

SUB NO: _____



Waitomo District Council Draft Speed Management Plan

FORMAL SUBMISSION FORM

Submissions close at 4pm, on Monday 11 September, 2023.

You can share your views by:

- Completing this submission form and returning it to us by:
 - > Visiting our Customer Service Centre on Rora Street, Te Kūiti
 - > Emailing it to: haveyoursay@waitomo.govt.nz (scan and pdf or take a photo)
 - > Posting to: FREEPOST 112498, Waitomo District Council, PO Box 404, Te Kūiti 3941
- Visiting our website: www.waitomo.govt.nz/haveyoursay/speed-management-review-consultation and fill in an online submission form
- Visit our Social Pinpoint consultation website and provide feedback: www.waitomdc.mysocialpinpoint.com.au/speed-management-plan/speed-management

FULL NAME: _____

ADDRESS: _____

PHONE: _____ EMAIL: _____

I wish to speak to Council about my submission Yes No * Hearings will be held in November 2023 Council will contact you with further details.

Speed limits around schools/kura

Do you agree with our approach to managing speeds outside and around schools within the district?

- Yes, I agree
- No, I do not agree
- I'm not sure

Speed limits around marae

Do you agree with our approach to managing speeds outside marae within the district?

- Yes, I agree
- No, I do not agree
- I'm not sure

Do you support our draft Speed Management Plan in general?

- Speed Management Plan
- Changes are required for me to support it
(Please state below under comments)
- No, I do not support the approach
- I'm not sure

OTHER COMMENTS: _____

These comments relate to *(please insert road name)* _____



Making Waitomo's roads safer

We all want our roads to be as safe as they can be – for our whānau, our workmates and our friends.

Waitomo District Council (WDC) is seeking feedback on a proposal to change some speed limits to make roads in our district safer, and to comply with national road safety goals set by the Government. We're also proposing other ways to keep drivers, passengers and others safe.

These changes will form part of our Speed Management Plan. But before we finalise that Plan, we need your input.



Why is speed so important?

We know speed limits on our roads must be suitable for the kind of road and what that road is used for.

We all need to drive safely. Here in the Waitomo district, we need to reduce the number of deaths and serious injuries that devastate families in our community.

How fast a vehicle is travelling has a direct impact on how badly hurt people might be – or even if they will survive at all.

When vehicles are driving too fast for the road, the weather conditions or the environment, it means:

- it's less likely the driver can stop in time
- it's less likely the driver can take evasive action
- it's much harder to negotiate corners and curves
- it's less likely the driver can see all the things around them that they need to see.

'Driving to the conditions improves your chances of surviving a crash.'



Pedestrians and cyclists

WDC wants everyone to feel and be safe on our roads, whether walking to the shops, biking to school or driving to work. All road users are affected by vehicle speeds.

By changing speed limits within our town centres and outside our schools, we'll make it safer and encourage more people to save fuel and leave their cars at home.

Making Waitomo's roads safer

What will our Speed Management Plan do?

Speed Management Plans are guiding documents that ensure councils, alongside Waka Kotahi (which is responsible for managing State Highways) look at the big picture and stage road improvements over time and in a way ratepayers can afford.

The objective of our Speed Management Plan (SMP) is simple:

'Create a roading network where residents and visitors can travel safely and efficiently around the district, no matter how they travel.'

Our SMP is particularly focussed on schools, marae and roads of concern we have already identified.

Schools

We have 17 schools in our district. The speed limit near schools in towns is 50km/hr, in rural areas, it's either 70km/hr or 100km/hr depending on the school location.

The Government believes that's too fast – and we agree. We've been directed that speed limits on all roads near schools must be reviewed and if possible, reduced.

We're proposing speed limits near most Waitomo District schools be reduced to 30km/hr in urban areas and 50-60km/h in rural areas. There may be some exceptions but if so, there will need to be other safety measures in place. Either way, speed limit and other changes are proposed for roads near every school in our district.

If our SMP is approved, it is likely we will make changes around our schools a priority. You can find out more about proposed changes around schools at www.waitomo.govt.nz/haveyoursay/speed-management-review-consultation

Marae

There are times when marae are very busy and traffic is heavy. We're proposing some changes to increase safety around these important community hubs.

Roads of concern

We've used historical crash data, local knowledge and lots of community feedback to identify various roads of concern in the Waitomo District. We've specifically looked at roads which cross council boundaries to make sure we're being consistent with our neighbours.

We've also been required by Government to review any roads with a speed limit of 70km/hr or 90km/hr and check that speed limits remain appropriate. In some instances, we're proposing some changes.



What is road safety infrastructure?

Making roads safer isn't just about speed. There are other things we can do to make our roads safer. That may involve installing or improving road safety infrastructure such as signage and line marking.

You can see the detail on what speed limit and safety infrastructure changes are proposed for schools, marae and roads of concerns on our website at www.waitomo.govt.nz/haveyoursay/speed-management-review-consultation

What happens next?

- We're holding drop in information session at Railway Building 3 on Rora Street, Te Kūiti on Wednesday 23 August from 10am–2pm.
- You can find more detailed information and make a submission by going to our website at www.waitomo.govt.nz/haveyoursay/speed-management-review-consultation
- We're seeking feedback on this plan until 4pm on Monday 11 September 2023. We encourage you to check out the Social Pinpoint interactive tool. You can access it at: www.waitomdc.mysocialpinpoint.com.au/speed-management-plan/speed-management
- Once the feedback is in, we'll analyse comments and consider if changes should be made to our draft Speed Management Plan.
- Councillors will review those changes and hear from submitters who wish to speak at a council hearing which will be held early November.
- A final plan will go to our Mayor and Elected Councillors for consideration on 28 November 2023. If approved, we'll start implementing the plan from mid-2024 onwards.

Some questions answered

1. *Why is Council doing this Speed Management Plan?*
It is a Government requirement, plus we all want safer roads in our district.
2. *Why does this draft Plan not focus on drivers?*
Even the most skilled drivers make mistakes. It's our job to make sure local speed limits and local roads provide the safest possible environment for drivers and their passengers and other road users. Council will continue to promote road safety, and that includes public education campaigns targeting drivers.
3. *Is the whole focus of this draft Plan on speed?*
No, we're also proposing some changes and improvements to road safety infrastructure. There's more information about this on our website at www.waitomo.govt.nz/haveyoursay/speed-management-review-consultation
4. *Does going a few kilometres per hour faster or slower make any real difference to safety?*
Yes. Speed can be the difference between a correctable mistake or a fatal error. The faster you go, the greater likelihood of someone being killed or injured in a crash. Regardless of what causes a crash, speed plays a part.
5. *Do local police support this draft Speed Management Plan?*
Yes.
6. *Who will enforce any new speed limit?*
Police. (Policing is not the job of Council or Council staff.)
7. *If I don't agree with, or want to support the changes being proposed, what can I do?*
Have your say! You can fill out the submission form included, or on our website. We need to hear from you by 4pm on 11 September 2023 so your feedback can be taken into account.
8. *If the Speed Management Plan gets approved, what happens next?*
By law, Council must submit the Plan to the Director of Land Transport. Council will then start implementing the proposed changes. That will include installing new speed limit signs. It will then be up to police – not Council – to enforce the new speed limits.
9. *If I have a concern about another road not included in this draft Speed Management Plan, what can I do?*
Let us know, by filling out a submission form. We may not be able to consider your issue as part of this process, but it will be valuable information for when the Speed Management Plan is reviewed.
10. *Are State Highways included in this Speed Management Plan?*
No, State Highways are managed by Waka Kotahi.



Submissions Booklet

2023 Speed Management Plan

Sub No.	Submitter Name	Page
1	Edwina Te Aho	3
2	Gloria Wharekawa	5
3	Peter Craig Darrah	8
4	Pam Voyce (Aria Primary School)	9
5	Titia Allaries (Te Waitere Boating Club)	11
6	Christian Lovell (Graymont (NZ) Limited)	14
7	Roimata Harmon (Te Kauae Marae)	17
8	Raymond Cribb	20
9	Jessica Ensing (Ministry of Education, Hamilton)	22
10	Garry Paki Titi	26
11	Andrew Jardine	39
12	Armagh Kihareka Putaranui	40
13	Denise Marshall (Te Wharekura o Maniapoto)	41
14	Rangiwhiua Ngatai	43
15	Ronald Takerei (Te Whare Hauaauru ki Uta)	46
16	John Philip Garwood	49
Social Pinpoint		
Sub No.		
17a	Devin Carruthers	50
17b	Jenelle Burnell	51
17c	Roanald McKellar	52
17d	Paul P	53
17e	Tracy Rikihana	54
17f	Nicole Cooper	56
17g	Mara Bebich	57
17h	Kale Pompey	58
17i	Karl Scoble	59
17j	Te Wharekura o Maniapoto	30
17k	Mike Barnett	61

Note: Those Submitters highlighted in blue font above have indicated they wish to be heard at the Hearing to speak in support of their submission.

From: Edwina Te Aho [REDACTED]
Sent: Wednesday, 26 July 2023 4:01 pm
To: Hilary Walker; Ryan Stanley
Cc: Shyamal Ram; Ben Smit
Subject: Re: Waitomo District Council - Proposed Speed Management Plan consultation process beginning 24 July 2023

Caution! This message was sent from outside your organization.

[Block sender](#)

Kia ora koutou

Thank you for your email and taking the time to converse with tangata whenua

Yes please in order to ensure that our Whānau are safe commuting to and from our Marae it would be beneficial if speed signs were implemented in close proximity to our Marae thank you

Also our Mangapeehi Pa road sign needs to be replaced as it has been damaged if you could organise a replacement that would be greatly appreciated

Thank you once again for making contact I look forward to meeting you one day in person

Ngā mihi
Edwina Te Aho

From: Hilary Walker <hilary.walker@waitomo.govt.nz>
Sent: Friday, July 21, 2023 3:02:19 PM
To: Ryan Stanley <Ryan.Stanley@waitomo.govt.nz>
Cc: Shyamal Ram <shyamal.ram@waitomo.govt.nz>; Ben Smit <ben.smit@waitomo.govt.nz>
Subject: Waitomo District Council - Proposed Speed Management Plan consultation process beginning 24 July 2023

Kia ora Marae Representative

Waitomo District Council (WDC) is in the process of developing a Speed Management Plan which looks at speed and signage. The aim is to make roads safer for our wider community. The outcome of the community engagement will inform the final plan which will be implemented over the next few years. We would like feedback from Whare and your marae please.

Our assessments show that one of the issues is that marae in the Waitomo District do not have sufficient signage that identify their locations to road users. Speed past marae during events at the marae is also seen to be a potential problem.

The plan will be open to consultation from Monday 24 July 2023 to Monday 11 September 2023. The plan prioritises four areas:

- Marae
- Schools
- Roads of concern
- Road Infrastructure

If you would like to be involved in the consultation process, please visit the WDC website (www.waitomo.govt.nz/haveyoursay/speed-management-review-consultation).

All documents relating to the consultation process can be found on that website page which will be **live from 24 July 2023**.

A drop-in session for this specific topic is also being held at the Railway Building 3 at 190 Rora Street, Te Kūiti on Wednesday 23 August from 10am to 2pm.

Council Elected Members and staff will also discuss the Speed Management Plan at the hui being held with your Whare for Māori Representation on Council. Dates are currently being set up with your Whare representatives.

Nga mihi, na

For and on behalf of

Ben Smit
Chief Executive

Hilary Walker | Manager Infrastructure Services Systems

Waitomo District Council | Kaunihera ā-rohe

15 Queen Street, Te Kuiti 3910

PO Box 404, Te Kuiti 3941

Phone 07 878 0800 | Mobile: 0272918695 | DDI: 07 878 0811

www.waitomo.govt.nz | [Follow us on Facebook](#)

Waitomo - a vibrant district

Attention:

This e-mail message is intended for the use of the addressee only. If it is not addressed to you then do not read it.

This e-mail and any accompanying data may contain information that is confidential and subject to legal privilege. If you are not the intended recipient

If you have received this email in error, please notify: administrator@waitomo.govt.nz and delete all material pertaining to this email immediately.

[Please consider the environment before printing this email.](#)

Disclaimer: Any information supplied by Waitomo District Council, contained in this email, is supplied and/or published subject to the "Terms of Use" on the website. Waitomo District Council does not warrant the accuracy, adequacy or completeness of any information supplied and/or published and persons

From: info@waitomo.govt.nz
Sent: Friday, 4 August 2023 1:09 pm
To: haveyoursay
Subject: The Form 'Submission Form - Speed Management Review' was submitted

Caution! This message was sent from outside your organization.

[Block sender](#)



Umbraco Forms

Form Results

Full Name

Gloria Wharekawa

Organisation

Phone



Address



Postcode

3910

Email

I wish to speak to Council about my submission

No

Do you agree with our approach to managing speeds outside and around schools within the district?

No, I do not agree

Please explain why you have chosen this option

I think it's a waste of money.

Do you agree with our approach to managing speeds outside marae within the district?

No, I do not agree

Please outline your reasons

Thats not going to help. See my reasons below.

Do you support our draft Speed Management Plan in general?

No, I do not support the approach

Please explain why you have selected this option

No, I do not agree with the road or traffic management plan, it would be waste of money. I think that some areas are in serious need of improvements and or maintenance. Such as the stretch of roads including the 'Y' intersection on Hangatiki, Old Te Kuiti and Mangarino Roads, this needs to be maintained or improved somehow. The seal is very slippery or greasy and looks very shiny, regardless of the weather conditions. Also, cow shit is frequently visible all over the road at the 'Y' intersection. Personally, I think that basic road maintenance is a better solution to traffic management than the proposed plan, it would save both council funds and public lives. The council could concentrate on something of more importance, such as keeping our community clean and green and minimizing pollution and the blatant disregard for the environment. Without the earth there would be no roads to drive on!! It saddens me that rubbish is dumped inappropriately in places such as scenic reserves and forest parks. This is likely to be the result of the high cost of purchasing council rubbish bags and the

taking household rubbish to the refuse station. As a community we are also faced with the rising cost of fuel, I theorize in the very near future, this will no doubt decrease the amount of traffic on our roads. And hence my view on the traffic management plan.

Other comments or feedback

Need more help?

[Find our documentation here](#)

SUB NO: _____



Waitomo District Council Draft Speed Management Plan

FORMAL SUBMISSION FORM

Submissions close at 4pm, on Monday 11 September, 2023.

You can share your views by:

- Completing this submission form and returning it to us by:
 - > Visiting our Customer Service Centre on Rora Street, Te Kūiti
 - > Emailing it to: haveyoursay@waitomo.govt.nz (scan and pdf or take a photo)
 - > Posting to: FREEPOST 112498, Waitomo District Council, PO Box 404, Te Kūiti 3941
- Visiting our website: www.waitomo.govt.nz/haveyoursay/speed-management-review-consultation and fill in an online submission form
- Visit our Social Pinpoint consultation website and provide feedback: www.waitomdc.mysocialpinpoint.com.au/speed-management-plan/speed-management

FULL NAME:

PETER CRAIG DARRAH

ADDRESS:

[REDACTED]

PHONE:

[REDACTED]

EMAIL:

[REDACTED]

I wish to speak to Council about my submission

Yes

No

* Hearings will be held in November 2023
Council will contact you with further details.

Speed limits around schools/kura

Do you agree with our approach to managing speeds outside and around schools within the district?

 Yes, I agree No, I do not agree I'm not sure

Speed limits around marae

Do you agree with our approach to managing speeds outside marae within the district?

 Yes, I agree No, I do not agree I'm not sure

Do you support our draft Speed Management Plan in general?

 Speed Management Plan Changes are required for me to support it
(Please state below under comments) No, I do not support the approach I'm not sure

OTHER COMMENTS:



These comments relate to (please insert road name)

From: haveyoursay
Sent: Monday, 14 August 2023 8:31 am
To: Rajeshwari Mahadevappa
Subject: FW: The Form 'Submission Form - Speed Management Review' was submitted

Follow Up Flag: Follow up
Flag Status: Flagged

From: info@waitomo.govt.nz <info@waitomo.govt.nz>
Sent: Sunday, August 13, 2023 12:39 PM
To: haveyoursay <haveyoursay@waitomo.govt.nz>
Subject: The Form 'Submission Form - Speed Management Review' was submitted

Caution! This message was sent from outside your organization.

[Block sender](#)



Umbraco Forms

Form Results

Full Name

Pam Voyce

Organisation

Aria Primary School

Phone

[REDACTED]

Address

Barclay Road RD Aria 3979

Postcode

3979

Email

[REDACTED]

I wish to speak to Council about my submission

No

Do you agree with our approach to managing speeds outside and around schools within the district?

Yes, I agree

Please explain why you have chosen this option

Safety of our children.

Do you agree with our approach to managing speeds outside marae within the district?

Yes, I agree

Please outline your reasons

Safety of everyone.

Do you support our draft Speed Management Plan in general?

Yes, I support the approach of the Speed Management Plan

Please explain why you have selected this option

We need to protect people from themselves!

Other comments or feedback

Need more help?

[Find our documentation here](#)

From: haveyoursay
Sent: Monday, 14 August 2023 1:37 pm
To: Rajeshwari Mahadevappa
Subject: FW: The Form 'Submission Form - Speed Management Review' was submitted

From: info@waitomo.govt.nz <info@waitomo.govt.nz>
Sent: Monday, August 14, 2023 1:23 PM
To: haveyoursay <haveyoursay@waitomo.govt.nz>
Subject: The Form 'Submission Form - Speed Management Review' was submitted

Caution! This message was sent from outside your organization.

[Block sender](#)



Umbraco Forms

Form Results

Full Name

Titia Allaries

Organisation

Te Waitere Boating Club

Phone

[REDACTED]

Address

[REDACTED] Te Waitere Road RD 8

Postcode

3988

Email

[REDACTED]

I wish to speak to Council about my submission

No

Do you agree with our approach to managing speeds outside and around schools within the district?

Yes, I agree

Please explain why you have chosen this option

There are serious safety issues in the areas around the schools and maraes and speed limits would make it safer.

Do you agree with our approach to managing speeds outside marae within the district?

Yes, I agree

Please outline your reasons

Do you support our draft Speed Management Plan in general?

Changes are required for me to support it

Please explain why you have selected this option

We want council to consider extending these restrictions to areas like Te Waitere village. The traffic into Te Waitere is driving at great speed. There is no footpath in the residential area, but there are families with children living there. On top of this the activities in the boat club and around the wharf and ramp are resulting in a lot of foot traffic on the road. It is dangerous with no footpath and no speed limit. (Submission agreed on in committee meeting on August 13 2023.)

Other comments or feedback

Need more help?

[Find our documentation here](#)

From: haveyoursay
Sent: Monday, 11 September 2023 8:40 am
To: Rajeshwari Mahadevappa
Subject: FW: The Form 'Submission Form - Speed Management Review' was submitted

Follow Up Flag: Follow up
Flag Status: Flagged

From: info@waitomo.govt.nz <info@waitomo.govt.nz>
Sent: Friday, September 8, 2023 4:18 PM
To: haveyoursay <haveyoursay@waitomo.govt.nz>
Subject: The Form 'Submission Form - Speed Management Review' was submitted

Caution! This message was sent from outside your organization.

[Block sender](#)



Umbraco Forms

Form Results

Full Name

Christian Lovell

Organisation

Graymont (NZ) Limited

Phone

[REDACTED]

Address

██████ Oparure Road, Te Kuiti

Postcode

3985

Email

████████████████████

I wish to speak to Council about my submission

No

Do you agree with our approach to managing speeds outside and around schools within the district?

Yes, I agree

Please explain why you have chosen this option

Graymont operates the Oparure limestone quarry, which supplies essential products that are necessary to address many of today's most pressing environmental issues, while supporting vital industrial processes and agricultural needs. Limestone products are dispatched from the quarry on a daily basis along Oparure Rd to SH3. Graymont has recently commissioned a traffic report for this road, in relation to a consent project to extend the life of the quarry. This has indicated that the road is generally constructed to a relatively high standard and there are no road capacity issues. The review recommends variable speed zones in the vicinity of Te Wharekura o Maniapoto. Feedback from consultation Graymont has conducted in the Oparure community suggests that there would be value to the community from a permanent reduction of the speed limit in this area. We therefore recommend that the speed limit in the vicinity of Te Wharekura o Maniapoto on Oparure Rd is permanently set at 50 km/h, and this limit extends to past the Oparure marae.

Do you agree with our approach to managing speeds outside marae within the district?

Yes, I agree

Please outline your reasons

See Question 1

Do you support our draft Speed Management Plan in general?

Yes, I support the approach of the Speed Management Plan

Please explain why you have selected this option

See Question 1

Other comments or feedback

Need more help?

[Find our documentation here](#)

From: haveyoursay
Sent: Monday, 11 September 2023 1:38 pm
To: Rajeshwari Mahadevappa
Subject: FW: The Form 'Submission Form - Speed Management Review' was submitted

Follow Up Flag: Follow up
Flag Status: Flagged

From: info@waitomo.govt.nz <info@waitomo.govt.nz>
Sent: Monday, September 11, 2023 1:10 PM
To: haveyoursay <haveyoursay@waitomo.govt.nz>
Subject: The Form 'Submission Form - Speed Management Review' was submitted

Caution! This message was sent from outside your organization.

[Block sender](#)



Umbraco Forms

Form Results

Full Name

Roimata Harmon

Organisation

Te Kauae Marae

Phone

[REDACTED]

Address

[REDACTED] Otorohanga

Postcode

3900

Email

[REDACTED]

I wish to speak to Council about my submission

No

Do you agree with our approach to managing speeds outside and around schools within the district?

Yes, I agree

Please explain why you have chosen this option

We agree with reducing the speed limit around urban and rural schools.

Do you agree with our approach to managing speeds outside marae within the district?

No, I do not agree

Please outline your reasons

We would like you to consider prioritising Marae as well as schools in the district. Even though many Marae are on rural roads, some of them, including Te Kauae Marae, have a lot of heavy trucks regularly moving past our gateway. We discussed this at our pa meeting yesterday (10th September) and all agree to creating a zone where the speed limits are reduced AT ALL TIMES on the road outside our Marae. We will also look at further measures, that we could implement ourselves, at the times that we have a lot of traffic moving in and out of our Marae.

Do you support our draft Speed Management Plan in general?

I am not sure

Please explain why you have selected this option

We have not discussed the speed management plan together in detail, we have only discussed lowering limits around our Marae and others in our area.

Other comments or feedback

Need more help?

[Find our documentation here](#)

SUB NO: _____

Waitomo District Council Draft Speed Management Plan


 Waitomo
District Council

FORMAL SUBMISSION FORM

Submissions close at 4pm, on Monday 11 September, 2023.

You can share your views by:

- Completing this submission form and returning it to us by:
 - > Visiting our Customer Service Centre on Rora Street, Te Kūiti
 - > Emailing it to: haveyoursay@waitomo.govt.nz (scan and pdf or take a photo)
 - > Posting to: FREEPOST 112498, Waitomo District Council, PO Box 404, Te Kūiti 3941
- Visiting our website: www.waitomo.govt.nz/haveyoursay/speed-management-review-consultation and fill in an online submission form
- Visit our Social Pinpoint consultation website and provide feedback: www.waitomodc.mysocialpinpoint.com.au/speed-management-plan/speed-management

FULL NAME: Raymond CRIBB

ADDRESS: [REDACTED] OPARURE RD

PHONE: [REDACTED] EMAIL: [REDACTED]

I wish to speak to Council about my submission Yes No * Hearings will be held in November 2023
Council will contact you with further details.

Speed limits around schools/kura

Do you agree with our approach to managing speeds outside and around schools within the district?

- Yes, I agree
- No, I do not agree
- I'm not sure

Speed limits around marae

Do you agree with our approach to managing speeds outside marae within the district?

- Yes, I agree
- No, I do not agree
- I'm not sure

Do you support our draft Speed Management Plan in general?

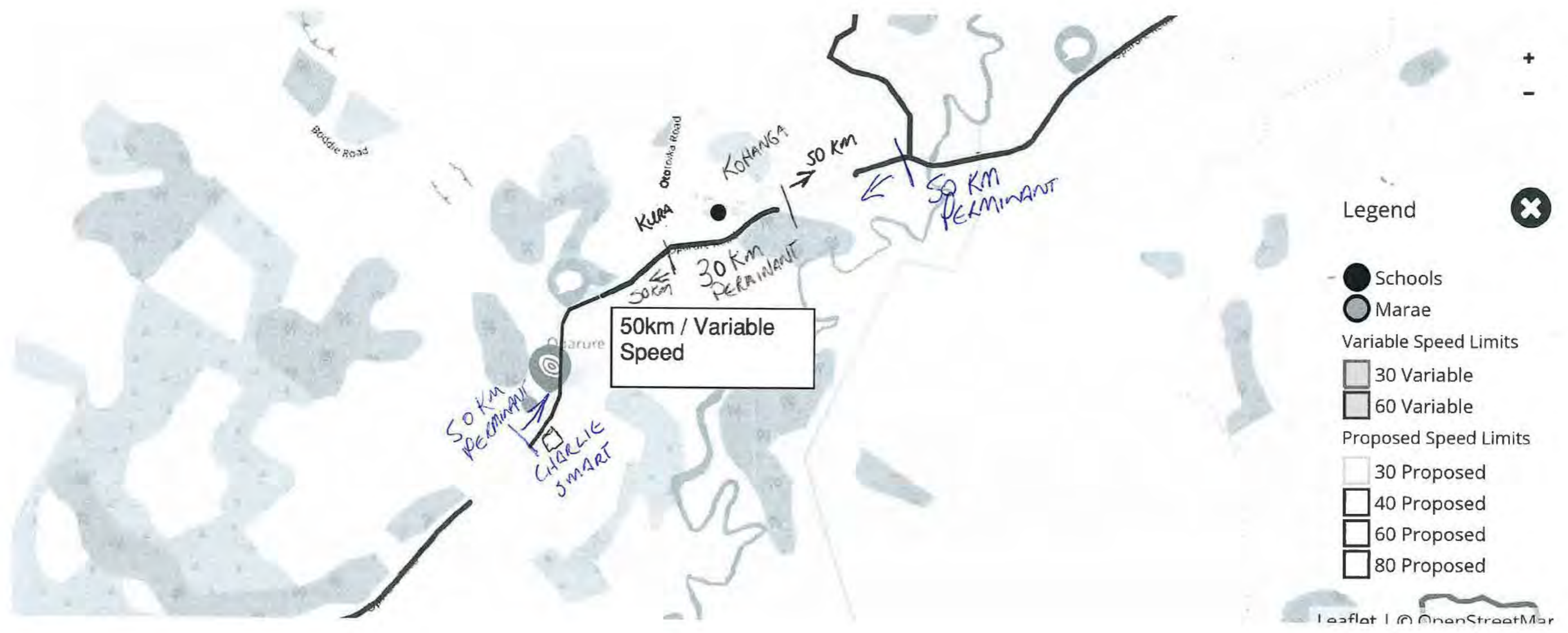
- Speed Management Plan
- Changes are required for me to support it
(Please state below under comments)
- No, I do not support the approach
- I'm not sure

OTHER COMMENTS: MY CHANGES ARE IN REGARDS TO OPARURE. IN BRINGING THE SPEED LIMIT DOWN PAST KOHANGA RD O OPARURE TE WHARE KURA O MANIAPOTO OPARURE MARAE 7 VILLAGE. SEE ATTACHED MAP. CURRENTLY HAVE A PETITION LOGGED WITH COUNCIL FROM OPARURE COMMUNITY.

These comments relate to (please insert road name) _____

so the volume of traffic is more.

We have to put up with speeding trucks & traffic loads being spilt on our roads, noise. Our community cannot walk down the road safely because of speeding & it is a health & safety concern for us, & our children who used to walk from the kura to the marae for learning. We have had 2 meetings with council & roading reps & meet at a council meeting to submit our petition purposes. As a community we would like the opportunity to meet again to voice our unique concerns





**Te Tāhuhu o
te Mātauranga**
Ministry of Education

Feedback on the Waitomo District Interim Speed Management Plan 2023

To: Waitomo District Council (WDC)
15 Queen Street, Te Kuiti 3910
Sent via email to: info@waitomo.govt.nz

Name of submitter: **Ministry of Education** Te Tāhuhu o Te Mātauranga ('the Ministry')

Address for service: Level 2, Waitomo House 6 Garden Place
Hamilton Central, Hamilton 3240

Background

Thank you for the opportunity to provide feedback on the Interim Waitomo Speed Management Plan. The Ministry of Education - Te Tāhuhu o te Mātauranga ('the Ministry') is the Government's lead advisor on the New Zealand education system, shaping the direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations, and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading, and improving the portfolio, purchasing, and constructing new property to meet increased demand, identifying, and disposing of surplus State school sector property, and managing teacher and caretaker housing. The Ministry is, therefore, a considerable stakeholder in terms of activities that may impact existing and future educational facilities and assets in the Waitomo District.

Land Transport Rule: Setting of Speed Limit Rule 2022

As part of the nationwide programme under the government's "Road to Zero" National Road Safety Strategy, all councils must review their road speed limits. The aim of the review is to reduce the number of serious injuries and fatal crashes on New Zealand roads by setting safe and appropriate speed limits that better match the road environment. One of the key actions in the Road to Zero Strategy is to set safe speed limits around all schools by the end of 2027, with an interim target of 40% of schools by 30 June 2024.

As part of this strategy, Waka Kotahi New Zealand Transport Agency released a new 'Setting of Speed Limit Rule 2022' ('the Rule'). The new Rule sets out new requirements and acceptable speed limits near schools, with the aim of making walking and cycling to and from schools much safer. The new Rule requires councils to set a 30km/h limit, either as a permanent or varied speed limit for Category 1 schools. The Rule also requires schools identified as Category 2 to have a maximum speed limit of 60km/h, also either as permanent or varied speed limit. Category 2 schools include rural schools where there are no, or limited numbers of, associated pedestrian movements associated with the school in the road environment (including off-street pick-up and drop-off for all vehicles, including school buses). The Ministry acknowledges that schools located on state highways are not included in this review.



The Ministry's feedback on the WDC Interim Speed Management Plan 2023

Waitomo District Council ('WDC') has proposed to reduce speeds around each school in the Waitomo District and has released, and are seeking feedback on, their Interim Speed Management Plan 2023 in response to the Rule and the Road to Zero Strategy 2020-2023.

WDC is proposing to reduce road speeds outside schools in the Waitomo District to either a permanent or variable speed limit of 30kph outside of all urban schools. While all rural schools are to have a variable speed limit of 50 to 60kph. The speed reductions proposed by WDC will provide greater safety for students during pick-up and drop-off times during school days as well as members of the public using school facilities outside of school hours. The speed reductions and some additional road safety improvements are proposed for the following schools:

- Aria School
- Bennydale Primary School
- Rangitoto School
- Piopio Primary School and Piopio College
- Mokau School
- Whareorino School
- Kinohaku School
- Piripiri School
- Te Kura o Tahaaroa
- Centennial Park School
- Pukenui School
- St Joseph's Catholic School (Te Kuiti)
- Te Kuiti High School
- Te Kuiti Primary School
- Te Wharekura o Maniapoto
- Waitomo Caves School

Overall, the Ministry is supportive of the proposed speed limit reductions around schools. The Ministry recognises that schools are used by students, teachers and the public outside normal operating hours and is strongly supportive of the proposed permanent speed reductions as they will create permanent improvements to the changes to the roading environments around the abovementioned schools.

The Ministry notes that Piripiri School has a proposed speed limit of 60kph along Te Anga Road which starts and ends prior to the road section adjacent to the school. This is displayed in the map below. The Ministry requests that WDC amend this speed reduction to cover the school itself, to provide for the safety of students, teachers and visitors accessing the school.



Although most of the proposed speed limits are permanent reductions, the Ministry requests that WDC reconsider the proposed variable speed limits around schools across the Waitomo District. The Ministry's preference is the adoption of permanent speed limits as the preferred speed management method for schools, instead of the variable speed limit as, many schools still use the school grounds on weekends for sports and community events. The variable speed limit would not protect users in these instances, compared to a permanent speed reduction. Furthermore, schools are typically located around residential catchments where students live and play. A permanent slower roading environment at all hours would allow students to live and play in a safer environment. The Ministry also requests that the speed reduction zones are applied to a wider area instead of the immediate pick up and drop off locations at each school. A speed reduction should try to cover more of the walking catchment of each urban school to allow students who live nearby to walk and cycle to school safely. For the rural schools the speed reduction should be applied at an appropriate distance away from the school to make sure drivers have slowed down well before they reach the school.

Additionally, the Ministry notes that the proposed variable speed limits take a one size fits all approach where the reduced speeds apply between the hours 8.25 – 9am and 2.55 – 3.15pm. We do not support this window as it does not capture the entire peak before and after school travel times and does not recognize that some schools have different start and finish times. Where a variable speed reduction must be applied, each school should be engaged with to understand their peak before and after school travel times to enable the variable speed limit to capture the entire peak period when students are on the surrounding road network. The Ministry would support at least a one-hour window that the speed reduction would apply to accommodate peak pick-up and drop-off times. Applying a minimum of a one-hour window would capture students that are dropped off early to school and some after school sports activities and would enable the whole of the journey to school to be in a safer road environment.

Decision Sought

The Ministry support the reduction of speed limits outside the identified schools, which help create a safer roading environment for students and staff accessing school facilities and seeks for the new limits to be implemented as proposed with the following changes:



- The Ministry requests that WDC amends the speed limit changes along Te Anga Road to include the stretch of road adjacent to Piripiri School.
- The Ministry encourages WDC to consider the adoption of permanent speed reductions instead of variable speed reductions outside all schools to promote safer roading environments for students.
- Where a variable speed reduction must be adopted, the Ministry recommends engagement is undertaken with each school to understand their peak before and after school travel times to influence the timeframes the variable speed reduction should apply to.

If you have any questions on this feedback, please contact the undersigned on behalf of the Ministry.

Kind regards,

A handwritten signature in blue ink, appearing to read 'Jessica Ensing', is written over a light blue rectangular background.

Jessica Ensing

Planner – Beca Ltd
07 838 3828 ext. 26942
jessica.ensing@beca.com



Waitomo District Council Draft Speed Management Plan

FORMAL SUBMISSION FORM

Submissions close at 4pm, on Monday 11 September, 2023.

You can share your views by:

- Completing this submission form and returning it to us by:
 - > Visiting our Customer Service Centre on Rora Street, Te Kūiti
 - > Emailing it to: haveyoursay@waitomo.govt.nz (scan and pdf or take a photo)
 - > Posting to: FREEPOST 112498, Waitomo District Council, PO Box 404, Te Kūiti 3941
- Visiting our website: www.waitomo.govt.nz/haveyoursay/speed-management-review-consultation and fill in an online submission form
- Visit our Social Pinpoint consultation website and provide feedback: www.waitomodc.mysocialpinpoint.com.au/speed-management-plan/speed-management

FULL NAME: GARRY PAKI - TITI

ADDRESS: [Redacted] Oparure T.K.

PHONE: [Redacted]

EMAIL: [Redacted]

I wish to speak to Council about my submission Yes No

* Hearings will be held in November 2023 Council will contact you with further details.

Speed limits around schools/kura

Do you agree with our approach to managing speeds outside and around schools within the district?

- Yes, I agree
- No, I do not agree
- I'm not sure

Some schools have dangerous and inappropriate speed limits considering conditions.

Speed limits around marae

Do you agree with our approach to managing speeds outside marae within the district?

- Yes, I agree
- No, I do not agree
- I'm not sure

MOST rural marae in the district have NO speed limits.

Do you support our draft Speed Management Plan in general?

- Speed Management Plan
- Changes are required for me to support it (Please state below under comments)
- No, I do not support the approach
- I'm not sure

OTHER COMMENTS:

Refer attached.

These comments relate to (please insert road name)

Formal Submission

WDC Draft Speed Management Plan.

This information/submission is for the Oparure Village on Oparure Road 5 km NW of Te Kuiti.

① My proposal is that a 50 kph Speed limit begin 100 metres before Fullerton

Road. Large signage like Image (1) but with Oparure instead of Te Kuiti.

I propose large signs because traffic has NOT been keeping to the current speeds.

I chose the location between bridges because the current temporary sign

location blocks the view of cars coming out of a driveway. Proposed location also makes it safer for Entry/Exit for Fullerton Road. Image 3.

Image 2 →
 (1a) ~~A~~ A No Engine brake sign be erected near this location as well. Image 4.

② The 50 kph Speed should end 100 metres past (west of) Smart Plants driveway.

② So travelling East toward Te Kuiti, The 50 kph speed limit should begin 100 metres before Smart Plants.
Signage at this location should be similar to Image 1 and ~~4~~.

③ A 40 kph speed zone should be in place for the PERMANENT Slip AND Opereure School Zone.

This 40 kph should begin 300 metres ~~past~~ (West of) Fullerton Road.

This will slow traffic down further, to negotiate the slip AND The school which is a little further ~~on~~ up the road (100 metres).

Signage should be large as in ~~the~~ Images 5 and 6.

The 40 Kph Speed should end 100 metres past the school.

I have included another image 7 which would be desirable also.

The word "school" painted on the road is desirable.

I sat at the school for 25 minutes, while students were leaving school. Image 8 in which time 14 trucks and 6 light vehicles drove past. Over 50% of them were exceeding 50 kmph WHILE THE SCHOOL BUSES AND CARS were leaving school.

Lives are at risk.

We pay rates.

If we do this properly NOW it will benefit ALL in the future.

These images are taken at other schools in the area.

We should have the same, - given our high volume of heavy vehicles.

Lime trucks, logging trucks, stock trucks, supply trucks AND all the light traffic as well.

Image 9 is a mirror for the sharp corner at the school - shown in Image 8.



Image 1

31



Image 2

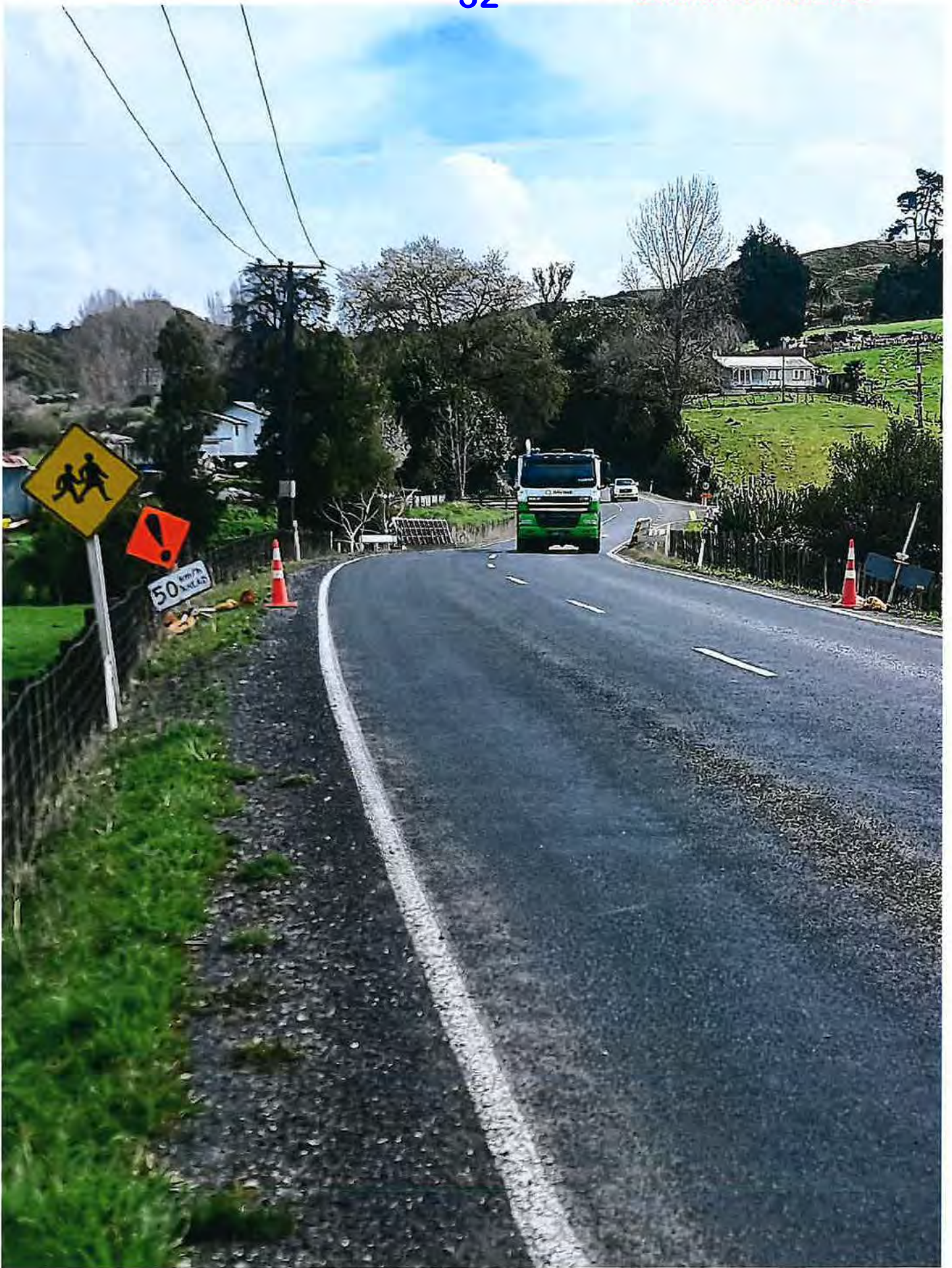


Image 3



Image 4



Image 5



Image 6



Image 7



Image 8



Image 9.

you can't fix stupid, but you need to keep traffic flowing NOT slowing it down. Improve the roads to allow for our increasing driving population (population)

39

SUB NO: _____

Waitomo District Council Draft Speed Management Plan

Waitomo District Council
Submission No. 011

FORMAL SUBMISSION FORM

Doc No. A687605

Submissions close at 4pm, on Monday 11 September, 2023.

You can share your views by:

- Completing this submission form and returning it to us by:
 - > Visiting our Customer Service Centre on Rora Street, Te Kūiti
 - > Emailing it to: haveyoursay@waitomo.govt.nz (scan and pdf or take a photo)
 - > Posting to: FREEPOST 112498, Waitomo District Council, PO Box 404, Te Kūiti 3941
- Visiting our website: www.waitomo.govt.nz/haveyoursay/speed-management-review-consultation and fill in an online submission form
- Visit our Social Pinpoint consultation website and provide feedback: www.waitomdc.mysocialpinpoint.com.au/speed-management-plan/speed-management

FULL NAME: ANDREW JARDINE

ADDRESS: [REDACTED] CADSBY Road

PHONE: [REDACTED] EMAIL: [REDACTED]

I wish to speak to Council about my submission Yes No * Hearings will be held in November 2023 Council will contact you with further details.

Speed limits around schools/kura

Do you agree with our approach to managing speeds outside and around schools within the district?

Yes, I agree

No, I do not agree

I'm not sure

Speed limits around marae

Do you agree with our approach to managing speeds outside marae within the district?

Yes, I agree

No, I do not agree

I'm not sure

most of us have children & as large gatherings are infrequent or common sense. Why would you Traffic management at these times slow traffic to a crawl when Schools empty would suffice.

Do you support our draft Speed Management Plan in general?

Speed Management Plan

No, I do not support the approach

Changes are required for me to support it (Please state below under comments)

I'm not sure

OTHER COMMENTS: There is no point slowing traffic further when a school or Marae is not being used. Money would be better spent fixing our roads. There are always people who speed.. more passing lanes would have better traffic flow and safer passing manoeuvres. The police are seen many times over 100kph so⁴ they have proven the roads are safe at current levels.

SUB NO: _____



Waitomo District Council Draft Speed Management Plan

FORMAL SUBMISSION FORM

Submissions close at 4pm, on Monday 11 September, 2023.

You can share your views by:

- Completing this submission form and returning it to us by:
 - > Visiting our Customer Service Centre on Rora Street, Te Kūiti
 - > Emailing it to: haveyoursay@waitomo.govt.nz (scan and pdf or take a photo)
 - > Posting to: FREEPOST 112498, Waitomo District Council, PO Box 404, Te Kūiti 3941
- Visiting our website: www.waitomo.govt.nz/haveyoursay/speed-management-review-consultation and fill in an online submission form
- Visit our Social Pinpoint consultation website and provide feedback: www.waitomdc.mysocialpinpoint.com.au/speed-management-plan/speed-management

FULL NAME: Armagh Kihareka Putaranui

ADDRESS: [REDACTED] Oparure Road RD5

PHONE: [REDACTED]

EMAIL: _____

I wish to speak to Council about my submission

Yes

No

* Hearings will be held in November 2023
Council will contact you with further details.

Speed limits around schools/kura

Do you agree with our approach to managing speeds outside and around schools within the district?

Yes, I agree

No, I do not agree

I'm not sure

Speed limits around marae

Do you agree with our approach to managing speeds outside marae within the district?

Yes, I agree

No, I do not agree

I'm not sure

Do you support our draft Speed Management Plan in general?

Speed Management Plan

Changes are required for me to support it
(Please state below under comments)

No, I do not support the approach

I'm not sure

OTHER COMMENTS:

My concern is the heavy traffic ie trucks having a big impact on our village, school and Marae, noise, speed and early hours.

These comments relate to (please insert road name) Oparure Road RD5

From: info@waitomo.govt.nz
Sent: Monday, 11 September 2023 2:53 pm
To: haveyoursay
Subject: The Form 'Submission Form - Speed Management Review' was submitted

Caution! This message was sent from outside your organization.

[Block sender](#)



Umbraco Forms

Form Results

Full Name

Denise Marshall

Organisation

Te Wharekura o Maniapoto

Phone

[REDACTED]

Address

[REDACTED] Oparure Road Te Kuiti

Postcode

3985

Email

I wish to speak to Council about my submission

Yes

Do you agree with our approach to managing speeds outside and around schools within the district?

Yes, I agree

Please explain why you have chosen this option

Kia ora I do wish to reduce the speed level however rather than it be variable it should be permanent 50km from Fullerton Road up past Smart Plants. This road is already variable due to the ongoing roadworks. Driver behaviour has been consistent in increasing speed by the time they get out of the roadworks.

Do you agree with our approach to managing speeds outside marae within the district?

Yes, I agree

Please outline your reasons

Yes I wish this to be permanent 50km out side our marae. This is due to the increased traffic and heavy traffic using this road. It is a very dangerous road to turn into the marae or the neighbours to try and access the road to get on to,

Do you support our draft Speed Management Plan in general?

Yes, I support the approach of the Speed Management Plan

Please explain why you have selected this option

I would like to see big signs up and also have a painted strip saying kura. and also a painted strip saying marae on the roads.

Other comments or feedback

Need more help?

[Find our documentation here](#)

From: info@waitomo.govt.nz
Sent: Monday, 11 September 2023 4:00 pm
To: haveyoursay
Subject: The Form 'Submission Form - Speed Management Review' was submitted

Caution! This message was sent from outside your organization.

[Block sender](#)



Umbraco Forms

Form Results

Full Name

Rangiwhiua Ngatai

Organisation

Phone

[REDACTED]

Address

[REDACTED] Carroll Street

Postcode

3910

Email

I wish to speak to Council about my submission

No

Do you agree with our approach to managing speeds outside and around schools within the district?

Yes, I agree

Please explain why you have chosen this option

Te Kura o Maniapoto speed limit should be lowered to 40km as a School Zone and also due to these factors; 1. Large haulage trucks from Graymount travel along this road. To stop a vehicle fully laden travelling at 50km would be difficult. 2. Vehicles have to cross the road at a blind spot to enter the Kura carpark. 3. There is a short piece of road for vehicles to safely exit the kura carpark onto the road. heavy vehicles tend to speed up a hill to enable the momentum to carry them up, however this is only my assumption based on experience.

Do you agree with our approach to managing speeds outside marae within the district?

Yes, I agree

Please outline your reasons

Mangatea Road -Tomotuki/Motiti Marae. At the bottom of the Awakino Hill Heading South, there is a small area that is available to safely wait while traffic passes so that you can safely turn right onto Mangatea Road. Should there be processions of vehicles turning onto Mangatea road this can potentially cause accidents. This is only highlighting there is only a 2 car space to holdup vehicles before crossing onto Mangatea Road whilst cars are travelling at 100km and preparing to overtake at the passing lane heading North.

Do you support our draft Speed Management Plan in general?

Yes, I support the approach of the Speed Management Plan

Please explain why you have selected this option

There are areas that could be considered to be reviewed and updated once all feedback is collated.

Other comments or feedback

Awakino (hill) road requires a review for the implementation of a gradual speed limit to 100km, 70km, 50km Waitete Road SH30 should also implement a gradual speed limit where the current 100km speed be changed to 70km. This will accommodate the marae crossing at the railway over bridge. All entrance ways should be the same and reflect Te Kumi road speed limits 100, 70, 50km.

Need more help?

[Find our documentation here](#)

From: info@waitomo.govt.nz
Sent: Monday, 11 September 2023 4:31 pm
To: haveyoursay
Subject: The Form 'Submission Form - Speed Management Review' was submitted

Caution! This message was sent from outside your organization.

[Block sender](#)



Umbraco Forms

Form Results

Full Name

Ronald Takerei

Organisation

Te Whare Hauaauru ki Uta

Phone

[REDACTED]

Address

[REDACTED] Hill Street Te Kuiti

Postcode

3910

Email

I wish to speak to Council about my submission

Yes

Do you agree with our approach to managing speeds outside and around schools within the district?

I am not sure

Please explain why you have chosen this option

I do not have an opinion due to not knowing the layout of all the schools involved to make an informed decision.

Do you agree with our approach to managing speeds outside marae within the district?

No, I do not agree

Please outline your reasons

The draft does not allow for events such as funerals to be considered. This is why we do need speed restrictions when there are events taking place. 1 - Kaputuhi Marae - on State Highway 37. Waitomo Caves Road. Current speed is 80km. This entrance can be a near miss when entering and exiting especially on very wet days. 2 - Te Kauae paa - 954 Mangarino Road- Hangatiki 3 - Te Korapa Tuu paa - 102 Hangatiki East Road Although these two marae may not have the volume of traffic compared to State Highway 37, when an event is on, such as a funeral, the turning into the entrance way are both near misses based on the design of the road.

Do you support our draft Speed Management Plan in general?

Changes are required for me to support it

Please explain why you have selected this option

Due to the above reasons under marae. With regards to schools, I do support in principle and believe there is merit in dropping the speed limit, however each school should be judged individually and not generically assessed.

Other comments or feedback

Thank you for the opportunity to participate and the ease to put in a submission. process to follow.

Need more help?

[Find our documentation here](#)

SUB NO: _____

Doc No. A687681


 Waitomo
District Council

Waitomo District Council Draft Speed Management Plan

FORMAL SUBMISSION FORM

Submissions close at 4pm, on Monday 11 September, 2023.

You can share your views by:

- Completing this submission form and returning it to us by:
 - > Visiting our Customer Service Centre on Rora Street, Te Kūiti
 - > Emailing it to: haveyoursay@waitomo.govt.nz (scan and pdf or take a photo)
 - > Posting to: FREEPOST 112498, Waitomo District Council, PO Box 404, Te Kūiti 3941
- Visiting our website: www.waitomo.govt.nz/haveyoursay/speed-management-review-consultation and fill in an online submission form
- Visit our Social Pinpoint consultation website and provide feedback:
www.waitomodc.mysocialpinpoint.com.au/speed-management-plan/speed-management

FULL NAME:

John Philip Carwood

ADDRESS:

Te Waitere Road, RD-8

PHONE:

EMAIL:

I wish to speak to Council about my submission

Yes

No

* Hearings will be held in November 2023
Council will contact you with further details.

Speed limits around schools/kura

Do you agree with our approach to managing speeds outside and around schools within the district?

Yes, I agree

No, I do not agree

I'm not sure

Speed limits around marae

Do you agree with our approach to managing speeds outside marae within the district?

Yes, I agree

No, I do not agree

I'm not sure

Do you support our draft Speed Management Plan in general?

Speed Management Plan

 Changes are required for me to support it
(Please state below under comments)

No, I do not support the approach

I'm not sure

OTHER COMMENTS:

Areas such as Waitomo Valley Road should remain at 100 kph.
SH31 should return to 100 kph.

These comments relate to (please insert road name)

Social Pinpoint 17a Devin Carruthers

50

This out right ridiculous to drop the speed to 80. No need. Not dangerous or hard to drive at 100. Stop making this world soft.

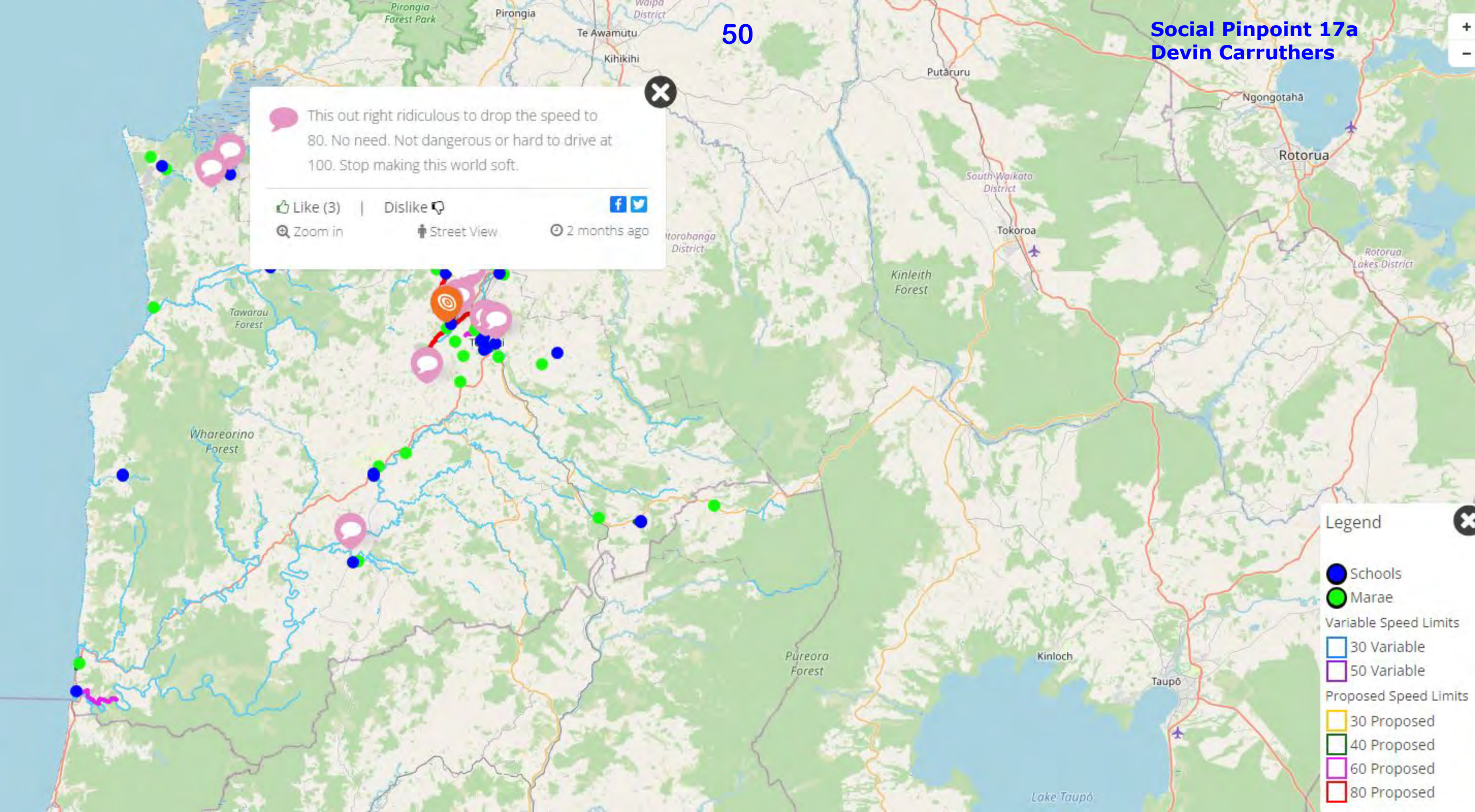
Like (3) | Dislike

Zoom in | Street View | 2 months ago

f t


Legend





- Schools
- Marae
- Variable Speed Limits
 - 30 Variable
 - 50 Variable
- Proposed Speed Limits
 - 30 Proposed
 - 40 Proposed
 - 60 Proposed
 - 80 Proposed






Social Pinpoint 17b Jenelle Burnell









51

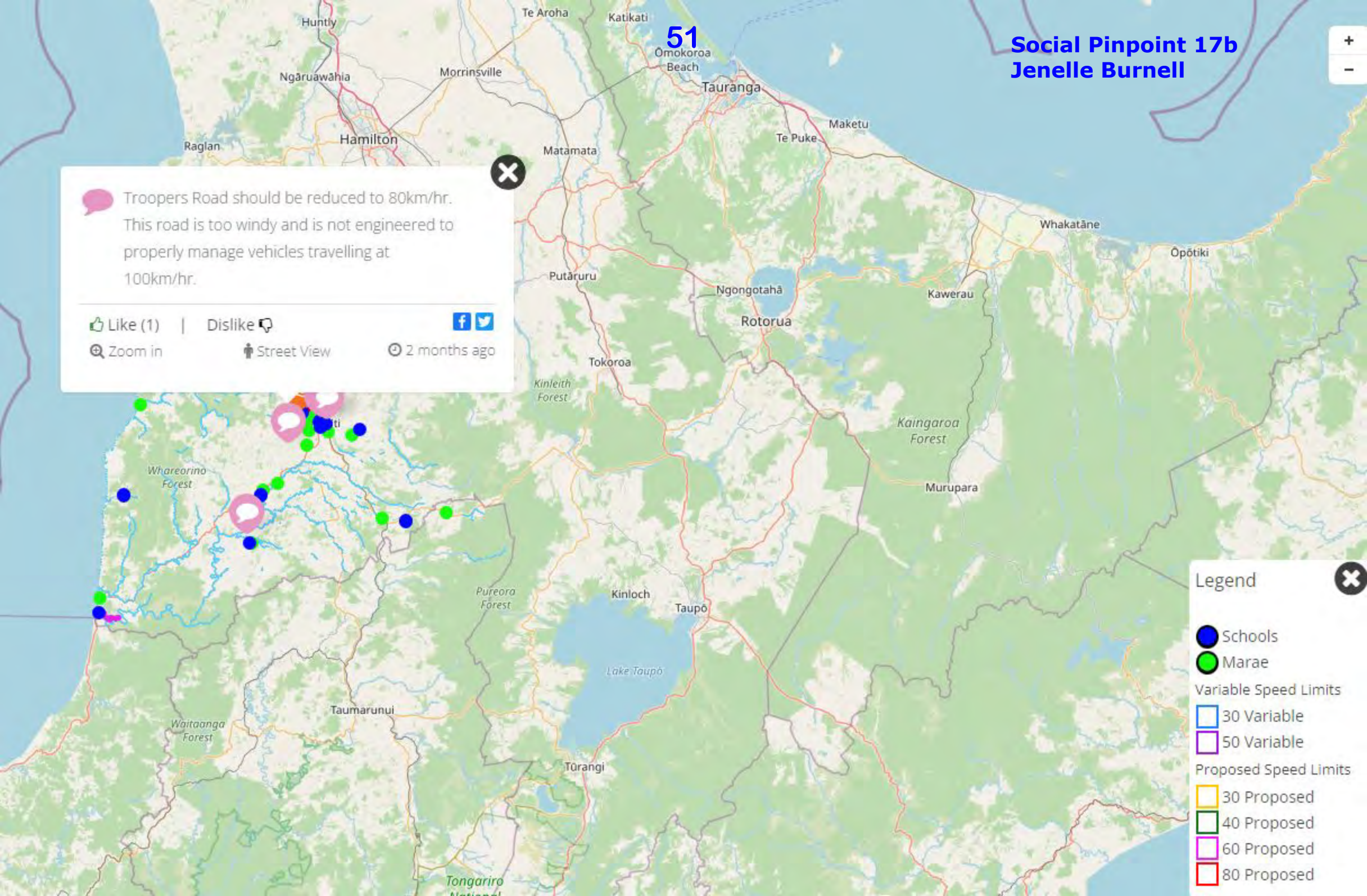
 Troopers Road should be reduced to 80km/hr. This road is too windy and is not engineered to properly manage vehicles travelling at 100km/hr.

 Like (1) |  Dislike  

 Zoom in |  Street View |  2 months ago

Legend

-  Schools
-  Marae
- Variable Speed Limits
 -  30 Variable
 -  50 Variable
- Proposed Speed Limits
 -  30 Proposed
 -  40 Proposed
 -  60 Proposed
 -  80 Proposed



Social Pinpoint 17c Roanald McKellar

52

From the Graymont Quarry to SH3 vehicles are not going to be unable to pass lime truck & trailers on part of this road which has long straights & long uphill hauls, 80km as is current approaching marae & school is adequate any extension of 80km restriction is not warranted

Like (1) | Dislike

Zoom in | Street View | 2 months ago

f t

Legend

- Schools
- Marae

Variable Speed Limits

- 30 Variable
- 50 Variable

Proposed Speed Limits

- 30 Proposed
- 40 Proposed
- 60 Proposed
- 80 Proposed

53

Rangitoto road going to Te Kuiti Meats should have a maximum speed limit of 70 km/hr. I challenge anyone to drive the current limit of 100 km/hr without slowing down to the meat plant. See if that's safe for you.

Like (2) | Dislike



Zoom in

Street View

2 months ago

Legend

- Schools
- Marae

Variable Speed Limits

- 30 Variable
- 50 Variable

Proposed Speed Limits

- 30 Proposed
- 40 Proposed
- 60 Proposed
- 80 Proposed

I recommend the stretch of Oparure road between the Fullerton Road and SmartPlants (just past Oparure marae) is reduced to a speed of 50km/h. Walking along the road isn't safe anymore and with the village population growing in all age groups, we want to ensure that trips between the school and marae for our kaumātua & tamariki can be a safe one

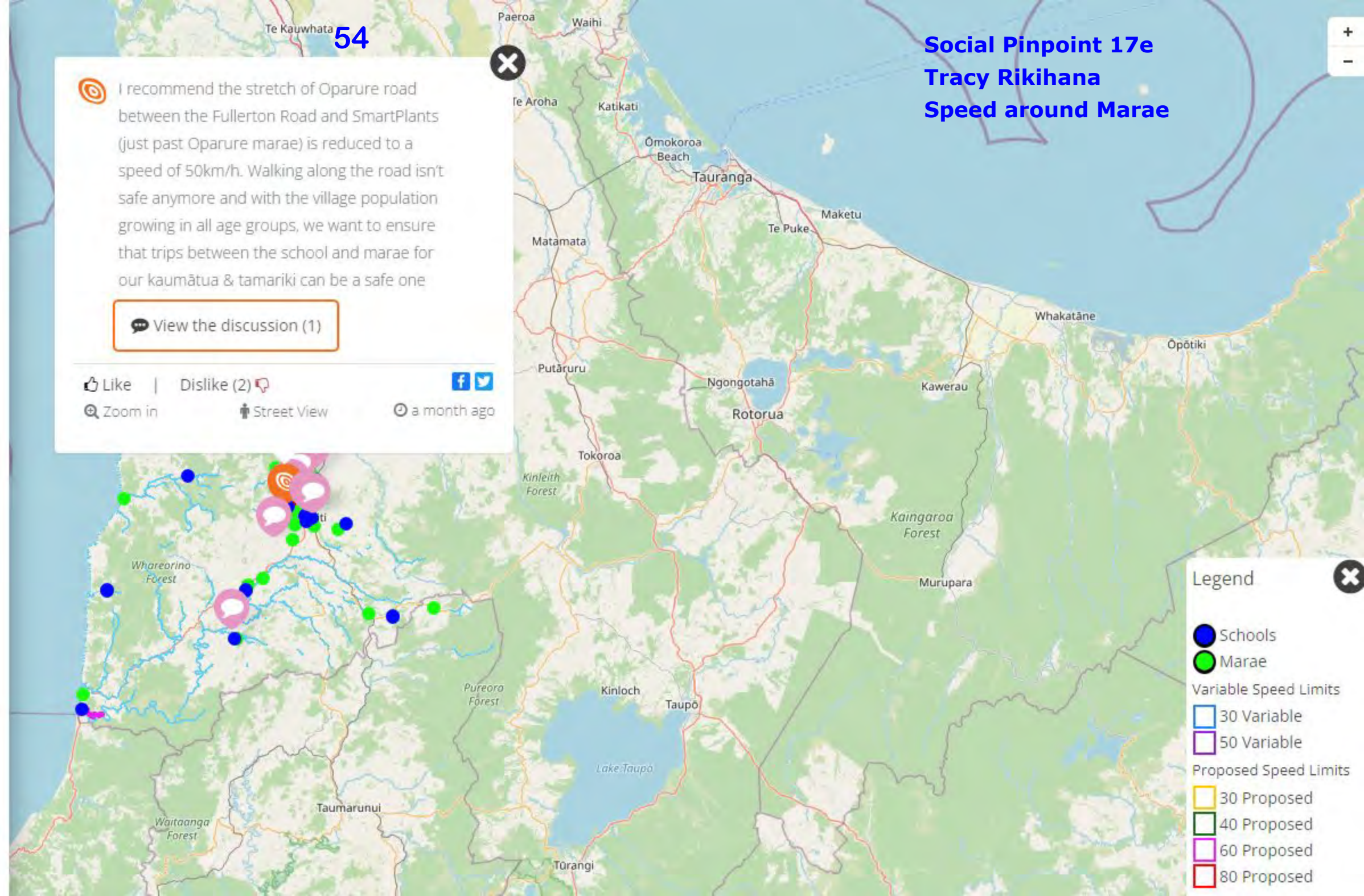
© Speed around Marae | a month ago

Like Dislike -2

This is to be a permanent 50km/h rather than a variable. It is currently variable now due to road works and drivers do not drive to the conditions. We need a big green road sign up before Fullerton Road to say it is 50km and Nau mai Haere mai ki Oparure. Kura painted across the road. And also good roadsigns indicating there is a kura,

■ Speed around Marae | 3 days ago

Like Dislike



Social Pinpoint 17e Tracy Rikihana Speed around Marae

I recommend the stretch of Oparure road between the Fullerton Road and SmartPlants (just past Oparure marae) is reduced to a speed of 50km/h. Walking along the road isn't safe anymore and with the village population growing in all age groups, we want to ensure that trips between the school and marae for our kaumātua & tamariki can be a safe one

View the discussion (1)

Like | Dislike (2) a month ago

Legend

- Schools
- Marae

Variable Speed Limits

- 30 Variable
- 50 Variable

Proposed Speed Limits

- 30 Proposed
- 40 Proposed
- 60 Proposed
- 80 Proposed

17e - Tracy Rikihana - Signage

55

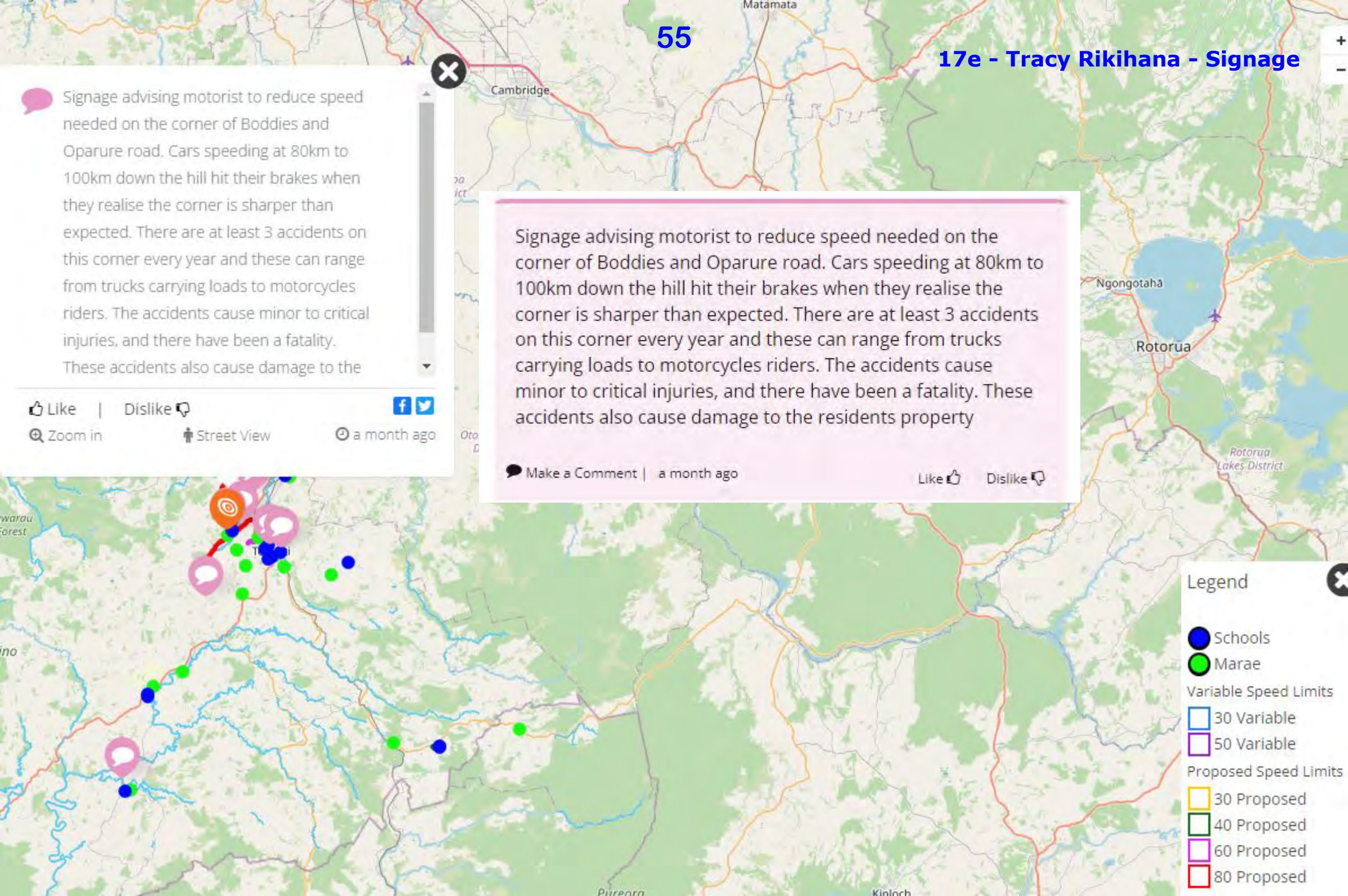
Signage advising motorist to reduce speed needed on the corner of Boddies and Oparure road. Cars speeding at 80km to 100km down the hill hit their brakes when they realise the corner is sharper than expected. There are at least 3 accidents on this corner every year and these can range from trucks carrying loads to motorcycles riders. The accidents cause minor to critical injuries, and there have been a fatality. These accidents also cause damage to the

Signage advising motorist to reduce speed needed on the corner of Boddies and Oparure road. Cars speeding at 80km to 100km down the hill hit their brakes when they realise the corner is sharper than expected. There are at least 3 accidents on this corner every year and these can range from trucks carrying loads to motorcycles riders. The accidents cause minor to critical injuries, and there have been a fatality. These accidents also cause damage to the residents property

Like | Dislike | Zoom in | Street View | a month ago

Make a Comment | a month ago | Like | Dislike

Legend
Schools (blue circle)
Marae (green circle)
Variable Speed Limits: 30 Variable (blue line), 50 Variable (purple line)
Proposed Speed Limits: 30 Proposed (yellow line), 40 Proposed (green line), 60 Proposed (pink line), 80 Proposed (red line)



Social Pinpoint 17f Nicole Cooper

56

Not necessary to make this road 80km/hr.
Leave the signage as it is.

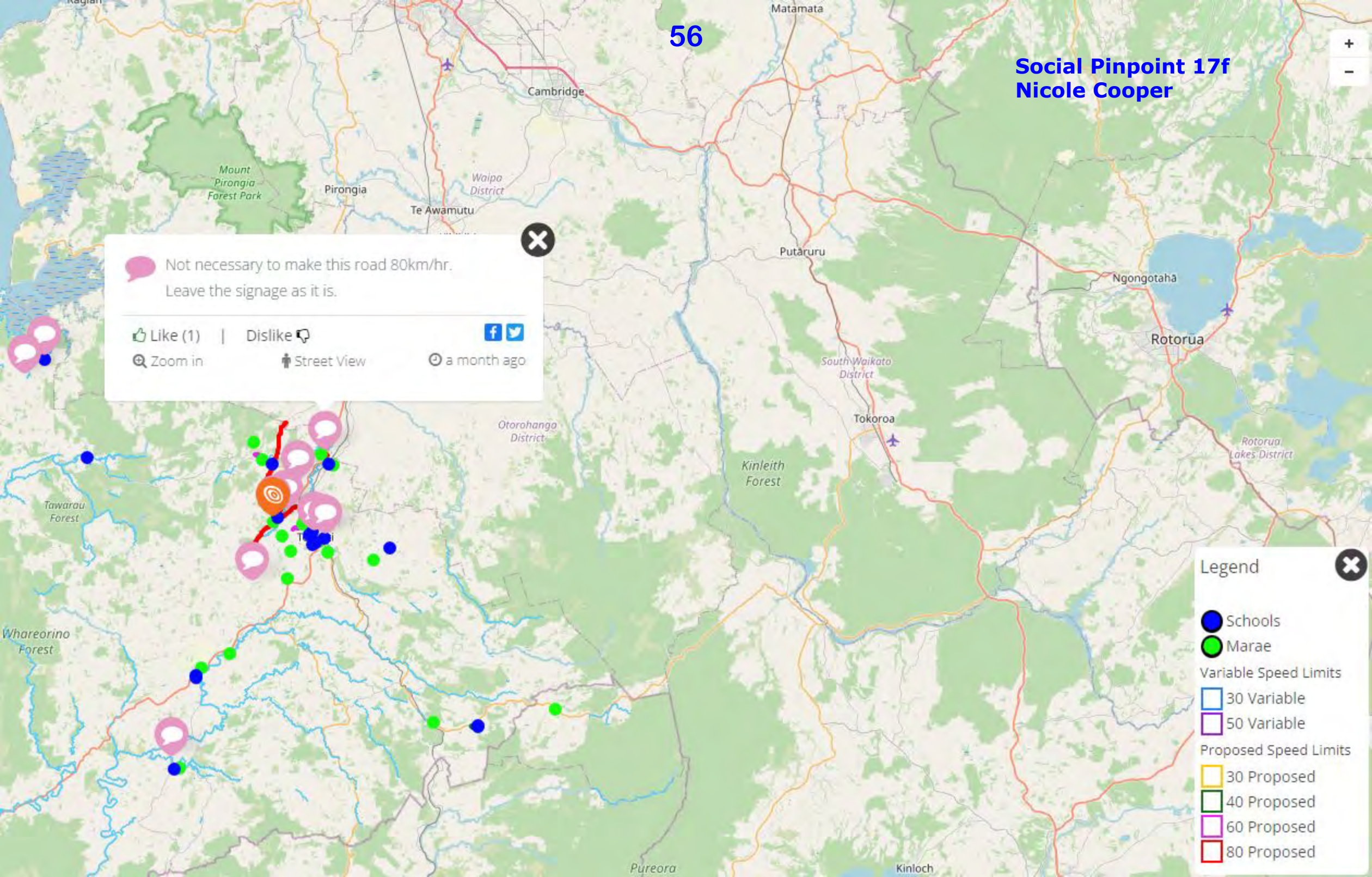
Like (1) | Dislike

Zoom in | Street View | a month ago

f t

Legend

- Schools
- Marae
- Variable Speed Limits
 - 30 Variable
 - 50 Variable
- Proposed Speed Limits
 - 30 Proposed
 - 40 Proposed
 - 60 Proposed
 - 80 Proposed



Social Pinpoint 17g Mara Bebich

Agree with this speed reduction - query whether the speed should be reduced from the Waiharakeke bridge to this point for safety

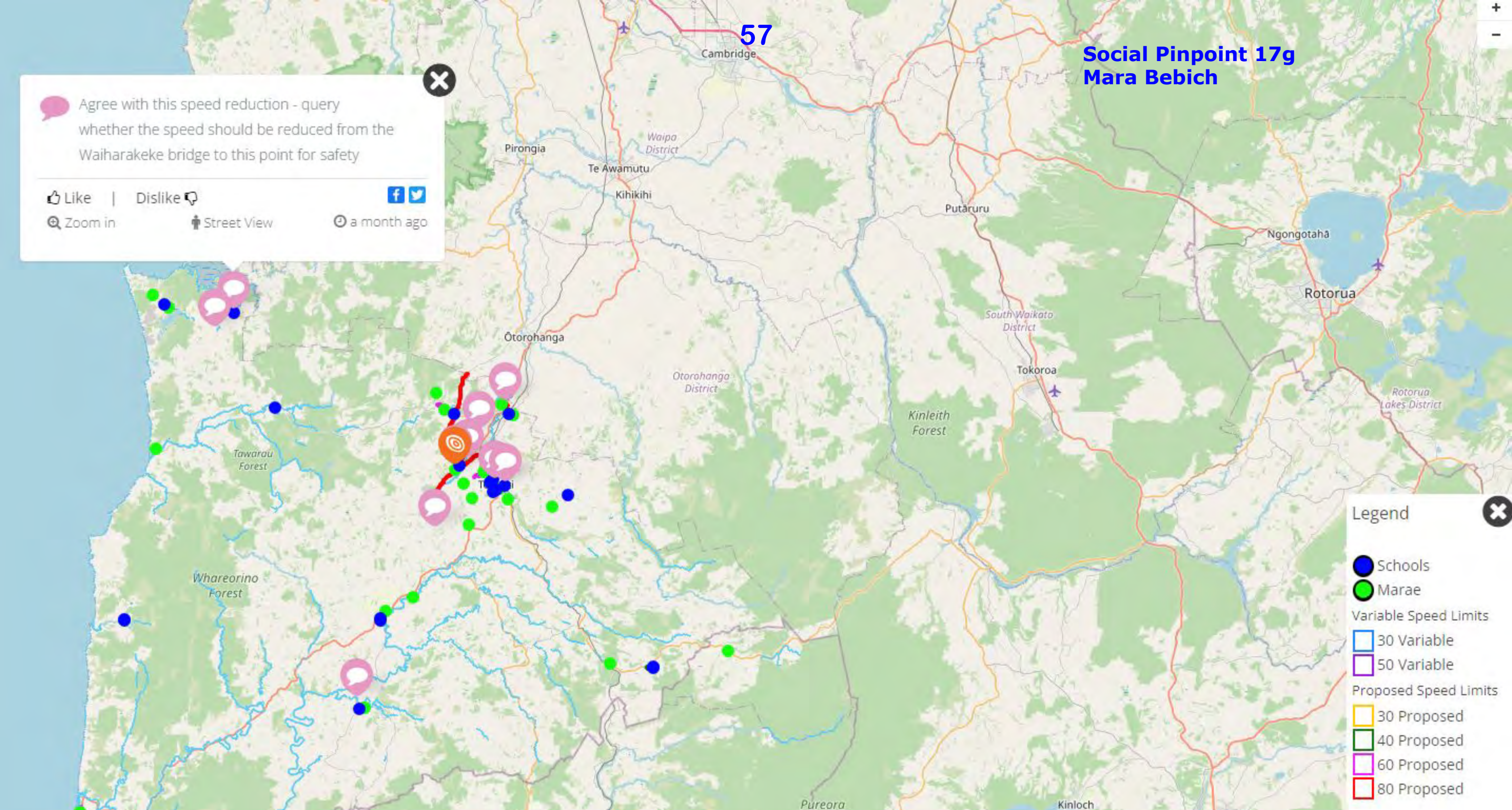
Like | Dislike | f | t

Zoom in | Street View | a month ago

57

Legend

- Schools
- Marae
- Variable Speed Limits
 - 30 Variable
 - 50 Variable
- Proposed Speed Limits
 - 30 Proposed
 - 40 Proposed
 - 60 Proposed
 - 80 Proposed



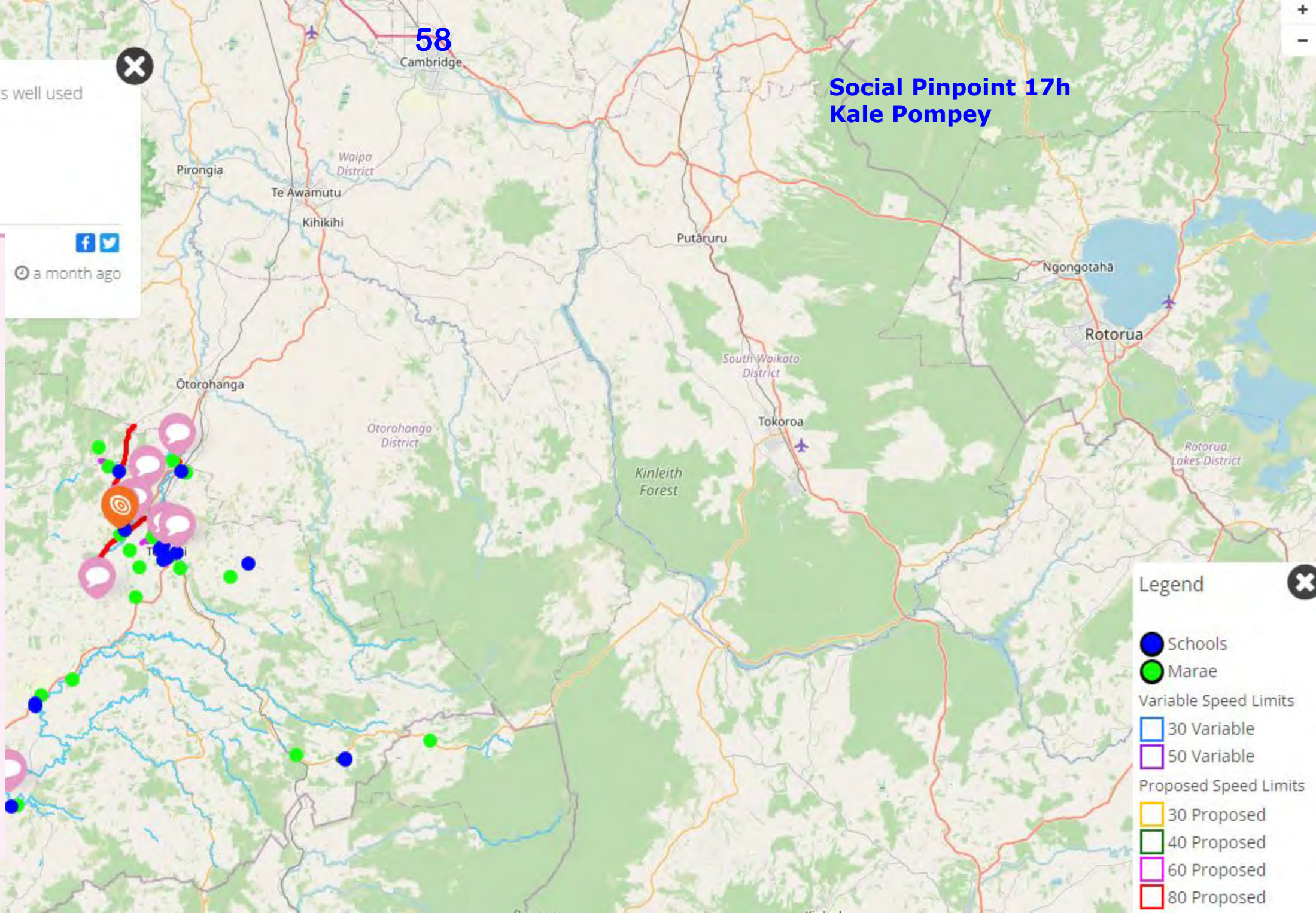
Social Pinpoint 17h Kale Pompey

Fix the darn staircase, the road is well used by the mine vehicles



a month ago

Fix the darn staircase, the road is well used by the mine vehicles



Legend

- Schools
- Marae

Variable Speed Limits

- 30 Variable
- 50 Variable

Proposed Speed Limits

- 30 Proposed
- 40 Proposed
- 60 Proposed
- 80 Proposed

Social Pinpoint 17i Karl Scoble

59

The stretch of Rora Street through the township should be 30 - as the main road is in most towns/cities. People tend to just cross the road wherever and motorists are driving 30 most of the time anyway.

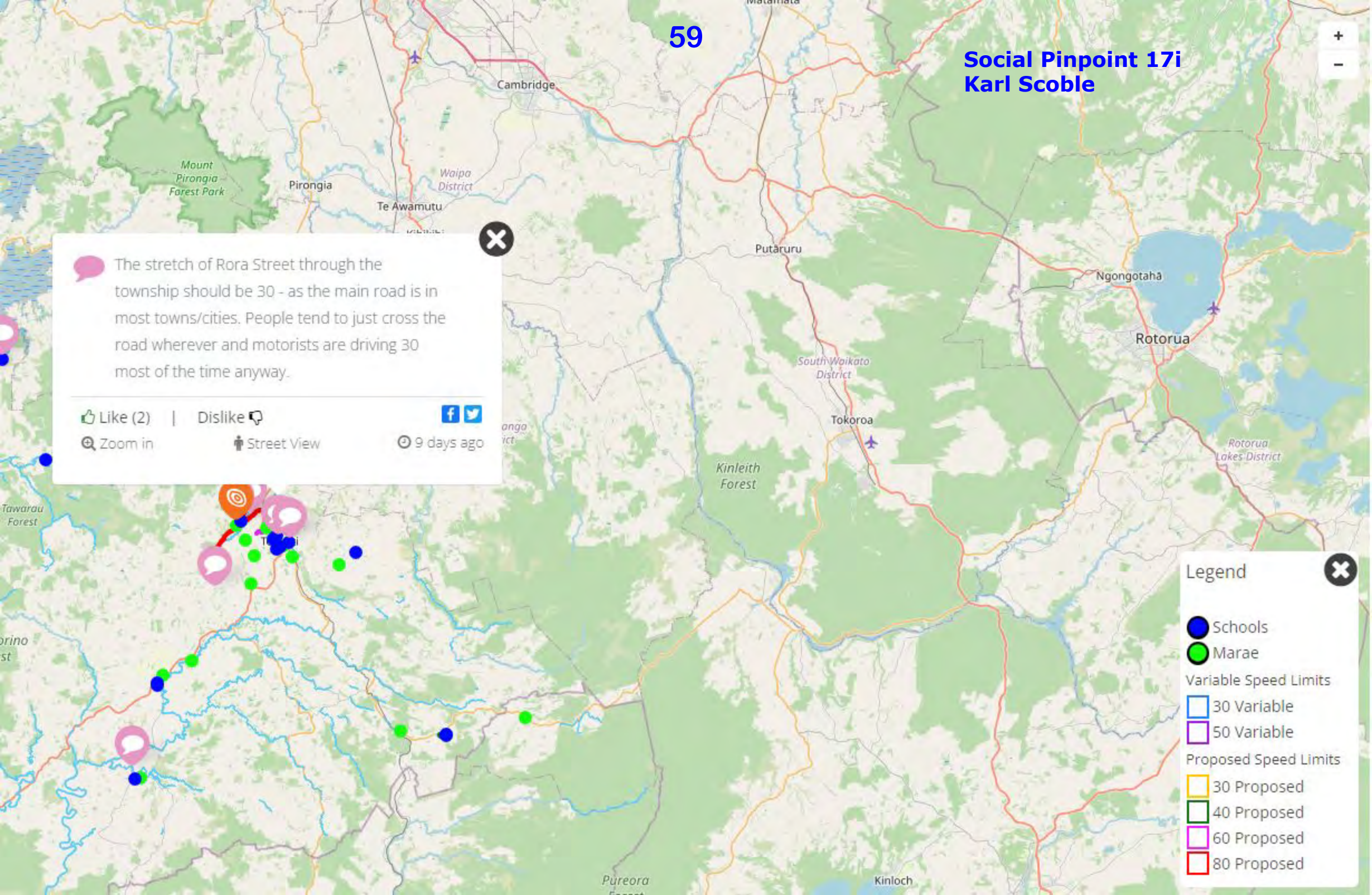
Like (2) | Dislike

Zoom in | Street View | 9 days ago

f t

Legend

- Schools
- Marae
- Variable Speed Limits
 - 30 Variable
 - 50 Variable
- Proposed Speed Limits
 - 30 Proposed
 - 40 Proposed
 - 60 Proposed
 - 80 Proposed



I recommend the stretch of Oparure road between the Fullerton Road and SmartPlants (just past Oparure marae) is reduced to a speed of 50km/h. Walking along the road isn't safe anymore and with the village population growing in all age groups, we want to ensure that trips between the school and marae for our kaumātua & tamariki can be a safe one

Speed around Marae | a month ago

Like

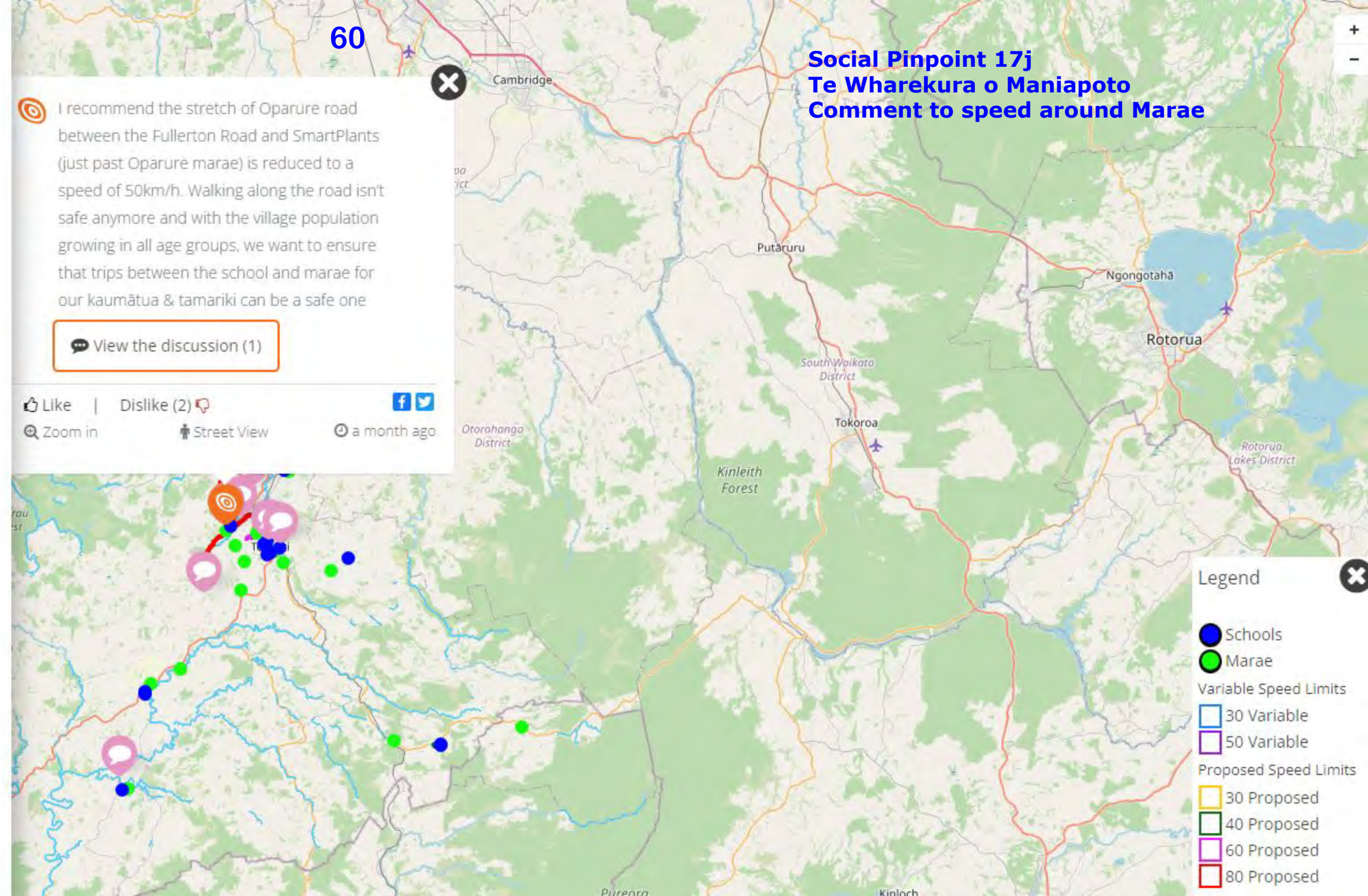
Dislike -2

This is to be a permanent 50km/h rather than a variable. It is currently variable now due to road works and drivers do not drive to the conditions. We need a big green road sign up before Fullerton Road to say it is 50km and Nau mai Haere mai ki Oparure. Kura painted across the road. And also good road signs indicating there is a kura,

Speed around Marae | 3 days ago

Like

Dislike



Social Pinpoint 17k
Mike Barnett

61

Please reduce the speed limit from 100 K in this area leading to the village to 80K to encourage vehicles to slow down as they enter the village - we have large stock trucks/Quarry Trucks and logging trucks on this road who speed through the village. Both sides of our village have to endure speeding vehicles on a regular basis.

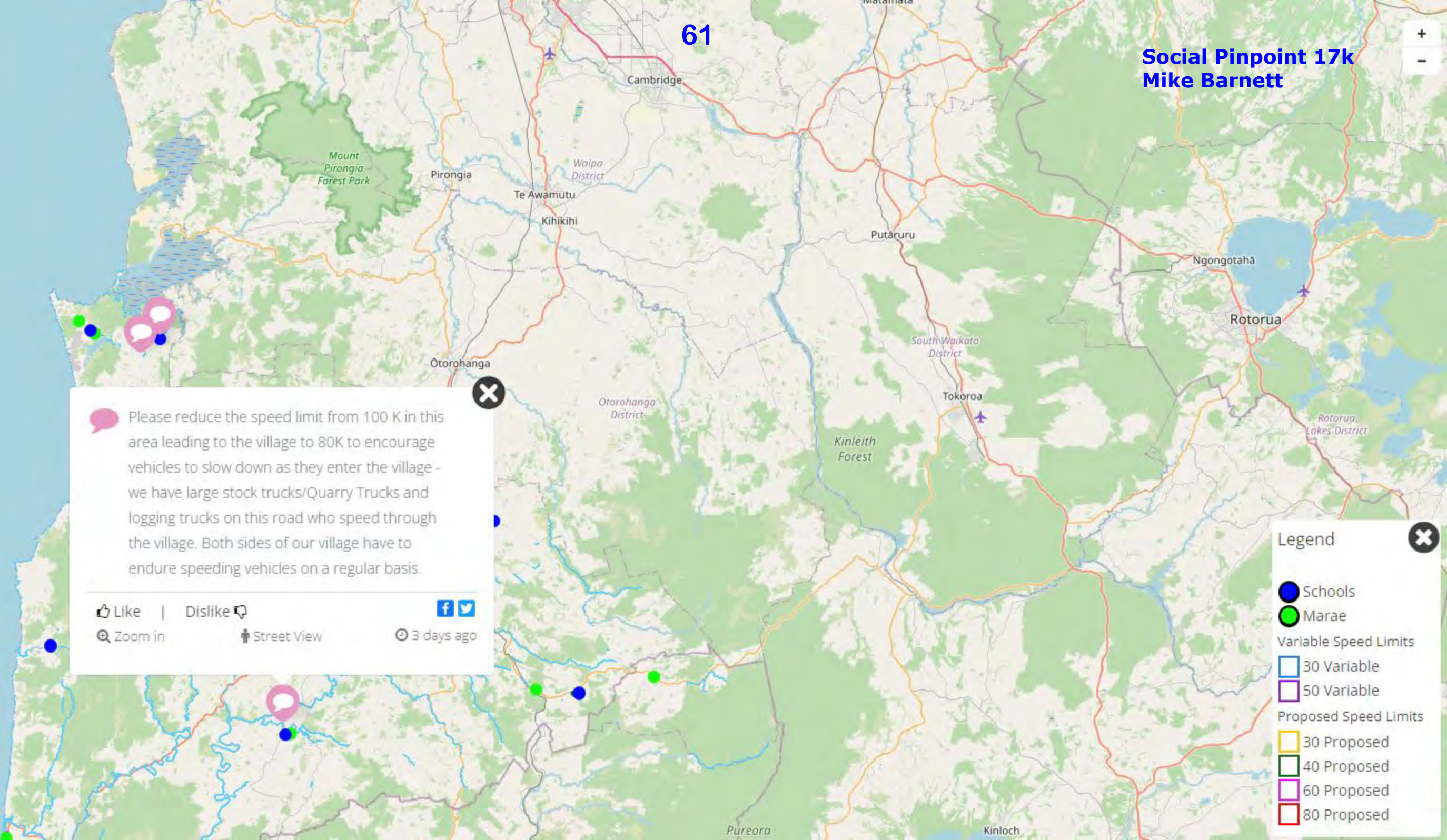
Like | Dislike

Zoom in | Street View | 3 days ago

f t

Legend

- Schools
- Marae
- Variable Speed Limits
 - 30 Variable
 - 50 Variable
- Proposed Speed Limits
 - 30 Proposed
 - 40 Proposed
 - 60 Proposed
 - 80 Proposed



Waitomo District Council

Interim Speed Management Plan

July 2023



Table of contents

1.	Why a Speed Management Plan?	1
1.1	Setting of Speed Limits Rule	1
1.2	Funding	1
1.3	Government Policy Statement on Land Transport	2
1.4	Road to Zero	2
1.5	Road Safety	3
2.	What is speed management?	3
2.1	Crash survivability	4
2.2	Crash types	5
2.3	Pedestrians and Cyclists	5
3.	Speed Management Plans	6
3.1	Speed Limits	6
3.2	Safe Journeys Risk Assessment Tool	6
3.3	Treatment lengths and adjacent roads	7
3.4	Road Design	7
3.5	Engineering treatments	8
4.	2023 Interim Speed Management Plan	8
4.1	Objectives and principles	8
4.2	Roads for review	8
4.3	Consultation	9
4.4	Future reviews	10
5.	Implementation Plan	11
5.1	Speed limits around schools	11
5.2	Speed limit changes	12
5.3	Safety Infrastructure	16

Table index

Table 1	Crash type: 2013 - 2022	5
Table 2	Speed Limits around schools	11
Table 3	Speed Limit changes	12
Table 4	Safety Infrastructure	16

Appendices

Appendix A – Technical Assessment

1. Why a Speed Management Plan?

This interim Speed Management Plan is being developed by Waitomo District Council to support their short-term and long-term road safety goals. To achieve the desired goals a range of initiatives are required to be implemented such as speed limit changes and future improvements to roads to support either existing or changes in speed limits if and when required. These physical works will be undertaken in conjunction with education programmes and enforcement as required.

These works support Council's vision, "Waitomo – a vibrant district" by ensuring that vehicle speeds are appropriate for the areas where we live, work and go to school.

1.1 Setting of Speed Limits Rule

The Land Transport Rule: Setting of Speed Limits was updated in 2022 and came into effect on the 19th May 2022. This removes the requirement for Territorial Local Authorities to set speed limits through bylaws, enabling a whole of network approach that considers safety-related infrastructure improvements, speed limit changes and safety camera placement together.

Speed limits will now be regularly reviewed, and any proposed speed limit changes and safety infrastructure treatments identified as part of the development of a Speed management Plan for the district. These plans are to have a 10 year vision with a 3 year implementation plan and are to be reviewed in line with the National Land Transport Programme funding timelines.

All speed limit records are now held in the National Speed Limit Register (NSLR) and any change to an existing speed limit must conform to the changes proposed in a speed management plan to enable it to be certified and become operative.

1.2 Funding

The costs of implementing of road safety initiatives including speed management is shared between Waitomo District Council and Waka Kotahi as the agent for the New Zealand Government. The guidelines for receiving funding from Waka Kotahi include meeting requirements for projects identified that support speed management and a reduction in death and serious injuries.

Regional Land Transport Plans feed into the National Land Transport Programme and the projects that Waka Kotahi approve in the Programme on local roads receive funding assistance.

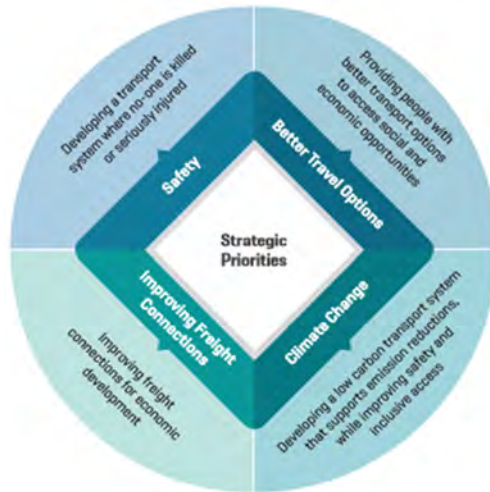
The National Land Transport Programme has a three yearly cycle, with 2024-2027 being the next cycle.

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.

1.3 Government Policy Statement on Land Transport

The Ministry of Transport releases the Government Policy Statement (GPS) on land transport every three years¹. The GPS provides direction and guidance to those who are planning, assessing and making funding decisions on land transport over the next 10 years.

The GPS is reviewed every three years with the next update expected in 2024. The draft² review continues to have safety as one of the strategic priorities for investment in Land Transport.



1.4 Road to Zero

The NZ Government is committed to tackling unsafe speeds as part of their vision of a New Zealand where no one is killed or seriously injured in road crashes. The risk of a crash occurring and the resulting severity of injury resulting from the crash depends significantly on the speed of vehicles involved.

Road to Zero is underpinned by the safe system approach for the which the fundamental principle is that we are all human and as such we will make mistakes however these mistakes should not cost us our lives.



¹ <https://www.transport.govt.nz/assets/Uploads/Paper/GPS2021.pdf>

² <https://www.transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport-2024>

The creation of a speed management plan is one part of a wider Safe System approach to road safety with the four broad areas of the system being: safe speeds, safe vehicles, safe road use and safe roads and roadsides.

1.5 Road Safety

Road safety goes beyond our obligation to prevent deaths and injuries to improving lives and lifestyles too. By ensuring that everyone feels safe to use our transport network we open up opportunities for a more diverse use of modes and opportunities for improvement in health such as letting children walk, bike or scooter to school. This creation of road networks that allow for easy and multimodal transport use within our urban areas connect people and communities rather than dividing them. The largely rural road network continues to be a challenge in balancing the desire for high vehicle speeds / reduced travel times with constrained road cross sections and unforgiving road side environments.

Influencing road user behaviour and improving our driving culture will continue to be critical to making significant gains in road safety. All users of our roads, streets and footpaths have a responsibility to make good choices and follow the rules, while central and local government has a responsibility to support and enforce that behaviour.

2. What is speed management?

Speed management is about achieving safe and appropriate vehicle speeds on roads that reflect the roads' function, design, safety and use. People and goods need to move efficiently around our transport network; however, aligned to the Road to Zero vision, we also need to see a reduction in deaths and serious injuries on our roading network. Benefits gained from the implementation of appropriate vehicle speeds include enabling more active ways in how we get to where we need to go such as letting children walk, bike or scooter to school.

Speed management is not about reducing crashes it is about increasing the survivability of a crash when it occurs. Research has shown that only 30% of crashes are the result of deliberate violations i.e. exceeding the speed limit, with the majority of crashes the result of driver error or mistakes. Lower speed limits and travel speeds create an environment where people are more likely to survive and suffer less injury when a crash occurs.

The Global Road Safety Facility – World Bank released a report in 2020 titled Road Crash Trauma, Climate Change, Pollution and the Total Costs of Speed: Six graphs that tell the story. This report states that:

Reduced speeds of travel represent a major, yet under-appreciated, opportunity to improve safety, climate change impacts of travel, health, inclusion, the economy, and in some circumstances, congestion. Speed management can be achieved through a range of interventions including road infrastructure and vehicle technology, as well as enforcement and promotion.³

Speed management is more than just setting or adjusting speed limits. It requires input from policy makers, engineers, educators and the police to educate, encourage and influence road users to adopt safe and appropriate speeds.

³ [World Bank Document](#)

2.1 Crash survivability

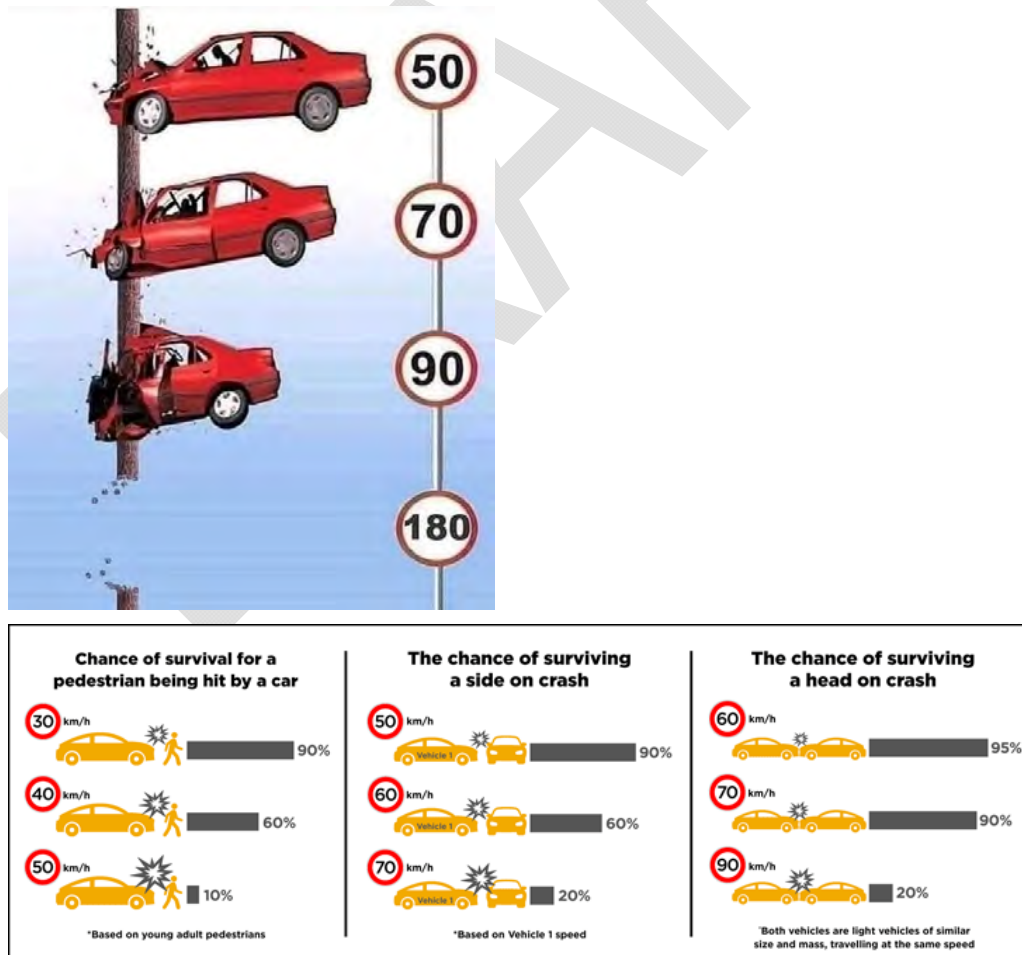
The role and impact of speed in crashes is often underestimated with the most common argument used against any reduction in speed limits being that “*vehicle speeds don’t cause crashes poor drivers do*”. This is correct in part.

The speed that a vehicle is traveling at does not cause the crash, however it has a direct effect on the severity of the crash and higher vehicle speeds increase the probability of a crash in several ways:

- by reducing the capacity of a driver/vehicle to stop in time;
- by reducing manoeuvrability in evading a problem;
- by making it impossible to negotiate curves and corners at speeds which are too high for the friction available;
- by reducing the driver’s field of vision; and
- by causing others to misjudge gaps.

Therefore, speed plays a significant role in the both the outcome of the crash as well as the potential for a crash to occur. The speed of the vehicle is the difference between a correctable mistake and a fatal error as illustrated in Figure 1.

Figure 1 Crash survivability⁴



⁴ NSW Centre for Road Safety

2.2 Crash types

A review of the crash data for the ten year period 2013 – 2022, shows that there has been nine fatal and thirty-nine serious crashes on local roads within the Waitomo District. The types of the crashes are shown in Table 1.

Table 1 Crash type: 2013 - 2022

Crash Type	Fatal	Serious	Minor	Non-injury	Total
Bend-Lost control/Head on	7	23	56	116	202
Rear end/obstruction	0	4	4	45	53
Straight-Lost control/Head on	1	5	8	28	42
Crossing/Turning	1	4	9	22	36
Overtaking	0	0	1	5	6
Pedestrian vs Vehicle	0	3	3	0	6
Miscellaneous	0	0	1	3	4
Total	9	39	82	219	349

2.3 Pedestrians and Cyclists

Safer speed limits around schools and other high pedestrian generating areas will help to support more liveable and thriving communities by improving safety and accessibility and encouraging more active modes of transport.

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 the level of congestion in the vicinity of schools, lowering the risk of crashes and stress to other road users. It may also have a range of co-benefits, including health and accessibility by helping people to feel safer to walk or bike to school which has benefits for the community as a whole.

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

In the 10-year period of 2013 to 2022 inclusive there have been six crashes involving pedestrians or cyclists on local roads within the Waitomo district with three resulting in serious injuries and three in minor injuries.

3. Speed Management Plans

Speed Management Plans are required to be developed by Road Controlling Authorities (RCA) to show their proposed short-term and long-term changes to the whole network with respect to speed management and identify future improvements to roads to support changes in speed limits if required.

Due to the requirement for funding to support any engineering treatments that need to be implemented the plans are proposed to have a 10-year horizon. The plans will be reviewed every 3 years to ensure that they are being delivered as expected, are adapting to any network changes and align with the Long -Term Planning process for funding.

The intention of the implementation of a speed management plan is not to undertake wholesale changes to speed limits within the district. The purpose of the plan is to provide a structured and methodological process for the review and change of speed limits and/or the implementation of speed management treatments as required to reduce the risk to road users. Where the road environment needs to be modified to support the desired speed limit then physical works will need to be undertaken. The nature of these engineering treatments will depend on the road and the speed management goal to be achieved.

3.1 Speed Limits

As a speed management tool, speed limits are not used to stop crashes but to align drivers' expectations with the reality of the road environment and improve survivability of a crash should it occur. Often lowering the speed limit will not significantly affect the travel time of vehicles but may stop a driver pushing the bounds on the speed that they think they can achieve on the road and hopefully reduce the risk of them losing control. This also works to provide better alignment of speeds between visitors (who are more cautious) and locals (who push the limits) by providing all drivers will a more accurate reflection of what speed they should be travelling at.

It is acknowledged that speed limits are an emotive topic and that the requirement for dramatic changes to speed limits from a risk management perspective is not fully understood by the community.

RCAs have the ability to set speed limits in 10km/hr increments from 20km/hr to 100km/hr. This range of limits is significant, and guidance has been provided by Waka Kotahi on what speed limits should be used in which environments.

3.2 Safe Journeys Risk Assessment Tool

Waka Kotahi have developed a Speed Management Guide and the Safer Journeys Risk Assessment Tool (known as MegaMaps) for use by council staff that provides a range of technical information on each road within New Zealand. These metrics are used as a starting point to help assess the safe and appropriate speed (SAAS) for each road / section of road within New Zealand, including Waitomo District.

The SAAS for a section of road is derived from the combination of:

- Safe System speed thresholds for crash survivability,
- One Network Framework street categories,

- Infrastructure Risk Rating (road stereotype, horizontal alignment, volume, carriageway width, access density and land use), and
- Presence or planned implementation of safety infrastructure.

The SAAS is based on a speed limit being appropriate for the road function, design, safety and use, and takes both safety and efficiency into account.

The use of these recommended speeds as a speed limit is not compulsory, however they do assist with ensuring that speed limits are consistent across the country.

As a result of changing the speed limit, the following effects can be calculated:

- Estimated death and serious injury savings per annum
- Travel time change per vehicle traversing the section of road
- Vehicle Operating Cost (VOC) change per vehicle traversing the section of road
- The change in CO2 emissions per annum.

The tool estimates the effect of speed limit changes only. Safety savings from engineering improvements are expected to be greater than those achieved from lowering the speed limit alone.

3.3 Treatment lengths and adjacent roads

The Waitomo District roading network is interlinked and as a result speed limits and treatments that are applied to one section of a road should be consistent with the adjacent sections of road. Schedule 1 of the Setting of Speed Limits Rule sets the minimum length of road over which a speed limit must apply. Where roads are directly connected then consideration should be given to applying the same speed limit over both, especially where the adjacent road is a cul-de-sac. Isolated sections of reduced speed limits are undesirable unless there is significant change in the environment or there are other factors such as a school in the vicinity to support the change.

Zones of influence

To ensure that the lower speed limits are applied where they will offer the greatest protection to vulnerable road users in the vicinity of high pedestrian usage areas such as schools a 'zone of influence' has been used. This is to ensure that the length of any speed restriction is reasonable, and the purpose of the restriction is obvious to a driver so that there is a greater level of compliance.

Based on stopping distance calculations the distances proposed ensures that the signs/restrictions are placed sufficient distance from the likely area of conflict such that a driver can observe, react and stop prior to hitting the potential hazard.

3.4 Road Design

Posted speed limits that are not consistent with the road layout will not be respected by drivers and not complied with. If the current road design is not consistent with the desired use of the road engineering treatment may be required to achieve compliance with the proposed speed limit.

3.5 Engineering treatments

Supporting engineering treatments will be required regardless of where and what changes are made to speed limits in an area. Some treatments will be standard layouts such as the signs and markings used at threshold locations or in the vicinity of schools, while others will be more bespoke designs depending on the location and outcomes sought.

Portions of the Waitomo District roading network provide little topographical constraints to a driver's speed, however the presence of power poles, trees and other hazards pose an increased risk to drivers should they leave the road. In these situations, there are a number of engineering works that can be implemented to manage the speed of vehicles.

Some features such as the installation of barriers are typically proposed to be implemented to support the existing speed limit by improving the safety of the route rather than lower the speed limit to match the existing environment.

4. 2023 Interim Speed Management Plan

4.1 Objectives and principles

The objective of this Speed Management Plan is to:

“Create a roading network where residents and visitors can travel safely and efficiently around the district, no matter how they travel”.

The principles underpinning this Speed Management Plan are:

- Speed limits will align with the layout of the road, the adjacent land use and the role of the road.
- Speed limit reductions will be supported by signage, infrastructure, and education.
- Ensure speed limits are appropriate to the movement and place function of the transport network.
- Ensure safe speed limits around schools/kura, marae and other areas of local significance.

4.2 Roads for review

Those roads considered as part of the development of the interim speed management plan for Waitomo District have been identified from the following sources:

- Schools
- Maraes; and
- Roads of concern.

Changes to speed limits will be on going as development in the district continues and to achieve alignment with the NZ Governments Road to Zero Action Plan with respect to speed management. The initial plan will provide guidance on when, how and why speed should be managed on each of the roads identified.

Details on the technical assessment of each of the roads based on the above mentioned criteria are included in Appendix A.

4.2.1 Schools

There are seventeen schools within the Waitomo District. The current speed limit on roads in the vicinity of urban schools is 50km/hr and for rural schools either 70km/hr or 100km/hr depending on the location of the school.

By the end of 2027, the speed limits on roads in the vicinity of all schools must be reviewed and a reasonable effort have been made by the road controlling authority to have reduced the speed limits in the vicinity of all schools on local roads based on their category.

There are two categories of schools:

- Category 1 schools require a speed limit on the outside the school to be 30 km/h. All schools default to a category 1 school
- Category 2 schools are those where the road controlling authority deems a safe and appropriate speed limit of 60 km/h or less is suitable for the roads outside the school.

For a school to be category 2, it is expected to have the appropriate level of entranceway design and supporting safety infrastructure that removes or manages potential pedestrian crash conflicts to align within Safe System injury tolerances.

The reduced speed limits can be either variable or permanent. Where schools are located on a no exit road or within residential neighbourhoods then permanent speed limits should be installed. For locations that are on through roads with higher speed limits, then a variable speed limit is considered to be the most appropriate form of treatment.

Coordination is required to ensure that schools with frontages to both local roads and state highways are treated the same and all work occurs simultaneously to avoid confusion for drivers.

4.2.2 Maraes

Roads within the vicinity of maraes have been identified for review due to the potential for increased traffic movements in these areas. Speed limits associated with events such as tangi are not part of this process.

4.2.3 Roads of concern

Roads have also been identified for review from a number of sources such as crash data, customer service requests and community discussions. Roads that cross Council boundaries have also been reviewed to ensure alignment with neighbouring speed limits.

In addition, the Rule requires that if a road controlling authority has a speed limit of 70 km/h or 90 km/h on a road, it must review the speed limit and either confirm that the speed limit is appropriate or change it.

4.3 Consultation

The development of the Speed Management Plan requires a formal consultation process as part of the communication and engagement with the community to assist with building public understanding and awareness of safe and appropriate speed limits.

Engagement with schools/kura, Marae, and other key stakeholders on the development of speed management plans helps to ensure that this Speed Management Plan supports the desires of the community, improves road safety outcomes and reduce the impacts of unsafe speed limits on all communities.

4.4 Future reviews

Future reviews of the Speed Management Plan are likely to focus on the urban areas of Waitomo with a view to lowering speed limits within town centres and on local streets to 30km/h -40km/h.

The rural roading network will continue to be balance between safety and efficiency with speed limits required across local authority and regional boundaries to be consistent to avoid confusion and driver frustration. This will be a longer-term project requiring collaboration across the Waikato region between neighbouring Councils and Waka Kotahi.

DRAFT

5. Implementation Plan

Following the technical review of each road or section of road identified a number of recommendations were provided these have been collated to form an implementation plan. The full technical assessment is included in Appendix A.

The initial 10 year plan for implementation will be reviewed every three years in alignment with the Long Term Plan funding cycle to provide alignment with funding opportunities.

As there is limited funding available those locations that require physical works will need to be prioritised with school locations likely to be prioritised first.

5.1 Speed limits around schools

A summary of the proposed speed limits around schools in Waitomo District are shown in Table 2. The NLTP period is an indicative implementation date and will be refined based on available funding.

Table 2 Speed Limits around schools

School Name	Category	Proposed Speed Limit	Comments	NLTP
Aria School	Cat 1	30		
Bennydale Primary School	Cat 1	30		
Centennial Park School	Cat 1	30 variable		
Kinohaku School	Cat 2	60	Remote rural location	
Mokau School	Cat 1	30		
Piopio College	Cat 1	30 variable		
Piopio Primary School	Cat 1	30 variable		
Piripiri School	Cat 2	60	Remote rural location	
Pukenui School	Cat 1	30		
Rangitoto School	Cat 2	60	Remote rural location	
St Joseph's Catholic School (Te Kuiti)	Cat 1	30 variable		
Te Kuiti High School	Cat 1	30 variable		
Te Kuiti Primary School	Cat 1	30		
Te Kura O Tahaaroa	Cat 1	30		
Te Wharekura o Maniapoto	Cat 2	50 variable	Remote rural location	
Waitomo Caves School			Access is from a private road	
Whareorino School	Cat 2	60	Remote rural location	

5.2 Speed limit changes

A summary of each road where a speed limit change has been recommended in the 2023 review process are tabled below. Due to funding limitations the locations have been prioritised for implementation with schools assigned the highest priority. Existing budgets have been used to determine a likely implementation time frame and these priorities will be reviewed each NLTP cycle as funding allocations are renegotiated.

Table 3 Speed Limit changes

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
7.1.3	Anne Street	0	Seddon Street	89	Queen Street	50	30	Variable	TBC	30	Y	School area - St Joseph's Catholic School (Te Kuiti)	8:25 – 9am, 2:55 – 3:15pm, School Days
2.2.1	Aria Road	11653	90m NW of Matai Street	12121	Ohura Road	70	50	Permanent	TBC	80	N	Signs on site do not match NSLR (50)	
5.1.1	Aria Terrace	298	Rerenga Street	537	Rangi Street	50	30	Permanent	TBC	30	Y	School area - Mokau School	
5.2.1	Awakino Heads Road	0	State Highway 3	940	State Highway 3	100	60	Permanent	TBC	60	Y		
2.1.1	Barclay Road	0	Ohura Road	325	196m South of Rimu Street	70	30	Permanent	TBC	60	N	School area - Aria School	
2.2.1	Barclay Road	0	Ohura Road	325	40m South of Miro Street	70	50	Permanent	TBC	60	N	Signs on site do not match NSLR (50)	
8.2.2	Brooklee Road	0	State Highway 37	527	End	100	80	Permanent	TBC	60	N	Speed limit to match adjacent road	
7.1.4	Eketone Street	0	Hill Street	377	Hospital Rd Extension	50	30	Variable	TBC	30	Y	School area - Te Kuiti High School	8:25 – 9am, 2:55 – 3:15pm, School Days
8.2.3	Fullerton Road	0	Oparure Road	8680	100m South of State Highway 37	100	80	Permanent	TBC	60	N	Speed limit to match adjacent road	
7.2.1	Gadsby Road	0	Te Kumi Rd (State Highway 3)	1583	End (Gate)	100	60	Permanent	TBC	60	Y		
7.1.4	George Street	155	155m south of Te Kumi Road (SH3)	467	Hill St	50	30	Variable	TBC	30	Y	School area - Te Kuiti High School	8:25 – 9am, 2:55 – 3:15pm, School Days
7.1.4	Hospital Road	0	Te Kumi Road (State Highway 3)	463	Eketone Street	50	30	Variable	TBC	30	Y	School area - Te Kuiti High School	8:25 – 9am, 2:55 – 3:15pm, School Days
7.1.2	John Street	0	South Street	138	King Street West	50	30	Permanent	TBC	30	Y	School area - Pukenui School	
6.1.1	Kawhia Harbour Road	0	Te Waitere Rd	450	450m east of Te Waitere Road	100	60	Permanent	TBC	60	Y	School area - Kinohaku School	

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
2.2.1	Kiekie Street	0	Ohura Road	389	Matai Street	70	50	Permanent	TBC	60	N	Signs on site do not match NSLR (50)	
7.1.2	King Street West	700	190m north of John Street	891	John Street	50	30	Permanent	TBC	30	Y	School area - Pukenui School	
8.2.1	Kiwi Street (Hangatiki)	0	Pukeroa Road	123	End	100	80	Permanent	TBC		n/a		
2.2.1	Kumara Road	0	Ohura Road	120	120m SW of Ohura Road	70	50	Permanent	TBC	60	N	Signs on site do not match NSLR (50)	
7.1.1	Manawaiti Street	0	Esplanade	171	End	50	30	Permanent	TBC	30	Y		
2.2.1	Matai Street	0	Aria Road	96	Kiekie Street	70	50	Permanent	TBC	60	N	Signs on site do not match NSLR (50)	
3.1.1	Mine Road	360	360m east of Maniaiti Street	725	725m east of Maniaiti Street	50	30	Permanent	TBC	30	Y	School area - Bennydale Primary School	
3.1.2	Ngapeke Road	0	Rangitoto Road	200	200m north of Rangitoto Road	100	60	Permanent	TBC	80	N	School area - Rangitoto School	
2.2.2	Ohura Road	133	90m East of Kiekie Street	930	870m east of Kiekie Street	100	80	Permanent	TBC	60	N	SAAS inappropriate for the function of the road and level of development	
2.2.1	Ohura Road	0	Aria Road	150	90m East of Kiekie Street	70	50	Permanent	TBC	60	N	Signs on site do not match NSLR (50)	
8.2.8	Oparure Road	0	State Highway 3	2550	160m west of Fullerton Road	100	80	Permanent	TBC	80	N	Speed limit to match adjacent road	
8.1.1	Oparure Road	2800	400m west of Fullerton Road	3355	110m east of Boddie Road	80	50	Variable	TBC	80	N	School area - Te Wharekura o Maniapoto	8:25 – 9am, 2:55 – 3:15pm, School Days
8.2.8	Oparure Road	4100	635m west of Boddie Road	8100	630m west of Troopers Road	100	80	Permanent	TBC	80	N	Speed limit to match adjacent road	
7.1.1	Park Street	0	Te Kuiti Rd	238	William Street	50	30	Variable	TBC	30	Y	School area - Centennial Park School	8:25 – 9am, 2:55 – 3:15pm, School Days
7.1.3	Princes Street	0	Queen Street	163	King Street West	50	30	Variable	TBC	30	Y	School area - St Joseph's Catholic School (Te Kuiti)	8:25 – 9am, 2:55 – 3:15pm, School Days
8.2.1	Pukeroa Road	0	State Highway 37	420	End	100	80	Permanent	TBC	60	N	Speed limit to match adjacent road	

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
7.1.3	Queen Street	280	65m north of Princes Street	488	Anne Street	50	30	Variable	TBC	30	Y	School area - St Joseph's Catholic School (Te Kuiti)	8:25 – 9am, 2:55 – 3:15pm, School Days
5.1.1	Rangi Street	99	Tainui Street	196	Aria Terrace	50	30	Permanent	TBC	30	Y	School area - Mokau School	
3.1.2	Rangitoto Road	9260	195m west of Ngapeke Road	9700	245m east of Ngapeke Road	100	60	Permanent	TBC	60	Y	School area - Rangitoto School	
2.2.1	Rimu Street	0	Barclay Road	42	End	100	30	Permanent	TBC	60	N	School area - Aria School	
7.1.5	Rora Street (North)	0	Rora Street	233	Cul-De-Sac	50	30	Permanent	TBC	30	Y	School area - Te Kuiti Primary School	
6.1.3	Rotopuhoe Road	0	Taharoa Road		End	50	30	Permanent	TBC	N/A		School area - Te Kura O Tahaaroa	
4.1.1	Ruru Street (Aria Road)	330	330m south of Tui Street	850	850m south of Tui Street	50	30	Variable	TBC	30	Y	School area - Piopio Primary School and Piopio College	8:25 – 9am, 2:55 – 3:15pm, School Days
7.1.3	Seddon Street	210	190m north of Anne Street	403	Anne Street	50	30	Variable	TBC	30	Y	School area - St Joseph's Catholic School (Te Kuiti)	8:25 – 9am, 2:55 – 3:15pm, School Days
8.2.9	Somerville Road	0	Tammadge Street	900	900m north of Tammadge Street	100	60	Permanent	TBC	80	N	Lower speed limit proposed due to level of activity on road	
7.1.2	South Street	148	Bayne Street	348	John Street	50	30	Permanent	TBC	30	Y	School area - Pukenui School	
6.1.3	Taharoa Road	18700	200m west of Kiwi Street	19070	End	50	30	Permanent	TBC	80	N	School area - Te Kura O Tahaaroa	
2.2.1	Tawa Street	0	Kiekie Street	326	End	70	50	Permanent	TBC	60	N	Signs on site do not match NSLR (50)	
8.2.10	Te Anga Road	0	Waitomo Village Road	270	Tumutumu Road Roundabout	100	60	Permanent	TBC	30	N	SAAS inappropriate for the function of the road and level of development	
8.2.10	Te Anga Road	270	Tumutumu Road Roundabout	2011	Ngatapuwa Road	100	60	Permanent	TBC	80	N	Lower speed limit proposed due to level of activity on road	
6.1.2	Te Anga Road	26400	200m east of School	26800	200m west of School	100	60	Permanent	TBC	80	N	School area - Piripiri School	

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
7.1.1	Te Kuiti Road	516	Lawrence Street	770		50	30	Variable	TBC	30	Y	School area - Centennial Park School	8:25 – 9am, 2:55 – 3:15pm, School Days
5.2.2	Te Mahoe Road	0	State Highway 3	5920	End (Gate)	100	60	Permanent	TBC	60	Y		
5.1.2	Waikawau Road	0	Manganui Road	180		100	60	Permanent	TBC	60	Y	School area - Whareorino School	
8.2.11	Waitomo Valley Road	0	State Highway 37	5000	Otorohanga Boundary	100	80	Permanent	TBC	80	Y		
8.2.12	Waitomo Village Road	0	State Highway 37	887	Te Anga Road	50	30	Permanent	TBC	30	Y		
5.2.3	Ye Old Mill Road	0	State Highway 3	197	End	100	40	Permanent	TBC	60	N	SAAS inappropriate for the function of the road and level of development	

DRAFT

5.3 Safety Infrastructure

A summary of the initial safety infrastructure recommendations in the 2023 review process is tabled below. This summary includes locations where safety infrastructure including speed limit signage and threshold treatments is required on a road with a proposed speed limit change as well as locations where safety infrastructure is required to support the existing speed limit. Existing budgets have been used to determine a likely implementation time frame and these priorities will be reviewed each NLTP cycle as funding allocations are renegotiated.

Table 4 Safety Infrastructure

Report Section	Road Name	Proposed safety infrastructure	Implementation timeframe (NLTP Period)	Comments
2.1.1	Aria School	Install school threshold style treatments on Barclay Road on both sides of the school.	TBC	
2.2.2	Ohura Road	Install settlement threshold treatment at the 80/100 speed limit change location.	TBC	
2.2.2	Ohura Road	Update existing and/or install new speed limit signage as required.	TBC	
2.2.2	Ohura Road	Install advance and directional marae signage for Te Paemate Marae.	TBC	
3.1.1	Benneydale Primary School	Install school threshold style treatments on Mine Road at RP362 and RP725.	TBC	
3.1.2	Rangitoto School	Install school threshold treatments on Rangitoto Road and Ngapeke Road on the approaches to the school.	TBC	
3.2.1	Rangitoto Road	Install advance and directional marae signage for Te Arohoa Marae on both approaches to the marae.	TBC	
4.1.1	Piopio Primary School and Piopio College	Install variable school threshold treatments on Aria Road/Ruru Street on each approach to the schools	TBC	
4.1.1	Piopio Primary School and Piopio College	Install additional school signage at RP600 to remind drivers that there is another school in the vicinity.	TBC	
4.2.1	Napinapi Road	Install directional marae signage for Napinapi Marae at the intersection with Tikitiki Road.	TBC	
5.1.1	Mokau School	Install school threshold style treatments on Rangi Street and Aria Terrace on the approaches to the school.	TBC	
5.1.2	Whareorino School	Install school threshold style treatments on Waikawau Road at RP10 and RP180.	TBC	
5.2.1	Awakino Heads Road	Install speed limit signage at both intersections with State Highway 3 and install repeater signs midblock to remind drivers.	TBC	
5.2.2	Te Mahoe Road	Install speed limit signage at the beginning and repeater signs along the length of the road.	TBC	
5.2.3	Ye Old Mill Road	Install speed limit signage at the intersection with State Highway 3.	TBC	
6.1.1	Kinohaku School	Install school threshold treatments Te Anga Road on both approaches to the school.	TBC	
6.1.2	Piripiri School	Install school threshold treatments Te Anga Road on both approaches to the school.	TBC	
6.1.3	Te Kura o Tahaaroa	Install school threshold style treatments on Taharoa Road either side of the school.	TBC	
7.1.1	Centennial Park School	Install variable school threshold treatments on Te Kuiti Road and Park Street approaches to the school.	TBC	
7.1.1	Centennial Park School	Install speed limit signage on Manawaiti Street approach to Esplanade.	TBC	
7.1.2	Pukenui School	Install school threshold treatments on King Street West and South Street approaches to the school.	TBC	

Report Section	Road Name	Proposed safety infrastructure	Implementation timeframe (NLTP Period)	Comments
7.1.3	St Joseph's Catholic School	Install variable school threshold treatments on Queen Street, Seddon Street and Princes Street approaches to the school.	TBC	
7.1.3	St Joseph's Catholic School	Consider upgrading the kea crossings on Queen Street and Princes Street to raised zebra crossings.	TBC	
7.1.4	Te Kuiti High School	Install variable speed limit side road signage on Hill Street and Ailsa Street approaches to Eketone Street and Ngatai Street approach to George Street.	TBC	
7.1.4	Te Kuiti High School	Install variable school threshold treatments on George Street and Hospital Street approaches to the school.	TBC	
7.1.5	Te Kuiti Primary School	Install school threshold treatments on Rora Street approach to the school.	TBC	
7.2.1	Gadsby Road	Update existing and/or install new speed limit signage as required.	TBC	
8.1.1	Te Wharekura o Maniapoto	Install variable school threshold treatments on Oparure Road on both approaches to the school.	TBC	
8.2.1	Hangatiki Township	Update existing and/or install new speed limit signage as required.	TBC	
8.2.1	Hangatiki Township	Install threshold style treatments at the change in speed limit location on the approach to State Highway 37.	TBC	
8.2.2	Brooklee Road	Update existing and/or install new speed limit signage as required.	TBC	
8.2.3	Fullerton Road	Install threshold treatment at the change in speed limit south of State Highway 37.	TBC	
8.2.3	Fullerton Road	Update existing and/or install new speed limit signage as required.	TBC	
8.2.3	Fullerton Road	Install speed limit signs at regular intervals along the road.	TBC	
8.2.4	Hangatiki East Road	Install advance and directional marae signage for Te Kauae Marae on both approaches to the marae.	TBC	
8.2.4	Hangatiki East Road	Mark edgelines on both sides of the road for the full length of the road.	TBC	
8.2.4	Hangatiki East Road	Review curve warning signage for the full length of the road and upgrade as necessary.	TBC	
8.2.5	Mangarino Road	Install advance and directional marae signage for Te Kauae Marae on both approaches to the marae	TBC	
8.2.6	Mangatea Road	Install advance and directional marae signage for Mōtiti and Tomotuki (Parekaitini) maraes on the approaches to the maraes.	TBC	
8.2.7	Ngatapuwaē Road	Install advance and directional marae signage for Pohatuirī marae on the approach to the marae	TBC	
8.2.8	Oparure Road	Install threshold treatment at the change in speed limit locations.	TBC	
8.2.8	Oparure Road	Install speed limit signs at regular intervals along the road.	TBC	
8.2.9	Sommerville Road	Install settlement threshold treatments at the 50/60 change in speed limit at Tammadge Street.	TBC	
8.2.10	Te Anga Road - Waitomo Valley Road and Tumutumu Road	Install threshold treatments on the Tumutumu Road and Te Anga Road (west) approach to the roundabout.	TBC	
8.2.10	Te Anga Road - Tumutumu Road and Ngatapuwaē Road	Install threshold treatments on the Te Anga Road approach to Ngatapuwaē Road.	TBC	

Report Section	Road Name	Proposed safety infrastructure	Implementation timeframe (NLTP Period)	Comments
8.2.10	Te Anga Road - Tumutumu Road and Ngatapuwaē Road	Install advance and directional marae signage for Tokikapu marae on both approaches to the marae.	TBC	
8.2.11	Waitomo Valley Road	Update existing and/or install new speed limit signage as required.	TBC	
8.2.11	Waitomo Valley Road	Install threshold treatment at the change in speed limit north of State Highway 37.	TBC	
8.2.12	Waitomo Village Road	Update existing and/or install new speed limit signage as required.	TBC	
8.2.12	Waitomo Village Road	Install threshold treatment at the change in speed limit west of State Highway 37.	TBC	

DRAFT

Appendices

DRAFT

Appendix A – Technical Assessment

DRAFT

DRAFT



LMC

Your Assets | Our Solutions