



Central Otago District Council

**Speed Management Plan
2024 - 2027**

Quality Record Sheet

Central Otago District Speed Management Plan

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TABLE OF CONTENTS

COMPLIANCE	4
1.0 Introduction	5
1.1 Purpose of this Speed Management Plan	5
1.2 Plan information	6
2.0 Context	7
2.1 Let's talk about travel speed	7
2.2 What is speed management and why does it matter?	8
2.3 Road safety in Central Otago	8
2.4 Improving road safety in Central Otago	9
2.5 Strategic context	9
3.0 Developing our Speed Management Plan	12
3.1 Whole of network approach	12
3.2 Building on our Interim SMP	12
3.3 Partnering for safer speeds	13
3.4 Community engagement	13
3.5 Finalising our SMP	14
4.0 Speed Management Framework	17
4.1 Outcomes	17
4.2 Vision	18
4.3 Principles and Priorities	18
4.4 Giving effect to this SMP	21
4.5 Measuring progress	21
5.0 Implementation Programme	22
5.1 Our Speed Management Programme	22
5.2 Speed changes	22
5.3 Infrastructure improvements	24
5.4 Enforcement and safety cameras	25
5.5 Education	25
6.0 Appendices	26
6.1 School Zones	27
6.2 Schools with No Proposed Speed Changes	33
6.3 Permanent Speed Limit Changes	34
6.4 Maps	42
6.5 Attachments	43

COMPLIANCE

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

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

1.0 INTRODUCTION

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

Speed management planning supports a wider vision for reducing harm on roads in Aotearoa New Zealand. To achieve this, we need to ensure that our transport systems, road environments and travel speeds are safe and appropriate and are designed so that human errors do not need to cost lives. People's safety is our number one priority.

This Speed Management Plan (SMP) is a transition from the way we have set speed limits in the past, to a new, more flexible approach that better acknowledges the local conditions, issues of high concern to our communities regarding the safe use of our roads, and the surrounding environment. Rather than looking at speed limit changes on a street-by-street basis, this SMP requires an integrated review of speed management for Central Otago district roads considering safety, community needs, and potential travel impacts. This SMP adopts whole-of-network approach where speed limits are considered alongside investment in road infrastructure.

1.1 Purpose of this Speed Management Plan

The Land Transport Rule: Setting of Speed Limits 2022, including the Setting of Speed Limits Amendment 2023 (the Rule), outlines the process for RCAs to develop and consult on a Speed Management Plan. Central Otago District Council is the RCA responsible for all roads within Central Otago District, excluding State Highways (Waka Kotahi NZTA) and those within conservation land (Department of Conservation) and has chosen to prepare this SMP, which builds on our Interim Speed Management Plan, which was certified 19 September 2022.

Aligned and effective speed management requires a whole-of-network approach which considers speed management, investment in speed-related infrastructure and safety camera placements. Our SMP is positioned to align with Regional Speed Management Planning and our neighbouring RCAs, including Waka Kotahi NZTA, for the next 10 years.

The purpose of our SMP is to establish a strategic speed management framework for how speeds limits – and some safety improvements intended to effectively manage travel speeds – will be implemented over the next three years. This SMP is focussed on setting safer speeds around our schools and meeting the needs and interests of our communities. This SMP will enable Council to deliver this target, through a staged implementation of:

- Permanent 30km/h speed limits on roads at Clyde School, aligning with the existing 30km/h speed limits for Clyde's Historic Precinct area;
- Variable Speed Limits (VSLs) for all other urban schools across Central Otago, where speed reductions from the existing 50km/h speed limit to 30km/h will be put in place for established drop-off and pick-up times appropriate for each location. Some school speed zones will not be implemented until potential changes to speed limits on sections of the State Highway at these schools are agreed and certified;
- Retaining permanent 50km/h speed limits on roads at St. Johns School, Ranfurly. This aligns with the Category 2 assessment of this school zone, which provides an off-road drop-off and pick-up location for all children arriving in vehicles;
- Variable Speed Limits (VSLs) for all other rural schools across Central Otago, where speed reductions from the existing 100km/h and 80km/h speed limit to 50km/h will be put in-place for established drop-off and pick-up times appropriate for each location.

Some school speed zones will not be implemented until potential changes to speed limits on sections of the State Highway at these schools are agreed and certified.

In addition to the school zones, other changes are proposed to set appropriate speed limits in areas of residential and commercial growth, and where lower speed limits are being sought by our communities. The intent is to implement these within the same timeframes as school speed zones:

- Appropriate speed limit reductions established through technical assessments and community engagement for roads in our rural settlements of St Bathans, Cambrians, Lauder, Otarehua, and Patearoa;
- Setting appropriate speed limits on new and existing roads providing access to residential and commercial developments around Cromwell and Clyde; and
- Appropriate speed limit reductions on a small number of rural roads around Alexandra, Bannockburn, Cromwell, and Tarras supporting greater network consistency.

We have taken a comprehensive and integrated approach that considers our entire transport network, including the streets, public transport (such as school buses), cycling and walking infrastructure. This SMP establishes our principles for speed management, and identifies the changes we think are required to keep everyone safe.

This SMP relates to our setting of safe speed limits, and safety infrastructure improvements within Central Otago District. Our Transportation Activity Management Plan describes our wider road safety programmes.

1.2 Plan information

Road controlling authority or regional transport committee	Central Otago District Council (road controlling authority for local roads in the Central Otago District)
Submitted by	Central Otago District Council Roading Department
National Land Transport Programme (NLTP) period	July 2024 to July 2027

2.0 CONTEXT

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

2.1 Let's talk about travel speed

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

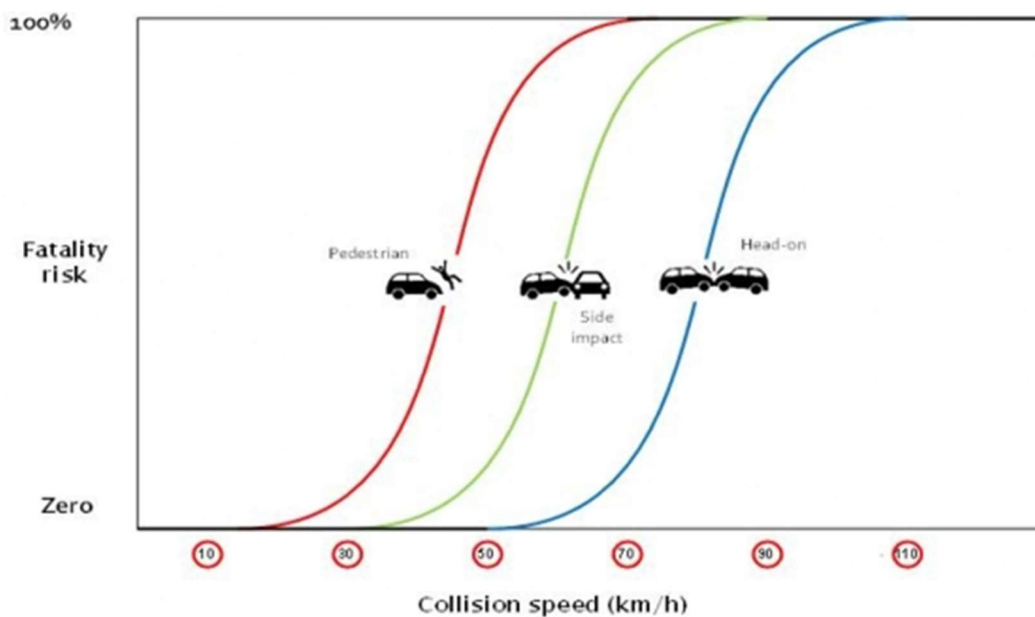


Figure 1: Crash fatality risk versus speed.

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

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

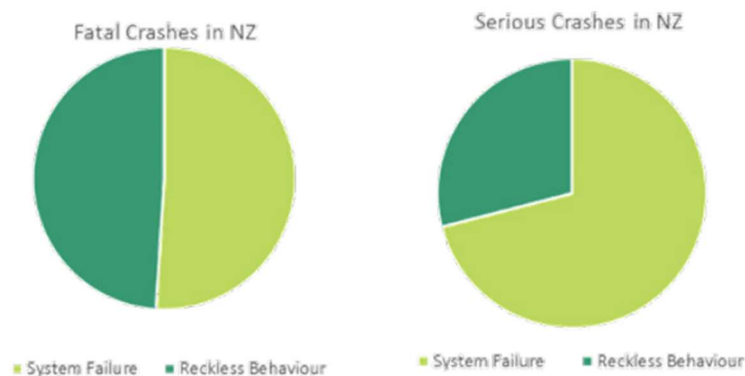


Figure 2: System failures and reckless behaviour impacts on fatal and serious injury crashes.

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

2.2 What is speed management and why does it matter?

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

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

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

2.3 Road safety in Central Otago

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

From Crash Analysis System (CAS) data for between 1 July 2018 and 30 June 2023, 3 fatal crashes, and 34 serious injury crashes were reported on Central Otago District roads (excluding State Highways), resulting in a total of 47 deaths and serious injuries (DSi). These crash numbers exclude four serious crashes involving vehicles which occurred on private roads or “off-road”.

All of the fatal crashes occurred on “Open road” (rural) sections of our network.

Of the 37 crashes on our local roading network, 11 (30%) recorded a “contributing factor” of inappropriate speed as a crash cause. 10 of these occurred in an open road setting, with one occurring on our urban road network.

The numbers of serious crashes in the last five full years of data remain very similar to those recorded from 1 July 2013 to 30 June 2018 on Central Otago District roads. However, only 4 serious injury crashes – resulting in 4 serious injuries (DSi) - were recorded in the most recent year (2022/23). This represents a significant reduction in the annual crash rate. Whilst it is too early to draw any conclusions from this data, the reduction in DSi crash rates coincides with the implementation of Central Otago District Council’s interim Speed Management Plan. Further Road Safety assessment during the period covered by this SMP will be undertaken to track various road safety metrics that supports our work to target planned interventions, including Speed Management.

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

2.4 Improving road safety in Central Otago

We are focussed on ensuring that everyone who uses our district's roads can do so safely. Safe speeds are vital to reducing deaths and serious injuries on our roads.

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

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

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

2.5 Strategic context

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

This SMP has a focus on the establishment of a principles-based setting of speed limits, which can be read in conjunction with any relevant Regional and State Highway Speed Management Plans (RSMP and SHSMP), while meeting the requirements of the Land Transport Rule: Setting of Speed Limits (see Section 2.5.1).

While consulting on our SMP, Central Government made changes to the legislative and strategic context for speed management planning. Our approach is consistent with the new guidance from Government and the SMP has been developed in consideration of economic impacts, travel times, views of road users, and concerns of our local communities, while keeping safety a priority.

- National -

2.5.1 Land Transport Rule: Setting of Speed Limits 2022

Land Transport Rule: Setting of Speed Limits 2022, including the Setting of Speed Limits Amendment 2023 (the Rule) is the main driver of this process. It has improved efficiencies in the setting of speed limits by RCAs, including Central Otago District Council. It empowers a holistic, network wide approach, a change from the focus on individual roads. This aligned, consistent approach, improves speed management planning and consultation.

While the Land Transport Rule: Setting of Speed Limits Amendment 2023 removed the requirement for RCAs to complete a SMP, and lifted targets for school speed zones, it remains the basis for developing SMPs including:

- RCA development of a 10-year vision for local speed limits, and a three-year implementation programme for applying safe and appropriate speed limits and implement speed related infrastructure.
- The development of Regional Speed Management Plans, by Regional Transport Committees, which this SMP will contribute to should Otago/Southland commit to developing a Regional SMP.

Central Otago District Council have opted to develop a SMP, guided by the Rule.

2.5.2 National Road Safety Strategy

The government sets a national vision to guide improvements in road safety. The government has indicated a commitment to developing a new Road Safety Strategy. This SMP was guided by, and will contribute to, the national vision to reduce deaths and serious injuries while travelling on our roads.

The Minister recently confirmed that policies within the Road to Zero Strategy in relation to speed limits are no longer the Government’s road safety strategy for the purposes of the Rule. New objectives for road safety will be published alongside the new Rule in 2024. While Road to Zero has been considered in the draft SMP, specific targets or policies have not been relied on beyond the intention to reduce harm through death and serious injury (DSi) reduction.

2.5.3 Speed Management Guide: Road to Zero Edition

The Speed Management Guides directs the development of SMPs and supports action by RCAs. The Guide identifies four guiding principles relating to safety, community wellbeing, movement and place, and system thinking. These have played a role in guiding the development of this SMP, and our principles of speed management planning. The Guide highlights four key principles for speed management:



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

2.5.4 Government Policy Statement on Land Transport

The Government Policy Statement (GPS) on land transport is central to investment decisions across the land transport system. The GPS supports investment in highways and local roads necessary to implement speed management planning. The funding approach will prioritise treatments which will result in the greatest reduction in deaths and serious injuries as quickly as possible. Our SMP, and implementation plan aligns with this strategy.

- Regional -

2.5.5 Otago/Southland Regional Transport Plan (RLTP)

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

2.5.6 Otago/Southland Regional Speed Management Plan

The Rule provides for the development of a Regional Speed Management Plan. The development of the Central Otago District Council SMP will contribute to this Regional Plan should the Otago/Southland Regional Councils chose to develop a Regional SMP.

2.5.7 Long Term Plan, Infrastructure Strategy and Activity Management Plan

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

2.5.8 Central Otago Spatial Plans

Spatial Plans are high-level blueprints for the next thirty years, which ensure that growth can occur in a positive and sustainable way. Spatial Plans establish a shared vision, set expectations for future growth and development, and inform future changes to zoning and land use patterns established in the District Plan.

The Cromwell Master Plan includes Cromwell (including greater area), Bannockburn, Lowburn and Pisa Moorings with the inclusion of Tarras. The Vincent Spatial Plan covers the Vincent Ward, with a specific focus on Alexandra, Clyde, Omākau and Ophir, extending to wider rural areas within the Alexandra basin, based on areas of development / future growth. More recently, a Teviot Spatial Plan has been under development, with a focus area on Roxburgh, Lake Roxburgh Village, Ettrick and Millers Flat, extending into the surrounding rural areas.

This SMP has been developed to support the outcomes sought by Central Otago's Spatial Plans including prioritising the safety of active transport users and designing reduced speed environments in areas where a higher density of development is supported by our communities.

3.0 DEVELOPING OUR SPEED MANAGEMENT PLAN

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

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

- our local roads around our kura/schools (not including State Highways)
- speed reductions around some of our townships (Cromwell and Clyde) where residential and commercial development requires the roading network to operate safely with increased traffic
- sections of roads and townships with community support for lower speeds
- aligning sections of roads and townships with current speed limits to give greater network consistency.

Implementation of these changes is set out over the next three years, between 2024 and 2027.

3.1 Whole of network approach

Speed management is about achieving safe and appropriate vehicle speeds which reflect the roads’ function, design, safety, and use. People and goods need to move efficiently around our transport network; however, we also need to ensure that all road users are safe and that there is a reduction in deaths and serious injuries on the network. Central Otago is taking a comprehensive and integrated approach that considers our entire transport network with our focus on the needs of our communities.

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

This SMP demonstrates our intentions to implement prioritised appropriate speed limits across the Central Otago District roading network following a ‘stepping stone’ approach. We have already implemented lower speeds on some high benefit routes, and in response to growth around the District, in-line with the Rule. This SMP continues to build on these principles and priorities for speed management under the current Rule.

We are planning to consider future changes following the development of a new Setting of Speed Limit Rule, guided by the principles set out in this SMP, at least once every 3 years.

3.2 Building on our Interim SMP

The speed limit review which informed our Interim SMP in 2022 identified further reviews and direction for the development of this SMP. Progress of these matters are summarised below:

Matters raised in Interim SMP	Action in this SMP
School speed zones were reviewed, in conjunction with Waka Kotahi NZTA, but Council determined that these be progressed in the next SMP.	School speed zones have been reviewed and developed for this SMP, with speed reductions - primarily through using Variable Speed Limits - being adopted across the District.

Matters raised in Interim SMP	Action in this SMP
Next SMP to include review of all remaining 70km/h speed limits in response to national guidance setting an expectation of standardised use of 60km/h or 80km/h limits.	A change to national guidance has removed the need for changes to remaining 70km/h speed limits unless speed changes are identified for other reasons.
Other potential speed limit changes were identified through consultation on the interim SMP which required a full review and community engagement.	Identified roads were reviewed and speed limit changes proposed for consultation and inclusion in this SMP.
The alignment of speed limits with adjoining State Highways was identified as a priority for the next SMP.	Due to changes in Government direction, Waka Kotahi NZTA have not progressed their State Highway SMP (SHSMP) to a stage where full alignment can be confirmed in this SMP.

3.3 Partnering for safer speeds

Our local road network can't be considered in isolation. Our roads connect to State Highways administered by Waka Kotahi NZTA, other local roads on our district's boundary, and roads administered by Te Papa Atawhai | Department of Conservation. This SMP does not currently include alignment with advisory speed limits set on private roads.

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

- Waka Kotahi NZTA is developing its own State Highway Speed Management Plan at a regional, level. We will align implementation of some speed reductions included in this SMP, and future speed management work, with the SHSMP when this is progressed. and consulted on.
- We will continue to review and align with changes introduced by neighbouring RCAs on our district boundary.
- We will continue to engage with Te Papa Atawhai | Department of Conservation as they consider appropriate speeds for roads within conservation lands and national parks.

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

3.4 Community engagement

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

3.4.1 Mana whenua contribution

Council has followed its established approach to engagement with Runanga in our District, in ensuring that this SMP's principles and priorities (Section 4.3) align with the priorities of iwi.

3.4.2 Key stakeholder engagement

Council has worked closely with schools across the district to ensure that the "Safe School Zones" implemented through this SMP provide for speed reductions which can balance the needs of the school community with all road users.

3.4.3 Community consultation

In developing our SMP, we consulted on our vision, principles and priorities and key speed limit change proposals, with submissions being received from 1 December 2023 to 11 February 2024.

Consultation involved two surveys:

- The establishment and the extent of School Speed Zones; and
- Specific speed limit changes across the District sought by our communities, aligning with our principles of “Safe School Zones”, “Responding to District Growth”, and “Network Consistency”

Feedback to our consultation on the draft SMP showed that the majority of submitters supported our proposals for lower speeds where these could improve safety outcomes.

Extent of School Speed Zones

84

responses

Feedback offered general support for the extent of the proposed school zones

Key themes in support:

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

Key themes in opposition:

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

Community Speed Limits

126

responses

Feedback was generally supportive of proposed changes at 10 locations, with a lack of support for changes in Patearoa, and Tarras-Māori Point Road and split feedback on Cromwell North proposed changes.

Key themes in support:

- References to growth or changes in road use
- Increasing safety, particularly for cyclists, children and people walking
- General support
- Request for consideration of lower speeds at some areas

Key themes in opposition:







- Insufficient evidence or need for change
- Acceptance of change in part only
- Concern with the cost
- Concern that the changes had been proposed by government sources



A hearing was held on Wednesday 3 April 2024, at which 12 people and groups spoke to their submissions. All submissions were considered at the hearing, which have been incorporated within this SMP.

3.5 Finalising our SMP

Following consultation and the hearing, deliberations were held by the Hearing Panel. Recognising the level of community support and feedback for the proposed changes, we have confirmed all the proposed speed changes in this SMP.

Based on consultation feedback and further deliberation, the Hearing Panel made the following changes to the proposed speed changes which were consulted on:

Road	Proposed Change	Confirmed Change	Reason for change to consultation
Poolburn School	 <p>A 60km/h Variable Speed Limit (VSL) at school drop-off and pick-up times, supported by a Permanent speed reduction to 80km/h in proximity of the school zone (Category 2 school)</p>	 <p>A 50km/h VSL at school drop-off and pick-up times (seeking to align a consistent 50km/h lower speed limit at Category 2 schools). No permanent reduction to speed limits on adjacent road sections (100km/h retained)</p>	Panel not supportive of lower permanent speed on Rural Connector route.
St John's School, Ranfurly	 <p>A 30km/h VSL at school drop-off and pick-up times, and extension of the existing 50km/h Permanent speed limit in proximity of the school zone (Category 1 school)</p>	 <p>Category 2 School – no speed change required</p>	School supportive of classification as Category 2 School based on location of school at rural edge with no pedestrian movements across adjoining roads identified. Additional electronic warning signs to be installed.
North Cromwell		 <p>Permanent speed reduction (from default 100km/h speed limit) on a section of Partridge Road</p>	Panel not supportive of lower urban traffic area speeds (less than 50km/h) applied to existing development. Partridge Road to be aligned with speed environment at 50km/h for full length.

Road	Proposed Change	Confirmed Change	Reason for change to consultation
Bannockburn Road	 Reduced from 100km/h	No change	Panel not supportive of change when Pearson Road not included in proposed speed limit reductions, as not consistent. Panel determined that the full segregation of pedestrians and cyclists from vehicular traffic, provided by the Bannockburn Road cycleway, was suited to a 100km/h speed limit consistent with similar segregated rural roads with off-carriageway shared facilities in the District.
Pearson Road	 Reduced from 100km/h	No change	Panel not supportive of lower permanent speed on Rural Connector route. 100km/h speed limit on sections of Bannockburn Road, and Pearson Road, retained in-line with "Network Consistency" principle.

4.0 SPEED MANAGEMENT FRAMEWORK

4.1 Outcomes

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

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

4.1.1 Reducing deaths and serious injuries

Central Otago District Council has a significant role in the nationwide commitment to reducing the number of deaths and serious injuries on our roads.

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

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

As part of this, we have committed to our district having safe speed limits on roads and streets immediately adjacent to all our schools and/or where drop-off and pick-up activities are focussed, both on local roads and on State Highways (subject to certification of State Highway Speed Management Plans).

Continuing to reduce speeds around our schools will make it safer and encourage our children to walk, cycle and scooter to and from school — which is being supported through our Road Safety Education programme (see Section 5.5). To ensure alignment with Waka Kotahi NZTA, we will be phasing our implementation through our SMP for the 2024-2027 period.

4.1.2 Speeds reflect the needs of our local communities

We want to create safer roads while prioritising the needs of our communities and road users.

We are also committed to reviewing other areas suggested by the community where there is support for lower speed limits. Through previous engagements, including the Interim SMP consultation, and customer service complaints our community have identified parts of our network where speed changes are needed. Where these are identified and aligned with evidence-based justifications for change, we commit to reviewing speeds through wider community engagement.

The needs of our communities continue to change, particularly as the district grows. As streets become busier, and development the risk of an incident increases. We want to ensure that our speeds limits are fit for purpose and responsive to change.

4.1.3 Creating safe space for everyone

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

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

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

4.1.4 Reducing emissions

Central Otago District Council, having declared a Climate Crisis in September 2019, remain focussed on climate change and sustainability.

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

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

4.2 Vision

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

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

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

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

4.3 Principles and Priorities

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

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

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



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

Our identified priorities and how they fit in with the proposed principles are identified as:

4.3.1 Safe School Zones

The following detailed changes will be implemented on district roads servicing Central Otago’s schools, and will be introduced in alignment with SHSMP proposals where required:

1. A Permanent 30km/h School Speed Zone at Clyde School, aligning with the existing speed environment at this location, is planned for 2024/25. New permanent 30km/h speed signs and School Speed Zone signs will be used on the Council roads adjacent to Clyde school. This is similar to the existing Permanent 30km/h School Speed Zone at Goldfields School, Cromwell.
2. Variable Speed Limits (VSLs) for urban schools across Central Otago, where speed reductions from the existing 50km/h speed limit to 30km/h will be put in-place for established drop-off and pick-up times appropriate for each location. These School Speed Zones will use VSL electronic signs on the main Council roads past each school, supported by VSL static signs for side roads. These are planned for 2024/25 implementation, where State Highway sections are not part of the Safe School Zones.

Additional VSL electronic signs will be required for sections of State Highways 8 and 85 in Roxburgh, Alexandra, and Ranfurly aligning with Council’s SMP and Waka Kotahi NZTA State Highway Speed Management Plan (SHSMP) proposals. Implementation for these schools for speed limit changes on both local roads and State Highways is planned for between July 2025 and June 2027.

3. A Permanent 50km/h School Speed Zone at St Johns School, Ranfurly, which is classified as a Category 2 School, aligning with the existing speed environment at this location. It has been confirmed that St. Johns School restricts all vehicle movements to the parking area provided within school grounds under normal conditions. This School Speed Zone will use electronic signs to reinforce the permanent speed limit on the three roads adjacent to the school, and is planned for 2024/25 implementation.
4. A VSL for Poolburn School, which is classified as a Category 2 school. Speed reductions from 100km/h to 50km/h will be put in-place during drop-off and pick-up times. It has been confirmed that Poolburn School restricts all vehicle and pedestrian movements to the parking area provided within school grounds under normal conditions. This School Speed Zone will use electronic signs on the main Council road (Ida Valley Omakau Road) past the school, planned for implementation in 2024/25; and

4.3.2 Responding to Network Growth and Network Consistency

Other identified reductions to speed limits, particularly those requiring infrastructure changes, included under the “Responding to District Growth” and “Network Consistency” will be prioritised over the 2024-2027 period once co-funding for these speed management measures is made available from Waka Kotahi NZTA. Council intends to implement most of these changes in 2024/25.

“Responding to Network Growth” identifies roads within new residential and commercial development in Central Otago, where the SMP is the current mechanism for the setting of speed limits under the Rule. Where appropriate, changes in development which impact the safe operation of existing roads – with support from the community – are included under this principle.

“Network Consistency” is being sought at a whole-of-network level, identifying roads where land use or road use changes (including increases in vulnerable road user numbers) support a lower speed limit. Where appropriate, roads adjoining sections where speed limits are reduced are also included to support a road environment which is ‘self-explaining’ for road users.

Speeds adjoining other networks – which principally affects the sections of the Central Otago District Council network that directly connects to the State Highway outside of our townships – may be deferred until consultation on any changes proposed under the State Highway Speed Management Plan process has been completed. There are currently no speed limit changes proposed for Moa Flat Road and Craig Flat Road (Clutha District Council), Danseys Pass Road (Waitaki District Council), or Nevis Road and Waikaia Bush Road (Southland District Council) which are potentially affecting neighbouring Road Controlling Authorities.

Our Implementation Plan is outlined in Section 5.0.

Council currently have no proposed priorities for speed management that need to be deferred or developed for the 2027-2030 period. These will be subject to future consultation under speed limit reviews and SMPs developed under the new Rule.

4.4 Giving effect to this SMP

Following the consultation, hearings, and deliberations processes, Council approved the finalised SMP in-line with the report recommendations presented at Council’s meeting on 29th May 2024, and shown in the maps included as part of this plan (Section 6.4).

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

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

4.5 Measuring progress

Our implementation plan (Sections 5.0, and 6.1, 0, and 6.3) outlines how and when we intend to progress our changes to speed limits set out in this SMP. To assess how we are tracking against our SMP - and how reductions in speed limits are contributing to improved safety on our network - we plan to monitor the following measures during the term of this SMP (initially covering the first three years of implementation, to 30 June 2027).

Some of these measures are already tracked at a local and national level, through both Council’s Annual Plans and Long Term Plans, and Waka Kotahi NZTA performance measures for transportation.

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

Focus area	Measure
SUCCESS LOOKS LIKE	Road users travel at speeds that are safe for the road environment. All road users are safe on and around our roads. Roads and roadsides protect road users if they make a mistake.
Programme Delivery <i>Progress of specific implementation plan actions</i>	Kilometres of high-benefit roads addressed through speed management
	Percentage of Category 1 schools on district roads with 30km/h speed limits
	Percentage of Category 2 schools on district roads with 60km/h or lower speed limits
Outcomes <i>Alignment with national performance measures</i>	Reducing or stable number of Death and Serious Injury (DSi) crashes on district roads
	Number of DSi crashes with speed being a contributing factor (crash cause)
	Number of DSi crashes involving a vulnerable road user

4.5.1 Reviewing our SMP

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

5.0 IMPLEMENTATION PROGRAMME

5.1 Our Speed Management Programme

Council will implement speed changes from certified Speed Management Plans over the next three years. Implementation of changes to our school speeds will be the initial priority of Council. This aligns with our Transportation Activity Management Plan (AMP) which sets out our planned investment in the operation, maintenance, and management of our local roading network.

We are currently anticipating that many of the planned changes will be implemented in Year 1 of this SMP period (2024/25) where investment is already included in Central Otago's National Land Transport Programme submissions.

Changes that require the outcome of the SHSMP process to be known, or where additional investment is being sought as part of the NLTP, are currently being considered for implementation in Years 2 and 3 (2025/26 and 2026/27).










Indicative implementation priorities are shown in the speed limit changes included in Sections 6.1 and 6.3.

5.2 Speed changes

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

New speed limits are proposed for 93 roads, parts of roads, or areas in the Central Otago district. This includes 49 roads which service both residential and commercial zones, rural roads, and roads in some of our town centres and rural settlements.

The remaining 44 roads included in this SMP prioritises reductions in speeds, through the setting of appropriate Permanent or Variable Speed Limits (VSLs), for all of our schools. For our Category 1 schools we have proposed the use of VSLs in many cases to minimise travel time disbenefits, whilst ensuring that the "survivable" speed of 30km/h is implemented at the times when children are arriving at and leaving from school on foot, or by bike or scooter, or are being dropped-off or picked-up from roads servicing our schools.

SCHOOL ZONE SPEED LIMIT Principle 1: Safe School Zones	PERMANENT SPEED LIMIT	Principle 2: Responding to District Growth	Principle 3: Network Consistency
 <p>3 roads or parts of roads reduce to 30 km/h permanent speed limit</p>	 <p>7 roads or parts of roads reduce to 30 km/h</p>	<p>—</p>	<p>—</p>
 <p>15 roads or parts of roads reduce to 30 km/h electronic variable speed limit (start and end of school day)</p>	 <p>1 roads or parts of roads reduce to 40 km/h</p>	<p>—</p>	<p>—</p>
 <p>25 roads or parts of roads reduce to 30 km/h static variable speed limit (start and end of school day)</p>	 <p>15 roads or parts of roads reduce to 50 km/h</p>	<p>8 roads or parts of roads reduce to 50 km/h</p>	<p>8 roads or parts of roads reduce to 50 km/h</p>
 <p>1 part of 1 road reduces to 50 km/h electronic variable speed limit (start and end of school day)</p>	 <p>2 roads or parts of roads reduce to 60 km/h</p>	<p>5 roads or parts of roads reduce to 60 km/h</p>	<p>5 roads or parts of roads reduce to 60 km/h</p>
	 <p>5 roads or parts of roads reduce to 80 km/h</p>	<p>6 roads or parts of roads reduce to 80 km/h</p>	<p>6 roads or parts of roads reduce to 80 km/h</p>

Further detail of speed changes are included in the Appendices (Section 6.0).

5.2.1 State Highway alignment

The State Highway network, administered by Waka Kotahi NZTA, provides a key spine to the roading network in Central Otago. Alignment of speed limits is a key component of integrated speed management planning. At the time of preparing this SMP, Waka Kotahi NZTA are awaiting the new Rule before progressing their State Highway Speed Management Plan (SHSMP). We will work collaboratively with Waka Kotahi NZTA as they develop and consult on proposals for their SHSMP, and implement certified changes within the district that ensure alignment between the two processes results in appropriate speed limits across our networks.



This is particularly important for our “Safe School Zone” proposals, where any changes to speed limits – including Variable Speed Limits – on State Highways 8 and 85 will have a later implementation period to allow for the two planning processes to be completed.

5.2.2 70km/h speed restrictions

Traditionally, 70 km/h was a standard speed setting with most speeds set at 50 km/h, 70 km/h, or 100 km/h. National guidance has since changed enabling a greater range of speed limits in operation, providing for greater flexibility in setting Safe and Appropriate Speed limits to match the road use, design, and surrounding environment. Guidelines also recommend changes be made in 20 km/h steps, encouraging speed limits of either of 60 km/h or 80 km/h instead. Although 70 km/h speed limits are still possible, they are expected to become rarer over time.

This SMP consulted on changes to existing 70km/h restrictions on Letts Gully Road in Springvale, Sunderland Street in Clyde, Cemetery Road in Crowell, and Ida Valley Omakau Road in Oturehua, which have been adopted, as identified in Section 6.3.

In recognition of this, Council will review all remaining 70km/h speed limits with the view to setting appropriate speed changes. The following roads (or parts of roads) currently subject to 70km/h restrictions, will require future consultation under the new Rule.

Reference Number	Speed Limit	Description	Date Speed Came Into Force	Legal Instrument	Previous Legal Instrument
Naseby					
S6/08		Section of Ranfurly-Naseby Road (north-eastern end) and Derwent Road, Naseby 70km/h speed limit will be reviewed under future Speed Management Plan	14 May 2007	National Speed Limit Register	Central Otago District Council Speed Limits Bylaw 2005
Ranfurly and Patearoa					
S6/10		Knox Street, Ranfurly Section of Ranfurly-Patearoa Road (southern end), Patearoa 70km/h speed limit will be reviewed under future Speed Management Plan, aligning with State Highway Speed Management Planning	14 May 2007	National Speed Limit Register	Notice in New Zealand Gazette, 28 April 1994, No. 39, page 1460 Central Otago District Council Speed Limits Bylaw 2005

5.3 Infrastructure improvements

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

Schools where speed limit reductions are proposed only on local roads - and other permanent speed limit changes in the District - will require the purchase and installation of signs. The Council have arrangements in place to ensure that these signs can be purchased early and support a prioritised implementation of key changes. Any speed reductions approved and certified in this SMP will have appropriate signs installed in the 2024-27 period.

Council will control timings and management of electronic Variable Speed Limit signage in conjunction with the schools' support of appropriate periods for drop-off and pick-up times. These take into account the expected times when children arrive at and leave school based on the individual school timetable, but also allow for alignment of the times when VSLs are operating between schools which are close together in Alexandra and Cromwell.

Central Otago have considered other infrastructure improvements in-line with a broader approach to Speed Management planning, such as improved crossing points and footpath facilities for sections of the roading

network used by school children. A desire to improve provision of uncontrolled crossing facilities on key school routes has been established from the Speed Management planning consultation and feedback, but is subject to funding prioritisation with the wider Low-Cost Low Risk roading improvement programme co-funded by Council and Waka Kotahi NZTA. These have not been identified for prioritisation for funding in the period covered by the 2024-27 SMP.

5.4 Enforcement and safety cameras

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

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

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

5.5 Education

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

Central Otago District Council's Transportation Activity Management Plan includes details of the planned investment in Road Safety Promotion activities included in the 2024-2027 NLTP.







As well as targeting the delivery of reductions in DSI crashes on our roads (where speed management plays a key role) Council is investing in programmes which:

- Ensure that children feel safe travelling to (and from) school using active transport modes;
- Ensure that people feel safe when using roads for all types of transport modes; and
- Provide information of events (weather, road works, community events) which will affect travel plans.













6.0 APPENDICES




























6.1 School Zones

























The school zones speed limits are shown in the tables below using the following symbols:


































Variable Speed Limits during school pick-up and drop-offs:	 Electronic variable: 30km/h	 Electronic variable: 50km/h	 Static variable: 30km/h	 Static variable: 50km/h	Permanent Speed Limits with school signage:	 30km/h with Kura/School signs	 Existing 50km/h with supporting Kura/ School signs

























School speed changes identified for implementation in 2025/26 to 2026/27 are signalled for alignment with State Highway changes by Waka Kotahi NZTA through the State Highway Speed Management Plan (SHSMP) process.

























School name and Road Section	School Category & ONF	Safe and Appropriate Speed (SaAS)	Current Speed Limit (km/h)	Speed Change (km/h)	Implementation Period (indicative)	Section Detail
Alexandra Primary School	Category 1			Morning: 8.15am – 8.50am	Afternoon: 2.35pm – 3.10pm	
Bringans Street	Local Streets				2025/26 – 2026/27	Dunorling Street to Shannon Street
Dunorling Street	Local Streets				2025/26 – 2026/27	SH8 to Bringans Street
Dunorling Street	Local Streets				2025/26 – 2026/27	Bringans Street to end of road
Jackson Place	Local Streets				2025/26 – 2026/27	

School name and Road Section	School Category & ONF	Safe and Appropriate Speed (SaAS)	Current Speed Limit (km/h)	Speed Change (km/h)	Implementation Period (indicative)	Section Detail
Clyde Primary School	Category 1					
Blyth St (Clyde)	Local Streets			 KURA SCHOOL	2024/25	Fraser Street to end of road
Pyke St	Local Streets			 KURA SCHOOL	2024/25	
Whitby St	Local Streets			 KURA SCHOOL	2024/25	Blyth Street to Sunderland Street
Cromwell College	Category 1			Morning: 8.20am – 8.55am		Afternoon: 2.50pm – 3.20pm
Barry Ave	Urban Connectors			 KURA SCHOOL	2024/25	Clare Place to Mayo Place
Carlow Place	Local Streets			 8.25-9 AM 2.55-3.15 PM SCHOOL DAYS KURA SCHOOL	2024/25	
Anderson Park Access	Local Streets			 8.25-9 AM 2.55-3.15 PM SCHOOL DAYS KURA SCHOOL	2024/25	
Clare Place	Local Streets			 8.25-9 AM 2.55-3.15 PM SCHOOL DAYS KURA SCHOOL	2024/25	
Mayo Place	Local Streets			 8.25-9 AM 2.55-3.15 PM SCHOOL DAYS KURA SCHOOL	2024/25	
Molyneux Ave	Local Streets			 8.25-9 AM 2.55-3.15 PM SCHOOL DAYS KURA SCHOOL	2024/25	Barry Avenue intersection to Greenway Access









School name and Road Section	School Category & ONF	Safe and Appropriate Speed (SaAS)	Current Speed Limit (km/h)	Speed Change (km/h)	Implementation Period (indicative)	Section Detail
Cromwell Primary School	Category 1				Morning: 8.20am – 8.55am	Afternoon: 2.50pm – 3.20pm
Austin Place	Local Streets				2024/25	
Horace St	Local Streets				2024/25	Monaghan Street intersection
Molyneux Ave	Local Streets				2024/25	Antrim Street to Achil Street
Monaghan St	Local Streets				2024/25	Horace Street to Donegal Street
Ray St	Local Streets				2024/25	Monaghan Street intersection
Dunstan High School	Category 1				Morning: 8.25am – 9.05am	Afternoon: 2.50pm – 3.25pm
Black St	Local Streets				2024/25	Enterprise Street intersection
Enterprise St	Local Streets				2024/25	Royal Terrace to Marslin Street
Maniototo Area School	Category 1				Morning: 8.10am – 8.55am	Afternoon: 2.45pm – 3.20pm
Caulfeild St	Local Streets				2025/26 – 2026/27	SH85 (Western end) to SH85 intersection (Eastern end)

School name and Road Section	School Category & ONF	Safe and Appropriate Speed (SaAS)	Current Speed Limit (km/h)	Speed Change (km/h)	Implementation Period (indicative)	Section Detail
Davis Avenue	Local Streets			 	2025/26 – 2026/27	
Millers Flat School	Category 1				Morning: 8.30am – 9.05am	Afternoon: 2.35pm – 3.10pm
School Road	Local Streets			 	2024/25	Teviot Road to Railway Terrace
Teviot Road	Urban Connectors			 	2024/25	Millers Flat township boundary to School Road
Teviot Road	Urban Connectors			 	2024/25	240m South of Oven Hill Road to Millers Flat township boundary
Omākau School	Category 1				Morning: 8.30am – 9.05am	Afternoon: 2.50pm – 3.25pm
Deaker Street (Omākau)	Local Streets			 	2024/25	
Harvey St (Omākau)	Activity Streets			 	2024/25	Otago Central Rail Trail crossing to Omākau School frontage boundary
Racecourse Rd	Rural Connectors		Existing:  Change to: 	 	2024/25	Omākau school frontage boundary to 500m north of boundary
Poolburn School	Category 2				Morning: 8.30am – 9.05am	Afternoon: 2.55pm – 3.20pm
Ida Valley Omakau Road	Peri-Urban Roads			 	2024/25	Auripo Road to McAdie Road / Moa Creek Road
Roxburgh Area School	Category 1				Morning: 8.20am – 8.55am	Afternoon: 3.00pm – 3.35pm

School name and Road Section	School Category & ONF	Safe and Appropriate Speed (SaAS)	Current Speed Limit (km/h)	Speed Change (km/h)	Implementation Period (indicative)	Section Detail
Branhholm Street	Local Streets				2025/26 – 2026/27	Ednam Street section
Abbotsford St	Local Streets				2025/26 – 2026/27	
Cheviot St	Local Streets				2025/26 – 2026/27	
Ednam St	Local Streets				2025/26 – 2026/27	
Melrose St	Local Streets				2025/26 – 2026/27	
St Gerard's School	Category 1			Morning: 8.30am – 9.05am		Afternoon: 2.45pm – 3.20pm
Chapple St	Local Streets				2025/26 – 2026/27	SH85 intersection
Finlay St	Local Streets				2025/26 – 2026/27	Killarney Street intersection
Killarney St	Local Streets				2025/26 – 2026/27	SH85 to Brandon Street

School name and Road Section	School Category & ONF	Safe and Appropriate Speed (SaAS)	Current Speed Limit (km/h)	Speed Change (km/h)	Implementation Period (indicative)	Section Detail
Shannon St	Local Streets			 	2025/26 – 2026/27	Killarney Street intersection
Short St (Alexandra)	Local Streets			 	2025/26 – 2026/27	
Station St	Urban Connectors			 	2025/26 – 2026/27	SH85 to Brandon Street
The Terrace School	Category 1			Morning: 8.25am – 9.05am		Afternoon: 2.50pm – 3.25pm
Alexandra Service Lane	Local Streets			 	2024/25	Enterprise Street intersection
Enterprise St	Local Streets			 	2024/25	Royal Terrace to Marslin Street
Marslin St	Local Streets			 	2024/25	Enterprise Street intersection to The Terrace School entrance

6.2 Schools with No Proposed Speed Changes




























School name and Road Section	School Category & ONF	Safe and Appropriate Speed (SaAS)	Current Speed Limit (km/h)	Speed Change (km/h)	Section Detail	Further Information
Goldfields School	Category 1					
Gilling Place	Local Streets			No change proposed		
St John's School	Category 2					
Alexander St	Local Streets			No change proposed	Stuart Rd/Alexander St intersection to St. John's School frontage boundary (200m east of Alexander St / Stuart Rd intersection)	School zone on edge of township speed zone. Urban and Rural Connectors adjacent to school provide no non-vehicular access
Stuart Rd	Urban Connectors			No change proposed	Stafford Street to St. John's School frontage boundary (Alexander St / Stuart Rd intersection)	School zone on edge of township speed zone. Urban and Rural Connectors adjacent to school provide no non-vehicular access
Ranfury Patearoa Rd	Rural Connectors			No change proposed	Stuart Rd/Alexander St intersection to 150m south of intersection (Ranfury-Patearoa Road)	Consistent with Rural Roads with reduced speed limits on approaches to Category 2 school

Goldfields School, Cromwell implemented a 30km/h permanent speed limit on Gilling Place, providing the frontage access to the school, in Council's interim Speed Management Plan.

St Johns School, Ranfurly has been designated as a Category 2 school in this SMP, with supporting information provided in Section 4.3.1.

Tarras School is currently designated as a Category 2 school, and is not included in Council's SMP 24-27. Proposals for State Highway 8 at Tarras which may form part of the future State Highway Speed Management Plan may include provision for safer speeds around schools. Central Otago District Council is committed to supporting this process and including any additional changes necessary in future Speed Management planning.



















6.3 Permanent Speed Limit Changes













Road	ONF	Principle(s)	Safe and Appropriate Speed (SaAS)	Current Speed (km/h)	Permanent Speed Limit Change (km/h)	Implementation Period (Indicative)	Section Detail	Further Information
Cromwell								
Cemetery Road (Cromwell)	Urban Connectors	Responding to District Growth				2024/25	SH6 to 1.0km East of SH6/Cemetery Road intersection	Aligned with adjacent road sections, consistent with Urban Industrial access
Clark Road	Rural Roads	Network Consistency				2024/25		
Dunn Road	Local Streets	Responding to District Growth				2024/25		Aligned with adjacent road sections, consistent with Urban Industrial access
Gully Road	Rural Roads	Network Consistency				2024/25		Aligned with adjacent road sections
Jocelyn Road	Rural Roads	Network Consistency				2024/25		Aligned with adjacent road sections
Maori Point Road	Rural Roads	Network Consistency				2024/25		Consistent with Rural Roads with reduced speed limits
Mason Lane	Local Streets	Responding to District Growth	N/A			2024/25		Aligned with township urban speed zone
Mcbride Crescent	Local Streets	Responding to District Growth				2024/25		Aligned with adjacent road sections, consistent with Urban Industrial access
Partridge Road	Local Streets	Responding to District Growth		 		2024/25	Shortcut Road to end of road	Aligned with adjacent road sections














Road	ONF	Principle(s)	Safe and Appropriate Speed (SaAS)	Current Speed (km/h)	Permanent Speed Limit Change (km/h)	Implementation Period (Indicative)	Section Detail	Further Information
Proctor Way	Local Streets	Responding to District Growth	30	100	50	2024/25		Aligned with adjacent road sections, consistent with Urban Industrial access
Quartzville Road	Rural Roads	Network Consistency	60	100	80	2024/25		Aligned with adjacent road sections
Ritchies Road	Rural Roads	Responding to District Growth	N/A	100	80	2024/25	Full length from Ripponvale Road intersection	Aligned with adjacent road sections
Sandflat Road	Rural Roads	Responding to District Growth	60	100	80	2024/25		Consistent with Rural Roads with reduced speed limits
Schoolhouse Road	Rural Roads	Network Consistency	60	100	80	2024/25		Aligned with adjacent road sections
Stone Drive	Peri—Urban Roads	Responding to District Growth	60	100	50	2024/25		Aligned with township urban speed zone
Earnsclough								
Clyde Lookout Road (One Way)	Rural Roads	Responding to District Growth	60	70	30	2024/25	Clyde township boundary at Clyde Lookout Road/Sunderland Street intersection	
Clyde Lookout Road (One Way)	Rural Roads	Responding to District Growth	60	70	60	2024/25		
Clyde North Access Road	Urban Connectors	Responding to District Growth	40	50	30	2024/25	Clyde township boundary at Clyde Lookout Road/Sunderland Street intersection	







Road	ONF	Principle(s)	Safe and Appropriate Speed (SaAS)	Current Speed (km/h)	Permanent Speed Limit Change (km/h)	Implementation Period (Indicative)	Section Detail	Further Information
Clyde North Access Road	Rural Connectors	Responding to District Growth	60	100	60	2024/25	Clyde township boundary to 130m South-west of SH8/Sunderland Street intersection	
Ferris Road	Rural Roads	Network Consistency	60	100	60	2024/25		
Fruitgrowers Road	Peri-urban Roads	Responding to District Growth	60	70	50	2024/25	Fruitgrowers Road/Matau Street intersection to end of road	
Fruitgrowers Road	Stopping Places	Responding to District Growth	60	100	50	2024/25	Fruitgrowers Road/Matau Street intersection to end of road	
Gilligan's Gully Road	Peri-Urban Roads	Network Consistency	60	100	60	2024/25		
Hospital Road	Local Streets	Responding to District Growth	30	100	50	2024/25	Sunderland Street to 50m South-west of Mutton Town Road/Hospital Road intersection	Aligned with township urban speed zone
Hospital Road	Local Streets	Responding to District Growth	30	100	30	2024/25	50m South-west of Mutton Town Road/Hospital Road intersection to end of road	

Road	ONF	Principle(s)	Safe and Appropriate Speed (SaAS)	Current Speed (km/h)	Permanent Speed Limit Change (km/h)	Implementation Period (Indicative)	Section Detail	Further Information
Letts Gully Road	Rural Connectors	Network Consistency	80	70	60	2024/25	SH85 to 1km North-west of SH85/Letts Gully Road intersection	
Letts Gully Road	Rural Connectors	Network Consistency	80	100	80	2024/25	1km North-west of SH85/Letts Gully Road intersection to 180m south-west of Springvale Road intersection	
Mutton Town Road	Peri-Urban Roads	Responding to District Growth	80	100	50	2024/25	Hospital Road to 450m South-east of Hospital Road/Mutton Town Road intersection	Aligned with township urban speed zone
Mutton Town Road	Peri-Urban Roads	Network Consistency	80	100	80	2025/26 – 2026/27	450m South-east of Hospital Road/Mutton Town Road intersection to SH8	
Sunderland Street	Urban Connectors	Responding to District Growth	40	70	50	2024/25	100m South-west of SH8/Sunderland Street intersection to 250m South-East of Dunstan Street	

Road	ONF	Principle(s)	Safe and Appropriate Speed (SaAS)	Current Speed (km/h)	Permanent Speed Limit Change (km/h)	Implementation Period (Indicative)	Section Detail	Further Information
Manuhereikia								
Cambrian Road	Rural Roads	Responding to District Growth				2024/25	Full length to Department of Conservation boundary (Oteake)	
Cross Street	Rural Roads	Responding to District Growth				2024/25		
Lauder Road	Rural Roads	Network Consistency				2024/25	SH85 to 900m West SH85/Lauder Road intersection	
Racecourse Road	Rural Connectors	Network Consistency (with Safe School Zone)				2024/25	Omākau school frontage boundary to 500m north of boundary	Consistent with Rural Roads with reduced speed limits on approaches to Category 1 school
St Bathans Downs Road	Peri-Urban Roads	Responding to District Growth				2024/25	St Bathans Loop Road to 270m South of St Bathans Loop Road/St Bathans Downs Road intersection	
St Bathans Lake Road	Stopping Places	Responding to District Growth				2024/25		

Road	ONF	Principle(s)	Safe and Appropriate Speed (SaAS)	Current Speed (km/h)	Permanent Speed Limit Change (km/h)	Implementation Period (Indicative)	Section Detail	Further Information
St Bathans Loop Road	Peri-Urban Roads	Responding to District Growth				2024/25	St Bathans township boundary (Northern end) to St Bathans township boundary (Southern end)	
St Bathans Loop Road	Rural Roads	Responding to District Growth				2024/25	St Bathans township boundary (Northern end) to 270m North-east of Cemetery Road	
St Bathans Loop Road	Rural Roads	Responding to District Growth				2024/25	St Bathans township boundary (Southern end) to 950m North of St Bathans Back Road	
Maniototo								
Aitken Road	Rural Roads	Network Consistency				2024/25	McSkimming Road to 400m South-east of Aitken Road/McSkimming Road/Chirside Terrace intersection	Aligned with township urban speed zone

Road	ONF	Principle(s)	Safe and Appropriate Speed (SaAS)	Current Speed (km/h)	Permanent Speed Limit Change (km/h)	Implementation Period (Indicative)	Section Detail	Further Information
McSkimming Road	Stopping Places	Network Consistency		 		2024/25	McSkimming Road/Aitken Road intersection to West of Chirnside Terrace (Sow Burn) bridge	Aligned with township urban speed zone
Hills Creek Road	Rural Roads	Network Consistency				2024/25	Hills Creek Road/Ida Valley Omakau Road intersection	Aligned with township urban speed zone
Ida Valley Omakau Road	Peri-Urban Roads	Network Consistency				2024/25	Oturehua township (South-west end) to 450m South-west of Hills Creek Road/Ida Valley Omakau Road intersection	Aligned with township urban speed zone
Ida Valley Omakau Road	Peri-Urban Roads	Network Consistency				2024/25	450m South-west of Hills Creek Road/Ida Valley Omakau Road intersection to 110m North-east of Hills Creek Road/Ida Valley Omakau Road intersection	Aligned with township urban speed zone

Road	ONF	Principle(s)	Safe and Appropriate Speed (SaAS)	Current Speed (km/h)	Permanent Speed Limit Change (km/h)	Implementation Period (Indicative)	Section Detail	Further Information
Ida Valley Omakau Road	Peri-Urban Roads	Network Consistency				2024/25	450m South-west of Hills Creek Road/Ida Valley Omakau Road intersection to 110m North-east of Hills Creek Road/Ida Valley Omakau Road intersection	Aligned with township urban speed zone
Roxburgh								
School Road (Millers Flat)	Rural Roads	Network Consistency				2024/25	Railway Terrace to 300m North-east of Railway Terrace	

6.4 Maps

6.4.1 Speed Limits Map references

Zone/Map Area	Map	Attachment Reference
Omākau School	CODC-SMP 1	Attachment 2
Alexandra (Springvale)	CODC-SMP 2	Attachment 2
Alexandra Schools (Dunstan High School / The Terrace School)	CODC-SMP 3.1	Attachment 2
Alexandra Schools (St Gerards School)	CODC-SMP 3.2	
Alexandra Schools (Alexandra Primary School)	CODC-SMP 3.3	
Clyde (Muttontown)	CODC-SMP 4	Attachment 3
Clyde School	CODC-SMP 5	Attachment 3
Clyde (North)	CODC-SMP6	Attachment 3
Roxburgh (Roxburgh Area School)	CODC-SMP 7	Attachment 3
Millers Flat (Millers Flat School)	CODC-SMP 8	Attachment 4
Cromwell (North)	CODC-SMP 9 r2	Attachment 4
Cromwell Schools (Cromwell College / Cromwell Primary School)	CODC-SMP 10	Attachment 4
Cromwell (South)	CODC-SMP 11 r2	Attachment 4
Bannockburn	CODC-SMP 12	Attachment 4
Pisa Moorings	CODC-SMP 13	Attachment 5
St Bathans	CODC-SMP 14	Attachment 5
Cambrians	CODC-SMP 15	Attachment 5
Oturehua	CODC-SMP 16 r2	Attachment 5
Patearoa	CODC-SMP 17 r3	Attachment 5
Ranfurly Schools (Maniototo Area School)	CODC-SMP 18.1	Attachment 6
Ranfurly Schools (St Johns School, Ranfurly)	CODC-SMP 18.2 r3	
Lauder	CODC-SMP 19	Attachment 6
Poolburn School	CODC-SMP 20 r3	Attachment 6
Tarras/Maori Point	CODC-SMP 21	Attachment 6

6.5 Attachments

6.5.1 Attachment references

Attachment 1	Statement of Proposal
Attachment 2	CODC-SMP 1 to 3.3
Attachment 3	CODC-SMP 4 to 7
Attachment 4	CODC-SMP 8 to 12
Attachment 5	CODC-SMP 13 to 17 r3
Attachment 6	CODC-SMP 18 to 21
Attachment 7	Speed Limit Survey Report
Attachment 8	Submitter Feedback with Staff Comments
Attachment 9	Speed Limit Hearing – Report Speed Limit Hearing - Minutes
Attachment 10	Report for Decision to Council
Attachment 11	Council Meeting – Minutes (Approval Decision)
