



Draft Speed Management Plan

2024 - 2027

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Document Revision

Approval date	Description	Approved / Amended by	Certification Date	Implementation Date
10-04-2024	Initial Adoption	Council		

Introduction and background

Purpose of this document

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) requires all road controlling authorities (RCA) to develop and consult on a speed management plan. Southland District Council (Council) is the RCA responsible for roads within the Southland District (the District) and the purpose of this Speed Management Plan is to present Council's initial vision and approach to the management of speed within the District to ensure safety is given appropriate consideration amongst other relevant factors.

Between 2024 and 2027, Council will implement the proposed speed limit changes detailed in this document. During this period Council plans to explore with the community how the District can approach implementing safer speeds more widely to inform development of the next Speed Management Plan (scheduled for 2027-2030).

This plan also outlines the proposed speed management plan strategy, guiding principles, and how it aligns to proposals from Waka Kotahi.

What is the Council proposing?

Under this plan, Council is primarily focused on implementing safer and more appropriate speeds on the roads around schools, along with additional areas previously identified within the community and boundary roads. More specifically:

- All schools within the District have been included in this document. Some of these are located on State Highways, which are controlled by Waka Kotahi rather than Council. We do not have control of the speeds on these roads, which form part of Waka Kotahi's Interim State Highway Speed Management Plan 2023-2024; however, they are shown for completeness.
- Speed limits of either 30km/h or 60km/h will be implemented outside of schools on District roads. This has been determined based on the classification of each school's categorisation under the Rule.
- These speed limits will either be permanent speed limits, which apply at all times, or as a variable speed limit (VSL) which only apply around times of activity near schools, around the beginning and end of the school day.
- Additional areas, where speed limits have been identified as an issue within our communities, have been assessed on a case-by-case basis.
- Safer speed limits have been proposed around Takutai O Te Tīti Marae in Colac Bay.
- Aligning the speed limits on boundary roads that Council share with Invercargill City Council.
- Identification of roads where the current speed limit is 70km/h and either setting a different speed limit or providing an explanation why the current 70km/h speed limit should be retained in accordance with requirements under the rule.

Full details of the changes are described later in this document.

Why is the Council considering reducing speed limits?

Reducing speed limits around areas such as schools, or in neighbourhoods, is one way we can contribute to a safer road network. When vehicles are travelling slower around areas with higher density of

pedestrians, people will feel safer and feel more inclined to walk or cycle. Slower vehicles will also reduce the amount of harm caused when accidents do happen. All these things are in alignment not only with Council's strategic planning for transport, but also with the Government's road safety strategy. Council currently see this as an important priority.

The outcome from this document feeds into the Council's Transport Activity Management Plan and in turn Council's Long Term Plan.

The Government's Road to Zero road safety strategy originally set a target for at least 40% of all schools to be covered by a slower speed limit by 30 June 2024, and all schools to be covered by a slower speed by 31st December 2027, this timeline has since been removed by amendments to the Rule made in December 2023, which revised the timing of reductions to when speed limits around schools are set by Council. Council is using this Speed Management Plan to reduce speed limits around all schools within Southland District, excluding schools within the jurisdiction of Waka Kotahi, quicker than the Government's previous deadlines as our children are amongst the most vulnerable.

Since the final review of the Speed Limits Bylaw, several other locations have been identified where existing speed limits present a safety concern within our communities, speed limit changes have been proposed to help address these.

Our approach to speed management

Schools

It is now required by law for schools to have a lower speed limit when setting speed limits on surrounding streets.

- The maximum speed limit for roads around category 1 schools is 30 km/h, either as a permanent or as a variable speed limit (VSL). A variable speed limit is one that applies at the start and end of the school day and reverts to the ordinary speed limit at all other times.
- We have designated some schools as "category 2", because they have limited numbers of pedestrian movements associated with the school, or because they have a separate access for dropping off/picking up school children with lower direct interactions with traffic. These schools are also typically in higher speed environments (70-100km/h).
- For these category 2 schools, the proposed speed limit will be a reduction to a maximum speed limit of 60km/h, either permanently or as a variable speed limit.

When reviewing speed limits around schools, a consistent approach has been used to determine the start and end points of the reduced speed school zone. These have been proposed to align with the Speed Management Guide published by Waka Kotahi, while also considering the current look and feel of the road, and the intended purpose of the road.

For this plan, a 'less is more' approach has been taken for most schools, where the speed limits capture the immediate streets surrounding the schools where it is clear to road users as to why a reduced speed is required. It is important to note that while the specific speed limit is strictly regulated and difficult to change, Council has more discretion around the size of the school zone; which communities have had greater opportunity to influence during consultation stages.

State Highways

State Highway speeds are controlled by Waka Kotahi. Communication with Waka Kotahi is necessary to ensure speeds are consistent through the network. As the opportunity arises, Council does, and will

continue to engage with Waka Kotahi on integration of speed management between State Highway and District roads.

What else?

Council will review and update the Speed Management Plan every three years, which ensures that the performance of the implemented speeds is assessed. It also allows us to adjust as our approach as the District changes and grows, responding to new issues or opportunities as they arise.

Although this Speed Management Plan mainly covers speed limits around schools and some specific areas, there are many more speed related conversations to be had. Over the next three years between 2024 and 2027, we will begin to have conversations with stakeholders and the community on speed limits and other supporting speed management activities.

These conversations will help inform our approach when developing future speed management plans for the District and will focus around the following areas:

- Roads in urban areas and neighbourhoods, such as in central townships, and near retirement villages, recreational facilities and early childhood centres, etc., have high volumes of pedestrians, so Council will consider how to create a safer road network where residents are encouraged and enabled to walk and cycle.
- Speed limits on rural roads have historically been highly influenced by speed, mobility, and economic factors. Many rural 100 km/h roads in the District were not designed as high-speed roads, and usage on these has evolved, seeing larger volumes of traffic than ever before. Although there are few pedestrians present on these roads, drivers and passengers become increasingly vulnerable when driving at these high speeds.

Council must now consider how it will begin transitioning to speed limits which reflect the type of road and environment. The safety benefits of slower speeds will need to have increased significance in this process alongside consideration of other speed management activities.

Aside from the specific speed limit changes detailed elsewhere within this document, Council is not currently proposing any other changes to speed limits of urban or rural District roads for the period covered by this document (between 2024 and 2027).

Policies and objectives

The goal of the Speed Management Plan will be to create a safe and efficient road network that balances the needs of all road users while minimising the risk of crashes and fatalities. Overall, a Speed Management Plan can help improve road safety, build community engagement, use resources effectively, increase compliance with speed limits, and have a positive impact on the environment.

The following principles have been used to guide the development of speed limits.

- Take a holistic approach to speed management, which in addition to using different activities to manage speed but also identifying and assessing the relevant underlying factors which determine which activities are appropriate for the District and the extent that they are applied.
- Use industry guidance as a starting point to assessing speed limits of District roads. We have used the new Road to Zero edition of the Speed Management Guide to help identify what speed limits are safe and appropriate for the Southland District, and this has formed the starting basis for our discussion proposals.

- Give appropriate consideration and weight to the human aspects of speed management. Slower speed limits around schools are about making these environments safer for pedestrians. We think we should balance the inconvenience for some motorists of a slower speed against the benefits of a slower speed environment for people walking or cycling.
- Consider how roads and the surrounding area are used or intended to be used. For proposed changes for schools, the majority of changes within this document, we've identified the streets that are used by people getting to and from school, to work out where there should be slower speed limits. In some cases, there are side streets which provide access to the school, and we need to consider slower speed limits on these roads too.
- Use permanent speed limits for side streets, and variable speed limits for main routes. In most cases, where a school is accessed from a main route, we've used a variable speed limit that operates at the start and end of the school day. This provides safer speeds when there are many people around the school, without unnecessarily slowing down the network for things like freight and logistics. Where a slower speed limit has been proposed on a main road and an adjacent side road, a variable speed limit has been used for both for consistency purposes.

Proposed speed management measures and their rationale

Schools

Aparima College and Riverton Primary School (Riverton/Aparima)

The existing and proposed speed limits for Aparima College and Riverton Primary School are explained in Table 1. The proposed speed limits are shown in Figure 1.

Table 1: Existing and proposed speed limits for Aparima College and Riverton Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Leader Street	19	50	30 permanent	We are proposing a permanent 30km/h speed limit for the immediate streets around the schools where there will be a high volume of pedestrians and the pick-up/drop-off area. The 30km/h zone extends further southeast towards the beach to capture the access to the beach and other recreational activities, where there are more pedestrians present. The average speed that people are travelling on these streets is already less than 30km/h so this proposed speed is anticipated to align with how the roads operate currently.
Princess Street	26-32			
Napier Street	24			
Ngarimu Street	28			
Carrol Street	29			
Pomare Street	N/A			

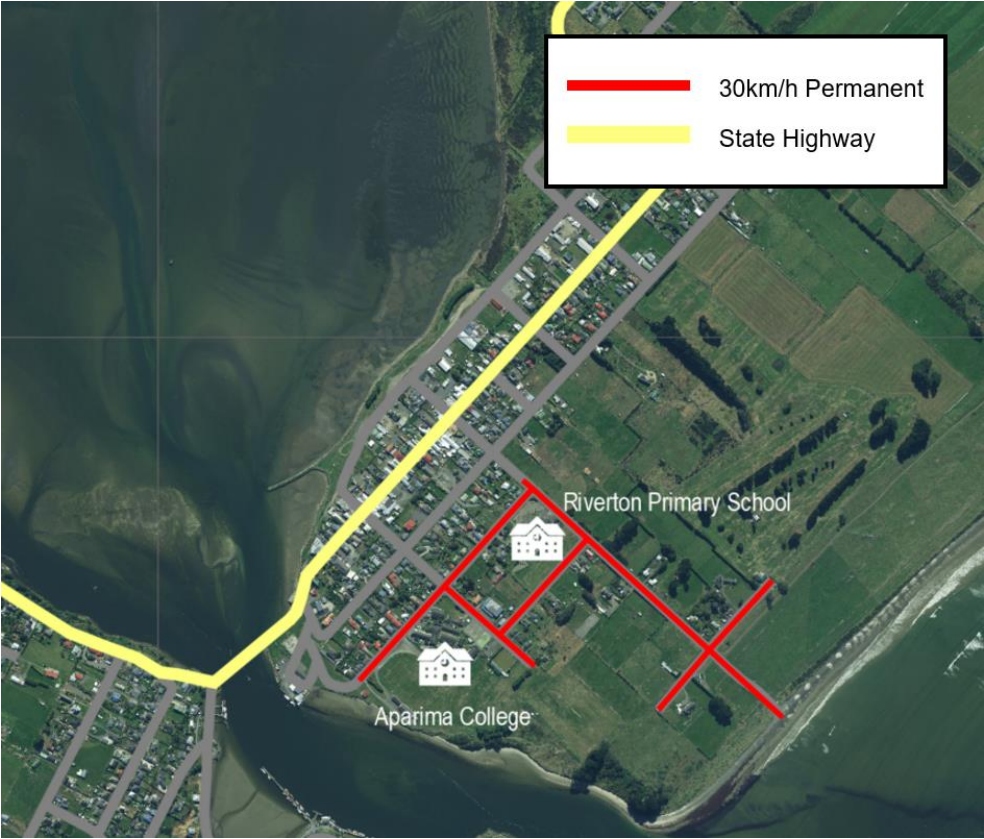


Figure 1: Proposed speed limit changes for Aparima College and Riverton Primary School.

Balfour School

The existing and proposed speed limits for Balfour School are explained in Table 2. The proposed speed limits are shown in Figure 2.

Table 2: Existing and proposed speed limits for Balfour School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Queen Street	54	50	30 VSL	We are proposing a VSL that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling on Queen Street are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.



Figure 2: Proposed speed limit changes for Balfour School.

Central Southland School, Winton School, and St. Thomas School (Winton)

The existing and proposed speed limits for Central Southland School, Winton School, and St. Thomas School are explained in Table 3. The proposed speed limits are shown in *Figure 3*.

Table 3: Existing and proposed speed limits for Central Southland School, Winton School, and St. Thomas School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Grange Street	24	50	30 permanent	We are proposing a permanent 30km/h speed limit for the immediate streets around the schools where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h so this proposed speed is anticipated to align with how the roads operate currently. The 30km/h zone runs further south to extend past the school bus stop access on Mackenzie Street.
Mackenzie Street	29			
State Highway 6	53		30 VSL	This speed limit is on the State Highway and therefore under control of Waka Kotahi. The extent shown is indicative only based on what was consulted on in December 2022 by Waka Kotahi which is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.
Clyde Street	22		30 VSL	We are proposing a 30km/h VSL on Clyde Street and Eglinton Street to align with the 30km/h VSL proposed by Waka Kotahi on State Highway 6.
Eglinton Street	27			
Church Street	17		30 permanent	We are proposing a permanent 30km/h speed limit on Church Street where there will be a high volume of pedestrians and there is a pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h so this proposed speed is anticipated to align with how the roads operate currently.

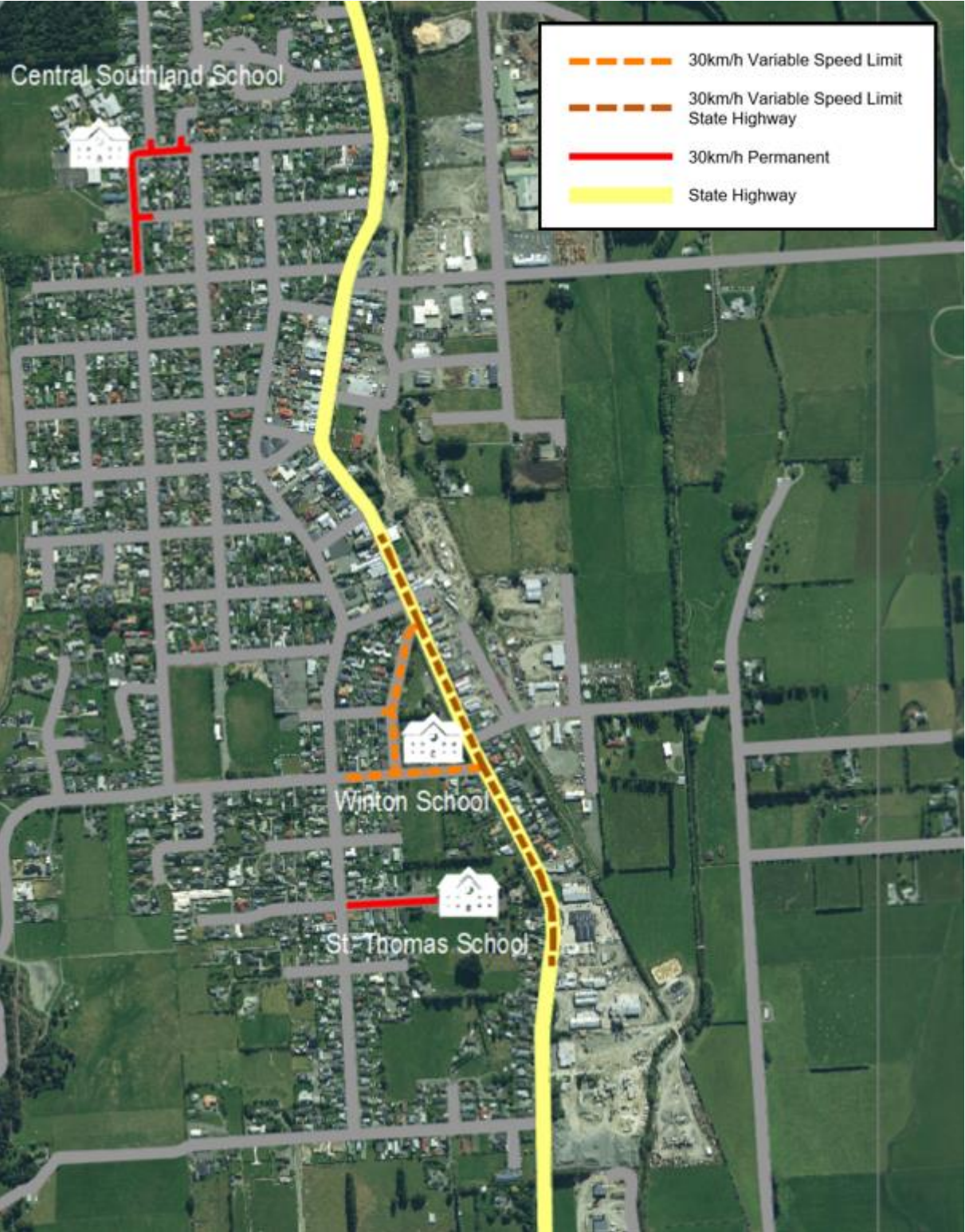


Figure 3: Proposed speed limit changes for Central Southland School, Winton School, and St. Thomas School

Dipton School

The existing and proposed speed limits for Dipton School are explained in Table 4. The proposed speed limits are shown in Figure 4.

Table 4: Existing and proposed speed limits for Dipton School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
George Street	36	60	30 VSL	We are proposing a VSL that will only operate during school pick-up and drop off times. This is because the speeds that people are travelling on James Street and South Hillend-Dipton Road are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 60km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.
James Street	51			
South Hillend-Dipton Road	49			

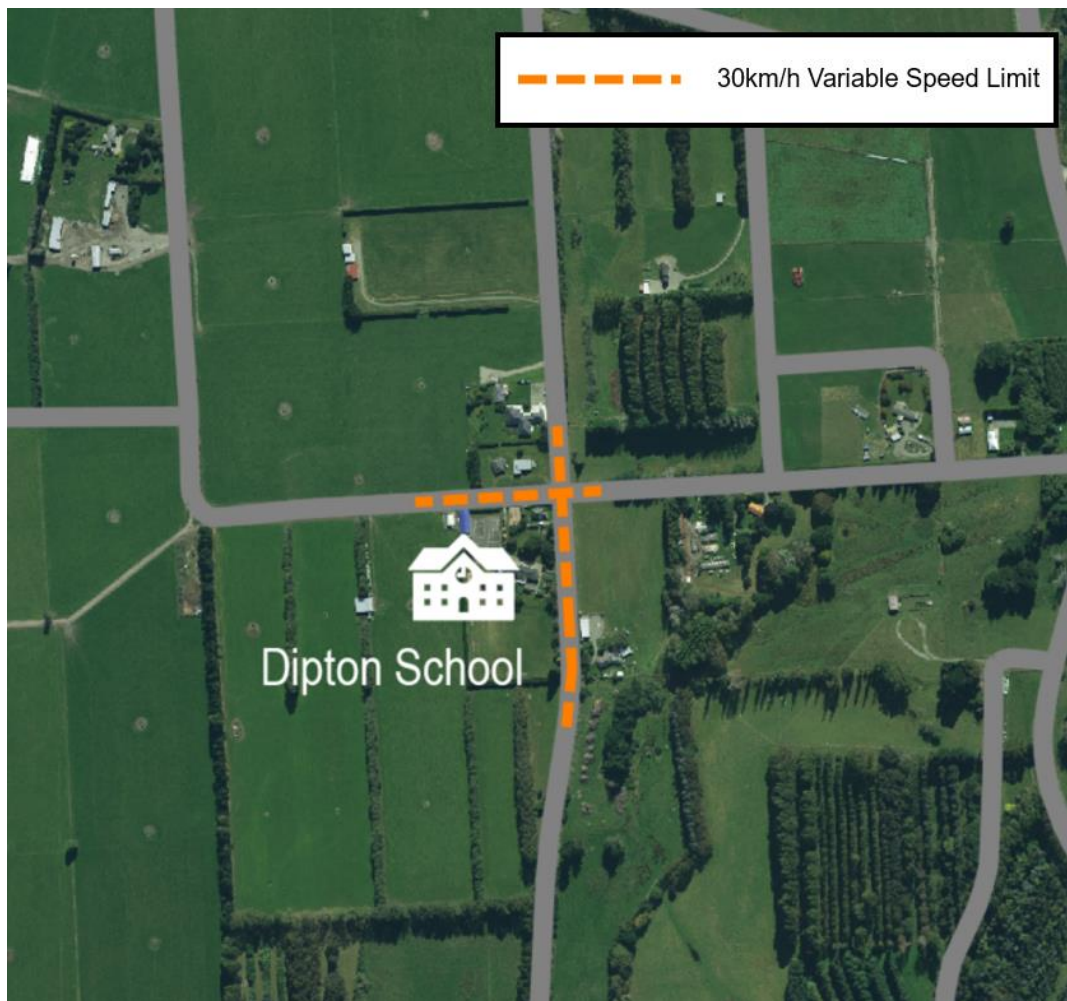


Figure 4: Proposed speed limit changes for Dipton School.

Drummond Primary School

The existing and proposed speed limits for Drummond Primary School are explained in Table 5. The proposed speed limits are shown in Figure 5.

Table 5: Existing and proposed speed limits for Drummond Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Domain Road	38	80	30 VSL	We are proposing a VSL that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling on Boundary Road are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 80km/h speed limit will remain to maintain the main purpose of the road being travel efficiency. This captures both accesses to the school on Boundary Road and Domain Road.
Boundary Road	84			

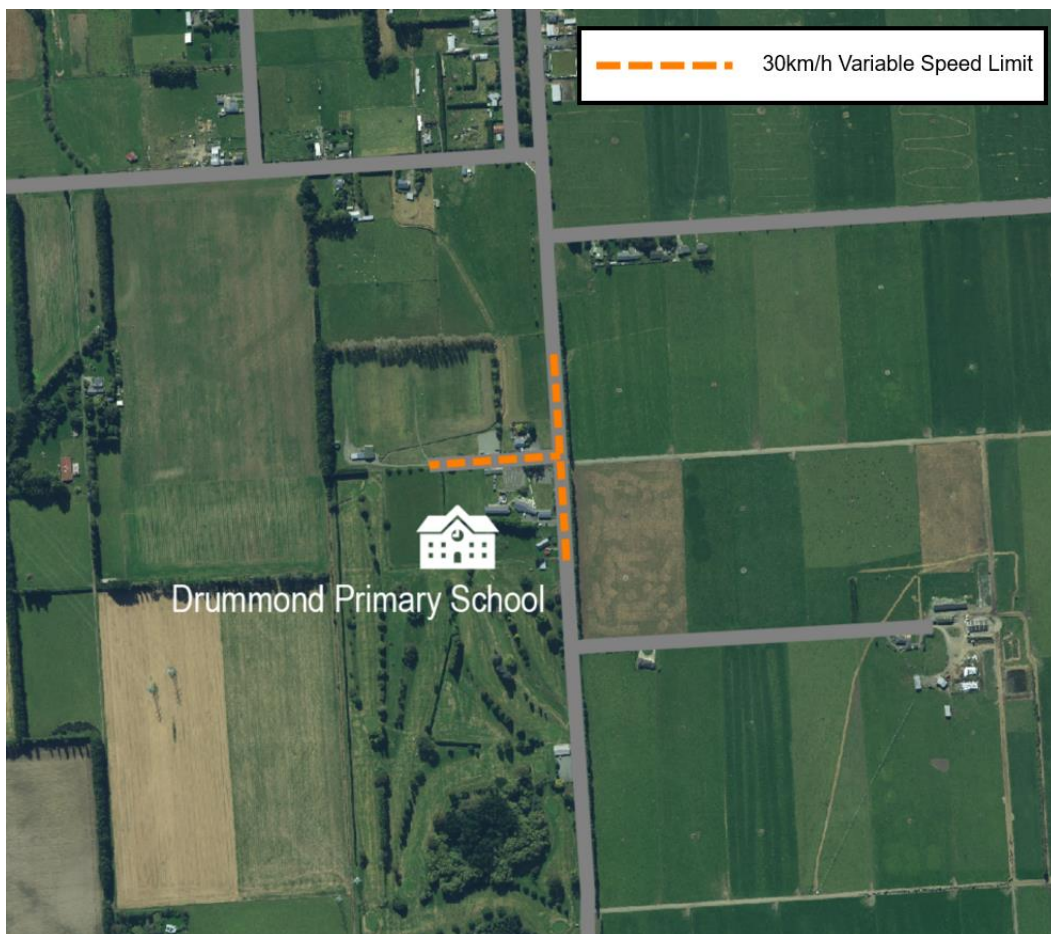


Figure 5: Proposed speed limit changes for Drummond Primary School.

Edendale Primary School

The existing and proposed speed limits for Edendale Primary School are explained in Table 6. The proposed speed limits are shown in Figure 6.

Table 6: Existing and proposed speed limits for Edendale Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Salford Street	50	50	30 VSL	This speed limit is on the old State Highway. With control of the road yet to be handed to Council, Waka Kotahi is therefore responsible for the proposal for this school. The extent shown is indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness. This road is anticipated to transition to Council during the next 3 years.



Figure 6: Proposed speed limit changes for Edendale Primary School.

Garston School

The existing and proposed speed limits for Garston School are explained in Table 7. The proposed speed limits are shown in Figure 7.

Table 7: Existing and proposed speed limits for Garston School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
State Highway 6	88	100	60 VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown is indicative as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.



Figure 7: Proposed speed limit changes for Garston School.

Gorge Road School

The existing and proposed speed limits for Gorge Road School are explained in Table 8. The proposed speed limits are shown in Figure 8.

Table 8: Existing and proposed speed limits for Gorge Road School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Factory Road	15	60	30 VSL	We are proposing a VSL that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling on Tokanui-Gorge Road Highway are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 60km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.
Tokanui-Gorge Road Highway	71			

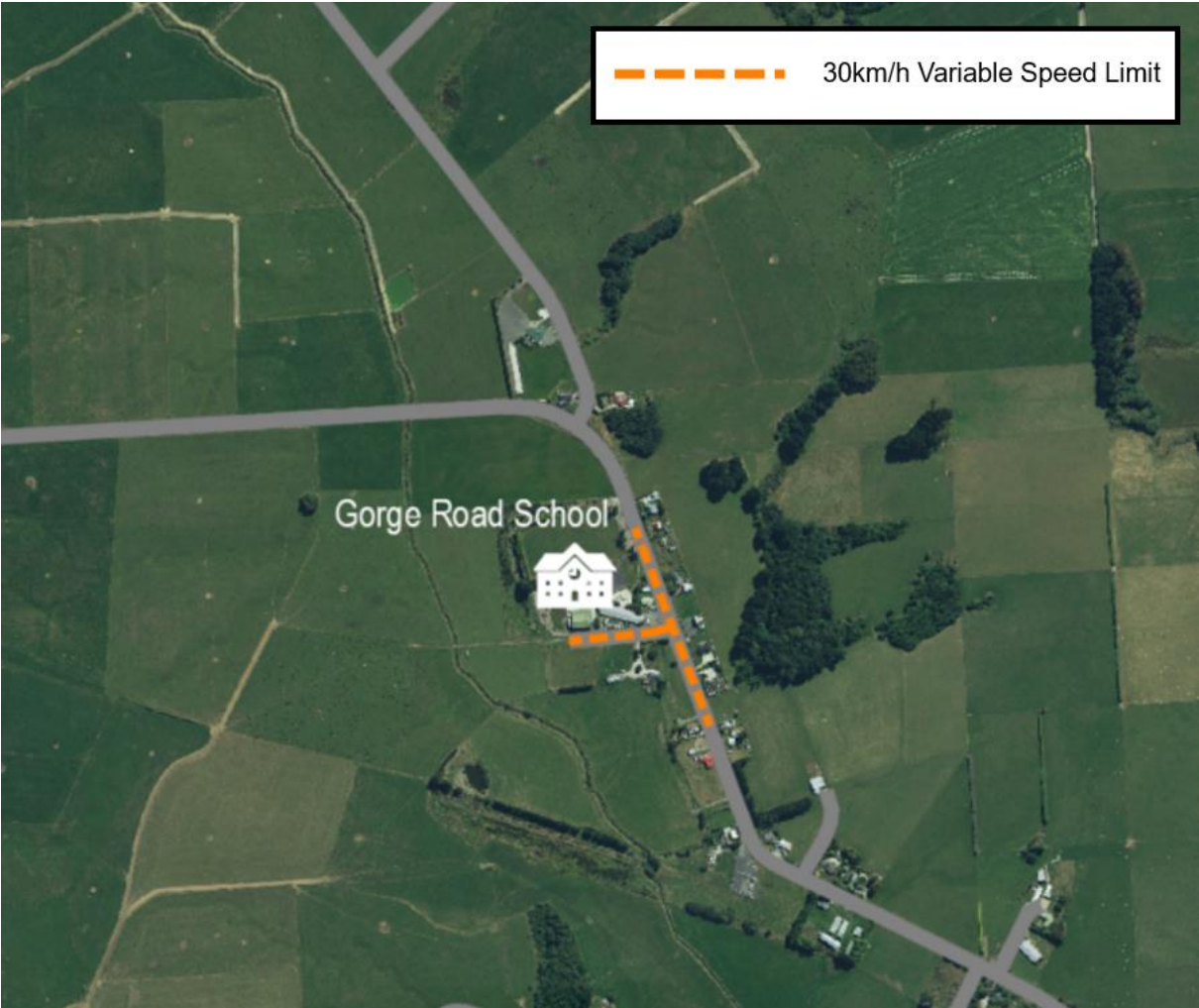


Figure 8: Proposed speed limit changes for Gorge Road School.

Halfmoon Bay School (Stewart Island)

The existing and proposed speed limits for Halfmoon Bay School are explained in Table 9. The proposed speed limits are shown in Figure 9.

Table 9: Existing and proposed speed limits for Halfmoon Bay School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Ayr Road	Unknown	50	30 permanent	<p>We are proposing a permanent 30km/h speed limit around the surrounding streets of Halfmoon Bay School where there will be a high volume of pedestrians and the pick-up/drop-off area.</p> <p>This not only increases safety for school children, but also for the higher numbers of people in the town centre area. It covers the main tourist sites like the museum, library, and visitor centre (The Red Shed). The road environment through these streets will support the 30km/h permanent speed limit.</p>
Dundee Street				
Argyle Street				
Main Road				
Elgin Terrace				



Figure 9: Proposed speed limit changes for Halfmoon Bay School.

Hauroko Valley Primary School

The existing and proposed speed limits for Hauroko Valley Primary School are explained in Table 10. The proposed speed limits are shown in Figure 10.

Table 10: Existing and proposed speed limits for Hauroko Valley Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
State Highway 99	99	100	60VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown is indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.

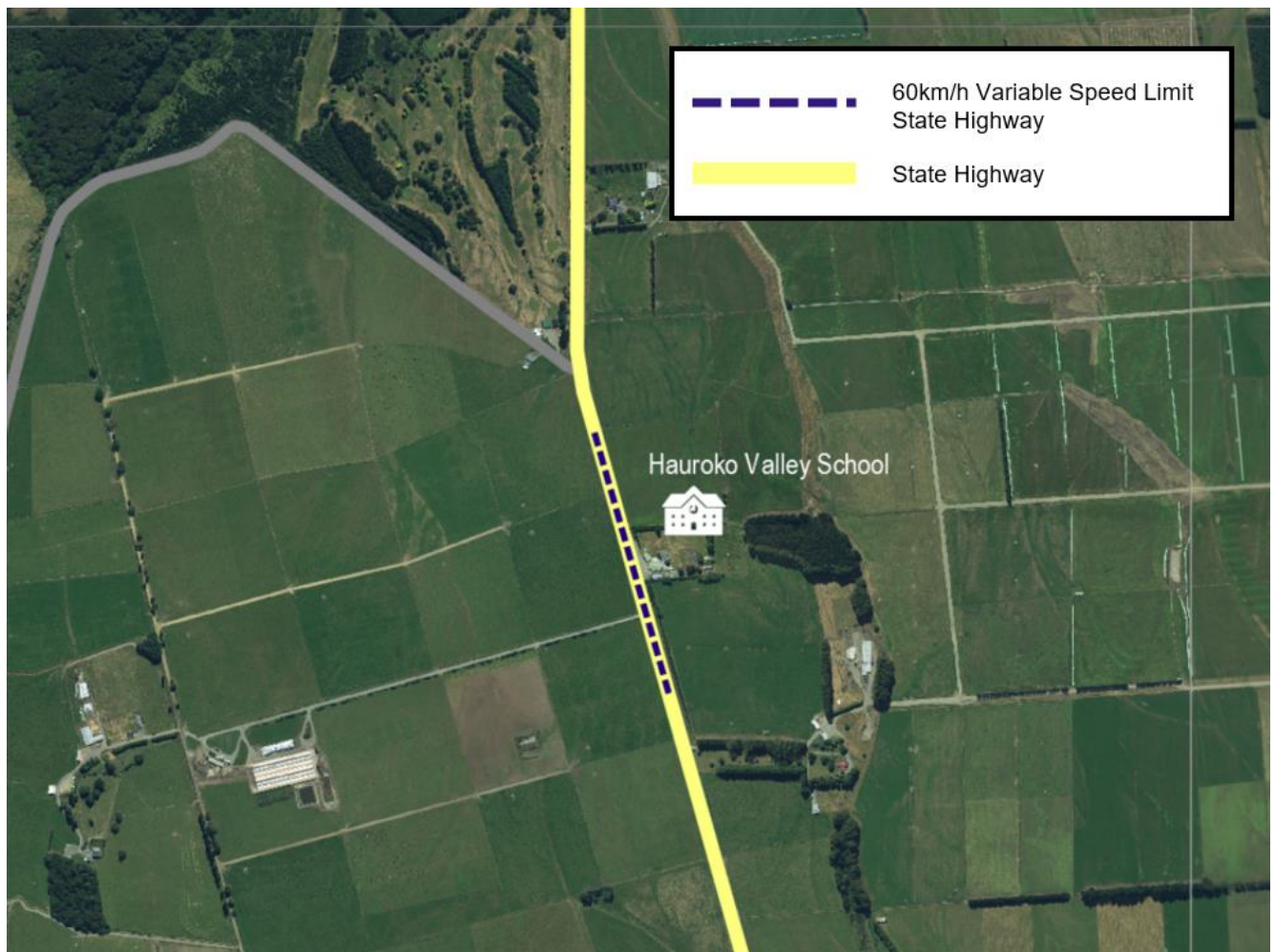


Figure 10: Proposed speed limit changes for Hauroko Valley Primary School.

Heddon Bush School

The existing and proposed speed limits for Heddon Bush School are explained in Table 11. The proposed speed limits are shown in Figure 11.

Table 11: Existing and proposed speed limits for Heddon Bush School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Hall Road	17	100	60 permanent	We are proposing a permanent 60km/h speed limit on Hall Road and Shaw Trees Road where the entrances to the school are. The average speed that people are travelling on these streets is already less than 60km/h, so this proposed speed is anticipated to align with how the roads operate currently.
Shaw Trees Road	20			

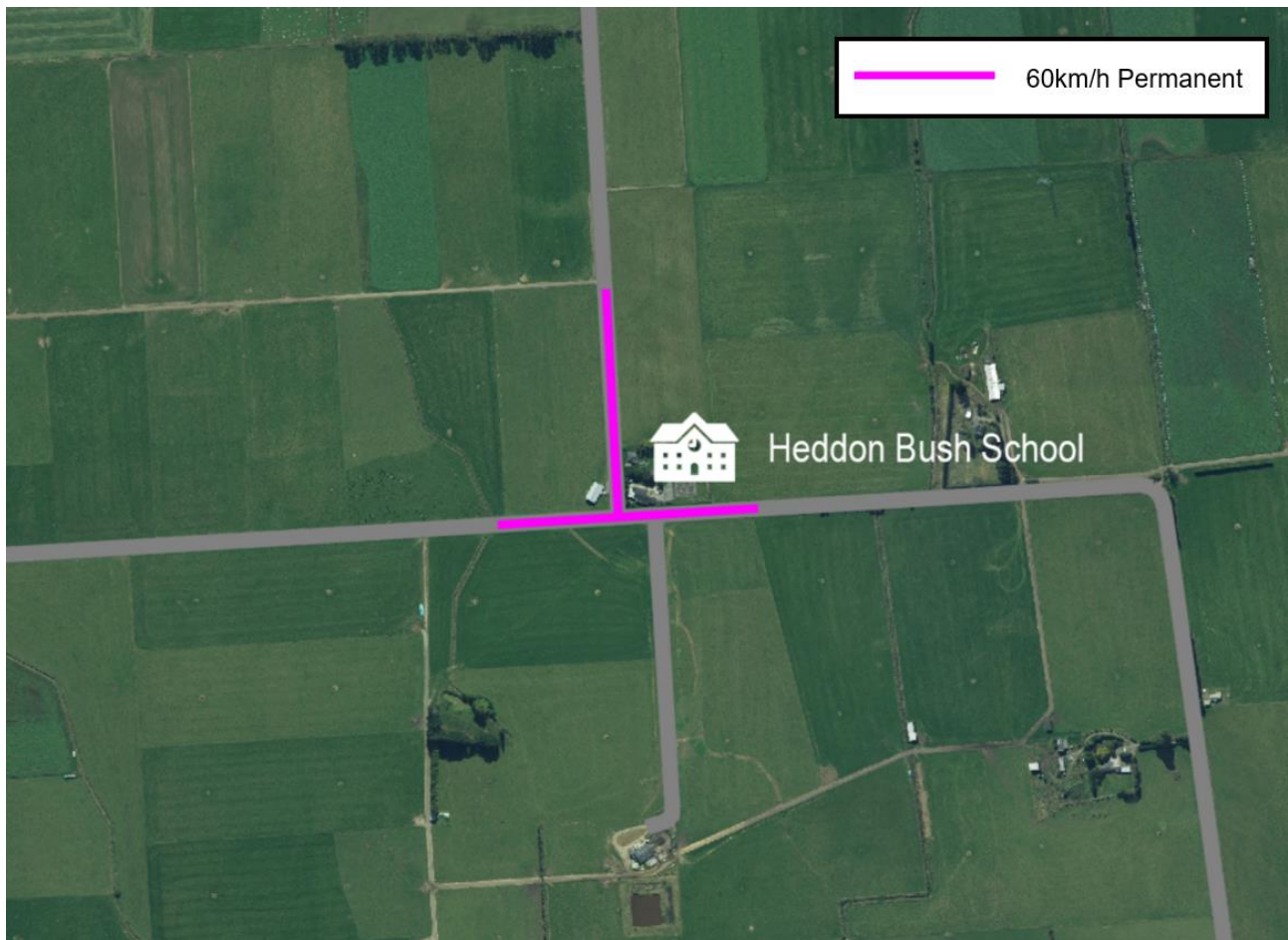


Figure 11: Proposed speed limit changes for Heddon Bush School.

Hedgehope School

The existing and proposed speed limits for Hedgehope School are explained in Table 12. The proposed speed limits are shown in Figure 12.

Table 12: Existing and proposed speed limits for Hedgehope School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
State Highway	91	100	60 VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown is indicative only as this was consulted on in December 2022 by Waka Kotahi and still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.

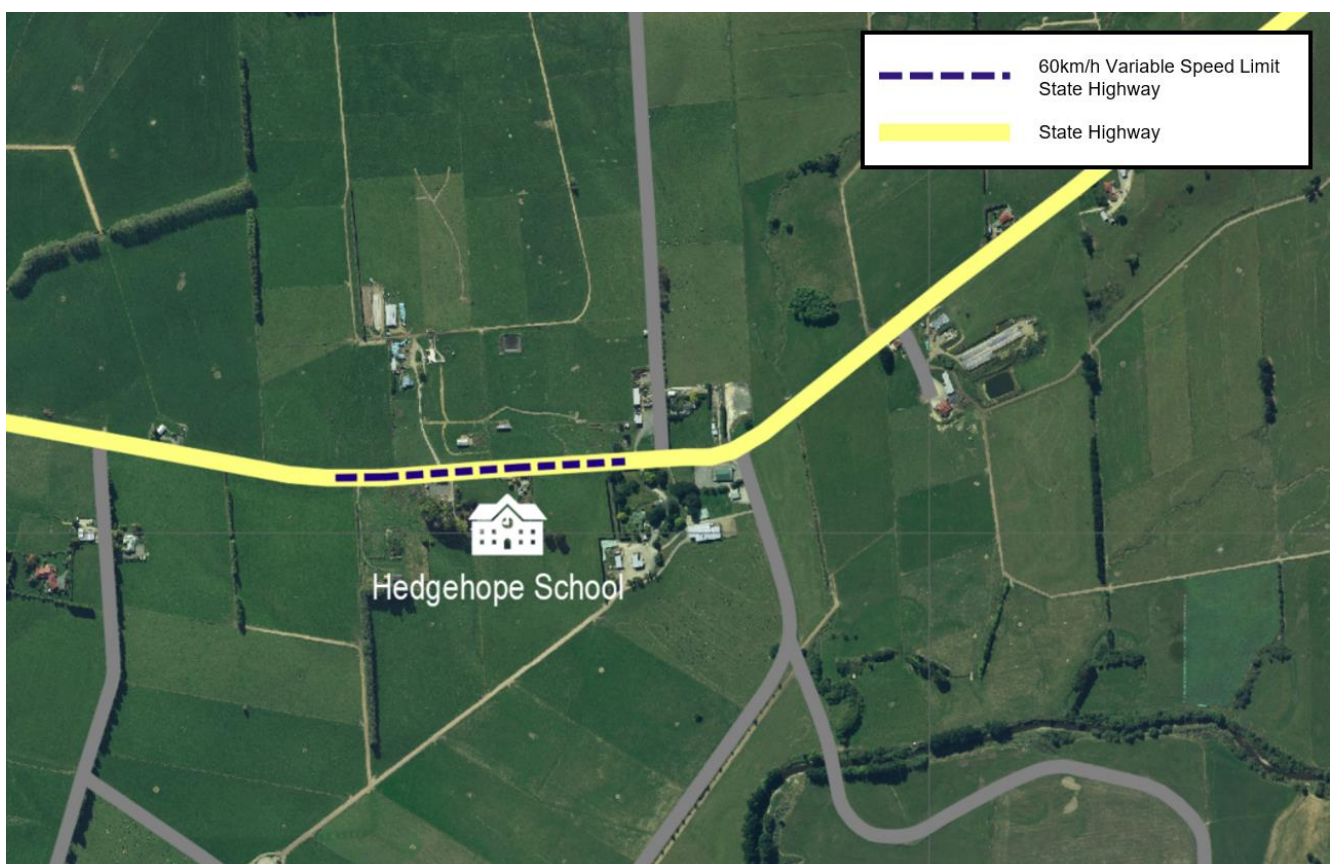


Figure 12: Proposed speed limit changes for Hedgehope School.

Hillside Primary School

The existing and proposed speed limits for Hillside Primary School are explained in Table 13. The proposed speed limits are shown in Figure 13.

Table 13: Existing and proposed speed limits for Hillside Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
McCaughan Street	32	60	30 permanent	We are proposing a permanent 30km/h speed limit for the immediate streets around the school where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.

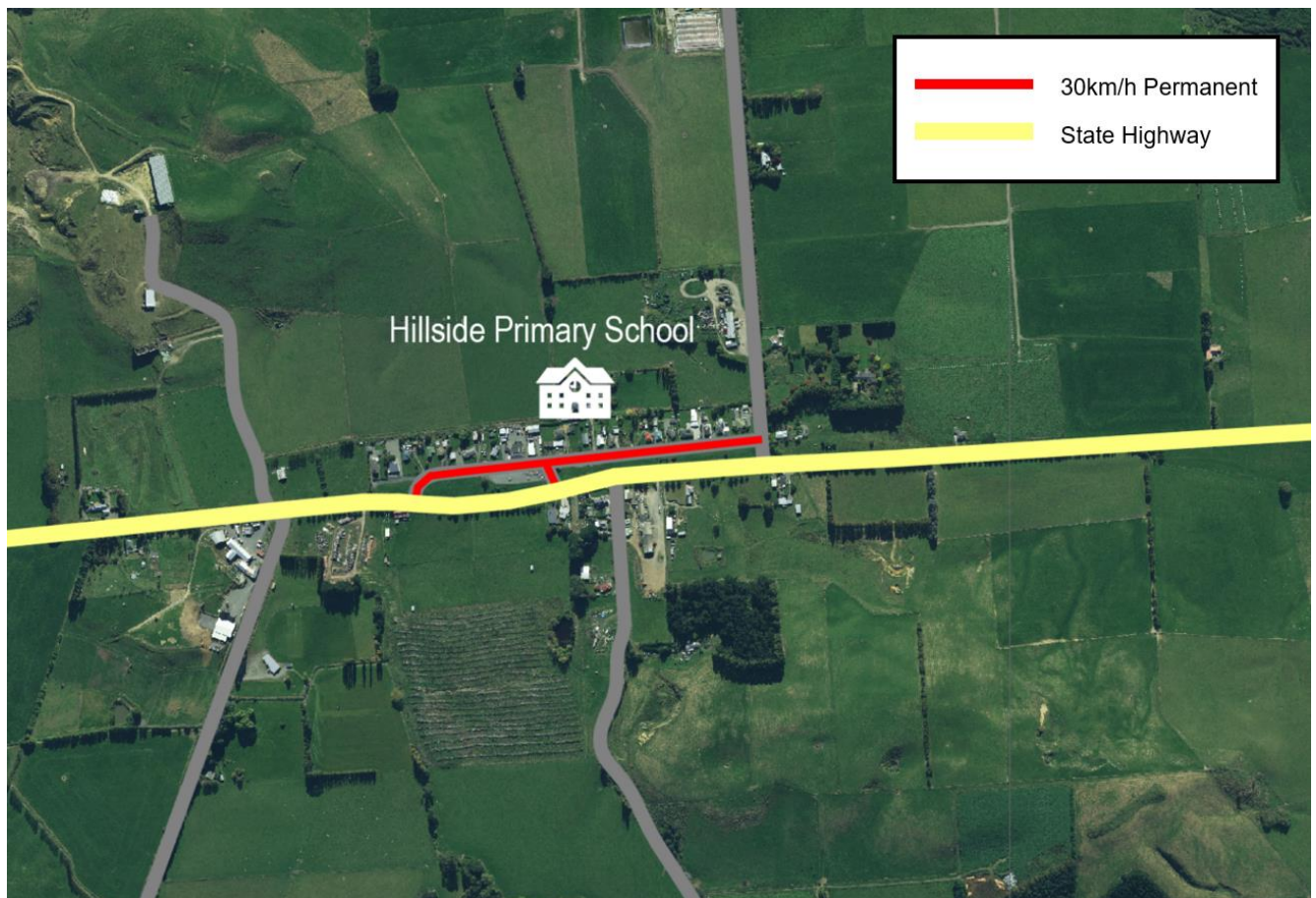


Figure 13: Proposed speed limit changes for Hillside Primary School.

Limehills School

The existing and proposed speed limits for Limehills School are explained in Table 14. The proposed speed limits are shown in Figure 14.

Table 14: Existing and proposed speed limits for Limehills School.

Roads	Average operating speed (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Derby Road	28	60	30 permanent	We are proposing a permanent 30km/h speed limit on Derby Road and Pisa Road where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.
Pisa Road	18			

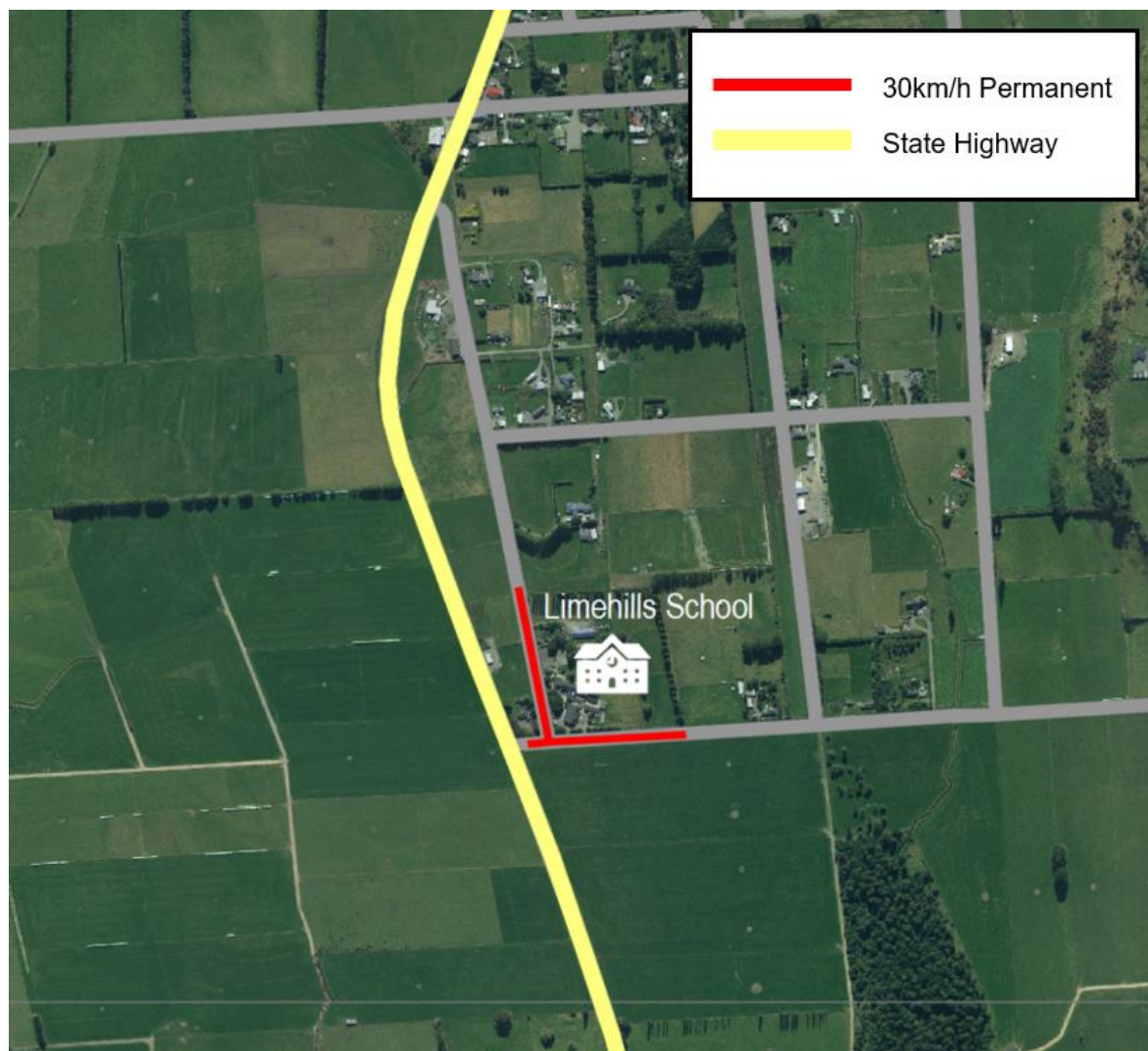


Figure 14: Proposed speed limit changes for Northern Southland School and Limehills School.

Lochiel School

The existing and proposed speed limits for Lochiel School are explained in Table 15. The proposed speed limits are shown in Figure 15.

Table 15: Existing and proposed speed limits for Lochiel School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Lochiel Bridge Road	69	80	60 VSL	We are proposing a VSL that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling at on Lochiel Bridge Road are quite high. The VSL can support safety of people during these peak school times, but during off-peak hours, the 80km/h speed limit will remain to maintain the main purpose of the road being travel efficiency. The speed on Smith Road is already 60km/h so will align with the 60km/h VSL on Lochiel Bridge Road.



Figure 15: Proposed speed limit changes for Lochiel School

Menzies College and Wyndham Primary School (Wyndham)

The existing and proposed speed limits for Menzies College and Wyndham Primary School are explained in Table 16. The proposed speed limits are shown in Figure 16.

Table 16: Existing and proposed speed limits for Menzies College and Wyndham Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Florence Street	21-29	50	30 permanent	We are proposing a permanent 30km/h speed limit for the immediate streets around the schools where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h so this proposed speed is anticipated to align with how the roads operate currently.
Alma Street	16-25			
Raglan Street	26			

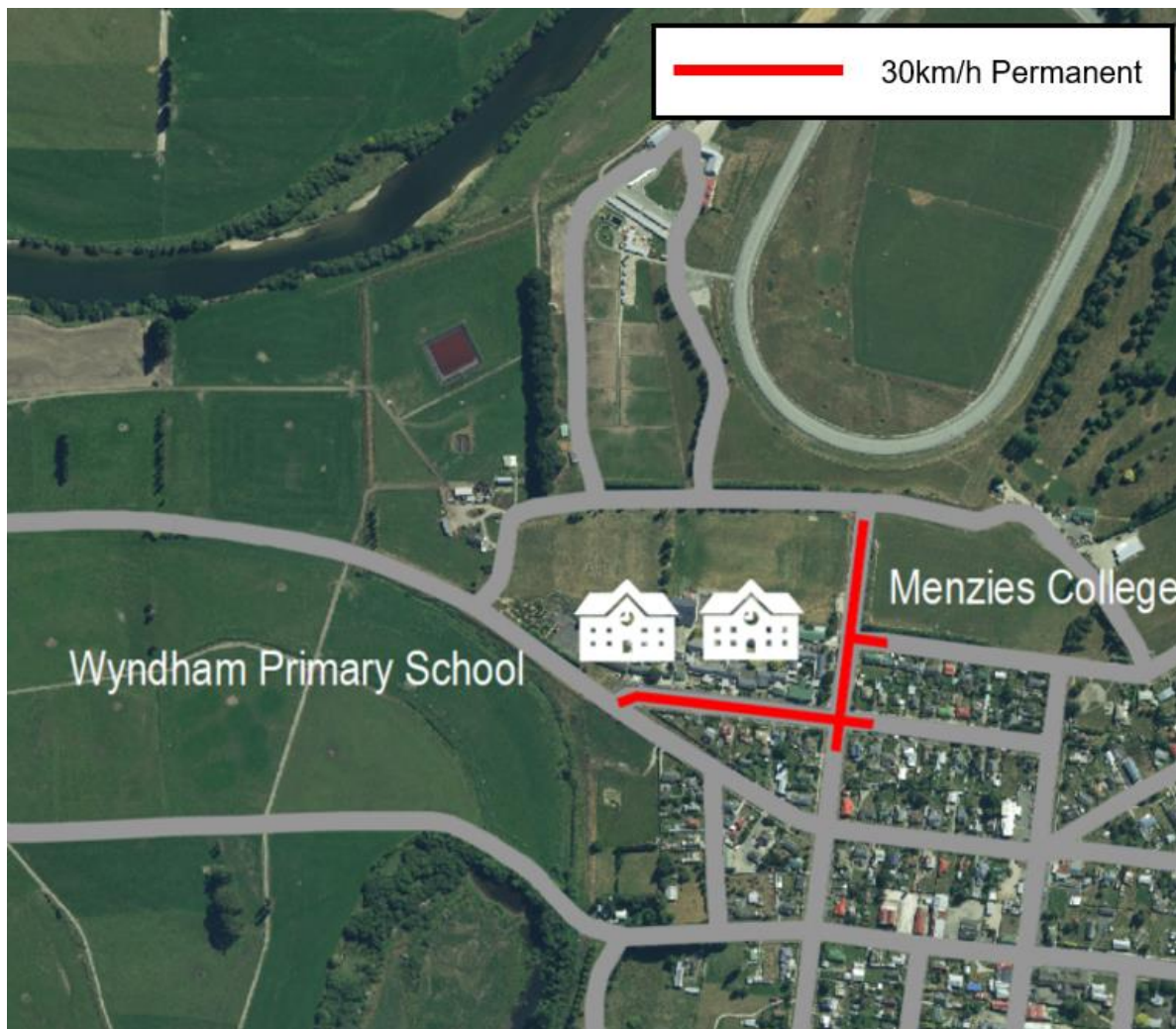


Figure 16: Proposed speed limit changes for Menzies College and Wyndham Primary School.

Mararoa School

The existing and proposed speed limits for Mararoa School are explained in Table 17. The proposed speed limits are shown in Figure 17.

Table 17: Existing and proposed speed limits for Mararoa School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
State Highway 94	94	100	60	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown is indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.

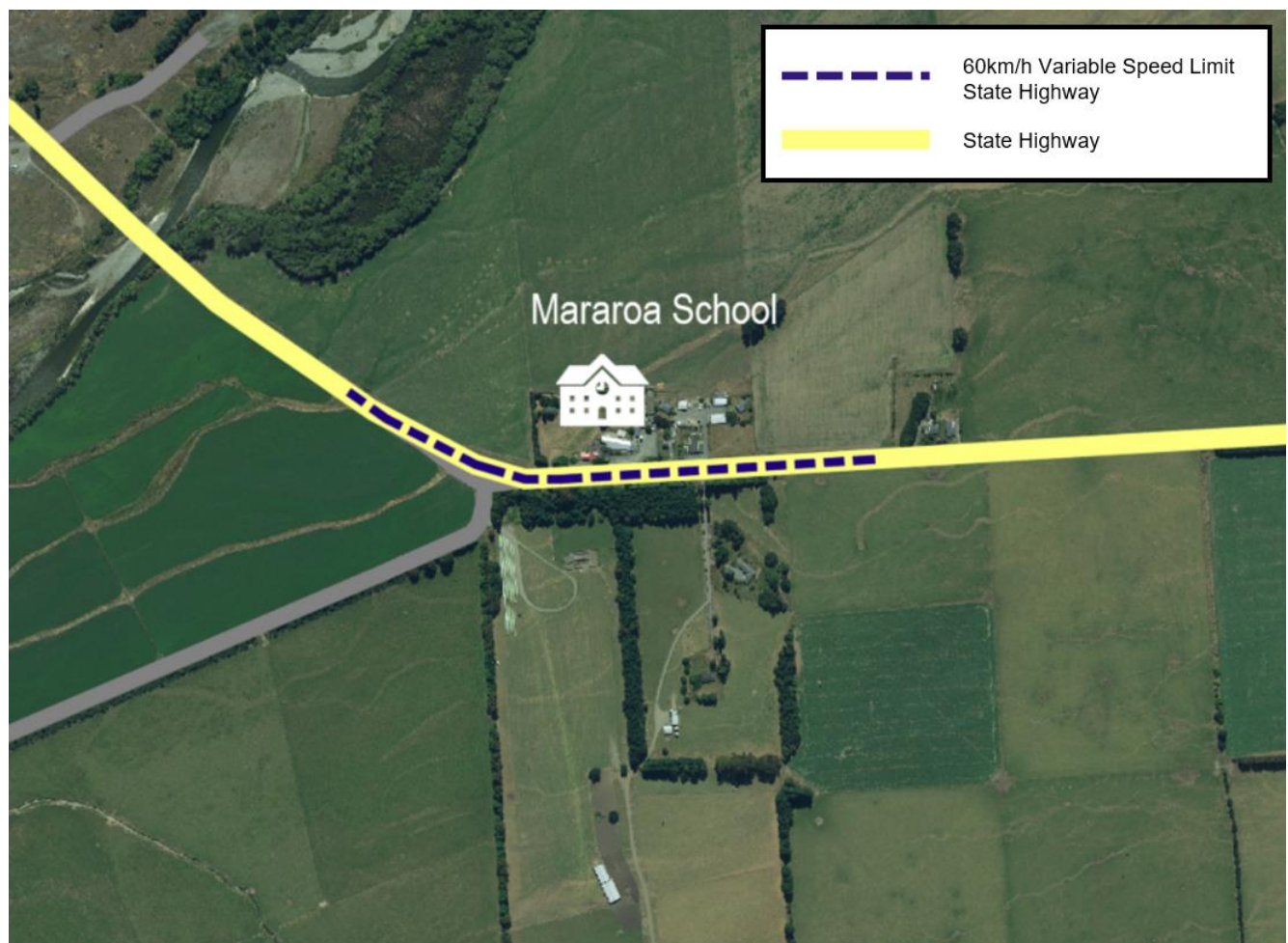


Figure 17: Proposed speed limit changes for Mararoa School.

Mossburn School

The existing and proposed speed limits for Mossburn School are explained in Table 18. The proposed speed limits are shown in Figure 18.

Table 18: Existing and proposed speed limits for Mossburn School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Surrey Street	27	50	30	We are proposing a permanent 30km/h speed limit on Surrey Street where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on this street is already less than 30km/h, so this proposed speed is anticipated to align with how the road operates currently.

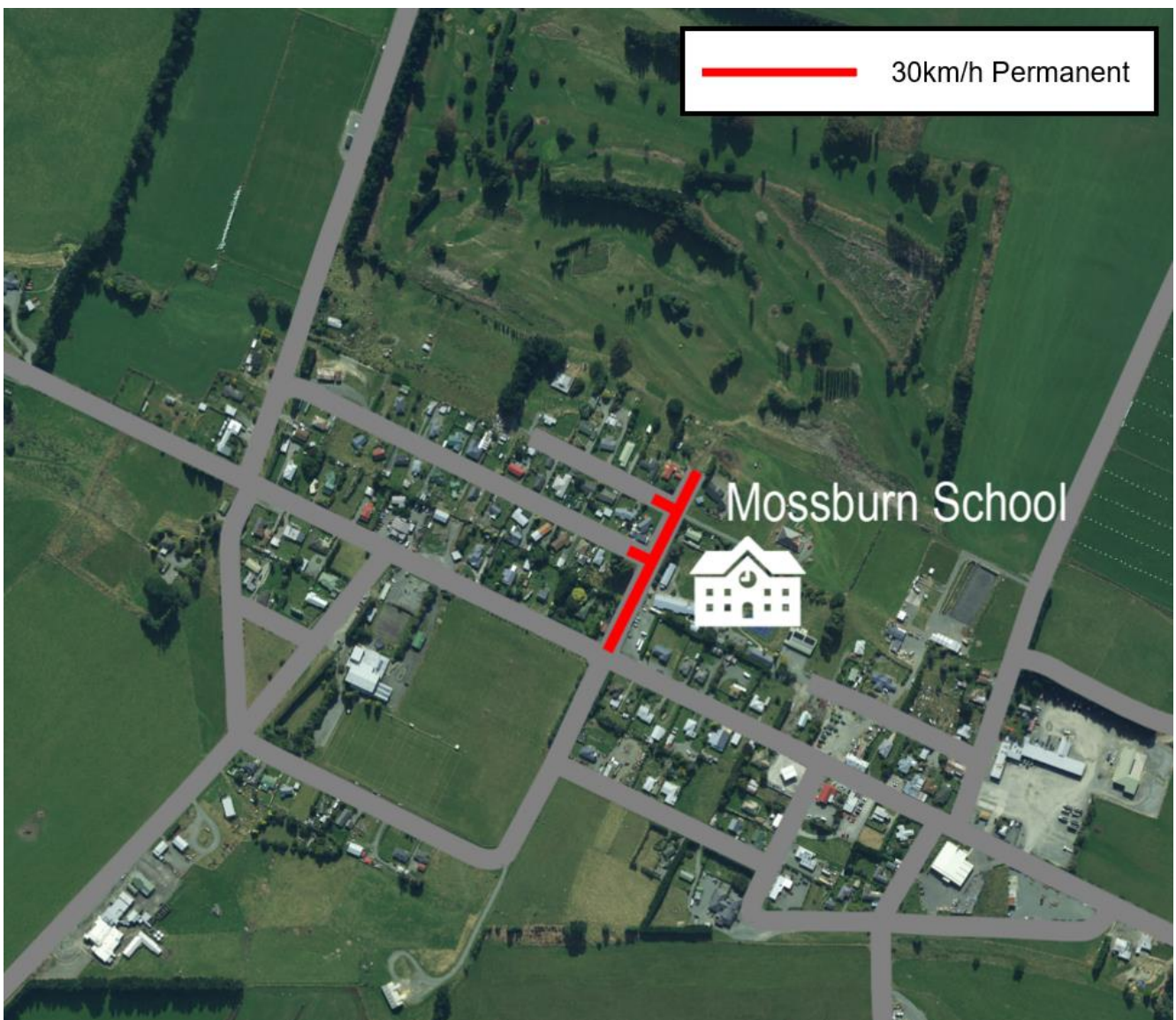


Figure 18: Proposed speed limit changes for Mossburn School.

Northern Southland College and Lumsden School (Lumsden)

The existing and proposed speed limits for Northern Southland School and Lumsden School are explained in Table 19. The proposed speed limits are shown in Figure 19.

Table 19: Existing and proposed speed limits for Northern Southland School and Lumsden School.

Roads	Average operating speeds (km/h)	Existing Speed Limit	Proposed speed limit (km/h)	Rationale
Maria Street	23	50	30 permanent	We are proposing a permanent 30km/h speed limit for the immediate streets around the schools where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.
State Highway 94	65	50	30 VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown are indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.

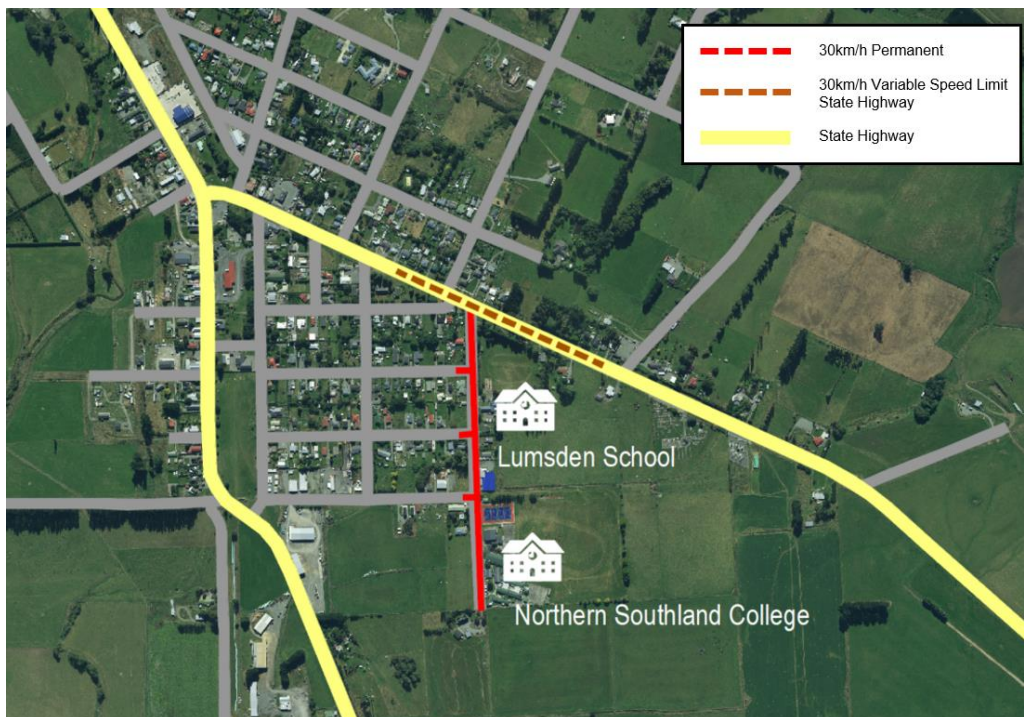


Figure 19: Proposed speed limit changes for Northern Southland School and Lumsden School.

Otautau School

The existing and proposed speed limits for Otautau School are explained in Table 20. The proposed speed limits are shown in Figure 20.

Table 20 Existing and proposed speed limits for Otautau School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Macandrew Street	17	50	30 permanent	We are proposing a permanent 30km/h speed limit on Macandrew Street where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on this street is already less than 30km/h, so this proposed speed is anticipated to align with how the road operates currently.
Elles Road	22	50	30 VSL	We are proposing a VSL that will only operate during school pick-up and drop-off times on Elles Road and Main Street. The VSL on Main Street will capture the zebra crossing where there will be kids crossing. The speeds that people are travelling on Main Street are quite high, and having a VSL means we can support safety of people during these peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.
Main Street	51	50	30 VSL	

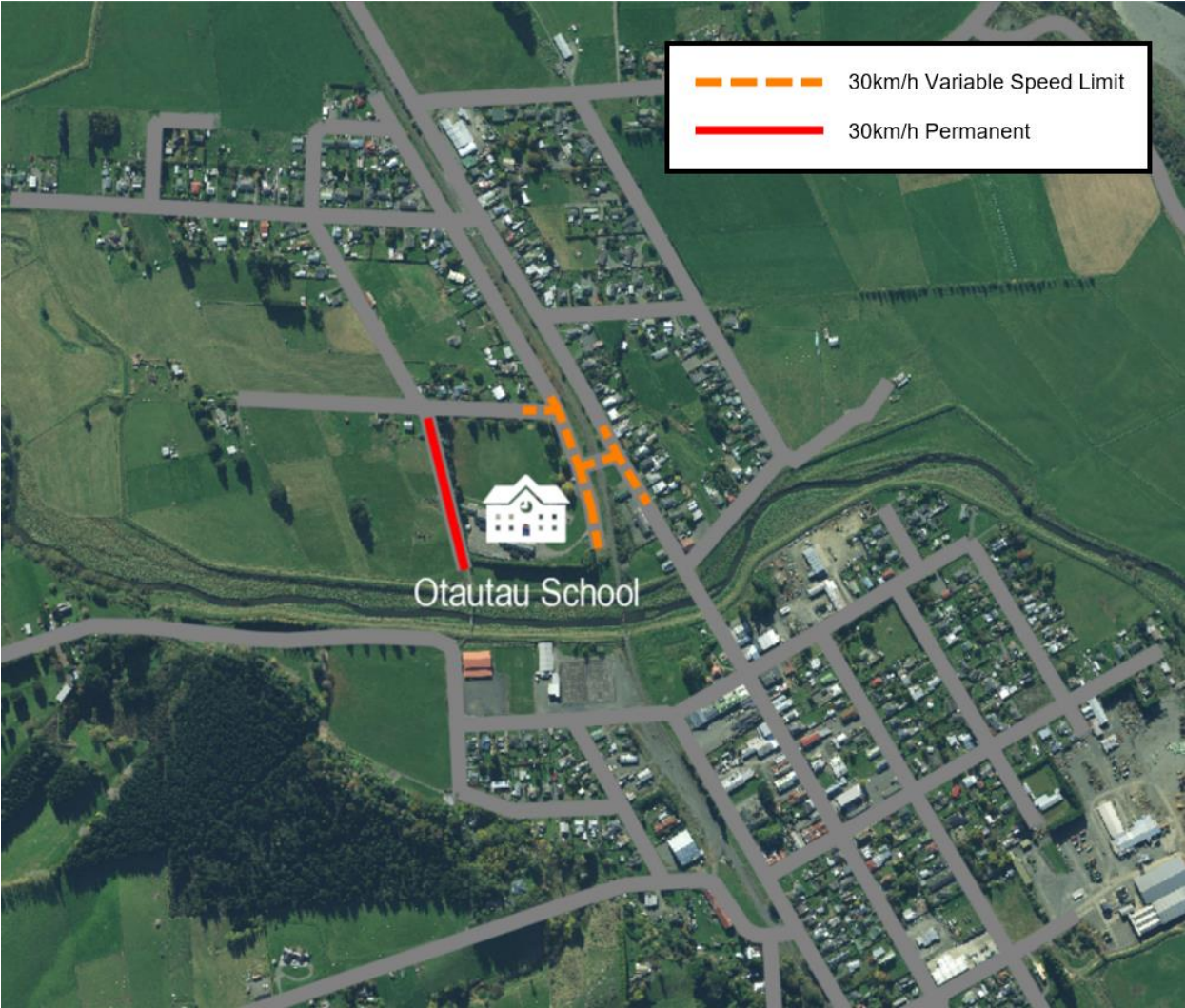


Figure 20: Proposed speed limit changes for Otautau School.

Rimu Full Primary School

The existing and proposed speed limits for Rimu Full Primary School are explained in Table 21. The proposed speed limits are shown in Figure 21.

Table 21: Existing and proposed speed limits for Rimu Full Primary School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Rimu Road	93	100	60 VSL	We are proposing a VSL that will only operate during school pick-up and drop off times. This is because speeds that people are travelling on Rimu Road are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 100km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.

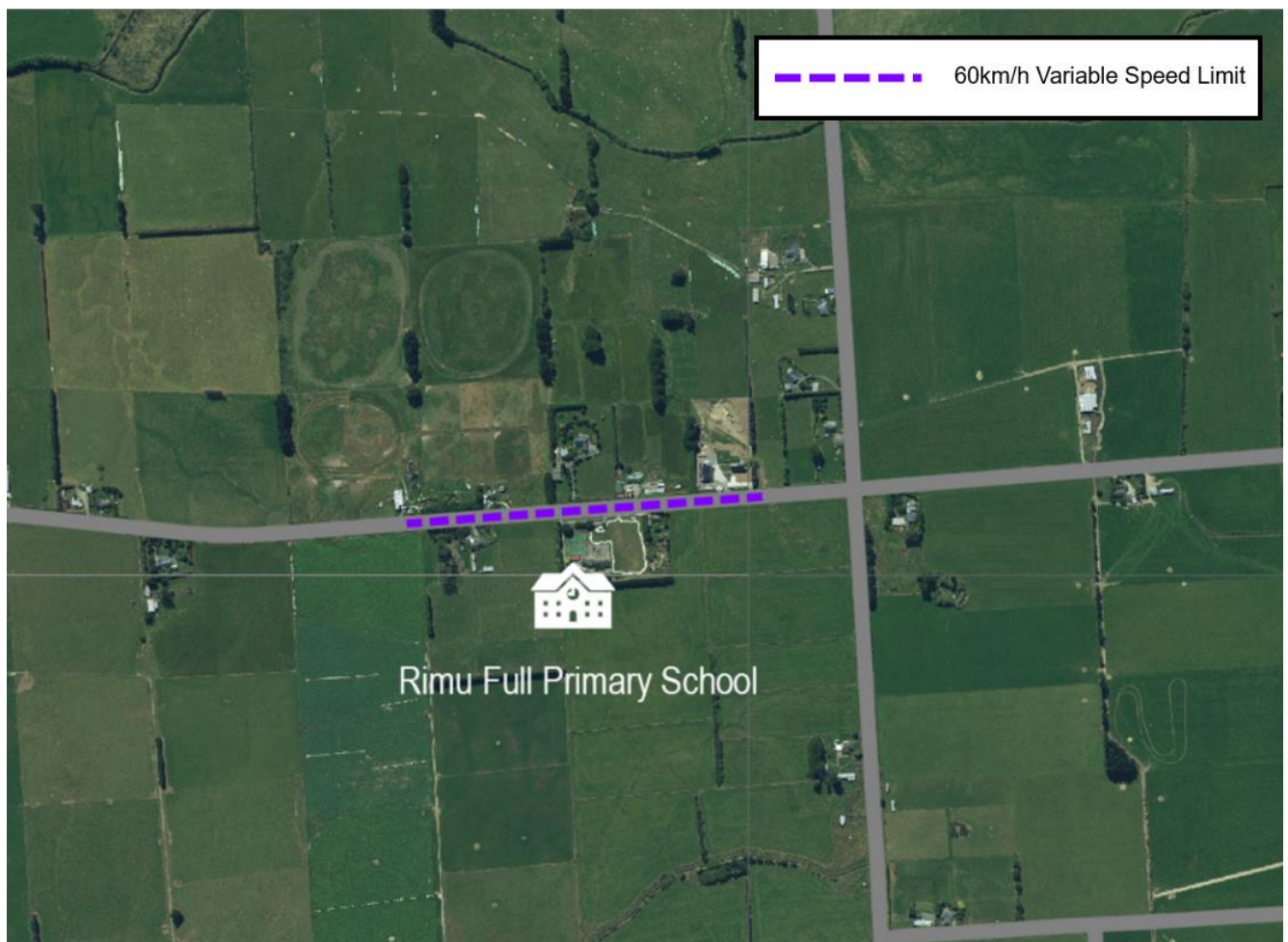


Figure 21: Proposed speed limit changes for Rimu Full Primary School.

Riversdale School

The existing and proposed speed limits for Riversdale School are explained in Table 22. The proposed speed limits are shown in Figure 22.

Table 22: Existing and proposed speed limits for Riversdale School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Kent Street	17	50	30 permanent	We are proposing a permanent 30km/h speed limit on the streets where there are direct accesses to the school and therefore a high volume of pedestrians. The average speed that people are travelling on these streets is already less than 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.
Hull Street	28			
Rutland Street	27			



Figure 22: Proposed speed limit changes for Riversdale School.

Takitimu Primary School and St. Patrick's School (Nightcaps)

The existing and proposed speed limits for Takitimu Primary School and St. Patrick's School are explained in Table 23. The proposed speed limits are shown in Figure 23.

Table 23: Existing and proposed speed limits for Takitimu Primary School and St. Patrick's School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Evan Street	30	50	30 VSL	We are proposing a 30km/h VSL outside Takitimu School to cover both accesses to the school. We are proposing a VSL that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling on Wairio Road are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.
Wairio Road	55-61	50	30 VSL	
Nightcaps Opio Road	50	50	30 VSL	We propose to extend the VSL on the State Highway that is proposed by Waka Kotahi onto Nightcaps Opio Road to cover the access to the school on this road.
State Highway 96	55-68	50	30 VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown is indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.

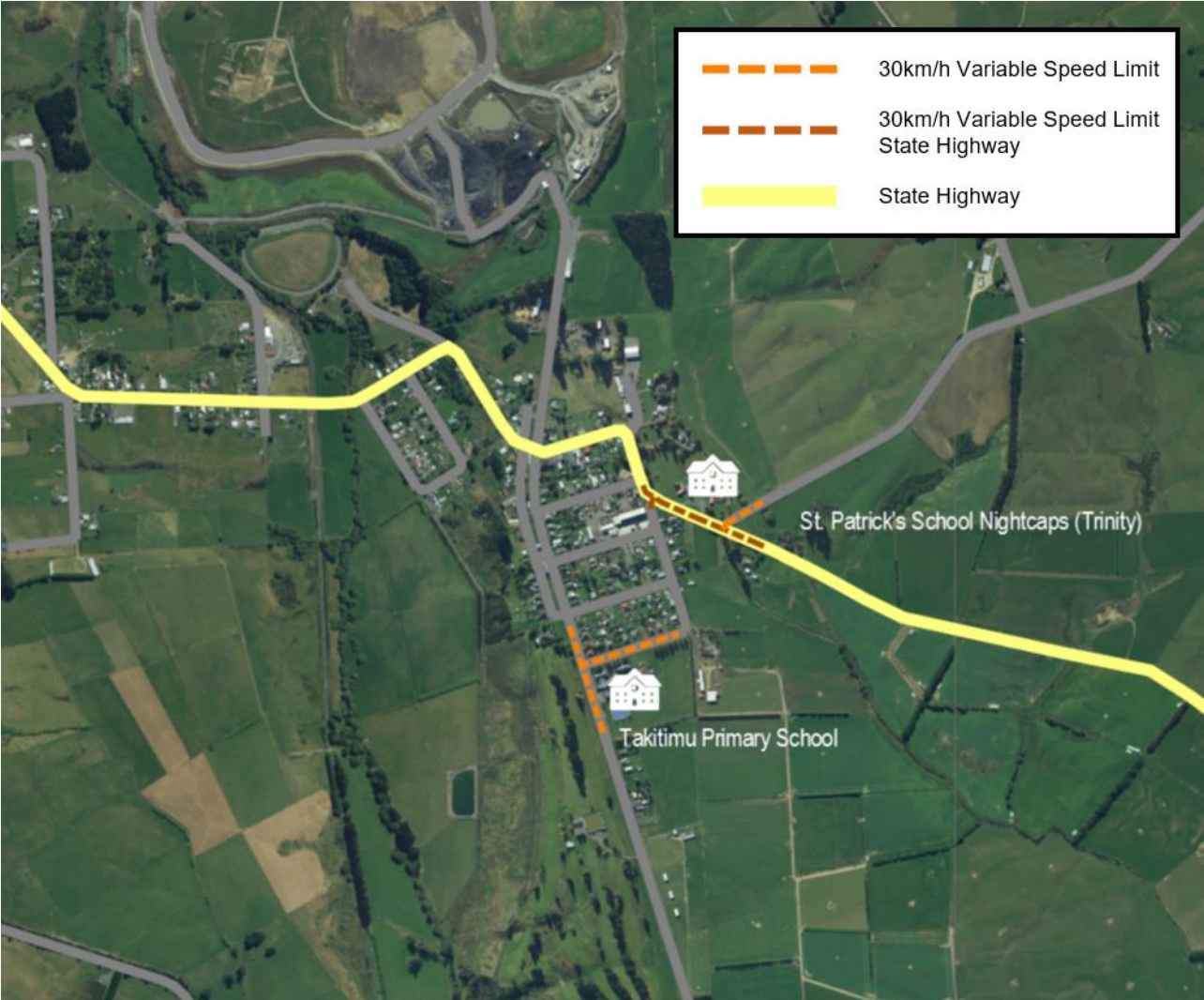


Figure 23: Proposed speed limit changes for Takitimu Primary School and St. Patrick's School.

Te Anau School and Fiordland College

The existing and proposed speed limits for Te Anau School and Fiordland College are explained in Table 24. The proposed speed limits are shown in Figure 24.

Table 24: Existing and proposed speed limits for Te Anau School and Fiordland College

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Bligh Street	35	30	30 permanent	We are proposing a small extension of the existing permanent 30km/h through the Te Anau town centre to include more of the walking catchment from Te Anau School. The average speed that people are travelling on these streets is already around 30km/h so this proposed speed is anticipated to align with how the roads operate currently. This speed proposal ties in nicely with the existing slower speeds in the town centre, while further encouraging slower speeds around this area.
Howden Street	36	50	30 VSL	We propose a 30km/h VSL on Howden Street and Tom Plato Drive to capture the main entrance to Fiordland College on Howden Street, as well as the side access to the school field on Tom Plato Drive. It also captures the zebra crossing on Howden Street where a lot of people will be crossing. This VSL will tie nicely and align with the 30km/h VSL proposed by Waka Kotahi on State Highway 94 by creating a zone effect through the area.
Tom Plato Drive	N/A	50	30 VSL	
State Highway 94	42-55	50	30 VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown are indicative as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.



Figure 24: Proposed speed limit changes for Te Anau School and Fiordland School

Te Tipua School

The existing and proposed speed limits for Te Tipua School are explained in Table 25. The proposed speed limits are shown in Figure 25.

Table 25: Existing and proposed speed limits for Te Tipua School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
State Highway 96	85	100	60 VSL	This speed limit is on the State Highway, therefore under control of Waka Kotahi. The extent shown is indicative only as this was consulted on in December 2022 by Waka Kotahi and is still under consideration. Council cannot change speeds on State Highways, however, the proposed change has been shown for completeness.
Te Tipua School Road	46			We propose to extend the VSL on the State Highway that is proposed by Waka Kotahi onto Te Tipua School Road to cover the access to the school on this road and maintaining consistency with the State Highway.

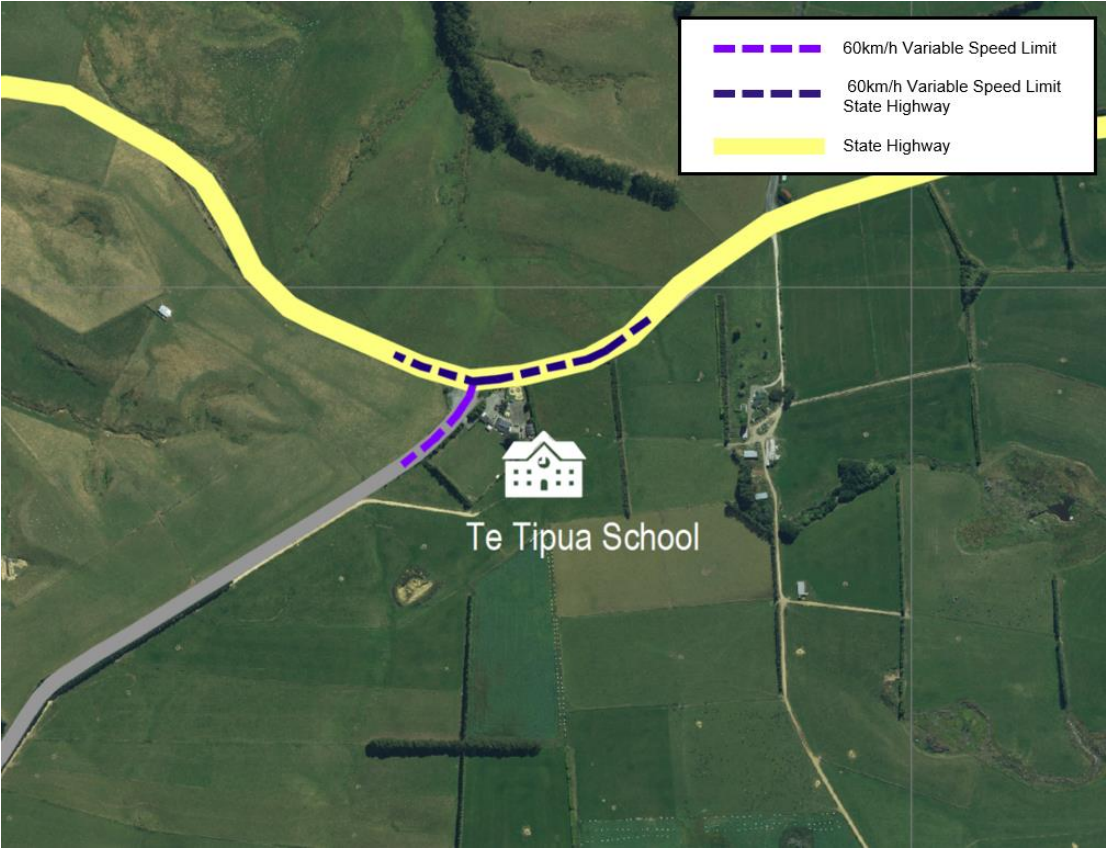


Figure 25: Proposed speed limit changes for Te Tipua School

Thornbury School

The existing and proposed speed limits for Thornbury School are explained in Table 26. The proposed speed limits are shown in Figure 26.

Table 26: Existing and proposed speed limits for Thornbury School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Muriel Street	36	50	30 permanent	We are proposing a permanent 30km/h speed limit on Muriel Street and Murchie Street where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already around 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.
Murchie Street	39			



Figure 26: Proposed speed limit changes for Thornbury School

Tokenui School

The existing and proposed speed limits for Tokenui School are explained in Table 27. The proposed speed limits are shown in Figure 27.

Table 27: Existing and proposed speed limits for Tokenui School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Duncan Street	16	60	30 permanent	We are proposing a permanent 30km/h speed limit on Duncan Street where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already less than 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.

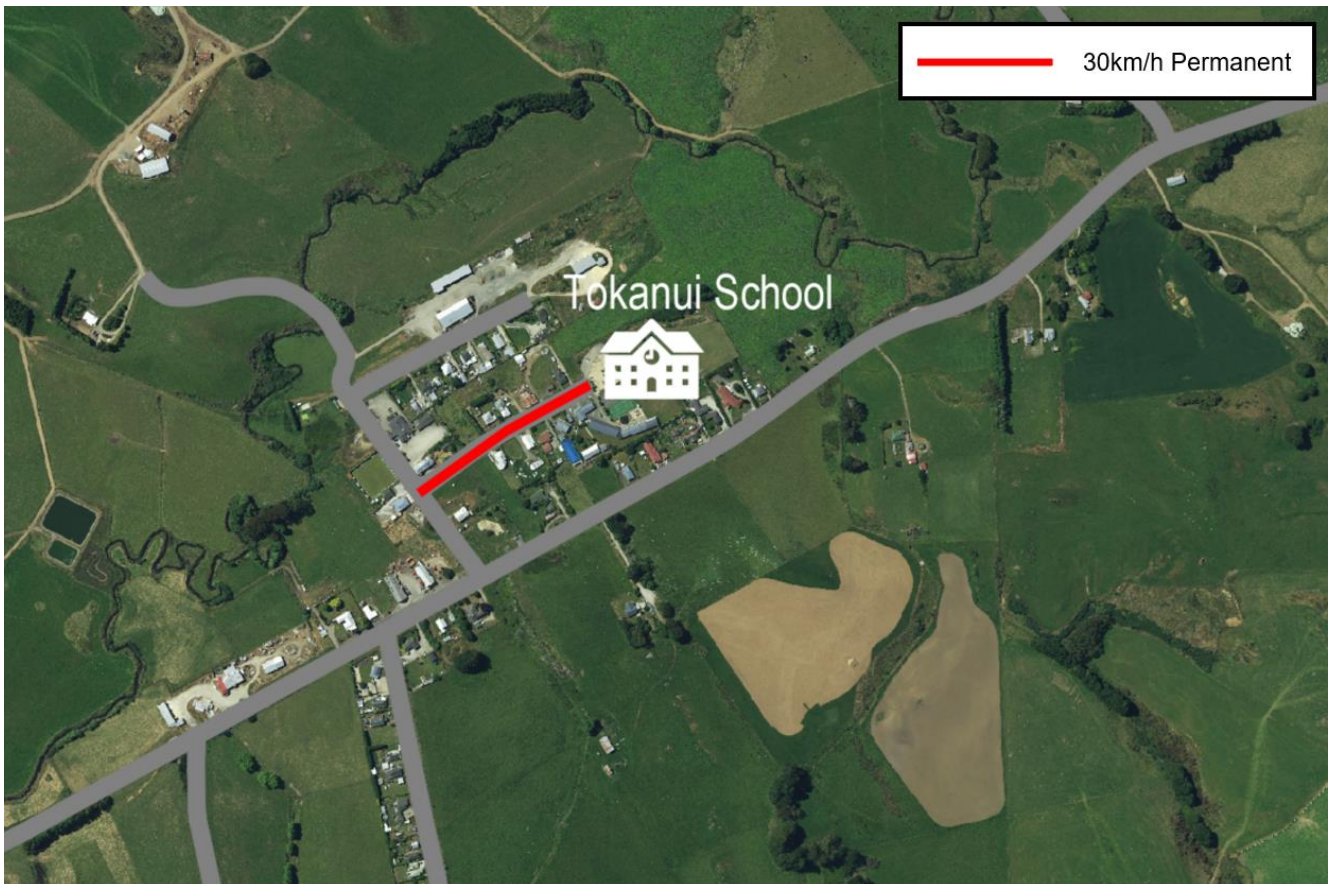


Figure 27: Proposed speed limit changes for Tokenui School

Tuturau Primary School

The existing and proposed speed limits for Tuturau Primary School are explained in Table 28. The proposed speed limits are shown in Figure 28.

Table 28: Existing and proposed speed limits for Tuturau Primary School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Shanks Road	34	100	30 permanent	We are proposing a permanent 30km/h speed limit on Shanks Road which covers the area where children will be crossing the road to the parked cars. The average speed that people are travelling on these streets is already around 30km/h so this proposed speed is anticipated to align with how the roads operate currently.

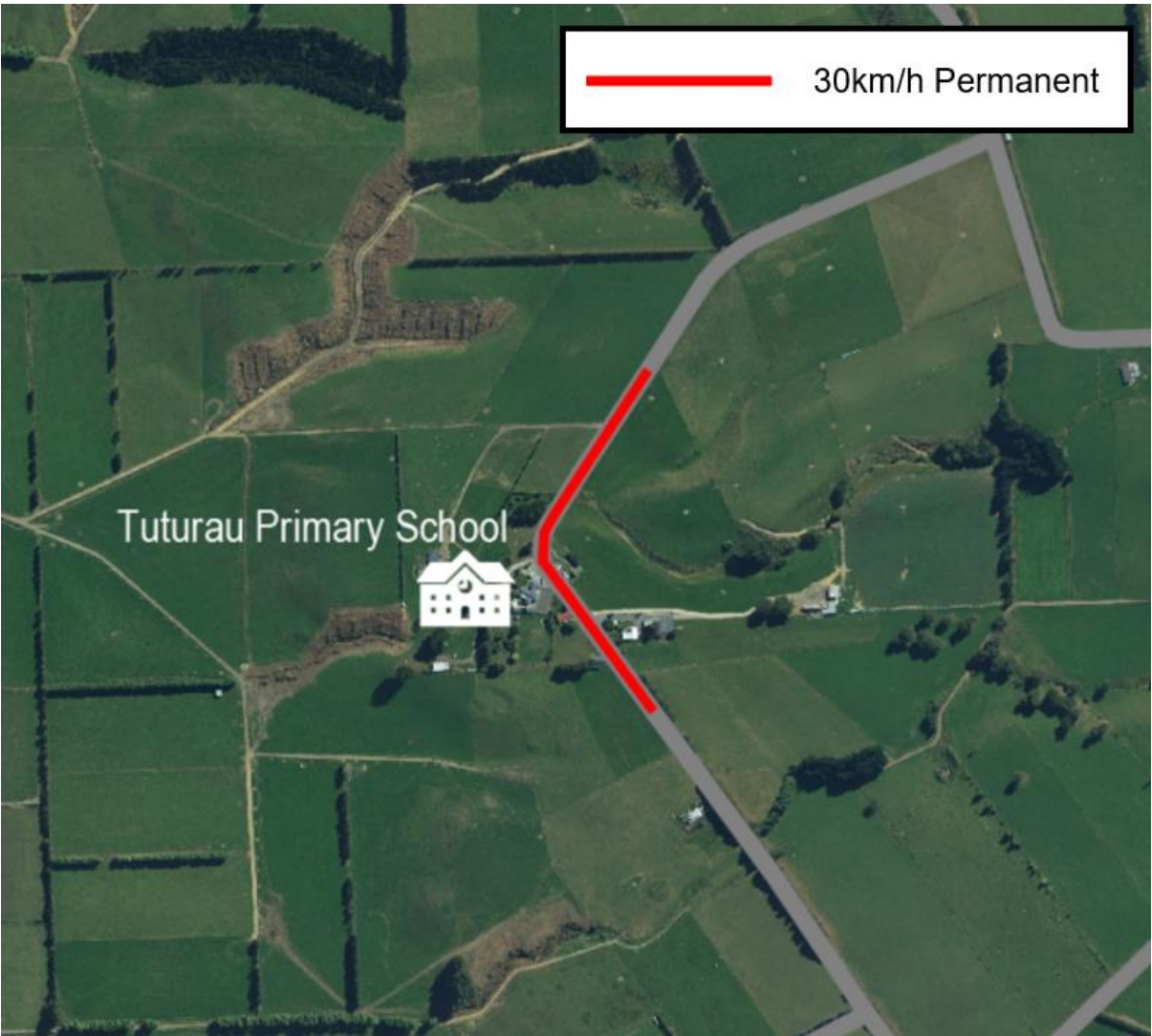


Figure 28: Proposed speed limit changes for Tuturau Primary School

Waianiwa School

The existing and proposed speed limits for Waianiwa School are explained in Table 29. The proposed speed limits are shown in Figure 29.

Table 29: Existing and proposed speed limits for Waianiwa School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Argyle Otahuti Road	74	60	30 VSL	We are proposing a VSL on Argyle Otahuti Road and Waianiwa Oporo Road that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling on these roads are quite high, and this way, we can support the safety of people during these peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.
Waianiwa Oporo Road	51			



Figure 29: Proposed speed limit changes for Waianiwa School

Waiau Area School (Tuatapere)

The existing and proposed speed limits for Waiau Area School are explained in Table 30. The proposed speed limits are shown in Figure 30.

Table 30: Existing and proposed speed limits for Waiau Area School.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Orawia Road	55	50	30 VSL	The average speed that people are driving along this stretch is 55km/h, which is above the speed limit. Therefore it is unlikely that drivers will comply with a permanent drop in speed without infrastructure. Instead, a variable speed limit (VSL) is proposed to lower the speed limit to 30km/h during school pick-up and drop-off times only. This way, we can support the safety of people during these peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.
Birch Street	15	50	30 VSL	Birch Street has another access to the school. There is a 30km/h VSL proposed on this road as well to keep the consistency with Orawia Road.

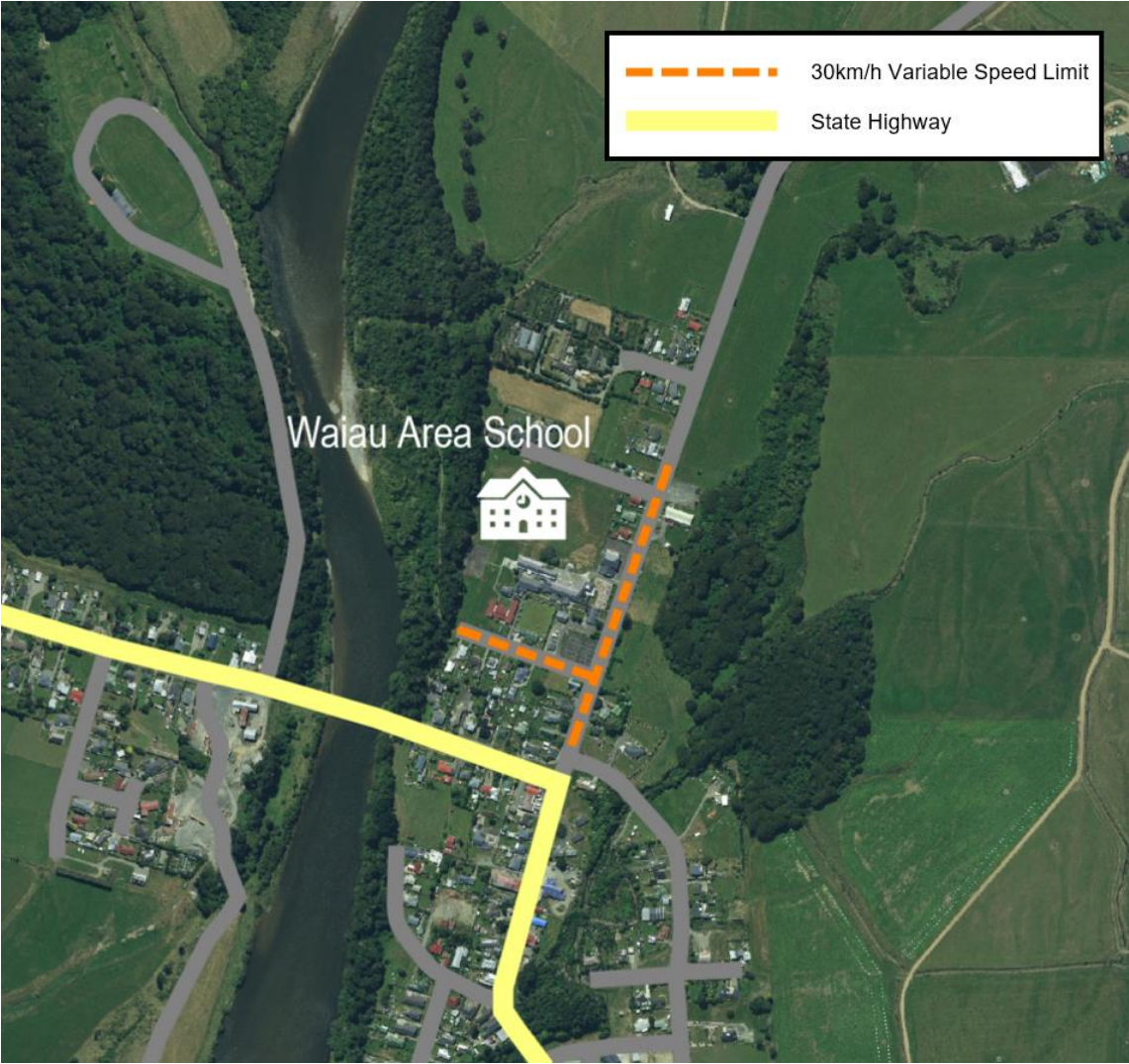


Figure 30: Proposed speed limit changes for Waiau Area School.

Waikaia School

The existing and proposed speed limits for Waikaia School are explained in Table 31. The proposed speed limits are shown in Figure 31.

Table 31: Existing and proposed speed limits for Waikaia School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Leamington Street	36	50	30 permanent	We are proposing a permanent 30km/h speed limit on Leamington Street where there will be a high volume of pedestrians and the pick-up/drop-off area. The average speed that people are travelling on these streets is already close to 30km/h, so this proposed speed is anticipated to align with how the road operates currently.



Figure 31: Proposed speed limit changes for Waikaia School.

Wallacetown School

The existing and proposed speed limits for Wallacetown School are explained in Table 32. The proposed speed limits are shown in Figure 32.

Table 32: Existing and proposed speed limits for Wallacetown School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Dunlop Street	47	50	30 VSL	We are proposing a VSL on Dunlop Street that will only operate during school pick-up and drop off times. This is because the speeds that people are travelling on Dunlop Street are quite high, and this way, we can support safety of people during these peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency. The VSL is extended onto Mauchline Street to capture the entrance to the school on this street, and to keep the consistency with the VSL on Dunlop Street.
Mauchline Street	22			



Figure 32: Proposed speed limit changes for Wallacetown School

Woodlands Full Primary School

The existing and proposed speed limits for Woodlands Full Primary School are explained in Table 33. The proposed speed limits are shown in Figure 33.

Table 33: Existing and proposed speed limits for Woodlands Full Primary School

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Woodlands Morton Mains Road	53-58	50	30 VSL	We are proposing a VSL on Woodlands Morton Mains Road that will only operate during school pick-up and drop-off times. This is because the speeds that people are travelling are over the safe and appropriate speed, and this way, we can support the safety of people during peak school times, but during off-peak hours, the 50km/h speed limit will remain to maintain the main purpose of the road being travel efficiency.



Figure 33: Proposed speed limit changes for Woodlands Full Primary School.

Additional roads

Waikaia

The existing and proposed speed limits for Waikaia are explained in Table 34. The proposed speed limits are shown in Figure 34.

The Waikaia School proposal is included in the map, however, has been addressed in the School section above.

Table 34: Existing and proposed speed limits for Waikawa

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Wellington Street	43-52	100	50 permanent	We are proposing to extend the existing 50km/h zones on beyond the bridges on Wellington Street and Winding Creek Road so that the location that the speed changes makes sense with the change in environment. The average speed that people are already driving align with the proposed speeds, so compliance is likely.
Winding Creek Road	29-47	100	50 permanent	

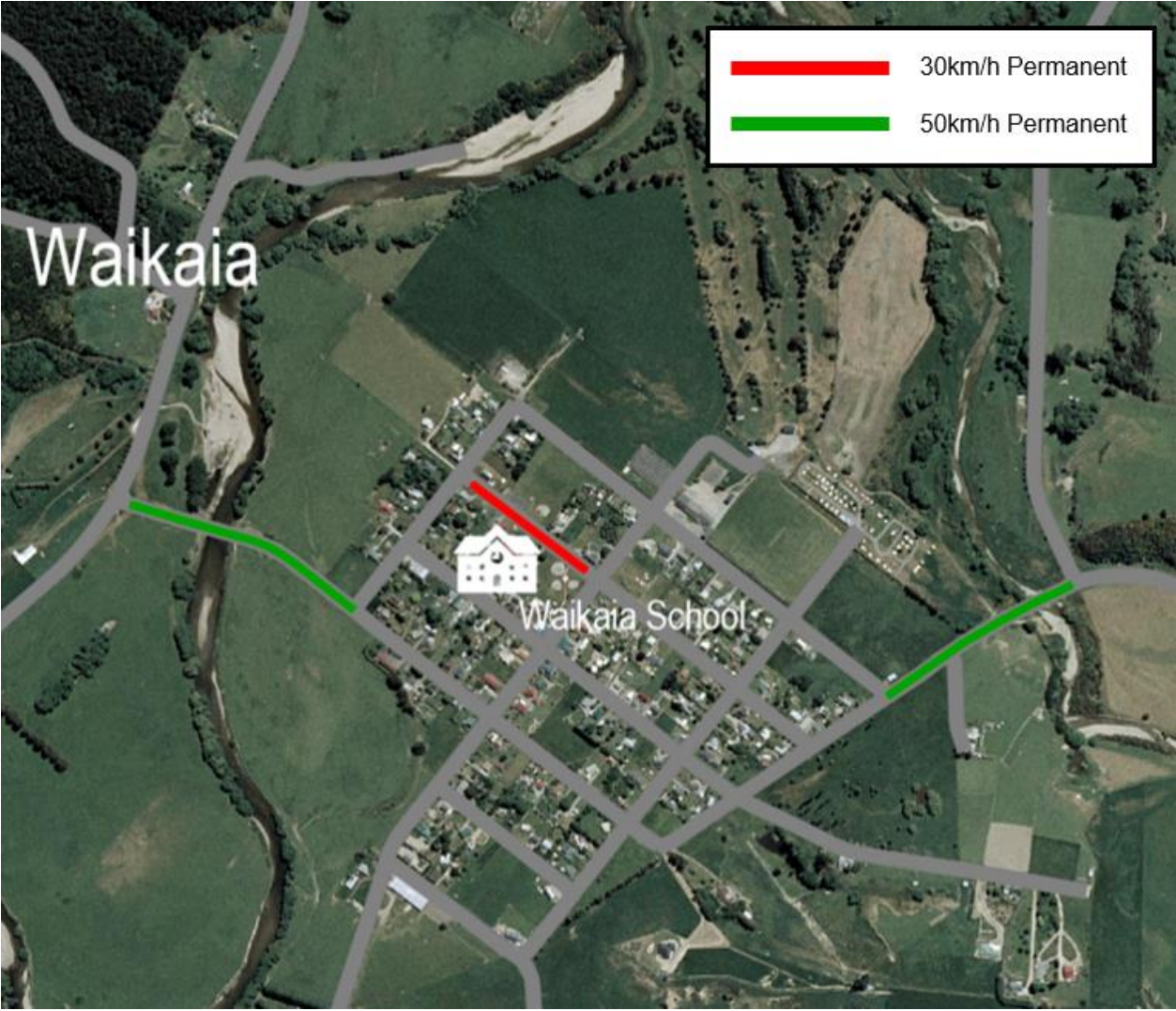


Figure 34: Proposed speed limit changes for Waikawa

Oban – Stewart Island

The existing and proposed speed limits for Oban are explained in Table 35. The proposed speed limits are shown in Figure 35.

The Halfmoon Bay School proposal is included in the map, however, has been addressed in the School section above.

Table 35: Existing and proposed speed limits for Oban.

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Ayr Road	N/A	50	30 permanent	We are proposing a 30km/h slow speed zone through Oban to increase safety for the higher numbers of people in the town centre area. It covers the main tourist sites like the museum, library, and visitor centre (The Red Shed). This also supports slower speeds outside Halfmoon Bay School. The road environment through these streets will support the 30km/h permanent speed limit.
Dundee Street				
Argyle Street				
Main Road				
Elgin Terrace				



Figure 35: Proposed speed limit changes for Oban

Tuatapere

The existing and proposed speed limits for Tuatapere are explained in Table 36. The proposed speed limits are shown in Figure 36.

The Waiau Area School proposal is included in the map, however, was addressed above in the School section.

Table 36: Existing and proposed speed limits for Tuatapere

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Papatotara Road	53-62	100	50 permanent	We are proposing to extend the existing 50km/h on Papatotara Road so that the location that the speed changes make sense with the change in environment. The average speed that people are already driving aligns with the proposed speeds, so compliance is likely.

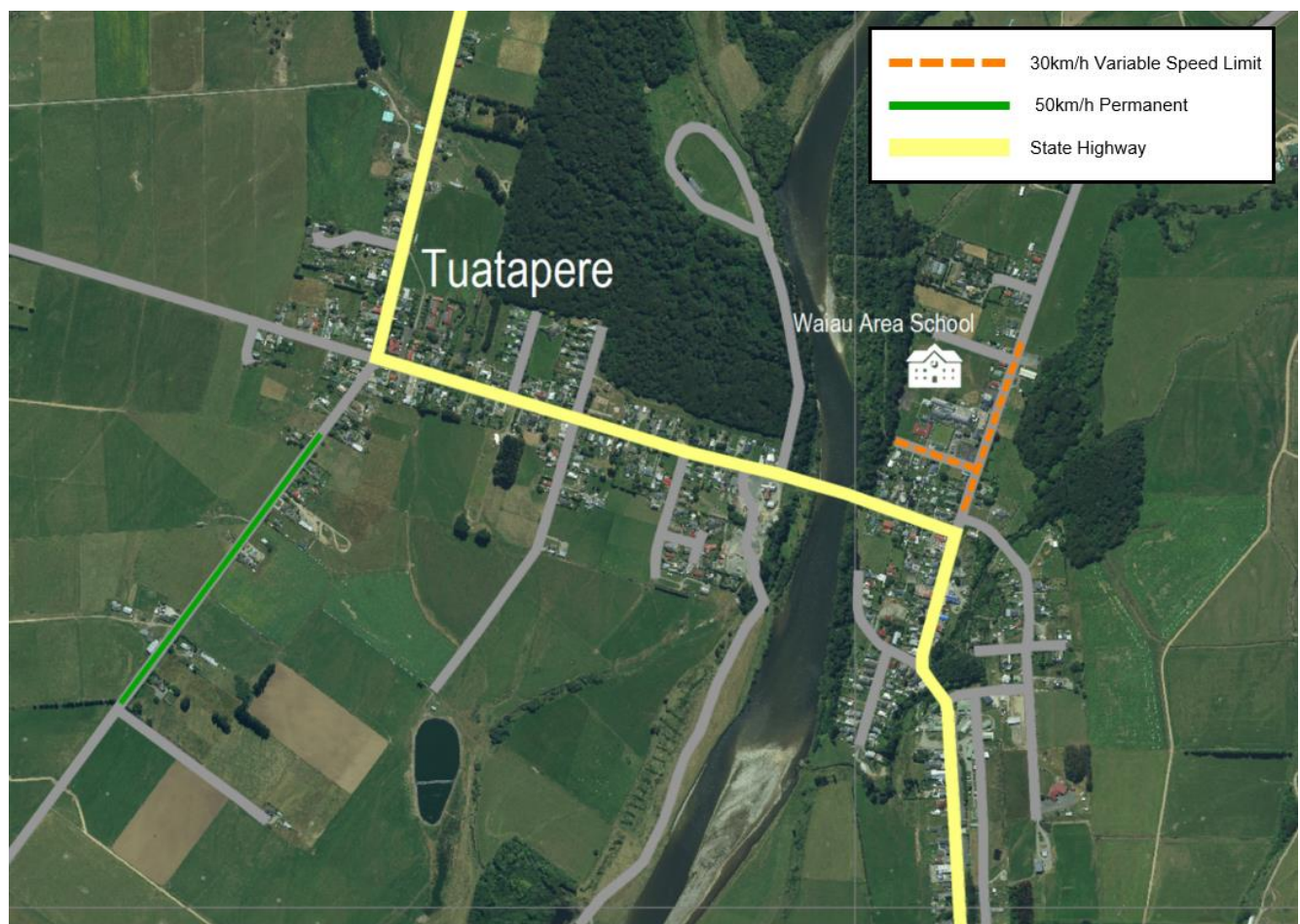


Figure 36: Proposed speed limit changes for Tuatapere

Monowai Village

The existing and proposed speed limits for Monowai Village are explained in Table 37. The proposed speed limits are shown in Figure 37.

Table 37: Existing and proposed speed limits for Monowai Village

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Turbine Drive	25	50	30 permanent	We are proposing a 30km/h slow speed zone on the sealed section of Turbine Drive. This is to support the development on this stretch of road. The average speed that people are already driving is much lower than the proposed speeds, so compliance is likely.
Turbine Place				

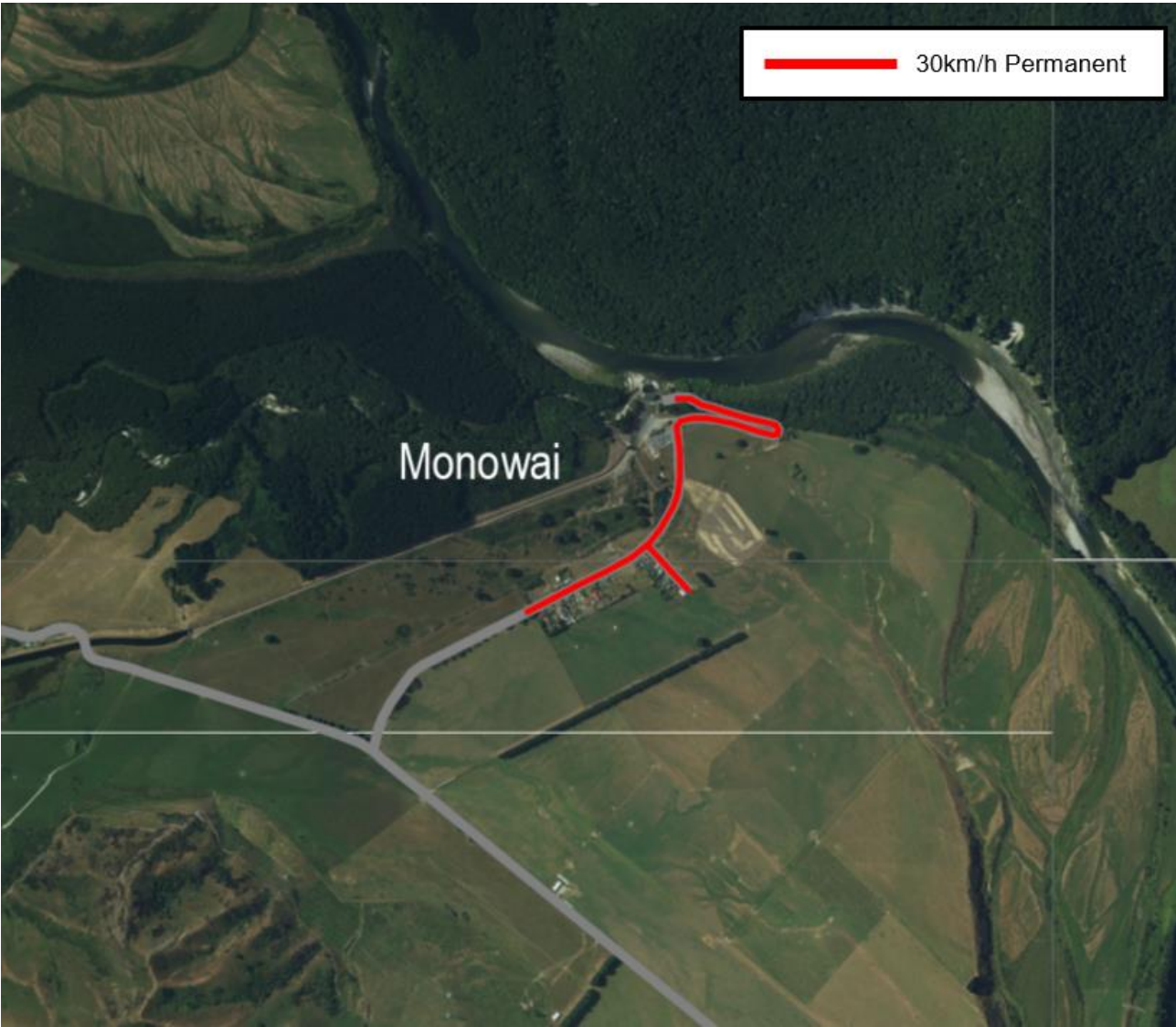


Figure 37: Proposed speed limit changes for Monowai Village

Takutai O Te Titi Marae – Colac Bay

The existing and proposed speed limits for Takutai O Te Titi Marae are explained in Table 38. The proposed speed limits are shown in Figure 38.

Table 38: Existing and proposed speed limits for Takutai O Te Titi Marae

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Colac Foreshore Road	33	50	30 permanent	We are proposing a permanent 30km/h speed limit on Colac Foreshore Road where there will be a high volume of pedestrians around the marae. The average speed that people are travelling on these streets is already around 30km/h, so this proposed speed is anticipated to align with how the roads operate currently.



Figure 38: Proposed speed limit changes for Takutai O Te Titi Marae

Boundary Roads

Council jointly manages a number of roads on District boundaries with other councils. In these cases, the road is separated down its centre line, with each side of the road residing within separate districts.

The changes in the sections below are proposed to align speed limits on these boundary roads where recent changes have created inconsistencies.

Crowe Road

The existing and proposed speed limits for Crowe Road are explained in Table 39. The proposed speed limits are shown in Figure 39.

Table 39: Existing and proposed speed limits for Crowe Road

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Crowe Road	38-45	100	60 permanent	We are proposing 60km/h on Crowe Road. This is to keep the posted speed limit on the road consistent with what Invercargill City Council has implemented on the opposite side of the road. 60km/h is also the Safe and Appropriate Speed for this section of road as determined by the Waka Kotahi tool – MegaMaps. The average speed that people are travelling on these streets is already below 60km/h, so this proposed speed is anticipated to align with how the roads operate currently.

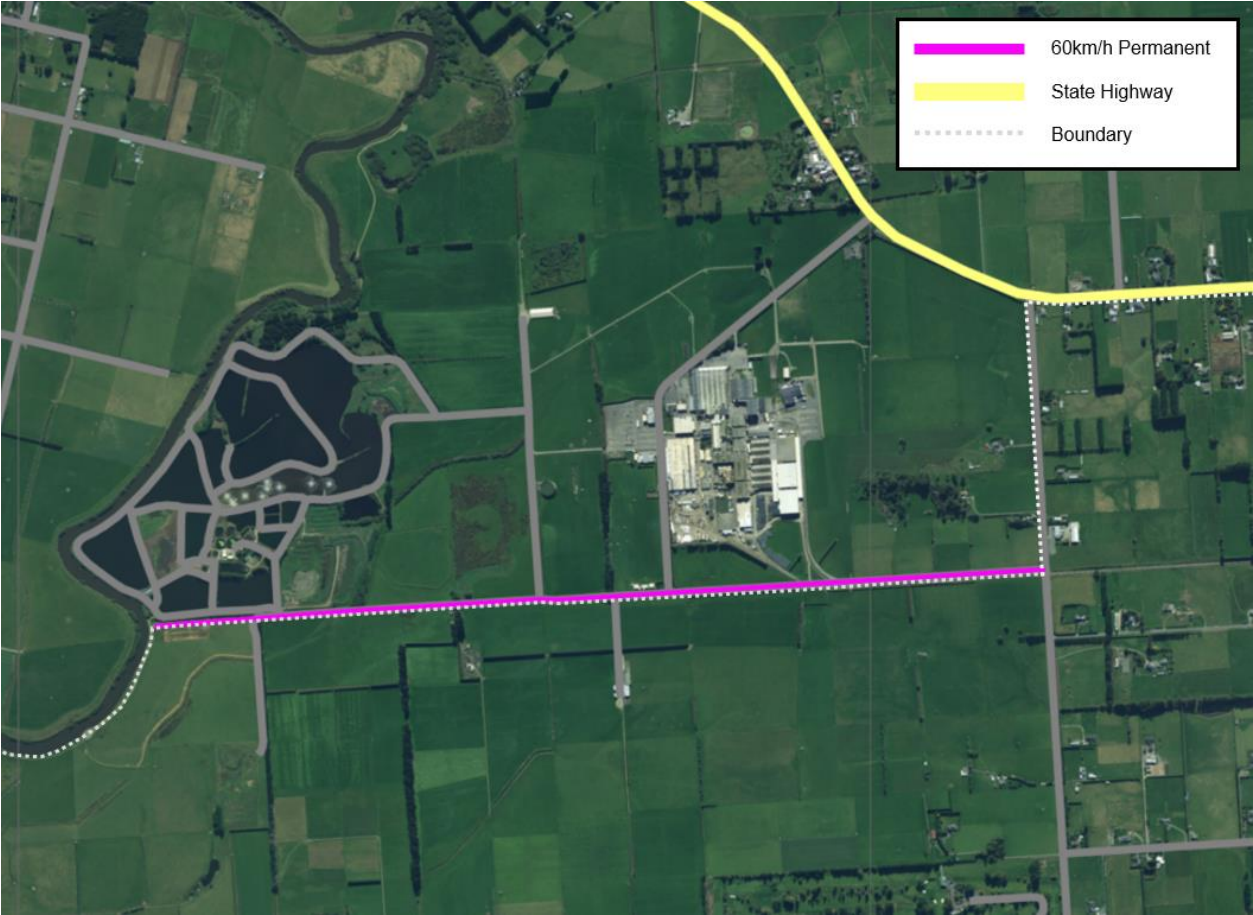


Figure 39: Proposed speed limit changes for Crowe Road

Orion Road East and Pomona Road East

The existing and proposed speed limits for Orion Road East and Pomona Road East are explained in Table 40. The proposed speed limits are shown in Figure 40.

Table 40: Existing and proposed speed limits for Orion Road East and Pomona Road East

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Orion Road East	48-51	100	80 permanent	We are proposing 80km/h on Orion East Road and Pomona Road East. This is to keep the posted speed limit on the road consistent with what Invercargill City Council has implemented on the opposite side of the road. The average speed that people are travelling on these streets is already below 80km/h, so this proposed speed is anticipated to align with how the roads operate currently.
Pomona Road East	51			



Figure 40: Proposed speed limit changes for Orion Road East and Pomona Road East

Kennington-Waimatua Road and Moto Rimu Road

The existing and proposed speed limits for Kennington-Waimatua Road and Moto Rimu Road are explained in Table 41. The proposed speed limits are shown in Figure 41.

Table 41: Existing and proposed speed limits for Kennington-Waimatua Road and Moto Rimu Road

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Kennington-Waimatua Road	86	100	80 permanent	We are proposing 80km/h on Kennington Waimatua Road and Moto Rimu Road. This is to keep the posted speed limit on the road consistent with what Invercargill City Council has implemented on the opposite side of the road. 80km/h is also the Safe and Appropriate Speed for this section of road as determined by the Waka Kotahi tool – MegaMaps. The average speed that people are travelling on these streets is already around 80km/h, so this proposed speed is anticipated to align with how the roads operate currently.
Moto Rimu Road	81			

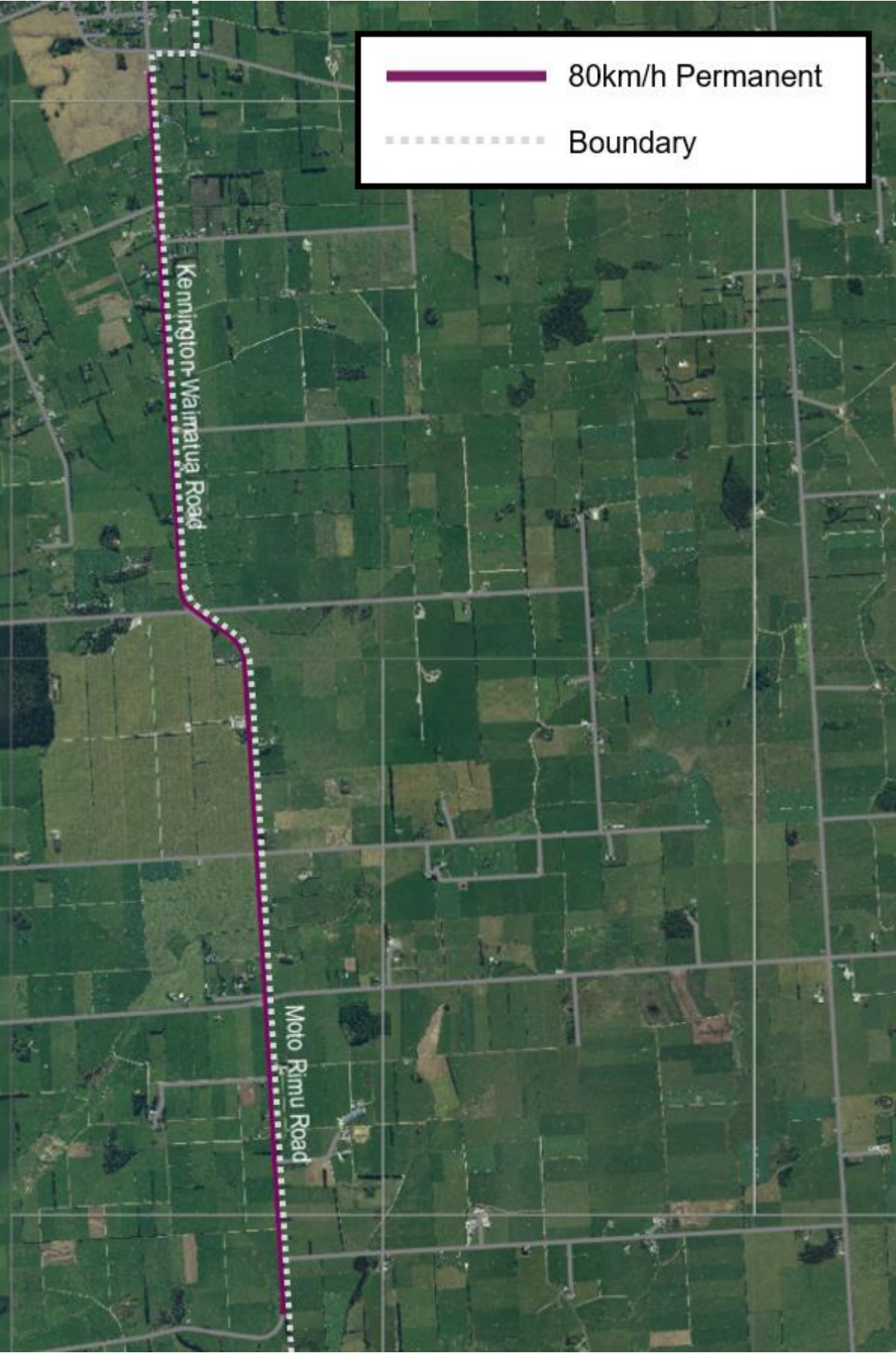


Figure 41: Proposed speed limit changes for Kennington-Waimatua Road and Moto Rimu Road

70km/h roads

Waka Kotahi requires us to identify any roads where the current speed limit is 70km/h and either propose a different speed limit or provide an explanation why the current 70km/h speed limit should be retained. The following sections identify all District roads with 70km/h speed limits and provides an explanation as to why we are changing or retaining that speed limit.

Edendale

The existing and proposed speed limits for Edendale are explained in Table 42. The proposed speed limits are shown in Figure 42.

The Edendale Primary School proposal is included in the map, however it has been addressed in the School section above.

Table 42: Existing and proposed speed limits for Edendale

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Ferry Road	69	70	60 permanent	We propose to reduce the speed limit for this section of Ferry Road from 70km/h to 60km/h. The Safe and Appropriate Speed for this section of Ferry Road as assessed by Waka Kotahi is 40km/h. However, the presence of development on only one side of the road, suggests that 60km/h is a more suitable speed limit. This is likely to see good compliance without the need for infrastructural intervention to lower operating speeds.
Crescent Road	29			We propose to reduce the speed limit for Crescent Road, George Street, McKinnon Road, and Turner Street from 70km/h to 60km/h to align with the Safe and Appropriate Speed as assessed by Waka Kotahi. These speeds will also align with the reduced speed limit on Ferry Road. The average speeds that people are already driving on these streets are all well below 60km/h, so compliance is likely.
George Street	44			
McKinnon Road	29			
Turner Street	27			

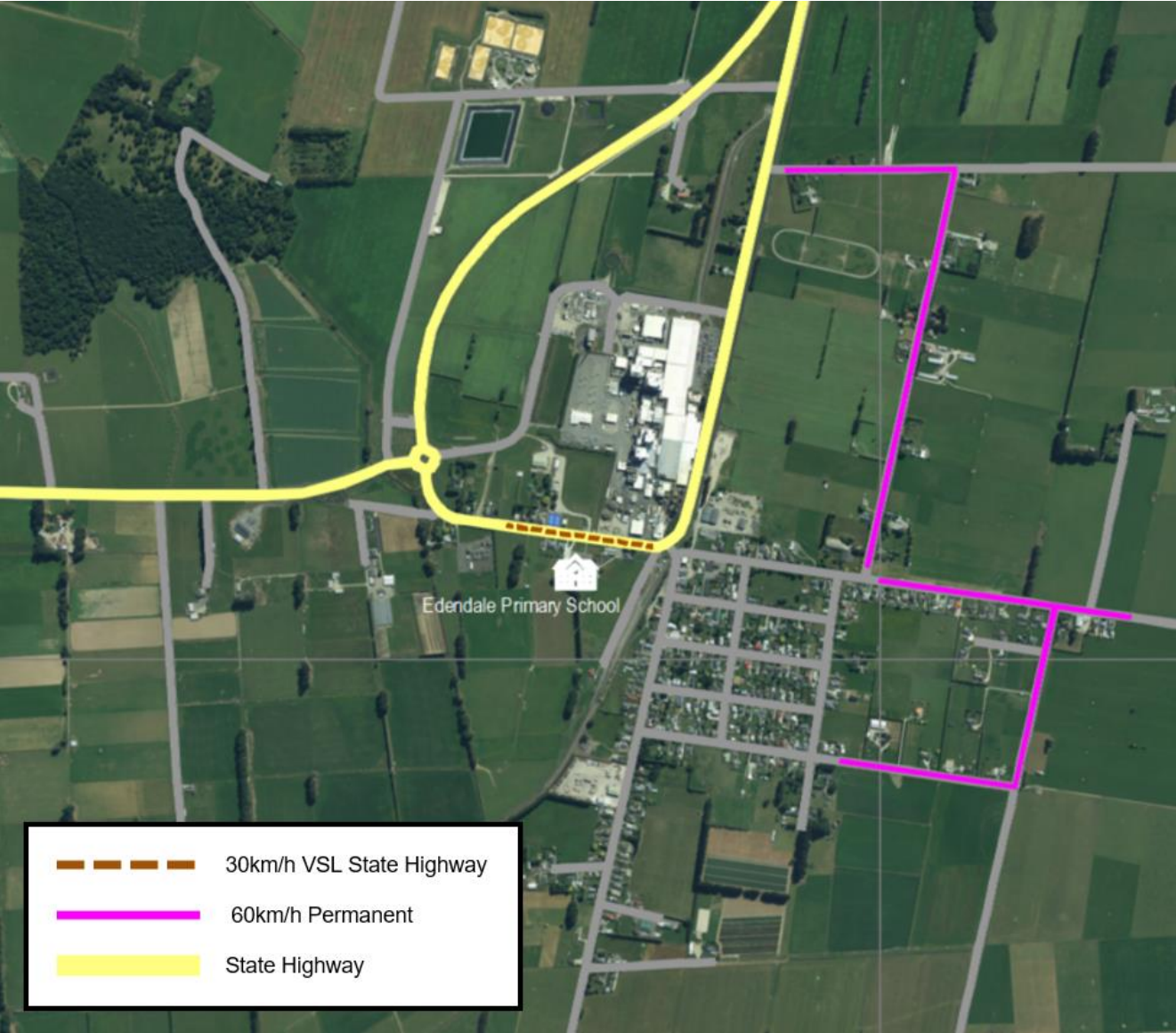


Figure 42: Proposed speed limit changes for Edendale

Colac Bay / Ōraka

The existing and proposed speed limits for Colac Bay / Ōraka are explained in Table 43. The proposed speed limits are shown in Figure 43.

Table 43: Existing and proposed speed limits for Colac Bay / Ōraka

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Drury Street East	37	70	50 permanent	We propose 50km/h for these roads. These roads in Colac Bay are legally 70km/h, however, are not actually posted when moving from the 50km/h zone on Colac Bay Road. The roads are in a residential environment, have footpaths, and the average speeds that people are travelling already under 50km/h. A 50km/h speed limit is more suited to the environment of these roads.
Drury Street West	39			
Manuka Street	12			
Pandora Street	39			
Oraka Place	N/A			
Wild Court	38			
Bungalow Hill Road	28	50 permanent	We propose a 50km/h speed limit on Bungalow Hill Road. This narrow road is residential in nature and leads to a slower environment near the beach. 50km/h is more suited to the current layout of the road.	



Figure 43: Proposed speed limit changes for Colac Bay / Ōraka

Mair Road (Curio Bay)

The existing and proposed speed limits for Mair Road are explained in Table 44. The proposed speed limit is shown in Figure 44.

Table 44: Existing and proposed speed limits for Mair Road

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Mair Road	16	70	60 permanent	We propose a 60km/h speed limit on Mair Road. This is an unsealed road with a Safe and Appropriate Speed of 60km/h.



Figure 44: Proposed speed limit changes for Mair Road

Ohai Clifden Highway

The existing and proposed speed limits for Ohai Clifden Highway are explained in Table 45. The proposed speed limit is shown in Figure 45.

Table 45: Existing and proposed speed limits for Ohai Clifden Highway

Roads	Average operating speeds (km/h)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Rationale
Ohai Clifden Highway	75	70	60 permanent	We propose that the posted speed limit on this section of Ohai Clifden Highway be reduced from 70km/h to 60km/h. This section of the road runs through Orawia and is a 'Peri-urban Road' with a Safe and Appropriate Speed of 60km/h.

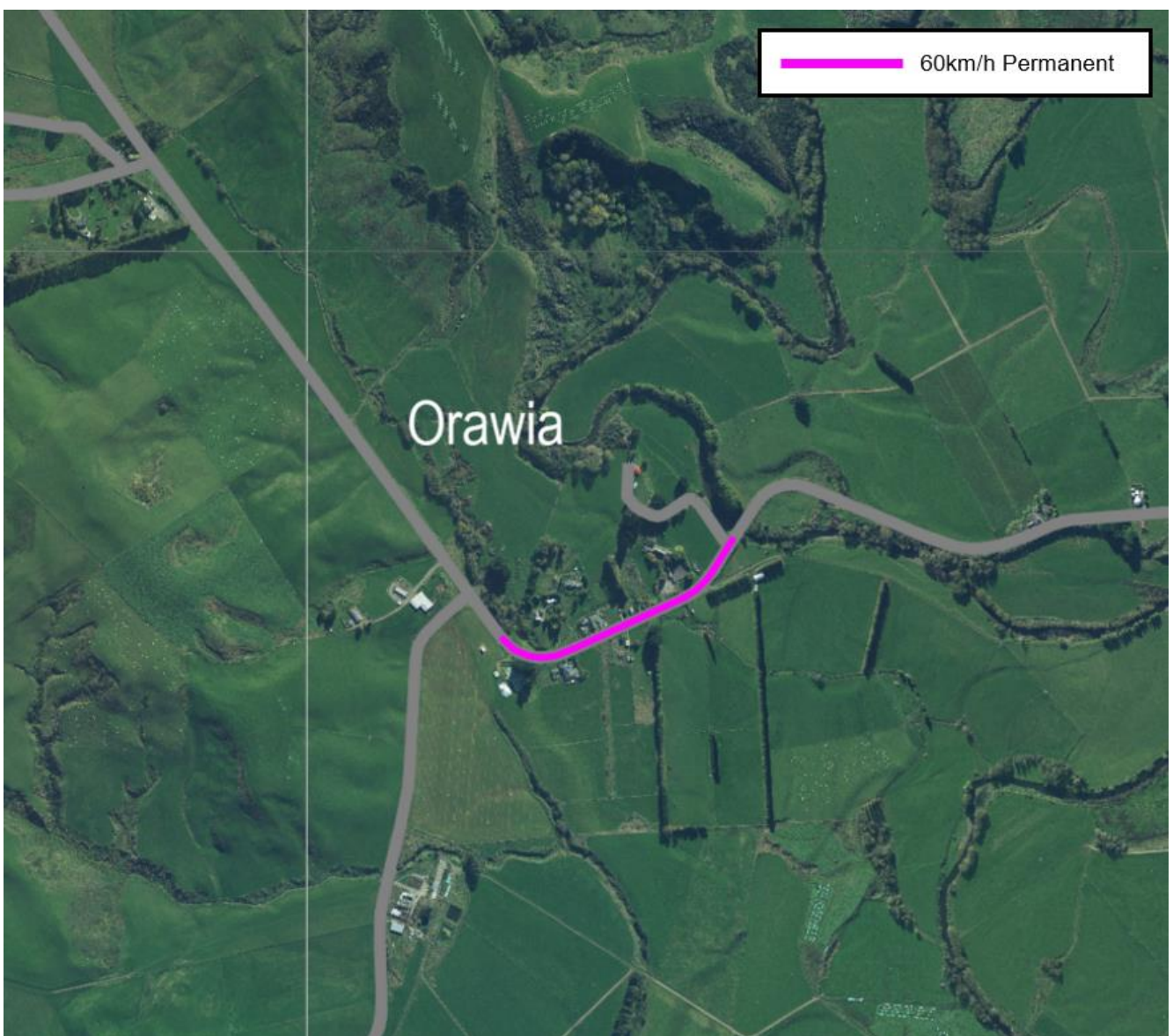


Figure 45: Proposed speed limit changes for Ohai Clifden Highway

Holmes Street

The Safe and Appropriate speed for the stretch of Holmes Street that is currently 70km/h is currently 30km/h, as it is classified as a 'Local Street'. The current environment of this stretch of road looks to be a 'Peri-urban Road', hence should have a Safe and Appropriate Speed of 80km/h. Therefore, the existing speed limit of 70km/h is safe and appropriate and will remain as it is.

Winton - Gerrard Place, Gerrard Road

The Safe and Appropriate Speed assessed by Waka Kotahi is 80km/h for these two roads, so the existing 70km/h speed limit is acceptable to remain.

Dipton Castlerock Road

The Safe and Appropriate Speed assessed by Waka Kotahi is 80km/h for this road, so the existing 70km/h speed limit is acceptable to remain.

Branxholme Makarewa Road

The Safe and Appropriate Speed assessed by Waka Kotahi is 70km/h for this road, so the existing 70km/h speed limit is acceptable to remain.



Southland District Council

Speed Management Plan 2024-2027

Certification Supplement

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Pre-submission checklist

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

Public consultation

Prior to public consultation, Council undertook preliminary engagement with key stakeholders to help inform the draft SMP. Stakeholders included various District schools, emergency response providers, community advocacy groups, business advocacy (including transport, roading, farming and forestry organisations and representative groups), other central and local government organisations, and community boards.

Staff also directly engaged with Te Ao Marama Incorporated, who represent Ngai Tahu ki Murihiku tangata whenua, to seek their input into this process. They did not provide any specific feedback but referred Council to any feedback provided previously in connection with similar topics, such as the previous Speed Limit Bylaw and Regional Transport Plans.

Council consulted on its draft Speed Management Plan 2024-2027 in accordance with section 82 of the Local Government Act 2002 between 10 October and 24 November 2023.

As part of consultation, Council made the Draft Speed Management Plan and supporting information accessible on Council's website and within all of its offices.

To support consultation Council encouraged people to give feedback, through the following supporting actions:

- placing advertisements in local print media
- promoting the consultation on Council and community board Facebook pages
- engaging directly with District schools and helping facilitate engagement with their communities regarding the proposed speed limits
- notifying other stakeholders about the Draft Speed Management Plan.

As subject of the proposed reductions around Takutai O Te Titi Marae, Council also sought feedback directly from the Oraka-Aparima Runaka, who endorsed the proposal along with the other proposals within their takiwā.

Speed management plan content

10-year vision: Objectives, strategic alignment, and whole-of-network approach

1. Objectives, policies and measures for managing speed

Objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan are covered under the "Policies and objectives" section on page 6 of the SMP.

2. Consistency with Government Policy Statement and road safety strategies

Consistency with the road safety aspects of the Government Policy Statement on land transport and any other government road safety strategy covered is covered under the section titled "Why is Council considering reducing speed limits?" on page 4 of the SMP.

3. Whole-of-network approach

The SMP principally covers speed limit reductions around schools along with specific areas identified within the District. Council understands these are necessary initial steps whilst it considers the use of additional speed management activities and additional safety infrastructure that will help manage speeds and contribute to a safer road network in future.

At this stage, Council has not identified areas where additional measures are required, however Council plans to undertake further analysis during the implementation phase of the Plan (2024-2027) and that \$1m has been requested under the 2024-2027 Long Term Plan to help fund any improvements required prior to the development of the next speed management plan.

Consultation on the draft SMP raised some wider whole of network concerns around enforcement and likewise the interaction between speed management activities. Enforcement will require further conversations with Waka Kotahi concerning speed cameras and also Police, and further investigation by Council is required concerning balancing speed calming infrastructure and proposed speed limit reductions in Otautau, which were not progressed with under the SMP.

3-year Implementation programme

4. Speed limits

The proposed speed limit changes for the District, including maps are set out on pages 7-66 of Council's final Draft Speed Management Plan 2024-2027.

Dates and Times of implementation, while not set against individual proposed changes, are proposed to occur following certification (once provided) and during the 2024-2027 period. Priority will be given to implement as much of the planned changes around schools as possible prior to the end of the 2023/2024 financial year to minimise funding risks connected to the Waka Kotahi portion of funding which will need to be reapplied for after 30 June 2024.

5. Speed limits around schools

The speed limits proposed around schools are based on the classification of each school's categorisation under the Rule. The general approach taken by Council is set out on page 5 of the Plan with rationale for each proposal set out on pages 7-48. We have not stated the categorisation of each school within the Plan, and these are explicitly set out in the table below¹:

School name	Category
<i>Aparima College and Riverton Primary School (Riverton/Aparima)</i>	1
<i>Balfour School</i>	1
<i>Central Southland School, Winton School, and St. Thomas School (Winton)</i>	1
<i>Dipton School</i>	2
<i>Drummond Primary School</i>	1
<i>Gorge Road School</i>	1
<i>Halfmoon Bay School (Stewart Island)</i>	1
<i>Heddon Bush School</i>	2

¹ For completeness, and to avoid confusion during consultation, our Plan also included locations around District schools which are solely State Highway and whose classification has been independently determined by Waka Kotahi, these have been excluded from the table above.

School name	Category
<i>Hillside Primary School</i>	1
<i>Limehills School</i>	1
<i>Lochiel School</i>	2
<i>Menzies College and Wyndham Primary School (Wyndham)</i>	1
<i>Mossburn School</i>	1
<i>Northern Southland College and Lumsden School (Lumsden)</i>	1
<i>Otautau School</i>	1
<i>Rimu Full Primary School</i>	2
<i>Riversdale School</i>	1
<i>Takitimu Primary School and St. Patrick's School (Nightcaps)</i>	1
<i>Te Anau School and Fiordland College</i>	1
<i>Te Tipua School</i>	2
<i>Thornbury School</i>	1
<i>Tokanui School</i>	1
<i>Tuturau Primary School</i>	1
<i>Waianiwa School</i>	1
<i>Waiau Area School (Tuatapere)</i>	1
<i>Waikaia School</i>	1
<i>Wallacetown School</i>	1
<i>Woodlands Full Primary School</i>	1
<i>Te Anau School and Fiordland College</i>	1

6. Safety Infrastructure

Council has not yet identified specific areas for safety infrastructure changes to support the proposed speed limit changes in the Plan.

Council has requested approximately \$1m (planned to be partially funded by Waka Kotahi) in connection with the 2024 - 2027 Long Term Plan for further costs for yet to be specified additional supporting speed calming and infrastructural improvements.

It is anticipated that during the 2024-2027 implementation period of the Plan areas requiring these infrastructural changes will be identified and either implemented with the funding currently allocated or incorporated within Council's next Speed Management Plan.

7. Other matters relating to speed management

Council acknowledges that within the Plan it has principally focussed on speed limit changes around schools and other specific areas (generally raised by the community), and that further conversations need to be had with stakeholders and the community on speed limits and other supporting speed management activities.

This process requires more time to appropriately consider both urban and rural road environments, and determine suitable solutions with the community which balance their views with safety, economic, climate and other factors Council must take into account.

This process is proposed to be undertaken during the 2024-2027 ahead of Council developing its next speed management plan.