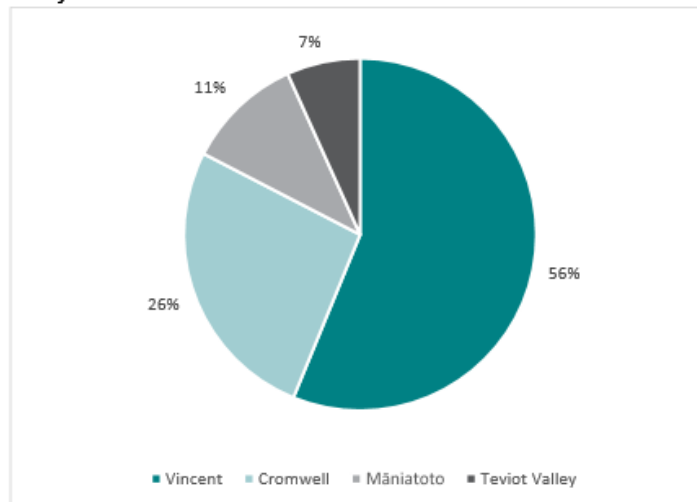
22 pieces of feedback related to land managed by Waka Kotahi. This feedback was collated and passed on.



Speed Limit Bylaw 2022 – consultation demographic data

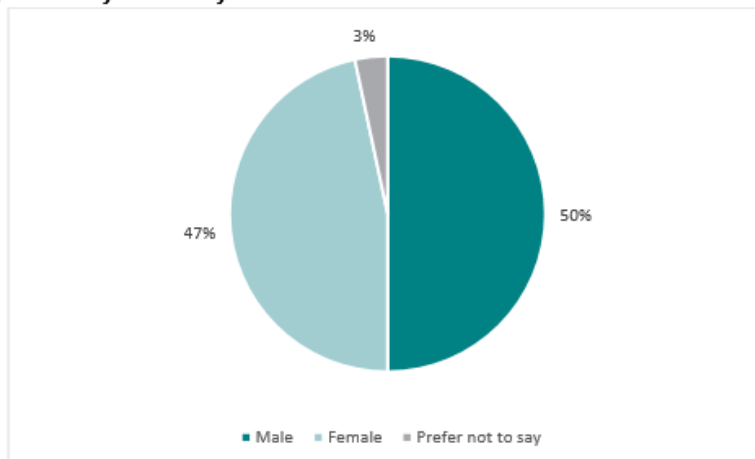
Please note that the following demographic information does not include the 17 hard copy and email submissions received. For the information below $n = 191$.

What Ward do you live in?



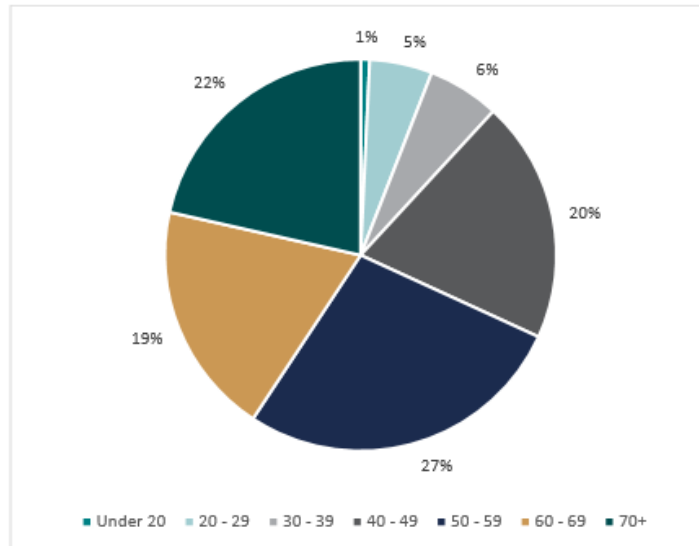
Over half of respondents live in the Vincent Ward, with a quarter living in Cromwell Ward.

What gender do you identify with most?



There was a relatively even split between male and female respondents to the consultation.

Age bracket



There was an even spread of middle to older age brackets providing their feedback with a similar number of 40 – 49, 50 – 59, 60 – 69 and 70+ year olds.



Appendix 7: Summary of specific streets raised in submitter feedback with panel recommendations

Please note, only roads under Central Otago District Council have been included. All detail relating to State Highways and roads managed by Waka Kotahi have been omitted.

1. All streets specifically mentioned in submitter feedback supporting the proposed reduction in speed

Area	Road/area	Explanation
Ophir	Ophir Bridge Road	Ten submissions made specific mention of support for a reduction in speed at Ophir Bridge Road.
	Springvale Road	One submission made specific mention of support for a reduction in speed at Springvale Road in a wider list of roads supported.
	Conroys Road	Two submissions made specific mention of support for a reduction in speed at Conroys Road.
Alexandra	Chapman Road	One submission made specific mention of support for a reduction in speed at Chapman Road in a wider list of roads supported.
	Earnscliffe Road	Four submissions made specific mention of support for a reduction in speed at Earnscliffe Road, including one in a wider list of roads supported.
	Clyde Heritage Precinct	Five submissions made specific mention of support for a reduction in speed in the Clyde Heritage Precinct.
Naseby	Naseby township	Three submissions made specific mention of support for a reduction in speed in the Naseby township.
	Danseys Pass Road	One submission made specific support for a reduction in speed on Danseys Pass Road.
Millers Flat/Teviot	Millers Flat/Teviot	One submission made specific support for a reduction in speed in Millers Flat and the Teviot Valley.

2. All streets specifically mentioned in submitter feedback for consideration for further reduction in speed

Area	Road/area	Existing speed limit	Proposed speed limit	Explanation	Consultation requirement	Explanation	Questions for Hearing Panel	Hearing Panel
St Bathans	St Bathans Township Entire township Map 15	50km	30km or 40km	Five submissions requested a reduction in speed through the St Bathans Township. The section of Loop Road that runs through the village was highlighted, particularly the area outside the Vulcan Hotel, although submitters felt the lower limit should apply to the entire township. Significant safety concerns were discussed, particularly for pedestrians and children. Submitters noted congestion, visibility, the historic environment, number of parked vehicles, large size of vehicles (including campervans) on narrow roads, and the high pedestrian/visitor use with a lack of footpaths. This reduction would align with the approach taken to both the Naseby Township and Clyde Heritage Precinct.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002. Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process. The panel could make no recommended changes as a result of feedback received. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.	Discussed and recommended for consultation

<p>Cambrians</p>	<p>Cambrians Settlement <i>Entire settlement</i></p> <p>GISA</p>	<p>100km</p>	<p>60km</p>	<p>Yes</p>	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	<p>Discussed and recommended for consultation</p>
<p>Alexandra</p>	<p>Gilligan's Gully Road <i>Entire Street</i></p> <p>Map 4</p>	<p>100km</p>	<p>50km</p>	<p>Yes</p>	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	<p>Discussed and recommended for consultation</p>
	<p>Letts Gully Road <i>Upper third at Springvale Road end.</i></p>	<p>100km</p>	<p>80km</p>	<p>Yes</p>	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p>	<p>Discussed and recommended for consultation</p>
	<p>Letts Gully Road</p>	<p>70km</p>	<p>50km</p>				

<p>Lower two thirds from Manuhēkia Road.</p> <p>Map 3</p>	<p>100km</p>	<p>the road layout (at times windy or narrow with minimal verge and poor sightlines). Safety concerns for cyclists and children were expressed.</p> <p>Initial technical advice indicates support for the reduction. Technical advice indicated the location of the speed transition should also be investigated as the change in land use is not aligned with the current speed limit transition.</p>	<p>Yes</p>	<p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	<p>Discussed. No changes recommended.</p>
<p>McArthur Road</p> <p>Top of Map 3 – off Springvale and parallel with Golden Road. Also in GIS B</p>	<p>TBD</p>	<p>Two submissions requested a further reduction in speed on McArthur Road. These requests included increased growth with hidden driveways, and increased heavy vehicle movements.</p> <p>From a technical perspective, McArthur Road is not recommended for a reduction in speed from its existing open road speed limit because it is very rural in nature, is sealed and straight, it is low volume and it is flat with good visibility. There is also no crash history or public feedback in the system requesting review. Due to these factors, a reduction would be very unlikely to achieve an appropriate level of compliance.</p>	<p>Yes</p>	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	<p>Discussed. No changes recommended.</p>
<p>Springvale Road</p>	<p>Refer to Table 3.</p>					
<p>Dunstan Road</p>	<p>Refer to Table 3.</p>					
<p>Little Valley Road Entire street</p> <p>Map 4 Supporting information appended</p>	<p>100km 60km</p>	<p>A petition was received signed by more than 20 residents and members of the Little Valley community. The petition requested a 60km speed limit be applied to the whole of Little Valley Road due to the increase in vehicles and change of use with the mountain bike park location. The petition also mentioned safety concerns for young children and stock.</p> <p>Technical advice indicated support for the proposal due to the changing nature of road use and the high level of support from all affected parties.</p>	<p>Panel to decide.</p>	<p>The petition received was signed by all members of the family who own two stations on Little Valley Road. These are the only residents on a no-exit road.</p> <p>There is a low-level risk this definition of consultation could be challenged, however it could be managed.</p> <p>At the discretion of the Hearing Panel, further consultation may not be required.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	<p>Discussed and recommended for changes through current process.</p>
<p>Earnsleigh Road</p>	<p>Refer to Table 3.</p>		<p>Yes</p>			
<p>Sunderland Street</p> <p>Map 5</p>	<p>70km TBD</p>	<p>Four submissions were received supporting a lower speed limit for Sunderland Street in Clyde. The submissions felt the current 70km setting felt unsafe for the high level of</p>				<p>Discussed. Not recommended for next consultation round, however should be</p>

			<p>walking and cycling. The new subdivision, use of the hospital, and ageing population were all mentioned.</p> <p>Technical advice did not indicate support for a further reduction at Sunderland Street (70km/hr section) due to the lack of development (all accessways for adjoining properties are onto other local roads) on either side of this road corridor, along with large areas of currently undeveloped land, a footpath which is generally set well back from the road edge and flanked by street trees, a lack of public feedback relating to this area and no crash history that triggered during the technical speed limit review process. As growth occurs, this area very well may be considered in future however.</p>		<p>Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	<p>considered as development increases.</p>
		70km	<p>One submission requested Mutton Town Road speed settings be reviewed and reduced to 70km or below due to the level of development and changing road use.</p> <p>Technical advice noted Mutton Town Road was not currently considered for a speed limit reduction due to the limited existing development and straight, wide sealed nature in a rural setting. As growth occurs, it may be considered in the future. The advice noted 70km is no longer recommended as part of Waka Kotahi speed setting guidelines.</p>	Yes	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	<p>Discussed. Not recommended for next consultation round, however should be considered as development increases.</p>
		100km					
Mutton Town Road GIS C							
Bannockburn							
		100km	<p>Eight submissions were received requesting a further reduction in speed on the portion of Bannockburn Road between Cromwell and Pearson Road. This is currently set at 100km, with a 50km setting on one end at 80km on the other.</p> <p>The submitters cited heavy use of the street and a high number of active accessways.</p> <p>Technical advice indicated merit in lowering the speed at this location.</p> <p>One submission was received opposing a reduced speed limit on Bannockburn Road – see Table 2.</p>	Yes	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	<p>Discussed and recommended for consultation</p>
Bannockburn Road <i>Area from Cromwell to Pearson Road</i> Map 12		80km					

Hall Road	One submission was received requesting a reduced speed limit at Hall Road, Bannockburn, due to growth. This change should have been included in the Speed Limit Bylaw but was missed due to an error in communication.			Discussed and recommended for change through current process	
	See Attachment 13: Technical adjustments to be considered by the panel.				
	Refer to Table 3.				
Cairmuir Road Bannockburn Entire township Map 13	50km 40km	Three submissions requested a reduction in speed be considered for Bannockburn village, due to increased traffic and safety concerns when walking or cycling. Technical advice noted the request only.		The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process. The panel could make no recommended changes as a result of feedback received. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.	Discussed. No change recommended.
Richards Beach Road Unsealed section GIS D	100km 50km	A submitter requested an extension of the Cromwell Urban Traffic Zone (50km) to cover the unsealed section. The submission noted increased growth on the road and increased use by both pedestrians/cyclists and heavy vehicles; and the impact of the higher speed on the road surface. The submissions requested road seal be investigated if a speed reduction is not appropriate. Technical advice indicated merit for further discussion toward a reduction at this location.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002. Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	Discussed and recommended for change through current process.
Stowell Drive Entire street Map 11	50km 30km or 40km	Three submissions requested a reduction in speed for Stowell Drive, with concern about its use as a short cut. The submissions mentioned high numbers of school children walking, cycling, and scooting at this location. There were concerns about speeding in excess of current speed settings. Technical advice did not suggest an update to speed limit settings at this location.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002. Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	Discussed. No change recommended.

<p>Jollys Road <i>Entire street</i></p> <p>Map 11</p>	<p>50km</p>	<p>TBD</p>	<p>One submission was received requesting a reduction in speed on Jollys Road as part of wider reductions requested in Cromwell due to the volume of traffic, congestion, and safety for children to access the school.</p> <p>Technical advice suggested improvement opportunities on Jollys Road to manage these concerns</p>	<p>Yes</p>	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	<p>Discussed. No change recommended.</p>
<p>Pinot Noir Drive <i>Entire street</i></p> <p>Map 11</p>	<p>50km</p>	<p>TBD</p>	<p>One submission was received requesting a reduction in speed on Pinot Noir Drive as part of wider reductions requested in Cromwell. The submission noted visibility outside the Early Learning Centre as a particular concern.</p> <p>Technical advice indicated an investigation into how to manage visibility concerns may be preferable to a speed limit change.</p>	<p>Yes</p>	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	<p>Discussed. No change recommended.</p>
<p>Swann Road</p> <p>GIS E</p>	<p>80km</p>	<p>50km</p>	<p>Three submissions requested further reductions at Swann Road due to dangerous bends and a high level of pedestrian, cyclist, and horse riding road use.</p> <p>Technical advice did not support a lower speed setting as the rural nature is unlikely to achieve satisfactory compliance. It noted other avenues to address the concerns, including the installation of curve advisory signage as an option.</p>	<p>Yes</p>	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could make no recommended changes as a result of feedback received.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	<p>Discussed. Speed limit to be reduced as consulted on through current process – no further reduction recommended</p>
<p>Radford Road <i>First 300m from Swann Road intersection</i></p> <p>Radford Road <i>From 300m after Swann Road intersection</i></p>	<p>100km</p> <p>100km</p>	<p>50km</p> <p>80km</p>	<p>Two submissions relating to Swann Road also included concerns on Radford Road, particularly in the first 300m.</p> <p>Technical advice did not support a lower speed setting as the rural nature is unlikely to achieve satisfactory compliance.</p>	<p>Yes</p>	<p>This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.</p> <p>Significance has been determined by the impact on</p>	<p>The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.</p>	<p>Discussed – reduction recommended through current process for consistency with Swann Road</p>

GIS F	Ripponvale Road Cromwell Entire township Map 11	Refer to Table 3. 50km	TBD	Three submissions requested a reduction in speed at the Cromwell Town Centre, two with specific mention of Murray Terrace to be included. The submissions noted the increasing road use for both vehicles and pedestrians/cyclists and continuous growth. Technical advice indicated these areas could be managed in association with the Cromwell Master Plan for consideration through this process.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002. Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.	Discussed. No change recommended.	
Pisa Moorings	Pisa Moorings Entire township Map 14	50km	40km	Three submissions requested a reduction in Pisa Moorings to either 40km or below. The submissions noted a higher level of development, young children, limited footpaths, and consistency with other development settings. Technical advice did not change as a result of this feedback.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002. Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.	Discussed. No change recommended.	
Clark Road	Clark Road Entire street Map 14	100km	60km	One submission requested a reduction in speed be included for Clark Road. The submission noted the unsealed nature of the road, increasing road use through development and intensification, and safety issues when approaching gateways. Technical advice did not change as a result of this feedback, noting a low volume of users and limited development on a rural road.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002. Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.	Discussed. Recommended for consultation.	

Lauder	Lauder Road GIS G	100km	80km	One submission requested a reduction in speed for Lauder Road in the portion often referred to as 'Lauder-Matakanui Road'. The submission noted the rail trail road crossing and high number of cyclists. Technical advice did not support a reduction in speed as a rural road with limited development and a low volume of vehicle movements. Curve advisory signage could be investigated.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002. Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	investigated and formulate part of future consultation. The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process. The panel could make no recommended changes as a result of feedback received. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.	Discussed. Recommended for consultation.
Omakau	Omakau-Ida Valley Road <i>Section between Omakau and Ophir</i> Map 16	100km	TBD	One submission asked a reduction in speed be investigated for the Omakau-Ida Valley Road in the section between Omakau and Ophir. The submission noted high cyclist and pedestrian traffic along with heavy vehicles at speed. Technical advice did not change as a result of this submission.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002. Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process. The panel could make no recommended changes as a result of feedback received. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.	Discussed. No change recommended.
Ophir	Ophir township <i>Entire township</i> Map 16	50km	30km	One submission supporting the reduction in speed on Ophir Bridge Road requested Ophir township be reduced to 30km to aid with speeding concerns in an area with no footpath or cycleway. Technical advice noted low compliance with the existing 50km limit and indicated a lower setting would not be appropriate under current conditions.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002. Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process. The panel could make no recommended changes as a result of feedback received. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.	Discussed. No change recommended.
Tarras	Māori Point Road GIS H	100km	TBD	Two submitters requested speed limit reductions be investigated for Māori Point Road due to an increase in traffic as a short cut and safety concerns with increasing pedestrian and cyclist use, including from children.	Yes	This proposal would require consultation under the Significance and Engagement Policy and Local Government Act 2002.	The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process.	Discussed. No change recommended.

Teviot	Teviot Road	Refer to Table 3.	Technical advice did not support changing settings at this location due to the very rural, straight, and unsealed nature of the road where compliance would be low and continuous effective enforcement would be difficult.	Significance has been determined by the impact on people who are likely to be significantly affected by or interested in the matter.	The panel could make no recommended changes as a result of feedback received. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.	Programmed for future consultation.
	Roxburgh East Road	Refer to Table 3.				
School speed zones	All schools in Central Otago	Varies	Four submissions included requests that school speed zones be put in place. Technical advice supports school speed zones and notes future community consultation is planned on school speed zone proposals.	Yes	The panel could recommend a new speed limit be adopted as a result of consultation through the Speed Limit Bylaw 2022 consultation process. The panel could make no recommended changes as a result of feedback received. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.	

Table 3. All locations specifically mentioned in submitter feedback opposed to the reduced speed limits

Area	Road/area	Existing speed limit (km)	Proposed speed limit (km)	Explanation	Questions for Hearing Panel	Hearing Panel Recommendation
Naseby	Naseby Entire township Map 17	40	60	<p>Eight submissions were received opposed to the Speed Limit Bylaw proposal relating to Naseby. One further submission supported the changes in part but felt in unnecessary to reduce the limit on all streets.</p> <p>Submitters felt some specific streets, such as Derwent, did not need the reduction and had relatively high compliance with speed limits. Enforcement was mentioned as a concern as was the cost of signage. Other submitters felt cyclist behaviour was a greater concern than speed.</p> <p>Two submissions were received supporting the bylaw proposal.</p> <p>Technical advice was not changed as a result of this feedback. It is noted any associated signage costs are minor.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	<p>Discussed. Changes recommended to Naseby speed settings.</p>

	Ranfurly-Naseby Road 500m from Naseby to Naseby township speed zone Map 37	70	60	One submission opposing the proposal for Ranfurly also referenced the portion of Ranfurly-Naseby Road and Danseys Pass Road on either side of the township. Technical advice was not changed as a result of this feedback.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	Discussed. No changes recommended to proposal as consulted.
	Danseys Pass Road From Naseby township toward Wet Gully Road	100	60	One submission opposing the proposal for Ranfurly also referenced the portion of Ranfurly-Naseby Road and Danseys Pass Road on either side of the township. Technical advice was not changed as a result of this feedback.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	Discussed. No changes recommended to proposal as consulted.
	Danseys Pass Road From 200m south of hotel to 200m north of hotel Or From Home Gully Road intersection to end of seal	100	30 60	One submission opposed the change on Danseys Pass Road. The submission did not specify which section of Danseys Pass Road. Technical advice was not changed as a result of this feedback.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	Discussed. No changes recommended to proposal as consulted.
Alexandra	Earnscliffe Road From 710m from SH8 intersection to Conroys Road intersection	100	80	Seven submissions were received opposing to speed changes at Earnscliffe Road. Feedback did not always specify which portion. Submitters felt the road was appropriate to remain at the existing speed limit and that a change was not necessary.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	Discussed. Adjustments to be made to reduce speed settings and boundaries at the Clyde end of Earnscliffe Road. No changes recommended from proposal as consulted on at Alexandra end.
Clyde	Earnscliffe Road From 20m south of Paulin Road intersection to 40m south of Fruitgrowers Road intersection	100	50	Seven submissions were received requesting a further reduction in speed on Earnscliffe Road. Submitters felt the area of new development outside Clyde in particular was appropriate for a further reduction in speed. Three specifically supported changes at this location. Technical advice was not changed as a result of this feedback.	The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process. The panel could recommend further reductions in speed be investigated and formulate part of future consultation. The panel can make different recommendations for the two different sections of Earnscliffe Road.	Discussed. No change recommended to proposal as consulted on.
Alexandra	Chapman Road Entire street Map 3	100	80	Two submissions were received opposing the reduced speed limit on Chapman Road. On submission supported a reduction. Technical advice was not changed as a result of this feedback.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	Discussed. No change recommended to proposal as consulted on.

<p>Conroy's Road Map 3 From Earnscliffe Road intersection to 730m South of Earnscliffe Road intersection</p>	100	80	<p>Three submissions were received opposing the reduced speed limit on Conroy's Road. One submission noted the change would add too much extra travel time.</p> <p>Two submissions supported the change in speed at Conroy's Road.</p> <p>Technical advice was not changed as a result of this feedback.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	<p>Discussed. Adjustments made to settings as a result of feedback – recommend 80km for entire road with a curve advisory sign.</p>
<p>Conroy's Road From 730m south of Earnscliffe Road to 400m south of Conroy's Dam Road</p>	100	60			
<p>Conroy's Road From 400m South of Earnscliffe Road intersection</p>	100	80			
<p>Galloway Road Entire street Map 3</p>	100	80	<p>Five submissions were received opposing the reduced speed limit at Galloway Road. The submissions cited the road conditions and a lack of evidence supporting the change.</p> <p>Technical advice was unchanged as a result of this feedback.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	<p>Discussed – adjustment recommended to proposal. Recommended to remain at 100km.</p>
<p>Crawford Hills Entire Street Map 3</p>	100	80	<p>One submission on Galloway Road also mentioned Crawford Hills Road as a road with little evidence for a reduction in speed due to long stretches without driveways and side roads and good visibility.</p> <p>Technical advice is unchanged as a result of this feedback.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	<p>Discussed – adjustment recommended to proposal. Recommended to remain at 100km.</p>
<p>Springvale Road From SH-8 to 100m east of McArthur Ridge Road Map 3</p>	100	80	<p>Seven submissions were received opposing the reduced speed limit at Springvale Road, suggesting a lack of evidence against the change.</p> <p>Eight submissions were received supporting the speed reduction on Springvale Road, with six of those submissions requesting further reductions in speed.</p> <p>Technical advice is unchanged as a result of this feedback.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	<p>Discussed. No change recommended to proposal as consulted on.</p>
<p>Dunstan Road From 1130m from Chicago Street intersection to Springvale Road</p>	100	80	<p>Nine submissions were received opposing the reduced speed limit on Dunstan Road, suggesting a lack of evidence and the straight nature of the road with limited driveways.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p>	<p>Discussed. No change recommended to proposal as consulted on.</p>

	Map 3			<p>Three submissions supported a reduction in speed on Dunstan Road, with current and potential growth and safety as the main reasons for support. One of the submissions indicated support for a further reduction.</p> <p>Technical advice remains unchanged as a result of feedback.</p>	<p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p>	
	Coates Road From Airport Road intersection to Dunstan Road intersection	100	80	<p>One submission listed both portions of Coates Road as part of a longer list of streets where they were opposed to the new speed limit.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed. No change recommended to proposal as consulted on.
	Coates Road From Dunstan Road intersection to end of road (Airport)	100	60	<p>Technical advice was not changed as a result of this feedback.</p> <p>Map 3</p>	<p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	
	McGregor Road Entire street	100	60	<p>One submission listed both McGregor as part of a longer list of streets where they were opposed to the new speed limit.</p> <p>Technical advice was not changed as a result of this feedback.</p> <p>Map 3</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed. No change recommended to proposal as consulted on.
Clyde	Fruitgrowers Road From Eamsleys Road intersection to 80m northwest of Eamsleys Road intersection	100	50	<p>One submission was received opposing a reduction in speed on Fruitgrowers Road.</p> <p>One submission was received requesting further reductions in speed on Fruitgrowers Road. This submission noted the signage location is out of alignment with the depiction on the maps by appx 250m.</p> <p>Technical advice remained unchanged, but noted the signage location would be updated as part of the related speed limit signage updates.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed. No change recommended to proposal as consulted on.
	Fruitgrowers Road From Eamsleys Road intersection to 80m northwest of Eamsleys Road intersection	100	30		<p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	
	Map 5					
	Fache Street From Naylor Street to 40m North East of Newcastle Street intersection	50	30	<p>One submission listed Fache Street as part of a longer list of streets where they were opposed to the new speed limit.</p> <p>Technical advice was not changed as a result of this feedback.</p> <p>Map 5</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p>	Discussed. No change recommended to proposal as consulted on.

Cromwell	Cairmuir Road <i>Entire street</i> Map 12	100	60	<p>One submission felt the 60km limit on Cairmuir was too slow and suggested 80 instead.</p> <p>One submission requested a reduction in speed on part of Cairmuir through a change in location of the speed limit sign.</p> <p>Technical advice was not changed as a result of this feedback.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	<p>Discussed. Adjustment recommended to Cornish Point Road (Cairmuir turns into Cornish Point Road) to remain at 60km.</p>
	Bannockburn Road <i>Entire street</i> Map 12	100	80	<p>One submission was received opposing a speed limit reduction on Bannockburn Road in general.</p> <p>Eight submissions were received requesting a further reduction on one specific portion (see Table 2).</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	<p>Discussed. No change recommended. Bannockburn Road to undergo further consultation on requests relating to an adjacent portion.</p>
	Pearson Road <i>Entire street</i> Map 12	100	80	<p>Three submissions were received opposing the reduced speed limit on Pearson Road, due to a lack of evidence, few driveways, lines of sight, and the road layout.</p> <p>Pearson Road was mentioned in ten submissions supporting a reduction in speed in the Bannockburn area – these submissions supported an overall reduction in speed and requested it continue onto the neighbouring portion of Bannockburn Road. They did not all mention specific support for the Pearson Road speed limit.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	<p>Discussed. Adjustment made to proposal – Pearson Road recommended to remain at 100 subject to further consultation along with Sandflat and Bannockburn Roads.</p>
	Sandflat Road <i>Entire street</i> Map 12	100	80	<p>Two submissions opposed the new speed limit on Sandflat Road. One submitter noted the straight road, few residences, and great lines of sight.</p> <p>Technical advice was not changed as a result of this feedback.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>	<p>Discussed. Adjustment made to proposal – Sandflat Road recommended to remain at 100 subject to further consultation along with Pearson and Bannockburn Roads.</p>
	Ripponvale Road <i>Entire street</i> Map 9	100	80	<p>One submission opposed the new speed limit at Ripponvale Road.</p> <p>One submission supported the 60km reduction for Ripponvale Road and asked a further temporary reduction be put in place of 60km over cherry season in the months of December and January when vehicle movements increase.</p> <p>Technical advice noted the confusion that seasonal speed limits can cause outside of very limited applications.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p> <p>The panel could recommend a seasonal speed limit be investigated for future consultation.</p>	<p>Discussed. No changes recommended to proposal as consulted on.</p>

	Ord Road Entire street Map 9	100	80	One submission opposed the new speed limit at Ord Road. Technical advice was not changed as a result of this feedback.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	Discussed. No changes recommended to proposal as consulted on.
	Felton Road Entire street Map 12	100	80	One submission listed Felton Road as part of a longer list of streets where they were opposed to the new speed limit. Two requested further reductions. Technical advice was not changed as a result of this feedback.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	Discussed. No changes recommended to proposal as consulted on.
Omakau	Ophir Bridge Road From SH85 to Ophir township (Southern end) Map 2	100	60	One submission was received opposed to the reduced speed limit at Ophir Bridge Road. The submission expressed concerns the new limit would encourage pedestrians. Ten submissions expressed specific support for the reduced speed limit at Ophir Bridge Road. Technical advice has not changed as a result of this feedback.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	Discussed. No changes recommended to proposal as consulted on.
Millers Flat	Teviot Road Map 7 From 100m North of Oven Hill Road to 200m South of Oven Hill Road	100	50	One submission was received against the reduced speed limit in Teviot Road. A further submission was received in favour of a reduction to 80km but against a variation in speed limit changes across both Teviot and Roxburgh East Roads, preferring a set 80km across this area.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.	Discussed. Recommend adjustments made to speed settings.
Roxburgh	Teviot Road From Jedburgh Street intersection to 3.8km South of Jedburgh Street bridge	100	80	A third submission supported the change in part, but felt the 80km area extended further than it needed. One submission supported the change as proposed in the bylaw. Technical advice was not changed as a result of this feedback.	The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process. The panel could recommend an adjustment to the speed limit settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	Discussed. Recommend adjustments made to speed settings.
	Roxburgh East Road Map 6 From SH8 to 170m West of dam	100	60	Two submissions were received against the changes at Roxburgh East Road. One submitter noted frustration for truck drivers with the new approach and the other the need for self-responsibility on country roads.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.	Discussed. Recommend adjustments made to speed settings.
	Roxburgh East Road From 170m	100	40		The panel could recommend the speed limit remain at existing settings as a result of submissions	

West of dam to 20m South of cycle trail parking	100	80	A further one submission supported some of the reduction but felt a reduction to 40km to be excessive.	received through the Speed Limit Bylaw 2022 consultation process.
Roxburgh East Road From 20m South of cycle trail parking to 520m South of Knobby Range Road	100	80	A further one submission supported a reduction to 80km across the Teviot Road and Roxburgh East Road area but did not support the variation and lower speeds. 68, 71, 104, 184, 204	The panel could recommend an adjustment to the speed limit settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process. The panel could recommend further reductions in speed be investigated and formulate part of future consultation.
Roxburgh East Road From Jedburgh Street intersection to 100m North of Woodhouse Road			Two submissions supported the changes at Roxburgh East Road. A further one submission supported the change and felt it should extend further, with a portion of the remaining 100km section also reduced to 80km for school children departing the school bus. A further one submission supported the change and requested a further reduction to 60km in one section. 81, 125, 134, 145 Technical advice was not changed as a result of this feedback.	The panel can make different recommendations for different portions of Roxburgh East Road.

4. All locations specifically mentioned in submitter feedback opposed to increased speed limits

Area	Road/Area	Existing speed limit	Proposed speed limit	Explanation	Questions for Hearing Panel	Hearing Panel Recommendation
Patearoa	Ranfurly-Patearoa Road From 75m South of Alexander Street intersection to 300m South of Alexander Street intersection Map 18	50	100	One submission opposed the increase in speed at Patearoa citing a related increase in greenhouse gas emissions. Technical advice has not changed as a result of this feedback.	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process. The panel could recommend the speed limit remain at existing settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.	Discussed. No changes recommended to proposal as consulted on.

Note, Goff Road mentioned in oral submissions and recommended for adjustment by panel.

22.5.5 SPEED LIMIT CHANGES

To consider changes to speed limits in Central Otago, including updates made through consultation. To consider transferring from the current bylaw process to the new National Land Speed Register process.

RESOLUTION

Moved: Paterson
Seconded: Alley

That the Council

- A. Receives the report and accepts the level of significance.
 - B. Directs a transfer from the bylaw process to the National Land Speed Register process as the legal mechanism for making speed limit changes as of 1 August 2022.
 - C. Repeals the Speed Limit Bylaw 2007 as of 1 August 2022.
 - D. Notes the level of engagement and thanks all submitters for their contribution.
 - E. **Approves speed limit changes to be made as consulted on in the Speed Limit Bylaw Statement of Proposal in full, with the following changes:**
 - Conroys Road, Alexandra to have a single 80km speed limit for the entire street with a new curve advisory sign to be installed
 - Crawford Hills Road and Galloway Road, Galloway to remain at 100km.
 - Updates to speed limits on Roxburgh East Road to 60km from the highway to the Roxburgh Dam, 40km over the Roxburgh Dam and 100km on the approaches as outlined in Map 6.
 - Radford Road, Lowburn to reduce to 80km.
 - Cornish Point Road to have a speed limit of 60km for its entirety.
 - Hall Road, Bannockburn (in the portion outlined in Map 13) and Pipeclay Gully Road (entire road) in Bannockburn to reduce to 50km
 - Richards Beach Road to have a speed limit of 50km for its entirety.
 - A 50km speed zone to be retained for the Naseby Urban Area.
 - Swimming Dam Road in Naseby to have a speed limit of 30km from the campground to the dam, as outlined on Map 17.
 - The approaches to Naseby to retain present speed limits as outlined on Map 17.
 - Goff Road, Naseby to remain at the present speed limit.
 - Pearson Road and Sandflat Road, Cromwell to remain at 100km, with further consultation planned
 - Earnscleugh Road, Clyde 50km zone extended to Hawksburn Road as outlined on Map 5.
 - Little Valley Road speed limit reduced to 80km as outlined on Map 3.
 - F. Recommends the following roads be subject to further consultation on their speed limits:
-

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- Gilligan's Gully, Alexandra, subject to further data from traffic counting.
 - Letts Gully Road, Alexandra.
 - Fruitgrowers Road, Clyde.
 - Lauder Road, Lauder.
 - Bannockburn Road from Bannockburn Bridge to the Cromwell Urban Zone.
 - Pearson Road, Cromwell.
 - Sandflat Road, Cromwell.
 - Cambrians Road, Cambrians, with specific request for an indication of preferred speed between 50km, 40km, and 30km.
 - St Bathans Urban Area, with specific request for an indication of preferred speed between 50 km, 40km, and 30km.
 - Clark Road, Pisa Moorings, for consideration at 80km along its entirety.

CARRIED

Attachment 6: Speed management plan submitted by Whangarei District Council



Level 1, Walton Plaza
4 Albert Street
Private Bag 9023
Whangarei 0148

In reply please quote Waipu South Speed Limit Certification
Or ask for Shawn Baker / Vaishali Sankar

16 August 2022

Brian Nijman
Principal Advisor
Waka Kotahi

Dear Brian

Certification of Waipu South Catchment Speed Limit changes

Please find attached the adopted speed limit changes for Whangarei District, Waipu South Catchment.

The speed limits in this area were reviewed in accordance with the Setting of Speed Limits Rule 2017. Public notification occurred in accordance with the 2017 Rule, with the changes adopted by Council in October 2021.

We are now seeking certification of the new speed limits so that they can be uploaded in the NSLR with an expected operative date in mid-October 2022.

Process Summary

Proposed new speed limits in the Waipu South area and on Whangarei District Beaches were publicly notified in accordance with the Setting of Speed Limits Rule 2017 and the Local Government Act 2002. Written submissions were sought between 29th October and 18th December 2020.

A total of 114 submissions were received with 10 submitters attending a Hearing. Hearings were held at Whangarei District Council Chambers at Forum North (Whangarei) on 24th February 2021. All submissions, including those that did not attend the Hearing were received and read by Council.

Following a detailed assessment of the submissions received, along with additional site investigations where warranted, a detailed Recommendations Report was prepared. This Report included final recommended speed limits, including maps. The recommendations took account of the detailed Technical Reporting and all community feedback. This included all aspects that Council were required to consider under the 2017 Rule.

Council adopted the recommended speed limits at its meeting on 28 October 2021 (Minutes of decision below).

Carried

6.6 Speed Limit Bylaw - Waipu South and Beaches

Moved By Cr Ken Couper

Seconded By Cr Nicholas Connop

That the Council

1. Adopts the Regional Speed Limit Review Waipu South, Langa Beach (urban) and District Beaches – Recommendations Report (Attachment 1).
2. Receives the report Regional Speed Reviews – Waipu South-Langa Beach Catchment Technical Report (Attachment 2).
3. Delegates the Chief Executive to make any necessary minor drafting or presentation amendments to the attached Recommendations Report (Attachment 1) and to approve the final design and layout of the documents prior to final printing and publication.

Carried

A short break was taken from 10.35am to 10.41am during discussions on Item 6.6.

Declaration of Interest:

Cr Cocurullo declared an interest in regards to a connection to the AA (submitter).

Attachments

I have attached a copy of the adopted speed limits in the review area and am requesting that this be certified as an Interim Speed Management Plan so that it can be uploaded into the NSLR.

If you require additional information, please contact either:

Shawn Baker: Email: shawn.baker@nta.govt.nz Ph: 021 353 623

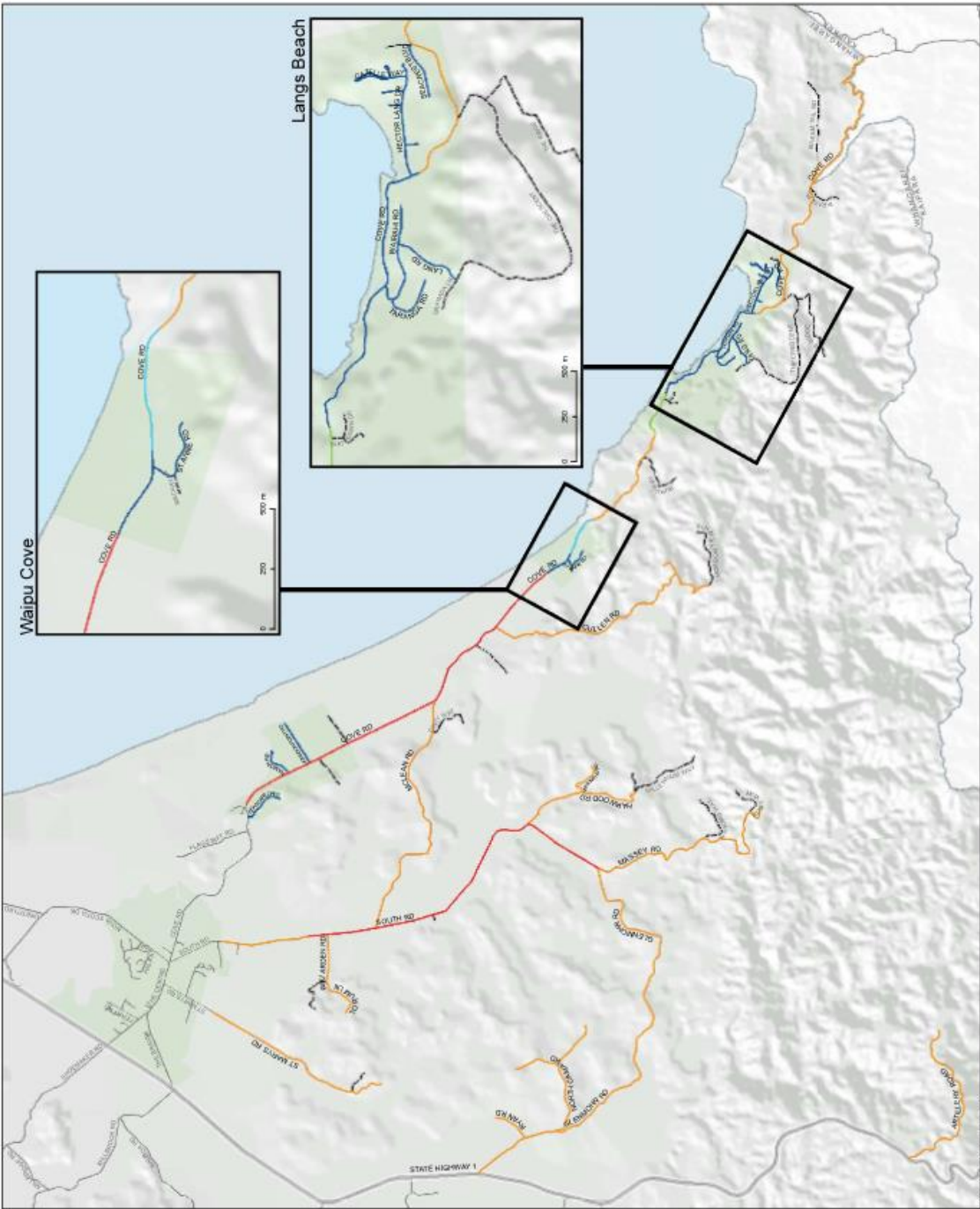
Or

Vaishali Sankar: Email: Vaishali.Sankar@nta.govt.nz

Yours

Shawn Baker

Speed Limits Project Manager | Northland Transportation Alliance



- ### Legend
- Roads that have a speed limit of 30 km/h
 - Roads that have a speed limit of 40 km/h
 - Roads that have a speed limit of 50 km/h
 - Roads that have a speed limit of 60 km/h
 - Roads that have a speed limit of 80 km/h
 - State Highway
 - Private Road
 - Roads outside review area
 - Boundary of existing urban traffic areas that have a speed limit of 50 km/h, except for roads or areas marked with a different speed limit
 - Boundary of rural traffic areas that have a speed limit of 80 km/h, except for roads or areas marked with a different speed limit

1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the Bylaw.
3. Street level incentives that create a road as an all-ages road (one side of the road) or the opposite side of the road (for the other side).
4. A speed limit boundary marked along a road is deemed to run along the roadway edge if that road is a street or a road.
5. Where no dimensions or distances are given or shown where the boundaries of a speed limit are shown, the boundaries are deemed to be the road centreline.
6. Where the boundaries between Whangarei District and another territorial authority area along a road, the urban and rural apply to the speed limit on that road at that location and deemed to be the boundaries of the road.
7. Where a road crosses water or over a water highway or overpass, the speed limit on that road at that location is deemed to be the highway or overpass roadway dimensions road or shown otherwise.
8. All Whangarei District Council roads shown on the map outside the boundaries of the review area are shown with a speed limit of 50 km/h, unless indicated with a different speed limit.
9. Where a road is shown with a speed limit of 80 km/h, it is deemed to be a rural traffic area.
10. Roads on State Highway.
11. Refer to Schedule 1 of the Resource Management Act 1991 (RMA) for the definition of a State Highway.
12. Where a road is shown with a speed limit of 80 km/h, and there is an area marked with both a map and the description, the description prevails.

AS Scale: 1:45,000

0 500 1,000 m

NORTH

WHANGAREI DISTRICT SPEED LIMIT BYLAW 2020
WAIPOU SOUTH/LANGS BEACH RECOMMENDED SPEED LIMIT CHANGES

