

# Whakatane District Speed Management Plan

**Draft for Consultation v0.3**

May 2023

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## 1 Purpose of the Plan

The purpose of this Speed Management Plan is to outline how Whakatane District Council will implement changes in the road environment to be consistent with Central Governments Road to Zero Strategy. The plan must adhere to rules set down by central government and with guidance provided by Waka Kotahi the New Zealand Transport Agency (Waka Kotahi) in their Speed Management Guide. Ultimately though, the plan outlines the changes required so that our community can travel safely and confidently with minimal risk to their lives and the lives of their whanau.

All Districts are required to have a Speed Management Plan under the Land Transport Rule: Setting of Speed Limits 2022. The Plan must set out what work needs to be done and provides an indication of changes that will take place over the course of the 10-year speed management plan.

## 2 What is Speed Management

Speed management is about using a range of techniques to reduce the harm experienced on our roads, it's not just about setting speed limits. It includes setting safe and appropriate speed limits, installing infrastructure that restricts or encourages appropriate speeds, upgrading existing roads so they are appropriate for their speed limit and enforcement to ensure that people keep to the limits. It's about applying a safe systems approach to the road network where all elements play their role and where people can travel without fear of not making it home.

Some of these are outside of a Council's jurisdiction such as enforcement and education campaigns that fall to central government however there is room within the Speed Management Plan to make recommendations to other organisations around how and where these can be implemented.



Figure 1 - Four principles of speed management

## 3 The Impacts of Speed

### 3.1 Vulnerable road users

Under a Safe Systems approach speed limits are set so that if there is an accident, then the consequence of that accident shouldn't result in death or life changing injuries. It acknowledges that we're not all perfect drivers, all of the time, but that when we do make a mistake on our roads those involved should be able to make it home to their families.

### 3.2 Pedestrians and Cyclists

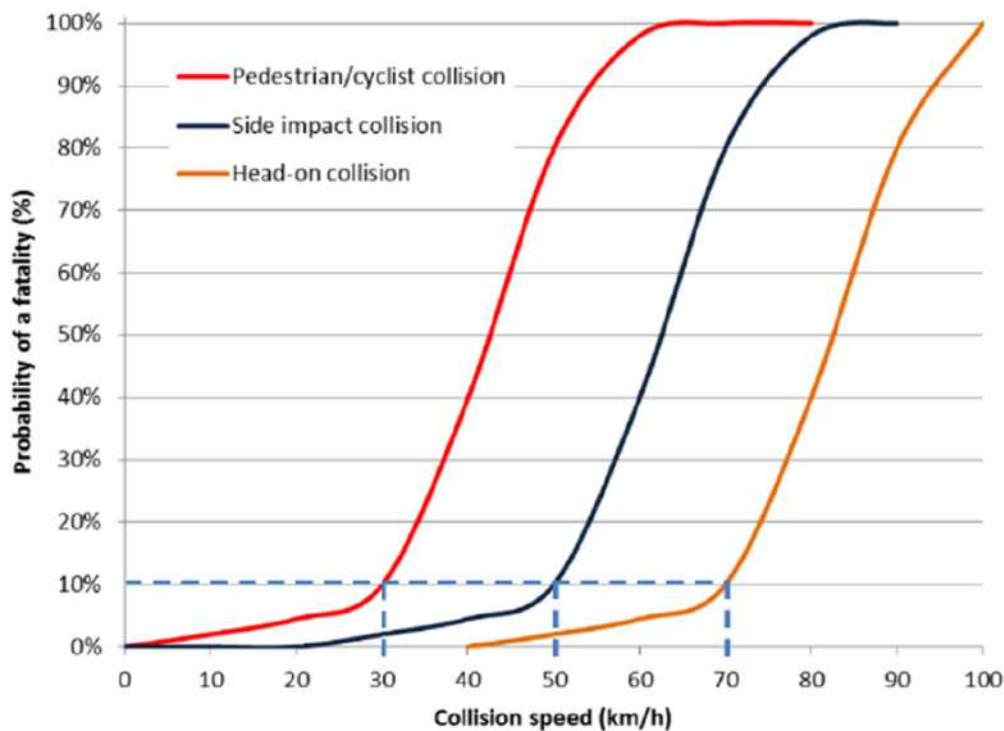
Safer speed limits within town centres, around schools and for other high pedestrian and cyclist generating areas will help to support more liveable and thriving communities by improving safety and accessibility and encouraging more active modes of transport ie walking, cycling, and scooting.

Pedestrian crashes can occur anywhere on the roading network, however there are opportunities to improve safety and accessibility, in particular around schools. Current speed limits within town centres and outside many schools do not make walking and cycling an appealing mode of transport and therefore increase the reliance on vehicles. Increased rates of children walking and cycling to school

will reduce congestion at school gates, lowering the risk of crashes and stress to other road users. Active transport also has a host of other benefits, including health promoting better health and wellbeing, while also freeing up car parks for those who need to drive.

Pedestrians and cyclists are particularly vulnerable to crashes involving vehicles. A crash with an impact speed of 50kph is 80% more likely to result in death or serious injury than one with an impact speed of 30kph.

Figure 2 shows how impact speed during a crash can affect the chance of a pedestrian, cyclist or vehicle occupant being killed. Crashes involving pedestrian and cyclists have 90% chance of being fatal when speed is 50kph but this risk drops to just 10% when the speed is 30kph. Implementing speed limits of 30kph means that, should a crash occur, the chances of walking away is almost 10 times as likely compared with a crash at 50kph. Reduced speeds also mean there is significantly more reaction time available to drivers and shorter stopping distance meaning that the chance of a crash occurring in the first place is also significantly lower.



Source: Jurewicz, Sobhani et al. (2015) and based on Wramborg (2005)

Figure 2 - Impact of speed on crash survivability

## 3.3 Social and economic costs

In 2022, 375 people were killed and almost 2,500 seriously injured on New Zealand roads. Each death and serious injury has a devastating and wide-reaching impact on our communities. This has a social cost to New Zealand of \$84 million per week, or nearly \$4.7 billion a year. Social cost includes the cost on individuals, our health system, disruption on our road network, and the devastation that deaths and serious injuries have on communities.

Over 50% of major trauma injuries treated in our hospitals are from road crashes. If we can reduce the number of these injuries then our health care system will be able to provide better care in other areas. It saves deaths on our roads and means more people will be treated for other life-threatening illnesses or accidents.

## 3.4 Whakatane District Roads are Dangerous

Waka Kotahi's Communities at risk register identifies Districts where different crash types, or those involved in crashes, are overrepresented across the country. For Whakatane District it makes for very sombre reading. Out of the 70 districts on the register Whakatane District ranked:

- 2<sup>nd</sup> for pedestrians involved in an accident.
- 2<sup>nd</sup> for distracted drivers involved in accidents.
- 14<sup>th</sup> for risk of dying or sustaining a life changing injury on our roads.
- 23<sup>rd</sup> for risk to our young people (16-24years).
- 10<sup>th</sup> for accidents where people were going too fast for the conditions.
- 12<sup>th</sup> for loss of control or head on accidents in rural areas.

And while many of the above crash statistics don't solely relate to the speed being travelled, reducing the speed for these would have reduced the chance of injury or death as well as providing drivers more opportunity to correct their errors and avoiding a crash occurring altogether.

The problem appears to be getting worse with the number of Death and serious injuries on the Whakatane Network doubling over the previous five-year period from 12 in 2017/18 to 26 in 2021/22 even though there has been a decreasing trend nationally.

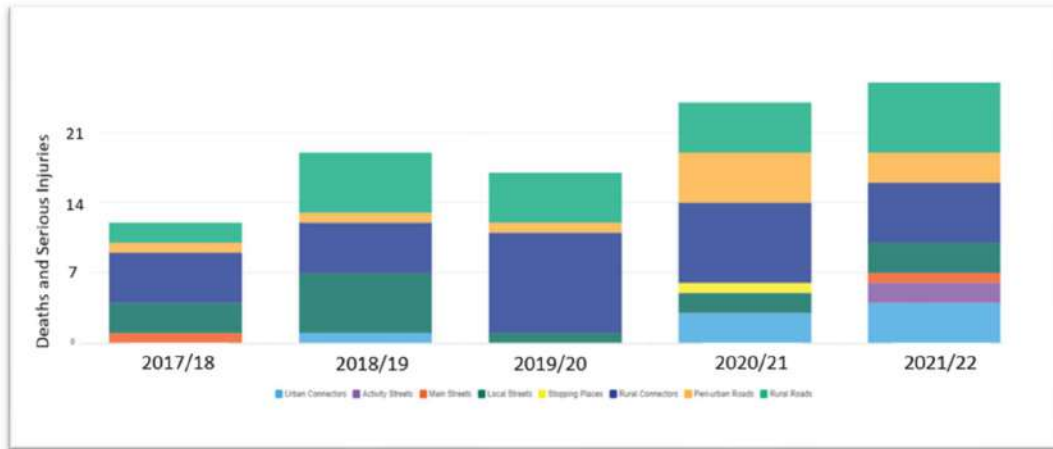


Figure 3- Deaths and serious injuries on the Whakatane District local road network

## 4 Background

### 4.1 Road to Zero

Road to Zero is Central Government’s strategy to guide improvements in road safety from 2020 to 2030. The strategy’s vision is for New Zealand to be a country where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable.

Road to Zero aims to achieve 40% fewer deaths and serious injuries by 2030, implementing a broad range of measures that cover the five identified focus areas of the plan.:

1. Infrastructure improvements and speed management
2. Vehicle safety
3. Work-related road safety
4. Road user choices
5. System management.

The speed management element of Road to Zero is being implemented in part through changes to road transport rules requiring Councils and Waka Kotahi to produce speed management plans. The plans will address how agencies will align infrastructure investment and speed limits with best practice guidance to reduce or eliminate the incidence of deaths and life changing injuries from road trauma within our communities.



## 4.2 Whakatane Districts Long Term plan

The project aligns with Council’s community objective “Strong, connected, interdependent, diverse communities”. It aligns with the strategic priorities for:

- Preparing for population growth and housing demand – safer roads are required in some areas to allow for future housing development and the speed management plan will address these issues
- Improving the safety, security and resilience of infrastructure – the reduction in speeds will directly improve the safety of our roading infrastructure
- Enhancing the environmental outcomes of our activities – the proposed reduction in speed limits will reduce carbon emission from transport through reduced fuel consumption

The project is aligned the central government policy through the Ministry of Transport outcomes framework with regard to outcome “Healthy and Safe People” and aligned to funding priorities through the safety priority within Government Policy Statement on Land Transport.

## 4.3 Setting of Speed Limit Rule

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) establishes an integrated speed management planning process that considers how safety infrastructure, safety cameras and speed limits can be combined effectively to help achieve a safe transport system.

The stated objective of the Rule is to contribute to road safety by:

- providing for a whole of network approach where speed management is considered alongside investment in safety infrastructure; and
- empowering or requiring road controlling authorities to set speed limits for roads under their control; and
- setting out requirements road controlling authorities must comply with when setting speed limits.

The key points of the Rule with regard to this speed management plan are:

- The rule stipulates that Speed Management Plans must give consideration to guidance provided by Waka Kotahi;
- It sets out timeframes for the development of the Speed Management Plans and targets delivering speed limit changes outside of our schools; and
- The rule mandates speed limits at school gates, during drop off and pick up times at 30kph, or up to 60kph where this can be safely justified, ie rural areas with low risk to school students.

A full copy of the Rule can be found at the link below:

<https://www.nzta.govt.nz/resources/rules/setting-of-speed-limits-2022/>

## 4.4 Waka Kotahi Speed Management Guidance

Councils and other Road Controlling Authorities must have regard to the guidance provided by Waka Kotahi. The latest guidance issued by Waka Kotahi can be found at the link below:

<https://www.nzta.govt.nz/safety/partners/speed-and-infrastructure/safe-and-appropriate-speed-limits/speed-management-guide/>

Aspects of the guidance that are most relevant to Council in the development of this Speed Management Plan are:

- Local streets should have speed limits of 30 or 40kph.
- Urban Connectors (typically our urban arterial roads) can be up to 50kph with appropriate safety interventions. The districts urban connectors are located in Whakatane, Ohope, and Matata (Harbour Road, Pohutakawa Ave, Arawa Street, Landing Road, Domain Road, Peace Street, some of King Street, Eivers Road, and Arawa St, Matata)
- All undivided roads in the rural network should have speed limits of no more than 80kph, and should be 60kph where safety is compromised, such as where vehicles are parking or terrain, obstacles etc which make the road hazardous.

## 4.5 Funding

The costs of implementing road safety initiatives including speed management is a shared between Whakatane District Council and Waka Kotahi. The guidelines for receiving this funding include the requirements for projects identified to support speed management and a reduction in death and serious injuries. The outputs from this speed management plan will be used to develop a forward works programme for the Road to Zero programme, and funding will be sought for works to support speed management on these roads.

## 5 Principles and Focus Areas

A set of principles have been developed to guide the development of the Speed Management Plan. These are:

- *The speed limit at school gates will be determined by schools in line with the Setting of Speed Limit Rule and Waka Kotahi Guidance*
- *All local streets and school areas will have speed limits of 30km/h.*
- *New local streets will be constructed for a 30km/h speed environment with appropriate physical features to reduce speeds.*
- *Some rural and urban connector roads will not meet guidance at commencement of the plan and will be upgraded to align with recommended levels of safety for road users.*
- *Speed limits on rural roads will be set at 80kph initially with any further speed reductions to 60kph reviewed in 2030.*
- *An area-based approach will be used to help maintain consistent speed limits creating less confusion for drivers.*
- *Changes will be coordinated with other road controlling authorities and their speed management programmes to provide consistency and prevent drivers avoiding slower speeds where this will increase the risk of harm.*

In addition to these there are several focus areas where investment and speed limit changes will be prioritised.

- 1. Rural Schools**
- 2. Marae**
- 3. Urban areas and schools**
- 4. Places where there is a strong community demand for change**
- 5. High-risk roads within the rural network**

## 6 The plan

Between the Setting of Speed Limits Rule and the guidance provided by Waka Kotahi there are very clear expectations from central government about how speed limits should be set. There is a narrow set of options available to Council in formulating a Speed Management Plan that largely relate to the following key areas:

- Timing for implementation of new speed limits (except around schools where timeframes are legislated) including options to reduce speeds in stages.
- Where Council will invest to enable higher travel speed to be kept in place or over time increased.
- How our urban areas are treated with options to reduce speeds to 30kph or 40kph in most areas without schools in close vicinity.

The draft plan will be consulted and public feedback used to help inform the above areas.

### 6.1 Speed limits

Speed limits to be set within the speed management plan are included as Appendix Two.

During consultation proposed speed limits are also available at the following link:

[https://www.google.com/maps/d/edit?mid=1qZff227qcsOyZBc2bGK\\_MsPOB2u13as&ll=-37.96301458346481%2C176.76000429291577&z=15](https://www.google.com/maps/d/edit?mid=1qZff227qcsOyZBc2bGK_MsPOB2u13as&ll=-37.96301458346481%2C176.76000429291577&z=15)

#### 6.1.1 Timing of speed limit changes

Speed limits will be implemented as per the table below where possible but will be adapted in response to community consultation:

Focus area	Timing
Rural Schools	2023/24 (currently in progress)
Rural Marae	2024/25 (or as requested by Marae)
Urban areas and schools	2024 - 2027
Roads impacted by State highway Speed Review (ie SH30 speed review)	As required
Areas with strong community support	2024-2027
High Risk Roads in the rural network	2027 -2030
Unsealed roads and low-risk roads	2030 - 2033

*Figure 4 - Speed Management Plan Focus areas and indicative timing*



Figure 5- Proposed implementation timeframes

## 6.1.2 Rural School Speed Limits

Due to significant risks posed at rural school gates these have been addressed through an earlier process and speed limits set in consultation with each of the schools. These speed limits will be put in place during 2023 and are included as Appendix One.

## 6.1.3 Speed Limits in Urban Areas and Schools

This section explains the rationale for the speed limits that have been determined to be safe and appropriate within urban areas. Due to the language used in the Rule and the layout of our urban areas there is limited choice as to what these can be.

Under the Setting of Speed Limits Rule, the majority of schools will require a 30kph speed limit at start and end times, or at all times. The speed limit needs to be applied at a minimum of 100m from the school gates but also applies to main routes travelled to school by students walking or cycling. Travel routes to these schools that are popular with students should also be covered by the 30kph speed limit.

Within our urban areas (Edgecumbe, Whakatane, Matata, Murupara, Taneatua, Te Teko) schools are central to our communities and when the rules are applied the areas where 30kph speed limits are required covers a very large proportion of the urban area. If the rule was applied strictly this would result in constant changes to speed limits between 30kph and 40kph throughout the townships causing driver confusion as well as a forest of signage. Rather than do this, a consistent 30kph speed limit has been applied with the exception of some urban connector roads.

For our urban connectors through townships there is scope to increase speeds to 50kph (where these are not adjacent to schools) and where the road meets certain safety criteria. Main arterials are limited to Whakatane, Ohope and Matata and rather than reduce the speeds below 50kph on

these roads the Plan will include investment in safety infrastructure to make the roads compliant with the Waka Kotahi Guidance. These roads are indicated in the One Network Classification maps in Appendix Three.

## 6.1.4 Speed Limits in Rural Areas

All roads in the rural network are undivided and consequently require an 80kph or lower speed limit. These speed limits will be put in place over time with high-risk roads and roads where there is strong public support being put in place first. Low risk roads will have new speed limits put in place towards the end of the 10-year Speed Management.

Further assessment is required to identify rural roads that may need to be require a further reduction in speed limits to 60kph. A review of these roads will take place closer to the time and further consultation undertaken at this time.

The risk rating of rural roads will be determined based on the personal risk and infrastructure risk rating of the road. These ratings are standard measures that take into consideration factors including: rate of deaths and serious injuries on a road, road conditions such as road width, shoulder width, and the presence of road side hazards like ditches or cliffs. Ultimately, this puts roads where there is a history of accidents or identified safety risks into the high-risk category.

	Personal Risk Rating				
Infrastructure Risk Rating	High	Medium High	Medium	Low Medium	Low
High	High Risk	High Risk	High Risk	Low Risk	Low Risk
Medium High	High Risk	High Risk	High Risk	Low Risk	Low Risk
Medium	High Risk	High Risk	High Risk	Low Risk	Low Risk
Low Medium	High Risk	High Risk	Low Risk	Low Risk	Low Risk
Low	High Risk	High Risk	Low Risk	Low Risk	Low Risk

Figure 6 - Proposed definition for high-risk and low-risk roads with regard to the Speed Management Plan

### 6.1.4.1 Speed limits on unsealed roads

Current guidance indicates that all unsealed roads should have a speed limit of no more than 60kph. This represents a significant drop in speed limits from the existing standard of 100kph and as such will be staged across the plan. Unsealed roads will be lowered in line with other rural roads to 80kph with further assessment made in 2030. This will allow road users to adjust to the 80kph speed limit before a further reduction to 60kph as per Waka Kotahi guidance.

### 6.1.4.2 Marae Speed Limits

For urban Marae speed limits will likely be set at limits consistent with the surrounding urban areas (ie 30kph) in most instances. For Rural Marae speed limits at Marae will be set in consultation with

each Marae and there will be opportunity to consider variable speed limits so that lower speed limits can be set during events or busy periods at the Marae, reducing the risk when it is most needed.

## 6.2 Infrastructure

### *Speed Infrastructure*

Safety infrastructure improvements have been identified for delivery through the plan. When finalised a programme will be developed with timeframes for delivery based on the focus areas and feedback from consultation.

<b>School Safety Infrastructure</b>		
<b>Where</b>	<b>What</b>	<b>Why</b>
Paroa Road @ Paroa School	Speed humps	School request
James Street @ Whakatane Intermediate and James Street School	Speed Humps, Raised Platform	School Request
Pohutakawa Ave @ Ohope school	Raised crossing platform	School Request Meet guidance for urban connector road to maintain a 50kph speed limit
Pohutakawa Ave @ Ohope 4-Square	Raised crossing platform	School Request Meet guidance for urban connector road to maintain a 50kph speed limit
Pohutakawa Ave, Ohope Road to Maraetotora	Off-Road cycle path (dunes boardwalk)	Meet minimum requirements for 50kph on an Urban Connector Road
Pohutakawa Ave, Maraetotora to Harbour Road	Off-Road cycle path (dunes boardwalk)	Meet minimum requirements for 50kph on an Urban Connector Road
Hinemoa Street, existing pedestrian crossing	Raised Crossing Platform	Meet guidance for urban connector road to maintain a 50kph speed limit Schools request
Arawa Street, Whakatane Trident High School	Raised Crossing Platform and/or Speed humps	Meet guidance for urban connector road to maintain a 50kph speed limit and at schools request
Goulstone Road, adjacent Whakatane High School	Pedestrian/curtesy crossing	Schools request Encourage compliance of slower speed limit Provide safe crossing point for students
Galatea School	Footpath to township	Schools request

		Safe space for walkers, reduced reliance on cars
McAlister Street	Raised Platforms or Speed humps	School Request Encourage compliance of slower speed limit Provide safe crossing points
Galatea School	Rumble Strips from 100kph end	Schools request  Encourage speed compliance
King Street, Stewart Street to Bridge Street	Speed humps	School Request Encourage compliance of slower speed limit
Galatea Road, Waohau @ Te Kura Maori-A-Rohe O Waiohau	Raised Crossing Platform and Kea Crossing	School Request Provide safe crossing area for students and Marae users, encourage speed compliance
Wilson Street, Matata	Safe Crossing point for students	School Request Provide safe crossing point for students
Arawa Street, Whakatane	Speed Humps on Valley Road approach and raised platform in front of school office	School Request Provide safe crossing point for students
Otakiri Rd @ Otakiri School	Speed humps or Platforms on approach to school gates	School Request Provide safe crossing point for students Encourage speed compliance

<b>Arterial Road Infrastructure</b>		
<b>Where</b>	<b>What</b>	<b>Why</b>
Pohutakawa Ave, Ōhope	Off-Road Cycle Path provided	Meet minimum requirements for 50kph on an Urban Connector Road
Harbour Road and Pohutakawa Ave, various	Raised Crossing Platforms in high-use areas	Meet guidance for 50kph on an Urban Connector Road
Landing Road, various	2 Raised crossing platforms	Meet guidance for Urban Connector Road to maintain a 50kph speed limit
Domain Road, various	2 Raised Crossing Platforms	Meet guidance for urban connector road to maintain a 50kph speed limit
Hinemoa Street, near Landing Rd Roundabout	Raised Crossing Platforms	Meet guidance for urban connector road to maintain a 50kph speed limit
Ōhope Road	Guardrail, physical separation of pedestrians from cars	Identified as a high-risk road. Meet Guidance for Rural Connector road to allow



		speeds between 60 and 80kph
Gorge Road	Guardrail, physical separation of pedestrians from cars	Meet guidance for Urban Connector road to maintain a 60kph speed limit Identified as a high risk road
Landing Road, TBC	Raised crossing platforms	Meet guidance for Urban Connector Road to maintain a 50kph speed limit
Domain Road, near McAlister Street	Upgrade existing pedestrian crossing to raised platform	Meet guidance for urban connector road to maintain a 50kph speed limit
Arawa/Bridge Roundabout	Redesign to incorporate safe crossing facilities for school and other users	Meet Guidance Urban connector road to maintain a 50kph speed limit School Request
Arawa Street, Whakatane	1-2 Raised Crossing Platforms	Meet Guidance Urban connector road to maintain a 50kph speed limit
Arawa Street, Matata	3 Speed Platforms (currently under construction)	Meet Guidance Urban connector road to maintain a 50kph speed limit
Awatapu-Arawa St Stopbank path	Off-road path	Meet Guidance Urban connector road to maintain a 50kph speed limit

### ***Rural Road Infrastructure***

<b>Where</b>	<b>What</b>	<b>Why</b>
Thornton Road	Variety of safety improvements	Identified as a high-risk road
Taneatua Road	Variety of safety improvements	Identified as a high-risk road
Various unsealed roads*	Extend seals and shoulder widening	Allow for speeds to be maintained at 80kph.
Te Teko Road	To be confirmed	Identified as high-risk road
Taneatua Road	To be confirmed	Identified as high-risk road
Gorge Road	To be confirmed	Identified as high-risk road
Ohope Road	To be confirmed	Identified as high-risk road

**\*Improvements to be delivered as part of existing Seal Extension Policy**

### ***Township Infrastructure***

<b>Where</b>	<b>Where</b>	<b>Where</b>
Taneatua Speed Management	Speed Humps and crossing platforms. Locations to be confirmed	To encourage speed compliance
Matata Speed Management	Speed Humps and crossing platforms. Locations to be confirmed	To encourage speed compliance

Murupara Speed Management	Speed Humps and crossing platforms. Locations to be confirmed	To encourage speed compliance
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<b>Marae Infrastructure</b>		
<b>Where</b>	<b>Where</b>	<b>Where</b>
To be completed in consultation with Marae		

## 6.3 Education and promotion

Additional funding from the speed management plan budget will be set aside across the 10-year plan for education and promotion of speed management. It is expected that this will make up approximately 5% of the investment made in speed management. Where possible this work will be coordinated through the Regional Speed Management Plan currently being developed by Bay of Plenty Regional Council.

Programmes will be developed on a 3-year cycle as part of Council’s Long Term Plan, with input from key stakeholders with each programme focusing on particular areas such as:

- School speed limits
- Marae speed limits
- Enforcement
- The impacts of speed and speed management

Each programme will be including elements such as:

- School visits and training
- Social media
- Promotion at community and council events

## 6.4 Enforcement

While Council does not have the ability to enforce speed limits or install speed cameras the speed management plan does provide an opportunity to identify where enforcement would be supported by Council and the Community. This information can then be used by Police and Waka Kotahi to determine the best location for speed cameras or where a greater police presence maybe required.

<b><i>Locations currently identified as requiring additional speed enforcement</i></b>		
<b>Where</b>	<b>What</b>	<b>Why</b>
All school areas	Mobile speed cameras Police enforcement	The change in speed limits will take a concerted police effort for these to be effective
King Street, Whakatane	Fixed Camera	Very high number of children and existing speed issues
Arawa Street, Matata	Fixed Camera	High movement of vehicles through the township and existing speed issues.
State Highway 30, Te Teko	Fixed Camera	High movement of vehicles through the township and existing speed issues.
State Highway 30 – Awakeri to Thornton Road	Police Enforcement Point-2-point Average speed camera	High-Risk road with speed identified as crash cause in many areas
State Highway 2 – Edgecumbe, Matata, Tāneatua townships	Fixed Camera Police enforcement	High amount of pedestrian activity and existing speed concerns identified by residents and police
Wainui Road	Police Enforcement Point-2-point Average speed camera	To enforce reduced speed limit on this high-risk road
All other State Highways	Police Enforcement Mobile Speed Cameras	To enforce existing and speed limits proposed by Waka Kotahi
Other areas as identified through consultation		

## 7 Developing the Plan

The below figure sets out the process for development of the plan and actions outstanding at the time of publishing.

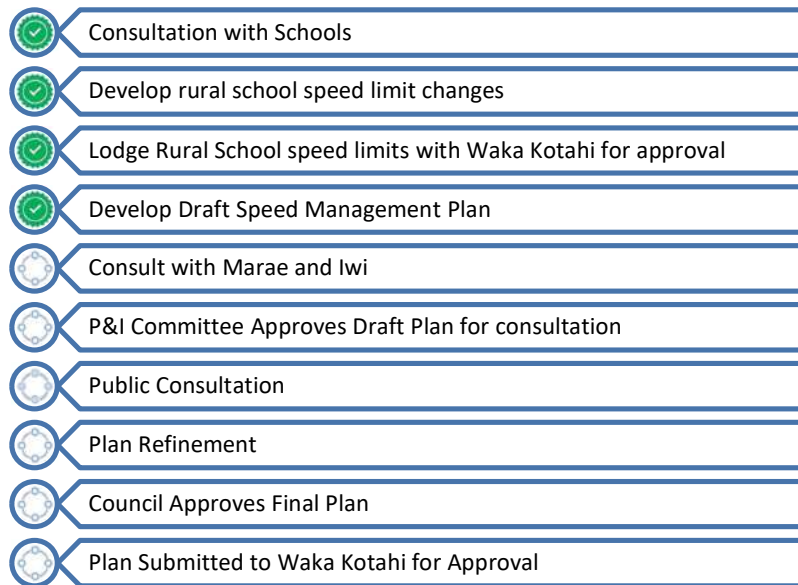


Figure 7 - Speed Management Plan development process

## Appendix One – Rural School Consultation Summary and Outcomes Report

# Rural School Speed Review

## Consultation Summary and Outcomes

December 2022

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## 1. Summary

The purpose of this report is to provide a summary of consultation undertaken for the Rural School Speed Review. 63 responses were received from the public with 55 in support, 6 opposed, and 2 not indicating support or otherwise. Of those that opposed two were due to a perceived lack of consultation, while one opposed due to the changes in the speed limits not extending far enough.

Given there appears to be significant support in favour of the proposal only minor changes will be made prior to seeking approval from Waka Kotahi Transport Director.

## 2. Who we consulted

Initial consultation was undertaken with the 12 rural schools involved in the review. This feedback informed the initial proposals before public consultation was undertaken.

Iwi representatives were also provided with information about the planned review at various stages through the process with each supporting safer roading environments for our schools, tamariki and whānau.

Iwi	Tribal (Taraipara)	
Ngai Tuhoe	Tūhoe Manawara	Te Kura Kaupapa Maori o Huiarau
	Te Taraipara Ō Rūātoki	Te Kura Matahī-A-Rohe O Matahī
	Te Taraipara Ō Rūātoki	Tarawera Bi-Lingual
	Te Taraipara Ō Rūātoki	Te Wharekura O Matahī
	Te Taraipara Ō Rūātoki	Te Kura O Matahī
	Te Waimana Kaaku	Waimana School
Ngati Awa		Te Kura o Te Paroa
		Otakiri School
		Te Kura Toitu o Te Whaiti-nui-a-Toi
		Thornton School
Ngati Rangitahi		Thornton School
		Otakiri School
Ngati Whare		Te Kura Toitu o Te Whaiti-nui-a-Toi
Ngati Manawa		Galatea School

NZ Police Road Safety area commanders in the Rotorua and Eastern Bay areas have been consulted but did not provide comment.

Public consultation was undertaken on the speed limit changes between 17 October and 18 November 2022. The consultation was advertised through:

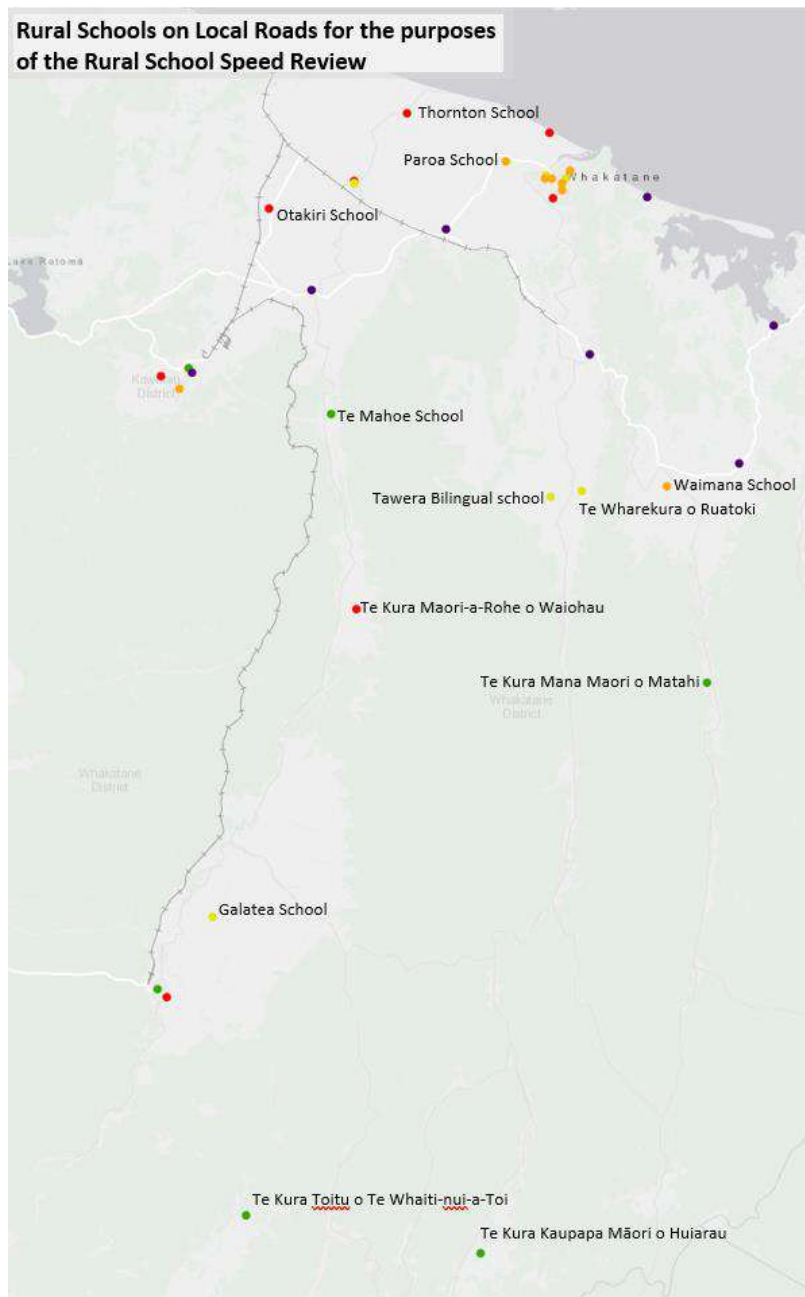
- Letters to those in and around the proposed speed limit changes;



- Information provided to schools to circulate to parents and school whanau;
- Social media posts; and
- Articles in the Whakatane Beacon.

### 3. What we proposed

The map below shows the location of the different rural schools where speed limit changes are being proposed.



The table below outlines the proposed speed changes at each school. Appendix Two provides further details regarding the speed limit boundaries.

School	Existing speed	Proposed speed	Notes
Galatea School (Mangamate Rd)	60kph	30/60kph variable by time of day	
Otakiri School (Otakiri Rd)	60kph	30kph	
Tawera Bilingual School (Ngahina Rd)	80kph	30kph	
Te Kura Kaupapa Māori o Huiarau (Sister Annie Rd)	100kph	60kph	school driveway is very long putting school gate 300m from road hence justifying 60kph speed, 60kph extended for full extent of Sister Annie Road
Te Kura Mana Maori o Matahi (Matahi Valley Rd)	100kph	30kph	higher speed may be justified but adjacent one-way bridge requires 30kph reduced speed to navigate safely
Te Kura Maori-a-Rohe o Waiohau (Galatea Rd)	80kph	30kph	
Te Kura o Te Paroa (Paroa Rd)	80kph	30kph	
Te Kura Toitu o Te Whaiti-nui-a-Toi (Minginui Rd)	100kph	60kph	mitigated by low traffic volumes, only 1 student walks to school
Te Mahoe School (Te Mahoe School Rd)	50kph	30kph	
Te Wharekura o Ruatoki (Mission Rd and Ruatoki Valley Rd)	70kph	30kph	
Thornton School (Thornton Rd)	60kph	30/60kph variable by time of day	
Waimana School (Waimana Rd and Raroa Rd)	50kph	30kph	extended to cover Waimana township as this is a key route for students walking to/from school

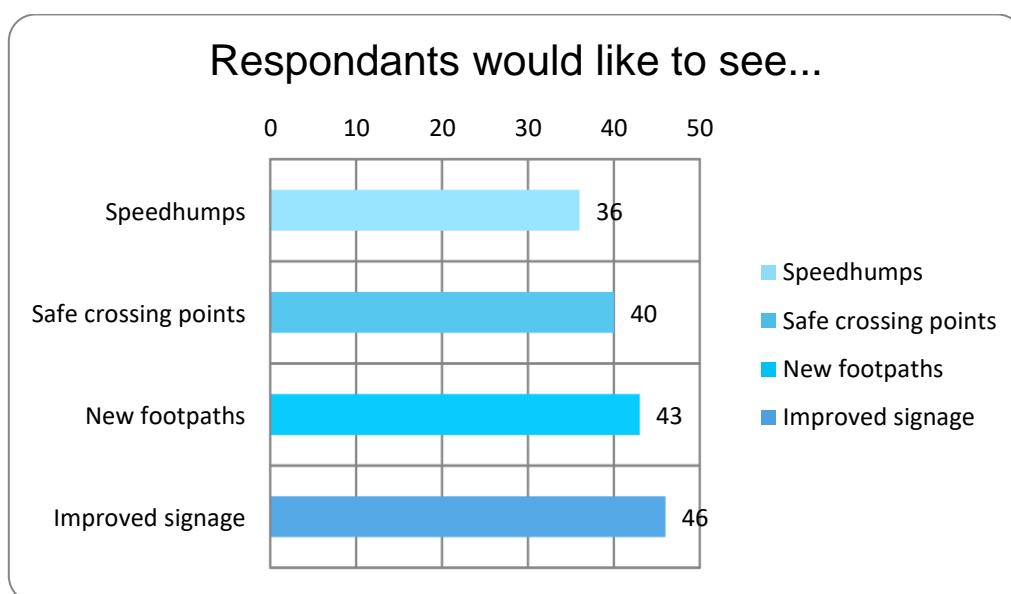
## 4. What people told us

The table below provides a summary of the responses received for each of the proposed school speed limit changes. In total 63 response were received from the public with 55 in support, 6 opposed, and 2 not indicating support or otherwise.

	Responses	Supports the proposal		
		No	Yes	not indicated
Galatea School	11	1	9	1
Otakiri School	16	1	14	1
Te Kura Māori-a-Rohe o Waiōhau	5	2	3	0
Te Kura o Te Paroa	9	1	8	0
Te Kura Toitu o Te Whāiti-nui-a-Toi	1	0	1	0
Te Mahoe School	1	0	1	0
Tawera Bilingual School Te Kura o Tawera*	9	0	9	0
Te Wharekura o Rūātoki				
Thornton School	7	0	6	0
Waimana School	5	1	4	0
Te Kura Mana Maori o Matahi	0	0	0	0
Te Kura Kaupapa Māori o Huiarau	0	0	0	0
<b>Total</b>	<b>63</b>	<b>6</b>	<b>55</b>	<b>2</b>

\* due to the close proximity of the two schools responses were collated together

Most respondents supported new infrastructure to reinforce the change in speeds. The table below shows that each of the proposed interventions had similar levels of support. This information will be used to assist in the forward planning for infrastructure over the next 10-years.



The Table below contains comments from those who were opposed to the proposed speed changes.

- Two of those opposed were not against the change in speed but due to a perceived lack of consultation with the community for the Te Kura Māori-a-Rohe o Waiōhau speed limit change.
- The person opposed to changes at Te Kura o Te Paroa school indicated that their opposition was not to the reduction in speed rather that the adjoining areas were not subject to reduced speed as well. This issue can be addressed through the wider speed management review.

School Area	What do you like about the proposal?	What don't you like about this proposal?
Galatea School	Nothing	All of it
Otakiri School	Nothing	Do not support speedhumps - for locals it's an unnecessary obstruction at times outside of school hours Do not support more footpaths on opposite side of the road Do not support safe crossing points - Children should be encouraged to stay on the school side of the road to be collected. Absolutely No need for children to cross the road.
Te Kura Māori-a-Rohe o Waiōhau		Did consultation with each community, hapū and schools take place, if so, when and where?  Would have involved our students in this proposal as it would impact on their health and safety more, as road users in a rural area school.  Sounds as though the changes are going ahead.
Te Kura Māori-a-Rohe o Waiōhau	Slows traffic down at the school. Health & Safety for our students.	No discussions took place with, communities, hapū, and schools.  Students were not given the opportunity to take part in this proposal as if will affect them... again Health & Safety.  Looks as though you are going to go ahead according to KEY DATES.
Te Kura o Te Paroa (Paroa Rd)	The 30km area	The 80km area - this should be reduced to 60km after the school - Before the school it should be 50km, then 30km, where it starts.
Waimana School	Raised platform crossing on Waimana Road	Speed restriction through Waimana Township with speedbumps and crossing platform. As a local resident that uses this road several times a day, the fact that Waimana Road is very wide, li have never had an issue of safety with going through the village under current conditions, so cant see any gains for the money invested

## 5. Final outcome

Given that the majority of respondents support the proposal limited changes have been made as a result of this consultation. The following changes will be made to the proposed speed limits.

School	School Category	Existing speed	Consulted Speed	Change post consultation
Galatea School (Mangamate Rd)	1	60kph	30/60kph variable by time of day	No change
Otakiri School (Otakiri Rd)	1	60kph	30kph	No change
Tawera Bilingual School (Ngahina Rd)	1	80kph	30kph	No change
Te Kura Kaupapa Māori o Huiarau (Sister Annie Rd)	1	100kph	60kph	Change to 30kph at school gate, with remainder of Sister Annie Road 50kph
Te Kura Mana Maori o Matahi (Matahi Valley Rd)	1	100kph	30kph	No change
Te Kura Maori-a-Rohe o Waiohau (Galatea Rd)	1	80kph	30kph	No change
Te Kura o Te Paroa (Paroa Rd)	1	80kph	30kph	No change
Te Kura Toitu o Te Whaiti-nui-a-Toi (Minginui Rd)	2*	100kph	60kph	No change
Te Mahoe School (Te Mahoe School Rd)	1	50kph	30kph	No change
Te Wharekura o Ruatoki (Mission Rd and Ruatoki Valley Rd)	1	70kph	30kph	No change
Thornton School (Thornton Rd)	1	60kph	30/60kph variable by time of day	No change
Waimana School (Waimana Rd and Raroa Rd)	1	50kph	30kph	No change

\*Justification for being identified as a Category School 2 are the very low traffic volumes on this road and information from the school that only one student walks to school from the adjacent marae. It is unlikely that a lower speed limit would allow more students to use active transport due to the rural setting.

## Appendix One – Detailed responses by School

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Galatea School	Yes	all of it! It would be great to have the footpaths and rumble strip	the possibility of having to wait 10 years	Speedhumps, Safe crossing points, New footpaths, Improved signage	easier car parking for picking up/dropping off students
Galatea School	Yes	Safety for children		New footpaths, Improved signage	<p>1. I would be very pleased if a footpath was put in front of the School entrance parking so there is space for children to walk. Even if a narrow footpath. Hopeless at the moment making children go behind cars. Very Dangerous when parents backing .</p> <p>Vehicles are parked up against the fence.</p> <p>2. Stop parents parking on the otherside of the road when collecting the children in the afternoon when the Galatea Hall carpark has a concrete footpath available via the school right to the carpark and plenty of safe parking. Two minute safe walk! Common sense seems to have been forgotten .</p> <p>3. Improved signage telling parents no parking on the far side of the road.</p> <p>I hope these points are considered And look forward to hearing from you!</p>
Galatea School	Yes	<p>All of it sounds fantastic.</p> <p>I would like to raise the issue of the 80kmph through Galatea township.</p> <p>Cars, especially trucks, fly through here at dangerous speeds every day. Myself and others feel the speed limit needs to be reduced, and traffic encouraged to slow down. If there was an accident the vehicle could plough through someone's front yard. This is indicated on my form. Better signage is also required.</p>		Speedhumps, Safe crossing points, New footpaths, Improved signage	Better Signage.

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Galatea School	Yes	Excellent proposal. The speed limit on Mangamate Road and Galatea Road through the township needs to be reduced to 60kmph		Safe crossing points, New footpaths, Improved signage	Footpaths installed on Mangamate Road from the Hall to the intersection on Galatea Road. As well as through the township. Parents collect children from daycare here. School crossing on Galatea Road, and Mangamate Road for safety.
Galatea School	Yes	It makes sense for the safety of our children		Speedhumps, Safe crossing points, New footpaths	
Galatea School	Yes	Lower speed, speed bumps included to make vehicles slow down. Signage changes and speed signs are also clear. Enforcing a fine for those drivers who do not adhere to the lower speed.	The lower speed keeps out children safe from crossing roads.	Speedhumps, Safe crossing points, New footpaths, Improved signage	
Galatea School	Yes	30kmph past the school is common sense	No speed bumps - farmers drive tractors across them. Makes it dangerous. No Footpaths - everyone uses Centennial Drive, or crossing paddock the last 50 years.	Improved signage	
Galatea School	No	Nothing	All of it		
Galatea School		Speed outside school 30km - why not 8am to 9.15 am and 2.30pm to 3.30pm	Mangamate Road to Galatea Road speed reduced to 30/60kmph for short distance not 100kmph. Continue lower speed to creek on Pony club boundary. No to speedhumps No to Safe crossing points - cars can use hall carpark, safer.	Improved signage	Footpath from village to continue along school fence line Remove non-compliant signage Path/ barrier in front of school fence to prevent cars parking against fence and children having to walk at back of vehicles.
Galatea School	Yes	Safe speed for kids	I think you are wrong with the 100km speed, I am sure it's 80km	Speedhumps, Safe crossing points, New footpaths, Improved signage	

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Galatea School	Yes	Good idea and very much needed to keep our community safe. I would like to see the 80km sign extended on Galatea Road through our village to get down to Vetora Vets Gate.(5038 Galatea Road) This is a very busy area. We love beside the vets and witness very high speeds, and close calls.		New footpaths, Improved signage	
Otakiri School	Yes	Safety - slower speeds		Speedhumps, New footpaths, Improved signage	
Otakiri School	Yes	Slower speed past the school	Speed humps. The road is not long, and people are mindful of the school and reduce speed. Most of the children go on the bus or in cars. Pickup and drop off is at the school.	Safe crossing points, Improved signage	
Otakiri School	Yes	30kms past school	Speed Humps at the end of 30kph zone not required. Hallet Road end not required because of proximity to intersection, traffic will already be slow. Other end noise from heavy vehicles will be annoying at night when crossing speed humps.	New footpaths	
Otakiri School					
Otakiri School	Yes	Safer walking to school, riding bike. There has been alot of near misses		Speedhumps, Safe crossing points, New footpaths, Improved signage	Speedhumps - just before cars turn into carpark. Kids cross here. Safe Crossing Points - Crossing across school carpark - lots of accidents. Improved Signage - Warning on SHW before they get to Otakiri Road.



School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Otakiri School	Yes	Slow the traffic down by the school. I also think the speed on Hallett Road and Awaiti South Cross Road should be reduced as Heavy Traffic tramp through that Cross Road. many logging trucks and delivery vehicles go through this cross-road every day.	The 100kmph through Otakiri Road and Hallet Road Cross Road is not lowered to 60kmph. Alot of school traffic uses this cross-road when delivering children to and from school.	Safe crossing points	
Otakiri School	Yes	Improve footpaths from Hallet Road Junction	Speed Bumps 30kmph clearly that has not been thought through properly. Why waste your time asking when the decision has already been made.	New footpaths, Improved signage	
Otakiri School	Yes	Improved signage for students and parents collecting and dropping off children.	Speed Bumps - NO! They are not necessary in the country as everyone drives slow past the school already. Speed Bumps cause other issues with noise of traffic to the residents next to the school.	Safe crossing points, New footpaths, Improved signage	
Otakiri School	Yes	Finally, improvements that are going to make it safer for our kids both getting to school and also after school in the busy pickup times.	Received on the 02/11/2022 - only 5 days to respond????? Remember WDC rural mail delivery isnt the fastest.	Speedhumps, New footpaths, Improved signage	
Otakiri School	Yes	Safety for the kids and residenst around the school		Speedhumps, Safe crossing points, New footpaths, Improved signage	

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Otakiri School	Yes	Speedhumps, footpath and 30kms proposal	Other areas need addressing. Intersection at Hallet Road with turning school traffic, trucks at speed 100km zone. Intersection needs widening or a RAB. Otakiri Road traffic travels too fast. Mothers on cell phones needs policing.	Speedhumps, New footpaths	
Otakiri School	Yes	Speed Limits	Speedbumps	Safe crossing points, New footpaths, Improved signage	
Otakiri School	Yes	Slowing traffic around the school	Hallett Rd and Otakiri Rd intersection - is very dangerous, I believe this should be reduced speed to 70kmph and/ or RAB/ Median strips. If you are turning right to go down Otakiri and there's a big truck, they have nowhere to go. If there is oncoming traffic you are sitting in the middle of the road. I think this is a priority.	Speedhumps, Improved signage	
Otakiri School	Yes	Reduce speed to 30kms	Speedhumps Extending existing 60kms	Safe crossing points, New footpaths, Improved signage	

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Otakiri School	No	Nothing	Do not support speedhumps - for locals it's an unnecessary obstruction at times outside of school hours Do not support more footpaths on opposite side of the road Do not support safe crossing points - Children should be encouraged to stay on the school side of the road to be collected. Absolutely No need for children to cross the road.	Improved signage	Lit up speed limit signs which are on before and after school, on each either side. I dont support other structures. Need to educate parents on dropping off and picking up kids from school.
Otakiri School	Yes	Will slow the big trucks and commercial vehicles going down past the school		Improved signage	
Te Kura Māori-a-Rohe o Waiōhau	Yes	Safety of our tamariki and mokopuna. Speedbumps to slow traffic.		Speedhumps, Safe crossing points, New footpaths, Improved signage	Footpaths on both sides. Streetlights, especially on crossings
Te Kura Māori-a-Rohe o Waiōhau	Yes	the 30 speed change	no speed change from 80 to 60 in other areas	Safe crossing points, New footpaths	
Te Kura Māori-a-Rohe o Waiōhau	No		Did consultation with each community, hapū and schools take place, if so, when and where?  Would have involved our students in this proposal as it would impact on their health and safety more, as road users in a rural area school.  Sounds as though the changes are going ahead.	Safe crossing points, New footpaths, Improved signage	

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
<b>Te Kura Māori-a-Rohe o Waiōhau</b>	No	Slows traffic down at the school. Health & Safety for our students.	No discussions took place with, communities, hapū, and schools.  Students were not given the opportunity to take part in this proposal as if will affect them... again Health & Safety.  Looks as though you are going to go ahead according to KEY DATES.	Safe crossing points, New footpaths, Improved signage	Visibility at Night: Lighting.

<p><b>Te Kura Māori-a-Rohe o Waiōhau</b></p>	<p>Yes</p>	<p>We welcome the opportunity to participate and hopefully inform change around the speed that road users use currently through Waiohau. As residents and caregivers of tamariki mokopuna who attend the kura, we need to see change and welcome some or all of the options outlined below being considered and implemented. Additional options have been added that support a collaborative, sustainable, effective remedy to this road safety issue.</p>	<p>Not so much about the proposal but the process Council have taken to consult with whanau. Communication Issues as follows:</p> <ol style="list-style-type: none"> <li>1. I have been a resident in Waiohau for over 30 years. Our papakainga and farm land is leased and the leasee receives the rate demand, which might explain why I did not receive mail regarding this kaupapa, rather, heard 3rd hand about it. I immediately phoned the council (beginning of November) to be advised that a form will be posted out. It should be noted that as at today's date I still have not received the form (closing date for postal forms 7 November). So after making enquiries I discovered I could submit online. It wasn't easy to locate on the Council website.</li> <li>2. for those residents who didn't receive a postal submission form and who do not have access to laptops/phones or internet are disadvantaged</li> <li>3. it would have been ideal to meet with the Waiohau community to discuss and inform whanau of this kaupapa. It was a missed opportunity to see and hear first hand what the views of the whanau were on this important kaupapa.</li> </ol>	<p>Speedhumps, Safe crossing points, Improved signage</p>	<p>Would like to see the following added to the list of infrastructure to be considered and implemented for Waiohau:</p> <ol style="list-style-type: none"> <li>1, "pedestrian crossing" added to the list of infrastructure below (if not already - not sure if "safe crossing points") outside the school and crossing over to the housing papakainga:</li> <li>2. speed cameras</li> </ol> <p>Traffic hurtles past the kura including milk tankers, logging trucks, contractors vehicles, private motorists. Our hapori/whanau have lost children's lives on this road over the past years. we do not want a repeat of that.</p>
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School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Te Kura o Te Paroa	Yes	Speed limit is sensible and safe for kids.		Speedhumps, Safe crossing points, New footpaths	
Te Kura o Te Paroa	Yes	Increased safety		Speedhumps, Safe crossing points, New footpaths, Improved signage	
Te Kura o Te Paroa	Yes	SAFETY for everyone		Speedhumps, Safe crossing points, New footpaths, Improved signage	Please make Paroa road crossing onto State highway two alot safer – ( slow traffic to 50kms from Tauranga turnoff and state highway thirty travelling into and from Whakatane township)
Te Kura o Te Paroa	Yes	Slower Speed. My children walk to school every day and my biggest fear is they will be hit by a speeding vehicle.	That the 30kmph proposed range doesn't include our house (12 Paroa Road). The amount of cars that come speeding around the corner off the main road is scary. Can we extend this to past my residence, the children have another 7 years of walking to Kura.	Speedhumps, Safe crossing points, New footpaths, Improved signage	
Te Kura o Te Paroa	Yes	Reduced speed during school hours	I feel reducing the speed 24/7 will lead to people ignoring the limits as it won't be encouraged outside of school hours	Safe crossing points, New footpaths	Flashing signals during school hours
Te Kura o Te Paroa	No	The 30km area	The 80km area - this should be reduced to 60km after the school - Before the school it should be 50km, then 30km, where it starts.	New footpaths, Improved signage	

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Te Kura o Te Paroa	Yes	Speeding around schools is a big problem in all areas of NZ, lowering speed limits is a proven way of preventing serious injuries and deaths.	It leaves too much wiggle room for communities with vocal drivers to complain and not have permanent speed limit changes. Instead they'll ask for stupid things like variable speed limits (forgetting that people use pedestrian crossings all times of the day) etc.	Speedhumps, Safe crossing points, New footpaths, Improved signage	Anything to slow down drivers and if possible damage their cars before they damage a child if they are going too fast.
Te Kura o Te Paroa	Yes	Speedhumps - Also people think the road from the school to the bend heading east think it's a drag strip. They reach dangerous speeds all the time.		Speedhumps, Safe crossing points, New footpaths, Improved signage	
Te Kura o Te Paroa	Yes	Limits around school	30km prefer 40km	Speedhumps, Safe crossing points, New footpaths, Improved signage	Speedhumps - Rumble strips before and after school New footpaths definitely
Te Kura Toitu o Te Whāitini-a-Toi	Yes			New footpaths	Speed Cameras
Te Mahoe School	Yes	The need for the speed limits to be changed	An opportunity to have a say	Speedhumps	
Te Wharekura o Ruatoki	Yes	Speed limit change	We need a 70km sign before Te Rewarewa Marae	Speedhumps, Improved signage	We need a 70km sign before Te Rewarewa Marae. When you drop the speed to 30kmph can we install a speedhump when you elevate the crossing.
Te Wharekura o Ruatoki	Yes	Knowing our tamariki/ mokopuna will be able to cross the road while the speed from 70km has been reduced to 30kms		Speedhumps, Safe crossing points, New footpaths, Improved signage	
Te Wharekura o Ruatoki	Yes	The reduced speed and the whole safety behind it.		Speedhumps	
Te Wharekura o Rūātoki Tawera Bilingual School Te Kura o Tawera	Yes			Speedhumps, Safe crossing points, New footpaths, Improved signage	
Te Wharekura o Rūātoki Tawera Bilingual School Te Kura o Tawera	Yes	People coming up the hill where children live and play don't have to worry about cars going past		Safe crossing points, Improved signage	

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
<b>Te Wharekura o Rūātoki Tawera Bilingual School Te Kura o Tawera</b>	Yes	This will slow idiot drivers, motorcyclists showing-off outside the school grounds and maybe those trucks 'breaking in' horses with a rope tied to the back of a moving truck. There are also quad bikes driven by teenagers with multiple family members attached. The speed bump will slow traffic down. Otenuku marae hapu have complained frequently about the speed of the traffic. We are grateful something is being done.	The 30 km speed limit doesn't go far enough to protect the people using Otenuku Marae drive-way (within a km of the school field) at the sharp corner with its old bridge erected by locals years ago. It also doesn't slow the cars/trucks/milk tankers on the bridge passing school students who happen to be using the bridge at the same time.	Speedhumps	We are dubious that improved signage will be taken notice of. Our marae also supports a speedhump further up the road to protect the people/children/animals around Rewarewa Marae.
<b>Te Wharekura o Rūātoki Tawera Bilingual School Te Kura o Tawera</b>	Yes	Safe crossings points Improved signage		Safe crossing points, Improved signage	
<b>Te Wharekura o Rūātoki Tawera Bilingual School Te Kura o Tawera</b>	Yes	Reducing speed limit from 70km to 30km long awaited safety issue. Speedhumps- will deter speedsters ignoring speed limits - also motorbike riders' dangerous antics - racing - riding on back wheel with front wheel raised - no helmets, and backfiring.	Could be extended to the old shop corner approach where several cars have already crashed into the building.	Speedhumps, Safe crossing points, New footpaths, Improved signage	
<b>Te Wharekura o Rūātoki Tawera Bilingual School Te Kura o Tawera</b>	Yes	More improvement on our roads.		Speedhumps, Safe crossing points	
<b>Thornton School</b>	Yes			Speedhumps, Safe crossing points, New footpaths, Improved signage	
<b>Thornton School</b>	Yes			Speedhumps, Safe crossing points, New footpaths, Improved signage	
<b>Thornton School</b>	Yes	A good idea if it works but it will need to be enforced. How? Currently little regard seems to be paid to the present restrictions.	Need to sort out the car parking for pickup by parents - chaotic at times.	New footpaths, Improved signage	



School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Thornton School	Yes	Take the 30kmph to the end of the village at the Bridge end. Many children bike and walk this path and road. Many animals have also been killed by speeding vehicles on this stretch.	30kmph ends too soon. Make it 30kmph the entire length.	Safe crossing points, New footpaths, Improved signage	
Thornton School	Yes	Reduced speeds	It would be great if it was a permanent change - not only in school hours. People consistently speed through here. Even looking to reduce from 60 to 50 would be beneficial. There's no need to pin it up to an intersection of a main road, installing 50/hr from before the school to the main road makes sense as a permanent change.	Speedhumps	Speed humps either side of the school would be helpful, in line with the signs
Thornton School	Yes	That the kids walking and scootering to school will be safe - the footpath does not have grass verge between the road - way too close for kids to be right next to tankers, HTL trucks, cars, tractors - it is quite a narrow road and quite busy.		Speedhumps, Safe crossing points, New footpaths	Safe Crossing points - possibly by the school, cars park by the riverbank. New Footpaths - Not right next to the road.
Thornton School	Yes	Variable time for the new limit means i can still go 60mph when no/low risk to children	All the extra signs		

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Waimana School	No	Raised platform crossing on Waimana Road	Speed restriction through Waimana Township with speedbumps and crossing platform. As a local resident that uses this road several times a day, the fact that Waimana Road is very wide, i have never had an issue of safety with going through the village under current conditions, so cant see any gains for the money invested	Safe crossing points	Not only will people NOT USE the crossing platforms (except at the school), The speed restriction will drop the speed to lower than other townships and be hard to enforce. I dont believe the Waimana Township is a hotspot for accidents, but maybe you can confirm otherwise. DONT fix what is NOT broken. FIX the Potholes to make the roads safer.
Waimana School	Yes	All sounds appropriate and sensible		Speedhumps, Safe crossing points, New footpaths, Improved signage	
Waimana School	Yes	GREAT	Safe for all the Community	Speedhumps, Safe crossing points, New footpaths, Improved signage	
Waimana School	Yes	I like all 4 proposals and fully support implementing asap. Have needed to slow traffic down on our main street for a long time now.		Speedhumps, Safe crossing points, New footpaths, Improved signage	
Waimana School	Yes	Safer Roads	On your proposed limits, the 100km should be reduced to 70km after all we have children walking on these roads due to NO footpaths. why just the town centre.	Speedhumps, Improved signage	

## Appendix Two – Speed Maps for Waka Kotahi Approval

# Otakiri School Rural School Proposed Speed Limit Changes

For Waka Kotahi  
Approval

## Existing Limits



## Proposed Limits



### Proposed Speed Limit Changes (commencing 2022)

- Reduce speed limit to 30kph in front of school, from Hallett Road Intersection to existing school zone signs (approx. 175m west of school)
- Extend existing 60kph speed limit beyond rail lines and Lewis Road

### Proposed Infrastructure (to be included in 10-year infrastructure plan)

- Extend existing footpath from Hallett Road to school
- Speed humps/tables at either end of school zone

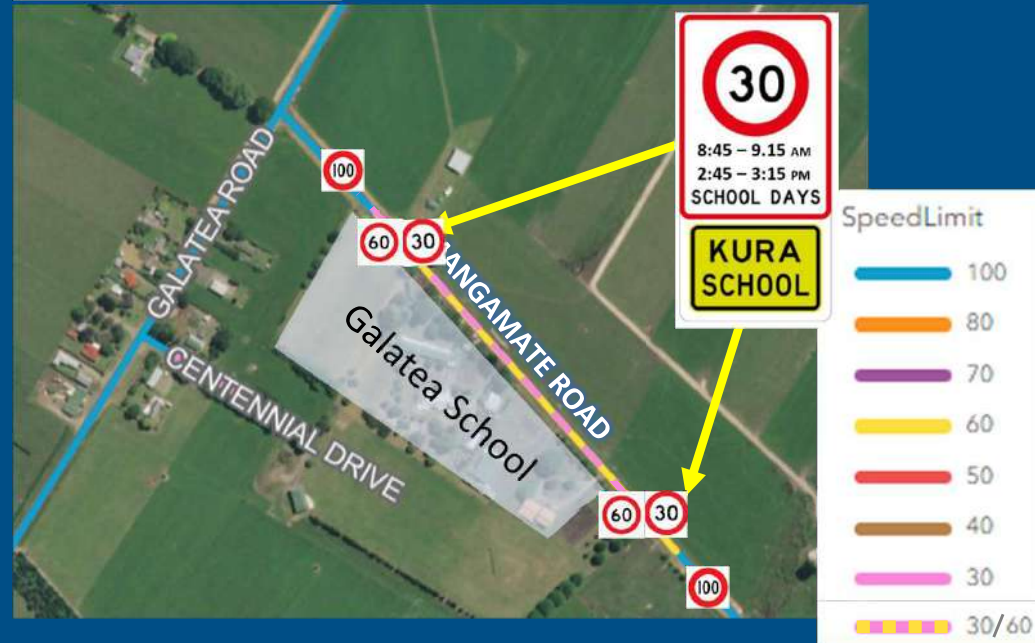
# Galatea School Rural School Proposed Speed Limit Changes

For Waka Kotahi  
Approval

## Existing Limits



## Proposed Limits



## Proposed Speed Limit Changes (commencing 2022)

- Maintain existing speed limit threshold locations
- Reduce speed to 30kph between 8:30-9:15am and 2:30-3:15pm school days
- Maintain existing 60kph at all other times
- Remove non-compliant signage
- Install electronic variable speed limit signs

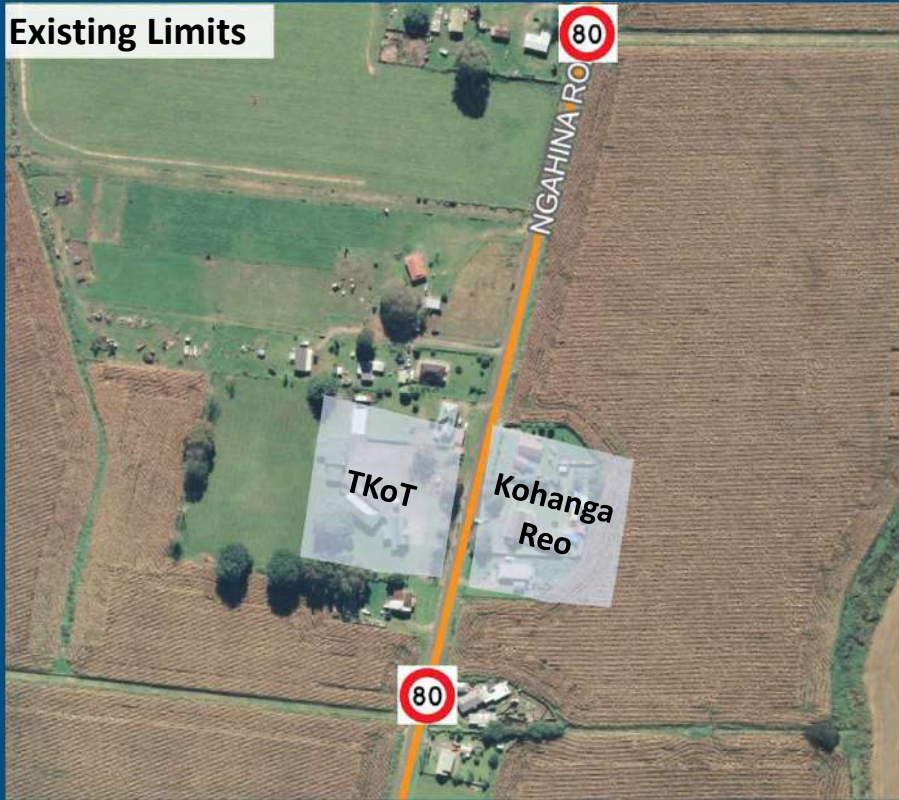
## Proposed Infrastructure (to be included in 10-year infrastructure plan)

- New footpath from school to Galatea township
- Rumble strip or speed hump on approach to school from Galatea Road

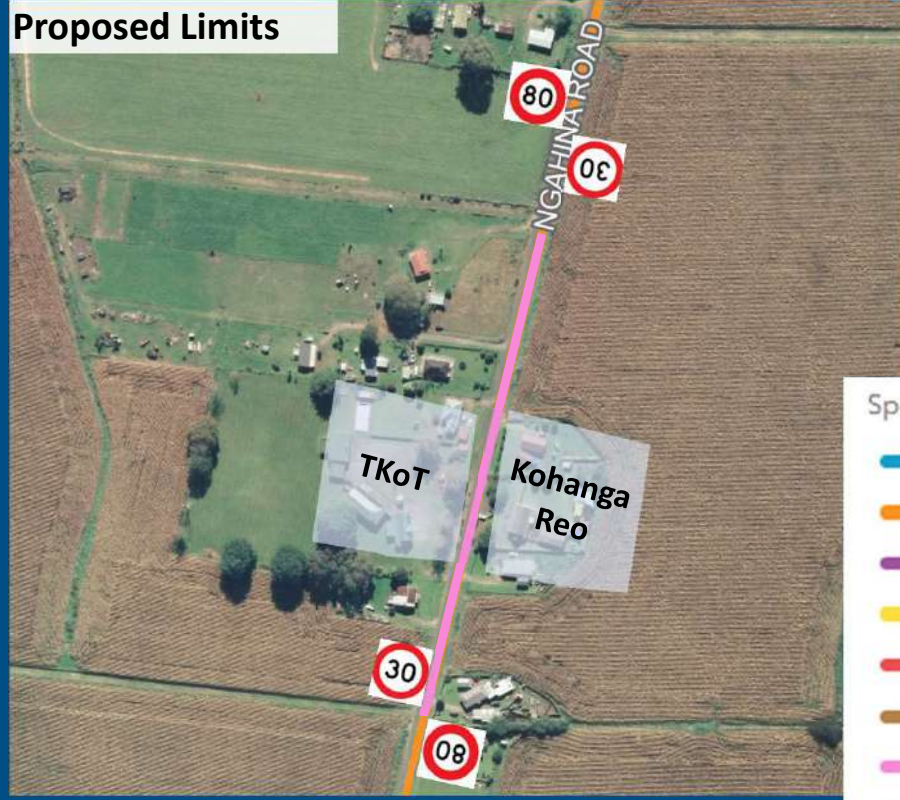
# Te Kura O Tawera – Tawera Bi-Lingual School Rural School Proposed Speed Limit Changes

For Waka Kotahi  
Approval

Existing Limits



Proposed Limits



## Proposed Speed Limit Changes (commencing 2022)

- Introduce 30kph speed limit extending approximately 150m north and south from Te Kura O Tawera

## Proposed Infrastructure (to be included in 10-year infrastructure plan)

- Raised platform crossing between Kura and Kohanga reo to slow vehicles and provide safe place for people to cross

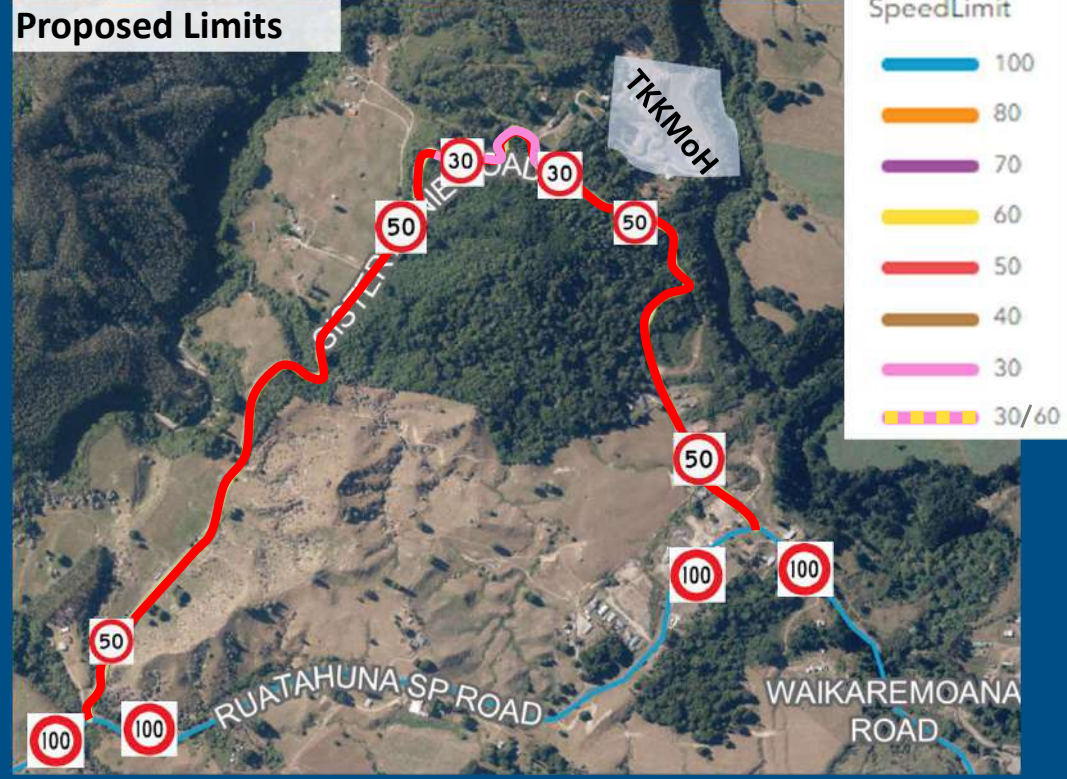
# Te Kura Kaupapa Māori o Huiarau Rural School Proposed Speed Limit Changes

For Waka Kotahi  
Approval

Existing Limits



Proposed Limits



**Proposed Speed Limit Changes (commencing 2022)**

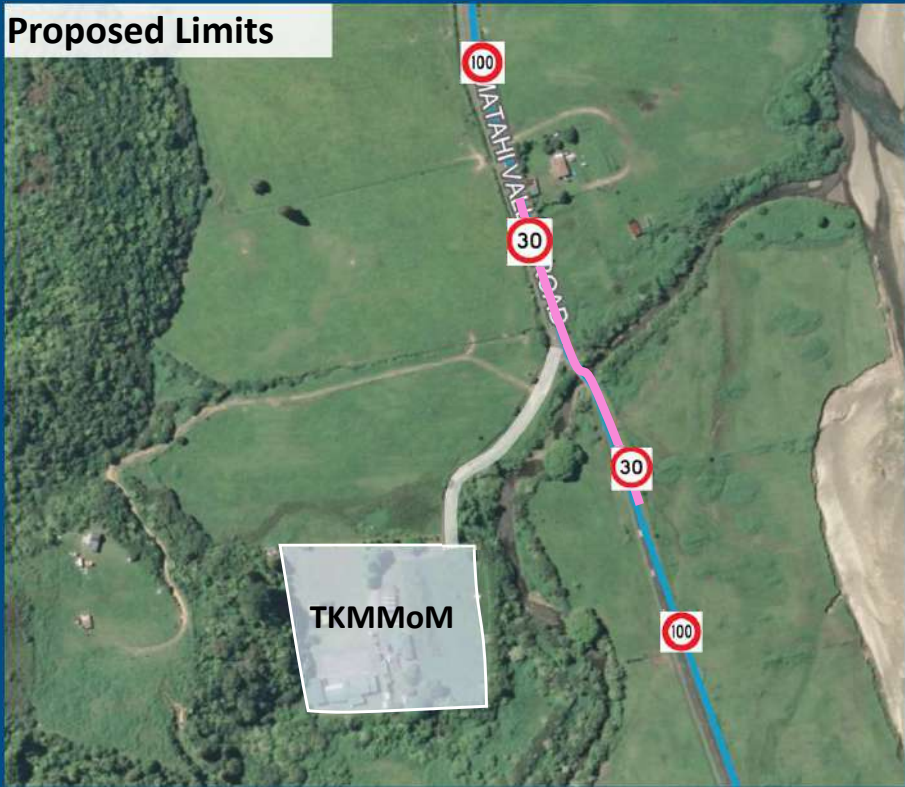
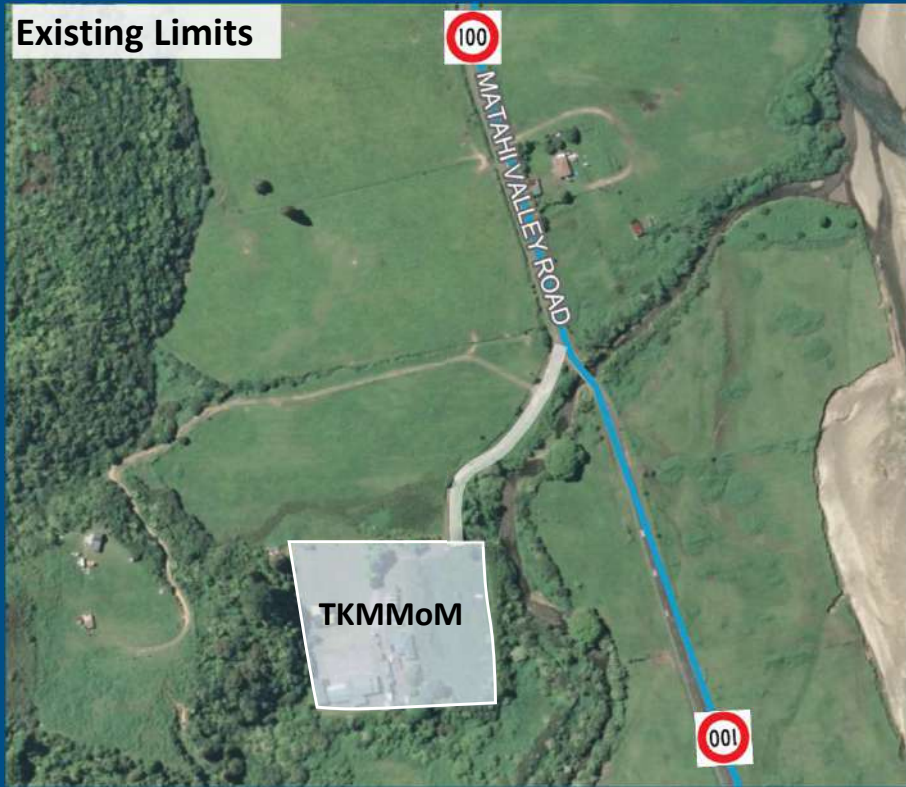
- Reduce speed limit on Sister Annie road from 100kph to 50 kph.

**Proposed Infrastructure (to be included in 10-year infrastructure plan)**

- Advanced warning signs near Te Kura Kaupapa Māori o Huiarau driveway entrance

# Te Kura Mana Maori o Matahi Rural School Proposed Speed Limit Changes

For Waka Kotahi  
Approval



SpeedLimit
100
80
70
60
50
40
30
30/60

## Proposed Speed Limit Changes (commencing 2022)

- Reduce speed to 30kph on Matahi Valley Road, 100m north and south of Kura driveway entrance. This will reduce crash risks at the kura entrance and the adjacent one-way bridge on Matahi Valley Road where there is poor visibility of oncoming traffic.

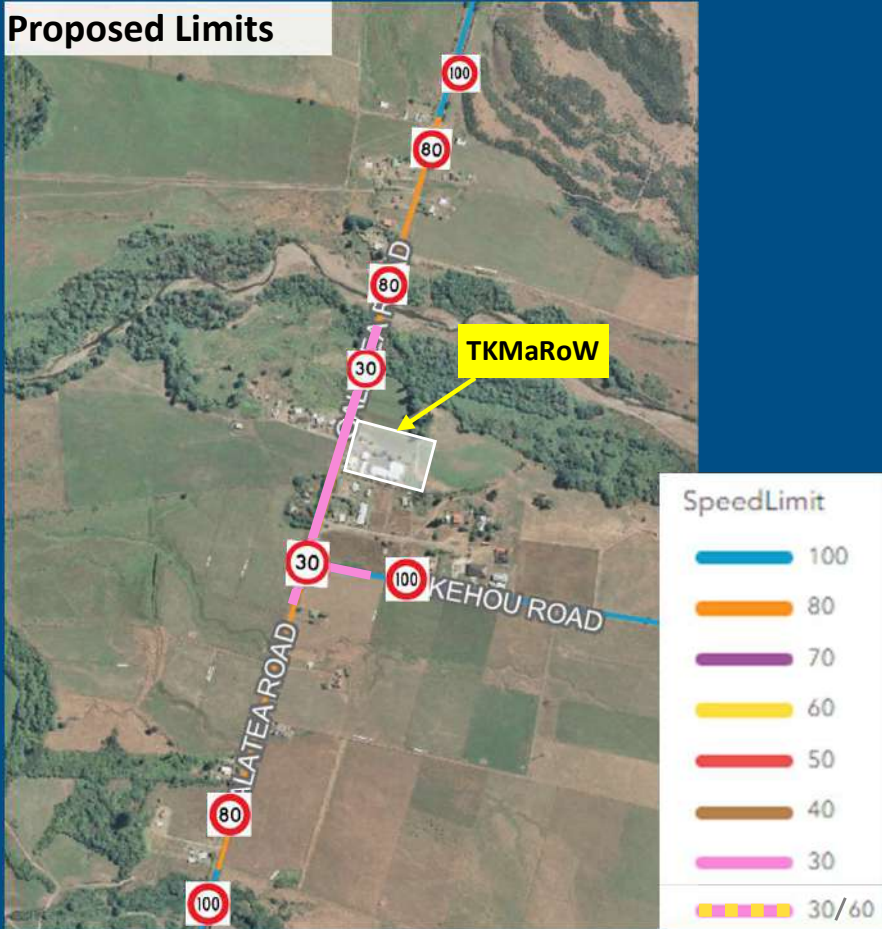
## Proposed Infrastructure (to be included in 10-year infrastructure plan)

- None required



# Te Kura Maori-a-Rohe o Waiohau Rural School Proposed Speed Limit Changes

For Waka Kotahi  
Approval



**Proposed Speed Limit Changes (commencing 2022)**

- Reduce speed in front of Kura to 30kph between Pukehou Rd and bridge 200m to the north

**Proposed Infrastructure (to be included in 10-year infrastructure plan)**

- Raised platform crossing at Kura entrance to provide safe access for students and reduce vehicle speeds

# Te Kura o Te Paroa Rural School Proposed Speed Limit Changes

For Waka Kotahi  
Approval

Existing Limits



Proposed Limits



## Proposed Speed Limit Changes (commencing 2022)

- Reduce speed on Paroa Road from 80kph to 30kph 350m north and 200m south of Kura
- Note trial speed limits are already in place at these locations

## Proposed Infrastructure (to be included in 10-year infrastructure plan)

- Install speedhumps on either side of school to reinforce speed limit.

# Te Kura Toitu o Te Whaiti-nui-a-Toi Rural School Proposed Speed Limit Changes

For Waka Kotahi  
Approval



## Proposed Speed Limit Changes (commencing 2022)

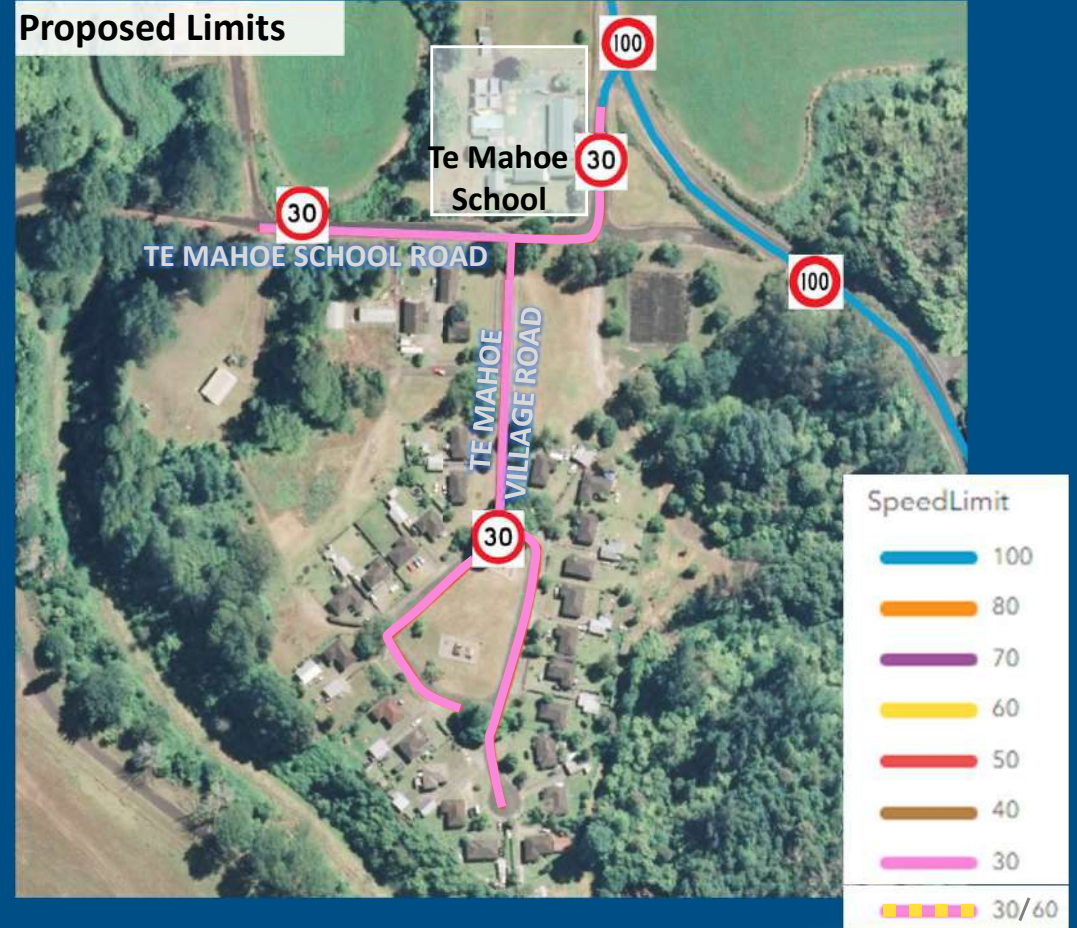
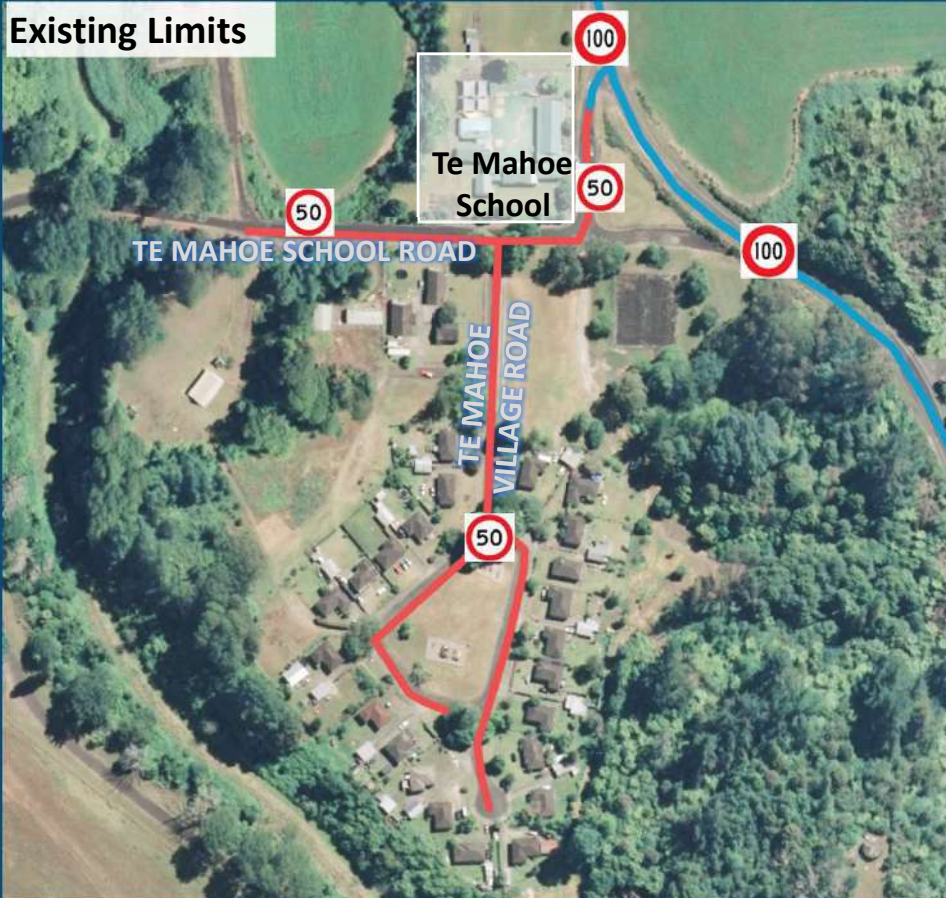
- On Minginui Road reduce existing 100kph to 60 kph between Te Whaiti Road turn off and 250m west of Kura entrance
- Speed reduction incorporates reduced speeds at Murumurunga Marae

## Proposed Infrastructure (to be included in 10-year infrastructure plan)

- Speed limit change will include “Kura” and “Marae” signage

# Te Mahoe School Rural School Proposed Speed Limit Changes

For Waka Kotahi  
Approval



## Proposed Speed Limit Changes (commencing 2022)

- Reduce speed on Te Mahoe School Rd from 50kph to 30kph
- Reduce speed on Te Mahoe Village Rd from 50kph to 30kph

## Proposed Infrastructure (to be included in 10-year infrastructure plan)

- Installation of speed platform (low rise, shallow gradient) to reduce speed of vehicles entering Te Mahoe. This will be a gentle speed hump to act as a reminder to slow speeds.

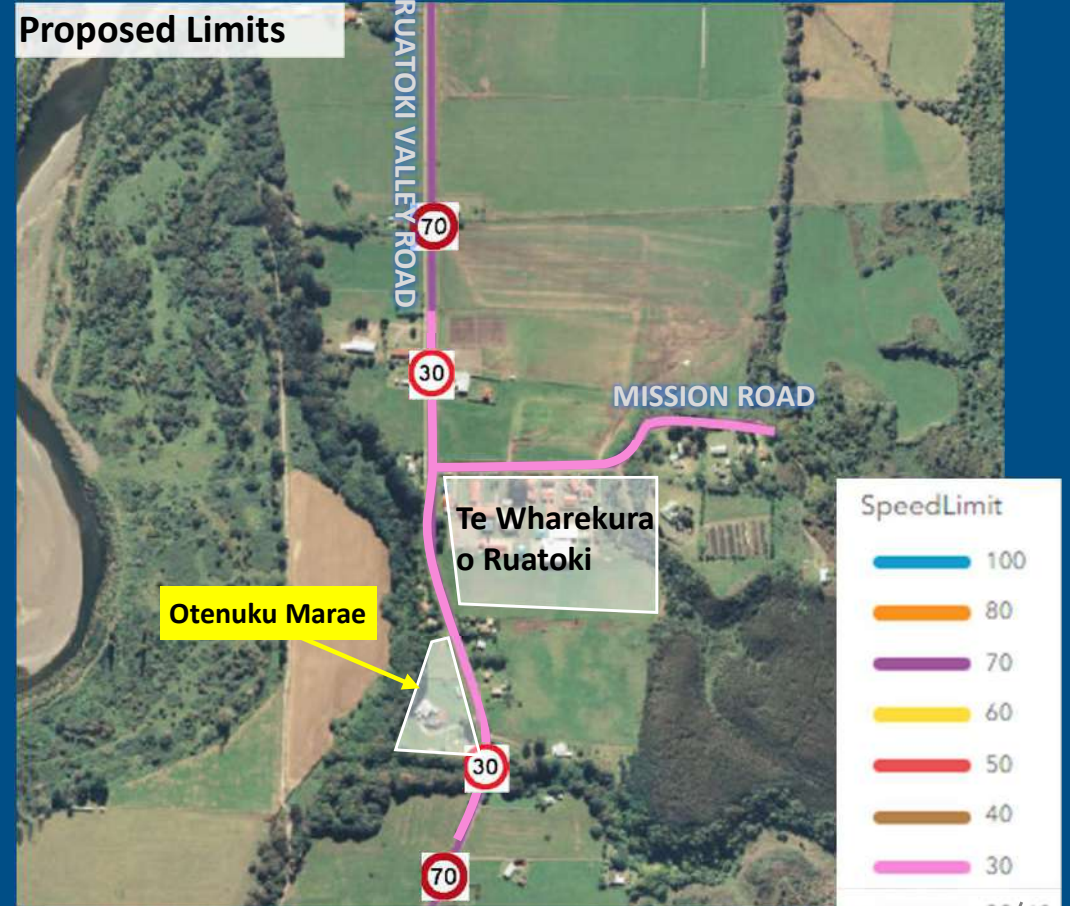
# Te Wharekura o Ruatoki Rural School Proposed Speed Limit Changes

For Waka Kotahi  
Approval

## Existing Limits



## Proposed Limits



### Proposed Speed Limit Changes (commencing 2022)

- On Ruatoki Valley Road reduce existing 70kph speed limit to 30kph from 200m north of Mission Road to 430m south of Mission Road. This extends the reduced speed limit past Otenuku Marae and across a stream culvert used by traffic and school students
- On Mission Road reduce existing 70kph speed limit to 30kph for entire length.

### Proposed Infrastructure (to be included in 10-year infrastructure plan)

- Install raised crossing platform on Ruatoki Valley Road adjacent to the Kura.



# Waimana School Rural School Proposed Speed Limit Changes

For Waka Kotahi  
Approval



## Proposed Speed Limit Changes (commencing 2022)

- Existing 50kph limit to be reduced to 30kph for full extent of Waimana township.

## Proposed Infrastructure (to be included in 10-year infrastructure plan)

- Raised platform crossing on Waimana Road at existing crossing point.
- Speedhumps on Raroa Road on approach to school and bus parking
- Speedhumps and raised crossing platforms in town centre

## Appendix Two

### Proposed Speed Limit Maps

#### Notes on the maps provided:

- Whakatane District Council does not manage speeds on the State Highway network but are included here for reference. The exception to this is State Highway 38, Natures Road, which is managed by Council on behalf of the New Zealand Transport Agency within the district boundaries.
- Where a road is shown with no speed limit in most cases this is due to it being a private road and not under control of Whakatane District Council or Waka Kotahi.
- Maps are also available at the following link:

[https://www.google.com/maps/d/edit?mid=1qZff227qcsOyZBc2bGK\\_MsPOB2u13as&ll=-38.09551272756936%2C176.79814858573448&z=10](https://www.google.com/maps/d/edit?mid=1qZff227qcsOyZBc2bGK_MsPOB2u13as&ll=-38.09551272756936%2C176.79814858573448&z=10)

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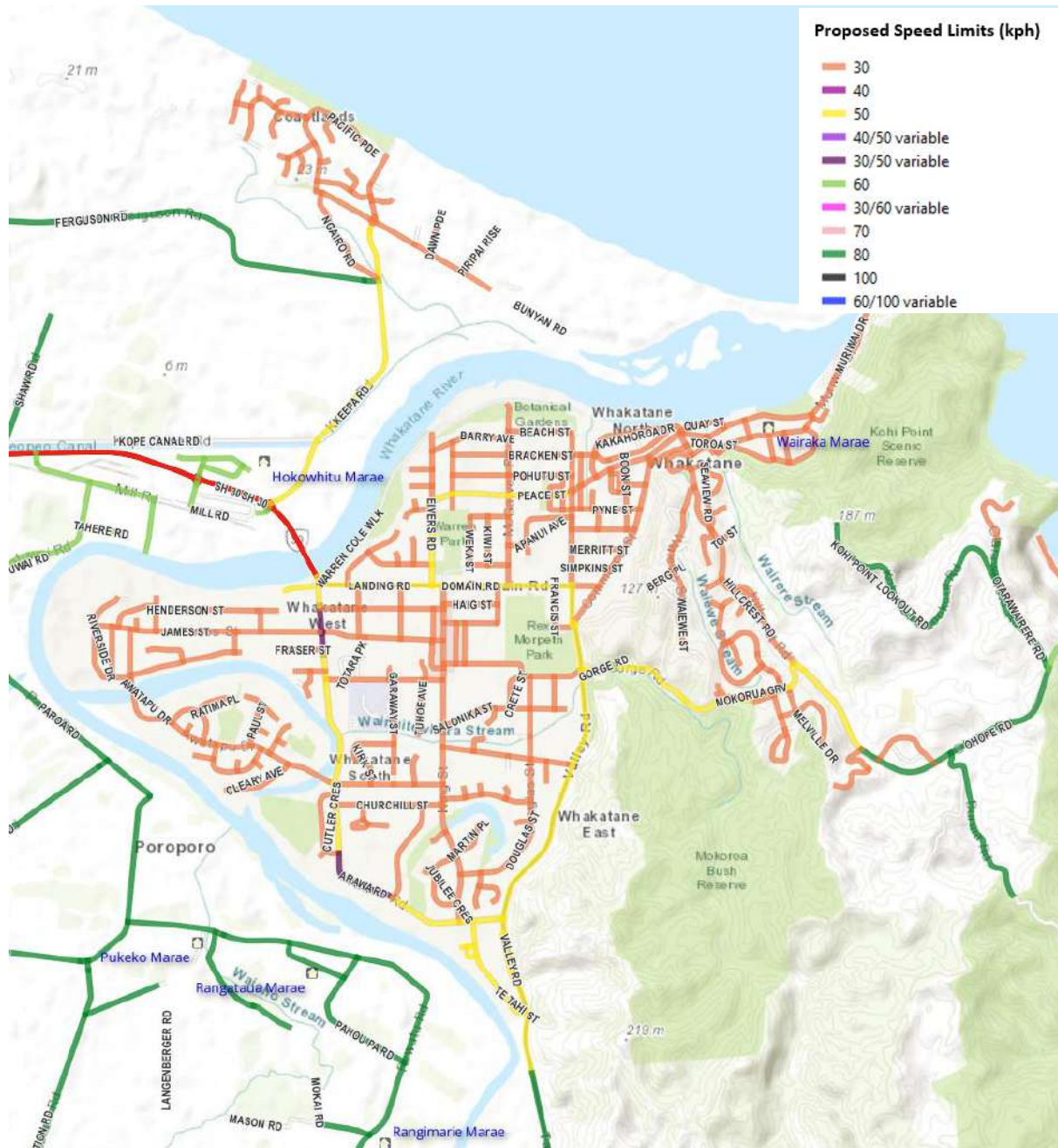


Figure 2 - Whakatāne Township proposed speed limits

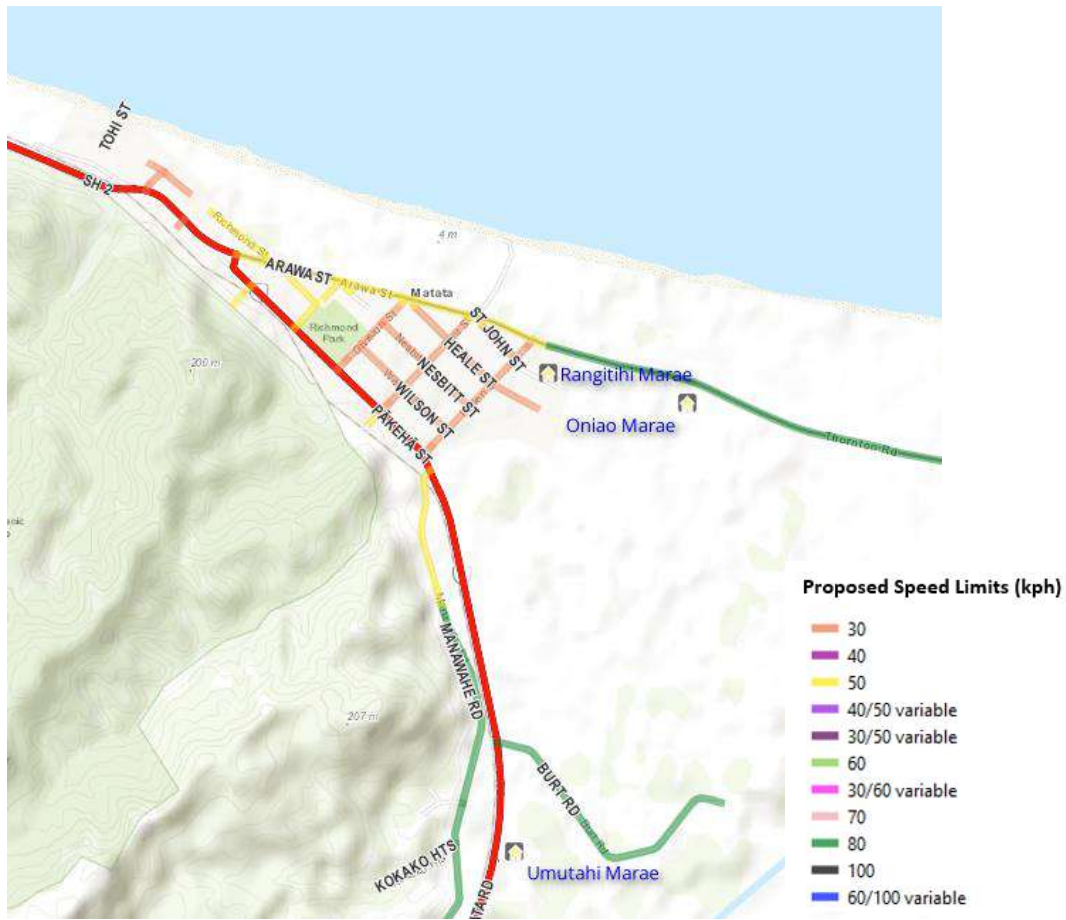


Figure 3- Matata proposed speed limits



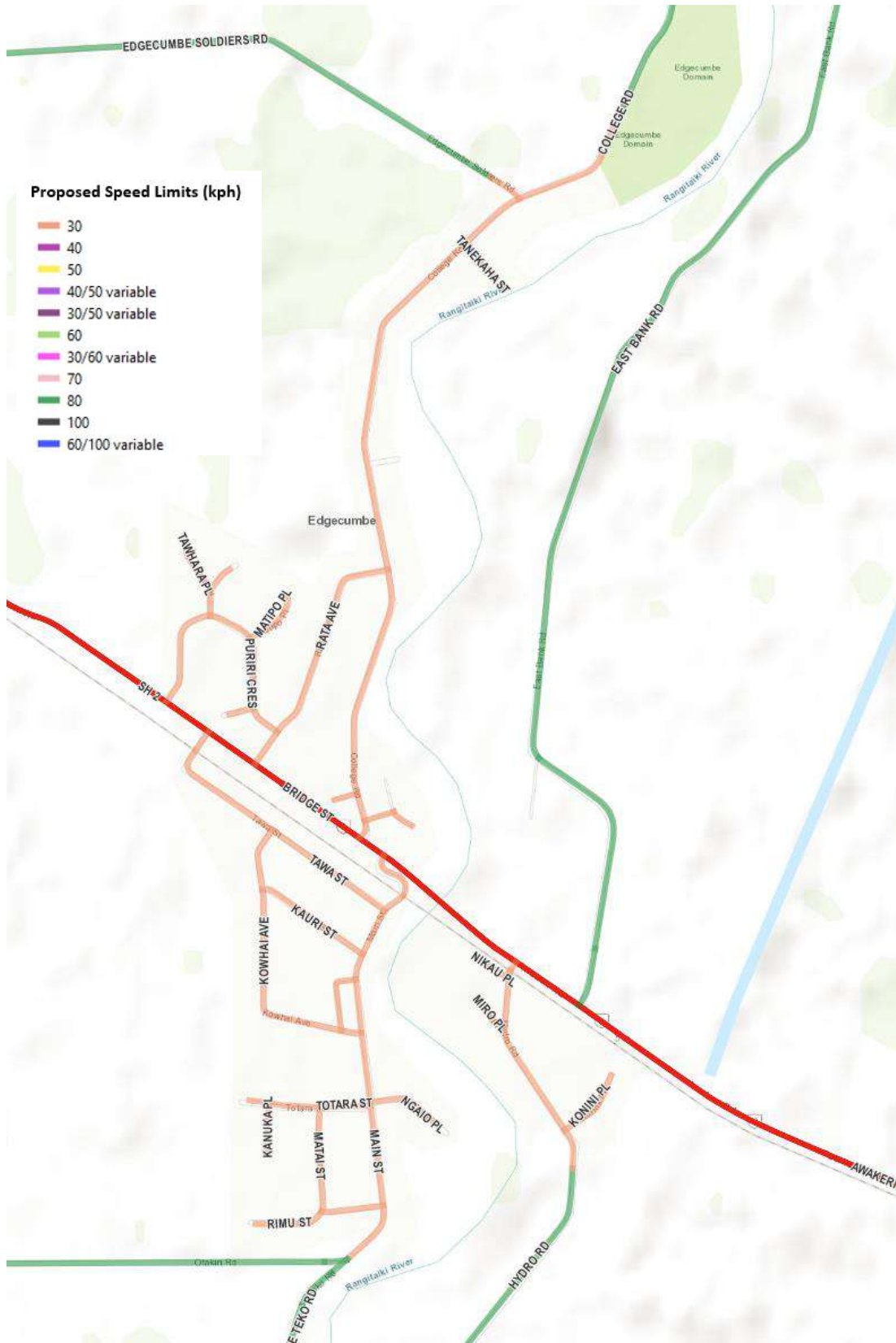


Figure 5 - Edgumbe proposed speed limits

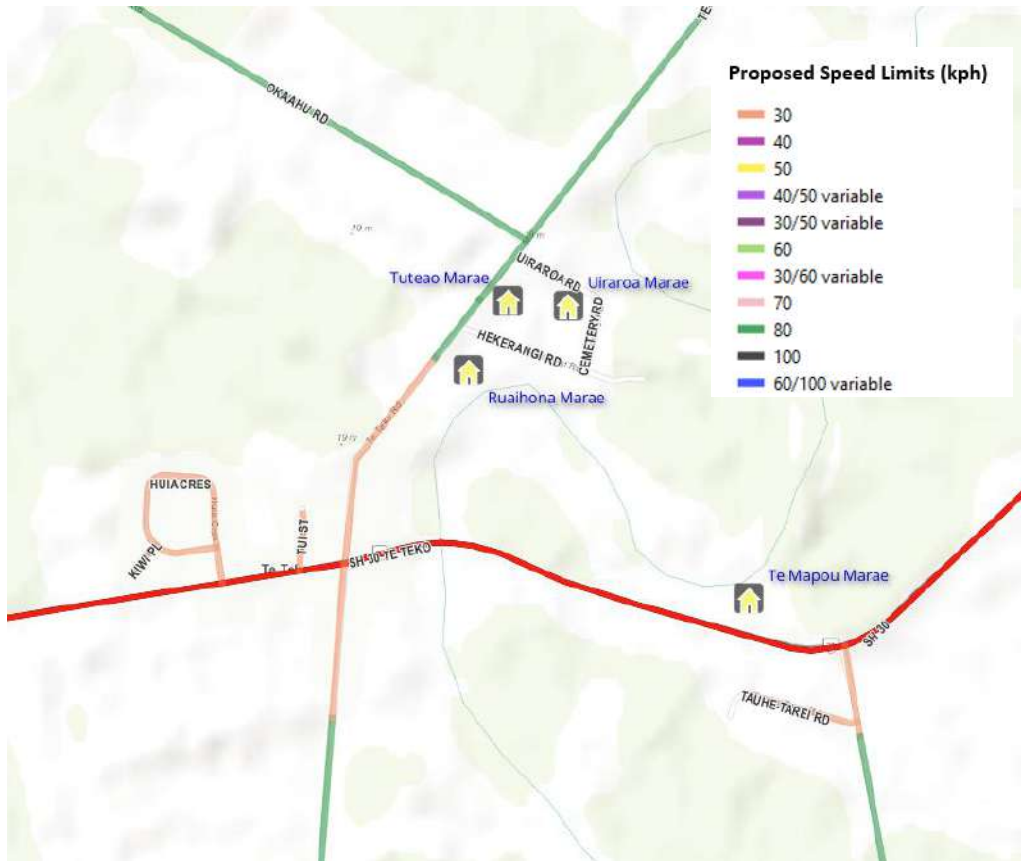


Figure 6 – Te Teko proposed speed limits

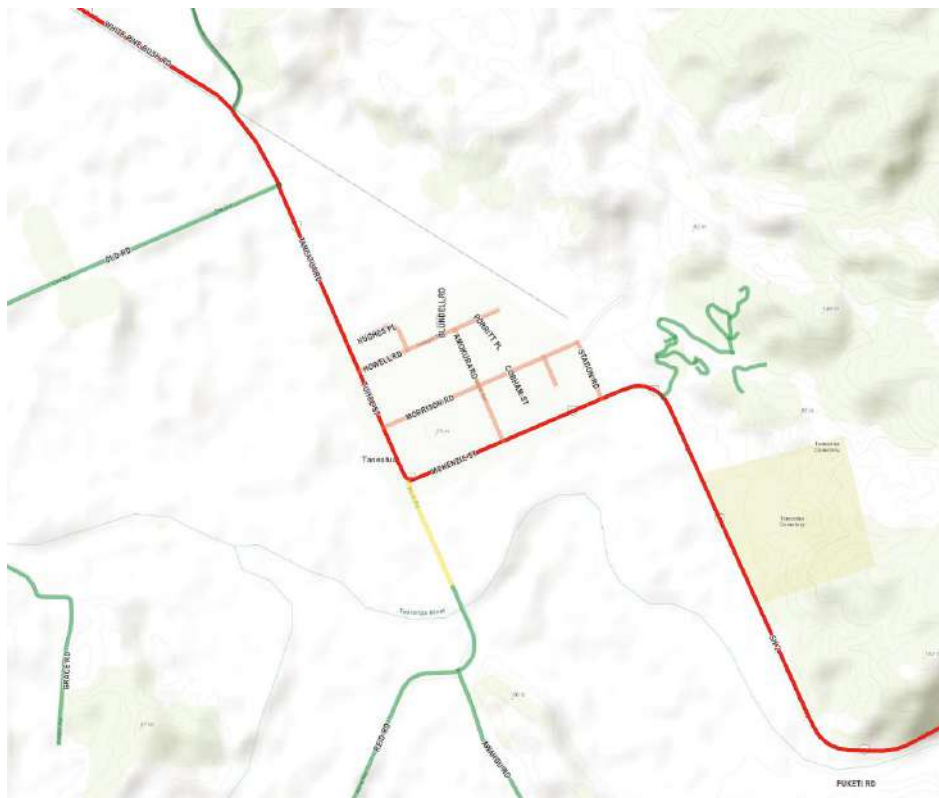


Figure 7 – Taneatua proposed speed limits

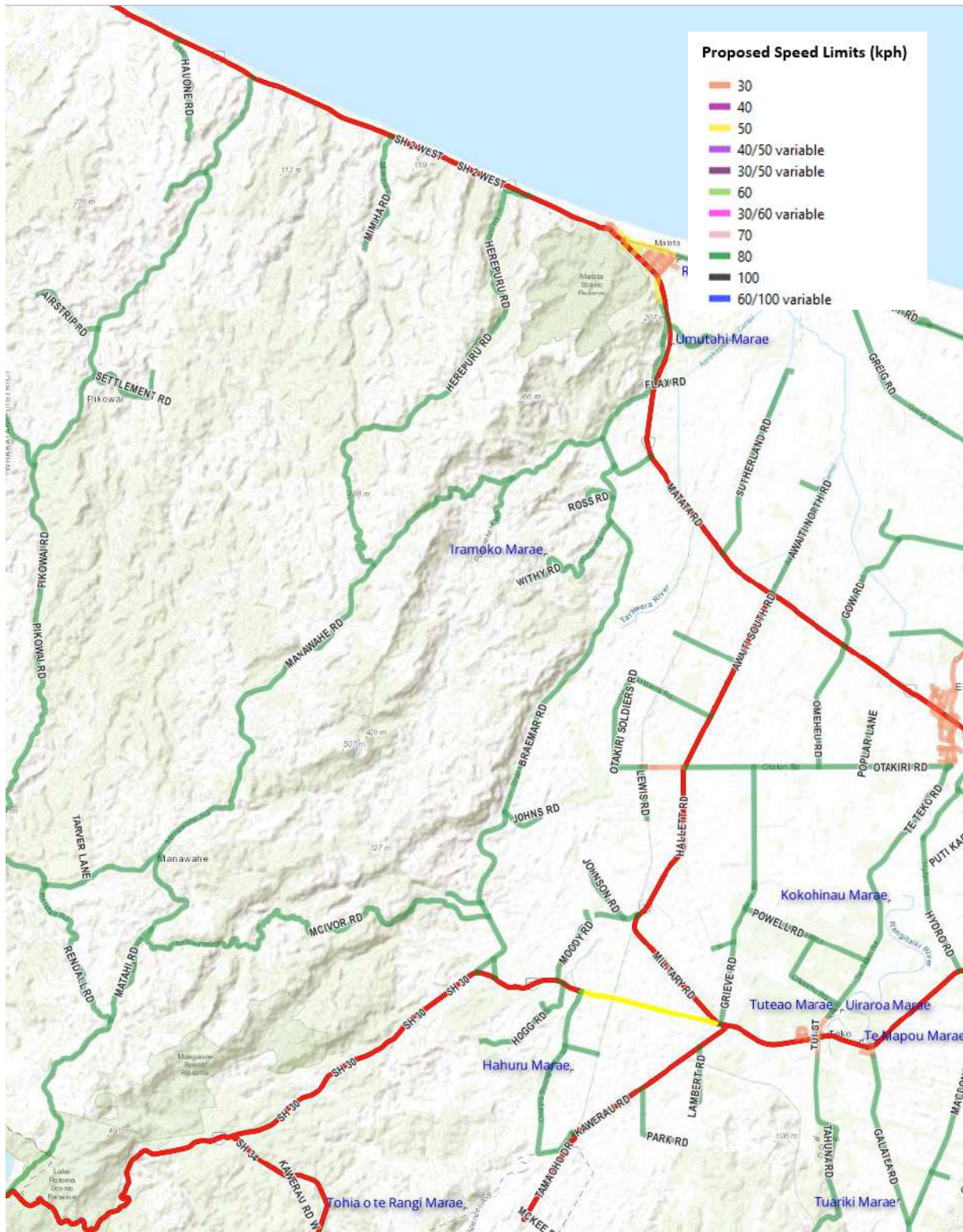


Figure 8- Manawahe and Rangitaikei Plains West proposed speed limits

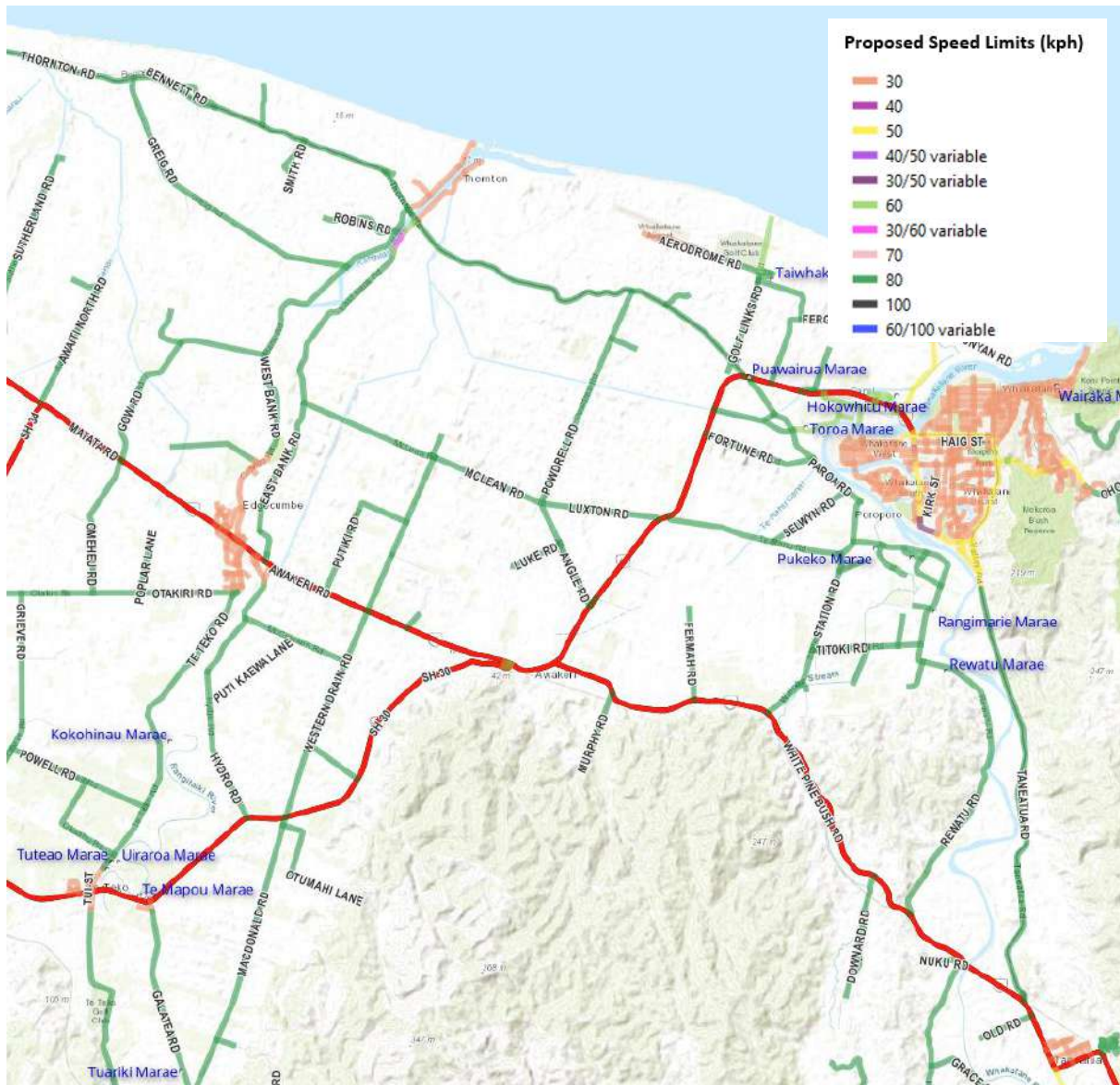


Figure 9 - Rangitaikei Plains East proposed speed limits





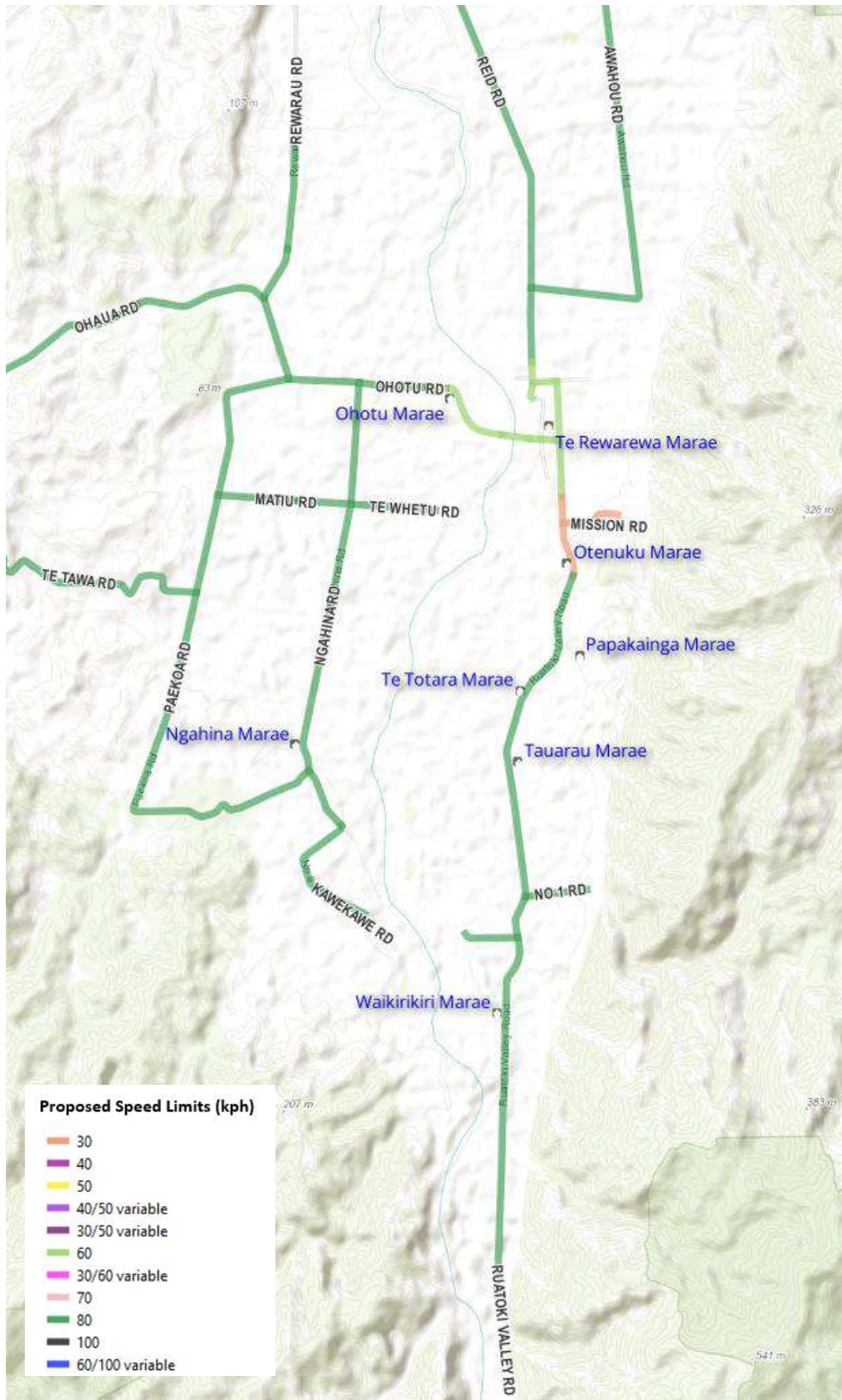


Figure 11 - Ruatoki proposed speed limits

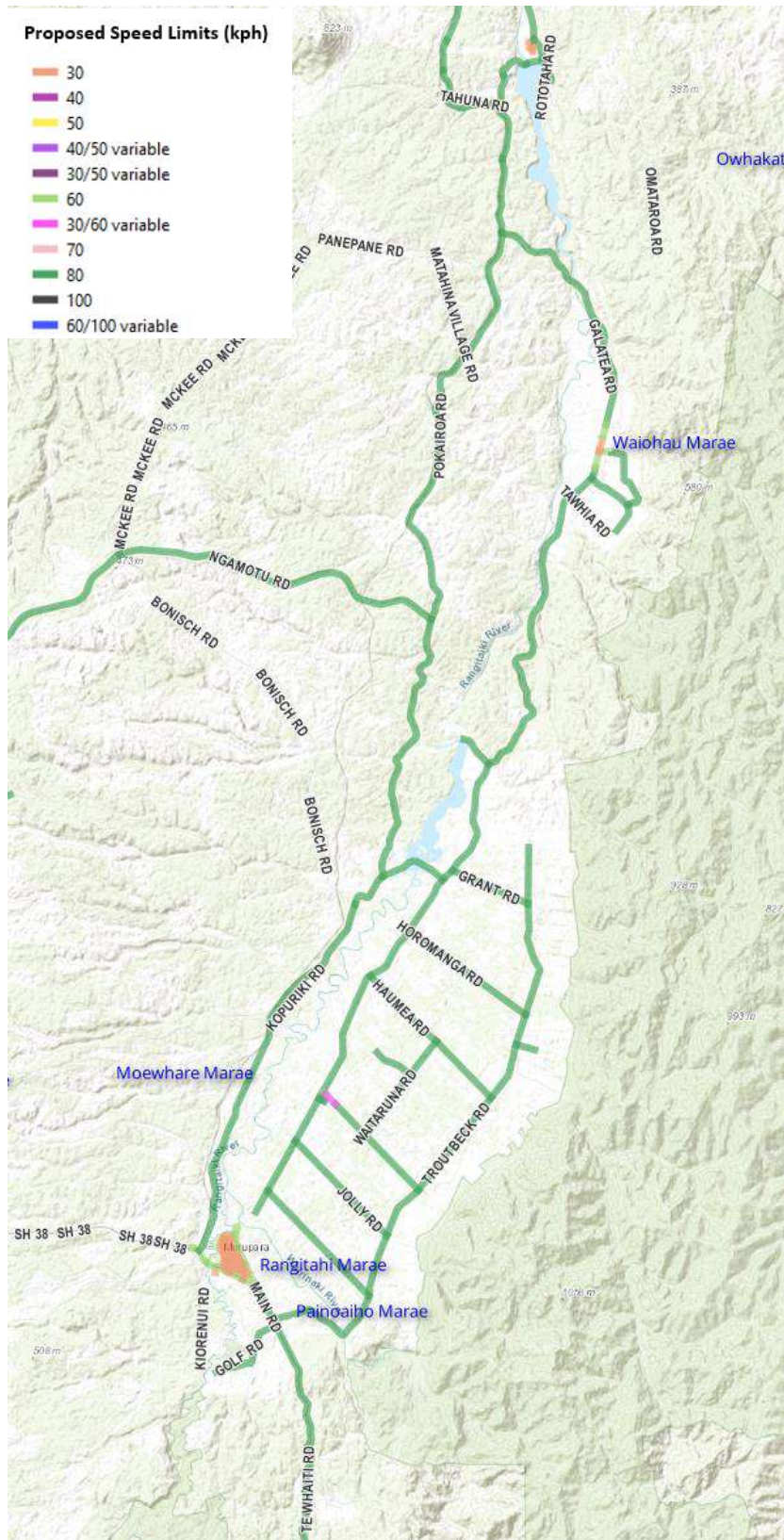


Figure 12 - Galatea proposed speed limits



Figure 13- Te Mahoe proposed speed limits

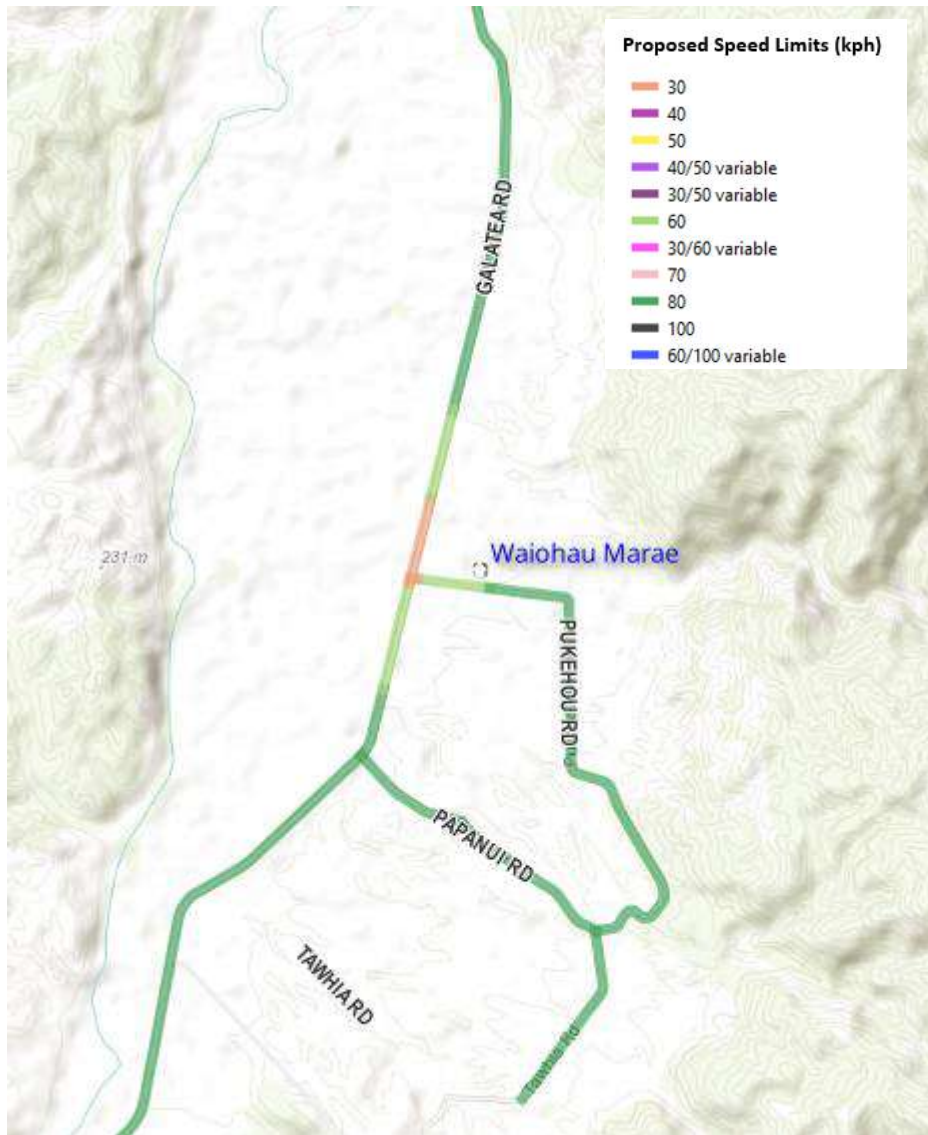


Figure 14- Waiohau proposed speed limits

## Appendix Three

# One Network Framework Classification

### Notes on the maps provided

- Maps exported on 23 May 2023. Periodic updates may have been made since this map was exported.
- Where no classification is shown it is likely that a road is private and not managed by either Whakatane District Council or Waka Kotahi

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### About the One Network Framework Classification

A new approach to classify our transport networks has been created that enables better design, planning and delivery of a modern transport system to meet the increasing needs of people, businesses, communities and our climate.

The One Network Framework (ONF) recognises that streets not only keep people and goods moving, but they're also places for people to live, work and enjoy. The ONF is designed to contribute to improving road safety and build more vibrant and liveable communities.

Movement and Place has many uses at the strategic network planning and development level, as well as at the detailed project level.

It marries network-wide and local considerations. At its heart, the ONF organises transport links by their place and movement roles into road and street types.

The ONF is a tool to help establish network function, performance measures, operating gaps and potential interventions for each road and street type.

For more information refer to the link below:

<https://www.nzta.govt.nz/planning-and-investment/planning/one-network-framework/overview/>

## ONF Classifications

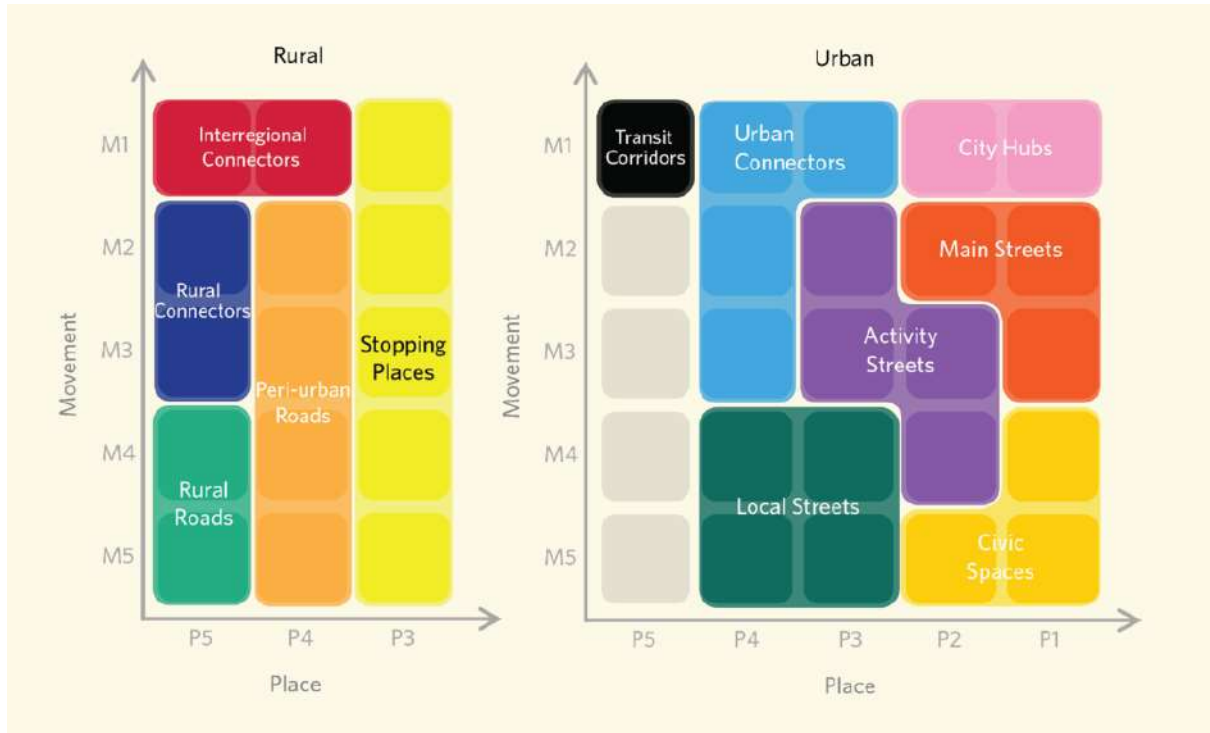


Figure 1 - One Network Framework road classifications based on movement and place





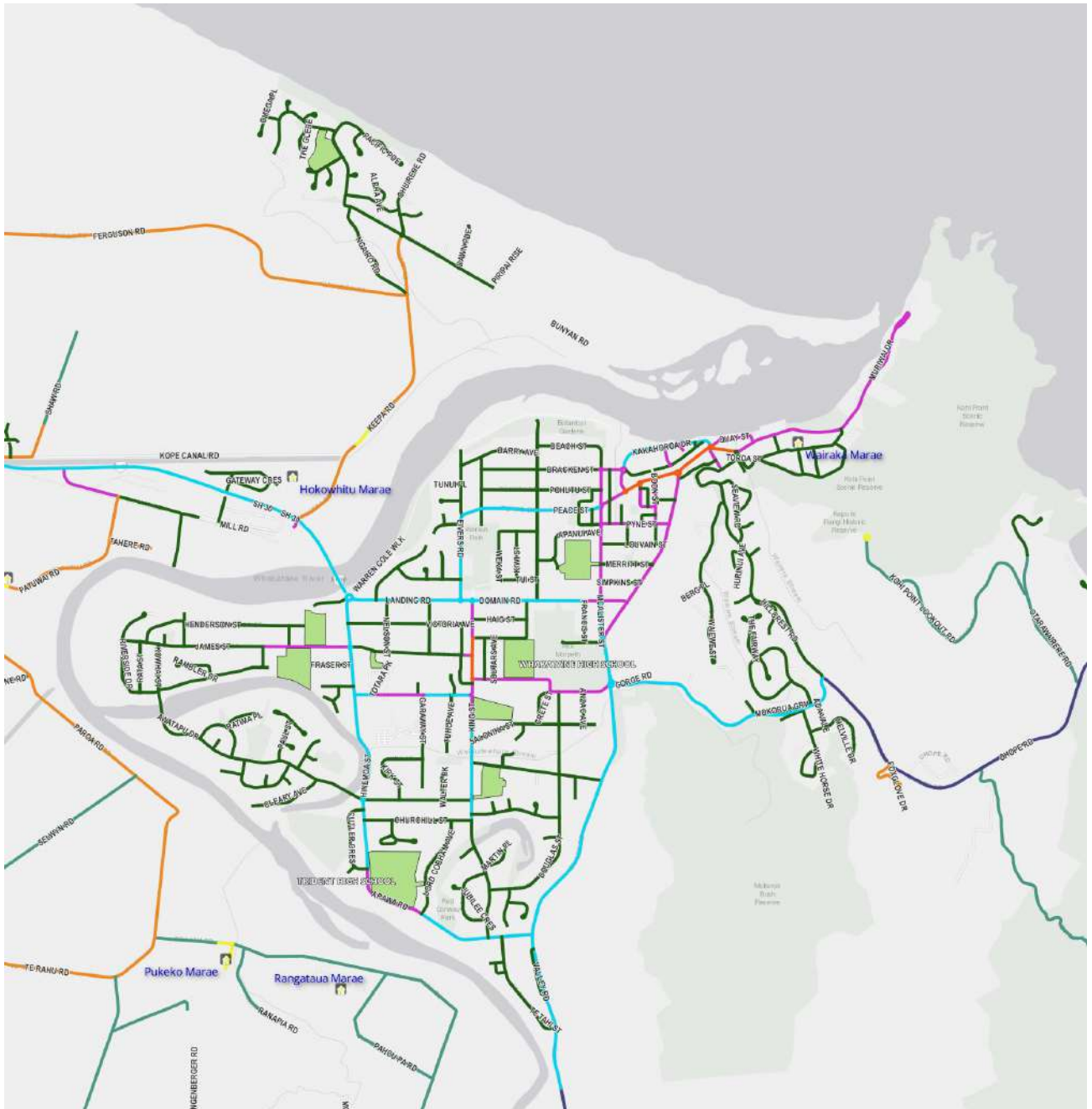


Figure 3 - Whakatāne Township One Network Framework Classification





Figure 6 - Edgumbe One Network Framework Classification

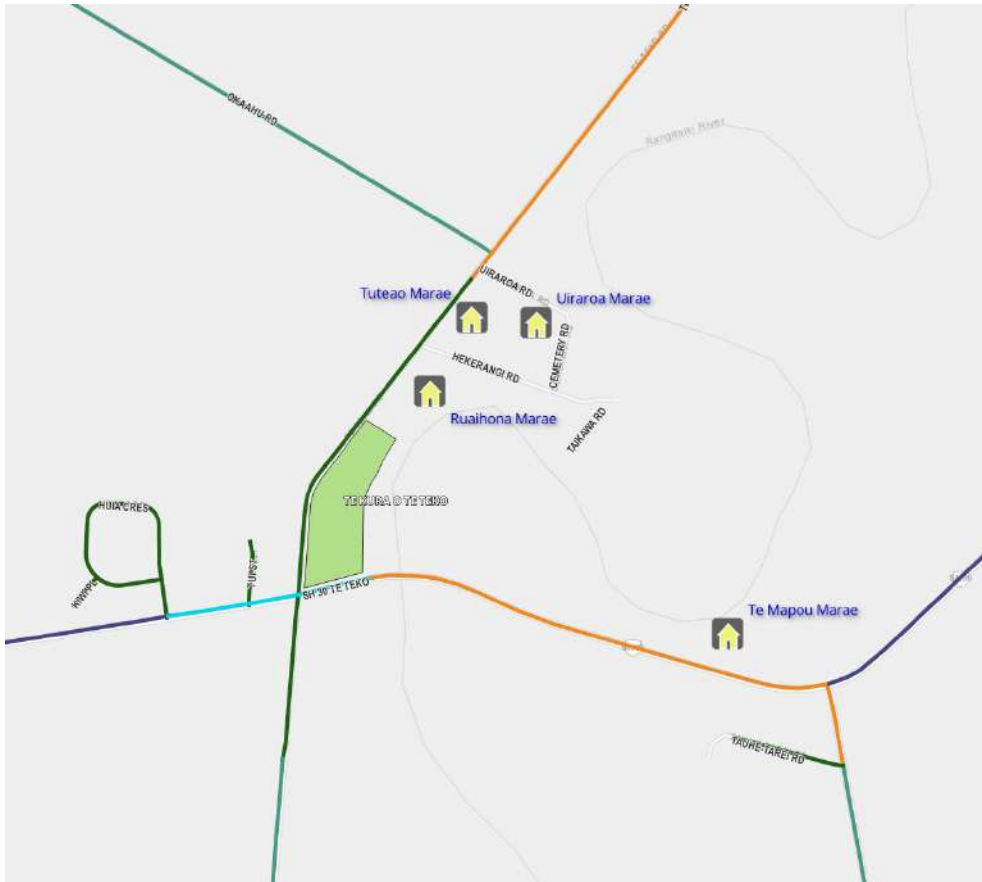


Figure 7 – Te Teko One Network Framework Classification



Figure 8 – Taneatua One Network Framework Classification

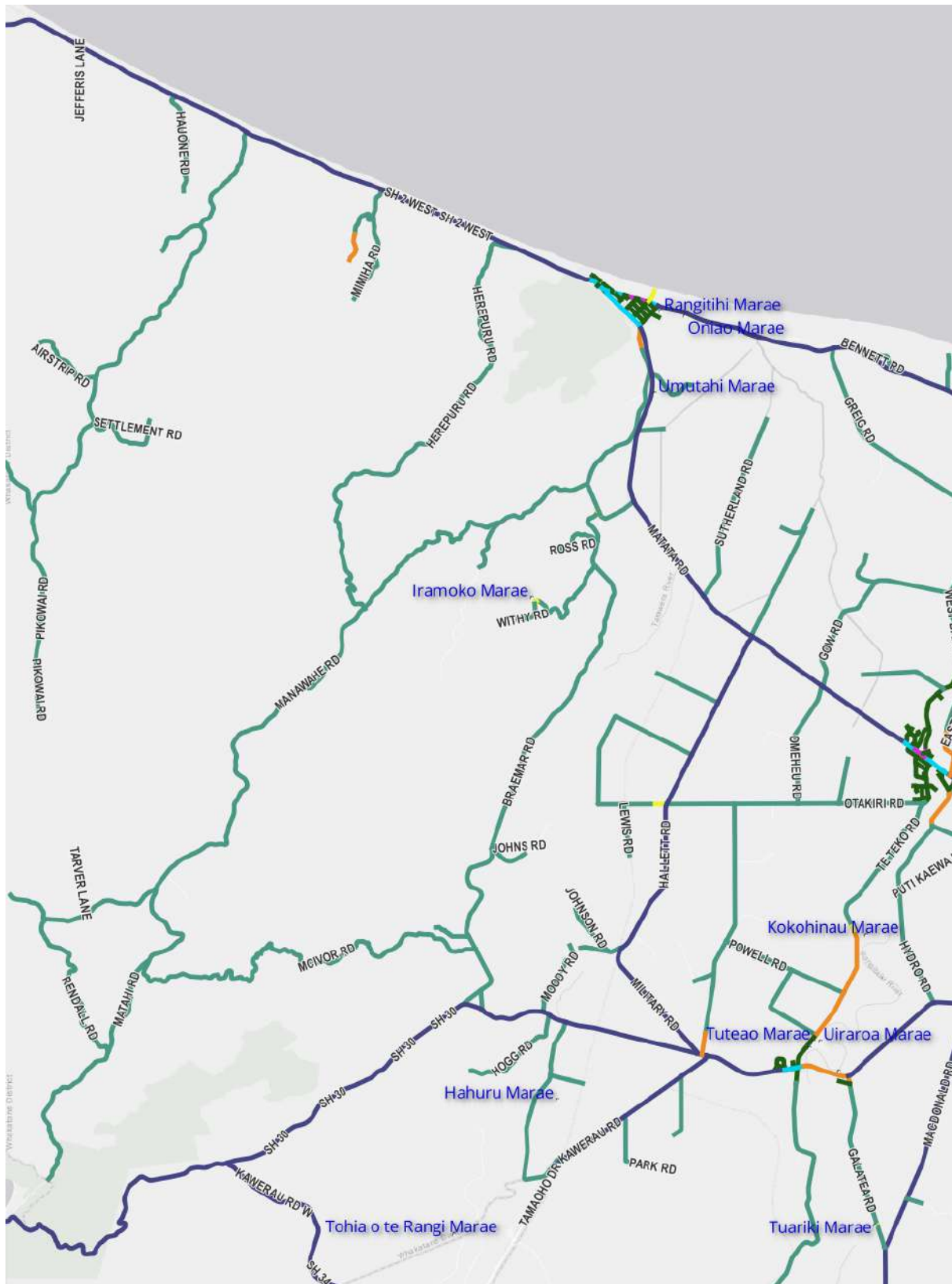


Figure 9- Manawahe and Rangitaieki Plains West One Network Framework Classification



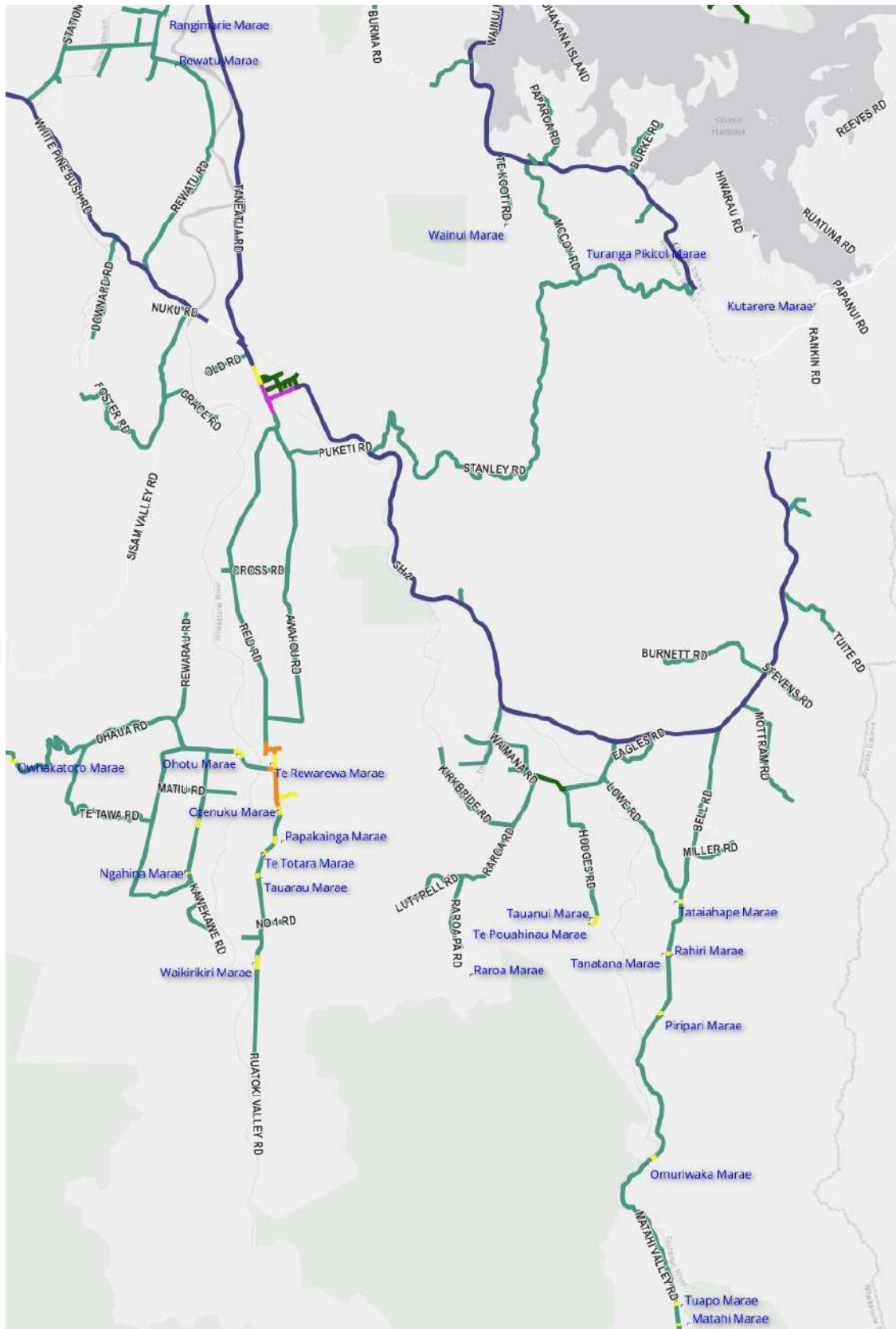


Figure 11 - Ohiwa and Matahi One Network Framework Classification

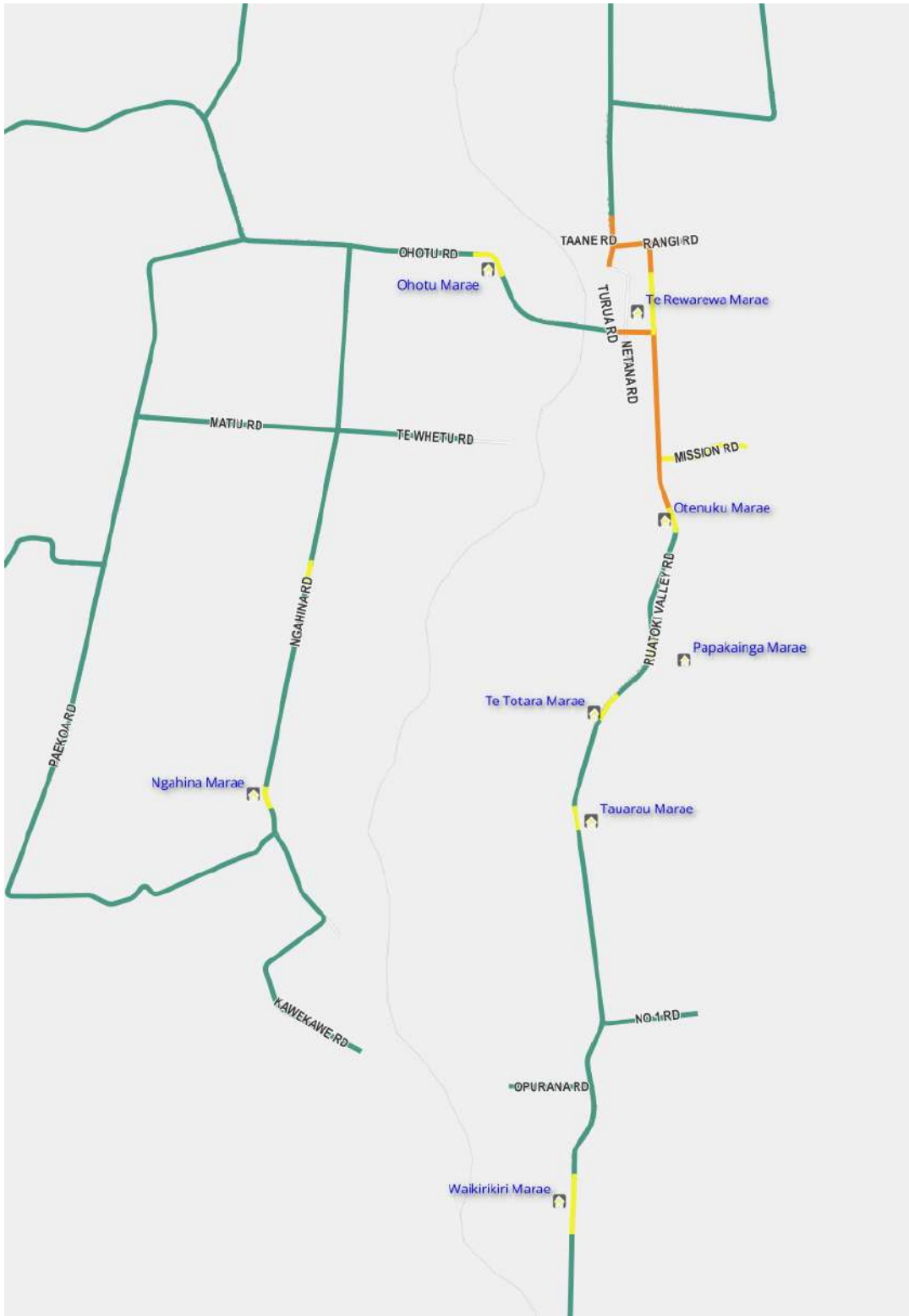


Figure 12 - Ruatoki One Network Framework Classification