



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.

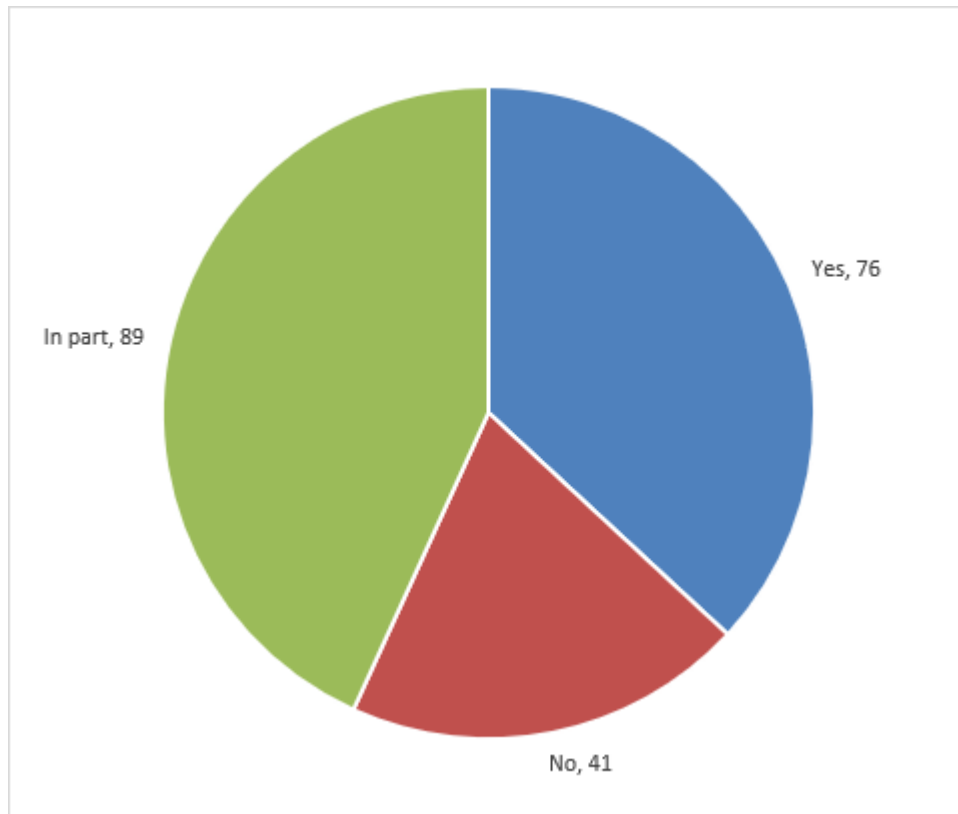
Full data from all submissions and all supporting information provided has been attached in appendixes 1-9.

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

Local Government Act 2002 Purpose Provisions	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.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	The decision is consistent with other Council plans and policies. The decision is consistent with guidance and direction from Waka Kotahi.
Considerations as to sustainability, the environment and climate change impacts	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.
Risks Analysis	<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



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		reduce crashes and crash severity, Will give a consistent speed message where we live and work			
Sharyn Park	In part	Will result in safer roads around where we live and work	I can not understand why the entrance past Molyneux Estate has not been reduced from 70km especially given there will be an additional 70 dwellings using this entrance with the opening of Dunstan Park. This doesn't make sense when compared to Dunstan Road which is a lower speed	Noted - commentary relates to Waka Kotahi controlled state highway. Feedback will be passed on.	5
Nita Smith	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity		N/A	6
Ant Jug	No	Current speed is ok but the road needs to be improved	How about fox roads , our tax's has n fuel are through the roof so why can't we make roads safer bye fixing them instead of reducing speed ???	Comments around road funding are unrelated to the speed limit review process.	7
Robert Dyer	No	Speed reduction will result in increased travel time	There is nothing wrong with the current speed limits, lowering the speed limit is more likely to frustrate people and cause people to pass dangerously, as technology advances so should the speed limit it should be going up. Don't lower any speed limits, instead raise a few of them	Noted - Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth-related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from	8



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
				the public or opportunities to increase road safety as identified through the technical speed limit review process.	
Sharon Smid	In part	Will result in safer roads around where we live and work, Current speed is ok but the road needs to be improved	Cromwell - Jollys Rd speed needs to be reduced, many children use this to school or preschool, high volume of traffic at this time and congestion around Jollys Road shop, speed is also an issue. Stowell Drive; Used as through Rd, many travel too fast and design of road cars veer to right/ middle of road. Pinot Noir - Outside Willows ELC as for Jollys Road but also driver visibility around bend coming from Chardonnay is impeded by vehicles parked on verge (no adequate parking in industrial area) so this issue not just limited to here and will only get worse	Noted - recent traffic counting data did not support the view that road users are speeding on Stowell Drive. In fact it showed there was a very high level of compliance. Like any road corridor in the district, there is a traffic counting programme and speeds are continually monitored and assessed. Agree there are improvement opportunities around Jolly Road, but they are not necessarily solely around speed, there are other options to be considered here such as electronic warning signage of a well used pedestrian crossing at key school times. Parking within the industrial area is generally offset by suitable off street parking being available at most businesses, however visibility concerns can be investigated by Councils roading team.	9
Joe Murdie	No	Speed reduction will result in increased travel time	Current speeds are safe and fair.	N/A	10
Wendy Muir	Yes	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work	Reducing speed limit around Clyde Historic Precinct plus all roads leading in is welcomed - at long last. It is unfortunate that Conroys Rd and Earnsclough Rd leading into Sunderland St Clyde is now used as a fast bypass to travel onto Cromwell Wanaka areas. The current speed limit for vehicles who use	Noted	11



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			Sunderland st of Clyde is horrifying to witness plus the road noise this speed generates. - we need to be more mindful of people ie walkers and bikers shoppers and not just used as a through traffic area.		
Amanda Campbell	No	Current speed is ok but the road needs to be improved	With low traffic rates and experienced open road local drivers the changes are not justified.	Noted - Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process.	12
Jayden Miller	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	13
Duncan Campbell	No	Current speed is ok but the road needs to be improved	These country roads are not highly populated. Also newer cars have much lower stopping distances and are much safer. If anything some roads limits should be increased to 110 as in other countries	Noted - Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors	14



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
				(such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process.	
Luke Dillon	No	Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault	I don't support any changes to speed limits, traffic is generally limited by factors such as weather and the amount of traffic at any given time. There is seldom times where anyone is excessively speeding anyway.	Noted - Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process.	15
Elaine Munro	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message		N/A	16



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Paul Bisset	In part	where we live and work Will reduce crashes and crash severity	<p>I live at 125 Bannockburn Road, in general I support the reason of the review, but I am completely dumfounded as to why the 2.8km section of Bannockburn Road from Cromwell to Pearson road is to remain at 100KPH. This completely goes against the opening statement in the proposal "Why are we making changes" which talks of safety, need to reduce speed due to growth, and meet the needs of the community. Below I outline the reasons why this 2.8km section of Bannockburn Road from Cromwell to Pearson road should be reduced to 80KPH.</p> <p>This 2.8km section of Bannockburn Road has roughly 20 active residential accessways at present with still more to come with further land development, most of these accessways are serving multiple properties, there is one street intersection, 3 commercial access points and 4 other access points to community used areas (dog exercise areas etc). That's 28 points along this section of road where traffic are slowing, often to a near stop to turn off Bannockburn Road as the sealed shoulder on Bannockburn road is very narrow so cars cant pull out of the live lane to turn off, and 28 points where vehicles are pulling onto Bannockburn Road into a high speed zone. So that's an average of 1 point every 100m for the potential of a high speed potentially fatal, most definitely serious injury nose to tail or T-Bone collision. Interestingly Pearson road which is</p>	Noted - to be discussed at hearings panel. There is technical merit in lowering the speed at this location.	17



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>proposed to go to 80KPH is approximately 3km long and has 30 access points (26 residential accessways, 1 road and 3 commercial access points), so again an average of 1 point every 100m for the potential of a high speed potentially fatal, most definitely serious injury nose to tail or T-Bone collision. But Pearson Road is being reduced to 80KPH which is completely the right thing to do, so why not be consistent and reduce this section of Bannockburn road to 80KPH.</p> <p>This 2.8km section of Bannockburn Road also has a walking/cycling track adjacent to the road, in some places getting very close to the road, CODC will know this as it built the track. I walk my dog along this track almost daily and it is unnerving the speed and overtaking maneuvers that I see along this section of road. The School bus doesn't do pickups on this section of Bannockburn road so many school kids bike along the cycle way to and from school, due to the rough nature of the cycleways surface many cyclist are still using the road which has a very narrow shoulder and the vegetation is overgrown on the western side which narrows the road up corridor creating a very dangerous and narrow corridor, another good reason to reduce the speed limit to at least 80KPH.</p> <p>This 2.8km section of Bannockburn Road is lined with power poles mostly concrete ones just next to the walking/cycle trail which present a several risk of injury or death in 100KPH collision, this adds risk to the environment of this section of road and adds</p>		



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>to the argument to reduce the speed to at least 80KPH.</p> <p>This 2.8km section of Bannockburn Road has many properties along it and residence with road frontage maintain the area in the road corridor in front of their property, the Council don't do it nor should they have too. A narrow strip of the road shoulder, less than 1m in width, is sprayed once a year by CODC, usually during early spring. After about 3months or so the vegetation grows back, many residence then mow right up the edge of road on their ride on lawn mowers to maintain the vegetation. Our property is on the road and I mow our road frontage for a couple of reasons, it prevents the build up of litter, reduces the fire risk around my property particularly from a cigarette from a passing car, and it enhances the area by keeping it tidy. Mowing up to the edge of the road in a 100KPH zone creates significant risk to the residence on the mower and road users. Some may say well don't mow the edge of the road, there are areas of the road side on this section of road that aren't maintained and it looks awful, has noxious weeds growing in it, catches litter and presents a real fire risk. To see a good example of what a poorly maintained road shoulder looks like please have a look at the western side of this section of road along the Chaffer beetle reserve. It is a mess, its holds litter, is a creates a high fire risk which given the proximately to large pine plantations with several residential properties amongst the trees is a concern. The poorly</p>		



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>maintained vegetation creates a road safety issue by reducing, if not eliminating the use of the western shoulder due to the overgrown vegetation encroaching up to the edge of seal. Mowing up to the edge of the road in a 100KPH creates a significant risk to residence and road users and is another good reason why this section of road should be reduced to at least 80KPH.</p> <p>This 2.8km section of Bannockburn Road also has vertical visibility restrictions so has yellow center lines along parts of it, there are accessways that come off at these sections with double yellow lines which increases the chances of the high speed nose to tail accident, again another good reason why this section of road should be reduced to at least 80KPH.</p> <p>This 2.8km section of Bannockburn Road is treated like a drag strip for some, they get to end of Barry Ave heading south and floor it. I have been guilty of this many years ago in my youth but there was no cycleway, maybe 1 or two residential accessways then, its just too dangerous for that now. It is a policing matter to enforce the speed limit, I would like to think the CODC are not accepting the dangerous status quo and leaving the speed limit at 100KPH from the thought that no one will comply with a lesser speed limit. By reducing the speed limit if road users don't comply to the posted limit the consequence of speeding are more severe so the high risk speeds should reduce, another good reason to reduce the speed of this section of road</p>		



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>to 80KPH.</p> <p>This 2.8km section of Bannockburn Road has seen a significant increase in traffic volumes in recent years. We have lived at 125 Bannockburn road for approx. 4.5yrs now and have seen a significant increase in traffic over this time. As the population of Bannockburn grows along with the success of the Cromwell to Clyde Cycle trail, the traffic on this section of road will only increase further increasing the risk of high speed incident. To keep it at 100KPH is doing the residence along this section of road and all road users a complete injustice and another good reason why this section of road should be reduced to at least 80KPH.</p> <p>This 2.8km section of Bannockburn Road has also seen an increase in heavy traffic heading to/from Queenstown wanting to avoid the busy McNulty road/SH6 intersection, these vehicles are from business in the Rodgers st, Barry Ave McNulty road area. Given the narrow road, narrow shoulders and residence pulling onto and off the road every 100m, having an increase in Heavy vehicles on this road is dramatically increasing the risk to road user, which is another good reason why the speed limit should be reduced to at least 80KPH.</p> <p>For a balanced argument I considered the benefits to the community to keep this 2.8km section of Bannockburn Road at 100KPH.</p> <p>Time: some basic math's calculates it will take 100seconds to travel this section of road at 100KPH</p>		



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>(2.8km/100KPH x 60 = 1.68min or 100.8sec) , and at 80KPH it will take 125sec (2.8km/80KPH x 60 = 2.1min or 126sec). So the benefits for the community and visitors to maintain the speed limit at 100KPH is that they can travel this section of road 25sec quicker at 100KPH than at 80KPH.</p> <p>Cost: given the issues I have raised the cost to bring this road to a safe standard to accommodate traffic at 100KPH will cost hundreds of thousands of dollars to carry out shoulder widenings , vertical alignment corrections and additional road side mowing. To reduce this section of road to 80KPH will cost about \$400 in a couple of signs.</p> <p>Given the issues I have outlined above I would consider the cost to decrease the speed limit to 80KPH insignificant compared to the cost to increase the standard of the road to safely accommodate traffic at 100KPH, and the time saving of 25sec to travel the road at 100KPH to be insignificant compared to the safety benefits of reducing the speed of this section of road to at least 80KPH.</p> <p>I contacted the council by email on the 14th of May 2020 requesting the speed limit on this section of road be reduced, the prompt and pleasant response explained there was a review of the speed limits due soon. I followed it up in June and October 2021. Good to see the review is underway but as someone who has previously contacted the council about this subject I find it disappointing that the issues that I brought to the CODC almost 2 years ago weren't followed up as part of putting</p>		



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			together this proposal. Thank you for the opportunity to provide feedback.		
Kate Moran	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Current speed is ok but the road needs to be improved	Alot of the roads are gravel they probably need to consider sealing them. Encleugh Road is very long to be 80	Noted - funding around seal extensions on gravel roads is unrelated to the speed limit review process. The speed limit reduction on the proposed section Earnscleugh Road was deemed appropriate during the technical speed limit review. No changes proposed from what was consulted.	18
Tracey Wood	In part	Current speed is ok but the road needs to be improved		N/A	19
Pip Feyen	In part	Will give a consistent speed message where we live and work		N/A	20
Tala Mcivor	No		You guys are missing the point completely the speed limit isn't the problem it is the people. You need to run a investigation on who, when and why people are thinking this way and then pin point the people / age group that are causing problems like accidents or issues and then address them. For example old people driving slow causes crashes then they shouldn't be on the roads they should have to take a test every 5 years after the ages of 70. Instead of giving internationals a license without them driving on our roads before they should have to do a driving test because every road and road rules in every country is different. With younger citizens maybe if you looked throughout otago you would see that in most places the road	Noted - driver behaviour is the responsibility of the Police to enforce. Additionally, Council do undertake targeted road safety promotion to all road users of all types and ages. Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes	21



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>markings are incorrect with white lines indicating to pass while on a blind corner ect and speed signs on open road that go from 100ks to 50ks without a 70ks sign in between causing crashes. Or you could even put the a better limitation system in place for young drivers. You guys are not thinking about this correctly. If you choose to cut down the 100k roads to 70ks or less I promise you people will retaliate and you will find yourself with a big shit show with cops overworked , more dangerous driving and more lives lost. It will also take a great toll on delivery drivers costing everyone more money to have things like groceries, or things on time and you will cause more inflation that will most definitely help send us into a depression. You need to address fine for bicyclists as they do not stick to the bike paths and too many times this week alone I have seen bikers on the middle of the main road without a care in the word. Laws must also change for Bicyclists to have indication lights on there bikes if they are to be anywhere near the road and you must find a way for this to be monitored. If you are truly thinking about the people and community do not do this !</p>	<p>also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process. Any delays as a result of the proposed changes should be considered very minor and negligible in comparison to the safety factors gained as part of this process.</p>	
Alistair Campbell	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	22



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Tim McGimpsey	In part	Speed reduction will result in increased travel time, Current speed is ok but drivers are at fault	<p>I agree that certain roads could do with a speed limit reduction (eg airport road and fisher lane). However others do not make much sense. Galloway road and Dunstan road are straight roads with excellent visibility and minimal driveways. I don't see what lowering the limit will achieve here. Earnsclough road, Chapman road and Conroys road are windy roads with an already slow speed of travel. It is rare that vehicles travels through here at more than 60-80kph due to the curves. Once again, lowering the speed limit here seems like a pointless exercise.</p> <p>My main complaint with this bylaw is that it is overly complicated. Having so many different speed limits in a small area is annoying and difficult to keep track of, especially if you do not know the area. Christchurch is a city that has put bylaws as these into effect. As a result, there are speed limits of 30-40-50-60-80-100 within a few minutes drive, Often jumping up and down for no apparent reason. This is a nightmare to navigate.</p> <p>In my opinion the roads around Alexandra/Clyde are good at 'self regulating' traffic speed. I have lived in the area for many years and I cant think of any roads where drivers consistently travel at a speed which is unsafe.</p> <p>I think instead of lowering speed limits, more needs to be done to remind people that the limits are not targets. That means there is absolutely nothing wrong with driving 80 in a 100 zone if there is a lot of traffic around and people driving in and out of side roads, and there is nothing wrong with driving those same roads at 100 when traffic is minimal.</p>	<p>Noted - Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process. In particular, Galloway Road and Dunstan Road were proposed to have lower speed limits due to existing and known future growth, there are now many individual accessways coming onto these roads, and while they are sealed and straight they are quite narrow. The speed limit change/frequencies are in line with Waka Kotahi setting of speed limit guidelines.</p>	23



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Nikki Aaron	In part		I'm surprised to see that Sunderland St and Mutton Town Road have been excluded from proposed changes. Sunderland St should be reduced from 70km to 50km given the amount of activity on the street. Mutton Town Rd needs to be reduced to at least 70km considering all of the activity happening on the road and a future retirement village with an entrance off of the road.	Noted - Sunderland Street (of which it is presumed they are referring to the existing 70km/hr section) was not identified due to the lack of development (all accessways for adjoining properties are onto other local roads) on either side of this road corridor, 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. Muttontown Road was not considered for a speed limit reduction due to the existing limited development in this general area on each side of the road, its straight, wide sealed surface and general rural environment. As growth occurs, this area very well may be considered in future however. 70km/hr is also no longer recommended as part of the Waka Kotahi setting of speed limit guidelines.	24
Chris Goddard	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	Support proposal with one addition: Maori Point Road near Tarras - increasing traffic load as short cut, increasing cyclist, walker and increasing numbers of children resident along the road and ongoing traffic accidents (mostly loss of control). Should be included in the plan with a reduced speed limit.	Noted - no changes are proposed to the speed limit maps from consultation. This would not be supported by Councils roading team due to the very rural, straight and unsealed nature of Māori Point Road where compliance would be low and	25



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
				continuous effective enforcement would be difficult.	
Malcolm Taylor	No	Speed reduction will result in increased travel time	Lowering speed limits will cause more congestion and hence more risk of accidents. Fewer speed limits would make it easier for drivers to know what the speed limit is in a location, rather than have to remember what the last speed sign reads, or risk that they miss a speed sign change. Keep things simple for greater safety.	Noted - Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process.	26
Justin Richmond	No	Speed reduction will result in increased travel time, Current speed is ok but drivers are at fault		N/A	27
Ronan Creane	No		The limits are fine. The roads are not dangerous.	Noted - without further detail this cannot be answered comprehensively	28
Jill McGregor	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work, Current speed	Most changes will be very good. I certainly applaud the township of Clyde dropping to 30kms. My concerns are: Sunderland St south end will become very busy with the new subdivision entry/exit road. As a resident nearby, the current road in and out of the hospital is busy enough at present and with the addition of a new subdivision, 70kms will be too dangerous.	Noted - the highways and intersections listed are the responsibility of Waka Kotahi, the feedback will be passed on. Sunderland Street (70km/hr section) was not identified 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	29



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		is ok but drivers are at fault	<p>(It is currently dangerous enough exiting/entering Clyde via Sunderland/Hazlett Sts/Springvale Road onto a highway where traffic is moving at least the 100km/hr speed. However, I understand the highway is NZTA and hence a separate issue...although 3 intersections off one 100m section of state highway concerns me greatly (Hazlett/Sunderland and Springvale Road) I would sincerely appreciate that concern be forwarded to the NZTA? Trucks in particular thundering down from the hill as cars pull out of any of these 3 intersections are an accident waiting to happen.)</p> <p>But returning to my initial concern re Sunderland St., has there been forward thought given to the average age of the residents who will be living in the new subdivision? The subdivision itself will no doubt be a low speed limit due to road width.</p> <p>The north end of Alexandra managed to get a 70km speed zone on an NZTA state highway while the Sunderland Street current 70km zone hasn't been included in the local council lowered speed changes...to perhaps 60kms? Many of these residents will drive locally...into Clyde for golf, bowls, shopping or cafes.</p> <p>Looking forward to your response Thankyou</p>	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. The speed within the proposed new subdivision falls under the blanket 50km/hr blanket urban traffic zone for Clyde.	
Helen Hanson	In part	Will result in safer roads around where we live and work, Will	PLAN CODCSL-13 - Bannockburn - I note the change on Cairnmuir road to 60 starting at the Bannockburn Bridge - I think from the end of the	Noted - no changes proposed for this area from what has been consulted to date.	30



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		reduce crashes and crash severity	bridge up to the Bannockburn Hotel it should also be reduced to 60. Often cars are going way too fast up the hill and there is a lot of bikes and cars at the top of the hill stopping at the hotel. The change from 80 to 60 could start at the start of the bridge.		
Robert Greer	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity		N/A	31
Glenn Vaughan	No	Will give a consistent speed message where we live and work, Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved	The 2 rondabouts that are currently being constructed on State Highway 8B should be 2 lanes either way. Traffic volume is only increasing as populations continue to grow and it is cheaper to get it right the first time.	This is a Waka Kotahi state highway project and is irrelevant to the speed limit review on local Council roads.	32
Elaisa Chapman	Yes	Will reduce crashes and crash severity, Current speed is ok but drivers are at fault	<p>Grab a cuppa, apologies in advance if my descriptions aren't clear. I'm happy to talk to someone to clarify.</p> <p>Clyde-Alexandra Road, Boundary Road (westbound) Centennial Avenue. Although these are not part of the proposal I would like it to be considered, whether as part of this submission or very soon after.</p> <p>Both aerial and whites maps do not should the completed Pines Subdivision as it is now and Centago Ave. Both have increased in population,</p>	Noted - however this is all related to the state highway network controlled by Waka Kotahi, the feedback will be passed on. The roads missing on the maps for the Pines subdivision (and a few others in the surrounding area) are covered under the Alexandra blanket urban 50km/hr speed zone as shown on the map.	33



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>businesses and therefore traffic. The Pines Subdivision (Pines Road and all roads off it) is now home to many young families. Placemakers, Mico, PGG and numerous other businesses have increased the traffic on Boundary Road. Getting to the east side of Clyde-Alexandra Road and Centennial Ave anywhere between the 70km sign and the Stadium Tavern isn't the easiest of tasks for school children. Crossing between the 70km sign and Boundary Road is essentially running the gauntlet; crossing where the footpath ends on Boundary Road is vulnerable to traffic coming off Centennial Ave and possibly after a wait for traffic coming from the industrial area. Maybe a pedestrian crossing? But where? Reduced the 70km zone on Clyde-Alexandra Road to 50km and put it there? I know there is a traffic island further along Centennial Ave but getting to it safely is a concern.</p> <p>Hopefully these comments are worth a thought.</p> <p>Also, while we are making roundabouts, constructing one on Boundary Road would be great to help with the increased traffic on that corner. Go on.</p>		
Angela Lochaden	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity		N/A	34



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Scott Cameron	In part	Current speed is ok but drivers are at fault	The 70 k and 100 k zone should no way shape or form be changed , there is absolutely no reason at all to change them . Will result in more frustrated drivers making decisions that are dangerous . I think the penalty for people speeding in a 50 k residential area should be harsher as there is more pedestrians around and more room for error ,	Noted - but due to lack of detail its unknown what the submitter is referring to. Driver behaviour is enforced and controlled by Police.	35
Jodi Kidd	Yes	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work	A good plan all round well done , only observation would be . Sunderland street outside the old pub does get congested when the cycle store load bikes onto trailer , a suggestion they load from lane behind the old pub . Avoids congestion and allows pedestrians to access freely. Cheers	Noted - the proposed changes as part of the upcoming Clyde Heritage Precinct works will alleviate these concerns to improve traffic flow, address traffic calming and provide more pedestrian friendly spaces.	36
Joanna Mckenzie	No	Current speed is ok but drivers are at fault	Waste of money, could be spent on other projects	Noted - however this process is required as Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process.	37



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Jaimee McEwan	No	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved	Most of the proposed speed changes are not in areas where there are concerns with traffic. I would suggest more targeted research that addresses the issues of poor road quality, layout and signage.	Noted - The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process. The speed limit review process is robust and non subjective.	38
Nathan McLeod	In part	Speed reduction will result in increased travel time, Current speed is ok but drivers are at fault		N/A	39
Shylah Andwrsen	In part	Will result in safer roads around where we live and work, Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved	I do not agree on the proposed speed reduction on the southern end of the ophir bridge for the following reasons. 1. it will encourage predestination movement on and around the bridge. This is dangrous for both motorists and pedestrians who stand on the bridge to take photos. Pedestrian movement on the bridge is already very dangerous, And standing on the carriageway should not be encouraged. 2. If the intent is to help warn motorists of an approaching priority give way, and the give way leading to the highway may I suggest more obvious signs be posted, as a more obvious warning. More advanced warning may help this. 3. This would	Noted - however if pedestrian movement is of concern lowering of the speed limit would improve safety here by default. Councils roading team have not been made aware of any pedestrian movement concerns at this location. Due to the rural nature of Ophir bridge road (between the bridge and the township) and urban 50km/hr speed zone was not deemed appropriate and having a change of speed is an important factor to inform road users they have transitioned between difference speed	40



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			result in a change of speeds as following: 100kph from the highway, 60kph on one side of the bridge then to a 100kph increase before ophir, and then down to 50kph as you enter ophir. This will confuse and fluster motorists and may cause more accidents. This may also cause people to speed though the township of ophir out of frustration or confusion. These are my thoughts on this proposal regarding the ophir bridge and I hope this feedback is taken in to consideration. Thankyou.	environments. No changes are proposed from what was consulted.	
Jacqui Beer	No	Speed reduction will result in increased travel time, Current speed is ok but drivers are at fault	Earnsclough rd needs a cycle path through the 65km corners not the whole road speed reduced between the 45km corner and Alexandra. The road should remain at 100km	Noted - no changes are proposed to the speed limits consulted. The existing curve advisory signage on this section of Earnsclough Road aligns well with the operating speed limit that is proposed.	41
Morgan Potter	In part	Will reduce crashes and crash severity	Agree with most of the changes except for the reduced speed on Danseys Pass Road. I don't think there should be a reduced speed limit here.	Noted - the 30km/hr speed limit proposed is past the hotel and covers the minimum distance allowed either side. It would be inappropriate to have an open road speed limit through this popular and busy area with high pedestrian movements.	42
Matthew Noble-Adams	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work, Speed		N/A	43



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		reduction will result in increased travel time, Current speed is ok but drivers are at fault			
Nina Klemm	No	Current speed is ok but the road needs to be improved	1. increase width of paved shoulder to permit cyclists to move over and out of lane of traffic safely 2. improve road markings - double yellow lines where overtaking is not permitted needs to be increased as too many NZ roads still have hatched white lines which indicates its ok to overtake. 3. changes should flow more consistently, i.e. through Sunderland St in clyde you're going from 70 to 50 to 30 under the new proposal, just make the whole road 50km especially given the increase in traffic due to accumulate in the area with expansion. or on Dunstan Rd/Springvale - one speedlimit the whole road.	Noted - the shoulder and road marking suggestions are unrelated to the speed limit review. The reason there are three different speed zones is simply because there are three very distinctly different speed zones on that approach to Clyde. It would not be appropriate to blanket that approach with a one size fits all speed limit, i.e. in some parts it would be too slow and not achieve compliance, and in other it would be too fast and not achieve compliance.	44
Martin Grundy	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	45
Louise Peake	In part		I have questions around the consistency of reduced speed limits, the new subdivisions in Wooing Tree and Prospectors Park in Cromwell have reduced speed limits of 40km which makes sense, but the same logic should be applied somewhere like Pisa Moorings which is undergoing a lot of development	Noted - the roads and street designs between Pisa Moorings and Wooing Tree/Prospectors Park are very much different. Pisa Moorings was designed as a rural-residential (non-urban) subdivision with no footpaths etc,	46



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			with loads of young kids around and no sidewalks in places, all of Pisa Moorings should be a 40km zone as well. We have raised this with the council before as it is an accident waiting to happen with the speed cars travel and the number of kids around, in particular where kids have to cross the road when they get off the school bus and along Stratford Drive	whereas the Wooing Tree and Prospector Park are much more intensified development with paths and traffic calming features and were actually designed for a <40km/hr speed zone. No changes are proposed from what has been consulted in regards to Pisa Moorings.	
Stephen Dunn	In part	Will result in safer roads around where we live and work, Current speed is ok but the road needs to be improved	I think dropping the speed limit from 50 to 40 in the whole of the Naseby township is excessive. there are only one or 2 streets where a limit drop would be a good idea safety wise	Noted - Naseby was identified as a proposed lower blanket speed environment given its a small village with a distinctly different feel than other 'urban' townships within the district, i.e. typically no footpath or kerbing formed, narrow, short and winding streets that are uncharacteristic for townships within the District.	47
Peter Cox	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	Earnsclaugh Road. Very little traffic on this road and NO sense to reduce speed limit	Noted - Earnsclaugh Road is Definity not a low volume road, its traffic counts range from 1100 movements in the rural section to 2500 in the urban section per day. Speed limit reductions were identified through the technical speed limit review process and no changes are proposed from what was consulted.	48
Tim Innis	No	Current speed is ok but the road needs to be improved	Speed IS NOT the problem. The roads are the problem. Look at australia, they have higher speed limits and per capita less crashes. Same for europe. They have higher quality roading due to their companies actually doing a good job.	Noted - The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full	49



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>Nz roading companies waste money and do horrid jobs so they get to come back and fix them later on for more money.</p> <p>Hold roading companies to accountability and watch the roads improve.</p>	residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process. The comments around contractor quality are not relevant to the speed limit review.	
Erin Beard	Yes	Will reduce crashes and crash severity	Scotland St through Roxburgh village should be extended and reduced to 40 km or better signage eg the light sign showing speed. this road passes a primary school and aged care facility. Vehicles speed up when heading north from reservoir creek to 80+. Many many pets are lilled on this stretch of Scotland st between tweed st and Edinburgh st. In one week 5 pets were killed in this stretch of Scotland st. Quail Haven subdivision is growing and sits in the 80 zone. I believe the 50km should extend past this area heading north as is now very much a residential area	Noted - commentary relates to Waka Kotahi controlled state highway. Feedback will be passed on.	50
Janeen Wood	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	Felton Rd should be lowered to 60km/hr due to the level of traffic and the proximity to the cycle trail. Bannockburn Rd should be reduced to 80km/hr in its entirety not just the section closest to Pearson Rd and up to Bannockburn Rd. There are a number of driveways and properties that access this road. Having all the roads from Cromwell boundary consistently 80km makes since, excluding the SH.	Noted - Felton Road could not be lowered below the proposed 80km/hr speed limit as it is a rural road and a 60km/hr speed limit is more appropriate where there is more intensified rural development than is currently present on Felton Road. The new cycle trail is a separate trail away from and off Felton Road itself.	51
Trudy Anderson	Yes	Will result in safer roads around where we live and work, Will	Most of the roads in the vacinity of Alexandra are busier with more vehicles, cyclists and driveways. These changes will keep people safe. Most are	Noted	52



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		reduce crashes and crash severity	sensible but surprised about Galloway Road as this has not many driveways and has good visibility.		
Marc Veldhuisen	In part	Current speed is ok but drivers are at fault		N/A	53
James Seaman	No	Current speed is ok but the road needs to be improved		N/A	54
Wayne Boss	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Absolutely brilliant well overdue for these roads, great work I look forward to the increased cycling safety as well	Noted	55
Gavin Dann	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	As a cyclist, these roads are dangerous as they are too narrow when cars pass in opposite directions when a cyclist is present. Above comment applies to all roads. In particular Earnscleugh Rd is the most dangerous because of traffic volume, but Conroys Rd is really dangerous because of high speed, narrow road & tight curves. Traffic using this as a bypass road, avoiding Alexandra can present a real challenge due to excessive speed.	Noted	56
Michael Hope Appendix 3	In part	Will give a consistent speed message where we live and work	Fruitgrowers Road: existing is 50km/h from Earnscleugh Road to 70km/h sign. Please note the "Existing Map" on your site is NOT accurate and the 50km speed sign is 250m closer to Earnscleugh Road than depicted. We support the change to	Noted - signage location to be corrected on Fruitgrowers Road as part of the speed limit signage upgrade works relating to this process and should alleviate some of the concerns.	57



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			30km/h but we want the 70km/h reduced to 50km/h at least to the Contact Energy turn-off, and ultimately to the Lake. 70km/h encourages boy racers and other drivers to accelerate to high speeds. The CODC has already signaled a concern for Cyclist safety - there are a huge number of cyclist on Fruitgrowers Road now. Plus other traffic includes camper vans, caravans, vehicles towing boats and rowing skiffs. None of these vehicles need to be going 70km/h. As a minimum reduce the 70km/h zone from Earnsclough Road to the Contact turn-off. This will reduce the 70km/h speed past the 5 properties access driveways and improve safety (25, 27, 37, 26, and 28 Fruitgrowers Road). And finally reducing speed will be opportune with the development of the data Centre and power substation that will no doubt increase traffic flow especially during its development.	Fruitgrowers Road lowering to 50km/hr is unlikely to achieve compliance due to the rural environment with very limited development in place. 50km/hr is also suited to an urban speed zone and not a rural/rural residential speed zone. The road beyond the slip area is Contact Energy Land and not controlled by Council. No further changes are recommended from what was consulted.	
Marie Jarvis	In part	Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault		N/A	58
A Thomas	No	Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault		N/A	59
Trish Harris	Yes	Will result in safer roads around where we live and work	Re Ophir Bridge Road proposed change. As I live on this road and walk it daily I see the effect of the now 100km speed limit. There area many walkers and runners using the road but the main issue is	Noted - speed zones outside schools are proposed and will be publicly consulted in the near future, including the areas described.	60



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>with the many cyclists on the road. I think a speed reduction is essential as its only a matter of time until a cyclist is killed on this road - visibility is not great, the approaches to both ends of the bridge are extremely narrow, and the road has alot of spots where its not possible to really move to the side of the road for safety.</p> <p>Travelers see this road as a shortcut so its a natural instinct to travel at speed to save time, hence the dangers. Drivers approach the bridge at speed - a hazard to walkers and cyclists.</p> <p>I also think the roads running adjacent to school should be drastically reduced. Most schools in the Central Otago area experience continued roll growth, therefore more children around the road areas. To me its a "no brainer" to reduce speed limits to help protect our children.</p>		
Simon Telfer	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	<p>Reduced vehicle speed makes it safer and provides equity to other road users (people walking and people on bikes)</p> <p>I am particularly supportive of the changes in central Clyde to 30kmph given the predominance of people on bikes in that vicinity.</p>	Noted	61
Lynley Bennett	In part	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	State Highways should stay at 100ks as going slower there will be more accidents	Commentary relates to Waka Kotahi controlled state highway. Feedback will be passed on and is irrelevant to Councils local road speed limit review.	62



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Nigel Murray	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work, Speed reduction will result in increased travel time	Reduction in GHG emissions Increasing speed on Patearoa Rd will NOT reduce GHG emissions and will not help meet our climate change targets	Noted. There are no speed limit increases proposed for Patearoa, there is only a small area proposed for a decrease towards Maniototo Road .	63
GERRY SPENCER	In part	Will reduce crashes and crash severity, Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault	<p>1. Although some roads should be 80, having 80 as a limit is practically pointless - NZ drivers do not drive at 80 on these roads but drive 90-100 anyway!</p> <p>2. It is disingenuous to discard 70 speed limits on the basis "Guidelines also recommend changes be made in 20 km/h steps, encouraging speed zones of 60 km/h or 80 km/h instead." Well, 50 to 70 IS a 20 step, where 50 to 60 is NOT. If a 70 speed limit is appropriate, then use it.</p> <p>3. Fix the roads, provide better shoulders for walkers/runner/cyclists (and education for drivers not to drive on the shoulder to the left of the solid white line)</p> <p>Dunstan Rd, Alex - do not change from 100 Springvale Rd, Alex - do not change from 100 Sandflat, Pearson, Felton & Babbockburn Roads, Bannockburn - do not change from 100 Ripponvale and Ord Roads, Cromwell - do not change from 100</p>	Dunstan Road to be discussed at hearings Panel. Springvale Road not recommended to be changed in proposed area due to road alignment and existing curve advisory signage in place hence the proposed speed limit reduction is appropriate for this location. No changes are proposed to the Bannockburn/Cromwell roads listed from consultation - these are narrow roads with high residential and commercial accessway activity and the proposed 80km/hr reduction is appropriate. The Bannockburn Road straight is to be discussed at the hearings panel.	64



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Darrin Mills	In part	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	I agree in some areas with the speed changes, for example extending the lower speed zone out earnsleugh road to just past Chapman road would be sensible enough, maybe a 70 or 80k zone, but extending it round past Conroys for example would add significant time to travel for those of us that travel that road frequently, especially when travelling multiple times a day. Conroys road does not need speed controlled, the corners are a natural speed limit.	Noted - no changes recommended from the limits consulted.	65
Peter Hood	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	66
Martin Anderson	In part		All roads currently within the Bannockburn village area should be reduced to 40 kmh from the current 50 kmh - especially on the stretch of Bannockburn road that runs from the hotel to the top of the hill at the Hall Road intersection. 50kmh is simply too fast (especially if coming down the hill when speeds usually exceed this by quite a margin) for what is now becoming a congested road, especially with increased parking on the sides of the road in the vicinity of the cafe and the pub. And more active policing of the existing speed limit would also be appreciated.	Noted - no further reductions were identified as part of the technical speed limit review process no further changes are proposed from what was consulted (other than an extension of Hall Road).	67
Steven Dance	No	Speed reduction will result in increased travel time, Current	The majority of my work is on the back road from Roxburgh to the Hydro/state highway turn off as a truck driver. I can use the section over the dam up	Noted - the areas proposed to be lowered would not affect a heavy vehicle, it would very unlikely (and	68



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault	to 15 times a day, so 30 times both ways. The section of road is currently 100kph and should remain that way, trucks have a limit of 90kph. the proposed 60 and 40kph is quite frankly insane, and even the 80 kph in not warranted, The speed limit over the Dam should remain. I bring into question the speed limit on the Dam, my understanding is that it is not council roading, but is in fact owned by "Contact" and is therefore not able to be subject to council input or control. I would like too see more control with Non motorized forms of traffic using these roads, e.g not riding in "packs" or wearing radio headsets listening to music so they don't hear any traffic. millions have been pspent on tracks, USE THEM. once again it is a case of change for changes sake and giving some someone something to do in an office. Yes I am annoyed, and I'm being very polite.	certainly not safe) for a heavy vehicle to be driving 90km/hr through this described area due to the tight and winding nature of that particular section of road. The proposed speed limit reductions in this area align with the self-explaining nature of this section of road. Any delays would be very minor and negligible. No changes are proposed from what was consulted.	
Richard SMITH	In part	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 reduction of speed in Naseby is unjustified. As with most speed issues it is an enforcement issue Naseby main St has exceptionally wide carriage ways leaving plenty of room and if the public used the foot paths instead of walking up the road there would be no issue. the proposed speed reduction will also hamper emergency response in, around and out of the town. Reducing the speed limit on the Ranfurly Naseby road from the 50km to wet gully road is not mentioned but is on the map to be further reduced to 60km there is no need for this. Dansey's pass road home gully to end of seal have we not made it safer by sealing this portion of road yet you want to reduce the speed limit. One new house on George road and one on Dansey's pass	Noted - Naseby to be discussed at the hearings panel. The Danseys Pass bypass being referred to is not Council road reserve but a mixture of private and crown land, the speed needs lowered in the official road reserve area directly in front of the hotel, no changes from consultation recommended. Goff Road is a highway intersection, this feedback to be passed onto Waka Kotahi.	69



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>road I don't believe are justification for this there has only been one accident on this stretch of road in the last five years and that was due to drunk driving not the road.</p> <p>Danseys Pass Hotel was the by pass not meant to be developed by the hotel owner several owners ago 30km past the hotel makes sense due to use of the road carriage way by the hotel.</p> <p>Goff Road if you want to make this one safer put a compulsory stop at the west end. this has been an accident hot spot for years. it had an up grade and got some street lights a couple of years ago as a safety up grade I'm not sure why as all the accidents have been during daylight hours a complete waste of money in my eyes. to make this corner safer the corner of the paddock on the south east side needs to be lowered to allow complete vision for those pulling out on to SH85 Ranfurly Wedderburn road. At a time in this country's history when we have severe labor shortage i would like you to be mindful of the loss of production due to lower speed limits, remember cars have never had more intelligence or been safer and perhaps next time before you embark on such a mission some should ring the towies local to the areas and they will be able to tell you the danger spots that are repeat offenders or whether the driver just had a bad day .</p>		
Barrie WILLS	Yes	Will result in safer roads around where we live and work, Will give a consistent speed message	As the immediate past Chair of the Roothing Cttee, I note most of these changes affect urban or near urban (lifestyle) access roads, and I note many of the requested changes have come from the local communities. As such I am supportive of those	Noted - state highways are the responsibility of Waka Kotahi and this feedback will be passed on. Any new speed limit signage is installed in a consistent and compliant manner	70



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		where we live and work, Current speed is ok but the road needs to be improved	<p>alterations and in fact believe many of our (local & national) urban speed limits could be reduced below 50km/hr in the interests of safety. One plea however: try to standardise speed signage where rural roads enter built up areas. This applies to both NZTA/state highways & local feeder roads. At present there is little consistency which must be very confusing for new drivers, tourists and other drivers alike - I would favour 100>60>40km/hr into urban areas or, if urban speeds dont change 100>70>50km/hr. I have discussed with Stu Duncan & we seem to be in agreement with most of these points.</p> <p>A couple of other issues peripheral to this submission: State highways are a ruddy mess, especially now with more and bigger trucks (extra axles) on them. SH8, 85 & 6 are in poor shape with patches on patches, broken edges, rough & uneven surfaces, in fact they are plain dangerous in some places. NZTA and their contractors need to be held to account via the Regional Transport Cttee meetings & directly from TLA's. We've skimped on road upgrades for years, as we have with bridging (what happened to that program????), and now it is coming back to bite us.</p> <p>And finally: please acknowledge this (and other) submissions where possible. While this survey doesnt specifically request a contact (mine is bjwills2@slingshot.co.nz), I have previously submitted to both the Spatial Plan and Naseby Dark Skies, absolutely no feedback from council at</p>	according to Waka Kotahi road signage guidelines.	



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			all (until I chased them up) and staff have lost consent documents deposited at the front desk on Feb 8th. Again I chased Building up recently, they've apparently never seen the documents, and now another week has now passed without further response. Council seems to be a big black hole sucking information in with barely any reciprocation. Regards Dr Barrie Wills		
Jacob Reid	In part	Current speed is ok but the road needs to be improved	Roxburgh east rd does there really need to be 3 speed changes in such a short space. I understand I reduce by the dam down to 80 but down to 40 seems excessive and the 80 should start from the dam until the river track dips away from the rd	Noted - lowering to 40km/hr over the dam is appropriate given the nature of the roadway alignment through that area. No change recommended to consulted speed limits.	71
Joshua Murray	In part	Current speed is ok but drivers are at fault		N/A	72
Paula Ryan	In part	Speed reduction will result in increased travel time, Current speed is ok but drivers are at fault		N/A	73
Phil Thomson	No	Current speed is ok but drivers are at fault	Currently the speed limit within Naseby is 50kph. It seems the proposal is for a blanket 40Kph speed limit for all of Naseby. Why is this? If the 50Kph limit cannot be enforced how are we going to enforce 40Kph limit? I believe a speed survey in Derwent Street, Naseby carried out 2 years found 98% compliance with the current 50Kph speed limit. If it's not broken leave it alone please.	Noted - Naseby to be discussed at the hearings panel.	74



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Andrew McNeill	Yes	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work	Stonwell Drive Cromwell should be put down to 30km or 40km they can get up to speeds of 80km	Noted - recent traffic counting data did not support the view that road users are speeding on Stowell Drive. In fact it showed there was a very high level of compliance. Like any road corridor in the district, there is a traffic counting programme and speeds are continually monitored and assessed.	75
Kat West	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	As well as improving safety, slower speeds will improve traffic flow, improve fuel efficiency and hence reduce fossil fuel use, Reduced fossil fuel use is something we need to do to reduce climate change impacts. Climate change should now be a factor in all decision making.	Noted	76
Lynne Stewart	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Bikers are increasing in numbers and when involved with vehicles , Bikers always damage more. Bikers before, after and going across the Clyde Bridge must have slower vehicles both sides of the bridge for all to cross safely.... a 30 km/hr is well needed here.	Noted	77
Pauleen Gare	No	Current speed is ok but the road needs to be improved	I do NOT support the proposal as it will create more of a danger with confusion, with the differing speed limits. Keep it simple!!	Noted - The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety	78



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
				as identified through the technical speed limit review process.	
Simon Park	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	Reduced speeds are OK but need to be extended to adjacent sections of road due to busier mix of vehicles and rural subdivision. I support the 80 kph limits for Springvale Rd (until McArthur), Dunstan Rd, Young Lane and Airport Rd, all reflecting some combination of windy stretches, narrow width, minimal verge, poor sightlines and numerous driveways arising from ongoing rural subdivision. For similar reasons and local consistency, the 80 kph should be extended along Springvale Rd to Letts Gully, Letts Gully Rd itself and McArthur Rd. I commute from McArthur Rd to Alexandra via Letts Gully, alternating between cycle and car. I consider 80 kph is suitable along this route for safety, while retaining reasonable vehicle travel times.	Noted - Springvale Road between McArthur Road and Letts Gully is not a road environment that is likely to achieve an appropriate level of compliance at 80km/hr due to its sealed, straight and very rural nature - however, Letts Gully Road has been reviewed and has technical merit to be lowered. To be discussed at the hearings panel.	79
Bill Whitaker	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Earnsclough Road where proposed for 80kms has a lot of new subdivisions, with heavy traffic to Road Metals travelling too fast for safety	Noted	80
Steve Mcfadgen	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will	state hiway 8 fruitlands/Roxburgh rd speed limit is 100kmh past and around slaughter house creek bridge out past the big cherry, this needs to be reduced to 80kmh, as on a regular bases all you can hear is car and truck horns as cars pull into the	Commentary relates to Waka Kotahi controlled state highway. Feedback will be passed on and is irrelevant to Councils local road speed limit review.	81



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		give a consistent speed message where we live and work, Current speed is ok but the road needs to be improved	100km zone just after the bridge, there has been a number of good accidents at this point, couple of years back 3 car crash and the next day two truck and trailer units narrowly avoided a head on, this has been mentioned to transit numerous times.		
Greg Bodeker	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	Results in greenhouse gas emissions reductions	Noted	82
Rachael Baxter	In part		<p>Could the section of Manuherekia road from the present 50km sign be extended to incorporate the Gilligans Gully road intersection for the safety of young children biking and walking into town.</p> <p>Could all of Gilligans Gully road be rezoned as 50kmph or at least the bottom section.</p> <p>A number of families with children live on this road and like to bike or walk to school. 70kph is not appropriate because</p> <ul style="list-style-type: none"> * The road is narrow with corners and blind crests * The road edge is inconsistent and when cars pass they have to get partially off the road to safely do this * There are a lot more residents using this road now and this road is also the access for the town water supply so is also used by vehicles servicing the reservoir * It is becoming part of a popular loop walk with the Boothill track so is being used by pedestrians more as well as our children 	Commentary on Manuherekia Road relates to Waka Kotahi controlled state highway. Feedback here will be passed on and is irrelevant to Councils local road speed limit review. Gilligans Gully Road was not identified as part of the technical speed limit review, there was no public feedback relating to this area and there is no known crash history which would also trigger a review.	83



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Ann Rodgers	In part		Too many options - support some but not others and depends on the site	Noted - without specific concerns listed cannot answer comprehensively.	84
Owen Calvert	No		<p>The proposed speed of 80kph is still too high</p> <p>Felton Road Felton Road as seen a massive increase in traffic in recent years. The planned extension of the bike trail to Gibbston will see a further increase of cars, bikes and bike tour operators with vans and trailers.</p> <p>There are currently about 40 gateways on the 3km stretch, many of which are commercial with associated traffic volumes such as Mt Difficulty winery, and restaurant the cherry packing house and and viticultural contractor depot</p> <p>There are two cycle crossings</p> <p>The DoC Slucings walkway is very popular and the carpark often has 20 plus vehicles there at one time.</p> <p>Felton Road is mixed use with walkers and runners, cyclists, cars , traffic, farm equipment, delivery trucks camper vans.</p> <p>There are some exits that have blind spots</p> <p>60kph would be more appropriate</p>	Noted - Felton Road could not be lowered below the proposed 80km/hr speed limit as it is a rural road and a 60km/hr speed limit is more appropriate where there is more intensified rural development than is currently present on Felton Road. The new cycle trail is a separate trail away from and off Felton Road itself. As development occurs, this area will be reviewed in future for any appropriate opportunity to lower the speed limit.	85
Kim Hollebon	Yes	Will result in safer roads around where we live and work	<p>Cambrian road .</p> <p>The speed limit on Cambrian road is currently 100km , I have been asking to have this reduced for several years and they said they would look into it this time round.</p> <p>There is no mention of Cambrian road in this change.</p> <p>It is very dangerous at this speed the road has got busier and busier, with vans ,buses, tractors and</p>	Noted - this corridor has since been reviewed and has technical merit to be lowered to 40km/hr along the Cambrians village. To be discussed at the hearings panel.	86



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>cars.</p> <p>Our son bikes to the school bus stop and back every school day and it's very dangerous.</p> <p>There is horses, dogs and people that use this road as well.</p> <p>Alot of people also bike on the road and I know of a few people that have fallen off while trying to get out of the way of traffic.</p> <p>Please consider this road for a speed change. 40 km .</p> <p>Thank you</p>		
Richard Davidson	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	<p>Extend Earnsclough Road 50KPH Zone further South to Picnic Gully/Hawksburn road, then add a 70KPH speed transition zone southwards for another few hundred metres, maybe down to the Substation Transformer or further.</p> <p>Earnsclough Road from the Clyde Bridge heading South towards Conroys Road.</p> <p>The proposal is to extend the current 50Kph Zone to 20m South of Paulin Road.</p> <p>We signed a petition some time back to have this section of Earnsclough Road to have a speed limit from the existing 50kph/100Kph sign at the top of the Hill above the Bridge to be extended South to Picnic Gully/Hawksburn Road.</p> <p>The proposal as put forward has ignored our petition and will therefore not provide a safe speed limit as we requested. With the expected addition to the Picnic Creek Subdivision to include the land on the Western side of Earnsclough Road in the near future, we believe that this gives even more reason for our original proposal in the petition to</p>	<p>Noted - the reason the proposed location was chosen was due to a relatively low level of development at present from the Hawksburn intersection to the Picnic Creek subdivision - therefore not creating a self explaining enough road corridor for 50km/hr to achieve compliance.</p> <p>There will be advanced warning signage located at the described area which should alleviate some concerns, and when development does occur the limit here is likely to be reviewed and extended as such.</p>	87



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			be enacted. There are children walking and riding bikes on this stretch of road on a daily basis and with the traffic using this road increasing all the time, it makes a whole lot of sense to extend the speed limit to cover the area we suggested. In addition, may we suggest to add a further limitation from Picnic Gully/Hawksburn Road south for some distance, maybe a few hundred metres, to 70KPH, so there is a transition zone for traffic to decelerate in when heading north towards the Clyde Bridge, and entering the extended 50KPH zone that we are requesting.		
Bill Dixon	In part		<p>I don't agree that Naseby town ship has been targeted for a reduction in reduced speed limit.</p> <p>Naseby township. There is no justification to reduce the speed limit within the town. It is implied that the increase in pedestrian and cycling traffic is a reason to reduce the speed.</p> <p>All road users including cyclist are subject to following road rules. They too need to learn to share the road.</p> <p>Some people who come for the biking opportunities in Naseby seem to think that road rules don't apply in Naseby and are pushing to reduce the road speed limit.</p> <p>Cyclist need to obey the road rules and wear a helmet - as they have to in their home town.</p> <p>They say it's a great place to teach children to ride</p>	Noted - Naseby speed limits to be discussed at the hearings panel.	88



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>a bike.</p> <p>Teach them to ride on the tennis courts, the recreation ground, in the forest tracks.</p> <p>Sure, once kids know and can demonstrate they know the road rules, are confident riders and not wobbling from side to side on the road let them ride on the road, but not before</p> <p>Traffic speed counters proved there wasn't a speeding issue in Naseby so again why try to fix what is not an issue.</p> <p>As for pedestrians, what part of you don't string out across the total width of the road don't they understand. Try doing that in their home town and see what would happen to them.</p> <p>It's about personal responsibility and common sense.</p> <p>How ridiculous is it that crib owners and holiday makers can dictate and demand a reduction in traffic speed to suit their desire to spend time in a place where they want to ignore road rules.</p> <p>Has there been multiple accidents within the township - no there has not.</p> <p>Who pays for the cost of the new signage?? I sure as heck don't want my rates wasted on changing signage. 😞</p> <p>Naseby is a special place, but not special enough to</p>		



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			have a speed reduction that no other town in Central Otago is being subjected to.		
Kerry Amyes	In part	Will result in safer roads around where we live and work	Earnsclough Road (Clyde end). I support the extending of the 50 km/h speed limit past Picnic Creek, but this does not go far enough along the road. To go from 50 km/h straight to 100 km/h just past the entrance to Picnic Creek will cause noise through drivers suddenly putting their foot down and create a danger where impatient drivers will be wanting to overtake anyone pulling into the sub division. Over the years a child and a dog have both been killed on this road, in the same area, further past Picnic Creek on the next bend, but you are not lowering the limit for this area where the road bends and is on a slight rise making visibility tricky? I was told that 80 km/h was unsuitable for Earnsclough Road because it was a long road, but I now see you are making Dunstan Road 80 km/h, is that not a very similar road??	Noted - the reason the proposed location was chosen was due to a relatively low level of development at present from the Hawksburn intersection to the Picnic Creek subdivision - therefore not creating a self explaining enough road corridor for 50km/hr to achieve compliance. There will be advanced warning signage located at the described area which should alleviate some concerns, and when development does occur the limit here is likely to be reviewed and extended as such. Dunstan Road differs from the straight section of Earnsclough Road due to it having more intensified development and its number of accessways.	89
Brian Kirk Appendix 4	Yes	Will result in safer roads around where we live and work	I would like to see some changes to Highway 6 on the Queenstown side of Cromwell.	Commentary relates to Waka Kotahi controlled state highway. Feedback will be passed on and is irrelevant to Councils local road speed limit review.	90
Joyce Jubb	In part	Will result in safer roads around where we live and work	Why has Bannockburn Rd between Pearson Road and the Cromwell Boundary, NOT been included in the Speed limit reduction to 80kms. There are residences and driveways along the length of the road. The Polytechnic is also on this stretch of road. It seems ridiculous to have a reduced speed along Sandflat, Pearson, Cemetery and in Bannockburn and yet motorists can I open up their	Noted - this is to be discussed at the hearings panel	91



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			speed between Bannockburn and Cromwell and they do. Unhappy resident of Bannockburn Rd.		
Karen Johnson	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Yes Springvale speed limit should be reduced to 80km per hour as proposed to protect the residents of this area including school children, bikers, walkers and to better protect residents entering or exiting their properties.	Noted	92
Tracy Richmond	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity		N/A	93
Christine Rasmussen	Yes	Will result in safer roads around where we live and work	I feel McArthur Road should be reduced to 80km as the number of hidden driveways has increased, along with the stock trucks going along there increases the chance of a crash. The stock trucks do not go slow along there.	Noted - 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.	94
Wendy Gunn	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will	I wish to discuss Plan No. CODCSL - 8 Millers Flat From your proposed 50 km/h North of Oven Hill Rd (on Teviot Rd) proceeding along Teviot Rd to the North, there is a short straight stretch of approx	Noted - as the curve is already signed with a curve advisory speed limit, it would not be recommended to extend the speed limit out past this area, mainly because of the rural	95



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		give a consistent speed message where we live and work	<p>480m. Then there is a very dangerous corner - sign recommends 65km/h.</p> <p>On it's East side this corner hosts the Clutha Gold Cycle track directly adjacent to the road and entrance to a burgeoning accommodation provider and the working sheds of a large farm.</p> <p>On it's West side this corner is the access to another farm with very heavy vehicle movement. This corner is also part of an approx 1 km stretch of road hosting 40 lamp posts. Any form of collision cannot fail to hit at least one.</p> <p>. The corner is blind and the approach from the North is an incline. I have frequently observed traffic crossing the centreline as they speed up onto the flat part.</p> <p>There is no recommendation sign to take the corner at 65km/h from this direction.</p> <p>I strongly suggest you lower the speed limit from your intended 50km/h cessation along to the Greenwaste to 60km/h or failing that to 80km/h. There are many truck and trailer units using this stretch of road, along with locals slowly transporting their greenwaste.</p> <p>This stretch of road is the logical road to service extensions to Millers Flat Township so it would also be forward thinking to lower the speed limit on this stretch of Teviot Rd.</p> <p>Thank you</p> <p>Wendy Gunn</p>	environment here and it would be very unlikely to achieve an appropriate level of compliance as a result.	
Paul O'Sullivan	In part	Will result in safer roads around where we live and work, Speed reduction will	I strongly advocate for a speed limit of 30 km on all residential streets of Naseby. (To be clear that would exclude only the main corridors of Derwent st up to the intersection with Avoca St, Oughter St	Noted - to be discussed at hearings panel.	96



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		result in increased travel time, Current speed is ok but the road needs to be improved	and Channel rd beyond the Curling rinc, where 50kmh would be reasonable, allowing commuters to pass through the town at a reasonable speed should they wish to). The overwhelming majority of the remaining streets are residential or recreational in function and access, with minimal or no footpaths. Most are narrow with limited forward visibility and high levels of on street parking. There is no reason for any driver to be travelling faster than 30 km/h along these roads. Irrespective of the outcomes of this proposal, more speed limit signs are needed in and surrounding the town. If a digital speed display was an option , this would be particularly effective at the transition between speed zones.		
Lucy Thomson	In part	Will reduce crashes and crash severity, Will give a consistent speed message where we live and work, Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault		N/A	97
Thomas Brown	No		Will these changes actually make a difference and to what from what? I see no gains to be made with this, Huge waste of money for new signs all over the show. Are people on the payroll trying to look like they doing something? Clyde Main street I can agree with but in all reality	Noted - The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The	98



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			when can you actually drive up that street more than 30ks anyway?	proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process.	
Shona Harrison	No		<p>Naseby is a seasonal Holiday Township, there is no benefit to any of the permanent residence reducing the speed limit within the town and outskirts of the Town</p> <p>I strongly disagree with the speed change on all of the Naseby Roads.</p> <p>People come to Naseby for Holiday's which is great, however the majority that come here consider there are no laws to follow in Naseby as it is a quiet rural township, therefore by reducing the speed limit there will be even less caution on the Roads, the Road is not a footpath but people that come to Naseby do not respect this.</p> <p>Reducing the Speed from 50kmph to 40kmph within the Naseby town will have no impact on safety, people already walk in the middle of the Road pushing prams/young children on push bikes/dogs off leash/ cycle round town not wearing Bike Helmets/cyclists cycle four abreast on the Road and on some occasion's do not move off the Road in order for you to pass them safely in your car, all of these points are a "holiday makers" culture in Naseby.</p> <p>Who is going to police the new proposed Speed</p>	Noted - to be discussed at the hearings panel. It is well documented internationally that lower speeds cause less harm in accident situations, so the move from 50 to 40 is justified in that respect. Council do not enforce the speed limits, the Police enforce them. The cost for the associated speed signage proposed in Naseby is minor.	99



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>limit?</p> <p>The current Speed limit isn't policed.</p> <p>People riding push bikes round Naseby without Bike Helmets, no one polices this.</p> <p>People walking their Dogs off leash fouling the footpaths and Public area, no one Polices this.</p> <p>The majority of AirBnB properties do not hold council consent for this service, no one polices this.</p> <p>There is more important issues that the Council can put money towards within Naseby than reducing the current speed limit, couple of examples:</p> <ol style="list-style-type: none"> 1. Tidying up the footpaths and tarmac them so they're safer to walk on 2. Put in cycle lane's through Naseby town 3. Police the current CODC policies of speed limits and by laws within the town before introducing new policies which carry cost to Rate payers 4. Increase signage display for current speed limit 5. Have a speed reader on the side of the Road at main entry points into Naseby to make people aware of their speed 		
Carol Thompson	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Bannockburn Road from Pearson Road to Bannockburn Township, and Felton Road, should be 60kph because 80kph is still too fast when there are vehicles and bikes entering and exiting the parking areas either side of Bannockburn Bridge.	Noted - to be discussed at the hearings panel	100



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Troy Anderson	Yes		Could we review/reduce the speed limit on the Omakau-Ida valley road between Omakau and Ophir. A large number of cyclists and pedestrians some with young children use this section along with large stock trucks and Milk tankers Traveling at 100k in close proximity it seems pretty dangerous .There is a cycle lane to one side but its only separated by some plastic markers which seem to be regularly broken by the heavy traffic	Noted - no changes were proposed in this location due to the rural nature of this stretch of road, the lack of development and the straight/sealed/good visibility nature of this road corridor. A reduced speed is unlikely to achieve an appropriate level of compliance and there is a separate bike/walking path marked and constructed on one side of the roadway.	101
Kelsey Gare	In part	Current speed is ok but the road needs to be improved	The Springvale road and Galloway speed limits should remain at 100	Noted - no changes are proposed from what has been consulted to date.	102
Roger Browne	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Fully agree to changes proposed for Conroys Road, Earnscleugh Road (part of) and Chapman Road.	Noted	103
Marie Gordon	In part	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work, Current speed is ok but drivers are at fault	Support the speed change proposed on Teviot from Millers Flat township to Oven Hill Road. Support the speed change proposed in the Lake Roxburgh Village map. Both changes would make the road space safer for the number of cyclists using this area to connect to trails. My observation would be cyclists are generally looking for trail ends/beginnings and at the scenery in those locations meaning they are distracted and require more driver consideration of	Noted. The reason the 80km/hr limit was not extended to Roxburgh East Road was due to the straight, mostly flat with good visibility and rural (lack of development) nature of this road corridor. An 80km/hr speed limit in this area was not likely to achieve an appropriate level of compliance. The proposed changes align well with the self-explaining nature of these roads.	104



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>their speed/amount of space they are using in the road, and their unfamiliarity with the area. In addition, the roads are narrow and therefore don't comfortably accommodate overtaking manoeuvres with good visibility, particularly around the dam.</p> <p>Do not support proposed variation in speed zones on Teviot Road and Roxburgh East Road. Advocate for the speed limit between Oven Hill Road and the Proposed 60 kph limit at the Roxburgh Dam to be a continuous 80kph zone. The road is well used by large trucks and truck/trailer units servicing the growing sectors. There is little room for error between oncoming vehicles.</p> <p>The key issue that reducing the speed limit along this entire route would help address is the frequency of near misses and evasive actions from drivers. I have regularly (in summer at least twice a week) witnessed such events in the last three years - between pedestrians and vehicles, and cyclists and vehicles. During the summer there are people who walk to and from Roxburgh on and alongside the road, particularly in the evening. There is not much space to save yourself between the seal and the fence when a vehicle of any size drives past you at 100kph.</p> <p>Vehicles travelling at a reduced speed would also make the movement of animals or slow vehicles like tractors on this route safer.</p>		
Hazel Harrison	No	Current speed is ok but the road needs to be improved	During the holiday periods visitors walk on the street, frequently with children and unleashed dogs, night and day. Often they are reluctant to move off the road for a vehicle.	Noted - Naseby is to be discussed at the hearings panel	105



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>No Naseby street is one vehicle wide, all are a reasonable width.</p> <p>Children ranging from very young with trainer wheels upwards ride on the streets, often without a helmet on. Adults also are shy of wearing a helmet and regularly have an unleashed dog accompanying them.</p> <p>The above contravene road rules therefore why should the speed limit be reduced to allow them further freedom on the road.</p> <p>Approx. 75% of the year the streets are empty with no visitors - why restrict the local drivers to a permanent lower speed limit?</p> <p>50kph is not a compulsory speed, any intelligent driver will reduce their speed to the conditions so why change it for the sake of changing</p> <p>The streets of Naseby have long been viewed by many holiday home owners as a quiet place and therefore they can treat them different to their home town. One such person has been noted stating 'We taught our children on the streets of Naseby to ride a bike and I intend to teach my grandchildren the same way.'</p> <p>Perhaps the CODC would consider taking the example of the Dunedin City Council and put in cycle lanes and at the same time reducing parking spaces. I am sure the elderly, who call it home, will be only too pleased to bike everywhere.</p>		
Natalie Franklin	Yes	Will result in safer roads around where we live and work, Will reduce crashes and	Bannockburn Road: although a straight road, as a user, I see too many using this stretch of road to speed. This road should be included for reduction in speed to at least 80kms.	Noted - the Bannockburn Road straight is to be discussed at the hearings panel	106



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		crash severity, Will give a consistent speed message where we live and work	Bannockburn Road in the village is also of concern, where heavy and other traffic has increased 10 fold in the past 5 years. Car parking - side of road is inadequate with cars parking on the footpaths making walking difficult at times. Although this stretch of road is 50km and there is a speed reminder after the bridge going up the hill towards Felton Road and the village, there is nothing to slow traffic coming down the hill from Hall Road. As a regular walker / biker I'm convinced there will be a serious crash before long. Walking along the path can be a frightening experience with trucks and cars speeding down the hill. I recommend this part of the road has a speed limit of 40kms, which may at best reduce the traffic to 50kms. Natalie Franklin.		
Niall Watson	Yes	Will result in safer roads around where we live and work	80 kph is appropriate for Pearson and Bannockburn Roads. Speed limit through Bannockburn township should be reduced to 40 kph because road is narrow and there is increasing roadside parking despite the narrow road shoulders.	Noted	107
Sharleen Stirling	In part	Will result in safer roads around where we live and work, Speed reduction will result in increased travel time, Current speed is ok but drivers are at fault	Don't agree with the following changes- leave them as is, or show us the crash rate on these roads that explain the need for slower speeds *rom 1130m from Chicago Street intersection to Springvale Road- don't agree with this Galloway Road *Conroys Road from Earnsclough Road intersection to 730m South of Earnsclough Road intersection *Conroys RoadFrom 730m South of Earnsclough	Noted - Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-	108



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			*Conroys Road From 400m South of Earnsclough Road intersection *Chapman Road *McGregor Road *Coates Road From Airport Road intersection to Dunstan Road intersection *Coates Road From Dunstan Road intersection to end of road (Airport) *Fache Street From Naylor Street to 40m North East of Newcastle Street intersection *Teviot Road From 100m North of Oven Hill Road to 200m South of Oven Hill Road	residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process. Changing speed limits before accidents happen is not an inappropriate approach, especially where opportunities have arisen through the technical review process.	
Ethan Knights	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Current speed is ok but drivers are at fault	The road outside Dunstan High School needs to have it's speed limit lowered or more awareness of start and end of school so that people aren't driving as fast when kids are leaving or coming to school	Noted - this area is being dealt with as part of the school speed zone reviews that will be happening in the near future.	109
Ben Wilden	In part	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved	I would suggest that dangerous driving isnt going to be solved by changing the speed limits. If people speed, and drive recklessly, which is often the situation, changing a speed limit to address an issue caused by someone who doesnt follow the rules anyway isnt going to change anything. I would say as there are more cyclists taking advantage of the new trails, we need to perhaps address this. I note Pisa Moorings still has no change to posted speed limits (50km) on roads with no footpaths and	Noted - The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process. Pisa Moorings was designed as a rural-	110



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			lots of children playing. This situation is a ticking time bomb. I struggle to see why we dont just start with some low hanging fruit vs this approach.	residential (non-urban) subdivision with no original plans for footpaths.	
Beth Connell	In part		<p>Current speeds are mostly OK. Improving/providing footpaths to move pedestrians off the roads in towns/urban areas would be a better spend of money.</p> <p>Specific to Naseby</p> <p>1) There is a current 30km zone omitted from the map, at the top of Swimming Dam Road. This should remain at 30km. At busy times speeds are unlikely to increase much above 20km as this area does become congested with visitors to the Dam.</p> <p>2) The main roads in Naseby (Derwent Street and Oughter Streets) should remain at 50km.</p> <p>3) It is very unusual for people to drive around any other roads in Naseby at speeds over 40km, due to their winding nature, cars parked on sides of roads and pedestrians in the middle of the road.</p> <p>4) On rare occasions, a 'boy racer' type car races around Naseby - up Swimming Dam road and evasive action had to be taken by another road user and pedestrians - but this type of behaviour, by this type of motorist, is not going to be stopped by reducing speed limits and putting up signs.</p> <p>5) How would the speed limit enforcements happen? Enforcement of so many other bylaws and regulations don't currently happen in Naseby.</p> <p>For example:</p> <p>* Naseby often has cars parked incorrectly, parked facing the wrong way and on either side of the</p>	<p>Noted - Naseby to be discussed at the hearings panel. The lower the speed, the less the harm - the changes are proposed due to the nature of Naseby - as noted there are not many footpaths for example. The costs for signage for the proposed changes in Naseby is minor. Enforcement is by the Police.</p>	111



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>road making it hard to get past. (Often at the bottom of Carron Street).</p> <p>* Pedestrians often walk, several abreast, along the middle of Derwent Street and expect cars to go around them, rather than move to the side of the road and walk facing the direction of travel. It would be better to put pavements on the side of the road for pedestrian safety - especially on Derwent and Oughter Streets.</p> <p>* There are many commercial holiday houses operating in Naseby that do not have Traveller accommodation consent or are operating in excess of their consent's 'number of guest's' limits</p> <p>* There are many caravans set up semi permanently on sections along Broom Street - looks like a shanty town</p> <p>* So many dogs are allowed off lead in the town and their waste is not picked up</p> <p>* Many visitors to the town do not wear bike helmets when cycling around</p> <p>* No one checks to see if wood burning spas/outdoor fire pits are being used during fire ban season or within the restricted area of the Forest Recreation Area</p> <p>* Some visitors to the town think it is acceptable for young children to learn to ride their bikes down the main streets in Naseby.</p> <p>I don't think that amending the speed limits on Naseby roads is necessary. Use the money instead to install footpaths for pedestrians to walk safely on. Educate (give jaywalking tickets) to those that hold up traffic flow by walking or cycling down the</p>		



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			middle of the roads. Install interactive traffic speed signs that will indicate a car's speed as they enter the town at Derwent Street and from Dansey's Pass Road. Those work really well in Ophir and Oturehua.		
Barbara Withington	Yes	Will result in safer roads around where we live and work	Extension of speed reduction on north end of Millers Flat, will hopefully mean vehicles have slowed before they reach the school instead of just buttoning off to slow. 80km at top end of Teviot Road better for those who do not know the road and its tricky corners.	Noted	112
Kris Robb	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Earnsclough Road from Clyde Bridge to Hanning Road: I believe that the 50km/h zone which is proposed from Paulin Road to just short of the Clyde Bridge should be extended to start/end at Hawksburn Road. Further more I think that a 80km/h zone should be implemented between Hawksburn Road and Fraser Road. Reasons for the Change: 1. Most of this area of Earnsclough is within the Clyde School zone, but not entitled to bus transport. There is no formed walkway or cycle way on the side of the road so a reduced speed limit would make it substantially safer for children to walk or Bike to School. 2. Earnsclough rd/conroys road is currently used by a large number of vehicles as a by pass by traffic that is traveling between Dunedin/ Invercargill and Queenstown/Wānaka. This traffic generally travels at excessive speeds who drive in an aggressive manner, making dangerous passing monuvers	Noted - the reason the proposed location was chosen was due to a relatively low level of development at present from the Hawksburn intersection to the Picnic Creek subdivision - therefore not creating a self explaining enough road corridor for 50km/hr to achieve compliance. There will be advanced warning signage located at the described area which should alleviate some concerns, and when development does eventually occur the limit here is likely to be reviewed and extended as such.	113



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>when encountering slower traffic. An added reduction in speed would act as a deterrent to this traffic on these roads and perhaps encourage them to drive through Alexandra and make a refreshment stop.</p> <p>3. The area between Paulin Road and Hawksburn Road is a dangerous stretch of road to change from 50-100km/h. The road comes to a brow at Hawksburn road with a fading left hand bend in the road. I think that some vehicles will accelerate aggressively on this stretch of road and make dangerous passing monouvers</p> <p>4. The parcel of land on Earnsclough Road from Paulin Road and Hawksburn Road currently in Orchard is zoned rural/residential. The is potential for residential sub division here and therefore a greater population density. Moving the 50km/h to Hawksburn road and a 80km/h transition between Hawksburn and Hanning road would future proof for future developments</p>		
Neil Jordan	No	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved	These roads are not dangerous and if this is about cyclists they should be using the many trails that are free for them use	Noted - The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process. The speed	114



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
				limit review process does not solely focus on cyclists, but all road users.	
Caroline Bartlett	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	It is great to see Ophir Bridge Road's speed being reduced. There are a lot more cyclists in the area as well as a number of properties tucked away on blind corners. Some people absolutely fly along that stretch of road and it can be pretty scary at times! It used to be gravel and you couldn't speed along it so it'll be nice to see the speed lowered on that section (and it isn't a long section of road so very little travel time will be lost).	Noted	115
Judy Trainer	Yes	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work	Strongly agree with the proposed speed limit on the Ophir Bridge Road. I didn't understand the meaning of 'the southern end' and as a daily user of the road I am hoping it incorporates the full road from state Highway 85 to the township of Ophir.	Noted	116
Peter Morrison	In part	Current speed is ok but the road needs to be improved	The Galloway and Crawford Hills road don't need to be 80 kph, as there are long stretches on it without any driveways or side roads, and visibility is good on these two roads.	Noted - to be discussed at the hearings panel. Galloway straight and Crawford Hills Roads could remain at 100km/hr open road speed limit from a technical point of view.	117
AJ Thompson	In part	Will result in safer roads around where we live and work, Current speed is ok but drivers are at fault	I support the road changes except for one in our area. I do not think Bannockburn road into Cromwell needs to be reduced to 80 from 100. As this road has good lines of sight and clear segregation of cyclists and pedestrians with a well defined path. This is a well used road between Bannockburn and Cromwell and should remain 100km. I have never seen an accident or any issues on this road.	Noted - the Bannockburn Road straight is to be discussed at the hearings panel	118



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Logan Bathurst	Yes	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work		N/A	119
Ian Smith	Yes	Will result in safer roads around where we live and work	We have to encourage cycling and walking for climate change, health, recreation and cycle tourism. We will not encourage active transport with the unsafe roads we currently have. We can judge how safe our roads are by the number of cycles that are ridden to our schools.	Noted	120
Jeana Tate-Bell	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	121
Chris Rodgers	In part	Current speed is ok but the road needs to be improved	Richards Beach Road should be 50kph over it's entire length not simply the sealed portion as presently proposed and shown on the map of proposed changes. The road is used by residents on the road and people accessing Richards Beach and the walking bike trail. These are greater in number than the camper vans, caravans and septic tank operators using the first portion of the road. There are now 7 resident families as well as tenanted properties living on the road now and 4 new housing sites all commencing after the seal	Noted - to be discussed at the hearings panel. There is technical merit to extend the existing 50km/hr urban speed limit onto this section of Richards Beach Road.	122



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			ends. The maintenance of the metal road from the end of the seal is poor and ruts easily. The grading only temporarily corrects this. The road is not capable of 100kph which it is presently zoned for and with the reduction of the speed limit to the sealed portion only, this problem is not remedied. Not only should the speed be reduced and unified with the proposed change, it should be sealed.		
Ken McGraw	In part	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work	<p>I believe that a 40 kmh speed limit should be set for Pisa Moorings and Cromwell Township. Such a decision would provide a safer, more enjoyable and relaxing environments accepting the fast changing demograph of Cromwell and outlying communities favoring to use walking and cycling as a lifestyle change and wellness motivator.</p> <p>Additionally, the significant rise in the number of new families with young children choosing to live, work and recreate in Cromwell and surrounding rural communities combined with Council planning/development/delivery of denser residential subdivisions making better use of land available meeting residential desires and needs that are within close walking/cycling/mobility equipment use to town centers, schools and hospitality venues indicates to me that the current 50 kmh speed limits are not now appropriate from a safety or outdoor lifestyle perspective encouraged by the warm climate and stunning environments of Central Otago.</p> <p>For reason of the clear increase in people now</p>	Noted - Pisa Moorings was designed as a rural-residential (non-urban) subdivision with no original plans for footpaths in its earlier stages. At this point in time these roads are not recommended to be reduced. These roads were designed around a 50km/hr speed environment and would likely need physical infrastructure - or, a larger conversation around a shift towards a district wide 40km/hr approach to urban traffic areas. At present, the Wooing Tree and Prospectors Park have been proposed to be 40km/hr as that is what speed environment they were designed for by comparison.	123



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>choosing to walk and cycle as a passive means of transport, fitness and for recreation, I find my experience when driving in those environments to be one of increased vigilance and observation and at slower speeds, hence my desire for a reconsideration of the current speed limit of 50 kmh throughout the Cromwell and Pisa Moorings communities be reduced to 40 kmh.</p> <p>As my residence is located in Wakefield Bay being one of four connected communities that make up the Pisa Moorings area, the Proposed Speed Limit Bylaw 2022 indication to possibly retain the current 50 kmh speed limit as detailed on the Pisa Moorings Map that is of particular relevance to me as a full time resident.</p> <p>The main reasons relating to that relevance are of safety of residents, particularly the large increase in young school aged children, there being no footpaths throughout the original but larger part of the Pisa Moorings residential area, meaning residents, particularly children heading to the school bus pick up area or play areas must walk or cycle on the roads.</p> <p>Additionally, but excluding Wakefield Bay that has no footpaths and Perriam Cove that does have footpaths, many of the roads are narrow, especially the original main Begg Lane/Ferry Lane road that the majority of children and residents walking with dogs, children, prams etc generally use.</p>		



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>For some children residing at the very upper limit of Pisa North area the full distance to the school bus pick up point (located at the Boat Park on the corner of Perriam Place and SH 6) via Begg Lane/Ferry Lane is in the order of 1.6 km or via the new Stratford Drive that does have footpaths at the Southern end of new subdivisions, the distance is 1.4 km.</p> <p>Albeit a lot of the school children are no doubt dropped off at, and picked up from the school bus pick up by parents, I observe considerable numbers of children using the roads to walk or cycle to and from home.</p> <p>For reasons of consistency of speed limits throughout the Cromwell and surrounding rural residential communities, I believe it would be sensible for a 40 kmh speed limit being established across all of those communities.</p> <p>Regarding the Cromwell town speed limit, I have considered that against recent trips to visit friends in Wanaka where I experienced the 40 kmh speed limit that now applies to the township within its boundaries. The 10 kmh reduction for me made the through town driving experience more relaxing making better time for good decisions, courtesy and safety.</p> <p>With Wanaka experiencing similar growth in residential and commercial activity plus summer/winter visitor numbers to that of</p>		



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			Cromwell albeit on a slightly larger scale, I believe the 40 kmh speed limit to be sensible and fit for purpose, I believe Cromwell township would also be a better environment with a 40 kmh speed limit considering the number of new high density residential subdivision activity, increasing numbers of young families and senior citizens that make for a very progressive and excitingly well balanced community into the future.		
Amanda Beaumont Appendix 5	In part		<p>St Bathans speed limits have been overlooked and need addressing.</p> <p>I believe the township of St Bathans has been overlooked. Loop and St Bathans Downs Roads speed limit urgently need addressing. A speed limit of 30 needs to be introduced.</p> <p>The speed limit as it stands is extremely dangerous. It's too fast. The southern descent into the village on St Bathans Loop Road is not only at times congested but visibility is limited when approaching the "y" intersection St Bathans Downs Road. The lower historic (shingle) section of Downs Road in truth is a single lane road and in sections further up toward St Bathans Back Rd.</p> <p>St Bathans is an historic village with visitors often traveling in large campervans along with car and four wheel drive clubs these two roads become a minefield when coupled with pedestrians negotiating the narrow roads all while trying to take a great photo.</p> <p>I have witnessed a near accident once when a driver, who at a guess, was driving to the speed limit narrowly missed hitting a child who was</p>	<p>Noted - this has since been reviewed and there is technical merit in lowering the speed limit through the St Bathans village to 40km/hr. Any lower (30) would require physical infrastructure to alter the speed environment and this is not recommended at this point in time. To be discussed at the hearings panel.</p>	124



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			standing on the side of the road where there is no footpath. Either of whom would not have been breaking the law. St Bathans speed limit of 50 is just too fast for a tourist destination that is only getting busier. Some have sense to drive to the conditions, while others are oblivious that they should.		
Paula Hutton	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Roxburgh East Road. Support the change in speed at large but feel it needs to include more of Roxburgh East Road. The section which has not had its speed limit lowered (from 100m North of Woodhouse Road to 520m South of Nobby Range Road) should be for the following reasons : The School bus stops twice in that straight to pick up children There are 4 more residential properties that access that road from their driveways There are 3 orchards with a very large amount of cars and trucks that access the road Vehicles (particularly motorcycles) already open up to excessive speeds on this stretch and this has been pointed out to the local police officer. Making this the only 100km section would exacerbate this.	Noted - changes not recommended at this point in time. Due to nature of the road, it is not anticipated that section of road is self-explaining enough to meet an appropriate level of compliance if the speed limit was reduced.	125
Gerald Dowling	Yes	Will give a consistent speed message where we live and work	As the town expands the proposals are reasonable, and Naseby roads often are busy.	Noted - to be discussed at the hearings panel	126
Irene Wallace	Yes	Will result in safer roads around where we live and work	Speed limits in the Cromwell Town Centre need to be considered for a reduction particularly Murray Terrace which is the link between the supermarket and the mall, to make it safer for pedestrians.	Noted - the described areas are likely to be addressed in future speed limit reviews in line with possible changes	127



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>However for uniformity you should consider Waenga Drive to Murray Terrace, Murray Terrace and Sargood Road. With the intersections, several driveways, parking at side of roads limiting visibility and a large increase in traffic volume these roads have become hazardous for cyclists and pedestrians. There are no cycle lanes in the town centre.</p> <p>From the CODC Transportation plan - Cromwell Town Centre – Analysis of the future requirements for areawide traffic calming and Intersection improvements at Sargood Road, Murray Terrace and Waenga Drive. With continued growth in Cromwell, monitoring of the performance and safety on this section of the network may result in prioritising minor improvements at these locations. Even the Cromwell Community Plan back in 2008 was concerned about these intersections. "Along some of the main streets in Cromwell itself (eg Barry Avenueand Sargood/Murray Tce corner) it was identified that there needs to be some consideration of the increasing traffic requirements and easing traffic flows at some of these intersections."</p> <p>Reducing the speed limit would be a great start.</p>	associated with the Cromwell Master Plan.	
Veronica Alkema	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message	<p>I fully support the reduction of the speed limit along Ophir Bridge Road from 100kph to 60kph. I live on a property close to the old bridge at 80 Ophir Bridge Road, and along with 4 other properties our driveway entry/exit is on the left (facing the old bridge) and slightly behind a blind corner when travelling away from Ophir. On a number of occasions we have had to take evasive</p>	Noted	128



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		where we live and work	action to avoid a collision whilst turning right across the lanes to head towards Ophir, as cars speed around the corner before slowing down once they see the bridge. This is despite a warning road sign which shows our driveway exit around the bend. As traffic coming over from the Ida tends to use the Ophir 'bypass' as a bit of a time saver, they push the speed to the limit, and more.		
Peter Callaghan	In part	Speed reduction will result in increased travel time, Current speed is ok but drivers are at fault	Inattention to fellow traffic and no anticipation to road /traffic conditions eg phones,GPS devices. Also no courtesy, if you wish to gravel slower and site see then pull over and let other traffic pass. Used to be in the front page of the road code.	Noted - driver behaviour and its related enforcement is the responsibility of the Police.	129
Matt Tipa	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	The current speed limit of 100km from SHW85 to the 50km speed limit which is about 2km has several very tight corners plus the one lane historic bridge and at least six driveways. This road has now become a throughway for traffic traveling through Ophir towards Alexandra. My wife and I have been a home owner on this section of the road for 34 years and the traffic flow has grown significantly. In the last few years there has been a significant number of cyclists which have been using the road as part of the rail trail journey. This section of road is an extremely dangerous section which is only a matter of time before there is a serious accident. We strongly recommend and endorse a speed change to 60kph.	Noted	130
Alzbeta Bouskova	Yes	Will result in safer roads around where we live and work		N/A	131



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Nadine Black	Yes		I often don't feel comfortable doing 100km/h as it doesn't feel appropriate. But if you go slower, you upset the traffic behind you.	Noted	132
Rebecca barrie-king	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	Springvale Road from Youngs Lane to SH8 request the speed limit to drop 60 Km & a no passing. We live on Springvale Road cars especially motorbikes speed up to huge speed at the top to Youngs Lane on Springvale Road until just before the cemetery on Springvale Road. We have lost several animals due to speed & passing, its only a matter of time until person is hurt.	Noted - this section of Springvale Road is unlikely to achieve an appropriate level of compliance at 80km/hr due to its relatively straight, open road, rural nature. It was considered as part of the process but a change here was not deemed appropriate at this point in time. No change recommended from the plans that were consulted.	133
Janet Podham	Yes	Will result in safer roads around where we live and work	I fully support the speed limit of Roxburgh East Road being reduced to 80	Noted	134
Valerie Butcher	Yes	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work	Would really like to see the limit at 60	Noted - without more specific details listed this cannot be responded to.	135
Beverley MacFadgen	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	roading network does need to be improved - very little maintenance has been carried out in Bannockburn area over past 3-5 years. As a family we would like to see the speed limit changed for Hall Road, Bannockburn. Current speed limit is largely ignored by many residents and with growing number of houses being built in the area (with many more planned!) the speed limit needs to be dropped to 40km/hr, and	Noted - agreed. This area of Hall Road will be added to the speed limit changes with an extension of the existing 50km/hr urban speed zone.	136



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Clyde School Board of Trustees	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	enforced ! the occasional visit by a police patrol car would not go astray. Clyde School Board of Trustees note the area of 30km speed limits in the Historic part of Clyde and see that this does not extend as far as Blyth Street and Pyke Street which encircle the school. various members of the school community have noted the increase in traffic along Blyth Street, particularly with current infrastructure works causing diversions, but also from the weight limits in place through the historic part of Clyde. The Board have considered whether this 30km limit should extend along Blyth Street, and see some value in this. However, we would also support the coming legislation which would require a variable speed limit during school times. We would suggest that Blyth and Pyke Streets should have a 30km speed limit 08:30-09:00 and 15:00-15:30 during weekdays, with this speed change supported by electronic signs. The Board would also like to work with the Council to look at the feasibility of a pedestrian crossing, possibly a Kea Crossing, outside the school main entrance on Blyth Street.	Noted - speed zones outside schools are proposed and will be publicly consulted in the near future, including the areas described.	137
Martin McAtear	No	Current speed is ok but the road needs to be improved, Current speed is ok but drivers are at fault		N/A	138
Peter Stevenson	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will	Support 30 km/h in Sunderland St through downtown Clyde	Noted	139



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		give a consistent speed message where we live and work			
Steve Moynihan	Yes	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work	I live on Gair Avenue, Cromwell, and find it has become a major thoroughfare for traffic to/from the industrial area and surrounding residential areas. The traffic starts early in the morning and builds up to about 8am, drops for a short time, then builds up with school traffic. The reverse happens in the afternoon/evening. Gair Ave is a residential area with houses very close to the road. I suggest a lowering of the speed limit to 40 kph to lower the noise a bit, and possibly divert some traffic to McNulty Ave where it should be.	Noted - at this point in time speed limit reductions to this area have not been recommended. To lower the speed limit on Gair Avenue would require significant urban street calming infrastructure to be realistically achieved. Council roading staff can relay speed concerns to local Police who enforce these speed limits.	140
Public Health South Appendix 6	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	Reduced speed limits promote public health & safety.	Supporting document in favour/support of proposed changes noted.	141
Fiona Smith	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	The road between Cromwell Bridge and the intersection (roundabout) to Wanaka and Queenstown needs to be reduced to 50kph as it now runs through the middle of Cromwell	Noted - this section of road is state highway controlled by Waka Kotahi, and is not subject to the proposed changes that have been consulted. This feedback will be passed on.	142
Sampsia Kiuru	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message	Increase the confidence and safety for walkers, cyclist, horse riders and other road users to use roads our community. Less noise as well and reduced speed limits reduced the fuel consumption of vehicles and has direct impact on carbon emissions.	Noted	143



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		where we live and work	Commend CODC for reducing the speed limit on Earnscleugh Road at Clyde end. We advocated on this and this was supported by large group of residents. There are more tamariki walking/biking to Clyde school and this will continue to increase with this positive change. Thank you to all involved.		
Kevin Luff	No		<p>The existing 70kph speed limit from the outskirts of Alexandra to Boundary Road is fine as it is and no change is required. I have never seen any crashes or incidents at all in this area and the transition from open road 100kph limit to 50 kph needs to occur in stages. 100kph straight to 50 kph is likely to create accidents due (due to sudden breaking) rather than fix any perceived issue..</p> <p>When travelling from Clyde to Alexandra it is the section of road from just past the Alexandra Golf Club to the 50kph sign by Boundary Road. This is currently 70 kph and I believe it should remain as it is.</p>	Noted - this section of road is state highway controlled by Waka Kotahi, and is not subject to the proposed changes that have been consulted. This feedback will be passed on.	144
Dave Weatherall	Yes	Current speed is ok but drivers are at fault	<p>Hello, My only road of concern is Roxburgh to Roxburgh East.</p> <p>As well as lowering the speed, the best improvement would be claiming back some of the road reserve the adjacent land owners have fenced off and put in a walk/horse/cycle way.</p> <p>At present a truck passing a cyclist would have to stop if there is an on coming car as there is not enough room.</p> <p>I do not wish to speak at any hearing as I realise this is a separate issue, but would like it to be</p>	Noted	145



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			looked at in the future as it would probably get more use than the Coal Creek flat track beside SH8		
Jennie Robertson	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	No but I think you've missed one. The Clyde-Alexandra Road from Boundary road to the edge of town needs the speed reducing from 70 as kids cross over there to get to the pool, sports grounds, schools, etc.	Noted - this section of road is state highway controlled by Waka Kotahi, and is not subject to the proposed changes that have been consulted. This feedback will be passed on.	146
Kirsten Rogers	Yes	Will result in safer roads around where we live and work		N/A	147
Laurie McDonald	In part		<p>Re Dunstan Road 80km change. We have lived at Rapid number 131 Dunstan Rd for nearly 5 years, i.e. 1310m from Chicago St. The 50kph zone sign is outside our property at about 1325m from Chicago St where it increases to 70kph until the 100kph sign at 1710m from Chicago St. Despite these limits it is very common to see excessive speed above both limits in both directions almost on an hourly basis.</p> <p>The proposed changes increase the speed limit to 80kph at 1130m from Chicago St, effectively increasing the speed limit from 50 to 80 for an additional 200m towards the township, in a high risk area. This appears to be right outside Fulton Hogans main entrance, the site of a high number of vehicle movements, especially very slow moving trucks & truck & trailer units entering & exiting. It also brings the Netball courts car park entrance into an 80kph zone. During winter months when road conditions are at their worst it has a very high volume of traffic most weekends.</p> <p>Given the proposed reduction of Hill View Road to 60kph, the proposed District Plans intent to allow</p>	Noted - given the straight and rural environment of Dunstan Road in the described area, a 50km/hr speed zone would not achieve an appropriate level of compliance. As growth and development occur in future, this would of course be reviewed accordingly. To be discussed at the hearings panel.	148



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			more intensive subdivision along to Hill View Road, & an apparent application to intensively subdivide William Hill Estate at 269 Dunstan road, I would have thought it more sensible to extend the 50 kph zone to at least Hill View Road. That way, traffic might actually be travelling at 50 kph by the time they pass the Netball Court & Fulton Hogans entrances.		
Alison Fitzgerald	In part	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work	I would like the village of St Bathans to be included in a speed restriction please, particularly in the centre of the village outside the Vulcan Hotel. I am very concerned with the speed people do in this particular where there is a lot of pedestrians walking across to the beer garden or the parking area. I would like the current speed to be reduced from 50kms to 30kms please as I believe this will help with the overall safety of those walking in the village.	Noted - this has since been reviewed and there is technical merit in lowering the speed limit through the St Bathans village to 40km/hr. Any lower (30) would require physical infrastructure to alter the speed environment and this is not recommended at this stage.	149
Shari Kay-Smith	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Springvale Road From SH8 to 100m East of McArthur Ridge. As we do support a drop in the speed limit, we would like it dropped even further to 60km, the traffic needs to be slowed right up! At present it is very dangerous for us all concerned in this now built up area with school buses, young children, bikers, walkers, animals, monte chrissto, cemetery, etc., The area is going to continue to grow with more new homes. The road is extremely busy often speeding cars passing and heavy traffic such as Fulton Hogan and other workers not slowing down making it very difficult to get into your own driveway, which is often the case. It 's potential hazzard waiting to	Noted - this area was proposed to be dropped to 80km/hr which aligned well with all the existing curve advisory speed signage that is currently in place through this area (which informs drivers should be travelling lower than 80km/hr already). A further speed reduction on the areas of this length of Springvale Road (where there are no existing curve advisory speed signs) would be unlikely to achieve an appropriate level of compliance at 60km/hr.	150



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			happen. We have a lot of bikers and walkers with their pets, school children on bikes, a survey of how much traffic actually uses the road especially between here and McArthur would indicate the high usage.		
Penny Sinnamon	In part	Will result in safer roads around where we live and work	The road from the Blacks Hotel at the foot of Blacks Hill through Ophir to join the Highway again via Old Bridge Road is used by many to shortcut by bypassing Omakau. I totally agree with the reduction of the speed on this road as many railtrailers who stay in Ophir come to Omakau on this road to look at the historic bridge. My request is that where Old Bridge Road joins the State Highway again be changed from a "Give Way" to a Compulsory Stop". A number of cars that come out of this road don't realise that the vehicle coming from Omakau could be up to the 100k speed limit, and by pulling out onto the highway in front of it - and the steepness of the hill they are turning onto being completely misjudged is an accident waiting to happen.	Noted - this intersection is part of the state highway network controlled by Waka Kotahi. This feedback will be passed on.	151
Ian Stewart	Yes	Will result in safer roads around where we live and work	With many more properties being developed along Letts Gully Rd, the increased use of the road, and the growth of the areas North of the area, (eg: Springvale Rd, McCarthurs Ridge and Golden Roads, one would suggest all of Letts Gully Rd be reduced to 70 or 80kms	Noted - this area has since been reviewed and has technical merit to be lowered - to be discussed at the hearings panel	152
Annetta Cowie	In part	Will result in safer roads around where we live and work	My husband and I have made several submissions over the years for a reduction in the speed limit of the main street of Clyde. Since initially submitting our concerns, the situation has become worse, and some of this is due to the continual roadworks in	Noted - proposed speed limit reductions will address these concerns, along with the proposed physical traffic calming features in the	153



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			the area of the last six months or so, but more so with the increase in cycle users within the area. Another factor which needs to be addressed is the number of vehicles who now use the main street as a shortcut from the Earnsclough area through to Stage Highway 8 at the top of the dam. At times there is a 30 km sign used for roadworks, but at the far end of Clyde, Sunderland Street, the dam end, the sign is 50!!!! Often my husband and I are forced to pull over with the parking on each side of the road, and vehicles travelling through at a speed not conducive to the conditions or the obstacles which appear.	upcoming stages of the Clyde Heritage Precinct that will soon be underway.	
Gary Stewart	In part	Will result in safer roads around where we live and work	We live and work on Ophir Bridge Road, between the bridge and Ophir. We are increasingly concerned about the speed of traffic through this area as we leave and enter our drive, we had a few close calls. A reduction to 60 or even 70kph would be of huge significance.	Noted - this area has been proposed to be lowered to 60km/hr from its current open road speed limit of 100km/hr.	154
Barry Richardson	In part	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work, Current speed is ok but drivers are at fault	In my opinion, enforcement of the PRESENT speed limits would mean that there was NO need to change them! But, I am very much in favour of some specific areas which need a lower limit. These changes are going to be meaningless if the limits are NOT enforced! For example, we live on Boundary Road Alexandra where the speed limit is clearly 50km per hour. Everyone knows this, but often drivers are travelling at double that speed, in spite of the fact that there are many children, older folk and pets there. Yet you could count on one hand the number of times there has been a radar trap on the road in the past 16 years! Speed	Noted - enforcement is the responsibility of the Police, who are involved and consulted on and involved in the review process. The proposed changes have come about to address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase	155



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			restrictions are only a good idea if they are obeyed. That is why I only support the proposed changes in part.	road safety as identified through the technical speed limit review process.	
Taryn Hall	In part	Will result in safer roads around where we live and work	<p>St Bathans Loop Road outside the Vulcan needs to be 15 km/hr or 30 km/hr. People and children constantly cross the road, and cars are often turning and pulling out. It can be very busy on hot summer days. This summer, parking at the lake was six rows deep some days, and all those cars exit opposite the pub. It was very busy, and there were a lot of distractions for drivers and pedestrians.</p> <p>Watching a large tractor barrelling along at 50 km/hr in that environment is terrifying. A small child could easily dart out of the pub, and it would not stand a chance.</p>	Noted - this has since been reviewed and there is technical merit in lowering the speed limit through the St Bathans village to 40km/hr. Any lower (30) would require physical infrastructure to alter the speed environment and this is not recommended at this stage.	156
Steven Gourley	Yes	Will result in safer roads around where we live and work		N/A	157
Loretta Bush	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work		N/A	158
Philip Copland	In part	Speed reduction will result in increased travel time, Current speed is ok but the	<p>SUBMISSION ONE</p> <p>Lowburn Valley road round the Lowburn inlet and the camping area needs to be reduced to 80 km / hr. This speed limit should start from</p>	Noted - submission one relates to state highway controlled by Waka Kotahi, this feedback will be passed on. Submission two this area also	159



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		road needs to be improved	<p>between 45th parallel ie 45 degrees south (near sugarloaf) to about 1.5 km towards Cromwell from the Lowburn boat ramp. This would allow safer turning out of Lowburn Valley road onto the SH6 and also for camper vans and towing vehicles to exit and enter the carpark. (Camping is no longer seasonal but year round.) The Water Parks' location makes this even more important during peak traffic during summer.</p> <p>SUBMISSION TWO</p> <p>The other area of concern is for pedestrians who exit Shortcut road towards Mc Nulty inlet or Cromwell who need to cross the highway towards to GOLF course and Harvest lodge. GOLDEN GATE. 80 km per hour is TOO fast for safe crossing. 50 km/hr would be appropriate. BTW The underpass will NOT ameliorate this as there is no footpath access for Cromwell residents who do not live in Wooing Tree estate.</p>	refers to state highway, although the new underpass currently under construction should alleviate these concerns - as there is suitable areas for other residents to access the footpath network within the Wooing Tree development area.	
Tricia Batkin	In part		<p>St Bathans. The 50k zone is still not safe enough. Cars coming downhill into St Bathans from South are still too fast by hall and Vulcan. It needs a speed bump to ensure slow down. 30k is probably better down to Lake and thereabouts as many pedestrians.</p> <p>I have completed survey re proposed changes St Bathans but have an area of concern not listed Cambrian Rd is currently open road. It has I believe, an 'unofficial' 40k sign at the beginning put be concerned locals. It is a road frequently used by pedestrians, horse riders and children on bikes, in</p>	Noted - this has since been reviewed and there is technical merit in lowering the speed limit through the St Bathans village to 40km/hr. Any lower (30) would require physical infrastructure to alter the speed environment and this is not recommended at this stage. Cambrian Road has also since been reviewed and has technical merit in being reduced to 40km/hr. To be discussed at the hearings panel.	160



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>multitude at holiday time. It is unsealed so very corrugated and dusty...not at all suitable for 100k. As a historic area there are many cruising vehicles and regular small tour buses.</p> <p>A 40k zone would be appropriate for the safety of all.</p> <p>In addition the Loop Rd at the junction with Cambrian is a concern. Turning right from St Bathans there is Very restricted visibility and is an accident waiting to happen. The turn left from the Omakau end is very sharp and slippery in winter for the unwary. The increase in permanent residents has meant far more traffic on Cambrian Rd.</p> <p>In addition, I believe an 80k zone should be imposed on Loop Rd from Menzies gate (on top of the hill before Donald Stewart's Creek) to Kirwoods gate..(last house before Shepherds Flat Rd). In the summer there are two popular swimming holes and local families frequently walk or bike to these. There is little verge in places and no safe crossing areas with the blind spots on the corners. I frequently walk with my grandchildren and it is 'heart in mouth' as cars do not slow down I hope you will consider improvements to this area.</p>		
Pauline Kirwood	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	<p>I would like to see a change of speed from 100 down to 60 or 80</p> <p>At the Loop Road, at Cambrian Corner, where there are new family,s</p> <p>And many holiday makers who cross the road to get to the river.</p>	Noted - no changes are proposed to the Loop Road - however the roading team can assess the intersection and see if there are any improvement opportunities.	161



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			The S bend is very dangerous and you can't see cars coming either way until they are quite close. A slower speed would be much safer.		
Robert Sheldrake-Hewitt	Yes	Will result in safer roads around where we live and work	I would like to see the speed limit reduced between the bridge in Cromwell to the new round about in front of Nichols. Now with 2 roundabouts, a huge amount of bikes using the road to get to the track and the Stocker room and lots of school children(over summer) riding down to swim by the by the bridge, I feel 80ks is to fast as many of the cars and motor bikes are traveling way more than 80ks. I feel that it is time for Cromwell to have signs asking trucks not to use their air brakes at both ends of the town. Now with a large increase in population including the lifestyle village by the new round about we need to do this. As you travel around the south island nearly all towns have these signs. Noise travels across water and the trucks coming through Cromwell after 4am make a hell of a noise. Kindest regards R Sheldrake-Hewitt	Noted - this section of road is state highway controlled by Waka Kotahi, and is not subject to the proposed changes that have been consulted. This feedback will be passed on.	162
David Rowe	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Bannockburn Rd between the proposed 50kph section on the edge of Cromwell and the proposed 80kph section starting at Pearson Rd should also be 80kph, which would making it 80kph all the way from Cromwell to Bannockburn. There are 30-40 property driveway on this section of Bannockburn Road with vehicles regularly entering and exiting these properties, a lower speed limit would make it safer for all road users.	Noted - to be discussed at the hearings panel	163



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Maurice Davies	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Request McArthur Road, Springvale is also reduced to 80km/hr. Many driveways now using this road as more residents locate there.	Noted - proposed speed limit areas were determined as part of the technical speed limit review process and the changes put forward were deemed appropriate for each respected area. No change is proposed to the speed limit maps that were consulted on in this area. 60km/hr on the described sections of Springvale Road are unlikely to achieve an appropriate level of compliance	164
Pauline Copeland	Yes	Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	All around the Murray Tce area should also have reduced speed, for pedestrians and bikers	Noted - this may be addressed in future speed limit reviews in line with possible changes associated with the Cromwell Master Plan.	165
Helen Axby	In part	Will result in safer roads around where we live and work	<p>Please see comment below</p> <p>As residents of Springvale Road, we believe that the speed limit for the area currently proposed to reduce to 80kph should be further reduced to 60kph. We have experience of speeding, accidents and hazardous overtaking on the stretch of road between Young Lane and the highway as the longest straight part of the road. Increasing subdivision and risks for pets and children are ever increasing and overtaking is a particular hazard - when slowing down to enter driveways, for example, is sometimes terrifying. A lower speed limit would further control excessive speed and allow residents to slow down to enter their own drive without drivers following having to brake</p>	Noted - proposed speed limit areas were determined as part of the technical speed limit review process and the changes put forward were deemed appropriate for each respected area. No change is proposed to the speed limit maps that were consulted on in this area. 60km/hr on the described sections of Springvale Road are unlikely to achieve an appropriate level of compliance	166



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			rapidly or risk overtaking while the driver in front of them is slowing to turn right.		
Frances Anderson	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work		N/A	167
John Ryley	In part	Will give a consistent speed message where we live and work, 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	don't think earnsclough road and the main part of dunstan road should be reduced at this time	Noted - proposed speed limit areas were determined as part of the technical speed limit review process and the changes put forward were deemed appropriate for each respected area. No change is proposed to the speed limit maps that were consulted on in this area.	168
St Bathans Area Community Association	In part	Will result in safer roads around where we live and work	Yes we do. The St Bathans Area Community Association would like it to be known that we as a collective of local residents would very much like the speed limit in the St Bathans village to be reduced to 30 kilometres please. This is Loop Road and the area we are concerned with is the stretch of Loop Road that runs through the village, this is currently set at 50 Kms. We feel that 50 KMS is too fast to be driving through the area that is from Cross street intersection with Loop Road to the	Noted - this has since been reviewed and there is technical merit in lowering the speed limit through the St Bathans village to 40km/hr. Any lower (30) would require physical infrastructure to alter the speed environment and this is not recommended at this stage. To be discussed at the hearings panel.	169



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			Downs Road/Loop Road intersection. Most particularly is the area outside the Vulcan Hotel which will have many pedestrians crossing the road to the beer garden or going to the car park. Can you please pass this as part of your speed amendments locally and put up the appropriate signage. Many thanks Alison Fitzgerald SBACA Secretary		
Sarah Wise	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	'Bannockburn Road, From 200m North of Pearson Road intersection to 60m South of Felton Road'. We think this could be 60 ideally in line with the proposed change to Cairnmuir Rd due to the following hazards: At Pearson's Road there is a car park opposite the intersection for tourists/cyclists. From Pearson's Rd going down the hill towards the bridge it is a blind bend. At this bend there is a car park for tourists/cyclists. After the bridge there is a car park for tourists/cyclists opposite the intersection for Cairnmuir Rd. Then there is a steep hill before a blind bend (at the Felton Rd intersection) which continues around and up into Bannockburn itself at which point the '50' zone seems to be quite an abrupt change, and sometimes seems to take drivers by surprise. The '50' zone is at another blind bend at the very busy Bannockburn Pub with pedestrians ambling across the road and many cars parked on the roadside, but also often protruding out in to the road itself.	Noted - to be discussed at the hearings panel.	170
AA Southern Lakes District Council	In part	Will result in safer roads around where	We need would need to see evidence of the current number of crashes and the cause of the	Noted - proposed speed limit areas were determined as part of the	171



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		we live and work, Will give a consistent speed message where we live and work, Speed reduction will result in increased travel time	crash. We are concerned with the travel time increase and we would like to see evidence of traffic counts. Please note to fully support, we would need evidence on a case by case basis of incidents and traffic infringement notices. Dunstan, Pearson, Springvale Roads - lack of evidence for reduction in speed. And we would like to see wider areas considered for a reduction in speed where the population is more dense i.e. infill / subdivided sections.	technical speed limit review process and the changes put forward were deemed appropriate for each respected area. No change is proposed to the speed limit maps that were consulted on in this area. Any future growth areas cannot often easily be identified, these are addressed in future speed limit reviews.	
Jacquie Crawford	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Danseys Pass Road - Ridge Road to Naseby township Needs to have current speed limit (100 kph) lowered for safety of people who live on the road	Noted - proposed changes are in line with concerns	172
James Dicey	In part	Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved	Cairnmuir Road - speed should be 80km/hr. 60k/hr is too slow. No cyclists cross road. Ample opportunity to slow. Pearson Road - straight road, very few residences/entrances, great lines of sight. Limit should be 100km/hr Sandflat Road - straight road, very few residences, great lines of sight. Limit should be 100km/hr	Noted - proposed speed limit areas were determined as part of the technical speed limit review process and the changes put forward were deemed appropriate for each respected area. No change is proposed to the speed limit maps that were consulted on in this area.	173
Milissa Wilkes	Yes	Will result in safer roads around where we live and work, Will reduce crashes and	You have not included Letts Gully road, the limit is 70 then 100, I live at 24 Letts Gully and 95 percent of people drive at 100 in the 70 I have a child and pets that I constantly worry about, I have seen	Noted - this area has since been reviewed and has technical merit to be lowered - to be discussed at the hearings panel	174



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		crash severity, Will give a consistent speed message where we live and work	people drink driving txtng tractors that take up three quarters of the road and the driver txtng, there are more people on bikes now, old ladies on bikes and still traffic whizzing passed , and they do not slow down when passing cyclists, Cyclists have tripled in the past year, the only time it was safe to push bike with my 11year old daughter was in lockdown when there was no traffic, I have to wait for traffic to pass just so I can check my mailbox, it's outrageous, there are more families with children now up the whole road of Letts Gully permanently living here, not holiday homes like 10 years ago, why have you not added this on your list, this is not fair, I have lived here for nearly 7 years and it is getting worse, I have customers always complaining to me that they are scared of parking in my driveway as the traffic is always going at 100 kms not 70. A elderly gentleman knocked off his bike, animals being hit, what's next, is it the old way that someone has to be killed for change??? Can you please look into this road before it is too late, more people are walking more people walking dogs more people cycling and more people speeding , then you have a speed change from 70 to 100 a 100 meters away from a main road turn off, it's a complete disaster waiting to happen (Alex town side) please can you do something about this road, it's very unfair changing all the other roads and not looking into this one, am all for lowering the speed limits but PLEASE look into LETTS GULLY ROAD. Thank you.		
Stephen Gee	No	Speed reduction will result in increased	Very few incidents	Noted - without specific concerns listed unable to answer	175



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		travel time, Current speed is ok but the road needs to be improved	What risk are you trying to minimize? The plan is non intuitive and does not seem logical	comprehensively. Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process.	
Kim Hore	Yes	Will result in safer roads around where we live and work	Omakau Ophir Bridge Road reduce to 60 - this will aid in slowing traffic in Ophir which has been an issue	Noted	176
Billee Marsh	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	I would like a speed limit on Maori Point Road. We have requested a limit but have been told it would be difficult to enforce. Maori Point Road has become a popular shortcut route for vehicles bypassing SH8 & SH8A. The volume of traffic has increased significantly. The high volume of vehicles, including heavy truck and trailer units, causes dangerous potholes and corrugations. It must be the most expensive road that CODC has to maintain. And also the most dangerous and dustiest CODC road. If Maori Point Road is not to be sealed it should have a speed limit, a heavy traffic weight limit or be closed to through traffic entirely.	Noted - no changes are proposed to the speed limit maps from consultation. This would not be supported by Councils roading team due to the very rural, straight and unsealed nature of Māori Point Road where compliance would be low and continuous effective enforcement would be difficult.	177



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Howard O'Donnell	In part	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work, Current speed is ok but drivers are at fault	I feel that Dunstan road between springvale/dunstan road intersection & Alexandra town boundary should be 90km/h not 80 as proposed as this road is straight & a good quality road. I also feel the limit between the war memorial in Alexandra through the town centre & including Limerick street should be 30km/h as this part of town can be very busy & is narrow	Noted - no changes are proposed to the speed limit maps from consultation	178
Julie Cairns Appendix 7	No	Current speed is ok but drivers are at fault	99.9% of drivers already do what is required "ie drive to the conditions at the time, within the speed limit". With any changes such as these, accurate data and statistics should be supplied to support such drastic changes. It is obvious that changes in vehicle numbers, pedestrians, motorcycles and bicycles occur during different periods, but it is also obvious that drivers adjust their speeds for the condition presented at the time. Seasons, weather, holiday periods, times of day, dictate this. Whilst Some changes may be applicable, I can see that such changes will in fact create hazards. Clyde - lowering the speed from 50 to 30, in fact in some cases 100 to 30, is ridiculous. Whilst during busy times, some roads may have motorists travelling at 15, this does not mean it should go down to 15! Common sense must prevail. My family have lived on Fruitgrowers Road for over 35 years. To reduce the speeds to the extreme that has been suggested is wrong and unnecessary. If the excuse of the cyclists are given, then perhaps the council should stipulate the area that the	Noted - the areas changing from 100 to 30 are very limited in length and 100km/hr on these existing small sections is neither realistic or safe under the current layout of the road corridor here. The overall lower speed limits proposed in this immediate area of concern are not significant and the very minor delays they create are negligible. The Clyde Heritage Precinct area is proposed to be lowered from 50 to 30 as a result of upcoming urban traffic calming improvements and strongly aligns to feedback Council consistently receive. As growth occurs in the District, road and speed environments often need to change as a result. The proposed speed limit reductions reflect the increased usage of this area by all types of road users and aligns with public feedback Council have received. The highway between Alexandra and Clyde is controlled by Waka Kotahi, this	179



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>cyclists are to use, which does not cover from the Earnsclough Road/Fruitgrowers Road - they are meant to turn off the bridge and go down to the river and along, or visa versa. I travel from my home to Earnsclough road regularly and to be expected to drive at 30km, when there is no traffic, is ridiculous.</p> <p>The motorway from Clyde to Alexandra should not be reduced from 100. It is not a built up area. It is a main through road. If the weather or traffic require a slower speed, then people use their common sense.</p> <p>There are too many changes being put forward, to comment individually in a document such as this one provided.</p>	feedback will be passed on. Unsure what to put in regard the supporting document?	
Sue Ingham	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity		N/A	180
Alex Johnston	Yes	Will result in safer roads around where we live and work	Fully support the reduced speed limit along Dunstan Road - there has been a lot of subdivision with more residences having already been built. These extra builds and the new planned subdivisions will create not only more traffic on the road but a lot more people crossing the road to access the rail trail.	Noted	181
Poppy Law	In part	Current speed is ok but drivers are at fault	prospectors park and wooing tree 40km/h These proposed changes will not be consistent with residential road speeds in the district. This will cause confusion for road users. This will be likely to	Concerns noted - however these new subdivisions were designed by their developers as a <40km/hr speed environment (hence narrower streets,	182



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>result in aggressive drivers verbally abusing those road users who do drive at 40km/h, as has been experienced in QLDC since they changed their speed limits. Getting verbal abuse from neighbours will create animosity and will not result in happy integrated communities. NZTA will not change their standard 50km/h speed limit for residential areas, which is proving difficult to manage in QLDC with the State Highways which cross through or partially through the towns in that district.</p> <p>There are better and more effective ways to manage speed in residential roads, one which has been done in Prospectors Park has been the presence of street trees which makes the road user feel enclosed and they naturally drive slower, and the change in pavement types, which makes the road user think of judder bars, and thus they naturally drive slower, and the use of narrower carriageways, also present in prospectors park. all these aspects combine to ensure naturally slower movements of traffic, without the need to change the speed limit in cromwell depending on which suburb you are in, which is just confusing. not to mention the additional cost of putting up street signs at the entrances and exits of these two suburbs to tell everyone that there is a 10km/h slower / faster speed permitted.</p> <p>i support the remainder of the changes in the bylaw. I do not support this proposal for Prospectors Park and Wooing Tree to be 40km/h. It is unnecessary and not an appropriate way to manage safe road speeds, especially as it applies to two separate and small areas of Cromwell.</p>	<p>limited on street parking, features such as street trees and feature road surfacing). Given it was not designed for a speed environment faster than 40km/hr, it would not be appropriate or safe to promote a faster speed in these locations.</p>	



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
John Shanks	In part	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work, Current speed is ok but drivers are at fault	I feel Ophir bridge road from the highway turn off should be a fifty zone as a number of walkers and cyclists of all ages use this . As part of their rail trail experience . As this part of the road network does not not have a footpath or cycleway. Also Ophir township zone should be reduced to a 30 zone . This may have a grater impact on the reduction of speeding through as I feel the changes made by council have not.	Noted - The speed limit between the Ophir township and the intersection with state highway 85 is proposed to be 60km/hr, which is a significant lowering from the existing 100km/hr open road speed limit. Given the rural nature of this length of road corridor, the 50km/hr 'urban' speed limit was not deemed appropriate or likely to achieve realistic compliance levels in this rural environment. 30km/hr in the township of Ophir would not be appropriate or achievable without significant expenditure on large scale physical works such as significant urban street calming features - there is already known low compliance with the existing 50km/hr limit.	183
Pat Garden	In part	Will give a consistent speed message where we live and work, Speed reduction will result in increased travel time, Current speed is ok but the road needs to be improved	The proposed reduction in speed from 100kmph to 80kmph to be applied on Teviot Road from the Roxburgh Bridge downstream goes further than it needs. I would propose that the reduction extends only as far as McKerchar's chicken farm rather than to the beginning of the Pannett straight as outlined in your proposal. My justification is consistency. Reducing speed past the Hercules Flat settlement makes sense but once past there, there is no justification for changing the limit as the section past Pinder's Pond is no different than the rest of the road to Millers Flat.	Noted - no changes are proposed to the speed limit maps from consultation	184
Infinity	In part	Will result in safer roads around where we live and work		N/A	185



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Dansoa Gallagher	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Springvale Road I live in the area and concern with the speed limit	Noted	186
Kevin Hollows	No	Speed reduction will result in increased travel time, Current speed is ok but drivers are at fault	Re. Dunstan Road & Springvale Road to Clyde from Alexandra. I have lived in the vicinity of Dunstan Road for 46 years and have not known any serious accident due to speed. I travel the road frequently by vehicle and also cycling and feel it safe for both means. I think the proposal to be a dumb idea and therefore am against it.	Noted - to be discussed at the hearings panel	187
Tony Hollows	No	Speed reduction will result in increased travel time	I oppose the proposed speed limit changes along Dunstan Road and Springvale Road between Alexandra and Clyde. I live in Arnott Street and this route is the only viable option for people in my area traveling to or from Clyde/Cromwell due to the poor street layout in Alexandra. I have driven those roads thousands of times over nearly forty years. They are long straight roads that are not congested have and great visibility. Where there is less visibility, the situation can be improved by clearing trees/vegetation such as has already been done at the old racecourse or with warning signs. Lowering the speed limit is just plain lazy. In the case that somebody who lives on one of those roads submits for lowering the limit, I would counter with the following points: • These are not private roads but a main	Noted - to be discussed at the hearings panel	188



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>thoroughfare for many people.</p> <ul style="list-style-type: none"> • The roads are there for the benefit of all the public who are the vast majority of the users of those roads. • The people living on those roads knew what the roads were like when they moved there (this is the same mentality as people who buy a house near an airport, then complain about the noise). • They are free to move to a quieter road. <p>The current speed limit is perfectly suitable and this nanny state BS needs to stop. This patronising attitude of seat polishing bureaucrats that treat the public as being too stupid to make their own decisions is very insulting. Just because the speed limit is 100km/h doesn't mean we have to drive at that speed. We can drive to the conditions and drive slower if necessary. But we should have the freedom to make that judgment ourselves. Thank you for your time.</p>		
Viki Abercrombie	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	<p>I would like to see the main highway from cromwell to Pisa moorings turnoff reduce to 80 km. There is a lot of Traffic stopping, slowing down and considering turning in and out of the water park, lowburn valley road, the freedom camping area at lowburn, and the Motor Caravan Association Park. There are also many people walking around these locations.</p>	Noted - commentary relates to Waka Kotahi state highway. Feedback will be passed on.	189
Matt Walsh	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will	<p>Earnsclough Rd from Conroys Rd - Paulin Rd also needs an 80kph limitation because of surrounding orchards and movement of equipment.</p> <p>Also a cycle track along the Earnsclough road from</p>	Noted - a speed limit reduction on this section of was not considered appropriate due to the relatively low level of development, straight and rural nature of this section of	190



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		give a consistent speed message where we live and work	Paulin Rd into Alexandra would be most welcome. I could then bike to work in relative safety.	Earnsclough Road. A lower speed environment was likely to achieve low compliance, unlike other areas of Earnsclough Road proposed for reduction which are more aligned to a speed limit reduction. Cycle trail thoughts are noted, unfortunately there are no funds allocated for this work in the foreseeable future.	
Tony Streeter	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity	Surprised that the section of Bannockburn Rd from just past the Otago Polytechnic entrance to just before Pearson Rd remains at 100km/hr while other sections have a speed reduction. Would like to see the stretch stated also be 80km/hr. Reasons - in the past 20 years at least 50 residences have been constructed on this piece of road. There are at least 20 driveways onto this stretch of road and one road (Panners Cove Lane). Residents are turning onto a 100km/hr road. There is further subdivision happening along the road which will increase the number of residences. The growth of Bannockburn means the road is increasingly busy. There are often slower vehicles on this road (eg tractors). In addition the undulating nature of the road makes line of sight difficult in some parts. Lowering this section also to 80km/hr would significantly reduce the risk for residents and visitors turning on to or the road and poor overtaking decisions by drivers.	Noted - to be discussed at the hearings panel	191
Anne Nielsen	In part	Will result in safer roads around where we live and work, Will reduce crashes and	Will increase safety for pedestrians, cyclists and horse riders.	Noted - Given the rural nature of Swann Road, 80km/hr was proposed on as it was more appropriate and likely to achieve higher compliance	192



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		crash severity, Will give a consistent speed message where we live and work	Swann Road. I would prefer the speed limit on Swann Road to be lower than 80km / hr, particularly at the intersection with Lowburn Valley and Heaney Road and between the corner of Stratford / Lowburn Creek and 185 Swann Road. Swann Road has been popular with cyclists, pedestrians, runners and horse riders particularly before the increase in traffic and vehicle speed that has resulted from recent subdivisions.	than a possible 60km/hr (as 70km/hr speed zones are no longer recommended under Waka Kotahi setting of speed limit rules). Council will investigate the appropriateness of installing curve advisory signage at the noted location outside of this speed limit review process.	
Denis Litchfield	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work, Speed reduction will result in increased travel time	Without adequate policing speed limits mean nothing to a lot of drivers Bringans Street has become a bypass with increased traffic. We have lived corner of Bringans and Shannon St for 20 years. There is congestion on the corner past the school. During school hours the speed of some traffic is beyond 50km. I note there is proposal for reduced speed past schools which we support. Changing the give way signs to Bringans St may help. All these changes are fine but only if they are policed.	Noted - enforcement is the responsibility of the Police and they have been involved in this process. Any relevant feedback such as this will be passed onto the Police for future consideration. School speed zone reductions are proposed in the near future and will be consulted on separate to this process.	193
Earl Harrex	In part	Will result in safer roads around where we live and work, Will give a consistent speed message where we live and work	Foot and cycle movement in this area can be dense. 100km is not suitable. Concern of the Lauder-Matakanui Road commonly known as Lauder Road. This road comes off SH85 which has a 80k limit. The Lauder Road is signalled as 100km. The first 1km of the Lauder Road crosses the Rail Trail and passes private houses and the Stationside Cafe. This part is very busy with cyclists and other visitors to the cafe. The speed limit needs a major downgrade for the first 1km.	Noted - Lauder Road is the formal name for this road. Lauder Road was not included as part of this speed limit review as there was no recorded public feedback for this location, no reduction opportunities were identified as part of the technical review process and there was no recorded crash history on this road. Councils roading team would not support a change at this location at this point in time. Lauder Road is very	194



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
				low volume (<50 movements per day from traffic count data) and would consider this a self explaining rural road with very limited development to date. The road alignment at the described area makes it unachievable to actually drive at 100km/hr. Curve advisory speed signage to be investigated outside of the speed limit review process.	
Eric Swinbourn	No	Speed reduction will result in increased travel time, Current speed is ok but drivers are at fault	<p>We already have a raft of adequate road rules what we don't have is a high standard of driving. Why punish the responsible drivers when so many won't comply with the existing rules.</p> <p>I am one of approx 120 people who live in Naseby, a town with very low traffic volume. I regularly see examples of poor driving including exceeding the present speed limit, but very rarely see any effort at enforcement. Why introduce more restrictive rules when the current adequate ones aren't enforced. Most of the bad road behaviour that I see is cyclists that won't obey any rules.</p>	Noted - driver behaviour is the responsibility of the Police for enforcement. Naseby was identified as a proposed lower speed environment given its small village feel with a distinctly different feel than other 'urban' townships within the district, i.e. typically no footpath or kerbing formed, narrow, short and winding streets that are uncharacteristic for townships within the District.	195
J Goyen	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work		N/A	196



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Jonquil Hill	In part	Will result in safer roads around where we live and work	I live in Burn Cottage Road - the main highway junction is visibly unsafe - the de- restrict should be moved to nearer the winery - also most of the road is sealed and with foot, cycle, horse traffic frequent - its too fast.	Noted - the area described is state highway and under the control of Waka Kotahi. This feedback will be passed on.	197
Judith A. Kagan	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Radford Road (off Swann Valley) reduce speed from 100km to 70km. Swann Road reduce to 70km and less in tight dark corners to 50km. Reasons: safety for horseriders, walkers, bikers (children catching school bus) and mothers pushing prams	Noted - 70 km/hr speed limits are no longer aligned with Waka Kotahi Setting of Speed Limit rules. Given the rural nature, 80km/hr was proposed on Swann Road as it was more appropriate and likely to achieve higher compliance than a possible 60km/hr. Radford Road was not included as part of this speed limit review as there was no recorded public feedback for this location, no reduction opportunities were identified as part of the technical review process and there was no recorded crash history on this road. Councils roading team would not support a change at this location at this point in time. Radford Road is very low volume and would consider this a self explaining rural road with very limited development to date.	198
Lyndsay Fox	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message	I suggest a trial period of the proposal and then a review where public can have their say again after working with the new speed limits	Noted - a trial period is not possible under the very specific Waka Kotahi Setting of Speed Limit rules.	199



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
		where we live and work, Speed reduction will result in increased travel time			
Nic Kagan	Yes	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	50km around dangerous dark blind corner on Swann Road between rapid numbers 185 & 151 Swann Road very dangerous blind road with bends between rapid numbers. Hoons speed at over 100km. Joggers, bikers, horse riders in danger of head on. Radford Road: first 300 metres from Swann Road at Junction then 80km because of dust, bales falling off trucks as has happened here.	Noted - Swann Road would not be appropriate for a speed limit of 50km/hr given its very rural nature and as a result would not achieve satisfactory compliance. Council will investigate the appropriateness of installing curve advisory signage at the noted location outside of this speed limit review process.	200
Robyn McFarlane	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	Ripponvale Road - 80 km great Feb - Nov. I would like to suggest that a temporary speed limit of 60km be made over the months of December and January while there is very large numbers of visiting drivers looking for cherry sellers. As a resident on this road it is quite nerve racking driving over this period.	Noted - 60km/hr is unlikely to achieve an appropriate level of compliance, hence the more appropriate 80km/hr speed limit has been proposed and is still a significant reduction in this rural area. Seasonal speed limits can work in some very limited applications, but more often add a layer of confusion for road users and can create enforcement issues.	201
Russell	In part	Will result in safer roads around where we live and work, Will reduce crashes and crash severity, Will give a consistent speed message where we live and work	The 80km limit south of the Roxburgh township has houses on the west side of the road (Scotland St). As a cyclist with just 1.4 metres to ride in being passed at often over 80km speeders is not a good experience especially when they are truck and trailer units. A reduction to 60 km would be great.	Noted - 60km/hr is unlikely to achieve an appropriate level of compliance, hence the more appropriate 80km/hr speed limit has been proposed and is still a significant reduction in this rural area.	202



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
Bob Perriam			<p>I note that Clark Road is not mentioned in this review and I want to promote a speed limit of 60 Km/hr from the current open limit of 100km/hour. This road is not sealed and not graded very often needing vesicles to slow down so they can negotiate the bumps and holes within the road. There is a lot of dust in dry conditions that limits visibility.</p> <p>I own both sides of this road for most of its 1 Km length and use various gateways into my paddocks regularly.</p> <p>The opening a closing gates is a safety issue for me and my Family and friends with me at times.</p> <p>There are many similar unsealed roads promoted within the review to have a 60 Km/hr speed limit imposed and including Clark road would be a sensible and consistent move. This road use has increased dramatically in recent years with servicing intensive farming, intensive vineyards and retails wineries sales to the general public.</p> <p>I am happy to attend any hearing or supply further evidence to support my submission.</p>	<p>Noted - Clark Road was not included as part of this speed limit review as there was no recorded public feedback for this location, no reduction opportunities were identified as part of the technical review process and there was no recorded crash history on this road. Councils roading team would not support a change at this location at this point in time. Clark Road is very low volume (<60 movements in total per day) and would consider this a self explaining rural road with very limited development to date.</p>	203
Caroline Tamblyn			<p>Firstly some questions:</p> <ol style="list-style-type: none"> 1. What is the problem that CODC is trying to solve here? 2. Are there "black spots" on our local roads that have been the location of several car crashes? Did CODC use car crash data as a criteria to choose the speed reduction zones? 3. Why did you choose the Roxburgh East Road and 	<p>1 - Council are responsible for setting and maintaining speed limits on the local roading network within our District. The proposed changes address many growth related factors (such as new subdivisions with no legal speed limits, or roads of which have changed from a rural speed environment to more of a rural-residential or full residential environment). The proposed changes also strongly align</p>	204



Name	Support	Why (form response)	Submission Details	Council staff response	Reference
			<p>around the Roxburgh Dam roads? These are not built up areas! They are tar sealed winding country roads.</p> <p>4. Why do you think putting up all these speed signs will change driver behaviour? Is there any data to show the correlation between speed signs and improved safety on rural roads?</p> <p>5. Will the proposed speed reductions be used by CODC as a reason to not spend road maintenance money on these road areas in the future?</p> <p>My thoughts:</p> <ul style="list-style-type: none"> - the vast majority of drivers drive at speeds that suit the road and conditions at the time. I don't think this proposal will alter the poor behaviour of a small minority of drivers. - constant changes in maximum speed and multiple road signs for each speed limit is confusing. I think most drivers will ignore them and won't have a clue what speed zone they are in. - the policy is yet another "nanny state" directive that assumes that drivers are not able to make good decisions about the speed that they travel at. This proposal removes a sense of self-responsibility. - I want the Roxburgh East and Roxburgh Dam speed reduction proposals to be withdrawn. 	<p>with requests from the public or opportunities to increase road safety as identified through the technical speed limit review process. 2 -Yes, crash data is used as part of the technical review process. 3 - Due to the nature and alignment of these sections of road corridor the open road speed limit is not appropriate. 4 - Enforcement of speed limits is the responsibility of the Police, however compliant signage is required as a result of these changes for it to have any effect. Lowering the speed limit where appropriate does create a safer road environment and therefore increases road safety. 5 - No, speed limit changes are irrelevant to road maintenance decisions and funding. Thoughts are noted - however it is worth noting that the minimum lengths for speed limit changes are determined by Waka Kotahi guidelines for consistency across the country. The changes proposed are not unrealistic to the feel of the road environment in which the changes are proposed - i.e. removing an open road speed limit over the Roxburgh dam (and its approaches which are winding in nature) align well to the lower speed proposed as it is simply not safe,</p>	



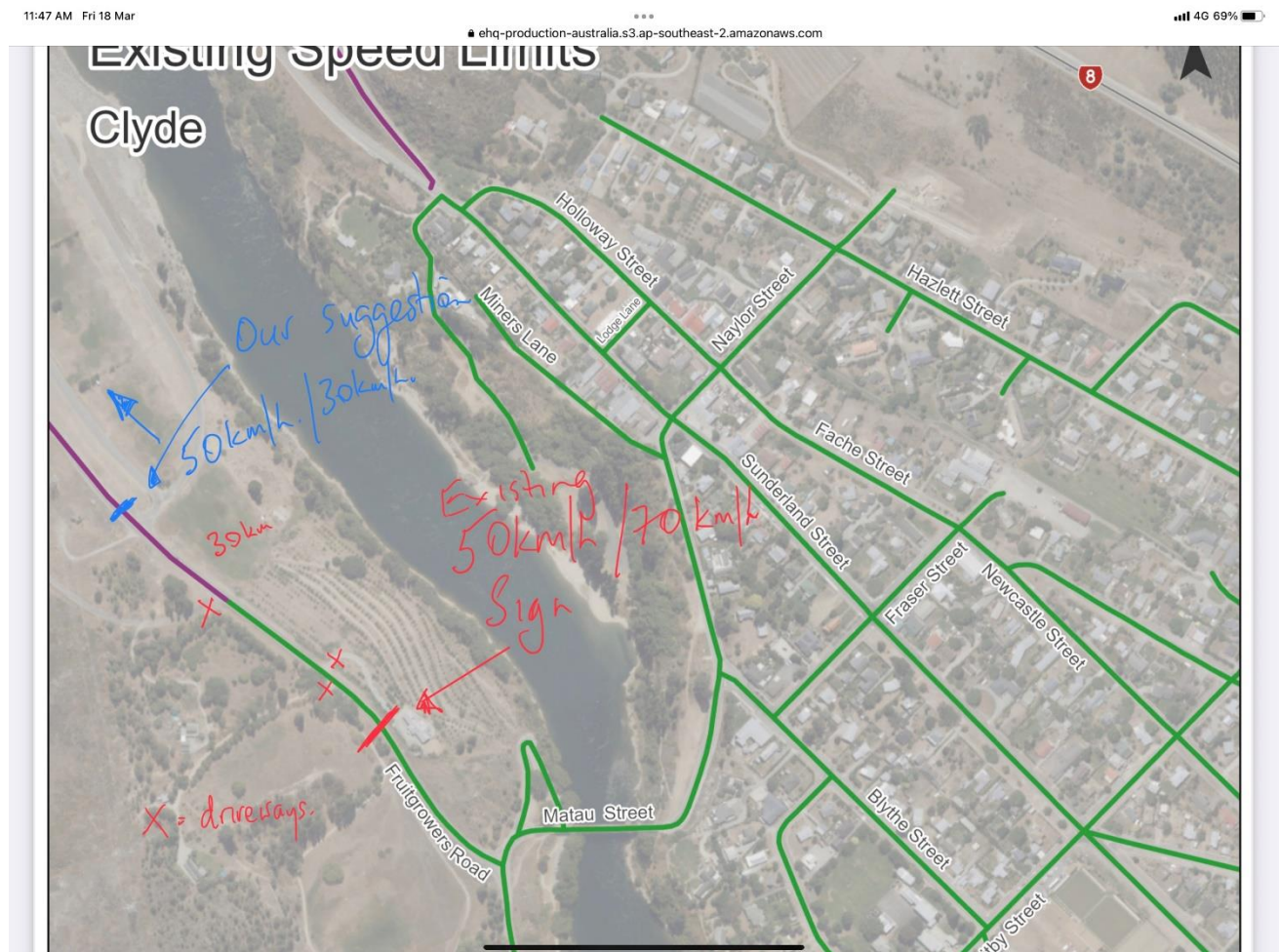
Name	Support	Why (form response)	Submission Details	Council staff response	Reference
John Leslie			<p>From the old Daniel O'Connor one lane bridge to the 50 km/h sign entering the township of Ophir, (650 meters), there is an open speed limit. Common sense needs this stretch to be 50 km / hr. Many cyclists and walkers use this stretch of road doing the circuit from Omakau, Ophir, Omakau. This stretch of road carries a lot of short cut traffic, (bypassing Omakau). Another thoughtless piece of engineering recently completed are the concrete "traffic calming" obstructions in Ophir causing cyclists to veer from the safety of the road shoulder on to the main road. Absolutely stupid.</p>	<p>practical or really achievable to navigate this area at 100km/hr</p> <p>Thoughts around traffic calming noted - this was undertaken due to concerns from the public around the speed environment in Ophir township not 'feeling' like a 50km/hr area and hence achieving low speed limit compliance. The calming features were implemented to help aid with lower the feel of the speed environment. The speed limit between the Ophir township and the Daniel O'Connell bridge is proposed to be 60km/hr, which is a significant lowering from the existing 100km/hr open road speed limit. Given the rural nature of this length of road corridor, the 50km/hr urban speed limit was not deemed appropriate or likely to achieve realistic compliance levels.</p>	205
<p><i>Multiple signatories</i></p> <p>Appendix 8</p> <p>Appendix 9</p>			<p>We, the undersigned, who are residents or have involvement with Little Valley, would like to see the 60kph applied to the whole of the Little Valley Road.</p> <p>There is now a mountain bike park or Matangi Station in Little Valley. At numerous times mountain bikes are crossing over the road. Although all care is taken by the bike riders, they cannot be in control of fast travelling vehicles which are on the road.</p>	<p>Noted - Council Roading department in support of the change to 60km/hr in light of overwhelming community support.</p>	206



Appendix 2: Table of supporting information received by submitters

All submitters had the opportunity to attach further information to their submission. The attachments received have been provided in full in the following appendices.

Attachment	Submitter name	Submission reference
Appendix 3	Michael Hope	57
Appendix 4	Brian Kirk	90
Appendix 5	Amanda Beaumont	124
Appendix 6	Public Health South	141
Appendix 7	Julie Cairns	179
Appendix 8	Multiple signatories relating	206
Appendix 9	to Little Valley Road	



N Z Transport Agency

To Whom it may Concern.

Highway 6 approaching Cromwell from Queenstown.

1: We live in the Golden View Lifestyle Village behind the bund. The traffic noise is quite extreme at times, especially when air brakes are used by large trucks. One comes quite often through at 4am. There should be a no air brakes zone, probably as far back as Sandflat Road as there are residents also in the vicinity of McNulty Road.

2: There has been and will be a lot of new residents in this expanding town and already between and including Sandflat Road, where there are now about 15 new sections under development and more to come. Also, Highlands and the stock car venue.

3: A terribly busy Cemetery Road is becoming busier by the day with a new industrial subdivision opening soon.

4: We also have the orchard 45 South orchard with about 40 staff accommodation units.

5: Ord Road with the air strip which will only get busier.

6: Then moving towards Cromwell, we have McNulty Road which is the main industrial artery from the Industrial Estate.

7: Ripponvale Road is next where traffic from the Racecourse can be heavy also from the many orchards along this road.

8: Next you have Ripponburn Home and Hospital where there are 16 Villas.

9: Lastly Golden View Village and hospital which is not in the traffic corridor but the road noise does impact on those living adjacent to highway 6.

Our suggestion is speed 70 or 80 KPH restriction from just before Sandflat Road, along with no engine braking.

Please see map attached.

Regards

Mairi & Brian Kirk

4 Agate Close

Cromwell

027 579 4510





Advice on Proposed Speed Limits Bylaw 2022

To: Central Otago District Council

Details of Submitter: Southern District Health Board, Public Health South

Contact Person: Sierra Alef-Defoe - Sierra.alef-defoe@southerndhb.govt.nz; 022 037 4134

Date: 8 April 2022

PHS appreciates the opportunity to comment on how lower speed limits can positively impact public health.

Active transport: PHS supports speed limit reductions as a means of encouraging active transport in the community. When vehicles slow down, people feel safer to walk and ride bicycles. Active transport can help reduce the burden of obesity, heart disease, type 2 diabetes, and cancer, while supporting mental wellbeing and social connectedness.

Safety: PHS supports lowering speed limits to make Central Otago safer for all road users. Reduced speed means fewer and less severe accidents; meaning fewer deaths and injuries on our roads.

Equity: PHS supports speed limit reduction as a means of protecting vulnerable road users including people on foot, people on bicycles, people in wheelchairs and mobility scooters, people with disabilities, children, older people, and people with lower incomes.

Traffic calming: PHS recommends introducing traffic calming measures to complement reduced speed limits. Features such as narrowing, zebra crossings, and tree-lining naturally slow down traffic. The narrow main street in Clyde is an example of this phenomenon. Narrowing can be achieved by expanding footpaths and adding dedicated bicycle lanes.

PHS supports the lowering of speed limits as one important component of a healthy built environment in Central Otago. We wish to be heard regarding this submission.

Ngā mihi,

Sierra Alef-Defoe
Health Promotion Advisor, Public Health South

NOTE: THE QUESTION ON WISHING TO TALK TO OUR COMMENTS SHOULD HAVE ONE OTHER OPTION:

DO YOU WANT TO TALK TO YOUR COMMENTS

You only have the option to answer Yes or No. There should be an option of "Other"

So, my comment is:

No I don't want to talk to my submission because I am not confident to publicly talk in front of others. I should not be penalised because of that. But I DO WANT TO BE PRESENT AND SUPPORT PEOPLE WITH SIMILAR VIEWS TO ME, WHO ARE MORE CONFIDENT IN SPEAKING IN FRONT OF OTHERS.

Furthermore, I am not an articulate writer, but feel strongly that I must put forward that I am not in support of all these changes. And I am not alone, with many other people similar to me. The number of changes being put forward make the process so daunting, that it is no wonder that the Mayor has stated there have been very little submissions put forward. If a public meeting was held in each region, I would think you would have a high turnout to discuss the suggestions. Who knows, this could work in your favour, but in not doing this, I feel you are being unfair to a good number of community members who are not confident in putting things in writing, and that is unfair. An open discussion at a town meeting would allow for all parties to participate in a good debate, and minds can be changed when they hear other people's point of views.

SUBMISSION FOR 60KPH LIMIT ON LITTLE VALLEY ROAD,ALEXANDRA

We, the undersigned, who are residents or have involvement with Little Valley, would like to see the 60KPH applied to the whole of the Little Valley Road.

There is now a Mountain Bike Park on Matangi Station in Little Valley. At numerous times mountain bikes are crossing over the road. Although all care is taken by the bike riders, they cannot be in control of fast travelling vehicles which are on the road.

The same applies for the Valley where there are young children on pushbikes and stock

Mary Sanders

MARY-LIZ SANDERS.

Alexander

Alexander Sanders.

Lyce Brundell

Brett Sanders

Helen Sanders

Neil Sanders

Tony Sanders

Alexander John Sanders

John Clavidge

Mark Sanders
Mark Sanders

Ali McGraw

Paul Sanders

H M Sanders

Neil M Sanders

My Sanders

SUBMISSION FOR 60KPH LIMIT ON LITTLE VALLEY ROAD, ALEXANDRA

We, the undersigned, who are residents or have involvement with Little Valley, would like to see the 60KPH applied to the whole of the Little Valley Road.

There is now a Mountain Bike Park on Matangi Station in Little Valley. At numerous times mountain bikes are crossing over the road. Although all care is taken by the bike riders, they cannot be in control of fast travelling vehicles which are on the road.

The same applies for the Valley where there are young children on pushbikes and stock

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Tony Sanders

Alexander John Sanders

John Clavidge

Mark Sanders
Mark Sanders

Ali McGraw

Paul Sanders

H M Sanders

Neil M Sanders

My Sanders



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:

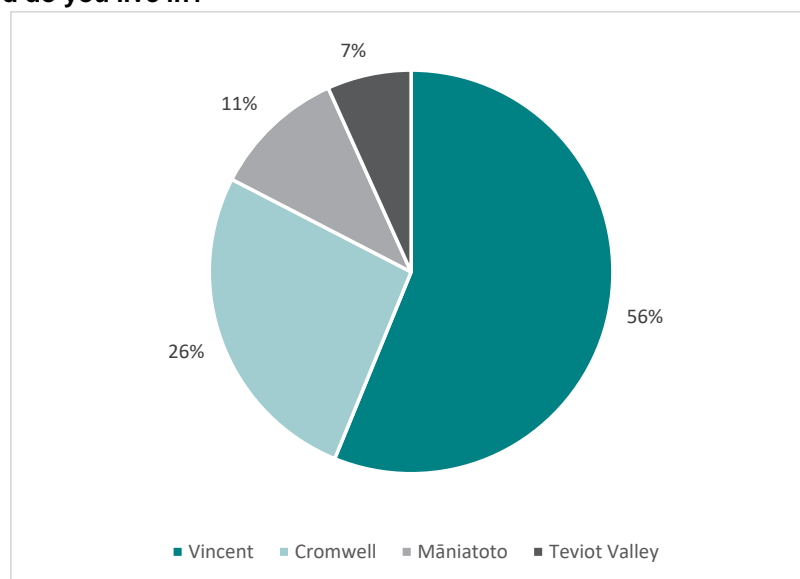
- Featured on the 'Let's Talk' platform throughout the consultation period [Proposed Speed Limit Bylaw 2022 | Let's Talk Central Otago \(codc.govt.nz\)](#)



Speed Limit Bylaw 2022 – consultation demographic data

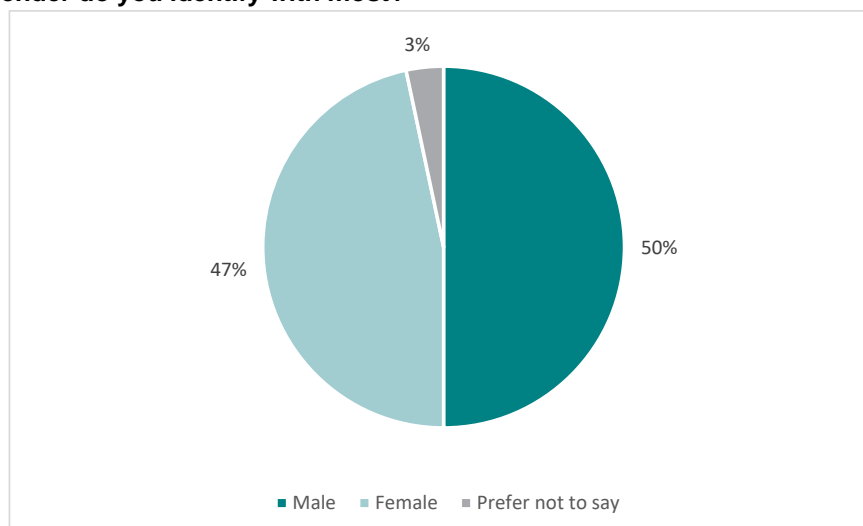
Please note that the following demographic information does not include the 17 hard copy and email submissions received. For the information below $n = 191$.

What Ward do you live in?



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

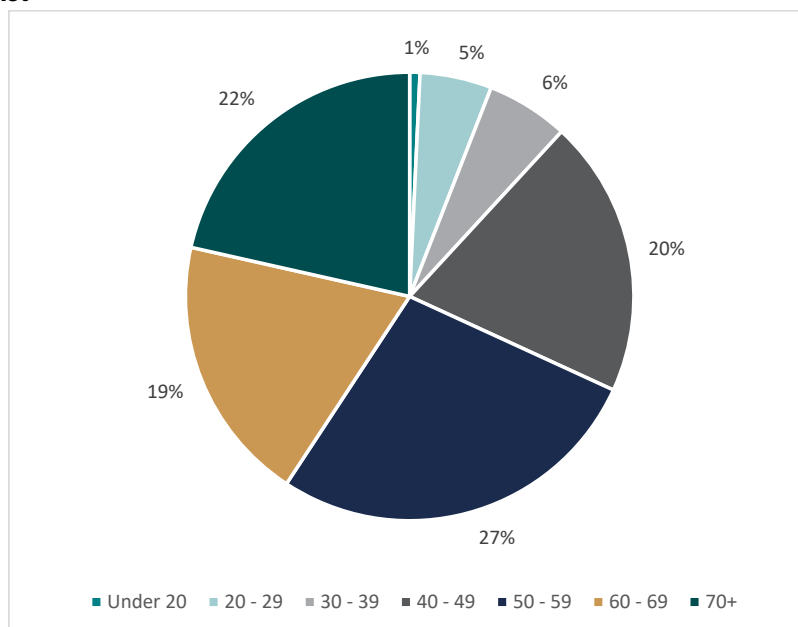
What gender do you identify with most?





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 12: Summary of specific streets raised in submitter feedback

Please note, only roads under Central Otago District Council Control 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.
Alexandra	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.
	Chapman Road	One submission made specific mention of support for a reduction in speed at Chapman Road in a wider list of roads supported.
Alexandra/Clyde	Earnsclough Road	Four submissions made specific mention of support for a reduction in speed at Earnsclough Road, including one in a wider list of roads supported.
Clyde	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
St Bathans	St Bathans Township <i>Entire township</i>	50km	30km or 40km	<p>Five submissions requested a reduction in speed through the St Bathans Township.</p> <p>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.</p> <p>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.</p> <p>This reduction would align with the approach taken to both the Naseby Township and Clyde Heritage Precinct.</p> <p>Technical advice indicates support for a reduction to 40km or even 30km. It was noted that other smaller townships – or even bigger centres – may</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>

				need investigation for further reductions in the future to maintain a consistent approach across the district.			
Cambrians	Cambrians Settlement <i>Entire settlement</i>	100km	60km	<p>Three submitters requested a speed limit reduction be investigated for the Cambrians Settlement. One submission noted an unofficial sign has been put up by locals with a 40km speed limit. The submission noted the historic area has a high number of visitors and pedestrians, horse riders, and children on bikes.</p> <p>Technical advice indicates support for a reduction in speed. It noted 40km as appropriate for the latter sections of the Cambrians Settlement due to residential land use.</p> <p>The advice noted this would be inconsistent with the district approach as a number of smaller no-exit side roads with residential land use have a higher speed limit as they are accessed from 100km major local roads and State Highways.</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>
Alexandra	Gilligan's Gully Road <i>Entire Street</i>	100km	50km	<p>One submitter raised safety concerns with the existing speed limit setting on Gilligan's Gully Road. The submission suggested the 50km speed limit on Manuherekia Road be extended to cover Gilligan's Gully.</p> <p>Technical advice considers Gilligan's Gully Road a good candidate for a speed limit reduction as a narrow road, in proximity to the Alexandra urban zone, and as the natural operating speed is limited to a similar range.</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>
	Letts Gully Road <i>Upper third at Springvale Road end.</i>	100km	80km	<p>Three submitters requested a reduction in speed limits on Letts Gully Road.</p> <p>The submitters were residents who noted an increase in properties and driveways, increased use of the road – including from development in the area to the North, and the road layout (at times windy or narrow with minimal verge and poor sightlines). Safety concerns for cyclists and children were expressed.</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>
	Letts Gully Road <i>Lower two thirds from Manuherekia Road.</i>	70km	50km	<p>Initial technical advice indicates support for the reduction. Technical advice indicated the location of the speed transition should also be investigated as</p>			



				the change in land use is not aligned with the current speed limit transition.			
	McArthur Road	100km	TBD	<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>	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>
	Springvale Road	Refer to Table 3.					
	Dunstan Road	Refer to Table 3.					
	Little Valley Road <i>Entire street</i>	100km	60km	<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>	Panel to decide.	<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>
Clyde	Earnsclough Road	Refer to Table 3.					
	Sunderland Street	70km	TBD	<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 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</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>



				speed limit review process. As growth occurs, this area very well may be considered in future however.			
	Mutton Town Road	100km	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>
Bannockburn	Bannockburn Road <i>Area from Cromwell to Pearson Road</i>	100km	80km	<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>
	Felton Road <i>Unspecified</i>	80km	60km	<p>One submitter on Bannockburn Road indicated a reduced speed limit should continue into Felton Road.</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>
	Hall Road	<p>One submission was received requesting a reduced speed limit at Hall Road, Bannockburn, due to growth.</p> <p>This change should have been included in the Speed Limit Bylaw but was missed due to an error in communication.</p> <p>See Attachment 13: Technical adjustments to be considered by the panel.</p>					
	Cairnmuir Road	Refer to Table 3.					



	Bannockburn <i>Entire township</i>	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.
Cromwell	Richards Beach Road <i>Unsealed section</i>	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.	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.
	Stowell Drive <i>Entire street</i>	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.	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.
	Jollys Road <i>Entire street</i>	50km	TBD	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. Technical advice suggested improvement opportunities on Jollys Road to manage these concerns	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.
	Pinot Noir Drive <i>Entire street</i>	50km	TBD	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. Technical advice indicated an investigation into how to manage visibility concerns may be preferable to a speed limit change.	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.
	Swann Road	80km	50km	Three submissions requested further reductions at Swann Road due to dangerous bends and a high level of pedestrian, cyclist, and horse riding road use. 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.	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.
	Radford Road <i>First 300m from Swann Road intersection</i>	100km	50km	Two submissions relating to Swann Road also included concerns on Radford Road, particularly in the first 300m.	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.
	Radford Road <i>From 300m after Swann Road intersection</i>	100km	80km	Technical advice did not support a lower speed setting as the rural nature is unlikely to achieve satisfactory compliance.		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.
	Ripponvale Road	Refer to Table 3.					
	Cromwell <i>Entire township</i>	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.	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	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.



				Technical advice indicated these areas could be managed in association with the Cromwell Master Plan for consideration through this process.		likely to be significantly affected by or interested in the matter.	The panel could recommend further reductions in speed be investigated and formulate part of future consultation.
Pisa Moorings	Pisa Moorings <i>Entire township</i>	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. 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.
	Clark Road <i>Entire street</i>	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. 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.
Lauder	Lauder Road	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.	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.
Omakau	Omakau-Ida Valley Road <i>Section between Omakau and Ophir</i>	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.	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.



				Technical advice did not change as a result of this submission.		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.
Ophir	Ophir township <i>Entire township</i>	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.
Tarras	Māori Point Road	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. 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.	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.
Teviot	Teviot Road	Refer to Table 3.					
	Roxburgh East Road	Refer to Table 3.					
School speed zones	All schools in Central Otago	Varies	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	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.

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
Naseby	Naseby <i>Entire township</i>	40	60	<p>Six submissions were received opposed to the Speed Limit Bylaw proposal relating to Naseby. One further submission supported the changes in part but felt it 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>Three 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>
	Ranfurly-Naseby Road <i>500m from Naseby to Naseby township speed zone</i>	70	60	<p>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.</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>
	Danseys Pass Road <i>From Naseby township toward Wet Gully Road</i>	100	60	<p>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.</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>
	Danseys Pass Road <i>From 200m south of hotel to 200m north of hotel</i> Or <i>From Home Gully Road intersection to end of seal</i>	100 100	30 60	<p>One submission opposed the change on Danseys Pass Road. The submission did not specify which section of Danseys Pass 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>
Alexandra	Earnscleugh Road <i>From 710m from SH8 intersection to Conroys Road intersection</i>	100	80	<p>Six submissions were received opposed to speed changes at Earnscleugh 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.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p>
Clyde	Earnscleugh Road <i>From 20m south of Paulin Road intersection to 40m</i>	100	50	<p>Five submissions were received requesting a further reduction in speed on Earnscleugh Road. Submitters felt the area of new development outside Clyde in particular was appropriate for a further reduction in speed.</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>



	<i>south of Fruitgrowers Road intersection</i>			Technical advice was not changed as a result of this feedback.	<p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p> <p>The panel can make different recommendations for the two different sections of Earnsclough Road.</p>
Alexandra	Chapman Road <i>Entire street</i>	100	80	<p>Two submissions were received opposing the reduced speed limit on Chapman 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>
	Conroys Road <i>From Earnsclough Road intersection to 730m South of Earnsclough Road intersection</i>	100	80	<p>Three submissions were received opposing the reduced speed limit on Conroys Road. One submission noted the change would add too much extra travel time.</p> <p>Two submissions supported the change in speed at Conroys Road.</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>
	Conroys Road <i>From 730m south of Earnsclough Road to 400m south of Conroys Dam Road</i>	100	60	Technical advice was not changed as a result of this feedback.	
	Conroys Road <i>From 400m South of Earnsclough Road intersection</i>	100	80		
	Galloway Road <i>Entire street</i>	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>
	Crawford Hills <i>Entire Street</i>	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>
	Springvale Road <i>From SH8 to 100m east of McArthur Ridge Road</i>	100	80	<p>Eight submissions were received opposing the reduced speed limit at Springvale Road, suggesting a lack of evidence against the change.</p> <p>Nine 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>

					The panel could recommend further reductions in speed be investigated and formulate part of future consultation.
	Dunstan Road <i>From 1130m from Chicago Street intersection to Springvale Road</i>	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>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 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>
	Coates Road <i>From Airport Road intersection to Dunstan Road intersection</i>	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>Technical advice was not changed as a result of this feedback.</p>	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.
	Coates Road <i>From Dunstan Road intersection to end of road (Airport)</i>	100	60		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.
	McGregor Road <i>Entire street</i>	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>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>
Clyde	Fruitgrowers Road <i>From Earnsclough Road intersection to 80m northwest of Earnsclough Road intersection</i>	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>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>
	Fruitgrowers Road <i>From Earnsclough Road intersection to 80m northwest of Earnsclough Road intersection</i>	100	30	<p>Technical advice remained unchanged, but noted the signage location would be updated as part of the related speed limit signage updates.</p>	
	Fache Street <i>From Naylor Street to 40m North East of Newcastle Street intersection</i>	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>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>
Cromwell	Cairnmuir Road <i>Entire street</i>	100	60	<p>One submission felt the 60km limit on Cairnmuir was too slow and suggested 80 instead.</p>	The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.



				One submission requested a reduction in speed on part of Cairnmuir through a change in location of the speed limit sign. 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.
	Bannockburn Road <i>Entire street</i>	100	80	One submission was received opposing a speed limit reduction on Bannockburn Road in general. Eight submissions were received requesting a further reduction on one specific portion (see Table 2).	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.
	Pearson Road <i>Entire street</i>	100	80	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. 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.	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.
	Sandflat Road <i>Entire street</i>	100	80	Two submissions opposed the new speed limit on Sandflat Road. One submitter noted the straight road, few residences, and great lines of sight. 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.
	Ripponvale Road <i>Entire street</i>	100	80	One submission opposed the new speed limit at Ripponvale Road. One submission supported the 80km 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. Technical advice noted the confusion that seasonal speed limits can cause outside of very limited applications.	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. The panel could recommend a seasonal speed limit be investigated for future consultation.
	Ord Road <i>Entire street</i>	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.
	Felton Road <i>Entire street</i>	100	80	One submission listed Felton Road as part of a longer list of streets where they were opposed to the new speed limit. 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.
Omakau	Ophir Bridge Road <i>From SH85 to Ophir township (Southern end)</i>	100	60	<p>One submission was received opposed to the reduced speed limit at Ophir Bridge Road.</p> <p>The submission expressed concerns the new limit would encourage pedestrians.</p> <p>Ten submissions expressed specific support for the reduced speed limit at Ophir Bridge Road.</p> <p>Technical advice has 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>
Millers Flat	Teviot Road From 100m North of Oven Hill Road to 200m South of Oven Hill Road	100	50	<p>One submission was received against the reduced speed limit in Teviot Road.</p> <p>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.</p>	<p>The panel could recommend the new speed limit be adopted as consulted on through the Speed Limit Bylaw 2022 consultation process.</p>
Roxburgh	Teviot Road From Jedburgh Street intersection to 3.8km South of Jedburgh Street bridge	100	80	<p>A third submission supported the change in part, but felt the 80km area extended further than it needed.</p> <p>One submission supported the change as proposed in the bylaw.</p> <p>Technical advice was not changed as a result of this 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 an adjustment to the speed limit settings as a result of submissions received through the Speed Limit Bylaw 2022 consultation process.</p>
	Roxburgh East Road 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.
	Roxburgh East Road From 170m West of dam to 20m South of cycle trail parking	100	40	A further one submission supported some of the reduction but felt a reduction to 40km to be excessive.	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.
	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.	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.
	Roxburgh East Road From Jedburgh Street intersection to 100m North of Woodhouse Road	100	80	<p>Two submissions supported the changes at Roxburgh East Road.</p> <p>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.</p> <p>A further one submission supported the change and requested a further reduction to 60km in one section.</p> <p>Technical advice was not changed as a result of this feedback.</p>	<p>The panel could recommend further reductions in speed be investigated and formulate part of future consultation.</p> <p>The panel can make different recommendations for different portions of Roxburgh East Road.</p>



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
Patearoa	Ranfurly-Paterearoa Road <i>From 75m South of Alexander Street intersection to 300m South of Alexander Street intersection</i>	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.



Appendix 13: List of technical adjustments to be considered by the Hearings Panel

Road/area	Existing speed limit	Proposed speed limit	Explanation	Consultation	Explanation
Omakau Area <i>Former State Highway RCA area</i>	70km	50km	<p>Minor technical adjustments will be made to the Omakau maps due to mapping errors and technical advice received after the maps went out for consultation.</p> <p>The old State Highway RCA (now managed by Council) has a 50km area that is incorrectly shown as 70km on some maps.</p> <p>Adjustments will be made to update the maps.</p>	No	Does not reach significance – this represents a technical update to the maps only.
Hall Road, Bannockburn <i>Extension of urban traffic zone</i>	100km	50km	<p>A proposal to extend the Urban Traffic Zone on an outstanding portion of Hall Road should have been included in the proposed Speed Limit Bylaw 2022. It was missed due to a communication error.</p> <p>One submitter requested a reduction in speed at this location.</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>
Pipeclay Gully Road, Bannockburn <i>Entire street</i>	100km	50km	A technical analysis of the Hall Road proposal (above) suggested Pipeclay Gully Road ought to be considered as part of the same proposal due to its location.	Yes	

