

To Kane Patena, Director of Land Transport

CC: Anna Cleary, Acting Senior Manager Regulatory Standards and Implementation

From Brian Nijman, Principal Technical Advisor, Regulatory Technical, Regulatory Standards and Implementation, on behalf of the Speed Management Assessment Panel

Date 16 December 2022

Subject **Setting of Speed Limits Rule: certification of Interim Speed Management Plan submitted by the Taupō District Council**

Purpose

To seek Director certification of an Interim Speed Management Plan (the Plan) submitted by the Taupō District Council (Council).

Attachment 1 outlines your powers under the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) to certify and publish plans.

Background

Clause 12.13(6) of the Rule enables speed limit proposals, published before the commencement of the Rule on 19 May 2022, to be treated as a consultation draft of an interim speed management plan for the purposes of certification [Attachment 2 refers]. As the Plan was consulted on from 14 March to 13 May 2022, it meets this criterion.

Assessment

Speed Management Assessment Panel

The Waka Kotahi Speed Management Assessment Panel (the Panel) met on 1 November 2022 to consider the Plan. Its members and their primary areas of contribution were:

Anna BraySharpin (Principal Advisor - Infrastructure, Speed and Urban Mobility)	Road Safety
Iain McAuley (Team Lead Safe System Support)	Road Safety
Junine Stewart (Area Programme Manager, Transport Services)	Regional relationships
Brian Nijman (Principal Advisor, Policy, Standards and Network)	Facilitator, Regulatory Services
Jo Thornton (Project Coordinator – Speed Management, Corporate Support-Business Support)	Secretariat

The Plan exceeded the content requirements for speed management proposals consulted on under the Land Transport Rule Setting of Speed Limits 2017

The Rule's content requirement for speed management proposals consulted on under the Land Transport Rule Setting of Speed Limits 2017 (the 2017 Rule) are less prescriptive than for those consulted upon after the Rule came into effect on 19 May 2022. Attachment 3 compares these requirements. Content requirements for interim speed management plans consulted upon prior to the Rule coming into effect are summarised in Table 1, overleaf.

Plan assessed against criteria

The Plan was assessed against the Rule’s content requirements and in line with the Panel’s Terms of Reference (Attachment 4). On this basis, the Plan is recommended for certification. The certificate, included as Attachment 5, is included for signature.

To inform subsequent engagement with Council on Plan implementation, the Panel also discussed:

- sequencing of speed management activity
- timelines for and progression to lower speed limits outside schools; and
- how speed management and safety infrastructure investments are best considered in the context of area-wide speed management approaches (such as moves to uniformly lower speed limit in urban areas and a general move to safe and appropriate speed implementation).

The assessment of the Plan, including criteria, is summarised as follows:

Taupō District Council

(the Plan as submitted is included as Attachment 6):

Table 1: Content and form requirements for interim speed management plans consulted upon prior to the Rule coming into effect		Required / Optional	Addressed
2022 Rule Clause 12.12(1)	The plan has regard to—		
	(a) the road safety aspects of the GPS on land transport and any Government road safety strategy; and	optional	Yes
	(b) the desirability of taking a whole-of-network approach to changing speed limits, safety cameras, and safety infrastructure, including considering a range of speed management interventions; and	optional	Yes
	(c) Waka Kotahi guidance and information, including on the use of mean operating speed when setting speed limits	optional	Yes
Clause 12.13(1)	The plan identifies changes proposed to speed limits, outlining—		
	(a) information on the type of speed limit, speed expressed in km/h, applicable geographical area, and—for a seasonal or variable speed limit—the applicable conditions applying; and	optional	Yes
	(b) the timeframe within which the change is proposed to occur	optional	Yes
Clause 12.13(2)	The plan includes—		
	(a) an explanation for any changes proposed to a speed limit that do not align with Waka Kotahi’s confirmed assessment of the safe and appropriate speed limit; and	optional	Yes
	(b) a designation for a category 2 school; and in such instances:	optional	Yes
	(c) an explanation for why, having regard to Waka Kotahi’s guidance, the speed limit outside the category 2 school is safe and appropriate	optional	Yes
Clause 12.13(3)	The plan proposes a speed limit outside a school that complies with Section 5	optional	Yes
Clause 12.13(6)	The plan—		
	(a) only identifies changes proposed to speed limits (other than temporary speed limits) on relevant roads (and may also include further information); and	required	Yes
	(b) addresses any proposed change to a speed limit on a road outside a school that does not comply with Section 5	required (where applicable)	Yes
Clause 12.13(7)	The plan includes discussion of other matters related to speed management on the relevant roads, including matters regarding safety infrastructure changes, temporary speed limits, and safety cameras.	required (where applicable)	Yes
Clause 12.13(8)	The plan is in the form (if any) set by Waka Kotahi	optional	N.A.

Panel comment on the Plan

General discussion on Plan content and presentation

- This is a comprehensive plan. The Panel noted the Plan’s strategic content can carry over into their first full plan.
- The Panel commends Council on safety being the top priority, noting the link to *Vision Zero* included in the *Waikato Strategic Plan*.
- The Plan would benefit from the inclusion of the State highways component, once available.

Māori engagement [What/How Māori engagement has taken place and any identified outcomes]

- The Plan would have benefited from information on any direct engagement with Māori carried out, and any findings or outcomes (noting this will be a required element of the subsequent ten-year speed management plan), noting a submission was received from Ngāti Tūrangitukua with suggested speed limit changes.

Implementation (sequencing, prioritisation, categorisation and targets)

- The Panel recommends the Director commend Council on its stated aim that all roads outside schools will have maximum speeds compliant with Section 5 of the Rule by the end of 2023, i.e.:

“The Land Transport Rule: Setting of Speed Limits 2022 requires road controlling authorities to use reasonable efforts to have at least 40-percent of speed limit changes for roads outside schools completed by 30 June 2024, with the remainder completed by 31 December 2027. Taupō District Council is commended for its Interim Speed Management Plan stating all roads outside schools will have compliant speed limits by the end of 2023”.

Technical assessment (safety infrastructure, variable speed signs, etc).

- Use of variable speed limits (VSLs) outside schools The ‘Speed Management Guide: Road to Zero edition’ (the new Speed Management Guide) strongly encourages area-based or corridor-based permanent speed limit changes around schools. The new framework allows flexibility for RCAs to work directly with schools to identify the appropriate timeframe for VSL operation. High traffic volumes are not justification for a VSL.
- The Panel commends the approach of combining a permanent speed limit change to safe and appropriate speeds with VSLs for schools.

Specific proposals relating to speed management around schools – feedback to be conveyed to Council by the Regulatory Technical team

- Table 2 on page 13 of the Plan reflects the previous speed management framework, which is acceptable for the interim plan as it was prepared under the 2017 Rule. These principles will need to be updated for their ten-year plan (scheduled for 2024) to reflect the new framework for safe and appropriate speeds. This new framework is linked to the One Network Framework which addresses survivable speed thresholds.

Speed limit changes proposed that are different to Safe and Appropriate Speed?

The speed management principles as outlined in the Plan should be updated for Council’s ten-year speed management plan to fully reflect the new framework for safe and appropriate speeds, linked to the One Network Framework and referencing survivable speed thresholds. The update to these principles, if applied, could result in the following compared to the status quo:

- schools categorised according to speed management criteria and risk profile, as opposed to whether the school is in an urban or rural setting

- speeds limits of 40 km/h or more on residential streets to be supported by safety infrastructure, if such speed limits are to be considered safe and appropriate; and
- 100 km/h speed limits to be considered safe and appropriate only if head-on collisions are not possible, i.e., the traffic moves in one direction or median separation is present.

Discussion on Plan: comments/feedback, Examples of good practice, Opportunities for improvement (to be signalled to other RCAs developing their Plans) etc.

- Since the Plan was prepared under the 2017 Rule, it did not have the benefit of reference to the new Speed Management Guide and the Rule. This has subsequently been discussed with Council.

Proposed Director comment on the Plan

The Panel recommends the Director **certifies** the Plan and **publishes** it with the following comments:

“The Director commends Taupō District Council on safety being top transport priority, and having a Vision Zero for Waikato Strategic Plan, including target for 40-percent reduction in deaths and serious injuries for the region.”; and

“The Land Transport Rule: Setting of Speed Limits 2022 requires road controlling authorities to use reasonable efforts to have at least 40-percent of speed limit changes for roads outside schools completed by 30 June 2024, with the remainder completed by 31 December 2027. Taupō District Council is commended for its Interim Speed Management Plan stating all roads outside schools will have compliant speed limits by the end of 2023”.

Brian Nijman
Principal Advisor
Regulatory Technical
Regulatory Standards and Implementation
15/12/2022

Endorsed

Anna Cleary
Acting Senior Manager Regulatory Standards and Implementation
16/12/2022

Attachments

- Attachment 1 2022 Rule extract—Director powers to certify and publish interim speed management plans
- Attachment 2 2022 Rule extract—plan requirements for speed limit proposals consulted upon prior to the Rule coming into effect
- Attachment 3 Speed management plan content requirements—comparison of plan types
- Attachment 4 Speed Management Assessment Panel—Terms of Reference
- Attachment 5 Interim Speed Management Plan certificate for signature
- Attachment 6 Interim Speed Management Plan submitted by Taupō District Council

Recommendations

It is recommended you:

1. **certify and publish** the Interim Speed Management Plan (the Plan) submitted by the Taupō District Council:

Yes No

2. **include with the published Plan the following 'Director comment':**

Yes No

“The Director commends the Taupō District Council on safety being top transport priority, and having a Vision Zero for Waikato Strategic Plan, including target for 40-percent reduction in deaths and serious injuries for the region.”; and

“The Land Transport Rule: Setting of Speed Limits 2022 requires road controlling authorities to use reasonable efforts to have at least 40-percent of speed limit changes for roads outside schools completed by 30 June 2024, with the remainder completed by 31 December 2027. Taupō District Council is commended for its Interim Speed Management Plan stating all roads outside schools will have compliant speed limits by the end of 2023”.

3. **Sign** the attached Interim Speed Management Plan certificate for the Taupō District Council:

Yes No

Signed



Kane Patena

Director of Land Transport

14/ December /2022

Attachment 1: 2022 Rule extract—Director powers to certify and publish interim speed management plans

Rule extract from Section 2—Speed Limits (emphasis added)

12.14 Certification of, and comment on, interim plans

- (1) For the purpose of clauses 12.15(2), 12.16(5) and 12.17(2), the requirements are—
 - (a) the Agency (as RCA), the regional transport committee or territorial authority (as the case may be) has confirmed that—
 - (i) consultation has been carried out in accordance with clause 3.9; and
 - (ii) the interim plan includes an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and
 - (iii) the interim plan includes a general explanation of how a whole-of-network approach was taken to changing speed limits by considering a range of speed management interventions; and
 - (b) the interim plan includes the content required by clause 12.13.
- (2) When assessing a final draft interim plan, the Director may also provide comment in writing on the extent to which, in their view, the plan—
 - (a) is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and
 - (b) takes a whole-of-network approach by including consideration of a range of speed management interventions.
- (3) The Director may, after providing comments under subclause (2) and giving the Agency (as RCA), the regional transport committee or the territorial authority (as the case may be) a reasonable time to consider those comments, publish the comments on an Internet site.
- (4) However, if a territorial authority has published before the commencement of this Rule a proposal to change a speed limit or speed limits and that proposal has been consulted on in accordance with clause 3.9, then—
 - (a) the proposal published may be treated as a consultation draft of an interim territorial authority speed management plan; and
 - (b) for the purpose of clause 12.17(2), the requirements are that—
 - (i) the territorial authority has confirmed that consultation has been carried out in accordance with clause 3.9; and
 - (ii) the interim territorial authority speed management plan identifies changes being proposed to speed limits (other than temporary speed limits) on the relevant roads; and
 - (c) subclauses (1) to (3) do not apply.

Rule extract from Schedule 3—Transitional provisions
(emphasis added)

12.17 Process for interim territorial authority speed management plan

- (1) To create an interim territorial authority speed management plan for roads in its area, a territorial authority must—
 - (a) prepare a consultation draft interim plan to include—
 - (i) the content required by clause 12.13; and
 - (ii) any relevant information received from road controlling authorities that are not the Agency (as RCA) or a territorial authority and that control roads in the area; and
 - (b) subject to clause 12.10(3), publish the consultation draft interim plan on an Internet site; and
 - (c) consult on the consultation draft interim plan in accordance with clause 3.9 as if the interim plan were the territorial speed management plan; and
 - (d) consider any submissions received on the consultation draft interim plan; and
 - (e) prepare a final draft interim plan and submit it to the Director for certification.
- (2) The Director must consider whether they are satisfied that the final draft interim plan meets the requirements in clause 12.14(1) or (4) (as the case may be) and—
 - (a) if they are satisfied, they must certify the plan and provide a certificate to that effect; and
 - (b) if they are not satisfied—
 - (i) they must refer the final draft interim plan back to the territorial authority with recommendations for how to meet the requirements in clause 12.14(1) or (4) (as the case may be); and
 - (ii) the territorial authority must repeat the step at subclause (1)(e), after having regard to the Director's recommendations.
- (3) Once the Director has certified the final draft interim plan, the Agency must publish, on an Internet site—
 - (a) the interim plan; and
 - (b) the certificate provided under subclause (2)(a).
- (4) An interim territorial authority speed management plan ceases to be **current** when—
 - (a) a territorial authority speed management plan for the territory is published under clause 3.5(5); or
 - (b) an interim regional speed management plan that includes the territory is published under clause 12.16(6); or
 - (c) a regional speed management plan that includes the territory is published under clause 3.4(13).
- (5) In this clause, **territorial authority** excludes a unitary authority, Auckland Council and Auckland Transport.

Attachment 2: 2022 Rule extract— plan requirements for speed limit proposals consulted upon prior to the Rule coming into effect

Rule extract from Schedule 3—Transitional provisions (emphasis added)

12.13 Content and form of interim plans

- (1) An interim plan must identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads, and for each proposed change must include—
 - (a) to the extent practicable, information on the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply (*see also* Section 4); and
 - (b) the timeframe within which the change is proposed to occur.
- (2) An interim plan—
 - (a) must also include, for any changes being proposed to a speed limit that do not align with the Agency’s confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why, after considering the matters in clause 3.2(1), the road controlling authority proposes a speed limit that differs from the Agency’s confirmed assessment (unless subclause (4) applies); and
 - (b) may include a designation for a category 2 school; and
 - (c) in relation to any designation of a category 2 school, must include an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road.
- (3) If an interim plan proposes to change the speed limit on a road outside a school, the road controlling authority must propose to set a speed limit outside the school that complies with Section 5.
- (4) However, a plan does not need to include an explanation of where a proposed change to a speed limit does not align with the Agency’s confirmed assessment of what is the safe and appropriate speed limit for the road in the following cases:
 - (a) where the proposed speed limit is 70 km/h and the Agency’s assessment of the safe and appropriate speed limit for the road is 80km/h;
 - (b) where the proposed speed limit is 90 km/h and the Agency’s assessment of the safe and appropriate speed limit for the road is 100km/h;
 - (c) where the proposed speed limit is to a road outside a school and complies with Section 5.
- (5) In this clause, **confirmed assessment** has the same meaning as in clause 3.8(4).
- (6) However, if a territorial authority has published before the commencement of this Rule a proposal to change a speed limit or speed limits and that proposal has been, is or will be consulted on in accordance with clause 3.9, then—
 - (a) the proposal published may be treated as a consultation draft of an interim territorial authority speed management plan; and
 - (b) the interim territorial authority speed management plan must only identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads (and may also include further information); and
 - (c) clause 12.12(1) and clause 12.13(1), (2), (3) and (8) do not apply to the interim territorial authority speed management plan; and
 - (d) the territorial authority may (despite anything else in this Rule), in the interim plan, propose a change to a speed limit on a road outside a school that does not comply with Section 5.
- (7) An interim plan may include discussion of other matters related to speed management on the relevant roads, including matters regarding safety infrastructure changes, temporary speed limits, and safety cameras.
- (8) An interim plan must be in the form (if any) set by the Agency.

Attachment 3: Speed management plan content requirements—comparison of plan types

Table: Content and form—requirements for State highway, regional and territorial authority speed management plans

Full plans		Interim plans
Clause 3.8 Content and form of full plans		Clause 12.13 Content and form of interim plans
<p>(1) A plan must—</p> <p>(a) set out objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan; and</p> <p>(b) include an explanation of how the plan is consistent with the road safety aspects of the GPS on land transport and any Government road safety strategy; and</p> <p>(c) include a general explanation of how a whole-of-network approach was taken to changing speed limits, safety cameras and safety infrastructure, including the approach when deciding whether to invest in making a road safer at higher speeds or to set a lower speed limit.</p> <p>(2) A plan must also—</p> <p>(a) identify the changes (if any) being proposed to speed limits (other than temporary speed limits) and safety infrastructure on the relevant roads; and</p> <p>(b) include an implementation programme for at least 3 financial years from the start of the plan that sets out—</p> <p>(i) (A) speed limits on the relevant roads, including, to the extent practicable, information on each proposed speed limit relating to the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply (see also Section 4); and (B) safety infrastructure on the relevant roads; and</p> <p>(ii) the timeframe within which each change is proposed to occur; and</p> <p>(c) for speed limits of 70 km/h or 90 km/h, include any content required by clause 4.3(2); and</p> <p>(d) in relation to schools, include—</p> <p>(i) any content required by clause 5.2(4); and</p> <p>(ii) any designation of a category 2 school; and</p> <p>(iii) if required by clause 5.3, an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road; and</p> <p>(e) include, for any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why, after considering the matters in clause 3.2(1), the road controlling authority proposes a speed limit that differs from the Agency's confirmed assessment (unless subclause (3) applies); and</p> <p>(f) include comment on any review relevant to the roads or region that has been completed under clause 3.17 since the previous plan published under clause 3.3(8) or 3.4(13).***</p>		<p>Proposals consulted upon under the Land Transport Rule: Setting of Speed Limits 2022 (i.e., from 19 May 2022)</p> <p>(1) An interim plan must identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads, and for each proposed change must include—</p> <p>(a) to the extent practicable, information on the geographical area of the proposed speed limit, the type of speed limit, the proposed speed limit expressed in kilometres per hour, and, for a seasonal or variable speed limit, the conditions under which each speed limit will apply (see also Section 4); and</p> <p>(b) the timeframe within which the change is proposed to occur.</p> <p>(2) An interim plan—</p> <p>(a) must also include, for any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why, after considering the matters in clause 3.2(1), the road controlling authority proposes a speed limit that differs from the Agency's confirmed assessment (unless subclause (4) applies); and</p> <p>(b) may include a designation for a category 2 school; and</p> <p>(c) in relation to any designation of a category 2 school, must include an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road.***</p> <p>(3) If an interim plan proposes to change the speed limit on a road outside a school, the road controlling authority must propose a speed limit outside the school that complies with Section 5.</p> <p>(7) An interim plan may include discussion of other matters related to speed management, including safety infrastructure changes, temporary speed limits, and safety cameras.</p>
State highway Speed Management Plan	Regional Speed Management Plans	Proposals consulted upon under the Land Transport Rule: Setting of Speed Limits 2017 (i.e., prior to 19 May 2022)
Clause 3.8(5)	Clause 3.8(6)	
<p>(5) A State highway speed management plan—</p> <p>(a) must also include a general explanation of how the Agency (as RCA) has, when proposing a change to a speed limit, had regard under clause 3.2(2) to the desirability of a road under its control and an adjoining road under the control of another road controlling authority having the same speed limit, unless there is good reason for different speed limits; and</p> <p>(b) may also include changes to safety cameras on roads that are not State highways.</p>	<p>(6) A regional speed management plan must—</p> <p>(a) identify, for any proposed change to a speed limit for a road under the control of a territorial authority (the first road) that adjoins a road under the control of another territorial authority (the second road), any instances where the speed limit for the first road is different or is proposed to differ from the speed limit for the second road; and</p> <p>(b) include information from the State highway speed management plan (either the consultation draft or the published copy, depending on which is most recently available) that relates to State highways in the region.</p>	<p>* Clause 12.13(6) states that if a territorial authority has published before the commencement of the Rule a proposal to change a speed limit or speed limits and that proposal has been, is or will be consulted on in accordance with clause 3.9, then—</p> <p>(a) the proposal published may be treated as a consultation draft of an interim territorial authority speed management plan; and</p> <p>(b) the interim territorial authority speed management plan must only identify changes being proposed to speed limits (other than temporary speed limits) on the relevant roads (and may also include further information); and</p> <p>(c) (clauses 12.12(1), 12.13(1), (2), (3) and (8) do not apply to the interim territorial authority speed management plan; and</p> <p>(d) the territorial authority may (despite anything else in the Rule), in the interim plan, propose a change to a speed limit on a road outside a school not complying with Section 5.</p>
<p>(7) A plan may include discussion of other matters related to speed management on the relevant roads, including temporary speed limits.</p>		
<p>(8) A plan must be in the form (if any) set by the Agency.</p>		

** A territorial authority must not publish a consultation draft territorial authority speed management plan if the regional transport committee has notified its intention to publish, within the next 28 days, a consultation draft regional speed management plan—the territorial authority must instead join in the process for a consultation draft regional speed management plan. [clauses 3.5(2) and 12.10(3) refer]

*** Clauses 3.8(3) and 12.4(4). A plan does not need to include explanation of where a proposed change to a speed limit does not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road in the following cases: (a) where the proposed speed limit is 70km/h and the Agency's assessment of the safe and appropriate speed limit for the road is 80km/h; (b) where the proposed speed limit is 90km/h and the Agency's assessment of the safe and appropriate speed limit for the road is 100km/h; (c) where the proposed speed limit is to a road outside a school and complies with Section 5.

TERMS OF REFERENCE FOR SPEED MANAGEMENT PLAN ASSESSMENT PANEL REVISION 1.3 OCTOBER 2022

Purpose

The assessment panel (the Panel) supports the Regulatory Technical team in providing a balance of advice to the Director of Land Transport regarding the certification of speed management plans submitted by Road Controlling Authorities (RCAs) and/or Regional Transport Committees (RTCs).

The panel ensures both regulatory processes are followed and principles from the Road to Zero strategy are incorporated in the advice.

Frequency of Panel meetings

Panel meetings are coordinated by the Regulatory Technical team at an appropriate frequency, to assess speed management plans submitted for certification. The frequency of panel meetings in September and October 2022 is fortnightly.

Speed Management Plans Assessed

It is anticipated that the panel will primarily assess interim and full speed management plans submitted by Road Controlling Authorities and Regional Transport Committees.

To support RCAs in developing their first speed management plans, the panel may agree to review early draft speed management plans and provided guidance, where this is requested by RCAs.

The panel may assess speed limit change requests submitted by RCAs in an alternative pathway to speed management plans, where this is requested by the Facilitator.

The panel may also assess the interim State Highway Speed Management Plan for 2021-2024, should the Speed Management Committee not be up and running at the time.

Panel Details

The assessment panel is cross functional and is made up of the following members:

Role	Team represented	Number
Facilitator	Regulatory Technical team	1
Secretariat	Regulatory Technical team	1
Panel member	Speed and Urban Mobility	1
Panel member	Safe System Support	1
Panel member	Road Safety team (to address Māori contributions to speed management planning)	1

The facilitator is responsible for facilitating healthy discussion at panel meetings.

The minimum number of members for a panel meeting is two - the facilitator and one panel member.

Panel decisions may only be made by the facilitator and panel members.

Panel Invitees

The facilitator may invite subject matter experts from across Waka Kotahi, as appropriate. In keeping with taking a no surprises approach and bringing together representatives to inform the assessment, examples include:

- Area programme managers or directors of regional relationships may be invited to provide deeper background information on submitted speed management plans or RCs/RCAs.
- Speed management programme members or senior regulatory technical team members may be invited to observe the assessment panel process.

While panel invitees may contribute to panel meetings, they do not participate in panel decisions.

Panel Responsibilities

- Review panel documentation prior to the panel meeting.
- Assess interim and full speed management plans in a consistent manner, following a robust and transparent assessment process.
- Provide a technical assessment of speed management plan content regarding speed limits, road safety infrastructure and signage.
- Provide advice to the Director of Land Transport based on its' speed management plan assessment. This advice is provided (to the Director) in a coordinated and consistent way, with respect to Road Controlling Authorities and Regional Councils.
- The facilitator has overall responsibility for providing advice to the Director of Land Transport. Comments regarding plan content or presentation may also be provided as appropriate.
- The panel can comment on whether a speed limit change proposal submitted for Director approval through a pathway other than a speed management plan, should be considered a plan for certification purposes.
- Capturing issues with the current setting of speed limits rule 2022, or with information and guidance provided, to inform potential refinements in Agency speed management guidance and regulatory practice.

Running of Panel Meetings

The Secretariat and the Facilitator are responsible for agreeing the panel meeting agenda

- Meeting agenda example:
 - General discussion on speed management plan content and presentation.
 - Comments from technical assessment (infrastructure, variable speed signs etc.).
 - Are any proposed speed limit changes different to Safe and Appropriate Speeds?
 - Panel advice to Director, regarding assessed plans.
 - Any other business eg discussion on speed management plans comments/feedback, Opportunities for improvement (to be signalled to other RCAs developing their plans) etc.

The Secretariat is responsible for distributing the meeting papers to attendees in advance. Where possible, papers should be distributed three days before the panel meeting.

Key points and recommendations from the panel discussion are recorded. Panel meeting records are maintained in InfoHub.

Turnaround time for Speed Management Plan certification

- Waka Kotahi aims to assess and certify speed management plans within a 5-week (25 working day) timeframe. This timeframe starts when plans are received by Waka Kotahi and ends when RCAs or RTCs are notified of the publishing of their certified plan. It assumes sufficient time for the panel to meet and provide advice to the Director of Land Transport, the Director to assess the speed management plan & panel advice and for speed management plan certification and publishing.
- Speed management plans, submitted by RCAs should be acknowledged within 2 working days.

Assessment of Speed Management Plan content

1. The Panel should be satisfied that the speed management plans:
 - Address the Rules' content and form requirements for plans
 - (Full speed management plans) set out the objectives, policies and measures for managing speed on relevant roads for at least 10 financial years from the start of the plan.
 - Are consistent with the road safety aspects of the current Government Policy Statement on Land Transport and any current Government road safety strategy.
 - Take a whole-of-network approach by including consideration of a range of speed management interventions [e.g., changing speed limits, safety cameras and safety infrastructure].
 - Take heed of the desirability of a road under the control of one RCA and an adjoining road under the control of another RCA having the same speed limit, unless there is good reason for different speed limits.
 - Include an implementation programme for at least three financial years from the start of the SMP setting out the changes (if any) being proposed to speed limits (including, to the extent practicable, the information that would need to be submitted to the Registrar to set the proposed speed limit), safety cameras and safety infrastructure on the relevant roads and the timeframe within which each change is proposed to occur.
 - Consider any:
 - explanation required under the Setting of Speed Limits Rule 2022 for speed limits proposed of 70 km/h or 90 km/h which are higher than the Agency's estimate of safe and appropriate speed, and
 - plan content provided in relation to any designation of a category 2 school, must include an explanation for why, having regard to any guidance provided by the Agency about speed limits outside schools, the speed limit outside the category 2 school is safe and appropriate for the road.
 - discussion provided of other matters related to speed management on the relevant roads, including matters regarding safety infrastructure changes, temporary speed limits, and safety cameras.
 - For any changes being proposed to a speed limit that do not align with the Agency's confirmed assessment of what is the safe and appropriate speed limit for the road, an explanation for why the road controlling authority proposes a speed limit that differs from the Agency's confirmed assessment, and
 - Comment on any review relevant to the region that has been completed since the previous plan published.
2. The Panel should be satisfied with an RCAs' confirmation that it has undertaken appropriate consultation on their speed management plan, including Māori contribution to plan development.
 - a) Demonstrate and/or reference an understanding of Māori interests in speed management identifying which iwi (tribe), hāpu (subtribe), hāpori (community) and kura (schools) may be affected.
 - b) Overview of how Māori have been included and/or an outline of the reasons why they may not have been included.
 - c) Comment on any capacity challenges for including Māori contributions and how Māori may contribute in future.

3. Where potential refinements in Agency speed management guidance and regulatory practice are identified, these should be communicated to the relevant Waka Kotahi teams, by the Facilitator.
4. Where agreed with the panel, Area Programme Managers may informally share panel feedback regarding “good practice”, with other RCAs developing their speed management plans, to improve the consistency across speed management plans.

Attachment 5: Interim Speed Management Plan certificate

Taupō District Council

Speed management plan certificate

Pursuant to clause 12.17(2)(a) of the Setting of Speed Limits Rule 2022, the interim territorial authority speed management plan, reference 'Taupō District Council Interim Speed Management Plan, September 2022', submitted by Taupō District Council and applicable to the 2021 – 2024 National Land Transport Programme period, is hereby certified.

Date 14 December 2022



Director of Land Transport

**Attachment 6:
Taupō District Council ---Interim Speed Management Plan**

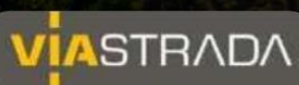


GREAT LAKE TAUPŌ
Taupō District Council

TAUPŌ DISTRICT COUNCIL

SPEED MANAGEMENT PLAN

PREPARED BY



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Executive Summary

ViaStrada Limited was commissioned by Taupō District Council (TDC) to prepare a speed management plan for the Taupō District. The Speed Management Plan is based on the Waka Kotahi (NZ Transport Agency) Speed Management Guide and will lead to the creation of an implementation plan for safer speeds in Taupō.

Following review of the relevant local, regional and national policies, and in discussion with TDC staff, a series of speed management principles were developed to establish criteria for using different speed limits for different road environment situations.

A prioritisation process was developed to group changes on the Taupō network into three priority categories for implementation. The main focus for Priority 1 changes (within the next two years) are:

- streets around schools and some shopping centres
- rural roads with high safety issues or community concerns
- peri-urban roads where additional development is happening or planned
- redevelopment of the Taupō township centre
- community centres in Kinloch and Turangi
- residential areas of Wairakei, Whareroa, and Wharewaka
- ratification of new or unclassified roads (including new subdivisions)
- additional roads adjacent to these to provide logical network completeness

Other roads, including those requiring additional engineering measures to support changed speed limits, will be implemented at a later date.

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1 Introduction

A road network needs to have an appropriate balance between providing an efficient system for moving people and goods to various destinations, and a safe system that protects road users and other people nearby. It also needs to take into account other considerations such as amenity, environment, travel behaviour change, and the overall views of the local community. A speed management plan is a key tool to help achieve many of these objectives.

By having a consistent speed management strategy for Taupō, it will be easier to communicate the key issues requiring attention and to present a common rationale to the public and elected members.

Road safety risk can be reduced by investing in infrastructure improvements to make a road safer at current speeds, or by managing speeds down through a combination of road design, risk targeted enforcement and education on safe behaviour, all reinforced by speed limits appropriate for the roads. Infrastructure improvements can be costly and not justified on lesser roads; therefore lower speed limits can provide a cost-effective way to achieve significant safety gains across a network at minimal expenditure.

The plan sets out what work needs to be done, by who, where and finally an indication of funding to implement this work, with a focus on the next three financial years of the 2021-24 National Land Transport Programme (NLTP).

2 What is Speed Management and why do we need it?

2.1 A safe system

The management of vehicle speed is a crucial element of the Safe System. Travel speed leading up to a potential crash directly impacts upon both the likelihood and severity of a crash¹. One way to reduce the rate of death and serious injury is to set safe and appropriate speeds, recognising that the traditional default 50 km/h and 100 km/h speed limits are no longer fit for purpose.

At lower speeds, the available travel time between recognising a hazard and avoiding a collision increases, providing the driver with greater chance of avoiding a collision or minimising crash speed. If there is a collision, there is less impact energy involved and this will result in less severe injuries. A reduction of as little as 1–2% of the average speed can result in substantially greater reductions in fatalities and serious injuries.

The chance of surviving a crash (or not suffering serious injuries) decreases markedly above certain speeds, depending on the crash type. The critical crash speeds for various crash types are:

- pedestrian struck by vehicle = 30 km/h
- motorcyclist struck by vehicle = 30 km/h
- vehicle striking a pole or tree = 40 km/h
- side impact vehicle-to-vehicle crash = 50 km/h
- head-on vehicle-to-vehicle (equal mass) crash = 70 km/h.

Managing the inter-relationship between travel speed, road infrastructure design and vehicle safety is central to the Safe System approach. Speed management considers the function of the road within the transport network along with how the road is designed, managed and used.

¹ https://austroads.com.au/publications/road-safety/agrs01/media/AGRS01-21_Guide_to_Road_Safety_Part_1_Introduction_Safe_System.pdf

2.2 Strategic context

Speed management plans are long-term plans that work in line with the development of regional land transport plans. Regional Speed Management Plans should cover interactions with the National Speed Management Plan and the Regional Speed Management Plans of adjacent regions. They should:

- take a whole-of-network approach, consider speed limits and engineering changes in the relevant region,
- address Government outcomes outlined in the Road to Zero strategy, Action Plan and Government Policy Statement (GPS),
- generally align with the calculated “Safe and Appropriate Speed” (SAAS) for travel,
- be consulted on by Regional Transport Committees/RCAs, and
- outline how they will be implemented.

The Road to Zero for Waikato Strategy envisions “accessible journeys free of deaths and serious injuries”.
Refer to Appendix A for more of the important strategic context underpinning speed management

This approach has been used to develop the Taupō District Speed Management Plan. Appendix A summarises how this Plan aligns with other local, regional and national strategies and plans.

2.3 Council’s obligations for setting of speed limits

The *Land Transport Act 1998*, the *Land Transport Management Act 2003*, and the *Land Transport Rule: Setting of Speed Limits 2017* set out Council’s obligations and requirements for setting speed limits. During the preparation of this Plan, the 2022 *Setting of Speed Limits Rule* also came into force, with new processes for developing speed management plans; this Plan has attempted to reflect the general intent and terminology of the new Rule without adhering fully with its implications on detailed matters such as recalculated Safe and Appropriate Speeds.

The proposed Tackling Unsafe Speeds programme², will include a framework to improve how councils and Waka Kotahi (NZ Transport Agency) plan for, consult on and implement speed management changes. It will also mean lowering speed limits around schools and a new approach to using safety cameras for enforcement.

This framework will introduce a more consistent and transparent process to how speed limits are planned, managed, and put in place through State highway and regional speed management plans. It also formalises and streamlines the regional approach to speed management Waka Kotahi is taking with RCAs and aligns decisions about speed limit changes with investment in road safety infrastructure.

Under the framework, RCAs will be required to introduce safer speed limits around schools over the coming 6 years of the Road to Zero strategy, which will include reducing speed limits:

- around category 1 schools to 30 km/h, with the option of allowing 40 km/h speed limits if existing.
- around category 2 schools to a speed limit of 60 km/h or less.

In addition, ownership and operation of the camera network will transfer from the police to Waka Kotahi, and safety cameras will be located on the highest risk parts of the network and have clear signage.

² See <https://www.transport.govt.nz/area-of-interest/safety/tackling-unsafe-speeds/>

2.4 Speed Management Guide and the Speed Management Framework

The *Speed Management Guide 2016*³ was created to ensure a consistent sector wide approach is adopted to manage speeds so they are safe and appropriate. It ties in with the ONRC so travel speeds are appropriate for the road function, design, safety and use. Speed management should be targeted to two areas:

- Where there is greatest potential to reduce death and serious injuries; and
- Where there are high benefit opportunities to improve the credibility of speed limits.

The Speed Management Guide draws on four key principles:

1. Functionality – Differentiate speeds and speed limits according to a hierarchical classification, with clear differences between levels, to support self-explaining road systems.
2. Predictability and consistency – Support road user expectations through consistency and continuity of design, speed limit setting, enforcement, communication, adherence to standards and collaboration between partners.
3. Homogeneity – Keep like with like (mode separation) and encourage speeds within a narrow band to increase both safety and efficiency.
4. Credibility – Identify and manage safe and appropriate speeds for an entire route (and manage out of context risks by exception) to support the overall credibility of the limits and of enforcement.

The Guide sets out safe and appropriate speed ranges which consider road function, design, safety and use. The proposed safe and appropriate speeds for different types of road fall within the ranges shown in Table 1. The ranges are not themselves speed limits.

The revised “Road to Zero” version of the *Speed Management Guide* was released in July 2022. Due to the timing of the Plan’s finalisation, no attempt has been made to mirror the principles and guidelines from this new document, although we note that Taupō’s proposed Plan largely reflects the intent of many aspects of the new Guide.

³ <https://www.nzta.govt.nz/assets/Safety/docs/speed-management-resources/speed-management-guide-first-edition-201611.pdf>

Table 1: Safe and appropriate speed ranges (adapted⁴ from the Speed Management Guide 2016)

Classification	Straight open road / urban motorways	Curved open road	Winding open road	Urban (not motorways)
Class 1 High volume national	100-110 km/h Depends on design and safety risk (e.g. divided 4-5 star, grade separated intersections, safety barriers) and factoring in enforcement thresholds			N/A
Class 2 National Regional, Arterial	80 – 100 km/h Depends on safety risk and whether volumes justify investment to bring the road up to 3-star equivalent, also enforcement thresholds		60-80 km/h	50 km/h generally 60-80 km/h where safety risk allows, e.g. fewer intersections, mode separation for active users
Class 3 Primary and secondary collector				30 – 50 km/h
Class 4 Access and low volume access All winding / tortuous	60-80 km/h Depending on roadside development, pedestrian and cyclist volumes, whether sealed or not			30 km/h if high volumes of cyclists/pedestrians Recognise access and place 10 km/h for shared spaces

The Speed Management Guide is supported by “MegaMaps V2”, which is an online information mapping system, developed and maintained by Waka Kotahi to capture key safety, risk and speed management metrics. Appendix C summarises the key MegaMaps V2 information for Taupō District.

3 Development of the plan

3.1 What are the existing issues for Taupō?

In the Taupō District, the movement network comprises both rural roads that are winding, hilly and usually two-lane, and also urban streets from central city shopping streets and local residential neighbourhoods to those that move more strategic traffic around the district. There are also many different road users, including pedestrians, cyclists, horses, campervans and tourist vehicles, agricultural vehicles, and heavy vehicles.

A review of the past 10 years (2011-2020) from the Crash Analysis System shows that on Taupō District roads (excluding State Highways) there have been 147 crashes resulting in fatal injury (22) and serious injury (125), including 27 fatalities (see Figure 1).

⁴ The table has been adjusted to remove the erroneous colour from the first column of road classes, because the intention is to read across all columns (e.g., a Class 2 road may be 50 km/h or 100 km/h).

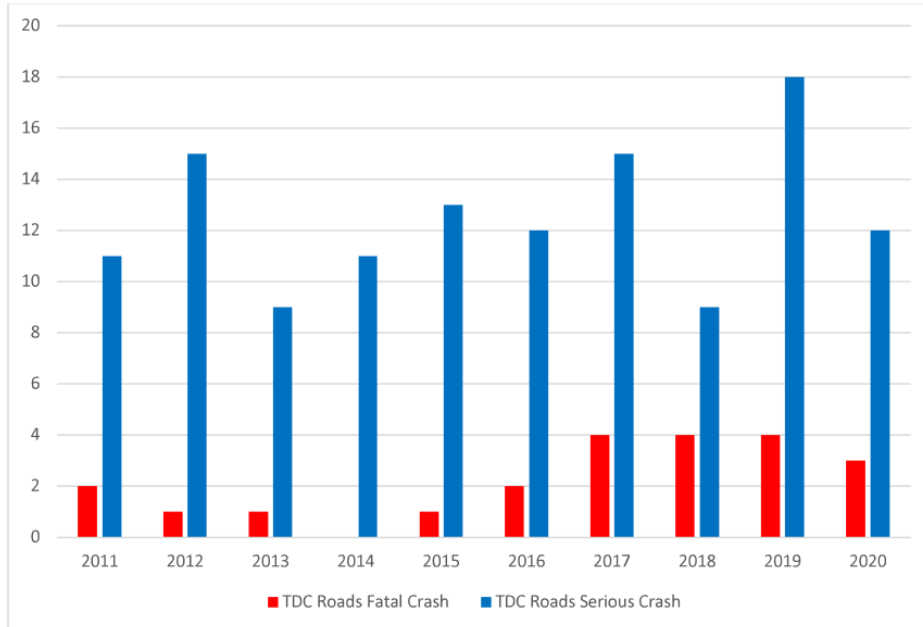


Figure 1 Deaths and Serious Injuries on Taupō District roads 2011-20

The number of fatalities peaked in 2017-2019 when the numbers rose from 0-1 a year to 4 a year consistently for 3 years before coming down to 3 fatalities in 2020. 2019 was the worst year for serious injury crashes with a peak of 18, with an average of 12.5 serious crashes occurring a year for the past 10 years. More detail is provided in Appendix B.

Speed was reported to have played a factor in 36% of the fatal and 20% of the serious crashes.

3.2 What has Taupō done on speed management in the past?

In May 2018, Taupō District Council consulted on proposed speed limit changes⁵ and the changes came into effect on 1 December 2018⁶.

Over 20 maps were used to show the proposed speed limits for the different urban areas of the District and the rural roads that connect the communities. The changes to high-risk roads were publicised as shown in Figure 2.

⁵ <https://www.taupodc.govt.nz/repository/libraries/id:25026fn3317q9slqygym/hierarchy/our-council/consultation/documents/speed-limit-changes/TDC%20Speed%20Limit%20Changes%20Consultation%20Document.pdf>

⁶ <https://www.taupodc.govt.nz/repository/libraries/id:25026fn3317q9slqygym/hierarchy/Rules-regulations-and-licences/Bylaws/Speed%20Limits%20Bylaw%202018.pdf>

Area	Road	Was	Dec 1
Mangakino	Iaka Rd and Rangitira Dr	100 →	80
	Lake Rd existing 50km extended towards Waipapa Rd		50
Kinloch	Kinloch Rd extended 50km/h towards Whangamata Rd		50
Aratiatia	Rapids Rd - reduced to 80km/h	100 →	80
Acacia Bay	Wakeman Rd extended existing 50 km/h zone		50
	Acacia Bay Straight - reduced to 80km/h	100 →	80
	Poihipi Rd from existing 80km/h sign to Tukairangi Rd	100 →	80
	Poihipi Rd from Wairakei Dr to existing 80km sign	80 →	50
Wairakei	Wairakei Dr - reduced to 80km/h	100 →	80
	Huka Falls Rd, Huka Falls Loop Rd, Clearwater Ln, Ferndale Way	80 →	50
	Karetoto Rd - reduced to 50km/h		50
Western Bays	Omori Rd - extend existing 50km/h		50
	Omori Rd - reduced to 60km/h	100 →	60
	Pukawa Rd - reduced to 60km/h	100 →	60
Taupō	Tauhara Rd - Rifle Range Rd to Miro St	70 →	50
	Lake Terrace - Airport roundabout to Rainbow Dr	100 →	80
	Lake Terrace - Rainbow Dr to Hawai St (no holiday speed limit)		50
	Centennial Dr - extend 60km zone to Owen Delany Park		60
	Napier Rd - roundabout to De Brett's	100 →	80
	Napier Rd - De Brett's to Lake Terrace	80 →	50
	Crown Rd - 50km extended, 80km at Napier Rd end		80
	Kiddle Dr reduced to 50km/h	80 →	50

Figure 2 Previously proposed speed changes completed in December 2018

Taupō District Council have ongoing conversations with the community around speed. The Customer Service Requests received show that the community is concerned about speed, with over 30 concerns raised with Council in the past year alone. There has also recently been a petition for a speed reduction on Hirangi Road, Tūrangi (86 signatures).

3.3 Projects undertaken

Taupō District Council have been undertaking (or planning to undertake) projects to improve safety in the District. These are as follows:

- Taupō Town Centre Transformation
- Kiddle Drive / Napier Road Roundabout
- Broadlands Road upgrades
- Poihipi Road upgrades
- Whangamata Road upgrades

4 Speed management principles for Taupō

Safety is Taupō District Council's top transport priority, and council is committed to reduce harm on their roads and streets.

The overall vision for the Connecting Taupō 2020-2050 - Taupō Transport Strategy (Dec 2020) is:

Making it easier to get to the people and places we want, safely and sustainably.

In order of priorities safety remains the top priority. The strategy states:

Deaths and injuries on our roads are a huge trauma for the people and families involved – and a massive social and economic toll for our communities. Although most fatal and serious crashes in Taupō District occur on State Highways, which are the responsibility of Waka Kotahi (the NZ Transport Agency), the local impacts are significant. Local communities should not have to fear for their safety. We want Taupō to be a safe district for people to live and visit.










There are six deliverables in the strategy:

- Work in partnership with central government and Waka Kotahi (the NZ Transport Agency) to address unsafe or not fit-for-purpose State highways (Short-term).
- Undertake rural road safety assessments and deliver a Rural Road Safety Programme of works (ongoing).
- undertake urban road safety assessments and deliver an Urban Road Safety Programme of works (ongoing).
- **Implement and regularly review a district wide speed management plan (short-term).**
- Deliver a programme of safety awareness and education (ongoing).
- Play an active role in road safety, alongside our road safety partners (ongoing).

Following on from the national and regional strategy, Taupō District Council do not believe any loss of life is acceptable on the network. Based on the strategic principles summarised in Appendix A.5 of this report (including the safe and appropriate speed ranges shown in Table 1 on page 9), the speed limits and accompanying typical situations are listed in Table 2.

The changes need to be logical and consistent so that users know how to behave in the different speed zones.

Table 2: Proposed speed limit principles

Speed limit	Typical situations
	Town centres or other community areas with high concentrations of pedestrians, cyclists, and “place” functions (e.g. schools and community shopping centres)
	School variable speed limits ⁷ – often a static sign for cost reasons. The following are starting points. If it is a high priority school location, a lower limit may be adopted. <ul style="list-style-type: none"> Urban residential: 30 km/h where the normal speed limit is 50 km/h Rural residential: 40 km/h where the normal limit is 60 – 70 km/h Rural road: 60 km/h where the normal limit is 80 – 100 km/h
	Urban residential streets; may include rural town residential streets if the alignment and road stereotype is suitable, and some streets near to schools.
	Urban and rural town collector and arterial streets, where the movement function and/or road stereotype (alignment, land use, intersection density etc) are not aligned with a 40 km/h speed limit. May require appropriate pedestrian and cyclist facilities (crossings, cycle lanes).
	Rural local roads [depending on their function, safety and infrastructure risk profiles]. Typically have a winding or tortuous alignment and includes most unsealed roads. May have high community safety concerns.
	70 km/h is a traditional semi-rural speed limit. Following speed reviews, most of these segments should be either up-rated to 80 km/h (with any required engineering) or down-rated to 60 km/h (subject to appropriate road safety measures).
	Rural local roads [depending on their function, safety and infrastructure risk profiles]. Typically straight/curved undivided roads with few hazards but limited protection such as barriers.
	Interim 90 km/h speed limit on economically important state highways and rural arterial roads where MegaMaps V2 recommends a lower safe and appropriate speed, until such time as these roads can be engineered up to appropriate standards. In practice most such roads should be 80 km/h.
	100 km/h for roads with good alignments and accompanied by suitable engineering such as shoulders, clear zones, horizontal separation (barriers).

⁷ The current setting of speed limits around schools is set in accordance with the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017), the NZ Speed Management Guide (November 2016) and Traffic Note 37. Under the proposed Tackling Unsafe Speeds change to the legislation, 30 km/h zones are being encouraged around schools. It is proposed to seek feedback on this speed at school locations.

5 Speed management priorities for Taupō

This plan aims to provide an implementation programme for the next 10 year including:

- The proposed changes to speed limits
- Infrastructure to support SAAS limits
- A timeframe when each change will occur
- A more detailed programme for the first 3 years
- Overview of the programme from year 3 to year 10 of the plan

5.1 Prioritisation method

Table 3 outlines the methods proposed to assign relative priority to speed management measures in Taupō over the next decade; roughly aligning with the next three 3-years NLTP periods. The initial focus is on roads where need has been identified by safety and community demands, particularly where they are already “self-explaining” and thus not requiring considerable engineering or community buy-in to successfully introduce them. There is also a need to formally ratify speed limits for newly created roads, such as subdivisions.

The delivery needs to be prioritised to align with funding for delivery. Initial changes are planned not to be expensive (e.g. just road marking and signage) to establish new speed management zones, while other more expensive infrastructure will be provided later, when funding can be sought, to help reinforce proposed speeds for other sections.

Table 3: Priority assignment method

Priority	Timeframe		Typical situations
	Consult	NLTP Implementation	
1	2021/22	Years 1-3 (2021/22 – 2023/24)	<ul style="list-style-type: none"> • Town centres / high people “place” function • School frontages / accesses • Top 10% DSI saving network sections⁸ • High level of public service requests • Logical network implementation (e.g. adjacent/parallel to other Priority 1 roads) • Confirmation of new subdivision speed limits
2	2023/24	Years 4-6 (2024/25 – 2026/27)	<ul style="list-style-type: none"> • Self-explaining roads not in Priority 1 • Next 10% DSI saving network sections • Priority roads requiring engineering to achieve SAAS
3	2026/27	Years 7+ (2027/28 onwards)	<ul style="list-style-type: none"> • Remote rural roads to align with SAAS, including unsealed roads • Other roads requiring engineering to achieve SAAS • Other remaining roads identified for change

5.2 Speed Management Toolbox

The Waka Kotahi Speed Management Toolbox⁹ identifies key treatment philosophies as infrastructure improvements, enforcement methods, education and vehicle technology based on level of risk, road

⁸ Known as High Benefit Corridors in MegaMaps V2 – Road to Zero Edition 1

⁹ <https://www.nzta.govt.nz/assets/planning-and-investment/knowledge-base/Uploads/Documents/Speed-Management-Toolbox-and-Appendices-combined-Final-July-2016.pdf>

classification and the key crash types. Effective speed management is likely to be because of a combination of measures.

5.2.1 Engineering and Infrastructure

These measures are effective treatments in helping manage speeds and severity outcomes. When developing the plan, the treatment must be location specific but there are a wide range of tools that can be applied.

These can be corridor applications for neighbourhood areas such as slow streets (30 km/h or 40 km/h) and cycle lanes or can be for individual spots such as raised platforms, signalised crossings, or a combination of the two. Figure 3 to Figure 6 illustrate some of the possible treatments that can be used.



Figure 3 Low speed street with raised platform and markings



Figure 4 Separated cycle facilities

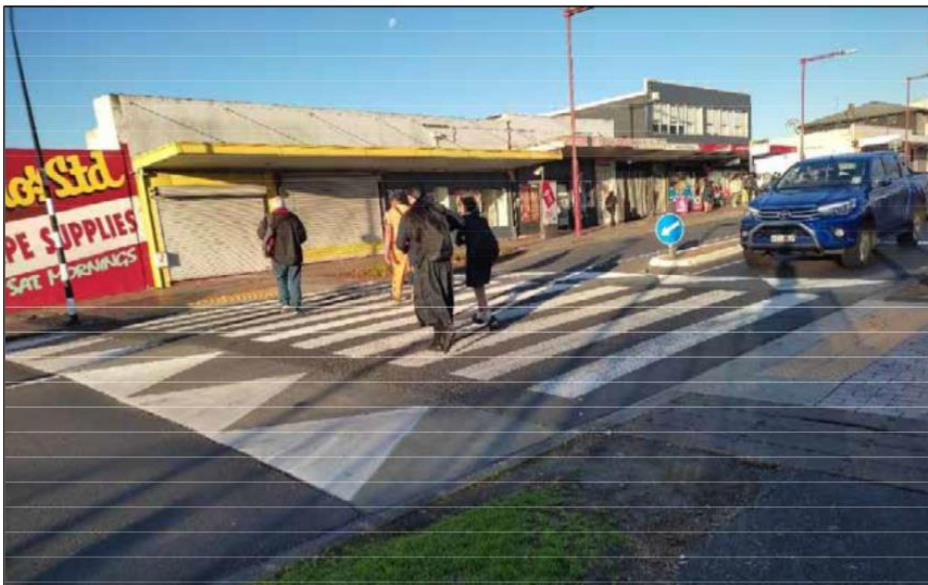


Figure 5 Raised platform priority crossing



Figure 6 Signal controlled crossing for people walking and cycling

In rural locations and more traffic dominated/high speed environments, other tools such as barrier systems may be applied, in addition to gateways/thresholds for rural townships to alert drivers to the change in environment (see Figure 7 and Figure 8). If the safety issue is largely confined to isolated intersections, then dynamic speed reduction signs triggered by side road traffic (see Figure 9) could be a more targeted solution.

Road marking measure are a low-cost method to influence existing road user speeds on roads. For example, removal of centrelines (see Figure 10) has been shown to reduce observed travel speeds – as well as having the advantage of reducing marking maintenance costs.



Figure 7 Flexible road safety barrier and guardrail on rural roads (Waka Kotahi)



Figure 8 Gateways to townships on rural roads



Figure 9 Rural intersection activated warning signs (RIAWS)



Figure 10 Removal of centreline on rural road

Appendix G summarises the estimated capital and operating costs for the Priority 1 sites. These costs include new static and variable message signs, associated road-marking, traffic calming measures, and pedestrian crossing upgrades.

5.2.2 Stakeholder and Community Engagement

To change speed limits on the network or to introduce speed calming measures TDC work closely with the community and stakeholders (businesses, schools, organisations) to inform people and seek feedback on the proposals.

For changing the speed limits, a set process is included within the Setting of Speed Limits Rule. This consultation process was completed between 14 March 2022 until 13 May 2022. TDC transport team has worked through the submissions which can be found in Section 7 (Public Consultation Feedback). This includes a response from Ngāti Tūrangitukua Trust comment on the proposed changes in Tūrangī.

5.2.3 Education & Enforcement

TDC work with road safety partners to deliver a number of campaigns across the network to educate people about road safety and reducing speed whilst travelling (see Figure 11). The latest campaigns are targeted to the following:

- Driving courses and workshops
- Sharing the road
- Cycling courses
- Distractions
- Drive straight campaign
- Be prepared
- Intersections
- Motorcycle safety
- Pedal Safe cycle and road safety skills
- Speed is one risk good drivers can minimise
- Young drivers

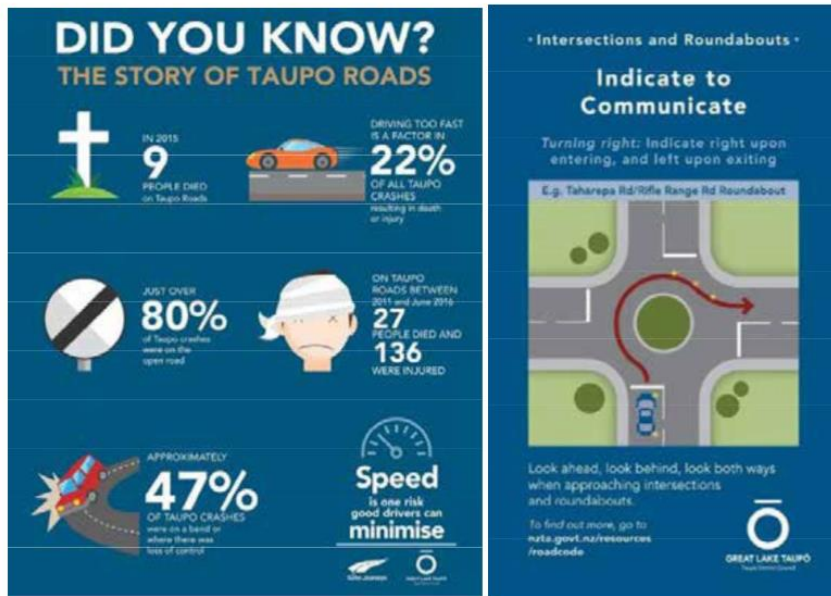


Figure 11 Recent publications for road safety programmes

6 The proposed plan for Taupō

As well as seeking agreement on the speed management principles for the District outlined in Section 4, this first Plan also proposes identifying the initial suite of “priority 1” speed management changes for implementation in the 2022-24 period, based on the priorities identified in Section 5.1. Figure 12 provides an overview of the Priority 1 speed management changes. The sections below discuss the areas considered for consultation in this first phase.

Other areas of the District warranting changes will be rolled out in the subsequent priority periods. This Plan will be updated in 2024 and 2027 to provide specific details of the implementation for Priority 2 and 3 roads respectively.

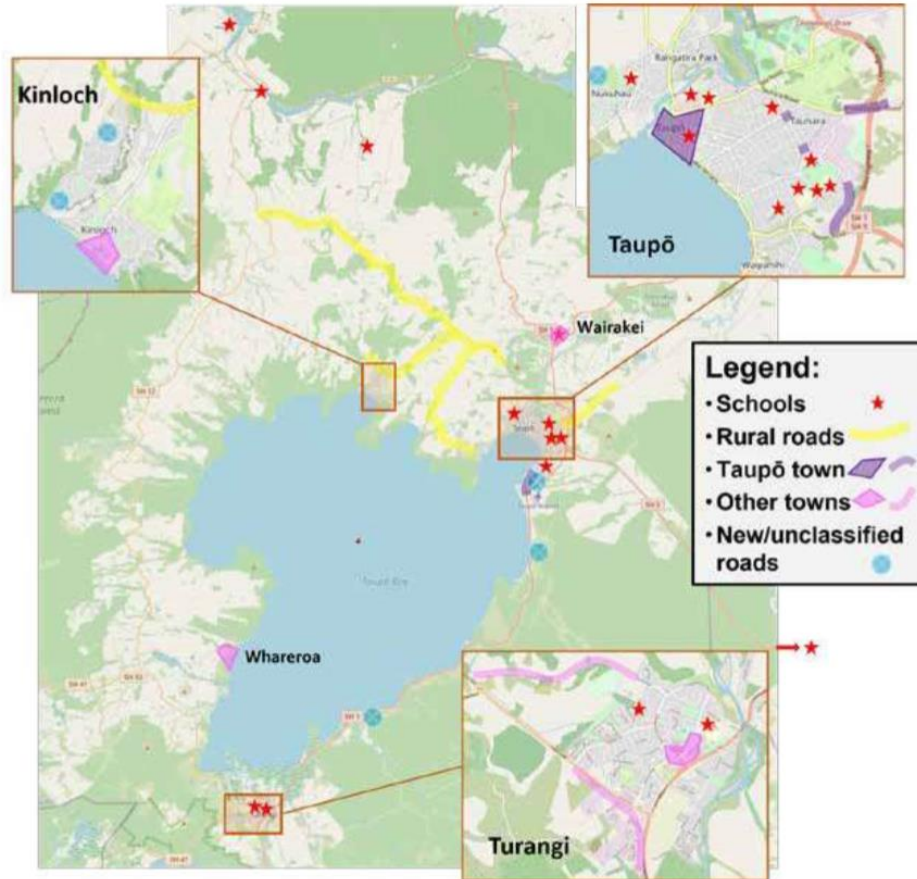


Figure 12 Overview of Priority 1 speed management proposals

Appendix E lists the relevant roads/sections initially proposed for change. Where the proposed speed limits differ from the Safe and Appropriate Speeds shown in MegaMaps V2, Appendix F summarises the reasons for the differences.

This priority plan does not highlight sections of State Highway in the District warranting speed limit changes, e.g. parts of SH41 near Tokaanu. Discussion with Waka Kotahi should be undertaken to align any relevant local road changes with adjacent state highway ones.

6.1 Schools

Appendix D summarises all of the schools in the Taupō district; most of them are in urban areas including smaller towns, with five on rural routes. Three are on state highways, including two in rural areas, and so discussion would be needed with Waka Kotahi regarding changes to speed limits at these locations.



Figure 13 Tauhara Primary School along Taharepa Road

Depending on their location and other adjacent land uses, some streets adjacent to schools will warrant permanent speed limit changes, e.g., Kotare Street adjacent to both Taupō Intermediate and Taupō Hospital. For others, a part-time variable speed limit might be more appropriate on busier roads, e.g., Spa Road near Taupō-nui-a-Tia College, Taharepa Road near Tauhara Primary School (see Figure 13).

6.2 Rural roads

Four specific sections of rural corridor with high safety concerns have been identified for Priority 1 treatment. At the same time, any adjacent cul de sac side-roads off these routes will also be changed to the same speed limit, if not already changed.

6.2.1 Poihipi Road

Poihipi Road is identified as one of the top 10% DSI reducing roads in MegaMaps V2. However, the section analysed is one continuous section approximately 25 km long (probably explaining why it garnered enough expected DSI reductions over its length), which does not accurately reflect the differences in road geometry and crash history along it.



Figure 14 Western end of Poihipi Road

The westernmost section from SH32 to Wereta Road is relatively narrow and winding with a moderate crash history, and thus easily justified in being reduced to an 80 km/h speed limit (see Figure 14). The section east of this to the current 80 km/h limit at Tukairangi Road is largely of a better geometric standard (with further plans to improve this corridor) and may be hard to get support for introducing a lower speed limit, despite a reasonable cluster of crashes between Whangamata and Oruanui Roads.

One alternative option is to retain the existing 100 km/h limit (or a 90 km/h speed limit if allowed) together with the installation of 70 km/h activated intersection warning signs at the problematic intersections of Whangamata, Mapara and Oruanui Roads. For now, the proposal is to introduce an 80 km/h section at the easternmost end (~5 km) until the Kinloch turn-off (Whangamata Road) and the westernmost section (~9 km) until Tirohanga Road, with the section in between (~13 km) being posted at 90 km/h.

6.2.2 Mapara Road

The southernmost section of this route near Acacia Bay was reduced from 100 km/h to 70 km/h in 2006; however the immediately adjacent 1 km section is identified as a top 10% DSI saving section, and land use intensity is increasing here. In addition, at least three service requests for traffic calming or speed limit changes have been made along the rural section of this road. The northern section from Poihipi Road is relatively narrow and winding, and an 80 km/h limit is recommended here (see Figure 15). Approaching Acacia Bay, we suggest a 60 km/h limit until reaching the existing 50 km/h limit.



Figure 15 Mapara Road south of Poihipi Road

6.2.3 Whangamata Road

This is the main route into Kinloch from Taupō and is currently posted at 100 km/h. As well as a few service requests, there have been a handful of crashes recorded through to the turnoff to the township. We propose an 80 km/h speed limit from the turn-off at Poihipi Road to west of Oakdale Drive and the turn-off to Ruru Lodge, to reflect the level of peri-urban development in the vicinity of Kinloch (Figure 16).



Figure 16 Whangamata Road just east of Kinloch

6.2.4 Broadlands Road

The growing level of development on the fringe of Taupō warrants extending the current 50 km/h limit to the Eastern Arterial (SH1). Further north-east, the level of peri-urban development and some crashes warrant having an 80 km/h speed limit to the View Road intersection.

6.3 Taupō township

The immediate areas of focus for the first phase of speed limit changes are:

- The central town area (see Figure 17), in conjunction with the Town Transformation works (generally all streets west of Titiraupenga Street and south of Spa Road). For consistency, this should also include the tourist park areas of Ferry Road, Redoubt Street and Story Place.



Figure 17: Te Heu Heu Street in central Taupō

- Various streets adjacent to schools, as discussed in section 6.1.
- Some community shopping centres, especially those in proximity to schools, pedestrian crossings, and other areas with high people use.
- The southernmost sections of Crown Road and Lake Terrace, which are both seeing increasing levels of adjacent development and accompanying intersections.

A case could be made to also introduce a lower (40 km/h) speed limit on Lake Terrace along the shoreline section in town (approximately west of Taharepa Road), particularly in light of the most recent double-fatality there.

6.4 Other Urban Settlements

6.4.1 Kinloch

Many new residential streets in Kinloch have wide cross sections and gentle curves. Although nearly all Kinloch streets are classified “access” in the ONRC, the network pattern is comprised of collectors and culs-de-sac. While MegaMaps V2 treats them all uniformly with a SAAS of 40 km/h, it will be very difficult to achieve an operating speed substantially below 60 km/h on those functioning as collectors (e.g. Kinloch Road and Oakdale Drive – see Figure 18) while the culs-de-sac are typically so short that 30 km/h would be achievable (see Figure 19).

Signposting a variety of speed limits could be confusing and lead to a “forest” of signs, yet achieving a safer residential speed environment could require substantial and costly traffic calming.



Figure 18: rural residential roads like Oakdale Drive have a rural cross section and again will be difficult to achieve operating speeds of even 50 km/h

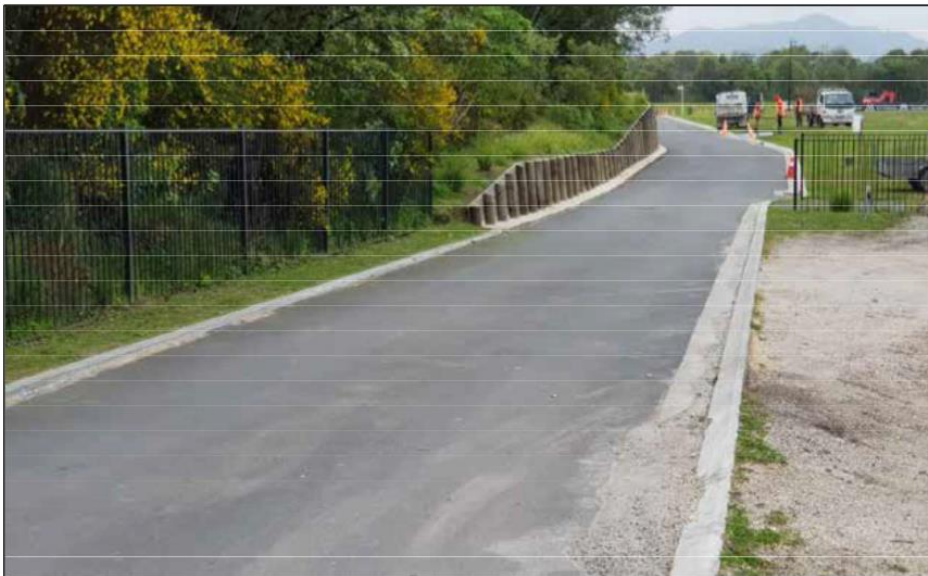


Figure 19: New short/narrow streets like Sherwood Way have tighter curves and pedestrians walking in the street, hence may have low operating speeds and be “self-explaining” at 40 km/h or less

Options for setting lower and safer speed limits in Kinloch include:

- **Set differential limits with collectors retaining 50 km/h and narrower/shorter streets at 40 km/h¹⁰.** With this option, the community should be consulted regarding Mata Place, Marina Terrace and Kinloch Esplanade (see Figure 20). These streets have a high density of driveways compared to the newer subdivisions and “feel” slower, as well as many pedestrians near the lakeshore. However, drivers accessing the marina may not be locals as invested in community safety so achieving a lower speed limit while minimising noise may require a number of horizontal deflection devices.
- **Make the majority of the town 40 km/h.** This is easy to understand and can be achieved with gateway signs on Kinloch Road and Oakdale Drive. As previously noted, the design of many streets communicates a higher operating speed and therefore substantially more traffic calming treatments will be required.



Figure 20: Mata Place, adjacent to the marina, will have a lot of activity happening during the summer periods

Timing: while a few roads are already self-explaining (e.g. Candu Lane), it is recommended to consider changes in phase 3 as most roads fall into the prioritisation category of “other roads requiring engineering to achieve SAAS”. As a priority 1 initiative, we propose a 30 km/h for the streets bordering the marina, and recording the new subdivision roads not already captured in the speed limits register.

6.4.2 Tūrangi

As with Kinloch, most urban residential roads are fairly wide and have gentle curves. Unlike Kinloch, most Tūrangi roads are generally flat with excellent sight lines. Therefore, immediate attention is focused on the sections of road where concerns have been raised, namely:

- Te Rangitautahanga Road near Tongariro School
- Hirangi Road from SH41 to the urban limit (see Figure 21)
- Atirau Road near the industrial area and UCOL

¹⁰ This is the option displayed in the current version of the online map



Figure 21: Hirangi Road on the outskirts of Tūrangi

The central shopping area also warrants a lower speed limit to reflect the level of activity there, and this is well supported by the road cross-section (see Figure 22). For consistency, connecting this with the section adjacent to Tongariro School makes sense. However, the local community has not been receptive to the idea, and therefore it has been delayed.



Figure 22: Te Rangitautahanga Road through the centre of Tūrangi

6.4.3 Wairakei and Whareroa

It is proposed to trial (in the first tranche of changes to be consulted this year) a wholesale lowering of speed limits across two entire villages as a pilot for the wider application of the Safe and Appropriate Speed approach. Wairakei has been selected because it is relatively homogenous, small, and has generally narrow streets that are “self-explaining” (feel slower) to drivers. With only two access streets, signposting should be straightforward and may be accompanied by new welcome signage

incorporating cultural elements. Whareroa, in the western bays of Lake Taupō, has only one road access, but the streets are wider.

6.5 Ratification of new or unclassified roads

There are a number of roads in the Taupō network that do not yet formally have a specified speed limit in the current Council register. Typically they fall into three categories:

- New subdivisions recently constructed, where the speed limits have yet to be confirmed, e.g. Ngāroto Estate (Wharewaka, south Taupō), Oakdale and Okaia Drive / Sherwood Way (Kinloch). Typically they will be 30-50 km/h.
- Some minor rural roads (often unsealed) not captured by the existing bylaws, e.g. Rotongaio Road and Blake Road (Waitahanui) and streets within Waitetoko. There are also some paper roads identified in the network that have not been made into formed roads to date, e.g. Okahuroa Road south of Waitetoko.
- Private roads not captured by existing bylaws, typically either small residential lanes (e.g. Hansen Court, Birchwood Lane) or forestry roads (e.g. Tram Rd, Kaiangaroa Off-road Highway). Technically it is the responsibility of the relevant road owner to determine an appropriate speed limit on each of these roads.

Under the new 2022 Setting of Speed Limits Rule, a default speed limit is allowed to apply if speed limit is not recorded either under the new speed limit register or an existing bylaw. We recommend that a default limit of 30 km/h apply to any new road in the future until the appropriate limit is confirmed.

7 Public Consultation Feedback

Consultation for the draft Speed Management Plan 2022 was completed over the period 14th March to 13th May 2022. The consultation was to gain communities' views on the both the overall draft interim Speed Management Plan as well as various speed limit changes proposed for the first period of the plan (2022-2024).

The consultation was primarily online based, but email and written submissions were also accepted. Submitters were provided with information about the plan and rationale around proposed speed limit changes. 249 submissions were received. A full Summary of results can be found in Appendix H.

7.1 Submitters Responses

7.1.1 Council Approach

As part of the consultation Taupo outlined the approach taken to speed management across the district. 222 responses were received, with 41% in agreement with the approach taken for speed reduction. The majority of responses against the approach talk about the speed limit being fine currently and road maintenance needing improvement. As part of Road to Zero, reduction / increasing speeds to the safe and appropriate speed is discussed as being one of five areas towards a safer network. Speed reduction has the highest benefit vs cost of any these pillars, it is also the easiest to implement.

7.1.2 Specific Location Comments

Appendix H details the breakdown of responses to each of the proposed speed limit changes during the first implementation period. Responses varied widely depending on the nature of the speed management measure being proposed. For example, while 72% were in agreement with speed reduction outside of Schools, just 15% supported reducing the speeds of high-benefit rural roads,

despite having some of the worst safety records. Support was more even for lower-speed proposals as part of the Taupō Town Centre Transformation and various speed change proposals around Taupō suburban areas and streets in Kinloch. Interestingly there was only about 30% support for proposals to reduce speed limits in the Tūrangi town centre and Whareroa local roads.

8 Next steps

This Plan has been developed in conjunction with Taupō District Council staff and informed by preliminary feedback from a full Council workshop (Oct 2021). Feedback was also sought from staff at Waka Kotahi (NZ Transport Agency) and the Regional Safe Network Working Group (supported by RATA, the Regional Asset Technical Accord).

Following any changes identified to the draft Plan, the final proposed Plan (found in Appendix I) was presented to Council for approval in October 2022, with implementation of the Priority 1 works in the financial years to June 2024. The Priority 1 works endorsed by Council can be found in Appendix J.

In keeping with the outlined process in the Setting of Speed Limits Rule 2022, the Plan will be updated in 2023/24, with current Priority 2 speed management works (amended if necessary) targeted for implementation from 1 July 2024. A similar cycle is proposed for three years later when the Plan will be further updated, and the current Priority 3 works implemented.

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) requires road controlling authorities to use reasonable efforts to have at least 40% of speed limit changes for roads outside schools completed by 30 June 2024, and the remainder must be completed by 31 December 2027, and these changes must be built into speed management plans. This plan is proposing to complete 100% of Taupo district schools by the end of 2023.

Certification from Waka Kotahi is required once Council has adopted the plan. Once Certification has been received from Waka Kotahi the plan can be Published and National Speed limit Register can be updated making the changes Legal.

Appendix A Strategic context

A.1 Government Policy Statement on Land Transport 2021/22 - 2030/31

The Government Policy Statement¹¹ sets out how investment is allocated towards achieving the Government’s transport priorities.

The Government has identified four strategic priorities for land transport investment to best contribute to improving our communities’ wellbeing and liveability. These are summarised in Figure 23.

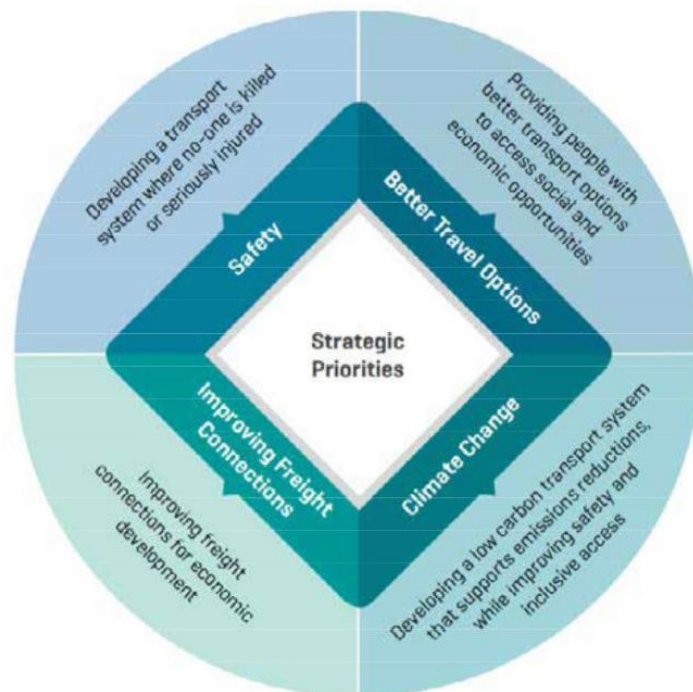


Figure 23 Government Strategic priorities

The purpose of the transport system is to improve people’s wellbeing, and the liveability of places. It does this by contributing to five key outcomes, identified in the Ministry of Transport’s Transport Outcomes Framework¹², as shown in Figure 24.

¹¹ See <https://www.transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport/>

¹² See <https://www.transport.govt.nz/area-of-interest/strategy-and-direction/transport-outcomes-framework/>



Figure 24 Transport Outcomes Framework

The primary focus of the safety priority is to develop a transport system that advances New Zealand's vision that no-one is killed or seriously injured while travelling. New Zealand roads will be made substantially safer. Safer travel will also improve wellbeing and liveability through providing inclusive access, economic prosperity and resilience.

A.2 Vision Zero and the Safe System

Vision Zero is a global movement to end traffic-related fatalities and serious injuries by taking a systemic approach to road safety¹³. The premise of this strategy is that road deaths and injuries are unacceptable and preventable. First implemented as the national road policy in Sweden in 1997, Vision Zero has now been adopted by more than 20 cities around the world.

Underlying the Vision Zero strategy is the Safe System – a holistic safety approach that shifts responsibility from the people using roads to the people designing them, integrating core management and action areas to create a safe mobility system forgiving of human error. The structure of an effective Vision Zero strategy embodies the Safe System approach. As the policy concept of Vision Zero gains traction, cities must ensure that the Safe System's key principles and action areas are applied to each new context, considered holistically both in policy documents and practical implementation as cities develop their road safety strategies.¹⁴

The Safe System approach seeks to create a safe and forgiving road system that makes the safety of people a priority. It does this through four guiding principles:

- We promote good choices but plan for mistakes.
- We design for human vulnerability.
- We strengthen all parts of the road transport system.
- We have a shared responsibility.

¹³ See <https://www.nzta.govt.nz/safety/what-waka-kotahi-is-doing/nz-road-safety-strategy/road-to-zero-resources/vision-zero-for-system-designers/>

¹⁴ <https://visionzerochallenge.org/vision-zero>

A.3 Road to Zero 2020-2030

Road to Zero¹⁵ is the Government's road safety strategy 2020-2030 and replaces the Safer Journeys Strategy 2010-2020. It sets out a vision of a New Zealand where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable.

There are five key focus areas under Road to Zero (summarised in Figure 25):

- Infrastructure improvements and speed management
- Vehicle safety
- Work-related road safety
- Road user choices
- System management

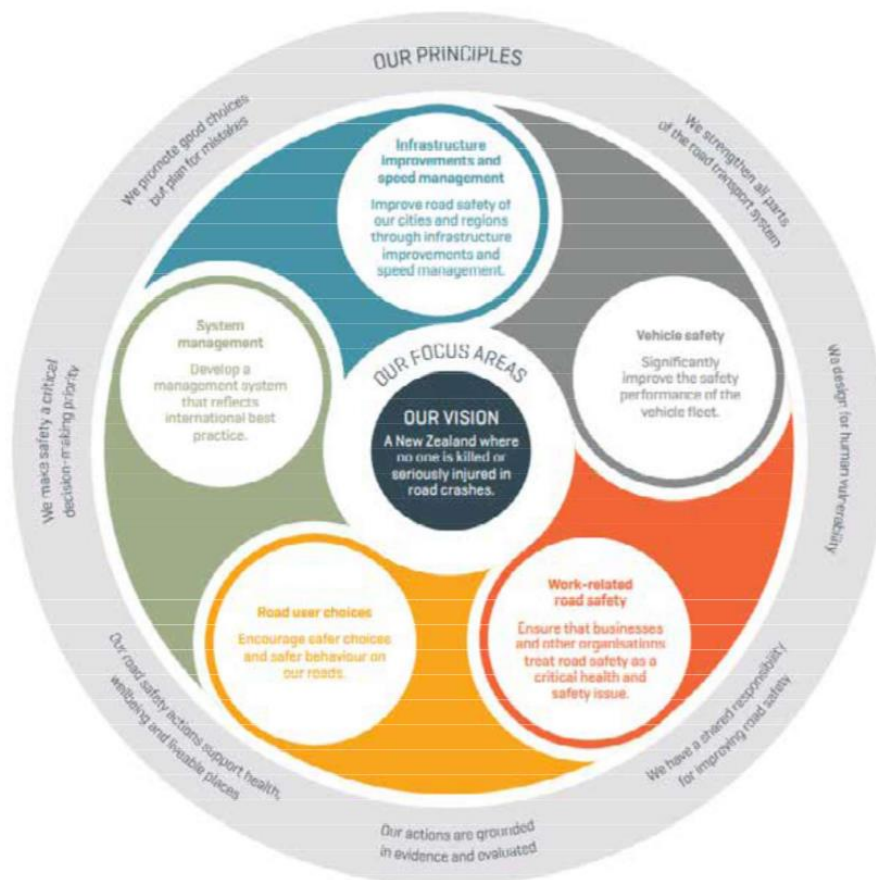


Figure 25 Five focus areas for Road to Zero

There is a need to strengthen all parts of the system so that, if one part fails, other parts will still protect the people involved.

¹⁵ See <https://www.transport.govt.nz/area-of-interest/safety/road-to-zero/>

A.4 Arataki

Arataki¹⁶ tells the national story of the land transport system and is made up of three pan-regional and 14 regional, place-based summaries. The Government Policy Statement sets out how investment is allocated towards achieving the Government’s transport priorities.

The regional summary for the Waikato¹⁷ states that the region has a very poor safety record, with issues around crashes at intersections, runoff road and head-on crashes, and crashes involving vulnerable road users, speeding, alcohol and drug impairment, and people not wearing seatbelts. These are exacerbated by the complexity of the network and high proportion of road transport movements through and within the region (see Figure 26).

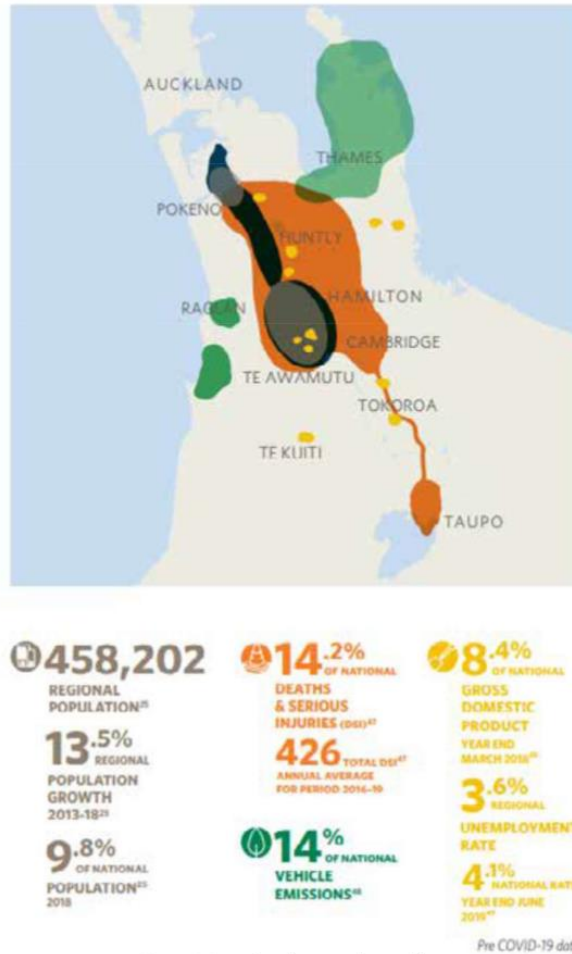


Figure 26 Regional Issues for Waikato

¹⁶ See <https://www.nzta.govt.nz/planning-and-investment/planning/arataki/>

¹⁷ See <https://www.nzta.govt.nz/assets/planning-and-investment/arataki/docs/regional-summary-waikato-august-2020.pdf>

The area of focus recommends supporting the implementation of the Road to Zero: New Zealand's road safety strategy 2020–2030 and the associated Action plan 2020– 2022, and regional safety strategies, with a particular emphasis on:

- continuation of safety treatments targeting high-risk intersections, and run-off road and head-on crashes on high-risk rural roads (rural roads are roads with speed limits >80 km/h)
- separated facilities and infrastructure improvements in areas with significant levels of walking and cycling
- road policing and behaviour change programmes with a focus on alcohol and drug impairment, people not wearing seatbelts and speeding
- safety treatments on high-risk motorcycle routes

A.5 Road to Zero for the Waikato 2020-2030 and Land Transport Plan

The Road to Zero for the Waikato strategy¹⁸ sets out a vision of “accessible journeys free of deaths and serious injuries” (see Figure 27).



Figure 27 Waikato Region Strategic Guidance

This means:

- in the long term no one dies or is seriously injured moving around our region on the transport network;
- residents and visitors can make safe transport choices that are appropriate to their needs, abilities and circumstances.

The national Road to Zero interim target is a 40 per cent reduction in deaths and serious injuries (from 2018 levels) by 2030. The regional target is the same. As part of the Safer Roads priority, the regional response (see Figure 28) is to implement infrastructure improvements and consistent speed

¹⁸ See <https://www.waikatoregion.govt.nz/council/policy-and-plans/transport-policy/road-safety-strategy/>

management which targets highest risk, which means applying safe and appropriate speeds across the regional network through speed management plans.



Figure 28 Road to Zero for the Waikato

The overall Waikato Regional Speed Management **objectives** for the management plan, agreed as part of the Regional Transport Committee Meeting (1 July 2019), are:

- To plan for and implement speed management on both state highways and local roads, to reduce deaths and serious injuries.
- To work collaboratively to support the Waikato Region to achieve a regionally consistent approach to speed management in the region to reduce the risk of death and serious injury, in line with the Regional Road Safety Strategy targets.
- To bring stakeholders and the community along the speed management journey, using and providing new approaches to change the conversation on speed, and taking a common sense approach so that speed management changes have strong public acceptance and support.
- Plan, programme and implement the highest benefit speed opportunities for the top 10% high risk parts of the regional roading network by 2021.

The following regional speed management **principles** outline how speeds are to be managed and the changes implemented:

- *We will work with stakeholders in partnership to engage with our communities to implement positive speed management outcomes across the region and influence positive behaviour change.*
- *We will use the Safe System approach, focusing on the three pillars of safe speeds, safe road use, and safe roads and roadsides, working towards zero deaths and serious injuries on the region's roads.*
- *We will work together to ensure consistent and accelerated implementation of safe and appropriate speeds across the region, prioritising the highest risk parts of our roading network that deliver the highest benefits in death and serious injuries savings.*
- *We will address wider parts of the roading network where appropriate, taking a logical area wide approach to speed management which is self-explaining to road users.*
- *We will manage speeds that are safe and appropriate to rural and urban environments and safe and appropriate for all users of the roading network.*
- *We will implement speed management in accordance with legislative requirements and in line with best practice guidance.*

The following regional speed management **policies were** set by the Regional Transport Committee:

- *Speed management across the Waikato region will be coordinated by Waikato Regional Council and the NZ Transport Agency, in partnership with territorial authorities and the NZ Police, via the Waikato Regional Speed Management Plan.*
- *The speed management component of the NZ Transport Agency's Safe Network Programme will be implemented in the Waikato region through the Waikato Regional Speed Management Plan.*
- *A holistic approach to speed management will be applied, supplementing speed limit changes with other speed management tools including engineering interventions where appropriate.*
- *An area or catchment based approach incorporating both state highways and local roads (One Network Approach) will be used when addressing the top 10 percent benefit sites to ensure we get the highest benefit from speed management interventions.*
- *Speed management will be coordinated via a [to be determined] approach that improves decision making and saves both costs and time. [Note: holding policy for outcome of institutional arrangement review].*
- *The region will use a consistent communications and engagement approach, as outlined in the Waikato Regional Speed Management Plan.*
- *The approach to speed management in the Waikato region, as outlined in the Waikato Regional Speed Management Plan, is flexible and responsive to incorporate changes to national policy on speed management.*
- *A consistent speed management regime will be applied across the region that is self-explaining to road users.*
- *Speed Limits will be set in accordance with the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017) and the NZ Speed Management Guide (November 2016). For the Waikato region the following speed limit regimes are recommended to ensure a consistent speed management approach across the region:*
 - *A 30 km/h speed limit for CBD/town centres with high concentrations of pedestrians and/or cyclists.*
 - *A 40 km/h speed limit for urban residential areas.*

- An 80 km/h or 60 km/h speed limit regime on local roads in rural areas [depending on their function, safety and infrastructure risk profiles].
- Roads should not have speed limits higher than 80 km/h without physical separation
- Speed limits around schools will be set in accordance with the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017), the NZ Speed Management Guide (November 2016) and Traffic Note 37. For the Waikato region the following speed limit regimes are recommended to ensure a consistent speed management approach around schools in the region:
 - A permanent or variable 40 km/h speed limit for schools in urban residential areas¹⁹
 - A permanent or variable 60 km/h speed limit for schools in rural areas.^{20,21}

Note: The last point around speed limits at schools is subject to change due to the proposals consulted on in 2020/2021 around tackling unsafe speeds.

A.6 One Network Road Classification/One Network Framework

The One Network Road Classification (ONRC) is a classification system. It divides New Zealand's roads into eight categories based on how busy they are, whether they connect to important destinations, or are the only route available. Figure 29 illustrates graphically how the system works.

¹⁹ The 40 km/h variable speeds apply at times of greatest risk (before and after school) and have general approval by NZTA (conditions apply). Current national policy is for 40 km/h speed around schools in urban areas but 30 km/h is under active consideration at national and regional level.

²⁰ The 60 km/h variable speed limit applies at times of greatest risk (before and after school) and only applies where there is turning traffic risk. 60 km/h variable speed limits require specific site approval by NZTA

²¹ Road controlling authorities must currently aim to achieve mean operating speeds less than 10% above permanent speed limits at all times (e.g. 44 km/h for 40 km/h speed limits and 66 km/h for 60 km/h speed limits), and variable speed limits while operating (clause 4.4(2)(c) of the Rule).



Figure 29 One Network Road Classification (ONRC)

The ONRC is being replaced by the One Network Framework (full implementation is due by 2024²²). The new One Network Framework acknowledges the transport network also has a 'Place' function. This means roads and streets are destinations for people, as well as transport corridors. The new framework also introduces classifications for different modes of transport, recognising that our roads and streets

²² <https://www.nzta.govt.nz/roads-and-rail/road-efficiency-group/one-network-framework/about-the-onf/the-journey/stage-3/>

have different functions for different modes. Figure 30 illustrates the new ONF categories that will be introduced.

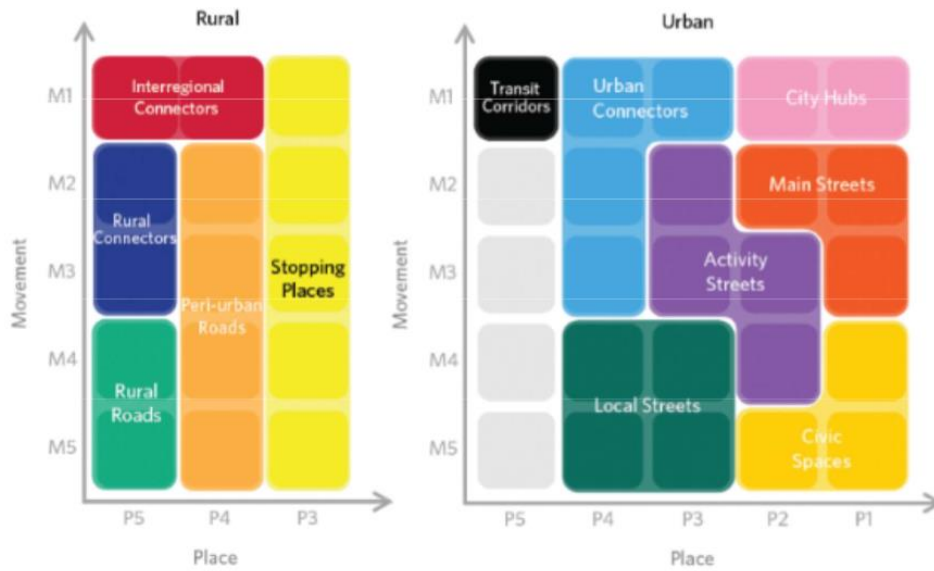


Figure 30 One Network Framework (ONF)

The evolution of the ONRC responds to the recognition that shared, integrated planning approaches between transport and land use planners will result in better outcomes. 'Systems thinking' allows us to link strategies and policies together and support more holistic decision-making that in turn improves the liveability of places. Until full adoption of the One Network Framework, terminology used in the ONRC will be used.

Appendix B Crash information for the Taupō District

A review has been undertaken of the Waka Kotahi Crash Analysis System (CAS) for the Taupō District for a 10-year period (2011-2020).

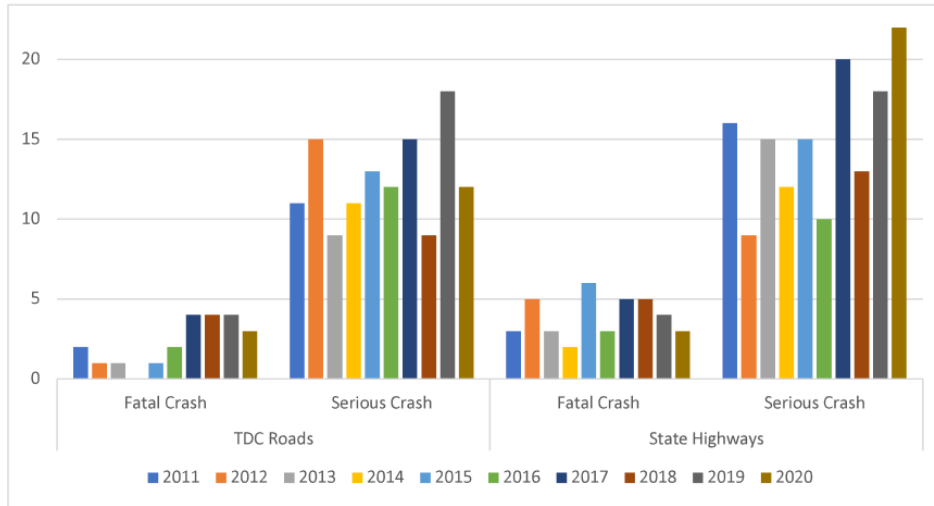


Figure B-31: Fatal and Serious crashes in Taupō District

There have been 336 crashes in the ten-year period covering the Taupō District including State Highway roads. Of the 336 crashes, 61 have been reported as fatal crashes and 275 have been recorded as serious crashes. There have been more fatal and serious crashes on the State Highway network.

Reported crashes are those that are attended by police and a Traffic Crash Report (TCR) is completed. It is unlikely that all crashes in the District are recorded (particularly less severe crashes) due to under-reporting rates in both rural areas but also crashes involving vulnerable road users in urban areas.

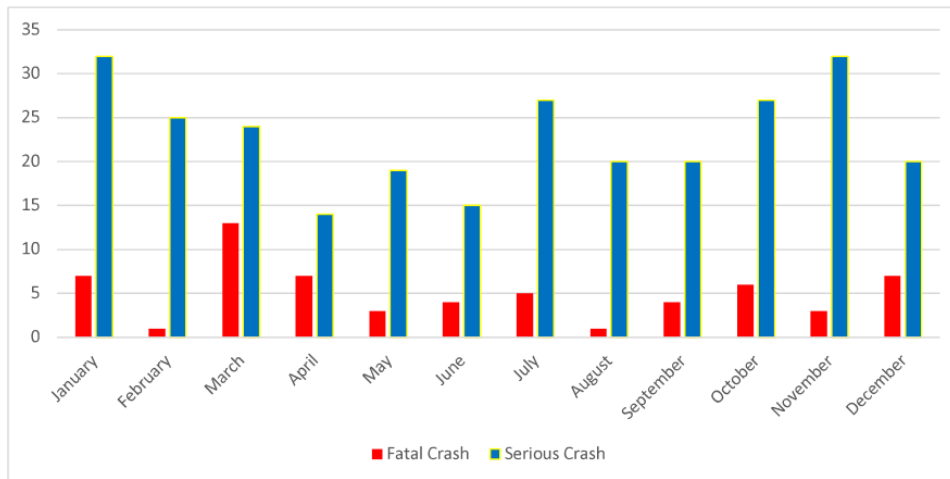


Figure B-32: Fatal and Serious crashes in Taupō District by month

As shown in Figure A-2 Crash rates are generally higher during Spring and Summer months (and July), when it is likely that there are increases in the number of visitors to the area.

B.1 Fatal Crashes

There have been 22 fatal crashes on TDC roads in the last 10 years, resulting in 27 fatalities and 17 other injuries; see Table B-1. There are two hotspots identified in the fatal crash data, being Broadlands Road (Reporoa – Taupō) and Tirohanga Road (Atiamuri – Poihipi Road). The two roads have a posted speed of 100km/h and crashes were as a result of loss of control (bend and straight) and then head on.

Table B-1: Fatal locations

Row Labels	Number of Fatal Crashes	Sum of Fatal injury count	Sum of Serious injury count	Sum of Minor injury count	Sum of Non-injury count
ACACIA HEIGHTS DRIVE	1	1	0	1	0
BROADLANDS ROAD	4	4	2	1	0
CENTENNIAL DRIVE	1	1	0	1	0
FOREST ROAD	1	1	0	0	1
MAPARA ROAD	1	1	0	0	0
MATEA ROAD	1	1	0	0	0
MAUNGATERA ROAD	1	1	2	0	1
POIHIPI ROAD	1	1	0	0	1
RIFLE RANGE ROAD	1	1	0	0	1
TAMAMUTU STREET	1	1	0	0	1
TAUTAHANGA ROAD	1	1	0	1	0
TE RANGITAUTAHANGA ROAD	1	1	2	0	0
TIROHANGA ROAD	4	9	1	1	1
WAIPAPA ROAD MANGAKINO	1	1	1	4	1
WAIRAKEI DRIVE	1	1	0	0	3
WHANGAMATA ROAD	1	1	0	0	1
Grand Total	22	27	8	9	11

The fatalities included two pedestrians, two cyclists and two motorcyclists. Eight of the crashes had speed identified as a contributing factor, although typically travel speed plays an important part in the ultimate severity of a crash. Alcohol/drugs were also a contributing factor in 11 fatal crashes.

B.2 Serious Crashes

Across the Taupō District including on State Highways, there were 275 reported serious crashes. The main contributing factors are as follows:

- Alcohol/drugs 36%
- Lost control 32%
- Position on road 23%
- Speed (inappropriate/misjudged – 20%)

Of the 125 serious crashes that occurred on TDC roads, the primary crash type again is the loss of control on open roads.

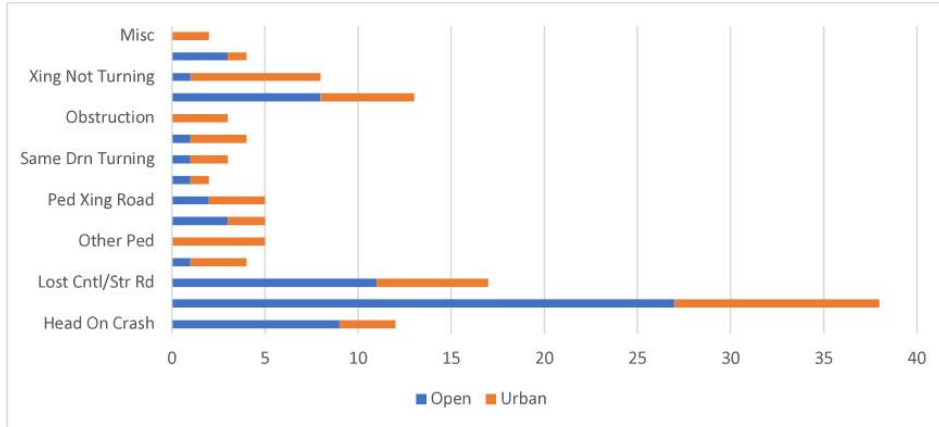


Figure B-33: Serious crashes on open and urban Taupō District Roads

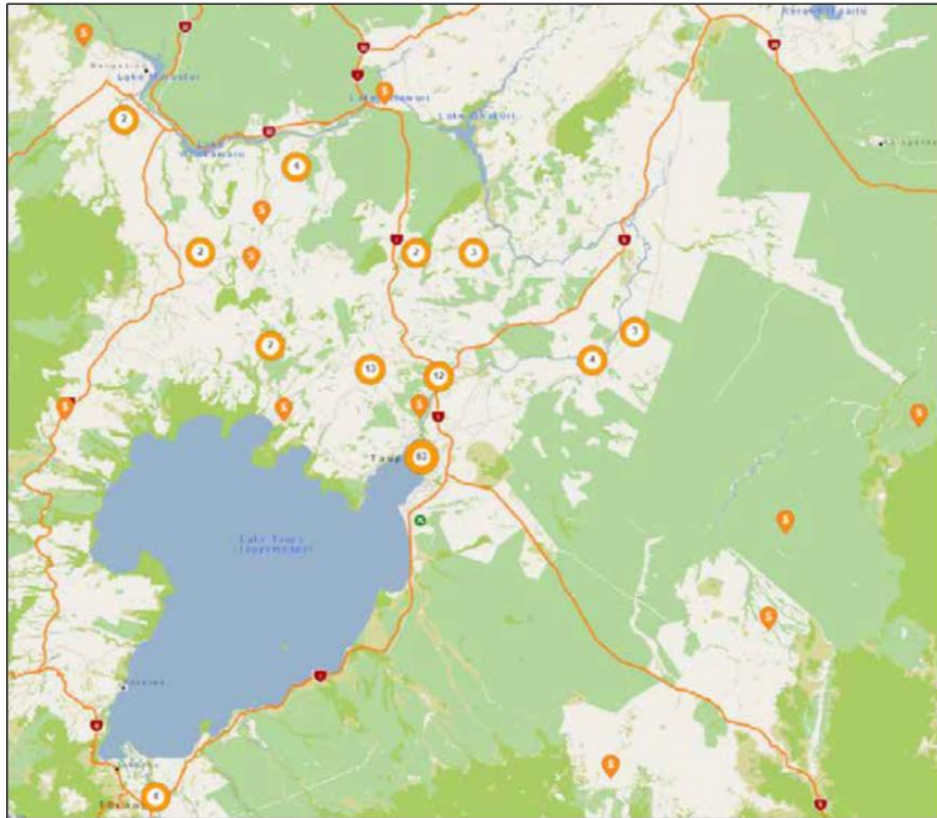


Figure B-34: Serious crashes on open and urban Taupō District Roads

The greatest proportion of serious crashes occurred in central Taupō township, with two smaller clusters to the west of the SH1/SH5 intersection on or around Wairakei Drive, Poihipi Road, and Oruanui Road.

B.3 Taupō Central

Figure A-5 shows the serious crashes that have been reported in central Taupō. There are some clusters, mainly at intersections including Wairakei Drive/Poihipi Road and Tauhara Road/Spa Road, and then on links in the central city area including Lake Terrace, Spa Road, Tamamutu Street and then Mere Road to the east.

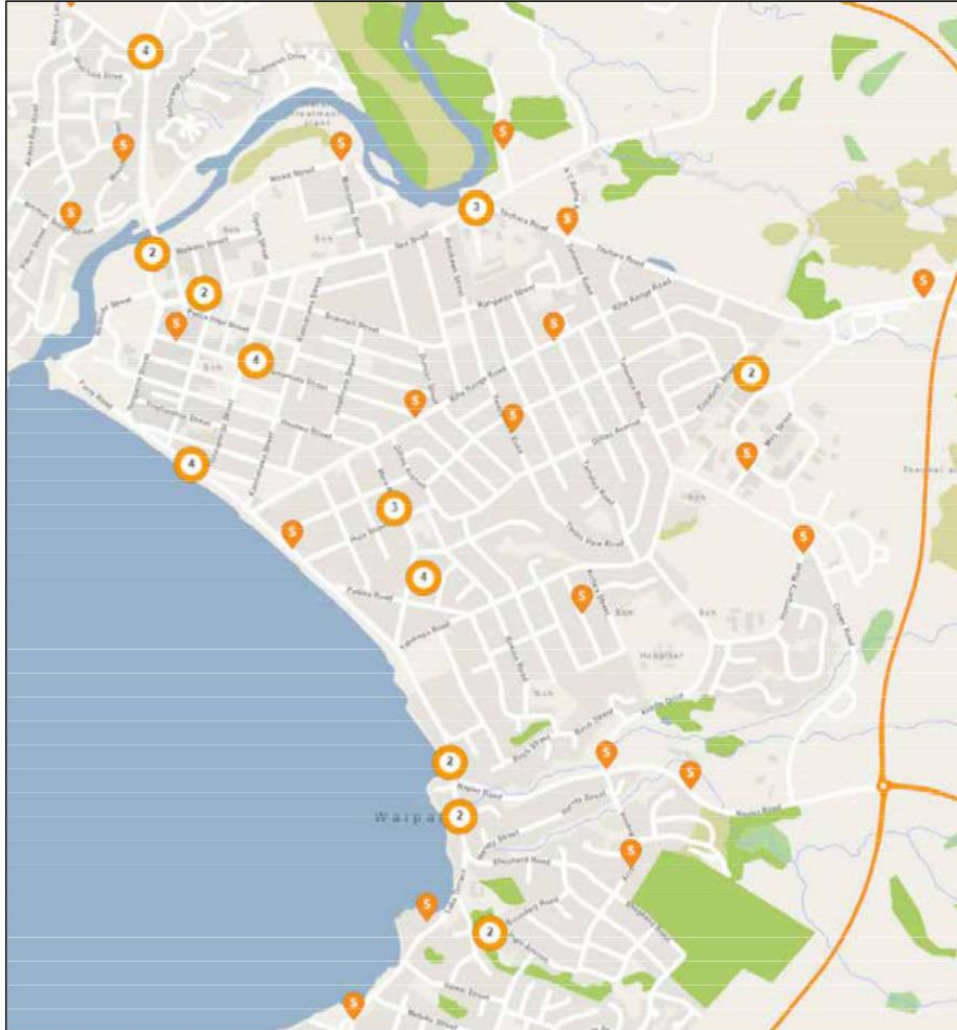


Figure B-35: Serious crashes in Central Taupō township

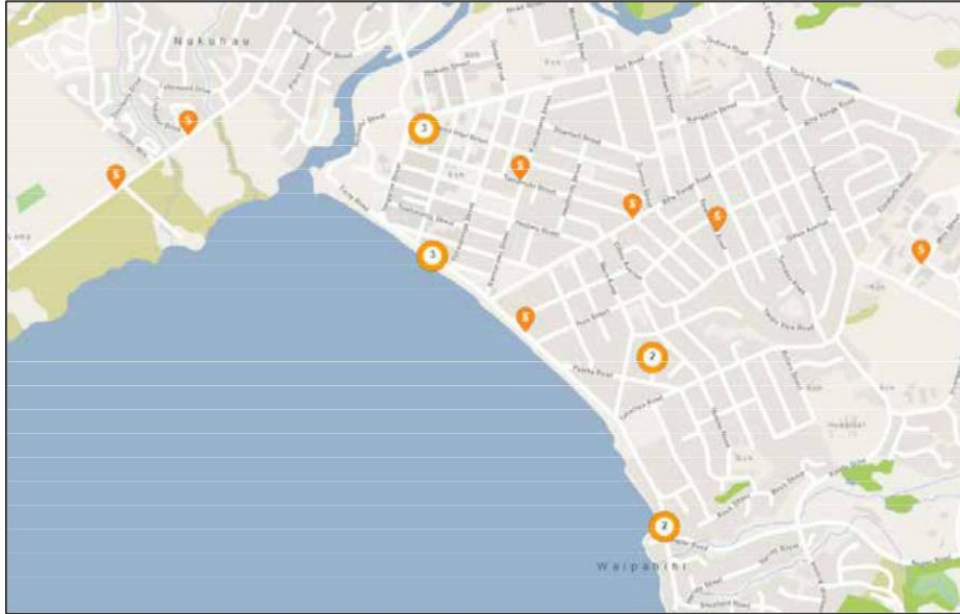


Figure B-36: Serious crashes in Central Taupō township for walking/cycling road users

B.4 Taupō Townships

There are a number of townships in the Taupō District. Fatal and serious crashes have occurred in these locations (excludes state highways), except for in Kuratau, Omori & Pukawa, Tokaanu or Motuoapa.

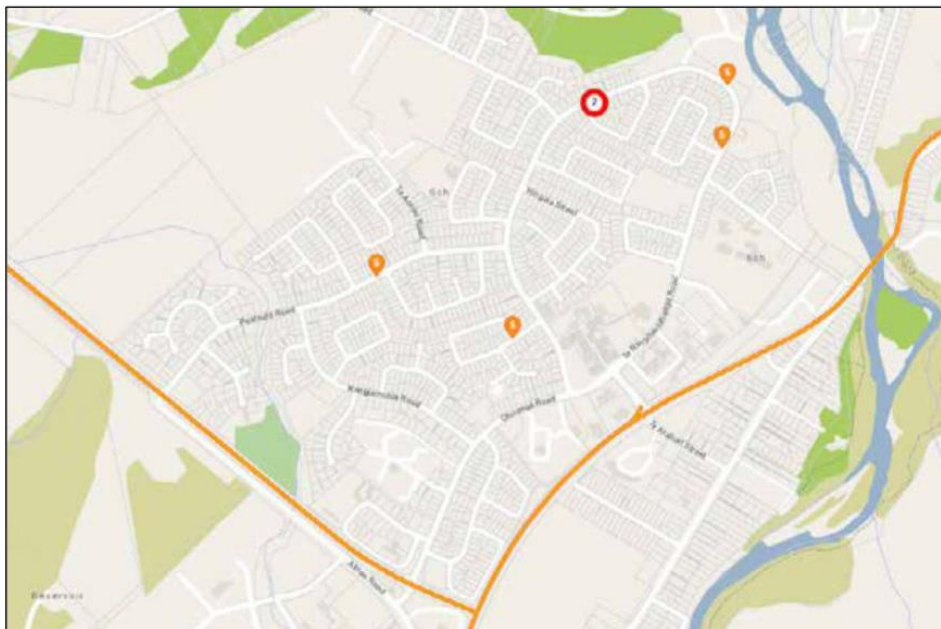


Figure B-37: Fatal and serious crashes in Tūrangi

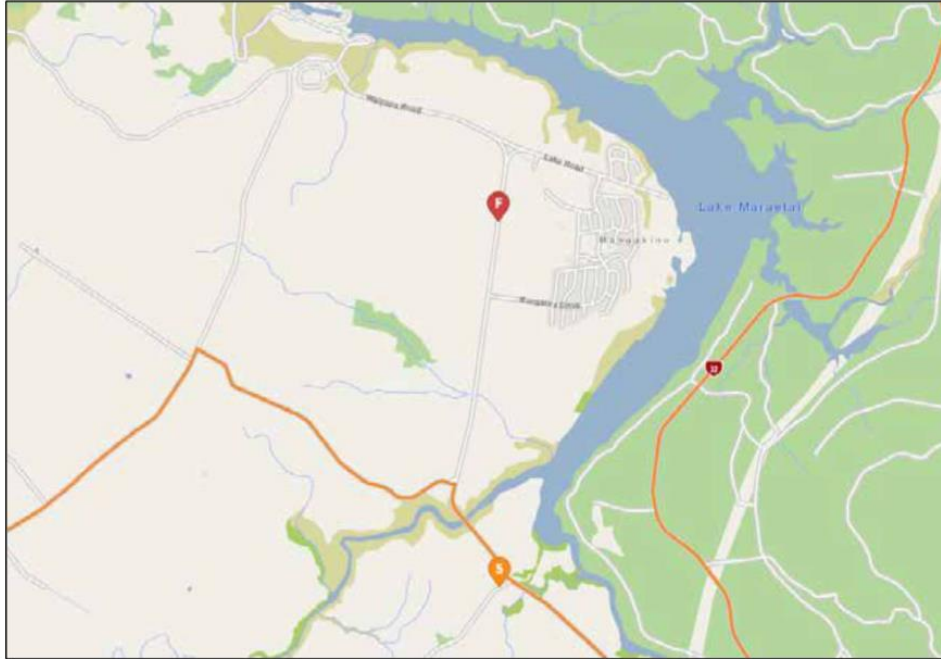


Figure B-38: Fatal and serious crashes in Mangakino

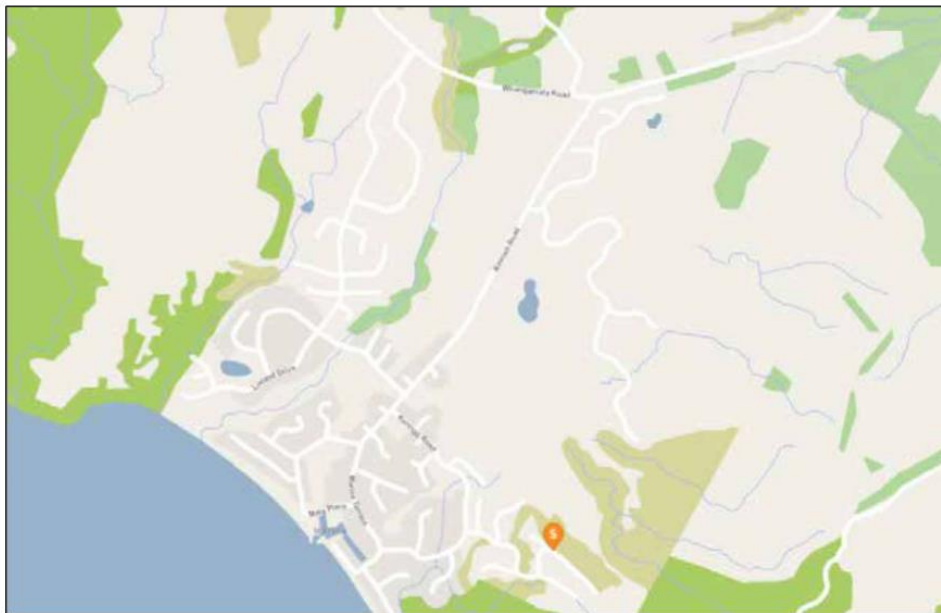


Figure B-39: Fatal and serious crashes in Kinloch

Appendix C MegaMaps V2 for the Taupō District

Developed and maintained by Waka Kotahi (NZ Transport Agency), MegaMaps V2 is the primary data source to support the development of the speed management plan.

C.1 Posted Speed Limits

The posted speed limit layer shows that roads are mainly 100 km/h in rural areas and 50 km/h in urban areas with some 70 km/h sections. A few 60 and 80 km/h sections were introduced in late 2018.

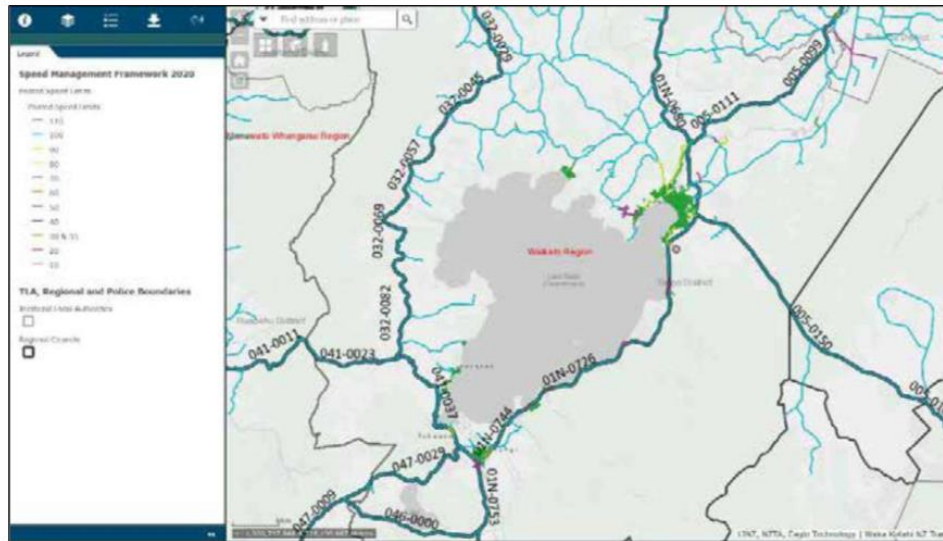


Figure C-1: Posted speed limits in Taupō District

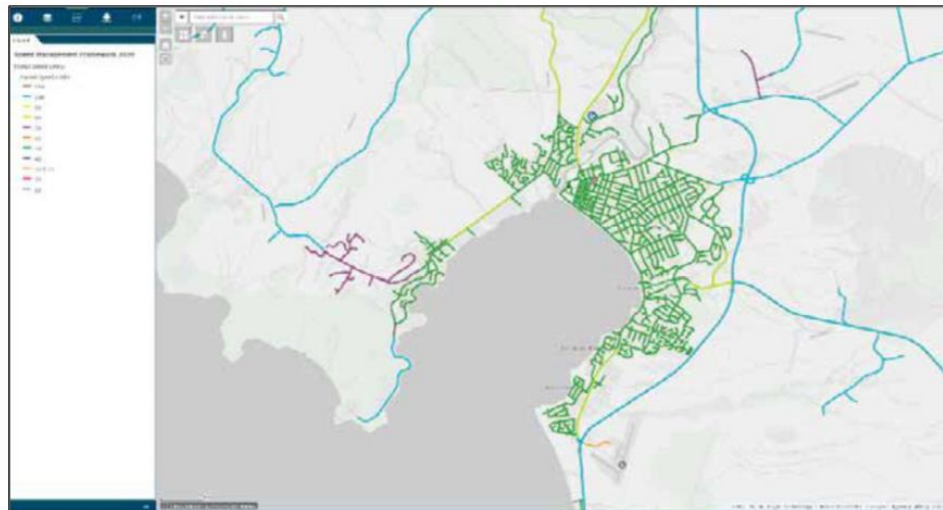


Figure C-2: Posted speed limits in Taupō Central

C.2 Mean Operating Speeds

The mean operating speed layer already shows that drivers are already driving at lower speeds than the posted speeds particularly on the roads between State Highway 32 and State Highway 1.

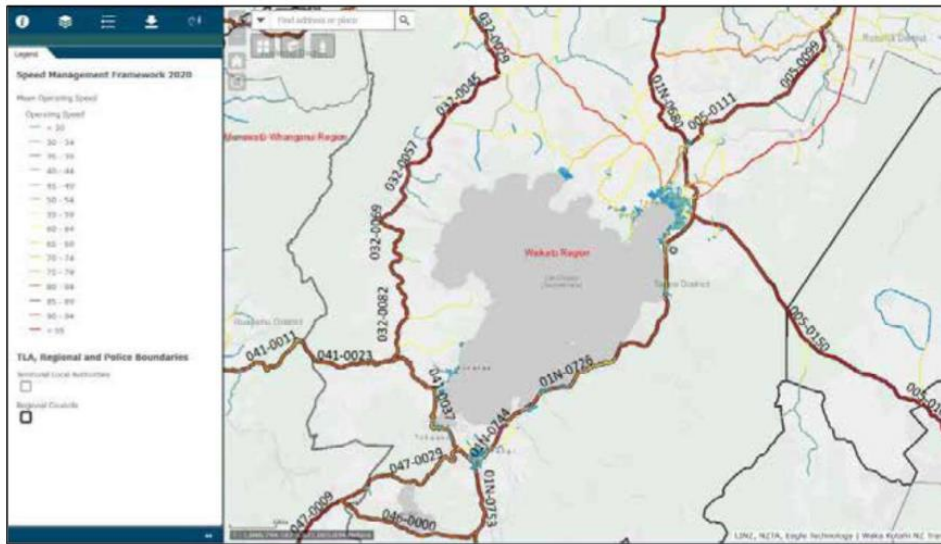


Figure C-1: Appendix Posted speed limits in Taupō District

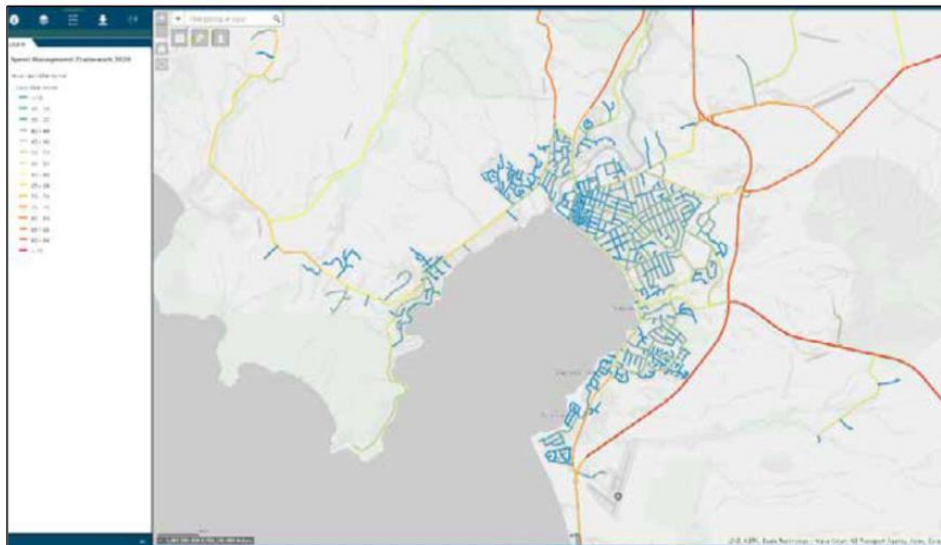


Figure C-2: Appendix Posted speed limits in Taupō Central

C.3 Safe and Appropriate Speeds

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

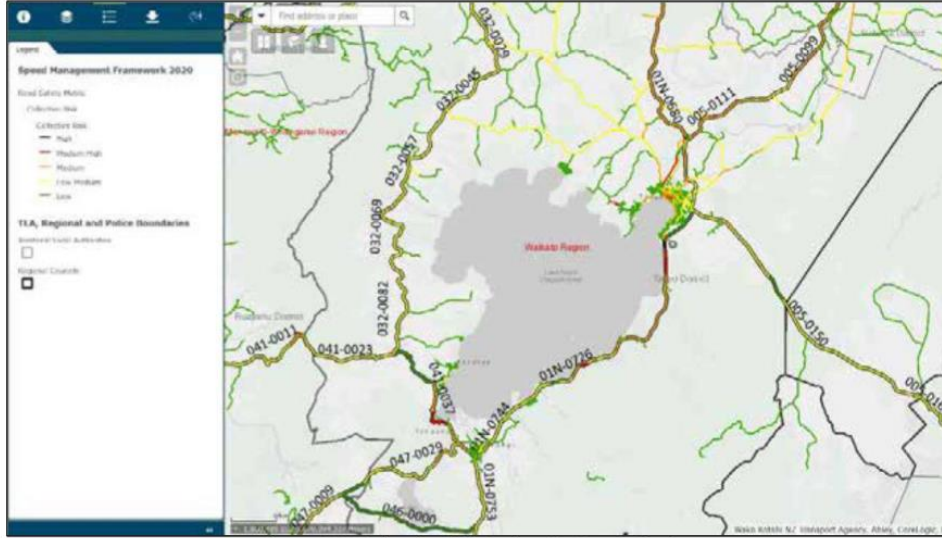


Figure C-7: Collective Risk Ratings in Taupō District

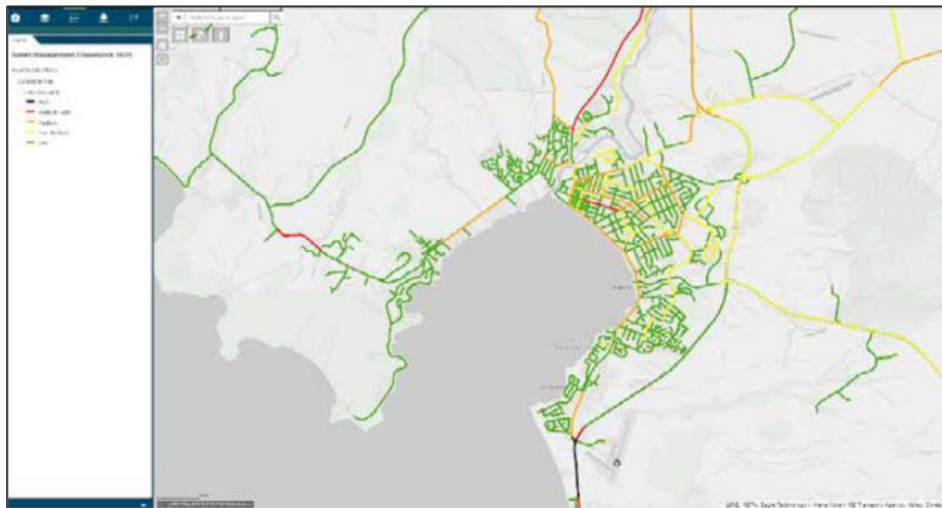


Figure C-8: Collective Risk Ratings in Taupō Central

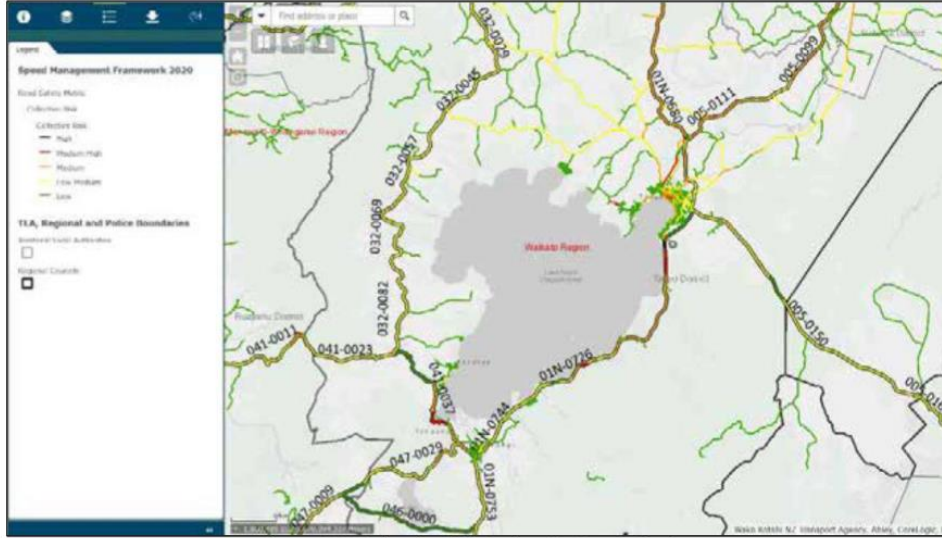


Figure C-7: Collective Risk Ratings in Taupō District

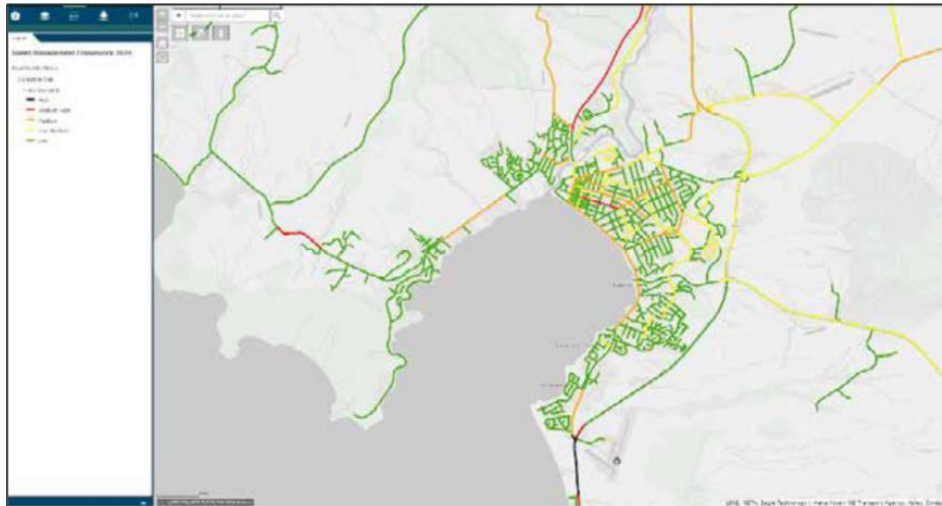


Figure C-8: Collective Risk Ratings in Taupō Central

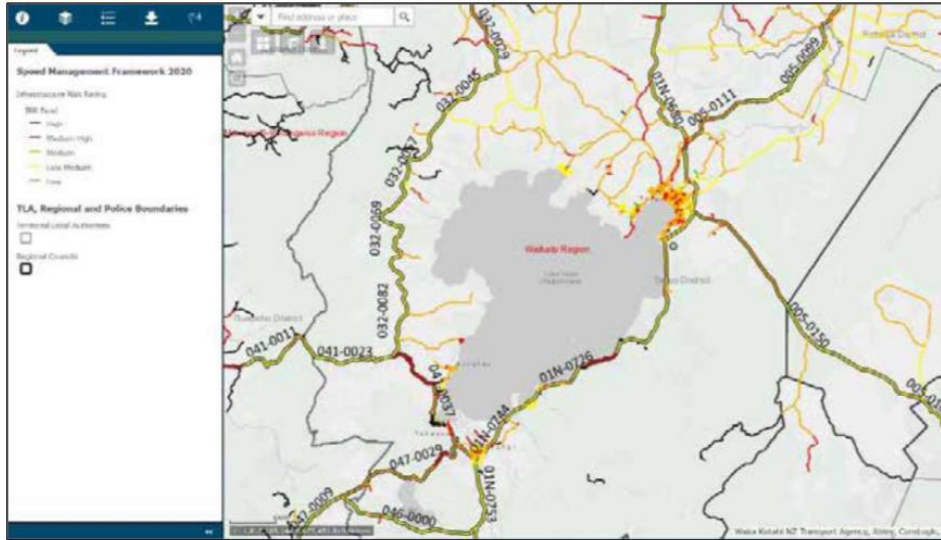


Figure C-9: IRR Ratings in Taupō District

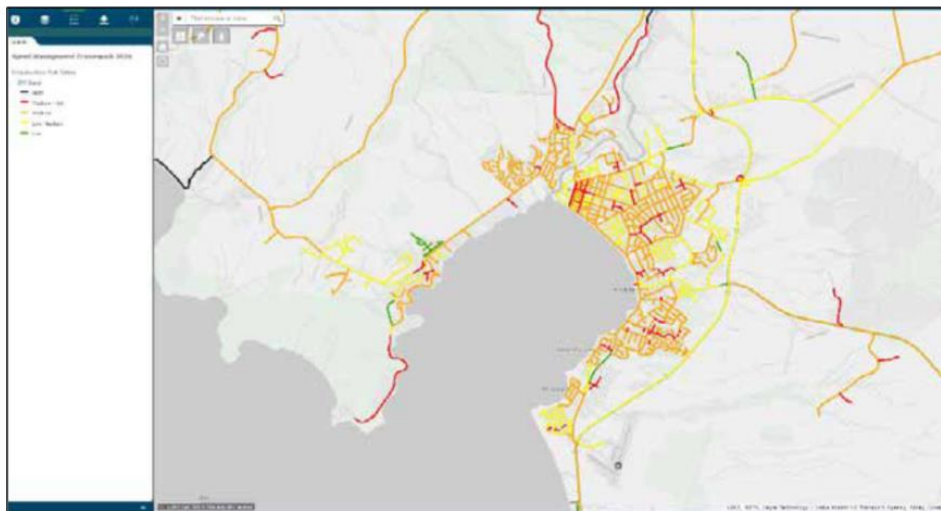


Figure C-10: IRR Ratings in Taupō Central

C.5 High Benefit Speed Management

The “top 10% DSI Savings” on the network have also been mapped in MegaMaps V2. These are the roads around the national network that would generate the 10% highest savings in deaths & serious injuries (DSIs) due to a reduction in existing speed limits. A small handful of roads on the Taupō network feature on this, including a large part of Poihipi Road.



Figure C-11: Top 10% DSI Savings on the network in Taupō District



Figure C-12: Top 10% DSI Savings on the network in Taupō District

Appendix D Schools in the Taupō District

The table includes all the schools in the Taupō District where speeds are to be either a variable or permanent speed of 30km/h. Refer to appendix I for type of speed.

Name	Location	Type
ADDI Enrichment Academy	16 Opepe Street, Taupō	Composite, Co-Educational
Hilltop School	88 Rokino Road, Taupō	Full Primary, Co-Educational
<i>*Kuratau School</i>	<i>2244 State Highway 41, Kuratau</i>	<i>Full Primary, Co-Educational</i>
Lake Taupō Christian School	42 Kiddle Drive, Taupō	Composite, Co-Educational
Mangakino Area School	55 Karamū Street, Mangakino	Composite, Co-Educational
<i>*Marotiri School</i>	<i>1569 State Highway 32, Marotiri</i>	<i>Full Primary, Co-Educational</i>
Mountview School	31 Rangatira Street, Taupō	Full Primary, Co-Educational
<i>*Rangitaiki School</i>	<i>27 Rangitaiki School Road, Rangitaiki</i>	<i>Full Primary, Co-Educational</i>
St Patrick's Catholic School (Taupō)	86 Acacia Bay Road, Taupō	Full Primary, Co-Educational
Tauhara College	Invergarry Road, Taupō	Secondary (Year 9-15), Co-Ed
Tauhara Primary School	90 Crown Road, Taupō	Contributing, Co-Educational
Taupō Intermediate	22 Kōtare Street, Taupō	Intermediate, Co-Educational
Taupō-nui-a-Tia College	122 Spa Road, Taupō	Secondary (Year 9-15), Co-Ed
Taupō School	Tamamutu Street, Taupō	Contributing, Co-Educational
Te Kura o Hirangi	29 Mawake Place, Tūrangi	Composite, Co-Educational
Te Kura o Waitahanui	107 State Highway 1, Waitahanui	Contributing, Co-Educational
TKKM o Whakarewa I Te Reo Ki Tuwharetoa	56 Waikato Street, Taupō	Composite, Co-Educational
<i>*Tirohanga School</i>	<i>851 Tirohanga Road, Tirohanga</i>	<i>Full Primary, Co-Educational</i>
Tongariro School	Waipapa Road, Tūrangi	Composite, Co-Educational
Waipahihi School	20 Parata Street, Taupō	Contributing, Co-Educational
Wairakei School	2 Kauri Drive, Wairakei Village	Contributing, Co-Educational
<i>*Whakamaru School</i>	<i>42 Kaahu Road, Whakamaru</i>	<i>Full Primary, Co-Educational</i>

**Indicates school in rural area (speed limit ≥ 70 km/h)*

NB: schools on State Highways have not been included in this Plan.



GREAT LAKE TAUPŌ
Taupō District Council

CONSULTATION DOCUMENT

SPEED MANAGEMENT

AROUND OUR DISTRICT

INTRODUCTION

We want everyone who calls Taupō District home and visitors who pass through to be safe when using our streets and roads. That means we need the right speeds on the right roads for all road users, whether you are walking to the shops, biking to school, driving to work or making deliveries.

The government has identified speed management as a key priority to address road safety across the country. Taupō District Council is responsible for setting speed limits on roads under its control to ensure they are safe and appropriate. We are working with Waka Kotahi (the New Zealand Transport Agency) to introduce a Speed Management Plan for the roads across our District.

The plan will bring together our strategies on safety-related infrastructure improvements and make some changes to speed limits across our district.

We have used data from the experts (consultants and road safety experts), and feedback from our community to shape our approach of setting speed limits outlined in this document. We now want to hear from you - the people who know our roads best - about our proposed speed limit changes and how they will impact you.

SPEED MANAGEMENT IS KEY

We have a mix of road types across our District. Some are windy and hilly, others flat and straight. We also have many different road users including pedestrians, people with disabilities, cyclists, horses, tourists, cars, campervans, boats (being towed), agricultural vehicles, and heavy vehicles.

A review of data from 2011-2020 shows that on Taupō District roads (excluding State Highways) there have been 147 crashes resulting in fatal and serious injuries to people. Speed has been a contributing factor in the crash occurring in 25% of these incidents.

Regardless of what causes an accident, we know higher speeds lead to more crashes and a greater chance of injury or death. A small change in speed makes a big difference, especially when cyclists or pedestrians are involved. In a crash, speed is the number one factor in determining your chance of survival or likelihood of serious injury.

The chance of surviving an accident increases markedly below certain speeds. These speeds are outlined below:

- pedestrian struck by vehicle = 30 km/h
- motorcyclist struck by vehicle = 30 km/h
- vehicle striking a pole or tree = 40 km/h
- side impact vehicle-to-vehicle crash = 50 km/h
- head-on vehicle-to-vehicle crash = 70 km/h

THE WAY WE CURRENTLY MANAGE VEHICLE SPEED

We regularly assess and review the physical aspects of our streets and roads to make sure they are safe for all road users. When setting and revising speed limits there are a number of things we consider:

- Traffic volumes and types of road users, including pedestrians, cyclists, tourists, and trucks.
- Historic crash information.
 - The characteristics of the road and roadside, including:
 - What is next to the road (e.g. housing, schools, playgrounds, retirement homes, tourist attractions).
 - What is on the roadside (e.g. footpaths, cycle lanes, power poles, trees, barriers, berms, ditches, gullies, cliffs).
 - What the road is like (e.g. width of the road and road edge, its surface, types of corners, visibility, number and type of intersections, pedestrian crossings and/or the existence of barriers).
- Community concern (i.e. regular users of the road who see how it is used, potential risks and near misses).
- The appropriate speed for the efficient movement of people and goods on the road.

WHEN ARE THE SPEED LIMIT CHANGES HAPPENING?

We are prioritising the changes we need to make over the next 10 (or so) years. The changes we are looking to make now (from 2022-2024) will focus on key roads where there are a lot of people and high numbers of vehicles. We will begin to implement these changes later this year, when the 2021 Land Transport Rule: Setting of Speed Limits comes into effect.

From 2024 we will start focusing on the second and third groups below. This will include roads identified as requiring additional infrastructure and roads that are not as busy. The focus areas are outlined in the table below.

Priority	Focus Area
1 From 2022 until 2024	Roads and routes that we expect to bring the greatest reduction in crashes. The roads that connect to these to ensure the network is easy to navigate. Streets where there are lots of people moving around - for example in town centres and outside schools. Roads where the community are calling for change.
2 From 2024 until 2027	Continue to focus on key roads and surrounding areas where making changes will bring a reduction in crashes. Most local neighbourhoods and the streets within them. Roads that require infrastructure to improve safety (e.g. barriers, traffic islands, signage).
3 From 2027 onwards	Remote, low-volume rural roads including unsealed roads. Any other roads identified as needing to change.

We are not looking to change speeds on state highways. This is because state highways are outside the responsibility of the council. They are set and managed by Waka Kotahi. If you have concerns with speed limits on state highways in our District, please raise these with us - we work closely with Waka Kotahi and will pass your feedback on.

HOW MUCH WILL IT COST?

There is no additional cost to make these changes. These changes have been budgeted for in our 2021-2031 Long-term Plan.

OUR APPROACH

We have used your feedback, resources, advice from Waka Kotahi and road safety experts to guide our approach in setting new speed limits.



30km/h in busy places where there are lots of people walking and biking e.g. Taupō and Turangi town centres and outside most schools/kura.



There are some schools/kura where we will introduce variable speed limits. This means the 30km/h speed will only apply at the start and end of each school day.



40km/h on residential streets connecting to main roads and in neighbourhoods where people live and play. This may include some residential streets in rural towns, and some streets that are close to schools.



50km/h on some main residential roads where there is a high volume of vehicles. These roads are not typically used just for residential purposes but are also main travelling routes. These roads may require improvements for pedestrians and cyclist safety (e.g. crossings, cycle lanes)



60km/h on local rural roads that are narrow and/or windy. This includes unsealed rural roads, and some roads that have high safety concerns.



We will either increase 70km/h speed limits to 80km/h (with the required road safety engineering) or decrease them to 60km/h. These changes will be made depending on where the road is located and what it is used for to ensure it remains safe and appropriate.



80km/h on local rural roads that are mainly straight but have hazards on them.



An interim speed limit of 90km/h may be set on rural arterial roads until these roads can be increased to 100km/h (following safety improvements) or decreased to 80km/h.



100km/h on roads with suitable alignment that are also accompanied by appropriate engineering (e.g. shoulders, clear zones, and barriers).

WE WANT TO HEAR FROM YOU

Do you agree with the approach we are using to set speed limits across our District?

Do you agree with the speed limit changes we are proposing?

YOU CAN HAVE YOUR SAY IN THE FOLLOWING WAYS:

- Visit taupo.govt.nz/haveyoursay
- Send your feedback to speedlimits@taupo.govt.nz
- Phone us on 07 376 0899 to request a feedback submission form. We will post one to you.
- You can also pick up a feedback form from one of our service centres in Taupō, Turangi or Mangakino, and drop the completed form back to any of these locations.
- Mail: Speed Management Changes
The Chief Executive Officer
Taupō District Council
Private Bag 2005
Freepost No. 112497
- Pop along to talk to one of our Speed Management team at one of the drop-in sessions. You can find out more information about these sessions at: taupo.govt.nz/haveyoursay

WHAT HAPPENS WITH MY FEEDBACK?

We will consider all feedback received throughout our consultation period. This runs until 4.30pm Friday 13 May 2022.

After gathering and looking at your feedback, priority one speed limit changes will be confirmed by Council and adopted in our Speed Management Plan. Waka Kotahi will also give approval and they will be added to the National Speed Limit Register.

Our Speed Management Plan and these speed limit changes will go through the following approval process:

- Our Draft Speed Management Plan was approved by councillors in February.
- We are now engaging with our community about our draft Speed Management Plan.
- Consultation is open from 14 March until 4.30pm on Friday, 13 May 2022.
- Speed Management Plan finalised - all of your feedback submitted through this consultation will be considered by our transport team as part of our final Speed Management Plan.
- Plan approved - the final plan will be approved and adopted by Council later this year. Following this, we will send our plan to Waka Kotahi for their approval.
- Implementation - we will implement priority one changes within the next two years. We will be back in touch about the speed limit updates in priority two and three at a later date.

Please note: All written submissions will be made available to the public on the Council website in accordance with our privacy statement. For more information, you can visit www.taupodc.govt.nz/privacy-policy.

SCHOOL ZONES

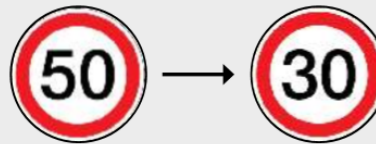
There is national direction to introduce lower speed limits outside schools/kura to make it safer for everyone in the area.

The proposed speed limit of 30km/h outside schools recognises these areas as 'people places' where parents and children are walking, cycling and accessing the school. While most speed limits will be permanent, there are some cases where we will look to introduce variable speed limits. This means the 30km/h restriction will apply only at the start and end of the school day.

In some cases, the speed limits for other roads surrounding or connecting to schools are also being reviewed. These streets are busy not only during school hours but at any given time of the day. For example, Kotare Street (adjacent to both Taupō Intermediate and Taupō Hospital) is used for staff and visitor parking throughout the day. Some of these streets may require an adjustment of speed limits to ensure the safety of all road users for all parts of the day.

ADDI Enrichment Academy, Hilltop School, Mangakino Area School, Taupō Intermediate, Te Kura o Hirangi, TKKM o Whakarewa i Te Reo Ki Tuwharetoa, Tongariro School, Waipahihi School, Wairakei School, Tauhara College, Mountview School, Taupō-nui-a-Tia College

Reducing speed limits around schools in residential areas is a national priority focusing on the safety of children walking and cycling to schools. We have also received feedback from our community supporting this reduction.



Taupō-nui-a-Tia College

Taupō-nui-a-Tia College is located on Spa Road. This is a major road that people use to get around Taupō. It connects businesses, recreational activities, and enables movement around the town. Given the high traffic volume this road carries, it is more practical for the 30km/h speed limit to apply only at the start and end of the school day when students are going to and from school.



Taupō Primary School (Tītiraupenga St frontage), St Patrick's Catholic School (Taupō), Tauhara Primary School, Lake Taupō Christian School

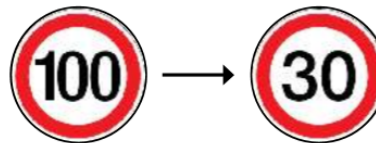
These schools are located on busier roads. Given the high traffic volume of these roads, it is more practical for the 30 km/h speed limit to apply only at the start and end of the school day when students are going to and from school.



Rangitaiki School (Rural Road)

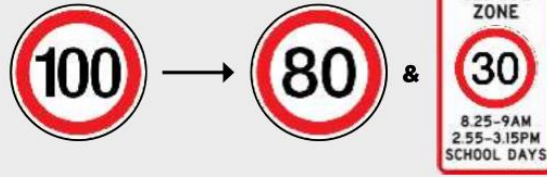
Rangitaiki School is located on an access road that joins to a 100km/h rural road.

We are proposing to change the speed limit on the access road. This will ensure the speed limit aligns with the national priority of 30km/h speed limits and ensure the safety of everyone accessing the school.



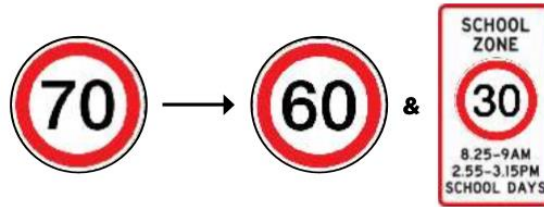
Tirohanga School

This school is on a busy rural road. Given the speed that vehicles travel at on this road, the speed limit around the school should be reduced permanently to 80km/h with a variable speed limit of 30km/h at the start and end of the school day to provide safer access to the school.



Whakamaru School

This school is on a rural road. To be more consistent with speed limits on surrounding roads the speed limit around the school should be reduced permanently to 60km/h with a variable speed limit of 30 km/h at the start and end of the school day.



RURAL ROADS

Over the past few years there have been a number of crashes on our rural roads. We have also received community feedback with concerns about the speed and safety of these roads. Our first focus is to make speed limit changes on some rural roads that will bring a reduction in crashes that would have resulted in serious injuries and deaths.

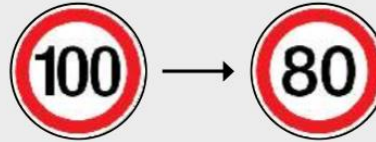
Some of our rural roads are busy arterial routes. Speed reductions will have a small impact on most people; however, the impact may be more significant for businesses who make many trips over a day.

We need to ensure main routes are safe, but also maintain reasonable speeds and travel times for road users.

Parts of some rural roads below are narrow, have a curved alignment, or sight restrictions. Another thing we need to consider is that if we were to keep speed limits on these roads at 100km/h we would need to undertake major and costly engineering improvements to make these roads safe. This is not to say that we will not be making roading improvements on rural roads in the future.

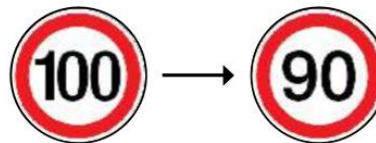
Poihipi Road East (Tukairangi Road to Whangamata Road)

A lot of people travel from Kinloch into Taupō township along this part of Poihipi Road. The road has some dangerous curves and intersections and there have been a number of crashes in the past. Reducing the speed limit to 80km/h in this section will help to minimise the likelihood and severity of crashes for road users.



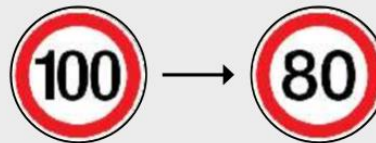
Poihipi Road Middle (Whangamata Road to Tirohanga Road)

This section of Poihipi Road has lower volume of traffic but is an important economic link for local farms and businesses and provides a connection to Taupō township. The road has some dangerous lines and angles and mixture of road side hazards. Reducing the speed limit to 90km/h in this section will help to minimise the likelihood of crashes for road users.



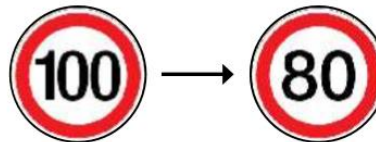
Poihipi Road West (Tirohanga Road to SH32)

This part of Poihipi Road and the roads adjoining it are narrow and winding. Crashes have also occurred on this part of the road in the past. Because of the physical nature of the road, we are proposing to reduce the speed limit to 80km/h on this part of Poihipi Road.



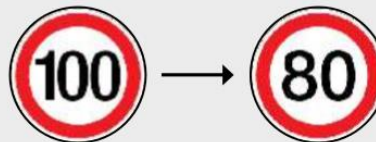
Broadlands Road (SH1 western on-ramp to View Road)

As Taupō township develops, an extension of the 80km/h speed limit recognises growth and increases safety as road users in this area increase. There have also been a number of crashes reported on this road over time.



Tukairangi Road

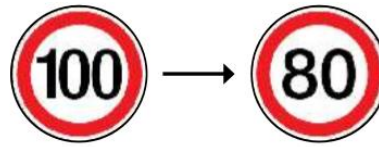
Because of the physical nature of Tukairangi Road and its connection to other major rural roads in the area (e.g. Poihipi and Mapara Roads) it is proposed we reduce the speed limit to 80km/h for consistency within the roading network.



Whangamata Road (from Poihipi Road to Otake Road), and Hitiri Road

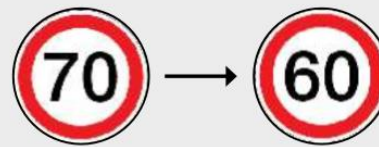
Whangamata Road is the main connecting road from Poihipi Road into Kinloch. There are a number of driveways along this stretch of road.

We have received feedback raising concerns about the current 100km/h speed limit along this road. There have also been a number of crashes reported over time. An 80km/h speed limit will reduce the likelihood and severity of crashes



Mapara Road and roads that connect to this (from Hill View Drive to Acacia Heights Drive)

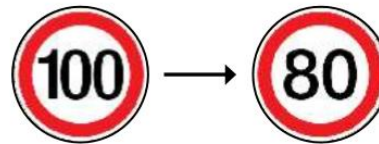
A number of lifestyle blocks exist on the south-eastern end of Mapara Road and the roads that connect to this. All of these side roads are no exit and steep. A slight reduction to 60km/h will create a safer environment for the community.



Mapara Road (west of Hill View Drive to Poihipi Road) and roads that lead off this.

We have received a number of requests from the community to reduce the speed limit along Mapara Road.

We have also considered the road alignment and identified narrow parts of the road where reducing the speed limit to 80km/h will increase safety and ensure consistency within the roading network.



TAUPŌ CENTRAL

The Taupō Town Centre Transformation project has been part of council's strategic planning since 2004. It aims to create a quality urban environment that takes advantage of the natural assets we have in Taupō.

As part of this project, we are creating a pedestrian-friendly area along part of the lakefront. This means we are redirecting most traffic along Tītiraupenga Street

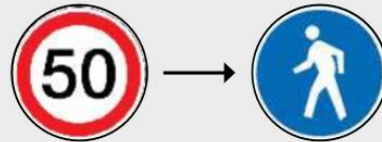
and reducing speed limits on Roberts Street to create a shared space along part of Lake Terrace.

We are proposing to reduce speeds on the streets connecting to Lake Terrace. The town centre is a busy place and with more people moving around for different purposes. Reducing speeds will reduce the likelihood of someone being seriously hurt.

Lake Terrace (between Tongariro St and Ruapehu St)

We consulted with our community on this change as part of the Taupō Town Centre Transformation project.

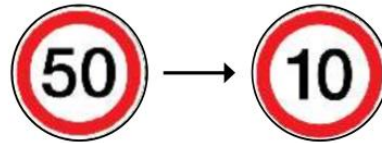
This stretch of road is being closed to vehicles as part of the project and will become a pedestrian and reserve area.



Roberts Street (between Tongariro St and Ruapehu St)

Reducing speed limits on this part of Roberts Street is included in our Taupō Town Centre Transformation project.

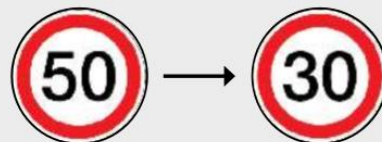
Having Roberts Street as a shared street through reducing the speed limit to 10km/h will encourage and provide greater safety to pedestrians using this area.



Other town centre roads and roads around Taupō-nui-a-Tia College

The roads in Taupō town centre and around Taupō-nui-a-Tia College have high concentrations of people walking, cycling and travelling in vehicles.

Reducing the speed limit to 30km/h is consistent with the Taupō Town Centre Transformation project and will provide greater safety to pedestrians and road users in these areas.



These changes are detailed on the Taupō map on page 15

TAUPŌ AND SURROUNDS

There are a variety of streets and roads in the Taupō surrounds area. We hope to achieve a safer environment for all road users on these roads. We are doing this by ensuring the speeds at which vehicles move from a rural area into townships are appropriate and consistent. You will see on some of the roads we have outlined (for example those at Ngā Roto Estate)

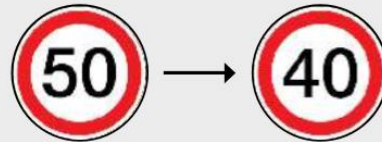
that we need to formalise speed limits.

Pokuru Road and Kauri Drive (Wairakei Village) have also been identified as roads where changes to speed limits will create safer environments for all road users as they travel into and out of the area. These changes will help to reduce likelihood of accidents and injury.

Wharewaka - streets in Ngā Roto Estate

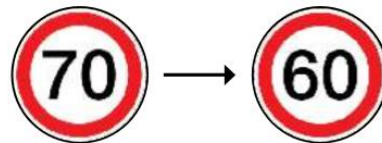
Ngā Roto Estate is a new development. We need to formalise speed limits in this area.

Changing to a 40km/h speed limit is consistent with our proposed approach of setting this speed limit for new residential streets throughout the District.



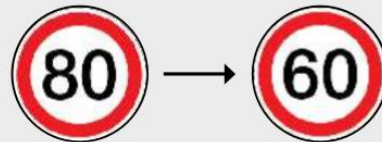
Pokuru Road North (Between SH32 to Kaahu Rd)

Changing to a 60km/h speed limit is consistent with our proposed approach of setting this speed limit for communities in these areas.



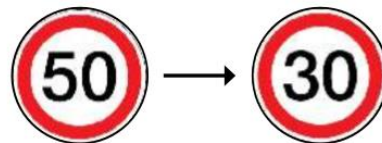
Crown Road (from the existing 50km/h sign to Napier Road)

As developments continue to happen in this area, we need a speed limit consistent with the surrounding development.



Taharepa Road (outside Taharepa Shops)

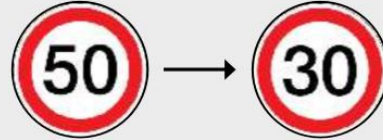
This is a high activity area. Lots of people move around to get to and from the school and the shops. There are also cars pulling into and out of parks often. We need to reduce speed limits to ensure the safety of all road users in the area.



*Continued on page 14

Rifle Range Road and Taharepa (outside the Paetiki Shops)

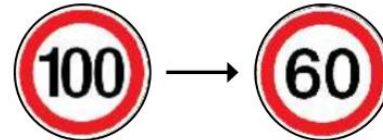
This is a high activity area. Lots of people move around to get to and from the shops, and the school nearby. Cars also pull into and out of parks often.



Wairakei Village - Kauri Drive (SH 1 town entrance)

We need to reduce speed limits to ensure the safety of all road users in the area.

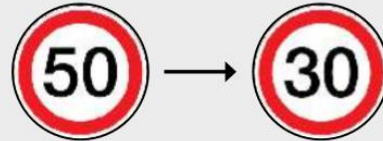
Introducing a 60km/h speed limit will prepare road users as they travel into Wairakei Village. It will also enable road users to safely enter the State Highway 1 intersection.



Wairakei - Kauri Drive (near Wairakei School) and Rata Street (near the shops)

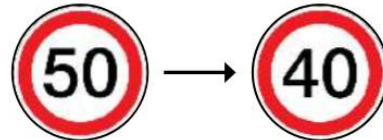
Reducing speed limits around schools is a national priority.

We have also included a speed limit reduction for streets connecting to Wairakei Primary School to maximise the safety of pedestrians and other road users.



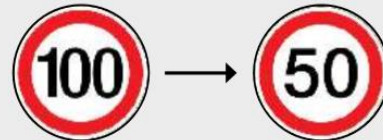
Wairakei Village - local streets

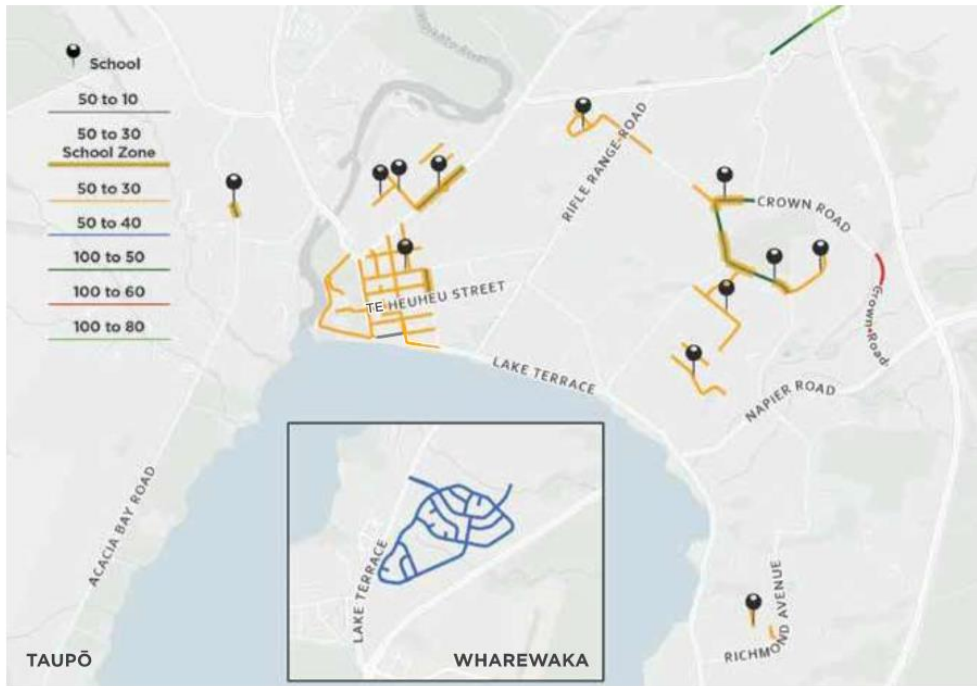
The change to a 40km/h speed limit is consistent with our proposed approach of setting this speed limit for residential streets throughout the District.



Broadlands Road (Miro Street to the SH1 western on-ramp)

As Taupō's industrial area grows, we need to adjust the speed limits of Broadlands Road to recognise this development and to ensure a safer access for these businesses.





KINLOCH

Kinloch is a popular destination for people to live and holiday in. This means there are high pedestrian numbers around the settlement. We are treating the lakefront streets of Kinloch much like town centres across our district and propose 30km/h speed limits along Mata Place, to Marina Terrace and Kinloch Esplanade.

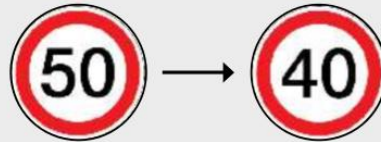
a place is also key to creating a safe and appropriate environment for road users as they travel into and out of Kinloch. We need to formalise the current 50km/h speed limit on Oakdale Drive as one of the main access routes for Kinloch. It is important to have 40km/h speed limits on the streets that connect to Oakdale Drive as these are the streets where there are more pedestrians, and children play.

Managing the flow and movement of traffic through

New streets*

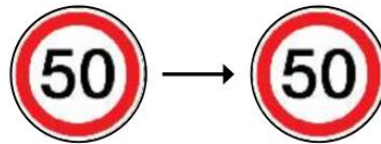
The speed limits in these areas of new development in Kinloch need to be formalised.

The change to a 40km/h speed limit on these streets is consistent with our proposed approach of setting this speed limit for residential streets throughout the District.



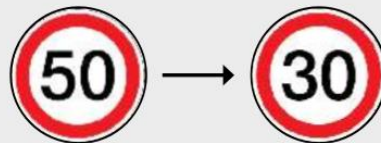
Oakdale Drive*

Oakdale Drive is a new street. The 50km/h speed limit needs to be formalised.

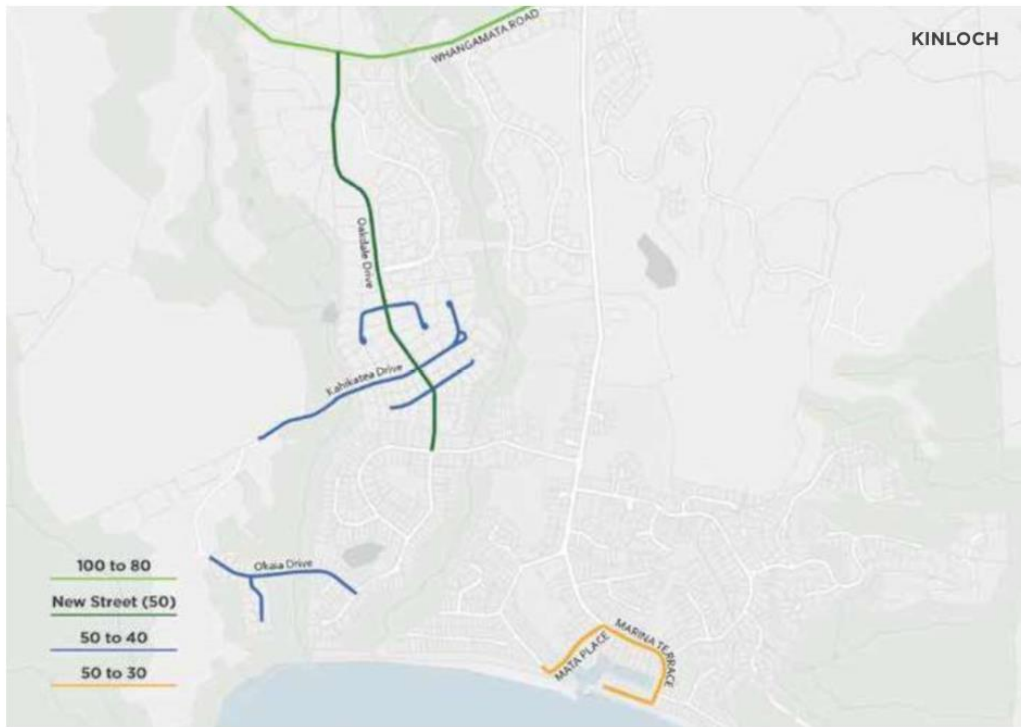


Mata Place to Marina Terrace and Kinloch Esplanade

There are high pedestrian numbers along the Kinloch waterfront streets. Reducing the speed limit to 30km/h is consistent with other high-use pedestrian areas across our District.



**New streets or roads since the 2018 Speed Limits Bylaw came into effect*



TURANGI

We have recently received a petition from the community in Turangi calling for a change in speed limits along Hirangi Road. We are proposing to drop the speed limit here to 80km/h and looking to include Te Awamate Road as well as part of Atirau Road in this change. These are high use roads, and it makes sense to change them at the same time.

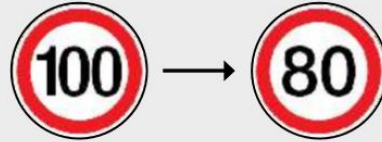
The community has also provided us with feedback

that the 80km/h speed limit in Turangi's industrial area is not appropriate. To make this more consistent with surrounding roads, we're also proposing to change the speed limit in this area to 60km/h.

Our priority for the first group of speed management changes recognises town centres as having high pedestrian and vehicle movements. We're proposing a 30km/h speed limit in Turangi town centre where people move to and from shops, or across the township.

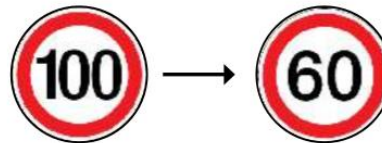
Hirangi Road (from State Highway 41 to 240m west of Papua Street) - including Te Awamate Road

We have received feedback from the community requesting a reduced speed limit along Hirangi Road.



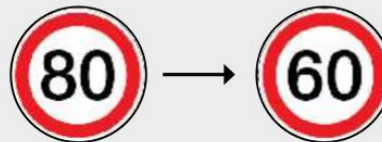
Atirau Road (northwest)

It is proposed we reduce the speed limit to 60km/h for consistency within the roading network.



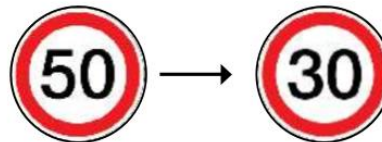
Industrial Area

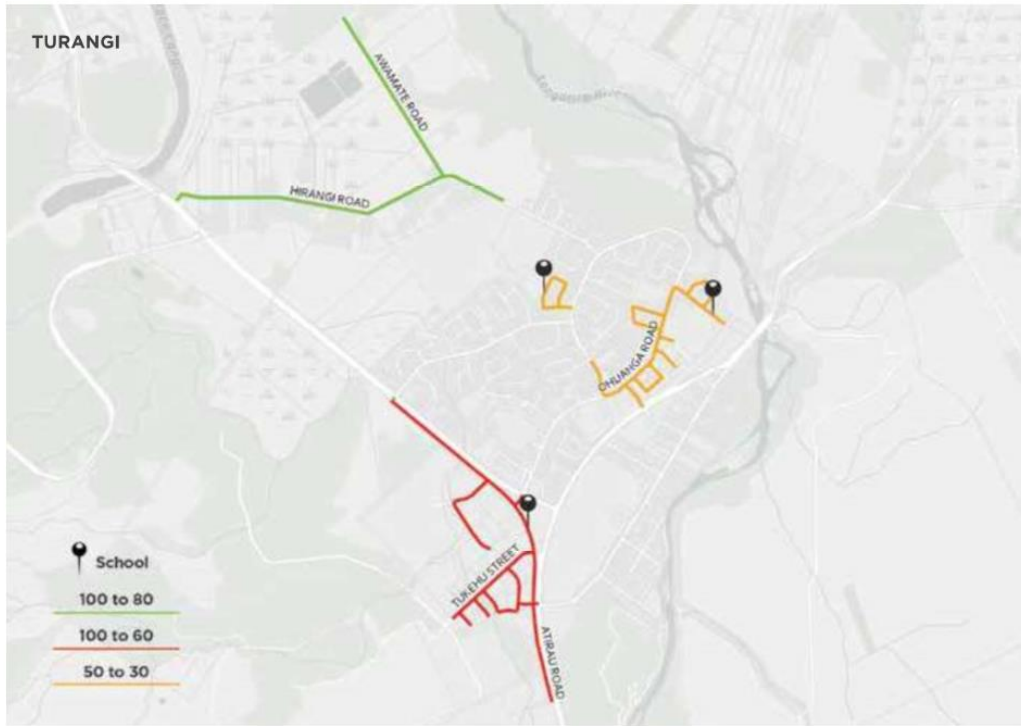
Vehicles and people move around Turangi's industrial area when accessing different businesses. A lower speed limit will create a safe environment for all people in these areas.



Town Centre Roads

Reducing the speed limit to 30km/h is consistent with other high-use pedestrian areas across the District.





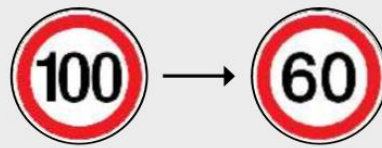
WHAREROA

Speed limits need to prepare road users entering busier areas where there are more people walking, biking and moving around. We are proposing changes to the speed limits at the entrance to Whareroa and 40km/h limits on all local streets.

This approach is a test - we hope to learn how we could introduce similar changes on a bigger scale for larger townships around Taupō District.

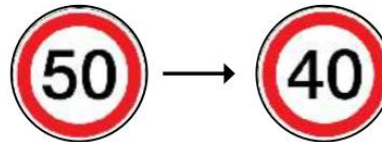
Whareroa Road (village entrance)

Introducing a 60km/h speed limit will prepare road users for slower speed limits as they travel into Whareroa.



Whareroa local streets

The change to a 40km/h speed limit on these streets is consistent with our proposed approach of setting this speed limit for residential streets throughout the District.



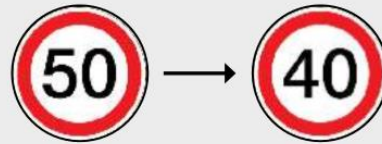
EASTERN BAYS

Our Eastern Bays are high traffic areas with State Highway 1 cutting through them. The streets that adjoin the state highway in each of these settlements often have high numbers of pedestrians and people walking, biking, and playing in the street.

To create a safe environment in residential areas we are proposing to formalise some of the already existing speed limits and ensure speed limits are appropriate to the roads that they service.

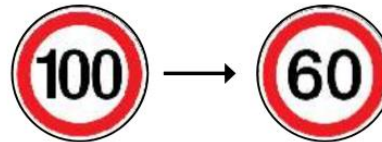
Waitetoko local streets

The change to a 40km/h speed limit on these streets is consistent with our proposed approach of setting this speed limit for residential streets throughout the District.



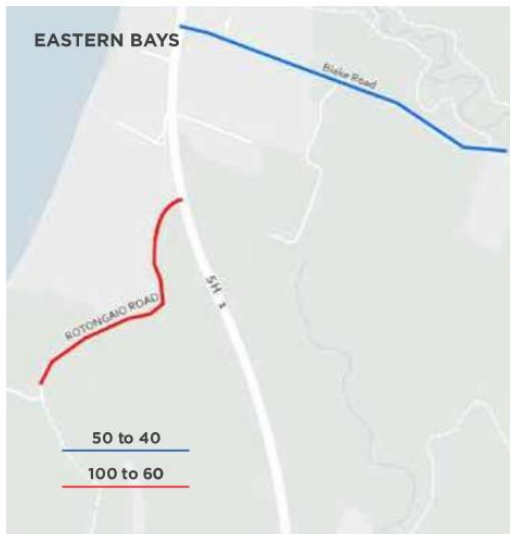
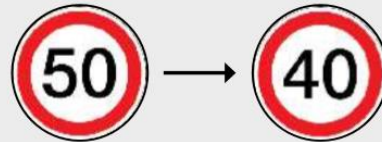
Rotongaio Road

The speed limit of this road needs to be formalised. This is a short, low volume road used primarily for community access.



Blake Road

The change to a 40km/h speed limit on this road is consistent with our proposed approach of setting this speed limit for residential streets and roads throughout the District.





GREAT LAKE TAUPŌ
Taupō District Council

taupo.govt.nz/haveyoursay

Appendix F Rationale where recommended speed is different from SAAS

This table identifies any proposed changes to recommended speed limits from what is calculated by MegaMaps V2, with reasons given for the changes.

Road Names	Difference ²³ (km/h)	Reasoning
- Karetoto Road (North)		Curvilinear, narrow, hidden driveways and low FFS.
- Karetoto Road (South)		Urban development, tourism, and vulnerable users.
- Lake Terrace (town centre)		High active travel
- Mata Place		Self-explaining roads
- Wairakei Drive		Intersections (engineer up and increase speed limit after).
- Pāora Hapi Street		Town centre strategy
- Kotare Street		School and hospital
- Kinloch Esplanade		Network function (signpost entire area at 40 starting from Kinloch Road junction)
- Motutere Avenue		SAAS and School
- Rangikatea Road		Rural residential
- Christy Road	Town centre strategy	
- Heuheu Street		
- Horomātangi Street		
- Roberts Street		
- Rangitukua Drive		
- Tamamutu Street		
- Taniwha Street		
- Tongaririo Street (town centre)		
- Tuwharetoa Street		

²³ Difference = {Safe & Appropriate Speed} – {Recommended Speed Limit}

Road Names	Difference ²³ (km/h)	Reasoning
- Ruapehu Street	- Story Place	
- Ferry Road	- Rakaunui Road	
- Kahurangi Drive	- Redoubt Street	Consistent with other nearby speed change
- Kaimanawa Street	- Tautahanga Road	
- Kinloch Road	- Mihianga Road	
- Lake Terrace (near SH1)	- Te Aro Road	Agree with existing limit (already different from SAAS)
- Loop Road	- Tongaririo Street	
- Kopu Street	- River Road	
- Mangaroa Street	- Tariao Street	Reflect residential place function
- Matariki Street	- Waitapu Road	
- Puanga Street	- Atutahi Street	
- Acacia Bay Road		Road stereotype
- Centennial Drive		Separate W&C facilities or shoulder; close to FFS
- Mapara Road		Public requests for lower speeds or traffic calming
- Marina Terrace		Network function - Marina; alignment. Alternative for consultation: signpost entire area at 40 starting from Kinloch Road junction
- Poihipi Road		Top 10% DSI Saving, alignment good but roadside hazards, challenging conversations
- Rangatira Drive		Potential 50 step down from rural straight to town 40
- Rangikatea Road		Rural residential
- Taharepa Road		Urban and rural town collector

-10

Road Names	Difference ²³ (km/h)	Reasoning
- Atirau Road - Dekker Drive - Gibson Street - Katarina Street - Manawa Street - Ngaumu Street	- Rongopai Street - Te Urunga Place - Tongariro Street (near Redoubt Street) - Torouka Street - Tukehu Street - Wharetuku Street	Consistent with other nearby speed change
- Heuheu Street - Mere Road	- Rifle Range Road	Streets are to become the new arterial route
- Mapara Road (near Acacia Bay Road) - Kiddle Drive		SAAS from MegaMaps V2 seems too low for the surrounding environment
- Acacia Bay Road		2018 consultation suggested 50 here. Context suggests 80 or 70 as per posted speed, would this be too many different speeds? High risk intersection present.
- Ani Patena Place		Aligns with framework
- Kepa Road		Not in MegaMaps V2. Narrow, turns unsealed and short length.
- Pihanga Road		Commercial area, pedestrian courtesy crossings
- Rangitaiki School Road		Full time 60, partly unsealed, school engagement to confirm.
- Roberts Street		Shared street
- Aratiatia Road		Consistent with other nearby speed change
- Hinekapi Terrace - Ngati Parekawa Drive - Piripi Place	- Te Amino Place - Turangitukua Terrace - Whareroa Road	Reflect residential place function

20

Road Names	Difference ²³ (km/h)	Reasoning
- Lake Terrace - Taniwha Street		Town centre strategy
- Aratiatia Road		Good sightlines and clear zones. If View Rd is lowered to 60, then for consistency this should also be 60.
- Broadlands Road		Alignment and cross section are suitable for existing speed limit to be retained (for now)
- Highland Drive		Consistent with adjacent spd change, no exit, alignment tortuous and steep
- Hirangi Road		Consistent with environment
- Kinloch Road		Good alignment and separate path
- Mapara Road		Speed reduction requests from community and transition from 100km/h
- Matea Road		Surface unsealed, alignment better than the other segment, but needs differentiation from the winding segment
- Oruanui Road		SAAS too low, shoulders and alignment are better than 60
- River Road		Alignment, absence of driveways
- Tirohanga Road		Very straight alignment. Could then step down before the curves to the west, school.
- View Road		Most of this road has good horizontal alignment (consult)
- Waipapa Road		Disagree with MegaMaps V2, aim for consistency with adjacent links

-20

Road Names	Difference ²³ (km/h)	Reasoning
- Wakeman Road		2018 consultation suggested 50 here. Context suggests 80 or 70 as per posted speed, would this be too many different speeds? High risk intersection present.
- Whangamata Road		Roadside hazards, SAAS too low given width, centreline, and mostly good visibility around curves; minor improvements to improve sightlines further.
- Acacia Heights Drive		- Lake Terrace - Awamate Road
- Blueridge Drive		- Loch Views Road
- Dalmore Way		- Lomond Grove
- Gillespie Place		- Morel Place
- Glen Mohr		- Ramsay Drive
- Glenlochy Rise		- Stewart Glen
- Pokuru Road		- Spencer Road
- Palmer Mill Road		- Waitotaka Road
- Acacia Bay Road		
- Lake Terrace		
- Riverpark Drive		
- Robert Street		
- Wairakei Drive		
	30	
		Entry to township
		Pedestrian street
		Rural residential
		Shared street
		Urban fringe, high free flow lack of shoulders, but also lack of driveways. Engineer up and increase speed limit.

Road Names	Difference ²³ (km/h)	Reasoning
- Whakamaru Road		More logical step change if rural adjacent link is changed to 80, consistent with township, fewer signs.
- Borderland Road - Huka Falls Road		Urban growth, consistency with adjacent urban roads (agree with posted)
- Lake Road		Straight alignment, stay with previous consulted limit
- Lake Terrace		To further reduce, would need engineering given the free flow speed
- Poihipi Road		Alignment good but roadside hazards
	-30	

Appendix G Infrastructure and Costs

Note that these costs are for Priority 1 speed management proposals; costs for priority 2 and 3 proposals have been developed independently.

Taupō Speed Mngmt Costs		Total \$			TOTAL CAPITAL COSTS	TOTAL OPERATING COSTS / YR
Road / Area	Locality	Length (km)	Speed Changes	Treatments	\$352,900	\$31,250
Hilltop School	Taupō		50 > 30	Signs & Markings	\$3,200	\$800
Lake Taupō Christian School	Taupō		50 > 30VMS	Signs & Markings, VMS	\$18,800	\$2,000
Mangakino Area School	Mangakino		50 > 30	Signs & Markings	\$2,400	\$600
Mountview School	Taupō		50 > 30	Signs & Markings, Ped'n Xing	\$12,400	\$600
*Rangitaiki School	Rangitaiki		100 > 30	Signs & Markings	\$800	\$200
St Patrick's Catholic School	Taupō		50 > 30VMS	Signs & Markings, VMS	\$19,700	\$2,150
Tauhara College	Taupō		50 > 30	Signs & Markings	\$1,600	\$400
Tauhara Primary School	Taupō		50 > 30VMS	Signs & Markings, VMS	\$28,300	\$2,950
Taupō Intermediate	Taupō		50 > 30	Signs & Markings	\$1,600	\$400
Taupō-nui-a-Tia College	Taupō		50 > 30, 40VMS > 30VMS	Signs & Markings	\$1,700	\$350
Taupō School	Taupō		50 > 30VMS	Signs & Markings, VMS	\$18,800	\$2,000
Te Kura o Hirangi	Tūrangi		50 > 30	Signs & Markings, Traffic Calming	\$25,800	\$700
TKKM o Whakarewa / ADDI Academy	Taupō		50 > 30	Signs & Markings	\$2,400	\$600
*Tirohanga School	Tirohanga	0.5	100 > 80, 30VMS	Signs & Markings, VMS, Traffic Calming	\$29,600	\$2,700
Tongariro School	Tūrangi		50 > 30	Signs & Markings	\$3,200	\$800
Waipahihi School	Taupō		50 > 30	Signs & Markings	\$2,400	\$600
Wairakei School	Wairakei		50 > 30	Signs & Markings	\$2,400	\$600
*Whakamaru School + Pokuru Rd	Whakamaru		70 > 60, 30VMS	Signs & Markings, VMS	\$21,200	\$2,600
Broadlands Rd (Miro St – SH5)	Taupō	0.5	100 > 50	Signs & Markings, Threshold	\$2,800	\$300
Broadlands Rd (SH5 – View Rd)	Rural	4.7	100 > 80	Signs & Markings	\$3,600	\$600
Mapara Rd (Pohipi Rd – Hill View Dr)	Rural	11.5	100 > 80	Signs & Markings	\$4,600	\$400
Pohipi Rd (SH32 – Tirohanga Rd)	Rural	9.4	100 > 80	Signs & Markings	\$7,200	\$1,200
Pohipi Rd (Whangamata - Tukairangi)	Rural	5.6	100 > 80	Signs & Markings	\$3,600	\$600
Tukairangi Rd	Rural	9.7	100 > 80	Signs & Markings	\$4,000	\$400
Whangamata Rd (Pohipi Rd – Kinloch)	Rural	8.8	100 > 80, 100 > 60	Signs & Markings	\$5,600	\$800

<i>Taupō Speed Mngimt Costs</i>							<i>Total \$</i>	
Road / Area	Locality	Length (km)	Speed Changes	Treatments	TOTAL CAPITAL COSTS	TOTAL OPERATING COSTS / YR		
Mapara Rd, Acacia Bay + others	Acacia Bay	2.8	70 > 50	Signs & Markings	\$2,200	\$400		
Blake Rd, Waitahanui	Taupō		50 > 40	Signs & Markings	\$800	\$200		
Rotongaio Rd, Waitahanui	Taupō	0.5	100 > 60	Signs & Markings	\$800	\$200		
Lake Terrace (Tongariro – Ruapehu)	Taupō		50 > ped	Separated				
Roberts St (west of Ruapehu St)	Taupō		50 > 10	Signs & Markings				
Taupo Town Centre	Taupō		50 > 30	Signs & Markings				
Paetiki Shopping Centre	Taupō		50 > 30	Signs & Markings, Threshold, Ped'n Xing	\$15,600	\$600		
Tauhara Shopping Centre	Taupō		50 > 30	Signs & Markings, Threshold, Ped'n Xing	\$12,800	\$300		
Lake Terrace (SH1 to Matuku Street)	Taupō	2.3	80 > 50	Signs & Markings				
Crown Rd (Napier Rd - Ashwood Ave)	Taupō	0.8	80 > 60	Signs & Markings				
Ngāroto Estate	Wharewaka		50 > 40	Signs & Markings	\$800	\$200		
Waitetoko	Waitetoko		50 > 40	Signs & Markings, Threshold	\$5,600	\$600		
Wairakei	Wairakei		50 > 40, 100 > 60	Signs & Markings, Traffic Calming	\$79,000	\$1,900		
Tūrangi industrial area	Tūrangi		70 > 60, 100 > 60	Signs & Markings	\$3,200	\$800		
Hirangi Rd + others	Tūrangi		100 > 60	Signs & Markings	\$1,600	\$400		
Whareroa village	Whareroa		50 > 40, 100 > 60	Signs & Markings, Threshold	\$2,800	\$300		

Appendix H SUMMARY OF SUBMISSIONS ON THE PROPOSED SPEED MANAGEMENT PLAN 2022

Draft Interim Speed Management Plan 2022 14th March - 13th May 2022 Introduction

Consultation for the draft Speed Management Plan 2022 was completed over the period 14th March to the 13th May 2022. The consultation was to gain communities' views on the both the overall draft interim Speed Management Plan as well as various speed limit changes proposed for the first period of the plan (2022-2024).

The consultation was primarily online based through the use of Consult 24, but email and written submissions were also accepted. Submitters were provided with information about the plan and rational around proposed speed limit changes.

We received 249 submissions. A summary of these submissions is provided below and full copy of all the submissions is also available. Where multiple submitters raised similar points, these have been grouped into a single point, with the number in the brackets indicating how many times it was raised.

H.1 Submitter Responses

A summary of the submitters' responses are in the table below. Note this is from the online submission process and doesn't necessarily count those who only submitted a submission via email or paper copy.

Question Number	Question	Proposed speed Change		Submitters Response		
		From	To	Agree	Disagree	Total
1	Principles of setting speed limits			41%	59%	222
2.1	Permanent school speed changes	50	30	72%	28%	90
2.2	Spa Road Taupo Nui a Tia College (Variable Speed Limit)	40	30	58%	42%	86
2.3	Variable School speed limits	50	30	71%	29%	87
2.4	Rangitaiki school access road	100	30	61%	39%	83
2.5	Tirohanga School 80km/hr	100	80	76%	24%	83
2.6	Variable speed limit - Tirohanga School	100	30	74%	26%	82
2.7	Kahu Rd (Whakamaru School) and Pokuru Road North	70	60	76%	24%	82

Question Number	Question	Proposed speed Change		Submitters Response		
		From	To	Agree	Disagree	Total
2.8	Variable speed limit - Whakamaru School	70	30	78%	22%	81
3.1a	Poihipi Road East (Tukurangi Road to Whangamata Road)	100	80	15%	90%	61
3.1b	Poihipi Road West (Tirohanga Road to SH32)	100	80	15%	90%	61
3.1c	Whangamata Road (from Poihipi Road to Otake Road) and Hitiri Road	100	80	15%	90%	60
3.1d	Tukairangi Road, Mapara Road (West of Hill View Drive to Poihipi Road), Kaiapo Road, King Road, Katelyn Place, Grant Road, Whakarua Road	100	80	17%	88%	58
3.1e	Broadlands Road (SH1 Western on Ramp to View Road)	100	80	18%	88%	57
3.2	Poihipi Road - Middle Section	100	90	22%	78%	112
3.3	Mapara Valley Roads (semi urban)	70	60	38%	62%	100
4.1	Roberts Street (10km/hr)	50	10	47%	53%	104
4.2	Taupo Town Centre Roads	50	30	50%	50%	109
5.1	Nga Roto Estate	50	40	47%	53%	102
5.2	Wairakei Village	50	40	49%	51%	99
5.3	Kauri Drive and Rata Street	50	30	62%	38%	99
5.4	Kauri Drive (at the SH 1 entrance to near Wairakei school)	100	60	65%	35%	100
5.5	Crown Road	80	60	42%	58%	106

Question Number	Question	Proposed speed Change		Submitters Response		
		From	To	Agree	Disagree	Total
5.6	Broadlands Road (Miro Street to SH1 On Ramp)	100	50	46%	54%	107
5.7	Taharepa and Paetiki Shops	50	30	45%	55%	108
6.1	Formalise some speed limits in Kinloch	50	40	43%	57%	100
6.2	Oakdale Drive Formalise	50	50	64%	36%	99
6.3	Mata Place, Marina Terrace and Kinloch Esplanade	50	30	40%	60%	99
7.1	Hirangi Road and Te Awamate Road	100	80	31%	69%	42
7.2	Atirau Road and industrial Area	70	60	40%	60%	42
7.3	Turangi Town Centre	50	30	30%	70%	43
8.1	Whareoa Road at village entrance	100	60	31%	69%	36
8.2	Whareoa Local Roads	50	40	31%	69%	36
9.1	Eastern Bay Formalise roads	50	40	21%	79%	33
9.2	Rotongaio Road	100	60	21%	79%	33

H.2 Submitters Comments

The second part of the submissions was capturing comments. These are summarised per set of questions

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H.2.1 Question 1. Do you agree with the approach we are using in our speed management plan to set speed limits across Taupō District?

Agree	Disagree	Total
41%	59%	222

Agree

- Speeds need to be reduced around schools **(11)**
- It will be safer for all. **(8)**
- We need to move away from our dependence on car travel. These changes may help to increase active and public transport. **(6)**
- In principle the themes are great **(5)**
- We agree that changes need to be made **(5)**
- Support lower speeds but worried there is not enough enforcement **(4)**
- The lower the speed the greater chance of survival when a crash happens. **(3)**
- Safer for road cyclist. **(2)**
- Speeds need to be dramatically reduced as well as more ease of road crossing implemented **(2)**
- Most of our roads aren't designed for 100kmh speeds. Highways need to be reduced to 80kmh. **(2)**
- Taupo is a small town the difference in the time that it takes to arrive from A to B with the changes in the speed limits will be minimal, and it will be safer.
- In favor, of reduced speed limits on all roads including State Highways
- People are driving too fast for the road conditions. Our roads are terrible, and the speeds need to be reduced or the roads improved to suit the current speeds.
- It is consistent with other State Highway speed limit changes

Disagree

- The speed limit is fine. It's the drivers that need education and there needs to be more police presence and enforcement to catch the few who speed on this road **(17)**
- Current speed limits work well / don't need to change speed limits **(11)**
- Reducing speed may reduce the degree of harm during a crash, however if the accident potential was eliminated then there will be no harm. Number one problem is the maintenance and condition of the roads. **(11)**
- Lowering the speed limit will cause more accidents.as people are going to be more impatient and cause driver frustration. **(10)**
- Rather than reducing speed limit, improve the intersection, roads and/or pedestrian crossings where all the crashes happen **(9)**
- This will increase driving time cause issues for animal welfare (vet visits), increase truck costs, increase cost for service people to visit rural communities, further segregation of rural communities **(9)**
- There are too many different speed limits. What TDC are proposing may mean there are up to 8 different speed limits in the district. Consistency needed. **(8)**
- Changes don't go far enough. Speed Reductions of other roads needed **(6)**
- The speed limit is fine. We now have more modern cars with safety features. Need to focus on driver education. **(4)**
- The speed limit is fine, its distracted drivers that's the problem. Lower speeds will cause more distracted drivers **(2)**
- Please provide evidence that speed is the only main contributing factor to injury or death in these areas.
- Why not make all roads 5 km/h or just ban cars altogether (because then there will be no crashes)? Need to look at why we have roads and how to move cars more efficiently.
- Only some places should have speed limits changed.
- Feels like so much control.
- My fear is that Council will spend too much time and money and in the wider picture achieve nothing.
- These aren't dangerous roads just dangerous drivers, no point in lowering the speed limit won't do much.
- Lowering the speed limit is simply singing to the choir and penalising the majority that do stay within the speed limit.
- Allow drivers to decide safe speeds up to 100 on open road, and 50 in towns (apart from school areas),and seriously penalise dangerous driving.
- The vast majority of accidents have nothing to do with speed. And of those that involve speed, the majority involve people NOT following the existing rules. Lowering speed limits will only worsen the problem. There will undoubtedly be more crashes.
- don't mess with what we have. The death toll in this region is not high and we don't require further intervention.
- I believe it is speed influenced by tiredness, drugs and alcohol that cause accidents NOT the speed limit.

H.2.2 Question 4 – Do you agree with the speed limit changes in Taupo Central Roads

Number	Question	The proposed speed Change	Submitters Response
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		From	To	Agree	Disagree	Total
4.1	Roberts Street (10km/hr)	50	10	47%	53%	104
4.2	Taupo Town Centre Roads	50	30	50%	50%	109

Agree

- Not transformative enough. Lake Terrace between the Town restrictions and Mere Road should be 30km/hr (5)
- More roads need slower speeds. Town is too car focused (6)
- May make my cycling around town more comfortable. (3)
- Most already do 30km/hr as there is too much congestion. (3)
- The slower the speed of vehicles around the town center, the better it will be. If people want to complain about the speed then perhaps they should choose and alternate route or get out and have a walk. (2)
- Agrees, but wants more zebra crossings in town. (2)
- I agree with the Roberts Street change, solely as it will be a shared space (which should be pointed out). I agree with the Tongariro St one, as you will have cars backing out from both sides of the road into a single lane (at least south bound).
- While I agree with the speed reduction, it must be enforced. I think a 30Km/hr sign will have the desired effect of reducing speeds to 40 Km/hr
- Oruanui Road Speed should be reduced to 80 Km/hr0o7

Disagree

- I see no issues with the current 50 km/hr speed limits in our town center (7)
- I think 10km/hr is way to slow and we are not encouraging people to use their common sense. Surely there are some smart visuals to slow vehicles down due to pedestrians? (5)
- Lowering the speed limit will kill the town center for locals and cause traffic jams (3)
- It is ridiculous to lower the speed limits, and nobody will follow them anyway. We need more proper pedestrian crossings instead. (2)
- Drivers already reduce speed on these roads during busy times. (2)
- 30km/h is ridiculously slow for people trying to get about daily business. May be fine for tourists and people without itineraries or appointments or working lives
- You may satisfy a few people with this proposed change, however you will upset the majority of motorists using these streets. Keep the speed limits as they. I use these streets on a regular basis and feel that 50kph is not fast enough to kill anyone.
- Not all of these streets are high foot traffic areas. Some of these might be better with seasonal adjustments like some parts of lake terrace used to have.
- Will create road rage. Money revenue for tickets issued by police.
- How many careful minded pensioners will be ticketed for doing 50 in a 30 area. Get real, keep as is. Improve driving skills make the test harder

- I believe enforcement will be the issue
- A lot of the above streets you have mentioned don't get used that much why Redoubt Street or Ferry Road they are not busy streets even Gascoigne street.

H.2.3 Question 2 – Do you agree with changes to speed limits outside schools

Number	Question	The proposed speed Change		Submitters Response		
		From	To	Agree	Disagree	Total
2.1	Permanent school speed changes	50	30	72%	28%	90

Agree

- It's a no brainer keep our kids safe **(13)**
- I agree with lowering speed limits, but they should only be for during school times **(8)**
- Suggest a traffic exclusion zone for parents picking kids up from schools, around all Taupo schools in the interests of health and safety. Kids should be walking or biking to school **(2)**
- If we can get people to slow down around school zones, we are making them much safer for our tamariki. If they see this, it will become the norm for them and when they eventually get behind the wheel it will just be second nature for them to slow down around these areas in the future. Children are very vulnerable when near roads and if these changes save just one child's life, then it will all be worth it
- No option for Wairakei but HIGHLY support that. Too many speed around that area!
- All schools should be the same speed limit. It is too confusing when everyone is different.
- Totally agree with reduction around schools BUT also it will require enforcement
- For district consistency, it may also be preferable to have 30km/h permanent limits at Tauhara Primary, St Patrick's Catholic School, Lake Taupo Christian School and Titirapunga St in front of Taupo Primary.
- I wholeheartedly approve the rural school speeds Taupo District Council are consulting on. This is truly inspirational and one that should not have a single objector

Disagree

- Lower speeds on Titirapunga (Taupo Primary School) and Spa Road (Taupo Nui A Tia) will cause traffic delays in during school peaks **(2)**
- I agree with variable speed limits around schools being set to 40km. **(2)**
- Children need to be taught to respect roads and traffic in general and taught how to safely cross them **(2)**
- Lowering the speed limit is pointless. It would be much better to install pedestrian crossings outside each one, like on Spa road. That is safe for the kids but also doesn't cause horrific traffic delays.

- Instead of reducing speeds around schools, investigate the use of flyovers for school pedestrians, the traffic can flow as per normal and school children will be safely out of harms way from vehicles
- Saint Patrick's and the Christian schools have a very large car park within school grounds, you don't have a large number of vehicles congested on the side roads waiting for a car accident to happen. All other schools within Taupo have pathetic parking/ no school car parks so therefore need to have reduced speed, but the private schools don't!!!
- Rangitaiki school is well off the road and has a good intersection with the road down at 80kPh. I feel it is safe to pull out. It isnt a massive school and kids are not walking off the side road.

H.2.4 Question 3 – Do you agree with the speed limit changes on Rural roads

Number	Question	The proposed speed Change		Submitters Response		
		From	To	Agree	Disagree	Total
3.1a	Poihipi Road East (Tukurangi Road to Whangamata Road)	100	80	15%	90%	61
3.1b	Poihipi Road West (Tirohanga Road to SH32)	100	80	15%	90%	61
3.1c	Whangamata Road (from Poihipi Road to Otake Road) and Hitiri Road	100	80	15%	90%	60
3.1d	Tukairangi Road, Mapara Road (West of Hill View Drive to Poihipi Road), Kaiapo Road, King Road, Katelyn Place, Grant Road, Whakarua Road	100	80	17%	88%	58
3.1e	Broadlands Road (SH1 Western on Ramp to View Road)	100	80	18%	88%	57
3.2	Poihipi Road - Middle Section	100	90	22%	78%	112
3.3	Mapara Valley Roads (semi urban)	70	60	38%	62%	100

Agree

- YES. My concern is the road from Acacia Heights Drive to Acacia Bay Road, currently it is 70km/hr down to the Tennis courts then it changes to 50km/hr. I believe it should be 50km/hr from Acacia Bay Road to Acacia heights Drive **(10)**
- Agree with lowering the speed limits on Mapara Road as this is more built up now.
- A no brainer. These rural roads can be very dangerous, especially in poor weather conditions.
- I am a road cyclist and feel much safer on Poihipi where it is 80km/hr.
- The speed limit for Poihipi Road needs to be reduced to 80km/hr, not 90km/hr
- I feel that the 80km/hr limit should extend past Whangamata Road to the other side of the Tuhingamata Road intersection
- Whangamata Road from before the Kinloch Road intersection through to a point past Oakdale Drive needs to be 70 km/ph as there are three intersections, the entrance to the Kinloch Transfer Station and not very suitable off road parking for users of the Whangamata Stream Trail. This section of road is now being used as a loop by pedestrians and cyclists who use the Kinloch Road footpath and Whangamata Stream Trail.

Disagree

- Spend money on improving / widening the roads rather than slowing people down. **(9)**
- This will increase driving time cause issues for animal welfare (vet visits), increase truck costs, increase cost for service people to visit rural communities, further segregation of rural communities. **(6)**
- A limit of 80km will bring substantial frustration to many motorists who already drive safely at 100km. **(4)**
- Improve road Maintenance. **(3)**
- I'm guessing that all the "speed" related accidents are for people already breaking the law by exceeding the existing speed limits. This doesn't require a reduction in speed limits. It requires better driver training, ongoing driver education, and enforce of existing limits **(3)**
- Disagree and will not observe them if put in place. Again, being Taupo District Council will forge ahead with this stupid plan regardless of public feedback
- Riding bikes on rural roads that are full of potholes is what is causing the crashes not the speed limit.
- Crashes are still going to occur whether the speed limit is lowered, because people will continue to speed, and drive drunk, drugged, and distracted.
- I question the thinking behind reducing Poihipi from Whangamata to Tirohanga Rd from 100km/h to 90km/h? This is a well-constructed carriageway with adequate sealed shoulder widths, easy horizontal and vertical geometry, traffic volumes are pretty low (under 2000 vpd).
- You cannot legislate against people's judgement or stupidity.
- There is nothing wrong with Whangamata Road, no need to reduce the speed.
- There are only 2 pieces of Poihipi Road that could be limited (Poihipi corner between Tirohanga road and Marotiri road) and the windy piece between Kaahu road and sh32.
- People just need to drive to the conditions
- No need to change. Lower speed means lower concentration. Problem areas usually reduce speed to a lower level where logical but no need to enforce lower limits for other users when risk is lower.
- Don't change the speed limit

- Kinloch Families Trust poll suggests keeping Whangamata road at 100km/hr

H.2.5 Question 5 – Do you agree with the speed limit changes to Taupo and Surrounds

Number	Question	The proposed speed Change		Submitters Response		
		From	To	Agree	Disagree	Total
5.1	Nga Roto Estate	50	40	47%	53%	102
5.2	Wairakei Village	50	40	49%	51%	99
5.3	Kauri Drive and Rata Street	50	30	62%	38%	99
5.4	Kauri Drive (at the SH 1 entrance to near Wairakei school)	100	60	65%	35%	100
5.5	Crown Road	80	60	42%	58%	106
5.6	Broadlands Road (Miro Street to SH1 On Ramp)	100	50	46%	54%	107
5.7	Taharepa and Paetiki Shops	50	30	45%	55%	108

Agree

- I propose the speed limit along Lake Terrace from the roundabout by the Landing through to the existing 50km zone all be reduced to 50km **(5)**
- Miro Street to highway on ramp makes sense as i am aware in the next year or so that area will have grown quite substantially **(2)**
- Agree but needs enforcement otherwise it won't work **(2)**
- Crown Rd - This proposal is ridiculous. Why not just go to 50 km/hr to tie in with the rest of Crown Road? Two different speed limits on the same stretch of road creates confusion **(2)**
- Make Broadlands Road 50kph from Miro Street to rubbish dump. I see people pulling out of dump on daily basis on front of cars doing 100kph. An accident waiting to happen
- Slow down everybody, wind your windows down and enjoy your journey around our beautiful town. Slower speeds need to become the norm not the exception. People need to relax a bit more and chill out man.
- Seems silly to change Crown Road to 60km. What's left isn't that long. Make it 50 all the way
- Wharewaka Road should have a lower limit
- Tāmamutu Street between Rifle Range Road and Gillies Street is too fast. Needs lower speed limits and associated instruction.
- It makes sense for narrow residential street to be at a lower speed limit of 40.

- The section of Crown Road is a local arterial and more of these types of roads should have minimal direct connections and higher speeds to facilitate efficient movement of people across town
 - This will make for a safer road environment for people on bikes and incentivise more people choosing a healthy and environmentally friendly form of transport.
- Disagree**
- Limits will not stop stupid drivers **(3)**
 - These speed changes don't work, people continuously speeding on Wairakei Drive **(2)**
 - Simply slapping up a speed sign will not make the road safer. Design the road to be safe, use pedestrian refuges, use narrowing techniques to slow drivers.
 - Dropping the speed limits due to a couple of hours of use makes no sense. Stop allowing really narrow roads to be built that give nowhere for drivers to go if a kid runs out on to the road. Wharewaka point is a great example of this
 - : I find the changes in the speed limits really confusing, again is there an opportunity to visuals to make people aware of hazards or pedestrians?
 - All of the above speed restrictions are not necessary and I feel that the council has ulterior motives behind the changes. Instead of restricting the traffic down to a crawl in places, let it flow and look at how to improve the roads to make them safer. It will cost money and the rate payers will not be happy.
 - Travelling through the Paetiki shops 99% of drivers already drive with care on the shops side - except idiots who won't slow down anyway until they reach the roundabout. A sign won't change them.
 - There is good visibility on most of these roads. No need to lower the speed limit.
 - Don't just look at speed, look at other contributing factors to crashes
 - Teach people how to cross the road safely have pedestrian crossing. It's a road for vehicles
 - I am in disagreement of reducing to 30kms, my recommendation is for 40kms would be reasonable and safe

H.2.6 Question 6 – Do you agree with the speed limit changes around Kinloch

Number	Question	The proposed speed Change		Submitters Response		
		From	To	Agree	Disagree	Total
6.1	Formalise some speed limits in Kinloch	50	40	43%	57%	100
6.2	Oakdale Drive Formalise	50	50	64%	36%	99

6.3	Mata Place, Marina Terrace and Kinloch Esplanade	50	30	40%	60%	99
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Agree

- Please continue to extend the 30Km/hr speed limit from the Kinloch Store up to Ogilvie Rd. There is only a footpath on the store side of Kinloch Rd on that stretch so many people (including families and children) need to cross the road at some point to get to the lakefront. **(3)**
- Set one speed for Kinloch. Compromise at 40kph. **(3)**
- Slowing down the traffic can only make it safer place **(2)**
- Please add Kenrigg Road to 40 km per hour – cars come down very fast and dangerous for kids **(2)**
- Kinloch Road and Oakdale Drive should be 50, everything else should be either 30 or 40
- All areas in Kinloch should be 30 km
- Don't mind lowering the speed in large built up areas
- I would support changing the limit on Kinloch Road between the start of Marina Terrace to Mata Place to 30kph linking with the reduced limits on those 2 streets
- Suggest Lisland Drive, Kenrigg Road and any other primary roads through the village be 30-or 40 Km/hr.
- The part of Oakdale Drive that is medium density development, should be 30km/hr instead of 50km/hr
- Prefer 30km/hr around the shops and 40km/hr everywhere else.
- Kinloch Families Trust poll suggests 60km/hr on Kinloch Road and Oakdale Road to the roundabouts and 40Km/hr for the rest of the village

Disagree

- Most people use their brains and slow down if it is required **(6)**
- Speeds are generally slower in Kinloch in most streets so reducing the speed limits will have little or no effect. **(6)**
- Kinloch speed limit isn't enforced at the moment. There is no need to change it when it's not enforced. **(2)**
- I doubt very few people can even drive at that slow a speed.
- Too slow, will not be observed.
- Whether you hit someone at 30km/hr or 50km/hr, you are not going to kill them. Once again if the council are that concerned, make the roads safer. Also, once again I say from the council's view its cheaper and easier to reduce the speed limit than take a good look at the problem.
- Why though? There has never been any issue with the 50km/hr speed limits in towns. I genuinely don't understand why there is now.

H.2.7 Question 7 – Do you agree with the speed limit changes around Turangi

Number	Question	The proposed speed Change	Submitters Response
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		From	To	Agree	Disagree	Total
7.1	Hirangi Road and Te Awamate Road	100	80	31%	69%	42
7.2	Atirau Road and industrial Area	70	60	40%	60%	42
7.3	Turangi Town Centre	50	30	30%	70%	43

Agree

- Hirangi Road should be 60km/hr not 80km/hr Residents along this stretch of road have been calling for years to have this speed limited lowered only to fall upon deaf ears.
- People in Turangi deserve safer streets too.
- Turangi is flat and a perfect place for people to choose bikes as a way of getting that around. Making the road environment safer for people on bikes will facilitate a faster uptake in biking in Turangi.
- We the Ngati Turangitukua Charitable Trust recommends the following speed limit changes:
 - a) Hirangi Road and Te Awamate Road from 100km/hr to 50km/hr
 - b) Support 30km/hr changes to around Town Centre (Te Rangitautahanga Road and around school zones) - however these changes may confuse drivers so ensuring signage is clear and visible.
 - c) 30km/hr Zone should also include a minimum 350m either side of the school street i.e. Mawake, Te Rangitautahanga and Waipapa roads)
 - d) Support the change of Te Atirau Road to 60km/hr

Disagree

- This would be frustrating, agree if it is a high crash area to lower the speed.
- The speed limits at present are fine, if you spend any amount of time as I do around our town centre you will have observed that most vehicles are doing well under the 50 km/hr speed limit. If the speed limit is lowered, I think that most drivers will ignore it anyway

H.2.8 Question 8 – Do you agree with the speed limit changes around Whareoa

Number	Question	The proposed speed Change		Submitters Response		
		From	To	Agree	Disagree	Total
8.1	Whareoa Road at village entrance	100	60	31%	69%	36

8.2	Whareoa Local Roads	50	40	31%	69%	36
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Agree

- The slower the traffic the safer it is for everybody
- I would like to see the speed changes from the Start of Whareoa Road where it meets the Kuratau Hydro Road, changed from 100km/h to 80km/hr and from 200mtres before the Whareoa transfer station go to 60km/hr to the Village entrance and 40km/h if not 30km/h through the Village. There are a number of people that walk or cycle Whareoa road for exercise including myself the lower speed limit might make it that safer as the road is relatively narrow. with the 60km/hr sign moved out further than planned it will slow traffic before the transfer station entrance

Disagree

- 10kms won't make a difference if peoples driving skills are terrible (3)

H.2.9 Question 9 – Do you agree with the speed limit changes around Eastern Bays

Number	Question	The proposed speed Change		Submitters Response		
		From	To	Agree	Disagree	Total
9.1	Eastern Bay Formalise roads	50	40	21%	79%	33
9.2	Rotongaio Road	100	60	21%	79%	33

Agree

- Slower traffic everywhere I say. People need to realise that there are fools out there who drive way too fast.
- This will make for a safer road environment for people on bikes and incentivise more people choosing a healthy and environmentally friendly form of transport.

Disagree

- A quick easy fix that won't cost much, reduce the speed limit. You guys are like a pack of sheep- follow the leader (taking advice from the government that is), why not be bold and keep the existing speed limits and look at improving the safety of our roads and or approaches.

H.2.10 Question 10 – Any other roads we should be considering

Road – (location)	Proposed Speed Change	Reason (if provided)	Number of submitters
Lake Terrace (Taharepa Rd to Tītiraupenga Street)	50 to 30	High pedestrian area with lots of people wanting to cross to the lake	5
Lake Terrace (Rainbow Point to Ernest Kemp Rise)	80 to 50	Increasing development in the area. With increasing housing development on both sides of the road. The is planned roundabout infrastructure in this are with one currently in construction	5
Taharepa Road (Lake Terrace to Kiddle Drive)	50 to 40 or 30	School Children trying to cross the Taharepa road to schools.	5
Kenrigg Road	50 to 30 or 40		4
Hirangi Road and Te Awamate Road	100 to 50	People are walking, cycling and riding horses on the side of this and 100 km/hr is too fast for these activities.	2 + Previous Petition from Local Residents
Wairakei Drive (Town to SH1)	80 to 90/100	To reduce people using Broadlands Road	2
Oruanui Road and Link road		Busy road with people using it to get to Kinloch from SH1. High truck usage with blind corners, narrow roads and multiple hazards. There are also cyclists.	2
All Taupo Residential streets	50 to 40	People are walking in these spaces	2
Arrowsmith Ave	50 to 40		2
Woodward Street and Sinton Row		People fly down that street to get onto Norman Smith and it can be very scary trying to get out your driveway or Sinton row in the mornings.	2
Wairakei Drive (Control Gates Hill)	50 to 60	It is hard to stay at 50 going up control gates Hill	2
Pataka Road		Excessive speed from Taharepa	1

Road – (location)	Proposed Speed Change	Reason (if provided)	Number of submitters
Te Puke Road	100 to 50 and 70	Housing development close to Omori is extending up Te Puke Road. Te Puke Road is also a dead end road that is not very long 100km/hr is unsuitable	1
Lisland Road	50 to 30 or 40		1
Kinloch Village streets	50 to 40	Change the entire Kinloch Village to one consistent speed limit for ease of use	1
Centennial Drive (Owen Delaney Park to Rakaunui Road		Multiple Developments and increase in developments out of Rakaunui Road would increase a safety risk on the on Centennial Drive and Rakaunui Drive intersection.	1
Kindergartens / Preschools			1
Kiddle Drive			1
Tauhara Road		Especially around the AC baths / Taharepa Intersection	1
Tirohanga Road	100 to 80 or 90	It is not safe to be driving fast. Again there are a lot of road users that cut though from SH 1 and the road is not designed to take the increased volume of traffic.	1
Noble Street		The speed that is done on this road is incredibly unsafe and not right for little children in the area. People walking down to the swimming spot and people travelling with boats	1
Kuratau Road Hydro Road and Whareroa Road	100 to 80		1
Acacia Bay Road and Wakeman Road	50 to 40	Speed of vehicles especially trucks travel too fast on this road	1
Taupo View Road		The speed of vehicles is too fast. There is walkways crossing the road and blind corners	1
Wharewaka Road		We are getting older and slower and the traffic is increasing and getting faster.	1
River Road (first 100m)	100 to 50	Residents use this rural street for walking and cycling activities	1
Acacia Heights Drive	70 to 30	Seen as residential street	1

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Road – (location)	Proposed Speed Change	Reason (if provided)	Number of submitters
Rangatira Drive (Mangakino)		Slower speeds to improve safety for walking for elderly and children to access schools doctors and shops	1
Richmond Road		People are traveling to fast	1
Tamamutu Street (Rifle Range Rd to Gillies Road)		Rifle range road on the approach and exit to the roundabout on RifleRange and Gillies and Tamamutu street. This is a well know area for accidents	1
Kinloch Road (Whangamata Road to The Poplars)	50 to 70		1
Kinloch Road (Shops to Ogilvie Road)	50 to 30	There is only a footpath on the store side of Kinloch Rd on that stretch so many people (including families and children) need to cross the road at some point to get to the lakefront	1
Motutahae Street		There is a lot of traffic to new business and parked cars from the college and business in the area	1
Poihipi Road (Watane Lane to Tukurangi Rd)	80 to 100		1

















Appendix I Proposed Priority 1 Speed Limit Changes


















Following consultation, the priority 1 speed limit changes below are the proposed changes for Council to adopt.



































































Location of priority 1 speed change	Current speed limit	Actual travel speed ²⁴	Proposed speed limit
Schools			
- Hilltop School (Kurupae Road, Ngamotu Road, Rokino Road)	-		
- Mountview School (Leslie Street, Rangatira Street, Simkin Street, Taharepa Road)	-		
- Tauhara College (Invergarry Road)	-		
- Taupō Intermediate and Taupō Hospital (Kotare Street, Liston Avenue, Tawa Street)	-		
- Taupō-nui-a-Tia College (Motutere Avenue, Waikato Street)	-		
- Taupō School (Horomātangi Street, Tamamutu Street, Ruapehu Street)	-		
- Te Kura o Hirangi , Tūrangi (Mawake Place)	-		
- TKKM o Whakarewa I Te Reo Kī Tuwharetoa, ADDI Enrichment Academy & Taupo-nui-a-Tia College (Ōpepe Street, Waikato Street)	50	20-46	30
- Tongariro School , Tūrangi (Hinerangi Street, Kaheke Street, Te Rangikahekewaho Place, Te Rangitautahanga Road, Te Rewha Street, Waipapa Road)	50	20-46	30
- Waipahihi School (Frederick Street, Parata Street)	50	20-46	30














¹ For confirmation of current speed limit (currently enacted but need to ensure this is fit for purpose as per transport law)

²⁴ Mean operating speeds as captured by MegaMaps V2 TomTom data. In some cases, this data may be an average of a long section of road.





Location of priority 1 speed change		Current speed limit	Actual travel speed ²⁴	Proposed speed limit
- St Patrick's Catholic School (Acacia Bay Road)	- Tauhara Primary School (Taharepa Road, Crown Road)			
- Tauhara College and Lake Taupo Christian School (Kiddle Drive)	- Taupō School (Titiraupenga Street)			
- Taupō-nui-a-Tia College (Spa Road)				
- Mangakino School, Mangakino (Karamu Street, Wairenga Road)				
- Rangitaiki School, Rangitaiki (Rangitaiki School Road)				
- Tirohanga School, Tirohanga (Tirohanga Road)				 

Location of priority 1 speed change	Current speed limit	Actual travel speed ²⁴	Proposed speed limit
- Wairakei School, Wairakei (Kauri Drive, Rata Street)			
- Whakamaru School, Whakamaru (Kaahu Road)			 
Rural Road			
- Broadlands Road (Miro Street – SH5)			
- Broadlands Road (SH5 – View Road)			Poihipi Road (SH32 – Tirohanga Road)
- Grant Road			- Poihipi Road (Whangamata Road – Tukairangi Road)
- Hitiri Road			- Tukairangi Road
- Kaiapo Road			- Whakararoa Road
- Katelyn Place			- Whangamata Road (Poihipi Road – east of Kinloch Road)
- King Road			
- Mapara Road (Poihipi Road – Acacia Bay)			
- Mapara Road, Acacia Bay			
- Acacia Heights Drive			
- Blue Ridge Drive			
- Dalmore Way			
- Glenlochly Rise			
- Glen Mohr			

Location of priority 1 speed change	Current speed limit	Actual travel speed ²⁴	Proposed speed limit
- Gillespie Place			
- Blake Road, Waitahanui			
- Rotongaio Road, Waitahanui			
- Whangamata Road (East of Kinlock Road to west of Oakdale Drive)			
Taupō Township			
- Lake Terrace (Tongariro – Ruapehu) – proposed pedestrian street			
- Roberts Street (west of Ruapehu Street)			
- Ferry Road			
- Gallagher Street			
- Gascoigne Street			
- Heuheu Street			
- Lake Terrace (east of Ruapehu)			
- Marama Arcade			
- Pāora Hapi Street			
- Redoubt Street			
- Roberts Street (Ruapehu east)			
- Ruapehu Street			
- Starlight Arcade			
- Story Place			
- Tamamutu Street			
- Taniwha Street			
- Tongariro Street			
- Tuwharetoa Street			





Location of priority 1 speed change		Current speed limit	Actual travel speed ²⁴	Proposed speed limit
Paetiki Shopping Centre: - Taharepa Road - Rifle Range Road Tauhara Shopping Centre: - Taharepa Road				
	- Lake Terrace (SH1 to existing 50 km/h boundary)		71-78	
	- Crown Road (Napier Road – south of Ashwood Ave)		55	
Wharewaka	- Harakeke Drive		28	
	- Kiwai Place			
	- Kohia Place			
	- Kopakopa Crescent			
	- Maru Terrace			
	- Maunganamu Drive			
	- Makomako Crescent			
	- Patete Place			
	- Poroporo Way			
	- Puna Rise			
- Raupo Crescent				
- Roto Close				
- Tawhai Crescent				
- Tutu Place				
- Uky Way				
- Wai Terrace				
Taupō Surroundings				
Waitetoko	- Mua Street		20-30	
	- Okahuroa Road			
	- Otaiatua Street			
- Rawhira Road		20-30		
- Waitetoko Road				
- Wharewera Street				









Location of priority 1 speed change		Current speed limit	Actual travel speed ²⁴	Proposed speed limit
Wairakei	- Hinau Crescent - Nikau Street - Kamu Crescent - Rangiora Crescent - Kauri Drive (NE of school) - Rata Street - Maire Street - Raukawa Crescent - Ngaio Place - Tawa Place			
	- Kauri Drive (SH5 – urban boundary)			
Turangi	- Atirau Road (Southeast) - Ngaumu Street - Gibson Street - Torouka Street - Kahurau Drive - Manawa Street - Ohuanga Road - Katarina Street - Tukehu Street			
	- Atirau Road (Northwest) - Te Awamate Road - Hirangi Road			
Kinloch	- Oakdale Drive ¹			
Whareroa	- Whareroa Road (East) - Hinekapi Terrace - Turangitukua Terrace - Ngāti Parekaawa Drive - Ani Patena Place - Poriwira Drive			

	Location of priority 1 speed change	Current speed limit	Actual travel speed ²⁴	Proposed speed limit
	- Whareroa Road (West)		60	
Whakamaru	- Pokuru Road N		43	













Appendix J Council endorsed priority 1 speed limit changes

Following Taupo District Council meeting held September 27 2022 Council endorsed the following changes





















Item #	Road name	Current	Proposed	Agree%	Disagree%	Number of submitters	Proposed by officers	Main reason for proposal	Endorsed by Council
		Schools							
1	<ul style="list-style-type: none"> Hilltop School (Kurupae Road, Ngamotu Road, Rokino Road) Mountview School (Leslie Street, Rangatira Street, Simkin Street, Taharepa Road) Taupō Intermediate and Taupō Hospital (Kotare Street, Liston Avenue, Tawa Street) Taupō-nui-a-Tia College (Motutere Avenue, Waikato Street) Taupō Primary School (Horomātangi Street, Tamamutu Street, Ruapehu Street) – Te Kura o Hirangi (Mawake Place) - TKKM o Whakarewa I Te Reo Ki Tūwharetoa, ADDI Enrichment Academy & Taupō-nui-a-Tia College (Ōpepe Street, Waikato Street) Tongariro School (Hinerangi Street, Kaheke Street, Te Rangikahewaho Place, Te Rangitautahanga Road, Te Rewha Street, Waipapa Road) Waipahihi School (Frederick Street, Parata Street). 			72%	28%	90		Reducing speed limits around schools in residential areas is a national priority focusing on the safety of children walking and cycling to schools. We have also received feedback from our community supporting this reduction.	 (Tauhara College, Invergarry Road removed)

Item #	Road name	Current	Proposed	Agree%	Disagree%	Number of submitters	Proposed by officers	Main reason for proposal	Endorsed by Council
	<ul style="list-style-type: none"> Mangakino School, (Karamu Street, Wairenga Road), Wairakei School (Kauri Drive, Rata Street) 								
2	<ul style="list-style-type: none"> St Patrick's Catholic School (Acacia Bay Road) Lake Taupō Christian School (Kiddle Drive) Tauhara Primary School (Taharepa Road, Crown Road) Taupō Primary School (Titiraupenga Street) Tauhara College (Invergarry Road) 			71%	29%	87		These schools are located on busier roads. Given the high traffic volume of these roads, it is more practical for the 30 km/h speed limit to apply only at the start and end of the school day when students are going to and from school.	 (Tauhara College, Invergarry Road added)
3	Taupō-nui-a-Tia College (Spa Road)			58%	42%	86		Taupō-nui-a-Tia College is located on busier roads. Given the high traffic volume of these roads, it is more practical for the 30 km/h speed limit to apply only at the start and end of the school day when students are going to and from school.	

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Item #	Road name	Current	Proposed	Agree%	Disagree%	Number of submitters	Proposed by officers	Main reason for proposal	Endorsed by Council
4	Rangitaiki School (Rangitaiki School Road)			61%	39%	83		Rangitaiki School is located on an access road off the State Highway. The speed limit change aligns with the national priority of 30km/h speed limits and ensure the safety of everyone accessing the school.	
5	Tirohanga School (Tirohanga Road)			76% / 74%	24% / 26%	83 / 82		This school is on a busy rural road. Given the speed that vehicle travel at on this road, the speed limit around the school should be reduced permanently to 80km/h with a variable speed limit of 30km/h at the start and end of the school day to provide safer access to the school.	
6	Whakamaru School (Kaahu Road)			76% / 78%	24% / 22%	82 / 81		This school is on the approach to Whakamaru Village and should be reduced permanently to 60km/h with a variable speed limit of 30 km/h at the start and end of the school day.	

Item #	Road name	Current	Proposed	Agree%	Disagree%	Number of submitters	Proposed by officers	Main reason for proposal	Endorsed by Council
Taupō Central									
7	Roberts Street (west of Ruapehu Street)			47%	53%	104		The Taupō Town Centre Transformation project is changing Roberts Street to become a shared street where a speed limit of 10km/h will encourage and provide greater safety to pedestrians using this area.	
8	Taupō Town Centre Roads Ferry Road, Gallagher Street, Gascoigne Street, Te Heuheu Street, Lake Terrace (east of Ruapehu), Paora Hapi Street, Redoubt Street, Roberts Street (Ruapehu St to Tīraupenga St), Ruapehu Street, Story Place, Tamamutu Street, Taniwha Street, Tongariro Street, Tūwharetoa Street			50%	50%	109		Reducing the speed limit to 30km/h is consistent with the Taupō Town Centre Transformation project and will provide greater safety to pedestrians and road users in these areas.	
Taupō and Surrounds									
9	Lake Terrace (SH1 to existing 50 km/h boundary)		Added into Priority 1 Based on Consultation and Continual Development					This change was not included in the public consultation. As development increase in this area, there are more people using this area including pedestrian and cyclists. Also the form of the road is changing with the addition of roundabouts on some key intersections	

Item #	Road name	Current	Proposed	Agree%	Disagree%	Number of submitters	Proposed by officers	Main reason for proposal	Endorsed by Council
10	Broadlands Road (Miro Street – On Ramp SH1 /SH5)			46%	54%	107		As Taupo's industrial area grows, we need to adjust the speed limits of Broadlands Road to recognise this development and to ensure a safer access for these businesses.	
11	Paetiki Shopping Centre (Taharepa Road and Rifle Range Road) Tauhara Shopping Centre (Taharepa Road)			45%	55%	108		This is a high activity area, with lots of people moving around to get to and from the shops, and the schools nearby.	
12	Crown Road (from the existing 50km/h sign to Napier Road)			42%	58%	106		As developments continue to happen in this area, we need a speed limit consistent with the surrounding development.	
13	Wharewaka (Nga Roto Estate): Harakeke Drive, Kiwai Place, Kohia Place, Kopakopa Crescent, Maru Terrace, Maunganamu Drive, Makomako Crescent, Patete Place, Poroporo Way, Puna Rise, Raupo Crescent, Roto Close, Tawhai Crescent, Tutu Place, Uky Way, Wai Terrace			47%	53%	102		Ngā Roto Estate is a new development. We need to formalise speed limits in this area. Changing to a 40km/h speed limit is consistent with our Speed Management Principles to ensure the safety of all road users in the area.	
14	Pokuru Road N (Between SH32 to Kaahu Rd, Whakamaru)			76%	24%	82		Changing to a 60km/h speed limit is consistent with our Speed Management Principles for communities such as Whakamaru.	

Item #	Road name	Current	Proposed	Agree%	Disagree%	Number of submitters	Proposed by officers	Main reason for proposal	Endorsed by Council
15	Wairakei Village: Hinau Crescent, Kamu Crescent, Kauri Drive (NE of school), Maire Street, Ngaio Place, Nikau Street, Rangiora Crescent, Rata Street, Raukawa Crescent, Tawa Place			49%	51%	99		Changing to a 40km/h speed limit is consistent with our Speed Management Principles to ensure the safety of all road users in the area.	
16	Wairakei Village: (Rata Street)			62%	38%	99		We have also included a speed limit reduction for streets connecting to Wairakei Primary School to maximise the safety of pedestrians and other road users.	
17	Kauri Drive (SH1 – urban boundary)			65%	35%	100		Introducing a 60km/h speed limit will prepare road users as they travel into Wairakei Village. It will also enable road users to safely enter the State Highway 1 intersection.	
Kinloch									
18	Oakdale Drive			64%	36%	99		Oakdale Drive is a new street. The 50km/h speed limit needs to be formalised.	
Tūrangi									
19	Tūrangi Town Centre: Te Rangitautahanga Road, Pihanga Road			30%	70%	43		Reducing the speed limit to 30km/h is consistent with other high-use pedestrian areas across the District.	

Item #	Road name	Current	Proposed	Agree%	Disagree%	Number of submitters	Proposed by officers	Main reason for proposal	Endorsed by Council
20	Hirangi Road (SH41 to Town Boundary) and Te Awamate Road			31%	69%	42		Currently, public consultation does not support the change in speed limits. Note that Ngāti Tūrangitukua have submitted in support of a speed limit change to 60km/h	
21	Atirau Road (Northwest)			40%	60%	42		Currently, public consultation does not support the change in speed limits. Note that Ngāti Tūrangitukua have submitted in support of a speed limit change to 60km/h	
22	Tūrangī Industrial: - Atirau Road (Southeast), Gibson Street, Kahurau Drive, Ohuanga Road, Tukehu Street, Ngaumu Street, Torouka Street, Manawa Street, Katarina Street			40%	60%	42		Currently, public consultation does not support the change in speed limits. This change would be consistent with item #21 above.	
Whareroa									
23	Whareroa Village: Whareroa Road (East), Tūrangitukua Terrace, Ngāti Parekaawa Drive, Ani Patena Place, Hinekapi Terrace, Te Amio Place, Piripi Place, Poriwira Drive			31%	69%	36		Changing to a 40km/h speed limit is consistent with our Speed Management Principles to ensure the safety of all road users in the area.	
24	Whareroa Village Entrance: Whareroa Road (West)			31%	69%	36		Introducing a 60km/h speed limit will prepare road users for slower speed limits as they travel into Whareroa.	

Item #	Road name	Current	Proposed	Agree%	Disagree%	Number of submitters	Proposed by officers	Main reason for proposal	Endorsed by Council
Eastern Bays									
25	Waitetoko Village: Mua Street, Okahuroa Road, Otaiatua Street, Rawhira Road, Waitetoko Road, Wharewera Street			21%	79%	33	No change at this time, subject to council direction.	Currently, public consultation does not support the change in speed limits. Regardless, council may choose to proceed with the change.	No change at this time
26	Blake Road (Waitahanui)			21%	79%	33	No change at this time, subject to council direction.	Currently, public consultation does not support the change in speed limits. Regardless, council may choose to proceed with the change.	No change at this time
27	Rotongaio Road (Waitahanui)			21%	79%	33		The speed limit of this road needs to be formalised. This is a short, low volume road used primarily for community access.	
Rural Roads									
28	Whangamata Road (East of Kinloch Road to west of Oakdale Drive)			Changed Based on Community Feedback from Consultation				This section has increased active modes to get between Kinloch Road and Oakdale Drive and other activities such as the transfer station.	

Item #	Road name	Current	Proposed	Agree%	Disagree%	Number of submitters	Proposed by officers	Main reason for proposal	Endorsed by Council
29	Mapara Road (Existing 50km/hr speed change to west of Hill view Drive)			38%	62%	100	No change at this time, subject to council direction.	Currently, public consultation does not support the change in speed limits. Regardless, council may choose to proceed with the change.	No change at this time
30	Broadlands Road (SH1/5 – View Road)			15%	85%	57	No change at this time, subject to council direction.	Currently, public consultation does not support the change in speed limits. Regardless, council may choose to proceed with the change.	No change at this time
31	Mapara Road (Poihipi Road – Acacia Bay) and Kaiapo Road, Katelyn Place, King Road, Whakaroa Road, Grant Road, Tukairangi Road			17%	83%	58	No change at this time, subject to council direction.	Currently, public consultation does not support the change in speed limits. Regardless, council may choose to proceed with the change.	No change at this time
32	Whangamata Road (Poihipi Road – east of Kinloch Road) and Hitiri Road			15%	85%	60	No change at this time, subject to council direction.	Currently, public consultation does not support the change in speed limits. Regardless, council may choose to proceed with the change.	No change at this time
33	Poihipi Road (Whangamata Road – Tukairangi Road)			15%	85%	61	No change at this time, subject to council direction.	Currently, public consultation does not support the change in speed limits. Regardless, council may choose to proceed with the change.	No change at this time

