

12 June 2026

[REDACTED]
InLandsAirWater Counsel
[REDACTED]

29 Bowler Avenue, Gore 9710
PO Box 8, Gore 9740

Phone 03 209 0330
Email info@goredc.govt.nz
www.goredc.govt.nz

Dear [REDACTED]

Thank you for your email dated 15 May 2026 in which you asked for information regarding speed limit reductions, enforcement revenue, safety evidence and affordability impacts.

Your questions are responded to in turn, noting that you are seeking information from 1 January 2020 to 15 May 2026.

1. Decision-making records

All final decision papers, briefings, reports, memoranda, approvals, or recommendations relied upon when deciding to reduce speed limits on roads within your authority or responsibility.

No speed limits have been reduced on local roads within the Gore District during the specified period. Therefore this part of your request is refused under section 17(e) no documents exist about reducing speed limits.

2. Safety evidence

All crash data, risk assessments, road-safety assessments, engineering reports, speed-management assessments, and safety modelling relied upon to justify speed-limit reductions.

Again, no speed limits have been reduced on local roads within the Gore District during the specified period. Therefore this part of your request is refused under section 17(e) no documents exist about safety evidence as its not been required.

3. Revenue and enforcement modelling

Any documents, forecasts, estimates, briefings, or internal analysis concerning infringement revenue, fine revenue, enforcement volume, camera enforcement, Police enforcement targets, or expected enforcement outcomes connected with reduced speed limits.

This information is held by the New Zealand Police. The Gore District Council do not receive any revenue from the setting of speed limits or from the enforcement of them. As you have already sent this request to the NZ Police, we have not officially transferred this request to them.

4. Cost-benefit analysis

Any cost-benefit analysis, economic assessment, productivity assessment, travel-time assessment, freight impact assessment, or public affordability assessment undertaken before or after speed-limit reductions.

Any proposed changes to speed limits on local roads must follow the procedure contained in the Land Transport Rule: Setting of Speed Limits 2024 and be submitted to the Director of Land Transport for approval and inclusion in the National Speed Limit Register maintained by NZTA.

However, as advised, no speed limits have been reduced on local roads within the Gore District during the specified period. Therefore this part of your request is again refused under section 17(e) no documents exist about reducing speed limits.

5. Public consultation

All final consultation summaries, submissions analysis, public feedback reports, and decision-maker advice concerning public support or opposition to the speed-limit reductions.

Any proposed changes to speed limits on local roads must follow the procedure contained in the Land Transport Rule: Setting of Speed Limits 2024 and be submitted to the Director of Land Transport for approval and inclusion in the National Speed Limit Register maintained by NZTA.

However, as no speed limits have been reduced on local roads within the Gore District during the specified period no public consultation has been required. Therefore, this part of your request is again refused under section 17(e) no documents exist about public consultation relating to reducing speed limits.

6. Alternatives considered

Any documents identifying less restrictive or less punitive alternatives considered, including road engineering, signage, road maintenance, hazard removal, intersection redesign, education, or targeted enforcement rather than blanket speed reduction.

Again, any proposed changes to speed limits on local roads must follow the procedure contained in the Land Transport Rule: Setting of Speed Limits 2024 and be submitted to the Director of Land Transport for approval and inclusion in the National Speed Limit Register maintained by NZTA.

However, no alternatives have been considered within the Gore District during the specified period. Therefore, this part of your request is again refused under section 17(e) no documents exist about any alternatives considered.

7. Delegations and authority

The statutory provisions, delegations, warrants, authorisations, or internal authority relied upon by the decision-makers who approved the speed-limit reductions.

While no speed limits have been reduced, the Director of Land Transport holds the delegation and authority for any changes to speed limit reductions.

8. Review or reversal documents

Speed limits on local roads are no longer set and then contained in a local Bylaw. Any proposed changes to speed limits on local roads must follow the procedure contained in the Land Transport Rule: Setting of Speed Limits 2024 and be submitted to the Director of Land Transport for approval and inclusion in the National Speed Limit Register maintained by NZTA.

We have no knowledge that there have been reversals.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz.

If you wish to discuss this decision with us, please feel free to contact the Governance Team via governance@goredc.govt.nz

Yours sincerely

A handwritten signature in black ink, appearing to read 'J Domigan', with a stylized flourish at the end.

Jason Domigan
General Manager Critical Services