



P O Box 747, Gisborne, Ph 06 867 2049 Fax 06 867 8076 Email <a href="mailto:service@gdc.govt.nz">service@gdc.govt.nz</a> Web <a href="https://www.gdc.govt.nz">www.gdc.govt.nz</a>

MEMBERSHIP: Cr Seymour, Cr Foster and Cr Wharehinga.

## **REGULATORY Committee**

DATE: Wednesday 29 June 2022

TIME: 9:00AM

AT: Te Ruma Kaunihera (Council Chambers), Awarua, Fitzherbert Street, Gisborne

## **AGENDA - OPEN SECTION**

1. Apologies	1
2. Declarations of Interest	1
3. Leave of Absence	1
4. Reports of the Chief Executive and Staff for DECISION	2
4.1. <b>22-140</b> Draft Amended Speed Limit Bylaw 2013	2

### 4. Reports of the Chief Executive and Staff for DECISION



22-140

Title: 22-140 Draft Amended Speed Limit Bylaw 2013

**Section:** Journeys Infrastructure

**Prepared by:** Tina Middlemiss - Asset Planning Manager

Meeting Date: Wednesday 29 June 2022

Legal: Yes Financial: No Significance: Medium

## Report to REGULATORY Committee for decision

#### **PURPOSE**

This report presents the outcomes from the draft amended Speed Limits Bylaw 2013 consultation and seeks a recommendation to Council to amend the Speed Limits Bylaw 2013.

#### **SUMMARY**

Council's Speed Limits Bylaw is the legal mechanism for setting Speed Limits in Tairāwhiti. Council adopted the Statement of Proposal for consultation on 31 March 2022 (Report 22-68).

Consultation took place from 6 April to 9 May 2022. 154 submissions were received. The majority supported Council's proposals for setting a 20km/h speed limit on some beaches and setting a 30 or 40km/h speed limits around more schools. The majority opposed Council's proposals for speed reductions to some roads currently set at 100, 70 or 50km/h speed limits. Submissions are included in full in **Attachment 1-6**.

After considering the matters raised by submitters and during consultation, staff recommend that Council proceeds with the amended Speed Limit Bylaw as proposed but allows for minor corrections to the maps in order to comply with Waka Kotahi guidance.

Staff propose that implementation is prioritised in a way that reflects the level of support for each change to the speed limits. Staged implementation will occur by developing an interim speed management plan and progressively entering new speed limits on the national register of land transport records as required by the Land Transport Rule: Setting Speed Limits 2022.

#### Next Steps:

- Implementation plan (phasing of signage installation).
- Development of an Interim speed management plan.
- Enter new speed limits on the national register of land transport records.

#### List of attachments:

- Signed response from police (Attachment 1)
- Speed Limit Bylaw online submissions (Attachment 2)
- Hardcopy submissions 1 3 (Attachments 3 to 5)
- Online submission upload (Attachment 6)
- Gisborne Herald 'on the street' poll on city centre speeds (Attachment 7).

The decisions or matters in this report are considered to be of **Medium** significance in accordance with the Council's Significance and Engagement Policy.

#### **RECOMMENDATIONS**

#### That the Regulatory Committee:

- 1. Recommends that Council:
  - a. Determines that the draft amended Speed Limit Bylaw 2013:
    - I. is the most appropriate way of addressing the perceived problem.
    - II. is in the most appropriate form of bylaw; and
    - III. does not give rise to any implications under the New Zealand Bill of Rights Act 1990.
  - b. Makes the amended Speed Limit Bylaw 2013.

Authorised by:

**David Wilson - Director Lifelines** 

Keywords: speed limit bylaw, bylaws, submission on bylaws, speed management plan, speed signs

#### **BACKGROUND**

- Council's Speed Limit Bylaw is a legal instrument for regulating speed limits on local roads in Tairāwhiti. The new Land Transport Rule Setting of Speed Limits 2022 released by the Ministry of Transport (MoT) has created a new nationally standardised system for assessing and setting speed limits, which will eventually replace speed limit bylaws with speed management plans and a national speed limit register.
- 2. Reviewing speed limits on local roads is part of Council's response to the Government's road safety strategy, 'Road to Zero' which identifies that in the event of a crash, there are physical limits to the amount of force the human body can be subjected to and our chances of survival or avoiding serious injury decrease rapidly above critical impact speeds.
- 3. For a pedestrian or cyclist hit by a car, it's around 30-40km/h. In a side impact collision involving two cars, it's around 50km/h, and in a head-on crash involving two cars, it's around 70-80km/h.



Image Source: Sustainable and Safe, World Resources Institute 2018

- 4. In August 2021, the Sustainable Tairāwhiti Committee approved that the Draft Speed Management Plan proceed to consultation and approved the proposed Speed Limit Implementation Plan (Report 21-134).
- 5. However, delays at the national level with the new rule coupled with local pressure to reduce speeds in key areas combined to push consultation timelines on draft speed management plan into the 2022 local government elections period. After guidance and assurances from Waka Kotahi, staff recommended Council proceed with a bylaw process to manage speed limits at its 31 March 2022 meeting (Report 22-68).
- 6. The Ministry of Transport's new Land Transport Rule: Setting of Speed Limits 2022 came into effect on 19 May 2022. While the new rule replaces the requirement for bylaws, councils such as ours who opted to proceed with the bylaw process under the previous rule, are permitted to do so. The new speed limits set under the bylaw will not apply until they are incorporated in the national register. The register can set a date on which the speed limit comes into force in other words, not all speed limit changes made under the bylaw must take effect immediately.
- 7. The speed limit changes proposed for the amended bylaw are the same as those signalled for the draft speed management plan.

#### Consultation

- 8. At its 31 March 2022 meeting, Council adopted the Statement of Proposal (SOP) including the Draft Amended Speed Limit Bylaw 2013 for consultation using the special consultative procedure (Report 22-68).
- 9. Consultation ran from 6 April until 9 May 2022 supported with letters to stakeholders, radio announcements, social media posts and media adverts.
- 10. In accordance with the 2017 Speed Setting Rule, letters were sent out to notify stakeholders specifically mentioned under clause 2.5(2)

Figure 1: 2017 Speed Setting Rule, clause 2.5(2)

2.5(2) The persons and groups that must be consulted are—

- (a) road controlling authorities that are responsible for roads that join, or are near, the road on which the speed limit is to be set or changed; and
- (b) any territorial authorities that are affected by the existing or proposed speed limit; and
- (c) any local communities that the road controlling authority considers to be affected by the proposed speed limit; and
- (d) the Commissioner; and
- (e) the chief executive of the New Zealand Automobile Association Incorporated; and
- (f) the chief executive of the Road Transport Forum New Zealand; and
- · (g) the Agency; and
- (h) any other organisation or road user group that the road controlling authority considers to be affected by the proposed speed limit.
- 11. These included:
  - a. The Police Commissioner
  - b. Automobile Association
  - c. Road Transport Forum (Rebranded la Ara Aotearoa Transporting NZ)
  - d. Waka Kotahi.
  - e. Eastland Port
  - f. Trust Tairāwhiti
  - g. Fire & Emergency New Zealand
  - h. St Johns
  - i. ACC
  - j. Gisborne Walking & Cycling Trust
  - k. State Highway 35 & 2 Waka Kotahi speed setting team
  - I. Gisborne Chamber of Commerce
  - m. Ministry of Education
  - n. Eastland Wood Council.
- 12. While the proposed speed limit changes (approximately 12% of the network) do not include any roads adjacent to neighbouring Road Controlling Authorities (Clause 2.5 (2)(a)), Council staff engaged with Wairoa District Council as they are thinking of reviewing their speed limits soon.

- 13. 154 submissions were received. 150 electronically via the online form (one with an uploaded supporting document), 3 manually filled out forms received via hard copy and a written response from police in support (Attachments 1–6).
- 14. The Gisborne Herald also ran an 'on the street' poll regarding the proposal to reduce the speed limit in the city centre to 30-40 km/h (part of Proposal 2). Nearly all those profiled supported the proposal; however we do not know how many people were polled or whether what is reported in the newspaper is representative of those who participated (see **Attachment 7**).

## Key proposals and feedback

- 15. The feedback received through consultation has been analysed, with the key themes summarised in the tables below. The tables include officers' responses, options, analysis, and recommendations.
- 16. The Police response fully supports the speed limits proposed to be enacted and backs the Government's road safety strategy, Road to Zero' which supports the setting of Safe and Appropriate Speeds.

Table 1: Key proposals

Proposal	Agree	Disagree
1. Reduce speeds in some rural areas from 100km/h to 80, 60 or 50km/h	54 (37%)	92 (63%)
2. Reduce speeds in some rural and urban areas from 70km/h to 50 or 30km/h and from 50km to 40 or 30km/h	51 (35%)	94 (65%)
3. Set a new speed limit of 20km/h on Makorori and Kaiti beaches	78 (52%)	71 (48%)
4. Set new variable speeds to some schools of 30 or 40km/h	84 (58%)	60 (42%)

#### Proposal 1: Reduce speeds in some rural areas from 100km/h to 80, 60 or 50km/h

Key Themes	Almost two thirds of submitters disagreed with this proposal.
	Two of the most common reasons were:
	council should fix or maintain the roads
	<ul> <li>frustration [with lower speeds] would lead to more crashes.</li> </ul>
	Other objection themes were:
	people should drive to the conditions
	more Police enforcement needed
	there should be more separated cycleways instead
	this won't stop speeding
	<ul> <li>confusing, lower productivity, educate more or cyclists should pay their own way.</li> </ul>
	The themes among the 37% that agreed with the proposal were support for walking, cycling and safety, many focused-on state highway [not controlled by Council].

Officers Response	While the majority opposed the proposal, formal consultation showed an increase in support compared to the pre-engagement undertaken in 2021. The rationales provided for not proceeding appear grounded in individual preference for the current speeds and do not on their own or as a whole form a compelling reason to retain the status quo or provide a practicable alternative for reducing deaths and serious injuries whilst maintaining current speed limits. The Government's Road to Zero aims to reduce serious crashes and fatalities through the evidence-based assessment of appropriate speeds for each road. Staff have used such an assessment to develop the proposed speed limit changes. This process is detailed in report 22-68. In summary. Staff took into account the Safe And Appropriate Speeds, which are calculated using a waka Kotahi tool that uses data collected about road classification, traffic volumes, land use and land use change (such as changing from rural to more residential land use), crash history and satellite navigation. Staff also considered feedback from local residents.  The main reasons for proposing speed limit changes change include new residential growth areas, emerging safety issues and more emphasis placed on walking and cycling with roads seen as shared spaces for people and not just for vehicles.  Council does not dispute that well maintained roads, driving to the conditions, separated cycle lanes and enforcement all contribute to road user safety; however, even when those factors are accounted for, road fatalities and serious injuries due to excessive speed remain. The SAAS speeds align with Safe System principles which take into account crash forces that exceed the injury tolerance of the human body. The NZ Police submission, which supports the proposed changes, states that "there are physical limits to the amount of force the human body can be subjected to and our chances of survival or avoiding serious injury decrease rapidly above critical impact speeds. For a pedestrian or cyclist hit by a
Option 1	Status quo: Proposal 1 is not included in the draft amended Speed Limits Bylaw 2013.
Option 2	Council includes Proposal 1 in the draft amended Speed Limits Bylaw 2013.
Option 3	Council includes Proposal 1 in the draft amended Speed Limits Bylaw 2013 including additional locations requested after further analysis and prioritisation based on safety, access, and a constrained budget.
Option analysis	Option 1 would not meet Council or the Government's objectives and would likely be rejected by the Ministry of Transport.  Option 2 meets Council and the Government's objectives.  Option 3 is the likely long-term outcome; however, including more locations at this stage will increase costs of implementation and prioritisation will likely push this beyond the 3 year review period under the new speed setting rule. Should budget and prioritisation allow Council to include additional roads in an earlier phase of implementation then staff can report on this to the Traffic and Parking Sub-committee for resolution and inclusion in the register.
Recommendation	Option 2 Council includes Proposal 1 in the amendment to Speed Limit Bylaw 2013.
Proposed revision to the draft bylaw	n/a

# Proposal 2: Reduce speeds in some rural and urban areas from 70km/h to 50 or 30km/h and from 50km/h to 40 or 30km/h

#### **Key Themes**

Two thirds of submitters opposed proposal 2.

The objections followed similar narratives to those opposing proposal 1, including:

- Council should fix or maintain the roads
- Frustration [with lower speeds] would lead to more crashes
- People should drive to the conditions
- More Police enforcement of existing speeds
- more separated cycleways instead
- People will still speed
- Speed isn't the issue.

Of those who agreed, comments were supportive of active transport and addressing safety through speed. Some requested more locations to be added.

#### Officers Response

The objections to Proposal 2 are consistent with those addressed in Proposal 1. Council officers maintain that in the absence of an evidenced rational for adjusting the proposed speed limits, the preferred option remains reducing the speeds as proposed.

Overall, consultation showed an increase in support compared to engagement on broader brush speed limit changes.

The Government's Road to Zero aims to reduce serious crashes and fatalities through the evidence-based assessment of appropriate speeds for each road. Staff have used such an assessment to develop the proposed speed limit changes. This process is detailed in report 22-68. In summary. Staff took into account the Safe And Appropriate Speeds, which are calculated using a waka Kotahi tool that uses data collected about road classification, traffic volumes, land use and land use change (such as changing from rural to more residential land use), crash history and satellite navigation. Staff also considered feedback from local residents.

The main reasons for proposing speed limit changes change include new residential growth areas, emerging safety issues and more emphasis placed on walking and cycling with roads seen as shared spaces for people and not just for vehicles.

Council does not dispute that well maintained roads, driving to the conditions, separated cycle lanes and enforcement all contribute to road user safety; however, even when those factors are accounted for, road fatalities and serious injuries due to excessive speed remain. The SAAS speeds align with Safe System principles which take into account crash forces that exceed the injury tolerance of the human body. The NZ Police submission, which supports the proposed changes, states that "there are physical limits to the amount of force the human body can be subjected to and our chances of survival or avoiding serious injury decrease rapidly above critical impact speeds. For a pedestrian or cyclist hit by a car, it's around 30-40 km/h. In a side impact collision involving two cars, it's around 50 km/h. And in a head-on crash involving two cars, it's around 70-80 km/h."

Option 1	Status quo: Proposal 2 is not included in the draft amended Speed Limits Bylaw 2013.
Option 2	Council includes Proposal 2 in the draft amended Speed Limits Bylaw 2013.
Option 3	Council includes Proposal 2 in the draft amended Speed Limits Bylaw 2013. including additional locations requested after further analysis and prioritisation based on safety, access and a constrained budget.
Option analysis	Option 1 would not meet Council or the Government's objectives and would likely be rejected by the Ministry of Transport.
	Option 2 meets Council and the governments objectives.
	Options 3 is the likely long term outcome; however, including more locations at this stage will increase costs of implementation and prioritisation will likely push this beyond the 3 year review period under the new speed setting rule. Should budget and prioritisation allow Council to include additional roads in an earlier phase of implementation then staff can report on this to the Traffic and Parking Sub-committee for resolution and inclusion in the register.
Recommendation	Option 2
Proposed revision to the draft bylaw	n/a

## Proposal 3: Set a new speed limit of 20km/h on Makorori and Kaiti beaches

Key Themes	52% of respondents supported a new 20km/h speed limit on Makorori and Kaiti beaches. 11 submitters supported having no vehicles on beaches. Additional beaches were suggested including, Midway, Waikanae, Wainui and Tokomaru Bay.  Eight of the 71 submitters opposed to the proposal preferred there were no vehicles allowed on beaches, suggesting a measure of support for a lower speed limit. General themes from those opposed covered:  • Perceived lack of enforcement • The need to drive to the conditions.
Officers Response	Council considered a beach speed limit alongside a vehicles on beaches ban through development and consultation of the Traffic and Parking bylaw 2021, the decision at that time was to proceed with a speed limit on appropriate beaches, particularly Makorori, through the speed limits bylaw. This was supported at the time by regional representatives of NZ Police and Waka Kotahi. Council is currently developing a draft plan for Makorori which will consider the dune health, flora, fauna, access for diverse user groups as well as resident and community aspirations for the space. An update on this work will go to Council early next year.  Management options such as bollards and barriers to limit access, signage, vegetation planting and education/behaviour change campaigns will all be considered alongside restricting or prohibiting vehicles on beaches.
Option 1	Status quo: Proposal 3 is not included in the draft amended Speed Limits Bylaw 2013.
Option 2	Council includes Proposal 3 in the draft amended Speed Limits Bylaw 2013.
Option 3	Council includes Proposal 3 in the draft amended Speed Limits Bylaw 2013. including additional locations requested after further analysis and prioritisation based on safety, access, and a constrained budget.

Option analysis	Option 1 does not address the safety issues identified through the Traffic and Parking Bylaw process, as raised by Makorori residents. NZ Police and Waka Kotahi supported implementation of a beach speed limit in preference to a vehicle on beaches ban as the former it would be more enforceable.  Option 2 is the preferred option as it takes advantage of the available, practicable measures for improving safety in the current circumstances.  Option 3 while a possible long term outcome is not within the current scope and should be considered under the first speed management plan if implementation budgets permit.
Recommendation	Option 2: Council includes Proposal 3 in the draft amended Speed Limits Bylaw 2013.
Proposed revision to the draft bylaw	n/a

## Proposal 4: Set new variable speeds to some schools of 30 or 40km/h

Key Themes	Three fifths supported this proposal, and a few wanted more schools added. Themes were mainly around wanting children to have more walking and cycling options and better safety. Children sharing the roads with trucks was a concern. Of those that disagreed most commented that the existing school speed limits were enough and supported more social responsibility. Some thought it was too confusing and council should fix more roads. A couple thought policing was an issue and frustration cause crashes with one of each saying people should just drive to conditions, congestion would be an issue and 30 was too low.
Officers Response	The additions to the scope are considered reasonable; however, recent costings of roading projects have seen a steep rise in building and construction costs. It is unlikely that the amount of work needed to implement all the speed limit changes will be achievable within the final 2 years of the 2021 NLTP funding period. Given the level of support, prioritisation should be made to implement this proposal including additions.
Option 1	Status quo: Proposal 4 is not included in the draft amended Speed Limits Bylaw 2013.
Option 2	Council includes Proposal 4 in the draft amended Speed Limits Bylaw 2013.
Option 3	Council includes Proposal 4 in the draft amended Speed Limits Bylaw 2013, including additional locations requested after further analysis and prioritisation based on safety, access and a constrained budget.
Option analysis	The status quo is not feasible under the new rule and will not be entered into the speed management register.  Option 2 enters the new variable speeds into this bylaw allowing their implementation as budgets permit and meeting MoT requirements.  Option 3 once again is a possible long term outcome however within the current budget constraints and the necessary installation phasing (commencement needs to be carefully managed as posted speed limits need to match the bylaw at all times) it is recommended that additional sights are considered through the Traffic and Parking subcommittee when funding is confirmed.  Including more locations at this stage will increase costs of implementation and prioritisation will likely push this beyond the 3 year review period under the new speed setting rule.
Recommendation	Option 2: draft amended Speed Limits Bylaw 2013
Proposed revision to the draft bylaw	n/a

#### ASSESSMENT of SIGNIFICANCE

Consideration of consistency with and impact on the Regional Land Transport Plan and its

implementation

Overall Process: Low Significance
This Report: Low Significance

Impacts on Council's delivery of its Financial Strategy and Long Term Plan

Overall Process: Low Significance
This Report: Low Significance

Inconsistency with Council's current strategy and policy

Overall Process: Low Significance
This Report: Low Significance

The effects on all or a large part of the Gisborne district

Overall Process: Medium Significance
This Report: Medium Significance

The effects on individuals or specific communities

Overall Process: Medium Significance
This Report: Medium Significance

The level or history of public interest in the matter or issue

Overall Process: High Significance
This Report: Medium Significance

17. The decisions or matters in this report are considered to be of **Medium** significance in accordance with Council's Significance and Engagement Policy.

#### TANGATA WHENUA/MĀORI ENGAGEMENT

18. Stakeholder engagement letters were sent to the Chief Executive and Chairpersons of the regional iwi organisations and feedback from that was taken on board into the consultation documentation.

#### **COMMUNITY ENGAGEMENT**

- 19. A public notice was published in the Gisborne Herald on 8th April 2022 advising of the consultation. In addition to this the Gisborne Herald also ran banners (solus) and a digital link to the Council's online page during the consultation period.
- 20. Mediaworks ran ads on GISFM, GISHT & GISZB radio stations 3 times a week 4 times a day and Radio Ngāti Porou ran the ads 7 days a week, 3 times a weekday and once in the weekends over the course of the month encouraging public to have their say.
- 21. On 5 May Journeys manager Dave Hadfield gave a radio interview about the review on Radio Ngāti Porou.

#### 22. Table 2: Social Media engagement statistics

Facebook posts	3 FB posts
Facebook post #1 engagement 14 April 2022	Reach: 13,238
	Engagement*: 3,055
	Reactions: 186
	Comments:193
	Shares: 17
Facebook post #2 engagement 29 April 2022	Reach: 10,626
	Engagement*: 2,428
	Reactions: 146
	Comments:173
	Shares: 13
Facebook post #3 engagement 6 May 2022	Reach: 6,209
	Engagement*: 586
	Reactions: 15
	Comments:52
	Shares: 0
GDC website	Total visits: 1,358

23. Themes in the Facebook comments were similar to those on the online form but more skewed towards Council just fixing or maintaining roads instead of changing speed limits. Support for setting speeds on beaches or banning vehicles on beaches was evident. The thought that slower speeds would increase living costs gave some people concern. The Waka Kotahi 'Road 2 Zero' was commented on but with scepticism.

#### **CLIMATE CHANGE – Impacts / Implications**

- 24. Reduced speeds have been linked to reduced carbon dioxide emissions and has been calculated as part of the development of the new guidance under the Road to Zero strategy.
- 25. Implementing changes to align with Safe and Appropriate Speeds has proven benefits for encouraging mode shift. By slowing down vehicles in strategic locations such as schools etc evidence shows more people are encouraged to walk, scoot and cycle due to the safer environment created.

26. Aotearoa New Zealand's first emissions reduction plan proposed outputs include Safer speed limits, in line with the new rule, in place around 40% schools under RCA's authority by 30 June 2024 and around all schools by end of 2027 (table of actions under 10.1.2 (E)).

#### **CONSIDERATIONS**

#### Financial/Budget

- 27. Speed management planning is a line item in the 2021 Long Term Plan and Regional Land Transport Plan and has received 68-66% funding from Waka Kotahi through the Low-Cost Low Risk Road to Zero programme.
- 28. The additional speed limit changes requested by submitters are considered reasonable; however, recent costings of roading projects have seen a steep rise in building and construction costs. It is unlikely that the amount of work needed to implement all the proposed speed limit changes will be achievable within the final 2 years of the 2021 NLTP funding period. Given the level of support, implementation of the speed limit changes included in Proposals 3 & 4 should be prioritised with any further speed changes to be carried over to the 2024 speed management plan under the new speed setting rule.

#### Legal

- 29. Prior to the new Speed Setting Rule which came into force 19 May Council had to consult in accordance with the requirements of Section 86 of the Local Government Act 2002 (LGA) including by releasing a draft bylaw and Statement of Proposal.
- 30. This bylaw is made under the Local Government Act 2002 and the Land Transport Act 1998.
- 31. Under the Local Government Act 2002, the making, amending or revoking of a bylaw must follow the special consultative procedure as laid out in section 83.
- 32. Under the Local Government Act 1974, there are some provisions that remain in place related to land transport. The relevant sections are noted where they appear in the draft Bylaw.
- 33. Under the Land Transport Act 1998 road controlling authorities have power to make bylaws for the setting of speed limits for the roads they manage and control. Section 22AD(2) requires Council to give written notice of its intention to make a bylaw under this Act to specified persons and give a reasonable time to enable them to give written submissions on the proposal.
- 34. When making a bylaw Council must be able to show that the bylaw is the most appropriate and proportionate way of dealing with the perceived problem in relation to that area, and that the bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990 (Section 155).
- 35. The determinations made when approving the review (**Report 22-68**) are noted in the recommendations and include:
  - a. Determine whether a bylaw is the most appropriate way of dealing with the perceived problem or issue: A bylaw is determined to be the most appropriate way to set speed limits in the district as this is the current regulatory mechanism.
  - b. Determine whether the bylaw is in the most appropriate form: Council considers the proposed bylaw to be in the most appropriate form of bylaw.

c. Determine whether it gives rise to any implications under the New Zealand Bill of Rights Act 1990. If there are implications under that Act, the bylaw must be amended to remove any inconsistencies: Council considers that the proposed bylaw is neither inconsistent with nor raises any implications with the New Zealand Bill of Rights Act 1990 as the proposed changes are reasonable, not overly restrictive, or impractical. The changes are limited to the areas that require regulatory intervention.

#### **POLICY and PLANNING IMPLICATIONS**

- 36. Speed management planning is a line item in the 2021 Long Term Plan and Regional Land Transport Plan and is supported by Waka Kotahi through the Road to Zero Strategy.
- 37. Staff propose that implementation of the speed limit changes is prioritised in a way that reflects the level of support for each change to the speed limits. Staged implementation will occur by developing an interim speed management plan and progressively entering new speed limits on the National Register of Land Transport Records as required by the Land Transport Rule: Setting Speed Limits 2022.

#### **RISKS**

38. There was a risk consulting so close to a rule change. The risk being the need to repeat consultation if the guidance changes from Waka Kotahi after Cabinet approved the rule. THIS was mitigated by consulting as if it were a bylaw as advised by Waka Kotahi. The new Rule has built in some processes for an interim speed management plan for councils to use up until the full speed management plan is required in 2024. The new rule allows previous consultation undertaken on proposed speed limit changes to be treated as an interim speed management plan. Staff are working closely with Waka Kotahi on how to use the bylaw consultation work for this.

#### **NEXT STEPS**

Date	Action/Milestone	Comments
11 August 2022	Council decision to amend Speed Limit Bylaw 2013	
Mid to late 2022 onwards	Implementation of new speed limits	This includes finalising an implementation plan (phasing of signage installation); development of an Interim Speed Management Plan; and progressively enter new speed limits on the national register of land transport records.
July 2024	Mandatory speed management plans and 40% of schools at 30/40km/h	

#### **ATTACHMENTS**

- 1. Attachment 1 Signed Response from Police [22-140.1 1 page]
- 2. Attachment 2 Speed Limit Bylaw Online Submissions [22-140.2 12 pages]
- 3. Attachment 3 Hardcopy Submission 1 [22-140.3 3 pages]
- 4. Attachment 4 Hardcopy Submission 2 [22-140.4 2 pages]
- 5. Attachment 5 Hardcopy Submission 3 [22-140.5 2 pages]
- 6. Attachment 6 Online Submission Upload [22-140.6 1 page]
- 7. Attachment 7 Gisborne Herald 'On The Street' poll on City Centre Speed Limits [22-140.7 1 page]



26 April 2022

Tina Middlemiss tina.middlemiss@gdc.govt.nz

RE: Feedback on Amended Speed Limit Bylaw - Gisborne

Dear Graham

I refer to your correspondence of 26 April 2022 to New Zealand Police Commissioner Andrew Coster in relation to the proposal to amend the Speed Limit Bylaw 2013 to reduce some speed limits on local roads in the Tairāwhiti district.

Your correspondence has been referred to me as the Director of the National Road Policing Centre and I have consulted Inspector Matt Broderick, as the District Road Policing Manager, for operational knowledge of the stretch of roads in question.

The Government's road safety strategy, Road to Zero, identifies that in the event of a crash, there are physical limits to the amount of force the human body can be subjected to and our chances of survival or avoiding serious injury decrease rapidly above critical impact speeds. For a pedestrian or cyclist hit by a car, it's around 30-40 km/h. In a side impact collision involving two cars, it's around 50 km/h. And in a head-on crash involving two cars, it's around 70-80 km/h.

One of New Zealand Police's goals is Safe Roads – preventing death and injury with our partners. Police supports the setting of speed limits in alignment with safe system principles and the need for our transport system to be forgiving in the event that a mistake is made, and a crash should occur.

With these principles in mind, Police fully supports the speed limits proposed to be enacted.

Yours sincerely

**Superintendent Steve Greally** 

Director: National Road Policing Centre

**Police National Headquarters** 

180 Molesworth Street. PO Box 3017, Wellington 6140, New Zealand. Telephone: 04 474 9499. Fax: 04 498 7400. www.police.govt.nz



Submission Tim	e Name	Organisation (if applicable)	Do you wish your submit hearing?	ssion at the	Do you agree with the preferred option 3 to amend the bylaw? Comment?	Proposal - Reduce speeds in some rural areas from 100km/h to 80, 60 or 50km/h? Comment?	Proposal - reduce speeds in some rural and urba areas from 70km/h to 50 or 30km/h and from 50km to 40 or 30km/h? Comment?	n Proposal - Set a new speed limit of 20km/h on Makorori and Kaiti beaches? Comment?	Proposal	I - Set new variable speeds to some schools of 30 or 40km/h? Comment	If you would like to upload your written submission
26/04/2022	Brendon Fiebig	Makauri School	no thanks	Ye	5	Agree	Agree	Agree	Agree	This is critical on King Road and Tucker Road outside of Makauri School as this is a popular route for fucks and cars and the 100kmh speed limit is incredibly dangerous. The safety of our tamariki and parent community is paramount. Children often have to cross the road as parking is limited.	No file uploaded
30/04/2022	Renee Taylor		no thanks	No		Disagree	Disagree	Agree	Agree	30 where the road goes directly past a school, 40 where a school is nearby	No file uploaded
20/04/2022 30/04/2022 26/04/2022 4/05/2022	Rhys Grimson Victoria Cassy Robertson Simon Marino		no thanks no thanks no thanks no thanks	Disagree No No No No		Disagree Disagree Disagree Disagree Disagree	Disagree Disagree Disagree Disagree Disagree	Disagree Disagree Agree Disagree Disagree	Disagree Agree Disagree Disagree	e Disagree	No file uploaded No file uploaded No file uploaded No file uploaded
30/04/2022 8/04/2022	Malissa fretwell Katy Nepia		no thanks no thanks	2.8E+08 No		Disagree Disagree I live out Manutuke. I start work in town at 6am so I'm on the road at 5.40am. It's a main highway with lots of traffic logging trucks, cars etc., the speed of 100km is safe in my opinion. I drive at different times as well, afternoon, night & weekends quiet often. If it is reduced there could be potential for accidents, impatient people rushing, getting impatient, driving carelessly etc Responsible Working adults shouldn't be penalised for irresponsible drivers. These roads are well used by responsible drivers it's the careless ones who will be hazard drivers. Very few people bike or walk because of the logging frucks, traffic. Bikers or walkers do it at their own risk. Not safe for them. Need a separate area at loggether for them. Biking, walking path	Disagree Agree Some areas where biking & walking is safe. We all know that the Logging industry is a hazard especially the impact of logging trucks, with multi trucks on the roads of one time, it can be frightening, dangerous & risky, I love biking but nah I wouldn't take the risk.	Disagree Agree Most definitely. Especially with the multiply use of logging trucks. These speed limits should be for them. They are a hazard on our roads. Dangerous scary & risky. They do long weekly hour	Agree Agree	Absolutely our kids are precious. Protect them. Priority	No file uploaded
14/04/2022	Holly Macgregor		no thanks	No	This will put the cost of eveything up. Slowing things down will only put house hold cost up. How many seriou accidents even happen on the stretches of roads you are proposing to dro the speed limits onmo! many have herd of		Disagree As above	Disagree As above. Common sense previals	Disagree	: As above	No file uploaded
30/04/2022	Dale Coppin		no thanks	No	No changes to speed limits are necessary, repair the roads!	Disagree	Disagree	Agree	Disagree	•	No file uploaded
30/04/2022	John freeman		no thanks	No		Disagree	Disagree	Disagree	Disagree	•	No file uploaded
4/05/2022	Claire kelly		no thanks	Ye	I think it would be really beneficial to better mark the reduced speed areas. Eg. in Australia it is impossible to miss that you are in a school zone. Here, it is very easy to miss. Reducing speed is all good, but helping our drivers to be more conscious of the zone would be even better.	•	Agree	Agree	Agree		No file uploaded
19/04/2022	Kaniwa Kupenga Tamarama	-	no thanks	Ye	š	Agree	Agree	Agree	Agree	This needs to be extended to whole areas, in the case of multiple schools, daycares in an area, I.e. there are 2 high schools, 1 intermediate, 1 kura kaupapa, 1 primary, 1 kohanga and 2 ECE centres all within a a few blocks of each other. This means that there is high foot traffic all around the streets with children. Also the Bells dary is a high hazard for accidents (collins st and childers rd intersection).	No file uploaded

4/05/2022	Shannon Toa	GDC	no thanks	4.4E+10 Yes	Agree	I live at 172 Main Rd Matawhero and thanks to Council, Trucks have recently been re-diverted along Main Road Matawhero and turn left onto Awapuni Road. Literally hundreds of trucks are driving pass homes in the area 24 hs a day and using their engine brakes as they slow down to turn into (as well as out of) Awapuni Rd. The constant noise of engine brakes day and night is horsendous and it starts from about 2:30am. The current speed limit is 80km/h which allows them by law to use their engine brakes. If it was reduced to 70km/h at least then it would be prohibited for them to use their engine brakes and would give myself and my family and other families in the area a much needed brake from all the noise.	it d	Agree	But who's going to Police it?	Agree	No file uploaded
30/04/2022 30/04/2022	Bryce Harding Nicholas Low		no thanks no thanks	No No	Disagre Disagre		Disagree Disagree	Disagree Disagree		Disagree Agree	No file uploaded No file uploaded

Submission Tim	e Name	Organisation (if applicable)	Do you wish your submined hearing?	ssion at the		u agree with the preferred option 3 to amend the bylaw? Comment?	Proposal - Reduce speeds in some rural areas from 100km/h to 80, 60 or 50km/h? Comment?	areas fr	reduce speeds in some rural and urban om 70km/h to 50 or 30km/h and from km to 40 or 30km/h? Comment?	Proposal - Set a new speed limit of 20km/h on Makorori and Kaiti beaches? Comment?	Proposal - Set new variable speeds to some schools of 30 or 40km/h? Comment	If you would like to upload your written submission
27/04/2022	Lois Louie Kriel		no thanks	2.2E+08		Co-director of road safety partnerships inspector Peter McKennie states that we need to adjust to the conditions because every day our roads have risks. The roads themselves don't cause accidents it's how people drive on the roads that contribute to crashes. The important thing is for people to drive safety and appropriately for the roads as they are. Reducing speed is ridiculous - its driver awareness & education that should be the focus. Crawling round town at 30KM is pathelic.	Disagree Media advertising campaign encourages drivers to drive to the conditions. Drivers aren't entirely blamelies. Speed contributes to the sevently of a prang & there are idiots who will abuse the speed limits.	r t	hat is such a stupid speed reduction serhops you may consider banning notor vehicles and opt for a horse & suggy. Consult with the Armish they're he experts	Disagree Does that apply to bicycles too?	Agree Schools yes. Kids are so unpredictable	No file uploaded
28/04/2022	Lee McKay		no thanks	2.7E+08			Disagree	Disagree		Disagree	Agree	No file uploaded
14/04/2022	Rawinia Parata		no thanks	2.1E+07		I live in Ruatoria so my feedback is for that community. We have been actively advocating for lower speeds which are long overdue. To do nothing is a tragedy walting to happen. I support the proposed changes and implore council to act quickly in implementing these changes.	Agree	Agree			Agree	No file uploaded
30/04/2022	Rhys farrell		no thanks		No			Disagree		Disagree		No file uploaded
28/04/2022	Mervyn Harding		no thanks			I see no reason to change the Speed limits as st down in the By Laws as 2013	Disagree By reducing Speed limits in the rural areas will only cause frustation and in turn cause cause more road accidents.	Disagree		Agree Vechiles should not be allowed on the beaches.	Agree	No file uploaded
30/04/2022	Mike Foster		no thanks			Low speed limits will create more chances to break the law not to mention frustration and potential road rage.	Disagree	Disagree		Disagree	Disagree	No file uploaded
30/04/2022	Do not wish to say		no thanks		No		Disagree	Disagree		Disagree	Agree	No file uploaded

								7 10000111110110	
30/04/2022 1/05/2022	Cathy b Paul Lee	no thanks no thanks	No No	Negative. I have reviewed the proposed changes to speed limits and fail to see any benefit in reducing	Disagree Disagree An unsealed road can't be taken at 100kph, to support our farmers we should maintain these roads well	Disagree Disagree A road is a road, you can't slow down the growth of civilisation, find new ways to adapt to it.	to change speed limits? Seems a	Disagree Disagree They are already 40kph during school start and end times, what's the point?	No file uploaded No file uploaded
30/04/2022 30/04/2022 1/05/2022 14/04/2022 30/04/2022 14/04/2022	Ruthy Donnell Anthony covell Linda White Kyrah Rose Sam Spencer	no thanks no thanks no thanks no thanks no thanks	No No 2.7E+08 No Yes No No	speed limits in any of the areas apart from the gisborne cbd.	Disagree Disagree Disagree Disagree Agree Disagree Disagree Agree	Disagree Disagree Disagree Agree Agree Disagree Disagree Disagree Disagree Disagree	waste of council time considering this.  Disagree Disagree Should be 30- 40 Disagree Agree Agree Disagree Theres too many rules in the world	Disagree Agree This is the only one that makes sense Agree Agree Agree Agree Temporary variable speeds outside	No file uploaded No file uploaded No file uploaded No file uploaded No file uploaded No file uploaded
14/04/2022	Katrina	no thanks	No	and it can be dangerous when	limits already do  Disagree People already speed on these roads and it can be dangerous when people	already, and even then a lot of the population sit 10k below it  Disagree People already speed on these roads and it can be dangerous when people	already, how often - if ever is speeding on these beaches an issue to anyone not named Richard busby Disagree Why do the beaches need slower speeds? This change will mostly effect	schools is a sensible idea  Disagree Schools already have a speed limit reduction during hours they are on the	No file uploaded
				people who know the roads well have to sit behind someone going really slow. Slowing the speed limit wont fix this issue, it will make things worse	who know the roads well have to sit behind someone going really slow. Slowing the speed limit wont fix this issue, it will make things worse	who know the roads well have to sit behind someone going really slow. Slowing the speed limit wont fix this issue, it will make things worse	Loghing truck drivers who have a tough time meeting log book restrictions as it is. Why punish hard working people by making the speed limits even slower around the coast and the beaches than they already are?	roads. When I was a kid at school I was taught the importance of not running around the roads where cans were divining as the diver didnt know if you were going to run on the road. I was taught how to cross the road on a 100km road every day when leaving a rural school. Why are these values not taught to children? Why slow the speed limit and let kids not leam how to act around the roads?	
11/04/2022	B K Denham	no thanks	No	Overall, I simply see no need to further restrict speed limits either urban or rural. There are surely more than enough limitations already and bringing in a lot more will only add to the fustrations and uncertainty that road-users already experience.	Disagree	Disagree	Disagree	Agree	No file uploaded
14/04/2022	Melanie Neil	no thanks			Has there been any consideration to the Riverside Road open speed limit at the Cheese Factory? I would like to see that speed reduced. As a resident I find vehicles speed at an unreasonable limit along that road. Alot of walkers and bikers use that road.				No file uploaded

Submission Ti	me Name	Organisation (if applicable)	Do you wish to your submissi hearing? P	on at the	Do you agree with the preferred option 3 to amend the bylaw? Comment?		al - Reduce speeds in some rural areas from Okm/h to 80, 60 or 50km/h? Comment?	areas	- reduce speeds in some rural and urban from 70km/h to 50 or 30km/h and from 10km to 40 or 30km/h? Comment?	Proposal - Set a new speed limit of 20km/h on Makorori and Kaiti beaches? Comment?	Proposa	I - Set new variable speeds to some schools of 30 or 40km/h? Comment	If you would like to upload your written submission
14/04/2022	Carissa Richardson	1	no thanks		No	Disagree	•	Disagree	Make more cycle and walking paths to support these people, Improve the quality of the roads, rather than speeding money on new signs to show a reduction in speed.	Disagree	Disagree	Exising the roads around schools would be a better oplian. There are a few schools already that have lower speed limit signs and signals but there are many schools that don't or the roads aren't wide enough for off-street parking so cars take up road space. There are roads around schools that are in poor condition so drives don't sick to their side of the road in order to miss holes. There are few schools were there aren't appropriate cross-walls for children to cross. If safety is the biggest concern fix these problems first!	
28/04/2022	Sam Fell		no thanks	6.2E+09 \	Yes The 60km to 80km is ridiculous, com live where I do and tell me it's sade turn in and out of my driveway, it's a accident waiting to happen.	0	The 80km along the stretch from sponge Bay to Wairere Road turn of its flippen stupicl. You have all the Wainui Road, oneroard, tuchine, Murphy, Cooper, wairere, pare Street Iraffic trying to pull out safely. Also there is a bike track with no barriers. It should be 60km through this stretch of road. Come and use my driveway and tell me it's safe.	9.11	Change the speed limit from sponge Bay to Okitu to 60km its absolute madness going from 60 then to 80km, come use my driveway and tell me it's safe!	Disagree No cars need to be on the beach!	Agree	I thought it was 40km anyway but 30km is better	No file uploaded
14/04/2022	Benjamin miller		no thanks	2.8E+08 N	No The speedlight doesn't need to change, cars are getting smarter or safer, fix the roads, this is a pain in It ares for experienced drivers, comm sence and drive to the conditions- will have more accidents with frustrated drivers that you will with slow drivers	ie	•	Disagree		Disagree	Disagree	•	No file uploaded

									Attachinent	22 170.2
14/04/2022	Gary	no thanks	No	Fix the bloody roads and also people cant even do the speed limit at the beat of time do some more homework and talk to a few more people before going ahead but as per nomal you guys just do what you want any way ô'a j âcôtm, ī,		Disagree		Disagree	and put more time and your guys effort into that instead of wasteing time on this	No file uploaded
14/04/2022 19/04/2022	Abby Gibson Bob Manderson n/a	no thanks no thanks	No No	Using speed limits to hide that lack of work done on our roads, is worse that the bad roads themselves. You are obliged to maintain the roads to a specific standard which the Council and NIZTA have falled to do for years. YOU and NIZTA are partially responsible for many accidents and deaths on our roads. For not creating, safe tost, well maintained roads. So look at what is needed to make them safe at the current speeds. We cannot afford more costs to our living standards that slower speed will bring in. You proposal is akin to using voluntar euthanosian booths to get more room in the housing to solve the housing crists.	ıt	Disagree V	Why are these area unsafe?	Agree What is the speed limit in the beach now?	Agree Disagree Blanket rules do not work properly. Have you ever had a ficket for going faster in an school area when there were no children around? I have I was going faster until I realize what the time was. About 3 second. A cop not even on the same piece of road so he had no idea of the conditions issued a ficket blindly. That is an injustice. All you have done here is ask some question. What you have failed to do is give substance to you reasons for want the changes. How many recorded accidents at these places? How many recorded deaths at these places. Nor have you said why they may have happened. Until then your just pushing the anti vehicle message from the greens. If this is your real aim. Then start building the infrastructure needed before it is needed not after.	•
14/04/2022	Leon Kerr	no thanks	Yes		Agree Waithin needs a speed reduction. Currently its 80km/h - I've seen too many vehicles speed past and there are alot of children out here including a Kohanga Reo. I believe the new speed limit should be 60km/h. Safety for our tamariki and whanau.			Agree	Agree	No file uploaded
14/04/2022	Yvonne Carter	no †hanks	Yes		Agree	o to d V o d ti w o	would like to see the speed reduction in De Lautour Rd school zone to extend to the Rutene Rd round-o-bout and fown Greame Rd so it includes The Wharau School. This area is very busy and all children have trouble crossing in its area. Please consider all Tamanik. I vould also love to see a cycle/bridge were the river from Kalit to Ormond Rd. he main road it too busy and too may parge trucks.	Agree Aboulutely no issues with this.	Agree	No file uploaded
14/04/2022 30/04/2022 1/05/2022	Sandra Janice Davidson George Andrew	no thanks no thanks no thanks	No No No	Fix the roads first and properly	Disagree Fix the roads properly Disagree Disagree	Disagree Fi Disagree Disagree		Agree Agree Disagree	Agree Disagree Disagree	No file uploaded No file uploaded No file uploaded
14/04/2022	Margie Freeman	no thanks	No	No fix the roads!	Disagree If cyclist want to use the road they perhaps should have to pay for a separate path or footpaths the road is for driving on and we pay hugely for those rights	Disagree		Disagree	Disagree They already has reduced speed limits of 40	No file uploaded
14/04/2022	Glenn Mason	no thanks	No		Disagree	Disagree		Agree	Agree	No file uploaded
14/04/2022	Josh atkins	no thanks	No	We gotta keep gizzy moving, times	Disagree	Disagree		Disagree	Agree	No file uploaded
14/04/2022	Toby Sutton	no thanks	No	are gonna get tough Don't change the speed limits.	Disagree Don't change the speed limits.	Disagree D	Oon't change the speed limits.	Disagree Don't change the speed limits.	Disagree Don't change the speed limits.	No file uploaded

Submission Tim	e Name	Organisation (if applicable)	Do you wish to present your submission at the hearing? Phone?		Proposal - Reduce speeds in some rural areas fron 100km/h to 80, 60 or 50km/h? Comment?	n Proposal - reduce speeds in some rural and urban areas from 70km/h to 50 or 30km/h and from 50km to 40 or 30km/h? Comment?	Proposal - Set a new speed limit of 20km/h on Makorori and Kaiti beaches? Comment?	Proposal - Set new variable speeds to some schools of 30 or 40km/h? Comment	If you would like to upload your written submission
4/05/2022	AD Bull (Sandy)		yes please 06 868 49:	Yes	Agree	Agree	Disagree These beaches have been replaced by roads as highways, e.g., Makarori by \$1435.  Except for official purposes, there is no need for any vehicles on the beaches. An exception could be the proper launching and retireval of a boat. Official purposes include surf lifesaving, Police, GDC. Enforcement of the bylaw is essential.  Concern is expressed relating to the danger to persons on the beaches and the disturbance of the habilats of persons on the beaches and		No file uploaded

													Attachment	22-140.2
14/04/2022	Ngaire Kimberley	no thanks			It gets really messy having so many different speeds. Theres so many things to watch when your driving, you only have to check your rear vision mirror to miss a speed change. Then before you know it your unknowingly speeding, and up for a ficket.		Are you even reading what you have stated? So many different speeds to keep track of, its crazy!	Disagree	Hardly any people cycle or walk these days. We will never get to zero tatality, cars are by there nature are always going to be capable of causing accidents and harm. Tyring to micro manage like you are doing with such a huge range of different speeds is just going to confuse drivers, and make them take there attention off their driving by watching for all these different speeds you are trying to bring in!		You want trucks to slow down to 20km on Makaroris open road? Really?! The beach is far away from the road in both these areas, its totally unnecessary!	Disagree	Too confusing, trying to figure out what school has what.	No file uploaded
15/04/2022 15/04/2022 15/04/2022	Jake FĀ;bio Geronazzo Matene	no thanks no thanks no thanks			Hi there we live on the matawhero main road makaraka and the speed limit here is very dangerous as it is at 100km leading into a 80km zone and needs to be changed to a 50km zone due to children in the area and the risk of accidents bearing to happen coming in and out of drive ways or kids in the area so can we please have our area speed limit changed.			Disagree Disagree Agree		Disagree Disagree Agree		Disagree Disagree Agree		No file uploaded No file uploaded No file uploaded
30/04/2022	Ashleigh	no thanks		No		Disagree		Disagree	•	Disagree		Agree		No file uploaded
1/05/2022	Robyn Gardner	no thanks		Yes		Agree		Agree		Agree				No file uploaded
15/04/2022	Zach	no thanks	Thegrasso	c No	Rubbish, needs to be more focused on driver education and fixing the roads for a start	Disagree		Disagree	:	Disagree		Disagree		No file uploaded
15/04/2022	chris Brunner	no thanks	022 31370	CNo	this is not enough		Lower Speed means less harm in case of an accident	Agree	Lower Speed means less harm in case of an accident		Lower Speed means less harm in case of an accident	Agree	Lower Speed means less harm in case of an accident	No file uploaded
15/04/2022	Emmo	no thanks			Fix the roads and have more police or speed cameras set up to catch those speeding. Most people who abide by the speed limit and drive to the conditions are safe on the roads. The lowering of speed limits in most areas is ridiculous and only increases dangerous driving as people over take those driving the new, lower speed limits.	r Disagree		Disagree	Fix the roads and have more police or speed comeros set up to catch those speedings. Most people who abide by the speed limit and drive to the conditions are safe on the roads. The lowering of speed limits in most areas is ridiculous and only increases dangerous driving as people over take those driving as people over take that.	Disagree	o di occideni	Disagree		No file uploaded
30/04/2022	Freya hogan	no thanks		No	Maybe fix the roads and focus on driver education, the speed limits are fine, as someone who worked as a courier i can attest that these changes will have huge impact to daily travellers		Lowering speed limits on rural roads promotes driver impatience and leads to more crashes due to risky overtaking and complacency.	Disagree	Schools should have lower speed limits, which they do, cyclists share the roads with those who pay their road user charges and have to sit a liscence to show they are capable of operating a vehicle, im order for the cyclists to take precedence over the motorist they should pay toward the roading funds and have a similar system of monitoring capability.		Makarori is a main highway, this will only promote dangerous driving through impalence. Kalit beach is kinda hard to speed along anyway. That's tair but does if need to be whanged? Maybe just some slow signs and children signs.		Schools already have a speed limit at certain hours, and children need to be aware of road saftey, drivers should not have further restrictions imposed on them in trade off of education. Fix our roads and teach our children road saftey, then how to drive properly	No file uploaded
15/04/2022 29/04/2022	Karen Grimson Phil Nickerson	no thanks no thanks		No Yes	I think it is a great idea some of these areas it is hard to go the current speed limit without additional risks	Disagree Agree		Disagree Agree		Disagree Agree		Disagree Agree		No file uploaded No file uploaded
15/04/2022	Gretchen Morrison	no thanks		No	speed in in winter additional lists	Disagree		Disagree	•	Disagree		Disagree		No file uploaded
15/04/2022	Thea and Andrew Botting	no thanks		No		•	We live in Cameron Rd and with a high housing density now and no pavements it is very dangerous having a speed of 100km an hour. There are lots of childeren biking and walking to/from school. Needs to be dropped to 50/60km. Thx	Agree		Agree		Agree		No file uploaded
15/04/2022	Cindi	no thanks			Put more money into fixing the roads, preventative measures. Why is it in Australia their for seal can handle 45 + degree heat with out melting, test our roads cande "We even tolerate 25 degree days? If more money was put into roading making the roads safe and that doesnôe" We will be role toll down then change the speed limit.		As above	Disagree	Cyclist and pedestrians need to pay attention to the vehicles aswell, lowering the speed limit isnô€™ going to stop speeding		Different speed limits through different areas of town if bloody confusing!	Agree	During school drop off and pick up EVERY school should have a 40km speed restriction!!!	No file uploaded
29/04/2022	Lisa Smith	no thanks		No		Disagree		Disagree	•	Disagree		Agree		No file uploaded
29/04/2022	Byron	no thanks		No		Disagree		Disagree	•	Agree		Agree		No file uploaded
29/04/2022	Zhanquin Kerr	no thanks	2.1E+09	No	No	Disagree	Absolutely not!	Disagree	No, Cyclist do not show any respected to motor vehicles on rural roads. This will give them fatter heads		You shouldn't punish majority because of minority	Disagree		No file uploaded
30/04/2022	Keryn	no thanks		No		Disagree		Disagree	•	Agree		Disagree		No file uploaded
17/04/2022	Simon McNeil	no thanks		No		Disagree		Disagree	;	Agree		Agree		No file uploaded

			_		_		_		_		_		_	Attachment	
Submission Tim	e Name	Organisation (if applicable)	Do you wish your submiss hearing?	sion at the		agree with the preferred option 3 to amend the bylaw? Comment?		- Reduce speeds in some rural areas from km/h to 80, 60 or 50km/h? Comment?	areas	- reduce speeds in some rural and urbar from 70km/h to 50 or 30km/h and from 50km to 40 or 30km/h? Comment?		al - Set a new speed limit of 20km/h on orori and Kaiti beaches? Comment?	Proposa	<ul> <li>Set new variable speeds to some schools of 30 or 40km/h? Comment</li> </ul>	If you would like to upload your written submission
11/04/2022	Peter Buell		no thanks	Υe	es		Agree		Agree	Should go further, particularly around schools increasing the 40km zone would be wise, ie double or triple distance from schools. Parks could be added to that as well.	Agree		Agree	See above regarding increasing the distance of the reduced speed zones from schools. As children play in the areas outside of school hours it should be a 0700-2000 restriction at least.	No file uploaded
29/04/2022	Jordan Isaac		no thanks	No	0		Disagree		Disagree		Agree		Disagree		No file uploaded
29/04/2022	Daniel Ware		no thanks	No	-	A much better spend of council money would be to fix the roads we have rather than spending money on new speed signage and limit changes.	Disagree		Disagree		Agree		Agree		No file uploaded
7/04/2022	Jacqueline Jones- Turipa	Te Pahou Marae Te Kohanga Reo	no thanks	Ye	es			I have read that reduce speeds for Manutuke (10-30) I was wondering if Tuaraki Road would be considered with the reduced speed. I think it is currently 80k which is still itoo high considering we have a Te Kohanga Rea at 34 Tuaraki Road. We are not able to go for walks as during the seasonal time of the year trucks, fractors and heavy machinery travel down that road as alot of paddocks are leased to Leaderbrand, Caxcoand of course local farmers. There are no footpaths to keep our mokapuna safe or the tamoriki that live down this road.  It would be good if we can be assured if our road would be considered. We trust your independent.	Agree				Agree	Can Te Kohanga Reo be considered	No file uploaded
7/04/2022	Gillian Ward		no thanks	6.9E+07 Ye		This seems like a reasonable compromise for now. Not all of the feedback rejected the broad brush approach. I applauded this.		your jodgenterin. Absolutely agree. It is disappointing that there is a requirement that there needs to be support from residents though. We need to support the Waka Kotohi goals in the Road to Zero vision, as well as reducing our greenhouse gas emissions, and this may require making changes that residents don't support.		Absolutely agree. The Grey Street 30km/hr zone should be extended to the beach, in line with the Equotilinear park. Equot: proposal in the spatial plan. Tairawhiti 2050. It is disappointing that there is a requirement that there needs to be support from residents though. We need to support the Wake Kotalti goals in the Road to Zero vision, as well as reducing our greenhouse gas emissions, and this may require making changes that residents don't support.		I am concerned about the 20km/hr speed limit being imposed on only Kail and Makoral Beaches, Tatapouri, Whangara, and Pouswa Beaches, and others, have similar environmental and safety concerns - nesting birds, vulnerable dune ecology, and families on beaches. Could the Bylaw Amendment note that all beaches have this 20km/hr limit, or else identify in red all beaches in 1e Tairawhiti on the map, please?		I would like to see more residential streets in Gisborne with a speed limit of 40km/hr so that school students can more safely walk, scoot, and cycle from home to school. The &quotrianop-affaquet and &quotripick-up" zone, and the intensify of whiche movements near schools at the before and after school times are the most hazardous areas, but the whole of school students journeys from home to school should be within slow vehicle zones. If it is inconvenient for car drivers to drive more slowly in residential areas, hopefully more people will consider walking or cycling instead.	No file uploaded
30/04/2022	Mackenzie Logan		no thanks	No	0	Speed limits are fine as is	Disagree	We don't need to reduce the speeds	Disagree	We could use walk and bike paths but we don't need to reduce the speed limits		I think we should have speed limits on beaches, especially busy ones	Agree	Reduced speed limits for 100m each side of schools would be good	No file uploaded
4/05/2022	Peter McKay		no thanks	No	-	The proposal has to many different speeds proposed which will make things very confusing. The low speeds proposed is many areas will create driver frustration and promote agressive bahaviour.	5	Drivers should be driving to the conditions now, the reductions are unnessesary.	Disagree	Drivers should be driving to the conditions now, the reductions are unnessesary.	Disagree	It is unnessesary for vehicles to be on these beaches at all and should not be allowed unless launching a water craft.	Agree		No file uploaded
13/04/2022	Peter Williamson		no thanks	No	0			The proposal from NITA is not a reasonable one for a geographically spread District. Rural roads, sealed or unsealed are expected to be maintained for use and the existing maximums allow for sensible use. The maximums are not a target speed, they are a sensible maximum and reducing those maximums, reduces the value of the roading network to the community in going about their business.	Disagree	The proposed reduction is not a realistic approach. I adily hear what sounds like an evening motorcycle rally around my suburb. Speed and noise is the issue. My view this is an enforcement matter rather than justifying impacting on the lawful road use by the majority of road users.		I disagree as I do not accept there is any justification for vehicles to be on either beach. A road runs the length of each beach other than where the road was closed at Kaill Beach after the road was closed. I will reluctantly largere to vehicle use on Kaill Beach as the road has gone but only from that closure point to the Southern end. The speed limit should be no more than walking pace, S. Kfr. There should not be any access and the beach other than by the formal council constructed access adjacent to the Yacht Club. Infringement notices, fee \$400, should be issued without hesitation for any transpressions.		I disagree other than for a sign posted limit of 40/KH either side of crossing points and not to be applicable in school holiday periods. The suggested 30K/Hr option is too low.	No file uploaded
13/04/2022	Bruce Humphris		no thanks	No		There are too many speed variantions. The fewer variations there are the better.	Agree	why has 90km not been considered?	Agree	I would prefer to see separate cycleways/ lanes though.	Agree			I agree with 40km/h however, I dont see the need to reduce speed at night etc. The flashing light system works well. Expecting people to slow down holidays, nights etc seems a little unfair.	No file uploaded
29/04/2022	Neil Ritchie		no thanks	Υe	es		Agree		Agree	Wainui Rd from Rutene Rd to past Sponge Bay should be 50kms. Then 80km km to Okitu. Too many speed along this stretch. Good place for a speed camera.	Agree	осасн стечнирь.	Agree		No file uploaded
5/05/2022 5/05/2022	Ngaire Norman Karla Kohatu	Hatea-a-Rangi	no thanks no thanks	No No			Agree Disagree		Agree Agree		Disagree Agree	I think we need to adjust the speed on	Disagree	•	No file uploaded No file uploaded
	SUI ATOR					o Speed Limit Ryl		0013 29 June	, rgi cc		valce	the Tokomaru Bay beach too.	valce		iiic opiouded

														Attaciiiieiit	ZZ-14U.2
5/05/2022	John Ballard		no thanks		No	The roads are congested enough now. This will only add to the situation. STOP the beaucrats from doing this crap and fix our roads first. Don't keep blaming the speed when our roads are third world!	Disagree		Disagree		Agree		Disagree		No file uploaded
21/04/2022	Connor grimson		no thanks		No	die mild world:	Disagree		Disagree		Disagree		Disagree		No file uploaded
29/04/2022 2/05/2022	George Searle Bernadine Kaa	H C A, Worker	no thanks no thanks	2.1E+09	No Yes	I would like the speed limit from Main road south RD1 heading into Tolaga Bay reduced from 70kms to 50kms, also past Hauiti Marae along the main road heading south out of tolaga Bay reduced from 70kms to		There have been alot of crashes along our main roads, not because of the speec limits, all crashes are caused due to those behind the wheel, No matter what changes are given along the roads these speedsters Do not care. 90kms would be		Yes support our Local rural area and Give us our cycle walkway in tolaga bay.	Agree Disagree	Ban all vehicles, bikes anything with wheels from driving along beaches,		speed limits are already 40kms leave it at that.	No file uploaded No file uploaded
30/04/2022	Blair Gordon		no thanks		No	50kms,	Disagree	good.	Disagree		Disagree		Disagree		No file uploaded
Submission Tim	e Name	Organisation (if applicable)	Do you wish your submit hearing?	sion at the	Do ye	ou agree with the preferred option 3 to amend the bylaw? Comment?		- Reduce speeds in some rural areas from m/h to 80, 60 or 50km/h? Comment?	areas	- reduce speeds in some rural and urbar from 70km/h to 50 or 30km/h and from 0km to 40 or 30km/h? Comment?		al - Set a new speed limit of 20km/h on orori and Kaiti beaches? Comment?	Proposal	- Set new variable speeds to some schools of 30 or 40km/h? Comment	If you would like to upload your written submission
29/04/2022	George Horsfall		yes please		Yes	Reduce the speed of Sallsbury Road and Grey Street beach end of roundabout 16 30km. Lot 9 f people walking coming and going. I have a direct line of sight from my place at 3 Sallsbury and so many near misses. Seems pointless being 50km/h. This is a heavy pedestrian area with young kids, dogs etc. There is also no crossing between Grey st and Sallsbury by Captain Morgan's corner, would be good to see one, as many people speed around that comer and lots of kids walting to cross. This area needs serious work. Itô™s our main beach and 16€™s surprised no one has ever been run over. This other suggestion is not speed limit related however, you need to widen the entry into the Top 10 holiday park off Grey St. Again I have a direct line of sight of it, itô™s our more direct line of sight of it, itô™s our belled minuted to the controlled th			Agree			Accept motorbikes further up and away from the houses, so not the settlement strip. A speed limit of 20kmh for all in front of the houses and for car along the beach with exception of motorbikes in the non resident areas. We have a 8ach at 50 Makarori and it&E <sup>MS</sup> fine that people drive along there in the low ides however they need access the beach in the correct points, not just jump the dunes and almost run over people sunbathing in the dunes. This happened to neighbouring residents one day who had to jump out of the way. So signs please!	s		No file uploaded
2/05/2022 2/05/2022	Shi Doreen Beck		no thanks no thanks		No No	I believe the changes proposed would create more driver frustration resulting in more reckless driving and more accidents		I believe the changes proposed would create more driver frustration resulting in more reckless driving and more accidents		I believe the changes proposed would create more driver frustration resulting in more reckless driving and more accidents	1	Strongly disagree on the Makorori proposal and disagree with the Kaiti beach proposal. Suggesting a 20k speed limit indicates that the roads are not worthy of being called such and should be bought up to a better standard or closed enlirely. Also it indicates that you consider cyclists and walkers are absolute morans of makes are absolute morans of themselves and their families.	•	Keep current speeds	No file uploaded No file uploaded
30/04/2022	Zaria		no thanks		No			Too slow, frustrated drivers will cause more crashes	Disagree	TOO SLOW	Agree		Disagree		No file uploaded
21/04/2022 20/04/2022	john grimson Phillip Steele	walter Findlay Itc	no thanks no thanks	2.8E+08	No No	option 3 has it's merits Variable speed limits such as reduced speed over the holiday season have merit.		there is absolutely no need to reduce speed limits on rural roads, as so many speed bumps have been installed over the last 10 years. Leave rural roads at 100km/h	Disagree Disagree	leave rural areas alone. If the urban population wants to slow down that much give them 30km/h instead of the current 50km/h. Allow access through urban areas on specific routes at higher speed.	Disagree Agree		Disagree Agree	should be standard for all schools across the district. A 40km/h variable speed limit	No file uploaded No file uploaded
30/04/2022 22/04/2022	Kathy Andrew Luke		no thanks no thanks		No No	One car driving slow on a road holds up the entire road of traffic. There is always going to be somebody that drives way under the speed limit and holds up traffic. If we decrease the speeds from what they are currently, this increases traveling time of all Gisborne residents (tradies, delivery services etc) and this time will be charged on a this will cause a direct increase in living costs for all Gisborne residents. No point driving costs up even further for us than inflation is altered violated.	Disagree Disagree		Disagree Disagree		Disagree Agree	This makes sense as people visit the beach purely for lelisure purposes and will make for a more enjoyable experience for those visiting our beaches.		I neither disagree nor agree with this one. I am totally for protecting children and the start and end of a leach school and its only far a short period of each day fa high risk filme around schools and it is only for a short period of each day and wouldn't cause much disruption to traffic flow to change this. On the flip side, Cars are getting more safer than ever (electric cars and standard cars) with camera/sensor to 'assist' drivers. As more of these become available, our streets will naturally become progressively safer.	

														Attaciment	22-140.2
23/04/2022 30/04/2022	Katelyn Grimson Jo Briant		no thanks no thanks		No Yes	Lavenham Road Bridge coming out of Patutohi village the 100 k sign is just before a little Bridge and there are 3 driveways within 100 mitres of the Bridge on the other side. People get to the sign and drive like crazy over the bridge, the sign needs to be moved to the other side, on the long stretch of road with no driveways.  Very dangerous for us drivers coming			Disagree Agree		Disagree Disagree		Disagree Agree		No file uploaded No file uploaded
24/04/2022	Leigh Anderson		no thanks	2.1E+08	Yes	our of blind driveways. Jo Briant	Agree	I particularly want to agree with Option 2 Rural roads - sealed 100km/h to 80km/h. This would be in particular benefit to Farmer Road where alot of cars go over and above 100 km down this street. I would support the speed limit even being reduced to 70 km/h down Farmer Road or a speed bump in the middle as alot of boy racers scream down the street.	- Agree		Agree		Agree		No file uploaded
5/05/2022	Casey		no thanks		No		Disagree		Disagree		Disagree	9	Disagree	It is frustrating enough getting stuck behind slow drivers, will be even more frustrating if they are driving slower, the slow drivers are the issue because they are frustrating the ones who drive to the speed limit.	No file uploaded
Submission Time		Organisation (if applicable)	Do you wish your submit hearing?	ssion at the	Do yo	ou agree with the preferred option 3 to amend the bylaw? Comment?		I - Reduce speeds in some rural areas from km/h to 80, 60 or 50km/h? Comment?	areas	- reduce speeds in some rural and urbar from 70km/h to 50 or 30km/h and from i0km to 40 or 30km/h? Comment?		al - Set a new speed limit of 20km/h on corori and Kaiti beaches? Comment?	Proposa	Set new variable speeds to some schools of 30 or 40km/h? Comment	If you would like to upload your written submission
5/05/2022	Beaudeen Ansell		no thanks		Yes		Agree		Agree		Agree		Agree	Why are the school school speeds higher	No file uploaded
3/05/2022	Andrew Haughey	GDC	no thanks	2.2E+07	Yes		Agree		Agree		Agree		Agree	then the beach speeds?	No file uploaded
3/05/2022	Alan Payne		no thanks		No	Business will suffer then the end user	Disagree	Minority shouldn't have a bigger say than	Disagree	Ridiculous	Disagree	Who will police this rubbish	Disagree	It is slow enough	No file uploaded
3/05/2022	Peter Te Nahu		no thanks		No	will suffer Enforcement of new limits will be an issue as all current drivers will have predisposed methodology to drive safely at current limits.	Disagree	general public Speed advisory signs are prudent, slow traffic CREATES hazards, most roads are capable of 100kph speed limits and in some cases more.	Agree	Central Business Districts should be 40kph, however prudent driving techniques already set artificial speed limits to what is safe. 40kph will allow a degree of safety for slow/elderly/handicapped etc people.	Disagree	e Enforcement, 20kph is a crawl and would only capture more users breaching the 20kph limit.	Disagree	If school zones are subject, why not parks or sports grounds. It is narrow minded to only focus on schools, which already have a lower limit during selected hours	No file uploaded
3/05/2022	DAVID NEWSHAM		no thanks	6.9E+07	No	40 k's would be realistic	Agree	If common sense is used	Agree	As above	Disagree	e Vehicles should not be allowed on	Agree		No file uploaded
3/05/2022			no thanks		Yes		Agree		Agree		Agree	main beaches	Agree		No file uploaded
3/05/2022	Leigh Foster	Council	no thanks				Agree	I think the rural roads should be 60 as so many families now live on lifestyle blocks in the country. Quite frightening to see these cars speeding on these roads with kids and elderly on them	Agree		Agree	Best of all is to keep them off the beach, then dumping of rubbish and stolen animal carcasses will be stopped.  It wont be long before someone or there dog is going to get run over on the beach.	Agree		No file uploaded
3/05/2022 5/05/2022	Bruce Walters Adelle Tombleson		no thanks no thanks	6.4E+10	No No		Disagree Disagree		Disagree Disagree		Agree Agree	ine beden	Disagree Agree	All areas around schools should have	No file uploaded No file uploaded
3/05/2022	Paora Brooking		no thanks	2.2E+07			Agree		Agree		Agree		Agree	reduced speedsnot some	No file uploaded
3/05/2022	Bryce Simpson		no thanks		No		Disagree		Disagree		Disagree		Disagree		No file uploaded
3/05/2022	Amanda Valler		no thanks	2.7E+08		No, it's hard enough getting around to kids with kindy, school and trips to town would take half an hour to hour more in driving to abide by the preposed changes horrible idea	Disagree	Put a concrete median between walk/cycle ways if worries about it why so and cost us more to lower speed		Not enough walkers or cyclist I feel gisborne is made up of small rural areas that are not close enough to warrant these changes really feel it's a bad idea	Agree			50km is slow enough and 40 is hard enough at busy traffic times don∂€™ make it more congested, if worried about children fund buses for school to safely drop kids at home	No file uploaded

												Attachment	22-140.2
6/05/2022	Peter		no thanks	No	Specifically regarding changes to speed limits in Nelson road development area; proposing to reduce speed limits for the benefit of reduce speed limits for the benefit of walkers and cyclists in order to improve safety is unfathomable. The improve safety is unfathomable. The development will see 1000's of extra occupants in the area and the mere concept of having the walk and cycle on the road is out right dangerous given that volume. The only safe way to manage that volume is by dedicated sealed barriered cycle paths running parallet to the road so that they are out of horm's way. This is especially critical given the location of Lython school and potential for young drivers to be rushing around on the road. Regardless of the speed limit, drivers combined with school kids cycling, walking, running on the same road (especially with the proposed volume) is an tragedy waiting to happen.	Disagree Specifically regarding changes to speed ilmits in Neston road development area; proposing to reduce speed limits for the benefit of walkers and cyclists in order to improve safely is untathomable. The development will see 1000's of extra occupants in the area and the mere concept of having the walk and cycle on the road is out right dangerous given that volume. The only safe way to manage that volume is by dedicated sealed barriered cycle paths running parallel to the road so that they are out of harms way. This is especially critical given the location of Lytton school and potential for young drivers to be rushing around on the road. Regardless of the speed limit, drivers combined with school kids cycling, walking, running on the same road (especially with the proposed volume) is an tragedy walling to happen. Furthermore, accidents happen from drivers not obeying the rules-speeding texting, drug use, reckless driving, Reducing speed limits won't impact this as they will continue to ignore whalever the speed sign says, enforcement of safe driving and better	n t	Walkers and cyclists pose a significant risk regardless of the speed when at a notable volume. The only way to make it safe is by dedicated cycleways and walkways. If only a handful of cyclists then there is no risk benefit for any action besides general driver care of ensuring 1.5m passing distance and passing at a safe speed. If the drivers aren't doing that then they won't care what the speed sign says anyway. To make it safe for cyclists - get them off the road!	Disagree			There is already confusion regarding speed limit times outside of schools, variable speeds will make it worse. But please, put a speed limit around makauri school. It is nonsensical to propose reducing speed limits on long stretches of road for adult cyclist but continue to ensure 100kph outside of a primary school during drop-off and pickup. For all your talk of safety, continuing to propose that it is safe to have logging trucks do 100kph where primary age kids are crossing a road, climibing into cars, is beyond madness and is outright gross criminal insanity. How you can prioritize the improved enjoyment of a few adults cycle ride over the safety of these children is beyond me. Focus on safety fits the limit around makauri school, get cyclists off Nelson road.	No file uploaded
6/05/2022	Peter Beck		no thanks	No	The ":Road to Zero" is aspirational but unachievable. Green washing away the productivity of the region will not improve the well being of the populous. Lower road speeds equates to reduced productivity. Road solety is not all on the driver or speed. The quality of roads is much more important, in your balliwick and active vable.	driver training is the only solution.  Disagree Make the roads sofer. Upgrade poor surfaces and save accidents that way.	Disagree	Make the roads safer. Upgrade poor surfaces and save accidents that way.	Disagree	The stupidity of this options does not require a response,	-	Variability leads to confusion. Confusion eliminates the outcome and only serves to create over zealous enforcement.	No file uploaded
6/05/2022	Eileen Voysey		no thanks	No	The change will not stop those speeding already. It will create confusion with additional signage for drivers to read while driving and uncertainty on what the limit is while driving.	Agree	Disagree		Disagree	Driving should be banned altogether on the beaches.	Disagree	This is not a consistent proposal Is it 30 or 40km? Why some schools not others?	No file uploaded
6/05/2022	Domini Carrington		no thanks	No	anving.	Agree	Disagree		Disagree	Are we talking the settlement parts of both places? Then yes but not if logging trucks will be disrupted even further.	Agree		No file uploaded
6/05/2022 6/05/2022	Danni Ian		no thanks no thanks	Yes No		Agree Disogree	Agree Disagree	All the differing speed limits(is if 20, 30, 40 50,60,70,80,100 what a mind f**k to drivers), will only ead to contision. The extra signage required will only numb drivers attention etc, but a brilliant way to raise revenue with the confusion.	Agree Disagree		Agree Disagree		No file uploaded No file uploaded
6/05/2022 6/05/2022	Kira Larsson Kirsty Smith		no thanks no thanks	Yes Yes		Agree Agree Reduce speed for cycling and walking	Agree Agree		Agree Agree		Agree Agree		No file uploaded No file uploaded
6/05/2022	Kerry Butt	c/- \$ Mackintosh	no thanks	No		Disagree	Disagree	,	Disagree		0	Would fully support lowering the speed limits around schools, especially rural schools where it's still way too high. With high traffic flow of heavy vehicles going past some rural schools I fully support the speed limits being reduced.	No file uploaded
7/05/2022 Submission Time	Sally e Name	Organisation (if	no thanks  Do you wish to presen	No nt Doy	ou agree with the preferred option 3 to	Disagree Proposal - Reduce speeds in some rural areas from	Disagree Proposal		Agree Proposi	al - Set a new speed limit of 20km/h on	Agree Proposal	- Set new variable speeds to some schools	No file uploaded  If you would like
		applicable)	your submission at th hearing? Phone?	e	amend the bylaw? Comment?	100km/h to 80, 60 or 50km/h? Comment?		from 70km/h to 50 or 30km/h and from 50km to 40 or 30km/h? Comment?	Mak	orori and Kaiti beaches? Comment?		of 30 or 40km/h? Comment	to upload your written submission
7/05/2022	Sally Wallace		no thanks	No		Disagree	Disagree		Disagree		Disagree	Most of them drop to 40km/h at school time anyway.	No file uploaded
7/05/2022	Craig and Daphne Menzies		no thanks	Yes		Disagree	Agree	Proposal for Sponge Bay Road from 70km to 50km	Agree		Agree		Sponge-Bay- .docx, type application/vnd. openxmlformats- officedocument. wordprocessingm I.document, 13.4 KB
8/05/2022	Daniel Cobb	McMillan Orchard	no thanks 2.2E+08			Agree	Agree			Would be great to have all but emergency service and fishing boat vehicles banned from all of our beaches.	Agree		No file uploaded
8/05/2022	Jesse Ngerengere		no thanks	No	This will add an unnecessary increase in travel times in any instance its already slow enough	Disagree It's already slow enough without slowing it down even more	t Disagree	•	Disagree		Agree		No file uploaded

9/05/2022	Gail Da;tpm	no thanks	Ye									
7,35,2022		TO HUIKS			Agree		Agree		Agree	The volumes of vehicles now accessing and driving on Makarori Beach is runing the whole beach environment for the rest of the public who go to enjoy a day at the beach. Its become an extension on the highway. To get to banning vehicles on the beach altogether, reducing the speed to 20ks seems like a good start.		No file uploaded
9/05/2022	Susan Kendrew	no thanks	2.7E+08 No		Agree		Disagree		Disagree	•	Agree	No file uploaded
9/05/2022	Jo Rogers	no thanks	Ye						Agree			No file uploaded
9/05/2022	Patrick McHugh	no thanks	Ye							Reducing the speed limit for cars and motorbikes on Makorori beach is a wise idea.		No file uploaded
9/05/2022	Neil Rogers	no thanks							Agree			No file uploaded
9/05/2022	claire jones	no thanks	Ye		Agree		Agree		Agree	Current risk to people and animals using the beach with vehicles driving along and speeding - particularly Makarori Beach. This makes the beach unsafe (particularly for children)	Agree	No file uploaded
9/05/2022	Haruru Fukushima	no thanks	Ye						Agree			No file uploaded
9/05/2022	Jill Tomlinson	no thanks	Ye		Agree				Agree	As a resident of Makorori Beach, I am in favor of reducing the speed limit for cars and motorbikes on the beach to 20km.		No file uploaded
9/05/2022	Amanda Davis		No	The people who choose to speed or drive dangerously will continue to do so no matter of speed limit inposed. I this proposal was genuinely about community safety then please consider using the funds to improve the conditions of actual roads by maintaining and repairing them. Speed limits is not the answer.	o If	9	Disagree		Disagree		Disagree	No file uploaded
9/05/2022	JOanna Franks	no thanks	Ye		Agree		Agree		Agree	No driving on beaches preferred	Agree	No file uploaded
9/05/2022	Gardenia Te Kani	yes please	2.2E+07 Ye		Agree	We have witnessed far to many fatal accidents where we live Corner of Bond Rd and Matawai Rd (State Highway 2). Also traffic need to slow down way before the existing sign of 70km going into Ormand. I would suggest from Bond Rd anwards going into Ormond Township.		I support reducing speed in the Ormanc Township especially around the school as there is no pedestrian crossing on safe place for children to crossover nea the school.			Disagree Stay as 30km/h	No file uploaded
9/05/2022	Hamish Simpson	no thanks	Ye		Agree		Agree		Agree	Definitely as I live out there and there are so many idiots my youngest child has nearly been run over several times Stop driving on our beaches all together	•	No file uploaded
9/05/2022	Sally Evans	no thanks	Ye		Agree		Disagree		Agree	Even better would be to ban any vehicles- there's no need to be driving on the beach at all-,provide parking & walkways	Agree	No file uploaded
9/05/2022	Ge²ff Hall	no thanks							Agree			No file uploaded
9/05/2022	Bree Skinner	no thanks	Ye		Agree		Agree		Agree	Driving on beaches is not okay and council should be leading the way to preserve the Coastal Marine Area.	Agree	No file uploaded
9/05/2022	Edison de Paula	no thanks	Ye		Agree		Agree		Agree		Agree	No file uploaded
	Raimundo											

Submi	ission Time Name	Organisation (if	Do you wish to present	Do you agree with the preferred option 3 to	Proposal - Reduce speeds in some rural areas from	Proposal - reduce speeds in some rural and urban	Proposal - Set a new speed limit of 20km/h on	Proposal - Set new variable speeds to some sch	nools If you would like
		applicable)	your submission at the hearing? Phone?	amend the bylaw? Comment?	100km/h to 80, 60 or 50km/h? Comment?	areas from 70km/h to 50 or 30km/h and from 50km to 40 or 30km/h? Comment?	Makorori and Kaiti beaches? Comment?	of 30 or 40km/h? Comment	to upload your written submission

										Attachinent	22 140.2
9/05/2022	Kay Bermingham	yes please	Yes	I cannot see any speed restrictions on Agrethe town beaches, Midway & Walkanae or Walnui. There is no need for vehicles to drive on any populated beach as they all have a road within 10-20ml. Please refer below to further comments surrounding this.		Agree	Disagre	el disagree because I believe this reduction in speed will change very little. Vehicles can still have access to the beach which is the main issue. Since it seems Council doesn't have the will to prohibit vehicles, with exceptions, on our populated beaches if this speed is to change it should be very low, 5-10km/hour. Driving an beaches around our district remains a concern of mine. Limiting the speed to 20kms/hour shill allows ALL vehicles onto populated beaches which in turn causes:  * further man made erosian to our dunes,  * a direct affect on the ecological life such as dune plants, birds, seals, & other animals,  * a direct affect on the beach users,  * naive pollution,  * an increase in criminal activity.  There are so many acts that this issue is covered by (i.e. RNA \$12, regional Coastal Policy Statement & Coastal Policy Statement & Coastal Policy Statement & Coastal Policy Statement & Coastal Policy Statement, Morine Mammals Protection Act, The Wildlife Act, Freedom Camping Bylave no man a few such subsense Michany.			No file uploaded
9/05/2022	Analu Caixeta	no thanks	2.1E+09 Yes	Agree	<ul> <li>At Tatapouri for example the trucks come at a higher speed than 100km, so reducing it maybe they would respect it more.</li> </ul>	Agree	Agree		Agree		No file uploaded
9/05/2022	Christine Boyce	no thanks	Yes	Agre		Agree	Agree	People should not be allowed to drive on beaches at all. They're destroying the reefs and it feels unsafe when you're at the beaches with children and cars and bikes are racing around.	Agree		No file uploaded
9/05/2022	Kathryn Kitchen	no thanks	No	This is a blanket acceptance of the GDC recommendations which I do not agree with in some cases, eg Palmerston Road should not be reduced in speed, the new roundabout at Peel street has been introduced to increase traffic flow and now if the 30kmph goes ahead will create a bottle neck. What speed do emergency services travel at on this road? If the road is choked with traffic how do they proceed?	ree Speed limits that we have in place currently are working fine. In fact the coast road needs to be increased to 100kmph, with trucks at 90kmph, the slower speeds cause agitation with drivers and they then pass in dangerous places - blind bends etc	Disagree as above	Agree	This seems logical, what are we driving on the beaches for in the first place, this is very dangerous for young children running into the water or playing on the beach	Agree	This is already in place before school and after school with control speed signs	No file uploaded
9/05/2022	Raymond Kitchen	yes please	027-285-4 No	This is a rubber stamp effect to a WK Disag proposal that does not appear on the surface to have been thought through in regards to our local environment.	ree State Highways are exactly that - State Highways and that is where we keep traffic moving sensibly. Slowing/Raising speed limits on State Highways will lead to dangerous situations developing.	Disagree Same basis as above.	Agree	Why are vehicles even allowed on beaches?	Agree	Already in place although based on the recent school holidays, GDC need to ensure that all schools turn their signs off during the holidays.	No file uploaded
9/05/2022	Robyn Busby	yes please					Agree	Only because no option for no vehicles on the beach. Who's going to police this speed also vehicle entrances on to beach are not defined?			No file uploaded
9/05/2022	Louisa C	yes please	No	Gisborne is known around the country Disag for it's ridiculously slow and inconsiderate drivers. How is reducing the speed limit going to improve this?? I felt compelled to have my say (at the 11th hour) because of observations made in a so called school zone.	ree If it's in a rural area, there should be a pull off lane for cars to drive on to "slow down"	Disagree Wallk/cycleways can be protected fron traffic with the steel barriers. Gisbome does not have the volume of walkers/cyclers to warrant a reduction in car speeds		Yes, because they are not on main highways	Disagree	2 THIS IS MY MAIN CAUSE OF ANXIETY AND FRUSTRATION! GRRRRRR	No file uploaded

Submission Time	e Name	Organisation (if applicable)	Do you wish to p your submission hearing? Pho	at the	Do you agree with the preferred option 3 to amend the bylaw? Comment?		al - Reduce speeds in some rural areas from Okm/h to 80, 60 or 50km/h? Comment?	area	l - reduce speeds in some rural and urban s from 70km/h to 50 or 30km/h and from 50km to 40 or 30km/h? Comment?		osal - Set a new speed limit of 20km/h on akorori and Kaiti beaches? Comment?	Proposo		If you would like to upload your written submission
9/05/2022  Double entry:	Jason Lines on Behalf of GCWT	Gisbome Cycle Walkway Trust	yes please 2.1	8E+08 Ye	Reducing vehicle speeds will support Tairawhite 2006 <sup>182</sup> a spiration for greatly increased numbers of people using active transport, support the Governmenta <sup>1628</sup> SceRoad to Zerode goal, and will contribute towards reducing the CO2 impact of transport locally and regionally, and in fact are an essential step towards these goals.		Lower speeds encourage people to be aware of the environment they are driving in, and that these environments differ, hence the need for different speed zones between residential and arterial streets. Encountering lower speed zones will encourage people driving from one side to the other of the Gisborne CBD, for example, to stay on the arterial route rather than driving through the CBD. The Tairawhit 2030 Spatial Plan includes a plan for the CBD to become a shared, more people-friendly space, and the reduction to 30km/hr is a step in the right direction for achieving this.	Agree	This question is irrelevant, we do not think it is necessary for there to be a requirement for a speed reduction to have support from residents. If we are serious about reducing serious accidents and totalities, we need to move forward with reducing vehicle speeds, even if residents are not supportive at this stage, Ite Tairawhiil is a car dependent region at present and more education and awareness of the impact that individuals have on the environment. Until we as a region have the connective networks for Walking and Cycling and make the spaces for people available in our CBD then our residents are basing their decisions on current environment and not the possibilities.	Agree	Absolutely support this from a user perspective, this is a very public place with multiple access points. Access should be limited in support of Dune restoration.	Agree	More residential streets should have a speed limit of 30-40km/hr (30km/hr according to Cycle Action Network) to encourage school students to walk and cycle from home to school. School speed zones encompass a limited zone in the decement schoolde vicinity. To make our city and our rural towns safer for school students ycling, walking, and scooling, the neighbourhoods also need to be safe zones. People with disabilities may be slower to cross roads than other people and lower residential speeds will allow them to feel safer when moving around their neighbourhoods. For example, we could suggest that residential streets within a roadius of 2km from each school (a diameter of 4km centered on each school) have a speed limit of 30-40km/hr. With lower vehicle speeds more parents will encourage their children to bike, scool, or walk to school and to their after school activities, and more people will bike or walk for commuting to work, or for short trips, because the roads will be safer, if residents find the lower speed limit fustrating perhaps this will incentivize them to walk or cycle for short trips and leave the car of home?  A connected network of off-road and separated paths will not lengt routes for school students and other outles for school students and other	
6/05/2022	Domini Carringtor	CONTRACTING	no thanks	No	0	Agree		Disagre	е	Agree		Agree		No file uploaded

NB. I fried to get this done online but couldn't fi	-d the link. So have
Required fields are marked with an asterisk (* (required)).	- having printed it when I did have
Privacy note Still accepted have to suggest me	as I feet what I
Note your feedback will be made public as part of Council's decision-making process. If you provide your name and orgine information you provide may be included in papers for the public and the media, and will be used for the Speed Lin information may also be used for statistical and reporting purposes. If you would like a copy of the personal information corrected, please contact us service@gdc.govt.nz	ganisation, this may be made public too.  nits Bylaw amendment process. This
Name <u>* (required)</u>	with the his
JEANIE MC CALLUM	jan, iojs)
Organisation (if applicable)	GISBORNE DISTRICT COUNCIL RECEIVED
	2022
ddress <u>* (required)</u>	ENPLOWER OFFIANCE
43 BILHAM ROAD, R.D. Z. GISB	ORNE
mail <u>* (required)</u>	
jrmc434 agmail.com	
o you wish to present your submission in person to councillors at the hearing? <u>*(rec</u>	quired) GISBORNE DISTRICT COL
yes please	1 0 MAY 2022
O no thanks	Time: CUSTOMER SERVICE
yes, staff will contact you with the date and time. Please provide your daytime conta	act phone number.
021 770 434	
o you agree with the proposals to amend the Speed Limit Bylaw?	
o you agree with the preferred option 3 to amend the bylaw?	
peed limit changes to approximately 12% of the local road network as detailed in the amended speed limit bylaw Yes	
○ No	
omment	
	BE REDUCED
	AND BUSINESS
oposal - Reduce speeds in some rural areas from 100km/h to 80, 60 or 50km/h	AFFECTED.
nere there's new growth, recent crash history or to support walking and cycling and where there's support shown from Agree	EVIDENCE OF THIS. WE HA
○ Disagree	HAD MANY CLOSE CALLS FOR SUCH A
	CITLLS III
REGULATORY Committee - Changes to Speed Limit Bylaw 2013 29 June	LONG TIME NOW .

Comment	
Proposal - reduce speeds in some rural and urban are 30km/h	eas from 70km/h to 50 or 30km/h and from 50km to 40 or
To support walking and cycling, with the support shown from residents  Agree	
○ Disagree	
Comment	
WILL BE SAFER FOR ALL COMMENT - ROAD USAGE C WHAREKOPAE TO SOKM SIGN HAS  (at PUTUTA  Proposal - Set a new speed limit of 20km/h on Makor	HANGES EG. KAIMOE RD FROM  S 20 DRIVEWAYS (INCLUDING A  HI TOWNSHIP) COMMERCIAL ORCHARD)  TOTI AND KAITI BEACHES  W LESS THAN IRM.
Agree	TI IS CIDES I AND
Disagree	HAS MANY CORNERS. NOT SUITABLE FOR 100 MM SPEER LIMIT.
Comment	Limit.
ABSOLUTELY - IT CAN BEACH WHEN DEHICLES, INCI SPEEDING PAST FAMILIES	BE JERY DANGEROUS ON THE LUDING QUAD BIKES, ARE
Proposal - Set new variable speeds to some schools of	of 30 or 40km/h
✓ Agree	
Obisagree	
Comment	
If you would like to upload your written submission	Browse
Thanks for your submission	
I'm not a robot  reCAPTCHA Privacy - Terms	
Submit	

#### **Timeline**

Consultation is now open and submissions close 5pm Monday 9 May 2022.

**Consultation period** 6 April to 5pm Monday 9 May **Hearing of submissions** 29 June **Decision of Council** 11 August 2022



## **Amendments to Speed Limits Bylaw**

Name: Karin Hannis Commission (if Applicable):  Address:  Trasogne  Email:
Phone: 863 2696
Do you wish to present your submission in person to councillors at the hearing?
Yes No
If yes, staff will contact you with the date and time. Please provide your daytime contact phone number
Do you agree with the proposals to amend the Speed Limit Bylaw?  Do you agree with the preferred option 3 to amend the bylaw?  Speed limit changes to approximately 12% of the local road network as detailed in the amended speed limit bylaw  Yes  No
Comment:
Proposal - Reduce speeds in some rural areas from 100km/h to 80, 60 or 50km/h Where there's new growth, recent crash history or to support walking and cycling and where there's support shown from residents.  Agree  Disagree
Comment:

Proposal - reduce speeds in some rural and urban areas from 70km/h to 50 or 30km/h and
from 50km to 40 or 30km/h
To support walking and cycling, with the support shown from residents
Agree
Disagree 🗸
Comment:
Proposal - Set a new speed limit of 20km/h on Makorori and Kaiti beaches
Agree
Disagree -
Comment:
Proposal - Set new variable speeds to some schools of 30 or 40km/h
Agree
Disagree -
Comment:
THERE ARE ALREADY Speed JONE CIMITE AT YOKA H
AT SHOOLS AT SPECIFIC TIMES IN, AT START AND
Ens if Setter DAY.
Timeline The ACTORNIE OFFEIDE MOKAROKA THOU IN
Timeline That Time
Consultation is now open and submissions close 5pm Monday 9 May 2022.

REGULATORY Committee - Changes to Speed Limit Bylaw 2013 29 June 2022 ed Bylaw Feedback

Consultation period: 6 April to 5pm Monday 9 May

**Hearing of submissions:** 29 June **Decision of Council:** 11 August 2022



## **Amendments to Speed Limits Bylaw**

Name: Hemara Donnelly
Address: 31 End Cliffe Rd
Email:
Phone: 0686 8 1907 / 027668190
Do you wish to present your submission in person to councillors at the hearing?
Yes V
If yes, staff will contact you with the date and time. Please provide your daytime contact phone number
Do you agree with the proposals to amend the Speed Limit Bylaw?  Do you agree with the preferred option 3 to amend the bylaw?  Speed limit changes to approximately 12% of the local road network as detailed in the amended speed limit bylaw  Yes  No
Too many speedurs /intoxicated/ gong numbers.
gong Members.
Proposal - Reduce speeds in some rural areas from 100km/h to 80, 60 or 50km/h Where there's new growth, recent crash history or to support walking and cycling and where there's support shown from residents.  Agree
Disagree
comment: Kids out in the country, lets keep them sake
lets keep them suit

Proposal - reduce speeds in some rural and urban areas from 70km/h to 50 or 30km/h and
from 50km to 40 or 30km/h To support walking and cycling, with the support shown from residents
Agree
Disagree
Comment:
50 rmph, Reeping kids safe, alive
safe, alive
Secure
Proposal - Set a new speed limit of 20km/h on Makorori and Kaiti beaches
Agree
Disagree
and night, Intoxicated druers take this route
and night, intoxicated druers
Take This route
Proposal - Set new variable speeds to some schools of 30 or 40km/h Agree
Disagree
can fix a sour.
comment: All schools · can't bring kid back
Timeline
Consultation is now open and submissions close 5pm Monday 9 May 2022.
Consultation period: 6 April to 5pm Monday 9 May
Hearing of submissions: 29 June

Decision of Council: 11 August 2022

We would like to request that the speed limit on Sponge Bay Road which is currently 70km be reduced to either 50 or 60km from the intersection of Wainui and Spongebay road until the end of the residential subdivision or till the Beach carpark.

Our request is based on the speed that vehicles are currently using to travel down the road, especially boy racers that use it to speed, drag race and do burnouts. Their speed is well over the 70km speed limit and by time they reach the back area of the residential subdivision the speed is closer to 100km.

There are burnout marks currently sitting on the road.

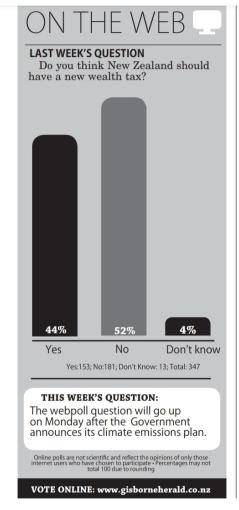
These was a single car crash in 2020 <a href="https://www.gisborneherald.co.nz/local-news/20200526/crash-victims-still-in-hospital/">https://www.gisborneherald.co.nz/local-news/20200526/crash-victims-still-in-hospital/</a>

and recently ours and our neighbours back fences (that back onto Sponge Bay Road) have been damaged from a speeding vehicle that crashed into our fence's early hours of the morning, leaving their broken pieces from their car and damage to our fences, they also did not report the accident.

As the residential area has filled up, Sponge Bay Road is now being used by both Adults and Children, to walk, run and bike and as there is no foot path, so they use/share the narrow road.

Also, the school drop off and picks up from school children in the area is on Wainui Road, school aged children walk on Spongebay road from the corner of Hamilton drive to Wainui Road.

We would just like to make this road safer for all the residents that live in this area.





"What do you think of the council's proposal to reduce the speed limit to 30-40kmh in the city centre?"



**KIANA WILLIAMS:** "I don't mind if it's reduced."

**BILLY BRONLUND:** 

"I don't think it

needs to be done.

People are driving

slow enough with

cars going less than

50kmh anyway. But

morning and there is

no traffic you should

be able to go 50 kmh.

if it's early in the

Leave it as it is.



PEACE DAVIS: "That'd be all good. Because it's all claustrophobic in town — the way the roads are spaced so it'd be a bit more convenient.



DICK BLACK: "I think it's important for the speed limit within city boundary to be 40kmh and roundabouts should be a maximum 15kmh.



**KAY STIVEN:** "It's a yes from me because I quess it just makes it safer. Especially for cars trying to reverse park and people crossing the road."



JENNA CLOUGH: "I think it's fine what they are doing."



**MARK PHILLIPS:** "Yeah I think the speed limit should definitely be reduced."



MORGAN: "During the day it's a good time because there are people especially children and the elderly crossing the roads. But in the night time they can make it normal. That's what



KRISTINA COLLIER- CAROL WATSON: "Yes, I think it's a good idea. I think everyone goes too fast and they need to slow down especially around our schools and our pedestrian crossings for our elderly and disabled people.



**TYLAH ELLIOTT:** "I think it's appropriate in the city centres and around the schools obviously. Maybe like certain times when vou have school kids around. 50kmh is actually very fast for the city. So I would say it's OK.

