

The Mackenzie District Council

Speed Limit Bylaw 2005

1. Introduction

Pursuant to Section 684(1)(13) of the Local Government Act 1974, the Local Government Act 2002 and Land Transport Rule: Setting of Speed Limits 2003 the Mackenzie District Council makes this bylaw to set speed limits as specified in the Schedules.

2. Title

The title of this bylaw is the Mackenzie District Council Speed Limit Bylaw 2005.

3. Date the speed limits come into force

The speed limits described in the schedules come into force on the date following adoption by Council.

4. Interpretation:

Road means the same as in Land Transport Rule: Setting of Speed Limits 2003

Speed limit means the same as in Land Transport Rule: Setting of Speed Limits 2003

Urban Traffic Area means the same as in Land Transport Rule: Setting of Speed Limits 2003

5. Speed Limits

The roads or areas described in the schedules specified in paragraph 6 or as indicated on the maps referenced in the schedules are declared to be subject to the speed limit specified in the schedules, which are part of this bylaw.

6. Schedules

The attached Schedule of Speed Limits and Speed Limit Maps form part of this Bylaw

7. Date Bylaw made

This Bylaw has been made in accordance with the Special Consultative Procedure of the Local Government Act 2002 initiated by Council on 14 June 2005 and confirmed by it on 2 August 2005.

The Common Seal of the Mackenzie District Council was affixed to a copy of this Bylaw
on (date)

Signed _____

J O'Neill (Mayor)

Signed _____

G Innes (Chief Executive Officer)

SCHEDULES OF SPEED LIMITS

Schedule 1: Roads subject to a speed limit of 20 km/hr

There are no roads in this schedule.

Schedule 2: Roads subject to a speed limit of 30 km/hr

There are no roads in this schedule.

Schedule 3: Roads subject to a speed limit of 40 km/hr

There are no roads in this schedule.

Schedule 4: Urban Traffic Areas - roads subject to a speed limit of 50 km/hr

Kimbell

All local roads on the Speed Limit Map for Kimbell identified in the legend as having a 50km/hr speed limit.

Fairlie, including Eversley Reserve

All local roads on the Speed Limit Map for Fairlie within the Urban Traffic Area, plus Fox View Rd and 'Recovery Park Rd' and identified in the legend as having a 50km/hr speed limit.

Lake Tekapo

All local roads on the Speed Limit Map for Lake Tekapo within the Urban Traffic Area and identified in the legend as having a 50km/hr speed limit.

Twizel

All local roads on the Speed Limit Map for Twizel within the Urban Traffic Area and identified in the legend as having a 50km/hr speed limit.

Schedule 5: Roads subject to a speed limit of 60 km/hr

There are no roads in this schedule.

Schedule 6: Roads subject to a speed limit of 70 km/hr

Albury

All local roads on the Speed Limit Map for Albury and identified in the legend as having a 70km/hr speed limit.

Schedule 7: Roads subject to a speed limit of 80 km/hr

Fairlie, including Eversley Reserve

All local roads on the Speed Limit Map for Fairlie and identified in the legend as having a 80km/hr speed limit, being:

Nixons Road, from State Highway 8 to Hall Stream Bridge.

School Road, from the Urban Traffic Area boundary to Struthers Street.

Struthers Street.

Twizel

All local roads on the Speed Limit Map for Twizel and identified in the legend as having a 80km/hr speed limit, being:

Glen Lyon Road, from State Highway 8 to Old Glen Lyon Road

Ostler Road, from just west of the western Hooker Crescent intersection to Max Smith Drive.

Max Smith Drive, from State Highway 8 to the Ruataniwha Holiday Park entranceway.

Schedule 8: Rural areas - roads subject to a speed limit of 100 km/hr

All local rural roads not included in other Schedules.

COMMENTARY TO SCHEDULES OF SPEED LIMITS

Albury

<u>Previous Speed Limit Notice</u>	Mackenzie County 1981
<u>Gazette Reference</u>	13/8/1981, No. 96, p. 2246
<u>Comment</u>	No changes to the existing speed limits are considered necessary.

Fairlie

<u>Previous Speed Limit Notice</u>	Mackenzie County 1962
<u>Gazette Reference</u>	18/01/1962, No. 3 p. 39
<u>Comment</u>	Eversley Reserve has been included in the Fairlie Urban Traffic Area at the request of the residents. The Reserve previously had an unrestricted speed limit (100km/hr). Due to increased lifestyle block development and/or pedestrian traffic, parts of Nixons Rd, School Rd and Struthers St have had speed limits reduced from unrestricted to 80 km/hr. Fox View Rd and 'Recovery Park Rd' have had 50 km/hr speed limits applied.

Kimbell

<u>Previous Speed Limit Notice</u>	None
<u>Gazette Reference</u>	N/A
<u>Comment</u>	Kimbell village street speed limits have been reduced from unrestricted to 50 km/hr due to density of dwellings and resulting pedestrian traffic.

Lake Tekapo

<u>Previous Speed Limit Notice</u>	Mackenzie District No.2 1991
<u>Gazette Reference</u>	19/12/1991, No. 193, p. 3949
<u>Comment</u>	Speed Limits on existing streets are unchanged except that Lakeside Drive and Andrew Don Drive have had speed limits reduced from unrestricted to

50 km/hr. A new Lake Tekapo Urban Traffic Area has been created that includes likely future subdivision sites.

Twizel

Previous Speed Limit Notice

Mackenzie District No.2 1991

Gazette Reference

19/12/1991, No. 193, p. 3949

Comment

The previous Urban Traffic Area included all of Twizel township except significant portions of Ostler Road, Ohau Rd and North West Arch. Ohau Rd and North West Arch are now totally within the Urban Traffic Area and also all of Ostler Rd east of the Resource Recovery Park. Due to subdivision development resulting in increased vehicular and pedestrian traffic new 80km/hr speed limits have been applied to portions of Glen Lyon Rd, Ostler Rd and Max Smith Drive. The Twizel Urban Traffic Area has been extended to include likely future subdivision site in the immediate proximity of Twizel township.

Mt Cook Village

Previous Speed Limit Notice

Mackenzie District No.2 1991

Gazette Reference

19/12/1991, No. 193, p. 3949

Comment

This Speed Limit Notice refers to a section of state highway that no longer exists. The Mt Cook Village streets and Hooker and Tasman Valley Roads have never had speed limits implemented by the Mackenzie District Council. The Department of Conservation administers the roads within the Mt Cook National Park and has Road Controlling Authority status. It is therefore appropriate for the Minister of Conservation to create a Speed Limit Bylaw for roads in the Park.