

To Neil Cook, Acting Director of Land Transport

CC: Chris Rodley, Manager Policy, Operational Policy & Standards and Network

From Brian Nijman, Principal Advisor, Operational Policy and Standards

Date 27 July 2022

Subject **Setting of Speed Limits Rule: certification of interim speed management plans**

Purpose

To seek Director certification of interim speed management plans submitted by Hamilton City Council and Invercargill City Council.

Attachment 1 outlines your powers under the Setting of Speed Limits Rule 2022 (the Rule) to certify and publish plans.

Background

The Rule enables speed limit proposals, published before the commencement of the Rule, to be treated as a consultation draft of an interim speed management plan for the purposes of certification. The plans submitted meet this criterion [Rule clause 12.13(6) refers, included as Attachment 2].

Assessment

Assessment panel

An assessment panel meet on 13 July 2022 to consider the plans. Its members and their primary areas of contribution were:

Mike Creamer (Principal Project Manager, Principal Project Manager)	Programme
Junine Stewart (Area Programme Manager, Transport Services)	Regional relationships
Iain McAuley (Team Lead Safe System Support, Chief of Staff Office-Road Safety)	Safe system
Derrick Russell (Senior Business Analyst, Corporate Support-Enterprise Change)	Certification processes
Brian Nijman (Principal Advisor, Policy and Standards and Network)	Facilitator, regulatory
Milica Tojaga (Team Administrator, Corporate Support-Business Support)	Recorder

The plans exceeded the Rule's content requirements for interim plans consulted on under the 2017 Rule

The Rule is less prescriptive in its content requirements for speed limit consulted upon before the Rule came into effect (i.e., under the 2017 Rule). Attachment 3 compares these content requirements with those for full plans and interim plans consulted *after* the new Rule came into effect.

Notwithstanding, the two Councils chose to address wider network considerations in their plans, including the Government's aim to lower speed limits generally and outside of schools.

Interim plans consulted upon before the new Rule came into effect are not required to conform to Agency requirements for the form of plans (since such requirements were not available at the time).

Assessment of plans

The plans were assessed against the criteria outlined below. On this basis, both plans are recommended for certification. The certificates included as Attachment 4 will be submitted to you separately for signature.

To inform subsequent engagement with the Councils on plan implementation, the panel also discussed:

- sequencing of speed management activity
- timelines for and progression to lower speed limits outside schools
- the need for Transport Services and local councils to cooperate on speed limits outside schools located on State highways; and
- how speed management and safety infrastructure investments are best considered in the context of area-wide speed management approaches (such as moves to uniformly lower speed limit in urban areas and a general move to safe and appropriate speed implementation)

Details of the assessment for each plan, including criteria, were as follows:

Hamilton City Council (the speed management plan submitted is included as Attachment 5):

Table 1: Hamilton City Council—Requirements for interim speed management plans consulted upon prior the 2022 Rule coming into effect		Required / Optional	Addressed
Clause 12.12(1)	The plan has regard to—		
	(a) the road safety aspects of the GPS on land transport and any Government road safety strategy; and	optional	yes
	(b) the desirability of taking a whole-of-network approach to changing speed limits, safety cameras, and safety infrastructure, including considering a range of speed management interventions; and	optional	yes
	(c) Agency guidance and information, including on the use of mean operating speed when setting speed limits	optional	yes
Clause 12.13(1)	The plan identifies changes proposed to speed limits, outlining—		
	(a) information on the type of speed limit, speed expressed in km/h, applicable geographical area, and—for a seasonal or variable speed limit—the applicable conditions applying; and	optional	yes
	(b) the timeframe within which the change is proposed to occur	optional	yes
Clause 12.13(2)	The plan includes—		
	(a) an explanation for any changes proposed to a speed limit that do not align with the Agency’s confirmed assessment of the safe and appropriate speed limit; and	optional	yes
	(b) a designation for a category 2 school; and in such instances:	optional	yes
	(c) an explanation for why, having regard to Agency guidance, the speed limit outside the category 2 school is safe and appropriate	optional	yes
Clause 12.13(3)	The plan proposes a speed limit outside a school that complies with Section 5	optional	yes
Clause 12.13(6)	The plan—		
	(a) only identifies changes proposed to speed limits (other than temporary speed limits) on relevant roads (and may also include further information); and	required	yes
	(b) addresses any proposed change to a speed limit on a road outside a school that does not comply with Section 5	required (where applicable)	yes
Clause 12.13(7)	The plan includes discussion of other matters related to speed management on the relevant roads, including matters regarding safety infrastructure changes, temporary speed limits, and safety cameras.	required (where applicable)	N.A.
Clause 12.13(8)	The plan is in the form (if any) set by the Agency	optional	N.A.

General comments and observations:

Council consulted on their plans under the 2017 Rule and was informed by the Sped Management Guide published in 2016. The plan therefore references both the new One Network Framework and the One Network Road Classification which it replaces.

The plan’s strategic content will be subject to update—Council will update the plan yearly.

The plan links to the Waikato Regional Road Safety Strategy.

The plan—

- includes maps the proposed speeds, including safer speed priority areas
- is heading in the right direction in addressing what Council wants to achieve. The panel considered it preferable to go straight to 30 km/h in residential areas, but 40 km/h is a good interim step
- intends 30 km/h outside of all its urban schools, but the panel notes this may not be completed within the currency of this plan
- Includes two schools on State Highways, for which Transport Services is the road controlling authority. To encourage these 30 km/h speed limits, cooperation between Council and Transport Services is advised. Regulatory Technical will raise this with Council and Transport Services; and
- Identified engagement with Māori. However, no responses received as Iwi were wholly focused on ‘3 Waters’ at this time.

Technical aspects:

The plan discusses the use of variable speed limits outside schools and the lowering of speed limits generally.

Speed limit changes proposed compared to safe appropriate speeds:

The plan focuses on the implementation of safe and appropriate speeds.

Recommended feedback on the plan:

Council is thanked for submitting a forwarding-looking plan that tackles the Government’s priorities for road safety and addresses the requirements of new Rule (including targets to lower speed limits outside schools).

Invercargill City Council (the speed management plan submitted is included as Attachment 6):

Table 2: Invercargill City Council—Requirements for interim speed management plans consulted upon prior the 2022 Rule coming into effect		Required / Optional	Addressed
Clause 12.12(1)	The plan has regard to—		
	(d) the road safety aspects of the GPS on land transport and any Government road safety strategy; and	optional	no
	(e) the desirability of taking a whole-of-network approach to changing speed limits, safety cameras, and safety infrastructure, including considering a range of speed management interventions; and	optional	yes
	(f) Agency guidance and information, including on the use of mean operating speed when setting speed limits	optional	yes
Clause 12.13(1)	The plan identifies changes proposed to speed limits, outlining—		
	(c) information on the type of speed limit, speed expressed in km/h, applicable geographical area, and—for a seasonal or variable speed limit—the applicable conditions applying; and	optional	yes
	(d) the timeframe within which the change is proposed to occur	optional	yes
Clause 12.13(2)	The plan includes—		
	(d) an explanation for any changes proposed to a speed limit that do not align with the Agency’s confirmed assessment of the safe and appropriate speed limit; and	optional	yes
	(e) a designation for a category 2 school; and in such instances:	optional	yes
	(f) an explanation for why, having regard to Agency guidance, the speed limit outside the category 2 school is safe and appropriate	optional	yes

Clause 12.13(3)	The plan proposes a speed limit outside a school that complies with Section 5	optional	yes
Clause 12.13(6)	The plan—		
	(c) only identifies changes proposed to speed limits (other than temporary speed limits) on relevant roads (and may also include further information); and	required	yes
	(d) addresses any proposed change to a speed limit on a road outside a school that does not comply with Section 5	required (where applicable)	yes
Clause 12.13(7)	The plan includes discussion of other matters related to speed management on the relevant roads, including matters regarding safety infrastructure changes, temporary speed limits, and safety cameras.	required (where applicable)	N.A.
Clause 12.13(8)	The plan is in the form (if any) set by the Agency	optional	N.A.

General comments and observations:

Council consulted on their plans under the 2017 Rule, but references 2022 Rule priorities, such as lowering speed limits outside schools. Council endorsed all the proposals that went out to consultation.

Strategic aspects are addressed in the consultation document included. The speed limits proposed are outlined in a spreadsheet.

Technical aspects:

The plan discusses the use of variable speed limits outside schools and plans to lower urban speed limits generally.

Electronic and static signs variable speed limits are proposed around schools. This is positive, but the panel was concerned about the widespread use of static variable speed limit signs as a cost saving measure. Regulatory Technical will discuss this with Council, as the proposed balance between electronic and static variable speed limit signs is inconsistent with Waka Kotahi's gazetted advice on this issue.

Speed limit changes proposed compared to safe appropriate speeds:

The plan focuses on the implementation of safe and appropriate speeds.

60 km/h speed limits are proposed for category 2 schools (mainly in rural areas), in keeping with the requirements of Section 5 of the Rule. The Rule requires all speed limits greater than 30 km/h outside schools to be reviewed in the next full plan, at which point the speed limit will be lowered to 30 km/h or maintained at the current speed.

Consideration could be given to applying a permanent 30 km/h speed limit outside of schools near the edge of the proposed urban 30 km/h zone. Regulatory Technical will discuss this with Council.

Some schools are shown with 50 km/h speed limits outside. Regulatory Technical will clarify this aspect in discussions with Council.

There are six schools on the State highways—Regulatory Technical will facilitate discussions between the Council and Transport Services.

There would be value in Council considering a 30 km/h permanent speed limit in Bluff as a whole, since operating speeds in the village are already in this range. Regulatory Technical will raise this with Council.

Recommended feedback on the plan:

Council is thanked for submitting a forwarding-looking plan that prioritises road safety and addresses the requirements of new Rule (including targets to lower speed limits outside schools)).

Summary

The assessment panel recommends the Director certifies and publishes the interim speed management plans submitted by Hamilton City Council and Invercargill City Council.

Brian Nijman
Principal Advisor
Regulatory Technical
27/07/2022

Endorsed



Chris Rodley, Manager Regulatory Standards and Implementation
28/07/2022

Attachments

- Attachment 1 2022 Rule extract— Director powers to certify and publish interim speed management plans
- Attachment 2 2022 Rule extract— plan requirements for speed limit proposals consulted upon prior to the Rule coming into effect
- Attachment 3 Speed management plan content requirements—comparison of plan types
- Attachment 4 Speed management plan certificates—images for information
- Attachment 5 Speed management plan submitted—Hamilton City Council
- Attachment 6 Speed management plan submitted—Invercargill City Council

Recommendations

It is recommended you certify and publish the following interim speed management plans:

- 1. Hamilton City Council speed management plan version 2, July 2022: Yes No
- 2. Invercargill City Council speed management plan, June 2022: Yes No

Signed



Kane Patena

Director of Land Transport

03 / 08 /2022

Attachment 1: 2022 Rule extract—Director powers to certify and publish interim speed management plans

12.14 Certification of, and comment on, interim plans

- (1) For the purpose of clauses 12.15(2), 12.16(5) and 12.17(2), the requirements are—
 - (a) the Agency (as RCA), the regional transport committee or territorial authority (as the case may be) has confirmed that—
 - (i) consultation has been carried out in accordance with clause 3.9; and
 - (ii) the interim plan includes an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and
 - (iii) the interim plan includes a general explanation of how a whole-of-network approach was taken to changing speed limits by considering a range of speed management interventions; and
 - (b) the interim plan includes the content required by clause 12.13.
- (2) When assessing a final draft interim plan, the Director may also provide comment in writing on the extent to which, in their view, the plan—
 - (a) is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and
 - (b) takes a whole-of-network approach by including consideration of a range of speed management interventions.
- (3) The Director may, after providing comments under subclause (2) and giving the Agency (as RCA), the regional transport committee or the territorial authority (as the case may be) a reasonable time to consider those comments, publish the comments on an Internet site.
- (4) However, if a territorial authority has published before the commencement of this Rule a proposal to change a speed limit or speed limits and that proposal has been consulted on in accordance with clause 3.9, then—
 - (a) the proposal published may be treated as a consultation draft of an interim territorial authority speed management plan; and
 - (b) for the purpose of clause 12.17(2), the requirements are that—
 - (i) the territorial authority has confirmed that consultation has been carried out in accordance with clause 3.9; and
 - (ii) the interim territorial authority speed management plan identifies changes being proposed to speed limits (other than temporary speed limits) on the relevant roads; and
 - (c) subclauses (1) to (3) do not apply.

12.17 Process for interim territorial authority speed management plan

- (1) To create an interim territorial authority speed management plan for roads in its area, a territorial authority must—
 - (a) prepare a consultation draft interim plan to include—
 - (i) the content required by clause 12.13; and
 - (ii) any relevant information received from road controlling authorities that are not the Agency (as RCA) or a territorial authority and that control roads in the area; and
 - (b) subject to clause 12.10(3), publish the consultation draft interim plan on an Internet site; and
 - (c) consult on the consultation draft interim plan in accordance with clause 3.9 as if the interim plan were the territorial speed management plan; and
 - (d) consider any submissions received on the consultation draft interim plan; and
 - (e) prepare a final draft interim plan and submit it to the Director for certification.
- (2) The Director must consider whether they are satisfied that the final draft interim plan meets the requirements in clause 12.14(1) or (4) (as the case may be) and—
 - (a) if they are satisfied, they must certify the plan and provide a certificate to that effect; and
 - (b) if they are not satisfied—
 - (i) they must refer the final draft interim plan back to the territorial authority with recommendations for how to meet the requirements in clause 12.14(1) or (4) (as the case may be); and
 - (ii) the territorial authority must repeat the step at subclause (1)(e), after having regard to the Director's recommendations.
- (3) Once the Director has certified the final draft interim plan, the Agency must publish, on an Internet site—
 - (a) the interim plan; and
 - (b) the certificate provided under subclause (2)(a).
- (4) An interim territorial authority speed management plan ceases to be **current** when—
 - (a) a territorial authority speed management plan for the territory is published under clause 3.5(5); or
 - (b) an interim regional speed management plan that includes the territory is published under clause 12.16(6); or
 - (c) a regional speed management plan that includes the territory is published under clause 3.4(13).
- (5) In this clause, **territorial authority** excludes a unitary authority, Auckland Council and Auckland Transport.

Attachment 2: 2022 Rule extract— plan requirements for speed limit proposals consulted upon prior to the Rule coming into effect

12.13 Content and form of interim plans

- (1) An interim plan must identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads, and for each proposed change must include—
 - (a) to the extent practicable, information on the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply (*see also* Section 4); and
 - (b) the timeframe within which the change is proposed to occur.
- (2) An interim plan—
 - (a) must also include, 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, an explanation for why, after considering the matters in clause 3.2(1), the road controlling authority proposes a speed limit that differs from the Agency’s confirmed assessment (unless subclause (4) applies); and
 - (b) may include a designation for a category 2 school; and
 - (c) in relation to any designation of a category 2 school, must include an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road.
- (3) If an interim plan proposes to change the speed limit on a road outside a school, the road controlling authority must propose to set a speed limit outside the school that complies with Section 5.
- (4) However, a plan does not need to include an explanation of where a proposed change to a speed limit does not align with the Agency’s confirmed assessment of what is the safe and appropriate speed limit for the road in the following cases:
 - (a) where the proposed speed limit is 70 km/h and the Agency’s assessment of the safe and appropriate speed limit for the road is 80km/h;
 - (b) where the proposed speed limit is 90 km/h and the Agency’s assessment of the safe and appropriate speed limit for the road is 100km/h;
 - (c) where the proposed speed limit is to a road outside a school and complies with Section 5.
- (5) In this clause, **confirmed assessment** has the same meaning as in clause 3.8(4).
- (6) However, if a territorial authority has published before the commencement of this Rule a proposal to change a speed limit or speed limits and that proposal has been, is or will be consulted on in accordance with clause 3.9, then—
 - (a) the proposal published may be treated as a consultation draft of an interim territorial authority speed management plan; and
 - (b) the interim territorial authority speed management plan must only identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads (and may also include further information); and
 - (c) clause 12.12(1) and clause 12.13(1), (2), (3) and (8) do not apply to the interim territorial authority speed management plan; and
 - (d) the territorial authority may (despite anything else in this Rule), in the interim plan, propose a change to a speed limit on a road outside a school that does not comply with Section 5.
- (7) An interim plan may include discussion of other matters related to speed management on the relevant roads, including matters regarding safety infrastructure changes, temporary speed limits, and safety cameras.
- (8) An interim plan must be in the form (if any) set by the Agency.

Attachment 3: Speed management plan content requirements—comparison of plan types

Full plans		Interim plans
Clause 3.8 Content and form of full plans		Clause 12.13 Content and form of interim plans
<p>(1) A plan must—</p> <p>(a) set out objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan; and</p> <p>(b) include an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and</p> <p>(c) 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.</p> <p>(2) A plan must also—</p> <p>(a) identify the changes (if any) being proposed to speed limits (other than temporary speed limits) and safety infrastructure on the relevant roads; and</p> <p>(b) include an implementation programme for at least 3 financial years from the start of the plan that sets out—</p> <p>(i) (A) speed limits on the relevant roads, including, to the extent practicable, information on each proposed speed limit relating to the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply (see also Section 4); and (B) safety infrastructure on the relevant roads; and</p> <p>(ii) the timeframe within which each change is proposed to occur; and</p> <p>(c) for speed limits of 70 km/h or 90 km/h, include any content required by clause 4.3(2); and</p> <p>(d) in relation to schools, include—</p> <p>(i) any content required by clause 5.2(4); and</p> <p>(ii) any designation of a category 2 school; and</p> <p>(iii) if required by clause 5.3, an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road; and</p> <p>(e) include, 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, an explanation for why, after considering the matters in clause 3.2(1), the road controlling authority proposes a speed limit that differs from the Agency’s confirmed assessment (unless subclause (3) applies); and</p> <p>(f) include comment on any review relevant to the roads or region that has been completed under clause 3.17 since the previous plan published under clause 3.3(8) or 3.4(13).***</p>		<p>(1) An interim plan must identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads, and for each proposed change must include—</p> <p>(a) to the extent practicable, information on the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply (see also Section 4); and</p> <p>(b) the timeframe within which the change is proposed to occur.</p> <p>(2) An interim plan—</p> <p>(a) must also include, 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, an explanation for why, after considering the matters in clause 3.2(1), the road controlling authority proposes a speed limit that differs from the Agency’s confirmed assessment (unless subclause (4) applies); and</p> <p>(b) may include a designation for a category 2 school; and</p> <p>(c) in relation to any designation of a category 2 school, must include an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road.**</p> <p>(3) If an interim plan proposes to change the speed limit on a road outside a school, the road controlling authority must propose a speed limit outside the school that complies with Section 5.</p> <p>(7) An interim plan may include discussion of other matters related to speed management, including safety infrastructure changes, temporary speed limits, and safety cameras.</p>
State highway Speed Management Plan	Regional Speed Management Plans	<p>* Clause 12.13(6) states that if a territorial authority has published before the commencement of the Rule a proposal to change a speed limit or speed limits and that proposal has been, is or will be consulted on in accordance with clause 3.9, then—</p> <p>(a) the proposal published may be treated as a consultation draft of an interim territorial authority speed management plan; and</p> <p>(b) the interim territorial authority speed management plan must only identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads (and may also include further information); and</p> <p>(c) (clauses 12.12(1), 12.13(1), (2), (3) and (8) do not apply to the interim territorial authority speed management plan; and</p> <p>(d) the territorial authority may (despite anything else in the Rule), in the interim plan, propose a change to a speed limit on a road outside a school not complying with Section 5.</p>
Clause 3.8(5)	Clause 3.8(6)	
<p>(5) A State highway speed management plan—</p> <p>(a) must also include a general explanation of how the Agency (as RCA) has, when proposing a change to a speed limit, had regard under clause 3.2(2) to the desirability of a road under its control and an adjoining road under the control of another road controlling authority having the same speed limit, unless there is good reason for different speed limits; and</p> <p>(b) may also include changes to safety cameras on roads that are not State highways.</p>	<p>(6) A regional speed management plan must—</p> <p>(a) identify, for any proposed change to a speed limit for a road under the control of a territorial authority (the first road) that adjoins a road under the control of another territorial authority (the second road), any instances where the speed limit for the first road is different or is proposed to differ from the speed limit for the second road; and</p> <p>(b) include information from the State highway speed management plan (either the consultation draft or the published copy, depending on which is most recently available) that relates to State highways in the region.</p>	
<p>(7) A plan may include discussion of other matters related to speed management on the relevant roads, including temporary speed limits.</p>		
<p>(8) A plan must be in the form (if any) set by the Agency.</p>		

** A territorial authority must not publish a consultation draft territorial authority speed management plan if the regional transport committee has notified its intention to publish, within the next 28 days, a consultation draft regional speed management plan—the territorial authority must instead join in the process for a consultation draft regional speed management plan. [clauses 3.5(2) and 12.10(3) refer]

*** Clauses 3.8(3) and 12.(4): A plan does not need to include explanation of where a proposed change to a speed limit does not align with the Agency’s confirmed assessment of what is the safe and appropriate speed limit for the road in the following cases: (a) where the proposed speed limit is 70km/h and the Agency’s assessment of the safe and appropriate speed limit for the road is 80km/h; (b) where the proposed speed limit is 90km/h and the Agency’s assessment of the safe and appropriate speed limit for the road is 100km/h; (c) where the proposed speed limit is to a road outside a school and complies with Section 5.

Attachment 4: Speed management plan certificates—images for information

Hamilton City Council

Speed management plan certificate

Pursuant to clause 12.17(2)(a) of the Setting of Speed Limits Rule 2022, the interim territorial authority speed management plan, reference 'Hamilton City Council speed management plan version 2, July 2022', submitted by Hamilton City Council and applicable to the 2021 – 2024 National Land Transport Programme period, is hereby certified.

July 2022

Date

Director of Land Transport



The actual certificate for signature will be provided to the Director separately

Speed management plan certificate

Pursuant to clause 12.17(2)(a) of the Setting of Speed Limits Rule 2022, the interim territorial authority speed management plan, reference 'Invercargill City Council speed management plan, June 2022', submitted by Invercargill City Council and applicable to the 2021 – 2024 National Land Transport Programme period, is hereby certified.

July 2022

Date

Director of Land Transport

The actual certificate for signature will be provided to the Director separately

Attachment 5:
Speed management plan submitted: Hamilton City Council



SPEED MANAGEMENT PLAN

Version 2,
July 2022

HAMILTON CITY COUNCIL

*He aha te mea nui o te ao?
He tangata, he tangata, he tangata
What is the most important thing in the world?
It is the people, it is the people, it is the people*

**Safer
ROADS
FOR
All**



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

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1. PURPOSE OF THIS DOCUMENT

The purpose of this document is to take the information provided in Waka Kotahi NZ Transport Agency's (Waka Kotahi) Speed Management Guide and create an implementation plan related to safer speeds in Hamilton.

Hamilton has a Vision Zero goal for road safety. We don't believe any loss of life on our city's roads is acceptable. With more and more people using our roads, we need to make sure they're as safe as they can be.

Road safety risk can be reduced by investing in infrastructure improvements to make a road safer at current speeds, or by managing speeds down through a combination of road design, risk targeted enforcement and education on safe behaviour, all reinforced by speed limits appropriate for the roads.

The plan sets out what work needs to be done, by who, where and finally an indication of funding to implement this work, with a focus on the next two financial years leading into the 2021-2031 Long Term Plan.

2. WHAT IS SPEED MANAGEMENT AND WHY DO WE NEED IT?

2.1. Government Policy Statement (GPS) on land transport

The GPS is central to investment decisions across the land transport system, and sets four strategic priorities to achieve a land transport system that:

- Safety: Developing a transport system where no one is killed or seriously injured.
- Better transport options: Providing people with better transport options to access social and economic opportunities.
- Improving freight connections: Improving freight connections for economic development.
- Climate change: Developing a low carbon transport system that supports emission reductions, while improving safety and inclusive access.

The GPS supports investment in state highways and local roads to accelerate the implementation of the Speed Management Guide, focusing on treating the top 10 percent of the network, which will result in the greatest reduction in deaths and serious injuries as quickly as possible.



2.2. Road to Zero

Road to Zero is the Government’s strategy to guide improvements in road safety from 2020 to 2030. The strategy’s vision is for New Zealand to be a country where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable.

This strategy articulates our vision, guiding principles for how we design the road network and how we make road safety decisions, as well as setting targets and outcomes for 2030. It sets out the five areas we want to focus on over the next decade, and a framework for how we will hold ourselves accountable.

We all make mistakes, but these mistakes should not cost us our lives. We take a safe system approach, which recognises that crashes are inevitable but deaths and serious injuries are not. By placing safety at the foundation of all transport decisions and turning our attention towards building a safe road system that is designed for people, we can anticipate and adapt to the changes ahead while continuing to strive for our vision.

A step towards achieving this vision is by setting a target of 40% reduction in deaths and serious injuries by 2030. This will be achieved by through actions in five key areas with infrastructure improvements and speed management being one of them.



2.3 Hamilton's transport strategy (Access Hamilton 2018)

Access Hamilton (Strategy on a Page 2019) identifies four key outcomes for Hamilton's transport system.

- Safe - Everyone experiences a safe and enjoyable journey.
- Choice - Everyone has travel options for moving around the city.
- Smart - Our transport network is adaptable and resilient to change.
- Growth - We are forward thinking with our city planning and create attractive neighbourhoods, which keep our city moving.



The vision is to ensure that Hamilton's transport network enables everyone to connect to people and places in safe, accessible, and smart ways.

Purpose statement of Access Hamilton: To improve the health and wellbeing of Hamiltonians by ensuring the transport network supports good travel choices that are safe, easy, and connected.

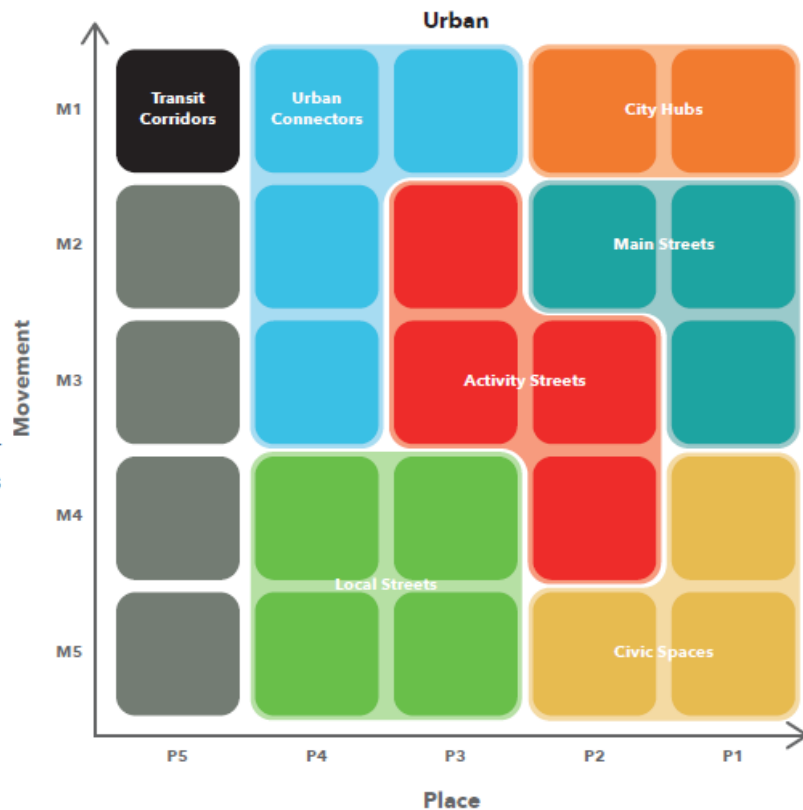
Speed management has a key role to play in all of these.

2.4. One Network Framework (ONF)

The One Network Framework (ONF) is the new national classification system. It will be used to determine the function of our roads and streets and inform decision making. The framework recognizes that shared, integrated planning approaches between transport and land use planners will result in better outcomes.

The ONF acknowledges the transport network has a 'Place' and 'movement' functions. This means roads and streets are destinations for people, as well as transport corridors making it fit for purpose in complex urban environments, Like Hamilton City. The framework includes classifications for different modes of transport, recognizing that our roads and streets have different functions for different modes.

The ONF enables Road Controlling Authorities (like Hamilton City) to better define and articulate the differences between metro, urban and rural transport needs and provide a consistent, level playing field for future investment conversations, based on locally recognised needs rather than broad categories.



2.5. Speed management

Speed management is about achieving safe and appropriate speeds that reflect road function, design, safety and use.

We need people and goods to move reliably and safely around our transport network; and being aligned to the safe system approach, we also need to see a reduction in deaths and serious injuries.

Speed management is more than just speed limits and requires input from policy makers, engineers, educators, and the Police to educate, encourage and influence road users to adopt safe and appropriate speeds.

2.6. The Speed Management Guide

The [Speed Management Guide](#) provides a national single assessment framework for determining safe and appropriate speeds on New Zealand's entire road network. It provides guidance on how to progressively align travelling speeds with road function, design, safety and use, utilising the ONRC to take traffic volumes, freight volumes and place functions into account.

Previous speed limit frameworks were developed when there was no overarching road classification system. While speed limit reviews involved a consistent process that took land use and road use into account, they did not give sufficient weight to road classification, design, geometric characteristics, network efficiency or the safe system approach. The result is that on some routes, travel speeds are not appropriate to the road use and function.

The Speed Management Guide includes a set of best practice principles to inform decisions to ensure outcomes support the broader goal of national consistency. This is especially important where some roads don't easily fit into various classifications and different lengths along a road may be classified with different functions.

The guide draws on the four key principles from the Dutch Sustainable Safety Programme:

1. **Functionality** - Differentiate speeds and speed limits according to a hierarchical classification, with clear differences between levels, to support self-explaining road systems.
2. **Predictability and consistency** - Support road user expectations through consistency and continuity of design, speed limit setting, enforcement, communication, adherence to standards and collaboration between partners.
3. **Homogeneity** - Keep like with like (mode separation) and encourage speeds within a narrow band to increase both safety and efficiency.
4. **Credibility** - Identify and manage safe and appropriate speeds for an entire route (and manage out-of-context risks by exception) to support the overall credibility of the limits and of enforcement.

The guide sets out safe and appropriate speed ranges which consider road function, design, safety, and use. It is intended that this guide should begin to underpin all speed management activity, such as engineering and investment decisions, land use planning, fleet management, communication, and enforcement, and become embedded into planning, engineering and network management moving forward.

The proposed safe and appropriate speeds for different types of roads fall within the ranges shown in the figure below. The proposed speed ranges are not in themselves speed limits.

Classification	Straight open road/ urban motorways	Curved open road	Winding open road	Urban (not motorway)
Class 1 High volume national	100-110km/h Depends on design and safety risk (e.g. divided 4-5 star, grade separated intersections, safety barriers) and factoring in enforcement thresholds	80-100km/h	60-80km/h	
Class 2 National, Regional, Arterial	80-100km/h Depends on safety risk and whether volumes justify investment to bring the road up to 3 star equivalent, also enforcement thresholds			50km/h
Class 3 Primary and secondary collector				60-80km/h where safety risk allows, e.g. fewer intersections, mode separation for active users
Class 4 Access and low-volume access All winding/tortuous	60-80km/h Depending on roadside development, pedestrian and cyclist volumes, whether sealed or not			30-50km/h 30km/h if high volumes of cyclists/pedestrians Recognise access and place 10km/h for Shared Spaces

Figure 1: Recommended Safe and appropriate speed ranges for Road Classes

Waka Kotahi NZ Transport Agency (Waka Kotahi) is working on a new regulatory framework (Mid-2022) for speed management to improve how road controlling authorities (RCA) plan for, consult on, and implement speed management changes. This process will now take a whole-of-network approach, so that decisions about safety-related infrastructure improvements, speed limit changes and safety camera placement are made together.

Alongside this, the new Land Transport Rule: Setting of Speed Limits 2022, will replace the current Land Transport Rule: Setting of Speed Limits 2017 and will enable an improved approach to speed management planning on New Zealand roads.

2.7. Is speed an issue for Hamilton?

Hamilton City Council has adopted Vision Zero as the philosophy for road safety in the city, an aspiration to achieve zero road deaths and serious injuries within Hamilton.

The total number of fatalities in the city from 2019 to 2021 was ten.

Crashes that are attended by the New Zealand Police (NZ Police) have a Traffic Crash Report (TCR) completed and the information from that report is then entered into the national Crash Analysis System (CAS) which is managed by Waka Kotahi.

The analysis of the data for fatal and serious crashes, which occurred in Hamilton from 2016 to 2020 (including the state highways), indicates the following:

- There have been 24 fatalities and 262 serious crashes.
- These crashes resulted in 24 deaths, 262 serious and 1551 minor injuries.
- A total of 1837 injured road users.

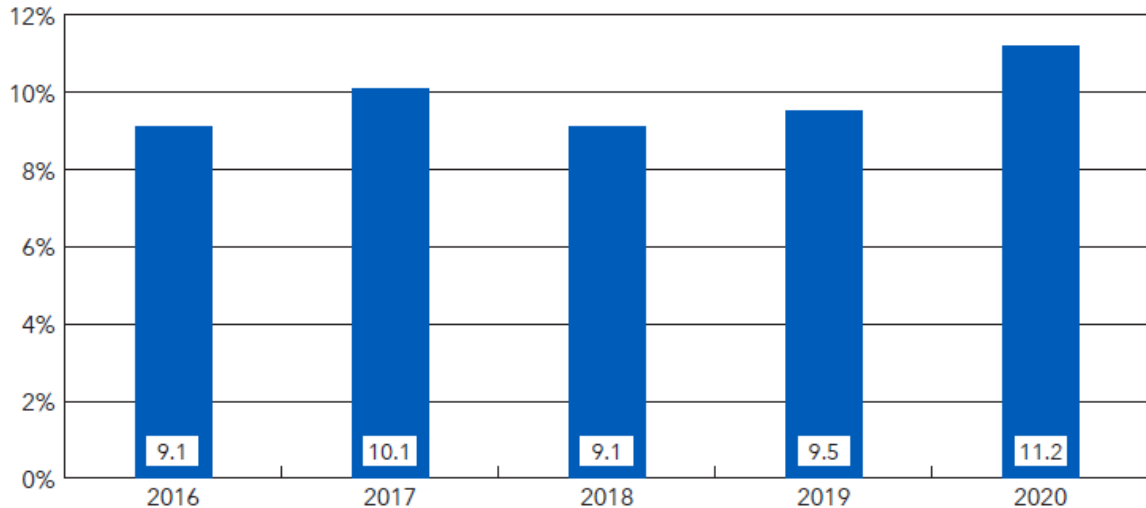
The top four contributing factors to fatal and serious injury crashes were:

- Poor observation (36%).
- Failed to give way/stop (25%).
- Alcohol related (23%).
- Driving too far left (16%).

The relationship between speed and road trauma is well-established internationally and that's why managing speed is one pillar of the safe system approach.

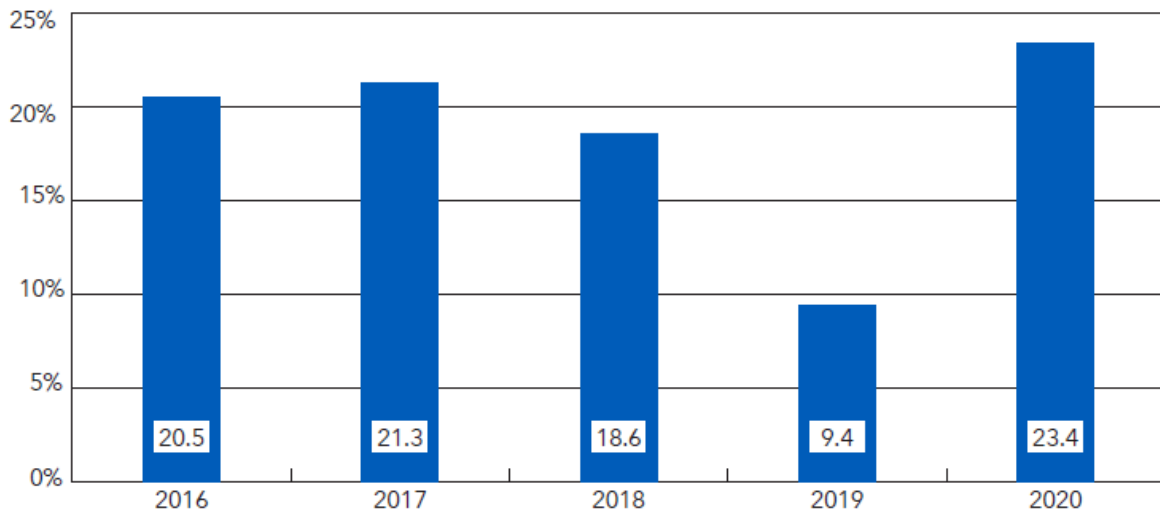
For Hamilton, the percentage of all crashes involving inappropriate speed from 2016 to 2020 has varied from 10% up to 14%.

Percentage of all crashes involving inappropriate speed



However the percentage of death and serious injury crashes involving inappropriate speed is much higher, varying from almost 14% up to almost 24%.

Percentage of death and serious Injury crashes Involving Inappropriate speed

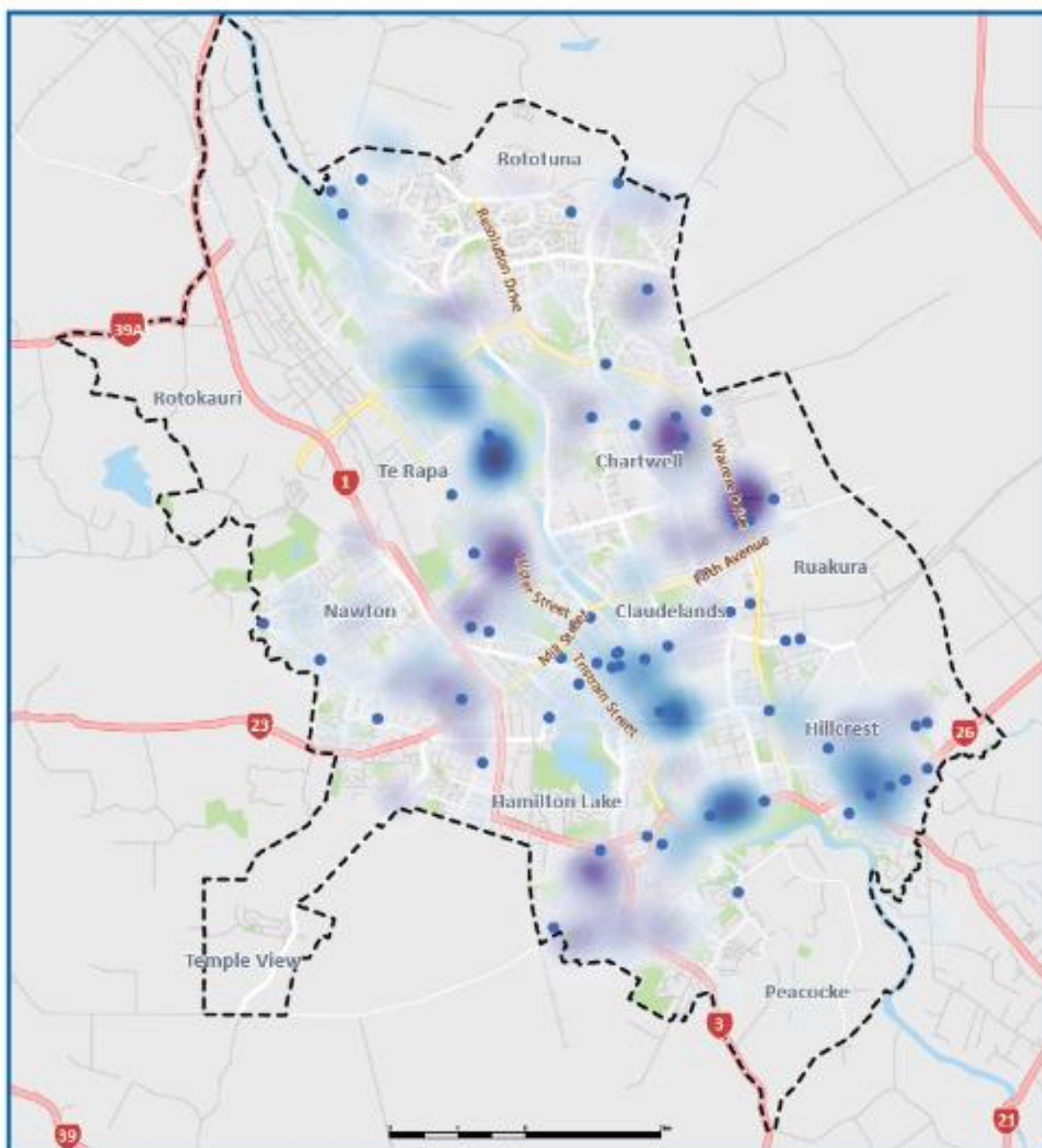


This means that under our Vision Zero road safety philosophy we can make a big difference in the number of deaths and serious injuries on our roads by implementing a good speed management programme. If we can increase the number of drivers driving at safe and appropriate speeds, we can reduce the number of people in our community whose lives are devastated by road trauma.

We also know that:

- Most of our crashes involving inappropriate speed happen in areas with a 50km/h speed limit (61% 2016-2020).
- 58% of our crashes involving inappropriate speed (2016-2020) occur during the day.
- Just under half of crashes involving inappropriate speed occur at intersections (47%, 2016-2020).

Our community has also told us that speed is an issue around the city. Below is a heat map illustrating where they have told us speed is a safety issue, either through our engagement process or customer service complaints and feedback.



2.8. What has Hamilton city done about speed in the past?

Hamilton has in the past been very active in the area of speed management and had developed a speed management policy, which set out the high-level approach to speed management that was used for a number of years to guide Council's decision making.

The initial programme of works focused on the introduction of 40km/h speed limits outside schools via electronic variable signage. Once all these sites were completed, a solution was needed for the school sites that didn't meet the warrant requirements for the electronic signage. A 'Safer Speed Areas' programme on local residential streets was developed and ultimately led to the introduction of over 380 streets with a permanent 40km/h speed limit, throughout the city. Engineering and education around speed limits also played a key part in rolling out the programme.

3. DEVELOPMENT OF THE SPEED MANAGEMENT PLAN

3.1. Stakeholder engagement

The original development of Hamilton's Speed Management Plan involved series of workshops with industry stakeholders and politicians. Represented in this group were councilors from Hamilton City Council and Waikato Regional Council, and staff from Hamilton City Council, Waikato Regional Council, Waikato District Council and Waipa District Council, Waka Kotahi, AA, NZ Police, Road Transport Association and Waikato District Health Board.

Drawing on the principles set forward in the national Speed Management Guide, this working group defined eight principles and four prioritisation tools for the application of speed management across Hamilton.

In completing the refresh of this document, we have undertaken early engagement with these representatives to ensure we have their ongoing support for our plan.

3.2. Community engagement

A key element of speed management is community input and buy in. Council recognised it was crucial to take the work by the stakeholder group to the community, key advocacy and Maaori representative groups to understand their views in the development of the original plan. The proposed principles and priorities were related to real-life situations and people in the community were asked to share their views. The opportunity was also given to share on maps where they think there are issues with speed on Hamilton's transport network.

While there were a small number of people who spoke against any reduction in speed and would like all roads to be faster, the overwhelming majority were supportive in principle. The key themes identified regarding speed management were:

- Changing the speed limit alone isn't sufficient.
- The infrastructure must reflect the required speed of the road, and this must be maintained.
- Behaviour change and education is essential, and speed is not the only problem - distracted driving and school gate behaviour is a significant road safety issue.
- There is greater enforcement required, including of current speed limits.
- Targeting vulnerable users, particularly children, should be given priority.

Overall, the response to speed management was positive and continues to be positive. Engagement with the community in advance of any proposed speed management change has been maintained and a wraparound approach including supporting infrastructure and education, with a strong focus on protecting children and vulnerable users to encourage more people to walk and bike, has been well received.

4. SPEED MANAGEMENT PRINCIPLES

The following principles will guide the application of speed management within Hamilton:

- i. The speed environment around schools at school times will be 30km/h.
- ii. Where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h.
- iii. Residential local roads will be constructed for a 40km/h environment.
- iv. New roads will be constructed appropriate to their function and to create a safe and appropriate environment.
- v. Existing roads may be upgraded appropriate to their function and to create a safe and appropriate environment.
- vi. A logical, area-based approach will be used for the implementation of speed management.
- vii. Investment will be targeted to achieve the best access and safety outcomes.
- viii. We will work with partnering RCAs to provide a consistent approach in line with the Speed Management Guide.

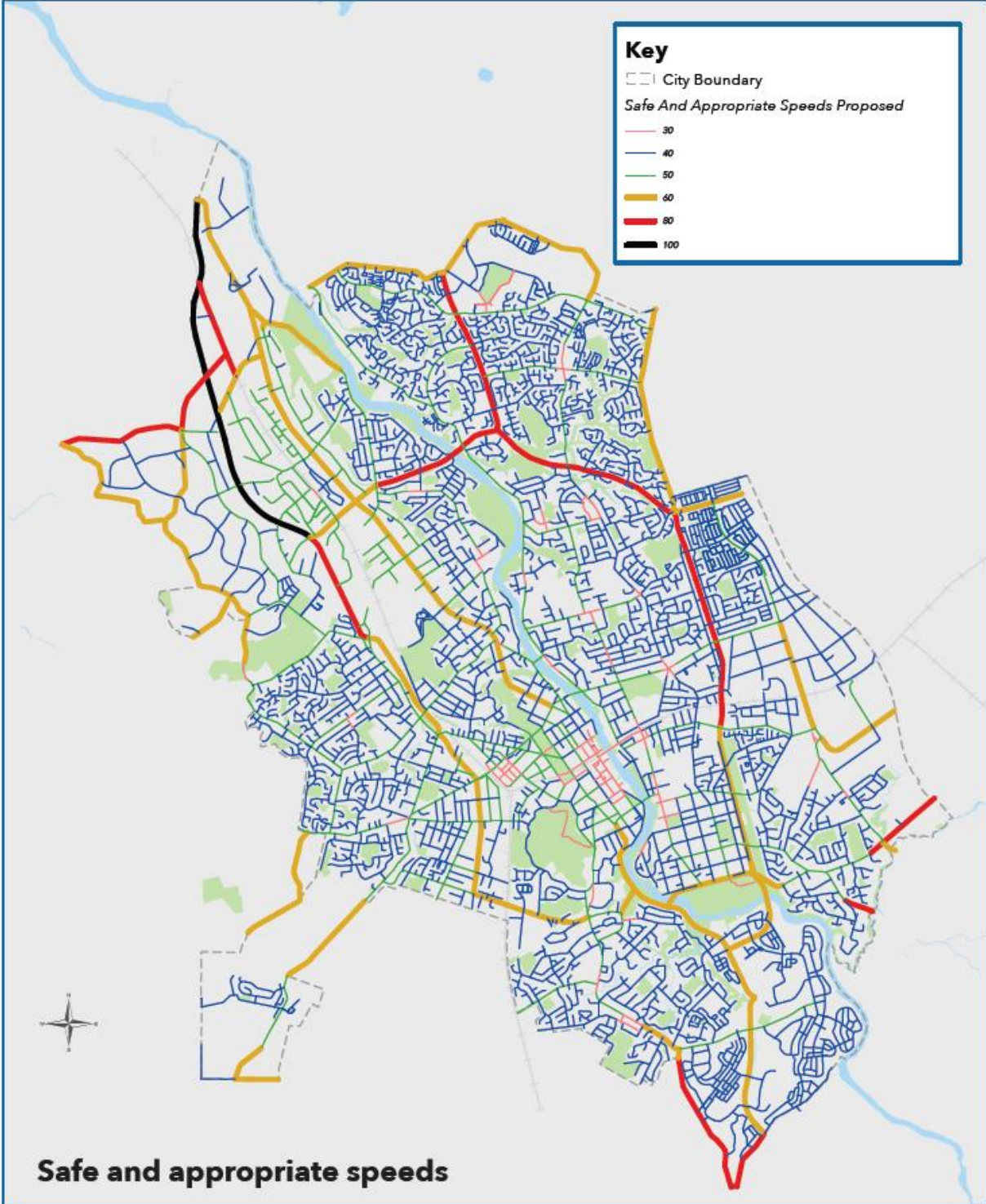
5. SPEED MANAGEMENT PRIORITIES

We need to be able to prioritise our work. The following priorities will guide us in our approach to implementing speed management:

- High benefit routes which deliver maximum benefit in reducing deaths and serious injuries.
- Community demand.
- Supporting changes in neighbouring areas to achieve consistent and logical implementation.
- Activities which generate high numbers of people walking or cycling.

6. SPEED MANAGEMENT MAP

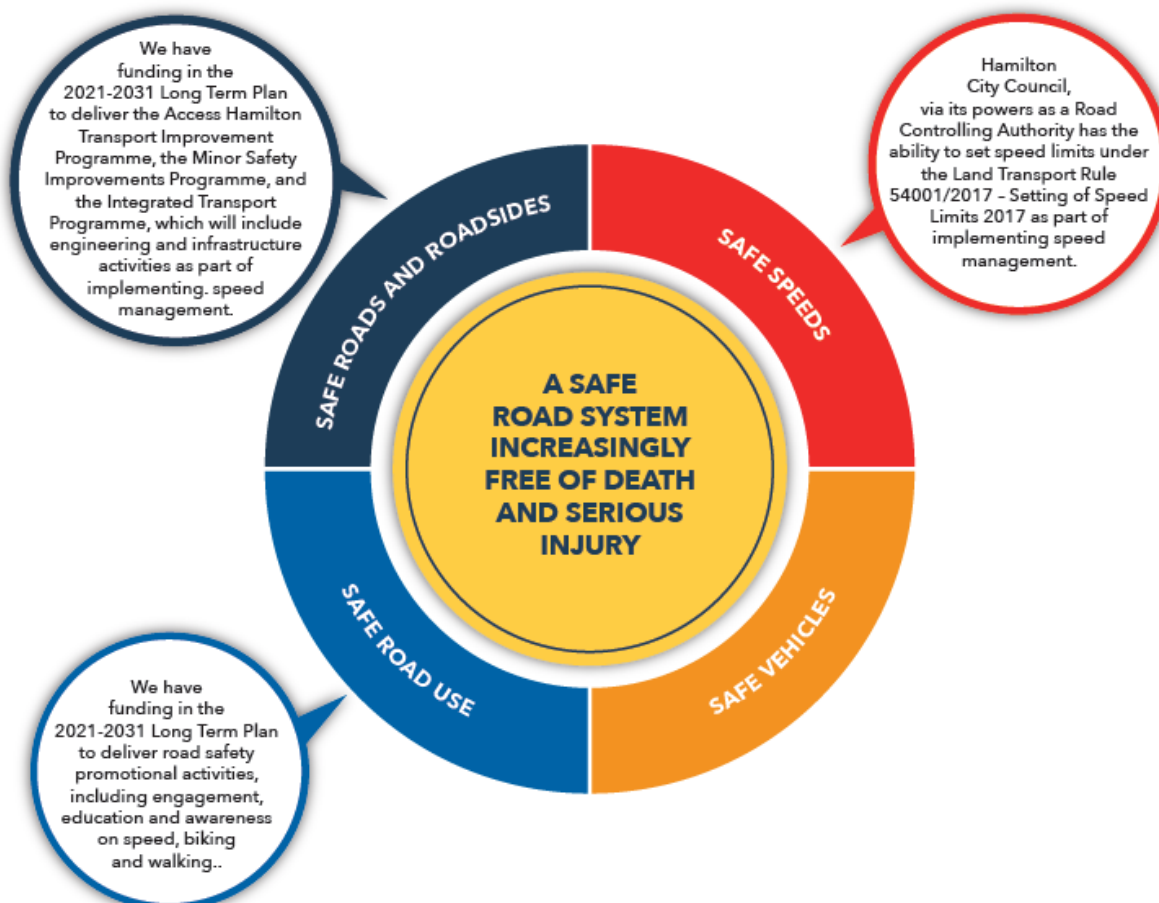
Using these principles, as well as tools provided by Waka Kotahi, we have mapped a speed management vision for Hamilton. Please note, this map has been previously consulted on and the proposed changes as part of this review are dotted on the map.



Our delivery of this vision for speed management will be governed by the priorities identified above and will be consulted with and communicated to stakeholders and the community.

7.1. What role does Hamilton City Council play in speed management?

Council has the following roles under the safe system approach:



7.2. The speed management toolbox

Speed management is about more than just speed limits. Achieving safe and appropriate speeds for roads also requires engineering and infrastructure, education and communication, and enforcement.

If Council's speed management process shows a change to a speed limit is required or desirable there is a legal process to change the registers to the Hamilton City Speed Limit Bylaw 2018. To do this, consultation must take place with stakeholders and the community, before asking Council to approve a change to the register of speed limits in the bylaw. It is likely this will be undertaken in conjunction with consultation on physical infrastructure changes.

Speed limits aren't the only tool in the speed management toolbox to ensure drivers are driving at safe and appropriate speeds. Roads must also be built appropriately for their use and function. For example, on residential streets raised safety platforms, pedestrian refuge islands, or lanes for people on bikes may be installed. These are all visual signals to drivers to expect to see more people walking and biking, and to drive at a lower speed in these environments. On roads expected to move more vehicles at faster speeds, such as Wairere Drive, off-road walking and biking paths would be expected to be built and include other safety features such as separating oncoming traffic through median barriers or plantings.



We work with local communities, schools and businesses to ensure proposed infrastructure delivers safety benefits, improves access for all and fits with what the community has told us about their streets. Local communities will always be kept informed on any proposed infrastructure changes in their area.

Council works closely with our road safety partners at Waka Kotahi and NZ Police on campaigns to inform and educate all road users on speed and road safety and support the Police in their enforcement activities.

Our road safety promotions are targeted to risk and include activities like:

- Road risk information campaigns, including the 'Safer Roads for All' campaign.
- Seasonal campaigns targeted to road safety issues, such as driving behaviour in winter or awareness of motorcycles.
- Annual campaigns focused on intersections, such as roundabout education and a focus on intersection use.
- Promotional activities around speed and speed limit changes. Supporting the national speed campaign.
- School-based campaigns, such as 'Mix It Up at School Pick-Up', which supports active travel.

More information

You can find out more about the work we are doing and key reference documents via the following useful links:

The 'Safer Roads for All' campaign:

hamilton.govt.nz/saferroadshamilton

Current safety improvement projects:

hamilton.govt.nz/our-services/transport/safetyaccessimprovementprogramme

Myths and FAQs about speed:

hamilton.govt.nz/our-services/transport/safetyaccessimprovementprogramme/road-risk/Pages/FAQs-on-Road-Risk.aspx

Waka Kotahi NZ Transport Agency Speed Management Guide, including toolbox:

nzta.govt.nz/safety/speed-management-resources/

8. PROPOSED PROGRAMME OF WORK FOR THE NEXT FIVE YEARS

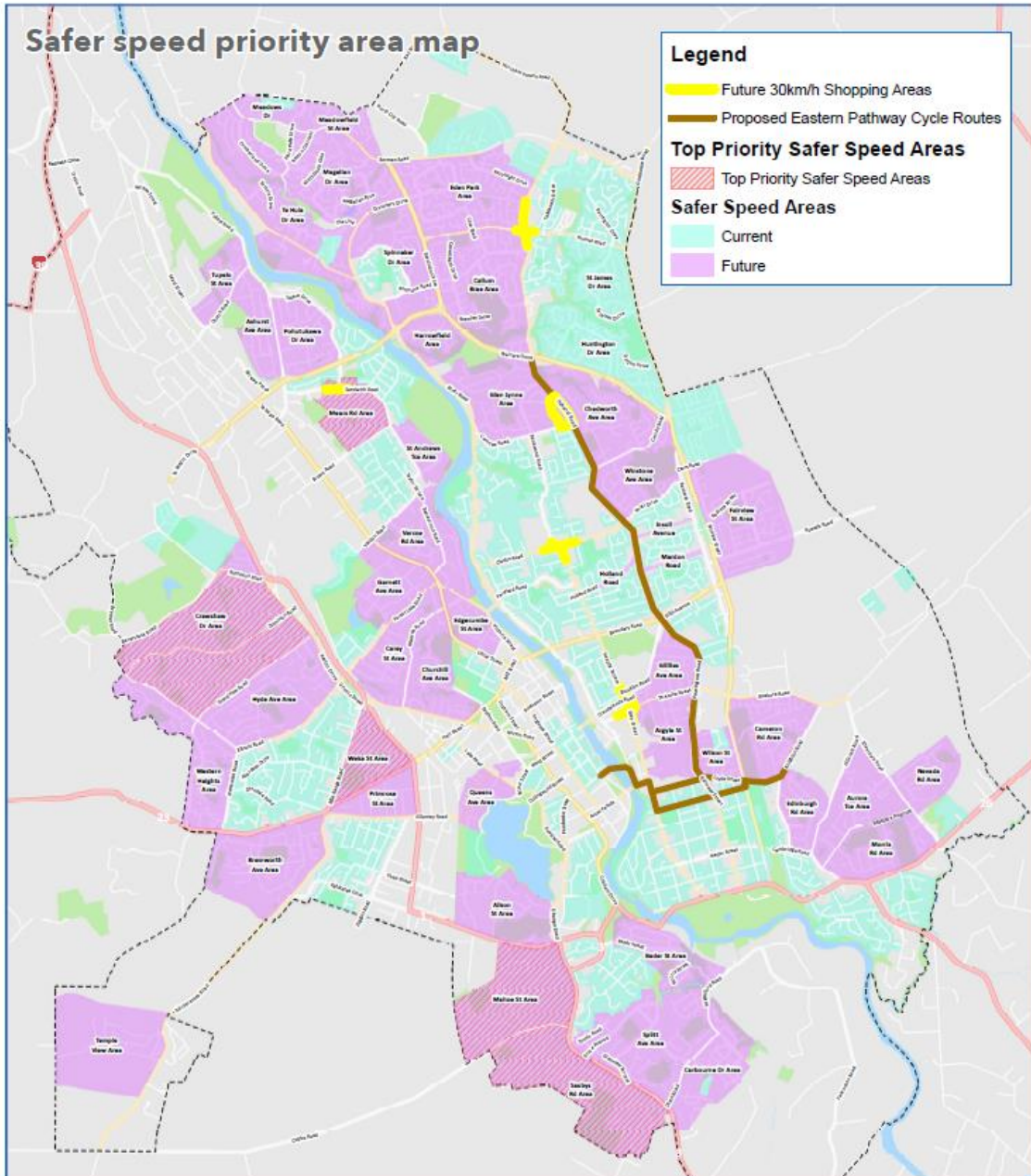
We will be completing a regular refresh of the Hamilton Speed Management Plan moving forward so that this document can be used to inform the funding requirements needed for implementing speed management changes throughout the city. These funding requirements will be fed into the development of Hamilton's Long-Term Plan and the National Land Transport Programme (for co-investment by Waka Kotahi).

We are proposing to undertake the following speed management activities in the upcoming years as we take a phased approach towards achieving the end state reflected in part 6 of the Speed management map:

- Safer speed areas (permanent 40km/h speed limits) - as shown in the following map.
- Preparation for 30km/h rollout for all schools via electronic signs upgrades and safety improvements in these areas.
- Shopping areas transitioning to 30km/h speed limits.
- Speed limits as part of major projects such as:
 - o Eastern Pathways
 - o Biking and Micro-mobility Programme
- New roads as they are vested in Council.
- Consultation for any proposed speed limit changes.
- Education campaigns including use of speed trailers and advertising - with a specific campaign to be developed for the change of speed limits around schools.

The funding we have in the current Long-Term Plan 2021-31 for these activities is:

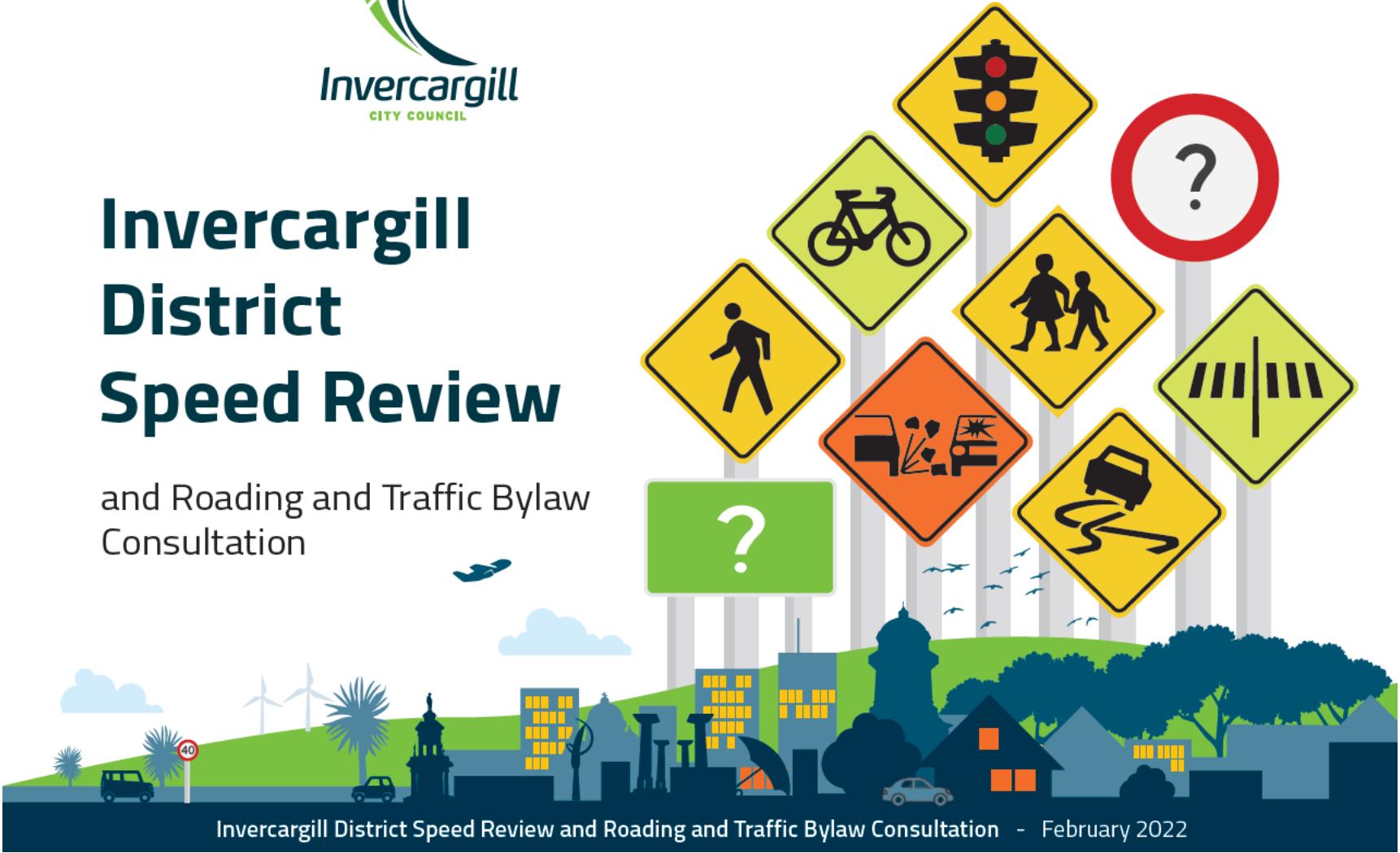
Safer Speed Areas	
Area	Proposed Year
Mahoe Street	2022
Mears Road	2023
Saxbys Road	2024
Weka Street	2025
Crawshaw Drive Area	2026
Shopping Areas	
Location	Proposed Year
Clarkin/Heaphy/Bankwood	2022
Sandwich Road	2023
Chartwell, Davies	2024
Grey Street	2025
Thomas/Horsham	2026
Future Cycle Projects	
Projects	Comments
Eastern Pathways	Implement speed limit changes in conjunction with physical works
Biking and Micromobility	





Invercargill District Speed Review

and Roding and Traffic Bylaw Consultation



Invercargill District Speed Review and Roding and Traffic Bylaw Consultation - February 2022



INVERCARGILL DISTRICT Speed Review

Consultation closes 7 March 2022

This consultation document summarises the decisions that Invercargill City Council is considering regarding potential changes to speed limits in the Invercargill District.

What are we consulting on?

Council has responsibility for setting speed limits on local roads within the District. These limits are set within the Roading and Traffic Bylaw and then enforced by the Police.

We are consulting on whether speed limits should change in different locations within Invercargill city, Bluff and the wider Invercargill District.

We are also consulting on some other issues in relation to the Bylaw. Further details are on page 11.

Where can you get more information?

More information can be found online at www.icc.govt.nz/Speedreview

You can also view copies by request at the Civic Administration Building Help Desk, the Bluff Service Centre or the Invercargill Public Library. Alternatively contact us on policy@icc.govt.nz or by phone 03 211 1777.

Consultation hui will take place at a number of locations and online. For a full list of events visit www.icc.govt.nz/Speedreview

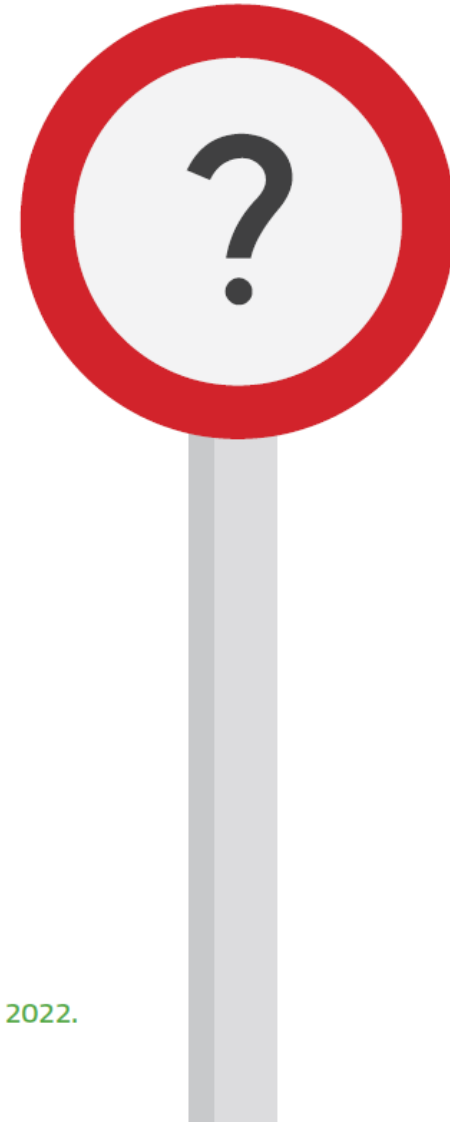
How can you submit?

Submit online at www.icc.govt.nz/Speedreview

Alternatively drop your submission into us at one of the locations above or post to:

Invercargill City Council
Submission - The Speed Review
 Private Bag 90104
 Invercargill 9840.

Submissions are due by 5pm 7 March 2022.



Why is speed an issue?

Safety

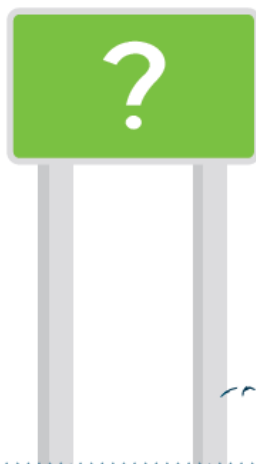
Speed is an issue that is being addressed at a national level as part of the NZTA "Road to Zero" Road Safety Strategy. This strategy identifies areas for improved infrastructure investment and speed management – A Regional Speed Management Plan will be required by 2024. Our consultation is aligned with, but is separate to the national NZTA consultation you may have seen adverts about.

Here in Invercargill, Council receives frequent service requests about speed limits and traffic calming.

Reducing speed can help to make the roads safer. In urban areas reducing speeds can help reduce accidents involving people walking and cycling. On rural roads, reducing speed limits creates a safer environment, reducing motor vehicle deaths and serious injuries. It also has a secondary benefit of reducing dust suppression requirements.

Speed is a factor in many serious and fatal road traffic accidents. Over the past 10 years there have been 116 serious urban crashes and 6 fatalities. There have been 40 serious rural crashes and 8 fatalities. Speed has been a direct factor in 12% of fatal/ serious crashes. It is important to note, however, that there will always be human error. Even if road users followed all the road rules, fatalities would only reduce by around 50% and injuries by 30%.

For a map showing where these crashes have occurred visit icc.govt.nz/speedreview



Creating spaces for people

Reducing speed limits also helps to create a different urban environment, where people can more effectively share the space with cars. Walking and cycling becomes safer and more attractive. Children have more options to play safely.

Creating shared spaces for people, bicycles and cars has been a high priority in the City Centre Streets Upgrade work Council has been leading for Esk St, Kelvin St and Don St.

Ways to improve road safety

Council has a number of options to help improve safety outcomes on roads. The three main ways Council can influence outcomes include:

- Driver education, such as through the Road Safety Southland programme, which is supported by Council and run by Southland District Council
- Review and setting of appropriate speed limits
- Investment in road infrastructure to ensure that roads are designed for the way we are using them now and well maintained.

This consultation relates to setting appropriate speed limits within our city.



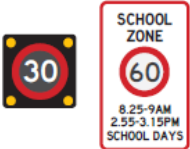




The introduction of speed limit changes will be scheduled to balance community feedback on priority areas with resourcing requirements to implement changes.



Issue 1: Proposed Speed Limit Principles

Council uses speed limit principles to guide its decisions about road management. The table below outlines the principle in full.

Council's longer term vision is to move most urban roads to 40km/h, 60km/h for unsealed rural roads and 80km/h for sealed rural roads.

SPEED LIMIT	TYPICAL SITUATION
	City centre or other community areas with high concentrations of pedestrians, cyclists, and "place" functions.
	Urban residential streets; may include rural town residential streets if the alignment and road stereotype is suitable, and some streets near to schools.
	<p>School variable speed limits – often a static sign for cost reasons. If it is a high priority school location, a lower limit may be adopted.</p> <ul style="list-style-type: none"> + Urban residential: 30 km/h where the normal speed limit is 50 km/h + Rural road: 60 km/h where the normal limit is 80 – 100 km/h
	<p>Urban/town collector and arterial streets, where the movement function and/or road stereotype (alignment, land use, intersection density etc) are not aligned with a 40 km/h speed limit.</p> <ul style="list-style-type: none"> + May require appropriate pedestrian and cyclist facilities (crossings, cycle lanes).
	<p>Rural local roads (depending on their function, safety and infrastructure risk profiles). Typically have a winding alignment and includes most unsealed roads.</p> <p>May have high community safety concerns.</p>
	<p>Rural local roads</p> <p>Typically straight/curved undivided roads with few hazards but limited protection such as barriers</p>
	100 km/h for roads with good alignments and accompanied by suitable engineering such as shoulders, clear zones, horizontal separation (barriers).

Share your thoughts with us on page 16.

Issue 2: School zones



School age children are at greater risk of accidents and reducing speed can improve safety outcomes.

Council proposes to introduce variable speed limits on local roads outside the following schools to 30km/h during school drop off and pick up times:

SCHOOL	ADDRESS
Otatara School	146 Dunns Road, Otatara, Invercargill
Southland Girls' High School	328 Tweed Street, Georgetown, Invercargill
James Hargest College	282 Layard Street, Invercargill
Waverley Park School	55 Eden Crescent, Waverley, Invercargill
Verdon College	Rockdale Road, Invercargill
Waihopai School	121 Herbert Street, Gladstone, Invercargill
Southland Boys' High School	181 Herbert Street, Invercargill
New River Primary	117 Elizabeth Street, Kew, Invercargill
Fernworth Primary School	288 Pomona Street, Strathern, Invercargill
Southland Adventist Christian School	28 Bainfield Road, Waikiwi, Invercargill
Ascot Community School	580 Tay Street, Hawthorndale, Invercargill
Newfield Park School	82 Wilfrid Street, Newfield, Invercargill



SCHOOL	ADDRESS
Aurora College	234 Regent Street, Invercargill
Windsor North School	91 Chelmsford Street, Windsor, Invercargill
St Joseph's School (Invercargill)	70 Eye Street, Invercargill
Te Wharekura o Arowhenua	734 Tweed Street, Invercargill
St Theresa's School (Invercargill)	161 King Street, Invercargill
Donovan Primary School	200 Drury Lane, Waikiwi, Invercargill
St Patrick's School (Invercargill)	161 Metzger Street, Georgetown, Invercargill
Invercargill Middle School	31 Jed Street, Invercargill
Ruru Special School	Ruru Street, Invercargill
Salford School	110 Lamond Street, Hargest, Invercargill
St Teresa's School (Bluff)	181 Foyle Street, Bluff
Bluff School	Bradshaw Street, Bluff

Some schools have multiple entrances. Council is working with schools to agree on the best option for each location. Variable speed signs will be placed 160m-320m from school boundaries depending on school specific considerations.



Issue 2: School zones continued

Council proposes to introduce variable speed limits on rural roads outside the following schools to 60km/h during school drop off and pick up times:



SCHOOL	ADDRESS
Myross Bush School	288 Mill Road North, Myross Bush
Tisbury School	3 Boundary Road, Invercargill
Makarewa School	56 Flora Road, Makarewa, Invercargill

When would the speed review change be implemented?

The speed would change outside schools in sequence over the next three years, between 2022 and 2025.

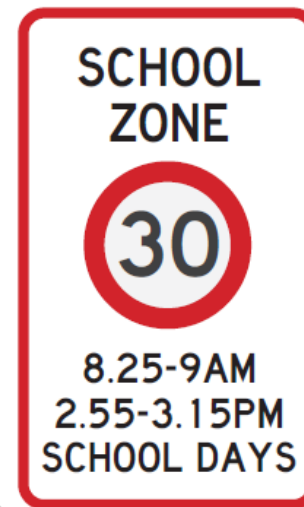
Why are some schools not included?

Some schools are located on state highways (e.g. St John's Girls School). NZTA is responsible for setting speed limits on highways and this is an issue they will consider in the future.

See the map on the next page, showing the various school zones.

Do you support Council's proposal to reduce speeds outside schools?

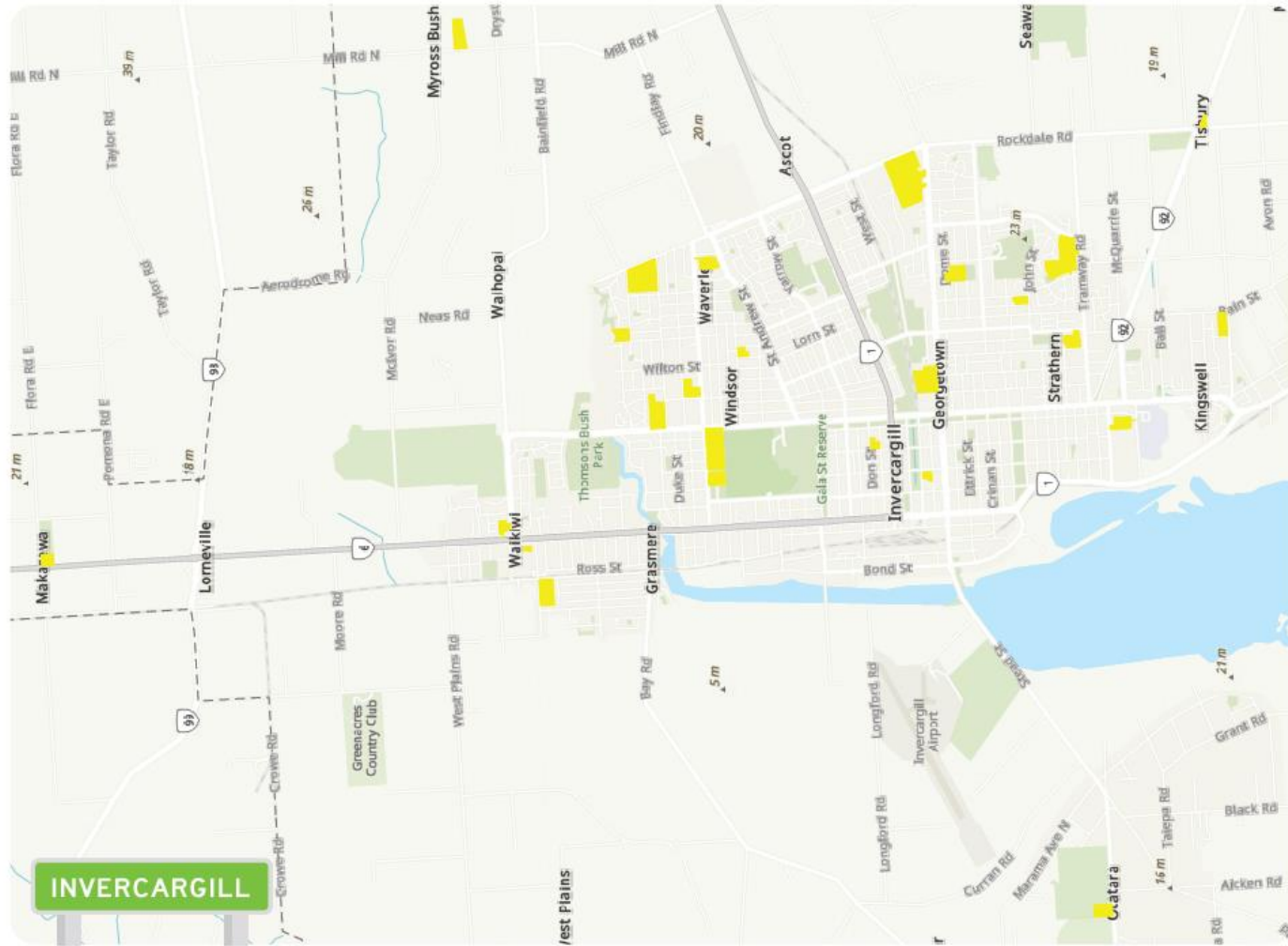
Share your thoughts with us on page 16.



(Example time only)



Issue 2: School zones continued



Map Legend

- School Zones



Issue 3: City Centre and suburban shopping streets

Streets are shared spaces between people, bicycles and cars. In the central city and suburban shopping areas there are greater numbers of pedestrians. Reducing speeds will improve safety and create a more attractive area for people to visit.

What locations would be included?

- + **City Centre:** Speed limits on Kelvin St, Esk St and Don St would change to 30km. Speed will reduce on the existing 20km/h section of Esk St to 10km/h.
- + **Suburban Shopping Streets:** to be reduced to 30km/h
 - + **South City:** Elles Road between Martin Street and Dalrymple Street including the side streets
 - + **Windsor:** Windsor Street between King Street and Herbert Streets including the side streets

See the map showing the various locations below.



When would the speed limit change be implemented?

The City Centre changes would be implemented on completion of works in 2022 and 2023

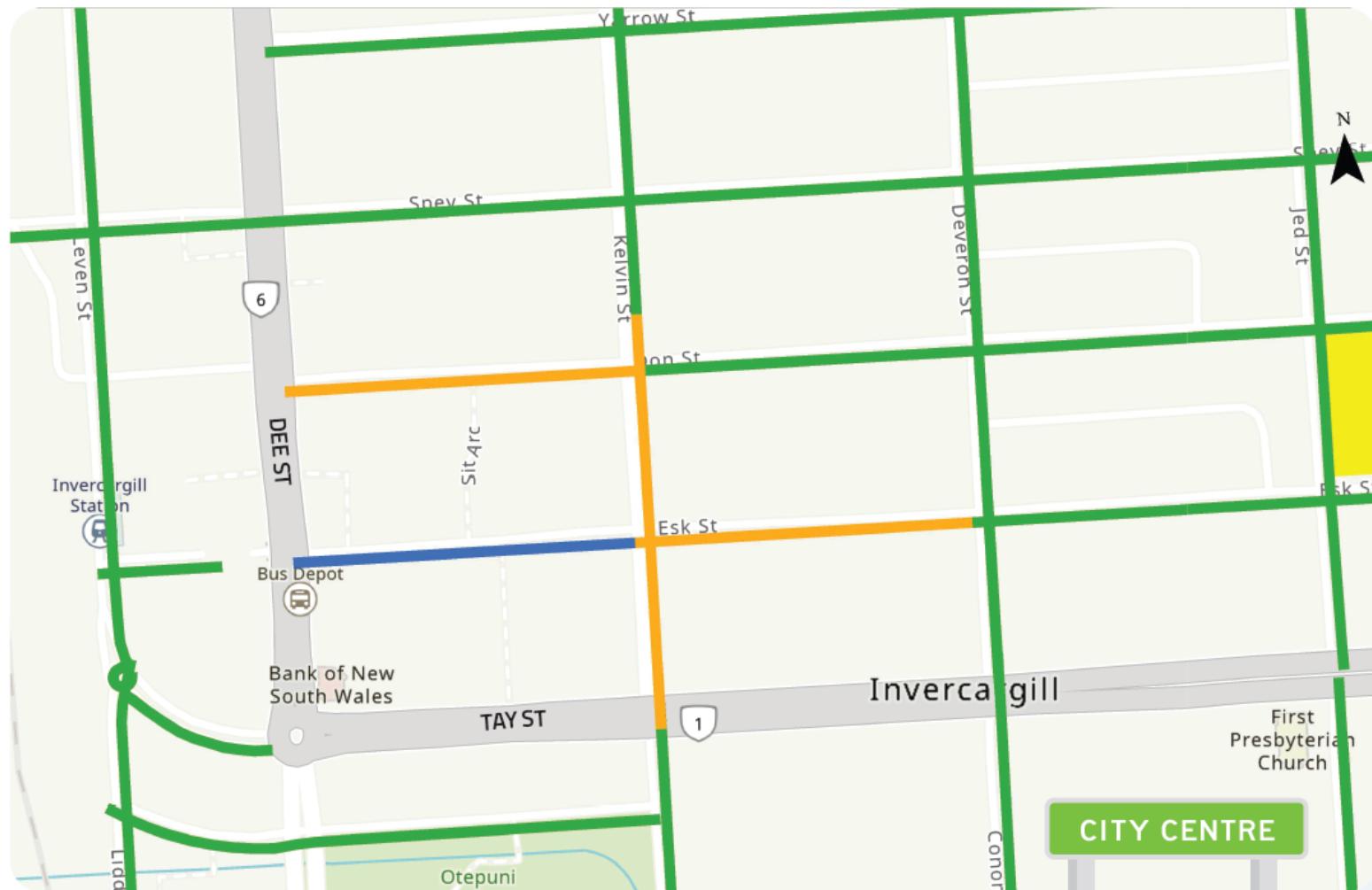
The suburban changes would be implemented in 2023.

Do you support Council's proposal to reduce speeds in the City Centre and suburban shopping areas?

Share your thoughts with us on page 14.



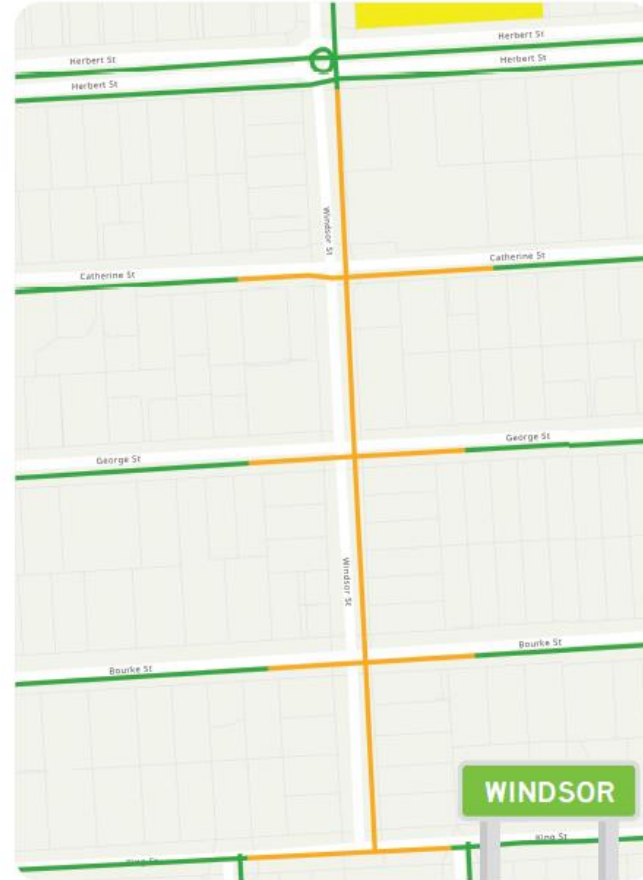
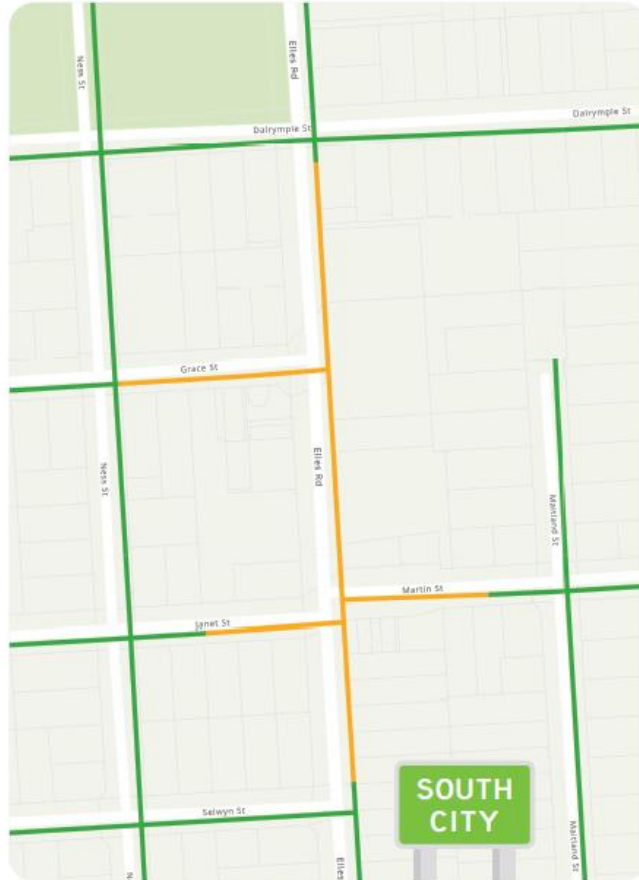
Issue 3: City centre and suburban shopping streets continued



Map Legend

- 10 km/h
- 30 km/h
- 50 km/h
- School

Issue 3: City centre and suburban shopping streets continued



Map Legend

- 30 km/h
- 50 km/h
- Schools

Issue 4: Sealed and unsealed rural roads

Accidents on rural roads often take place at higher speeds and are more likely to result in fatal accidents. Risk is higher on narrow sealed and unsealed roads.

There are some roads that Council proposes to improve engineering on to make them safer. For others, Council believes the best option is to reduce the speed.

Nationally, data shows the average speed on unsealed roads is around 60km/h.

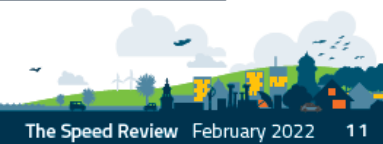
Note, some roads have different speeds on different sections - please see the map on page 13 for more details.

Council proposes changing the speed limit on the following roads:



RURAL SEALED ROADS	PROPOSED SPEED LIMIT
80km/h 80	km/h
BAINFIELD RD	80
BAY RD	80
BOUNDARY RD	80
DRYSDALE RD EAST	80
DRYSDALE RD WEST	80
FAIRWEATHER RD	80
FERRY RD	80
FLORA RD EAST	80
GORGE RD-INVERCARGILL RD (EX 92)	80
KENNINGTON WAIMATUA RD	80
MASON RD	80
MCIVOR RD	80
MILL RD NORTH	80
MILL RD SOUTH	80
MILLTON PARK RD	80
MOORE RD	80
MOTU RIMU RD	80
MYROSS RD	80
ORION RD EAST	80
OTATARA RD	80
OTERAMIKA RD	80
ROCKDALE RD	80
SCOTT ST (EX 92)	80
STEAD ST	80
STEEL RD	80
STIRRAT ST	80

RURAL SEALED ROADS	PROPOSED SPEED LIMIT
80km/h 80	km/h
TIWAI RD	80
WEST PLAINS RD	80
WEST PLAINS SCHOOL RD	80
60km/h 60	km/h
AIRPORT AVE	60
AYRESDALE RD	60
BAIN ST	60
BAINFIELD RD	60
BAYVIEW RD	60
BEACONSFIELD RD	60
BEACONSFIELD RD EXTENSION	60
BLYTH ST	60
BOXALL ST	60
CHESNEY ST	60
CROWE RD	60
CURRAN RD	60
DUNNS RD	60
FERRY RD	60
FLORA RD WEST	60
KEKENO PL	60
LANGSHAW RD	60
LEONARD RD	60
MCIVOR RD	60



Issue 4: Sealed and unsealed rural roads

RURAL SEALED ROADS	PROPOSED SPEED LIMIT
60km/h 60	km/h
MILLWOOD GLEN	60
MOIR ST	60
MOORE RD	60
ORETI RD WEST	60
OTATARA RD	60
REDMAYNE RD	60
RETREAT RD	60
ROCKDALE RD	60
SANDY POINT DOMAIN RD	60
SANDY POINT RD	60
SCOTT ST (EX 92)	60
STEAD ST	60
TRAMWAY RD	60
50km/h 50	km/h
CLAPHAM RD (KEN)	50
DISTRICT RD	50
FINDLAY RD	50
FIRST ST	50
FOURTH ST	50
KENNINGTON RD	50
LOCHEND CLOSE	50
MATUA RD	50
MCLEW RD	50

RURAL SEALED ROADS	PROPOSED SPEED LIMIT
50km/h 50	km/h
ORETI RD WEST	50
OTERAMIKA RD	50
POMONA RD WEST	50
RIMU RD	50
ROCKDALE RD	50
SECOND ST	50
STEAD ST	50
THIRD ST	50
20-40km/h 20 40	km/h
AIRPORT AVE	40
DUNNS RD	20
RURAL UNSEALED ROADS	PROPOSED SPEED LIMIT
80km/h 80	km/h
WEST PLAINS RD	80
60km/h 60	km/h
ALL GRAVEL ROADS NOT NAMED	60
20-40km/h 20 40	km/h
ORETI RD WEST	40
OKI ST	40
PACIFIC AVE	40
RUSSELL RD	40
PIT RD	40
WHALERS CRES	40
MOKOMOKO ROAD WEST	40
DUNE CRES	20
FOVEAUX ST	20

When will the proposed changes to speed limits within residential areas be made?

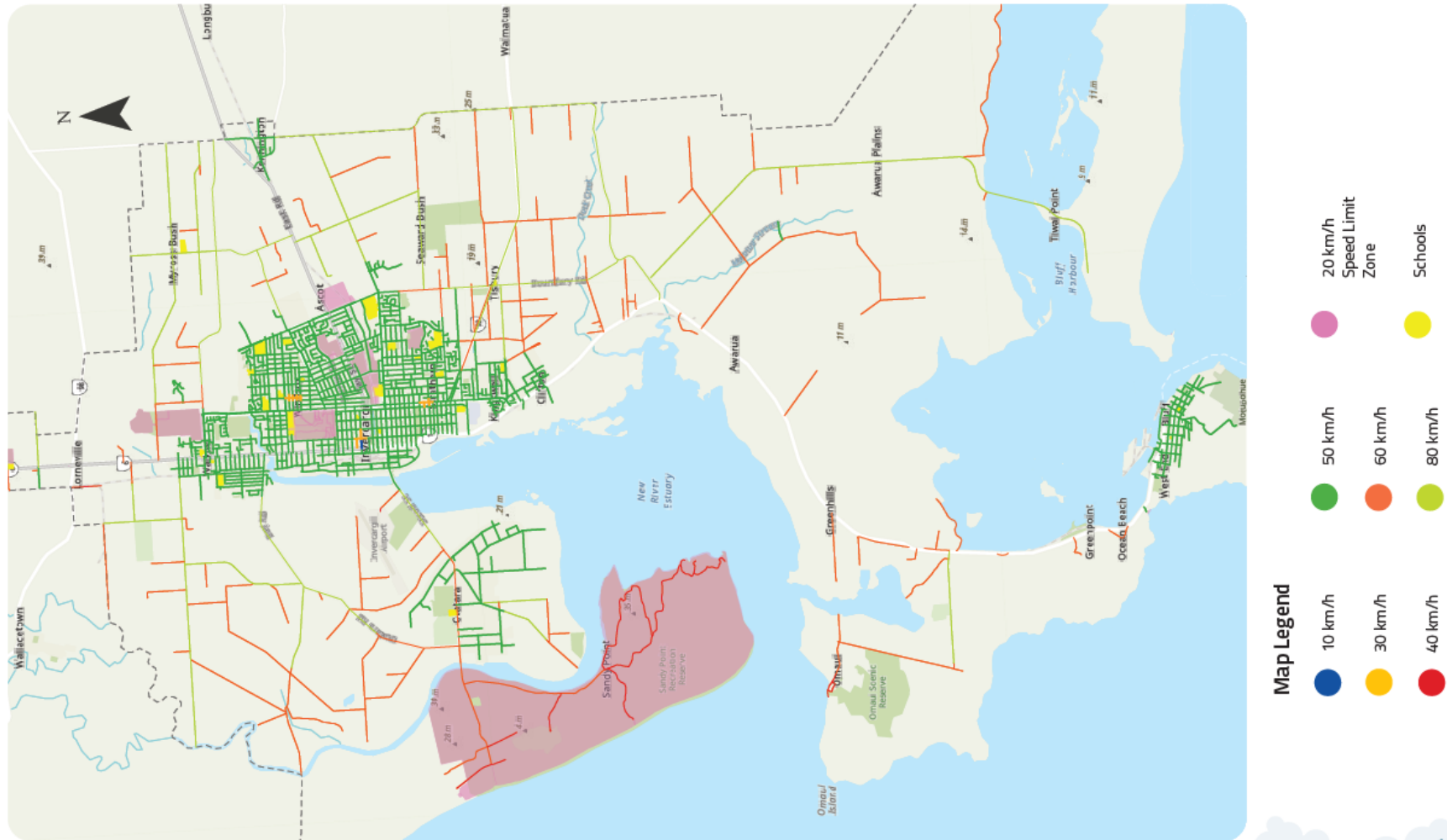
The speed limit changes would be implemented in the latter part of 2023.

Do you support Council's proposal to make changes to speed limits in the specified residential areas?

Share your thoughts with us on page 18.



Issue 4: Sealed and unsealed rural roads



Visit www.icc.govt.nz/speedreview to view the map in more detail.

Roading and Traffic Bylaw

The results of the speed review will be used to make changes to Section 16 and Schedule 3 of the Roothing and Traffic Bylaw which governs Speed.

There are some other parts of the Bylaw that we are also proposing updating.

- + **Section 26 – Vehicle crossing and access to private property.**
In response to requests from the public, more detail is given about average distances between crossings in a supplementary document.
At this time these are: 100m for 100km zone and 80m for an 80km zone.
- + **Section 27 – Vehicles on the beach.**
An amendment has been made to note that in situations where the entrance to Oreti Beach is made unsafe (e.g. by build up of sand) the Council has the right to close the entrance until it can be removed.
- + **Schedule 1** – A change has been made to include the change to Don St direction of travel, removing its one-way status.

The full document of the Draft Bylaw is available online at www.icc.govt.nz/speedreview and on request at the Civic Administration Building, Bluff Service Centre and the Invercargill Public Library.

What is your submission on the Roothing and Traffic Bylaw?

Share your thoughts with us on page 19.



Share your thoughts with us on The Speed Review and Roading and Traffic Bylaw

Submissions are due by 5pm, 7 March 2022

Full name: _____

Organisation: _____

Address: _____

Email: _____

I would like to speak on my submission

Please note your submission, including your name and location will be made available in public Council agendas. All other contact details are kept confidential.

Phone: _____

I would like to receive email notifications of future Council consultations.



FOLD



Scan this QR code to learn more about The Speed Review and Roading and Traffic Bylaw



Issue 1: Proposed Speed Limit Principles

Do you support Council's proposed principle of reducing speeds on urban roads over time to 40km/h?

- Yes - Speeds should be reduced to 40km/h on urban roads
- No - Maintain speed limits for urban roads of 50km/h

Do you support Council's principle to reduce speed on many rural roads over time to 60km/h?

- Yes - Speeds should be set at 60km/h for most rural roads
- No - Speeds should be set at 80km/h for most rural roads
- No - Speeds should be set at 100km/h for most rural roads

How quickly do you think Council should introduce the new speed limits?

- As soon as possible
- 1-3 years
- 4-5 years
- Longer



FOLD

Issue 2: School zones

Do you support Council's proposal to reduce speeds outside schools?

- Yes - Implement 30km/h variable speeds and 60km/h variable speeds for school zones as listed
- No - Retain the existing speed limits



What is your submission on speed limits outside school zones?





FOLD

Issue 3: City Centre and suburban shopping streets



Do you support Council's proposals to reduce speed to 30km/h in the City Centre? (10km/h for a section of Esk Street)

- Yes
- No - the speed limit should be reduced to 40km/h
- No - the speed limit should be retained at 50km/h

Do you support Council's proposals to reduce speed to 30km/h in suburban Shopping Streets (Windsor and South City)?

- Yes
- No - the speed limit should be reduced to 40km/h
- No - the speed limit should be retained at 50km/h

What is your submission on speed limits in the CBD and suburban shopping areas?



Issue 4: Unsealed and sealed rural roads

Do you support Council's proposal to make changes to speed limits on the listed narrow and gravel unsealed and sealed rural roads?

- Yes
- No - Retain the speed limits as they are.

What is your submission on speed limits for unsealed and sealed rural roads?



LOOSE GRAVEL



FOLD



Roading and Traffic Bylaw



FOLD

What is your submission on the Roothing and Traffic Bylaw?







↑ Secure here



Share your thoughts with us on The Speed Review.

It's important you have your say through your submission.

↑ Secure here



FOLD



FREEPOST - ICC
The Speed Review
Submission
Invercargill City Council
Private Bag 90104
INVERCARGILL 9810



Table of existing and proposed speed limits

In the table, overleaf:

- column B is the street name
- column C and D represent start and end points
- column E is the road length subject to the proposed speed limit change (column D minus column C)
- column D describes whether the speed limit proposed applies to one or both sides of the road
- column E was the local setting of speed limits bylaw pertaining to the existing speed limits
- column H represents the current speed limit; and
- column I is the proposed speed limit in km/h ('SZ' refers to 'school zone').

B	C	D	E	F	G	H	I
road_id	start_m	end_m	length_m	side	bylaw_id	register	propos
ARIKI AVE	0	1096	1095.945	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	50
AWARUA BAY RD	907	7009	6098.731	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
AWARUA SCHOOL RD	0	3825	3825.153	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
AWARUA SIDING ROAD NORTH	0	619	618.0019	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
AWARUA SIDING ROAD SOUTH	0	1154	1152.664	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
BAIN ST	0	1005	1004.294	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	60
AVON RD	1054	2804	1767.884	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	60
AWARUA SIDING ROAD WEST	0	1433	1433.559	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
AYRESDALE RD	0	650	664.3076	Both	ICC - Speed Restriction Bylaw 2008/4	80 km/h	60
BAND ROTUNDA RAB	0	315	296.2594	Both	ICC - Speed Restriction Bylaw 2008/4	20 km/h	20
BANN ST EAST	0	204	204.3716	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
BATH RD	0	1005	999.6865	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
BAXTER ST	0	266	268.3981	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
BAY RD	0	2583	2583.345	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
BAYVIEW RD	0	660	659.7398	Both	ICC - Speed Restriction Bylaw 2008/4	80 km/h	60
BAYVIEW RD	660	1406	747.1519	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
BEACONSFIELD RD	0	332	308.5358	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
BEACONSFIELD RD EXTENSION	0	173	162.2167	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
BOLGER RD WEST	0	600	594.9266	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
BLYTH ST	0	1522	1513.703	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
BOUNDARY RD	250	3438	3181.479	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
BOXALL ST	0	1195	1180.34	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	60
BOLGER RD EAST	0	692	696.3553	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
BRADSHAW ST	0	230	230.1896	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
BROOKE ST	0	100	99.84731	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
BROWN RD	0	524	523.4117	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	40
BUDDLE RD	0	1043	1091.038	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60

B	C	D	E	F	G	H	I
AIRPORT AVE	124	760	635.5452	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	60
CAMP RD	0	792	791.1678	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
CASTLE PATH	0	156	152.6905	Both	ICC - Speed Restriction Bylaw 2008/4	20 km/h	20
CHESNEY ST	0	1293	1293.639	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	60
CLAPHAM RD (KEN)	0	257	266.1435	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	50
CLARK RD	0	1592	1578.164	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
CHALMERS ST	0	475	487.6471	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
CLIFTON RD	0	207	206.2085	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
BAINFIELD RD	1389	2079	696.1073	Both	ICC - Speed Restriction Bylaw 2008/4	80 km/h	60
BAINFIELD RD	2079	5739	3655.253	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
CO-BAKKER RD	0	710	700.9519	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
COGGINS RD	0	2889	2882.799	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
COLYER RD	0	7072	7040.658	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
ACKERS RD	0	2197	2195.676	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
COLYERS ISLAND RD	0	1645	1649.619	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
CORONATION AVE	0	1162	1189.118	Both	ICC - Speed Restriction Bylaw 2008/4	20 km/h	20
CRICKET ENTRANCE	0	64	63.92548	Both	ICC - Speed Restriction Bylaw 2008/4	20 km/h	20
CROWE RD	0	2221	2211.345	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
CRUICKSHANK CRES NTH	58	137	78.34722	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
DERBY ST	0	211	214.3509	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
DISTRICT RD	0	506	502.4872	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	50
DRYSDALE RD EAST	0	2905	2907.824	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
DRYSDALE RD WEST	0	1091	1099.451	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
CURRAN RD	0	3145	3154.879	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
DUNE CRES	0	173	183.8459	Both	ICC - Speed Restriction Bylaw 2008/4	30 km/h	20
DUNNS RD	2024	5792	3759.835	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	60
DURHAM ST	197	448	251.2661	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
EDEN CRES	0	592	577.0975	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ

B	C	D	E	F	G	H	I
DUNNS RD	5792	6273	496.6108	Both	ICC - Speed Restriction Bylaw 2008/4	30 km/h	20
ERSKINE RD	0	1115	1119.109	Both	ICC - Speed Restriction Bylaw 2008/4	80 km/h	60
ESK ST	0	251	243.2519	Both	ICC - Speed Restriction Bylaw 2008/4	20 km/h	10
EVANS RD	0	1548	1574.742	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
ENDOWMENT RD	0	2938	2933.853	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
FELDWICK GATES	0	308	276.724	Both	ICC - Speed Restriction Bylaw 2008/4	20 km/h	20
FERGUSON ST	0	1210	1138.267	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	60
FINDLAY RD	0	862	861.4827	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	50
FIRST ST	0	501	498.1078	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	50
FLORA RD EAST	0	130	129.9585	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	80
FLORA RD WEST	0	550	568.2969	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
FORDE RD	0	1011	1100.182	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
FAIRWEATHER RD	0	2869	2875.66	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
FOSBENDER RD	0	1778	1745.04	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
FOURTH ST	0	120	120.2168	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	50
FOVEAUX ST	0	239	232.8787	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	20
FOX RD	0	242	237.021	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
FOYLE ST EAST	57	386	326.9738	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
FOYLE ST WEST	845	1262	415.6395	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
FRANCE RD	0	321	311.2529	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	50
GARRETT RD	0	480	478.2386	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
GELL RD	0	55	54.09378	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
GILLIES RD	0	397	402.8054	Both	ICC - Speed Restriction Bylaw 2008/4	80 km/h	60
GORGE RD-INVERCARGILL RD (E)	160	4732	4581.303	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
FOWLER RD	0	1027	1027.203	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
GREIG RD	0	980	978.2612	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
HALL RD	0	956	957.0901	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
HARDWICK RD	0	505	516.1146	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60

B	C	D	E	F	G	H	I
GREEN POINT RD	0	592	592.9873	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
HARPER RD	0	242	242.6556	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
HEENAN RD	0	690	720.357	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
HENDERSON RD	0	522	531.8484	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
HERBERT ST	373	1077	713.6212	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
HAREWOOD RD	0	411	410.5406	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
HILLBRAE RISE	0	167	165.6448	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	50
HOWELL RD	0	2819	2817.167	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
HUGHES RD	0	2299	2296.936	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
ICC GRAVEL PIT RD	0	214	214.0493	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
INVERURIE DRIVE	0	567	565.0045	Both	ICC - Speed Restriction Bylaw 2008/4	80 km/h	50
HURUHURU RD	0	537	526.4094	Both	ICC - Speed Restriction Bylaw 2008/4	80 km/h	60
JESSIE CALDER ROADWAY	0	434	433.6791	Both	ICC - Speed Restriction Bylaw 2008/4	20 km/h	20
JUDGE RD	0	312	311.5524	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
KENNINGTON RD	0	1291	1313.154	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	50
KEKENO PL	0	956	865.4828	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
KENNINGTON WAIMATUA RD	0	6333	6324.87	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
KENT ST	0	370	386.6352	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
KIOSK RD	0	318	310.4212	Both	ICC - Speed Restriction Bylaw 2008/4	20 km/h	20
KIOSK ROAD CARPARK	0	82	81.90451	Both	ICC - Speed Restriction Bylaw 2008/4	20 km/h	20
LAMOND ST EAST	482	783	301.5235	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
LARDNER RD	0	1158	1156.878	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
LEE RD	0	621	622.0953	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
LIFFEY ST(BLF)	61	329	268.302	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
LANGSHAW RD	0	473	509.9917	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
LEONARD RD	0	1181	1152.324	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
LOCHEND CLOSE	0	177	180.63	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	50
LONGFORD RD	0	2412	2429.248	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60

B	C	D	E	F	G	H	I
LONGFORD RD	0	2412	2429.248	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
LINDISFARNE ST - ARCHERY/KENI	0	97	100.4098	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	20
LITHGOW PL EAST	0	115	122.0568	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
MACKAY RD	0	488	510.3131	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
MAHER ST	0	912	929.8552	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	60
MAHER ST	912	1013	69.35145	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
MARY ST - SOUTHERN END TO CI	0	140	144.3195	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	20
MASON RD	0	2612	2612.085	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
MATHESON RD	0	501	500.8793	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	50
MATUA RD	0	193	193.3892	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	50
MATUA RD	193	823	633.6994	Both	ICC - Speed Restriction Bylaw 2008/4	80 km/h	50
MATUA RD	823	1290	467.2198	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	50
MCIVOR RD	0	1457	1459.155	Both	ICC - Speed Restriction Bylaw 2008/4	80 km/h	60
MCIVOR RD	1457	5477	4027.224	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
MCKELLAR RD	0	524	547.7512	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
MCLAUHLAN RD	0	465	463.511	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
MCLEW RD	0	476	520.4027	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	50
MCQUARRIE ST	910	2139	1219.368	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	80
MIDDLE RD NORTH	0	736	747.4268	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
MILL RD NORTH	0	2713	2713.472	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
MILL RD SOUTH	0	3447	3445.145	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
MILLTON PARK RD	0	1208	1239.374	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
MOFFET RD	0	411	411.968	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
MOIR ST	0	149	153.2227	Both	ICC - Speed Restriction Bylaw 2008/4	80 km/h	60
MOKOMOKO ROAD EAST	0	724	725.6138	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
MOKOMOKO ROAD WEST	0	1003	868.3543	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
MILLWOOD GLEN	0	1341	1344.396	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
MOULSON ST EAST	0	1191	1191.127	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60

B	C	D	E	F	G	H	I
MURPHY RD NORTH	0	856	853.2018	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
MOORE RD	0	991	991.5353	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
MYROSS RD	0	2865	2863.312	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
NEAS RD	0	1207	1208.119	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
MOTU RIMU RD	0	7995	8005.604	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
NICHOL RD	0	731	761.1959	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
OCEAN BEACH YARDS RD	0	130	126.4526	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	50
OFFICE RD	0	346	364.6164	Both	ICC - Speed Restriction Bylaw 2008/4	20 km/h	20
OKI ST	0	1112	1102.016	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	40
OLD BLUFF HIGHWAY	0	1385	1377.833	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
MURPHY RD SOUTH	0	1559	1518.822	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
OMAU RD EAST	0	41	44.69444	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
O'NEIL	0	1634	1625.233	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
ON SLOW ST(BLF)	123	400	269.5021	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
ORION RD EAST	0	1449	1449.396	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
OTATARA RD	2216	4616	2400.107	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
OTERAMIKA RD	1447	4419	2976.945	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
PACIFIC AVE	0	378	379.9004	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	40
OMAU RD	0	3215	3215.431	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
PALMER ST(BLF)	147	455	314.0709	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
PRINCES RD	0	825	824.3305	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
POMONA RD WEST	0	506	523.8508	Both	ICC - Speed Restriction Bylaw 2008/4	80 km/h	60
REDMAYNE RD	0	1256	1249.718	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
RENFREW ST	44	406	362.227	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
RETREAT RD	0	1217	1217.163	Both	ICC - Speed Restriction Bylaw 2008/4	80 km/h	60
RIMU RD	0	293	292.0563	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	50
RITCHIE RD	0	448	442.4945	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
ROCKDALE RD	101	1285	1183.686	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80

B	C	D	E	F	G	H	I
ROCKDALE RD	2442	2962	528.7641	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	50
ROCKDALE RD	3076	3414	338.8245	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
RURU AVE	0	1096	1095.021	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	50
RURU ST	0	125	129.2773	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
SANDY POINT RD	0	3918	3914.357	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	60
RUSSELL RD	0	720	749.3354	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	40
RIMU RD	293	756	463.6745	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	50
SCOTT ST (EX 92)	1931	2223	291.7392	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
PIT RD	0	846	846.2114	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	40
SERVICE LANE - DEVERON - JED	0	242	241.4019	Both	ICC - Speed Restriction Bylaw 2008/4	20 km/h	20
SERVICE LANE - BENMORE - BASS	0	316	318.3732	Both	ICC - Speed Restriction Bylaw 2008/4	20 km/h	50
SERVICE LANE - DEVERON - DON	0	271	316.2956	Both	ICC - Speed Restriction Bylaw 2008/4	20 km/h	20
SECOND ST	0	457	457.8027	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	50
SHAW RD	0	74	73.91614	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
SHORT RD	0	585	610.2786	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
SIMON RD	0	442	458.6871	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
SOMERVILLE ST	0	532	537.2807	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
SPRIGGS RD	0	896	906.5761	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
ST ANDREWS ST TRACK	0	472	478.4974	Both	ICC - Speed Restriction Bylaw 2008/4	20 km/h	20
STANLEY TOWNSHIP RD	0	1776	1780.485	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
STAUNTON RD	0	3819	3825.885	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
STEEL RD	0	2033	2020.569	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
STIRRAT ST	986	1086	100.1066	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
STIRRAT ST	1086	2928	1838.975	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	80
SURREY PARK (ROADWAY)	0	506	521.176	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	20
STEAD ST	1921	2568	800.3948	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	50
PILCHER RD	0	137	679.3866	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
THIRD ST	0	147	149.4621	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	50

B	C	D	E	F	G	H	I
TIWAI RD	0	14259	14260.5	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
TRAMWAY RD	2167	2908	631.7385	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	60
TRAMWAY RD	2908	3404	495.4431	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
URE ST	0	67	67.23617	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
VICTORIA AVE EXTENSION	0	359	358.6198	Both	ICC - Speed Restriction Bylaw 2008/4	20 km/h	20
WAIMATUA SCHOOL RD	0	296	295.6698	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
WALKER ST	0	861	858.184	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	60
WEST PLAINS RD	0	2558	2557.541	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
WILCOX RD	0	1634	1642.208	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
WILLS RD	0	851	854.9341	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
WILSON RD NORTH	0	601	565.5918	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
WILSON RD SOUTH	0	1419	1422.206	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
WHALERS CRES	0	435	431.2941	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	40
WIXON RD	0	1631	1630.062	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
PERKINS ST	0	1202	1194.798	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	60
RAKIURA PDE	0	612	609.7162	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	50
SERVICE LANE - DEVERON - ESK	0	252	252.7469	Both	ICC - Speed Restriction Bylaw 2008/4	20 km/h	20
STEAD ST	102	1766	1664.748	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
WEST PLAINS SCHOOL RD	0	3227	3222.378	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
WINDSOR ST	421	700	279.3925	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
FERRY RD	6053	8192	2154.341	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
MASON RD	2613	4230	1617.19	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
MOORE RD	992	1545	552.1476	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
OTATARA RD	0	2209	2208.744	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
OMAU RD	0	2873	2873.048	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
ROCKDALE RD	1285	2442	1153.699	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
WEST PLAINS RD	2588	3858	1340.727	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
STEAD ST	0	102	101.5707	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60

B	C	D	E	F	G	H	I
ORETI RD WEST	0	618	617.5336	Both	ICC - Speed Restriction Bylaw 2008/4	80 km/h	50
ORETI RD WEST	2002	3047	1079.114	Both	ICC - Speed Restriction Bylaw 2008/4	80 km/h	60
OTERAMIKA RD	596	1447	241.9355	Both	ICC - Speed Restriction Bylaw 2008/4	80 km/h	50
SCOTT ST (EX 92)	0	874	873.7297	Both	ICC - Speed Restriction Bylaw 2008/4	80 km/h	60
AIRPORT AVE	0	124	124.0861	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	40
DON ST	0	261	252.3819	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	30
MOKOMOKO ROAD WEST	1003	1503	637.753	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	40
DUNNS RD	0	1382	1381.476	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	60
DUNNS RD	1382	2024	642.3252	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	60 SZ
VYNER RD	534	627	90.903	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
FERRY RD	0	2822	2822.575	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60
ESK ST	251	483	232.2622	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	30
KELVIN ST	0	287	286.512	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	30
CATHERINE ST	273	403	129.3673	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	30
GEORGE ST	273	383	109.3431	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	30
BOURKE ST	278	382	104.1486	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	30
KING ST	261	363	102.5469	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	30
WINDSOR ST	0	390	390.0195	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	30
ELLES RD	2448	2765	316.7783	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	30
MARTIN ST	0	84	74.15658	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	30
JANET ST	749	839	69.90517	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	30
GRACE ST	721	819	107.1921	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	30
AWARUA BAY RD	0	907	906.3876	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	40
CHESNEY ST	1293	1676	362.9877	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	50
BARROW ST WEST	398	686	288.9634	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
BOUNDARY RD	0	250	248.2749	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80 SZ
GORGE RD-INVERCARGILL RD (E)	0	160	160.5185	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80 SZ
MOULSON ST EAST	1191	1260	91.72478	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	60 SZ

B	C	D	E	F	G	H	I
ROCKDALE RD	0	101	101.1203	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80 SZ
SCOTT ST (EX 92)	2223	2336	86.19363	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80 SZ
STIRRAT ST	2928	2980	52.42659	Both	ICC - Speed Restriction Bylaw 2008/4	70 km/h	80 SZ
MCMILLAN ST	0	805	805.0117	Both		70 km/h	60
MILL RD NORTH	3131	4308	1174.953	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80
MILL RD NORTH	2713	3131	418.0978	Both	ICC - Speed Restriction Bylaw 2008/4	100 km/h	80 SZ
FRASER ST	0	48	48.01936	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
DRURY LANE	1120	1366	226.3813	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
GLOUCESTER ST	0	94	93.54728	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
ROSS ST	1164	1	115.218	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
TANNER ST	956	990	34.34204	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
ALICE ST	330	459	136.9847	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
GREY ST	0	95	95.49559	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
LEES ST	0	93	93.35271	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
PARK ST	0	95	94.65221	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
SWINTON ST	0	95	94.24401	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
RAMRIG ST	0	95	93.78816	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
ALBERT ST	817	864	36.3066	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
LAYARD ST	0	430	429.3116	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
WINDSOR ST	700	805	105.2488	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
QUEENS DR EAST	2415	2705	292.2173	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
QUEENS DR WEST	2415	4207	286.295	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
CHELMSFORD ST	186	637	451.1104	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
WINDSOR ST	390	421	31.01482	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
TALBOT ST	0	95	93.50847	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
KOWHAI AVE	255	336	80.9906	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
LAMOND ST EAST	0	230	229.7941	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
MATAI ST	263	342	79.30928	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ

B	C	D	E	F	G	H	I
MOANA ST	885	983	99.6116	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
SALFORD ST	854	1051	192.8931	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
KAURI TCE	236	269	31.41732	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
LAYARD ST	1438	1933	495.1418	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
RACECOURSE RD	1687	1893	217.2263	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
RACECOURSE RD EAST[2]	1893	2103	236.6422	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
PINE CRES	258	302	34.56092	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
WARD ST	830	1210	379.9057	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
RACECOURSE RD WEST[2]	1893	2103	234.2101	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
KING ST	696	888	192.5007	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
LEITH ST	208	363	150	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
PERTH ST	163	320	150	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
ST ANDREW NORTH	1753	2014	250	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
ST ANDREW SOUTH	1753	2014	250	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
LITHGOW ST	0	200	200	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
DON ST	699	919	220	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
ESK ST	483	975	140	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
JED ST	100	305	205	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
EYE ST	276	484	208.7526	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
TYNE ST(2)	400	610	209.3387	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
NELSON ST	1572	1613	29.76229	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
PRINCES ST	1573	1613	29.76244	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
RAYMOND ST (IN'GILL)	156	195	30.65713	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
TWEED ST NORTH	1735	2108	373.5608	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
TWEED ST SOUTH	1735	2108	374.0257	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
CENTRE ST	749	855	106.3571	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
LIME ST	207	369	161.8769	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
THORNHILL ST	500	537	32.89888	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ

B	C	D	E	F	G	H	I
TWEED ST NORTH	4002	4225	199.4369	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
TWEED ST SOUTH	4002	4225	199.6102	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
VIEW ST	0	220	220.5188	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
JOHN ST	440	657	217.3469	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
METZGER ST	0	200	219.3775	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
JENKIN ST	551	614	64.25437	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
POMONA ST	16	278	262.0212	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
BROOKE ST	100	161	69.60457	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
TRAMWAY RD	1560	1780	220.1057	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
MILFORD ST	0	54	53.39509	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
REGENT ST EAST	36	240	203.9783	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
REGENT ST WEST	36	240	212.2513	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
ELIZABETH ST (EX 92)	531	733	202.6676	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
NESS ST	140	290	150.0013	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
BAIN ST	1005	1184	178.9672	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
STIRRAT ST NORTH	874	986	116.6124	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
STIRRAT ST SOUTH	847	986	118.6015	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
HERBERT ST NORTH	1077	3103	2004.331	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
HERBERT ST SOUTH	1077	3103	1999.389	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ
ESK ST	483	975	140	Both	ICC - Speed Restriction Bylaw 2008/4	50 km/h	50 SZ