DUNEDIN CITY COUNCIL | kaunihera a-rohe o Ōtepoti

Notice of Meeting:

I hereby give notice that an ordinary meeting of the Hearings Committee will be held on:

Date:	**Thursday 28 May 2026**
Time:	**9.00 am**
Venue:	**Council Chambers, Dunedin Public Art Gallery, The Octagon, Dunedin**

Sandy Graham
Chief Executive Officer

Hearings Committee

Taieri Mouth Road Speed Limit

MEMBERSHIP

Chairperson	Cr Mandy Mayhem
Members	Cr Andrew Simms Cr Mickey Treadwell
Senior Officer	Jeanine Benson, Group Manager Transport
Governance Support Officer	Lynne Adamson

Lynne Adamson
Governance Support Officer

Telephone: 03 477 4000
Lynne.Adamson@dcc.govt.nz
www.dunedin.govt.nz

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

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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 Committee:

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

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Hearings Committee Interest Register 7 May 2026				
Name	**Responsibility (i.e. Chairperson etc)**	**Declaration of Interests**	**Nature of Potential Interest**	**Member's Proposed Management Plan**
Cr Mandy Mayhem	Chairperson	Waitati Hall Society Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Keep Ōtepoti Dunedin Beautiful	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Emergency Response Group, Blueskin area	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin Bay Amenities Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Zone Representative and Board Member	Keep New Zealand Beautiful	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Coastal Community Cycleway Network	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waitati Music Festival Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Disability Issues Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Gasworks Museum Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Keep Dunedin Beautiful (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Performing Arts Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Andrew Simms	Director	Landseer Motor Investments Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Landseer Motor Investments Auckland Limited t/a Andrew Simms - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Stephen Duff Motors Limited t/a Andrew Simms Dunedin - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Three Diamond Automotive t/a Ralliart NZ - Race car preparation	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Cambridge Finance Limited - Financial Services	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	The Landseer Group Limited - Investments	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Otago Motorhome Centre Limited - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Landseer Motor Investments Henderson Limited - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Landseer Motor Investments Moorhouse Limited - Motor vehicle retail	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Minaret Property Investments Limited - Property Investment	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Trustee	The Newfoundland Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	The Moturata Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Taieri Trails Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Taieri Cricket Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgiel AFC	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Commercial Property. Andersons Bay Road, Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Heritage Fund (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Heritage Avisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tūhura Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Taieri Airport Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Micky Treadwell	Director	Atawhai Interactive Tapui Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Contractor	Otago Polytechnic	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Green Party of Aotearoa	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Otaru Sister City Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ice Sports Dunedin Incorporated (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ōtepoti Dunedin Live Music Advisory Panel (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Ao Tūroa Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Peninsula Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

PART A REPORTS

TAIERI MOUTH ROAD SPEED LIMIT - CONSULTATION SUMMARY REPORT

Department: Transport

EXECUTIVE SUMMARY

1 This report presents a summary of feedback received through a public consultation proposing to reduce the speed limit on Taieri Mouth Road from 100 km/h to 80 km/h. Consultation was carried out from 2 March 2026 to 13 April 2026.

2 The proposed speed limit reduction and public consultation were developed under the Land Transport Rule: Setting of Speed Limits 2024.

3 Consultation sought community views on three options:

- Option 1: change the speed limit from 100km/h to 80km/h on the full length of Taieri Mouth Road (13.9 km)
- Option 2: change the speed limit from 100km/h to 80 km/h on part of Taieri Mouth Road (6.3 km)
- Option 3: do not change the 100km/h speed limit on Taieri Mouth Road (status quo).

4 Submissions were received primarily from residents of Taieri Mouth, Kuri Bush, Brighton, and the wider Dunedin area, as well as from organisations including Te Whatu Ora, Te Rūnaka o Ōtākou, emergency services, the Saddle Hill Community Board, and a wildlife advocacy group.

5 A total of 238 submissions were received during the consultation period. Of these submissions, 78 indicated support for Option 1 (33%), 27 indicated support for Option 2 (11%), and 133 indicated support for Option 3 (56%).

RECOMMENDATIONS

That the Committee:

a) **Notes** the feedback received from the community through the Taieri Mouth Road Speed Limit consultation process; and

b) **Recommends** a preferred option for speed management along Taieri Mouth Road to the Council; and

c) **Notes** that complementary measures raised through consultation, including vegetation management, maintenance, signage, and enforcement, will continue to be considered as part of ongoing corridor management.

BACKGROUND

Taieri Mouth Road

6 The current speed limit along Taieri Mouth Road is 100 km/h. The average operating speed is 88-92 km/h.

7 Taieri Mouth Road is a rural connector route providing access between Brighton, Kuri Bush, Taieri Beach, and Taieri Mouth, and forms part of the Southern Scenic Route.

8 The road serves multiple functions including daily commuting, freight and logging transport, tourism, recreational travel, cycling, beach access, and residential access.

9 Dunedin City Council first considered reducing the speed limit on Taieri Mouth Road through the draft Speed Management Plan consulted on in 2023. During that process, 20 residents of Kuri Bush made a submission seeking a reduction in the speed limit to 80 km/h on a defined section of Taieri Mouth Road, citing safety concerns related to access, visibility, and the presence of vulnerable road users.

10 Following the introduction of the Land Transport Rule: Setting of Speed Limits 2024 (the Rule), proposed speed limit changes developed under the previous framework could not be progressed and were required to be consulted on again. Council has therefore progressed a new speed limit review for Taieri Mouth Road under the 2024 Rule in response to earlier community safety concerns.

Consultation Process

11 The Taieri Mouth Speed Limit proposal and speed setting process, including the requirement for a 6-week public consultation, was noted by Council at the 27 November 2025 Council meeting with the resolution below:

> *Moved (Mayor Sophie Barker/Cr Mandy Mayhem):*
>
> *That the Council:*
>
> *a)* ***Notes*** *the Taieri Mouth Road Speed Limit Change Consultation report.*
>
> *Motion carried (CNL/2025/321)*

12 The Taieri Mouth Road Speed Limit proposal was published on the Council website for consultation from 2 March until 13 April 2026. Consultation materials published included information about the role and function of the road, how the road is used, why a speed limit change has been proposed rather than any other speed management intervention, and a cost benefit analysis using the tool provided by the New Zealand Transport Authority Waka Kotahi (NZTA), as required under the Rule.

13 The consultation materials published on the Council website are included at Attachment A.

14 The promotion for the consultation included:

a. Digital content for social media platforms

b. A media release

c. Advertising in print media

d. The Dunedin City Council website

e. Internal Dunedin City Council communication via Connect

f. FYI Dunedin – A hardcopy monthly newsletter delivered to letterboxes citywide

g. Letter drops to Taieri Mouth, Taieri Beach and Kuri Bush residents.

15 In addition to the above outreach, Council staff also directly contacted the Clutha District Council, the school bus operator (Go Bus), Te Rūnaka o Ōtākou, forestry companies operating using the road (Wenita and City Forests), emergency services, cycling advocacy groups, the local schools, and the Saddle Hill Community Board.

16 Although no formal submission was made, the Clutha District Council Transport Team expressed support for a speed limit reduction on the Dunedin City Council section of Taieri Mouth Road, citing the existing 70 km/h limit on Taieri Mouth Road on the Clutha side of the boundary and the significant presence of tourists and visitors using the road.

17 Submissions were collected via an online form, emails and written letters. All submissions received via letter or email have been entered into the online form.

18 Submitters were asked to select one of the three options and provide reasons for their preference, along with any additional comments or supporting information.

19 All submissions were reviewed, thematically tagged, and analysed to identify key issues, areas of agreement, and points of difference.

DISCUSSION

20 A summary of the submissions is included in Attachment B. The feedback is summarised below.

21 A total of 238 submissions were received, with 9 submitters requesting an opportunity to be heard.

22 Most submissions (97%) were from individual members of the public, with a small number from organisations, groups, and the Saddle Hill Community Board.

23 Overall support for each option was:

- Option 1 – 78 submissions (33%)
- Option 2 – 27 submissions (11%)
- Option 3 – 133 submissions (56%)

24 Option 3 (no speed limit reduction) received the greatest level of support at 56%, while 44% of submitters supported some form of speed limit reduction.

25 A clear difference in preferences was observed between submitter types:

- Organisations were more likely to support a speed limit reduction (particularly Option 1)
- Individual submitters were more likely to support retaining the current speed limit.

26 Submitter preferences varied by location of residence:

- Submitters from Taieri Mouth (including Taieri Beach) showed strong support for retaining the current speed limit
- Submitters from Dunedin City (including Mosgiel) were more likely to support a full speed limit reduction.

Opposition to speed limit reduction (Option 3)

27 The most common theme raised by submitters opposing a speed limit reduction was the opinion that the road is currently safe to drive at 100 km/h.

28 Other key themes included:

- concern that lower speed limits may lead to unsafe overtaking due to driver frustration
- concern about increased travel times
- preference for alternative safety measures, including maintenance, signage, vegetation management, and pull-over areas.

Support for full speed limit reduction (Option 1)

29 Submitters supporting a full reduction commonly cited safety concerns and the opinion that the road is not safe to drive at 100 km/h.

30 Other key themes included:

- support for the safety rationale outlined in the Taieri Mouth Road Speed Limit proposal
- safety risks for cyclists and other vulnerable users
- risks to wildlife, particularly sea lions.

Support for partial speed reduction (Option 2)

31 Submitters supporting Option 2 generally recognised the safety issues present on Taieri Mouth Road and perceived Option 2 to be a compromise to address safety without overly impacting travel times.

32 These submissions highlighted:

- the need to address safety concerns in specific higher-risk sections

- balancing safety improvements with maintaining travel efficiency
- localised concerns such as residential access, road geometry, and sightlines.

Other key themes highlighted in submissions

33 The Saddle Hill Community Board and emergency services (4 submissions total) noted that reduced speed limits may impact response times to the Taieri Mouth area. Emergency services are limited to travelling at no more than 30 km/h over the speed limit with lights and sirens on. Although emergency service vehicles have provision to exceed posted speed limits, emergency travel speeds are unlikely to be safe at 30 km/h over the current speed limit (100 km/h) on Taieri Mouth Road due to the geometry, sightlines and use of the road.

34 Approximately 19 submitters indicated a preference for reducing the speed limit within the Kuri Bush area only (covering an estimated 300 metres of road). Of these, 4 supported Option 2, while the remaining 15 preferred Option 3 (status quo). A speed limit reduction limited solely to the Kuri Bush area was not included as an option in the consultation.

35 Eight submitters noted the increased risk of, and road damage caused by, the high number of logging trucks using the road.

36 Three submitters suggested to move the 80 km/h Brighton zone to south of the Big Stone Road intersection as this intersection is perceived to be particularly dangerous.

37 Three submitters suggested speed cameras on Taieri Mouth Road as an additional safety measure.

Cost of implementation

38 The cost of implementing Option 1 (full speed limit reduction) is estimated at approximately $18,600. The cost of implementing Option 2 (partial speed limit reduction) is estimated at approximately $9,800. The cost of Option 3 (status quo) is $0.

39 Should Council approve a speed limit reduction, these costs will be funded through the existing Transport budget allocation.

OPTIONS

40 The Committee may consider the following three options in relation to speed limit changes on Taieri Mouth Road.

Option One – full speed limit reduction on Taieri Mouth Road

41 Reduce the speed limit on the entire length of Taieri Mouth Road from 100 km/h to 80 km/h. This change would apply from the Clutha District Council boundary to just north of the Big Stone Road intersection. This is a 13.9 km stretch of road.

Advantages

- Addresses safety concerns identified by submitters, including risks associated with road geometry, visibility, and improved residential and beach access

- Aligns with submissions from organisations and groups, including those focused on road safety, health, emergency services and the local iwi.
- Improves safety outcomes for vulnerable road users such as cyclists and pedestrians
- Reduces the likelihood and severity of crashes, particularly on a road with mixed use and varying conditions.

Disadvantages

- Does not align with the majority of submitters, who supported retaining the current speed limit
- May increase travel times for commuters travelling between Taieri Mouth and Dunedin by approximately 54 seconds.
- May require increased enforcement as drivers adjust to the new speed limit.

Option Two – speed limit reduction on part of Taieri Mouth Road

42 Reduce the speed limit on part of Taieri Mouth Road from 100 km/h to 80 km/h. This speed limit reduction would apply from the Clutha District Council boundary to just north of Kuri Bush at MacLeods Lagoon. This is a 6.3 km stretch of road.

Advantages

- Provides a more targeted approach by addressing safety concerns in specific areas of the road
- Reflects some submitter feedback supporting site-specific speed reductions, particularly in areas such as Kuri Bush
- Balances safety improvements with maintaining travel efficiency along the remainder of the route.

Disadvantages

- Does not improve safety along the entire corridor of Taieri Mouth Road, only the southern section of the road
- Has the lowest proportion of submitter support of the three options
- Additional speed limit changes along the route may reduce clarity and increase driver confusion.

Option Three – status quo

43 Retain the existing 100 km/h speed limit along Taieri Mouth Road.

Advantages

- Aligns with the preference indicated by the majority of submitters (56%)
- Maintains current travel times for regular road users

- Avoids implementation costs.

Disadvantages

- Does not address safety concerns raised by submitters supporting a speed reduction
- Does not address concerns relating to residential and beach access safety
- Does not address increased risk of fatalities and severe injury crashes, which are more likely on high-speed open roads, particularly those lacking safety barriers.

NEXT STEPS

44 Staff will prepare a report outlining the Committee's recommendation for Council to consider and make a final decision.

45 If Council approves a speed limit change, staff will implement the decision in accordance with the Rule. This includes obtaining approval from the Director of Land Transport, updating the National Speed Limit Register, installing appropriate signage, and notifying relevant stakeholders and the community.

46 Implementation of any approved changes will be scheduled through the Transport work programme and delivered within standard timeframes for signage and minor traffic control works.

47 Post-implementation monitoring may be undertaken to assess the effectiveness of the changes and inform any future interventions.

Signatories

Author:	Janet Young - Transport Analyst
Authoriser:	Simon Spiers - Acting Transport Strategy Manager Jeanine Benson - Group Manager Transport Scott MacLean - General Manager, City Services

Attachments

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SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities.
This decision promotes the social well-being of communities in the present and for the future.
This decision promotes the environmental well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	✓	☐	☐
Economic Development Strategy	✓	☐	☐
Environment Strategy	✓	☐	☐
Arts and Culture Strategy	☐	☐	✓
3 Waters Strategy	☐	☐	✓
Future Development Strategy	☐	☐	✓
Integrated Transport Strategy	✓	☐	☐
Parks and Recreation Strategy	✓	☐	☐
Other strategic projects/policies/plans	☐	☐	✓

The proposed speed limit reduction supports the Council's strategic framework by improving safety outcomes, maintaining efficient transport connections, and protecting the natural environment, with no direct impact on other strategies.

Māori Impact Statement

Engagement with Te Rūnaka o Ōtākou has been undertaken, and the proposed speed limit reduction supports improved safety outcomes for all road users, including Māori who are disproportionately represented in road trauma statistics.

Sustainability

The proposed speed limit reduction supports sustainability by improving safety for all road users, including cyclists and pedestrians, and contributing to a safer and more inclusive transport system.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There is no impact on the Long-Term Plan, Annual Plan, or Infrastructure Strategy, as implementation will be delivered within existing budgets.

Financial considerations

The estimated cost of implementation is approximately $18,600 (Option 1) or $9,800 (Option 2) and will be funded through the existing Transport budget.

Significance

The decision is considered to be of low significance, as it relates to a localised speed limit change with minimal financial impact and was subject to public consultation in accordance with the Rule.

SUMMARY OF CONSIDERATIONS
Engagement – external External engagement was undertaken through a six-week public consultation process, supported by targeted stakeholder engagement including iwi, emergency services, and key road users.
Engagement - internal Internal engagement included communication through the Council intranet, inviting staff who were not directly involved in the project to provide feedback.
Risks: Legal / Health and Safety etc. The proposed speed limit change is intended to reduce the severity of crashes and improve overall road safety outcomes along Taieri Mouth Road.
Conflict of Interest There are no known conflicts of interest.
Community Boards Taieri Mouth Road is in the Saddle Hill Community Board area. The Saddle Hill Community Board provided a submission in support of a partial speed limit reduction and participated in the consultation process.

Consultation Materials

Taieri Mouth Road Speed Limit Proposal

Website link: Taieri Mouth Road Speed Limit - Dunedin City Council and Transport projects - Dunedin City Council

Taieri Mouth Road speed limit changes

We're proposing speed limit changes on Taieri Mouth Road to make the road safer for all users and improve residential and beach access.

We want to hear your views on the proposed changes. Tell us what you think before public consultation closes on 13 April 2026.

Background

The current speed limit along Taieri Mouth Road is 100 km/h.

We first proposed reducing the speed limit from 100 km/h to 80 km/h in our draft Speed Management Plan, which was open to public consultation in 2023. At that time, 20 residents of Kuri Bush made a submission seeking an 80 km/h speed limit on a 3 km section of Taieri Mouth Road, from MacLeod's Lagoon to the southern end of Kuri Bush, citing safety concerns.

We are consulting again now after the Government's Setting of Speed Limits Rule 2024 (The Rule) changed the process for setting speed limits.

Reasons for reducing the speed on Taieri Mouth Road

- Like many coastal roads in New Zealand, Taieri Mouth Road has frequent curves or corners that require drivers to slow down and navigate with caution.
- While the speed limit is currently 100 km/h, the mean driving speed is between 88-92 km/h, which indicates the current speed limit is too high for the road.
- There are numerous access points to residential properties on blind corners in the Kuri Bush settlement. The Kuri Bush community has asked for a reduced speed limit to improve safety.
- There are beach access points along the road with poor visibility of oncoming traffic, which does not align well with being a high-speed road.
- Sightlines are limited at the Dicksons Road and Taieri Mouth Road intersection.
- Local farmers use the road for moving heavy machinery and logging trucks regularly use the road.
- Tourists travel on the road, which is part of the Southern Scenic Route so does not align with being a high-speed road.
- There are increasing reports of sealions/pakake either on or crossing Taieri Mouth Road and causing road safety issues.

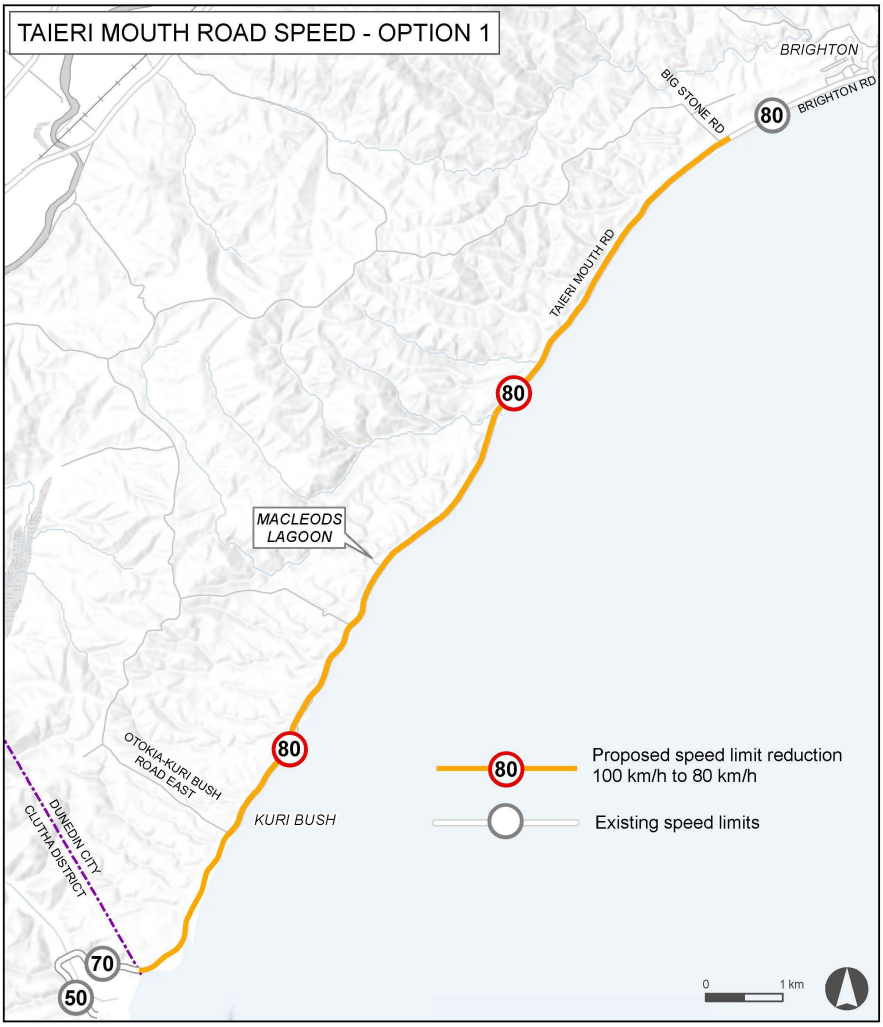
The proposals

Option 1 – speed limit reduction on the entire length of Taieri Mouth Road

The proposed change would reduce the speed limit from 100 km/h to 80 km/h on the full length of Taieri Mouth Road.

The change would apply from the Clutha District Council boundary just north of the Taieri Mouth bridge, to just north of the intersection with Big Stone Road. This is a 13.9 km stretch of road.

- This would result in a consistent speed limit on Taieri Mouth Road, reducing confusion and improving driver compliance.
- Reducing the speed limit would make residential and beach access safer along the full stretch of road.
- It would better align with actual driving speeds, which are consistently lower than 100 km/h, and would promote safer and more consistent speeds along Taieri Mouth Road.
- This is the safer option and would be more intuitive for drivers, avoiding multiple speed limit changes along a short stretch of road.



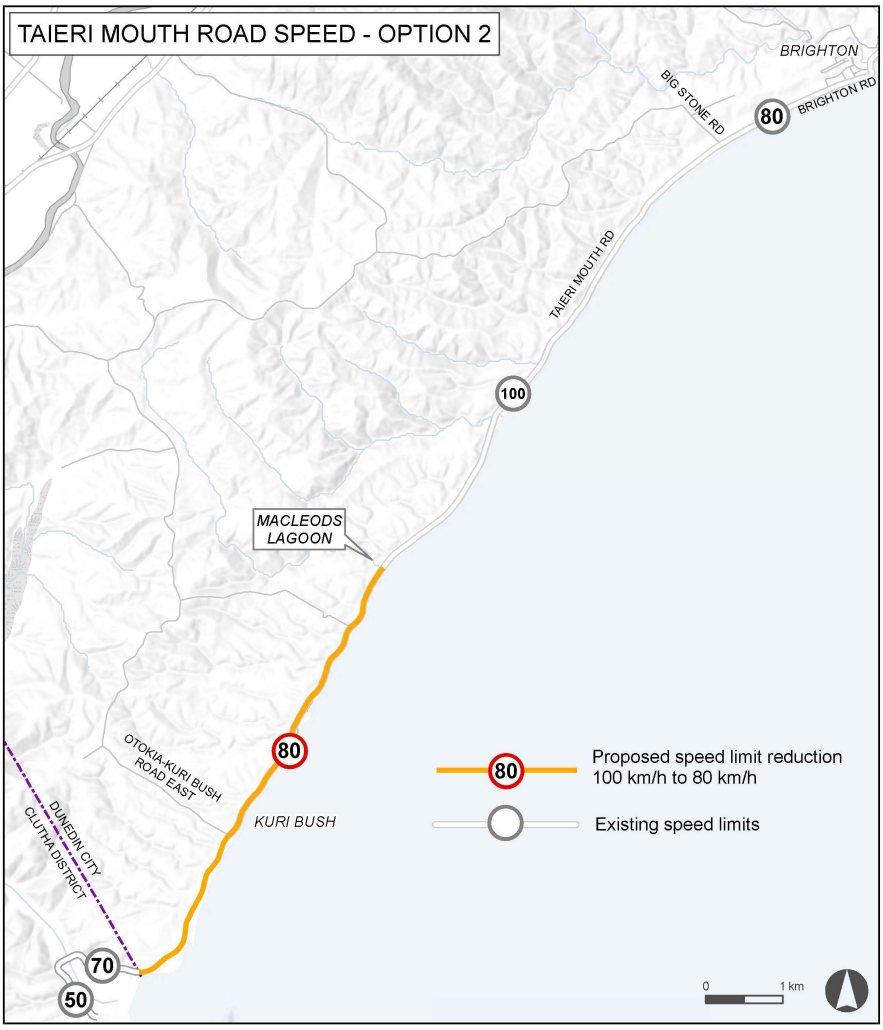
Option 2 – speed limit reduction on part of Taieri Mouth Road

An alternative option is to reduce speed on part of Taieri Mouth Road that includes the Kuri Bush settlement.

This proposed speed limit change from 100 km/h to 80 km/h would apply from the Clutha District Council boundary to MacLeod's Lagoon. This is a 6.3 km stretch of road.

- Reducing speed on this stretch of road would make residential and beach access safer in this location.

- There would be three speed limit changes for motorists travelling through Taieri Mouth Road – as opposed to one speed limit change for option 1 – which could be confusing for road users.



Option 3 – status quo

No change to the current speed limit of 100km/h on the entire length of Taieri Mouth Road, from the Clutha District Council boundary to north of Big Stone Road.

Requirements under The Rule

Cost benefit disclosure statement

The Rule 2024 requires us to complete a cost benefit disclosure statement for the proposed speed limit changes. This sets out the expected impact of the speed limit changes on safety and travel times, and the expected implementation cost.

The proposed speed limit changes are estimated to increase travel times along by 54 seconds (option 1) or 25 seconds (option 2).

Option 1 would reduce serious injury crashes by 0.5, minor injury crashes by 0.7, and non-injury crashes by 0.6 per year. Option 2 would reduce serious injury crashes by 0.4, minor injury crashes by 0.4, and non-injury crashes by 0.4 per year.

The total implementation cost would be $5,000 for either Option 1 or 2.

As Option 3 maintains the status quo, there is no implementation cost for this option.

Option 1 – Cost Benefit Disclosure Statement

Road	**Taieri Mouth Road**
Distance	**13.9 km**
Existing Speed Limit	**100 km/h**
Proposed Speed Limit	**80 km/h**
Number of crashes in last 5 years	**11**
Estimated reduction in number of crashes each year	**0.5 serious injury crashes** **0.7 minor injury crashes** **0.6 non-injury crashes**
Current average operating speed	**90 km/h**
Decrease in expected mean vehicle operating speed	**7.6 km/h**
Estimated impact on individual travel time	**54 seconds**
Estimated impact on collective travel times based on annual average daily traffic volumes	**4,624 hours**
Implementation cost	**$5,000**

Option 2 – Cost Benefit Disclosure Statement

Road	**Taieri Mouth Road**
Distance	**6.3 km**
Existing Speed Limit	**100 km/h**
Proposed Speed Limit	**80 km/h**
Number of crashes in last 5 years	**5**
Estimated reduction in number of crashes each year	**0.4 serious injury crashes** **0.4 minor injury crashes** **0.4 non-injury crashes**
Current average operating speed	**90 km/h**
Decrease in expected mean vehicle operating speed	**7.6 km/h**
Estimated impact on individual travel time	**25 seconds**
Estimated impact on collective travel times based on annual average daily traffic volumes	**1,504 hours**
Implementation cost	**$5,000**

Data sources

Existing speed limit	NZTA National Speed Limit Register
Proposed speed limit	Based on road classification and consultation
Number of crashes in the last five years	NZTA Crash Analysis System
Estimated reduction in the number of crashes each year	Calculated using the NZTA Optional Cost Impact Analysis Tool
Current average operating speed	Megamaps and Compass IoT traffic data
Estimated average operating speed when new speed limit is in place	Calculated using the NZTA Optional Cost Impact Analysis Tool
Estimated impact on individual travel time	Calculated using the NZTA Optional Cost Impact Analysis Tool
Estimated impact on collective travel times	Calculated using the NZTA Optional Cost Impact Analysis Tool

Role and function of the road
Taieri Mouth Road is classed as a rural connector road. It provides a link between Taieri Mouth and Brighton, as well as access to surrounding land and beaches.

How the road is used
Taieri Mouth Road is primarily used by motorists, cyclists, and pedestrians, including tourists, and is also used by freight (forestry), farm vehicles and equestrians.
Marine wildlife (sealions/pakake) is also often found on or crossing the road.

Why a speed reduction has been proposed over other measures
Other safety improvements such as flexible barriers and rumble strips are costly and could be disruptive to residential properties.
Widening shoulders or centrelines is not considered a viable option due to the space constraints of the coastal roading environment.

Alignment of proposal to the road safety aspects of the GPS
This proposal aligns with the Government Policy Statement on Land Transport 2024, as reducing speed improves safety by reducing harm due to crashes. Speed reduction will also reduce the number of crashes and make journeys more reliable, increasing resilience of the road network. This proposal delivers road safety in the most efficient and cost-effective manner for this particular road.

Other options we've considered
Other than permanent speed reductions on this road, we've also considered other safety improvements such as flexible barriers and rumble strips. These would be costly and could be disruptive to residential properties. Widening shoulders or centrelines is not considered a viable option due to the space constraints of the coastal roading environment.

Timeline

- **Draft Speed Management Plan consultation (2023)**
- **Introduction of the Government's Land Transport Rule: Setting of Speed Limits (2024)**
- **Consultation on Taieri Mouth Road speed limit (2 March 2026 – 13 April 2026)**
- **Hearings (TBC)**
- **Council decision (TBC)**

Taieri Mouth Road speed limit change – submission form

To make a submission, please complete the survey below and your feedback will be considered before a final decision is made.

The submission period is 2 March 2026 – 13 April 2026.

Questions:

Which of the three options do you support?

- Option 1 – change the speed limit from 100km/h to 80km/h on the full length of Taieri Mouth Road (13.9 km)
- Option 2 – change the speed limit from 100km/h to 80 km/h on part of Taieri Mouth Road (6.3 km)
- Option 3 – don't change the 100km/h speed limit on Taieri Mouth Road

Please tell us why you support this option:

Open text box

Supporting information *(You can load up to two files by using the 'Add more' button. Each file must be a maximum size of 10MB. Files may only be of .doc, .docx, .jpg, .jpeg or .pdf type.)*

Your details

Name

Organisation (if applicable)

Contact phone number or address

Email address

After you submit the form, a thank-you page will appear in this browser window, and a confirmation email will be sent to the email address provided in your submission.

If the form does not submit successfully, an error message will be displayed at the top of this form.

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 the Taieri Mouth Road speed limit change process. The DCC will collect, store, and use your information in accordance with our privacy policy. Thank you for your feedback.

Summary of submissions

Taieri Mouth Road Speed Limit Proposal consultation

Overview

- Consultation on the proposed Taieri Mouth Road speed limit changes was undertaken from 2 March 2026 to 13 April 2026.
- Submitters were asked to choose 1 of 3 Options:
  - Option 1 – speed limit reduction on the entire length of Taieri Mouth Road
  - Option 2 – speed limit reduction on part of Taieri Mouth Road
  - Option 3 – status quo
- A total of 238 submissions were received.
- Nine submitters indicated that they wished to speak to their submission at a hearing.
- Individual submissions accounted for approximately 97% of total submissions.

Submitter characteristics

Most submissions were received from individual members of the public, with a smaller number of submissions from organisations, groups, and the local Community Board.

Table 1. Submissions received and hearing speakers by submitter type

Submitter Type	Submissions received	Speakers at hearings
Community Board	1	1
Organisations/groups	6	3
Individuals	231	5
Total submissions	**238**	**9**

Individuals compared to organisations/groups

There is a notable difference in preferences between individual submitters and organisations/groups.

Most organisations and groups supported a reduction in the speed limit, with the majority favouring Option 1 (speed reduction along the full length of the road). In contrast, individual submitters were more likely to support retaining the current speed limit (Option 3).

Table 2. Variation in option preferences by submitter type

Submitter Type	Option 1	Option 2	Option 3
Community Board	0%	100%	0%
Organisations/groups	83%	17%	0%
Individuals	32%	11%	57%

Note: Organisation/group percentages are based on a small number of submissions (n=7).

Table 3. Preferred options of organisations and groups

Organisation/group	Preference	Speaking at hearing
Kuri Bush residents (36 signatories – group submission)	Option 1	Yes
Saddle Hill Community Board	Option 2	Yes
Te Whatu Ora	Option 1	Yes
Te Rūnaka o Ōtākou	Option 1	Yes
Fire and Emergency New Zealand	Option 2	No
NZ Sea Lion Trust	Option 1	No
Hato Hone St John	Option 1	No

Speed limit preference

Submitters were asked to indicate their preference of the three options presented in the table below.

Overall, the largest proportion of submitters supported retaining the current speed limit (Option 3), with 56% of responses.

A smaller proportion (33%) supported reducing the speed limit along the full length of the road (Option 1), while 11% supported a partial reduction (Option 2).

While most submitters supported retaining the current speed limit, a notable proportion (44% of submitters) supported some form of speed reduction, either across the full corridor or part of the road.

Table 4. Submitter preferences for speed limit options on Taieri Mouth Road

Option	Number of responses	Percentage of responses
Option 1 – speed limit reduction on the entire length of Taieri Mouth Road	78	33%
Option 2 – speed limit reduction on part of Taieri Mouth Road	27	11%
Option 3 – retain current speed limit (status quo)	133	56%
Totals	**238**	**100%**

Location of submitters

Submitter preferences varied by location, with notable differences between communities along the road and the wider Dunedin area.

Please note, the classification of location is based solely on the addresses used in the submission form to identify trends. It's likely that some submitters may be owners rather than occupiers or vice versa and that groups and organisations operate across a much broader area.

Submitters from Taieri Mouth (including Taieri Beach) were most likely to support retaining the current speed limit (Option 3), with 71% selecting this option and relatively low support for a full reduction (16%).

In contrast, submitters from Dunedin City showed a more even distribution of views, with a greater proportion supporting a full speed limit reduction (Option 1 – 49%) compared to retaining the current speed limit (Option 3 – 42%).

Submitters from Brighton also showed a preference for retaining the current speed limit (58%), although there was a notable proportion supporting a full speed limit reduction (Option 1 – 37%)

Feedback from Kuri Bush was more evenly distributed across all three options, with similar levels of support for Option 1 (29%) and Option 2 (29%), and a slightly higher proportion supporting retaining the current speed limit (43%).

Submissions from outside the Dunedin City Council and Clutha District boundaries were small in number and showed varied preferences, meaning no strong conclusions can be drawn from these groups.

Overall, these results indicate that preferences vary across communities, with stronger support for retaining the current speed limit among Taieri Mouth submitters, and more support for reduction emerging from the wider Dunedin City area.

Table 5. Option preference by location

Location	Within DCC boundary	Option 1	Option 2	Option 3	Total
Within Dunedin City Council boundary					
Brighton	Yes	37%	5%	58%	19
Dunedin City	Yes	49%	9%	42%	81
Kuri Bush	Yes	29%	29%	43%	21
Subtotal (Within DCC)	—	—	—	—	**121**
Outside Dunedin City Council boundary					
Taieri Mouth	No	16%	13%	71%	87
Clutha	No	25%	0%	75%	4
Outside Dunedin and Clutha	No	60%	0%	40%	5
Subtotal (Outside DCC)	—	—	—	—	**96**
Unknown location	Unknown	32%	9%	59%	21
Total	—	**33%**	**11%**	**56%**	**238**

Note: location was determined by addressed entered in the submission form. Those who did not enter an address are grouped under unknown location.

Analysis of themes

The written comments in submissions were coded into themes for analysis.

Submissions were often assigned to multiple themes; therefore, percentages do not total 100%.

Opposition to speed limit reductions (Option 3)

The most common reasons cited by submitters opposing a speed limit reduction are summarised in Table 6.

Table 6. Top themes for opposition to speed limit reduction

Common Themes	Number of responses	Percentage of responses
It's safe to drive 100 km/h	72	30%
Lowering the speed limit will make it more unsafe (due to driver frustration)	28	12%
Install warning signs instead	22	9%
Concern about increased travel times if speed limit was reduced	17	7%
Improve vegetation management to improve safety instead	17	7%
Increase the number of pull over lanes instead	16	7%
Better maintain the road surface instead	16	7%
Cost benefit analysis incorrect	5	2%

Note: Number of responses indicates the number of submissions that commented on a given theme (out of 238 total submissions).

The most cited theme among submitters opposing a reduction in the speed limit was the view that the road is currently safe to drive at 100 km/h (72 submitters, 30%).

Submitters expressing this view often noted that the posted speed limit represents a maximum rather than a target speed, and that drivers can adjust their speed to suit road conditions. Some submissions highlighted that regular users of the road are familiar with its layout and can travel safely at the existing speed, while other road users may choose to travel at lower speeds.

A further key theme was concern that lowering the speed limit may result in reduced safety outcomes (28 submitters, 12%). These submitters suggested that lower speed limits could lead to increased driver frustration and more frequent or risky overtaking behaviour.

Many submitters who opposed a reduction in the speed limit suggested alternative approaches to improving road safety, rather than lowering the posted speed. These included:

- Better maintain the road surface instead (16 submitters)

- install warning signs instead (22 submitters)
- improve vegetation management, particularly near driveways (17 submitters)
- increase number of pull over lanes instead (16 submitters)

These submissions generally indicated a preference for targeted infrastructure or maintenance improvements over regulatory changes.

Concerns regarding travel time were also raised (17 submissions, 7%), with submitters noting that a lower speed limit would increase journey times for those commuting between Taieri Mouth and Dunedin. A small number of submissions (5 submitters, 2%) also questioned the accuracy of the cost-benefit analysis, particularly in relation to predicted travel time impacts.

Some submitters attributed safety concerns to factors other than the posted speed limit, including road condition, heavy vehicle use, and driver behaviour. These submissions suggested that improvements in driver awareness, training, or compliance would have a greater impact on safety outcomes than reducing the speed limit.

Additional concerns raised by submitters included the likelihood of low compliance with a reduced speed limit and the practical challenges associated with enforcement in a rural setting. Some submissions also noted the impact of heavy vehicles, particularly logging trucks, on road condition and safety.

While these themes were most commonly raised by submitters opposing a speed limit reduction, some of the factors identified (such as road condition, visibility, pull over lanes, and traffic mix) were also referenced by submitters supporting a reduction, although these were generally used to support different conclusions.

Support for a speed limit reduction along the full length of Taieri Mouth Road (Option 1)

Submitters supporting a speed limit reduction most commonly cited concerns that the road is not safe to operate at 100 km/h. A significant number of submitters also indicated general support for the reasons outlined in the speed reduction proposal, including improved safety outcomes and reduced crash severity.

Other commonly raised themes included safety for vulnerable road users, particularly cyclists and pedestrians, protection of wildlife such as sea lions, and concerns about interactions with heavy vehicles. Some submitters also supported increased enforcement measures or longer-term infrastructure improvements, such as a future cycle lane, to improve safety along the corridor.

Table 7. Top themes supporting a speed limit reduction

Common themes	Number of responses	Percentage of responses
Road not safe at 100 km/h	50	21%
Support reasons outlined in speed reduction proposal	26	11%
Safety for wildlife (including sea lions)	18	8%
Safety concerns for cyclists	14	6%
Logging trucks contributing to unsafe conditions	5	2%
Future bike lane along Taieri Mouth Road	4	2%
Request for speed cameras / increased enforcement	3	1%

Note: Number of responses indicates the number of submissions that commented on a given theme (out of 238 total submissions).

Support for a speed limit reduction along part of Taieri Mouth Road (Option 2)

Submitters supporting Option 2 (27 submissions, 11%) did not generally oppose speed reductions in principle but instead favoured a site-specific and proportionate approach. The key themes raised by Option 2 submitters align with broader themes identified in submissions, particularly those relating to residential access, limited sightlines, and road geometry in specific areas.

Option 2 submitters described the option as a pragmatic compromise, balancing safety concerns in higher-risk areas with the need to maintain reasonable travel times along the remainder of the route. Some submitters mentioned supporting Kuri Bush residents desire to feel safe. Emergency services organisations also noted that any speed reduction would reduce response times to the Taieri Mouth area.

Overall, feedback supporting Option 2 reflects a clear preference for targeted intervention, rather than applying a corridor-wide speed limit reduction.

Support for a speed limit reduction through Kuri Bush only

A subset of submitters expressed support for a speed limit reduction limited to the Kuri Bush area only.

Approximately 14 submitters supported a reduced speed limit through Kuri Bush only, citing residential access, limited sightlines, and road geometry, while opposing wider reductions under Options 1 and 2.

Several of these submitters noted that their preferred option was not fully reflected in the consultation choices. Some considered Option 2 to extend beyond the area where a lower speed limit was necessary. As a result, some submitters who supported a Kuri Bush–only reduction ultimately selected Option 3 (status quo), despite expressing support for a more localised change.

Overall, these submissions reflect support for a targeted, site-specific approach to speed management, rather than a corridor-wide speed limit reduction.

Taieri Mouth Road Speed Limit Submitters wishing to speak As at 14 May 2026		
Time	**Submission No.**	**Name**
9.10 am	1284988	Angela Moore
9.20 am	1285275	Alexandra Tickle
9.30 am	1285044	James Crighton
9.40 am		
9.50 am	1286033	John Burnip
10.00 am	1285122	Peter Parsons
10.10 am	1288521	Colin Weatherall
10.20 am	1291441	Paul Weir
10.30 am		
10.40 am		
10.50 am	1292021	Shenē Holtzhausen
11.00 am	1292024	Tom Scott