

AGENDA

Speed Limit Hearing Wednesday, 3 April 2024

Date: Wednesday, 3 April 2024

Time: 9.30 am

Location: Ngā Hau e Whā, William Fraser Building, 1

Dunorling Street, Alexandra

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

Notice is hereby given that a Speed Limit Hearing will be held in Ngā Hau e Whā, William Fraser Building, 1 Dunorling Street, Alexandra and live streamed via Microsoft Teams on Wednesday, 3 April 2024 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 Q Penniall (Infrastructure Manager), W McEnteer (Governance Manager)



1 DECLARATIONS OF INTEREST

24.1.1 DECLARATIONS OF INTEREST

Doc ID: 1479297

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 <a>J

Name	Member's Declared Interests	Spouse/Partner's Declared Interests	Council Appointments
Tamah Alley	Manuherikia Irrigation Co-operative (shareholder) Cliff Care Ltd (family connection) Aviation Cherries Ltd (Director) Tenaya New Zealand Ltd (Director and Shareholder) Southern Lakes Trails (Trustee)	Manuherikia Irrigation Co-operative Society Ltd (shareholder) Emergency Management Otago Group Controller (employee) Aviation Cherries Ltd (Director)	Alexandra Community House Trust Central Otago Wilding Conifer Control Group Destination Advisory Board
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 Maniototo Ice Rink Committee Maniototo Curling International Inc
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 (Elected Member) Bob Turnbull Trust (Trustee / Chair) New Zealand Wool Classers Association (Vice chair) Central Otago A&P Association (Member) Manuherikia Exemplar Governance Group (Member) Central Otago Riding for the Disabled (Volunteer)	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 (Committee) Manuherikia Catchment Group (Co-chair) Omakau Domain Board Omakau Hub Committee (Chair) Manuherekia Valley Community Hub Trust (Trustee) Southern Cross Sheep Ltd (Director) Mt Stalker Ltd (Trustee) Mt Stalker Pastoral Ltd DKIL Ltd (Shareholder)	Omakau Recreation Reserve Committee Ophir Welfare Association Committee Central Otago Health Incorporated

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2 REPORTS

24.1.2 SUBMITTERS THAT WISH TO BE HEARD

Doc ID: 1479310

1. Purpose

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

2. Attachments

Nil



24.1.3 SPEED LIMIT CHANGES HEARING REPORT

Doc ID: 1475532

Report Author:	Quinton Penniall, Infrastructure Manager Alix Crosbie, Senior Strategy Advisor
Reviewed and authorised by:	Louise van der Voort, Group Manager - Planning and Infrastructure

1. Purpose of Report

To provide the Hearings Committee with submissions to the Speed Management Plan, so the Committee can make a recommendation to Council regarding the final form of the Speed Management Plan.

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. Recommends to Council the final form of the Speed Management Plan which includes the proposed school and local speed changes.

2. Background

Council approved the Statement of Proposal for the proposed Speed Management Plan for consultation on 29 November 2023 (Resolution 23.11.6).

Consultation was open from 1 December 2023 to 11 February 2024. The 'Let's Talk - Kōrero Mai' platform received a total 1,400 visitors across the consultation period.

3. Discussion

The consultation involved two distinct surveys:

- 84 responses were received relating to Survey 1: Extent of school speed zones
- 126 responses were received relating to Survey 2: Community speed limits

Full analysis of the consultation data, and full copies of all written submissions are attached.

During consultation the guidance from Central Government changed with a commitment to halt blanket reductions of speed limits.

Central Otago District Council's consultation is consistent with the new guidance by focusing on a tailored approach to reviewing speed limits, implementing variable speed limits on roads approaching schools, where possible, rather than permanent speed reductions.

Our approach is consistent with the guidance from Government and the proposed changes consider economic impacts, travel times, views of road users, concerns of local communities, while keeping safety a priority.

School speed zones

The report reflects general support for the extent of the proposed school zones at all surveyed schools: Dunstan High School; The Terrace School; St Gerards School; Clyde School; Poolburn School; Omakau School; Cromwell College; Cromwell Primary School: Roxburgh Area School; Millers Flat School; Maniototo Area School; St John's School.

117 comments were made relating to these proposals.

Key themes in those supporting a reduction in speed settings were:

- Safety increases
- Promoting walking and cycling to school from home
- Requests to extend parts of the school zones
- Requests for other traffic calming measures to increase safety

Key themes in those opposing a reduction in speed settings were:

- Insufficient evidence or no need for change
- Request to ensure school zones were clearly marked and were not used for revenue gathering
- Request to reduce school zones in particular streets

Community speed limits

Feedback resulted in general support for community speed limits at ten locations:

Location	Support	Oppose	Comments
Clyde	56	32	26
Clyde North	48	37	27
Alexandra	49	28	20
Lauder	52	19	15
St Bathans	31	20	16
Cambrians	30	21	14
Oturehua	31	19	11
Cromwell South	45	30	19
Pisa Moorings	44	26	12
Bannockburn	50	21	11

Results were split by just one or two submissions at three locations. In Tarras-Maori Point Road and Patearoa the submission numbers marginally favoured opposition to the reduction in speed setting.

Location	Support	Oppose	Comments
Cromwell North	39	38	22
Tarras-Maori Point Road	39	40	32
Patearoa	22	24	11

Key themes in those supporting a reduction in speed settings were:

References to growth or changes in road use

- Increasing safety, particularly for cyclists, children, and people walking
- General support
- And requests for consideration of lower speeds at some areas

Key themes in those opposing a reduction in speed settings were:

- Insufficient evidence or no need for change
- Acceptance of change in part only
- Concern with the cost
- Concern the changes had been proposed by government sources

Feedback was also received in 44 comments on additional roads or as general commentary. These comments have been attached for consideration.

Attachments

Full details, including comments and demographic data, have been attached:

- Speed Limits 2023-24 Survey Report, including consultation detail, reach, and results.
- Full copies of all written submissions received.

To assist with decision making, the following items are also attached:

- The Draft Speed Management Plan
- The Statement of Proposal
- Speed Limit Maps

The panel can make recommendations on the following aspects:

- For school speed limits: the extent of the school speed zone only
 - Poolburn is an exception, as a rural school. The panel may make recommendations as to the speed setting in this location.
- For local roads: the extent and speed setting.

4. Financial Considerations

All changes are considered under existing budgets or draft 2024/25 Annual Plan budgets.

5. Options

Option 1 – (Recommended)

Consider the submissions and recommend to Council the appropriate action to take as a result of the submissions:

Advantages:

- Follows due process as set out in the Local Government Act 2002
- Allows community input to inform final Speed Management Plan

Disadvantages:

No disadvantages.

6. Compliance

Local Government Act 2002 Purpose Provisions	This decision enables democratic local decision making and action by, and on behalf of communities by regularly reviewing speed settings, with community input, to ensure they are set correctly for the district.
Decision consistent with other Council plans and policies? Such as the District Plan, Economic Development Strategy etc.	Consistent with other council plans, including previous speed setting approaches.
Considerations as to sustainability, the environment and climate change impacts	Lower speed limits may encourage more walking and cycling in some areas.
Risks Analysis	No new risks identified.
Significance, Consultation and Engagement (internal and external)	Consultation undertaken.

7. Next Steps

Following adoption, all changes will be submitted to the Director of Land Transport for approval. Follow approval changes will be programmed and implemented according to the prioritisation principles set within the Speed Management Plan.

8. Attachments

- Appendix 1 Speed Limit Submissions with Staff Comments Roads &
- Appendix 2 Speed Limit Submissions with Staff Comments Schools J.
- Appendix 3 Speed limits survey report 4
- Appendix 4 Local Road Speed Limits &
- Appendix 5 School Speed Limits J.
- Appendix 6 Speed Limit Maps Roads J.
- Appendix 7 Speed Limit Maps School Zones &
- Appendix 8 Draft Speed Management Plan &
- Appendix 9 Statement of Proposal J

	Tarras							
First Name	Last Name	Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in Tarras?	Would you like to comment on the proposed speed limit changes in Tarras?	Staff response	Supporting information		
Mark	Smith	an individual	yes	which road is this?	Noted			
Atlas	Kenderdine	an individual	yes	I don't think it's actually going to change anything because there's never police on that road so people never follow the limit anyway, but it's a good idea to stop the road	Noted			
				getting as torn up.				
Craiv	Fraser	an individual	no	As previous comment	Noted			
Graham	Perkins	an individual	yes	Safety first.	Noted			
Megan	Rae	an individual	no	Popular with lots of people not use to driving on gravel!! If you seal it, 80km would be fine	Noted			
Tim	Mcgimpsey	an individual	yes	This is a gravel road. Speed limit is a waste of time as it is self regulating	Noted			
Chris	Goddard	an individual	yes	As a resident in the area, the temporary speed limit has improved road conditions and there have been no vehicle crashes, historically we would see one rollover on Maori Point road every 10-14 weeks. Chipped windscreens and tyre blowouts anecdotally have also reduced. The 80 kmh feels to be an appropriate tradeoff, local residents appear to drive slower knowing the conditions, visitors to the district travel above the posted 60kmh limit, likely nearer to 80kmh slower limits would likely be ignored by these drivers.				
duncan	kenderdine	an individual	yes	it should be lower than 80	"Safe and Appropriate Speed" data for Maori Point Road suggests the road could be posted at an 80km/h speed limit, which is considered to be appropriate. This implements a consistent message with other rural residential roads in the district (both sealed and unsealed) and results in fewer speed signs introducing mixed messages to drivers unfamiliar with these roads. Council's implementation programme of the 80km/h limit on Maori Point Road may be dependent on information from Waka Kotahi on any proposed speed limit changes included in their consultation on the State Highway Speed Management Plan for the adjoining sections of SH8 and SH8A, and Council will pass on the feedback to Waka Kotahi.			
Barry	Wells	an individual	yes	slower is good, but actually I was hoping to give an opinion on a much needed slower speed limit on SH8 entering Alexandra from the south	Noted			
Pamela	Calverley	an individual	no	Yes, yes to tightly controlled speed limits in the town centre, but on the open road, there is no advantage to reducing speed limits. It would be better to use the money for increasing awareness of good driving practices.				
Н	Bone	an individual	no	It's unnecessary and a waste of time and money	Noted			
James	Dicey	an individual	no	This a well formed gravel road which excellent visibility. What is needed here is for it to be sealed and remain at 100kph rather than be retained as a gravel road.	Noted			
James	Ward	an individual	no	A straight safe road, no need to lower the speed limit.	Noted			

	First Name		Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in Tarras?	Would you like to comment on the proposed speed limit changes in Tarras?	Staff response	Supporting information
14	Simon	Elder	an individual	no	Speeds have been in place have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. All this does is hinder the majority getting on and doing the things they need to do day to day. Perhaps make the fines higher for breaching the limits set instead of slapping people of the hand with a wet bus ticket		
15	Stuart	Taylor	an individual	no	Why change, it's a rural area and an open road.	Noted	
16	Peter	Сох	an individual	no	Hinders traffic flow and unnecessary. This will actually create accidents by people being impatient and doing silly passing manoevures. Bad move!	Noted	
17	Sharon	Smid	an individual	no	It is difficult to ascertain from the map how far along the road this is. I think current speed zones are working OK	Noted	
18	Barrie	WILLS	an individual	yes	Maori Point Rd ???? Not sure if that is still gravel, if seal then 100km should be fine as sight lines are good	Noted	
19	Jeff	Sinnott	an individual	yes	Please review the speed limit for Munro Lane, it shares similar characteristics to Maori Pt Road, as does Jolly Rd but remains as a 100KM zone. This is entirely inconsistent with the current 80Km/hr limit for SH8 in Tarras and the proposed new limit for Maori Pt Road. Additionally recent land sales & subdivisions have led to an increase in traffic volume on this stretch of road which is making this road more dangerous, especially to pedestrians using this including animals & children from the local residents & school. We respectfully submit that the speed limit be limited to 60 Km/h.		
20	Joe	Meehan	an individual	no	Leave the speeds how they are currently.	Noted	

Firs	st Name	Last Name	Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in Tarras?	Would you like to comment on the proposed speed limit changes in Tarras?	Staff response	Supporting information
21 Bille	ee	Marsh	an individual	no	Maori Point Road is a gravel road that is being used as a by-pass short cut route for vehicles using SH8 and SH8A. The traffic travels at speeds that are unsuitable for this road. We notice that Trade vehicles consistently travel at excessive speed. Maori Point Road currently has a temporary 60kph speed limit and a No Through Heavy Traffic sign. The 60kph limit is in place to allow for the safe passage of vehicles. Even so, vehicles are still travelling at speeds above the 60kph. When travelling at 60kph I have been overtaken on many occasions by vehicles. It is dangerous and I get showered with stones, and my visibility is obscured by dust! If I had a choice I wouldn't drive Maori Point Road, but as I live on Maori Point Road, I have no choice! CODC struggle to maintain this road to a safe standard due to a lack of funding. A safe and appropriate speed limit is the only tool available to keep us safe on our road. I strongly oppose the proposed speed limit change of 80kph as it is too fast for the condition of Maori Point Road. The	"Safe and Appropriate Speed" data for Maori Point Road suggests the road could be posted at an 80km/h speed limit, which is considered to be appropriate. This implements a consistent message with other rural residential roads in the district (both sealed and unsealed) and results in fewer speed signs introducing mixed messages to drivers unfamiliar with these roads. Council's implementation programme of the 80km/h limit on Maori Point Road may be dependent on information from Waka Kotahi on any proposed speed limit changes included in their consultation on the State Highway Speed Management Plan for the adjoining sections of SH8 and SH8A, and Council will pass on the feedback to Waka Kotahi.	
22 Matt	t	Evans	an individual	no	80km/h is too high, this road is poorly maintained and dangerous at that speed (which will invariably cause some people to try to drive at 100lm/h or more). I drive this road a lot, and have experienced speeding and dangerous	"Safe and Appropriate Speed" data for Maori Point Road suggests the road could be posted at an 80km/h speed limit, which is considered to be appropriate. This implements a consistent message with other rural residential roads in the district (both sealed and unsealed) and results in fewer speed signs introducing mixed messages to drivers unfamiliar with these roads. Council's implementation programme of the 80km/h limit on Maori Point Road may be dependent on information from Waka Kotahi on any proposed speed limit changes included in their consultation on the State Highway Speed Management Plan for the adjoining sections of SH8 and SH8A, and Council will pass on the feedback to Waka Kotahi.	
23 Jack 24 Don		O'Sullivan Goddard	an individual an individual	yes			

First Name	Last Name	Are you providing feedback as an individual or an organisation?	Do you support the proposed speed I changes in Tarras?	imit Would you like to comment on the proposed speed limit changes in Tarras?	Staff response	Supporting information
5 Sue	Worthington	an individual	no	We would like to see it permanently at 60kmph. The reason being 1. Lowering the speed limit has reduced the amount of rutting and other damage significantly 2. It lowers the risk of stone chips smashing windows 3. The dust is dangerous. Literally blinding. The faster the go the worse it is 4. We are getting more random tourists on the road. ALSO We need cops to ping locals and tradies who flout the rules now as they see no cops so go up to 100kmph.Ultimately there is no reason for this road to be used as a shortcut. Tar seal it or say No thoroughfare. Thanks		
6 Dave	Burton	an individual	no	any higher then this tend to damage the gravel road. as it is	"Safe and Appropriate Speed" data for Maori Point Road suggests the road could be posted at an 80km/h speed limit, which is considered to be appropriate. This implements a consistent message with other rural residential roads in the district (both sealed and unsealed) and results in fewer speed signs introducing mixed messages to drivers unfamiliar with these roads. Council's implementation programme of the 80km/h limit on Maori Point Road may be dependent on information from Waka Kotahi on any proposed speed limit changes included in their consultation on the State Highway Speed Management Plan for the adjoining sections of SH8 and SH8A, and Council will pass on the feedback to Waka Kotahi.	
7 Julie	Sinden	an individual	no	The speed limit should be 60 kph. There has been cars accidents plus flat tyres from large rocks. We have also seen & had a lot of chipped windscreens.	"Safe and Appropriate Speed" data for Maori Point Road suggests the road could be posted at an 80km/h speed limit, which is considered to be appropriate. This implements a consistent message with other rural residential roads in the district (both sealed and unsealed) and results in fewer speed signs introducing mixed messages to drivers unfamiliar with these roads. Council's implementation programme of the 80km/h limit on Maori Point Road may be dependent on information from Waka Kotahi on any proposed speed limit changes included in their consultation on the State Highway Speed Management Plan for the adjoining sections of SH8 and SH8A, and Council will pass on the feedback to	
8 Linda	Hamilton	an individual	no	I would like the speed limit to be 60 kph	Waka Kotahi. "Safe and Appropriate Speed" data for Maori Point Road suggests the road could be posted at an 80km/h speed limit, which is considered to be appropriate. This implements a consistent message with other rural residential roads in the district (both sealed and unsealed) and results in fewer speed signs introducing mixed messages to drivers unfamiliar with these roads. Council's implementation programme of the 80km/h limit on Maori Point Road may be dependent on information from Waka Kotahi on any proposed speed limit changes included in their consultation on the State Highway Speed Management Plan for the adjoining sections of SH8 and SH8A, and Council will pass on the feedback to Waka Kotahi.	
9 Ginny	Marsh	an individual	no	I live off Maori Point Road. The condition of the road is shocking and shakes my vehicle to bits. I have recently had a flat tyre, they were brand new. It is dangerous to travel at 80kmh and sometimes even 60kmh is too fast. Even though there is a temporary 60kmh speed limit on MPR the tradies vehicles speed well above that. I therefore oppose the proposed 80kmh speed limit. It should be much lower, I think 60kmh is fine.	"Safe and Appropriate Speed" data for Maori Point Road suggests the road could be posted at an 80km/h speed limit, which is considered to be appropriate. This implements a consistent message with other rural residential roads in the district (both sealed and unsealed) and results in fewer speed signs introducing mixed messages to drivers unfamiliar with these roads.	
0 Suze	Keith	an individual	no	I would like to see speed limits on Maori Point Road kept to 60km/h, not the 80km/h proposed. This is because it is a gravel road, with a lot of driveways connecting to it, and which is popular with tourists and also large truck through drivers.	"Safe and Appropriate Speed" data for Maori Point Road suggests the road could be posted at an 80km/h speed limit, which is considered to be appropriate. This implements a consistent message with other rural residential roads in the district (both sealed and unsealed) and results in fewer speed signs introducing mixed messages to drivers unfamiliar with these roads. Council's implementation programme of the 80km/h limit on Maori Point Road may be dependent on information from Waka Kotahi on any proposed speed limit changes included in their consultation on the State Highway Speed Management Plan for the adjoining sections of SH8 and SH8A, and Council will pass on the feedback to Waka Kotahi.	

One of the few improvements made to this road was the steading and the stead of the	First Name	Last Name	Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in Tarras?	Would you like to comment on the proposed speed limit changes in Tarras?	Staff response	Supporting information
	31 Wayne	Marsh	an individual		made to this road was the signage specifying the speed limit of 60 kph, which had an immediate effect of limiting the dust, stone damage and inconsiderate driving. This speed 60kph is fast enough given the general rough condition of the road and even in a reasonably modern 4wd any speed higher than this is dangerous, particularly over the judder sections on the surface of the road. This in conjunction with prohibiting large trucks has been very well received. Not all drivers respect the new notified limit of 60kph, most notably those in company utes etc, who tend to still hoon down the road at all speeds. Increasing this speed limit will only encourage them to travel faster. I don't need any more replacement windscreens!!	limit, which is considered to be appropriate. This implements a consistent message with other rural residential roads in the district (both sealed and unsealed) and results in fewer speed signs introducing mixed messages to drivers unfamiliar with these roads. Council's implementation programme of the 80km/h limit on Maori Point Road may be dependent on information from Waka Kotahi on any proposed speed limit changes included in their consultation on the State Highway Speed Management Plan for the adjoining sections of SH8 and SH8A, and Council will pass on the feedback to Waka Kotahi.	

First Name	Last Name	Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in Pisa Moorings?	Would you like to comment on the proposed speed limit changes in Pisa Moorings?	Staff response	Supporting information
Craiv	Fraser	an individual	no	As above comment	Noted	
Graham	Perkins	an individual	yes	N/A	Noted	
Barry	Wells	an individual	yes	slower is good, but actually I was hoping to give	Noted	
				an opinion on a much needed slower speed limit		
				on SH8 entering Alexandra from the south		
Pamela	Calverley	an individual	no	Yes, yes to tightly controlled speed limits in the town centre, but on the open road, there is no advantage to reducing speed limits. It would be better to use the money for increasing awareness	Noted	
Н	Bone	an individual	no	of good driving practices. It's unnecessary and a waste of time and money	Noted	
James	Disau	an individual		This is a moral farms assess and has complicated	Neted	
James	Dicey	an individual	no	This is a rural farm access and has very limited traffic - no need to change the speed limit, its a well formed road with minimal risk	Noted	
Simon	Elder	an individual	no	Speeds have been in place have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. All this does is hinder the majority getting on and doing the things they need to do day to day. Perhaps make the fines higher for breaching the limits set instead of slapping people of the hand with a wet bus ticket	Noted	
Sharon	Smid	an individual	no	I can't comment as this is not a road that I would use.	Noted	
Louise	Peake	an individual	no	Again, I don't understand why you are not proposing to have all of Pisa as a 40km zone. What makes Clarks Road, or even the roads highlighted in Cromwell North worthy of having 40km zones - what is the determining factor? Pisa Moorings has a growing population with a lot of young children and a lack of footpaths, yet you think it doesn't need a reduced speed limit but you are proposing reduced speed on Shortcut Road would have very limited houses with direct road access? I would really love a follow up from Council on this and why it is the case.	Moorings to a speed lower than 50km/h may be seen as a blanket reduction.	
Catherine	Douglas	an individual	yes	I live in Pisa Moorings itself (on Pisa Moorings Road) and feel the speed limit of 50 in this residential neighbourhood is far too high and I would like to see it reduced to 40. There are many children who live in the neighbourhood and who ride bikes (adults too), plus many going down to the lake. Stratford Drive is especially bad for speeding.	The aim of Council's Speed Management Planning is to reduce deaths and serious injuries on the roads - and also support communities in establishing appropriate speed limits - that allow for safe road use by an increasing number of pedestrians, cyclists, and other vulnerable road users in and around our townships and settlements. This includes responding to changes where development extends the urban traffic area, or is included in the Government's Setting of Speed Limit directions. Road Controlling Authorities, such as Central Otago District Council, have been directed to not implement any 'blanket' speed limit changes, and there were concerns that reduction of speed limits for all roads within Pisa Moorings to a speed lower than 50km/h may be seen as a blanket reduction.	
Joe	Meehan	an individual	no	Leave the speeds how they are currently.		
Wally	Sanford	an individual	no	Pisa District Community Groups of the past lobbied various code roading managers of the past for speed reductions within Pisa Moorings and were continuously advised to wait until 'next year' because it was central govt related, not local and Central were working on it. Given the vast reduction in speed limits around the district it is absolutely preposterous that Pisa Moorings with very few footpaths has been completely overlooked for speed reductions. A blanket limit of 30 or more likely 40 would be entirely appropriate for the Pisa Moorings village and could be achieved with 8 signs.	Road Controlling Authorities, such as Central Otago District Council, have been directed to not implement any 'blanket' speed limit changes, and there were concerns that reduction of speed limits for all roads within Pisa Moorings to a speed lower than 50km/h may be seen as a blanket reduction.	

				Cromwell North			
I	First Name	Last Name	Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in Cromwell North?	Would you like to comment on the proposed speed limit changes in Cromwell North?	Staff response	Supporting information
	Werner	Murray	an individual		since Summerfields was built there has been an increase in commuter traffic that cuts through Stowell Drive. I do not think that this was originally the intended design of this road. While it may be that the width or the road allows for high traffic volumes it is the nature of traffic that causes the problem (rat run at morning and evening commute time) When school kids are walking to school this causes a dangerous environment (given there are no green ways in Summerfields) for kids getting to the greenway (including the crossing on Waenga Drive). I think that creative traffic calming (perhaps starting with temporary experimentation - note Gore District Council trialed such a program and received funding from NZTA to do this). My view is that this change to the way the roads function is as a result of growth in Cromwell - funding for changes should reflect that. I acknowledge the traffic calming at the entrance of the greenway on Waenga as a good start but more can/needs to be done.	part of 'other comments'	https://s3-ap-southeast- 2.amazonaws.com/ehq- production- australia/cf96ef960f69868 0348f3f14f74ccadf26dfe7 ginal/1701379353/eeaf66 5fd0f27ccbe6ef40cc4cea_ Summerfields_Traffic.jpg 1701379353
	Craiv Graham	Fraser	an individual	no	Rediculous, these are rural roads	Noted	
1 E	Barry	Perkins Wells	an individual an individual	yes yes	slower is good, but actually I was hoping to give an opinion on a much needed slower speed limit on SH8 entering Alexandra from the south		
ľ	Н	Bone	an individual	no	It's unnecessary and a waste of time and money	Noted	
•	James	Dicey	an individual	no	Blue areas should remain at 50km/hr. There are no special characteristics of this area which presents increased risk which necessitates a reduction in speed from 50 to 40km/hr.	Noted	

First Name	Last Name	Are you providing feedback as an	Do you support the proposed speed	Would you like to comment on the	Staff response	Supporting information
		individual or an organisation?	limit changes in Cromwell North?	proposed speed limit changes in Cromwell North?		
7 Simon	Elder	an individual	no	Speeds have been in place have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. All this does is hinder the majority getting on and doing the things they need to do day to day. Perhaps make the fines higher for breaching the limits set instead of slapping people of the hand with a wet bus ticket		
8 Stuart	Taylor	an individual	no	Why does it need to go to 40kph? What's wrong with 50kph, in Wanaka and Queenstown the new 49kph limits are just simply frustrating and to be honest not necessary as a driver.	Noted	
9 Peter	Cox	an individual	no	No need for the reductions and hinders traffic flow	Noted	
10 Sharon	Smid	an individual	yes		Noted	
11 Barrie	WILLS	an individual	no	Silly to have two short sections of 80km tagged on to the 40km zones. Make it all the same	Noted	
I2 Simon	Peake	an individual	no		Noted	
13 Louise	Peake	an individual	no	I don't understand why you would have a 40km limit on Shortcut Road, there is minimal traffic and even less pedestrians.	Noted	
14 Lincoln	Ohma	an individual	no	As if the new traffic calming roads aren't enough, they've done this throughout Queenstown and wanaka It's just shit to drive around	Noted	

First Name	Last Name	Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in Cromwell North?	Would you like to comment on the proposed speed limit changes in Cromwell North?	Staff response	Supporting information
15 Stephen	Johnn	an individual	no	50km/h is already a suitable speed limit on these roads.	Noted	
16 Paul	Bisset	an individual	no	Would support maintaining a 50KPH speed limit in the areas shown	Noted	
17 Joe	Meehan	an individual	no	Leave the speeds how they are currently.	Noted	
18 john	Walker	an individual	yes	speed limit changes alone will not work. People do not comply with the present limit so they will not comply with the new limit unless there is other traffic calming measures and there is policing of the new limits	Noted	
19 Kate	Stephens	an individual	yes	Yes but why not 30? Multiple different speeds a bit confusing.	Noted	
20 Hamish	McKenzie	an individual	no	Any speeds below 50kph should only be used in densely populated or high pedestrian areas. I have seldomly experienced either in these areas.	Noted	
21 Ben	Jamieson	an individual	no	Leave it at 50kmh. 40kmh is too slow.	Noted	
22 Gaye	Gardner	an individual	no	How many severe accidents are in these streets to justify 40? Why not 50	Noted	
23 Julene	Anderson	an individual	no	See complete statement and supporting documents.	Noted	

То

Central Otago District Council

roading@codc.govt.nz

5th February 2024

Submission on Speed Management Plan for Community Speed Limits

This submission concentrates particularly on the proposed reduction in speed limits for Shortcut Road, and Partridge Road, Cromwell. It may however have relevance for nearby roads in Cromwell, and/or throughout the wider CODC District urban roading network.

I am a resident of Partridge Road, Cromwell and have lived here for nearly 4 years. I use Partridge Road and Shortcut Road daily, either walking, cycling or driving.

A.Speed Limits

Currently Partridge Road has a mix of different speed limits, 30 km/hr, 50 km/hr and 100 km/hr. I agree with Council's proposal to increase/reduce all 3 different limits to 40 km/hr.

Shortcut Road currently has a 50 km/hr speed limit and I agree with Council's proposal to decrease the limit to 40 km/hr.

However, just changing the speed limit signs on these roads will not stop them from continuing being used by the drivers of some vehicles as a default Highlands race track.

I refer you to a website www.irap.org which is a registered charity dedicated to saving lives by eliminating high risk roads throughout the world. The iRAP works in partnership with governments, road authorities, mobility clubs, development banks, NGOs and research organisations to inter alia, make roads safer for drivers of vehicles and other users.

Within the section on Road Safety toolkits they state:

- "...Speed limit setting is not an effective speed management measure if used in isolation. It must be complemented by:
 - Design of the road infrastructure which aligns with the desired travel speed, so that the road is self-explaining and that a driver or rider can more intuitively regulate their speed based on the look and feel of the road.
 - Traffic calming measures such as raised tables or chicanes may be deployed to ensure compliance.
 - Effective speed enforcement."

While redesigning Shortcut Road and Partridge Road are not practical, both require traffic calming measures and better speed enforcement. Council has placed traffic counters on both roads in the past 2 years, and the results only mirror what residents see daily. Council kindly supplied me with the following data, which confirms the local residents perceptions that the majority of vehicles travel these roads at a faster speed than 50 km/hr.

Road	Location Description	Location RP (m)	Date Recorded	Total Vehicles Recorded	Total Vehicle Speed >50km/hr	%>50km/
Shortcut Road	SH6 to Partridge	300	4/5/2023 to 11/5/2023	6312	4190	66%
Shortcut Road	SH8A to Partridge	670	4/5/2023 to 11/5/2023	8841	5541	63%
Partridge Road	Partridge Road	180	2/5/2022 to 9/2/2022	3873	1978	51%

B. Traffic Calming Measures

Council needs to seriously consider using the following tools in conjunction with lowering the speed limit:

Speed humps

Speed humps are either a narrow or wide raised section which spans the traffic lane. The geometry of the speed hump determines the speed at which traffic can travel over it, so the type and geometry of the speed hump should correspond with the desired outcome speed.

Speed humps should be used at midblock locations unless being incorporated as a raised pedestrian crossing. Speed humps should also be spaced at intervals to maintain desired speed. Gaps of 100m or more significantly increase average speeds. (cf iRAp.org)

There is plenty of room on both Partridge Road near the intersection with Shortcut Road; and along both the east/west and north/south parts of Shortcut Road to install speed humps of suitable types and geometry. Hopefully speeding drivers will soon tire of slowing down and speeding up between speed bumps and decide to use the smoother flowing and faster (80 km/hr) roundabouts.

Chicanes

Chicanes are artificial turns designed to reduce traffic speeds recommended for low volume, low speed roads. They are a type of lane narrowing that disrupts the normal flow of traffic and can force road users into one, single-file lane. Chicanes seem very popular in Christchurch suburban streets, and I can envisage several of these on each stretch of Shortcut Road, especially as the road verge is wide enough to accommodate them alongside some low level landscaping.

C. Speed Enforcement (or Lack thereof)

Several times in the past 2 years, Police have positioned themselves, for an hour or so, behind the green transformer on the corner of Lakeview Terrace and Shortcut Road and aimed speed guns at approaching vehicles. Many drivers were pulled over and I wrongly presumed that this was because they were driving at above 50km/hr and were receiving tickets. To support my submission that better solutions are needed on Shortcut Road to slow the traffic speed, I

requested from Police the number of speeding tickets that have been issued on Shortcut Road since January 2022. Please see their attached response to this submission.

Unbelievably, not one single speeding ticket had been issued. I would really like for Council and Police to get together, look at the number of speeding vehicles that Council has collected data on, and for Council to request that Police give some consideration to not just testing their speed guns any more (2 years to work out if they are accurate or not????) but to actually issue some tickets. Only 34% of drivers using Shortcut Road from SH6 are following the current speed limits. To me, that is an appalling figure and needs stronger action from our local Police.

D. Other Issues to Consider in Relation to Speed Reduction Efforts

Google Maps

On 30 December 2019 the ODT reported that Mayor Cadogan campaigned directly to Google to stop Shortcut Road appearing on Google Maps when the 'fastest route' option was chosen by users between Alexandra and Wanaka. There was an undertaking given to the Mayor from Google that they would not direct traffic through this urban road and instead show the route via the 2 new roundabouts on SH8B. (cf https://www.odt.co.nz/regions/central-otago/volume-traffic-sparks-call-map-app). The article is attached to this submission.

Fast forward 4 years to February 2024 and a Google Maps search still shows the Alexandra to Wanaka route and the Wanaka to Alexandra route both being directed via Shortcut Road, and away from the SH8B roundabouts. It would help immensely to reduce the traffic volumes if this could be corrected. Drivers coming off 80 km/hr speed limits at both ends onto Shortcut Road seem to have no inclination to reduce their speed to 50 km/hr so I can't see them considering lowering another 10 km/hr down to 40 km/hr.

Change the tare weight to stop heave vehicles using the Shortcut Road

Residents have had to put up with a massive increase of heavy vehicle trucks and trailers, and tankers over the past 2 years while the Wooing Tree has been developed, and with the construction of the 2 roundabouts. Unfortunately, it seems some of the drivers still like to avoid slowing their big rigs around the roundabouts and prefer to use Shortcut Road instead. Barry Ave and Alpha Street both have tare weight restrictions to try and stop heavy vehicles using those roads, could this also be considered for Shortcut Road, now the Wooing Tree access is open from SH8B?

The intersection with Shortcut Road and Partridge Road is far too narrow for a truck and trailer unit to navigate that corner without either riding over the concrete berm or going completely off road and driving over the grass outside no 1 Lakeview Terrace

Replace the Give Way sign with a Stop Sign

The 90 degree bend in Shortcut Road has been the location of one fatal and one serious hit and run accident over the past few years. In conjunction with lowering the speed limit and other traffic calming measures, would a Stop sign slow down the speeds more effectively?

E. SUMMARY

As I stated above, I support the reduction in the speed limit from all the current variations on Partridge Road, and on Shortcut Road, to a uniform 40 km/hr, with warning signs of maybe 20 km/hr where new speed bumps or chicanes may be installed. Getting the Police on board with actual genuine speed enforcement would also help immensely. Getting Google Maps corrected would also reduce traffic flows, as would reducing the heavy vehicles using it as a by-pass.

I have been advised by Mr Penniall that Council Roading is hoping to consult directly with the residents of Shortcut Road, and those who live in adjoining streets that have to use Shortcut Road, later this year regarding measures to slow down and possibly reduce the vehicle movements that currently use Shortcut Road.

I would like to briefly speak in support of my submission at a Hearing if one is to be held.

Julene Anderson

3 Partridge Road

Cromwell 9310

Julene.maree@hotmail.com

Valluforemá prafífic sparks

By Simon Henderson



Take the long way round, not Shortcut Rd, locals in Cromwell say. PHOTO: SIMON HENDERSON

The name might give the game away, but Cromwell residents are hoping fewer people use Shortcut Rd as one.

Lyn Dick said she and her husband, Leslie, had lived on the corner of Roberts Dr and Shortcut Rd for 15 years and had seen "major changes" in the area.

Shortcut Rd allowed northbound traffic to turn off State Highway 88 and southbound traffic to turn off State Highway 6, also known as Luggate-Cromwell Rd.

They had seen an increased volume of traffic using Shortcut Rd and some poor driving, including a tourist couple who recently turned the wrong way and ended up on their front garden, she said.

People using global positioning directions on iPhones using Apple Maps were not shown the shortcut, but Google Maps showed it as the route north, she said.

"A large number of rental vehicles or overseas tourists do use this route."

Mayor Tim Cadogan said he wrote to Google asking it to change its Google Maps application directions so it did not use Shortcut Rd.

He had had success about a year ago when he contacted Google to get a shortcut via Conroys Rd in Earnscleugh taken off Google Maps as the preferred route between Queenstown and Dunedin "due to safety issues".

He did not hear back from Google but after a few months the route was changed, he said.

Mr Cadogan checked the Google Maps Dunedin to Wanaka route yesterday and it had changed on his phone and no longer used the Shortcut Rd route, he said.

However, a check by this reporter showed Google Maps still provided directions via Shortcut Rd.

Mr Cadogan said that he would "keep chipping away" to get the route altered.

Cromwell Community Board chairwoman Anna Harrison said Mrs Dick's concerns as well as those from another member of the public had been passed on to the roading team.

"My understanding is that we are awaiting a response from the roading team."

simon.henderson@alliedpress.co.nz



IR-01-24-370

16 January 2024

Julene Anderson julene.maree@hotmail.com

Dear Julene

Thank you for your Official Information Act 1982 (OIA) request of 5 December 2023, in which you requested:

- 1. The total number of speeding tickets issued for vehicles travelling on Shortcut Road, Cromwell, between 1 Jan 2022 and 31 Dec 2023
- 2. The total number of speeding tickets issued for vehicles travelling on Shortcut Road, Cromwell, between 1 Jan 2023 and 30 Nov 2023
- The total number of speeding tickets issued for vehicles travelling on Partridge Road, Cromwell, between 1 Jan 2022 and 31 Dec 2023
- 4. The total number of speeding tickets issued for vehicles travelling on Partridge Road, Cromwell, between 1 Jan 2023 and 30 Nov 2023
- 5. For each period and location, the speed by which each driver was exceeding the 50 km/ph limit. le. between Jan 2022 and Dec 22 36 drivers were 10 km over, 41 drivers were 15 km over, 12 drivers were 20 km or more over the limit.

Police has issued no infringement notices for speeding offences on Shortcut Road or Partridge Road in Cromwell between 1 January 2022 and 31 December 2023.

Yours sincerely,

Superintendent Steve Greally

Director: Road Policing

Police National Headquarters

180 Molesworth Street. PO Box 3017, Wellington 6140, New Zealand. Telephone: 04 474 9499. Fax: 04 498 7400. www.police.govt.nz



	Cromwell South										
First Name	Last Name	Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in Cromwell South?	Would you like to comment on the proposed speed limit changes in Cromwell South?	Staff response	Supporting information					
Craiv	Fraser	an individual	no	Rediculous, these are rural roads	Noted						
Graham	Perkins	an individual	yes	N/A	Noted						
Megan	Rae	an individual	yes	A very sensible suggestion considering the amount of houses/driveways are in the Bannockburn Rd and Pearson Rd area	Noted						
Barry	Wells	an individual	yes	slower is good, but actually I was hoping to give an opinion on a much needed slower speed limit on SH8 entering Alexandra from the south	Noted						
Pamela	Calverley	an individual	no	Yes, yes to tightly controlled speed limits in the town centre, but on the open road, there is no advantage to reducing speed limits. It would be better to use the money for increasing awareness of good driving practices.							
Н	Bone	an individual	no	It's unnecessary and a waste of time and money	Noted						
/ James	Dicey	an individual	no	The 80km/hr speed limit proposed is NOT required. These roads are straight, with good visibility and have sufficient size to accommodate all traffic. There are NOT reasons why the limit needs to be reduced. There are not an excessive number of access points on to these roads and the access points that are there have excellent visibility. There have not been a larger amount of accidents either that I am aware of that necessitates this change.	Fatalities and serious injury (DSi) crash rates have remained fairly constant in Central Otago over the last 10 years. 37 DSi crashes were recorded between 2018/19 and 2022/23, with 34 DSi crashes between 2013/14 and 2017/18. There was a significant drop in datal and serious injury crashes in 2022/23, with only 4 crashes occuring on Central Otago district roads - which coincides with the implementation of Council's interim Speed Management Plan. However, this is too little data to determine a direct link between changes to the roading network and the reduction in serious crashes. The aim of Council's Speed Management Planning is to reduce deaths and serious injuries on the roads - and also support communities in establishing appropriate speed limits - that allow for safe road use by an increasing number of pedestrians, cyclists, and other vulnerable road users in and around our townships and settlements. This includes responding to changes where development extends the urban traffic area, or is included in the Government's Setting of Speed Limit directions. Changes in land use and development serviced by Bannockburn Road, Pearson Road, and Sandflat Road have resulted in the proposed 80km/h speed limits as appropriate speeds for these routes.						
James	Ward	an individual	no	This is a wide semi rural road, that isn't busy and no safety risk. No need to lower.	Noted						
Simon	Elder	an individual	no	Speeds have been in place have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. All this does is hinder the majority getting on and doing the things they need to do day to day. Perhaps make the fines higher for breaching the limits set instead of slapping people of the hand with a wet bus ticket	Noted						
) Peter	Сох	an individual	no	Reductions of speed in some instances to 30kmph is just ridiculous and actually causes accidents by it holding up traffic flow and impatient people (unfortunately that is human nature!) doing fast (dangerous) passing manoeveures that might injure people around schools. Creating the very issues that reducing speed to crazy slow levels aims to do. Would love to pressure test the evidence that says reducing speed to 30 actually saves lives!	Noted						
Louise	Peake	an individual	yes	Sandflat Road needs to be a sealed road.	Noted						
John	Lister	an individual	yes	But Pearson Rd could probably be 90	Noted						
Lincoln	Ohma	an individual	no	Unnecessary	Noted						

First Name	Last Name	Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in Cromwell South?	Would you like to comment on the proposed speed limit changes in Cromwell South?	Staff response	Supporting information
4 Carolyn	Squires	on behalf of a group, organisation, or company - M & C Squires Trust, which holds a consent for accommodation on the corner of Pearson and Bannockburn Road	yes	Yes. I strongly support a reduced speed limit to 80km along Bannockburn, Pearson and Sandflat Roads. The Bannockburn Pearson Rd intersection is very noisy with fast traffic, this is becoming an frequented tourist spot during the day for bikers and walkers. Reduced road speed would make this safer for visitors. We also have concerns about the noise of traffic for our developing Accommodation business. Reduced speed would reduce this noise impact. In addition, we have been concerned for some years about the prevalence of speeding traffic on Pearson Rd. Many 'hoons' use this from the corner westwards as a test ground for their cars and would reach speeds in excess of 150km. A reduced speed would deter this somewhat. Please also note that the Bannockburn/ Pearson intersection itself is very unsafe for having traffic travelling at 100km, as the stop point for the give way on Pearson is only metres away from traffic coming up very fast from the Bannockburn Bridge. This has additional implications during winter when the road is slippery. A reduced speed would benefit, along with moving the white lines further back from the intersection. We are happy to comment further if you would like to contact us.	Noted	
5 Paul	Bisset	an individual	yes	I strongly support the changes proposed. i submitted on the previous proposal in may 2022, please include my submission from then as part of this submission. I would prefer to see Bannockburn road at 70KPH but support the reduction to 80KPH, the gains in safety for road users and the community far out way the additional 27 sec it will take road users to travel the 100KPH section of the road (2.8km at 100KPH vs 2.8km at 80KPH)	Noted	
6 Joe	Meehan	an individual	no	Leave the speeds how they are currently.	Noted	
7 Kate	Stephens	an individual	yes	I support 30km/h throughout residential areas.	Noted	
8 Hamish	McKenzie	an individual	no	There is nothing to me that suggests the Bannockburn road needs a reduction. There are large shoulder and berms on the biking and pedestrian sides of the road. It also allows for great vision of traffic leaving or entering private access ways.	Noted	
9 Wally	Sanford	an individual	no	Bannockburn road is well offset from most of the adjacent properties and has a dedicated cycle trail offset from the road. There is little case for reducing the speed limit.	Noted	

First Name	Last Name		Do you support the proposed speed limit changes in Bannockburn?	proposed speed limit changes in	Staff response	Supporting information
		or an organisation?		Bannockburn?		
Craiv	Fraser	an individual	no	As previous comment	Noted	
<u>Graham</u>	Perkins	an individual	yes	N/A	Noted	
Megan	Rae	an individual	no	Most of these roads don't have very good visibility due to road side vegetation overhanging the roads in places. They still have many number of farming activities affecting them: stock movement, wandering stock (lower Jocelyn Rd), tractors/ATV's, as well as more than a number of big trucks for various reasons. Also these roads are also popular with people riding horses, speed and horses don't mix. People are often out walking on the roads in this area as well and often with kids and dogs. They are also mostly gravel roads that aren't always in the best condition due to irrigation water runoff (lower Jocelyn Rd especially!), corrugations due to people already speeding, sections affected by historic slips and not straight roads. Having driven these roads for more than 20 years, if you make the speed limit 80km, people will take that as a challenge to do 80km all the time when 50km is a far more comfortable speed with all the issues that affect these roads. Otherwise there maybe another death on the roads, Jocelyn Rd already has 1 cross on it!! Please don't add to it.	"Safe and Appropriate Speed" data for Gully Road, Jocelyn Road, Schoolhouse Road and Quartzville Road suggests the road could be posted at an 80km/h speed limit, which is considered to be appropriate. This implements a consistent message with the sections of Bannockburn Road south of Bannockburn township, and results in fewer speed signs introducing mixed messages to drivers unfamiliar with these roads.	
Barry	Wells	an individual	yes	slower is good, but actually I was hoping to give an opinion on a much needed slower speed limit on SH8 entering Alexandra	Noted	
Pamela	Calverley	an individual	no	from the south Yes, yes to tightly controlled speed limits in the town centre, but on the open road, there is no advantage to reducing speed limits. It would be better to use the money for increasing awareness of good driving	Noted	
Н	Bone	an individual	no	practices. It's unnecessary and a waste of time and	Noted	
Simon	Elder	an individual		money Speeds have been in place have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. All this does is hinder the majority getting on and doing the things they need to do day to day. Perhaps make the fines higher for breaching the limits set instead of slapping people of the hand with a wet bus ticket		
Shona	RAE	an individual	no	These gravel roads are narrow and windy with blind corners. They are often used by walkers and cyclists.		
Sharon	Smid	an individual	yes	These are gravel roads in an area where you might come across recreational walkers and bikers.	Noted	

<u>.</u>					proposed speed limit changes in Bannockburn?	Staff response	Supporting information
10 G	areth	Lloyd	an individual		'I believe that even if 80 is appropriate for	"Safe and Appropriate Speed" data for Gully Road, Jocelyn Road, Schoolhouse Road and Quartzville Road	
						suggests the road could be posted at an 80km/h speed limit, which is considered to be appropriate. This	
						implements a consistent message with the sections of Bannockburn Road south of Bannockburn township,	
						and results in fewer speed signs introducing mixed messages to drivers unfamiliar with these roads.	
					Road that warrant a speed limit of 50		
					throughout the whole road. These are		
					those hazards as I see it:		
					- The first S-shape-like corner (100m from		
					the intersection) is often only wide enough		
					for one vehicle, or one will essentially have		
					to drive right in the gutter. This requires		
					anticipation and a proactive look ahead to		
					see if the timing will be fine to simply drive		
					through. Additionally, there is a driveway		
					on this corner where the road is also quite		
					narrow.		
					- After this first bend, you now drive by a		
					home where two young girls live and play.		
					You can't see vehicles much in advance.		
					After the house, at the next corner is the		
					school camp, there are groups and often		
					times many kids staying and playing by		
					that corner.		
					- Right by the school camp corner is now a		
					walking/bike track entrance built which		
					goes to Lynn Lane in Bannockburn.		
					Therefore, there are oftentimes runners,		
					couples going for walks, people walking		
11 Jo	е	Meehan	an individual	no	Leave the speeds how they are currently.	Noted	

	Clyde North									
First Name	Last Name	Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in Clyde North?	Would you like to comment on the proposed speed limit changes in Clyde North?	Staff response	Supporting information				
Mark	Smith	an individual	no	with very few houses and exits a reduction to 50kph on Fruitgrowers road is as crazy as the reduction to 50kph past an orchard on Earnscleugh road. I believe this area was set out in the proposed district plan for further subdivision, unlike the orchard on Earnscleugh Road. If this subdivision increased the dwelling exits onto Fruitgrowers road there may be some merit in a speed reduction however 50kph seems very low for such an area, when you are proposing 60kph for Clyde North access road.						
Craiv	Fraser	an individual	no	As above	Noted					
Simon	Park	an individual	yes	Yes - as above, increased cycle use and development make lower limits appropriate. The steep grade and 55kph corner on Clyde North Access Road means 60 kph is sensible.	Noted					
Graham	Perkins	an individual	yes	Great for the town to have a reduced speed as they enter the 30km section. Again signage and notification should be applied.	Noted					
Grant	Campbell	an individual	no	as above current limits seem fine	Noted					
Barry	Wells	an individual	yes	slower is good, but actually I was hoping to give an opinion on a much needed slower speed limit on SH8 entering Alexandra from the south	Noted					
Pamela	Calverley	an individual	no	Yes, yes to tightly controlled speed limits in the town centre, but on the open road, there is no advantage to reducing speed limits. It would be better to use the money for increasing awareness of good driving practices.	Noted					
Н	Bone	an individual	no	It's unnecessary and a waste of time and money	Noted					
Jill Simon	Ridden Elder	an individual an individual	no no	As above Speeds have been in place have operated without	Noted Noted					
				issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. All this does is hinder the majority getting on and doing the things they need to do day to day. Perhaps make the fines higher for breaching the limits set instead of slapping people of the hand with a wet bus ticket						
Kathryn	Blyth	an individual	no	Fruitgrowers Road should be 60km	Noted					
Leanne	Downie	an individual	yes	The expectation that cars are travelling at 60 km would perhaps ease some of the impatience of the drivers for whom the current 70 km means 80 km and who get pissy with the camper vans and vehicles with boat trailers etc who don't (can't) travel that stretch of road at 70+ km. It would also make the change to 30 km through town (rarely adhered to and even less rarely policed) easier to achieve. As for the lookout road this is one of the towns popular walking areas and with it's curve and rough surface can be uncomfortable when facing a vehicle coming fast down the hill.						
Trudy	Anderson	an individual	no	Can't see the extend of the 50km/hr in the vacinity of the Lake. Why on earth are we not commenting on the 50km/hr speed limit on Earnscleugh Road at Clyde end. This is excessively long and not consistent with any other town entrances anywhere. The section from the top of the hill to Clyde lookout turnoff should be 70 km/hr. I routinely drive this section between 3 and 4pm on school days and have never seen children cycling as was the supposed logic when this was implemented.	Noted					
Ken	Churchill	an individual	yes	Already decided by new govt	Noted					

First Name	Last Name	Are you providing feedback as an individual or an	Do you support the proposed speed limit changes in Clyde North?	proposed speed limit changes in Clyde	Staff response	Supporting information
15 James	Irwin	organisation? an individual	yes	North? In general, I support lower speed limits, PROVIDED there is a prominent education campaign for the rationale for them. In particular precision references to research that lower speed limits do reduce the death rate and serious accidents.		
16 Joe 17 Kate 18 Stuart	Meehan Stephens Bateman	an individual an individual an individual	no yes yes	Leave the speeds how they are currently. As above I am fully supportive of the proposed changes. Additionally I would like to raise concerns on the policing of the 30km speed limit that currently exists in Sunderland St. In my experience as a resident it is a common occurrence for motorists to be travelling well in excess of the 30km limit. I believe this raises safety concerns for pedestrians and other motorists. During times of congestion in Sunderland St this is of particular concern. I believe a lack of significant signage, limited police presence, cameras or deterrents has also been a factor in this problem. I suggest it would be helpful		
19 Vaughan	Templeton	an individual	yes	to implement an electronic survey on the road to be able to fully understand the scale of this issue. One immediate solution would be to install well signposted speed cameras to encourage a change of driver behaviour. I support the changes but I worry that the current speed limits are not being taken seriously, even by locals. Vehicle are regularly doing 50-60kms in the 30km area at the north end of Sunderland st which is very dangerous when the narrowness of the street is considered. The solution to this is a speed		
20 Andrea	Hunter	an individual	yes	i support the lower speeds suggested. Reducing the speed coming off the highway to 60ks improves the chance of traffic slowing to 30ks as it enters Clyde. At present the current lower speeds are being ignored and without some reinforcement it is unlikely a reduction would be any more effective than the existing speed limits. An electronic speed reading sign indicating speed before entering Clyde would be useful to remind drivers to slow down. Some type of speed calming device, eg rumble strip in the region of the dam lookout, would signal a lower speed limit is in place. Commercial traffic tends to be through traffic and faster. I suggest that allowing Sunderland Street to be a through road from Earnscleugh to the highway to Cromwell is the root of the issue. I suggest that there should be no through road. Sunderland Street would stop at the dam lookout above the dam or be closed off at the highway. Traffic from the higway would stop at the dam lookout above the dam or be closed off at the highway. Traffic from the Clyde bridge would turn right and access the highway at the south end of Clyde. Entry to Clyde from the south already has 3 access points. This would have the additional advantage of stopping traffic from Cromwell turning right at the north entrance to Clyde immediately before a bend which obscures the oncoming traffic from the east.	Noted. The changes to the roads in Clyde as part of the Historic Precinct developments are still ongoing. The changes within the 30km/h speed limit areas are designed to support a low speed environment. The roads through Clyde have always provided a route for through-traffic, and the Heavy Vehicle Restrictions implemented historically were intended to support the appropriate use of Earnscleugh Road, Matau Street, and Sunderland Street. Incorporating additional road infrastructure to support compliance with the 30km/h speed limit will form part of Council's monitoring once the Historic Precinct is completed.	
21 Nicholas	Johnston	an individual	no	I think down the hill should be 50 not 60	Noted	

First Name		Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in Clyde North?	proposed speed limit changes in Clyde North?	Staff response	Supporting information
22 Wendy	Muir	an individual	no	30 to 60 is unacceptable - traffic is travelling far to fast throughout heritage area. No consideration for people who are walking sightseeing and for bikers - this is a tourist area now so the 30 limit should apply right through to 50 Not 60 Our street is so congested we need to look after people not cars. We need proper signage to control speed. Also signs for children walking	Noted	
23 Ngaire	Adams	an individual	yes	the current 30km/hr zone requires monitoring, I live in North Sunderland St, almost all cars speed excessively between 5pm and 9amish, during working hours 50% cars speed especially in Holloway St, it is very dangerous backing out of our garages and moving from the verge	Noted	
24 Dunstan	Brook-Miller	an individual	no	No accidents occur on these parts of road. Leave as is. Area around school is fine	Noted	
25 Hamish	McKenzie	an individual	no	I frequent these roads at all hours of the day. Generally I don't see how the reduced speed limits increase safety. Suitable driver discretion is necessary at times as with any other road. If drivers are unable to determine when this discretion is important then I would suggest their ability to legally drive on NZ roads should also be in question. The worst speed zones are the 30kph zones. I seldomly experience drivers adhering to this limit and when users like myself do there is almost always tailgaters putter added pressure to go faster. Tailgaters add a large safety issue in other ways also		
26 Ben	Jamieson	an individual	no	No need to change. Also, the 30kmh speed limit in the Clyde CBD is too slow. 40kmh would be better.	Noted	
27 Gaye	Gardner	an individual	no	Fruitlands Rd both 70	Noted	

	- In	Clyde						
First Name	Last Name	Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in Clyde?	Would you like to comment on the proposed speed limit changes in Clyde?	Staff response	Supporting information		
Anna	Johnson	an individual	no	Maybe 60 heading into town	Noted			
Mark	Smith	an individual	no	There are no dwelling exits onto Sunderland street in this area, no visibility issues and a very wide road reserve for pedestrians. I see no reason to lower the speed limit from the existing 70kph	Noted			
B Craiv	Fraser	an individual	no	No further reductions are needed Council needs to wait and see what the new Govt does what it says it will do and reverse the NZTA reductions, if that all gets changed back then new signage will be required at another cost to ratepayers	Noted			
Simon	Park	an individual	yes	Increasing residential development and cycle use make the lower limits appropriate	Noted			
Graham	Perkins	an individual	yes	Due to the growth in this area, the proposals are keeping in with residential requirements. With the greater speed the dust produced is quite alarming with fine silt depositing inside dwellings. This may reduce this effect. Plenty of signage is required in a space where it can be seen and to not close to intersections as with the S/H8-Springvale Road.	Noted			
5 Grant	Campbell	an individual	no	current speed limit seem fine. is this change supported by any research eg accidents?	Fatalities and serious injury (DSi) crash rates have remained fairly constant in Central Otago over the last 10 years. 37 DSi crashes were recorded between 2018/19 and 2022/23, with 34 DSi crashes between 2013/14 and 2017/18. There was a significant drop in datal and serious injury crashes in 2022/23, with only 4 crashes occuring on Central Otago district roads - which coincides with the implementation of Council's interim Speed Management Plan. However, this is too little data to determine a direct link between changes to the roading network and the reduction in serious crashes. The aim of Council's Speed Management Planning is to reduce deaths and serious injuries on the roads - and also support communities in establishing appropriate speed limits - that allow for safe road use by an increasing number of pedestrians, cyclists, and other vulnerable road users in and around our townships and settlements. This includes responding to changes where development extends the urban traffic area, or is included in the Government's Setting of Speed Limit directions. One direction included under Setting of Speed Limit Rule 2022 was a requirement for Road Controlling Authorities to review the sections of road with 70km/h speed restrictions, with an intention to set appropriate speed limits of either 50km/h, 60km/h, or 80km/h. This requirement is reflected in the proposals for sections of Sunderland Street, Clyde Lookout Road, Muttontown Road, and Fruitgrowers Road.			
⁷ Barry	Wells	an individual	yes	slower is good, but actually I was hoping to give an opinion on a much needed slower speed limit on SH8 entering Alexandra from the south	Noted			
Pamela	Calverley	an individual	no	Yes, yes to tightly controlled speed limits in the town centre, but on the open road, there is no advantage to reducing speed limits. It would be better to use the money for increasing awareness of good driving practices.	Noted			
Н	Bone	an individual	no	It's unnecessary and a waste of time and money	Noted			
) Sampsa	Kiuru	an individual	yes	There are plenty of cyclists, walkers and pets along the roads in Clyde, and slower speed is safer, healthier and less intrusive/noisy to the community. If people want to speedily travel, use the highway.	Noted			
Jill	Ridden	an individual	no	30 km o eat Brigden is crazy great for revenue collection	Noted			
2 Simon	Elder	an individual	no	Speeds have been in place have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. All this does is hinder the majority getting on and doing the things they need to do day to day. Perhaps make the fines higher for breaching the limits set instead of slapping people of the hand with a wet bus ticket	Fatalities and serious injury (DSi) crash rates have remained fairly constant in Central Otago over the last 10 years. 37 DSi crashes were recorded between 2018/19 and 2022/23, with 34 DSi crashes between 2013/14 and 2017/18. There was a significant drop in datal and serious injury crashes in 2022/23, with only 4 crashes occuring on Central Otago district roads - which coincides with the implementation of Council's interim Speed Management Plan. However, this is too little data to determine a direct link between changes to the roading network and the reduction in serious crashes. The aim of Council's Speed Management Planning is to reduce deaths and serious injuries on the roads - and also support communities in establishing appropriate speed limits - that allow for safe road use by an increasing number of pedestrians, cyclists, and other vulnerable road users in and around our townships and settlements. This includes responding to changes where development extends the urban traffic area, or is included in the Government's Setting of Speed Limit directions.			
3 Carol	Bacon	an individual	no	Should be 408	Unsure of comment			
1 Parrio	WILLS	on individual	lyee	Makes sones, happy with that	Noted			
4 Barrie 5 Kathryn	WILLS Blyth	an individual an individual	yes no	Makes sense - happy with that Mutton Town Road should be 80 from the intersection with Hospital Road.	Noted The proposals have incorporated the impacts of the change of use and development of the Aurum on Clutha Lifestyle Village, where a 50km/h speed limit is considered appropriate in extending the urban traffic area to include additional sections of Muttontown Road, Hospital Road, and Sunderland Street. Council's implementation programme of the 80km/h limit on the SH8 - Aurum on Clutha Lifestyle Village section of Muttontown Road may be dependent on information from Waka Kotahi on any proposed speed limit changes included in their consultation on the State Highway Speed Management Plan, and Council will pass on the			

First Name	Last Name	Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in Clyde?	Would you like to comment on the proposed speed limit changes in Clyde?	Staff response	Supporting information
16 Leanne	Downie	an individual	yes	With the increase in population at the south end of town 50 seems reasonable	Noted	
17 Ken	Churchill	an individual	ves	Gove has decided	Noted	
18 Lincoln	Ohma	an individual	no	They are slow enough	Noted	
19 James	Irwin	an individual	yes	In general, I support lower speed limits, PROVIDED there is a prominent education campaign for the rationale for them. In particular precision references to research that lower speed limits do reduce the death rate and serious accidents.	Noted	
20 Joe	Meehan	an individual	no	Leave the speeds how they are currently.	Noted	
21 Kate	Stephens	an individual	yes	Whole of Clyde should be 30kph - through traffic bypasses so minimal effect on journey times. I support 30kph in all residential areas.		
22 Vaughan	Templeton	an individual	yes	I support the proposed changes	Noted	
23 Dunstan	Brook-Miller	an individual	no	I dont feel this area needs these reduced speeds, seems fine at the moment. Review in a few years once houses go in.	Noted	
24 Hamish	McKenzie	an individual	no	I frequent these roads at all hours of the day. Generally I don't see how the reduced speed limits increase safety. Suitable driver discretion is necessary at times as with any other road. If drivers are unable to determine when this discretion is important then I would suggest their ability to legally drive on NZ roads should also be in question. The worst speed zones are the 30kph zones. I seldomly experience drivers adhering to this limit and when users like myself do there is almost always tailgaters putter added pressure to go faster. Tailgaters add a large safety issue in other ways also.	The aim of Council's Speed Management Planning is to reduce deaths and serious injuries on the roads - and also support communities in establishing appropriate speed limits - that allow for safe road use by an increasing number of pedestrians, cyclists, and other vulnerable road users in and around our townships and settlements. This includes responding to changes where development extends the urban traffic area, or is included in the Government's Setting of Speed Limit directions. The use of 30km/h speed restrictions are strictly limited to areas where the risks to pedestrians, cyclists, and other vulnerable road users are considered high enough to warrant a speed limit that is proven to result in fewe death and serious injuries for these groups. International road safety research and evidence has established the 30km/h is considered to be the 'survivable' speed in a crash involving a pedestrian and a vehicle. Less than 10' of crashes involving pedestrians, cyclists, and other vulnerable road users result in fatalities at 30km/h or below and provide significant additional time for driver and pedestrian reactions to prevent a crash occurring. The fatality rate for similar crashes at 50km/h is in excess of 80%.	er at %
25 Ben	Jamieson	an individual	no	30kmh is too slow.	Noted	
26 Gaye	Gardner	an individual	no	I agree with variable speed if it's around schools especially with holiday differences, and hospital limit of 50, never seen anyone walking there, and bumps ensure slow progress (would they be removed?) sunderland to be 60km	Noted. The aim of Council's Speed Management Planning is to reduce deaths and serious injuries on the roads - and also support communities in establishing appropriate speed limits - that allow for safe road use by an increasing number of pedestrians, cyclists, and other vulnerable road users in and around our townships and settlements. This includes responding to changes where development extends the urban traffic area, or is included in the Government's Setting of Speed Limit directions. One direction included under Setting of Speed Limit Rule 2022 was a requirement for Road Controlling Authorities to review the sections of road with 70km/h speed restrictions, with an intention to set appropriate speed limits of either 50km/h, 60km/h, or 80km/h. This requirement is reflected in the proposals for sections of Sunderland Street, Muttontown Road, and Hospital Road. The proposals also include formalising the 30km/h restriction on the public roads within the Dunstan Hospital site	

First Name	Last Name	Are you providing feedback as an	Do you support the proposed eneed	Would you like to comment on the proposed	od Ctoff voncens		
-irst Name	Last Name	individual or an organisation?	Do you support the proposed speed limit changes in Alexandra?	Would you like to comment on the proposed speed limit changes in Alexandra?	Staff response	Supporting information	
Mark	Smith	an individual	yes	Letts Gully road has viability issues so I support this reduction from 100kph	Noted		
Craiv	Fraser	an individual	no	As above	Noted		
Simon	Park	an individual	yes	I strongly support the reduced limits on Letts Gully	Noted the submitter's support for the changes on Letts Gully Road, which have been proposed in		
				Road. In addition to improving cycling safety, there is	response to assessments of the appropriate speeds for this road.		
				ongoing development with more driveways and traffic,	The aim of Council's Speed Management Planning is to reduce deaths and serious injuries on the		
				combined with a windy road that has some marginal sight lines at 100 kph and a sudden shading change	roads - and also support communities in establishing appropriate speed limits - that allow for safe road		
				where there are large pine trees (also a frost zone).	use by an increasing number of pedestrians, cyclists, and other vulnerable road users in and around		
					our townships and settlements. This includes responding to changes where development extends the		
				,	urban fringes of our rural residential blocks, or is included in the Government's Setting of Speed Limit		
				signs.	directions.		
				It would be logical to extend the 80 kph limit west			
				along Springvale Road (from the Letts Gully	One direction included under Setting of Speed Limit Rule 2022 was a requirement for Road Controlling		
				intersection) until the existing 80 kph zone. This is	Authorities to review the sections of road with 70km/h speed restrictions, with an intention to set		
				only ~700 m and would provide consistency for those	appropriate speed limits of either 50km/h, 60km/h, or 80km/h. This requirement is reflected in the		
				using Letts Gully and heading towards Clyde. It would			
				also be much safer for the Springvale/McArthur Road			
				intersection and for all traffic heading west along	Conversely, the Government's directtion to consider travel time disbenefits alongside the current road	1	
				Springvale Road as the current 100/80 transition is	use and travel speeds has resulted in no extension of the 80km/h speed limit implemented for	İ	
				shortly before the steep downhill and windy section	Springvale in 2022.	1	
				where a number of accidents have occurred,		İ	
				including a serious ute rollover in late 2021. It would		1	
				be safer for west-bound vehicles to slow earlier, and		1	
				east-bound traffic is already slowed due to the steep			
				hill and 80 kph limit. That section of Springvale Road			
				(west of Letts Gully) is also subject to both morning			
				and evening sun strike and has minimal and broken			
				edge margins for cyclists. I alternate between car and			
				cycle commuting from McArthur Road to Alex via			
				Letts Gully and am confident the small increase in			
				travel time is a small cost for significantly improved			
				safety.			
Graham	Perkins	an individual	yes	As growth in these areas with lifestyle blocks and	Noted	+	
Oranam	i cikiiis	an marviada	yes	more vehicles using this area. Safety is a key for	Noted		
				cyclists of all ages.			
Grant	Campbell	an individual	no	current limits seem fine	Noted		
Rachael	Baxter	an individual	no	I think a drop of 20kph to 50 kph would be safer for	Noted		
				Gilligans Gully. A narrow road in places with no			
				barriers, and a decent dropoff directly off the side of			
				the road in a couple of places, blind crest etc. While			
				you are about reviewing speed limits you may as well			
				make it worth your while.			
				I would also suggest that Letts Gully is wider and has			
				a seperate pedestrian walkway in the lower more		1	
				residentail area so it should remain the same. 80 kph		1	
				for upper half is a good idea.			
lan	Stewart	an individual	yes	I believe Letts Gully road should have a restricted	Noted		
				speed limit over its entire length. With the increase in		1	
				use, the increase in development and new buildings		1	
				the volume of traffic is ever increasing			
Barry	Wells	an individual	yes	slower is good, but actually I was hoping to give an	Noted	1	
				opinion on a much needed slower speed limit on SH8		1	
				entering Alexandra from the south		1	
Pamela	Calverley	an individual	no	Yes, yes to tightly controlled speed limits in the town	Noted	1	
				centre, but on the open road, there is no advantage to) <mark> </mark>	1	
				reducing speed limits. It would be better to use the		1	
				money for increasing awareness of good driving		1	
H	Bone	an individual	no	practices. It's unnecessary and a waste of time and money	Noted	+	
imon	Elder	an individual	no	Speeds have been in place have operated without	Noted	+	
DIIIIOII	Eluei	ali iliulviuuai	TIO	issue for the most part.	INOIGU	1	
				I don't see the need top change the speed limits when		1	
				it is individuals who drive irresponsibly and will		1	
						1	
				continue to do so regardless of any change made.		1	
				All this does is hinder the majority getting on and doing the things they need to do day to day.		1	
				Perhaps make the fines higher for breaching the		1	
				limits set instead of slapping people of the hand with		1	
	i	İ	1	himme ser instead of stabbility beoble of the halld with		1	
				a wet bus ticket			

First Name	Last Name	Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in Alexandra?	Would you like to comment on the proposed speed limit changes in Alexandra?	Staff response	Supporting information
12 IAN	MICHAELS	an individual	no	existing speed limits are adequiet	Noted	
13 Barrie	WILLS	an individual	yes	No mention of speed alterations already made, eg Earnscleugh Rd ??? Are any of those up for reconsideration, or are these changes all additional??	Noted	
14 Neil	Robb	an individual	no	The speed limit when entering Alexandra from Clyde needs to be reduced with a safe way for school kids to cross the road. There are currently no pedestrian crossings on either SH1 or boundary road which are busy areas before and after school with people going to school and work. When taking kids to school these are areas where we are most vulnerable to traffic including when using the median barrier opposite Molyneux park. These barriers can be the cause of confusion as some times traffic stops and others they don't resulting in uncertainty for the kids.		
15 Ken	Churchill	an individual	yes	whole survey hasnt taken into account the new govt mandates, come on ,catch up	Noted	
16 James	Irwin	an individual	yes	In general, I support lower speed limits, PROVIDED there is a prominent education campaign for the rationale for them. In particular precision references to research that lower speed limits do reduce the death rate and serious accidents.	Noted	
17 Joe	Meehan	an individual	no	Leave the speeds how they are currently.	Noted	
18 Kate	Stephens	an individual	yes	I would like to see 30kph throughout Alexandra residential areas. SH 8 could be 50kph in town but with safe crossing points, proper segregated cycling and walking routes and traffic calming.	Noted - Will pass feedback onto Waka Kotahi	
19 Ben	Jamieson	an individual	no	Too slow.	Noted	
20 Gaye	Gardner	an individual	no	Letts to Springvale 100, the existing lower speed area 60	Noted	

Lauder							
First Name	Last Name	Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in Lauder?	Would you like to comment on the proposed speed limit changes in Lauder?	Staff response	Supporting information	
Craiv	Fraser	an individual	no	As above	Noted		
Simon	Park	an individual	yes	No	Noted		
Graham	Perkins	an individual	yes	No comment on proposal as I am not directly affected.	Noted		
Grant	Campbell	an individual	no	any issues in this area?	Noted		
Barry	Wells	an individual	yes	slower is good, but actually I was hoping to give an opinion on a much needed slower speed limit on SH8 entering Alexandra from the south	Noted		
Pamela	Calverley	an individual	no		Noted		
Н	Bone	an individual	no		Noted		
Nikki	Williams	an individual	yes	Sensible to reduce the speed with cyclists accessing the cafe and hotel.	Noted		
Simon	Elder	an individual	yes	Speeds have been in place have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. All this does is hinder the majority getting on and doing the things they need to do day to day. Perhaps make the fines higher for breaching the limits set instead of slapping people of the hand with a wet bus ticket			
James	Irwin	an individual	yes		Noted		
Joe	Meehan	an individual	no	accidents. Leave the speeds how they are currently.	Noted		
16.							
Kate Dunstan	Stephens Brook-Miller	an individual an individual	yes yes	I think this should be better I think this should be further reduced to 50. There is a cafe and a lot of cyclists from the rail trail, as well as young and elder families along this stretch of road.	Noted Noted		
Ben	Jamieson	an individual	no		Noted		

			Cambrians	S		
First Name	Last Name	Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in Cambrians?		Staff response	Supporting information
Alison	Fitzgerald	on behalf of a group, organisation, or company - St. Bathans Area Community Association	yes	We are very supportive of reducing the speed limit in Cambrians. Thank you!	Noted	
Craiv	Fraser	an individual	no		Noted	
Graham	Perkins	an individual	yes	Not affected, nil comment.	Noted	
Karen	Daly	an individual	yes	lowered to 30 as many children ride bicycles	Cambrians Road currently operates with an informal 40km/h speed limit posted at the start of the road, and a drive-over of the site confirmed that 40km/h was the appropriate 'self-explaining' speed for this road. "Safe and Appropriate Speed" data for Cambrians Road suggests the road could be posted at a 60km/h speed limit, which is considered to be inappropriate. There was a concern that the reduction to 30km/h may result in poor compliance, and put vulnerable road users at risk - where they may be expecting vehicles to travel on the road at this lower speed.	
Barry	Wells	an individual	yes	hoping to give an opinion on a much needed slower speed limit on SH8	Noted	
Pamela	Calverley	an individual	no	entering Alexandra from the south Yes, yes to tightly controlled speed limits in the town centre, but on the open road, there is no advantage to reducing speed limits. It would be better to use the money for increasing awareness of good driving practices.	Noted	
Kim	Hollebon	on behalf of a group, organisation, or company - Cambrian Community	yes	Yes this is well over due.	Noted	
Н	Bone	an individual	no	It's unnecessary and a waste of time and money	Noted	
Simon	Elder	an individual	no	Speeds have been in place have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. All this does is hinder the majority getting on and doing the things they need to do day to day. Perhaps make the fines higher for breaching the limits set instead of slapping people of the hand with a wet bus ticket		
Timothy	Groenendaal	an individual	yes		Cambrians Road currently operates with an informal 40km/h speed limit posted at the start of the road, and a drive-over of the site confirmed that 40km/h was the appropriate 'self-explaining' speed for this road. "Safe and Appropriate Speed" data for Cambrians Road suggests the road could be posted at a 60km/h speed limit, which is considered to be inappropriate. There was a concern that the reduction to 30km/h may result in poor compliance, and put vulnerable road users at risk -where they may be expecting vehicles to travel on the road at this lower speed.	

	First Name	Last Name	Are you providing feedback as an individual or an organisation?	speed limit changes in Cambrians?		Staff response	Supporting information
111	Fiona	Sydney	an individual		30km with road signs showing speed at several points in the valley. There are lots of little children during summer and full time residents have dogs. People can go very fast up the road. Further on Shaw Road towards the DoC reserve there are a number of blind spots and some go fast on this stretch - there will be an accident one day soon. There should also be speed reductions/inclusions of blind spot mirrors on Shaw Road.	Cambrians Road currently operates with an informal 40km/h speed limit posted at the start of the road, and a drive-over of the site confirmed that 40km/h was the appropriate 'self-explaining' speed for this road. "Safe and Appropriate Speed" data for Cambrians Road suggests the road could be posted at a 60km/h speed limit, which is considered to be inappropriate. There was a concern that the reduction to 30km/h may result in poor compliance, and put vulnerable road users at risk - where they may be expecting vehicles to travel on the road at this lower speed. Council will provide feedback to DoC, who are responsible for the Setting of Speed Limits on roads operated and maintained by the Department of Conservation.	
		Irwin Meehan	an individual an individual		In general, I support lower speed limits, PROVIDED there is a prominent education campaign for the rationale for them. In particular precision references to research that lower speed limits do reduce the death rate and serious accidents.		
13	Joe	ivieenan	an individual		Leave the speeds how they are currently.	Noted	
14	Gaye	Gardner	an individual	no	50	Noted	

			St. Bathans			
First Name	Last Name	Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in St. Bathans?	Would you like to comment on the proposed speed limit changes in St. Bathans?	Staff response	Supporting information
Craiv	Fraser	an individual	no	As previous comment	Noted	
Graham	Perkins	an individual	yes	A popular area for walkers and cyclists. Reduced speed supports safety of everyone.	Noted	
Barry	Wells	an individual	yes		Noted	
Pamela	Calverley	an individual	no		Noted	
Н	Bone	an individual	no	It's unnecessary and a waste of time and money	Noted	
Simon	Elder	an individual	no	Speeds have been in place have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. All this does is hinder the majority getting on and doing the things they need to do day to day. Perhaps make the fines higher for breaching the limits set instead of slapping people of the hand with a wet bus ticket		
James	Irwin	an individual	yes	In general, I support lower speed limits, PROVIDED there is a prominent education campaign for the rationale for them. In particular precision references to research that lower speed limits do reduce the death rate and serious accidents.	Noted	
Joe	Meehan	an individual	no	Leave the speeds how they are currently.		
Kate	Stephens	an individual	yes	This is good - why not do this everywhere?	Noted	
Dunstan	Brook-Miller	an individual	yes	This spped area needs to be reduced. Most people only drive this speed through here anyway	Noted	

Oturehua ————————————————————————————————————								
First Name	Last Name	Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in Oturehua?	Would you like to comment on the proposed speed limit changes in Oturehua?	Staff response	Supporting information		
Bridget	Musters	an individual	yes	Essential (and long overdue) to extend the 50 kph speed limit north to Hills Creek Road because of the domain and swimming pool, as well as the several new dwellings between Gilchrist's Store and Hills Creek Road not shown on the old map used here. Driving north through the village many people see the 70 sign coming up and start accelerating even from the shop (because it's a straight section). I would suggest 70 continues north from Hills Creek for another few hundred metres. To the south of the village, the 50 needs to be extended to Hayes Road, because of the very dangerous rail trail crossing there: cars come at 100kph down the hill to the dam. Perhaps there could even by 70kph north from Hayes Road for a few hundred metres?	The aim of Council's Speed Management Planning is to reduce deaths and serious injuries on the roads - and also support communities in establishing appropriate speed limits - that allow for safe road use by an increasing number of pedestrians, cyclists, and other vulnerable road users in and around our townships and settlements. This includes responding to changes where development extends the urban traffic area, or is included in the Government's Setting of Speed Limit directions. One direction included under Setting of Speed Limit Rule 2022 was a requirement for Road Controlling Authorities to review the sections of road with 70km/h speed restrictions, with an intention to set appropriate speed limits of either 50km/h, 60km/h, or 80km/h. This requirement is reflected in the proposals for sections of Ida Valley Omakau Road and Hills Creek Road at Oturehua. Conversely, the Government's direction to consider travel time disbenefits alongside the current road use and travel speeds has resulted in no proosals for an extension of the speed limit on the southern side of Oturehua, covering the Rail Trail crossing and access to Hayes Engineering on Ida Valley Omakau Road.			
Alison	Fitzgerald	on behalf of a group, organisation, or company - St. Bathans Community Association	yes	We are very supportive of reducing the speed limit in Oturehua. thank you!	Noted			
Craiv	Fraser	an individual	no	As previous comment	Noted			
Graham	Perkins	an individual	yes	Again tourists using the road and rail trail. Safety in this area with a slower speed will encourage a stop for drink/food or a look around.	Noted			
Barry	Wells	an individual	yes	slower is good, but actually I was hoping to give an opinion on a much needed slower speed limit on SH8 entering Alexandra from the south	Noted			
Н	Bone	an individual	yes	It's unnecessary and a waste of time and money	Noted			
Simon	Elder	an individual an individual	yes	Speeds have been in place have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. All this does is hinder the majority getting on and doing the things they need to do day to day. Perhaps make the fines higher for breaching the limits set instead of slapping people of the hand with a wet bus ticket In general, I support lower speed limits, PROVIDED there is a prominent education campaign for the rationale for them. In particular precision references to research that lower speed limits do reduce the death rate and serious accidents.	Noted Noted			
Joe	Meehan	an individual	no	Leave the speeds how they are	Noted			

First Name	Last Name	Are you providing feedback as an individual or an	Do you support the proposed speed limit changes in Oturehua?	Would you like to comment on the proposed speed limit	Staff response	Supporting information
		organisation?		changes in Oturehua?		
10 Paula	Wagemaker	on behalf of a group, organisation, or company - Oturehua Community Group	yes			
11 Gaye	Gardner	an individual	no	60	Noted	

Patearoa Patearoa Patearoa Patearoa Patearoa Patearoa Patearoa Patearoa Patearoa Patearoa Patearoa Patearoa Pa Patearoa Patearoa Pa								
First Name	Last Name	Are you providing feedback as an individual or an organisation?	Do you support the proposed speed limit changes in Patearoa?	Would you like to comment on the proposed speed limit changes in Pateareoa?	Staff response	Supporting information		
Craiv	Fraser	an individual	no	As previous comment	Noted			
Graham	Perkins	an individual	yes	I am not directly affected by the change but support those who request it for safety reasons.	Noted			
Grant	Campbell	an individual	no	are there any issues in this area?	Noted			
Barry	Wells	an individual	yes	slower is good, but actually I was hoping to give an opinion on a much needed slower speed limit on SH8 entering Alexandra from the south	Noted			
Pamela	Calverley	an individual	no	Yes, yes to tightly controlled speed limits in the town centre, but on the open road, there is no advantage to reducing speed limits. It would be better to use the money for increasing awareness of good driving practices.	Noted			
Н	Bone	an individual	no	It's unnecessary and a waste of time and money	Noted			
Simon	Elder	an individual	no	Speeds have been in place have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. All this does is hinder the majority getting on and doing the things they need to do day to day. Perhaps make the fines higher for breaching the limits set instead of slapping people of the hand with a wet bus ticket	Noted			
James	Irwin	an individual	yes	I holiday at a place on Aitken road. A 50 kph speed limit will make pedestrians and cyclists safer.	Noted			
Joe	Meehan	an individual	no	Leave the speeds how they are currently.	Noted			

First Name	Last Name	Are you providing feedback as an	This consultation is limited to those roads listed in this survey. However, if you would like to provide	Staff response	Supporting information	
riist Name	Last Name	individual or an organisation?	feedback regarding speed limits on additional roads for consideration in the future, please provide those comments with specific details below for future road planning.	Stati response	Supporting information	
Anna	Johnson	an individual	Need to lobby government for a speed limit for passing cyclists and horses on all roads other than SH of 30km	Noted		
Mark	Smith	an individual	Earnscleugh Road from Hawksburn Rd to Paulin Road I would have submitted feedback on the Earnscleugh Rd speed reduction however misread the proposal and believed the reduction to 50kph was from 20m south of Paulin Road rather than past an orchard with no driveway exits, this should be revisited or at least the rational of the decision explained to the public, my email request for this has gone unanswered I can see no reason why the speed limit is 50kph past an orchard on a very wide road reserve which from memory was not designated for further subdivision in the last district plan discussion document	Noted		
Werner	Murray	an individual	See attached. My view is that due to the growth that Cromwell has experienced since Summerfields was built there has been an increase in commuter traffic that cuts through Stowell Drive. I do not think that this was originally the intended design of this road. While it may be that the width or the road allows for high traffic volumes it is the nature of traffic that causes the problem (rat run at morning and evening commute time) When school kids are walking to school this causes a dangerous environment (given there are no green ways in Summerfields) for kids getting to the greenway (including the crossing on Waenga Drive). I think that creative traffic calming (perhaps starting with temporary experimentation - note Gore District Council trialed such a program and received funding from NZTA to do this). My view is that this change to the way the roads function is as a result of growth in Cromwell - funding for changes should reflect that. I acknowledge the traffic calming at the entrance of the greenway on Waenga as a good start but more can/needs to be done.	Noted. Current proposals in the Draft Government Policy Statement make funding for traffic calming infrastructure very constrained, and Council needs to consider these potential road changes alongside other priorities, understanding that they may have a low priority for Waka Kotahi co-funding. Previous funding made available for programmes such as 'Streets for People', and 'Transport Choices' which may have supported changes to roads such as Stowell Drive and Hosking Drive is no longer available.	https://s3-ap-southeast- 2.amazonaws.com/ehq-production- australia/cf96ef960f69868d90348f3f1 f74ccadf26dfe7/original/1701379353, eaf66da5fd0f27ccbe6ef40cc4cead6_ ummerfields_Traffic.jpg?1701379353	
Craiv	Fraser	an individual	Council would be better served trying to get NZTA to lower the speed on SH8B and from the roundabout to Pearson Rd. There is so much traffic coming out of McNulty Rd that it is a dangerous intersection with traffic travelling at 100kph and more This would be better served than wasting money on local road reductions that don't do anything other than annoy people, there is too much woke behaviour brought on by the last govt	Will pass feedback on to Waka Kotahi		
Simon	Park	an individual	In my comments on the Vincent Ward Letts Gully speed reduction proposals, I also recommended extending the Springvale Road 80 kph limit to the Letts Gully intersection, repeated as follows: It would be logical to extend the 80 kph limit west along Springvale Road (from the Letts Gully intersection) until the existing 80 kph zone. This is only ~700 m and would provide consistency for those using Letts Gully and heading towards Clyde. It would also be much safer for the Springvale/McArthur Road intersection and for all traffic heading west along Springvale Road as the current 100/80 transition is shortly before the steep downhill and windy section where a number of accidents have occurred, including a serious ute rollover in late 2021. It would be safer for west-bound vehicles to slow earlier, and east-bound traffic is already slowed due to the steep hill and 80 kph limit. That section of Springvale Road (west of Letts Gully) is also subject to both morning and evening sun strike and has minimal and broken edge margins for cyclists. I alternate between car and cycle commuting from McArthur Road to Alex via Letts Gully and am confident the small increase in travel time is a small cost for significantly improved safety.	Noted the submitter's support for the chnages on Letts Gully Road, which have been proposed in response to assessments of the appropriate speeds for this road. The aim of Council's Speed Management Planning is to reduce deaths and serious injuries on the roads - and also support communities in establishing appropriate speed limits - that allow for safe road use by an increasing number of pedestrians, cyclists, and other vulnerable road users in and around our townships and settlements. This includes responding to changes where development extends the urban fringes of our rural residential blocks, or is included in the Government's Setting of Speed Limit directions. One direction included under Setting of Speed Limit Rule 2022 was a requirement for Road Controlling Authorities to review the sections of road with 70km/h speed restrictions, with an intention to set appropriate speed limits of either 50km/h, 60km/h, or 80km/h. This requirement is reflected in the proposals for sections of Letts Gully Road.		
Graham	Perkins	an individual	Signage and notifications in the change of speed limits important to people from outside the area. Still get a lot of 'when did that change' comment's plus drivers are seeing the signs but the speed change is not	Conversely, the Government's directtion to consider travel time disbenefits alongside the current road use and travel speeds has resulted in no extension of the 80km/h speed limit implemented for Springvale in 2022. Noted		
			registering. Driver education is important here to achieve compliance			
Grant	Campbell	an individual	needs should be supported by evidence eg accidents/ speeding	Noted		
Megan	Rae	an individual	Please remember lots of tourists end up on gravel roads and can get in trouble with speed on gravel. Not everyone understands or does "drive to the conditions"	Noted		
Kate	Hodgkinson	an individual	Reduced speeds around all Early Learning Centres and Kindergardens throughout the district. Reduced speed limits aren't enough, we urgently need speed bumps and or other physical ways of slowing traffic as so many people are driving head down on their phones and not looking at the road	Noted		
Nicola	Chisholm	an individual	The 30 km speed limit on Sunderland Street in clyde should be extended south of the Whitby street intersection. A lot of children cross Sunderland Street on the north side of Whitby Street and traffic travels far too quickly along here. Furthermore it is difficult for children to see around cars parked on the east side of Sunderland Street when crossing the road at the Whitby/Sunderland/Hartley Rosd intersection. This is a very dangerous crossing due to the speed that cars are travelling and the obstructed view. Also, cars are travelling too quickly along Sunderland Street	current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. In the case of Clyde School the proposal currently covers Blyth Street and sections of Whitby Street as a		
Barry	Wells	an individual	The approach to Alexandra along SH8 from the south is dangerous. Drivers seem to ignore the speed limits and come around the bend descending to the bridge still traveling at not much less than 100 km/h. The exit from the half mile and the cross roads at O'Neill cr and Ernsclough road are particularly dangerous: drivers trying to enter the	Sunderland Street intersections with Whitby Street and Fraser Street, and potential traffic calming/uncontrolled crossing points. Council have not considered the extension of the Clyde 30km/h speed limits using Variable Speed Limits, as this was likely to introduce additional complexity for road users changing speeds between the extents of permanent and variable speed limits. Will pass feedback on to Waka Kotahi		
			highway and proceed towards Alexandra have to allow for the fact that traffic on SH8 may well be still speeding at 100 km/h in a 50 km/h zone. The crest of the hill to the south of these intersections obscures the view of these high speed law breakers; to enter SH8 from theses side roads is a gamble. The 50 km/h restriction needs to pushed			
			much further south and policed.			
Pamela	Calverley	an individual		Noted		

First Name	Last Name	Are you providing feedback as an individual or an organisation?	This consultation is limited to those roads listed in this survey. However, if you would like to provide feedback regarding speed limits on additional roads for consideration in the future, please provide those comments with specific details below for future road planning.	Staff response	Supporting information
Quinton	Wicks	an individual	On SH8 Clyde side. I believe the 70km per hour signs need to be pushed back towards Clyde further and the 50km per hour signs moved back at least 200mm past where the current 70km per hour signs currently are. The offset intersection of Boundary Road and Poole Road are very dangerous, as cars are ramping up to get to 70 before this offset intersection and when they are coming into town from the Clyde end, they are still doing 70-80km per hour. This is really the only soultion as a roundabout is not able to be done in this area I would assume because of the offset intersection.	Will pass feedback on to Waka Kotahi	
Stuart	Taylor	an individual	Any Urban roads in our area, going from traditional 50kph to 40 kph, just frustrating as a working traveler. What's the actual rational behind it, as to be fair not many drivers observe the 40kph zone in my experiences travelling in the OLDC areas.	Noted	
Shona	RAE	an individual	The speed limit on Murray Terrace is a worry especially in the weekends and school holidays. There are families biking, older groups of mostly boys hooning around on their bikes. Not to mention children darting across the street to the toilets. Speed tends to be an issue when the street hasn't got so many cars parked. especially from the Placemakers end.	Noted	
Jenny	Muir	an individual	It is good to lower speed limits to save lifes. What annoys me is that the changes in speed are very diverse. I recently travelled through a small town on SH1 where there were four changes of speed entering and exiting the town. Keep the speeds conistent with each other so that motorists are not confused and ignore them altogether.	Noted	
Carolyn	Johnston	an individual	State highway 8 from the 70kmh limit at bridge hill to be extended out to aronui road. Very dangerous to be turning out of driveways and side roads into 100kmh traffic.	Will pass feedback on to Waka Kotahi	
Peter	Cox	an individual	My view is that reducing speed limits impacts productivity (travel time), impedes traffic flow and actually creates more accidents than it saves - given people get impatient and undertake crazy passing manoevures. I DO NOT support this move locally!	Noted	
IAN	MICHAELS	an individual	Reviewing speed limits is desirable but common sense needs to be used. Some points for consideration: More overtaking lanes are desperately needed. Many accidents are caused due to driver frustration whereby overtaking opportunities are very limited so drivers get frustrated and take unnecessary chances. Speed is NOT primary cause of accidents as international stats confirm. Accidents are mostly caused because of bad driving so driver education needs to be seriously looked at. Driver testing is inconsistent and needs to be reviewed. In Germany and Italy they have roads with no speed limits and accidents are very rare usually caused by mechanical failures. Yes anywhere in the world when an unexpected accident happens speed is obviously going to contribute to the severity whether it be 30 kph or 100 kph. You can't stop accidents by reducing speed limits it's impractical. Driver education. I've lived and driven in many countries around the world and have a lot of experience in driving habits etc.		
Sharon	Smid	an individual	Jolly's Road Cromwell, has high traffic and many children using this to and from school. It also gets congested around the shop area, with risk of children shooting out from between cars.	Noted	
Jono	Young	an individual	Why are you trying to change them. When the incoming government has said to put a hold on the speed changes? How are these going to be inforced? There are other areas that have speed reductions and no one abids by them and there is no inforcement so they get a way with it. So what is the point?	Noted	
Simon	Peake	an individual	I live in Pisa Moorings and am very disappointed and frustrated that this proposal does not cover the settlement of Pisa Moorings itself. In my opinion it is a poor oversight of CODC not to include it and is a decision which represents a council that is disconnected from the present-day needs of our local community. There are handful of residents who live on Clark Roard, why this has been given attention over Pisa Moorings itself beggars belief. Pisa Moorings is a closed roading network with only one entrance. It has 200 - 300 houses (and growing) with a population of 700 - 800 people I believe. Many of the people living here have young families with children who have to bike, walk and scooter on the roads as there are no dedicated footpaths other than on Stratford Drive. This causes an obvious and clear hazard for the children using the roads, particularly those who are walking home from catching the school bus at Dustin Park. I don't buy into the rationale that "when Pisa Moorings was originally developed the design put forward by the developer consisted of a rural/residnal style development", as we have previously been informed by CODC. Pisa Moorings has changed significantly since it was first developed with many more people living here now. Accordingly, I strongly believe the council needs to adapt and change with the times, meeting the needs of the children in the community. If footpaths cannot retrospectively be built, then the road usage hazard can be reduced by at least lowering the speed limit on every street to 40kph. We know many other families who are in support of this. I struggle to see the reasons for NOT doing this, as Pisa is not a thoroughfare therefore reducing the speed limit would have no adverse effect on transport times. If a speed limit of 40kph can be enforced in new developments such as Wooing Tree, why can't it be done for Pisa Moorings?	The aim of Council's Speed Management Planning is to reduce deaths and serious injuries on the roads - and also support communities in establishing appropriate speed limits - that allow for safe road use by an increasin number of pedestrians, cyclists, and other vulnerable road users in and around our townships and settlements. This includes responding to changes where development extends the urban traffic area, or is included in the Government's Setting of Speed Limit directions. Road Controlling Authorities, such as Central Otago District Council, have been directed to not implement any 'blanket' speed limit changes, and there were concerns that reduction of speed limits for all roads within Pisa Moorings to a speed lower than 50km/h may be seen as a blanket reduction.	
Louise	Peake	an individual	I will provide the feedback again from the Pisa changes - I suggested this in the last survey and I have contacted Council before about safety issues with kids, fast cars and a lack of footpaths - it is an accident waiting to happen and I personally have seen at least two incredibly close calls with kids and cars on Stratford Drive - I think it is something you should be seriously considering. Again, I don't understand why you are not proposing to have all of Pisa as a 40km zone. What makes Clarks Road, or even the roads highlighted in Cromwell North worthy of having 40km zones - what is the determining factor? Pisa Moorings has a growing population with a lot of young children and a lack of footpaths, yet you think it doesn't need a reduced speed limit but you are proposing reduced speed on Shortcut Road would have very limited houses with direct road access? I would really love a follow up from Council on this and why it is the case.	Road Controlling Authorities, such as Central Otago District Council, have been directed to not implement any	
Neil	Robb	an individual	The speed limit when entering Alexandra from Clyde needs to be reduced with a safe way for school kids to cross the road. There are currently no pedestrian crossings on either SH1 or boundary road which are busy areas before and after school with people going to school and work. When taking kids to school these are areas where we are most vulnerable to traffic including when using the median barrier opposite Molyneux park. These barriers can be the cause of confusion as some times traffic stops and others they don't resulting in uncertainty for the kids.	Noted - Will pass on feedback to Waka Kotahi	
Jeff	Sinnott	an individual	See comments earlier on Munro Lane, Tarras.	Noted	
Catherine Joe	Douglas Meehan	an individual an individual	All of Pisa Moorings neighbourhood should be reduced to 40. Don't waste our rates money signs no one is going to take notice of.	Noted Noted	
Tony	Ward	an individual	Cheers. Some of the proposed speed limits are very low and relate to very small rural communities. Traffic and pedestrian levels are very low 95% of the time. There is a real risk that very low set speed limits may be viewed by some as quite unreasonable. I think this may lead to motorist ignoring rural signs that they might think as unreasonable. I believe its better to retain existing speed limits and allow for motorist to exercise judgement and common sense reflecting the road conditions vehicle traffic pedestrians and bikes.	Noted	

First Name	Last Name	Are you providing feedback as ar individual or an organisation?	This consultation is limited to those roads listed in this survey. However, if you would like to provide feedback regarding speed limits on additional roads for consideration in the future, please provide those comments with specific details below for future road planning.	Staff response	Supporting information
30 Frances	Anderson	an individual	I would like the Council to do what it needs to to understand that the Alexandra Town Boundary needs to be extended out to the golf course on SH 85. I live on the corner of Henderson and SH85. Children and elder persons cross that highway regularly every day and 70KPH is too fast - and many many people are driving much faster than 70KPH along that stretch. There is not a satisfactory walking route for children from "The Pines" area that does not include high level and heavy traffic - including crossing Boundary Road. The so called split part where children cross is a nightmare for children. Will you await a catastrophic accident? Let me know what the plan is - I can bring in a crowd of families and elder persons to a meeting if that is what it will take. I don't want to hear that the SH is not CODC responsibility - it should be re-drawn as part of the town out here. CODC can initiate that with Waka Kotahi if they take the courage to do so.	Noted - Will pass on feedback to Waka Kotahi	
31 Gavin	Dann	an individual	In 2000, a group of residents in Molyneux Estate Alexandra presented CODC and Waka Kotahi a petition signed by residents calling for a reduction in speed from 70km/h to 50km/h on State Highway 8 past Henderson Drive. The petition was under the signatures of G Ashby & G Dann. CODC passed the baton on this one to Waka Kotahi as it involved a State Highway. Waka Kotahi put it on their 4 year review. It is now 4 years since the request was made on the grounds of safety and increased traffic. Could Council please follow this up on behalf of the concerned residents and get a decision from them. Thank you.	Noted - Will pass on feedback to Waka Kotahi	
32 Graham	Ashby	an individual	Thank you for the opportunity to comment on creating a safer road environment in this district. Four years ago I presented a signed petition on behalf of the residents of Molyneux Estate requesting a lowering of the speed limit on SH8 where everyone in the estate has to exit and enter a 70km zone. As you now review all roads in this Ward, will you please reconsider the soft response you gave by deferring our request to Whaka Kotahi. The decision-makers on SH8 listen to the valuable advice of the local council and we hope that this time round, you will be advocating for a reduction in the 70km speed limit to a safer and more practical 50km limit. In the four years since the last request. I have personally witnessed some extremely close calls as motorists and particularly truck drivers, race into town far beyond the legal 70km limit. Please do your job and help create a definitive and less dangerous	Noted - Will pass on feedback to Waka Kotahi	https://s3-ap-southeast- 2.amazonaws.com/ehq-production- australia/d024f9d7a4022422a6c43aef0 00109ef67c19ebd/original/1706897230 /af199dd958917afda28e5cfb78c666c2 _CODC_re_Speed_Limit _Jan_2019.docx?1706897230
33 Kate	Stephens	an individual	entrance and exit of Molyneux Estate. With thanks - Graham Ashby I support 30kph in all residential areas with exception of through routes with segregated walking & cycle path, safe crossing points and traffic calming. Look at international evidence - this has minimal effect on journey times and has been implemented successfully in many places. Through work I see the effects of road trauma - mortality and serious injury are directly related to speed. The safety of our children is more important than the populist whims of politicians.	Noted	
34 Jessica	de Heij	an individual	More 30kmh speed limits means we save lives. Especially necessary around schools and town centres.	Noted	
35 Vaughan	Templeton	an individual	The traffic flow up Conroys Rd is a direct result of the road calming and lack of a bypass in Alexandra. I find it hard to believe that council thinks this is a satisfactory road for this purpose. Surely Alexandra should have a bypass of its own.	Noted	
36 Wendy	Muir	an individual	Need new entrance signage to welcome into Clyde as a Heritage village. This is a 30km zone Signs for Miners Lane restrict speed 10-15km One way only. Watch out for pedestrians dogs horses etc Plus sign to indicate what type of vehicle can use plus it leads to Red bridge ie campervans buses trucks cars - hopefully to stop vehicles from backing out into Sunderland St traffic when they think they can't navigate narrow road.	Noted. The changes to the roads in Clyde as part of the Historic Precinct developments are still on-going. The changes within the 30km/h speed limit areas are designed to support a low speed environment. The use of 30km/h speed restrictions are strictly limited to areas where the risks to pedestrians, cyclists, and other vulnerable road users are considered high enough to warrant a speed limit that is proven to result in fewe death and serious injuries for these groups. International road safety research and evidence has established that 30km/h is considered to be the 'survivable' speed in a crash involving a pedestrian and a vehicle. Less than 10% of crashes involving pedestrians, cyclists, and other vulnerable road users result in fatalities at 30km/h or below, and provide significant additional time for driver and pedestrian reactions to prevent a crash occurring. The fatality rate for similar crashes at 50km/h is in excess of 80%. The roads through Clyde have always provided a route for through-traffic, and the Heavy Vehicle Restrictions implemented historically were intended to support the appropriate use of Earnscleugh Road, Matau Street, and Sunderland Street. Incorporating additional road infrastructure to support compliance with the 30km/h speed limit will form part of Council's monitoring once the Historic Precinct is completed. The comments regarding specific provision of signs to support road users entering Clyde Historic Precinct and accessing the riverside area via Miners Lane and the new access road to Matau Street will be referred to the Council's roading team for consideration.	
37 Chloe	Ross	an individual	I feel that Russell street from at least Enterprise up towards Dunstan High School hostel / Terrace school back car park needs to have a speed restriction. Boy racers speed up here at all times of day and night to go to park at the car park making it unsafe for kids & familes using this street. Especially important for start and end of school day (pick up times) I feel that this road should also be included in the reduced speed plan around schools.	Council have supported efforts to reduce the school traffic and parking on Enterprise Street over the last seven years, focussing on the establishment and upgrade of parking, and drop-off and pick-up facilities, accessed from Russell Street - providing access to both the Terrace School and Dunstan High School from the edge of Molyneux Park. Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. Currently this is expected to support the use of Variable Speed Limits at drop-off and pick-up times on the road(s) approaching each school. Including nearby roads such as Russell Street would require additional infrastructure upgrades including more Variable Speed Limit signage and potential traffic calming/uncontrolled crossing points. Speeds on the section of Russell Street remain low at the times when children are arriving at and leaving school and Early Childhood facilities in the area. Council have not made specific changes in their proposed Speed Management Plan to introduce lower enforceable speed limits in off-road areas such as car parks and accessways. The access to the Russell Street car park has traffic calming and design features in-place to reduce the operating speed to 20km/h or below, to support safe use for school drop-off and pick-up.	
38 Ngaire	Adams	an individual	Please arrange monitoring of the existing speed limits, also arrange bus parking in Clyde, it is now commonplace to have buses parked in Sunderland st for extended periods of time, very dangerous as it narrows the road excessively and blocks visibility		

First Name	Last Name	individual or an organisation?	This consultation is limited to those roads listed in this survey. However, if you would like to provide feedback regarding speed limits on additional roads for consideration in the future, please provide those comments with specific details below for future road planning.	Staff response	Supporting information
39 Malcolm	Edwards		The 50km speed limit in Roxburgh needs to take in the 80km zone at the Alexandra side of Roxburgh as there are 4 new houses being built at present and more planned in the Quail Haven subdivision. We live in the 80km zone on a corner of the SH and are increasingly wary of speeding traffic. There is a young family opposite us and worry about their access.		
40 Gaye	Gardner	an individual	I would like to when those roads are under discussion, see what influence this survey has.	Noted	
41 Wally	Sanford		Pisa District Community Groups of the past lobbied various code roading managers of the past for speed reductions within Pisa Moorings and were continuously advised to wait until 'next year' because it was central govt related, not local and Central were working on it. Given the vast reduction in speed limits around the district it is absolutely preposterous that Pisa Moorings with very few footpaths has been completely overlooked for speed reductions. A blanket limit of 30 or more likely 40km/h would be entirely appropriate for the Pisa Moorings village and could be achieved with 8 signs.	also support communities in establishing appropriate speed limits - that allow for safe road use by an increasing number of pedestrians, cyclists, and other vulnerable road users in and around our townships and settlements. This includes responding to changes where development extends the urban traffic area, or is included in the Government's Setting of Speed Limit directions. Road Controlling Authorities, such as Central Otago District Council, have been directed to not implement any 'blanket' speed limit changes, and there were concerns that reduction of speed limits for all roads within Pisa	
Donna	Goddard		I also am concerned about the limit at the main road going past Ripponburn home and hospital. It is a place that many workers use to cycle or walk home and cross the road as well as a number of residents that use mobility scooters to cross as well. It is an accident waiting to happen as the cars do not slow down even when someone is turning into the driveway and just use the side of the road to go past. I have seen people walking there as well.	Moorings to a speed lower than 50km/h may be seen as a blanket reduction. Noted - Will pass on feedback to Waka Kotahi	

				Other Submissions		
First Name	Last Name	Are you providing feedback as an individual or an organisation?	Method received	General comments	Staff response	Supporting information
1 Ginny	Marsh	individual	email	l've had trouble using your website and can't access the survey. I live off Maori Point Road. The condition of the road is shocking and shakes my vehicle to bits. I have recently had a flat tyre, they were brand new. It is dangerous to travel at 80kmh and sometimes even 60kmh is too fast. Even though there is a temporary 60kmh speed limit on MPR the tradies vehicles speed well above that. I therefore oppose the proposed 80kmh speed limit. It should be much lower, I think 60kmh is fine.		
2 Monica	Theriault	organisation - Te Whatu Ora/Health New Zealand	email		Noted the submitter's support for proposed changes on local roads within the Central Otago district. Fatalities and serious injury (DSi) crash rates have remained fairly constant in Central Otago over the last 10 years. 37 DSi crashes were recorded between 2018/19 and 2022/23, with 34 DSi crashes between 2013/14 and 2017/18. There was a significant drop in datal and serious injury crashes in 2022/23, with only 4 crashes occuring on Central Otago district roads - which coincides with the implementation of Council's interim Speed Management Plan. However, this is too little data to determine a direct link between changes to the roading network and the reduction in serious crashes. The aim of Council's Speed Management Planning is to reduce deaths and serious injuries on the roads - and also support communities in establishing appropriate speed limits - that allow for safe road use by an increasing number of pedestrians, cyclists, and other vulnerable road users in and around our townships and settlements. This includes responding to changes where development extends the urban traffic area, or is included in the Government's Setting of Speed Limit directions.	https://cdocs.codc.govt.nz/dav/Activities/Communications/Surveys%20and%20Customer%20Insights%20Consultation/2024/Analysis/Speed%20limit%20submission-Te%20Whatu%20Ora%20Monica%20Theriault.pdf

Submission on Central Otago District Council Speed Management Plan

11 February 2024

For more information please contact:

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Te Whatu Ora – Health New Zealand TeWhatuOra.govt.nz

Submitter Details:

Thank you for the opportunity to submit on the Central Otago District Council (CODC) Speed Management Plan. This submission has been compiled by Te Whatu Ora National Public Health Service-Southern team (NPHS-Southern) within Te Waipounamu. The National Public Health Service recognises its responsibilities to improve, promote, and protect the health of people and communities of Aotearoa New Zealand under the Pae Ora Act 2022 and the Health Act 1956.

General Comments:

NPHS-Southern commends CODC on its proposed Speed Management Plan as part of the wider vision for Aotearoa New Zealand's "Road to Zero".

Road traffic injuries are a substantial but under-recognised public health issue around the world that require urgent attention. To prevent accidents, it is essential to adopt conservative and preventive measures to minimize collisions and promote safe roads¹ such as traffic laws and regulations, road infrastructure improvements, and speed limits.

New Zealand is one of the worst-performing countries in the Organisation for Economic Co-operation and Development (OECD) with regard to road safety, with a higher rate of death on roads than most other developed countries². Traffic injuries make up about 33% of overall health loss due to all injuries in New Zealand. Road-related deaths and injuries disproportionately impact children and young people, older people, Māori, and people living in economically poorer areas^{3,4,5}. The needs of these populations should be prioritized so that safety efforts benefit all communities and especially those that have experienced the greatest adverse impacts.⁶ The safety of all road users should be covered through safe road design and speed management plans.

Specific Comments:

NPHS-Southern Supports Principle One - Safe School Zones

NPHS-Southern recognises that students are a vulnerable population when it comes to road safety. International evidence shows that one in four secondary school students and one in six primary school students are distracted while walking to school. Approximately 80% of all students exhibit unsafe

¹ Ahmed SK, Mohammed MG, Abdulqadir SO, et al. Road traffic accidental injuries and deaths: A neglected global health issue. Health Sci Rep. 2023:6:e1240. doi:10.1002/hsr2.1240

² ITF (2022), Road Safety Annual Report 2022, OECD Publishing, Paris

³ Ministry of Health. 2016. Health Loss in New Zealand 1990–2013: A report from the New Zealand Burden of Diseases, Injuries and Risk Factors Study. Wellington: Ministry of Health

⁴ Hosking J, Ameratunga S, Exeter D, Stewart J, Bell A. Ethnic, socioeconomic and geographical inequalities in road traffic injury rates in the Auckland region. Australian and New Zealand journal of public health. 2013 Apr 1;37(2):162-7.

⁵ Randal E, Shaw C, McLeod M, Keall M, Woodward A, Mizdrak A. The impact of transport on population health and health equity for Māori in Aotearoa New Zealand: a prospective burden of disease study. International journal of environmental research and public health. 2022 Feb 11:19(4):2032

⁶ Vision Zero Implementation Toolkit: A Companion to the Vision Zero Model Resolution: <u>Vision Zero Implementation Toolkit: A Companion to the Vision Zero Model Resolution (changelabsolutions.org)</u>

behaviour such as not using pedestrian crossings to cross the street. ⁷ In addition, one in three drivers exhibit unsafe drop-off or pick-up behaviour.

A speed limit of a maximum of 30 km/h close to schools should be implemented to minimise harm to vulnerable pedestrians and to diminish the probability of injury causing death⁸. Along with reducing speed limits close to schools, other interventions such as pedestrian crossings, visible signs, crossing refuges, and traffic lights can be useful to enforce lower speeds in areas where schools are located. ¹²

We therefore recommend that the Variable Speed Limit (VSL) for the Poolburn school zone be aligned with other schools in the district and reflect the safety recommendation of 30km/h during school hours.

NPHS-Southern Supports Principle Two - Responding to District Growth

Lower speed limits promote a vibrant and liveable community and city centre where people can meet, shop, and connect. When more people walk and cycle it is likely to reduce emissions and noise, improve air quality, and support environmental sustainability. Slower-speed environments, higher levels of delineation, and amenities on through roads were adopted by a suburb near Auckland and resulted in a 30% reduction in crash numbers and an 86% reduction in crash costs per annum¹⁰. In this study a relatively higher number of pedestrians and cyclists were observed enjoying a safer and more user-friendly environment.

NPHS-Southern supports the plan to reduce speed limits to ensure travel speeds are safe for all road users in Central Otago.

NPHS-Southern Supports Principle Three - Ensure Network Consistency

Network consistency is about having a consistent road user experience throughout the Central Otago District. In road design and traffic control, network consistency is essential for improving road safety, reducing accidents, and enhancing the overall efficiency of transportation systems.

NPHS-Southern acknowledges that consistency leads to predictability, improved decision-making, and minimises surprises, which improves safe outcomes for all road users. We recommend where possible speed limit changes are made in such a way drivers have a consistent road-user experience.

⁷ New Zealand Government. New Zealand's Road Safety Strategy 2020-2030. Available from: Road-to-Zero-strategy_final.pdf (transport.govt.nz) Speed management guide: Road to Zero edition 2022 (nzta.govt.nz)

⁸ Mackie, Hamish W., Samuel G. Charlton, Peter H. Baas, and Pablo C. Villasenor. "Road User Behaviour Changes following a Self-explaining Roads Intervention." *Accident Analysis & Prevention 50*, (2013): 742-750. Accessed October 19, 2023. https://doi.org/10.1016/j.aap.2012.06.026.

⁹ New Zealand Government. New Zealand's Road Safety Strategy 2020-2030. Available from: Road-to-Zero-strategy_final.pdf (transport.govt.nz) Speed management guide: Road to Zero edition 2022 (nzta.govt.nz)

¹⁰ Mackie, Hamish W., Samuel G. Charlton, Peter H. Baas, and Pablo C. Villasenor. "Road User Behaviour Changes following a Self-explaining Roads Intervention." *Accident Analysis & Prevention 50*, (2013): 742-750. Accessed October 19, 2023. https://doi.org/10.1016/j.aap.2012.06.026.

¹²MacKay JM, Steel A, Wilson A, Rosenthal K, Green A. Alarming Dangers in School Zones. Washington, D.C: Safe Kids Worldwide, October 2016

Conclusion:

NPHS-Southern supports the proposed speed limit changes with amendments to the variable speed limit in the Poolburn school zone.

We support lower vehicle speeds in other parts of the District in that they:

- Reduce deaths and serious injury.
- Yield other benefits such as equity and sustainability.
- Create a transportation environment that facilitates and enables active transportation.¹¹

We would like to thank CODC for the opportunity to comment on the Speed Management Plan.

We wish to be heard regarding this submission.

Ngā mihi,

Vince Barry

Te Waipounamu Regional Director National Public Health Service

> **Te Kāwanatanga o Aotearoa** New Zealand Government

		Dunstan High School								
	rst ame	Last Name		Dunstan High School Do you support the extent of the proposed school zone?	Would you like to provide comments on the proposed changes to the extent of the Dunstan High School speed zone?	Staff response	Supporting information			
1 Al	lec	Beange	an individual	yes	Reduced speeds in school areas are a good idea. It would be good if part of Royal Terrace was included too.	Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. Currently this is expected to support the use of Variable Speed Limits at drop-off and pick-up times on the road(s) approaching each school. In the case of Dunstan High School and the Terrace School, the proposal currently covers the majority of Enterprise Street and Marslin Street operating as a variable 30km/h speed limit providing up to 40 minutes covering drop-off periods in the morning, and 35 minutes covering pick-up times in the afternoon. Including nearby roads such as Royal Terrace (which is considered a Collector road) would require additional infrastructure upgrades including more Variable Speed Limit signage and a formal crossing point. Provision of a pedestrian crossing on Royal Terrace has been previously investigated, but this extent of upgrades is unlikely to be directly supported through the new Setting of Speed Limits rules.				
2 Si	imon	Telfer	an individual	no	Please consider extending it further out. Why should we protect children only when they get close to school, not from when they are leaving home?	Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. Currently this is expected to support the use of Variable Speed Limits at drop-off and pick-up times on the road(s) approaching each school. In the case of Dunstan High School and the Terrace School, the proposal currently covers the majority of Enterprise Street and Marslin Street operating as a variable 30km/h speed limit providing up to 40 minutes covering drop-off periods in the morning, and 35 minutes covering pick-up times in the afternoon. It is anticipated that the changes to Setting of Speed Limits will not support establishing extended "School Speed Zones", and so these have not been put forward in the current proposals.				
3 AI	an	Bain	an individual	yes	This is a no-brainer around schools and should mean minimum inconvenience for drivers, if any.	Society Zones - and so these have not been out to ward in the current proposals. Noted				
4 Je	eana	Tate-Beli	an individual	no	Speed is not the issue, it's children walking out between cars from the entrance of the teacher's park at Dunstan all the way to Marsiin Street without a care, let alone an awarenesss of nocuming traffic. There needs to be a pedestrian crossing for use between the hours of 8.30am and 3.30pm for children to cross afely in one or two places on Enterprise Street. Furthermore, some basic education regarding crossing roads wouldn't go astray! Some of these kids think they're bullet proof and one day a serious accident will occur that won't have anything to do with speed. Most traffic crawfs along this street as a precaution now during these times. Would also be good if DHS students had a designated park that wasn't on Emterprise Street. There's plenty of unused land on school property to build one!	from Russell Street - providing access to both the Terrace School and Dunstan High School from the edge of				
		Worth	an individual	yes	There is a lot of congestion at school hours on the Royal Terrace junction with Enterprise Street, would you consider extending the 30k zone to incorporate that area?	Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. Currently this is expected to support the use of Variable Speed Limits at drop-off and pick-up times on the road(s) approaching each school. Including nearby roads such as Royal Terrace (which is considered a Collector road) would require additional infrastructure upgrades including more Variable Speed Limit signage and a formal crossing point. Provision of a pedestrian crossing on Royal Terrace has been previously investigated, but this extent of upgrades is unlikely to be directly supported through the new Setting of Speed Limits rules.				
6 Si		Elder	an individual	no	Speeds have been set for years at 50kph and have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. If the change in speed was only during school arrival and departure times, say 30 minutes each side (1 hour in total) I can see this making some sense	Variable speed signage proposed for this site.				
7 Ba		Wills	an individual	yes	Makes sense - happy with that	Noted				
8 Le	eanne	Downie	an individual	no	I understand the need for slower speed and awareness around schools but if the zone is too large drivers lose focus and do not adhere to the limit	Noted				
9 Ke	en	Churchill	an individual	yes	the new govt has declared it will legislate for councils to revert back to what	N/A				
10 Jo	oe .	Meehan	an individual	no	they were, come on ,catch up Leave the speeds how they are currently.	Noted				
11 Ka	ate	Stephens de Heii	an individual	yes	It should be larger and cover whole journey to school not just right next to school, and dropping off by school should be restricted to discourage car use. Ideally 30 limit should be permanent, otherwise 8am-9.30 and 3-5pm. I support 30kph in all residential areas with exception of through routes with segregated walking & cycle path and safe crossing points.	Noted Noted				
12 JE	SSIU	ue i ieij	an munitudi	likes	IOWEI SPECUS SAVE IIVES	Invited	<u> </u>			

The Terrace School							
First Name	Last Name	Are you providing feedback as an individual or an organisation?	The Terrace School Do you support the extent of the proposed school zone?	Would you like to provide comments on the proposed changes to the extent of The Terrace School speed zone?	Staff response	Supporting information	
1 Simon	Telfer	an individual	no	Please consider extending it further out. Why should we protect children only when they get close to school, not from when they are leaving home?	see Dunstan High School response		
2 Jeana	Tate-Bell	an individual	no	Speed is not the issue, it's children walking out between cars from the entrance of the teacher's park at Dunstan all the way to Marslin Street without a care, let alone an awarenesss of oncoming traffic. There needs to be a pedestrian crossing for use between the hours of 8.30am and 3.30pm for children to cross safely in one or two places on Enterprise Street. Furthermore, some basic education regarding crossing roads wouldn't go astray! Some of these kids think they're bullet proof and one day a serious accident will occur that won't have anything to do with speed. Most traffic crawls along this street as a precaution now during these times.			
3 Jenny	Worth	an individual	yes	end of Russell Street. There are often lots of kids crossing Russell Street from Rail Trail etc, would it be considered to extend the drop in speed along Russell Street too?	Council have supported efforts to reduce the school traffic and parking on Enterprise Street over the last seven years, focussing on the establishment and upgrade of parking, and drop-off and pick-up facilities, accessed from Russell Street - providing access to both the Terrace School and Dunstan High School from the edge of Molyneux Park. Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. Currently this is expected to support the use of Variable Speed Limits at drop-off and pick-up times on the road(s) approaching each school. Including nearby roads such as Russell Street would require additional infrastructure upgrades including more Variable Speed Limit signage and potential traffic calming/uncontrolled crossing points. Speeds on the section of Russell Street remain low at the times when children are arriving at and leaving school and Early Childhood facilities in the area.		
4 Simon	Elder	an individual	no	Speeds have been set for years at 50kph and have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. If the change in speed was only during school arrival and departure times, say 30 minutes each side (1 hour in total) I can see this making some sense	Variable speed signage proposed for this site.		
5 Barrie	WILLS	an individual	yes	Makes sense - happy with that	Noted		
3 Leanne	Downie	an individual	no	I understand the need for slower speed and awareness around schools but if the zone is too large drivers lose focus and do not adhere to the limit	Noted		

First Name	Last Name	Are you providing feedback as an individual or an organisation?	The Terrace School Do you support the extent of the proposed school zone?	Would you like to provide comments on the proposed changes to the extent of The Terrace School speed zone?	Staff response	Supporting information
7 Trudy	Anderson	an individual	no	The school zone should be extend to and along part of Russel Street. The Enterprise Street / Russell Street intersection gets very busy and children struggle to safely cross russell st from the walkway coming thorugh from dunstan rd / rail trail. The Russell Street carpark adjoining the molyneux field is well utilised for safe pickups / drop offs which adds to the additional traffic on russell st. The Terrace kindergarten does also and should be included in the restricted speed zone.	Council have supported efforts to reduce the school traffic and parking on Enterprise Street over the last seven years, focussing on the establishment and upgrade of parking, and drop-off and pick-up facilities, accessed from Russell Street - providing access to both the Terrace School and Dunstan High School from the edge of Molyneux Park. Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. Currently this is expected to support the use of Variable Speed Limits at drop-off and pick-up times on the road(s) approaching each school. At this time, the Rule does not specifically include Early Childhood Education sites under the same provisions. Including nearby roads such as Russell Street would require additional infrastructure upgrades including more Variable Speed Limit signage and potential traffic calming/uncontrolled crossing points. Speeds on the section of Russell Street remain low at the times when children are arriving at	
					and leaving school and Early Childhood facilities in the area.	
8 Neil	Robb	an individual	no	there are a large number of students who are picked up and dropped off at the car park between the rear field and Molyneux park, this are has not been included in the proposed speed reduction zone.	Council have supported efforts to reduce the school traffic and parking on Enterprise Street over the last seven years, focussing on the establishment and upgrade of parking, and drop-off and pick-up facilities, accessed from Russell Street - providing access to both the Terrace School and Dunstan High School from the edge of Molyneux Park.	
					Council have not made specific changes in their proposed Speed Management Plan to introduce lower enforceable speed limits in off-road areas such as car parks and accessways. The access to the Russell Street car park has traffic calming and design features in-place to reduce the operating speed to 20km/h or below, to support safe use for school drop-off and pick-up.	
9 Ken	Churchill	an individual	yes	thenew govt will instruct council to revert back to what it was. vision???? catch up	N/A	
10 Joe	Meehan	an individual	no	Leave the speeds how they are currently.	Noted	
11 Frances	Anderson	an individual	ves	No	Noted	
12 Kate	Stephens	an individual	yes	As above	Noted	
13 Chloe	Ross	an individual	yes	I feel like Russell street from the Terrace School back car park down to at least Enterprise street should also be included within this lower speed zone due to how busy this street is during school drop off and collection times.	Council have supported efforts to reduce the school traffic and parking on Enterprise Street over the last seven years, focussing on the establishment and upgrade of parking, and drop-off and pick-up facilities, accessed from Russell Street - providing access to both the Terrace School and Dunstan High School from the edge of Molyneux Park. Council have worked to anticipate the direction that the new Government will be taking in changes to	
					the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. Currently this is expected to support the use of Variable Speed Limits at drop-off and pick-up times on the road(s) approaching each school. At this time, the Rule does not specifically include Early Childhood Education sites under the same provisions.	
					Including nearby roads such as Russell Street would require additional infrastructure upgrades including more Variable Speed Limit signage and potential traffic calming/uncontrolled crossing points. Speeds on the section of Russell Street remain low at the times when children are arriving at and leaving school and Early Childhood facilities in the area.	

	Alexandra Primary School								
First Name	Last Name	Are you providing feedback as an individual or an organisation?	Alexandra Primary School Do you support the extent of the proposed school zone?	Would you like to provide comments on the proposed changes to the extent of the Alexandra Primary speed zone?	Staff response	Supporting information			
Simon	Telfer	an individual	no	Please consider extending it further out. Why should we protect children only when they get close to school, not from when they are leaving home?	Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. Currently this is expected to support the use of Variable Speed Limits at drop-off and pick-up times on the road(s) approaching each school.				
					In the case of Alexandra Primary School, the proposal currently covers the school frontage sections of Bringans Street and Dunorling Street operating as a variable 30km/h speed limit providing 35 minutes covering the drop-off period in the morning, and 35 minutes covering pick-up times in the afternoon.				
					It is anticipated that the changes to Setting of Speed Limits will not support establishing extended "School Speed Zones", and so these have not been put forward in the current proposals. Council is also awaiting information from Waka Kotahi on any proposed speed limit changes (including Variable Speed Limits on road(s) approaching schools) included in their consultation on the State Highway Speed Management Plan, and Council will pass on the feedback to Waka Kotahi.				
Brooke	Williams	an individual	no	Dunlorig to the round about should be 30	Will pass on feedback to Waka Kotahi				
Jeana	Tate-Bell	an individual	no	Parking is the issue here. A better car park for staff of the William Fraser Building would make this area less congested and safer for school children and vehicle movements around the school.	Noted				
Jenny	Worth	an individual	yes	Would you consider extending the speed change to include the Ventry Street sections where car parking for school drop off is provided (both sides of the road closure point)					
					Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. Currently this is expected to support the use of Variable Speed Limits at drop-off and pick-up times on the road(s) approaching each school. At this time, the Rule does not specifically include Early Childhood Education sites under the same provisions.				
					Including nearby roads such as Ventry Street and Shannon Street would require additional infrastructure upgrades including more Variable Speed Limit signage and potential traffic calming/uncontrolled crossing points. Speeds on the section of Ventry Street remain low at the times when children are arriving at and leaving the school.				
Fiona	Mackley	on behalf of a group, organisation, or company - Alexandra Primary School	yes	SH8 is of concern. Are there any proposed changes in the speed limit for SH8?	Will pass on feedback to Waka Kotahi				
Simon	Elder	an individual	no	Speeds have been set for years at 50kph and have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. If the change in speed was only during school arrival and departure times, say 30 minutes each side (1 hour in total) I can see this making some sense	Variable speed signage proposed for this site.				
Barrie	WILLS	an individual	yes	Makes sense - happy with that	Noted				
Leanne	Downie	an individual	no	I understand the need for slower speed and awareness around schools but if the zone is too large drivers lose focus and do not adhere to the limit	Noted				
Trudy	Anderson	an individual	no	Should be extended along Kelman St to the REAP carpark entrance before and after school.					
Ken	Churchill	an individual	yes	Govt vs codc, one nil	N/A				
Joe	Meehan	an individual	no	Leave the speeds how they are currently.					
Frances	Anderson	an individual	yes	No					
Kate	Stephens	an individual	yes	As above 30kph permanent zone in residential areas. Sh8 needs proper segregated cycle path and safe crossing point by Limerick street, ideally 30kph limit on Sh8 close to school during school times.	Noted				

St. Gerard's School								
First Name	Last Name	Are you providing feedback as an individual or an organisation?	St. Gerard's School Do you support the extent of	Would you like to provide comments on the proposed changes to the extent of the St. Gerard's School speed zone?	Staff response	Supporting information		
Simon	Telfer	an individual	no	Please consider extending it further out. Why should we protect children only when they get close to school, not from when they are leaving home?	Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. Currently this is expected to support the use of Variable Speed Limits at drop-off and pick-up times on the road(s) approaching each school. In the case of St. Gerards School, the proposal currently covers the school frontage sections of Killarney Street and Station Street operating as a variable 30km/h speed limit providing 35 minutes covering the drop-off period in the morning, and 35 minutes covering pick-up times in the afternoon. The extension of any "School Speed Zone" to include Brandon Street has been discounted as it does not provide frontage access to the school. It is anticipated that the changes to Setting of Speed Limits will not support establishing extended "School Speed Zones", and so these have not been put forward in the current proposals. Council is also awaiting information from Waka Kotahi on any proposed speed limit changes (including Variable Speed Limits on road(s) approaching schools) included in their consultation on the State Highway Speed Management Plan, and Council will pass on the feedback to Waka Kotahi.	е		
Simon	Elder	an individual	no	Speeds have been set for years at 50kph and have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. If the change in speed was only during school arrival and departure times, say 30 minutes each side (1 hour in total) I can see this making some sense	Variable speed signage proposed for this site.			
Barrie	WILLS	an individual	yes	Only comment would be to consider a timed reduction on Tarbert St for the pedestrian crossing ????	Waka Kotahi corridor - will pass comment on			
Leanne	Downie	an individual	no	I understand the need for slower speed and awareness around schools but if the zone is too large drivers lose focus and do not adhere to the limit	Noted			
Trudy	Anderson	an individual	yes	pedestrian crossing area are not included.	Waka Kotahi corridor - will pass comment on			
Ken	Churchill	an individual	yes	this survey is pointless, the new govt will instruct you all to revert back to pre speed change, changes				
Joe	Meehan	an individual	no	Leave the speeds how they are currently.	Noted			
Frances	Anderson	an individual	yes	No	Noted			
Kate	Stephens	an individual	yes	As above I support permanent 30kph hthroughout residential areas.	Noted			

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rst Name	Last Name	Are you providing feedback as an individual or an organisation?	Clyde School Do you support the extent of the proposed school zone?	Would you like to provide comments on the proposed changes to the extent of the Clyde School speed zone?	Staff response	Supporting information
mon	Telfer	an individual	no	Please consider extending it further out. Why should we protect children only when they get close to school, not from when they are leaving home?	Council have supported efforts to reduce traffic speeds in Clyde with the establishment of the Historic Precinct area providing for a low speed environment. Council's interim Speed Management Plan approved and certified in 2022 a 30km/h speed limit within the busiest areas of the township. Clyde School is in a unique position in Central Otago, where the extension of the existing permanenent 30km/h speed limits in the township to include Blyth Street, Pyke Street, and sections of Whitby Street cover both the school access and camping ground access. This reflects the high proportion of pedestrians, cyclists, and other vulnerable road users travelling on these streets.	
II	Ridden	an individual	no	Extends too far from school street	Noted	
odi	Kidd	an individual	yes	As parents of a child and friends who attend the school the 30k is welcomed. At present it only runs for part of blyth st. There is nowhere near enough school signage to alert drivers There is a school ahead The number of near misses has been rather scary, the school NEEDS A KEA CROSSING. Something before and after school to allow children to cross safely .there is nothing it's dangerous for kids and drivers as they are having to look everywhere for kids walking, scootering or biking and vice versa. If a crossing was available!!! then the risk is reduced. The school board have pushed and pushed for many years with council and Waka kotahi bit seem to get nowhere to get a crossing let alone simple signage. We cannot wait until there's a fatality. Do something more about it to keep the kids safe and drivers safe than just lowering the speed limit	Noted - Roading staff will review current signage.	
Simon	Elder	an individual	no	Speeds have been set for years at 50kph and have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. If the change in speed was only during school arrival and departure times, say 30 minutes each side (1 hour in total) I can see this making some sense		
Barrie	WILLS	an individual	yes	Not sure why speed is permanently 30kms when other schools are variable 50 / 30??	Permanent 30km/h proposed as this area is connected to the Clyde Town Centre 30km/h	
eanne	Downie	an individual	no	I understand the need for slower speed and awareness around schools but if the zone is too large drivers lose focus and do not adhere to the limit My concern is that drivers do not adhere to the speed and it is not policed, pedestrians (children) are expecting a certain speed and make the decision to cross according to that expectation only to be faced with a vehicle travelling much faster		
leil	Robb	an individual	no	The proposed area is not busy outside of school pickup so could be VSL rather than a permanent speed limit.	Noted	
Cen	Churchill	an individual	yes	Same as above	N/A	
Abi	Hawkins	on behalf of a group, organisation, or company - Clyde School Board of Trustees	,	Clyde School community support the 30Km/h speed limit as proposed but also support an extension of the 30km/h zone along Sunderland Street to the Whitby Street intersection. This is a five-way intersection and particularly in the afternoons has many students and families leaving from the school on foot, by bike and scooter, in cars and on school buses, making this area a high hazard zone. Staff members escort students across Sunderland Street to mitigate this risk. We would support the 30km/h zone to include this junction or have this a variable speed limit area during school hours or support some kind of crossing for students and families.	Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. In the case of Clyde School the proposal currently covers Blyth Street and sections of Whitby Street as a permanenent 30km/h speed limit, extending the established speed limit for the Historic Precinct area to cover both the school access and camping ground access. This reflects the high proportion of pedestrians, cyclists, and other vulnerable road users travelling on these streets.	
oe	Meehan	an individual	no	Leave the speeds how they are currently.	Noted	
rances (ate	Anderson	an individual	yes	No	Noted	
	Stephens	an individual	yes	As above. Fully support permanent 30kph throughout	Noted	

			T- 11 - 2 1 - 15	Turn 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	la: e	12
First Name	Last Name	Are you providing feedback as an	Poolburn School Do you support the	Would you like to provide comments on the proposed changes to the extent of	Staff response	Supporting information
		individual or an organisation?	extent of the proposed school zone?	the Poolburn School speed zone?		
Bridget	Musters	an individual	yes	Current signage is ambiguous - who knows till too late whether or not 'Children are present'? If	Noted	
Dilaget	Musters	an mawada	yes	you have 'variable' 60/80 speed limit, can it instead specify between what hours?	Noted	
Drew	Clark	an individual	yes	Needs to be monitored and at 60 for the whole zone	Noted	
Nikki Simon	Williams Elder	an individual an individual	yes	Signage needs to be clear about hours. "When children present" is confusing to many. Speeds have been set for years at 50kph and have operated without issue for the most part.	Noted Variable speed signage proposed.	
Gillion	Lidei	an muividai	iio	I don't see the need top change the speed limits when it is individuals who drive irresponsibly	variable speed signage proposed.	
				and will continue to do so regardless of any change made.		
				If the change in speed was only during school arrival and departure times, say 30 minutes each		
				side (1 hour in total) I can see this making some sense		
Ken	Churchill	an individual	yes	same as above	N/A	
Ken Joe	Meehan	an individual	no	Leave the speeds how they are currently.	Noted	
Sindy	Shanks	an individual	yes	It needs to be reduced even further. The school is beside the highway and with the current	Noted	
Frances	Anderson	an individual	yes	signage people slow down and they do 't mind. No	Noted	
Kate	Stephens	an individual	yes	Speed should be 50/30 km/h it's a residential area, no need to drive fast through village. Much	Noted	
	<u>'</u>		, and the second	more dangerous at higher speeds.		
Deb	Stevens	an individual	no	I think the limit should be 50km past a school during school hours. It can be very busy during	The proposed speed limit extents have used both guidance on the minimum length of open road that should be	
				drop off and pick up hours. The 80 km limit seems to extend for quite a long distance. Will people adhere to this? Will it be too hard to monitor?	included in a reduced 60km/h Variable Speed Limit (currently 600 metres, centred on the existing Poolburn School access) and provided a minimum 300 metres of permanent 80km/h speed limit starting either side of the	
				people adhere to this? Will it be too hard to monitor?	variable speed limit. It has been reviewed with the aim of maximising safety for school traffic and providing an	'
					enforceable lower speed past the school in line with the "Safer Speeds Around Schools" guidance for Category	
					2 schools, and consistency with other Category 2 schools within the Central Otago district.	
					The annual comments are the archer of the Malley Organics Bond and the archer of the	
					The proposal currently covers the school frontage section of Ida Valley Omakau Road operating as a variable 60km/h speed limit providing 35 minutes covering the drop-off period in the morning, and 35 minutes covering	
					pick-up times in the afternoon. Whilst the existing 40km/h Advisory speed limits have shown some reduction in	
					speeds past the school, the new speed limits will be enforceable by NZ Police - with both the permanenent	
					80km/h and variable 60km/h speed limits lower than current surveyed speed data at Poolburn School.	
					In catabilishing the outputs of the annual limits, it has been necessary to include the Ida Valley Omekay Read	
					In establishing the extents of the speed limits, it has been necessary to include the Ida Valley Omakau Road McAdie Road / Moa Creek Road curve and intersection. This area of the road has a safe operating speed of	
					below 100km/h, and the extents ensure that speed limit signage is provided at appropriate distances from other	
					curve and intersection road signs.	
					The speed limit extents are also intended to keep travel time disbenefits to vehicles on Ida Valley Omakau Road (a signifivcant Primary Collector route) to a minimum - assessed at around 20 seconds for the current	
					proposal.	
Melissa	Cara	an habalf of a group argonization or		Our school is a small wirel school with bequitiful arounds wandarful shildren and a fabrilava	Council have worked to entising to the direction that the new Covernment will be taking in shanges to the	
Melissa	Gare	on behalf of a group, organisation, or company - Poolburn School	no	Our school is a small rural school with beautiful grounds, wonderful children and a fabulous and supportive community. BUT we are adjacent to the State Highway. Now we have been very	Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to	
				pro active over the last few years as a community to slow down the speed of the traffic outside		
				our school.Quite a few years ago before the board headed a campaign to get the speed	Limits at drop-off and pick-up times on the road(s) approaching each school.	
				changed and we have two signs one on either side of our school with a speed recommendation		
				of 40km. The police have also been really supportive of this speed and do days where they make their presence known and pull over cars going over 40km. The issue is this is not a	The proposal currently covers the school frontage section of Ida Valley Omakau Road operating as a variable 60km/h speed limit providing 35 minutes covering the drop-off period in the morning, and 35 minutes covering	
				ticketable offence. Last year on one of these days the police was there, a car was clocked at	pick-up times in the afternoon. The 60km/h Variable Speed Limit proposed extends for approximately 600	
				140km outside the school at 3pm.	metres, centred on the existing Poolburn School access, and including the full road frontage of Poolburn	
				We have also run our own campaign through newspaper articles, newsletter information and	School The speed limit will be 80km/h at all other times, to support compliance with the lower Variable Speed	
				Facebook posts really getting the message across to slow down while children are present.	Limit. Whilst the existing 40km/h Advisory speed limits "when children are preseent" have shown some	
				Most recently we now have a metal silhouette of a child made and positioned outside the	reduction in speeds past the school, the new speed limits will be enforceable by NZ Police - with both the permanenent 80km/h and variable 60km/h speed limits lower than current surveyed speed data at Poolburn	
				school on the road side, with a speech bubble saying "could you you stop?" This was great initially it really made people think, but as time passes people just revert to normal behaviour.	School.	
				, , , passes pospio just refer to normal bendation.		
				We were really looking forward to seeing our school speed get reduced officially through this	In establishing the extents and appropriate speed limits, it has been necessary to include the Ida Valley	
				review of all schools. But to say we are gutted is an understatement. Changing the speed to	Omakau Road McAdie Road / Moa Creek Road curve and intersection. This area of the road has a safe	
				80km is not slow enough. I'm wondering the 80/60km highlight maybe means that it would be 60km during school hours. This is still not slow enough.	operating speed of below 100km/h, and the extents ensure that speed limit signage is provided at appropriate distances from other curve and intersection road signs.	
				40km directly outside our school during school hours should be the rule change. I could even	and an out of the and intersection road signs.	
				cope with just during pick up and drop off times. Come on lets make an actual impact.		
				Children are unpredictable and for what is a simple slowing down just directly outside our		
				school could save someone's life. It is easy to see through our interventions with speed and with help by the police that 40 will have the most impact. We need to change this speed and		
				change it right the first time, we won't have another chance to do so.		
				If you had a child, grandchild at our school, what would you want that speed to be?		

				Omakau School		
First Name	Last Name	Are you providing feedback as an individual or an organisation?	the extent of the proposed school	Would you like to provide comments on the proposed changes to the extent of the Omakau School speed zone?	Staff response	Supporting information
Simon	Telfer	an individual		Please consider extending it further out. Why should we protect children only when they get close to school, not from when they are leaving home?	Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. Currently this is expected to support the use of Variable Speed Limits at drop-off and pick-up times on the road(s) approaching each school. In the case of Omakau School, the proposal currently covers the school frontage sections of Harvey Street and Deaker Street operating as a variable 30km/h speed limit providing 35 minutes covering the drop-off period in the morning, and 35 minutes covering pick-up times in the afternoon. It has been reviewed with the aim of maximising safety for both school traffic and Rail Trail users, whilst keeping travel time disbenefits to vehicles on Racecourse Road to a minimum. It is anticipated that the changes to Setting of Speed Limits will not support establishing extended "School Speed Zones", and so these have not been put forward in the current proposals. Council is also awaiting information from Waka Kotahi on any proposed speed limit changes (including Variable Speed Limits on road(s) approaching schools) included in their consultation on the State Highway Speed Management Plan, and Council will pass on the feedback to Waka Kotahi.	
Simon	Elder	an individual		Speeds have been set for years at 50kph and have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. If the change in speed was only during school arrival and departure times, say 30 minutes each side (1 hour in total) I can see this making some sense	Variable speed signage proposed	
Ken	Churchill	an individual	yes	above	N/A	
Joe	Meehan	an individual	no	Leave the speeds how they are currently.	Noted	
Frances	Anderson	an individual	yes	No	Noted	

First Name	Last Name	Are you providing feedback as	Cromwell College Do you support	Would you like to comment on the proposed changes to	Staff response	Supporting information
		an individual or an organisation?		the extent of the Cromwell College school zone?		
Werner	Murray	an individual	no	Note that a lot of School kids use Molyneux between Cromwell Primary and Cromwell College.	Noted	
Simon	Telfer	an individual	no	Please consider extending it further out. Why should we protect children only when they get close to school, not from when they are leaving home?	Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. Currently this is expected to support the use of Variable Speed Limits at drop-off and pick-up times on the road(s) approaching each school.	
					In the case of Cromwell College and Cromwell Primary School, the proposal currently covers the school frontage sections of Barry Avenue operating as a variable 30km/h speed limit providing 35 minutes covering the drop-off period in the morning, and 35 minutes covering pick-up times in the afternoon. The Variable Speed Limit includes Clare Place, Carlow Place, and Molyneux Avenue providing connections to the Greenway network.	
					It is anticipated that the changes to Setting of Speed Limits will not support establishing extended "School Speed Zones", and so these have not been put forward in the current proposals.	
Evelyn	Hansen	an individual	no	The speeds are slow anyway. There is no need to change them. People just do it without being told.	Noted	
James	Dicey	an individual	yes	Only during school hours, clear flashing signage to make sure drivers are aware they are entering into this zone.	Variable speed signage proposed	
Simon	Elder	an individual	no	Speeds have been set for years at 50kph and have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. If the change in speed was only during school arrival and departure times, say 30 minutes each side (1 hour in total) I can see this making some sense	Variable speed signage proposed	
Stuart	Taylor	an individual	yes	When it comes to School Zones in the periods of dropping off and picking up children totally support dynamic speeds in these areas.	Noted	
Jo	Ridder	an individual	no	Seriously, Goldfields school on Gilling Place traffic is an absolute dangerous joke! This desperately needs to be one way. Far more dangerous than blimen either of the other schools!	Noted. Comment relates to Goldfields School. Council have supported efforts to enforce safe traffic speeds in Gilling Place as a low speed environment. Council's interim Speed Management Plan approved and certified a 30km/h speed limit in 2022 for this area. The maximum 30km/h speed limit is based on international road safety research and evidence, where 30km/h is considered to be the 'survivable' speed in a crash involving a pedestrian and a vehicle. Less than 10% of crashes involving pedestrians, cyclists, and other vulnerable road users result in fatalities at 30km/h or below, and provide significant additional time for driver and pedestrian reactions to prevent a crash occurring. The fatality rate for similar crashes at 50km/h is in excess of 80%.	
Sharon	Smid	an individual	no	I think variable speed zone would be better, or drop to 40km/h 30 is too slow when school is in. I would support variable speed from 8.30am - 9.30am, lunch break and afterschool 3pm - 4pm. No speed reduction is needed during the holidays. However I would recommend that the variable speed zone includes includes the area around the sports ground, particularly along the hockey turf/ pool as this gets very congested and is on a troublesome intersection	Variable speed signage proposed	
Simon	Peake	an individual	yes	I think the speed limit zone should only be on Barry Ave, between Carlow Place and Inniscourt St	Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. Currently this is expected to support the use of Variable Speed Limits at drop-off and pick-up times on the road(s) approaching each school.	
					In the case of Cromwell College and Cromwell Primary School, the proposal currently covers the minimum lengths of Barry Avenue and Molyneux Avenue operating as a variable 30km/h speed limit providing up to 35 minutes covering drop-off periods in the morning, and 35 minutes covering pick-up times in the afternoon, and connecting with the Greenway network. The existing minor side roads (Anderson Park access road, and the frontage parking off Barry Avenue at Cromwell College, and Austin Place at Cromwell Primary School, all provide frontage access to the schools and have been included within the extents of the proposed 30km/h Variable Speed Limits for this reason. Implementing the 30km/h Variable Speed Limit for sections of Inniscourt Street and Gair Avenue (including the Barry Avenue roundabout) has not been included in the proposal, as existing operating speeds of traffic in this area are below 30km/h.	
					Extending the proposed "School Speed Zones" to cover Molyneux Avenue (which is considered a Collector road) between Barry Avenue and Achil Street would require significant amounts of additional infrastructure upgrades including more Variable Speed Limit signage and traffic-calming/uncontrolled crossing points at the Molyneux Avenue / Antrim Street intersection and Greenway crossing points, in addition to the existing pedestrian crossing point at Cromwell Primary School. There are also concerns that including the additional 500 metres of Molyneux Avenue between the two schools may impact on compliance, where road users perceive no reason for the lower variable speed limit.	

First Name	Last Name	Are you providing feedback as an individual or an organisation?		Would you like to comment on the proposed changes to the extent of the Cromwell College school zone?	Staff response	Supporting information
10 Louise	Peake	an individual	no	I think it should be extended down to the roundabout on Inniscort Street - lots of kids cross the road at that roundabout, especially across Barry Ave so it would make sense to have that a reduced speed there as well	Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. Currently this is expected to support the use of Variable Speed Limits at drop-off and pick-up times on the road(s) approaching each school. In the case of Cromwell College and Cromwell Primary School, the proposal currently covers the minimum lengths of Barry Avenue and Molyneux Avenue operating as a variable 30km/h speed limit providing up to 35 minutes covering drop-off periods in the morning, and 35 minutes covering pick-up times in the afternoon, and connecting with the Greenway network. Implementing the 30km/h Variable Speed Limit for sections of Inniscourl Street and Gair Avenue (including the Barry Avenue roundabout) has not been included in the proposal, as existing operating speeds of traffic in this area are below 30km/h. Extending the proposed "School Speed Zones" to cover Molyneux Avenue (which is considered a Collector road) between Barry Avenue and Achil Street would require significant amounts of additional infrastructure upgrades including more Variable Speed Limit signage and traffic-calming/uncontrolled crossing points at the Molyneux Avenue / Antrim Street intersection and Greenway crossing points, in addition to the existing pedestrian crossing point at Cromwell Primary School. There are also concerns that including the additional 400 metres of Molyneux Avenue between the two schools may impact on compliance, where road users perceive no reason for the lower variable speed limit.	t.
11 Luke	Smith	an individual	no	Agree that there should be the VSL zone down Barry Ave , Molyneux , and Monaghan st , a little bit unsure about the side streets	Noted	
12 Lincoln	Ohma	an individual	yes	I support these changes however I don't believe speed cameras should be used in these areas for revenue raising. Most people Drive responsibly around schools when kids are around and fining people for doing 35 instead of 30 is not helpful	Noted	
13 Joe	Meehan	an individual	no	Leave the speeds how they are currently.	Noted	
14 Thomas	Drakes	an individual	no	I believe 40km/h is a much safer speed due to the fact Barry ave is a straight road. Lots of clear road to see ahead. At 30km/h you have drivers getting up very close behind you forcing you along.		
15 Kate	Stephens	an individual	yes	Why not join up 30 zones? Need to cover whole journey to school not just right next to school, and dropping off by school should be restricted to discourage car use. Ideally 30 limit should be permanent, otherwise 8am-9.30 and 3-5pm. I support 30kph in all residential areas with exception of through routes with segregated walking & cycle path and safe crossing points.	Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. Currently this is expected to support the use of Variable Speed Limits at drop-off and pick-up times on the road(s) approaching each school. Variable 30km/h speed limits are proposed for the vast majority of schools in the Central Otago district, providing for lower speeds covering at least 35 minutes around drop-off and pick-up times for all schools in our urban areas. The risks of implementing much larger 30km/h permanent speed zones include poor compliance by drivers, and a need for huge increases in the amount of roading infrastructure required to support these low speed environments. Cromwell already benefits from an almost unique situation where the Greenway network does provide for	F
					segregated walking and cycle use, and upgrades at key road crossing points have been implemented throughout Cromwell township to support safer use of Greenway routes.	

Elma (N	rst Name Last Name Are you providing feedback as Cromwell Primary School Do you Would you like to comment on the proposed Staff response Supporting information								
First Name	Last Name	Are you providing feedback as an individual or an organisation?	Cromwell Primary School Do you support the extent of the proposed school zone?	Would you like to comment on the proposed changes to the extent of the Cromwell Primary School zone?	Staff response	Supporting information			
Werner	Murray	an individual	no	kids are moving between schools. Further thought could be given to the piece of road between Molyneux where it ends for Cromwell College and where it ends for Cromwell Primary perhaps just connect the two, to form 1 slow speed zone instead of two zones between the schools. This might slow a driver down and cost them 2-5 seconds of lost time.	Extending the proposed "School Speed Zones" to cover Molyneux Avenue (which is considered a Collector road) between Barry Avenue and Achil Street would require significant amounts of additional infrastructure upgrades including more Variable Speed Limit signage and traffic-calming/uncontrolled crossing points at the Molyneux Avenue / Antrim Street intersection and Greenway crossing points, in addition to the existing pedestrian crossing point at Cromwell Primary School. There are also concerns that including the additional 500 metres of Molyneux Avenue between the two schools may impact on compliance, where road users perceive no reason for the lower variable speed limit.				
Simon	Telfer	an individual	no	Please consider extending it further out. Why should we protect children only when they get close to school, not from when they are leaving home?	Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. Currently this is expected to support the use of Variable Speed Limits at drop-off and pick-up times on the road(s) approaching each school. In the case of Cromwell College and Cromwell Primary School, the proposal currently covers the school frontage sections of Barry Avenue operating as a variable 30km/h speed limit providing 35 minutes covering the drop-off period in the morning, and 35 minutes covering pick-up times in the afternoon. The Variable Speed Limit includes Clare Place, Carlow Place, and Molyneux Avenue providing connections to the Greenway network. It is anticipated that the changes to Setting of Speed Limits will not support establishing extended "School Speed Zones", and so these have not been put forward in the current proposals.				
Kate	Hodgkinson	an individual		Lowering speed isn't enough. So many people are driving whilst looking down at their phones and people constantly fail to stop at zebra crossings. We urgently need speed bumps or other physical devices to slow traffic around Schools and all daycare centres	Noted				
Evelyn	Hansen	an individual	no	No need. It's slow enough as is. There has been no accidents so why fix something that isn't broken.	Noted				
James	Dicey	an individual	yes	Only during school hours, clear flashing signage to make sure drivers are aware they are entering into this zone.	Variable signage proposed				
Simon	Elder	an individual	no	Speeds have been set for years at 50kph and have operated without issue for the most part. I don't see the need top change the speed limits when it is individuals who drive irresponsibly and will continue to do so regardless of any change made. If the change in speed was only during school arrival and departure times, say 30 minutes each side (1 hour in total) I can see this making some sense					
Jo	Ridder	an individual	no	Seriously, Goldfields school on Gilling Place traffic is an absolute dangerous joke! This desperately needs to be one way. Far more dangerous than blimen either of the other schools!	Noted				
Sharon	Smid	an individual	no	I think variable speed zone would be better, or drop to 40km/h 30 is too slow when school is in. I would support variable speed from 8.30am - 9.30am, lunch break and afterschool 3pm - 4pm. No speed reduction is needed during the holidays.	Variable signage proposed				
Simon	Peake	an individual	yes	I don't think the zone needs to include Austin Place	see Cromwell College response				

First Name	Last Name	Are you providing feedback as an individual or an organisation?	support the extent of the	Would you like to comment on the proposed changes to the extent of the Cromwell Primary School zone?	Staff response	Supporting information
10 Louise	Peake	an individual		Again, I think it should be extended down to Antrim St - if you have been around the area at pick up/drop off time you would know that cars are parked all the way down to Antrim St, so there is reduced visability and lots of kids about right down to there - there are also a lot of kids who have to cross Antrim street. I think it should be a reduced speed limit down to Antrim St.		
11 Luke	Smith	an individual	no	As above	Noted	
12 Joe	Meehan	an individual	no	Leave the speeds how they are currently.	Noted	
13 Kate	Stephens	an individual	ves	As above	Noted	

	Roxburgh Area School									
	First Name			the extent of the proposed school zone?	Would you like to comment on the proposed changes to the extent of the speed zone for Roxburgh Area School?	Staff response	Supporting information			
1	Joe	Meehan	an individual	no	Leave the speeds how they are currently.	Noted				
2	Kate	Stephens	an individual			Noted - Comment re SH8 passed onto Waka Kotahi				

Millers Flat School							
First Name	Last Name	Are you providing feedback as an individual or an organisation?	Millers Flat School Do you support the extent of the proposed school zone?	Would you like to comment on the proposed changes to the extent of the speed zone for Millers Flat School?	Staff response	Supporting information	
Jenny	Worth	an individual	yes	Interesting extension of the 50k zone, is that future proofing for the extended residential area being proposed?	Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. Currently this is expected to support the use of Variable Spee Limits at drop-off and pick-up times on the road(s) approaching each school. In the case of Millers Flat School, the proposal currently covers the school frontage sections of Teviot Road an School Road operating as a variable 30km/h speed limit providing 35 minutes covering the drop-off period in the morning, and 35 minutes covering pick-up times in the afternoon. It has been reviewed with the aim of maximising safety for school traffic, whilst keeping travel time disbenefits to vehicles on School Road to a minimum. The permanent 50km/h speed limit has been extended a minimum of 300 metres, to support compliance with the lower Variable Speed Limit when slowing from open road speeds. It is anticipated that the changes to Setting of Speed Limits will not support establishing extended "School Speed Zones", and so these have not been put forward in the current proposals. Council is also awaiting information from Waka Kotahi on any proposed speed limit changes (including Variable Speed Limits on road(s) approaching schools) included in their consultation on the State Highway Speed Management Plan, ar Council will pass on the feedback to Waka Kotahi.	od .	
loe	Meehan	an individual	no	Leave the speeds how they are currently.	Noted		
Kate	Stephens	an individual	ves	As above	Noted		

				Maniototo Area School		
First Name	Last Name	Are you providing feedback as an individual or an organisation?	Maniototo Area School Do you support the extent of the proposed school zone?	Would you like to comment on the proposed changes to the extent of the speed zone for Maniototo Area School?		Supporting information
Drew	Clark	an individual	yes	My preference would be 30km/h from the corner of Northland/Caulfield down to Davis Ave.	Council have worked to anticipate the direction that the new Government will be taking in changes to the current Setting of Speed Limits Rule. These are expected to be in-place by the end of 2024, further to announcements made by the Minister in March. Currently this is expected to support the use of Variable Speed Limits at drop-off and pick-up times on the road(s) approaching each school. In the case of Maniototo Area School, the proposal currently covers the school frontage sections of Caulfeild Street operating as a variable 30km/h speed limit providing 35 minutes covering the drop-off period in the morning, and 35 minutes covering pick-up times in the afternoon. It has been reviewed with the aim of maximising safety for school traffic, and ensuring improved safe operation of the Caulfeild Street pedestrian crossing by ensuring the new Variable Speed Limit signs and advance warnings of the crossing do not prevent drivers seeing the signs and road markings. It is anticipated that the changes to Setting of Speed Limits will not support establishing extended "School Speed Zones", and so these have not been put forward in the current proposals. Council is also awaiting information from Waka Kotahi on any proposed speed limit changes (including Variable Speed Limits on road(s) approaching schools) included in their consultation on the State Highway Speed Management Plan, and Council will pass on the feedback to Waka Kotahi.	
Joe	Meehan	an individual	no	Leave the speeds how they are currently.	Noted	
Kate	Stephens	an individual	yes	The whole of Ranfurly should be 30kph. Through traffic on sh85 can easily bypass the town and should be directed to do so.	Noted	

	St. John's School									
First Name	Last Name	Are you providing feedback as an individual or an organisation?	St. John's SchoolDo you support the extent of the proposed school zone?	Would you like to comment on the proposed changes to the extent of the speed zone for St. John's School?	Staff response	Supporting information				
1 Kate	Dowling	an individual	yes	,	Roading to review current signage provisions.					
2 Kelvin	Robertson	an individual	no	Too long at South end	Noted					
3 Joe	Meehan	an individual	no	Leave the speeds how they are currently.	Noted					
4 Kate	Stephens	an individual	yes	As above	Noted					

	Other Submissions									
First Name	Last Name	Are you providing feedback as an individual or an organisation?	Method received	General comments	Staff response	Supporting information				
i Billee	Marsh	individual	email	When reading Survey 1 Extent of School Speed Zones I was disappointed to note that Tarras School speed zone did not include SH8. I am guessing that this is because Waka Kotahi is the decision maker in this matter. The current speed restriction is 80kph, however there would be overwhelming community support for a lower speed limit. Not only would the school benefit from increased pedestrian safety but also the Tarras Village shops. Can CODC take a role in this matter? I would appreciate your advice.	Limit on SH8, with the aim of maximising safety for school traffic and providing an enforceable lower speed past the school in line with the "Safer Speeds Around Schools" guidance for					
2 Deb	Stevens	individual	email	I've been trying to click on the link to do the speed limit past school submission tonight but it won't let me in. I hope I'm not too late. I think the limit should be 50km past a school during school hours. It can be very busy during drop off and pick up hours. The 80 km limit seems to extend for quite a long distance. Will people adhere to this? Will it be too hard to monitor? Thanks for your time and sorry I didn't get the form done.	see Poolburn School response.					
3 Melissa	Gare	individual - Poolburn School Principal	email	My name is Melissa Gare and I am the Principal of Poolburn School. It has been bought to my attention over the weekend we needed to have a submission in about the speed outside our school. I have gone on to do this tonight but it says I don't have permission to do so. I thought it is important that our small school's voice is heard so I am writing this email. Our school is a small rural school with beautiful grounds, wonderful children and a fabulous and supportive community. BUT we are adjacent to the State Highway. Now we have been very pro active over the last few years as a community to slow down the speed of the traffic outside our school. Quite a few years ago before the board headed a campaign to get the speed changed and we have two signs one on either side of our school with a speed recommendation of 40km. The police have also been really supportive of this speed and do days where they make their presence known and pull over cars going over 40km. The issue is this is not a ticketable offence. Last year on one of these days the police was there, a car was clocked at 140km outside the school at 3pm. We have also run our own campaign through newspaper articles, newsletter information and Facebook posts really getting the message across to slow down while children are present. Most recently we now have a metal silhouette of a child made and positioned outside the school on the road side, with a speech bubble saying "could you you stop?" This was great initially it really made people think, but as time passes people just revert to normal behaviour. We were really looking forward to seeing our school speed get reduced officially through this review of all schools. But to say we are gutted is an understatement. Changing the speed to 80km is not slow enough. I'm wondering the 80/60km highlight maybe means that it would be 60km during school hours. This is still not slow enough. 40km directly outside our school during school hours should be the rule change. I could even cope with just during pick up and drop						





SPEED LIMITS 2023-24 SURVEY REPORT



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Speed Limits 2023-24 Survey Report

Introduction

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

In 2022, Council considered and approved more than 20 adjustments to speed limits across the district as a result of community consultation.

This 2023-24 consultation involved two distinct surveys. One survey addressed the extent school speed zones (Survey 1) and the second survey addressed a variety of changes to community roads (Survey 2).

Research Design

Context

This report summarises the results of the School Zone and Community Speed Limits 2023-24 surveys. These two surveys were carried out between 1 December 2023 and 11 February 2024.

The purpose of the surveys was to gather public feedback on proposed changes to the extent of school zones and changes to speed limits on identified community roads.

We received 84 submissions on Survey 1: Extent of school speed zones. Eighty submissions were received through the Let's Talk consultation platform and four were received through email or hard copy. We received 126 submissions on Survey 2: Community speed limits. One hundred twenty-two were received through the Let's Talk consultation platform and four were received through email or hard copy.

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Method

This survey was conducted primarly using the Let's Talk Kōrero Mai consultation software, although hard copy submissions were accepted. Participants who submitted through Let's Talk Kōrero Mai were required to register. The sample gathered was based on self-selection.

Demographics of Survey One: Extent of school speed zones. Respondents were roughly representative of each ward based on population. Female respondents outpaced male respondents 58% to 41%. The two largest age groups that participated were 40-49 years (33%) and 60 and over (30%). For more information on the demographics of the respondents, please see Appendix One.

Demographics of Survey Two: Community speed limits. Respondents were roughly representative of each ward based on population. Forty-six percent of the respondents were female and 54% were male, bucking the usual trend. The age group who submitted the most on this survey was 60 and over (41%), with the next biggest age group being 40-49 years (21%). For more information on the demographics of the respondents, please see Appendix One.

Based on the number of responses to Survey One: Extent of school speed zones (84) and the population of the Central Otago District (26,000¹), the data in this survey is accurate to a margin of error +/-10.68%.², which is significant. As a result, this data must be taken into context with other community feedback.

Based on the number of responses to Survey Two: Community speed limits (126) and the population of the Central Otago District (26,000³), the data in this survey is accurate to a margin of error +/- 8.71%⁴, which is significant. As a result, this data must be taken into context with other community feedback.

Questionnaire Design

In both surveys, respondents were provided a map that showed the proposed change and were asked if they supported the change. In addition, respondents were provided an opportunity to comment on each change. All comments received were compiled separately and provided to staff to review and elected members for careful consideration and decision-making. Those comments are not publicly available.

None of the questions were mandatory, allowing respondents to answer those that were relevant and skip those that were not. Survey Two: Community speed limits also provided a final opportunity to comment on potential speed limit changes on additional roads that may be considered in the future.

Survey Promotion

These surveys were promoted in a number of ways. Survey One: Extent of school speed zones was specifically promoted through school newsletters throughout the district. Both surveys were promoted through a CODC media release <u>Consultation for proposed speed</u>

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¹ Regional Economic Profile | Central Otago District | Population growth (infometrics.co.nz)

² Sample size calculator - CheckMarket

³ Regional Economic Profile | Central Otago District | Population growth (infometrics.co.nz)

⁴ Sample size calculator - CheckMarket

Central Otago District Council - School Zone and Community Speed Limits Survey Report

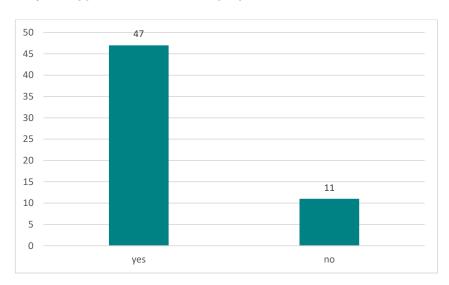
<u>limit changes begins - Central Otago District Council (codc.govt.nz)</u>, advertising in The Noticeboard (The News), community bulletins, Central App and Facebook posts. Mayor Tim Cadogan also mentioned these surveys on his Facebook Live programme.

Internally in the Council, efforts were made to inform staff and elected members about this consultation through an article in Sharepoint (intranet). Those who interact with Council staff via email were exposed to the opportunity to provide feedback on proposed changes to speed limits through the Council email signature, which featured the speed limits banner for the duration of this campaign. Onelan screens positioned through the District in Council offices, libraries and pools displayed information promoting this

Survey One Results: Extent of school speed zones

Dunstan High School

Do you support the extent of the proposed school zone?

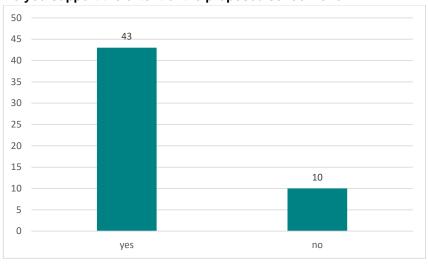


Would you like to provide comments on the proposed changes to the extent of the Dunstan High School speed zone?

Thirteen comments were received.

The Terrace School

Do you support the extent of the proposed school zone?

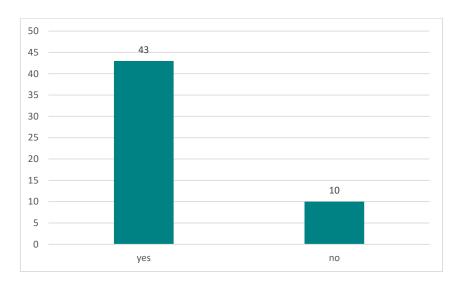


Would you like to provide comments on the proposed changes to the extent of The Terrace School speed zone?

Fourteen comments were received.

Alexandra Primary School

Do you support the extent of the proposed school zone?



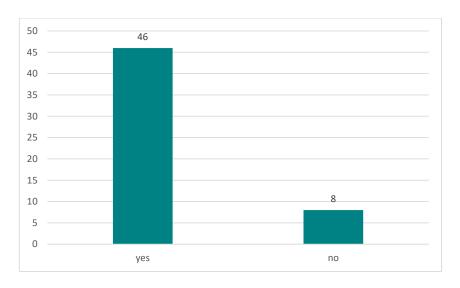
Would you like to provide comments on the proposed changes to the extent of the Alexandra Primary School speed zone?

Central Otago District Council – School Zone and Community Speed Limits Survey Report 5 | P a g e

Thirteen comments were received.

St. Gerard's School

Do you support the extent of the proposed school zone?

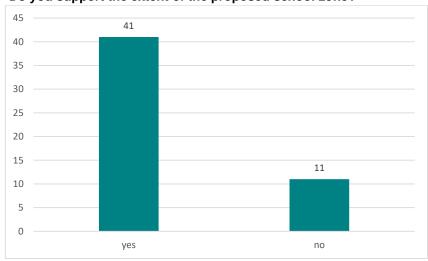


Would you like to provide comments on the proposed changes to the extent of St. Gerard's School speed zone?

Nine comments were received.

Clyde School

Do you support the extent of the proposed school zone?



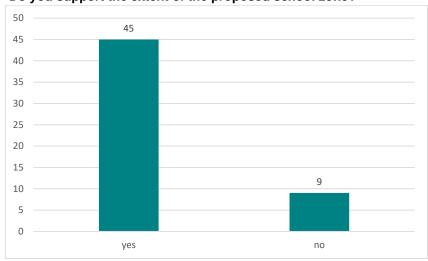
Central Otago District Council – School Zone and Community Speed Limits Survey Report 6 | P a g e

Would you like to provide comments on the proposed changes to the extent of the Clyde School speed zone?

Twelve comments were received.

Poolburn School

Do you support the extent of the proposed school zone?



Would you like to provide comments on the proposed changes to the extent of the Poolburn School speed zone?

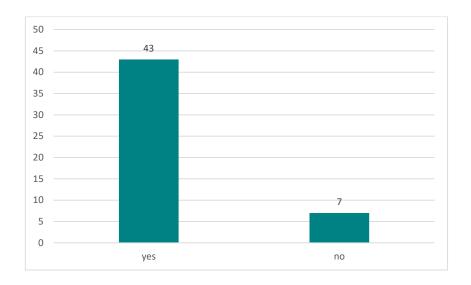
Nine comments on Let's Talk Korero Mai.

Two comments other.

Omakau School

Do you support the extent of the proposed school zone?

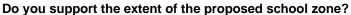
Central Otago District Council - School Zone and Community Speed Limits Survey Report 7 | Page

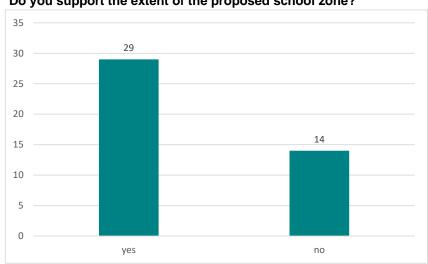


Would you like to provide comments on the proposed changes to the extent of the Omakau School speed zone?

Five comments were received.

Cromwell College





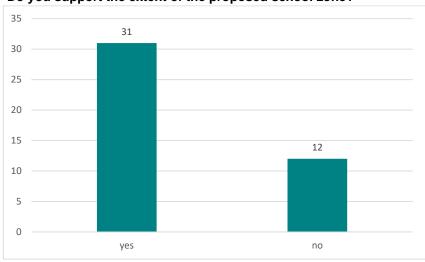
Would you like to provide comments on the proposed changes to the extent of the Cromwell College speed zone?

Fifteen comments were received.

Central Otago District Council – School Zone and Community Speed Limits Survey Report 8 | P a g e

Cromwell Primary School

Do you support the extent of the proposed school zone?

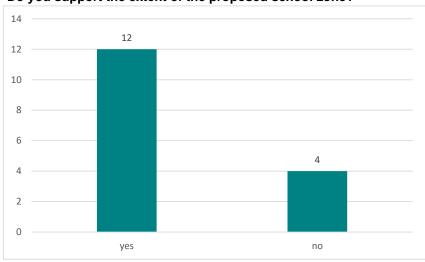


Would you like to provide comments on the proposed changes to the extent of the Cromwell Primary School speed zone?

Thirteen comments were received.

Roxburgh Area School

Do you support the extent of the proposed school zone?



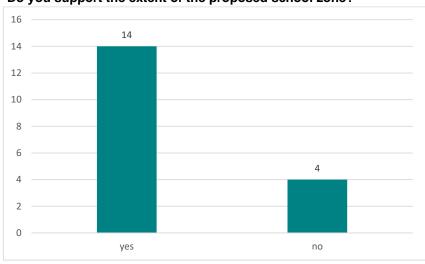
Would you like to provide comments on the proposed changes to the extent of the Roxburgh Area School speed zone?

Two comments were received.

Central Otago District Council – School Zone and Community Speed Limits Survey Report 9 | P a g e

Millers Flat School

Do you support the extent of the proposed school zone?

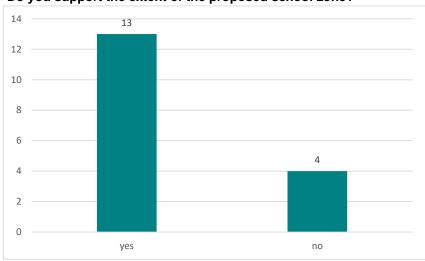


Would you like to provide comments on the proposed changes to the extent of the Millers Flat School speed zone?

Three comments were received.

Maniototo Area School

Do you support the extent of the proposed school zone?



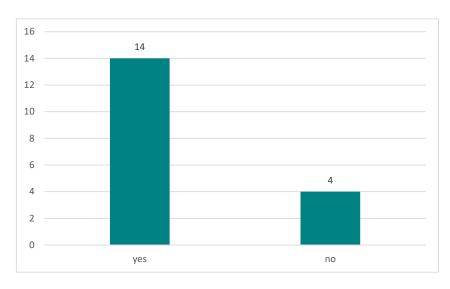
Would you like to provide comments on the proposed changes to the extent of the Maniototo Area School speed zone?

Three comments were received.

Central Otago District Council – School Zone and Community Speed Limits Survey Report 10 | P a g e

St. John's School

Do you support the extent of the proposed school zone?



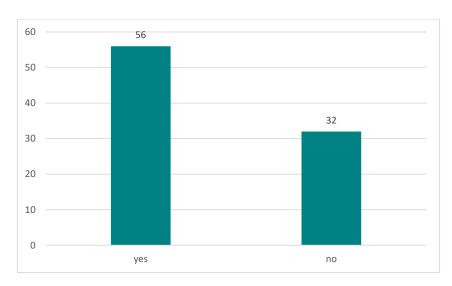
Would you like to provide comments on the proposed changes to the extent of St. John's School speed zone?

Four comments were received.

Survey Two Results: Community speed limits

Clyde

Do you support the proposed changes in Clyde?



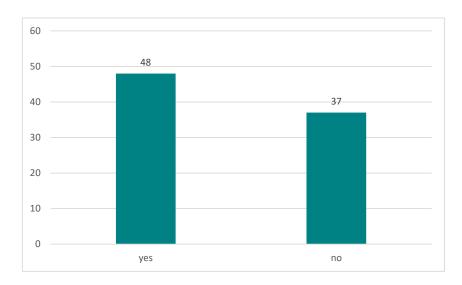
Central Otago District Council – School Zone and Community Speed Limits Survey Report 11 | P a g e

Would you like to comment on the proposed speed limit changes in Clyde?

Twenty-six comments were received.

Clyde North

Do you support the proposed changes in Clyde North?

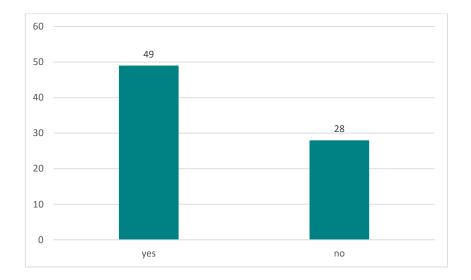


Would you like to comment on the proposed speed limit changes in Clyde North? Twenty-seven comments were received.

Alexandra

Do you support the proposed changes in Alexandra?

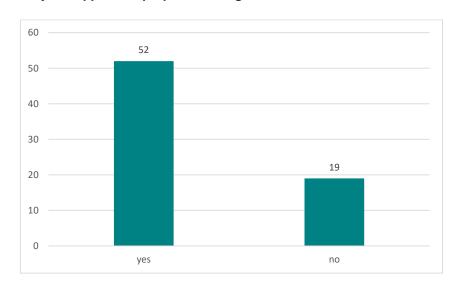
Central Otago District Council – School Zone and Community Speed Limits Survey Report 12 | P a g e



Would you like to comment on the proposed speed limit changes in Alexandra? Twenty comments were received.

Lauder

Do you support the proposed changes in Lauder?

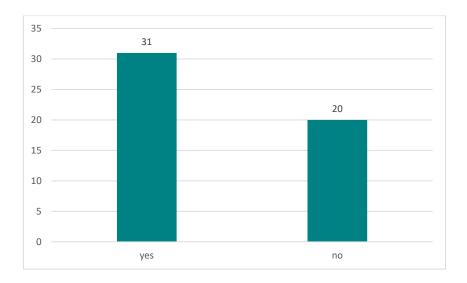


Would you like to comment on the proposed speed limit changes in Lauder? Fifteen comments were received.

St. Bathans

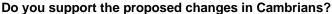
Do you support the proposed changes in St. Bathans?

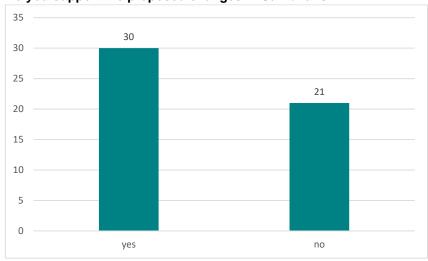
Central Otago District Council – School Zone and Community Speed Limits Survey Report 13 | P a g e



Would you like to comment on the proposed speed limit changes in St. Bathans? Sixteen comments were received.

Cambrians



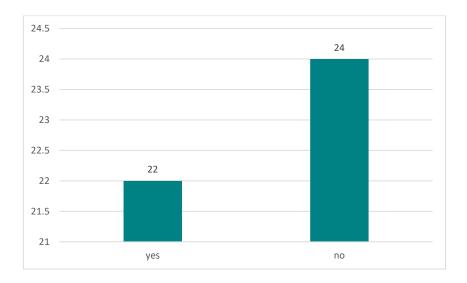


Would you like to comment on the proposed speed limit changes in Cambrians? Fourteen comments were received.

Patearoa

Do you support the proposed changes in Patearoa?

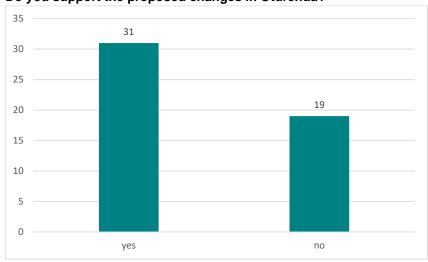
Central Otago District Council – School Zone and Community Speed Limits Survey Report 14 | P a g e



Would you like to comment on the proposed speed limit changes in Patearoa? Eleven comments were received.

Oturehua



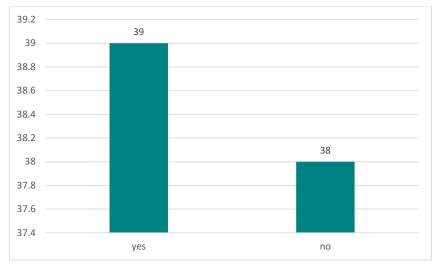


Would you like to comment on the proposed speed limit changes in Oturehua? Eleven comments were received.

Cromwell North

Do you support the proposed changes in Cromwell North?

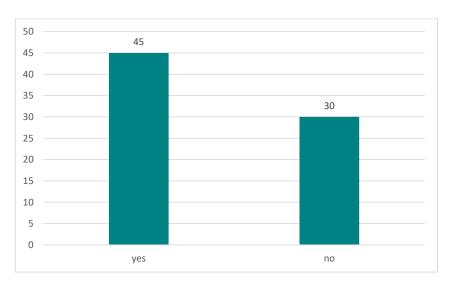
Central Otago District Council – School Zone and Community Speed Limits Survey Report 15 | P a g e



Would you like to comment on the proposed speed limit changes in Cromwell North? Twenty-two comments were received.

Cromwell South

Do you support the proposed changes in Cromwell South?

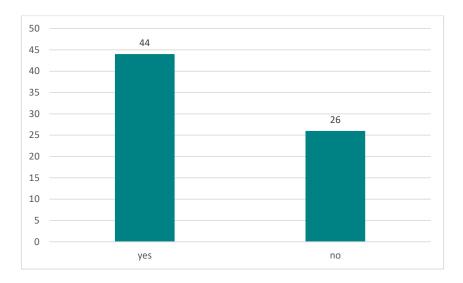


Would you like to comment on the proposed speed limit changes in Cromwell South? Nineteen comments were received.

Pisa Moorings

Do you support the proposed changes in Pisa Moorings?

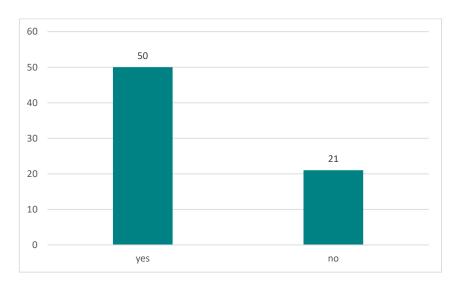
Central Otago District Council – School Zone and Community Speed Limits Survey Report 16 | P a g e



Would you like to comment on the proposed speed limit changes in Pisa Moorings? Twelve comments were received.

Bannockburn

Do you support the proposed changes in Bannockburn?

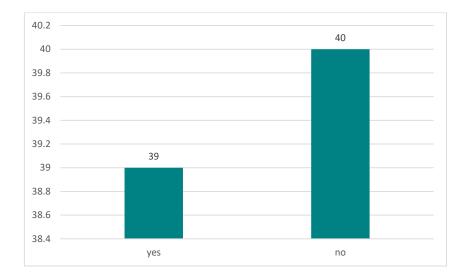


Would you like to comment on the proposed speed limit changes in Bannockburn? Eleven comments were received.

Tarras-Maori Point Road

Do you support the proposed changes in Tarras?

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Would you like to comment on the proposed speed limit changes in Tarras? Twenty-eight comments were received through Let's Talk Kōrero Mai. Four comments other

Final comments

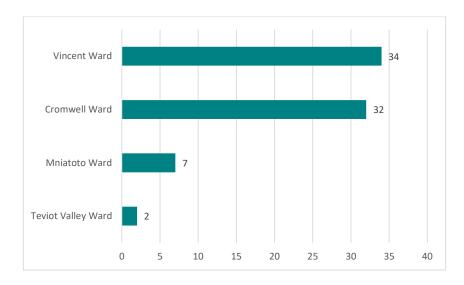
This consultation is limited to those roads listed in this survey. However, if you would like to provide feedback regarding speed limits on additional roads for consideration in the future, please provide those comments with specific details below for future road planning.

Forty-two comments were received.

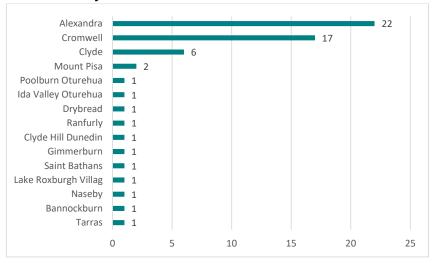
Appendix One: Demographics

Survey One: Extent of school speed zones

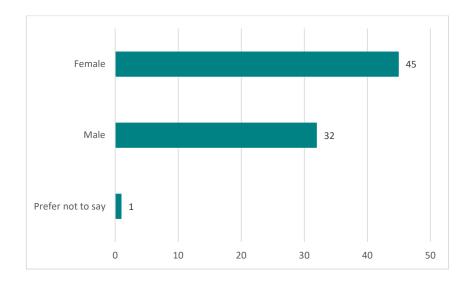
What ward do you live in?



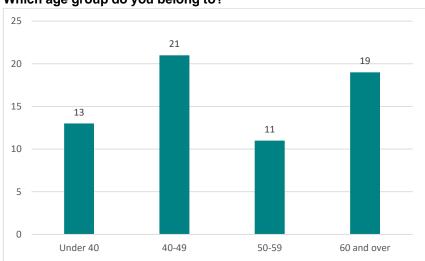




What gender do you identify with the most?



Which age group do you belong to?

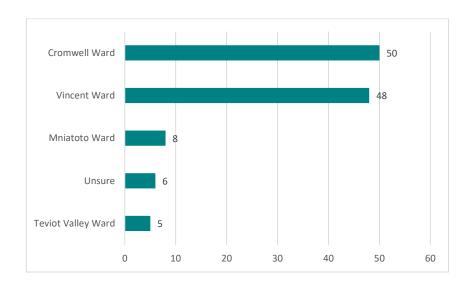


Please note that demographic information is not available for those who completed the survey in hard copy.

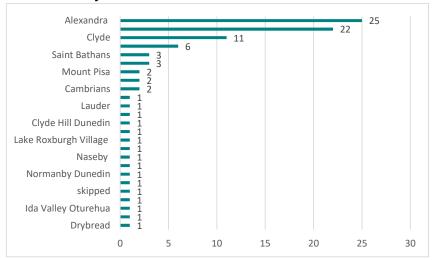
Survey Two: Community speed limits

What ward do you live in?

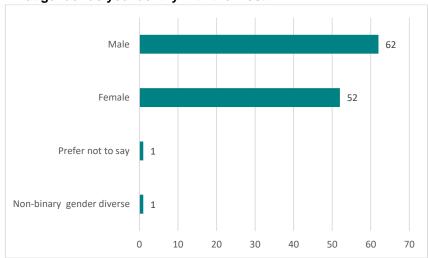
Central Otago District Council – School Zone and Community Speed Limits Survey Report 20 | P a g e



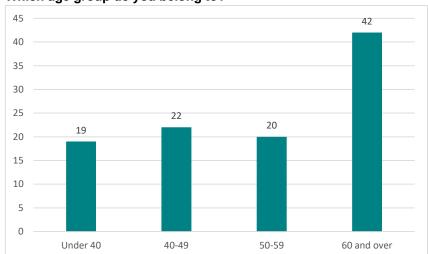




What gender do you identify with the most?



Which age group do you belong to?



Appendix Two: Let's Talk traffic summary

Types of visitors:

An aware visitor has made at least one single visit to the site or project.

An informed visitor has taken the next step and clicked on something.

An engaged visitor has contributed in some way or participated in a survey or quick poll.



Traffic channels:

Direct - typed the URL or clicked a link in an email

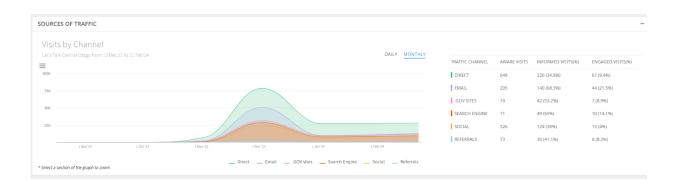
Social - traffic generated by social media

Email – traffic that arrived via direct email campaigns within Let's Talk (such as a newsletter)

.Gov sites – any site with a .gov or .govt that referrs traffic to the consultation

Search engines – traffic generated via search engines such as Google

Referrals - traffice from links on any other non-government website



Central Otago District Council – School Zone and Community Speed Limits Survey Report 23 | P a g e

Area	Sub-Area	Road Name	Existing Speed	Proposed Speed Ex	sting Speed (*)	roposed Speed	Further Information	Section Details
CROMWELL	RURAL	Clark Rd	100	60	100	60		
CROMWELL	RURAL	Gully Rd	100	80	100	80	Aligned with adjacent road sections	
CROMWELL	RURAL	Jocelyn Rd	100	80	100	80	Aligned with adjacent road sections	
CROMWELL	RURAL	Maori Point Rd	100	80	100	80	Speed limit aligned as Rural Connector	
CROMWELL	RURAL	Quartzville Road	100	80	100	80	Aligned with adjacent road sections	
CROMWELL	RURAL	Schoolhouse Rd	100	80	100	80	Aligned with adjacent road sections	
EARNSCLEUGH	RURAL	Ferris Road	100	60	100	60		
EARNSCLEUGH	RURAL	Gilligan'S Gully Rd	100	60	100	60		
EARNSCLEUGH	RURAL	Letts Gully Rd	100	60	100	60		SH85 to 1km North-west of SH85/Letts Gully Road intersection
EARNSCLEUGH	RURAL	Letts Gully Rd	100	80	100	80		1km North-west of SH85/Letts Gully Road intersection to 180m south-west of Springvale Road intersection
EARNSCLEUGH	RURAL	Mutton Town Rd	100	50	100	50		Hospital Road to 450m South-east of Hospital Road/Mutton Town Road intersection
EARNSCLEUGH	RURAL	Mutton Town Rd	100	80	100	80		450m South-east of Hospital Road/Mutton Town Road intersection to SH8
MANUHERIKIA	IDA VALLEY	Mcadie Rd	100	80	100	80	Aligned with adjacent road sections	McAdie Road/lda Valley Omakau Road intersection to 250m East of McAdie Road/lda Valley Omakau Road intersection
MANUHERIKIA	MATAKANUI	Lauder Road	100	60	100	60		SH85 to 900m West SH85/Lauder Road intersection
MANUHERIKIA	POOLBURN	Moa Creek Rd	100	80	100	80	Aligned with adjacent road sections	Moa Creek Road/lda Valley Omakau Road intersection to 250m South of Moa Creek Road/lda Valley Omakau Road intersection
MANUHERIKIA	RURAL	lda Valley Omakau Road	100	80	100	80	Aligned with adjacent road sections	Auripo Road to McAdie Road / Moa Creek Road
MANIOTOTO	PATEAROA	Aitken Road	100	50	100	50		McSkimming Road to end of road
MANIOTOTO	PATEAROA	Mcskimming Road	50	50	50	50		McSkimming Road/Aitken Road intersection to West of Chirnside Terrace (Sow Burn) bridge
MANIOTOTO	RURAL	Hills Creek Rd	100	50	100	50		Hills Creek Road/Ida Valley Omakau Road intersection to North-west of Hills Creek (Ida Burn) bridge
MANIOTOTO	RURAL	lda Valley Omakau Road	50	50	50	50		Oturehua township (South-west end) to 450m South- west of Hills Creek Road/lda Valley Omakau Road intersection
MANIOTOTO	RURAL	lda Valley Omakau Road	70	50	70	50		450m South-west of Hills Creek Road/Ida Valley Omakau Road intersection to 110m North-east of Hills Creek Road/Ida Valley Omakau Road intersection
MANIOTOTO	RURAL	lda Valley Omakau Road	100	50	100	50		450m South-west of Hills Creek Road/Ida Valley Omakau Road intersection to 110m North-east of Hills Creek Road/Ida Valley Omakau Road intersection
ROXBURGH	MILLERS FLAT	School Rd (Millers Flat)	100	50	100	50		Railway Terrace to 300m North-east of Railway Terrace

CROMWELL RU	JRAL	Bannockburn Rd	100	80	100	80	Aligned with adjacent road sections	Barry Avenue to Pearson Road
CROMWELL RU	JRAL	Cemetery Rd (Cromwell)	70	50	70	50	Aligned with township urban speed zone	SH6/Cemetery Road intersection
CROMWELL RU	JRAL	Partridge Road	100	40	100	40	Aligned with residential speed zone	Shortcut Road to end of road
CROMWELL RU	JRAL	Pearson Rd (Bannockburn)	100	80	100	80		SH6 to Bannockburn Road
CROMWELL RU	JRAL	Ritchies Road	100	80	100	80	Speed aligned with Ripponvale Road	
CROMWELL RU	JRAL	Sandflat Road	100	80	100	80	Aligned with adjacent road sections	
CROMWELL RU	JRAL	Scott Terrace	50	40	50	40	Aligned with residential speed zone	
CROMWELL RU	JRAL	Stone Dr	100	50	100	50		
CROMWELL RU	JRAL	Thelma Place	100	40	100	40	Aligned with residential speed zone	
CROMWELL UR	RBAN	Bell Ave	50	40	50	40	Aligned with residential speed zone	
CROMWELL UR	RBAN	Dunn Rd	100	50	100	50	Aligned with township urban speed zone	
CROMWELL UR	RBAN	Fraser Court	50	40	50	40	Aligned with residential speed zone	
CROMWELL UR	RBAN	Lakeview Terrace	50	40	50	40	Aligned with residential speed zone	
CROMWELL UR	RBAN	Mcbride Cres	100	50	100	50	Aligned with township urban speed zone	
CROMWELL UR	RBAN	Partridge Road	50	40	50	40	Aligned with residential speed zone	Shortcut Road to end of road
CROMWELL UR	RBAN	Proctor Way	100	50	100	50	Aligned with township urban speed zone	
CROMWELL UR	RBAN	Roberts Drive	50	40	50	40	Aligned with residential speed zone	
CROMWELL UR	RBAN	Shortcut Road	50	40	50	40	Aligned with residential speed zone	
CROMWELL UR	RBAN	Stout Terrace	50	40	50	40	Aligned with residential speed zone	
EARNSCLEUGH CL'	_YDE	Clyde Lookout Road (One Way)	70	30	70	30		Clyde township boundary at Clyde Lookout Road/Sunderland Street intersection
EARNSCLEUGH CL'	_YDE	Clyde Lookout Road (One Way)	70	60	70	60		
EARNSCLEUGH CL'	YDE (Clyde North Access Rd	50	30	50	30		Clyde township boundary at Clyde Lookout Road/Sunderland Street intersection
EARNSCLEUGH CL	.YDE	Hospital Road	100	50	100	50	Aligned with adjacent road sections	Sunderland Street to 50m South-west of Mutton Town Road/Hospital Road intersection

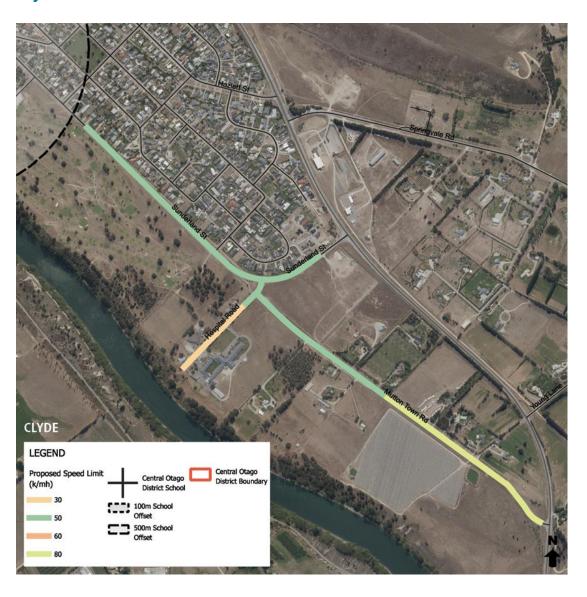
EARNSCLEUGH CLYDE	Hospital Road	100	30	100	30		50m South-west of Mutton Town Road/Hospital Road intersection to end of road
EARNSCLEUGH RURAL	Clyde North Access Rd	100	60	100	60		Clyde township boundary to 130m South-west of SH8/Sunderland Street intersection
EARNSCLEUGH RURAL	Fruitgrowers Rd	70	50	70	50		Fruitgrowers Road/Matau Street intersection to end of road
EARNSCLEUGH RURAL	Fruitgrowers Rd	100	50	100	50		Fruitgrowers Road/Matau Street intersection to end of road
EARNSCLEUGH RURAL	Sunderland St	70	50	70	50	Aligned with adjacent road sections	100m South-west of SH8/Sunderland Street intersection to 250m South-East of Dunstan Street
MANUHERIKIA RURAL	St Bathans Downs Rd	100	50	100	50		St Bathans township boundary (Northern end) to St Bathans township boundary (Southern end)
MANUHERIKIA RURAL	St Bathans Loop Road	50	30	50	30		St Bathans township boundary (Northern end) to St Bathans township boundary (Southern end)
MANUHERIKIA RURAL	St Bathans Loop Road	100	50	100	50		St Bathans township boundary (Southern end) to 950m North of St Bathans Back Road
MANUHERIKIA ST BATHANS	Cambrian Rd	100	40	100	40		
MANUHERIKIA ST BATHANS	Cross Street	50	30	50	30		
MANUHERIKIA ST BATHANS	St Bathans Downs Rd	50	30	50	30		St Bathans Loop Road to 270m South of St Bathans Loop Road/St Bathans Downs Road intersection
MANUHERIKIA ST BATHANS	St Bathans Lake Rd	50	30	50	30		
MANUHERIKIA ST BATHANS	St Bathans Loop Road	100	50	100	50		St Bathans township boundary (Northern end) to 270m North-east of Cemetery Road

Area Sub-Area	a School	Road Name	School Categor	y Existing Speed_DATA	Proposed Speed_DATA	Variable Speed Limit_DATA Exis	iting Speed (*)	roposed Speed	Electronic Signs) Further Information	Section Details
ALEXANDRA URBAN	Alexandra Primary School	Bringans St	Category 1	50		50 / 30	50	30 NAMES.	Variable Speed Limit implements Safe and Appropriate Speed	Dunorling Street to Shannon Street
ALEXANDRA URBAN	Alexandra Primary School	Dunorling St	Category 1	50	50	50 / 30	50	30 KURA \$CHOOL	Variable Speed Limit implements Safe and Appropriate Speed	SH8 to Bringans Street
ALEXANDRA URBAN	Alexandra Primary School	Dunorling St	Category 1	50	50	50 / 30	50	30 SUBSA	Variable Speed Limit implements Safe and Appropriate Speed	Bringans Street to end of road
ALEXANDRA URBAN	Alexandra Primary School	Jackson Place	Category 1	50	50		50	30	Variable Speed Limit implements Safe and Appropriate Speed	
EARNSCLEUGH CLYDE	Clyde School	Blyth St (Clyde)	Category 1	50	30		50	30 NUMA		Fraser Street to end of road
EARNSCLEUGH CLYDE	Clyde School	Pyke St	Category 1	50	30		50	(30) (MUNA		
EARNSCLEUGH CLYDE	Clyde School	Whitby St	Category 1	50	30		50	(30) (50)		Blyth Street to Sunderland Street
CROMWELL URBAN	Cromwell College	Barry Ave	Category 1	50	50		50	30 XURA KURA KURA	Variable Speed Limit	Clare Place to Mayo Place
CROMWELL URBAN	Cromwell College	Carlow Place	Category 1	50	50	50 / 30	50	30	Variable Speed Limit implements Safe and Appropriate Speed	
CROMWELL URBAN	Cromwell College	Anderson Park Access	Category 1	50	50	50 / 30	50	30	Variable Speed Limit implements Safe and Appropriate Speed	
CROMWELL URBAN	Cromwell College	Clare Place	Category 1	50	50		50	(30) (30) (30)	Variable Speed Limit implements Safe and Appropriate Speed	
CROMWELL URBAN	Cromwell College	Mayo Place	Category 1	50	50	50 / 30	50	30	Variable Speed Limit implements Safe and Appropriate Speed	
CROMWELL URBAN	Cromwell College	Molyneux Ave	Category 1	50	50		50	30	Variable Speed Limit implements Safe and Appropriate Speed	Barry Avenue intersection to Greenway Access
CROMWELL URBAN	Cromwell Primary School	Austin Place	Category 1	50	50	50 / 30	50	30	Variable Speed Limit implements Safe and Appropriate Speed	
CROMWELL URBAN	Cromwell Primary School	Horace St	Category 1	50	50		50	30 @	Variable Speed Limit implements Safe and Appropriate Speed	Monaghan Street intersection
CROMWELL URBAN	Cromwell Primary School	Molyneux Ave	Category 1	50	50	50 / 30	50	30	Variable Speed Limit implements Safe and Appropriate Speed	Antrim Street to Achil Street
CROMWELL URBAN	Cromwell Primary School	Monaghan St	Category 1	50	50		50	30 30	Variable Speed Limit implements Safe and Appropriate Speed	Horace Street to Donegal Street
CROMWELL URBAN	Cromwell Primary School	Ray St	Category 1	50	50		50	30 (30)	Variable Speed Limit implements Safe and Appropriate Speed	Monaghan Street intersection
ALEXANDRA URBAN	Dunstan High School	Black St	Category 1	50	50		50	30	Variable Speed Limit implements Safe and Appropriate Speed	Enterprise Street intersection
ALEXANDRA URBAN	Dunstan High School	Enterprise St	Category 1	50	50		50	30	Variable Speed Limit implements Safe and Appropriate Speed	Royal Terrace to Marslin Street
MANIOTOTO RANFUR	LLY Maniototo Area School	Caulfeild St	Category 1	50	50		50	30 30	Variable Speed Limit implements Safe and Appropriate Speed	SH85 (Western end) to SH85 intersection (Eastern end)
MANIOTOTO RANFUR	tLY Maniototo Area School	Davis Avenue	Category 1	50	50		50	30 (30)	Variable Speed Limit implements Safe and Appropriate Speed	(Euclinian)
ROXBURGH RURAL	Millers Flat School	School Rd (Millers Flat)) Category 1	50	50	50 / 30	50	30	Variable Speed Limit implements Safe and Appropriate Speed	Teviot Road to Railway Terrace
ROXBURGH RURAL	Millers Flat School	Teviot Rd	Category 1	50	50		50	30 30	Variable Speed Limit	Millers Flat township boundary to School Road
ROXBURGH RURAL	Millers Flat School	Teviot Rd	Category 1	50	50		50	30	Variable Speed Limit	240m South of Oven Hill Road to Millers Flat township boundary
MANUHERIKIA OMAKAL	J Omakau School	Deaker Street (Omakau)	Category 1	50	50	50 / 30	50	<u></u>	Variable Speed Limit implements Safe and Appropriate Speed	township boundary
MANUHERIKIA OMAKAL	J Omakau School	Harvey St (Omakau)	Category 1	50	50		50	30	Variable Speed Limit implements Safe and Appropriate Speed	Otago Central Rail Trail crossing to Omakau School frontage boundary
MANUHERIKIA RURAL	Omakau School	Racecourse Rd	Category 1	100	50	50 / 30	100	30 30	Appropriate Speed Variable Speed Limit	Omakau school frontage boundary to 500m north of boundary
MANUHERIKIA RURAL	Poolburn School	Ida Valley Omakau Road		100			100	KURA SCHOOL 600	Variable Speed Limit implements Safe and	Auripo Road to McAdie Road / Moa Creek Road
ROXBURGH URBAN	Roxburgh Area School	Branxholm Street	Category 1	50			50	30 Sold Sold Sold Sold Sold Sold Sold Sold	Appropriate Speed Variable Speed Limit implements Safe and Appropriate Speed	
ROXBURGH URBAN	Roxburgh Area School	Abbotsford St	Category 1	50			50	30	Appropriate Speed Variable Speed Limit implements Safe and Appropriate Speed	
ROXBURGH URBAN		Cheviot St	Category 1	50		50 / 30	50	30	Variable Speed Limit implements Safe and	
ROXBURGH URBAN	-	Ednam St	Category 1	50			50	30	Appropriate Speed Variable Speed Limit implements Safe and	
	Roxburgh Area School	Melrose St	Category 1	50		50 / 30	50	30	Appropriate Speed Variable Speed Limit implements Safe and	
ALEXANDRA URBAN	-		Category 1	50		50 / 30	50 50	30	Appropriate Speed Variable Speed Limit implements Safe and	Killarney Street intersection
. ILEA WORKS UNDAN	o. co.a.a a concor (Alexandra)	a, ot	outogory I				9	KURA SCHOOL	Appropriate Speed	

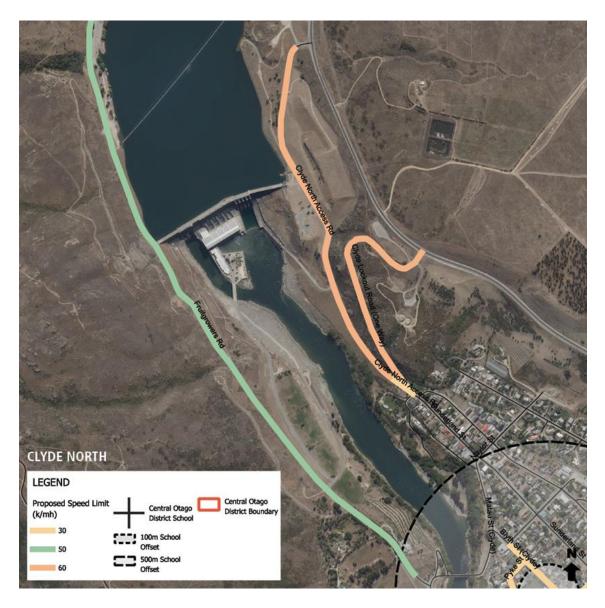
ALEXANDRA URBAN St Gerard's School (Alexandra) Killamey St	Category 1	50	50	50 / 30	50	30 EURA		ole Speed Limit implements Safe and priate Speed	SH85 to Brandon Street
ALEXANDRA URBAN St Gerard's School (Alexandra) Shannon St	Category 1	50	50	50 / 30	50	30		ole Speed Limit implements Safe and priate Speed	Killarney Street intersection
ALEXANDRA URBAN St Gerard's School (Alexandra) Short St (Alexandra)	Category 1	50	50	50 / 30	50	30		ole Speed Limit implements Safe and priate Speed	
ALEXANDRA URBAN St Gerard's School (Alexandra) Station St	Category 1	50	50	50 / 30	50	30 KUMAL KUMAL	Variab	ole Speed Limit	SH85 to Brandon Street
MANIOTOTO RANFURLY St John's School (Ranfurly) Alexander St	Category 1	50	50	50 / 30	50	30		ole Speed Limit implements Safe and priate Speed	Ranfurly-Patearoa Road to St. John's School frontage boundary
MANIOTOTO RANFURLY St John's School (Ranfurly) Stuart Rd	Category 1	50	50	50 / 30	50	30 Kuna Kuna	Variab	ole Speed Limit	Stafford Street to to St. John's School frontage boundary (Ranfurly-Patearoa Road)
MANIOTOTO RURAL St John's School (Ranfurly) Ranfurly Patearoa Rd	Category 1	50	50	50 / 30	50	30 EURA KURA	Variab	ole Speed Limit	Ranfurly-Patearoa Road to St. John's School frontage boundary
ALEXANDRA URBAN The Terrace School (Alexandra) Alexandra Service Lar	ne Category 1	50	50	50 / 30	50	30 CO		ole Speed Limit implements Safe and priate Speed	Enterprise Street intersection
ALEXANDRA URBAN The Terrace School (Alexandra) Enterprise St	Category 1	50	50	50 / 30	50	30 SUPERIOR STATE		ole Speed Limit implements Safe and priate Speed	Royal Terrace to Marslin Street
ALEXANDRA URBAN The Terrace School (Alexandra) Marslin St	Category 1	50	50	50 / 30	50	30		ole Speed Limit implements Safe and priate Speed	Enterprise Street intersection to The Terrace School entrance

Maps: Proposed community road speed limit changes

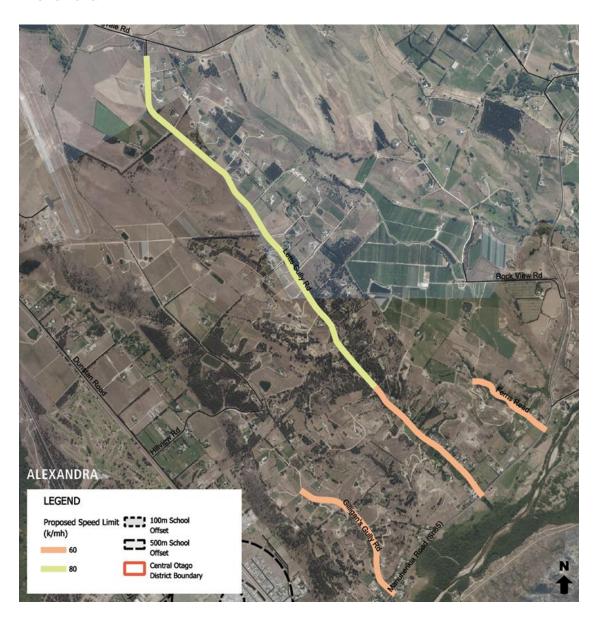
Clyde



Clyde North



Alexandra



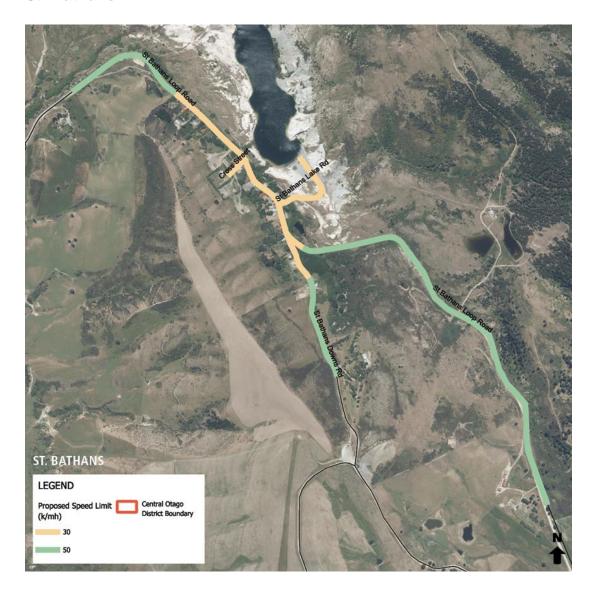
Lauder



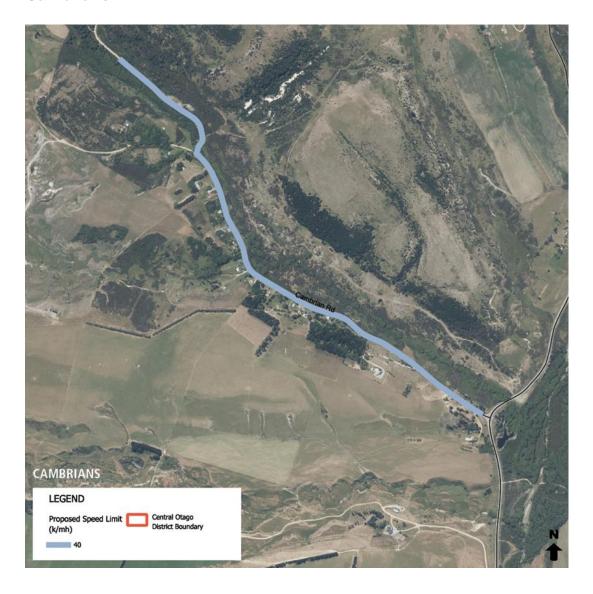
Patearoa



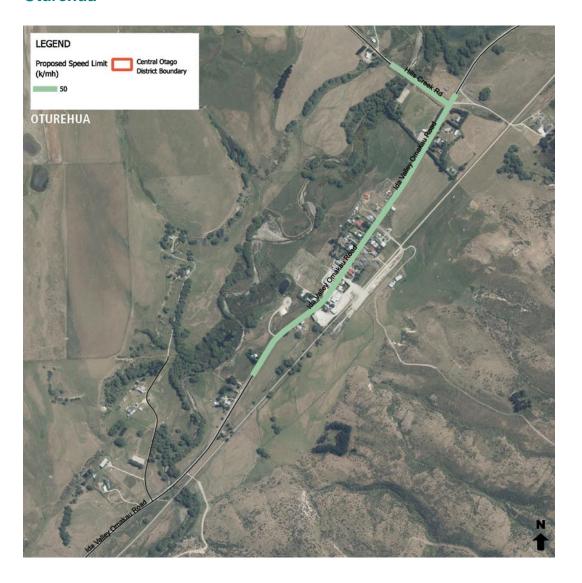
St. Bathans



Cambrians



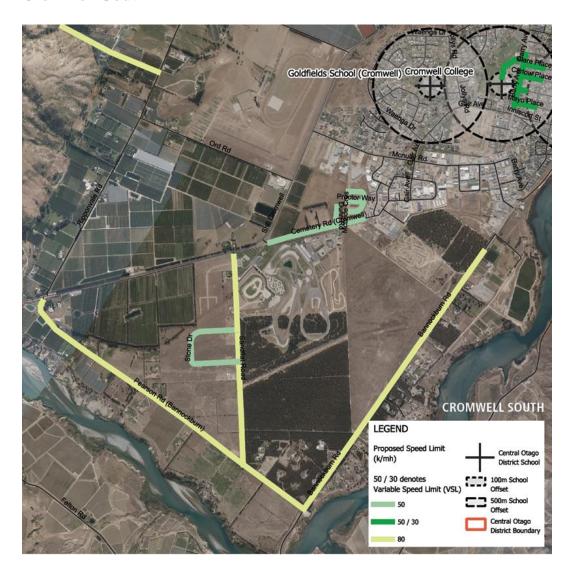
Oturehua



Cromwell North



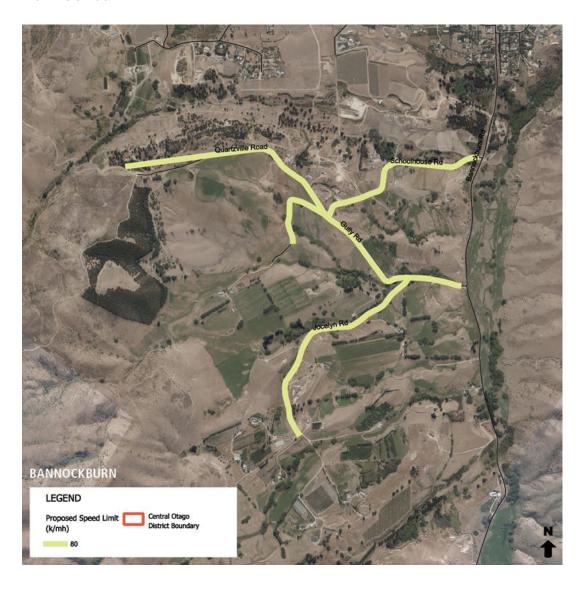
Cromwell South



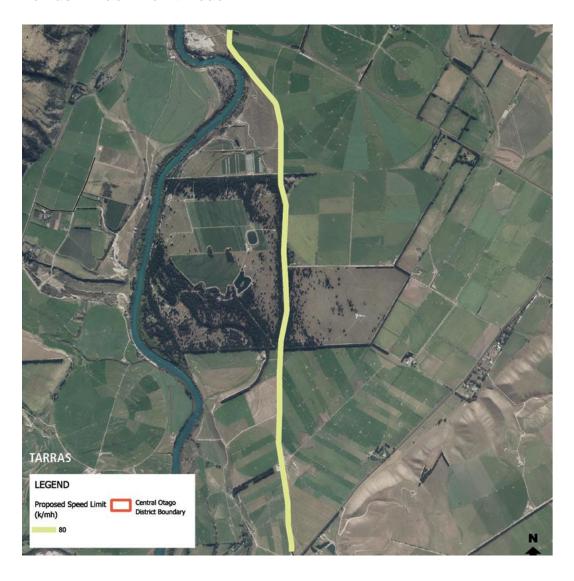
Pisa Moorings



Bannockburn

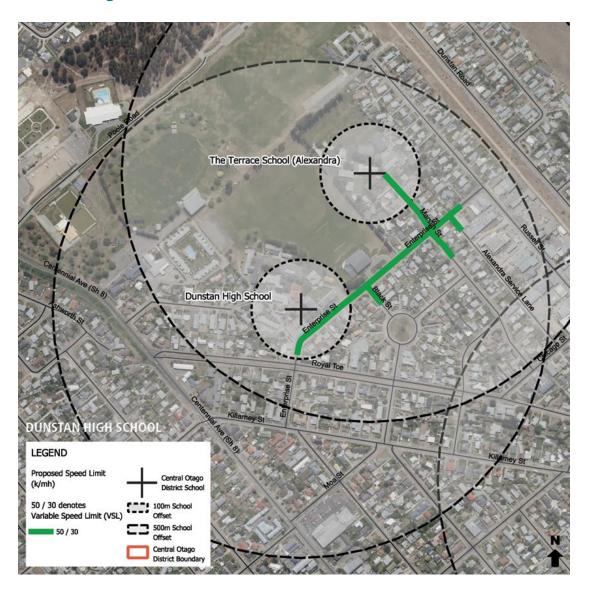


Tarras - Maori Point Road



Maps: Proposed school zone speed limits

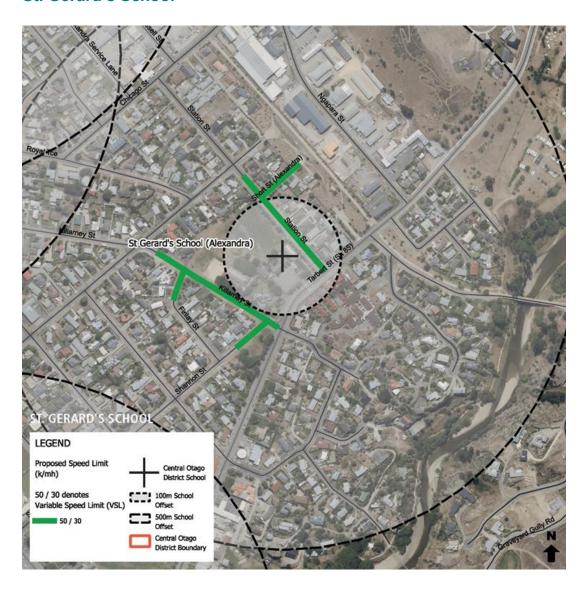
Dunstan High School and The Terrace School



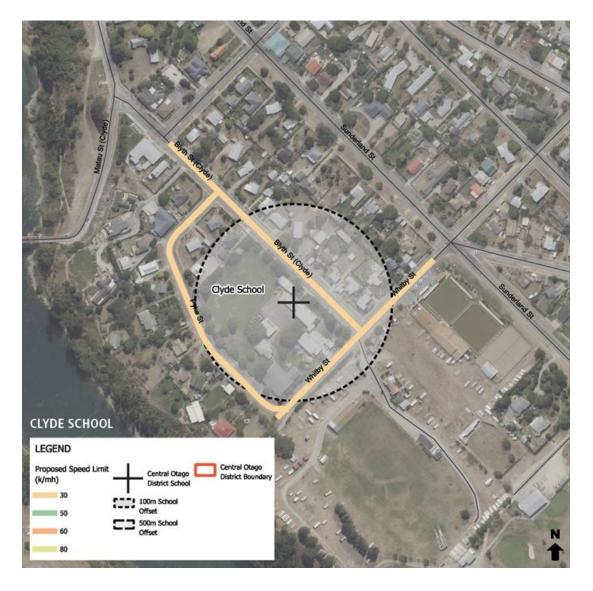
Alexandra Primary School



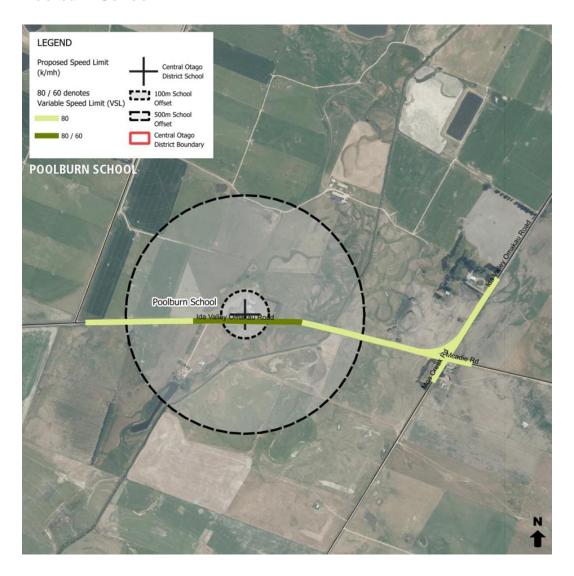
St. Gerard's School



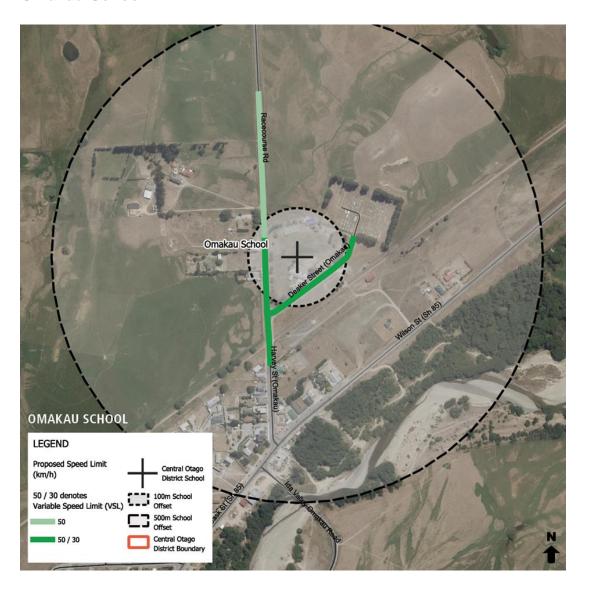
Clyde School



Poolburn School



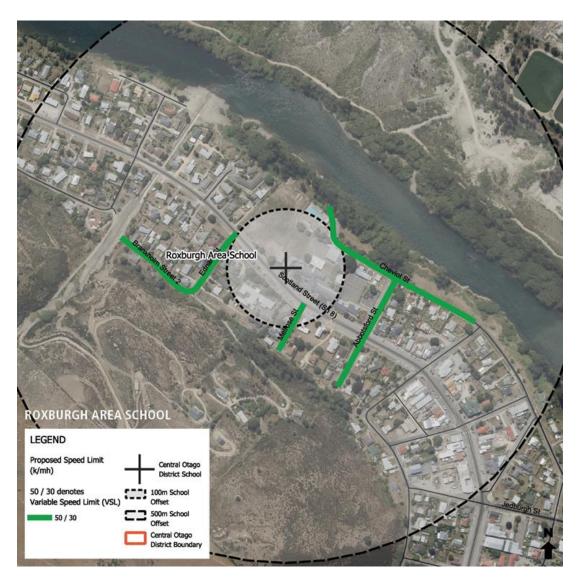
Omakau School



Cromwell College and Cromwell Primary School



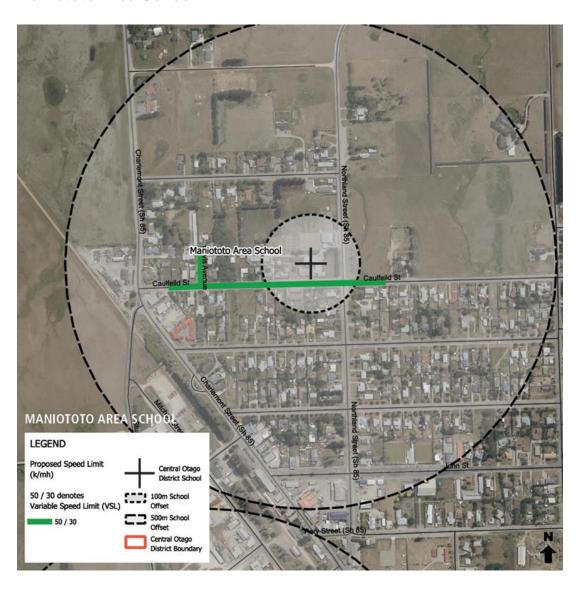
Roxburgh Area School



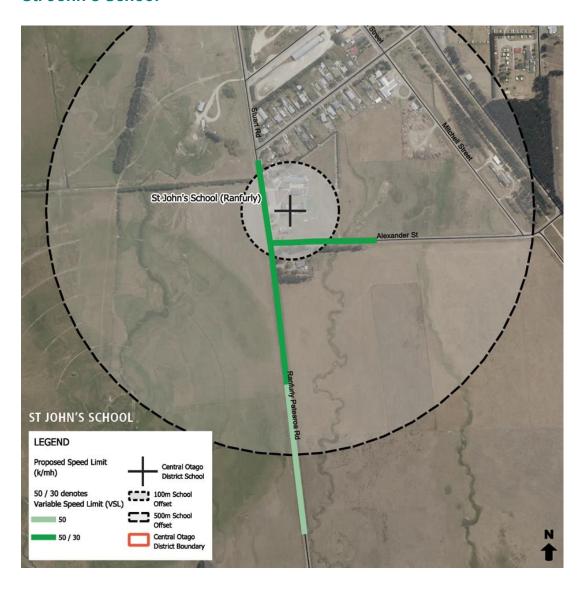
Millers Flat School



Maniototo Area School



St. John's School





Draft Speed Management Plan 2023-2027

Issue Information	
Issue Purpose	Draft Speed Management Plan 2023-2027
Issue Date	October 2023
Version Number	1.0

Authorisation	
Council Name Here	Central Otago District Council
Prepared By	Andy Bartlet
	Katherine Hill
Reviewed By	Quinton Penniall
Date	
Report Number	



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COMPLIANCE

May be removed from final version.

Category	Confirmation	Clause ^	Yes/no
Public consultation complete	Consultation for this speed management plan has been carried out in accordance with the Land Transport Rule: Setting of Speed Limits 2022, clause 3.9	3.11(1)(a)	Choose an item.
Plan content check	Includes objectives, policies, and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan.	3.8(1)(a)	Choose an item.
	Includes an explanation of how the plan is consistent with the road safety aspects of the Government Policy Statement (GPS) on land transport and any Government road safety strategy.	3.8(1)(b)	Choose an item.
	Include a general explanation of how a whole-of-network approach was taken to changing speed limits, safety cameras and safety infrastructure, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.	3.8(1)(c)	Choose an item.
	Includes an implementation programme for at least 3 financial years from the start of the plan which sets out changes to speed limits and safety infrastructure on the relevant roads, and the timeframe within which each change will occur in.	3.8(2)(b)(i-ii)	Choose an item.
	Identifies all speed limits of 70km/h and 90km/h subject to review.	3.11(1)(b)(ii)	Choose an item.
	Identifies all roads outside schools for which changes to speed limits are needed in order to set speed limits.	3.11(1)(b)(iii)	Choose an item.
	Includes an explanation for any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road.	3.8(2)(e)	Choose an item.
	Includes comment on any review relevant to the roads or region that has been completed since the previous plan published.	3.8(2)(f)	Choose an item.

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



1.0 Introduction

Central Otago District Council, as a Road Controlling Authority (RCA), has responsibility for setting speeds limits on local roads within the district and speed management planning. Keeping everyone safe is our priority, whether they are walking, cycling, or in a vehicle. Speed management is a key tool we can use to make our roads as safe as possible for all road users.

Speed management planning supports a wider vision for an Aotearoa New Zealand where no one is killed or seriously injured on our roads (Vision Zero). The Governments Road to Zero programme set us on a path to achieve this, with an interim target to reduce deaths and serious injuries by 40% by 2030. If we are to achieve vision zero, we need to ensure that our transport systems, road environments and travel speeds are safe and appropriate and are designed so that human errors do not need to cost lives. People's safety is our number one priority.

This Speed Management Plan (SMP) is a transition from the way we have set speed limits in the past, to a new, more flexible approach that better acknowledges the local conditions, uses of our roads and the surrounding environment.

Rather than looking at speed limit changes on a street-by-street basis, this speed management plan requires an integrated speed management planning approach by providing for a whole-of-network approach where speed limits are considered alongside investment in safety infrastructure.

1.1 Purpose of Speed Management Plan

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) requires all road controlling authorities (RCA) to develop and consult on a speed management plan. Central Otago District Council is the RCA responsible for all roads within Central Otago District, excluding State Highways (Waka Kotahi) and those within conservation land (Department of Conservation).

Aligned and effective speed management plan requires a whole of network approach which considers speed management, investment in speed-related infrastructure and safety camera placements. Our SMP is aligned with Regional Speed Management Planning and our neighbouring RCAs, including Waka Kotahi.

The purpose of this Speed Management Plan (SMP) is to establish a strategic speed management framework for how speeds limits, and safety improvements will be managed over the next ten years. Our SMP implements a comprehensive and integrated approach that considers our entire transport network, including the streets, public transport, cycling and walking infrastructure. It establishes our principles for speed management, identifies the changes we think are required to keep everyone safe, and aligns our planning with Waka Kotahi for State Highways, and the Department of Conservation, where their roads connect to our network.

This SMP relates to our setting of safe speed limits, and safety infrastructure improvements within Central Otago District. Our Road Safety Action Plan and Transportation Asset Management Plan describe wider road safety programmes.

1.2 Plan information

Road controlling authority or regional transport committee	Central Otago District Council (road controlling authority for local roads in the Central Otago District)
Submitted by	Central Otago District Council Roading Department



National Land Transport Programme (NLTP) period

August 2021 to July 2024; July 2024 to July 2027

2.0 Context

2.1 Let's talk about travel speed

Everyone should be able to travel safety on our roads, whether driving, walking, cycling or scootering. People dying or being seriously injured on our roads is preventable.

Regardless of what causes a crash, we know higher speeds lead to more crashes and a greater chance of serious injury or death. As indicated in Figure 1, a small change in speed travelled can have a significant impact on injury and fatality rates, especially when cyclists or pedestrians are involved. We can learn from this international research which identifies the survivable speeds for a variety of crash types. For example, a crash involving a motor vehicle and a pedestrian, cyclist, or other road user outside of a vehicle is nearly always survivable (10% fatalities) at 30km/h, while those occurring at 50km/h have an 80% fatality rate.

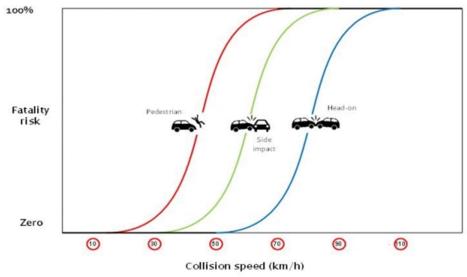


Figure 1: Crash fatality risk versus speed.

Research undertaken for AA Research Foundation identifies the causes of fatal and serious crashes in New Zealand, and divides them up between system failures and reckless behaviour. System failure crashes include roads that have inappropriate speed limits identified as contributing to the crash. Drivers exceeding the speed limit by more than 20km/h, or more than 10km/h over the speed limit where there is another driver factor (i.e., seatbelt non-use, the presence of alcohol etc), trigger the 'reckless' category for reporting.

Just under half of the fatal crashes were caused by reckless behaviour, while 52% were attributable to system failures including speed limits. For serious injury crashes, 71% were attributable to system failures including speed limits.

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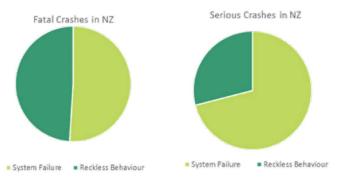


Figure 2: System failures and reckless behaviour impacts on fatal and serious injury crashes

Even good drivers on good roads can make mistakes. When mistakes happen, safe and appropriate speeds help to reduce the severity of crashes. Appropriate lower speeds give roads users increased opportunity to avoid a crash, or to minimise the injuries from one if it happens. Safe speeds will help to make our transport network safe for all road users, including those using active transport modes, and improve perceived safety, removing barriers to the uptake of active modes of travel.

2.2 What is speed management and why does i matter?

While reducing speeds to an appropriate level to minimise the risks of injuries or fatalities occurring is a key tool, speed management is more than just speed limits. It focuses on achieving safe travel speeds that reflect the design and function of roads, the modes of travel, the surrounding environment, and the safety of all road users.

Speed management promotes investment in infrastructure improvements to make roads safer, reduces crash risk, and reduces the likelihood of serious injuries or fatalities in the event of a crash occurring. Safe travel speeds are implemented through a combination of safe and appropriate speed limits, road design, risk targeted enforcement and education on safe driver behaviour, all reinforced by speed limits appropriate for the roads.

Speed management requires an ongoing multi agency, approach to ensure that speeds are safe, appropriate, and survivable.

2.3 Road Safety in Central Otago

Speed is a major factor in death and injury on our roads. Safer speeds and improved safety infrastructure will make our roads safer for all users.

We want to see a reduction in the number of people killed or seriously injured on our roads. Safe and appropriate speeds not only reduce the risk of crashes but also make our transport network safe for all users, including those using active transport modes – like enabling children to walk and cycle safely to and from schools.

2.4 Improving road safety in Central Otago

We are focussed on ensuring that everyone who uses our district's roads can do so safely. Safe speeds are vital to achieving the outcomes of Road to Zero of no one being killed or seriously injured on New Zealand roads.



Improving safety on our roads can be achieved through a number of options including safer roads, safer speeds, safer cars and safer drivers. The three main contributions where Council can influence safety outcomes are:

- Reviewing and setting safe and appropriate speeds in accordance with best practice
- Investing in roading infrastructure improvements and maintenance to ensure that our roads are designed and maintained for safe use
- Supporting behaviour change through education programmes and promotional activities to support all road users and travel types

We align our road safety programmes with central government direction, research on road safety, learnings from crashes, local strategic direction and community outcomes, and the needs and interests of our communities.

2.5 Strategic context

We have ensured that this SMP is a complementary component of improving road safety aligned with key national, regional and local direction and plans for road safety, and our transportation network. Primarily the noted documents have been considered and referenced in the preparation of this SMP.

This SMP has a focus on the establishment of a principles-based setting of speed limits, this has been developed in conjunction with Regional and State Highway Speed Management Plans (RSMP and SHSMP), while meeting the requirements of the Setting of Speed Limits Rule 2022.

- National -

2.5.1 Land Transport Rule: Setting of Speed Limits 2022

The Rule, introduced in 2022, is the main driver of this process. It has improved efficiencies in the setting of speed limits by RCAs, including Central Otago District Council. It empowers a holistic, network wide approach, a change from the focus on individual roads. This aligned, consistent approach, improves speed management planning and consultation.

Requirements include:

- RCA development of a 10-year vision for local speed limits, and a three-year implementation programme for applying safe and appropriate speed limits and implement speed related infrastructure.
- Reasonable efforts by RCAs to reduce speed limits around schools by 31 December 2027, with an interim target of 40 percent of schools by 30 June 2024.
- The development of Regional Speed Management Plans, by Regional Transport Committees, which this SMP will contribute to.

2.5.2 Road to Zero

Road to Zero is the government's vision to guide improvements in road safety from 2020 to 2030. The strategy's vision is for New Zealand to be a country where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable. Our SMP outlines how we intend to contribute to this reduction.

2.5.3 Speed Management Guide: Road to Zero Edition

The Speed Management Guides directs the development of SMPs and supports action by RCAs. The Guide identifies four guiding principles relating to safety, community wellbeing, movement and place,



and system thinking. These have played a role in guiding the development of this SMP, and our principles of speed management planning. The Guide highlights four key principles for speed management:



Figure 3: National Speed Management Principles. Speed Management Guide: Road to Zero Edition. 2022

- Regional -

2.5.5 Otago/Southland Regional Transport Plan (RLTP)

The Otago/Southland RLTP outlines proposed transport network improvements for six years, and forms the application for funding from the National Land Transport Fund for the first three year period. The RLTP is a joint development by the Otago and Southland Regional Transport Committees. Our SMP, and implementation plan will contribute to the next RLTP.

2.5.6 Otago/Southland Regional Speed Management Plan

As required by the Land Transport Rule: Setting of Speed Limits 2022, the Otago/Southland Regional Councils are developing a Regional Speed Management Plan. The development of the Queenstown Lakes SMP will contribute to this Regional Plan.

- Local -

2.5.7 Long Term Plan, Infrastructure Strategy and Activity Management Plan

Our Long Term Plan (LTP), Infrastructure Strategy (IS) and Transportation Activity Management Plan (AMP) outline our strategic direction, funding and delivery programmes. Our SMP has been developed in line with community outcomes and Council's strategic intent and, the SMP implementation plan will inform the development of the next LTP, IS and AMP.



2.5.8 Central Otago Road Safety Action Plan

2.5.9 Central Otago Spatial Plans

[Add detail of relevant Spatial Plans]

3.0 Developing our Speed Management Plan

This Speed Management Plan (SMP) will continue to help us transition from the way we have set speed limits in the past, to a new, more flexible approach that better acknowledges the local conditions and the surrounding environment. The processes we have developed this plan have also focussed on the way we engage with our communities, iwi, and road users across the Central Otago District following the successful development of our Interim Speed Management plan (ISMP) in 2022.

Effective speed management is more than just setting speed limits, it is also about roading infrastructure and road design. Rather than looking at speed limit changes on a street-by-street basis, this SMP establishes our principles for speed management in our district, identifies the changes we think are required to keep everyone on our roads safe through implementation of appropriate speed limits and infrastructure changes to support road safety for the whole of our District roading network. This SMP describes our intended changes for:

- · our local roads around our kura/schools (not including State Highways)
- speed reductions around some of our townships (Cromwell and Clyde) where residential and commercial development requires the roading network to operate safely with increased traffic
- · sections of roads and townships with community support for lower speeds
- aligning sections of roads and townships with current speed limits to give greater network consistency
 Implementation of these changes is set out over the next three years, between 2024 and 2027.

3.1 Whole of network approach

Speed management is about achieving safe and appropriate vehicle speeds which reflect the roads' function, design, safety and use. People and goods need to move efficiently around our transport network; however, aligned to the Road to Zero vision, we also need to ensure that all road users are safe and that there is a reduction in deaths and serious injuries on the network.

For this SMP to be effective, a whole of network approach must be taken. This requires speed management planning to address investment in speed-related infrastructure, safety camera placements, active enforcement and road user education. We're doing our part by aligning our plans with national and regional direction and strengthening collective efforts to reduce the impact of fatalities and serious injury crashes and working with our partner agencies to ensure alignment and consistency of responsibilities.

This SMP demonstrates our intentions to implement appropriate speed limits across the Central Otago District roading network following a 'stepping stone' approach. We have already implemented lower speeds on some high benefit routes, and in response to growth around the District, in-line with Setting of Speed Limits Rule 2022. We are planning to align further changes with the speed limits successfully introduced in 2022, and apply the principles set-out in this SMP to deliver a

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comprehensive and integrated approach that considers our entire transport network, including our high-activity streets, public transport, cycling and walking infrastructure.

3.2 Partnering for safer speeds

Our local road network can't be considered in isolation. Our roads connect to state highways administered by Waka Kotahi NZ Transport Agency, other local roads on our district's boundary, and roads administered by Te Papa Atawhai | Department of Conservation.

Where our roads connect, we will work with our partners to align speeds to support network consistency and a common road user experience. As part of this:

- Waka Kotahi State Highway is developing its own Speed Management Plan, which will be consulted on separately in early 2024.
- We are aligning to changes introduced by neighbouring RCAs on our district boundary.
- We will continue to engage with Te Papa Atawhai | Department of Conservation as they consider appropriate speeds for roads within conservation lands and national parks.

We also partner with the New Zealand Police, government departments, advocacy groups and other key stakeholders to ensure efforts to reduce fatalities and serious injuries on our roads are reduced.

3.3 Community engagement

In developing our SMP, we engaged with our community and key stakeholders to confirm our vision, develop principles and our strategic framework and identify appropriate changes to improve safety through speed management planning.

3.3.1 Mana whenua contribution

3.3.2 Key stakeholder engagement

3.3.3 Community consultation

Feedback to our consultation on the draft SMP shows

[Add summaries of consultation process (dates, hearings etc), and feedback (support/oppose and key themes)]

4.0 Speed Management Framework

4.1 Outcomes

Our speed management planning contributes to three key outcomes within Central Otago. These objectives have guided the development of this SMP, which provides a clear picture of how changes to speed limits will help manage speeds on our network and reduce the risk of death or serious injury.

These focus areas have guided the development of this SMP, which provides a clear picture of how changes to speed limits and improved safety infrastructure will help manage speeds on our network and reduce the risk of death or serious injury. These have informed the development of our speed management Principles that Council will use in applying safe speeds and infrastructure improvements on areas of the network between 2024 and 2027.



4.1.1 Reducing deaths and serious injuries

Central Otago District Council has a significant role in the nationwide commitment to a vision of a New Zealand where no-one is killed or seriously injured in road crashes and the objective of 40% fewer deaths and serious injuries by 2030, compared to 2018 levels.

Speed affects the severity of all crashes, even when it's not the cause. A small change in speed makes a big difference, especially when pedestrians or people on bikes are involved. We are focused on ensuring that everyone who uses our roads can do so safely. Setting safe and appropriate speeds means limiting speeds to what a human body can survive in a collision, especially in places where pedestrians and cyclists mix with vehicles — while retaining higher speed limits where people are separated from harmful risks.

Our speed management planning contributes to the national vison and objective. Both Waka Kotahi and Council see Speed Management as one of the pieces of the puzzle to help achieve this. We will reduce the risk, likelihood, and impact of crashes by implementing safe speed limits where necessary, and in areas supported by the public within the district.

As part of this, we commit to our district having safe speed limits on the surrounding roads and streets of all our schools, both on local roads and on State Highways and in other areas suggested by the community where there is support for lower speed limits. This is in conjunction with Waka Kotahi's interim and future full State Highway Speed Management Plan. Continuing to reduce speeds around our schools will make it safer and encourage our children to walk, cycle and scooter to and from school. To ensure alignment with Waka Kotahi, we will be phasing our implementation through our SMP for the 2024-2027 period, and beyond.

4.1.2 Creating safe space for everyone

Nationally and internationally, it is widely documented that encouraging the use of active travel modes has a range of benefits, including benefits to health and accessibility, reduced congestion and emissions, and social connectedness.

The perceived and actual safety for road users is often a barrier to the uptake of walking and cycling. We want to ensure that roads near our kura/schools, marae, and areas of our network where high speeds are of most concern to our communities become places where everyone can feel safe and effectively use the space. Setting appropriate speeds is one aspect to ensure that everyone can share these spaces.

Safer speeds in our communities will ensure that we can provide safe and accessible opportunities for active transportation and recreation, that assists people to explore and enjoy our district, including its many natural attractions, and to safely access important spaces within our communities. This will be supported by key infrastructure changes to encourage mixed use of our road environments. You can read more about infrastructure changes in our Implementation Plan.

4.1.3 Reducing emissions

While setting appropriate speeds is driven by safety, some speed changes will have a secondary benefit of reducing carbon emissions. This will be particularly beneficial on our rural network where the potential for reduced emissions through mode shift is lower as opportunities for walking and cycling or use of public transport is more limited.



Reduced speeds may have a minor impact on journey times and urban congestion however, this is weighed against the safety of all our road users. Creating urban spaces where pedestrians and cyclists feel safe, encourages an increased use of alternatives to motor vehicles. Appropriate speed limits can also ensure that vehicles are more likely to be operating in the "optimum range" for minimising carbon emissions.

4.2 Vision and Principles

Central Otago District Council have a significant role in aligned commitment to a vision of a New Zealand where no-one is killed or seriously injured in road crashes.

Speed management planning within Central Otago is guided by our vision for Transportation:

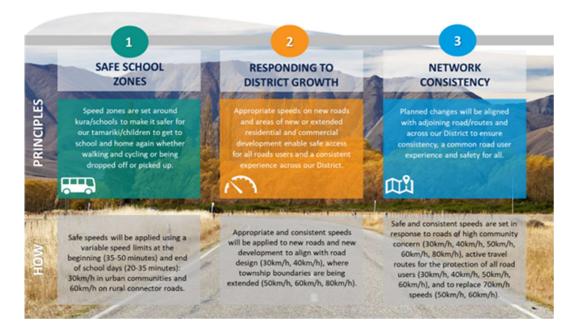
To ensure an efficient, fully accessible, safe roading network.

We will achieve this through implementing appropriate speeds and infrastructure changes that are designed to make the network safer, and reduce the perceived barrier to those walking and cycling within our district. Speed management will focus on specific priorities for our district, aligned to the three principles set out below. This will be supported by regional and national actions, including road safety education and safety camera enforcement across the network to help achieve compliance.

Setting of speeds and implementing appropriate safety improvements, will be guided by our principles of:

- Safe School Zones
- · Responding to District Growth
- Network Consistency

These will support consistent decision making and implantation of changes which will have the greatest impact of road safety within our district.





4.3 Prioritising our programme

Implementing our SMP requires prioritisation. Some of the changes we have planned, particularly those requiring infrastructure changes, need to be prioritised over the 2024–2027 period through the Long-Term Plan, as co-funding is made available.

Our identified priorities and how they fit in with the proposed principles are identified as: [Prioritisation detail to be added, e.g., Some speed limits, particularly those requiring infrastructure changes, will be prioritised over the 2024-2027 period through out Long Term Plan, as co-funding is made available etc.]

[Speeds adjoining other networks]

4.4 Giving effect to this SMP

This SMP will be certified by Waka Kotahi and then speed limits entered into the National Speed Limit Register (NSLR), an online register with a geospatial map providing the single source of truth for speed limits on New Zealand's roads. Signage will then be installed and the speed limits will become enforceable by the New Zealand Police. The programme of infrastructure works will form part of Council's programme over the 2024-27 NLTP period.

All changes will be introduced in line with the SMP Implementation Programme outlined in Section 5.0.

4.5 Measuring progress

Our implementation plan outlines how and when, we intend to progress our SMP. To assess how we are tracking against our SMP and contributing to improved safety on our network, we will monitor the following measures during the term of this SMP (to 30 June 2034).

These measures are based on Te Ara ki te Ora Road to Zero monitoring framework, aligning with national reporting.

[Example for consideration]

Focus area	Measure
SUCCESS LOOKS LIKE	Road users travel at speeds that are safe for the road environment. All road users are safe on and around our roads. Roads and roadsides protect road users if they make a mistake.
Programme Delivery Progress of specific	Kilometres of high-benefit roads addressed through speed management
implementation plan actions	Percentage of Category 1 schools on district roads with 30-40km/h speed limits
	Percentage of Category 2 schools on district roads with 60km/h or lower speed limits
System Performance	Percentage of road network where speed limits align with Safe and
Improvements achieved through delivery of SMP	Appropriate Speed
tillough delivery of Sivir	Percentage of road network where speed limits align with Safe System Percentage of traffic travelling within speed limits
	Perceived safety of walking



	Perceived safety of cycling
Outcomes	Number of DSIs with speed being a contributing factor
Alignment with national	Number of DSIs where the speed limit does not align with the Safe and
Road to Zero direction	Appropriate Speed
	Number of DSI crashes involving a vulnerable road user

4.5.1 Reviewing our SMP

The Speed Management Plan will be regularly reviewed and updated to ensure that it remains effective and relevant over time as the shape of the district transforms in the future. This will be aligned with the monitoring as outlined in Measuring Progress.

5.0 Implementation Programme

5.1 Our Speed Management Programme

Council will implement speed changes from certified Speed Management Plans over the next ten years. These are then split into three year implementation, review and funding periods. Implementation of changes to our school speeds will be the initial priority of Council.

We are taking a long term approach to speed management planning as outlined in our SMP Implementation Timeline:

[Add timeline or detail of prioritisation]

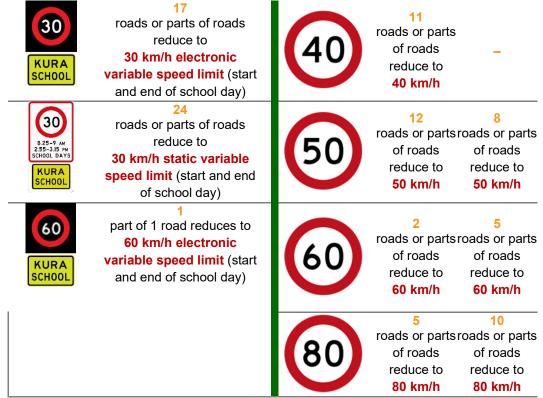
5.2 Speed Changes

We are proposing a number of prioritised speed changes across the district, aligning with the vision and strategic principles. As we implement our speed changes from our Speed Management Plan, speeds will be added to the National Speed Limit Register. Once signage has been installed, the speed limits will have legal effect and be enforceable by the NZ Police.

New speed limits are proposed for 103 roads, parts of roads, or areas in the Central Otago district. This includes residential zones, rural roads and town centres.







5.2.1 State Highway alignment

We will work collaboratively with Waka Kotahi as they implement their interim State Highway Speed Management Plan and develop their full State Highway Speed Management Plan within the district.

[Add detail as appropriate]

5.3 Infrastructure improvements

Reviewing speed limits is just one tool available to improve safety on our roads. Another important tool is ensuring we have appropriate infrastructure in place so that our roads are safe and providing a range of choices for people to get around safely.

[Add detail of infrastructure changes]

5.4 Enforcement and safety cameras

The New Zealand Police support the Road to Zero principles and will enforce the speed limits that are set as a result of this SMP.

Waka Kotahi is in the process of taking over the operation of Safety Cameras from Police. There are currently no safety cameras on our local road network, however Waka Kotahi is working on expanding the safety camera network nationally on both local roads and state highways throughout New Zealand, as part of delivering Road to Zero.



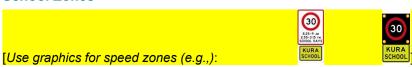
Currently Waka Kotahi are considering the locations which will have the greatest impact, the number of cameras and mixture of camera types to use, to deliver the most effective safety outcomes. Camera site selection work is to be undertaken in collaboration with Council. Any potential camera locations will complement the speed limit and infrastructure changes already planned on high-risk corridors and intersections. At the time of writing this SMP, no locations had been confirmed.

5.5 Education

Achieving safer speeds also includes education. Council will continue to work with our Road Safety partners on road safety promotion and driver behaviour education.

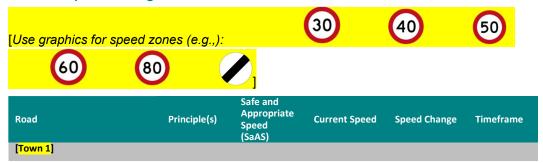
[Add summary of education programmes / where to find more detail]

School Zones



School name and Road Section	School Category & ONF	Existing Speed Limit (km/h)	Proposed (km/h)	Implementation Period (indicative)	Further information
[<mark>School</mark> Name]School	[Cat. #]				
[<mark>Road name</mark>] [extent description]	[<mark>ONF Cat.</mark>]			[<mark>years</mark>]	
[<mark>School</mark> <mark>Name</mark>]School	[Cat. #]				

General Speed Changes



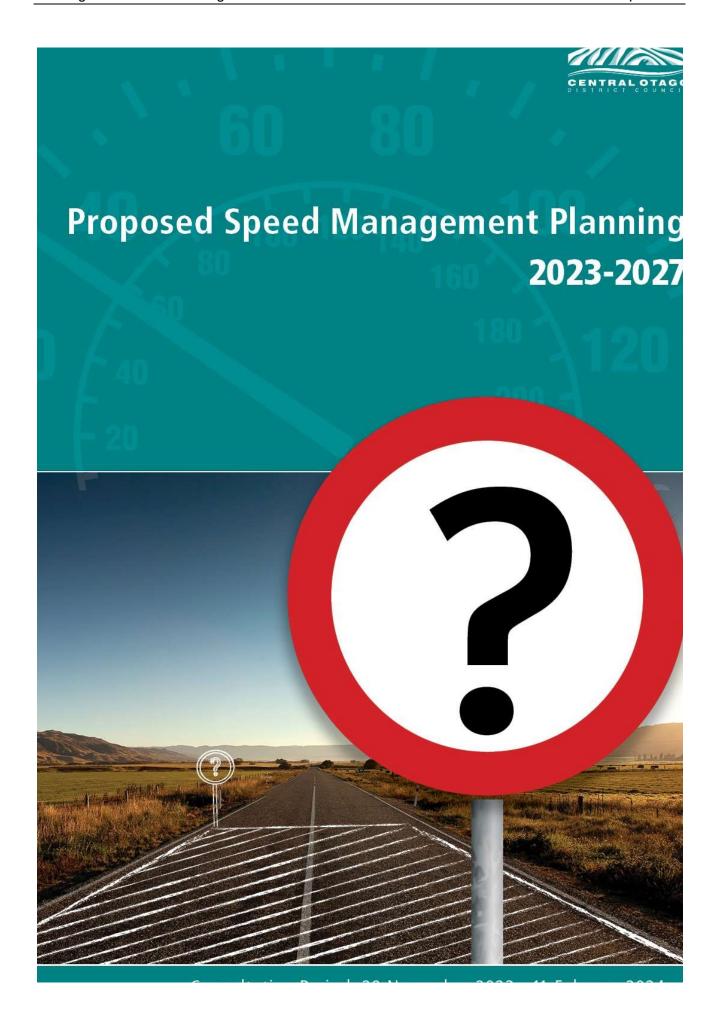


Safe and

Road Principle(s) Appropriate Current Speed Speed Change Timeframe
(SaAS)

[Town 2]

6.3 Maps





Why are we making changes?

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

Speed is a major factor in death and injury on our roads. Safer speeds and improved safety infrastructure will make our roads safe for all users.

Further detail on this approach can be seen in the Central Otago Speed Management Plan 2023-2027 available on our Let's Talk consultation page: https://lets-talk.codc.govt.nz/.

What changes are proposed?

Speed limit changes across the district have been recommended across the following three categories:

- The introduction of School Speed Zones
- Changes resulting from suggestions raised through community consultation in March and April 2022
- Changes recommended in response to district growth and to increase network consistency. This includes introducing lower speed limits in both Cromwell and Clyde.

This Speed Management Plan relates to all roads in Central Otago that are managed and maintained by Central Otago District Council.

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

Consultation details

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

Consultation will be open from: 29 November 2023 to 11 February 2024

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

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

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



Introduction of School Speed Zones

Central Otago District Council proposes to reduce speed limits outside all schools. This is applicable to all roads outside schools where Central Otago District Council is the road controlling authority. It does not apply to State Highways.

CODC propose:

- Permanent 30km/h school zones implemented at two schools
 - o Goldfields School, Cromwell (already in place)
 - o Clyde School, Clyde
- Variable Speed Limits of 30km/h at most schools (detail below).
- Establishing an enforceable Variable Speed Limit of 60km/h during school drop-off and pick-up times on the rural connector at Poolburn School
- There are no changes at Tarras School as Waka Kotahi is the Road Controlling Authority.

Permanent 30km/h school zones

A permanent 30km/h school zone means the speed limit on selected streets around the school will be reduced to 30km/h at all times.

The following roads would have a permanent school zone introduced:

Township	School	Impacted roads
Clyde	Clyde School	Pyke St
_	-	Whitby St
		Blyth St

Variable Speed Limit School Zones

A variable speed limit school zone means an area around the school would be identified for a reduction in speed limits at the times immediately before and after school only.

The exact hours of each variable school zone would be tied to the hours of each school. Council would seek input from each school in setting the appropriate timings for each school.

Typically, this is likely to be within a 35-minute window of school starting, and within 20 minutes of the end of the day.

Signage would be in place to communicate the appropriate speed limits to drivers. Speed limits would return to their existing speed limit outside of these time periods.



The following schools are proposed to have a variable speed limit of 30km/h introduced:

Dunstan High School	Township	School	Impacted roads
Black St	Alexandra	Dunstan High School	Enterprise Street – in part
Alexandra Primary School Dunorling Street Jackson Place Bringans Street Ventry Street		The Terrace School	Marslin St – in part
Alexandra Primary School Dunorling Street Jackson Place Bringans Street Ventry Street			Black St
St Gerard's School Station St - in part			Russell St
St Gerard's School Station St - in part		Alexandra Primary School	Dunorling Street
Ventry Street		,	
St Gerard's School Station St - in part Killarney St Short St Brandon St Shannon St Finlay St Shannon St Finlay St Shannon St Finlay St Shannon St Finlay St Shannon St Finlay St Shannon St Finlay St Shannon St Finlay St Shannon St Finlay St Shannon St Shanno			Bringans Street
Killarney St Short St Brandon St Shannon St Finlay St			Ventry Street
Short St Brandon St Shannon St Finlay St		St Gerard's School	Station St – in part
Short St Brandon St Shannon St Finlay St			Killarney St
Cromwell Cromwell College Barry Ave - in part Clare Pl Carlow Pl Mayo Pl			
Finlay St			Brandon St
Cromwell College Barry Ave - in part Clare Pl Carlow Pl Mayo Pl			Shannon St
Cromwell College Barry Ave - in part Clare Pl Carlow Pl Mayo Pl			Finlay St
Carlow PI Mayo PI Cromwell Primary School Primary School Cromwell Primary School Molyneux Ave – in part Monaghan St Austin PI Horace St Ray St Cheviot St Abbotsford St Melrose St Melrose St Millers Flat Millers Flat School Millers Flat School Teviot Rd – in part School Rd – in part School Rd – in part Deaker St Racecourse Rd Harvey St n.b. 50km/h area proposed to extend 200m north of proposed 30km/h area Ranfurly St John's School Stuart Rd – in part Ranfurly Pateroa Rd – in part Alexander St – in part Stafford St	Cromwell	Cromwell College	
Cromwell Primary School Molyneux Ave – in part Monaghan St Austin Pl Horace St Ray St			Clare PI
Cromwell Primary School Molyneux Ave – in part Monaghan St Austin Pl Horace St Ray St			Carlow PI
Monaghan St Austin Pl Horace St Ray St			Mayo PI
Monaghan St Austin Pl Horace St Ray St		Cromwell Primary School	Molyneux Ave – in part
$ \begin{array}{c} Austin Pl \\ Horace St \\ Ray St \\ \hline \\ Roxburgh \\ \hline \\ \hline \\ Roxburgh Area School \\ \hline \\ \hline \\ Roxburgh Area School \\ \hline \\ \hline \\ \hline \\ \\ \hline \\ \\ \hline \\ \\ \hline \\ \\ \hline \\ \\ \hline \\ \\ \hline \\ \\ \hline \\ \\ \hline \\ \\ \hline \\ \\ \\ \hline \\ \\ \\ \hline \\ \\ \\ \hline \\ \\ \\ \hline \\ \\ \\ \\ \hline \\ \\ \\ \\ \\ \hline \\ \\ \\ \\ \\ \hline \\$,	
Roxburgh Roxburgh Area School			
Roxburgh Roxburgh Area School Cheviot St Abbotsford St Melrose St			Horace St
Abbotsford St Melrose St Millers Flat Millers Flat School Teviot Rd – in part School Rd – in part Omakau Omakau Omakau School Deaker St Racecourse Rd Harvey St n.b. 50km/h area proposed to extend 200m north of proposed 30km/h area Ranfurly St John's School Stuart Rd – in part Ranfurly Pateroa Rd – in part Alexander St – in part Stafford St			Ray St
	Roxburgh	Roxburgh Area School	-
Millers Flat School Teviot Rd – in part School Rd – in part Omakau Omakau School Deaker St Racecourse Rd Harvey St n.b. 50km/h area proposed to extend 200m north of proposed 30km/h area Ranfurly St John's School Stuart Rd – in part Ranfurly Pateroa Rd – in part Alexander St – in part Stafford St	•		Abbotsford St
School Rd – in part Deaker St Racecourse Rd Harvey St n.b. 50km/h area proposed to extend 200m north of proposed 30km/h area Ranfurly St John's School Stuart Rd – in part Ranfurly Pateroa Rd – in part Alexander St – in part Stafford St			Melrose St
School Rd – in part Omakau Omakau School Deaker St Racecourse Rd Harvey St n.b. 50km/h area proposed to extend 200m north of proposed 30km/h area Ranfurly St John's School Stuart Rd – in part Ranfurly Pateroa Rd – in part Alexander St – in part Stafford St	Millers Flat	Millers Flat School	Teviot Rd – in part
Racecourse Rd Harvey St n.b. 50km/h area proposed to extend 200m north of proposed 30km/h area Ranfurly St John's School Stuart Rd – in part Ranfurly Pateroa Rd – in part Alexander St – in part Stafford St			School Rd – in part
Ranfurly St John's School St John's School Ranfurly St John's School Stuart Rd – in part Ranfurly Pateroa Rd – in part Alexander St – in part Stafford St	Omakau	Omakau School	
n.b. 50km/h area proposed to extend 200m north of proposed 30km/h area Ranfurly St John's School Stuart Rd – in part Ranfurly Pateroa Rd – in part Alexander St – in part Stafford St			Racecourse Rd
n.b. 50km/h area proposed to extend 200m north of proposed 30km/h area Ranfurly St John's School Stuart Rd – in part Ranfurly Pateroa Rd – in part Alexander St – in part Stafford St			Harvey St
Ranfurly St John's School Stuart Rd – in part Ranfurly Pateroa Rd – in part Alexander St – in part Stafford St			
Ranfurly St John's School Stuart Rd – in part Ranfurly Pateroa Rd – in part Alexander St – in part Stafford St			
Ranfurly Pateroa Rd – in part Alexander St – in part Stafford St	Ranfurly	St John's School	
Alexander St – in part Stafford St	•		
Manietate Area School Coulfield St. in part			
Maniototo Area School Gaunieu St – in part		Maniototo Area School	Caulfield St – in part
Davis Ave – in part			

The following roads would have a variable speed limit school zone introduced at 60km/h:

Township	School	Impacted roads
Poolburn	Poolburn School	Ida Valley-Omakau Rd – in part n.b. 800m either side of proposed 60km/h to reduce to 80km/h McAdie Rd



Moa Creek Rd

This is due to Poolburn Schools location within a rural environment. Waka Kotahi recommends a different approach to school speed zones within rural environments.

Changes resulting from suggestions raised through community consultation in March and April 2022

Speed limit changes were consulted on in March and April 2022. Through this process, members of the community identified several additional streets where they felt additional speed limit changes should be considered, highlighting safety concerns with current speed settings.

All changes were assessed by both technical officers and a panel of elected members. 10 of the changes were recommended for consideration by the wider community.

Dood	December define
Road	Recommendation
Gilligan's Gully, Alexandra	Reduction recommended from 100 to 60.
Letts Gully Road, Alexandra	Reduction recommended.
	Existing 70 recommended to reduce to 60.
	Remained recommended to reduce to 80.
Fruitgrowers Road, Clyde	Reduction recommended from 70 to 50.
Lauder Road, Lauder	Reduction recommended from 100 to 60.
Bannockburn Road from Bannockburn	Reduction recommended from 100 to 80.
Bridge to the Cromwell Urban Zone	
Pearson Road, Cromwell	Reduction recommended from 100 to 80.
Sandflat Road, Cromwell	Reduction recommended from 100 to 80.
	Stone Drive included in proposal for
	Stone Drive included in proposal for
Combridge Book Combridge with	consistency (with a 50km/h limit).
Cambrians Road, Cambrians, with	consistency (with a 50km/h limit). Reduction recommended for Cambrians
specific request for an indication of	consistency (with a 50km/h limit).
	consistency (with a 50km/h limit). Reduction recommended for Cambrians
specific request for an indication of	consistency (with a 50km/h limit). Reduction recommended for Cambrians
specific request for an indication of preferred speed between 50km, 40km,	consistency (with a 50km/h limit). Reduction recommended for Cambrians
specific request for an indication of preferred speed between 50km, 40km, and 30km/h St Bathans Urban Area, with specific	consistency (with a 50km/h limit). Reduction recommended for Cambrians Road from 100 to 40. Reduction recommended in two parts:
specific request for an indication of preferred speed between 50km, 40km, and 30km/h St Bathans Urban Area, with specific request for an indication of preferred	consistency (with a 50km/h limit). Reduction recommended for Cambrians Road from 100 to 40.
specific request for an indication of preferred speed between 50km, 40km, and 30km/h St Bathans Urban Area, with specific request for an indication of preferred speed between 50 km, 40km, and	consistency (with a 50km/h limit). Reduction recommended for Cambrians Road from 100 to 40. Reduction recommended in two parts: - Existing 50 area to reduce to 30
specific request for an indication of preferred speed between 50km, 40km, and 30km/h St Bathans Urban Area, with specific request for an indication of preferred speed between 50 km, 40km, and 30km	consistency (with a 50km/h limit). Reduction recommended for Cambrians Road from 100 to 40. Reduction recommended in two parts: - Existing 50 area to reduce to 30 - Existing 100 area to reduce to 50
specific request for an indication of preferred speed between 50km, 40km, and 30km/h St Bathans Urban Area, with specific request for an indication of preferred speed between 50 km, 40km, and	consistency (with a 50km/h limit). Reduction recommended for Cambrians Road from 100 to 40. Reduction recommended in two parts: - Existing 50 area to reduce to 30



Changes recommended in response to district growth and to improve network consistency

Central Otago District Council developed principles and considerations relating to speed management encompassing both district growth and network consistency.

Principles developed to respond to district growth include:

- New Roads, new subdivisions and adjacent areas of residential development assigned the appropriate speeds of 30km/h or 40kmh to align with design and engineering classification.
- Implementing lower speeds of 50km/h, 60km/h, or 80km/h where the extents of our townships are being extended to provide land and infrastructure for residential and commercial growth.

Principles developed to respond to network consistency include:

- Active travel routes and roads of high concern within our communities urban and rural connector roads with designed features encouraging multi-mode use, or supporting a speed environment reduced from 100km/h to 80km/h
- High Benefit Opportunity Roads key rural connector roads, where implementing a Safe and Appropriate Speed reduced from 100km/h to 80km/h is intended to reduce the risk of Death and Serious Injury (DSI) crashes occurring.
- Aligning speed limit changes on lower classification roads, where changes on key routes are proposed. The proposals introduce 50km/h, 60km/h, or 80km/h speed limits where appropriate reductions are identified.
- Reviewing and changing some 70km/h speed limits on local Central Otago District roads to 50km/h, or 60km/h speed limits - aligning with Setting of Speeds Rule 2022 – in the 2024-2027 Speed Management Plan

In applying the principles of both district growth and network consistency, it is recommended that changes are made to speed settings at the edges of both the Cromwell and Clyde townships.

Some other areas were identified throughout the district where changes would apply as a result.

All recommended changes, including those resulting from suggestions raised through community consultation in March and April 2022, are listed in the table below. Maps have also been included on our Let's Talk platform.

Hearings Committee Meeting 3 April 2024



	T	I	T	I	T	
Area	Sub-Area	Road Name	Existing Speed	Proposed Speed	Further Information	Section Details
CROMWELL	RURAL	Clark Rd	100	60		
CROMWELL	RURAL	Gully Rd	100	80	Aligned with adjacent road sections	
CROMWELL	RURAL	Jocelyn Rd	100		Aligned with adjacent road sections	
CROMWELL	RURAL	Maori Point Rd	100		Speed limit aligned as Rural Connector	
CROMWELL	RURAL	Quartzville Road	100	80	Aligned with adjacent road sections	
CROMWELL	RURAL	Schoolhouse Rd	100	80	Aligned with adjacent road sections	
EARNSCLEUGH	RURAL	Ferris Road	100	60		
EARNSCLEUGH	RURAL	Gilligan'S Gully Rd	100	60		
EARNSCLEUGH		Letts Gully Rd	100	60		SH85 to 1km North-west of SH85/Letts Gully Road intersection
EARNSCLEUGH		Letts Gully Rd	100	80		1km North-west of SH85/Letts Gully Road intersection to 180m south-west of Springvale Road intersection
EARNSCLEUGH	RURAL	Mutton Town Rd	100	50		Hospital Road to 450m South-east of Hospital Road/Mutton Town Road intersection
EARNSCLEUGH	RURAL	Mutton Town Rd	100	80		450m South-east of Hospital Road/Mutton Town Road intersection to SH8
MANUHERIKIA	IDA VALLEY	Mcadie Rd	100	80	Aligned with adjacent road sections	McAdie Road/Ida Valley Omakau Road intersection to 250m East of McAdie Road/Ida Valley Omakau Road intersection
MANUHERIKIA	MATAKANUI	Lauder Road	100	60		SH85 to 900m West SH85/Lauder Road intersection
MANUHERIKIA	POOLBURN	Moa Creek Rd	100	80	Aligned with adjacent road sections	Moa Creek Road/Ida Valley Omakau Road intersection to 250m South of Moa Creek Road/Ida Valley Omakau Road intersection
MANUHERIKIA	RURAL	Ida Valley Omakau Road	100	80	Aligned with adjacent road sections	Auripo Road to McAdie Road / Moa Creek Road
MANIOTOTO	PATEAROA	Aitken Road	100	50		McSkimming Road to end of road
MANIOTOTO	PATEAROA	Mcskimming Road	50	50		McSkimming Road/Aitken Road intersection to West of Chirnside Terrace (Sow Burn) bridge
MANIOTOTO	RURAL	Hills Creek Rd	100	50		Hills Creek Road/Ida Valley Omakau Road intersection to North-west of Hills Creek (Ida Burn) bridge
MANIOTOTO	RURAL	Ida Valley Omakau Road	50	50		Oturehua township (South-west end) to 450m South-west of Hills Creek Road/Ida Valley Omakau Road intersection
MANIOTOTO	RURAL	Ida Valley Omakau Road	70	50		450m South-west of Hills Creek Road/Ida Valley Omakau Road intersection to 110m North-east of Hills Creek Road/Ida Valley Omakau Road intersection
MANIOTOTO	RURAL	Ida Valley Omakau Road	100	50		450m South-west of Hills Creek Road/Ida Valley Omakau Road intersection to 110m North-east of Hills Creek Road/Ida Valley Omakau Road intersection
ROXBURGH	MILLERS FLAT	School Rd (Millers Flat)	100	50		Railway Terrace to 300m North-east of Railway Terrace
CROMWELL	RURAL	Bannockburn Rd	100	80	Aligned with adjacent road sections	Barry Avenue to Pearson Road
CROMWELL	RURAL	Cemetery Rd (Cromwell)	70	50	Aligned with township urban speed zone	SH6/Cemetery Road intersection
CROMWELL	RURAL	Partridge Road	100	40	Aligned with residential speed zone	Shortcut Road to end of road
CROMWELL	RURAL	Pearson Rd (Bannockburn)	100	80		SH6 to Bannockburn Road
CROMWELL	RURAL	Ritchies Road	100	80	Speed aligned with Ripponvale Road	
CROMWELL	RURAL	Sandflat Road	100	80	Aligned with adjacent road sections	
CROMWELL	RURAL	Scott Terrace	50	40	Aligned with residential speed zone	
CROMWELL	RURAL	Stone Dr	100	50		
CROMWELL	RURAL	Thelma Place	100	40	Aligned with residential speed zone	
CROMWELL	URBAN	Bell Ave	50		Aligned with residential speed zone	
CROMWELL	URBAN	Dunn Rd	100	50	Aligned with township urban speed zone	
CROMWELL	URBAN	Fraser Court	50	40	Aligned with residential speed zone	
CROMWELL	URBAN	Lakeview Terrace	50	40	Aligned with residential speed zone	
CROMWELL	URBAN	Mcbride Cres	100	50	Aligned with township urban speed zone	
CROMWELL	URBAN	Partridge Road	50	40	Aligned with residential speed zone	Shortcut Road to end of road
CROMWELL	URBAN	Proctor Way	100	50	Aligned with township urban speed zone	
CROMWELL	URBAN	Roberts Drive	50		Aligned with residential speed zone	
CROMWELL	URBAN	Shortcut Road	50	40	Aligned with residential speed zone	
-						

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Area	Sub-Area	Road Name	Existing Speed	Proposed Speed	Further Information	Section Details
CROMWELL	URBAN	Stout Terrace	50	40	Aligned with residential speed zone	
EARNSCLEUGH	CLYDE	Clyde Lookout Road (One Way)	70	30		Clyde township boundary at Clyde Lookout Road/Sunderland Street intersection
EARNSCLEUGH	CLYDE	Clyde Lookout Road (One Way)	70	60		
EARNSCLEUGH	CLYDE	Clyde North Access Rd	50	30		Clyde township boundary at Clyde Lookout Road/Sunderland Street intersection
EARNSCLEUGH	CLYDE	Hospital Road	100	50	Aligned with adjacent road sections	Sunderland Street to 50m South-west of Mutton Town Road/Hospital Road intersection
EARNSCLEUGH	CLYDE	Hospital Road	100	30		50m South-west of Mutton Town Road/Hospital Road intersection to end of road
EARNSCLEUGH	RURAL	Clyde North Access Rd	100	60		Clyde township boundary to 130m South-west of SH8/Sunderland Street intersection
EARNSCLEUGH	RURAL	Fruitgrowers Rd	70	50		Fruitgrowers Road/Matau Street intersection to end of road
EARNSCLEUGH	RURAL	Fruitgrowers Rd	100	50		Fruitgrowers Road/Matau Street intersection to end of road
EARNSCLEUGH	RURAL	Sunderland St	70	50	Aligned with adjacent road sections	100m South-west of SH8/Sunderland Street intersection to 250m South-East of Dunstan Street
MANUHERIKIA	RURAL	St Bathans Downs Rd	100	50		St Bathans township boundary (Northern end) to St Bathans township boundary (Southern end)
MANUHERIKIA	RURAL	St Bathans Loop Road	50	30		St Bathans township boundary (Northern end) to St Bathans township boundary (Southern end)
MANUHERIKIA	RURAL	St Bathans Loop Road	100	50		St Bathans township boundary (Southern end) to 950m North of St Bathans Back Road
MANUHERIKIA	ST BATHANS	Cambrian Rd	100	40		
MANUHERIKIA	ST BATHANS	Cross Street	50	30		
MANUHERIKIA	ST BATHANS	St Bathans Downs Rd	50	30		St Bathans Loop Road to 270m South of St Bathans Loop Road/St Bathans Downs Road intersection
MANUHERIKIA	ST BATHANS	St Bathans Lake Rd	50	30		
MANUHERIKIA	ST BATHANS	St Bathans Loop Road	100	50		St Bathans township boundary (Northern end) to 270m North-east of Cemetery Road

Item 24.1.3 - Appendix 9

Summary Table of Changes Proposed

