

Notice of Meeting:

I hereby give notice that an ordinary meeting of the Regulatory Subcommittee will be held on:

Date: Wednesday 6 October 2021
Time: 2:00pm - Speed Limits Bylaw (Amendments 10 and 11)
Venue: Edinburgh Room, Municipal Chambers, The Octagon, Dunedin

Sandy Graham
Chief Executive Officer

Regulatory Subcommittee
PUBLIC AGENDA

MEMBERSHIP

Chairperson	Cr Andrew Whiley	
Members	Cr Jim O'Malley Cr Mike Lord	Cr Rachel Elder
Senior Officer	Simon Drew, General Manager Infrastructure and Development	
Governance Support Officer	Lauren McDonald	

Lauren McDonald
Governance Support Officer

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Note: Reports and recommendations contained in this agenda are not to be considered as Council policy until adopted.

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1 WELCOME**2 APOLOGIES**

At the close of the agenda no apologies had been received.

3 CONFIRMATION OF AGENDA

Note: Any additions must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.

DECLARATION OF INTEREST

EXECUTIVE SUMMARY

1. Members are reminded of the need to stand aside from decision-making when a conflict arises between their role as an elected representative and any private or other external interest they might have.
2. Elected members are reminded to update their register of interests as soon as practicable, including amending the register at this meeting if necessary.

RECOMMENDATIONS

That the Subcommittee:

- a) **Notes/Amends** if necessary, the Elected Members' Interest Register attached as Attachment A; and
- b) **Confirms/Amends** the proposed management plan for Elected Members' Interests.

Attachments

	Title	Page
A	Councillor Register of Interest - 1 October 2021 (<i>Under Separate Cover 2</i>)	

PART A REPORTS

PROPOSED SPEED LIMIT BYLAW AMENDMENTS 10 AND 11

Department: Transport

EXECUTIVE SUMMARY

- 1 This report discusses the feedback received from two separate consultations undertaken on proposed speed limit changes under the Speed Limit Bylaw 2004. Consultation on Amendment 10, in respect of Port Chalmers was carried out from 12 August to 13 September 2019. Consultation on Amendment 11, in respect to four specific areas across the City was carried out from 24 July to 20 August 2020.
- 2 This report considers the submissions received for each round of consultation and makes recommendations to the Regulatory Subcommittee regarding whether proposed changes to the speed limit should be upheld or changed.
- 3 On 28 October 2020 the Regulatory Subcommittee made several decisions which proposed to change speed limits on a number of roads in Amendment 11 to 70km/h. Council subsequently received advice from Waka Kotahi NZ Transport Agency (Waka Kotahi), that approval from Waka Kotahi is required for any new 70 km/h speed limits.
- 4 For Waka Kotahi to approve any new 70km/h speed limits, Council would be required to submit a transition plan detailing when the roads would change to a speed limit that does not need approval (60 km/h), or detailing a plan to upgrade the roads so that it can operate safely at higher speed limits (engineering improvements to the roads for 80km/h to 100km/h speed limits).
- 5 Waka Kotahi is unlikely to approve 70 km/h speed limits, the Regulatory Subcommittee is asked to revoke the 70km/h speed limit decisions made at the 28 October 2020 meeting and reconsider the appropriate speed limit to those roads.
- 6 Council staff recommend the speed limits on the roads in question be adopted as proposed as these are considered safe and appropriate.

RECOMMENDATIONS

Amendment 11

That the Subcommittee:

- a) **Pursuant** to Standing Orders 23.6 **revokes** the following resolutions from the 28 October 2020 Regulatory Subcommittee meeting in regard to 70km/h speed limits:

- i) That the Subcommittee:

Recommends that the speed limit for all locations detailed for:

Blackhead 1, 2, 3 (Blackhead Road, Tunnel Beach Road to Brighton Road intersection); Fairfield 1-4 (Coalstage Road, Main road, McMaster Road, Old Brighton Road); Green island 1-2 (Church Hill Road, Green Island Bush Road); Waldronville 1-2 (Allen South Road, Brighton Road) and Westwood 1 (Jeffcoates Road) move to 70km/h.

- ii) That the Subcommittee:

Recommends that the speed limit for all locations detailed for Allanton, Brighton, Saddle Hill, Scroggs Hill as: Allanton 1-3 (Allanton-Scroggs Hill Road, Bush Reserve Road and Law Road); Ocean View 1-3 (Brighton Road, McColl Road and Rockview Road); Saddle Hill 1 (Saddle Hill Road), Scroggs Hill 1-3 (Sproull Drive, Finnie Road and Scurr Road) to move to 70km/h.

- iii) That the Subcommittee:

Recommends that the proposed speed limits for all locations detailed for Mount Cargill Road (Mt Cargill 1-3, Upper Junction 1) as: Mount Cargill 1 (Green Road) at 70km/h and Upper Junction 1 (Mt Cargill Road) at 70km/h.

- iv) That the Subcommittee:

Recommends that the proposed speed limits for Highcliff, Otago Peninsula Otago Peninsula 2 as: Macandrew Bay 2-4, Otakou 2, Portobello 2 and 3, revised Tomahawk 3 and 4 (now re named Tomahawk 1 and 2), Highcliff 1 as 70km/h.

- v) That the Subcommittee:

Recommends that the proposed speed limit for Halfway Bush, North Taieri as: Halfway Bush 1 to 4 (Brinsdon Road, Chalmerston Road, Dalziel Road, Halfway Bush Road) and North Taieri 1 (Flagstaff-Whare Flat Road) move to 70km/h.

Replacement resolutions:

- b) **Recommends** to Council:
- i) **That** the speed limit for all locations detailed in Attachment H – appendix 4. Blackhead, Green Island, Fairfield, Westwood as:
 - Blackhead 1-3 (Blackhead Road, Tunnel Beach Road to Brighton Road intersection); Fairfield 1-4 (Coalstage Road, Main road, McMaster Road, Old Brighton Road); Green island 1-2 (Church Hill Road, Green Island Bush Road); Waldronville 1-2 (Allen South Road, Brighton Road) and Westwood 1 (Jeffcoates Road) move to 60 km/h.
 - ii) **That** the proposed speed limits for all locations detailed in Attachment H – appendix 5. Mount Cargill as: Mount Cargill 1 (Green Road) at 60 km/h and Upper Junction 1 (Mt Cargill Road) at 60 km/h
 - iii) **That** the proposed speed limits for all locations detailed in Attachment H – appendix 6. Highcliff and Otago Peninsula as:
 - Macandrew Bay 2-4, Otakou 2, Portobello 2, Tomahawk 1 and 2, Highcliff 1, Pukehiki 1 and 2, Sandymount 1 and 2 as 60km/h.
 - Otago Peninsula 1 as 40km/h (urban) and 60km/h (elsewhere).
 - iv) **That** the speed limit for all locations detailed in Attachment H – appendix 7. Allanton, Brighton, Saddle Hill, Scroggs Hill as:
 - Allanton 1-3 (Allanton-Scroggs Hill Road, Bush Reserve Road and Law Road); Ocean View 1-3 (Brighton Road, McColl Road and Rockview Road); Saddle Hill 1 (Saddle Hill Road), Scroggs Hill 1-3 (Sroull Drive, Finnie Road and Scurr Road) to move to 60 km/h.
 - v) **That** the proposed speed limit for all locations detailed in Attachment H – appendix 8. Halfway Bush, North Taieri as: Halfway Bush 1-4 (Brinsdon Road, Chalmerston Road, Dalziel Road, Halfway Bush Road) and North Taieri 1 (Flagstaff-Whare Flat Road) move to 60km/h.
- c) **Notes** the following resolutions remain unchanged from the 28 October 2020 Regulatory Subcommittee meeting:

Amendment 10

Moved (Cr Andrew Whiley/Cr Jim O'Malley):

That the Subcommittee:

- i) **Recommends** that the Speed Limits Bylaw 2004 – Amendment 10 (Port Chalmers) be adopted by Council, with a speed limit of 40km/h for the six roads in question (Wickliffe Terrace, Borlases Road, Albertson Avenue, Grey Street, Mount Street, Beach Street) with the speed limits to come into effect on 24 December 2020.

Motion carried (RSCCC/2020/015)

Amendment 11

- ii) **Recommends** that the Speed Limits Bylaw 2004 – Amendment 11, for Central City (CBD) and Green Island be 30km/h as proposed, be adopted by Council, with the speed limits to come into effect on 29 January 2021.

Motion carried (RSCCC/2020/016)

Moved (Cr Andrew Whiley/Cr Rachel Elder):

- iii) **That** the speed limit for Allanton, Brighton, Saddle Hill, Scroggs Hill as: Brighton 1 (Scroggs Hill Road) move to 80km/h from the 100km/h as proposed.

Motion carried (RSCCC/2020/018)

Moved (Cr Andrew Whiley/Cr Jim O'Malley):

- iv) **That** the proposed speed limits for all locations detailed for Mount Cargill Road (Mt Cargill 1-3, Upper Junction 1) as: Mount Cargill 2 (Shortcut Road) at 50km/h and Mount Cargill 3 (Shortcut Road) at 50km/h (as recommended).

Motion carried (RSCCC/2020/019)

Moved (Cr Andrew Whiley/Cr Jim O'Malley):

- v) **That** the proposed speed limits for Highcliff, Otago Peninsula and Otago Peninsula 2 as:
- Broad Bay 1, Company Bay 1, Harington Point 1, Harwood 1, Macandrew Bay 1, Otakou, Portobello 1, The Cove 1-5, Highcliff 2 as 40km/h.
 - Highcliff 3, Pukehiki village to Seaton Road, Portobello as 60km/h.

Motion carried (RSCCC/2020/020)

Moved (Cr Andrew Whiley/Cr Jim O'Malley):

- vi) **That** the proposed speed limit for Halfway Bush, North Taieri as: North Taieri 2 (Three Mile Hill) remain at 80km/h.

Motion carried (RSCCC/2020/021)

- d) **Notes** that if adopted by Council that the changes to Speed Limits Bylaw 2004 – Amendment 10 and Amendment 11 will come into effect on 6 December 2021.

BACKGROUND

Speed Limit Reviews

- 7 Both speed limit reviews (Amendments 10 and 11) were undertaken in accordance with the Land Transport: Setting of Speed Limits Rule 2017 ("the 2017 Rule"). The Dunedin City Council as the

Road Controlling Authority (RCA) has the power under the Land Transport Act 1998 and the Local Government Act 2002 to amend bylaws to set speed limits for roads under its control.

- 8 The Dunedin City Speed Limit Bylaw (the Bylaw) dates from 2004, following the change in legislation giving RCA's the responsibility for the setting of speed limits. The overall objective of the Bylaw is to set maximum speed limits for roads controlled by Council. The speed limits are set to what the Council considers is the safe and appropriate speed limit for a road with regard to the function/nature and use of the road, its environment, land use patterns and whether the road is an urban or a rural traffic area.
- 9 Council undertakes a number of measures to improve safety on Dunedin's roads, including, reviewing and ensuring that speed limits across the city are set at levels appropriate for road function, safety, design and use. Setting safe speed limits will see a reduction in deaths and serious injuries on our roads. Safe speed setting is complimented by Council's road safety education and promotion programme.
- 10 The Council's speed limit assessments are undertaken in accordance with the Waka Kotahi Speed Management Guide and the Safer Journey's Risk Assessment Tool (MegaMaps). All areas are independently assessed to ensure they are accurate and fit for purpose. Attachment A summarises the process used.
- 11 "The 2017 Rule" formalises the approach to speed management as follows:
 - a) Requires Waka Kotahi to provide guidance and information about speed management for Road Controlling Authorities (RCA).
 - b) Requires RCA's to set speed limits that are, in the RCA's view, safe and appropriate.
 - c) Encourages a consistent approach to speed management throughout New Zealand.
 - d) Replaces the methodology of the previous 2003 Rule with assessment criteria and outcome statements based on the approach of the Guide for both permanent and variable speed limits.
 - e) Sets out categories of speed limits that may be set in accordance with the Rule as well as the range of possible speed limits (all multiples of 10km/h)
 - f) Specifies the circumstances in which a variable speed limit may be set.

Amendments 10 and 11

- 12 Speed Limits Bylaw 2004 – Amendment 10 was publicly notified from 12 August to 13 September 2019, and Amendment 11 from 24 July to 20 August 2020. The documents that formed the basis of the public consultation in respect of both are found in Attachments B and C, and consist of:
 - a) Public Notices
 - b) Tables of proposed speed limit changes
 - c) Maps of proposed speed limit changes
 - d) Statement of Proposal
- 13 The two tables below summarize the formal processes in Amendments 10 and 11 to date.

Amendment 10 process

Time	Actions
2019 /2020	
August 2019	Staff publicly notify the Statement of Proposal for Amendment 10 for consultation from 12 August to 13 September 2019
August – September 2019	Public Consultation from 12 August to 13 September 2019.
October 2019	Staff collate responses and passed on to Waka Kotahi NZ Transport Agency for consideration.
July 2020	Waka Kotahi notify DCC speed changes to George Street / SH88 to be ratified October 2020.
28/29 October 2020	Public Hearings.
28/29 October 2020	Staff Report to Hearings Panel.
28/29 October 2020	Hearings Panel considered the proposed speed limits.
2021	
6 October 2021	Regulatory Subcommittee meeting.

Amendment 11 process

Time	Actions
2020	
15 July 2020	Staff publicly notify the Statement of Proposal for Amendment 11 for consultation from 24 July – 20 August 2020.
24 July – 20 August 2020	Public Consultation: 24 July – 20 August 2020.
28/29 October 2020	Public Hearings.
2021	
May/June 2021	Waka Kotahi consultation on the Land Transport Rule: Setting of Speed Limits 2021.
6 May 2021	Letter from Waka Kotahi on new 70km/h limits
21 July 2021	Second letter from Waka Kotahi on 70km/h speed limits
6 October 2021	Regulatory Subcommittee meeting.

Proposed Amendment 10 and 11 Consultation

- 14 There are six roads within Port Chalmers of proposed Amendment 10 that were the subject of the consultation. A total of seven submissions were received during the consultation period. Two submissions were in support of the proposed changes, one that was neutral and four which were against the changes. The submissions against the changes sought a reduction to 30 km/h rather than the 40km/h limit as proposed.

- 15 One submitter attended the Speed Limits Bylaw Hearing on 28 October 2020 to speak to their submission on Amendment 10 in support of the proposed speed limits.
- 16 The Statement of Proposal for Amendment 11 summarised the speed limits changes into three categories of roads and one specific road on which speed limit changes are proposed. The consultation documents circulated for Amendment 11, proposed changes for the speed limits for all settlements and roads on Otago Peninsula. While the settlement of Pukehiki was omitted from the maps in the Statement of Proposal, changes to the speed limits were intended at this settlement, and this was inherent from the wording in the consultation documents. Submissions and feedback received by Council confirms that stakeholders and the public considered that Pukehiki was included in the consultation. Staff are satisfied that the views of relevant stakeholders have been considered and that the consultation is adequate and that any recommendation for Amendment 11 can be validly made.
- 17 333 responses were received for Amendment 11 during the consultation period. Of these submissions, 144 responses indicated support, 167 indicated opposition and 27 of the respondents were neutral towards the proposed amendments.
- 18 25 submitters attended the Speed Limits Bylaw Hearing on 28 October 2020 to speak to their submissions on amendment 11.
- 19 A summary of the consultation presented to the Regulatory Subcommittee Hearings on 28 October 2020 is included as Attachment D.

DISCUSSION

Proposed Amendment 10

- 20 Six roads within Port Chalmers (Wickliffe Terrace, Boarlasses Road, Albertson Avenue, Grey Street, Mount Street, Beach Street) were proposed for speed limit changes, and on 28 October 2020 the Regulatory Subcommittee agreed to recommend a speed limit of 40km/h. This recommendation will be taken to Council on 27 October 2021 to be ratified.
- 21 The Statement of Proposal for Amendment 10 included was updated to include all six roads as per the resolution (Attachment B).

Proposed Amendment 11

- 22 At the 28 October 2020 Regulatory Subcommittee meeting, a number of changes were requested by the Subcommittee, which departed from the officer recommendations that were included in the Statement of Proposal.
- 23 As a result of the Subcommittee's suggested changes to the recommendations proposed by staff, advice was sought from Waka Kotahi on the new speed limits the Subcommittee proposed. In May 2021 Council received advice from Waka Kotahi, which contained particular reference to the Subcommittee's recommendations for new 70km/h speed limits, see Attachment E. Waka Kotahi did not support the proposed new 70km/h speed limits, unless this change was accompanied by a plan to reduce the speed in the future to the Safe and Appropriate Speed limit, or a plan to upgrade the road ('engineer up') and increase the speed limit to 80km/h.
- 24 In the interim, Waka Kotahi released and consulted on the Land Transport Rule: Setting of Speed Limits 2021 (the new rule) through May/June 2021. This consultation document included a statement which could provide the ability for RCAs to implement new 70km/h speed limits. As

a result Council sought further advice from Waka Kotahi (July 2021) on the ability of Council to now implement 70km/h speed limits, which had been recommended at the 28 October 2020 Regulatory Subcommittee meeting for 14 roads from Amendment 11.

- 25 On 21 July 2021 Council received further advice from Waka Kotahi in which the new Rule's intent of having fewer different speed limits across the network was reiterated (Attachment F). The advice reconfirmed that if 70km/h limits were to be considered, Waka Kotahi would require Council to submit a transition plan for when the roads would change to a speed limit that does not need approval (60km/h), or a plan to upgrade the roads so that it can operate safely at higher speed limits (engineer up to 80km/h or 100km/h). These plans would need to be included in the gazette notice as conditions of approval. There are four roads where the Subcommittee need to advise how they would like to proceed, as Waka Kotahi assessed that 70km/h would be a safe and appropriate speed. These roads are Fairfield 4 (Old Brighton Road), Westwood 1 (Jeffcoates Road), Otago Peninsula 1 (Harington Point Road), Tomahawk 1 (Centre Road).
- 26 Council has complied with all the statutory processes for amending a Bylaw. It has consulted with stakeholders and the community and considered feedback on the proposed changes. In determining the proposed speed limits, Council staff used their professional expertise and knowledge of the roading network including the history of crashes on the area. The limits proposed have been determined as the safe and appropriate speeds for the nature of the roads. The Council are not able to recommend any limit which would not meet these two principles, to do so would be considered unsafe to the public and may expose the Council to a number of other risks.
- 27 Therefore, pursuant to Standing Orders 23.6 the Regulatory Subcommittee must revoke the resolutions from the 28 October 2020 meeting where the Subcommittee resolved to recommend speed limits that are not possible to implement under The Land Transport Rule: Setting of Speed Limits 2017.
- 28 The National Speed Limits Register (NSLR) will be published on 6 December 2021. Therefore, speed limit changes need to be approved by Council at the 27 October meetings to be included in the NSLR.

Summary of recommended changes to the proposed bylaw

- 29 Having considered the submissions in October 2020 on Amendments 10 and 11, and the recent advice from Waka Kotahi in relation to Amendment 11, staff recommend the speed limits listed in Attachment G and summarised below. The roads that are subject to the revoked and replaced resolutions are highlighted in Attachment G.

Revised Road Speed Limits – Amendments 10 and 11

Proposed areas and Roads	Current Limit	Proposed Limit	Speed Limit rationale
Port Chalmers: Attachment G appendix 1. Wickliffe Terrace, Borlases Road, Albertson Avenue, Grey	50 km/h	40km/h	40km/h is the safe and appropriate speed for the environment.

Street, Mount Street, and Beach Street.			This was recommended at the 28 October Regulatory Subcommittee meeting.
Central city roads: Attachment G appendix 2. CBD Dunedin (Burlington St, Filleul St, Great King St, Hanover St, Moray Place, St Andrew St, Upper Stuart St, View St, Lower Stuart St) and Attachment G appendix 3. Green Island Centre (Howden St, Jenkins St, Main South Road)	50 km/h	30km/h	Green Island and the Dunedin CBD has a high volume of pedestrian movements, so 30km/h is the safe and appropriate speed for this environment. This was recommended at the 28 October Regulatory Subcommittee meeting.
Peninsula town centre roads: Attachment G appendix 6. Broad Bay, Company Bay, The Cove, Harwood, MacAndrew Bay and Portobello.	50km/h	40km/h	40km/h is the safe and appropriate speed for the environment. This was recommended at the 28 October Regulatory Subcommittee meeting, with minor additions highlighted in the attachment.
High risk rural roads: Attachment G appendix 4. Blackhead, Green Island, Fairfield, Westwood, appendix 5. Mount Cargill, appendix 6. Highcliff and Otago Peninsula, appendix 7. Allanton, Brighton, Saddle Hill, Scroggs Hill, Appendix 8. Halfway Bush, North Taieri.	70, 80 & 100km/h	60km/h	60km/h is the safe and appropriate speed for the environment.
Scroggs Hill Road: Attachment G appendix 7.	100km/h	80km/h	60km/h is the safe and appropriate speed for the environment, however, the independent report from consultants showed that this road should be 80km/h instead of 60km/h and stakeholder feedback reflected this.

OPTIONS

- 30 Two options are proposed within this report. Given that Council is not able to implement 70km/h speed limits, the recommended option is to proceed with the recommended changes to both Amendment 10 and Amendment 11. Option two is the status quo.

Option One – Recommend the revised proposal for speed limit changes (Recommended Option)

- 31 Option One is to revoke the resolutions from the 28 October 2020 Subcommittee meeting that recommend 70km/h and recommend to Council the lower permanent speed limit changes to these roads in accordance with the details as proposed in Amendment 11, with no changes from that which was proposed to other roads.

Advantages

- Speed in affected areas will be reduced, which will improve safety for all road users and provide a safer environment where there are high numbers of vulnerable road users.
- Lower speed limits reduce the likelihood of death or serious injury.
- Dunedin City Council will be contributing to the Road to Zero: Road Safety Strategy 2020 – 2030 goal of reducing Deaths and Serious Injuries on our roads by 40% and will be actively working to reduce road trauma throughout the city.
- Speed limit changes are all in accordance with the changes consulted in the Statement of Proposal.

Disadvantages

- There are no known disadvantages.

Option two – Revoke all resolutions and recommend to Council current speed limits.

- 32 Under this option, the Regulatory Subcommittee would revoke all the resolutions of 28 October 2020 Regulatory Subcommittee meeting that recommend 70km/h and make no changes to those existing speed limits.

Advantages

- There are no known advantages.

Disadvantages

- Does not help to improve safety of all road users in the areas that have been identified as being at risk.
- A missed opportunity for Dunedin City Council to contribute to the Road to Zero: Road Safety Strategy 2020 – 2030 goal of reducing Deaths and Serious Injuries on our roads by 40%.

NEXT STEPS

- 33 Amendments 10 and 11 will be presented to 27 October 2021 Council Meeting, for adoption.

- 34 If the recommended changes to the Bylaw are adopted by Council, the final amendments to the Speed Limits Bylaw 2004, including any subsequent changes, will be sent to Waka Kotahi and the NZ Police at least 14 days prior to it coming into effect.
- 35 Staff publicise the changes in the speed limits and make the necessary changes in signage.

Signatories

Author:	Stacey Hitchcock - Transport Planner Nick Sargent - Transport Strategy Manager
Authoriser:	Jeanine Benson - Group Manager Transport Simon Drew - General Manager Infrastructure and Development

Attachments

	Title	Page
↓A	Speed limit assessment process	19
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↓C	Amendment 11 Consultation Documents	56
↓D	Summary of consultation feedback - Amendments 10 and 11	100
↓E	Waka Kotahi advice on DCC speed limits review May 2021	110
↓F	Waka Kotahi advice on DCC speed limits review July 2021	112
↓G	Proposed speed limit changes table	118
↓H	Unconfirmed Regulatory Subcommittee Minutes of 28 October 2020	125

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision promotes the social, economic and environmental well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Spatial Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other strategic projects/policies/plans	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Ensuring Dunedin is a safe city is prioritised in the Social Wellbeing Strategy, Spatial Plan and Long-Term Plan as well as the Integrated Transport Strategy. Safer speeds is one of four pillars under the Safe System approach to reduce the number of fatal and serious injury crashes occurring on Dunedin's road network.

Māori Impact Statement

There are no known impacts for Māori.

Sustainability

There are no implications for sustainability.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There is no impact on the 10-year plan or Annual Plan.

Financial considerations

Costs associated with speed limit changes are funded through the Low Cost / Low Risk safety improvement programme.

Significance

The proposed speed limit changes are considered to be of low significance in terms of the Council's Significance and Engagement Policy. The Local Government Act 2002 requires use of the special consultative procedure when amending a bylaw.

Engagement – external

Affected parties include the key stakeholders who were specifically asked for feedback were the affected Community Board/s, Waka Kotahi (NZTA), NZ Police, NZ Fire, St John Ambulance, the Automobile Association, Otago Regional Council, Heavy Haulage, SPOKES, CCS Disability Action, Disabled Persons Assembly, and The Blind Foundation. In addition, Well South Primary Health Network and Public Health South (SDHB) has given feedback.

SUMMARY OF CONSIDERATIONS

Engagement - internal

Staff and managers from Transport, Council Communications and Marketing and Legal Services, have been involved in the drafting of the proposed Speed Limit Bylaw Amendments 10 and 11.

Risks: Legal / Health and Safety etc.

The proposed speed limit changes are intended to reduce risk by reducing speed to fit the road environment.

Conflict of Interest

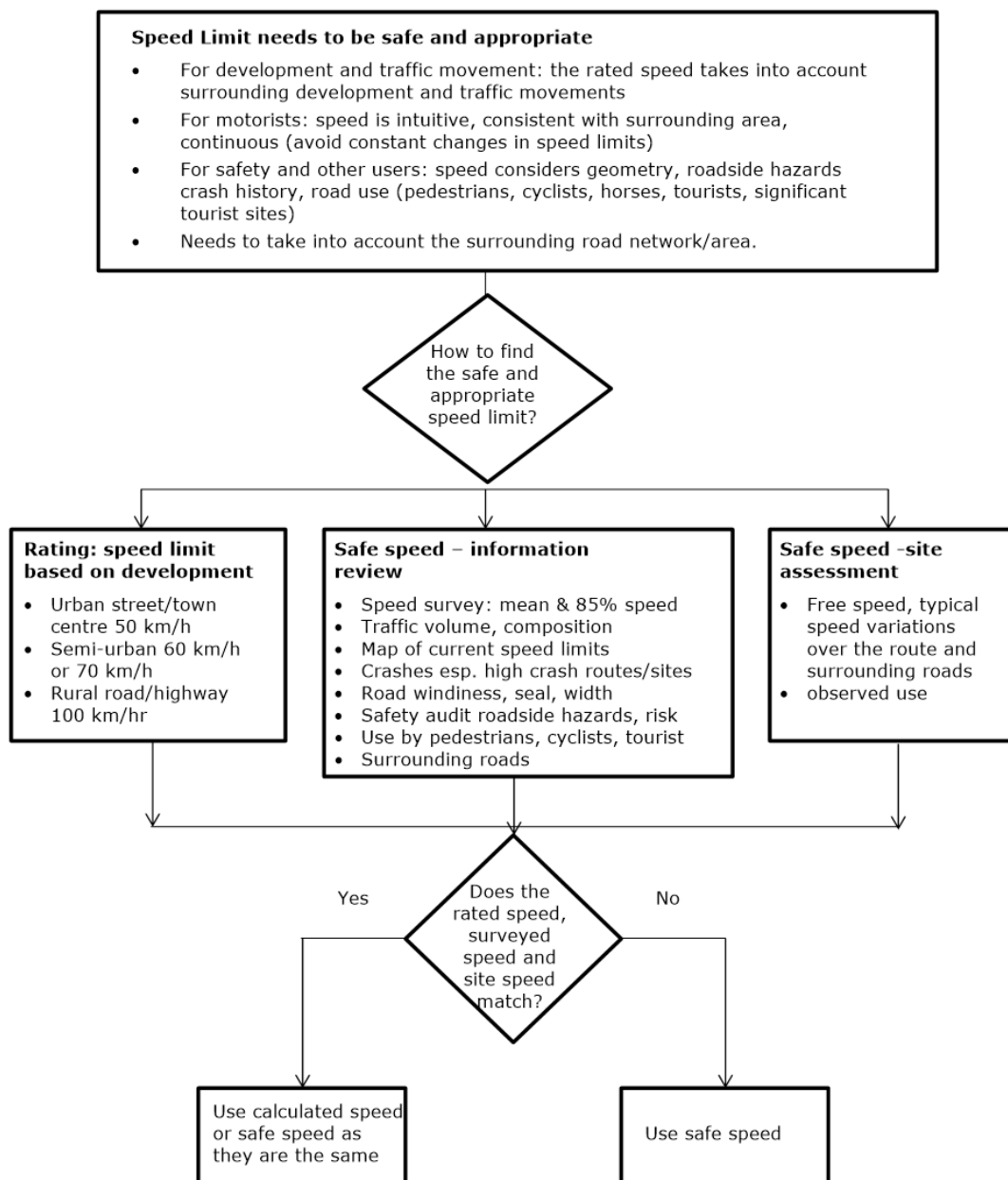
There are no known conflicts of interest.

Community Boards

All of the Community Boards were invited to participate in the consultation process where speed limit changes were proposed within their areas. They have provided feedback, and this is detailed in Attachment D to the report.

Technical Process for Determining Speed Limits

Speed Limit needs to be 'safe and appropriate' for the environment and use





SPEED LIMITS BYLAW REVIEW – AMENDMENT 10

For a number of years, the Port Chalmers community has been requesting a lower posted speed limit through Port Chalmers town centre. Following a decision by the NZTA board, they are now preparing to formally consult on a proposal to lower the posted speed limit on SH88 (i.e. George Street) from 50 km/h to 40 km/h.

In order to ensure safe speeds through the town centre, Council staff have prepared a proposal to reduce speeds on the roads approaching SH88. It is proposed that these changes are consulted on at the same time as the NZTA led consultation on SH88 changes.

A speed limit reduction from 50 km/h to 40 km/h is proposed on the following road sections:

- Wickliffe Terrace (from 60m northwest to 100m southeast of SH88)
- Borlases Road (50m west of SH88)
- Albertson Avenue (50m south Wickliffe Terrace)
- Grey Street (70m south of SH88)
- Beach Street (From 50m northwest to 105m southeast of SH88)

Copies of the statement of proposal, the proposed bylaw and maps showing the proposed speed limits are available at the DCC's customer service centres and libraries, at www.dunedin.govt.nz/consultation or by phoning 477 4000.

You can submit on the proposal online at www.dunedin.govt.nz/consultation or write to Speed Limits Bylaw Review – Amendment 10, Dunedin City Council, PO Box 5045, Moray Place, Dunedin 9058.

Submissions must be received by 4pm on Friday, 12 September 2019. Please state in your submission whether or not you wish to be heard.

**SUMMARY OF RECOMMENDED CHANGES TO THE SPEED LIMIT BYLAW
(AMENDMENT 10)**

Road	Speed Limit rationale	
	Current	Proposed
Wickliffe Terrace (60m northwest and 100m southeast of George Street)	50	40
Borlases Road (50m west of George Street)	50	40
Albertson Avenue (50m south of George Street)	50	40
Grey Street (70m south of George Street)	50	40
Mount Street (60m west of George Street)	50	40
Beach Street (50m northwest and 105m southeast of George Street)	50	40



Recommended changes to the Speed Limit Bylaw (Amendment 10) Port Chalmers roads

Road	Speed Limit rationale	
	Current	Proposed
Wickliffe Terrace (60m northwest and 100m southeast of George Street)	50	40
Borlases Road (50m west of George Street)	50	40
Albertson Avenue (50m south of George Street)	50	40
Grey Street (70m south of George Street)	50	40
Mount Street (60m west of George Street)	50	40
Beach Street (50m northwest and 105m southeast of George Street)	50	40

Map Legend

- State Highways which are excluded from this bylaw
- Roads that have a speed limit of 20 km/h
- Roads that have a speed limit of 30 km/h
- Roads that have a speed limit of 40 km/h
- Roads that have a speed limit of 50 km/h
- Roads that have a speed limit of 60 km/h
- Roads that have a speed limit of 70 km/h
- Roads that have a speed limit of 80 km/h
- Roads that have a speed limit of 100 km/h

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Aerial photography copyright DCC/Aerial Surveys Ltd. 2019. CC BY 4.0 NZ



INFRASTRUCTURE SERVICES
AND NETWORKS COMMITTEE
Attachment B



DUNEDIN CITY COUNCIL

STATEMENT OF PROPOSAL

AUGUST 2019

**FOR AMENDMENT 10 TO THE
DUNEDIN CITY COUNCIL
SPEED LIMITS BYLAW 2004**

RSC-349767-437-148-V2:SID

STATEMENT OF PROPOSAL

FOR AMENDMENTS TO THE DUNEDIN CITY COUNCIL SPEED LIMITS BYLAW 2004

This Statement of Proposal is prepared pursuant to sections 83, 86, 89 and 156 of the Local Government Act 2002 ("the LGA 2002").

1. INTRODUCTION

- 1.1. This statement of proposal is published so the Dunedin City Council ("the Council") can hear the views of ratepayers and stakeholders in relation to amending Chapter 20, 'Speed Limits Bylaw 2004' of the Dunedin City Bylaws.
- 1.2. The overall objective of the Speed Limits Bylaw is to set maximum speed limits for roads under the jurisdiction of the Council. The speed limits are set to what Council consider to be is the safe and appropriate speed limit for a road with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is an urban traffic area or a rural area.
- 1.3. This Statement of Proposal discusses the proposed amendments to the Speed Limit Bylaw 2004. The LGA 2002 requires Council to consult with the community using the special consultative procedure prior to adopting any amendments.

2. THE PROPOSAL

- 2.1. The Council is proposing to make amendments to permanent speed limits on eight road sections in conjunction with a permanent speed limit review of SH 88 in Port Chalmers by NZTA. This requires making an amendment to the Speed Limit Bylaw 2004. This will be the ninth amendment to the Bylaw.
- 2.2. This Statement of Proposal includes a copy of the proposed amended Speed Limit Bylaw, the reasons for the proposal and a report of the relevant determinations by the Council under section 155 of the LGA 2002.

3. COUNCIL'S CURRENT ROLE IN REVIEWING AND SETTING SPEED LIMITS

- 3.1. For roads under its jurisdiction, the Council:
 - Must consider the safe and appropriate speed limit for a road with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is an urban traffic area or a rural area.
 - Must review speed limits in accordance with the Land Transport Rule 54001: Setting of Speed Limits 2017 ("the Rule").
 - Must set speed limits in accordance with the Rule.
 - Must set speed limits for designated locations, as specified in Section 4 of the Rule.

4. REVIEW AND RELEVANT LEGISLATION

- 4.1. In accordance with the former section 684(1) (13) of the Local Government Act 1974 ("the LGA 1974"), the LGA 2002 and the Rule the Council was required to formally assume responsibility for setting vehicle speed limits on roads under its control by means of a speed limit bylaw. The Council's first Speed Limits Bylaw was passed by Council in October 2004 with the speed limits set in that Bylaw coming into effect on 1 November 2004.

The Rule sets out the roles and responsibilities of the NZ Transport Agency (the Agency) and road controlling authorities (RCAs) for reviewing and setting speed limits. Under the Land Transport Act 1998 (the LT Act), the power to manage speed and set speed limits is given to RCAs. Generally, local authorities are the RCAs for local roads. The Agency is the RCA for state highways. The Rule establishes procedures and requirements whereby RCAs may set enforceable speed limits on roads within their jurisdictions.

In 2016 the Agency published the Speed Management Guide (the Guide). The Guide introduces a modern approach to speed management on New Zealand roads. The Guide provides tools and guidance for RCAs to use in reviewing and setting speed limits including an emphasis on engagement with communities in speed management decision-making.

The Rule formalises the approach to speed management in the Guide. In particular, the Rule—

- requires the Agency to provide guidance on and information about speed management to RCAs;
- requires RCAs to set speed limits that are, in the RCA's view, safe and appropriate;
- encourages a consistent approach to speed management throughout New Zealand; and
- replaces the methodology of the 2003 Rule with assessment criteria and outcome statements based on the approach in the Guide.

The Rule and Guidance provided by the Agency to RCA in Traffic Notes 37 and 56 also set out the basis for establishing variable speed limits in the vicinity of schools in urban areas; enabling a 40 km/h speed limit to operate for specified times at the start and end of each school day, returning to the underlying urban speed limit outside these times. The 40 km/h variable speed limit is made enforceable by way of this Bylaw and by way of a variable speed limit sign as specified in the Traffic Control Devices Rule.

- 4.2. The Rule also authorises the Agency to ensure that RCAs comply with the Rule when reviewing and setting speed limits. Section 2.5 of the Rule requires an RCA to consult with the Agency (as well as key stakeholders and the communities affected by the changes) prior to a new speed limit being set, with further notification before a speed limit comes into force.
- 4.3. Section 156 of the LGA 2002 provides that a local authority must use the special consultative procedure when amending a bylaw as set out in section 86(2) of that Act. In accordance with section 86(2) of the LGA 2002 the Council when amending a bylaw is required to include in the Statement of Proposal:
- (a) A draft of the amended Bylaw;
 - (b) The reasons for the proposed amendment; and
 - (c) A report of any relevant determinations by the Council under section 155 of the LGA 2002.

5. RELEVANT DETERMINATIONS BY COUNCIL

- 5.1. The Council in making the Speed Limit Bylaw 2004 considered that it was the most appropriate means for addressing increasing urban development and road traffic throughout the Dunedin City region. It considered that the Speed Limit Bylaw 2004 is the most appropriate form of bylaw and would safeguard road users and assist enforcement agencies to manage the road network safely and assist in reducing accidents.
- 5.2. The Council is of the view these considerations apply equally to the amendments proposed to the Speed Limits Bylaw 2004.
- 5.3. The Council considers that the proposed amended Bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990 and only seeks to impose justifiable and reasonable limitations on persons in the interests of public health safety and traffic safety.

6. PURPOSE OF BYLAW AND PROPOSED AMENDMENTS

- 6.1. The Speed Limit Bylaw 2004 has many purposes; to identify urban traffic areas within the district, set speed limits on roads within the district and set a date when those speed limits would become effective.
- 6.2. NZTA is consulting on speed limit changes to SH 88 through Port Chalmers (i.e. George Street). In conjunction with this speed limit review, Council staff must also review the six roads that intersect with George Street. The proposed changes are as follows:

Ref	Location /Road Name	Road section	Speed Limit (km/h)	
			current	proposed
DCC local roads leading to NZTA's State Highway 88 (i.e. George Street) running through the Port Chalmers Town Centre. Remove the 50 km/h speed zone and reduce the speed limit to 40 km/h to match the safe and appropriate speed for a town centre.				
1	Wickliffe Terrace	From 60m northwest of SH 88 / George Street to 100 m southeast of SH 88 / George Street	50	40
2	Borlases Road	50m west of SH 88 (i.e. George Street)	50	40
3	Albertson Avenue	50 m south of Wickliffe Terrace	50	40
4	Grey Street	70 m south of SH 88 (ie. George Street)	50	40
5	Beach Street	From 50 m northwest t 105 m southeast of SH 88 (i.e.. George Street)	50	40

- 6.3. The proposed amendments noted above have been incorporated into a draft amended version of the 2004 Bylaw, as follows:

Schedules: Schedules 1 – 13 have been amended to reflect the date that the speed limits are to come into force (1 February 2020) using amendment 10 to the Speed Limits Bylaw 2004 as the legal instrument.

Speed Limit Maps: All six maps have been amended and are titled "Dunedin City Council Speed Limits Bylaw 2004, Amendment 10, Revision I, Maps 1-6".

7. SUMMARY OF STATEMENT OF PROPOSAL

To assist with understanding this proposal a summary of the information contained in this Statement of Proposal, as provided by section 83 (1)(a)(ii) of the LGA 2002, is annexed as in Appendix 3 to this Statement of Proposal.

8. PUBLIC NOTIFICATION AND SUBMISSIONS

- 8.1. The Council is seeking submissions on the proposed amendments to the Dunedin City Council Speed Limit Bylaw 2004.

The consultation period will run for no less than one (1) month and closes at 4.00pm on Friday, 13 September.

- 8.2. A draft of the amended Bylaw schedules and maps are attached as Appendices 1 and 2 to this Statement of Proposal.
- 8.3. A copy of this Statement of Proposal along with the amended Bylaw, and the existing Bylaw is available on the Dunedin City Council website www.dunedin.govt.nz.

A copy of this Statement of Proposal along with the amended Bylaw and existing Bylaw can also be obtained from the Dunedin City Council Customer Services Agency and other Service Centres.

- 8.4. A submission form is also available on the Dunedin City Council website www.dunedin.govt.nz/consultation or can be obtained from the Dunedin City Council Customer Services Agency. Alternatively, submissions can be sent in letter or email form.
- 8.5. The following information should be included with any submission:
- Name, postal address, phone number and email address (if applicable).
 - Your submission, with reasons for the views stated.
 - Any changes you would like made.
 - Whether you wish to speak to Council in support of your submission.

Submissions can be sent to:

Submission on the proposed "Speed Limits Bylaw Amendment 10"
Dunedin City Council
Transportation Group
PO Box 5045
Dunedin 9058

Or submissions can be emailed to: Transportation.safety@dcc.govt.nz subject "Speed Limit Bylaw Review Submission".

- 8.6. The Council will acknowledge in writing each submission received. It is proposed that submitters who wish to speak regarding their submission will be contacted by the Council, with the date and time of the Hearings Committee meeting. Hearings and meetings on the proposed Bylaw will be open to the public. Submitters should note that their submission will be copied and made available to the public after the submissions period closes.
- 8.7. An analysis of all submissions will then be presented to the Council for consideration and adoption.

Appendix 1	Proposed Amendments to the Dunedin City Council Speed Limits Bylaw 2004 (text)
Appendix 2	Proposed Amendments to the Dunedin City Council Speed Limits Bylaw 2004 (maps)
Appendix 3	A Summary of the Statement of Proposal
Appendix 4	Submission form

INFRASTRUCTURE SERVICES AND NETWORKS Report Attachment B:

Statement of Proposal	
Appendix 1	Proposed Amendments to the Dunedin City Council Speed Limits Bylaw 2004 (text)

20 SPEED LIMITS

Speed Limits

- 20.1 INTRODUCTION**
- 20.2 TITLE**
- 20.3 DATE THE SPEED LIMITS COME INTO FORCE**
- 20.4 INTERPRETATION**
- 20.5 SPEED LIMITS**
- 20.6 AMENDING SPEED LIMITS**
- 20.7 SCHEDULES**
- 20.8 BYLAW TO BE REPEALED**
- 20.9 DATE BYLAW MADE**
- 20.10 DATE BYLAW AMENDED**

Approved by Council: 1 October 2004
Date of Effect: 1 February 2004

Amendment 1 Approved by Council: 19 September 2005
(George/Princes Streets 30 km/h limit from Frederick St to Dowling St)
Date of Effect: 1 February 2005

Amendment 2 Approved by Council: 4 October 2010
Date of Effect: 1 February 2010

Amendment 3 Approved by Council: 31 May 2011
Date of Effect: 1 July 2011

Amendment 4 Approved by Council: 27 June 2011
Date of Effect: 1 August 2011

Amendment 5 Approved by Council: 12 December 2011
Date of Effect: 1 February 2012

Amendment 6 (Otago Peninsula) Approved by Council: 29 October 2012
Date of Effect: 1 March 2013

Amendment 7 Approved by Council: 15 December 2014
Date of Effect: 1 February 2017

Amendment 8 Approved by Council: 11 December 2017
Date of Effect: 1 February 2018

Amendment 9 Approved by Council: 19 February 2019
Date of Effect: 29 March 2019

Amendment 10 (proposed)

20

PART 20: SPEED LIMITS

20.1 Introduction - Pursuant to Section 684(1) (13) of the Local Government Act 1974, the Local Government Act 2002 and Land Transport Rule: Setting of Speed Limits 2003 the Dunedin City Council makes this bylaw to set speed limits as specified in the schedules.

20.2 Title - The title of this bylaw is the Dunedin City Council Speed Limit Bylaw 2004.

20.3 Date The Speed Limits Come Into Force - The speed limits described in the schedules come into force on the date specified in the schedules.

20.4 Interpretation

"ROAD", "SPEED LIMIT" and "URBAN TRAFFIC AREA" have the same meanings as in the Land Transport Rule: Setting of Speed Limits 2017

20.5 Speed Limits - The roads or areas described in the schedules specified in paragraph 7 or as shown on a map referenced in the schedules are declared to have the speed limits specified in the schedules and maps, which are part of this bylaw.

20.6 Amending Speed Limits - The Council may, by resolution, amend any speed limit or Urban Traffic Area as set out in the schedules specified in paragraph 7 or on a map referenced in the schedules.

20.7 Schedules

- Schedule 1: Roads that have a speed limit of 10 km/h
- Schedule 2: Roads that have a speed limit of 20 km/h
- Schedule 3: Roads that have a speed limit of 30 km/h
- Schedule 4: Roads that have a speed limit of 40 km/h
- Schedule 5: Urban Traffic Areas and roads that have a speed limit of 50 km/h
- Schedule 6: Roads that have a speed limit of 60 km/h
- Schedule 7: Roads that have a speed limit of 70 km/h
- Schedule 8: Roads that have a speed limit of 80 km/h
- Schedule 9: Roads that have a speed limit of 90 km/h
- Schedule 10: Rural areas and roads that have a speed limit of 100 km/h
- Schedule 11: Roads that have a holiday speed limit
- Schedule 12: Roads that have a variable speed limit
- Schedule 13: Roads that have a minimum speed limit

20.8 Bylaw To Be Repealed - All bylaws concerning speed limits made by the Council or its predecessors are hereby repealed.

20.9 Date Bylaw Made - This bylaw was made by the Dunedin City Council at a meeting of the Council on 4 October 2004.

The common seal of the Dunedin City Council was affixed and authorised by:

_____ Mayor/Councillor

_____ Councillor

20.10 Date Bylaw Amended

Amendment 1 to the Dunedin City Council Speed Limit Bylaw 2004 was made by the Dunedin City Council at a meeting of the Council on 19 September 2005.

Amendment 2 to the Dunedin City Council Speed Limit Bylaw 2004 was made by the Dunedin City Council at a meeting of the Council on 4 October 2010.

Amendment 3 to the Dunedin City Council Speed Limit Bylaw 2004 was made by the Dunedin City Council at a meeting of the Council on 31 May 2011.

Amendment 4 to the Dunedin City Council Speed Limit Bylaw 2004 was made by the Dunedin City Council at a meeting of the Council on 27 June 2011.

Amendment 5 to the Dunedin City Council Speed Limit Bylaw 2004 was made by the Dunedin City Council at a meeting of the Council on 12 December 2011.

Amendment 6 to the Dunedin City Council Speed Limit Bylaw 2004 was made by the Dunedin City Council at a meeting of the Council on 29 October 2012.

Amendment 7 to the Dunedin City Council Speed Limit Bylaw 2004 was made by the Dunedin City Council at a meeting of the Council on 15 December 2014.

Amendment 8 to the Dunedin City Council Speed Limit Bylaw 2004 was made by the Dunedin City Council at a meeting of the Council on 11 December 2017.

Amendment 9 to the Dunedin City Council Speed Limit Bylaw 2004 was made by the Dunedin City Council at a meeting of the Council on 19 February 2019.

Amendment 10 (proposed)

Table of Schedules and Map references for Dunedin City Roads (excludes state highways)

SCHEDULE 1 ROADS THAT HAVE A SPEED LIMIT OF 10 KM/H

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a speed limit of 10 km/h.

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
		None at present in Dunedin City			

SCHEDULE 2 ROADS THAT HAVE A SPEED LIMIT OF 20 KM/H

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a speed limit of 20 km/h.

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
		None at present in Dunedin City			

SCHEDULE 3 ROADS THAT HAVE A SPEED LIMIT OF 30 KM/H

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a speed limit of 30 km/h.

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S3	30 km/h	All roads or areas marked on the maps 2-6 entitled "DCC Speed Limit Bylaw 2004, Amendment 10" and identified in the legend as having a speed limit of 30 km/h. These roads/areas are at: Aramoana, Dunedin, Port Chalmers, Purakaunui, Waikouaiti.	1 December 2019	Dunedin City Council Speed Limit Bylaw 2004 Amendment 10	Dunedin City Council Speed Limit Bylaw 2004 Amendment 9

SCHEDULE 4 ROADS THAT HAVE A SPEED LIMIT OF 40 KM/H

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a speed limit of 40 km/h.

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S4		All roads or areas marked on the maps 2-6 entitled "DCC Speed Limit Bylaw 2004, Amendment 10" and identified in the legend as having a speed limit of 40 km/h. These roads/areas are at Port Chalmers.	1 December 2019	Dunedin City Council Speed Limit Bylaw 2004 Amendment 10	Dunedin City Council Speed Limit Bylaw 2004 Amendment 9

SCHEDULE 5 ROADS and URBAN TRAFFIC AREAS THAT HAVE A SPEED LIMIT OF 50 KM/H

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to be Urban Traffic Areas that have a speed limit of 50 km/h, except for those roads or areas that are:

- a) described as having a different speed limit in the appropriate schedule of this bylaw; or
- b) shown on a map to have a different speed limit, as referenced in the appropriate schedule of this bylaw.

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S5	50 km/h	All roads marked on maps 2-6 entitled "DCC Speed Limit Bylaw 2004, Amendment 10" and identified in the legend as having a speed limit of 50 km/h, and All roads within the marked urban traffic areas, unless otherwise identified on the legend, where the urban traffic areas are located at: Allanton, Brighton, Dunedin, Karitane, Harwood, Middlemarch, Mosgiel, Otakou, Outram, Portobello, Waikouaiti, Waitati, Waldronville, Warrington	1 December 2019	Dunedin City Council Speed Limit Bylaw 2004 Amendment 10	Dunedin City Council Speed Limit Bylaw 2004 Amendment 9

SCHEDULE 6 ROADS THAT HAVE A SPEED LIMIT OF 60 KM/H

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a speed limit of 60 km/h.

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S6	60 km/h	All roads as marked on the map 2-6 entitled "DCC Speed Limit Bylaw 2004, Amendment 10" and identified in the legend as having a speed limit of 60 km/h located at: Dunedin and Waldronville	1 December 2019	Dunedin City Council Speed Limit Bylaw 2004 Amendment 10	Dunedin City Council Speed Limit Bylaw 2004 Amendment 9

SCHEDULE 7 ROADS THAT HAVE A SPEED LIMIT OF 70 KM/H

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a speed limit of 70 km/h.

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S7	70 km/h	All roads as marked on the maps 2-6 entitled "DCC Speed Limit Bylaw 2004, Amendment 10" and identified in the legend as having a speed limit of 70 km/h at: Aramoana, Brighton, Dunedin, Harwood, Karitane, Middlemarch, Momona, Mosgiel, Outram, Portobello, Waikouaiti, Warrington	1 December 2019	Dunedin City Council Speed Limit Bylaw 2004 Amendment 10	Dunedin City Council Speed Limit Bylaw 2004 Amendment 9

SCHEDULE 8 ROADS THAT HAVE A SPEED LIMIT OF 80 KM/H

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a speed limit of 80 km/h.

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S8	80 km/h	All roads as marked on the maps 2-6 entitled "DCC Speed Limit Bylaw 2004, Amendment 10" and identified in the legend as having a speed limit of 80 km/h at: Aramoana, Brighton, Dunedin, Harwood, Karitane, Middlemarch, Mosgiel, Portobello, Purakaunui, Waldronville, Warrington	1 December 2019	Dunedin City Council Speed Limit Bylaw 2004 Amendment 10	Dunedin City Council Speed Limit Bylaw 2004 Amendment 9

SCHEDULE 9 ROADS THAT HAVE A SPEED LIMIT OF 90 KM/H

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a speed limit of 90 km/h.

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
		None at present in Dunedin City			

SCHEDULE 10 RURAL AREAS – ROADS THAT HAVE A SPEED LIMIT OF 100 KM/H

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to be Rural Areas that have a speed limit of 100 km/h.

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
S10	100 km/h	All Dunedin City Council roads outside an Urban Traffic Area (as listed in Schedule 5) have a speed limit of 100 km/h, except for roads that are: (a) Described as having a different speed limit in the appropriate schedule to this bylaw; and are (b) Shown on a map as having a different speed limit, as referenced in the appropriate schedule of this bylaw.	1 December 2019	Dunedin City Council Speed Limit Bylaw 2004 Amendment 10	Dunedin City Council Speed Limit Bylaw 2004 Amendment 9

SCHEDULE 11 ROADS THAT HAVE A HOLIDAY SPEED LIMIT

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a holiday speed limit as specified in this schedule.

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
		None at present in Dunedin City			

SCHEDULE 12 ROADS THAT HAVE A VARIABLE SPEED LIMIT

The roads or areas described in this schedule are declared to have a variable speed limit as specified in this schedule.

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
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12	40	<p>The schools and school zones listed below as having a variable speed limit of 40 km/h that can operate on school days at the given times:</p> <table><tr><th>School</th><th>Road sections of school zone</th><th>Hours of operation (school days only)</th></tr><tr><td>Carisbrook School</td><td><u>South Road:</u> From 60m west of Surrey St to 115m east of Surrey St Extending 20m north into Station Rd & 60m south into Surrey St</td><td>8.30am – 9.00am 3.00pm – 3.30pm</td></tr><tr><td>Kings High & Queens High</td><td><u>Bay View Road</u> From 30m east of Surrey St to 40m east of East Ave Extending 40m south into King's Ave & 30m south into East Ave</td><td>8.30am –8.45am 2.55pm –3.10pm</td></tr><tr><td>Kaikorai Valley College</td><td><u>Kaikorai Valley Road</u> From 290m south of Bryant St to 280m north of Bryant St Extending 55m east into Bryant St</td><td>8.00am –9.30am 2.00pm – 4.00pm</td></tr><tr><td>Wakari School</td><td><u>Helensburgh Road</u> From 25m south of Shetland St to 60m north of Mayfield Ave. Extending 232m into Shetland St, 300m into Mayfield Ave 25m into Holyrood St 25m into Ethel St</td><td>8.00am – 9.30am 2.00pm – 4.00pm</td></tr></table>	School	Road sections of school zone	Hours of operation (school days only)	Carisbrook School	<u>South Road:</u> From 60m west of Surrey St to 115m east of Surrey St Extending 20m north into Station Rd & 60m south into Surrey St	8.30am – 9.00am 3.00pm – 3.30pm	Kings High & Queens High	<u>Bay View Road</u> From 30m east of Surrey St to 40m east of East Ave Extending 40m south into King's Ave & 30m south into East Ave	8.30am –8.45am 2.55pm –3.10pm	Kaikorai Valley College	<u>Kaikorai Valley Road</u> From 290m south of Bryant St to 280m north of Bryant St Extending 55m east into Bryant St	8.00am –9.30am 2.00pm – 4.00pm	Wakari School	<u>Helensburgh Road</u> From 25m south of Shetland St to 60m north of Mayfield Ave. Extending 232m into Shetland St, 300m into Mayfield Ave 25m into Holyrood St 25m into Ethel St	8.00am – 9.30am 2.00pm – 4.00pm	1 February 2020	Dunedin City Council Speed Limit Bylaw 2004 Amendment 10	Dunedin City Council Speed Limit Bylaw 2004 Amendment 9
School	Road sections of school zone	Hours of operation (school days only)																		
Carisbrook School	<u>South Road:</u> From 60m west of Surrey St to 115m east of Surrey St Extending 20m north into Station Rd & 60m south into Surrey St	8.30am – 9.00am 3.00pm – 3.30pm																		
Kings High & Queens High	<u>Bay View Road</u> From 30m east of Surrey St to 40m east of East Ave Extending 40m south into King's Ave & 30m south into East Ave	8.30am –8.45am 2.55pm –3.10pm																		
Kaikorai Valley College	<u>Kaikorai Valley Road</u> From 290m south of Bryant St to 280m north of Bryant St Extending 55m east into Bryant St	8.00am –9.30am 2.00pm – 4.00pm																		
Wakari School	<u>Helensburgh Road</u> From 25m south of Shetland St to 60m north of Mayfield Ave. Extending 232m into Shetland St, 300m into Mayfield Ave 25m into Holyrood St 25m into Ethel St	8.00am – 9.30am 2.00pm – 4.00pm																		

		Bayfield High School	<u>Musselburgh Rise</u> From 45m north of Tainui Rd to 20m south of Somerville St/Silverton St Extending 462m into Shore St 85m into Rawhiti St 25m into Bayfield Rd	8.00am – 9.30am 2.00pm – 4.00pm			
		East Taieri School	<u>Gladstone Road South</u> From 160m west of Cemetery Rd to 160m east of Cemetery Rd Extending 250m south of Gladstone Rd				
		Fairfield School	<u>Main Road</u> From 310m west of Old Brighton Rd to 130m east of Old Brighton Rd Extending 60m into Fairplay St 260m into Old Brighton Rd 80 m into Sickels St				
		George Street Normal School	<u>George Street</u> From 70m north of Duke St to 70 m south of Howe St Extending 60 m west and 60 m in Duke St Extending 50m into Warrender St 70m into Howe St				
		North East Valley School Cluster (Dunedin Intermediate School & Sacred Heart School)	<u>North Road</u> From Opoho Rd to 35m east of Glendining Avenue Extending 70m into Bank Street 70 m into Great King St 70m into Bank St 160m into Opoho Rd 25 m into Chacombe Ave 25m into Cornhill St 25m into Glendining Ave				

Waitati School	<u>Mt Cargill Road</u> From Shortcut Road to 165m south of Shortcut Road Extending 35m into Harvey St 25m into Orokonui Rd 60m into Shortcut Rd	8.00am – 9.30am 2.00pm – 4.00pm
	<u>Arthur Street</u> From 130m south of Rattray Street to 318m north of Rattray Street <u>Rattray Street</u> From 73m west of Arthur Street to 482m east of Arthur Street Extending 120m into Bishops Pl Extending 219m into Brown Street Extending 210m into Cargill St Extending 216m into Smith St <u>Tennyson Street</u> From York Place to Dowling Street Extending 8m into View St <u>York Place</u> From 140m west of Rattray St to 311m east of Rattray Street	

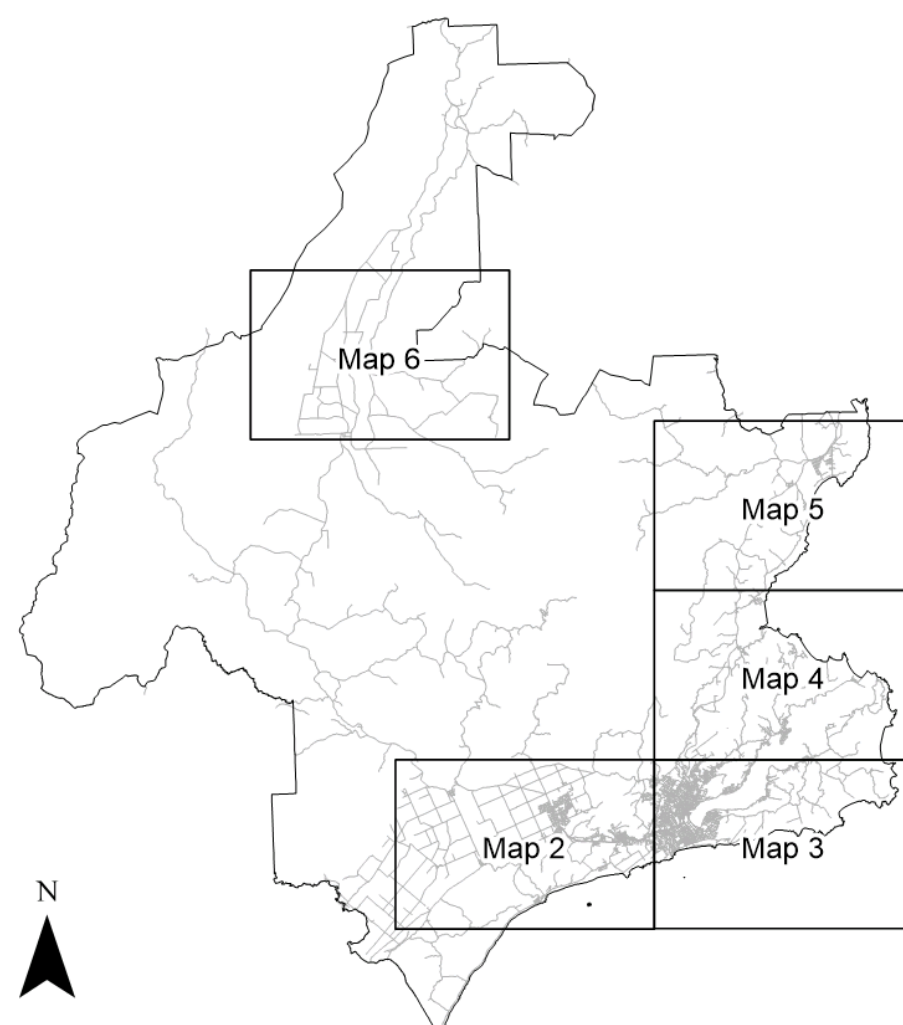
SCHEDULE 13 ROADS THAT HAVE A MINIMUM SPEED LIMIT

The roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to have a minimum speed limit as specified in this schedule.

Reference Number	Speed Limit	Description	Date speed limit comes into force	Legal instrument	Previous legal instrument
		None at present in Dunedin City			

Statement of Proposal	
Appendix 2	Proposed Amendments to the Dunedin City Council Speed Limits Bylaw 2004 (maps)

Dunedin City Council Speed Limits Bylaw 2004 Amendment 10 Map 1 1 December 2019



Legend

Boundary of urban traffic area that has a speed limit of 50 km/h, except for roads marked with a different speed

State Highways which are excluded from this bylaw

Roads that have a speed limit of 20 km/h

Roads that have a speed limit of 30 km/h

Roads that have a speed limit of 40 km/h

Roads that have a speed limit of 50 km/h

Roads that have a speed limit of 60 km/h

Roads that have a speed limit of 70 km/h

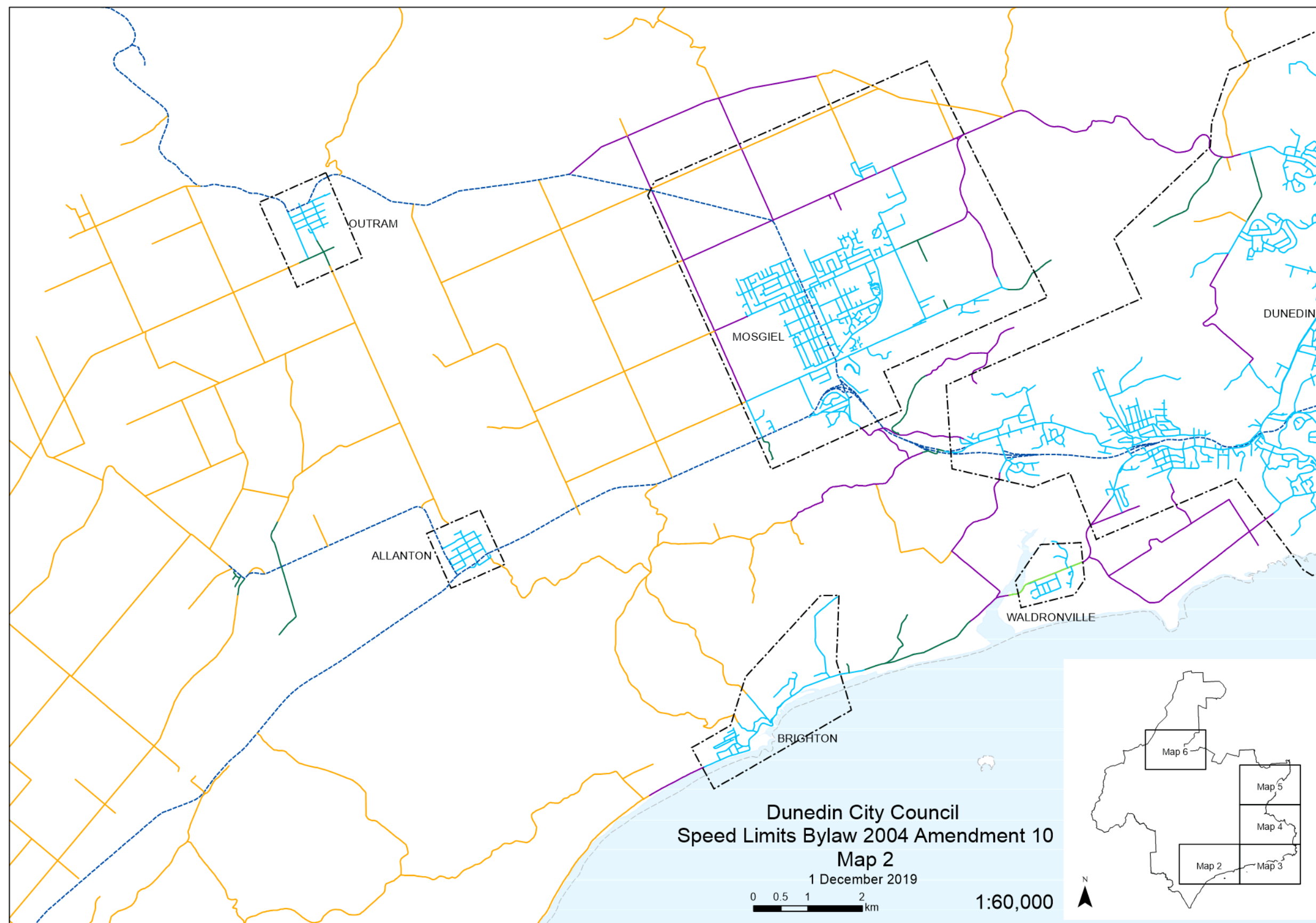
Roads that have a speed limit of 80 km/h

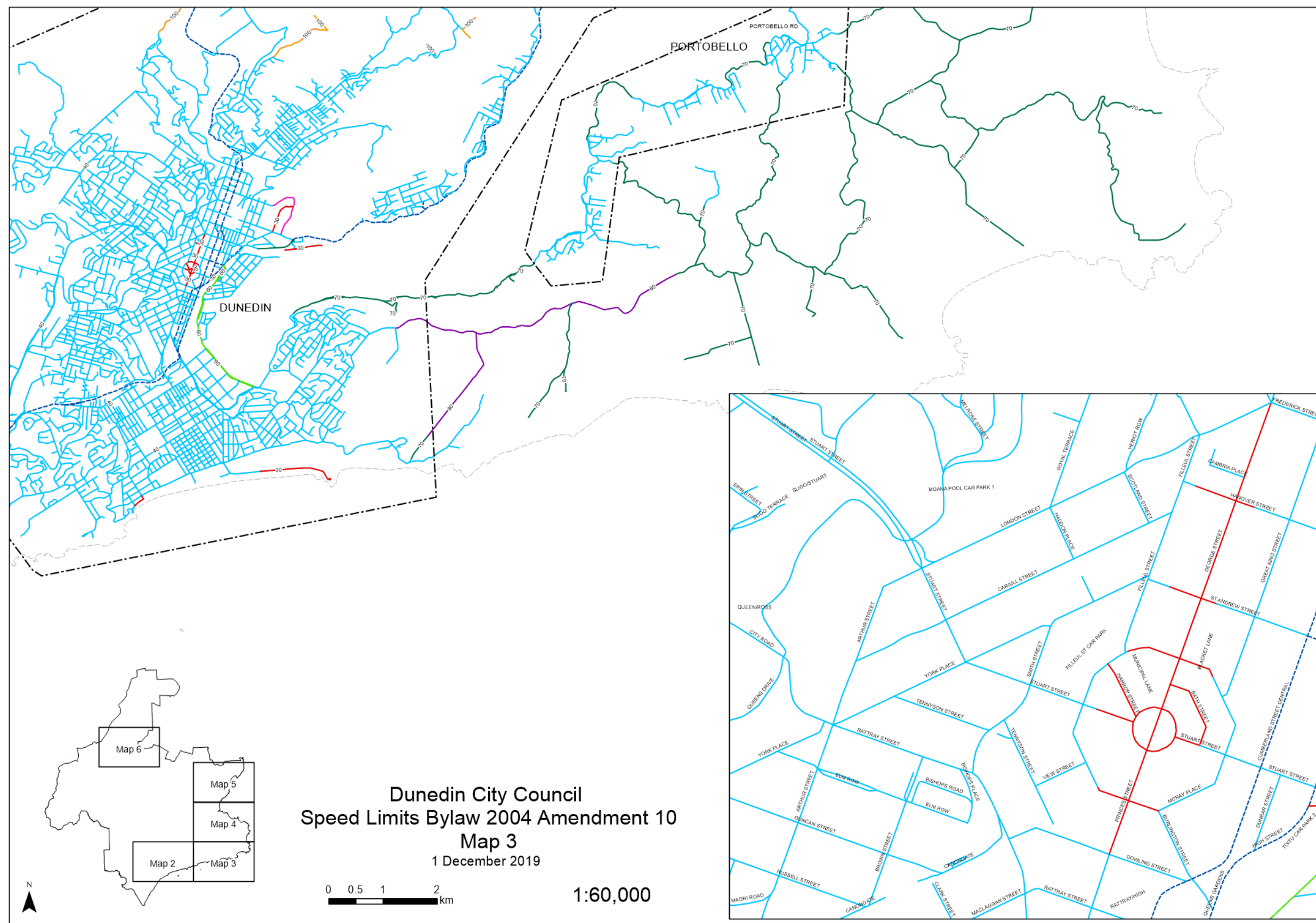
Roads that have a speed limit of 100 km/h

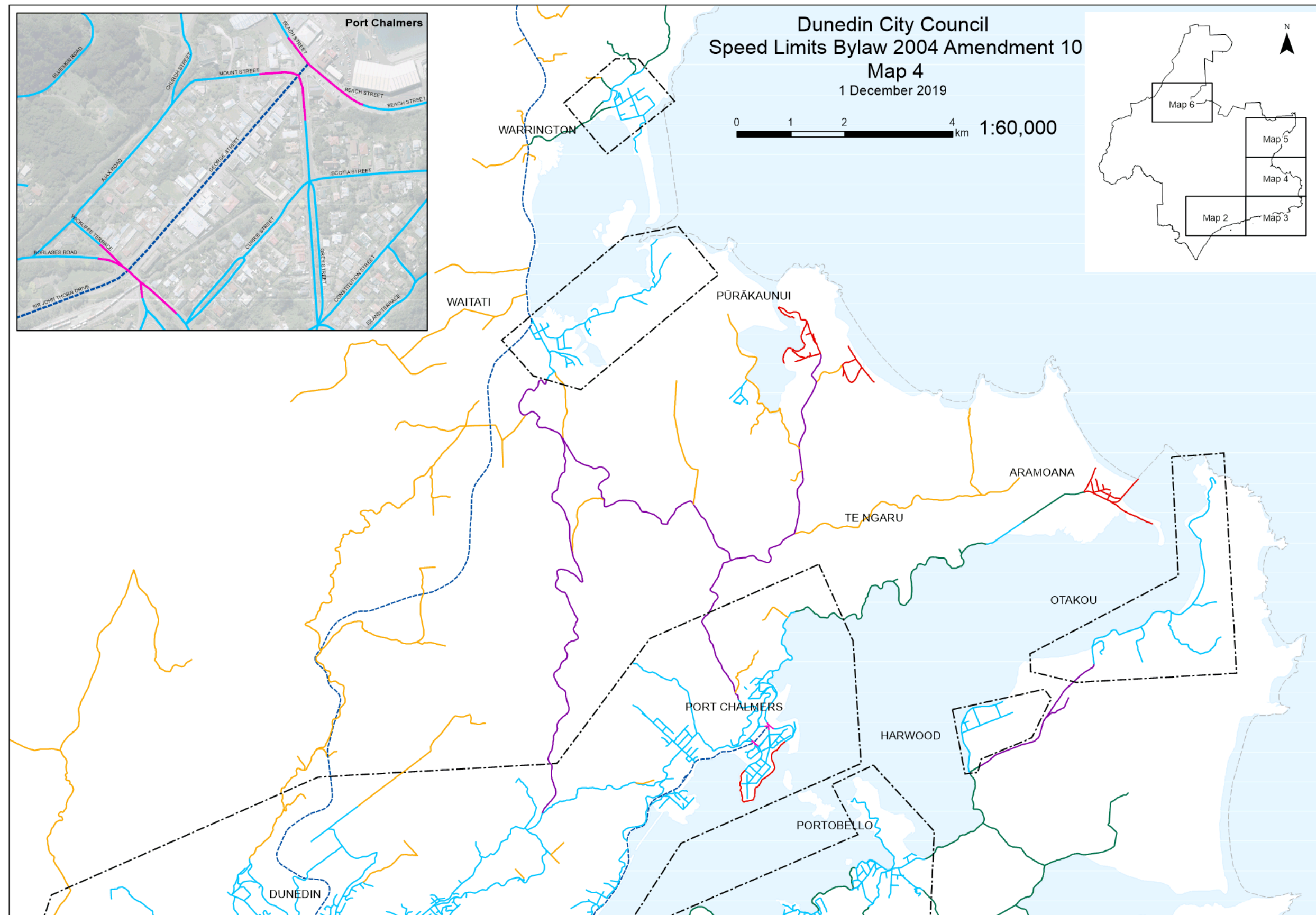
Roads that have a 40kmph variable school zone

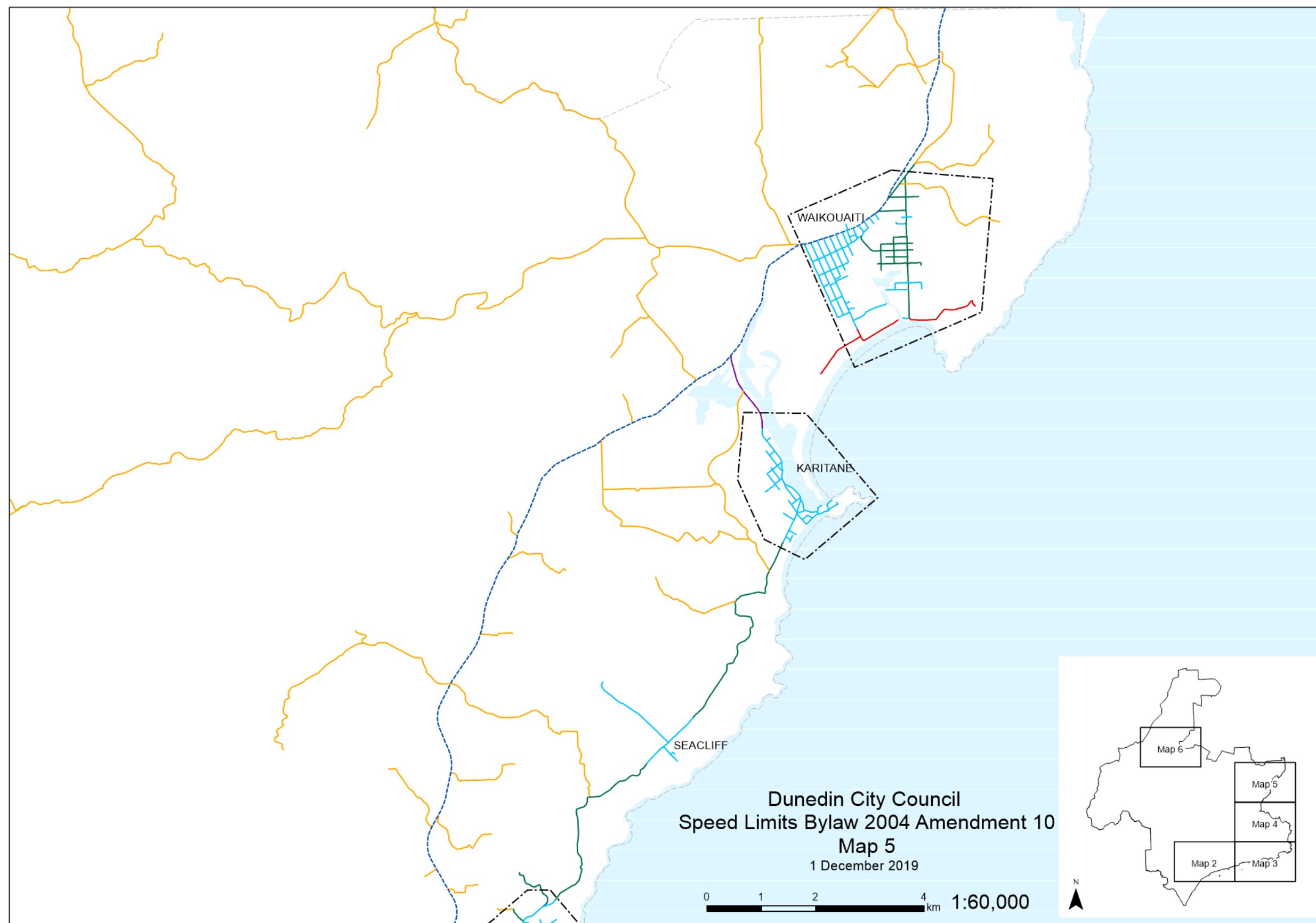
DCC Territory

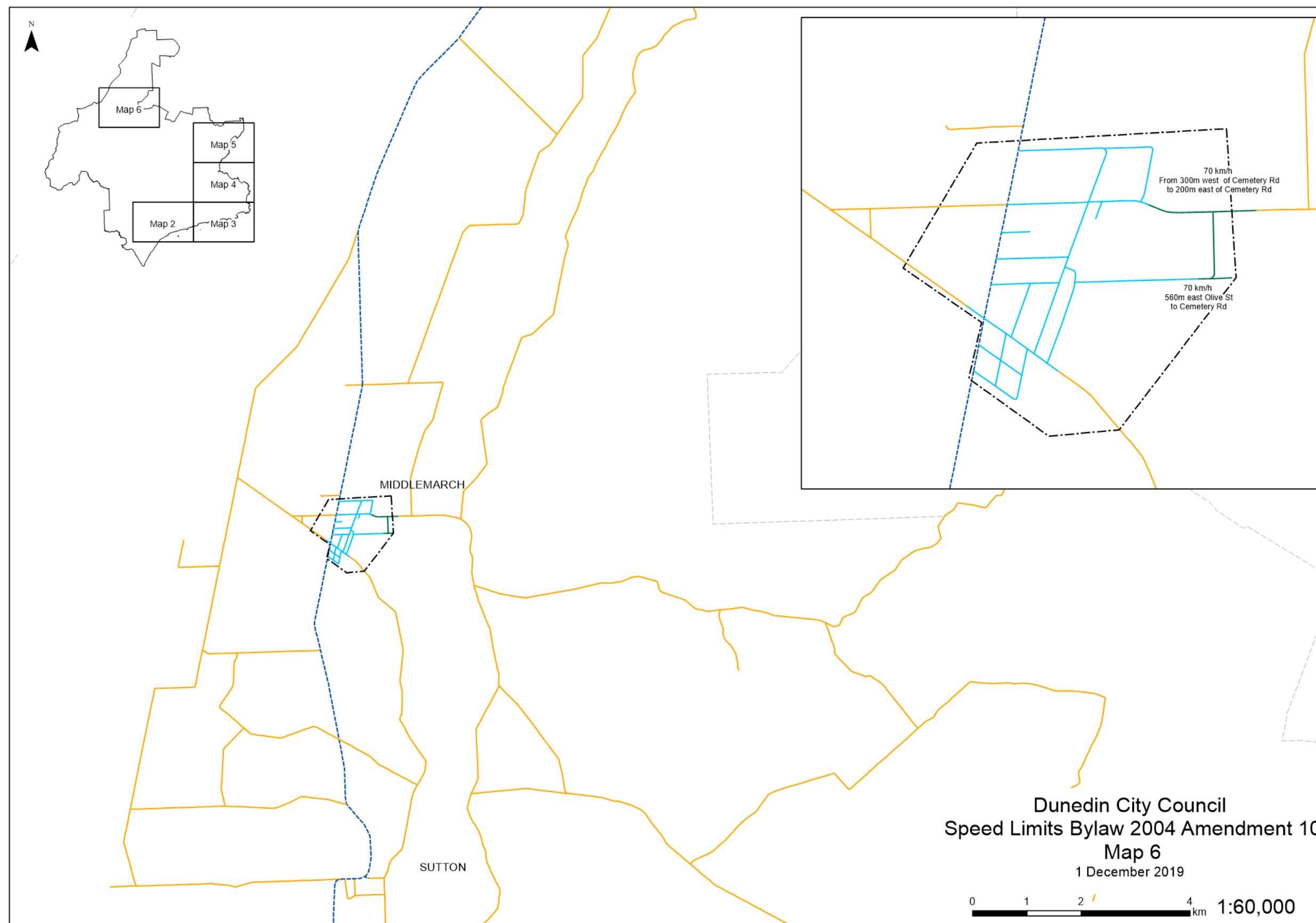
Dunedin City Council TLA Boundary













Statement of Proposal

Appendix 3

A Summary of the Statement of Proposal

DUNEDIN CITY COUNCIL

A SUMMARY OF THE STATEMENT OF PROPOSAL

AUGUST 2019

**FOR AMENDMENT 10 TO THE
DUNEDIN CITY COUNCIL
SPEED LIMITS BYLAW 2004**

SUMMARY OF THE STATEMENT OF PROPOSAL

FOR AMENDMENT 10 TO THE DUNEDIN CITY COUNCIL SPEED LIMITS BYLAW 2004

1. INTRODUCTION

- 1.1. This is a Summary of Information as required by Section 83(1)(a)(ii) of the Local Government Act 2002 ("the LGA 2002"), of the Council's Statement of Proposal to pass amendments to the Speed Limit Bylaw 2004.

It is proposed to pass amendments to the Speed Limit Bylaw 2004 in order to update the permanent road speed limits on eight road sections under the control of the Council in accordance with the Land Transport Rule 54001: Setting of Speed Limits 2017 ("the Rule") and the LGA 2002. This will be the tenth amendment to the existing Bylaw.

- 1.2. This Summary of Information must comply with section 89 of the LGA 2002.

2. REPRESENTATION OF MAJOR MATTERS IN THE "STATEMENT OF PROPOSAL"

- 2.1. The Land Transport Act 1988, Regulations and Land Transport Rules and the LGA 2002 gives the Council powers in its Speed Limit Bylaw to set, reset or amend road speed limits on any road under its control.

- 2.2. In summary the proposal is as follows:

- The Council intends to ratify amendments to the Speed Limit Bylaw 2004 altering road speed limits on eight road sections in accordance under the control of the Council set under the Speed Limits Bylaw 2004.

3. PLACE FOR INSPECTION AND OBTAINING COPIES

- 3.1. The Dunedin City Council's Statement of Proposal to amend the Speed Limit Bylaw 2004 is available from the Dunedin City Council Customer Services Agency and other Service Centres during normal working hours and on the Council's website www.dunedin.govt.nz/consultation.

- 3.2. Copies of the documents may be obtained by contacting the Dunedin City Council and enquiries on the proposed amendments to the Bylaw should be made to the Transport Engineering and Road Safety Team Leader in the Transport Group.

4. PERIOD FOR SUBMISSIONS TO BE MADE

4.1. Submissions may be made on the Statement of Proposal and these should be received by the Council by no later than **4.00pm on 12 September 2019**.

4.2. A submission form is available on the Dunedin City Council website www.dunedin.govt.nz/consultation or can be obtained from the Dunedin City Council Customer Services Agency.

4.3. Submissions can also be sent in letter or email form and should be:

Posted to:

Submission on the proposed "Speed Limits Bylaw Review"

Dunedin City Council
Transport Group
PO Box 5045
Dunedin

Or emailed to:

Transportation.safety@dcc.govt.nz subject "Speed Limits Bylaw Review Submission"

5. HEARING OF SUBMISSIONS

5.1. All submissions will be acknowledged. Persons making submissions, who wish to be heard by the Council, will have the opportunity to do so.

5.2. Copies of submissions are available on request from the Council.

5.3. Submissions will be heard by the Hearings Committee. Public notice will be given of the hearing date and location.



Statement of Proposal

Appendix 4

Submission Form

Speed Limits Bylaw Review – Amendment 10

Submissions close at 4.00 pm, Friday 12 September 2019

Disclaimer: Please note that submissions are public. Your name and submission will be included on papers available to the media and the public. Your submission will only be used for the purpose of considering options for the proposed Amendment 10 to the Dunedin City Council Speed Limits Bylaw 2004.

Name: _____

Organisation (if appropriate): _____

Address: _____

Phone: _____

Email: _____

Do you support the Amended Speed Limits Bylaw?

Yes ☐ Partly ☐ No ☐

Submission on the Speed Limits Bylaw Review - Amendment 10

An amendment to the Dunedin City Speed Limits Bylaw will give effect to the proposed speed limit changes in Dunedin City.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Further comments

(Please indicate page and section if commenting on a specific aspect.)

I/we wish to be heard by the Hearing Committee in support of this submission

Yes ☐ No ☐ (please tick one)

We will advise you if we are going to hold a hearing for this review.

Signed: _____

Date: _____

Please note that the proposed Speed Limits Bylaw Amendment 10 can be viewed at www.dunedin.govt.nz/consultation. Copies of the report and information are also available for viewing at the DCC Customer Service Centre, Ground Floor, Civic Centre and at Dunedin Public Libraries.

Email to: transportation.safety@dcc.govt.nz

Send to: Speed Limits Bylaw Review - Amendment 10
Dunedin City Council
PO Box 5045
Moray Place
Dunedin 9058

Your submission must be received at the Dunedin City Council by 4.00 pm on Friday, 12 September 2019.



PROPOSED SPEED LIMITS BYLAW –AMENDMENT 11

The DCC is proposing to set new safe speed limits for some roads. The speed a vehicle is traveling determines both the likelihood of a crash occurring and the severity of the outcome. The current speed limits on many Dunedin local roads are not suitable for the existing conditions. If approved, the new speed limits would come into force on 1 November 2020.

The proposed amendment 11 of the Speed Limits Bylaw sets out new speed limits for the following areas:

Proposed areas	Current speed km/h	Proposed speed km/h
Central city roads: CBD Dunedin and Green Island.	50	30
Peninsula town centre roads: Broad Bay, Company Bay, The Cove, Harwood, MacAndrew Bay and Portobello.	50	40
High risk rural roads: Allanton, Blackhead, Brighton, Fairfield, Green Island, Halfway Bush, Highcliff, Mount Cargill, North Taieri, Ocean View, Otago Peninsula, Saddle Hill, Tomahawk, Waldronville and Westwood	70, 80, & 100	60
Scroggs Hill Road	100	80

We want your input before deciding whether to amend the speed limits in the bylaw. Copies of the statement of proposal and Speed Limits Bylaw Amendment 11 are available at the DCC's customer service centres and libraries, at www.dunedin.govt.nz/consultation or by phoning 477 4000.

You can give us feedback online at www.dunedin.govt.nz/consultation, or write to us at Roding Bylaw, Dunedin City Council, PO Box 5045, Moray Place, Dunedin 9058.

Feedback needs to be received by 4pm on Thursday, 20 August 2020.

Streets affected by Speeds Limits Bylaw Amendment 11

Road name	Suburb	Part of road	Existing speed km/h	Proposed speed km/h	Existing 85 th percentile speed km/h
Great King Street	Central City	From Moray Place intersection to Frederick Street intersection.	50	30	38
St Andrew Street	Central City	From George Street intersection to 40m east of Great King Street intersection.	50	30	35
Hanover Street	Central City	From George Street intersection to 40m east of Great King Street intersection.	50	30	32-38 (adjacent blocks)
Moray Place	Central City	From 70m northwest of Princes Street intersection to Filleul Street intersection and from 67m southeast of Princes Street intersection to 48m northwest of Great King Street intersection.	50	30	39
View Street	Central City	From Moray Place intersection to 40m west.	50	30	31
Upper Stuart Street	Central City	From Moray Place intersection to 40m west.	50	30	n/a
Filleul Street	Central City	From Moray Place intersection to 40m north.	50	30	43 (Cargill/York block)
Lower Stuart Street	Central City	From Bath Street intersection to 40m east of Moray Place intersection.	50	30	31
Burlington Street	Central City	From Moray Place intersection to 40m southeast.	50	30	44

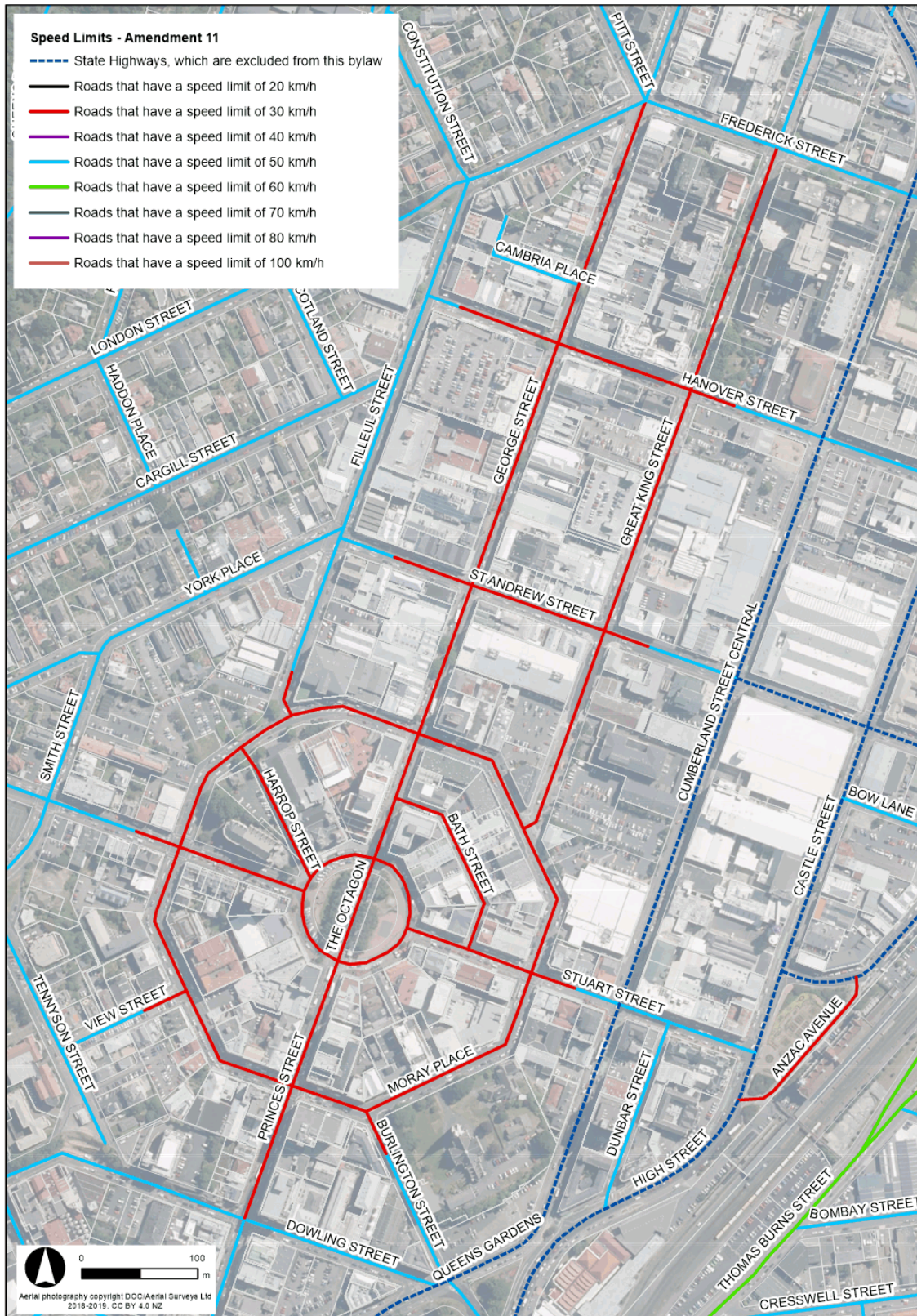
Main South Road	Green Island	From Church Street intersection to 50m east of the Main South Road/Brighton Road roundabout.	50	30	46
Jenkins Street	Green Island	From Main South Road intersection to 40m south.	50	30	34
Howden Street	Green Island	From Main South Road intersection to 40m south.	50	30	35 (adjacent block)
Blackhead Road	Blackhead	From 215m west of Emerson Street intersection to Brighton Road intersection.	80	60	83
Brighton Road	Waldronville	From 120m south of Weir Street intersection to 220m east of Friendship Drive intersection.	80	60	85
Allen Road South	Waldronville	Length of road.	80	60	n/a
Church Hill Road	Green Island	From 340m south of District Road intersection to Green Island Bush Road intersection.	80	60	43 (50km/h zone)
Green Island Bush Road	Green Island	Length of road.	80	60	62
Tunnel Beach Road	Blackhead	Length of road.	80	60	52
Brighton Road	Ocean View	From 235m east of Jeffcoates Road intersection to 310m east of McColl Road intersection.	70 & 80	60	n/a
Jeffcoates Road	Westwood	Length of road.	80	60	82
Rockview Road	Ocean View	Length of road.	70	60	n/a
McColl Road	Ocean View	Length of road.	70	60	n/a
Law Road	Allanton	Length of road.	100	60	56

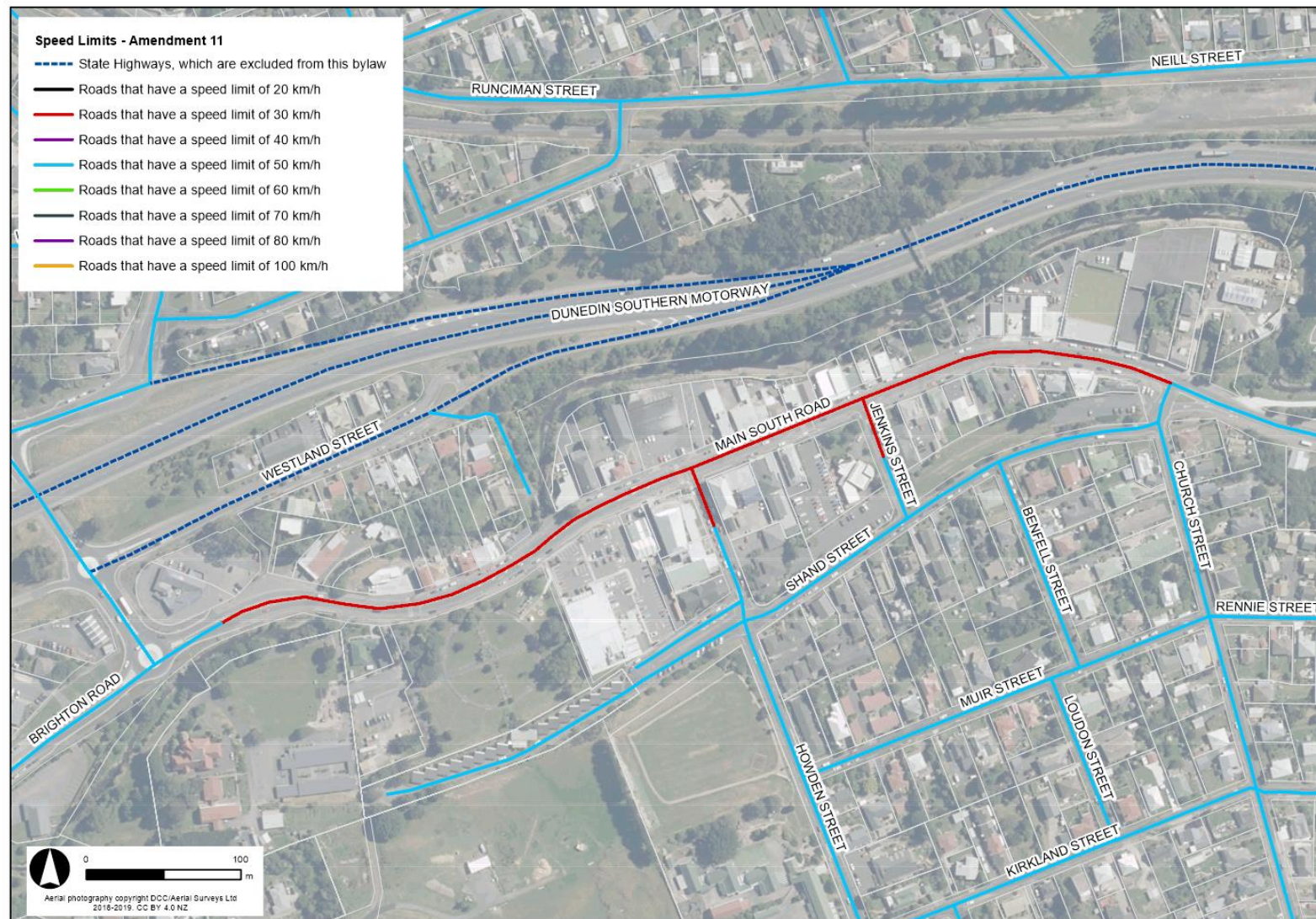
Scroggs Hill Road	Brighton	From Law Road intersection to 600m northwest of Seaview Road intersection.	100	80	69
Allanton-Scroggs Hill Road	Allanton	From Scroggs Hill Road intersection to 40m northwest.	100	60	n/a
Bush Reserve Road	Allanton	From Scroggs Hill Road intersection to 40m southwest.	100	60	n/a
Saddle Hill Road	Saddle Hill	Length of road.	100, 80 and 70	60	72 (80km/h zone)
Sproull Drive	Scoggs Hill	Length of road.	100	60	n/a
Scurr Road	Scroggs Hill	Length of road.	100	60	58
Finnie Road	Scroggs Hill	Length of road.	100	60	n/a
McMaster Road	Fairfield	Length of road.	100	60	46
Old Brighton Road	Fairfield	From Jeffcoates Road intersection to 265m southwest of Walton Park Reserve Avenue.	80	60	56 117m SW Walton Park Reserve Ave (50km/h zone)
Coalstage Road	Fairfield	40m north from Saddle Hill Road intersection	80	60	69
Main Road	Fairfield	From Saddle Hill Road intersection to 120m east.	70	60	n/a
Three Mile Hill Road	North Taieri	From 165m east of Flagstaff-Whare Flat Road intersection to 300m east of Silverstream Valley Road intersection.	80	60	76 (Flagstaff intersection)
Halfway Bush Road	Halfway Bush	Length of road.	70	60	80

Flagstaff-Whare Flat Road	North Taieri	From 3 Mile Hill Road intersection to 240m north.	100	60	59
Dalziel Road	Halfway Bush	From Three Mile Hill Road intersection to Brindson Road intersection.	70	60	75-79
Brindson Road	Halfway Bush	Length of road.	100	50	n/a
Chalmerston Road	Halfway Bush	Length of road.	100	60	n/a
Residential roads	The Cove	All roads or areas marked on the map entitled "DCC Speed Limit Bylaw 2004, Amendment 11" and identified in the legend as having a speed limit of 40 km/h.	50	40	44 (Irvine Rd)
Residential roads	MacAndrew Bay	All roads or areas marked on the map entitled "DCC Speed Limit Bylaw 2004, Amendment 11" and identified in the legend as having a speed limit of 40 km/h.	50	40	36 (Greenacres St)
Residential roads	Company Bay	All roads or areas marked on the map entitled "DCC Speed Limit Bylaw 2004, Amendment 11" and identified in the legend as having a speed limit of 40 km/h.	50	40	45 (McTaggart St)
Residential roads	Broad Bay	All roads or areas marked on the map entitled "DCC Speed Limit Bylaw 2004, Amendment 11" and identified in the legend as having a speed limit of 40 km/h.	50	40	34 (Bacon St)
Residential roads	Portobello	All roads or areas marked on the map entitled "DCC Speed Limit Bylaw 2004, Amendment 11" and identified in the legend as having a speed limit of 40 km/h.	50	40	39 (Hereweka St)
Residential roads	Harwood	All roads or areas marked on the map entitled "DCC Speed Limit Bylaw 2004, Amendment 11" and identified in the	50	40	50 (Harwood St)

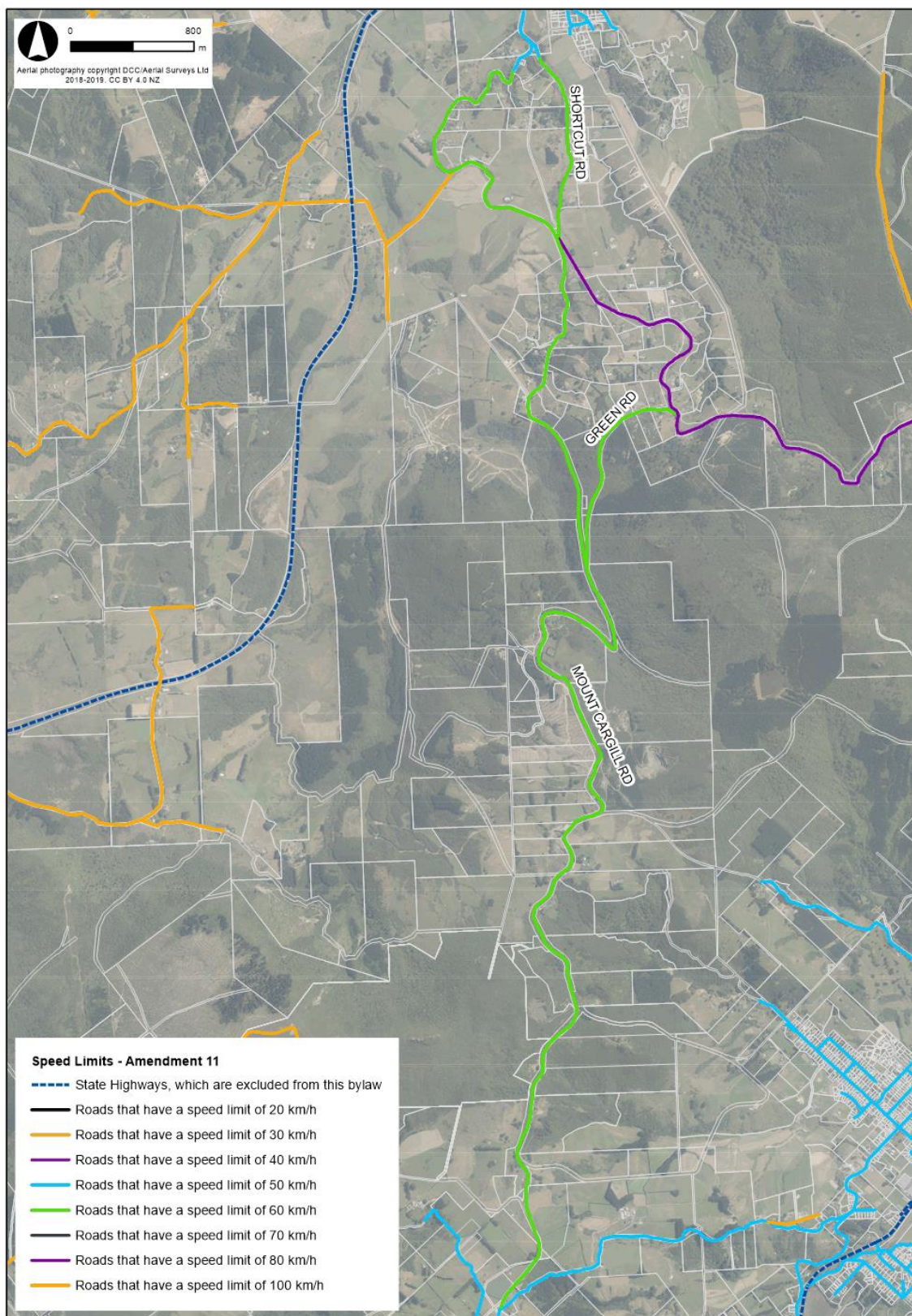
		legend as having a speed limit of 40 km/h.			
Residential roads	Otakou	All roads or areas marked on the map entitled "DCC Speed Limit Bylaw 2004, Amendment 11" and identified in the legend as having a speed limit of 40 km/h.	50	40	n/a
Residential roads	Harrington Point	All roads or areas marked on the map entitled "DCC Speed Limit Bylaw 2004, Amendment 11" and identified in the legend as having a speed limit of 40 km/h.	50	40	n/a
Portobello Road and Harrington Point Road	Otago Peninsula	150m west of Scobie Road to 187m northeast of Otakou Golf Course Road intersection.	50, 70 & 80	50 (urban) and 60 (elsewhere)	53 (Harrington Point Rd) 57 (Portobello Rd)
Ivanhoe Road	The Cove, Otago Peninsula	Length of road.	70	60	n/a
Irvine Road	The Cove, Otago Peninsula	Length of road.	70	60	44
Proctors Road	The Cove, Otago Peninsula	Length of road	70	60	n/a
Weller Street	The Cove, Otago Peninsula	Length of road.	70	60	n/a
Sunnybrae Road	Macandrew Bay	Length of road.	70	60	n/a
St Ronans Road	Macandrew Bay	Length of road.	70	60	n/a
Rosehill Road	Macandrew Bay	Length of road.	70	60	n/a
Weir Road	Portobello	Length of road.	70	60	n/a

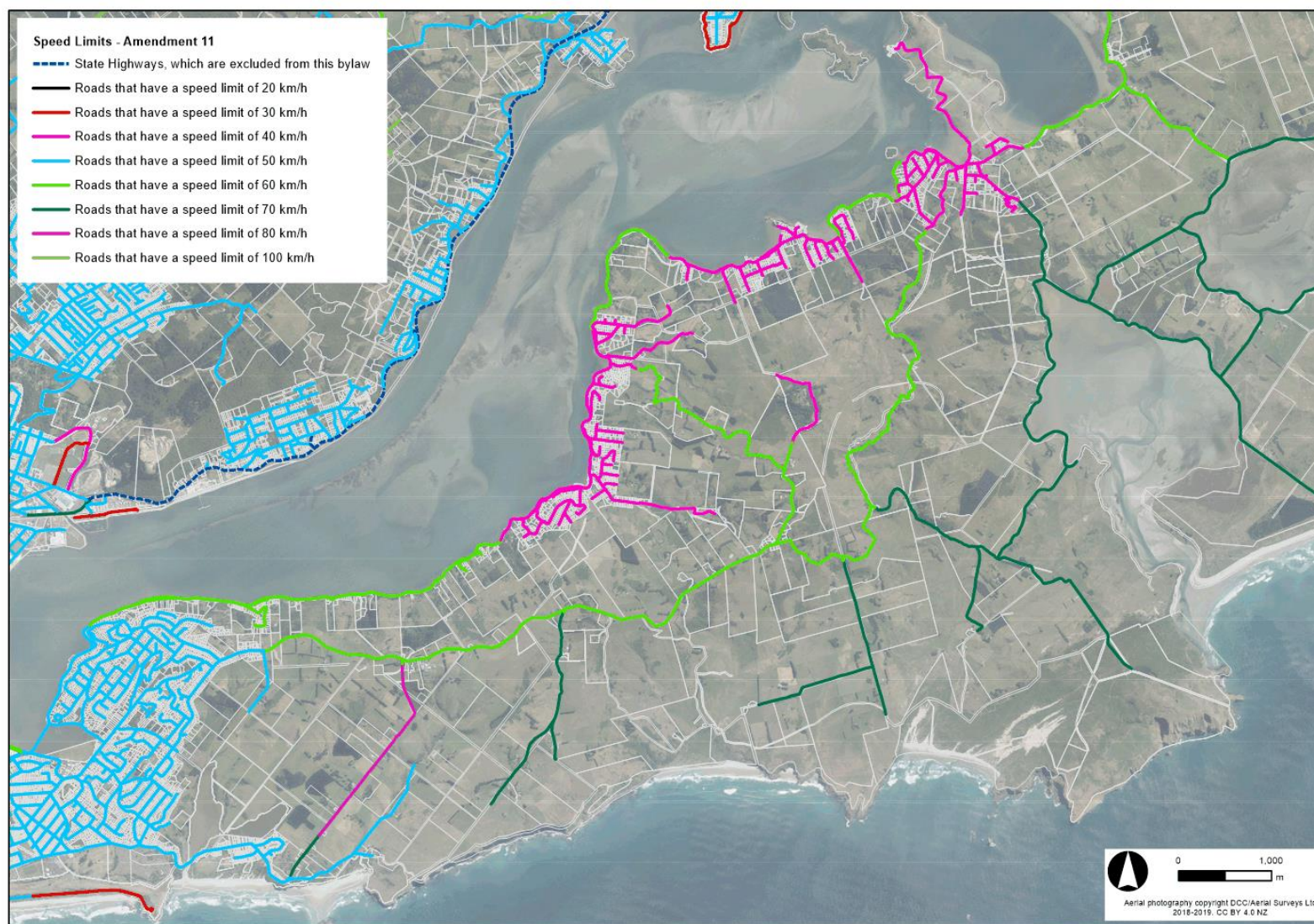
Desert Road	Otakou, Otago Peninsula	Length of road.	80	60	n/a
Highcliff Road	Highcliff	From Hilton Road intersection to 110m southwest of Seaton Road intersection.	70 & 80	60	69 (80km/h zone) 53 (70km/h zone)
Centre Road	Tomahawk	From 50m south of Highcliff Road intersection.	80	60	84
Karetai Road	Tomahawk	From Highcliff Road intersection 50m south.	70	60	n/a
Camp Road	Tomahawk	From Highcliff Road intersection to 279m north of Castlewood Road intersection.	70	60	63
Castlewood Road	Tomahawk	From Camp Road intersection to 295m east of Portobello Road intersection.	70	60	48
Seal Point Road	Sandymount, Otago Peninsula	50m south of Highcliff Rd intersection	70	60	82
Sandymount Road	Sandymount, Otago Peninsula	From Highcliff Road intersection to 50m east.	70	60	45
Mount Cargill Road	Upper Junction	From Upper Junction Road to No.1108 (245m southwest of Shortcut Road).	80	60	76
Green Road	Mt Cargill	Length of road.	100	60	46
Shortcut Road	Mt Cargill	From Mt Cargill Road intersection to 105m south of Harvey Street intersection	100	60	59
Shortcut Road	Mt Cargill	From Harvey Street intersection to 105m south	50 & 100	50	48

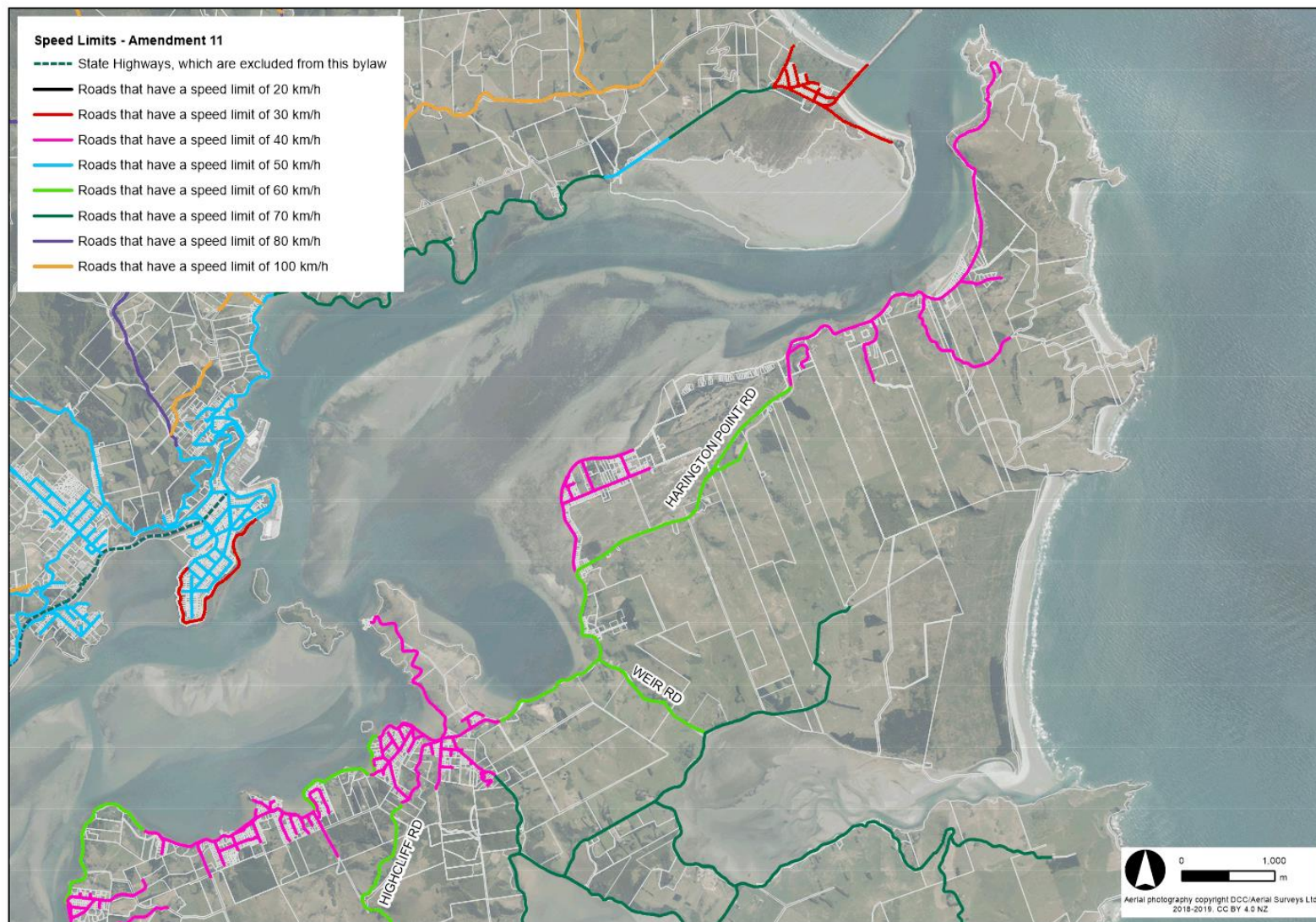


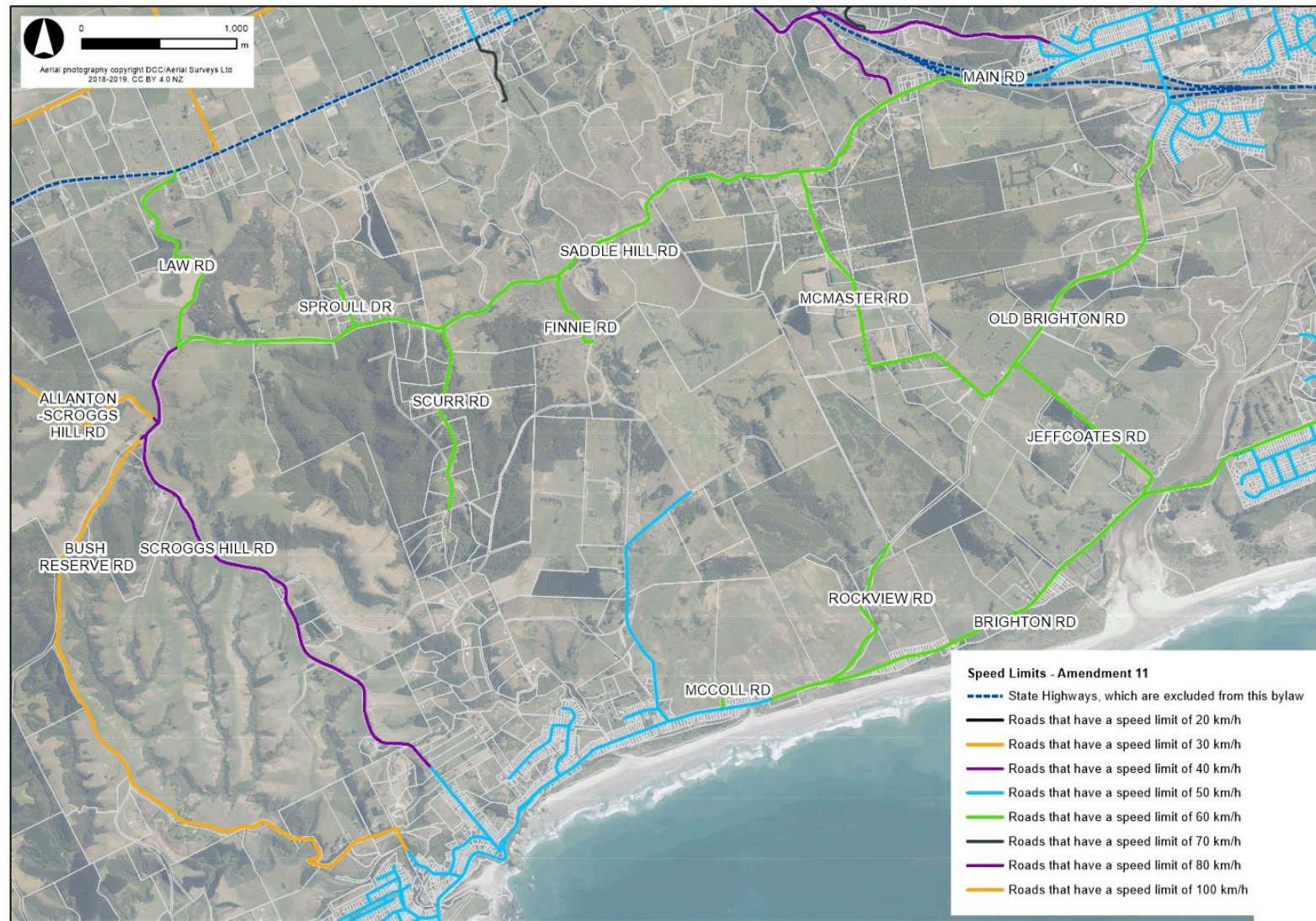


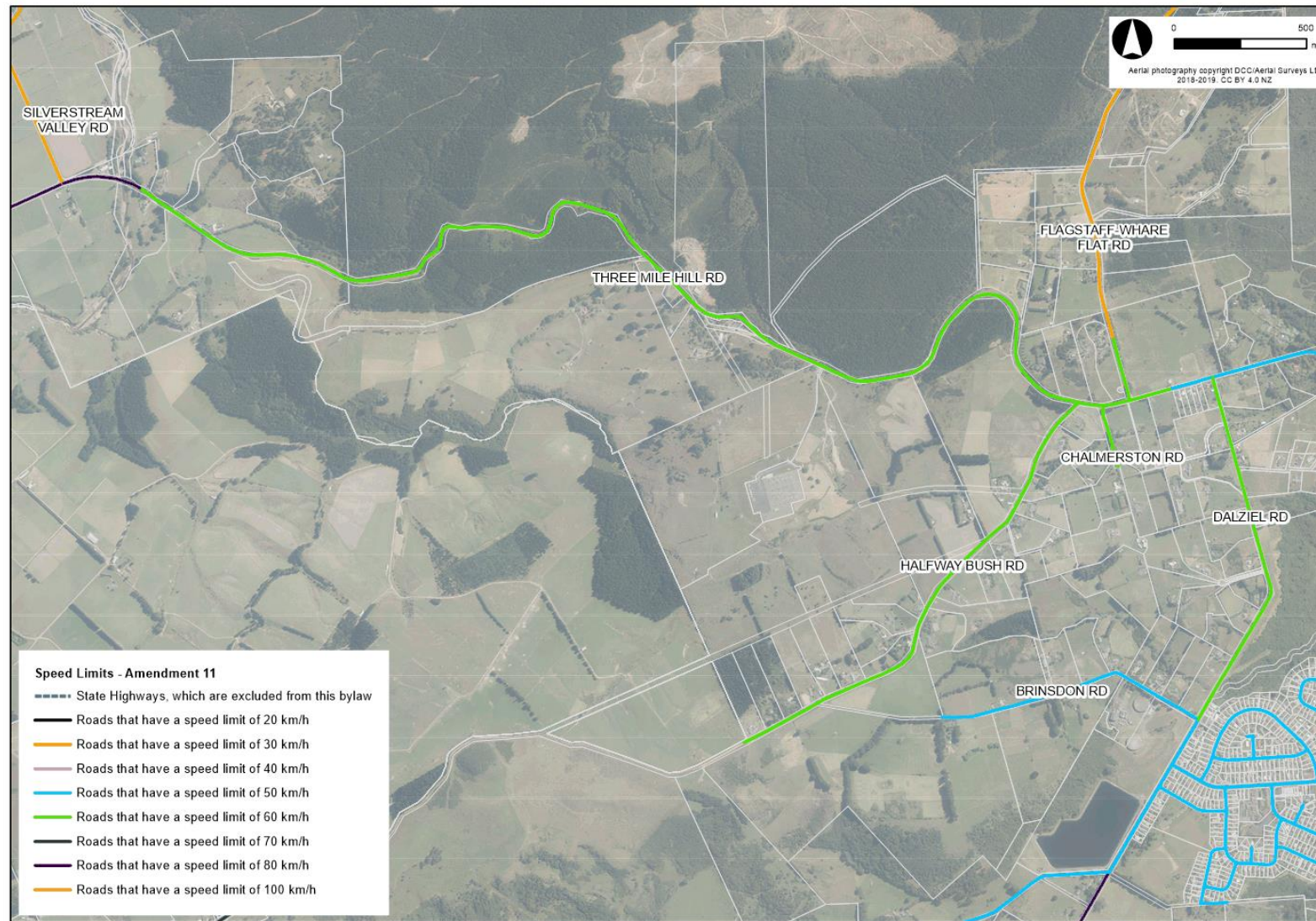














Speed Limits Bylaw 2004 – Amendment 11

Statement of Proposal

This Statement of Proposal is prepared pursuant to the Local Government Act 2002 and the Land Transport Rule: Setting of Speed Limits 2017.

Introduction

The Dunedin City Council (DCC) is seeking feedback on its draft Amendment 11 to the DCC Speed Limits Bylaw 2004.

This Statement of Proposal sets out background information, what is being proposed, reasons for the proposal, how submissions on the proposal may be made and how long the consultation period will run for.

The objective of the DCC Speed Limits Bylaw is to set maximum speed limits for roads under the jurisdiction of the DCC. The speed limits for roads are set to what the DCC considers is safe and appropriate regarding the function, nature and use of the road, its environment, land use patterns and whether the road is an urban traffic area or a rural area.

Background

Dunedin has a serious problem with people needlessly dying and being seriously injured on Dunedin's roads. From 2015 to 2019, 28 people died and an additional 369 were seriously injured on our roads and these numbers are getting worse each year.

These statistics put Dunedin near the top of New Zealand's most dangerous cities in terms of pedestrian deaths and accidents.

The DCC is responsible for managing the safe and efficient operation of Dunedin's local road network. The local road network includes public roads and beaches but excludes State Highways for which the New Zealand Transport Agency has responsibility.

The DCC is committed to improving safety on Dunedin's roads through its Road Safety Programme. The DCC recognises that speed management is critical to addressing Dunedin's road safety issues and is undertaking a Speed Management Programme as part of its wider Road Safety Programme.

Reviewing and ensuring that speed limits across Dunedin are set at levels appropriate for road function, safety, design and use is one of the key measures that the DCC is undertaking to improve

safety on Dunedin's roads. Setting safe speed limits will see a reduction in deaths and serious injuries on our roads.

The DCC's speed limit assessments are undertaken in accordance with NZTA's Speed Management Guide and the Safer Journey's Risk Assessment Tool. All reports are independently assessed by a consultant to ensure they're accurate and fit for purpose.

Speed limits must be set by bylaw in accordance with the Land Transport: Setting of Speed Limits Rule 2017 ("the 2017 Rule"). The DCC has the power, under the Land Transport Act 1998, to amend bylaws to set speed limits for roads under its control.

The proposal

The DCC is proposing to amend the DCC Speed Limits Bylaw 2004 ("the proposed amendment") to set new safe speed limits for some roads under its control. It is intended to come into effect and bring the new speed limits into force on 1 November 2020.

The proposed amendment sets out new speed limits for the following areas:

Proposed areas	Current speed km/h	Proposed speed km/h
Central city roads: CBD Dunedin and Green Island.	50	30
Peninsula town centre roads: Broad Bay, Company Bay, The Cove, Harwood, MacAndrew Bay and Portobello.	50	40
High risk rural roads: Allanton, Blackhead, Brighton, Fairfield, Green Island, Halfway Bush, Highcliff, Mount Cargill, North Taieri, Ocean View, Otago Peninsula, Saddle Hill, Tomahawk, Waldronville and Westwood	70, 80, & 100	60
Scroggs Hill Road	100	80

Relevant determinations by Council

The Council, in making the Speed Limit Bylaw 2004 Amendment 11, considered it was the most appropriate means for addressing increasing urban development and managing road traffic throughout the Dunedin City region. It considered the Speed Limit Bylaw 2004 was an appropriate bylaw to keep road users safe, assist enforcement agencies to manage the road network safely and help reduce accidents.

The Council believes these considerations apply equally to the amendments proposed to the Speed Limits Bylaw 2004.

The Council considers the proposed amended bylaw is consistent with the New Zealand Bill of Rights Act 1990 and only seeks to impose justifiable and reasonable limitations on people in the interests of public health safety and traffic safety.

Reasons for the proposal

The current speed limits on many Dunedin local roads are not suitable for the existing conditions. Many of the rural roads are twisting, hilly, narrow and pose challenges to even the most experienced drivers. The consequences of driver errors on these roads can be fatal. This is considered a significant contributor to death and serious injuries, which suggests the road environment and design of Dunedin roads are not designed in such a way that the speed limit is the safe speed.

To tackle the problems of increasing deaths and serious injuries on Dunedin's roads, the DCC has developed a Speed Management Programme. This programme is part of a wider Road Safety Programme and aims to improve the safety of Dunedin's roads by taking a more modern approach to speed management and setting safe speed limits on Dunedin roads. Speed management has been identified as a cost-effective approach for reducing the number of people who die or are seriously injured on our roads.

Speed determines both the likelihood of a crash occurring and the severity of the outcome. Regardless of what causes a crash, whether people walk away or are carried away will depend on the speed their vehicles are travelling.

Our crash statistics show 52% of deaths and serious injuries involve vulnerable road users (people walking, on bikes and motorcycles, children, the elderly and the disabled – people not in cars).

It is not just about keeping the driver and passengers of a car safe. While modern cars have improved safety features, if we crash into vulnerable road users at speeds higher than 30km/h, the risk of them dying or being seriously injured increases substantially. The likelihood of a pedestrian dying when struck by a car drops from 80% in a 50km/h collision to 10% at 30km/h.

This proposal follows a speed management review by the DCC to determine safe and appropriate speeds across the roading network.

We reviewed existing speed limits across Dunedin, focusing on high risk roads. As required by the 2017 Rule, speed limits have been reviewed considering:

- function and use of the road
- crash risk for all road users
- characteristics of the road and roadsides
- adjacent land use
- number of intersections and property access ways
- traffic volume
- planned modification to the road information and guidance from NZTA, including their Speed Management Guide.

Findings of our review identified that many speed limits are not currently set at a safe speed. The DCC is proposing to set new speed limits for some roads in response to these findings.

Options for you to consider**Option 1: No change – keep existing speed limits for roads included in the proposed amendment**

Keeping speed limits the same as they currently are is considered highly undesirable as it does not respond to our review findings and the increase in deaths and serious injuries on Dunedin's roads.

Option 2: Set new speed limits on roads included in the proposed amendment in response to our review findings*Central city roads*

Introduce 30km/h speed limits on some central city roads, as listed in schedule 3 of the proposed amendment. The reasons for this new speed limit include:

- Make a safer environment where there are high numbers of vulnerable road users
- Reducing speed limits to survivable levels recognises that many users share the same space
- Existing operating (actual) speeds are normally lower than posted speeds during peak periods due to the high volume of foot traffic
- Create public spaces that promote people's health, happiness and well-being.

Peninsula town centre roads

Introduce 40km/h speed limits on some residential roads, which lead to commercial precincts and feature high volumes of tourist drivers, as listed in schedule 4 of the proposed amendment. The reasons for this new speed limit include:

- Provide a more people-focused street where families feel safer
- To reduce the likelihood of death or serious injury as traffic levels increase and more people choose to walk and cycle
- Research has shown that reducing speed in residential areas has many health and well-being benefits.

High risk rural roads

Introduce 60km/h speed limits on some outlying roads, as listed in schedule 6 of the proposed amendment and introduce 80km/h limit on Scroggs Hill Road. The reasons for the new speed limits include:

- Make key routes safer for the road environment
- Reduce accidents on high crash risk routes.

DCC now wants your feedback

Before deciding on the proposed amendment and changes to speed limits, the DCC wants your input. Please fill out the feedback form so we can take your views into account. You can give us feedback from 20 July to 20 August 2020.

Documents

See Attachment B for the proposed DCC Speed Limits Bylaw 2004 Amendment 11

See Attachments C to J for maps of proposed changes to speed limits

Where to from here?

- Public submissions close on 20 August 2020.
- Hearings will be held around September 2020.
- The Council considers submissions and decides on any changes to the proposed bylaw and speed limits.
- If the Council enacts changes to speed limits, the new speed limits will come into force from 1 November 2020.



Speed Limits Bylaw Review – Amendment 11

Submissions close at 4pm on Thursday, 20 August 2020

Please note: Your name and submission will be made public as part of the DCC's decision making process. This information will be included in papers available to the public and the media but will only be used for Amendment 11 to the Speed Limits Bylaw 2004 consultation. *Late submissions may not be accepted.*

Name: _____

Organisation (if appropriate): _____

Address: _____

Phone: _____

Email: _____

Overall, do you agree with the general direction of Amendment 11 to the Speed Limits Bylaw 2004

Yes ☐ No ☐

Do you support reducing the speed limit to 30km/h on central city roads?

Yes ☐ No ☐

Do you support reducing the speed limit to 40km/h on Peninsula town centre roads?

Yes ☐ No ☐

Do you support reducing the speed limit to 60km/h on high risk rural roads?

Yes ☐ No ☐

Do you support reducing the speed limit to 80km/h on Scroggs Hill Road?

Yes ☐ No ☐

Which road(s) do you want to comment on?

(Please use the change code/s from the table of streets affected by the changes)

Do you support our suggested new speed limit for this road(s)?

Yes ☐ No ☐

If no what speed would you like to see for this road(s)?

Why/why not do you support our suggested new speed limit?

Are there any other roads in Dunedin you consider should have a lower speed limit?

Yes ☐ No ☐

Do you have any other comments?

I/we wish to be heard by the Hearing Committee in support of this submission

Yes ☐ No ☐ (please tick one)

If you wish to speak, you will be contacted with a speaking time as soon as possible after submission close. *(Note: You may be able to present your views by audio or audio-visual link)*

Signed: _____

Date: _____

Please note that the proposed Speed Limits Bylaw Amendment 11 can be viewed at www.dunedin.govt.nz/consultation. Copies of the report and information are also available for viewing at the DCC Customer Service Centre, Ground Floor, Civic Centre and at Dunedin Public Libraries.

Email to: transport@dcc.govt.nz

Send to: Speed Limits Bylaw Review - Amendment 11
Dunedin City Council
PO Box 5045
Dunedin 9054

Your submission must be received at the Dunedin City Council by 4pm on Thursday, 20 August 2020.

DUNEDIN CITY SPEED LIMIT BYLAW 2004			
Approved by:		Council	
Date approved:		4 October 2004	Reviewed: 19 February 2019

1. Introduction

Pursuant to the Local Government Act 2002 and Land Transport Rule: Setting of Speed Limits 2017 the Dunedin City Council makes this bylaw to set speed limits as specified in the schedules.

2. Title

The title of this bylaw is the Dunedin City Speed Limit Bylaw 2004.

3. Date the speed limits Come into force

The speed limits described in the schedules come into force on the date specified in the schedules.

4. Interpretation

“ROAD”, “SPEED LIMIT” and “URBAN TRAFFIC AREA” have the same meanings as in the Land Transport Rule: Setting of Speed Limits 2017.

5. Speed limits

The roads or areas described in the schedules specified in paragraph 7 or as shown on a map referenced in the schedules are declared to have the speed limits specified in the schedules and maps, which are part of this bylaw.

6. Amending speed limits

The Council may, by resolution, amend any speed limit or Urban Traffic Area as set out in the schedules specified in clause 7 or on a map referenced in the schedules.

7. Schedules

- Schedule 1: Roads that have a speed limit of 10 km/h
- Schedule 2: Roads that have a speed limit of 20 km/h
- Schedule 3: Roads that have a speed limit of 30 km/h
- Schedule 4: Roads that have a speed limit of 40 km/h
- Schedule 5: Urban Traffic Areas and roads that have a speed limit of 50 km/h
- Schedule 6: Roads that have a speed limit of 60 km/h
- Schedule 7: Roads that have a speed limit of 70 km/h
- Schedule 8: Roads that have a speed limit of 80 km/h
- Schedule 9: Roads that have a speed limit of 90 km/h
- Schedule 10: Rural areas and roads that have a speed limit of 100 km/h

- Schedule 11: Roads that have a holiday speed limit
Schedule 12: Roads that have a variable speed limit
Schedule 13: Roads that have a minimum speed limit

8. Bylaw to be repealed

All bylaws concerning speed limits made by the Council or its predecessors are hereby repealed.

9. Date bylaw made

This bylaw was made by the Dunedin City Council at a meeting of the Council on 4 October 2004.

The common seal of the Dunedin City Council was affixed and authorised by:

_____ Mayor/Councillor

_____ Councillor

10. Date bylaw amended

Amendment 1 to the Dunedin City Council Speed Limit Bylaw 2004 was made by the Dunedin City Council at a meeting of the Council on 19 September 2005.

Amendment 2 to the Dunedin City Council Speed Limit Bylaw 2004 was made by the Dunedin City Council at a meeting of the Council on 4 October 2010.

Amendment 3 to the Dunedin City Council Speed Limit Bylaw 2004 was made by the Dunedin City Council at a meeting of the Council on 31 May 2011.

Amendment 4 to the Dunedin City Council Speed Limit Bylaw 2004 was made by the Dunedin City Council at a meeting of the Council on 27 June 2011.

Amendment 5 to the Dunedin City Council Speed Limit Bylaw 2004 was made by the Dunedin City Council at a meeting of the Council on 12 December 2011.

Amendment 6 to the Dunedin City Council Speed Limit Bylaw 2004 was made by the Dunedin City Council at a meeting of the Council on 29 October 2012.

Amendment 7 to the Dunedin City Council Speed Limit Bylaw 2004 was made by the Dunedin City Council at a meeting of the Council on 15 December 2014.

Amendment 8 to the Dunedin City Council Speed Limit Bylaw 2004 was made by the Dunedin City Council at a meeting of the Council on 11 December 2017.

Amendment 9 to the Dunedin City Council Speed Limit Bylaw 2004 was made by the Dunedin City Council at the meeting of the Council on 19 February 2019.

Amendment 10 to the Dunedin City Council Speed Limit Bylaw 2004 (under review).

[Amendment 11 to the Dunedin City Council Speed Limit Bylaw 2004 \(proposed\).](#)

TABLE OF SCHEDULES AND MAP REFERENCES FOR DUNEDIN CITY ROADS (EXCLUDES STATE HIGHWAYS)

Schedule 1: Roads that have a speed limit of 10 km/h

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a speed limit of 10 km/h.

Reference number	Speed limit	Description	Date speed limit comes into force	Legal instrument
S1	10 km/h	None at present in Dunedin city		

Schedule 2: Roads that have a speed limit of 20 km/h

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a speed limit of 20 km/h.

Reference number	Speed limit	Description	Date speed limit comes into force	Legal instrument
S2	20 km/h	None at present in Dunedin city		

Schedule 3: Roads that have a speed limit of 30 km/h

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a speed limit of 30 km/h.

Reference number	Speed limit	Description	Date speed limit comes into force	Legal instrument
S3	30 km/h	Those roads or areas marked on the maps 2-6 annexed to this bylaw identified in the legend as having a speed limit of 30 km/h. These roads/areas are at: Aramoana, CBD Dunedin, Green Island , Purakaunui, Waikouaiti	1 November 2020	Dunedin City Council Speed Limit Bylaw 2004 Amendment 11

Schedule 4: Roads that have a speed limit of 40 km/h

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a speed limit of 40 km/h.

Reference number	Speed limit	Description	Date speed limit comes into force	Legal instrument
S4	40 km/h	Those roads or areas marked on the maps 2-6 annexed to this bylaw identified in the legend as having a speed limit of 30 km/h. These roads/areas are at: Broad Bay , Company Bay , The Cove , Harwood , Dunedin, MacAndrew Bay , Portobello	1 November 2020	Dunedin City Council Speed Limit Bylaw 2004 Amendment 11

Schedule 5: Roads that have a speed limit of 50 km/h

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a speed limit of 50 km/h.

Reference number	Speed limit	Description	Date speed limit comes into force	Legal instrument
S5	50 km/h	Those roads or areas marked on the maps 2-6 annexed to this bylaw identified in the legend as having a speed limit of 30 km/h. These roads/areas are at: Allanton, Brighton, Dunedin, Karitane, Harwood , Middlemarch, Mosgiel, Otakou, Outram, Portobello , Waikouaiti, Waitati, Waldronville, Warrington	<u>1 November 2020</u>	Dunedin City Council Speed Limit Bylaw 2004 Amendment 11

Schedule 6: Roads that have a speed limit of 60 km/h

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a speed limit of 60 km/h.

Reference number	Speed limit	Description	Date speed limit comes into force	Legal instrument
S6	60 km/h	Those roads or areas marked on the maps 2-6 annexed to this bylaw identified in the legend as having a speed limit of 30 km/h. These roads/areas are at: <u>Allanton, Blackhead, Brighton, Dunedin, Fairfield, Green Island, Halfway Bush, Highcliff, Mt Cargill, North Taeri, Ocean View, Otago Peninsula, Saddle Hill, Tomahawk, Waldronville, Westwood</u>	<u>1 November 2020</u>	Dunedin City Council Speed Limit Bylaw 2004 Amendment 11

Schedule 7: Roads that have a speed limit of 70 km/h

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a speed limit of 70 km/h.

Reference number	Speed limit	Description	Date speed limit comes into force	Legal instrument
S7	70 km/h	Those roads or areas marked on the maps 2-6 annexed to this bylaw identified in the legend as having a speed limit of 30 km/h. These roads/areas are at: Aramoana, Brighton , Dunedin, Harwood , Karitane, Middlemarch, Momona, Mosgiel, Outram, Portobello , Waikouaiti, Warrington	<u>1 November 2020</u>	Dunedin City Council Speed Limit Bylaw 2004 Amendment 11

Schedule 8: Roads that have a speed limit of 80 km/h

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a speed limit of 80 km/h.

Reference number	Speed limit	Description	Date speed limit comes into force	Legal instrument
S8	80 km/h	Those roads or areas marked on the maps 2-6 annexed to this bylaw identified in the legend as having a speed limit of 30 km/h. These roads/areas are at: Aramoana, Brighton, Dunedin, Harwood , Karitane, Middlemarch, Mosgiel, Portobello , Purakaunui, Waldronville <u>Scroggs Hill</u> , Warrington	<u>1 November 2020</u>	Dunedin City Council Speed Limit Bylaw 2004 Amendment 11

Schedule 9: Roads that have a speed limit of 90 km/h

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a speed limit of 90 km/h.

Reference number	Speed limit	Description	Date speed limit comes into force	Legal instrument
S9	90 km/h	None at present in Dunedin city		

Schedule 10: Roads that have a speed limit of 100 km/h

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a speed limit of 100 km/h.

Reference number	Speed limit	Description	Date speed limit comes into force	Legal instrument
S10	100km/h	All Dunedin City Council roads outside an Urban Traffic Area (as listed in Schedule 5) have a speed limit of 100 km/h, except for roads that are: a) Described as having a different speed limit in the appropriate schedule and shown on the relevant maps to this bylaw; and are b) Shown on a map as having a different speed limit, as referenced in the appropriate schedule and shown on the relevant maps of this bylaw.	<u>1 November 2020</u>	Dunedin City Council Speed Limit Bylaw 2004 Amendment 11

Schedule 11: Roads that have a holiday speed limit

The roads or areas described in this schedule and as shown on a map referenced in this schedule are declared to have a holiday speed limit as specified in this schedule.

Reference number	Speed limit	Description	Date speed limit comes into force	Legal instrument
S11		None at present in Dunedin city		

Schedule 12: Roads that have a variable speed limit

The roads or areas described in this schedule are declared to have a variable speed limit as specified in this schedule.

Reference number	Speed limit	Description		Date speed limit comes into force	Legal instrument	
S12	40 km/h	The schools and school zones listed below as having a variable speed limit of 40 km/h that can operate on school days at the given times:		1 November 2020	Dunedin City Council Speed Limit Bylaw 2004 Amendment 11	
		Carisbrook School	<u>South Road:</u> From 60m west of Surrey St to 115m east of Surrey St Extending 20m north into Station Rd 60m south into Surrey St			8.30am – 9.00am 3.00pm – 3.30pm
		Kings High School and Queens High School	<u>Bay View Road</u> From 30m east of Surrey St to 40m east of East Ave Extending 40m south into King’s Ave 30m south into East Ave			8.30am –8.45am 2.55pm –3.10pm
		Kaikorai Valley College	<u>Kaikorai Valley Road</u> From 290m south of Bryant St to 280m north of Bryant St Extending 80m east into Bryant St			8.00am –9.30am 2.00pm – 4.00pm <i>“10 minutes at any other time when children cross the road or enter or leave vehicles at the roadside”.</i>
		Wakari School	<u>Helensburgh Road</u> From 25m south of Shetland St to 60m north of Mayfield Ave Extending 232m into Shetland St 300m into Mayfield Ave 25m into Holyrood St 25m into Ethel St			

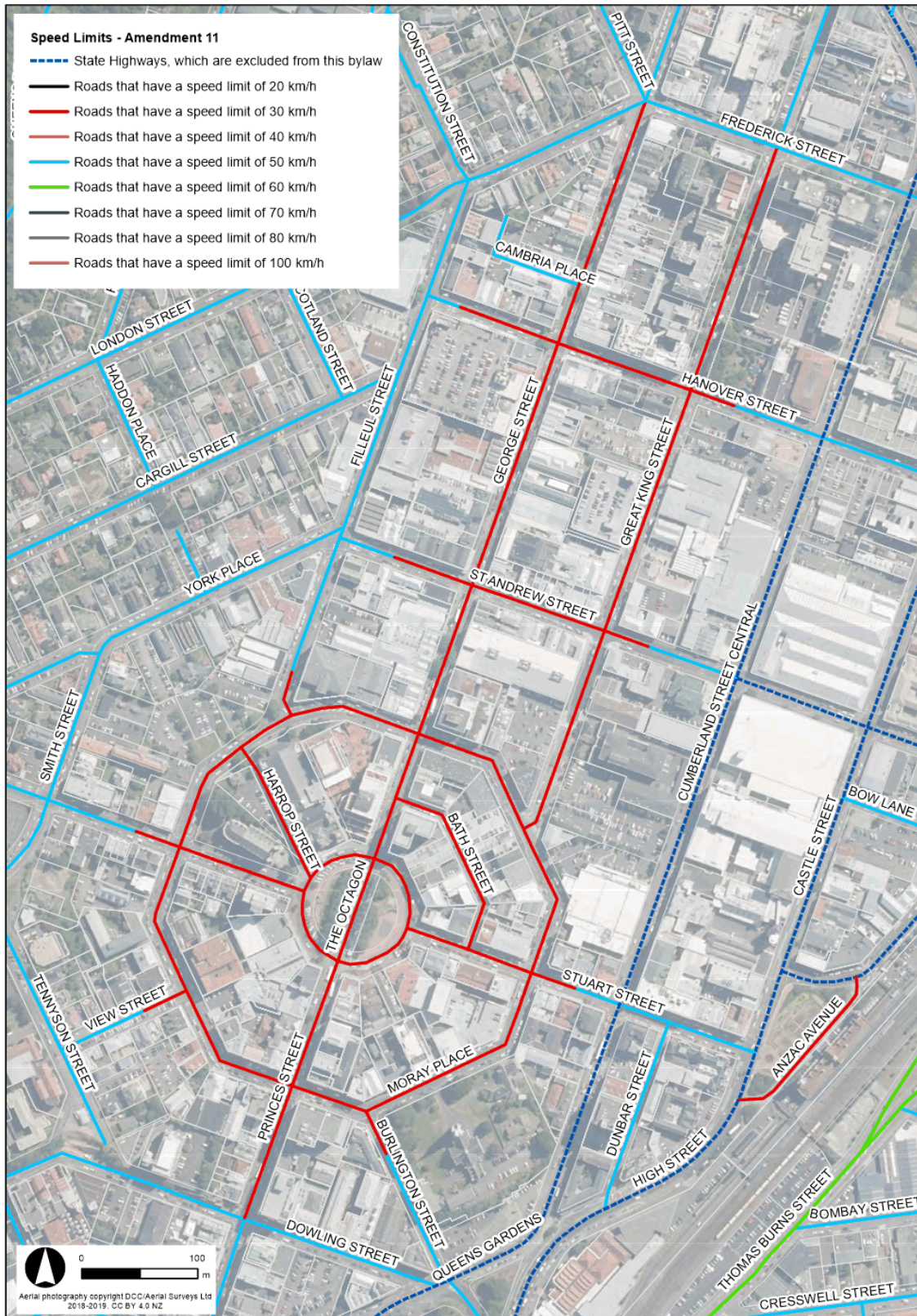
Reference number	Speed limit	Description			Date speed limit comes into force	Legal instrument
	40 km/h	Bayfield High School	<u>Musselburgh Rise</u> From 45m north of Tainui Rd to 20m south of Somerville St/Silverton St Extending 462m into Shore St 85m into Rawhiti St 25m into Bayfield Rd	8.00am – 9.30am 2.00pm – 4.00pm <i>“10 minutes at any other time when children cross the road or enter or leave vehicles at the roadside”.</i>		
		East Taieri School	<u>Gladstone Road South</u> From 160m west of Cemetery Rd to 160m east of Cemetery Rd Extending 250m south of Gladstone Rd			
		Fairfield School	<u>Main Road</u> From 310m west of Old Brighton Rd to 130m east of Old Brighton Rd Extending 60m into Fairplay St 300m into Old Brighton Rd 80m into Sickels St			
		George Street Normal School	<u>George Street</u> From 70m north of Duke St to 70m south of Howe St Extending 60m west and 60m in Duke St 50m into Warrender St 70m into Howe St			
		North East Valley School Cluster (Dunedin Intermediate School and Sacred Heart School)	<u>North Road</u> From Opoho Rd to 35m east of Glendining Ave Extending 70m into Bank St 70m into Great King St 225m into Opoho Rd 25 m into Chacombe Ave 25m into Cornhill St 25m into Glendining Ave			

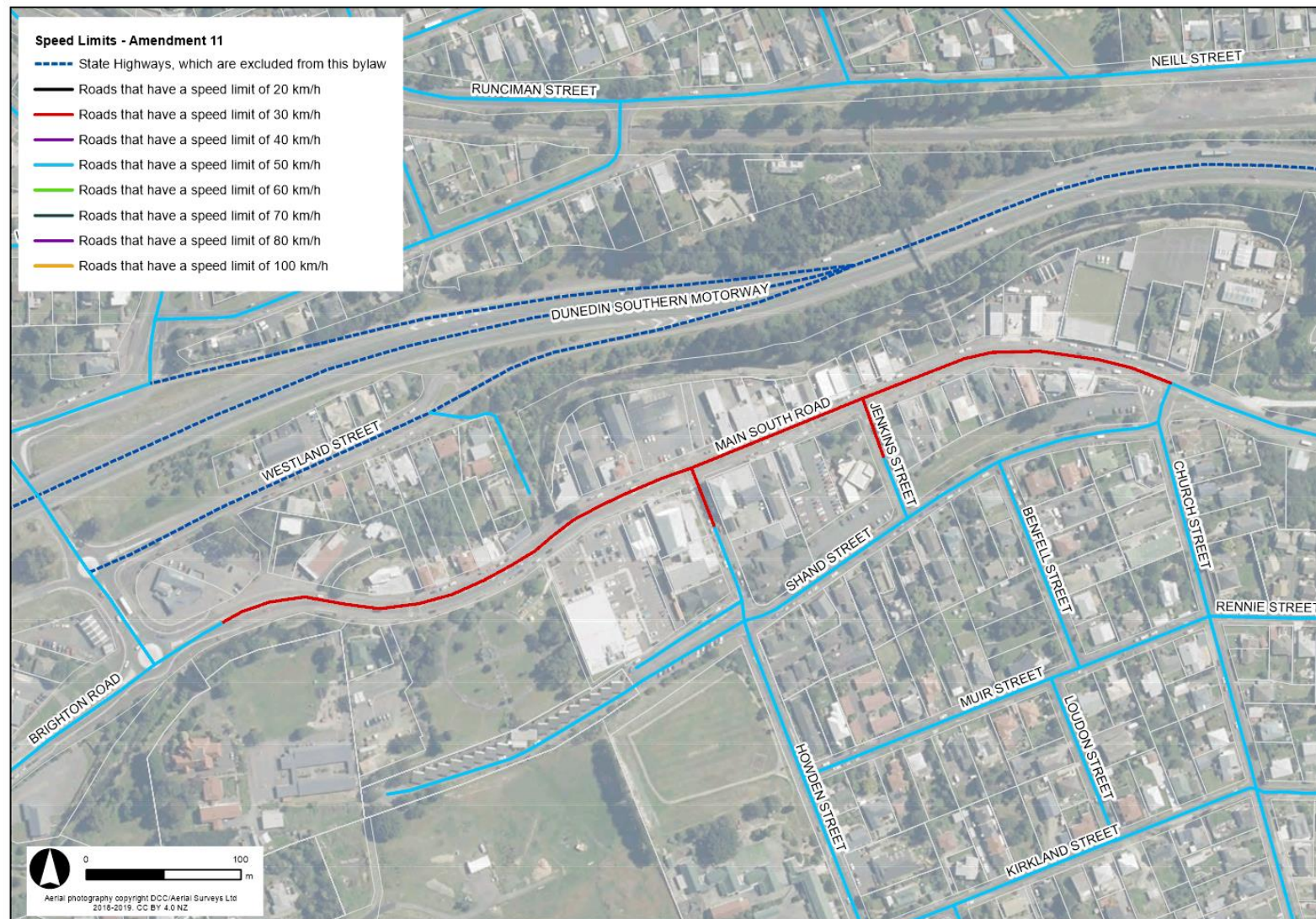
Reference number	Speed limit	Description	Date speed limit comes into force	Legal instrument
	40 km/h	<div> Waitati School <u>Mt Cargill Road</u> From Shortcut Road to 245m south of Shortcut Rd Extending 35m into Harvey St 25m into Orokonui Rd 60m into Shortcut Rd </div> <div> Central City School Cluster (Arthur Street School, Kavanagh College, Otago Boys High School, Otago Girls High School and St Joseph's Cathedral School) <u>Arthur Street</u> From 130m south of Rattray St to 318m north of Rattray St <u>Bishops Place</u> (entire road) <u>Bishops Road</u> (entire road) <u>Rattray Street</u> From 163m west of Arthur St to 482m east of Arthur St Extending 120m into Bishops Pl 219m into Brown St 210m into Cargill St 216m into Smith St <u>Tennyson Street</u> From York Place to Dowling St Extending 8m into View St <u>York Place</u> From 140m west of Rattray St to 311m east of Rattray St </div>	8.00am – 9.30am 2.00pm – 4.00pm <i>"10 minutes at any other time when children cross the road or enter or leave vehicles at the roadside".</i>	

Schedule 13: Roads that have a minimum speed limit

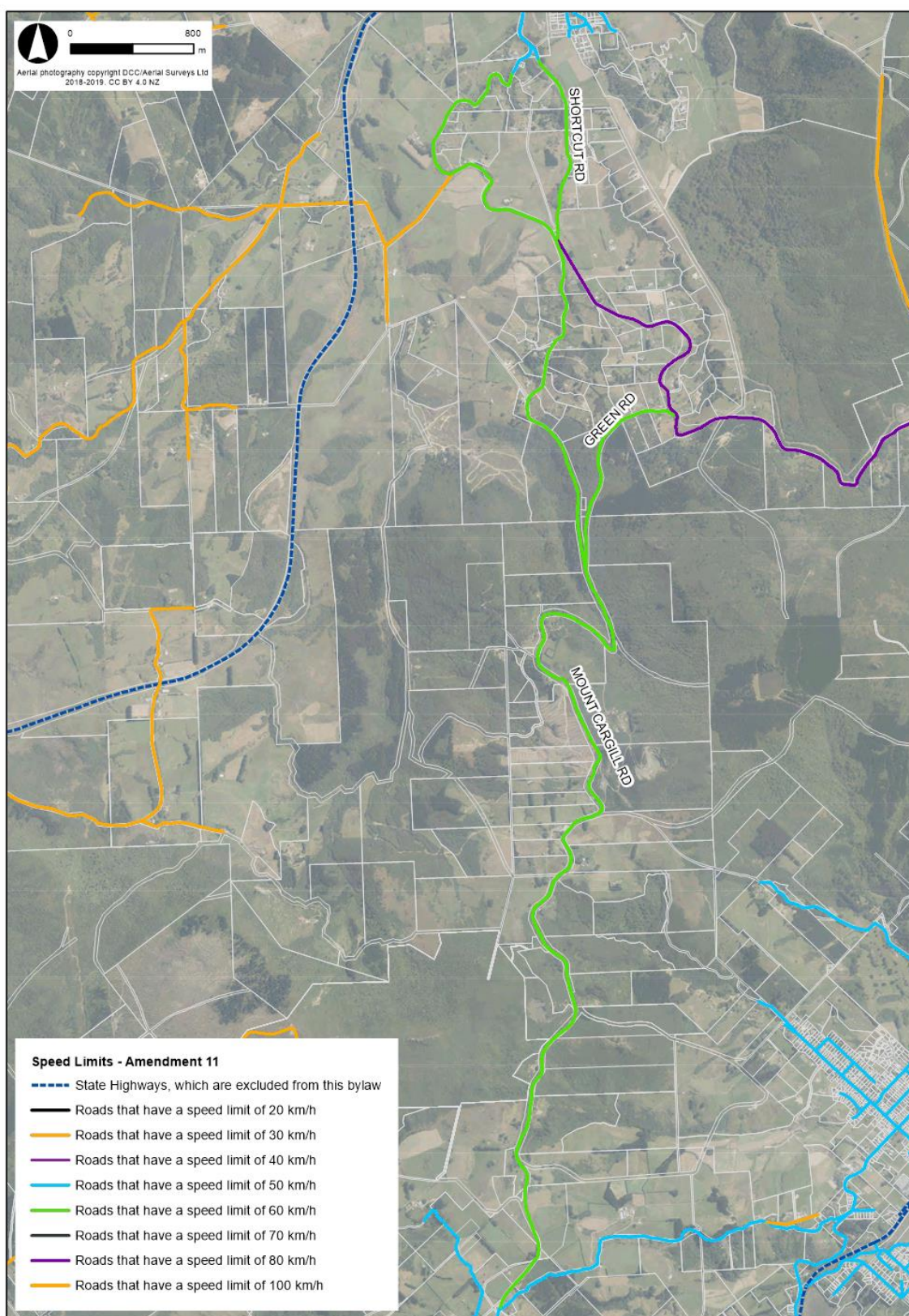
The roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to have a minimum speed limit as specified in this schedule.

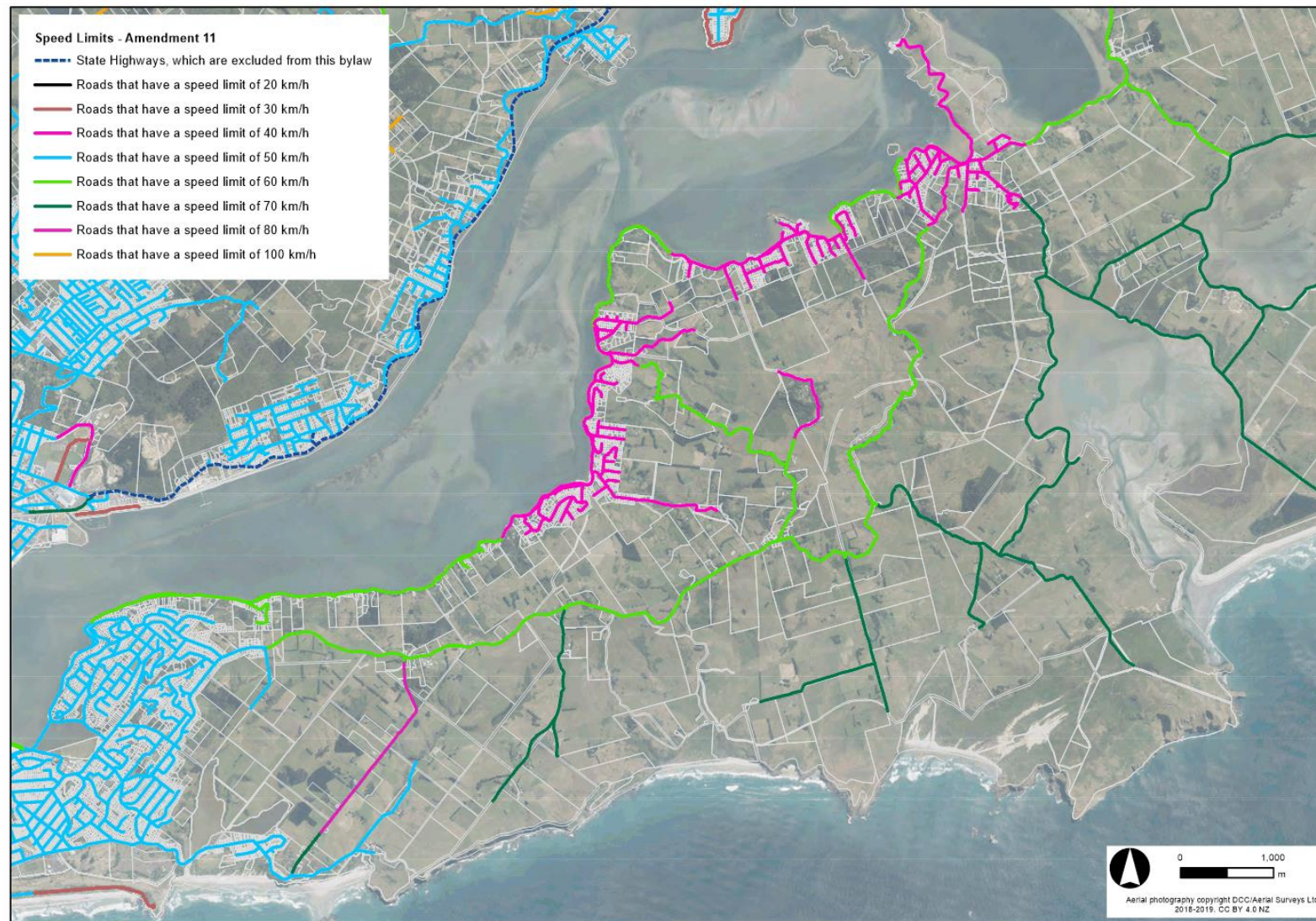
Reference number	Speed limit	Description	Date speed limit comes into force	Legal instrument
S13		None at present in Dunedin city		

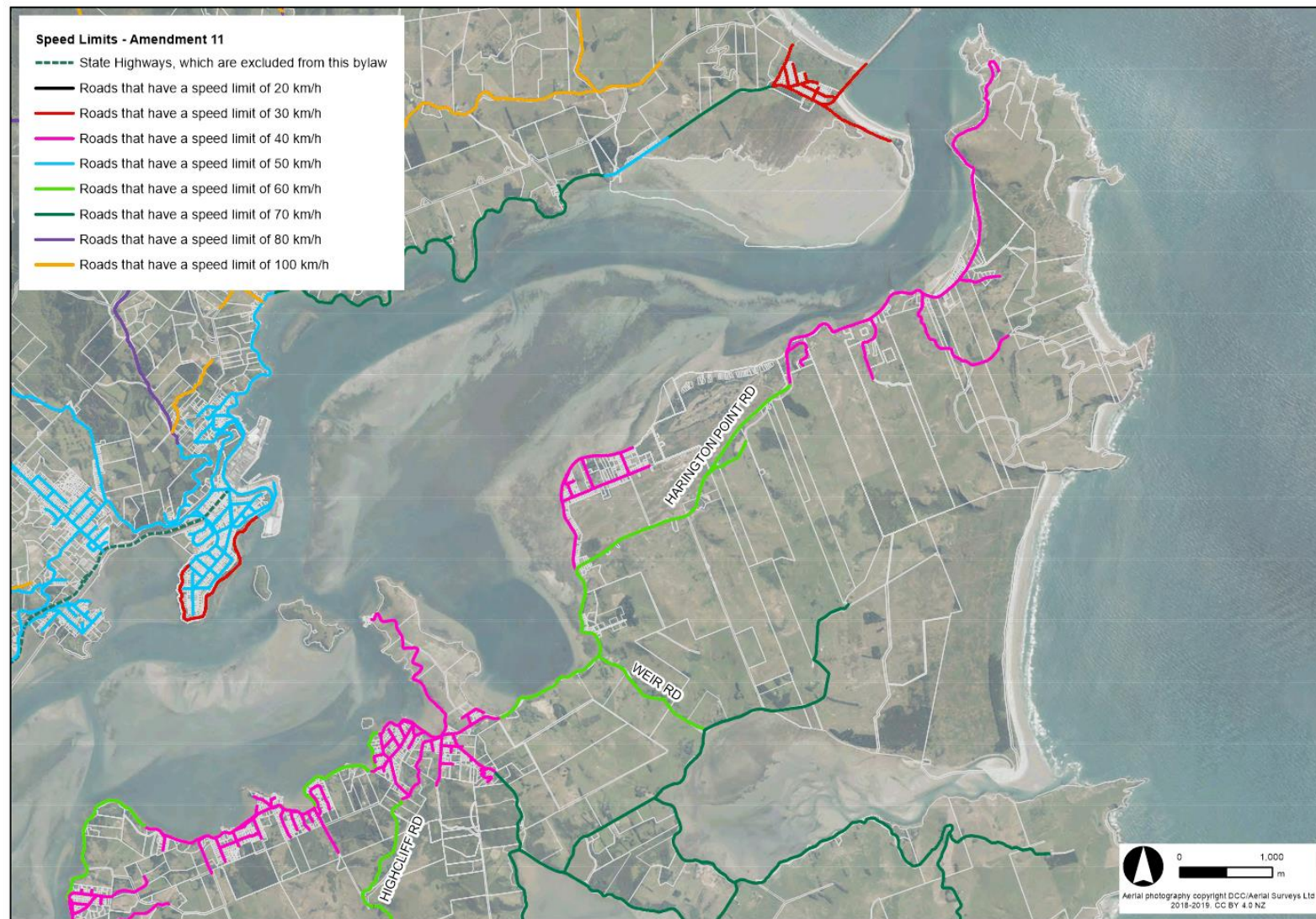


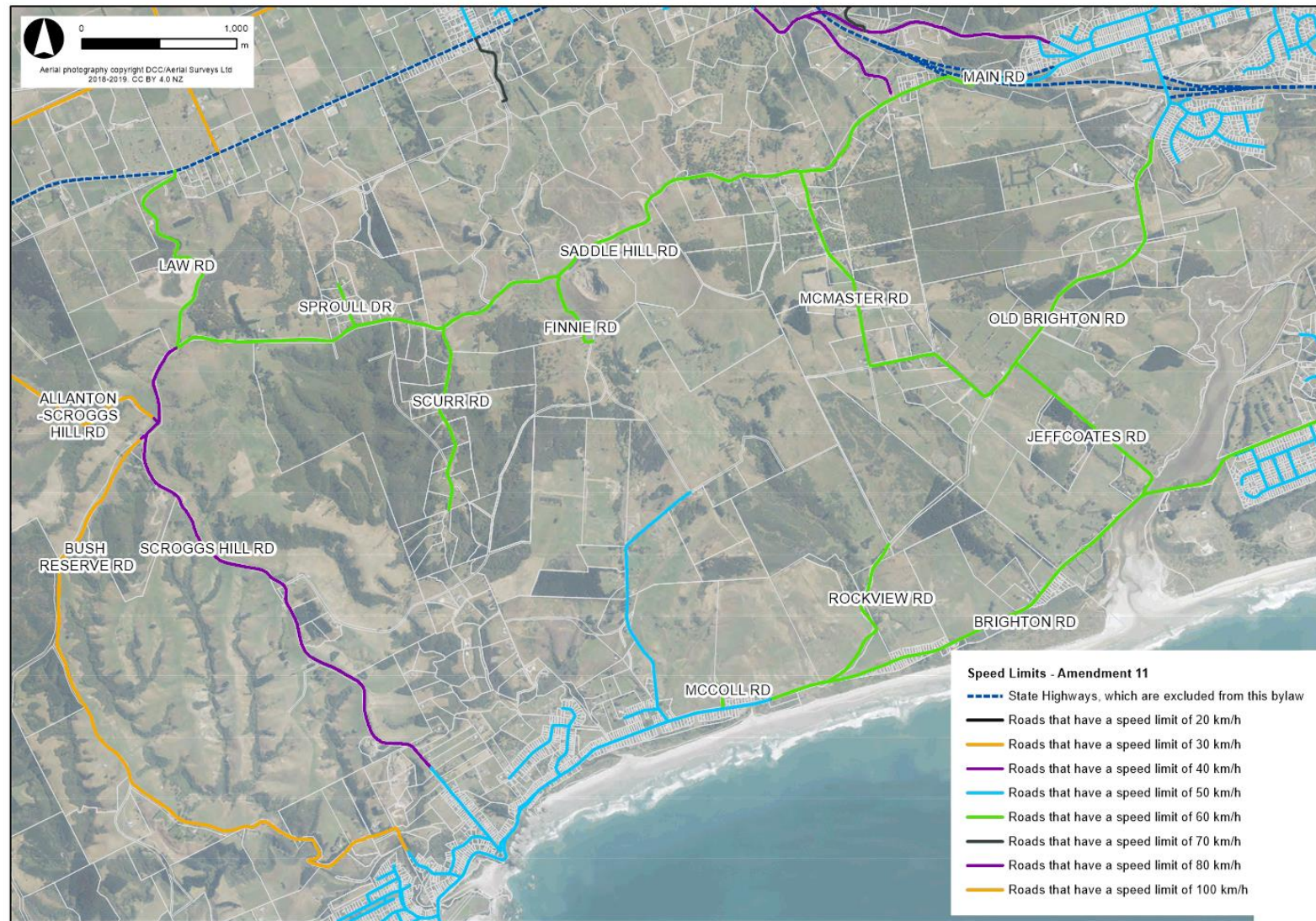


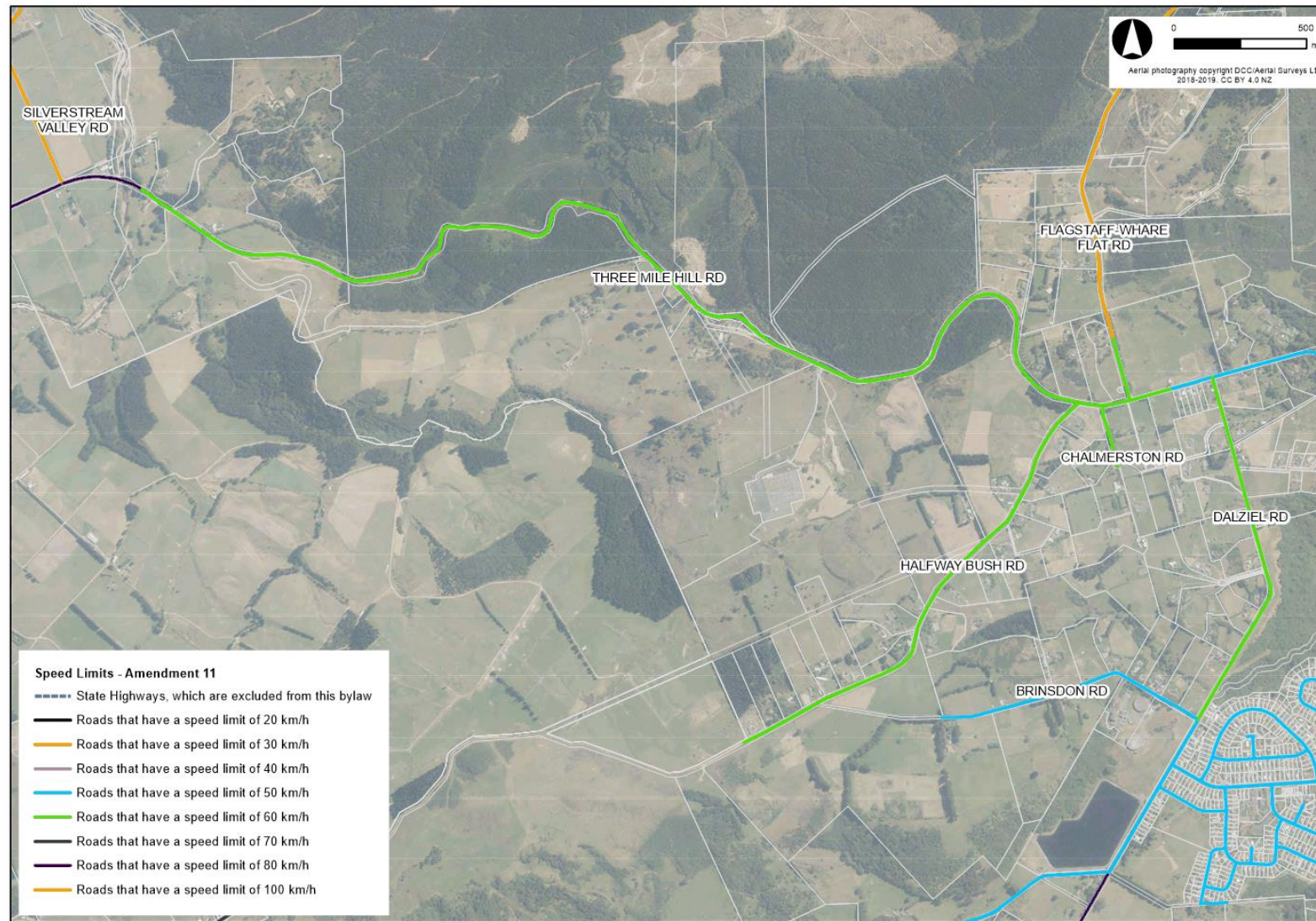












Streets affected by Speeds Limits Bylaw Amendment 11

Attachment C CBD Dunedin					
Central City 1	Burlington Street	Central City	From Moray Place intersection to 40m southeast.	50	30
Central City 2	Filleul Street	Central City	From Moray Place intersection to 40m north.	50	30
Central City 3	Great King Street	Central City	From Moray Place intersection to Frederick Street intersection.	50	30
Central City 4	Hanover Street	Central City	From George Street intersection to 40m east of Great King Street intersection.	50	30
Central City 5	Moray Place	Central City	From 70m northwest of Princes Street intersection to Filleul Street intersection and from 67m southeast of Princes Street intersection to 48m northwest of Great King Street intersection.	50	30
Central City 6	St Andrew Street	Central City	From George Street intersection to 40m east of Great King Street intersection.	50	30
Central City 7	Upper Stuart Street	Central City	From Moray Place intersection to 40m west.	50	30
Central City 8	View Street	Central City	From Moray Place intersection to 40m west.	50	30
Central City 9	Lower Stuart Street	Central City	From Bath Street intersection to 40m east of Moray Place intersection.	50	30
Attachment D Green Island					
Green Island 3	Howden Street	Green Island	From Main South Road intersection to 40m south.	50	30
Green Island 4	Jenkins Street	Green Island	From Main South Road intersection to 40m south.	50	30
Green Island 5	Main South Road	Green Island	From Church Street intersection to 50m east of the Main South Road/Brighton Road roundabout.	50	30
Attachment E Blackhead, GI, Fairfield, Westwood					
Blackhead 1	Blackhead Road	Blackhead	From 215m west of Emerson Street intersection to Brighton Road intersection.	80	60
Blackhead 2	Tunnel Beach Road	Blackhead	Length of road.	80	60

Fairfield 1	Coalstage Road	Fairfield	40m north from Saddle Hill Road intersection	80	60
Fairfield 2	Main Road	Fairfield	From Saddle Hill Road intersection to 120m east.	70	60
Fairfield 3	McMaster Road	Fairfield	Length of road.	100	60
Fairfield 4	Old Brighton Road	Fairfield	From Jeffcoates Road intersection to 265m southwest of Walton Park Reserve Avenue.	80	60
Green Island 1	Church Hill Road	Green Island	From 340m south of District Road intersection to Green Island Bush Road intersection.	80	60
Green Island 2	Green Island Bush Road	Green Island	Length of road.	80	60
Waldronville 1	Allen Road South	Waldronville	Length of road.	80	60
Waldronville 2	Brighton Road	Waldronville	From 120m south of Weir Street intersection to 220m east of Friendship Drive intersection.	80	60
Westwood 1	Jeffcoates Road	Westwood	Length of road.	80	60
Attachment F Mount Cargill Rd					
Mt Cargill 1	Green Road	Mt Cargill	Length of road.	100	60
Mt Cargill 2	Shortcut Road	Mt Cargill	From Mt Cargill Road intersection to 105m south of Harvey Street intersection	100	60
Mt Cargill 3	Shortcut Road	Mt Cargill	From Harvey Street intersection to 105m south	50 & 100	50
Upper Junction 1	Mount Cargill Road	Upper Junction	From Upper Junction Road to No.1108 (245m southwest of Shortcut Road).	80	60
Attachment G Highcliff, Otago Peninsula 1 and Attachment H Otago Peninsula 2					
Broad Bay 1	Residential roads	Broad Bay	All roads or areas marked on the map entitled "DCC Speed Limit Bylaw 2004, Amendment 11" and identified in the legend as having a speed limit of 40 km/h.	50	40
Company Bay 1	Residential roads	Company Bay	All roads or areas marked on the map entitled "DCC Speed Limit Bylaw 2004, Amendment 11" and identified in the legend as having a speed limit of 40 km/h.	50	40
Harington Point 1	Residential roads	Harington Point	All roads or areas marked on the map entitled "DCC Speed Limit Bylaw 2004, Amendment 11" and identified in the legend as having a speed limit of 40 km/h.	50	40

Harwood 1	Residential roads	Harwood	All roads or areas marked on the map entitled "DCC Speed Limit Bylaw 2004, Amendment 11" and identified in the legend as having a speed limit of 40 km/h.	50	40
Highcliff 1	Highcliff Road	Highcliff	From Hilton Road intersection to 110m southwest of Seaton Road intersection.	70 & 80	60
MacAndrew Bay 1	Residential roads	MacAndrew Bay	All roads or areas marked on the map entitled "DCC Speed Limit Bylaw 2004, Amendment 11" and identified in the legend as having a speed limit of 40 km/h.	50	40
Macandrew Bay 2	Rosehill Road	Macandrew Bay	Length of road.	70	60
Macandrew Bay 3	St Ronans Road	Macandrew Bay	Length of road.	70	60
Macandrew Bay 4	Sunnybrae Road	Macandrew Bay	Length of road.	70	60
Otago Peninsula 1	Portobello Road and Harington Point Road	Otago Peninsula	150m west of Scobie Road to 187m northeast of Otakou Golf Course Road intersection.	50, 70 & 80	50 (urban) and 60 (elsewhere)
Otakou 1	Residential roads	Otakou, Otago Peninsula	All roads or areas marked on the map entitled "DCC Speed Limit Bylaw 2004, Amendment 11" and identified in the legend as having a speed limit of 40 km/h.	50	40
Otakou 2	Desert Road	Otakou, Otago Peninsula	Length of road.	80	60
Portobello 1	Residential roads	Portobello	All roads or areas marked on the map entitled "DCC Speed Limit Bylaw 2004, Amendment 11" and identified in the legend as having a speed limit of 40 km/h.	50	40
Portobello 2	Weir Road	Portobello	Length of road.	70	60
Sandymount 1	Sandymount Road	Sandymount, Otago Peninsula	From Highcliff Road intersection to 50m east.	70	60
Sandymount 2	Seal Point Road	Sandymount, Otago Peninsula	50m south of Highcliff Rd intersection	70	60
The Cove 1	Residential roads	The Cove, Otago Peninsula	All roads or areas marked on the map entitled "DCC Speed Limit Bylaw 2004, Amendment 11" and identified in the legend as having a speed limit of 40 km/h.	50	40
The Cove 2	Irvine Road	The Cove, Otago Peninsula	Length of road.	70	60

The Cove 3	Ivanhoe Road	The Cove, Otago Peninsula	Length of road.	70	60
The Cove 4	Proctors Road	The Cove, Otago Peninsula	Length of road	70	60
The Cove 5	Weller Street	The Cove, Otago Peninsula	Length of road.	70	60
Tomahawk 1	Camp Road	Tomahawk	From Highcliff Road intersection to 279m north of Castlewood Road intersection.	70	60
Tomahawk 2	Castlewood Road	Tomahawk	From Camp Road intersection to 295m east of Portobello Road intersection.	70	60
Tomahawk 3	Centre Road	Tomahawk	From 50m south of Highcliff Road intersection.	80	60
Tomahawk 4	Karetai Road	Tomahawk	From Highcliff Road intersection 50m south.	70	60
Attachment I Allanton, Brighton, Saddle Hill, Scroggs Hill					
Allanton 1	Allanton-Scroggs Hill Road	Allanton	From Scroggs Hill Road intersection to 40m northwest.	100	60
Allanton 2	Bush Reserve Road	Allanton	From Scroggs Hill Road intersection to 40m southwest.	100	60
Allanton 3	Law Road	Allanton	Length of road.	100	60
Brighton 1	Scroggs Hill Road	Brighton	From Law Road intersection to 600m northwest of Seaview Road intersection.	100	80
Ocean View 1	Brighton Road	Ocean View	From 235m east of Jeffcoates Road intersection to 310m east of McColl Road intersection.	70 & 80	60
Ocean View 2	McColl Road	Ocean View	Length of road.	70	60
Ocean View 3	Rockview Road	Ocean View	Length of road.	70	60
Saddle Hill 1	Saddle Hill Road	Saddle Hill	Length of road.	100, 80 and 70	60
Scoggs Hill 1	Sproull Drive	Scoggs Hill	Length of road.	100	60
Scoggs Hill 2	Finnie Road	Scoggs Hill	Length of road.	100	60
Scoggs Hill 3	Scurr Road	Scoggs Hill	Length of road.	100	60
Attachment J Halfway Bush, North Taieri					
Halfway Bush 1	Brinsdon Road	Halfway Bush	Length of road.	100	50
Halfway Bush 2	Chalmerston Road	Halfway Bush	Length of road.	100	60
Halfway Bush 3	Dalziel Road	Halfway Bush	From Three Mile Hill Road intersection to Brindson Road intersection.	70	60

Halfway Bush 4	Halfway Bush Road	Halfway Bush	Length of road.	70	60
North Taieri 1	Flagstaff-Whare Flat Road	North Taieri	From 3 Mile Hill Road intersection to 240m north.	100	60
North Taieri 2	Three Mile Hill Road	North Taieri	From 165m east of Flagstaff-Whare Flat Road intersection to 300m east of Silverstream Valley Road intersection.	80	60

Speed Limits Bylaw Amendments 10 and 11 Consultation

Amendment 10

Six roads within Port Chalmers were the subject of the consultation on Amendment 10 between 6 September and 7 October 2019. A total of seven submissions were received during the consultation period. These comprise two submissions in support of the proposed changes, one that was neutral and four which were against the changes. The submissions against the changes sought a reduction to 30 km/h rather than the 40 km/h limit as proposed.

One submitter attended the Speed Limits Bylaw Hearing on 28 October 2020 to speak to their submission.

Amendment 11

Three areas were the subject of the consultation on Amendment 11 between 27 July and 20 August 2020. A total of 333 submissions were received for Amendment 11, during the consultation period. The submissions comprised of, 144 indicating support, 167 indicating opposition and 27 of the submissions made no specific comments on the overall direction of the proposed amendments.

Twenty-five submitters attended the Speed Limits Bylaw Hearing on 28 October 2020 to speak to their submissions.

A summary of the responses to the general questions is noted below. See appendix 1 for the full summary of submissions, including the themes, received.

Summary of general questions	Yes	No	No comment	Total
Would you like to speak to the hearing panel in person?	25	308	0	333
Overall, do you agree with the general direction of Amendment 11 to the Speed Limits Bylaw 2004	144	162	27	333
Do you support reducing the speed limit to 30km/h on central city roads?	135	176	22	333
Do you support reducing the speed limit to 40km/h on Peninsula town centre roads?	147	163	23	333
Do you support reducing the speed limit to 60km/h on high risk rural roads?	135	179	19	333
Do you support reducing the speed limit to 80km/h on Scroggs Hill Road?	171	105	57	333

General feedback

The majority of respondents (49%) did not agree with the overall general direction of Amendment 11 to the Speed Limits Bylaw 2004. Key issues raised in feedback included:

- The perception that the existing speed limits are safe and appropriate;

- The current speed limits are not the issue, drivers are. Education might be a better avenue to pursue;
- Lower speeds will increase driver frustration and will lead to dangerous overtaking manoeuvres;
- Lower speeds will lead to increased congestion;
- Lowering the speed limit will not automatically result in lower speeds without Police enforcement;
- Speed limit changes are not required as the crash history is low; and
- Speed limit changes along the Peninsula are not required due to the widening works which will make the road safer.

In a Safe System approach, and as outlined in the Road to Zero: Road Safety Strategy 2020 – 2030, Road Controlling Authorities (RCA's) do not set safe and appropriate speeds to reduce the frequency of crashes, as it is accepted people make mistakes. RCA's can however reduce the likelihood of death or serious injury (DSI) type crashes by reducing the severity of crashes through the setting of safe and appropriate speeds.

The DCC could be proactive and target those roads deemed high risk due to the factors outlined by Waka Kotahi NZ Transport Agency including road width, alignment, roadside hazards, shoulder width etc.

DCC has a finite annual capital expenditure budget, which affects our ability to remove all roadside hazards through infrastructure changes throughout Dunedin. However, Council and staff have the ability to set safe and appropriate speeds for the current environment.

The reduction in speed limits will have small changes in travel times as per the table below. These travel times were calculated by multiple drive overs, driving the posted speed limit (time from) compared to the proposed new speed limit (time to).

Location	Length	Time from	Time to	Difference
3 Mile Hill Rd (speed limit change from 80km/h to 60km/h)	5km	4 min 11 sec	4 min 50 sec	39 sec
Green Island to Brighton (speed limit change from 60, 70 and 80km/h to 60km/h)	8.8km	9 min 2 sec	9 min 46 sec	44 sec
Highcliff Rd to Camp Rd (speed limit change from 80km/h to 60km/h)	6.2km	6 min 12 sec	6 min 32 sec	20 Sec

Central City roads (CBD and Green Island) proposal feedback

In regard to the proposed changes to the central city roads, the majority of respondents (53%) did not agree with reducing the speed limit to 30km/h. Key issues raised included:

- Lower speeds will lead to increased congestion and driver frustration; and
- Existing speed limits are perceived to be safe and appropriate.

Some respondents favoured perceived efficiency in lieu of the safety benefits in the reduction of speed limits. Some respondents highlighted that the combination of the existing signal phasing and proposed lowering of the speed limits will create the potential for major congestion.

There was confusion among some respondents who did not know that the existing speed limits along George Street and other central city streets is already 30km/h. These respondents didn't understand the proposal is to expand the current 30km/h to the surrounding/adjacent streets.

Forty percent (40%) of respondents agreed with reducing the speed limit to 30km/h on central city roads noting the safety benefits for pedestrians and vulnerable road users as well as network consistency.

Feedback from key stakeholders including the Community Boards, this is set out in Appendix 2.

Peninsula proposal feedback

The majority of respondents (49%) did not agree with reducing the speed limit to 40km/h on Peninsula town centre roads. Key issues raised in feedback included:

- The perception that the existing speed limits are safe and appropriate;
- Lower speeds will lead to increased congestion and driver frustration;
- Speed limit changes are not required as the crash history is low; and
- Speed limit changes are not required due to the widening works which will make the road safer.

Some respondents favoured perceived efficiency in lieu of the safety benefits in the reduction of speed limits. Numerous respondents stated that the Peninsula widening works would increase safety for all road users and therefore the proposed speed limit change is not justified.

Though the Peninsula widening works will go some way to improving safety for pedestrians and cyclists, it does not provide the benefit in reducing speeds in areas where there are high numbers of pedestrian movements. This is especially relevant when considering many individuals will need to cross the road to access the new shared path. When looking at the summary of themes (appendix 1), the majority of respondents (52%) supported the proposed 40km/h speed limit restrictions within the Peninsula townships. Respondents noted the benefits for vulnerable road users (especially school children) crossing the road in built up areas.

A design philosophy for The Peninsula Connection project has been to improve safety for all road users along the Peninsula route. Improvements to the route includes a 3m wide shared path separated from the road with simple concrete kerb blocks, localised widening of narrow sections of the road, and widening through some tight corners where larger vehicles (buses) had issues. However due to geometrical constraints, the route remains twisty in nature with a very high number of corners with design speeds of less than 50kmh. The design speed of the widened road has not been able to be designed to more than 50kmh. While there are a number of straight sections where the design allows for higher speeds, these are often followed by tight curves. Were a higher speed allowed, then the overall safety along the route would be compromised.

The independent Road Safety Audits carried out on all the designs (post construction audits currently in progress) flagged the existing speed limits of 70/50 km/h as being too high and recommended a review of the speed limit was necessary.

The 60/40km/h proposed speed limits are considered an appropriate compromise between road safety and user experience.

Speed limits of 40km/h through settlements such as MacAndrew Bay and Portobello could be reinforced with raised crossing platforms.

High risk rural roads proposal feedback

The majority of respondents (53%) did not agree with reducing the speed limit to 60km/h on high risk rural roads. Key issues raised in feedback included:

- The perception that the existing speed limits are safe and appropriate;
- Lower speeds will lead to increased congestion and driver frustration; and
- Speed limit changes are not required as the crash history is low.

As previously stated, RCA's do not set safe and appropriate speeds to reduce the frequency of crashes, as it is accepted people make mistakes. RCA's can however reduce the likelihood of death or serious injury (DSI) type crashes by reducing the severity of crashes through the setting of safe and appropriate speeds.

The current measured operating speeds along the high-risk rural roads do not match the posted speed limits. The current operating speeds are significantly lower than the posted speed limit. The posted speed limits are not considered safe and appropriate for the environment.

The Saddle Hill Community Board requested clarity on the reasoning for the reduction in speed limits through Waldronville, Westwood and Oceanview. The technical assessment reports attached to the original 28 October 2020 report outline the rationale behind the proposed speed limit changes.

Scroggs Hill feedback

The majority of respondents (51%) agreed with reducing the speed limit to 80km/h on Scroggs Hill Road. There were no specific themes raised.

Additional Issues

Some submitters, including the community boards, requested additional roads to be considered for lower speed limits. These roads are outside the scope of the current reviews and are included in Appendix 2 alongside the key stakeholder feedback.

Appendix 1

Amendment 11 consultation summary of submissions:

<u>Summary of themes</u>	Supports	Opposes	Neutral	Total
General comments on the proposed speed limit restrictions	68	81	3	152
Proposed 60km/h speed limit restrictions along the Peninsula	11	66	2	79
Proposed 40km/h speed limit restrictions within the Peninsula townships	26	20	4	50
Proposed 60km/h speed limit restrictions along Highcliff Rd	4	20	3	27
Proposed 30km/h speed limit restrictions for high pedestrianised areas (CBD and Green Island)	7	10	3	20
Proposed 60km/h speed limit restrictions along Brighton Rd	4	7	2	13
Consider speed limit restrictions along Riccarton Rd and Huntly Rd (Taieri Plain)	11	0	0	11
Proposed 60km/h speed limit restrictions along 3 Mile Hill	2	8	0	10
Proposed 60km/h speed limit restrictions along Blackhead Rd (Tunnel Beach Rd to Brighton Rd)	1	7	1	9
Proposed 60km/h speed limit restrictions within the Saddle Hill Community Board precinct	2	2	3	7
Consider speed limit restrictions through Pukehiki	6	0	0	6
Consider speed limit restrictions (Purakaunui precinct)	5	0	0	5
Proposed 80km/h speed limit restrictions along Scroggs Hill Rd	2	1	1	4
Proposed 60km/h speed limit restrictions along Mt Cargill Rd	4	0	0	4
Consider speed limit restrictions (North East Valley/Normanby)	3	0	0	3

<u>Summary of themes</u>	Supports	Opposes	Neutral	Total
Consider speed limit restrictions (Tomahawk precinct)	3	0	0	3
Consider speed limit restrictions (St Clair precinct)	3	0	0	3
Council should invest more money in capital safety improvements such as road safety barriers	3	0	0	3
Consider speed limit restrictions (Mornington precinct)	3	0	0	3
Consider speed limit restrictions (Highgate shopping precinct)	2	0	0	2
Consider speed limit restrictions (Concord/Caversham Precinct)	2	0	0	2
Consider speed limit restrictions (Larnach Rd)	2	0	0	2
Consider speed limit restrictions (Middleton Rd)	2	0	0	2
Consider speed limit restrictions (Hooper's inlet)	2	0	0	2
Consider speed limit restrictions (Waikouaiti precinct)	2	0	0	2
Consider speed limit restrictions (Orokonui precinct)	2	0	0	2
Consider speed limit restrictions (Doctors Point Rd)	2	0	0	2
Proposed 60km/h speed limit restrictions along Dalziel Rd	1	0	0	1
Consider speed limit restrictions (Chain Hills Rd)	1	0	0	1
Consider speed limit restrictions (Double Hill Rd)	1	0	0	1
Consider speed limit restrictions (Kenmure Rd)	1	0	0	1
Consider speed limit restrictions (Malvern St)	1	0	0	1

<u>Summary of themes</u>	Supports	Opposes	Neutral	Total
Consider speed limit restrictions (Mitchell Ave, Mary Hill)	1	0	0	1
Consider speed limit restrictions (Norwood St)	1	0	0	1
Consider speed limit restrictions (Port Chalmers precinct- other than those already proposed)	1	0	0	1
Consider speed limit restrictions (Reservoir Rd)	1	0	0	1
Consider speed limit restrictions (Victoria Rd, South Dunedin)	1	0	0	1
Consider speed limit restrictions (Upper Pine Hill- Pine Hill Rd)	1	0	0	1
Consider speed limit restrictions (Filleul St)	1	0	0	1
Consider speed limit restrictions (Kensington corner)	1	0	0	1
Consider speed limit restrictions (King Edward St shopping precinct)	1	0	0	1
Consider speed limit restrictions (John Wilson Drive, St Kilda)	1	0	0	1
Consider speed limit restrictions (Coast Rd)	1	0	0	1
Consider speed limit restrictions (Warrington Village)	1	0	0	1
Consider speed limit restrictions (Waitati Village)	1	0	0	1

Appendix 2:

Key Stakeholder Feedback – Amendments 10 and 11

Waka Kotahi (NZTA)

Waka Kotahi agrees with all proposed speed limits changes. They have noted that the safe and appropriate speed (as per Mega Maps) for Scroggs Hill Rd is 60km/h and have recommended reducing the speed limit further to align with this. Note, the consultation was on the basis of an 80km/h speed limit.

Fire and Emergency NZ / St John

Fire and Emergency NZ and St John have raised concerns with the reduction of speed limits noting it may affect their response times. They have a self-imposed speed limit of no more than 30km/h above the posted speed limit (lights and sirens), however there is no legal requirement in this regard.

Southern District Health Board

The SDHB agrees with all proposed speed limit changes noting the benefits for walking and cycling in the CBD and the reduction of road trauma (crash severity) due to a crash. They would like council to consider the following:

- a. Reduce school zone speed limits from 40km/h to 30km/h;
- b. Install school zone speed limits at all schools particularly around Kaikorai Valley Rd and Main Rd (Fairfield);
- c. Increase infrastructure investment for road safety;
- d. Extend 30km/h speed limits in the CBD to include George/London/Pitt and Frederick Streets;
- e. Reduce the speed limits on Filleul St, King Edward St (Kensington centre and main centre) and John Wilson Ocean Drive; and
- f. Run an education campaign around speed limits and include the Police.

Otago Peninsula Community Board

The Otago Peninsula Community Board rejects all proposed changes along Portobello Road noting that the Peninsula roads are relatively safe based on CAS data, the implementation of the Peninsula Connection Project and community feedback. They feel that the proposal is a blanketed arrangement, is disjointed and does not address the needs of the community.

They would like Council to consider the following:

- a. All residential speed limit across the Otago Peninsula to remain at 50km/h;
- b. All remaining roads across the Otago Peninsula to stay at 70km/h;
- c. Highcliff Road from end of Waverly to be reduced from 80km/h to 70km/h;
- d. Pukehiki township around to Larnach Castle/Castlewood Road to be 50km/h;
- e. Highcliff Road from Pukehiki to Portobello to be reduced to 60km/h;
- f. Tomahawk Road to be improved with appropriate infrastructure to ensure speeds are maintained at 50km/h;

1. All Peninsula School and township sites to have the electronic speed advisory signage as has recently been installed at MacAndrew Bay;
2. Townships with schools to be given proper road crossing points to ensure pupils and parents can access the new Peninsula Connection project infrastructure to and from their schools' sites;
3. Pukehiki township to have a programmed plan for walking infrastructure developed by the City Council that considers the population growth of this area due to subdivision and increased traffic volumes.

Saddle Hill Community Board

The Saddle Hill Community Board feels the speed limits suggested in the review, for the most part, are sensible and provide some consistency throughout the network. They support reducing the speed limit through the main street of Green Island.

There is some support for the speed to be reduced to 60km/h throughout however it is feared that the lower speed limit would cause much frustration for residents and would lead to more overtaking. It is believed that much of the community will continue to use the current speed limits regardless of any changes unless it is well policed.

The Board would like some clarity on the reasoning for the reduction in speed limits from the Bridge at the south end of Waldronville through Westwood to Oceanview. They suggest 60km/h in Westwood and Waldronville with 70km/h in the rural areas between as a compromise. **Note: there is a full report (technical assessment report) outlining the rationale behind the proposed speed limit changes that was included as an attachment to the 28 October 2020 report.**

The Board believes that the proposed speed limit changes along Blackhead Road (apart from outside Tunnel Beach Rd) are unacceptable. They do however agree with the proposed 80km/h proposal along Scroggs Hill Rd.

They believe that the rural sealed roads (Jeffcoates Road, Saddle Hill Road, Old Brighton Road, Law Road etc) should be 70km/h instead of 60km/h. They agree with the 60km/h speed limit proposal for the unsealed roads.

The Board has suggested Council consider reducing the speed limit along Morris Rd from 80km/h to 70km/h.

Waikouaiti Coast Community Board

The Board agrees with the proposal to reduce the posted speed limit to 60km/h along Mount Cargill Road, Green Road and Shortcut Road.

They have suggested we consider the following roads as part of the next speed limit review:

Waikouaiti:

Edinburgh Street
Beach Street
Matanka Drive
Henry Street.

Karitane:

Coast Road along the entire length through the village, and particularly in the area of '5 roads' Coast road / Scarp Street intersection.

Seacliff:

Kilgour Street
Intersection of Coast Road & Russell Road (Entrance to Truby King Reserve).

Warrington:

All roads within the built-up part of the village
Reservoir Road
Off SH1 between Evansdale & Pine Hill
Double Hill Road
Manse Road
Waitati Valley Road
Waitati / Doctors Point / Orokonui:
All roads within the built-up part of the village.

Mosgiel-Taieri Community Board

The Community Board has rejected the proposed speed limit changes on 3 Mile Hill. He has requested Council consider the following:

- Formby Street, Outram: Rationalise the speed limit to 50km/h. **Note: the speed limit sign was in the wrong location and Formby St is already 50km/h. This has been corrected.**
- Riccarton Rd East: At present speed limit is 50km/h and there is a lack of footpaths on South Side. The 85th percentile speed is high (59km/h). Reduce the speed limit to 40km/h;
- Silver Stream Bridge past Ag Research all the way into Mosgiel to be reduced to 60km/h;
- Huntley Rd, Outram: Coming from Berwick to Outram is 100km/h and drops to 70km/h. Change the 70km/h to 50km/h; and
- Riccarton Rd, West: At present the speed limit is 80km/h. Until this road is upgraded a temporary speed limit of 50km/h should be in place.

Caversham Community Group

The Caversham Community Group has suggested the proposed 30km/h speed limit through Green Island should be reconsidered due to perceived driver frustration. They feel 40km/h would be a good compromise.

They have also noted that Caversham's main thoroughfare (South Rd) should be reduced to 40km/h. The Council should consider upgrading the crossings in combination with the speed limit change to increase safety for pedestrians crossing the road.

CCS Disability Action

CCS Disability Action supports the reduced speed limits on the proposed roads as, lower vehicle speeds create a safer pedestrian environment and reduces the risk of vehicle vs. pedestrian crashes causing death or serious injury.



06 May 2021

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Dear Nick

Dunedin City Council Speed Limits Review

You have asked that I formally confirm the advice I have previously provided to Council regarding the current speed limit setting process.

The Rule requires Waka Kotahi approval for any new 70 or 90 km/h speed limits (clause 4.5(3) *Before setting a 70 km/h or 90 km/h speed limit, a road controlling authority must obtain approval from the Agency to set that speed limit.*) So that Council doesn't consult on something it is unlikely to get Waka Kotahi approval for, Council must notify Waka Kotahi before consulting on 70 or 90 speed limits (clause 4.5(1) *A road controlling authority must notify the Agency before proposing a permanent ... speed limit that is a 70 km/h or 90 km/h speed limit.*). In this case Council didn't consult on 70km/h speed limits, so that aspect is fine, and it comes back to the decision Council is now making following consultation.

Notwithstanding Council's decision to set new 70km/h speed limits, for those to be legal it must have Waka Kotahi's approval. Clause 4.5(2) then comes into play:

- 4.5(2) *The Agency must, in considering a proposed 70 km/h or 90 km/h speed limit, take into account—*
- (a) the benefit of increasing the distinction between different speed limits across the network by having fewer different speed limits; and*
 - (b) whether the road controlling authority can demonstrate a plan to work towards a speed limit that does not require Agency approval on the road that is the subject of the proposed speed limit.*

The Rule and the information Waka Kotahi provides Council as a requirement of the Rule, and that Council must have regard to when setting speed limits (the Speed Management Guide and MegaMaps), is quite clear that the nationally consistent approach we are striving for is a 60, 80 regime on rural roads, and that new 70km/h speed limits do not fit well with *"the benefit of increasing the distinction between different speed limits across the network by having fewer different speed limits"*. Then there is the requirement for Council to demonstrate a plan to move to speed limits that do not require Waka Kotahi approval, and the question then is why doesn't Council implement that now, particularly if these roads are in Council's top 10% DSI saving network lengths. When these discussions have been had with Councils to date, the agreement has always been to implement what was consulted on that does not require Waka Kotahi approval. Since the 2017 Rule came into force no new 70km/h speed limits have been approved.

It is often helpful for Council to consider the information Waka Kotahi provides to Council, specifically what is the governing factor for the Safe And Appropriate Speed (SAAS) recommendation in MegaMaps, and what are the mean actual travel speeds on these roads now? Governing factor can be road type (eg unsealed road) in which case 80 is not the SAAS, and looking at previous correspondence that seems to be understood. If governing

factor is Infrastructure Risk Rating (IRR) which is more likely for sealed roads, how does the IRR compare with the 1.6 rating that allows 80km/h to be safe? Similarly, what are the mean speeds now, and for these sorts of roads they are often well below 80 or even 60km/h, reflecting most people understand the safe travel speed now, so Council applying 60 is just reinforcing their good behaviour. While it is generally understood that the current default 100km/h speed limit isn't safe or appropriate for these roads, posting higher speed limits such as 80km/h as the "safe and appropriate speed" on roads where mean speeds are well less than this results in drivers targeting the number on the sign. This can increase frustration with slower vehicles for some users, and increase mean speeds and overtaking, which are all counter to the road safety outcome we are looking to achieve, particularly on top 10% DSI saving parts of the network.

Further, if Council consults on the SAAS but then chooses to not apply that, it risks challenge should an incident occur, and it is shown Council knew of the risk but hadn't addressed it. Council also should consider its position with those in the community that agreed with the SAAS consulted on, if Council then decides to set another speed limit it hadn't consulted on.

I trust this information is helpful in assisting Council with its deliberations on setting safe and appropriate speed limits and in particular reducing deaths and serious injuries on its network.

Yours sincerely



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21 July 2021

Nick Sargent
Dunedin City Council
By email: Nick.Sargent@dcc.govt.nz

Dear Nick

Thank you for your email regarding Dunedin City Council's proposals to change speed limits to 70km/h. As your request falls within the responsibility of the Systems Integrity team here at Waka Kotahi, the Director of Land Transport has asked that we respond to you directly.

I can confirm that the response provided by Glenn Bunting dated 6 May 2021 correctly details the requirements of the Land Transport Rule: Setting of Speed Limits (2017). Waka Kotahi approval is required for any new 70km/h speed limits (Land Transport Rule: Setting of Speed Limits (2017) clause 4.5(3) Before setting a 70 km/h or 90 km/h speed limit, a road controlling authority must obtain approval from the Agency to set that speed limit).

In considering a proposed 70km/h limit, Waka Kotahi must take into account:

1. the benefit of increasing the distinction between different speed limits across the network by having fewer different speed limits (clause 4.5(2)(a)),
2. Council's plan for each road to work towards a speed limit that does not require Agency approval (clause 4.5(2)(b)), and
3. that the proposal meets other requirements in the Rule, such as the requirement to set a speed limit that is safe and appropriate for that road (clause 2.7(4)(a)). While this is not a basis for approval in itself, meeting other requirements of the Rule supports decisions made around clauses 4.5(2)(a)&(b), and should be acknowledged in any plan presented for a 70km/h proposal.

For clarity, I wish first to address where your email states "Glenn's advice was that we could not use 70kmph without the prior approval of NZTA - which would not be given in our case." It is important to note Mr Bunting's letter of 6 May 2021 does not, nor did it intend to, predetermine if approval for 70km/h speed limits would be given, and it would not have been appropriate to do so. Further, I understand that our original email discussion with Dunedin City Council staff (November 2020) was specifically relating to Mt Cargill Road. The attachments to your subsequent emails are the first details received by Waka Kotahi about other 70km/h proposals.

For your reference, I have included our assessments of your proposals to date for 70km/h speed limits (the roads included in the list attached to your second email are highlighted). You will note that the assessments so far only address whether the speed is 'safe and appropriate for that road' (clause 2.7(4)(a)), as Waka Kotahi has not yet received any plans for how Dunedin City Council will work towards implementing speed limits for the roads proposed that do not require Agency approval (clause 4.5(2)(b)). These plans are an important factor in our consideration of any applications we receive.

Information about the 'safe and appropriate for the road' assessment

As stated above, the assessment of whether the 70km/h proposals could be considered 'safe and appropriate' (while not a basis for approval in itself) supports our consideration of the proposals as required under the Rule. Some additional information about the assessment of whether the speed is 'safe and appropriate for the road' may be useful to you in interpreting the information in the attached table.

There is generally a close correlation between high infrastructure risk rating (IRR) and low mean speeds, which shows that road users are responding to the risky nature of the road and driving more slowly accordingly. Where there is a big difference between IRR and mean speeds, often the roads are windy or tortuous, and perhaps unsealed. The information on the Safe and Appropriate Speed (SAAS) that Waka Kotahi provides (the information Road Controlling Authorities must take into account when setting speed limits (clause 4.2(2)(a)) will nearly always show a SAAS of 60km/h for these roads. Anything higher (such as 70, 80 or 100km/h) is therefore not the SAAS, based on the information Waka Kotahi provides, and would not align with the requirement on Council to set a speed limit that is safe and appropriate for that road (clause 2.7(4)(a)).

Secondly, there is research evidence (<https://www.nzta.govt.nz/assets/resources/research/reports/563/docs/563.pdf>) to show that if speed limits are posted that are higher than what people are driving at as the safe and appropriate speed, that causes 'targeting' of that speed limit ("....some drivers will now drive at the new posted speed limit, rather than to the conditions, as they most likely did in the before situation" (p42)). This is most evident where actual speeds are say less than 60km/h (as it is a windy, tortuous and/or unsealed road), and the old speed limit was the default 100km/h, which nobody thinks would be safe to drive at (which is common for a significant part of the NZ network). Changing the speed limit to 70 or 80km/h, rather than aligning it with the SAAS of 60km/h, is a message to drivers that the new posted speed limit is considered the 'safe and appropriate' speed, and the evidence shows the mean actual speeds increase as some drivers 'target' the new limit, increasing driver frustration and overtaking when others maintain their view of the safe travel speed. This may result in an increase in risk and crashes, as a result of an overall increase in mean speeds, driver frustration and overtaking.

Conclusion

The Rule's clear intent is there is benefit in increasing the distinction between different speed limits across the network by having fewer different speed limits, and if 70km/h speed limits were to be considered, Waka Kotahi also needs to consider what the plans are for changing them to speed limits that do not need approval (ie reduced to 60km/h, or increased to 80km/h if the road was to be upgraded). These plans would need to be included in the gazette notice approval as conditions of approval for any new 70km/h speed limits. Again, no plans have been provided by Dunedin City Council for how the 70km/h proposals would eventually be changed to speed limits that do not require Waka Kotahi approval.

Waka Kotahi encourages Dunedin City Council to set speed limits that are safe and appropriate (generally in line with the proposals that were consulted on), and in line with the requirements of the Rule and intent of the Speed Management Guide, in the interests of reducing death and serious injuries on your network. Please feel free to get back in contact with us, should you require further information.

Yours sincerely



Phillip Ottow
Lead Advisor System Integrity

	Existing (km/h)	Consulted (km/h)	Proposed (km/h)	Mean speeds (TomTom ex MegaMaps (km/h)	IRR (c.f. <approx. 1.8)	Benefit of having fewer speed limits (clause 4.5(2)(a))	Plan for setting 60km/h (clause 4.5(2)(b))	Is 70km/h safe and appropriate for the road (clause 2.7(4)(a))	Top 10% DSi saving network lengths?
Mt Cargill Road	80	60	70	58 (south) & 44 (north)	1.87 & 2.12	✗	Not provided	No - low mean speeds and high IRR	No
Blackhead Road	80	60	70	71	1.68	✗	Not provided	No - top 10% with high mean speeds	Yes
Coalstage Road	80	60	70	49	2.15	✗	Not provided	No - low mean speeds and high IRR	No
McMaster Road	100	60	70	37	1.97	✗	Not provided	No - low mean speeds and high IRR	No
Old Brighton Road	80	60	70	63	1.82	✗	Not provided	Yes	No
Church Hill Road	80	60	70	38	2.13	✗	Not provided	No - low mean speeds and high IRR	No
Allen Road South	80	60	70	29	1.97	✗	Not provided	No - very low mean speeds and high IRR	No

	Existing (km/h)	Consulted (km/h)	Proposed (km/h)	Mean speeds (TomTom ex MegaMaps (km/h)	IRR (c.f. <approx. 1.8)	Benefit of having fewer speed limits (clause 4.5(2)(a))	Plan for setting 60km/h (clause 4.5(2)(b))	Is 70km/h safe and appropriate for the road (clause 2.7(4)(a))	Top 10% DSi saving network lengths?
Brighton Road	80	60	70	74	1.72	✗	Not provided	No - top 10% with high mean speeds	Yes
Jeffcoates Road	80	60	70	63	1.34	✗	Not provided	Yes	No
Green Island Bush Road	100	60	70	37	2.07	✗	Not provided	No - very low mean speeds and high IRR	No
Shortcut Road	100	50	70	36	2.4	✗	Not provided	No - very low mean speeds and very high IRR	No
Shortcut Road	50	50	70	38	2.38	✗	Not provided	No - very low mean speeds and very high IRR	No
Highcliff Road	80	60	70	57	1.93	✗	Not provided	No - top 10% with high IRR	Yes
Harington Point Road	80	60	70	70	1.28	✗	Not provided	Yes	No

	Existing (km/h)	Consulted (km/h)	Proposed (km/h)	Mean speeds (TomTom ex MegaMaps (km/h)	IRR (c.f. <approx. 1.8)	Benefit of having fewer speed limits (clause 4.5(2)(a))	Plan for setting 60km/h (clause 4.5(2)(b))	Is 70km/h safe and appropriate for the road (clause 2.7(4)(a))	Top 10% DSi saving network lengths?
Moepuku Road	80	60	70	20	2.54	×	Not provided	No - very low mean speeds and very high IRR	No
Centre Road	80	60	70	62	1.65	×	Not provided	Yes	No
Brighton Road	80	60	70	74	1.72	×	Not provided	No - top 10% with high mean speeds	Yes
Saddle Hill Road	100	60	70	54	2.0	×	Not provided	No - low mean speeds and high IRR	No
Saddle Hill Road	80	60	70	56	2.12	×	Not provided	No - low mean speeds and high IRR	No
Sproull Drive	100	60	70	20 (unsealed)	1.59	×	Not provided	No - unsealed	No
Finnie Road	100	60	70	29 (unsealed)	2.6	×	Not provided	No - unsealed	No
Scurr Road	100	60	70	36 (unsealed)	2.01	×	Not provided	No - unsealed	No
Chalmerston Road	100	60	70	20 (unsealed)	2.02	×	Not provided	No - unsealed	No

	Existing (km/h)	Consulted (km/h)	Proposed (km/h)	Mean speeds (TomTom ex MegaMaps (km/h)	IRR (c.f. <approx. 1.8)	Benefit of having fewer speed limits (clause 4.5(2)(a))	Plan for setting 60km/h (clause 4.5(2)(b))	Is 70km/h safe and appropriate for the road (clause 2.7(4)(a))	Top 10% DSi saving network lengths?
Flagstaff- Whare Flat Road	100	60	70	38 (unsealed)	1.72	X	Not provided	No - unsealed	No

NOTE: This table replaces the table in Amendment 11 Statement of Proposal.

Roads that are subject to the revoked resolutions are highlighted in yellow.

Reference	Road name	Description	Existing speed limit km/h	Mean operating speed (MegaMaps 2021) km/h	Officer Recommendation km/h
Appendix 1. Port Chalmers					
Wickliffe Terrace	Wickliffe Terrace	60m northwest and 100m southeast of George Street.	50	28	40
Borlases Road	Borlases Road	50m west of George Street.	50	39	40
Albertson Avenue	Albertson Avenue	50m south of George Street.	50	21	40
Grey Street	Grey Street	70m south of George Street.	50	25	40
Mount Street	Mount Street	60m west of George Street.	50	22	40
Beach Street	Beach Street	50m northwest and 10m southeast of George Street.	50	36	40
Appendix 2. Central City					
Central City 1	Burlington Street	From Moray Place intersection to 40m southeast.	50	28	30
Central City 2	Filleul Street	From Moray Place intersection to 40m north.	50	28	30
Central City 3	Great King Street	From Moray Place intersection to Frederick Street intersection.	50	20	30
Central City 4	Hanover Street	From George Street intersection to 40m east of Great King Street intersection.	50	23	30

Reference	Road name	Description	Existing speed limit km/h	Mean operating speed (MegaMaps 2021) km/h	Officer Recommendation km/h
Central City 5	Moray Place	From 70m northwest of Princes Street intersection to Filleul Street intersection and from 67m southeast of Princes Street intersection to 48m northwest of Great King Street intersection.	50	21 to 26	30
Central City 6	St Andrew Street	From George Street intersection to 40m east of Great King Street intersection.	50	25	30
Central City 7	Upper Stuart Street	From Moray Place intersection to 40m west.	50	31	30
Central City 8	View Street	From Moray Place intersection to 40m west.	50	20	30
Central City 9	Lower Stuart Street	From Bath Street intersection to 40m east of Moray Place intersection.	50	20	30
Appendix 3. Green Island Centre					
Green Island 3	Howden Street	From Main South Road intersection to 40m south.	50	20	30
Green Island 4	Jenkins Street	From Main South Road intersection to 40m south.	50	20	30
Green Island 5	Main South Road	From Church Street intersection to 50m east of the Main South Road/Brighton Road roundabout.	50	38	30
Appendix 4. Blackhead, Green Island, Fairfield, Westwood					

Reference	Road name	Description	Existing speed limit km/h	Mean operating speed (MegaMaps 2021) km/h	Officer Recommendation km/h
Blackhead 1	Blackhead Road	From 251m west of Tunnel Beach Rd intersection to Brighton Rd intersection.	80	71	60
Blackhead 2	Tunnel Beach Road	Length of road.	80	20	60
Blackhead 3	Blackhead Road	215m west of Emerson St intersection to 250m west of Tunnel Beach Rd intersection.	80	71	60
Waldronville 1	Allen Road South	Length of road.	80	29	60
Waldronville 2	Brighton Road	From 120m south of Weir Street intersection to 220m east of Friendship Drive intersection.	80	63	60
Green Island 1	Church Hill Road	From 340m south of District Road intersection to Green Island Bush Road intersection.	80	38	60
Green Island 2	Green Island Bush Road	Length of road.	80	37	60
Westwood 1	Jeffcoates Road	Length of road.	80	63	60
Fairfield 1	Coalstage Road	40m north from Saddle Hill Road intersection.	100	49	60
Fairfield 2	Main Road	From Saddle Hill Road intersection to 120m east.	80	47	60
Fairfield 3	McMaster Road	Length of road.	80	37	60
Fairfield 4	Old Brighton Road	From Jeffcoates Road intersection to 265m southwest of Walton Park Reserve Avenue.	80	44	60
Appendix 5. Mount Cargill					

Reference	Road name	Description	Existing speed limit km/h	Mean operating speed (MegaMaps 2021) km/h	Officer Recommendation km/h
Upper junction 1	Mount Cargill Road	From Upper Junction Road to No.1108 (245m southwest of Shortcut Road).	80	53	60
Mt Cargill 1	Green Road	Length of road.	100	37	60
Mt Cargill 2	Shortcut Road	From Mt Cargill Road intersection to 130m south of Harvey Street intersection.	100	36	50
Mt Cargill 3	Shortcut Road	From Harvey Street intersection to 130m south	50 & 100	70	50
Appendix 6. Highcliff and Otago Peninsula					
Highcliff 1	Highcliff Road	From Hilton Road intersection to Pukehiki village	80 & 70	57	60
Highcliff 2	Highcliff Road	Pukehiki Village.	70/80	57	40
Highcliff 3	Highcliff Road	From Pukehiki village to 110m southwest of Seaton Road intersection.	70	44	60
Otago Peninsula 1	Portobello Road and Harington Point Road	350m north of Doon Street intersection to 187m northeast of Otakou Golf Course Road intersection.	50, 70 & 80	47 to 70	40 (urban) and 60 (elsewhere)
Sandymount 1	Sandymount Road	From Highcliff Road intersection to 50m east.	70	26	60
Sandymount 2	Seal Point Road	50m south of Highcliff Rd intersection	70	44	60
Broad Bay 1	Residential roads	All roads or areas marked on the map entitled "DCC Speed Limit Bylaw 2004, Amendment 11"	50	20 - 22	40
Company Bay 1			50	22 to 28	40
Harington Point 1			50	26	40

Reference	Road name	Description	Existing speed limit km/h	Mean operating speed (MegaMaps 2021) km/h	Officer Recommendation km/h
Harwood 1		and identified in the legend as having a speed limit of 40 km/h.	50	27	40
MacAndrew Bay 1			50	20-23	40
Otakou 1			50	N/A	40
Portobello 1			50	20-22	40
The Cove 1			50	23	40
The Cove 2	Irvine Road	Length of road.	70	22	40
The Cove 3	Ivanhoe Road	Length of road.	70	26	40
The Cove 4	Proctors Road	Length of road.	70	26	40
The Cove 5	Weller Street	Length of road.	70	36	40
Otakou 2	Moepuku Road (previously Desert Road)	Length of road.	80	20	60
Macandrew Bay 2	Rosehill road	Length of road.	70	20	60
Macandrew Bay 3	St Ronans Road	Length of road.	70	20	60
Macandrew Bay 4	Sunnybrae Road	Length of road.	70	N/A	60
Portobello 2	Weir Road	Length of road.	70	37	60
Pukehiki 1	Camp Road	From Highcliff Road intersection (Pukehiki Village) to 279m north of Castlewood Road intersection (Larnach Castle gates).	70	37	60
Pukehiki 2	Castlewood Road	From Camp Road intersection to 295m east of Portobello Road intersection.	70	42	60
Tomahawk 1	Centre Road	From 50m south of Highcliff Road intersection.	80	63	60

Reference	Road name	Description	Existing speed limit km/h	Mean operating speed (MegaMaps 2021) km/h	Officer Recommendation km/h
Tomahawk 2	Karetai Road	From Highcliff Road intersection 50m south.	70	63	60
Appendix 7. Allanton, Brighton, Saddle Hill, Scroggs Hill					
Brighton 1	Scroggs Hill Road	From Law Road intersection to 600m northwest of Seaview Road intersection.	100	63	80
Allanton 1	Allanton-Scroggs Hill Road	From Scroggs Hill Road intersection to 40m northwest.	100	37	60
Allanton 2	Bush Reserve Road	From Scroggs Hill Road intersection to 40m southwest.	100	37	60
Allanton 3	Law Road	Length of road.	100	46	60
Saddlehill 1	Saddle Hill Road	Length of road.	100/80/70	54 to 60	60
Scroggs Hill 1	Sproull Drive	Length of road.	100	20	60
Scroggs Hill 2	Finnie Road	Length of road.	100	29	60
Scroggs Hill 3	Scurr Road	Length of road.	100	36	60
Ocean View 1	Brighton Road	From 235m east of Jeffcoates Road intersection to 310m east of McColl Road intersection.	70 & 80	61 to 74	60
Ocean View 2	McColl Road	Length of road.	70	20	60
Ocean View 3	Rockview Road	Length of road.	70	21	60
Appendix 8. Halfway Bush, North Taieri					
North Taieri 1	Flagstaff-Whare Flat Road	From 3 Mile Hill Road intersection to 240m north.	100	38	60

Reference	Road name	Description	Existing speed limit km/h	Mean operating speed (MegaMaps 2021) km/h	Officer Recommendation km/h
North Taieri 2	Three Mile Hill Road	From 165m east of Flagstaff-Whare Flat Road intersection to 300m east of Silverstream Valley Road intersection.	80	80	80
Halfway Bush 1	Brinsdon Road	Length of road.	100	30	50
Halfway Bush 2	Chalmerston Road	Length of road.	100	20	60
Halfway Bush 3	Dalziel Road	From Three Mile Hill Road intersection to Brindson Road intersection.	70	63 to 65	60
Halfway Bush 4	Halfway Bush Road	Length of road.	70	35	60

Regulatory Subcommittee
Speed Limits Bylaw Hearing
MINUTES

Minutes of an ordinary meeting of the Regulatory Subcommittee - Speed Limits Bylaw Hearing held in the Edinburgh Room, Municipal Chambers, The Octagon, Dunedin on Wednesday 28 October 2020, commencing at 10.00 am.

PRESENT

Chairperson Cr Andrew Whiley

Members Cr Rachel Elder
Cr Mike Lord
Cr Jim O'Malley

IN ATTENDANCE Simon Drew (General Manager Infrastructure Services), Nick Sargent (Transport Strategy Manager), Hjarne Poulsen (Transport Engineering and Road Safety Team Leader), and Paula Barragan (Policy Analyst, Regulation Management – Transport Strategy), Jeanine Benson (Group Manager Transport)

Governance Support Officer Lauren McDonald

1 APOLOGIES

There were no apologies.

2 CONFIRMATION OF AGENDA

Moved (Cr Mike Lord/Cr Rachel Elder):

That the Subcommittee:

Confirms the agenda without addition or alteration.

Motion carried

3 DECLARATIONS OF INTEREST

Members were reminded of the need to stand aside from decision-making when a conflict arose between their role as an elected representative and any private or other external interest they might have.

Moved (Cr Andrew Whiley/Cr Mike Lord):

That the Subcommittee:

- a) **Notes** the Elected Members' Interest Register and
- b) **Confirms** the proposed management plan for Elected Members' Interests.

Motion carried

PART A REPORTS

4 PROPOSED SPEED LIMIT BYLAW AMENDMENTS 10 AND 11

A report from Transport presented a summary of the submissions received and other feedback provided during the two separate consultations undertaken for Amendment 10 (Port Chalmers) and Amendment 11.

The report included four specific areas across the district in relation to proposed speed limit changes under the Speed Limit Bylaw 2004. Seven submissions were received for Amendment 10, and 333 submissions received for Amendment 11.

The Group Manager Transport (Jeanine Benson) and the Transport Strategy Manager (Nick Sargent) were in attendance and responded to members' questions.

Durham Throp (Amendment 11)

Mr Throp spoke to his submission to oppose the proposed speed reductions across the district, due to the time cost to motorists and his consideration that the existing non-compliance of speed limits motorists was unreasonable. He responded to members' questions.

Moved (Cr Andrew Whiley/Cr Mike Lord):

That the Subcommittee:

Adjourns the meeting until the arrival of the next submitter.

Motion carried (RSCCC/2020/013)

The meeting adjourned at 9:10 am and recommenced at 9:15 am on the arrival of the next submitter.

Robert Penman (Amendment 11)

Mr Robert Penman spoke to his submission in support of a speed limit of 70km/h on the Highcliff Road and a 40 km/h through the Pukehiki village. He responded to questions from panel members.

Christine Garey (Amendment 11)

Mrs Garey spoke to her personal submission in support of the proposed 60km/h speed limit change into the Broad Bay settlement area. She responded to questions from panel

members.

Richard Penman (Amendment 11)

Mr Richard Penman spoke to his submission in opposition to the proposed speed limit reductions on the peninsula. Mr Penman responded to members' questions.

Moved (Cr Andrew Whiley/Cr Jim O'Malley):

That the Subcommittee:

Adjourns the meeting until the arrival of the next submitter.

Motion carried

The meeting adjourned at 10:14 am and recommenced at 10:42 am on the arrival of the next submitter

Paul Pope, Chairperson, Otago Peninsula Community Board (Amendment 11)

Mr Pope spoke to the submission on behalf of the Otago Peninsula Community Board (OPCB) and detailed the feedback collated from an OPCB led online survey, which received over 450 responses from peninsula residents on the proposed speed limit changes.

Mr Pope responded to questions from panel members.

Errol Moore (Amendment 11)

Mr Moore spoke to his submission on the time impact to commercial vehicles operators on the proposed speed reductions on the peninsula, due to increased travel times. He requested that vehicle movement be kept as high priority. Mr Moore responded to questions from panel members.

Colin Weatherall (Amendment 11)

Mr Weatherall spoke to his submission with focus on placement of speed safety signage in the Green Island area and seeking consistency of speed limits being set. Mr Weatherall responded to questions from panel members.

Lynne Samuels (Amendment 11)

Ms Samuels spoke to her submission from the perspective of a horse rider and walker and supported speed limit reductions and signage improvements on Highcliff Road. She supported speed reduction through peninsula townships, particularly Pukehiki. Ms Samuels responded to questions from the panel members.

Laura O'Brien (Amendment 11)

Ms O'Brien spoke to the accidents which had occurred in 2020 outside her residence on the Highcliff Road. She advised that the speed reduction signage need improvement, particularly for access to walking tracks off Highcliff Road. Ms O'Brien responded to questions from panel members.

Brian Miller (Mosgiel Taieri Community Board) (Amendment 11)

Mr Miller read aloud from the Community Board's written submission and responded to questions from panel members.

Moved (Cr Andrew Whiley/Cr Jim O'Malley):

That the Subcommittee:

Adjourns the meeting until the arrival of the next submitter.

Motion carried

The meeting adjourned at 2:30 pm and recommenced at 2:32 pm on the arrival of the next submitter.

Richard Oliver (Amendment 11)

Mr Oliver spoke to his submission against the proposed speed reductions. Mr Oliver responded to members' questions.

Norcombe Barker (Amendment 11)

Mr Barker spoke to his submission and advised that as Highcliff Rd was considered a rural road he did not see the need for reducing the speed limit to 60km/h from 80km/h. Mr Barker responded members' questions.

Michael Lee (Amendment 11)

Mr Lee advised he was a small business owner on Princes Street, Dunedin and spoke to his submission in opposition to additional speed restrictions, in general, around the city, as he considered these as counterproductive. Mr Lee responded to members' questions.

Moved (Cr Andrew Whiley/Cr Jim O'Malley):

That the Subcommittee:

Adjourns the meeting until 9:00 am on Thursday 29 October 2020.

Motion carried

The meeting adjourned at 2:58 pm on Wednesday 28 October 2020 and reconvened on Thursday 29 October at 9.00 am.

Amy Leuthauser (Amendment 11)

Ms Leuthauser spoke to her submission from her perspective as a physician, based at the Dunedin Public Hospital, and her experience of treating road accident victims, particularly the degree of injury from vehicle speeds above 30 km/h. Ms Leuthauser responded members' questions.

Moved (Cr Andrew Whiley/Cr Mike Lord):

That the Subcommittee:

Adjourns the meeting until the arrival of the next submitter.

Motion carried

The meeting adjourned at 9.35 am and reconvened at 9.40 am on the arrival of the next submitter.

Moved (Cr Andrew Whiley/Cr Jim O'Malley):

That the Subcommittee:

Adjourns the meeting until the arrival of the next submitter.

Motion carried

The meeting adjourned at 9:51 am and reconvened at 10:08 am on the arrival of the next submitter.

Fran Hammond (Amendment 11)

Ms Hammond spoke of her disappointment that only two options had been offered in the speed limit bylaw review, without allowance for adjustments for the peninsula roads and felt this had decreased the relevance of the consultation undertaken. She advised she was opposed to the proposed Amendment 11.

Ms Hammond responded to questions from panel members.

Moved (Cr Andrew Whiley/Cr Mike Lord):

That the Subcommittee:

Adjourns the meeting until the arrival of the next submitter.

Motion carried

The meeting adjourned at 10:21 am and recommenced at 10:45 am on the arrival of the next submitter.

Paul Weir (Saddle Hill Community Board) (Amendment 11)

Mr Weir spoke on behalf of the Saddle Hill Community Board's submission and advised that the Community Board had canvassed local residents and the feedback received was that residents were looking for efficiency and safety of the road network. Mr Weir responded to members' questions.

Moved (Cr Andrew Whiley/Cr Mike Lord):

That the Subcommittee:

Adjourns the meeting until the arrival of the next submitter.

Motion carried

The meeting adjourned at 10:56 am and recommenced at 11:05 am on the arrival of the next submitter.

Dr John Holmes (Amendment 10 – Port Chalmers)

Dr Holmes spoke to his submission on the speed limit for the entirety of Beach Street (from the level crossing to Laing Street) to become a 40km/h area, with speed humps and other traffic calming measures to be put in place to reduce speed. Dr Holmes responded to members' questions.

Pauline Dicker (Amendment 11)

Ms Dicker spoke to her submission and the ongoing issue with cars doing burnouts in the carpark/bus turning area alongside the playground at Tomahawk. She advised that this had been an issue since 2018. She sought improved safety signage and road calming measures to reduce speed in the Tomahawk area.

Ms Dicker responded to members' questions.

Moved (Cr Andrew Whiley/Cr Jim O'Malley):

That the Subcommittee:

Adjourns the meeting and moves into deliberation on return.

Motion carried (RSCCC/2020/014)

The meeting adjourned at 11:28 am and recommenced in deliberation at 11:32 am.

DELIBERATIONS

The Subcommittee considered the submissions received and the recommendations contained in the report.

Amendment 10

Moved (Cr Andrew Whiley/Cr Jim O'Malley):

That the Subcommittee:

Recommends that the Speed Limits Bylaw 2004 – Amendment 10 (Port Chalmers) be adopted by Council, with a speed limit of 40km/h for the six roads in question (Wickliffe Terrace, Borlases Road, Albertson Avenue, Grey Street, Mount Street, Beach Street) with the speed limits to come into effect on 24 December 2020.

Motion carried (RSCCC/2020/015)

Amendment 11

The Panel considered the streets affected by Speed Limits Bylaw Amendment 11 - Attachment I and agreed the following wording changes:

(Blackhead, Green Island, Fairfield, Westwood)

- Blackhead 1 (Blackhead Road) - wording to read "from 215m west of Emerson Street intersection to west of Tunnel Beach Road".
- Blackhead 3 – wording to read "Tunnel Beach Road to the Brighton Road intersection."

(Highcliff, Otago Peninsula 1 and 2)

- Tomahawk 1 to be referred to as Pukehiki 1 – Pukehiki village to the Larnach Castle entrance gates on Camp Road.
- Tomahawk 2 to be referred to as Pukehiki 2 – Castlewood Road (from Camp Road intersection east of the Portobello Road intersection).
- Highcliff 1 to be defined into 3 sections as:
 - Highcliff 1 – Hilton Road to Pukehiki village at 70km/h
 - Highcliff 2 – Pukehiki village at 40 km/h
 - Highcliff 3 – Pukehiki Village to Seaton Road, Portobello at 60 km/h
- Peninsula 1 description to be amended to read "187 northeast of Otakou Golf Course Road intersection".
- Otakou 2 – Road name correction from Desert Road to Moepuku Road.
- The Cove 1 (residential roads); The Cove 2 (Irvine Road); The Cove 3 (Ivanhoe Road); The Cove 4 (Proctors Road) and The Cove 5 (Weller Street) now be referred to as "the length of Portobello Road".
- Halfway Bush 1-5 to be defined as: Halfway Bush 1 (Brinsdon Road); Halfway Bush 2 (Chalmerston Road); Halfway Bush 3 (Dalziel Road); Halfway Bush 4 (Halfway Bush Road);
- North Taieri 1 (Flagstaff-Whare Flat Road); North Taieri 2 (Three Mile Hill Road)

RECOMMENDATIONS

Moved (Cr Andrew Whiley/Cr Jim O'Malley):

That the Subcommittee

- a) **Recommends** that the Speed Limits Bylaw 2004 – Amendment 11, for Central City (CBD) and Green Island be 30km/h as proposed, be adopted by Council, with the speed limits to come into effect on 29 January 2021.

Motion carried (RSCCC/2020/016)

Moved (Cr Andrew Whiley/Cr Jim O'Malley):

That the Subcommittee

- b) **Recommends** that the speed limit for all locations detailed for:
Blackhead 1,2,3 (Blackhead Road, Tunnel Beach Road, Tunnel Beach Road to Brighton Road Intersection); Fairfield 1-4 (Coalstage Road, Main Road, McMaster Road, Old Brighton Road); Green Island 1-2 (Church Hill Road, Green Island Bush Road); Waldronville 1-2 (Allen South Road, Brighton Road) and Westwood, 1 (Jeffcoates Road) move to 70 km/h.

Motion carried (RSCCC/2020/017)

Moved (Cr Andrew Whiley/Cr Jim O'Malley):

That the Subcommittee

Adjourns the meeting.

Motion carried

The meeting adjourned at 12:46 pm and reconvened at 1:10 pm.

Allanton, Brighton, Saddle Hill, Scroggs Hill

Moved (Chairperson Andrew Whiley/Cr Rachel Elder):

That the Subcommittee:

- c) **Recommends** the speed limit for Allanton, Brighton, Saddle Hill, Scroggs Hill as:
 - Brighton 1 (Scroggs Hill Road) move to 80km/h from the 100km/h as proposed
 - Allanton 1-3 (Allanton-Scroggs Hill Road, Bush Reserve Road and Law Road); Ocean View 1-3 (Brighton Road, McColl Road and Rockview Road); Saddle Hill 1 (Saddle Hill Road), Scroggs Hill 1-3 (Sproull Drive, Finnie Road and Scurr Road) to move to 70 km/h.

Motion carried (RSCCC/2020/018)

Mount Cargill Road (Mt Cargill 1-3, Upper Junction 1)

Moved (Cr Andrew Whiley/Cr Jim O'Malley):

That the Subcommittee:

- d) **Recommends** that the proposed speed limits for Mount Cargill Road (Mt Cargill 1-3, Upper Junction 1) as:

- Mount Cargill 1 (Green Road) at 70 km/h
- Mount Cargill 2 (Shortcut Road) at 50 km/h
- Mount Cargill 3 (Shortcut Road) at 50 km/h (as recommended)
- Upper Junction 1 (Mt Cargill Road) at 70 km/h

Motion carried (RSCCC/2020/019)

Highcliff, Otago Peninsula 1 and Otago Peninsula 2

Moved (Cr Andrew Whiley/Cr Jim O'Malley):

That the Subcommittee:

- e) **Recommends** that the proposed speed limits for Highcliff, Otago Peninsula and Otago Peninsula 2 as:
- Broad Bay 1, Company Bay 1, Harington Point 1, Harwood 1, Macandrew Bay 1, Otakou, Portobello 1, The Cove 1-5, Highcliff 2 as 40 km/h.
 - Macandrew Bay 2-4, Otakou 2, Portobello 2 and 3, revised Tomahawk 3 and 4 (now re named Tomahawk 1 and 2), and Highcliff 1 as 70km/h.
 - Highcliff 3, Pukehiki village to Seaton Road, Portobello as 60 km/h.

Motion carried (RSCCC/2020/020)

Halfway Bush, North Taieri

Moved (Cr Andrew Whiley/Cr Jim O'Malley):

That the Subcommittee:

- f) **Recommends** that the proposed speed limit for all locations detailed for Halfway Bush, North Taieri as:
- Halfway Bush 1 to 4 (Brinsdon Road, Chalmerston Road, Dalziel Road, Halfway Bush Road) and North Taieri 1 (Flagstaff-Whare Flat Road) move to 70km/h.
 - North Taieri 2 (Three Mile Hill) remain at 80 km/h.

Motion carried (RSCCC/2020/021)

The Chairperson (Cr Whiley) requested that staff complete the changes and amendments to the Proposed Speed Limits Bylaw Amendment 11 – Table of Affected Roads table.

Moved (Cr Andrew Whiley/Cr Mike Lord):

That the Subcommittee:

Adjourns the meeting until 10 November 2020 at 9:15 am.

Motion carried (RSCCC/2020/022)

The meeting adjourned at 2:51 pm on Thursday 29 October 2020 and reconvened on Tuesday, 10 November 2020 at 9:19 am.

Moved (Cr Andrew Whiley/Cr Jim O'Malley):

That the Subcommittee:

- g) **Recommends** that the 40km speed limit sign be placed just prior to the Pineapple Rock carpark entrance (on the city side) of Portobello Road.

Motion carried (RSCCC/2020/023)

Amendment 12

The Subcommittee asked that consideration be given in the next Speed Limit Bylaw Review (Amendment 12) to the following:

- Variation of speed transitions (entering, within and leaving of communities/townships) where there is great deal of pedestrian/vehicle interaction, e.g. transitioning from 70 km/h outside townships, reduce to 40 km/h on the immediate outskirts of townships and further speed reduction to 30 km/h through the townships.
- Relocation of current speed limit signage at the Maramoana Reserve, Otago Peninsula to the city side of the Pineapple Rock carpark entrance.
- Consult on Dalziel Road for a reduction to 50km/h speed limit for all of Dalziel Road.
- Three Mile Hill Road - encouragement of road monitoring for accident events, engineering improvements to the road (as a Three Mile Hill is a main travel route to/from the city to the Taieri Plains). Install of additional road safety signs, e.g. drive to the conditions.
- Install of pedestrian crossing islands in Broad Bay and other peninsula townships on Portobello Road as safety measures, due to the increased volume of traffic.
- Improvement of road signage (safety, route options) for the Otago Peninsula roads.
- Consult on speed reduction from 50 km/h to 30km/h in relation to survival rate for road accident victims.
- Consideration of the Otago Peninsula residents' preference (collated from the speed survey undertaken by the Otago Peninsula Community Board (OPCB) and included in the OPCB submission as:
 - Speed limit on Portobello Road to be 70 km/h and the townships at 50 km/h
 - Speed limit on Highcliff Road (from the Waverley suburb end) be reduced to 70 km/h
 - Speed Limit from the Pukehiki village to Larnach Castle entrance gates on Camp Road at 50km/h
 - Speed Limit from the Pukehiki village to Portobello township to 60km/h
 - Speed limit of 50km/h for Tomahawk, with electronic speed signage and road calming measures in place
 - Safe pedestrian access across Tomahawk Road to the public playground.
 - Review of the speed limit on Shortcut Rd, due to land development and increased residences in the area.

Moved (Cr Andrew Whiley/Cr Rachel Elder):

That the Subcommittee:

Gives approval for staff to make minor editorial changes to the Speed Limit Bylaw.

Motion carried (RSCCC/2020/024)

Moved (Cr Andrew Whiley/Cr Rachel Elder):

That the Speed Limit Bylaw Review hearing meeting close.

Motion carried (RSCCC/2020/025)

The meeting concluded at 9:39 am.

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CHAIRPERSON