

Purpose of this document

All Road Controlling Authorities in New Zealand are required to develop a speed management plan in accordance with the Setting of Speed Limits Rule 2022. This document is the proposed Speed Management Plan 2024-2027 for Dunedin City Council, developed under the latest legislation.

Improvements to road safety are one of the four strategic priorities of the Government Policy Statement on land transport (GPS). As the territorial authority for Dunedin, the council has a fundamental role in helping achieve the improvements to road safety required under the Road to Zero national road safety strategy. The vision of Road to Zero is to develop a transport system where no-one is killed or seriously injured. Speed management is one of the recommended tools to move towards this vision and is therefore a key component of the strategy.

Road to Zero

Road to Zero is the Government’s vision where everyone, whether they are walking, cycling, driving, motorcycling or taking public transport, can get to where they are going safely. Dunedin City Council supports that vision and our speed management plan is intended to turn the vision into a future reality.

Road to Zero has seven guiding principles underpinning the vision

1. We promote good choices but plan for mistakes
2. We design for human vulnerability
3. We strengthen all parts of the road transport system
4. We have a shared responsibility for improving road safety
5. Our actions are grounded in evidence and evaluated
6. Our road safety actions support health, wellbeing and liveable places
7. We make safety a critical decision-making priority

Speed management is one of the few tools that is relevant across all of these guiding principles.



Figure 1 – Extract from Road to Zero Strategy document

What is Speed Management?

Speed management is more than just speed limits. It is about achieving safe and appropriate travel speeds that reflect the function of that road, its design, safety and use. We want people and goods to be able to move quickly and easily through Dunedin but we also want everyone on or near the road to be safe.

The Waka Kotahi NZ Transport Agency (Waka Kotahi) Speed Management Guide provides a national single assessment framework for determining safe and appropriate speeds on New Zealand’s entire road network. The guide shows how to progressively align travel speeds with road function, design, safety and use, taking into account traffic and freight volumes as well as place functions. The guiding principles for speed management are outlined in Figure 2 below.



Figure 2 – Guiding principles of speed management

Safe and appropriate travel speeds help to minimise the severity of crashes when they occur. Lower speeds give road users a second chance to either avoid a crash or at least walk away from one if it happens. International research has shown the survivable speed for a variety of crash types. Figure 3 shows that for pedestrians and cyclists a crash at 30km/h is nearly always going to be survivable whereas a crash at 50km/h will nearly always result in a death or serious injury.

Death and injury risk percentages

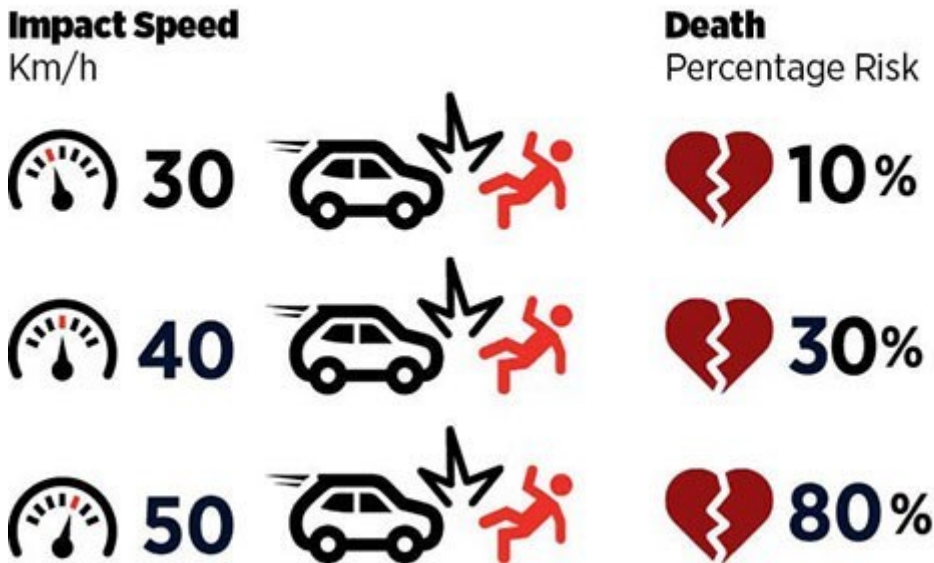


Figure 3 – Fatality risk at different collision speeds (Auckland Transport)

To achieve safe and appropriate speeds in some areas it will be necessary to support the posted speed limit with infrastructure changes such as traffic calming measures and urban design amenity features, as well as improved provision for pedestrians, cyclists and mobility impaired users. We know that simply changing the speed limit signs will not always provide the safety benefits that we wish to achieve.

In the past, speed limit reviews 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 in Dunedin, travel speeds are not appropriate for the road use and function. The safe and appropriate speed for a road is directly linked to its function which is a key part of the One Network Framework¹.

Community wellbeing is another important principle to consider when reviewing speed limits. Everyone who uses streets and roads in Aotearoa New Zealand should be able to choose a transport option that best fits their needs from a variety of safe and accessible options. Safe and appropriate speeds will reduce stress for road users, including drivers and passengers, and help people feel safer to walk, bike, scoot or travel with children. This is because safe speeds make it safer and more comfortable for people biking and driving to share the road. They also make it easier to cross the road².

The One Network Framework

The One Network Framework (ONF) establishes a movement and place based approach to categorising roads in Dunedin with a clear link to the safe and appropriate speed. Speeds are aligned with survivable safe system limits and take into account vulnerable users such as pedestrians and cyclists. In urban areas many more speed limits below 50km/h on local streets with a residential focus are recommended.

The new focus is shown in Figure 4 below where both the movement and place of each road is taken into consideration to derive the appropriate speed limit.

¹ [One Network Framework Overview](#) | Waka Kotahi NZ Transport Agency (nzta.govt.nz)

² [Speed management guide: Road to Zero edition 2022](#) (nzta.govt.nz)

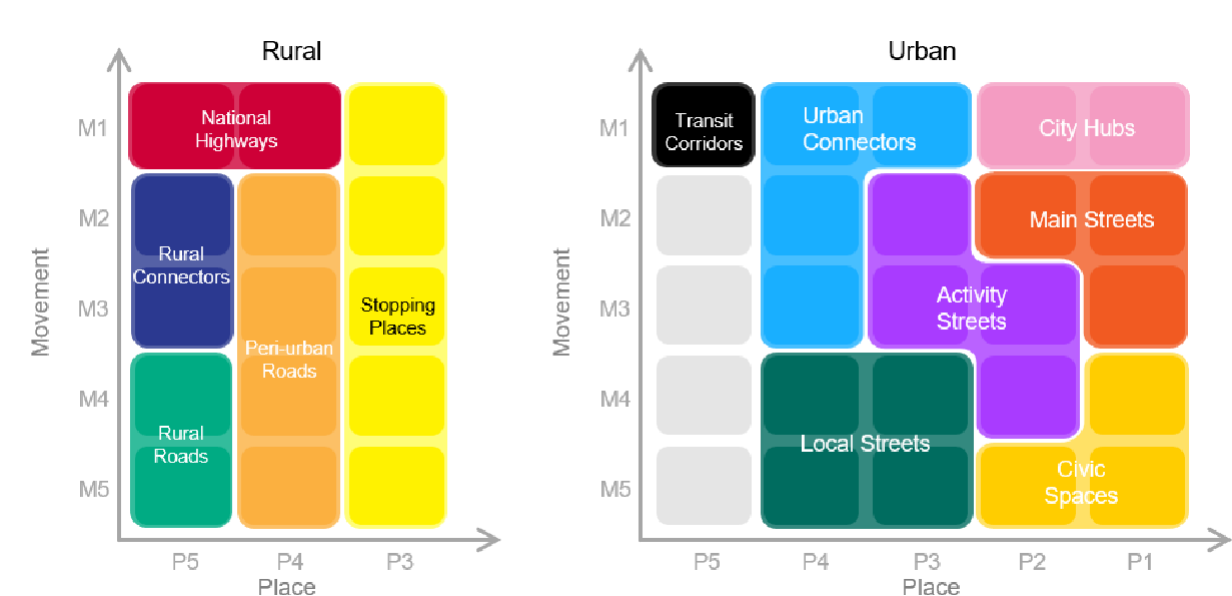


Figure 4 – Movement and place function relevance to safe and appropriate speeds

Government Policy Statement on Land Transport

The Government Policy Statement on Land Transport (GPS) sets out how investment will be allocated across the land transport system and provides strategic priorities to achieve a well-functioning land transport system.

In September 2020, the GPS 2021 was released to cover the ten year timeframe of 2021/22 - 2030/31. The strategic priorities of Climate Change and Safety have been updated to reflect policy work that has taken place since the GPS 2018 was published, such as the development of Road to Zero, while the Access strategic priority has been separated into Better Travel Options and Improving Freight Connections. Value for money is expressed as a principle that is applied to all investments, rather than a strategic priority that could change as Government changes. Safety continues to be a common theme throughout the GPS and remains as a strategic priority in the draft GPS 2024.

Details of the four strategic priorities in the GPS 2021 are as follows:

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

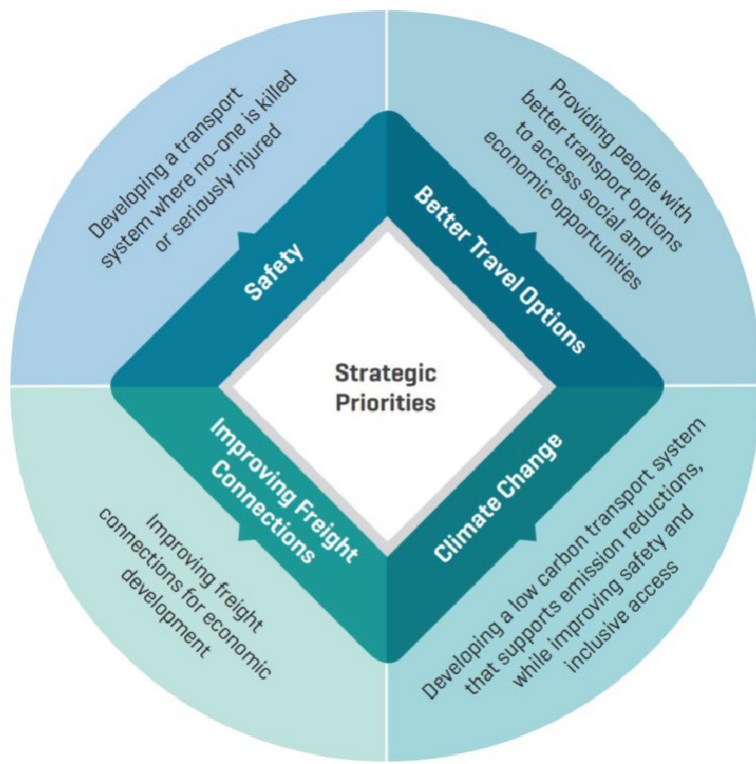


Figure 5 – Strategic Direction of the GPS 2021 (Ministry of Transport)

The GPS 2021 supports investment through the Road to Zero activity class, which targets those interventions identified as being key to achieving the target reductions in deaths and serious injuries. This Speed Management Plan has been developed prior to the release of the draft 2024 GPS, however this will be considered when developing the next Speed Management Plan 2027-2030.

Our Ten Year Vision and Speed Management Planning Processes

RLTP vision: “A transport system providing integrated, quality choices that are safe, environmentally sustainable and support the regions wellbeing and prosperity”

Our speed management plan contains a proposed three-year implementation programme which works towards our ten year vision.

The interim speed management plan (ISMP) was certified on the 29th May 2023 and forms the basis of our speed limit implementation programme to 30th June 2024. Our interim speed management plan set out how we would deal with urban centres such as Mornington, Caversham and Māori Hill as well as lower speed limits around all schools.

This full speed management plan (FSMP) contains our proposals for the speed limit implementation programme for the period 1st July 2024 to 30th June 2027. The focus of this FSMP is on the speed of vehicles on rural roads and within rural settlements, parts of our Dunedin City urban centre and on our Marae. The most visible change will be the whole of network approach to rural roads where the 100km/h open road speed limit is proposed to be lowered across Dunedin.

The next full speed management plan for the period 2027 to 2030 will consider those areas within Dunedin and Mosgiel where changes have not been proposed for implementation in the period to 30th June 2027.

By 2030 all speed limits within Dunedin City Council area will have been reviewed.

The Setting of Speed Limits Rule (2022) provides for a process for progressing speed limit changes (out of cycle) so that urgent matters arising from community feedback or development changes can be dealt with.³

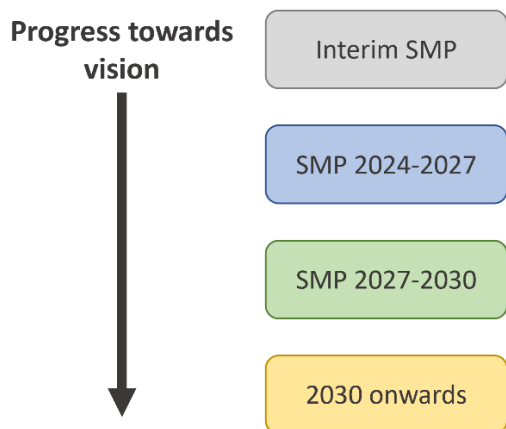


Figure 6 – Speed Management Plan stages

Our Speed Management Plan

Our speed management plan sets out what we propose to achieve the goals outlined in the GPS described above, Road to Zero – NZ’s Road Safety Strategy, as well as our Integrated Transport Strategy. This speed management plan is our initial proposal but we welcome communities to engage in the process and continue dialogue around reviewing speed limits within our city.

The following principles helped guide the development of this full speed management plan:

- Areas where community activity is present are proposed to be protected by 30 km/h speed limits, an example of this are areas of the city centre, suburban centres and the centres of rural communities.
- Urban centres will be progressively reviewed and 30km/h or 40km/h speed limits will be consulted on in this proposed speed management plan and where appropriate in future speed management plans.
- Rural settlements will be reviewed and 30km/h or 40km/h speed limits will be consulted on in this proposed speed management plan
- All rural roads will have a speed limit more closely aligned with the safe and appropriate speed
- Reduced speed limits will in some instances be supported by changes to the physical environment

Waka Kotahi have developed an online tool called Megamaps: Road to Zero Edition which provides guidance on the safe and appropriate speed for every road in the country. We have utilised this tool as the key starting point for the work proposed in this report.

What is a safe and appropriate speed limit?

A safe and appropriate speed limit is a speed limit that is safe according to standards set by the Safe System approach⁴ and appropriate in terms of aligning with community wellbeing objectives as well as with the movement and place function, design and infrastructure of the street or road.

There are many factors that go into the Waka Kotahi safe and appropriate speed assessment which include

- road type (activity street, urban street or rural road)
- presence of corners and intersections
- road width

³ [The Setting of Speed Limits Rule | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](#)

⁴ [The safe system approach to road safety \(nzta.govt.nz\)](#)

- traffic volume
- presence of cyclists and pedestrians
- presence of safety infrastructure (such as cycle lanes or raised crossings) to reduce the risk of harm for people outside vehicles

All these factors contribute to the recommended SAAS which we have used as a starting point to inform our proposed speed limits, while taking local knowledge and information into account. The speed limits we propose align with New Zealand's Road to Zero vision and work towards a transport system where everyone can get around safely.

Additionally, in the creation of this proposal we have been conscious that speed limits are for all road users; this includes local drivers and everyone they share the road with: infrequent drivers, tourists, pedestrians and cyclists who should all feel safe on our road. Feedback during Covid lockdowns highlighted that Dunedin residents enjoyed having less traffic around and more usable streets. This aligns with the 'Community Wellbeing' guiding principle of speed management and demonstrates that reduced speeds have tangible benefits to the community.

Guidelines from the Speed Management Guide for minimum road section lengths at a given speed have also been applied to promote an easily understood road environment. Additionally, the principle that drivers should drive to the conditions remains true, and this may be slower than the proposed posted speed limit due to factors such as rain, ice, sunstrike or other road users.

Speed limit (km/h)	Minimum length (m)
50	500
60	600
70	700
80	800
90	2,000
100	2,000
110	As approved by the Director of Land Transport under clause 4.4 of the Rule

Figure 7 – Minimum road lengths for speed limits

With the variety of speed limits proposed to be changed over the next ten years we present the proposals below under several headings.

Rural speed limits

Evidence has proved that the greater the travel speed the more likely it is that a crash will result in a fatal or serious outcome. At the heart of speed management is constraining higher vehicle speeds. Our approach is to follow the Waka Kotahi safe and appropriate speed (SAAS) advice outlined in the speed management guide and introduce an 80km/h speed limit on all roads (excluding state highways) that are currently subject to the open road speed limit of 100km/h. Where the road is currently 100km/h and unsealed, the proposal is to introduce a 60km/h speed limit as per national guidance.

We are taking this whole of network approach to ensure there is no doubt over what the underlying speed limit is on non-urban roads. This also includes working with our neighbouring District Councils to ensure consistency for people travelling across the wider Dunedin and Otago region. Speed limits on State highways are outside the responsibility of the Council and are set and managed by Waka Kotahi NZ Transport Agency. We're working together with Waka

Kotahi to align new safer speed limits for local roads and highways to provide consistency and continuity for the community.

Rural settlements

There are a number of settlements within rural areas where the safe and appropriate speed is 30km/h or 40km/h, similar to any built-up area. During the life of this speed management plan we propose to reduce the 50km/h speed limits as outlined in Table 1 in Appendix A.

70km/h speed limits

Table 2 in Appendix A contains a list of all 70km/h speed limits in the Dunedin territorial area that are not proposed to be changed as part of this FSMP. These will form part of our Speed Management Plan 2027-2030, however are required to be identified in this FSMP.

Speed Limits in urban centres

Our Spatial Plan outlines the vision for centres to become thriving hubs of activity, supporting the provision of goods and services.

The highest concentration of vulnerable user activity occurs in urban centres and traffic speeds should be managed in a manner appropriate for the mix of uses and activities that take place there. We have recognised that 50km/h travel speeds are too high for most urban centres, a view supported by the Waka Kotahi Speed Management Guide.

To achieve lower speeds in urban centres, it may be necessary to implement a lower speed limit in conjunction with redesign of parts of the road environment. Lower design speeds will typically need to be achieved through traffic calming measures, urban design and amenity features, and improved provision for pedestrians, cyclists and mobility impaired users. Simply changing the speed limit signs only, may not provide the benefits that we wish to achieve.

A reduction in speeds within urban centres will have the added benefit of making urban centres more accessible and pleasant places where people will want to spend time, which will have economic benefits for businesses.

In addition to the traditional urban centres (outlined in the Spatial Plan and Integrated Transport Strategy), the tertiary area is treated as a centre because it functions as a key transport hub and has unique transportation issues. The wider tertiary area and the adjacent medical precinct have a high level of vulnerable road user activity and area-specific transport challenges, therefore a 30km/h speed limit was implemented in the tertiary precinct as part of the interim speed management plan. This is proposed to be extended in this FSMP to include the remaining tertiary area and the medical precinct.

Within this FSMP we also propose changes to speed limits within selected suburbs, having chosen these due to their proximity to existing areas of reduced speed (to bring consistency between areas), planned infrastructure changes or geographical boundaries that will aid in implementation.

Within this FSMP (2024 to 2027) we propose to change to speed limits within:-

- Andersons Bay
- Burkes
- City Rise
- Dalmore
- Dunedin Central

- Kensington
- Liberton
- Musselburgh
- Normanby
- North Dunedin
- North East Valley
- Ocean Grove/Tomahawk
- Opoho
- Pine Hill
- Port Chalmers
- Portobello
- Roseneath
- Saint Clair
- Saint Kilda
- Sawyers Bay
- Shiel Hill
- South Dunedin
- Tainui
- Vauxhaul
- Waverly

Within these areas the majority of roads are proposed to become 30km/h while some of the arterial roads are proposed to be 40km/h.

The one-way system is managed by Waka Kotahi and they will consult separately on speed management on the State Highways which pass through the Dunedin City Council area.

Additional areas within Dunedin City boundary will be considered for speed limit reviews within the full speed management plan for the period 2027/2030 (FSMP 2027 to 2030).

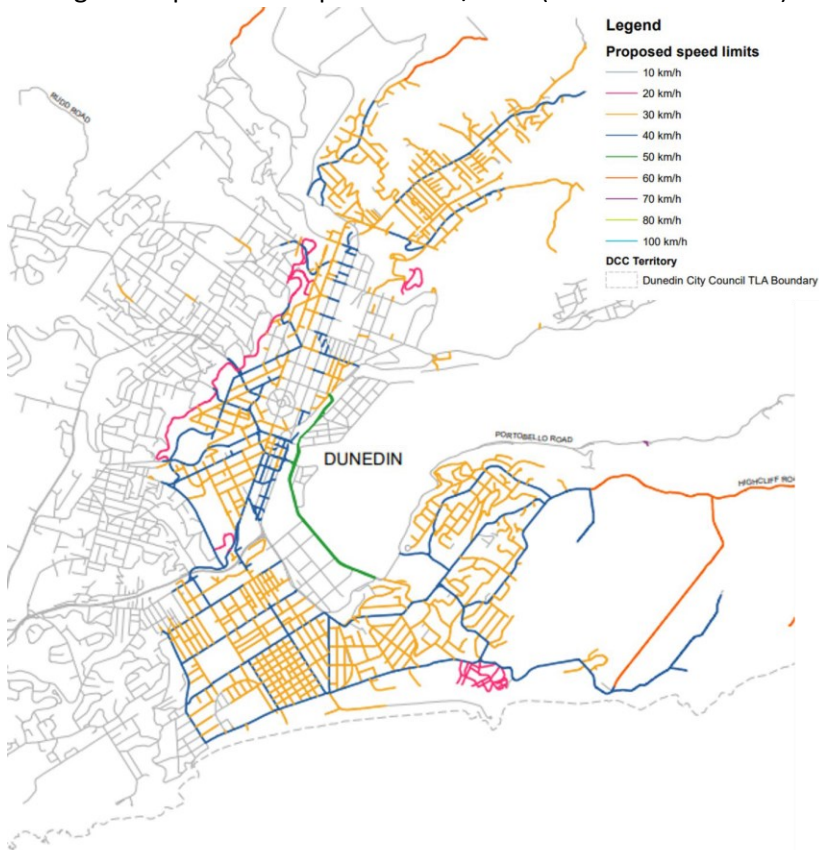


Figure 8. Proposed speed limits for urban centres within Dunedin.

Mosgiel is another main centre and its speed limits will be reviewed in (FSMP 2027 to 2030). However, some sections of road that coincide with sections of the Tunnels Trail cycleway project are proposed to change to 30 km/h or 40 km/h to bring them in line with project designs for the cycle route. Rural roads feeding in to Mosgiel are also proposed to change under the review of rural speed limits.

Marae

There are three Marae within the Dunedin territorial area where a lower speed limit needs to be set, these are:

- Arai Te Uru Marae – Shetland Street
- Ōtākou Marae – Tamatea Road, Ōtākou
- Puketeraki Marae – Apes Road, Karitāne

The proposed speed limit changes around Marae are listed in Table 1 in Appendix A.

School Speed Limits

The Setting of Speed Limits Rule (2022) introduced a number of specific requirements relating to the speed of traffic on roads outside of schools. In future all schools will require a 30km/h speed limit, either permanent or only during school travel periods. The interim speed management plan laid out how we will deal with our schools and these speed limit changes are currently being implemented. The Interim Speed Management Plan can be viewed on the DCC website⁵.

A number of schools where speed limits were installed as a result of the interim speed management plan are located in areas where the full speed management plan is proposing a lower permanent general speed limit. Those schools and the relevant impact are as follows –

- Portobello - permanent 30km/h speed limit will replace the existing variable 30km/h speed limit approved under the Interim SMP and be extended to include the township (through the roundabout) and parts of the Peninsula project which are yet to be fully completed.
- George Street Normal School – A permanent 30km/h speed limit will replace the existing variable 30km/h speed limit approved under the Interim SMP.
- Outram – Permanent 30km/h and 40km/h speed limits will replace the existing variable 30km/h speed limit.
- Waikouaiti – A permanent 30km/h speed limit is proposed to replace the existing variable 30km/h speed limit, except on SH1.
- Waitati – A permanent 30km/h speed limit will replace the existing variable 30km/h speed limit.

Three year implementation programme (2024-2027)

The proposed speed limit changes are contained within geospatial files [Dunedin Speed Limits \(arcgis.com\)](https://arcgis.com), however the information is replicated in Table 1 in Appendix A for clarity. The information in Table 2 (in Appendix A) lists all 70km/h speed limits in the Dunedin territorial area that are not covered off by changes listed in Table 1.

Managing Speeds on our network

⁵ <https://www.dunedin.govt.nz/services/roads-and-footpaths/road-safety/interim-speed-management-plan>

Safety Infrastructure

Safe speed limits can be set without requiring the simultaneous installation of new design and infrastructure, which could be a costly and time-consuming barrier to achieving safe speed limits. The urban centre areas where we are proposing speed limit changes largely include streets that are either feasible to implement speed changes without supporting infrastructure changes (due to narrow or winding streets), or already have approved infrastructure changes such as the South Dunedin Schools Safety package.

Following the speed changes, we will monitor average operating speeds and investigate options for traffic calming measures if needed.

In areas where there are larger numbers of people walking, cycling and scooting such as our Central City, Local Centres and around schools, additional infrastructure can be considered. All the safety improvements that are proposed for the sites below are subject to available funding and would depend on the feedback from engagement with stakeholders and the community.

School / Area	Location	Treatment
Proposed areas with speed limit changes		Signs only
Balmacewen Intermediate School		Raised crossing platform and traffic calming
Grant's Brae's School		Raised crossing platform and traffic calming
Pine Hill & Liberton Christian School		Raised crossing platform and traffic calming
Mosgiel	Church/Wickliffe St	Intersection improvement
Wakari	Shetland/Chapman/Dale St	Intersection improvement
Abbotsford School	North Taieri Road & Mckilnay/North Taieri Road	Raised crossing platform & standard safety improvement
Balaclava School	Barr Street	Raised crossing platform
Bayfield High School	Shore Street	Safe speed platform
Big Rock Primary School	Bath Street/Brighton Road	Raised crossing platform
Brockville School	Brockville Road	Raised crossing platform
Columba College	Highgate	Raised crossing platform
Halfway Bush School	Ashmore Street	Raised crossing platform
Highcliff Rd	Pukehiki	Safe speed platform
John McGlashan College	Balmacewen Road	Raised crossing platform
Māori Hill School	Balmacewen Road	Raised crossing platform
Māori Hill School	Passmore Crescent	New road layout (parking, crossing area and line marking)
Māori Hill	Highgate	Raised crossing platform

Mornington School	Kenmure Road	Raised crossing platform
Karitāne School	Coast Road	Raised crossing platform
Port Chalmers School	Wickliffe Terrace	Raised crossing platform
Warrington School	Ferguson Street	Raised crossing platform

Enforcement and safety cameras

The NZ Police support the Road to Zero principles and will enforce the speed limits that are set as a result of this Speed Management Plan.

NZ Police currently own and operate safety cameras in Aotearoa New Zealand. Transfer of all safety camera types (including mobile, static speed and red light) and the associated operations will be transferred to Waka Kotahi. Police will retain and administer officer-issued infringements.

There are currently three safety cameras on the Dunedin network, however Waka Kotahi is working on expanding the safety camera network nationally on both local roads and state highways throughout Aotearoa New Zealand, as part of delivering Road to Zero.

Currently Waka Kotahi are deciding on 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 with Road Controlling Authorities. This process will deliver a shortlist of potential camera sites and types, where installation will support people to travel safely on our roads.

Potential camera locations will complement the speed limit and infrastructure changes already planned on high-risk corridors and intersections.

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.

Monitoring

Dunedin City Council will monitor the effects of the speed limit changes based on guidance set out in the Speed Management Guide.

Point speeds

We will utilise a number of methods to collect speed data following the proposed speed limit changes. This will include existing data collection methods such as tube counters, and radar data from electronic speed signs.

Alongside these methods, we plan to procure new technology to help facilitate effective monitoring of speeds around the city. This will allow us to monitor newly implemented speed limits and to inform proposed speed limit changes in future speed management plans. We will also be able to investigate and address concerns raised by residents about speeds and road safety.

Data will be gathered at the following times:

- Pre-implementation (no earlier than 24 months before so we can use existing counts in our system)
- Between 6 and 24 months after implementation.

Travel times

Travel times will be monitored as part of our annual travel times survey. Main routes where speed limits have changed or are adjacent to zones with speed limit changes will be prioritised.

Public perception and awareness surveys

Waka Kotahi undertakes a yearly survey to provide insight into public attitudes to road safety issues and behaviours. We will utilise this data to examine public perception of speed limits and road safety issues as we progress through the stages of our 10 year plan for speed management.

Crashes

We will examine Waka Kotahi annual crash data to monitor numbers of deaths and serious injuries on our roads and assess our progress towards the Road to Zero target of a 40 percent reduction in deaths and serious injuries by 2030.

Appendix A – Proposed speed limit change tables

Table 1 – Speed limit changes

Road/area (Includes the start and end locations)	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information (Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)
All roads	100	80	Permanent	N	All sealed rural roads are proposed to have the speed limit reduced from 100km/h to 80km/h in line with the SAAS
All roads	100	60	Permanent	N	All unsealed rural roads are proposed to have the speed limit reduced from 100km/h to 60km/h in line with the SAAS
Dunedin City – Queens Drive, Cosy dell Road, Kyle Street, all cemetery roads	50	20	Permanent	Y	These roads are narrow and windy, or on Parks land. The proposed speed is lower than the SAAS to bring it in line with the roading environment and activities carried out in the space.
Dunedin City - Centres	50	30	Permanent	N	Speed limit changes have been proposed within the following urban centres: Andersons Bay, Burkes, City Rise, Dalmore, Dunedin Central, Kensington, Liberton, Musselburgh, Normanby, North Dunedin, North East Valley, Ocean Grove/Tomahawk, Opoho, Pine Hill, Port Chalmers, Portobello, Roseneath, Saint Clair, Saint Kilda, Sawyers Bay, Shiel Hill, South Dunedin, Tainui, Vauxhaul and Waverly.
Dunedin City - Centre arterials	50	40	Permanent	N	Within the suburbs proposed for speed limit changes to 30km/h many arterial roads are proposed to become 40km/h, matching the SAAS and allowing priority routes for traffic.
Dunedin City – Harbour arterial	60	50	Permanent	N	Thomas Burns Street, Wharf Street, and Portsmouth Drive are proposed to become 50km/h to align with the designs being implemented for the Harbour Arterial project stages 2 and 3 and the SAAS.
Allanton	50	30	Permanent	N	All roads in Allanton that are currently 50km/h and were not covered in the interim SMP are proposed to become 30km/h as per the SAAS.

Arai Te Uru Marae, Shetland Street	50	30	Permanent	N	Megamaps does not show that the Arai Te Uru Marae is located on Mardale Road off Shetland Street in Māori Hill. Proposal is for Shetland Street to have a short section of 30km/h speed limit.
Aramoana Road - Careys Bay	50	40	Permanent	Y	Aramoana Road from Careys Bay to Deborah Bay is proposed to become 40km/h. This speed limit is lower the SAAS but better aligns with the road environment.
Aramoana Road – Deborah Bay	70	40	Permanent	Y	Aramoana Road from Deborah Bay to Te Ngaru is proposed to become 40km/h. This speed limit is lower than the SAAS but better aligns with the road environment.
Aramoana Road – Aramoana	70	60	Permanent	Y	Aramoana Road from Te Ngaru to Aramoana is proposed to become 60km/h.
Aramoana Road, Te Ngaru settlement	50	30	Permanent	Y	Aramoana Road through Te Ngaru is proposed to become 30km/h. This speed limit is lower than the SAAS but better aligns with the road environment.
Brighton	50	30	Permanent	N	Roads within Brighton not covered in the interim SMP are proposed to be 30km/h in line with the SAAS, excluding Brighton Road.
Brighton Road - Brighton	50	40	Permanent	N	Brighton Road within the Brighton settlement are proposed to become the SAAS speed of 40km/h.
Brighton Road - Westwood	70	40	Permanent	N	Brighton Road within Westwood is proposed to be 40km/h in line with the SAAS.
Brighton Road – Ocean View	70	60	Permanent	Y	Brighton Road between Ocean View and Westwood is proposed to be 60km/h. This differs from the SAAS but better reflects the roading environment.
Brighton Road - Waldronville	80	60	Permanent	Y	Brighton Road between Waldronville and Westwood is proposed to become 60km/h. This differs from the SAAS but better reflects the roading environment.
Burkes – Kea Street, Eagle Street, Finch Street, Burkes Drive	50	30	Permanent	N	All roads that are currently 50km/h are proposed to become 30km/h in line with the SAAS.

East Taieri	50	40	Permanent	Y	A small section of Gladstone Road is proposed to become 50km/h to allow a buffer speed zone before the intersection with Riccarton Road.
Karitāne	50	30	Permanent	N	All roads in Karitāne that are currently 50km/h are proposed to become 30km/h as per the SAAS.
Middlemarch	50	30	Permanent	N	All roads that are currently 50km/h to the east of the State Highway are proposed to become 30km/h as per the SAAS. A section of Cardigan Street is proposed to be 30km/h instead of the SAAS of 80km/h to allow consistency with adjoining roads.
Mosgiel – Factory Road	50	40	Permanent	Y	A section of Factory Road east of Wingatui Road, and Guy Road are proposed to become 40km/h to align with the Tunnels Trail project.
Mosgiel – Factory Road (east)	70	40	Permanent	Y	A section of Factory Road east of Wingatui Road, and Guy Road are proposed to become 40km/h to align with the Tunnels Trail project.
Mosgiel – Taieri Airfield and Wingatui	50	30	Permanent	N	In the area surrounding Taieri Airfield most roads are proposed to become 30km/h matching the SAAS. Roads south of Wingatui racecourse will also proposed to be 30km/h, in line with detailed designs for the Tunnels Trail cycleway project.
Ocean grove (Tomahawk)	50	40	Permanent	Y	Tomahawk Road is proposed to become 40km/h due to community request.
Ocean grove (Tomahawk)	50	30	Permanent	N	All adjoining roads to Tomahawk Road are proposed to become the SAAS of 30km/h.
Old Brighton Road	80	50	Permanent	Y	A section of Old Brighton Road is proposed to become 50km/h to extend the existing 50km/h section and better align with the road environment.
Osborne and Pūrākanui	60	40	Permanent	Y	Osborne Road, Pūrākanui School Road and Pūrākanui Station Road are proposed to be 40km/h following feedback received as part of the interim SMP process due to community request.
Ōtākou Marae, Tamatea Road	40	30	Permanent	N	Megamaps does not show the Ōtākou Marae on Tamatea Road. This road is already subject to a 40km/h speed limit however propose to change to the SAAS of 30km/h to be consistent with other Marae.

Outram	50	30	Permanent	N	Most roads are proposed to become 30km/h in line with the SAAS. This will include the variable speed limit outside Outram school proposed to change to permanent 30km/h.
Outram - Arterials	50	40	Permanent	Y	A section of Hoylake Street, and Bell Street are proposed to become 40km/h in line with the SAAS. A section of Huntly Road is proposed to be 40km/h despite a SAAS of 30km/h to better align with the roading environment and road layout.
Port Chalmers	50	30	Permanent	N	All roads that are currently 50km/h and were not covered in the interim SMP are proposed to become 30km/h in line with the SAAS.
Portobello – Harrington Point Road	40	30	Permanent	Y	A 30km/h speed limit is proposed from Nicholas Street until the bend after Tily Street. This includes the section of road outside the shops which has a recommended SAAS of 30km/h.
Puketeraki Marae, Apes Road	100	30	Permanent	Y	Megamaps does not show that the Puketeraki Marae is located at the end of Apes Road in Karitāne where we propose a 200m long 30km/h speed limit.
Roseneath	50	30	Permanent	N	All roads that are currently 50km/h are proposed to become 30km/h in line with the SAAS.
Sawyers Bay	50	30	Permanent	N	All roads that are currently 50km/h are proposed to become 30km/h in line with the SAAS.
Seacliff township	50	40	Permanent	Y	A section of Coast Road through the Seacliff township is proposed to become 40km/h. Megamaps shows a SAAS of 60km/h which is above the current posted speed limit. The proposed speed will better align to the road environment.
Seacliff – Russell Road	50	30	Permanent	Y	Russell Road shows a SAAS of 60km/h in Megamaps. The proposed speed has been adopted to better align with the roading environment and for consistency with other roads in Seacliff.

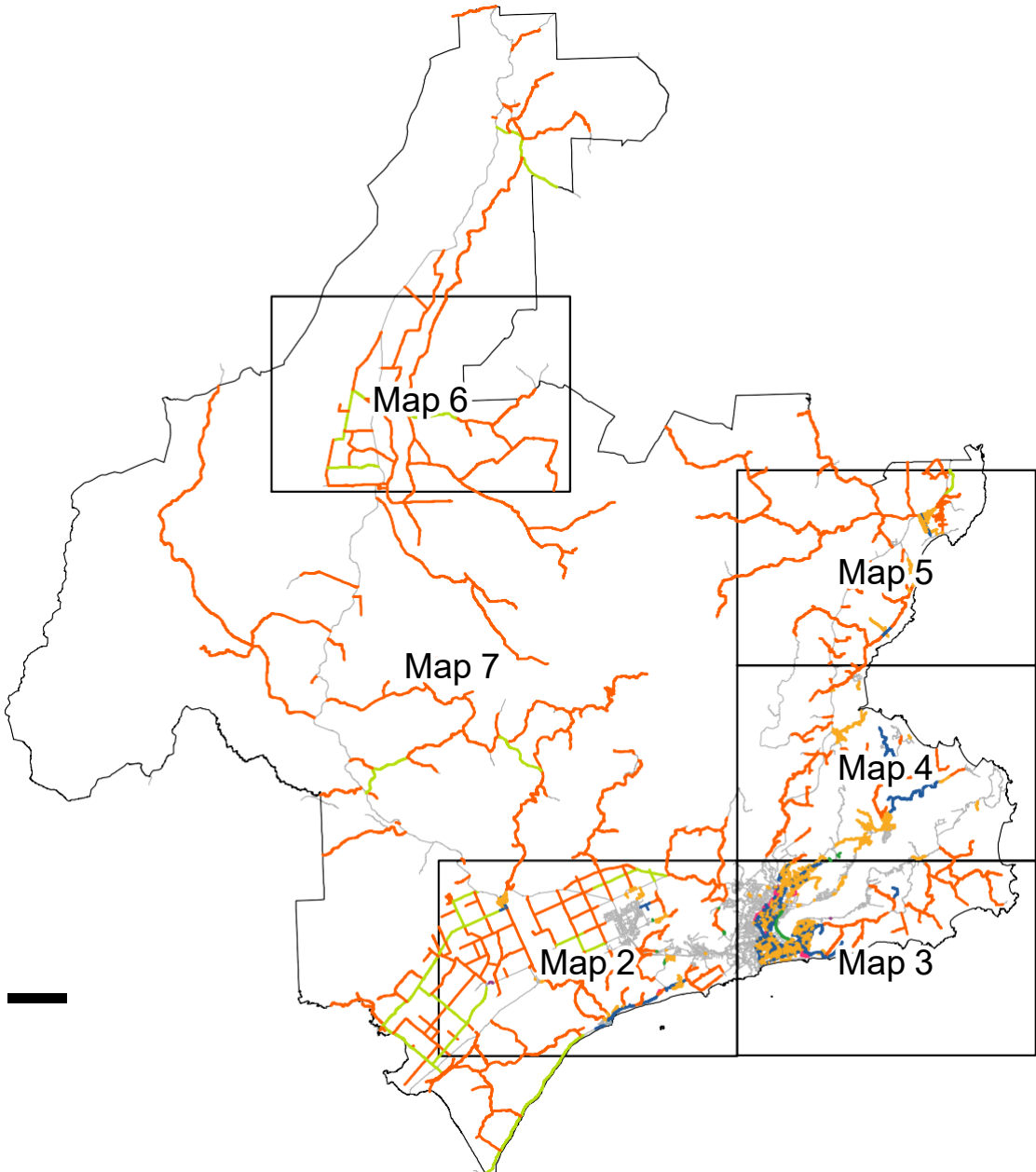
Taieri Road	50	30	Variable	Y	A section of Taieri Road extending just past Cromwell Street and Gilmore Street is proposed to become a variable 30km/h speed limit before and after school times, to provide a safer environment around Saint Mary's School. School times are: 35 minutes before the start of school; 20 minutes at the end of school (beginning no earlier than 5 minutes before the end of school); 10 minutes at any other time when children cross the road or enter or leave vehicles at the roadside.
Waikouaiti - township	50	30	Permanent	N	All roads in Waikouaiti that are currently 50km/h are proposed to become 30km/h as per the SAAS.
Waikouaiti	70	60	Permanent	N	All roads in Waikouaiti that are currently 70km/h are proposed to become 60km/h as per the SAAS.
Waikouaiti – Beach Street	50	40	Permanent	Y	Beach Street is proposed to become 40km/h due to being a collector road that leads to beach access.
Waitati	50	30	Permanent	N	All roads in Waitati that are currently 50km/h are proposed to become 30km/h as per the SAAS. This includes the variable speed limit within the school zone which will be proposed to change to a permanent 30km/h speed limit.
Waldronville	50	30	Permanent	N	All roads in Waldronville except Brighton Road are proposed to become 30km/h in line with the SAAS.
Waldronville – Brighton Road	60	40	Permanent	N	The section of Brighton Road that runs through Waldronville is proposed to become 40km/h to align with the SAAS.
Warrington	50	30	Permanent	N	Warrington Domain Road is proposed to become 30km/h to bring it in line with the adjoining roads in Warrington.

Table 2 – Roads with 70km/h speed limits

Road/area <i>(Includes the start and end locations)</i>	Existing speed limit (km/h)	Proposed speed limit (km/h)	Speed limit type	Implementation timeframe	Is proposed speed limit different from the Waka Kotahi confirmed assessment of safe and appropriate speed (SAAS) limit?	Further information <i>(Include review of roads with 70km/h and 90km/h speed limits, consideration of speed limits on adjoining roads, explanation for speed limits that do not match the Waka Kotahi confirmed assessment of the safe and appropriate speed, and note any confirmed assessments)</i>
Otago Peninsula Roads– Portobello Road, Harington Point Road	70	60	Permanent	Stage 2027-2030	N	Will be part of the Stage 2027-2030 SMP programme when the remaining 70km/h speed limits will be reviewed
Taeiri - Centre Road	70	80	Permanent	Stage 2027-2030	N	Will be part of the Stage 2027-2030 SMP implementation programme

Appendix B – Proposed speed limit change maps

Dunedin City Council
Proposed Speed Limits
Map 1
August 2023



Map 7 is a small scale map of rural roads

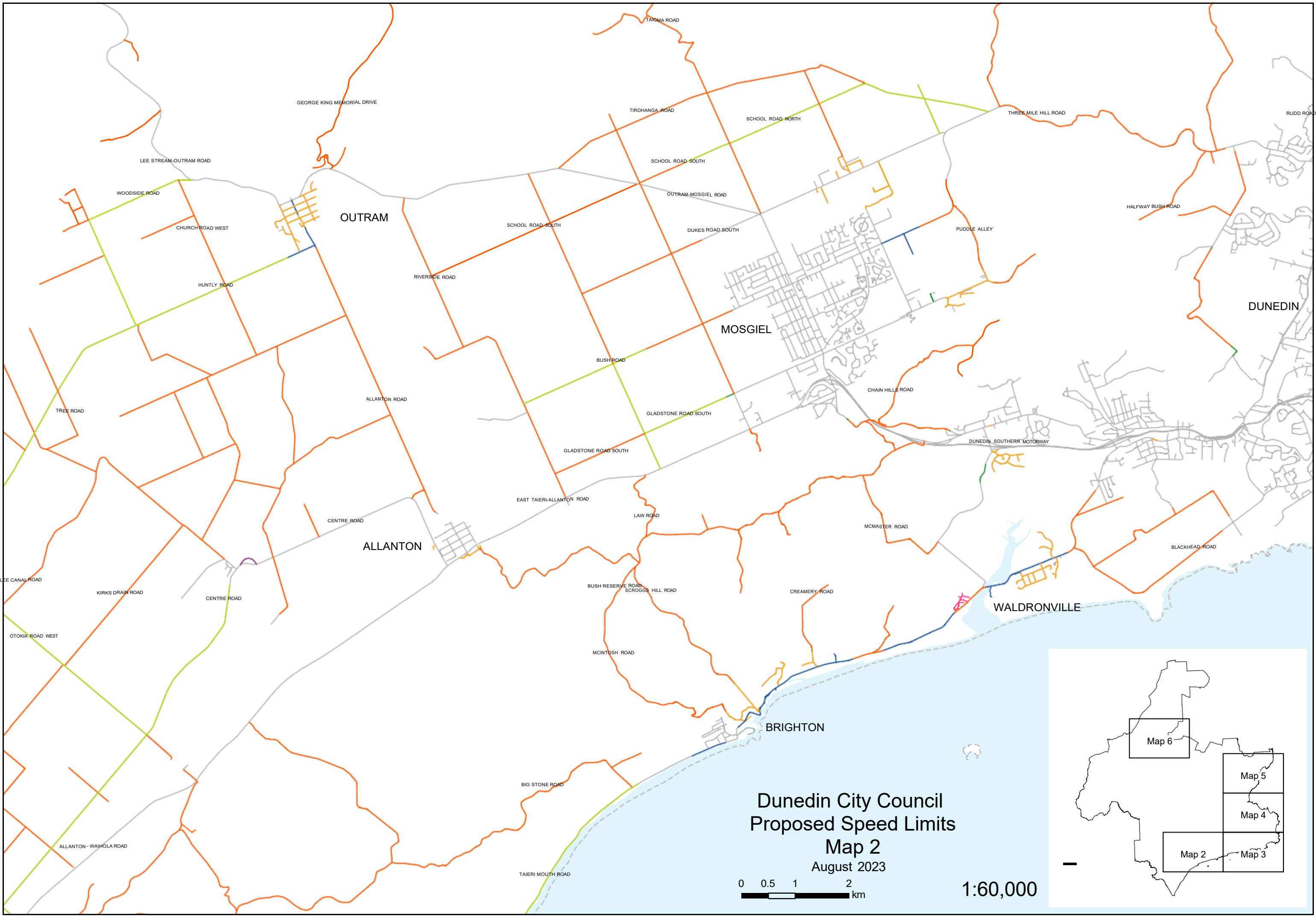
Legend

Proposed speed limits

- 10 km/h
- 20 km/h
- 30 km/h
- 40 km/h
- 50 km/h
- 60 km/h
- 70 km/h
- 80 km/h
- 100 km/h

DCC Territory

- Dunedin City Council TLA Boundary

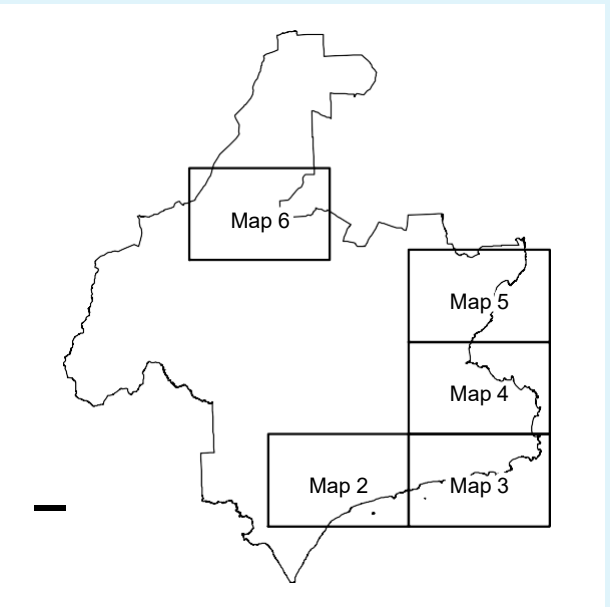


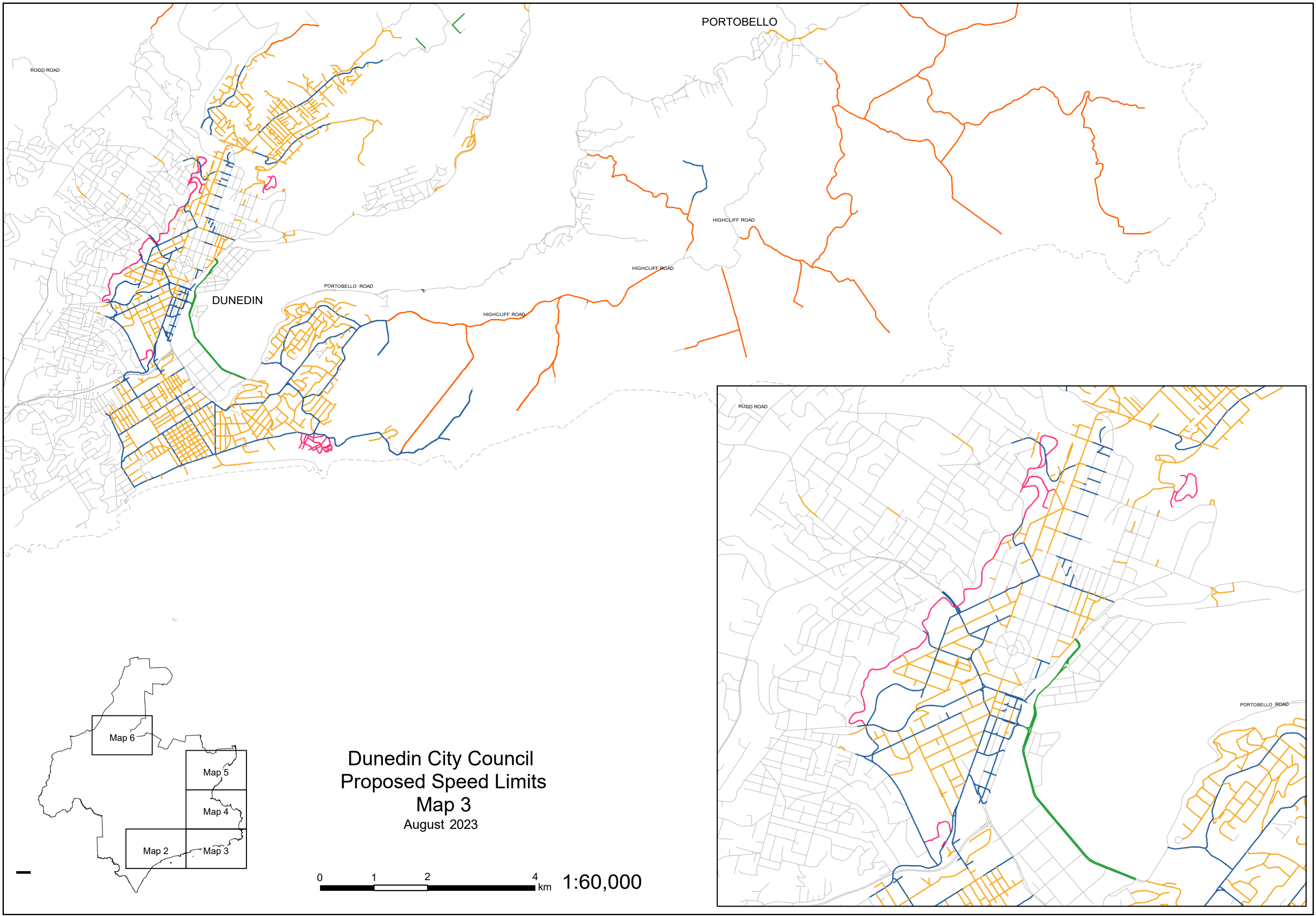
Dunedin City Council
Proposed Speed Limits
Map 2

August 2023



1:60,000





Dunedin City Council
Proposed Speed Limits
Map 4
August 2023

0 1 2 4 km 1:60,000

