



AGENDA

Speed Limit Bylaw Hearing Tuesday, 7 June 2022

Date: Tuesday, 7 June 2022

Time: 9.30 am

Location: Ngā Hau e Whā, William Fraser Building, 1
Dunorling Street, Alexandra

(Due to COVID-19 restrictions and limitations of the physical space, public access will be available through a live stream of the meeting.)

The link to the live stream will be available on the Central Otago District Council's website.)

Sanchia Jacobs
Chief Executive Officer

Notice is hereby given that the Speed Limit Bylaw Hearing will be held in Ngā Hau e Whā, William Fraser Building, 1 Dunorling Street, Alexandra and live streamed via Microsoft Teams on Tuesday, 7 June 2022 at 9.30 am. The link to the live stream will be available on the Central Otago District Council's website.

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Members Cr S Duncan (Chairperson), Cr T Alley, Cr T Paterson

In Attendance A Crosbie (Senior Strategy Advisor), J Muir (Executive Manager – Infrastructure Services), Q Penniall (Infrastructure Manager), S Righarts (Chief Advisor) and W McEnteer (Governance Manager)

1 DECLARATION OF INTEREST

22.1.1 DECLARATIONS OF INTEREST

Doc ID: 582794

1. Purpose

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

2. Attachments

Appendix 1 - Declarations of Interest [↓](#)

	Member's Declared Interests	Spouse/Partner's Declared Interests	Council Appointments
Tamah Alley	Manuherikia Irrigation Co-operative (shareholder) Cromwell Youth Trust (Trustee) Oamaru Landing Service (OLS) (family connection) Cliff Care Ltd (family connection)	Manuherikia Irrigation Co-operative Society Ltd (shareholder) Emergency Management Otago Group Controller (employee)	
Stuart Duncan	Penvose Farms - Wedderburn Cottages and Farm at Wedderburn (shareholder) Penvose Investments - Dairy Farm at Patearoa (shareholder) Fire and Emergency New Zealand (member) JD Pat Ltd (Shareholder and Director)	Penvose Farms - Wedderburn Cottages and Farm at Wedderburn (shareholder) Penvose Investments - Dairy Farm at Patearoa (shareholder)	Otago Regional Transport Committee Patearoa Recreation Reserve Committee Design and Location of the Sun for the Interplanetary Cycle Trail Working Group
Tracy Paterson	Matakanui Station (Director and shareholder) Matakanui Development Co (Director and shareholder) A and T Paterson Family Trust (trustee) A Paterson Family Trust (trustee) Central Otago Health Inc (Chair) Bob Turnbull Trust (Trustee / Chair) John McGlashan Board of Trustees (member) New Zealand Wool Classers Association (board member)	Matakanui Station (director and shareholder) Matakanui Development Co (director and shareholder) A Paterson Family Trust (trustee) A and T Paterson Family Trust (trustee) Federated Farmers (on the executive team) Omakau Irrigation Co (director) Matakanui Combined Rugby Football Club (President) Manuherikia Catchment Group	Central Otago Health Inc Manuherikia River Group

	Central Otago A&P Association (member)	(member) Omakau Domain Board	
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2 REPORTS

22.1.2 SUBMITTERS THAT WISH TO BE HEARD

Doc ID: 582727

1. Purpose

Individual submitters will speak to their submission to the speed limit bylaw consultation.

2. Attachments

Nil

22.1.3 SPEED LIMIT BYLAW HEARING REPORT

Doc ID: 582102

1. Purpose of Report

To provide all responses to the Speed Limit Bylaw 2022, including oral submissions, so the Hearings Panel can make a recommendation to Council regarding the final form of the Speed Limit Bylaw 2022.

Recommendations

That the Hearings Committee

- A. Receives the report and accepts the level of significance.
 - B. Notes the submissions and thanks all submitters for their contribution.
 - C. Considers the submissions and decides on the action that should be taken.
 - D. Notes a request will go to Council to transfer from the current bylaw process to the new National Speed Limit Register process.
 - E. Recommends to Council the final form of the Speed Limit Bylaw 2022, noting it is likely to transfer to the National Speed Limit Register process.
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2. Background

Council approved the Statement of Proposal for the proposed Speed Limit Bylaw 2022 for consultation on 9 March 2022 (Resolution 22.2.2).

Consultation was open from 11 March - 12 April 2022. The campaign had a good level of engagement with:

- 1,879 aware participants (those who viewed the information on the project page of the consultation website),
- 1,469 informed participants (those who viewed the project page, downloaded a document and/or read an FAQ)
- 191 engaged participants who completed the survey online.

In total, 207 submissions were received. This was made up of:

- 191 completed online via Council's Let's Talk consultation website
- 11 hard copies
- 5 submissions received via email

Initially, 37 respondents had indicated they would like to speak about their feedback at a hearing. All 37 respondents were contacted after the date of the hearing had been set to confirm their continued interest, with 22 scheduled to speak.

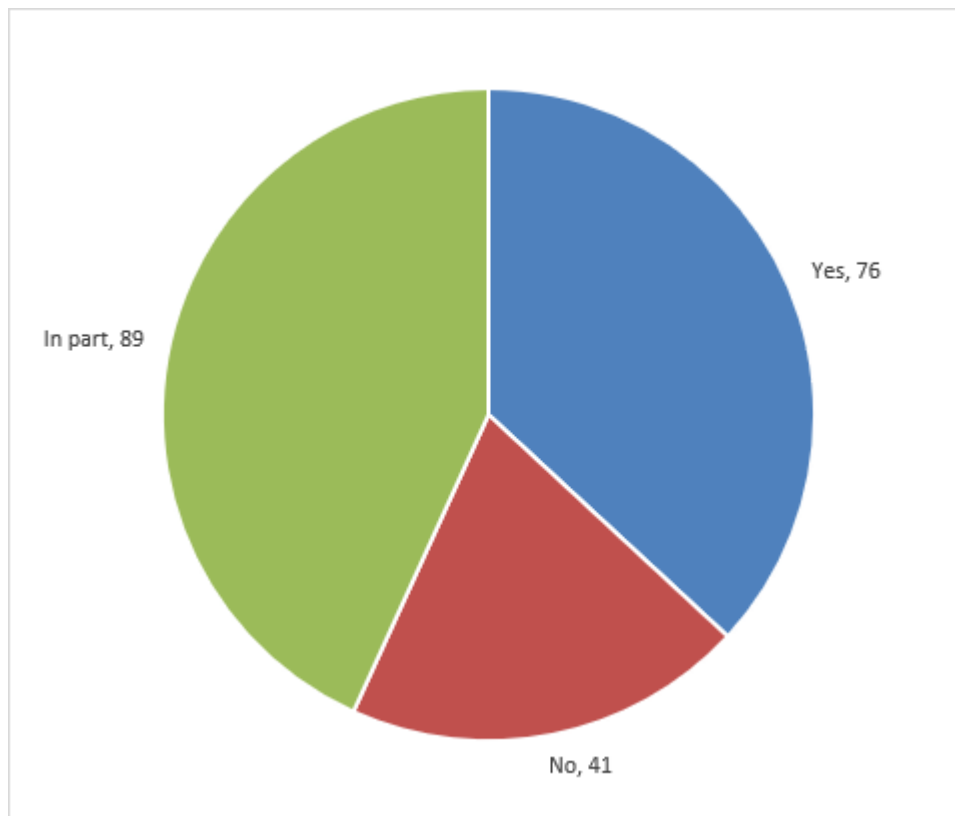
Full data from all submissions and all supporting information provided has been attached in appendixes 1-9.

A comprehensive engagement report and demographic data have also been provided in appendixes 10 and 11.

3. Discussion

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. These mentions fall into four broad categories:

- Locations with specific support for the proposed speed limit reduction
- Locations with a request for a further reduction in speed
- Locations where a reduction in speed is not supported
- Locations where an increase in speed is not supported

Locations with specific support for the proposed speed limit reduction

Submissions made specific mention of 9 locations when expressing support for the proposed Speed Limit Bylaw 2022. These locations have been listed in Appendix 12, as Table 1.

Locations with a request for a further reduction in speed

Locations consulted on through Speed Limit Bylaw 2022

A further reduction in speed limits was requested at 7 locations. The final recommendation for speed limits at these locations is to be set by the Panel and would not require further consultation.

New locations not consulted on through Speed Limit Bylaw 2022

Submissions were received requesting 28 new speed changes across the district. A summary of these requests has been included in Appendix 12, as Table 2.

Technical advice has been provided for each location, considering Waka Kotahi speed settings and other factors.

The Local Government Act requires Council to follow the special consultative process when making certain decisions with significance to the community.

Although the new speed locations have been suggested through consultation, the community has not had an opportunity to consider the merits and impacts of each. Subsequently, many of the new speed locations proposed would require a further round of consultation to be carried out.

Advice on the consultative requirement of each new speed limit location request has been provided. This advice has been provided on the individual likelihood of the proposal to require consultation on its own. Advice has been provided for every suggestion or request raised in any submission, regardless of any technical advice given.

A second round of consultation on these locations has been accounted for and can be programmed if required by the panel.

Locations where a reduction in speed is not supported

34 locations were mentioned in submissions where a reduced speed limit was not supported. The final recommendation for speed limits at these locations is to be set by the Panel. The locations have been outlined in Appendix 12, Table 3.

Technical adjustments

Some technical adjustments need to be made to the bylaw in two locations, as a result of advice received throughout the process addressing errors made previously.

A full list has been attached as Appendix 13. Each of these has been analysed for their likelihood to trigger the need for consultation.

Any consultation requirements would be managed in line with the approach outlined above.

Feedback relation to State Highways

22 submissions provided feedback relating to State Highways, including speed setting, driver behaviour, road conditions, and the administration of them.

This feedback was collated and provided to Waka Kotahi.

Changes to legislative environment

The new Land Transport Rule: Setting of Speed Limits 2022 came into force on 19 May 2022. The new rule provides a new process, the National Speed Limit Register, as the legal mechanism for speed limit changes.

The new rule had been signalled and consulted on but delayed on several occasions. Given the risk of further delay, and the need to update a number of speed limit settings, Council chose to proceed with a Speed Limit Bylaw under the existing rule; with an intention to transfer to the new rule if it came into force during the process.

As the new rule is now in place, a paper will go to the July Council meeting noting the change in the legislative process and provide advice on transferring the draft Speed Bylaw and the feedback received to date into the new National Speed Limit Register.

The implications of the change in process are not expected to impact the community or the consultative process. They involve technical adjustments to the way speed limits are managed and administered and will be managed entirely by staff.

The hearing should proceed under the bylaw process, with the understanding it will likely transfer and go into effect under the new process.

The new speed limits would still go into force at 00.01 on 1 August 2022 with any further changes amended to the bylaw (or National Speed Limit Register) at a future date to be determined.

4. Financial Considerations

All decision making can be accommodated under current budgets. All signage and maintenance considerations have been accounted for.

The cost of further consultation could be undertaken under current budgets. Consultation is proposed for a Central Otago School Speed Zone National Speed Limit Register update in the first quarter of 2023 (or before) and the two processes could be combined.

There are significant budgetary implications attached to some suggestions received in submissions, including proposals suggesting changes to road maintenance levels or engineering solutions to address the physical layout of some roads. Some of these suggestions would individually exceed annual budgets.

5. Options

Option 1 – (Recommended)

Consider the submissions and recommend to Council the action the Panel would like taken as a result of the submissions.

Advantages:

- Follows due process as set out in the Local Government Act 2002.
- Enables the Panel to hear and consider community views before making a recommendation to Council.
- Meets the expectations of the community.

Disadvantages:

- None identified

Option 2

Do not consider the submissions and recommend to Council the action the Panel would like taken as a result of the submissions.

Advantages:

None identified.

Disadvantages:

- Does not follow due legal process.
- Does not meet the expectations of the community.

6. Compliance

<p>Local Government Act 2002 Purpose Provisions</p>	<p>This decision enables democratic local decision making and action by, and on behalf of communities by recommending changes to the proposed bylaw as a result of community consultation.</p>
<p>Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.</p>	<p>The decision is consistent with other Council plans and policies. The decision is consistent with guidance and direction from Waka Kotahi.</p>
<p>Considerations as to sustainability, the environment and climate change impacts</p>	<p>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.</p>
<p>Risks Analysis</p>	<p>The proposed bylaw seeks to reduce the risk to health and safety on the district roading network. The bylaw proposal was constructed based on this approach, following national guidance. There is some risk in health and safety settings when recommending changes to some speed settings. Technical advice has been provided to help mitigate this risk.</p> <p>Some submissions have requested lower speed limits be considered on streets that were not included in the original bylaw proposal. There is some risk in making changes in these locations without sufficient consultation with other affected parties. Policy advice has been given on each suggested change to mitigate this risk.</p>

Significance, Consultation and Engagement (internal and external)	The hearing is part of the consultation process under the Local Government Act 2002 and Council's Significance and Engagement Policy. Some further decision making will require additional consultation under both the Act and the Policy.
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7. Next Steps

The recommendations from the Hearing Panel will be considered by Council at the July 2022 meeting.

Any changes formalised at that meeting will go into effect on 1 August 2022. Arrangements are in place for all physical changes to be made prior.

Communications and engagement will be carried out to ensure the community are aware of the changes.

Any decisions requiring further consultation will be developed into a singular proposal for consultation in either the fourth quarter 2022 or the first quarter 2023.

8. Attachments

- Appendix 1 - Table of all submissions received [↓](#)
- Appendix 2 - Table of supporting information provided by submitters [↓](#)
- Appendix 3 - Supporting information Michael Hope [↓](#)
- Appendix 4 - Supporting information Brian Kirk [↓](#)
- Appendix 5 - Supporting information Amanda Beaumont [↓](#)
- Appendix 6 - Supporting information Public Health South [↓](#)
- Appendix 7 - Supporting information Julie Cairns [↓](#)
- Appendix 8 - Supporting information Little Valley Road [1] [↓](#)
- Appendix 9 - Supporting information Little Valley Road [2] [↓](#)
- Appendix 10 - Consultation Engagement Report [↓](#)
- Appendix 11 - Consultation demographic data [↓](#)
- Appendix 12 - Streets specified in submitter feedback [↓](#)
- Appendix 13 - Technical adjustments [↓](#)

Report author:



Alix Crosbie
Senior Strategy Advisor
26/05/2022

Reviewed and authorised by:



Saskia Righarts
Chief Advisor
30/05/2022



Attachment 1: Table of submissions

Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Megan Phillips	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault	The main issue I face on the roads is people crossing the central line when there is the smallest bend in the road. I drove the Cromwell gorge regularly and think speed is not as big of an issue and cutting corners which I don't think reduce speed would cut. If anything it could increase the rate.	Noted - commentary relates to Waka Kotahi controlled state highway. Feedback will be passed on.	1
Richard Parker	In part	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved	would like to know roads	N/A	2
Lisa Baines	No	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault		N/A	3
Jessica Harvey	Yes	Will result in safer roads around where we live and work, Will		N/A	4

