

20 June 2024



Director of Land transport

Dear Sir,

Variation to Interim Speed Management Plan under Section 2.6 of the Setting of Speed Limit Rule 2022

The Gisborne District Council are seeking to certify some variations to our existing certified Interim Speed Management Plans. The Interim Speed Management Plan was approved by the Director of Land Transport on 4 May 2023.

The previous targets set in the Setting of Speed Limit Rule put a lot of pressure on our staff and Councilors to get our Interim Speed Management Plan certified. Nothing is ever perfect and now that we have started to install our proposed speed changes, we have discovered that some minor variations to our certified plans would get some excellent safety benefits for our community and make speeds within our roading network consistent.

The changes proposed are highly localised changes and considered minor. These changes do not have any major time travel delays or network wide implications. Overall, there was community support for the lower speed limits around schools and in townships when we consulted on our Interim Speed Management Plan and some townships have directly approached us to extend the lower speed limits. We have issued a contract for the speed management work to a local contractor and this additional signage could be incorporated into this current contract.

Using a variation to our ISMP is the most cost-effective way for Gisborne District Council to make these minor changes, rather than a costly preparation of a new speed management plan.

We would kindly request that the following minor variations are considered.

Gisborne Intermediate School

Proposal – Install a variable school speed area on Anzac Street for approximately 250m and extend the variable school speed area on Roebuck Street for approximately 130m, to create a variable school speed area that encompasses the main student crossing points.

A variable 30km/h school speed area has been certified for Gisborne Intermediate School, with a mixture of electronic and static signs. The certified plans show that the existing 40km/h school speed signs are being replaced with a 30km/h school speed signs on Roebuck Road and Childers Road. Under the previous Setting of Speed Limits Rule, a variable school speed area could only be installed on a school frontage road. Therefore, the existing signs are only on the road that have school frontage.

Our new proposal extends this school speed area south on Roebuck Road to Anzac Street. Anzac Street is one of the main crossing points for students. There is an existing walkway across Waikanae Creek that services students living in Awapuni. There is also existing school infrastructure on Anzac Street which includes red 'School' markings on the road, highlighting pedestrian crossing points. This is the main road that students cross to get to the school and this location is where drivers on the road are likely to see students crossing the road to get to school. The proposal extends the school speed area approximately 250m on Anzac Street. This equates to a change in drive time of 12 seconds across the 250m only during school drop off and pick up times. Anzac Street is a local road and as such this reduction in the

speed limit will not have a network wide effect. There are high safety benefits to reducing the speed limit at this location and when considered against the travel time increase it is a minimal reduction at two specific times of the weekday.

Ilinster School

Proposal – Install a variable school speed area on Graham Road, Dominey Street, Marian Drive and Ann Street and extend the variable school speed area on De Lautour Road for approximately 90m, to create a variable school speed area that encompasses Ilinster School and Te Wharau School.

A variable 30km/h school speed area has been certified on De Lautour Road for Ilinster School. The certified plans show that the existing 40km/h school speed signs are being replaced with 30km/h school speed signs. Our new proposal extends the school speed area past the intersection with Graham Road. This extends the school speed area on De Lautour by approximately 90m. This will increase the travel time to drivers by 5 seconds during school pick up and drop off times.

Graham Road, Dominey Street, Marian Drive and Ann Street will also now be included as part of the variable school speed area. There will be a static 30VSL sign on Graham Road to inform drivers of this speed change. Te Wharau School is located on Graham Road. The school has approximately 350 students. There is a zebra crossing on Graham's Road that is operated as a kea crossing during school drop off and pick up. Reducing the speed limit to 30km/h during these times will increase the safety benefits for vulnerable road users crossing at this point.

Dominey Street, Marian Drive and Ann Street are roads north of the school and are no-exit roads. These roads are included to minimise the amount of signage required for this school speed area. These roads are also short and narrow local roads and present like slow speed roads.

Te Karaka

Proposal – Change a certified speed limit from 70km/h to 60km/h on Main Road. Change the speed limit of Ioapa Road from 50km/h to 30km/h and on Main Road from 40km/h to 30km/h.

There are three changes we are proposing in Te Karaka. Our certified plans shows a small section of a new 70km/h speed limit on Main Road, which is a local street. We are proposing to reduce this to a 60km/h speed limit to remove the 70km/h speed limit in our roading network. There is also a small section of 40km/h on Main Road which we are proposing to change to 30km/h to make this section consistent with the urban section of Main Road.

Secondly, on the certified plans, Ioapa Road is shown as having a 50km/h speed limit, however the streets that it intersects with are certified with a 30km/h speed limit. Ioapa Road is a narrow, approximately 5m wide road, with residential housing on one side, it has a 90deg corner in the middle of the road. By including Ioapa Road in the 30km/h speed area it reduces the amount of signage required and it is clear to drivers what the speed limit is in this local area. Ioapa Road is a local road and it is anticipated that it will be used by locals. The inclusion of Ioapa Road within the 30km/h speed area will not have any effect on the through traffic travel time in Te Karaka.

Tolaga Bay

Proposal – Extend the certified 30km/h speed limit, that was installed around the school, to encompass the residential area of Tolaga Bay.

A permanent 30km/h speed limit was installed around Tolaga Bay Area School, as per the certified plans. The residents of Tolaga Bay have requested to extend this speed limit to encompass the residential area of Tolaga Bay.

Tolaga Bay is a small township north of Gisborne. The local roads are narrow, approximately 6m wide, with wide grass berms and limited to no footpaths. Most residential properties are within 1km of the school. Children walking and cycling to the school will likely use the sealed roads to access the school. The local conveniences are located on SH35 and are also within 1km of most residential properties. Again, it is likely that people walking and cycling to the shops will use the sealed roads. The existing traffic volumes and speeds are low with the highest volumes and speeds on Monkhouse Road where the traffic volume is 385vpd and the mean operating speed is 39km/h (data sourced from MegaMaps). Endeavour Street, Resolution Street and Discovery Street all have mean operating speeds below 20km/h.

Our new proposal extends the 30km/h speed limit to include these narrow residential streets in Tolaga Bay. There are high safety benefits to reducing the speed limit in this township, especially for vulnerable road users. Given the lack of footpaths, people will likely walk along the road and people cycling will likely choose to use the sealed roads. These roads are local roads and don't provide access to the wider roading network. The operating speeds are already low and there is community support for this speed limit extension.

Ruatoria

Proposal – It is proposed to change the certified speeds on the majority of roads within Ruatoria. The proposed new speed limit is a permanent 30km/h in the main residential areas, with a permanent 50km/h on the semi-residential roads and a permanent 60km/h on Tuparoa Road which will then link up with the certified 60km/h speed limits to the east.

A variable 30km/h school speed area has been certified around Ngata Memorial College and Te Kura Kaupapa Maori O Te Waiu O Ngati Porou, which included a number of roads within Ruatoria township. The remaining residential roads were certified as a mixture of permanent 40km/h or 50km/h. Tuparoa Road was certified as a mixture of 50km/h, 60km/h and 80km/h. Our new proposal removes the different speed limits in the residential area and proposes a permanent 30km/h speed limit in this area. It also removes the permanent 80km/h speed limit on Tuparoa Road and replaces this with a 60km/h speed limit.

The residential roads within Ruatoria are all the same, there is no change in environment between the roads. It therefore makes sense to a driver that the speeds on these roads would all be the same. Changing the speed limits to a permanent 30km/h creates a consistent speed limit within Ruatoria and caters for vulnerable road users who share these roads. Waiomatatini Road is the main road into Ruatoria and has shops and facilities along it. Tuparoa Road provides vehicle access to Ngata Memorial College and access to the coastline from Ruatoria. The other roads in Ruatoria are narrow, local residential roads. The 30km/h speed limit has extended north to include the residential housing north of Tuparoa Road. A 30km/h speed limit improves the safety of people walking, cycling and riding horses along these roads to the local destinations.

The 50km/h speed limit on Tuparoa Road is proposed to be extended approximately 150m to the end of the residential properties. This extension locates the speed change point at the point where the environment changes from residential to semi-rural. It is proposed to change the next section of Tuparoa Road from 80km/h to 60km/h. This section of the road is semi-rural but provides access to Mangahanea marae. The certified speed limit on Tuparoa Road outside the marae is 60km/h. This proposal effects approximately 900m of Tuparoa Road and would equate to a 13 second travel time increase for motorists on that road. There are approximately 250vpd using this section of road.

CBD – Gladstone Road, Derby Street and Fitzgerald Street

Proposal – Extend the 30km/h speed limit on Gladstone Road for approximately another 70m. Extend 30km/h speed limit on Derby Street to Childers Road and extend 30km/h speed limit on Fitzherbert Street for approximately another 130m.

The certified plans show the CBD as a permanent 30km/h area. The southern boundary of this speed limit area is Childers Road, except for Derby Street where the speed limit change point is at Gladstone Road intersection. The section of Derby Street from Gladstone Road to Childers Road is still commercial in nature. There is no obvious change in environment from Gladstone Road. However, on the southern side of Childers Road there are residential properties, and it is a clear change in environment. Extending the 30km/h speed limit to the intersection with Childers Road will create a consistent 30km/h core CBD speed limit zone. This block also contains Pak n Save supermarket which is a major destination. There are a lot of turning vehicles at this location and slower speeds will reduce the likelihood of crashes at the car park entrances. This proposed change will increase travel times by approximately 7 seconds.

It is proposed to extend the 30km/h speed limit on Gladstone Road for approximately 70m. Due to the presence of verandahs on both sides of Gladstone Road the signs were unable to be located near the intersection. By extending the 30km/h speed limit approximately 70m north-west on Gladstone Road, it allows the signs to be installed with clear visibility.

At this location Gladstone Road has a shopping strip on both sides of the road. The intersection of Gladstone Road and Derby Street is controlled by a roundabout. Installing the speed change point back from the intersection will slow drivers approaching this intersection. The change will increase travel times by approximately 3 seconds.

It is proposed to extend the 30km/h speed limit on Fitzherbert Street for another 130m. The certified plans show the speed limit change point at the end of the bridge, however the roading environment changes at the intersection of Fitzherbert Street and Ormond Road. Once through this intersection the road environment turns from residential to commercial. The Gisborne District Council offices are on the southern side of the road and this is a destination for not only staff but the public as well. There is a car park on the opposite side of the road and this creates a high volume of people crossing Fitzherbert Street. Extending the speed limit by 130m to the intersection is consistent with the change in environment and improves the safety for people crossing Fitzherbert Street. The change will increase travel times by approximately 7 seconds.

Manutuke – Whakato Road and Tuaraki Road

Proposal – Change the speed limit on Whakato Road from 80km/h to 30km/h and on Tuaraki Road from 80km/h to 40km/h.

Whakato Road and Tuaraki Roads are no exit road access off SH2 in the township of Manutuke. Whakato Road provides access to residential properties and a commercial premises. School students use this road to access Manutuke School on the other side of the foot bridge at the end of Whakato Rd. Whakato Rd has no footpath provisions which increases the use of the road as a footpath. This section of Whakato Road does not connect with the southern section of the road. The current speed limit on the road is the same as SH2 at 80km/h. However, Whakato Road is a narrow road with a lot of vehicle movements around the commercial premises. The current speed limit is not consistent with the land use environment. A 30km/h speed limit better reflects the roading environment on this road.

Tuaraki Road provides access to Pāhou marae and a Te Kohanga Reo located at the marae and a handful of residential properties. It does not provide any access to the wider roading network. The speed limit on this road is the same as SH2 at 80km/h. However, Tuaraki Road is a different roading environment to SH2. Tuaraki Road is a narrow, approximately 5m wide sealed road and is around 1.5km long. There is regular access to residential properties along the road and no pedestrian facilities. There is a bus stop at the intersection of Tuaraki Road and SH2. Anyone accessing the marae, Te Kohanga Reo or bus stop on foot would likely walk along the sealed road. The proposed speed limit change will increase travel times on the road by approximately 1 minute and 8 seconds.

Summary

The following table summarises the proposed changes to our Interim Speed Management Plan. These changes are also shown on the plans below, which follow the same format as our certified plans.

Area	Current Speed Limit	Proposed Speed Limit	Safe and Appropriate Speed*	Reason
Gisborne Intermediate School	Anzac Street - Permanent 50km/h speed limit Roebuck Road – permanent 50km/h speed limit	Anzac Street – 250m variable 30km/h school speed limit (RP 0.560 – RP 0.298) Roebuck Road – extend the variable 30km/h school speed limit by 130m (RP 0.851 - RP 0.496)	Anzac Street – 30 km/h Roebuck Road – 30 km/h	A main school crossing location was excluded from the certified plan as this was a replacement of a 40km/h school speed area with a 30km/h school speed area. The proposed extension to the school speed area supports the existing pedestrian crossing point and has minimal effects on travel time for other road users.
Ilminster School	De Lautour Road – permanent 50km/h speed limit Grahams Road – permanent 50km/h speed limit Dominey Street – permanent 50km/h Marian Drive – permanent 50km/h	De Lautour Road – extend variable 30km/h speed limit by 90m (RP 0.742 – RP 0.335) Grahams Road – install variable 30km/h school speed limit (RP 0.000 – RP 0.394) Dominey Street – install variable 30km/h school speed limit (RP 0.000 – RP 0.109) Marian Drive – install variable 30km/h school speed limit (RP 0.000 – RP 0.378)	De Lautour Road – 30 km/h Grahams Road – 30 km/h Dominey Street – 30 km/h Marian Drive – 30 km/h	Te Wharau School is located on Grahams Road and was excluded from the certified plans as this was a replacement of a 40km/h school speed area with a 30km/h school speed area. The proposed extension is minimal on De Lautour Road (90m). On Grahams Road there is an existing zebra crossing that is operated as a kea crossing during school drop off and pick up. The extension of the school speed area supports the use of this crossing during the start and finish of school.

	Ann Street – permanent 50km/h	Ann Street – install variable 30km/h school speed limit (RP 0.000 – RP 0.075)	Ann Street – 30 km/h	
Te Karaka	Main Road – permanent 70km/h speed limit Main Road – permanent 50km/h speed limit Ioapa Road – permanent 50km/h speed limit	Main Road – permanent 60km/h speed limit (RP 0.291 – RP 0.102) Main Road – permanent 30km/h speed limit (RP 0.291 – RP 0.495) Ioapa Road – permanent 30km/h speed limit (RP 0.000 – RP 0.424)	Main Road – 30 km/h Ioapa Road – 30 km/h	The certified 70km/h speed limit on Main Road is inconsistent with Waka Kotahi approach to discourage 70km/h and 90km/h speed limits. The certified speed limit on Ioapa Road is inconsistent with the surrounding local road network.
Tolaga Bay	Banks Street – permanent 50km/h speed limit Parkinson St – permanent 50km/h speed limit Gore St – permanent 50km/h speed limit Endeavour St – permanent 50km/h speed limit Resolution St – permanent 50km/h speed limit Discovery St – permanent 50km/h speed limit	Banks Street – permanent 30km/h speed limit (RP 0.000 RP 0.778) Parkinson St – permanent 30km/h speed limit (RP 0.317 – RP 0.803) Gore St – permanent 30km/h speed limit (RP 0.000 – RP 0.231) Endeavour St – permanent 30km/h speed limit (RP 0.000 – RP 0.456) Resolution St – permanent 30km/h speed limit (RP 0.000 – RP 0.231)	Banks Street – 30 km/h Parkinson St – 30 km/h Gore St – 30 km/h Endeavour St – 30 km/h Resolution St – 30 km/h Discovery St – 30 km/h	A permanent 30km/h speed limit was certified around Tolaga Bay Area School. The local community have requested an extension to this permanent 30km/h speed area. Tolaga Bay is a small township and the majority of people live within 1km of most destinations (schools, shops and parks). There is limited pedestrian facilities in Tolaga Bay and reducing the speed limit in this township will have major safety benefits for vulnerable road users.

	<p>Adventure St – permanent 50km/h speed limit</p> <p>Solander St – permanent 50km/h speed limit</p> <p>Monkhouse St – permanent 50km/h speed limit</p>	<p>Discovery St – permanent 30km/h speed limit (RP 0.000 – RP 0.230)</p> <p>Adventure St – permanent 30km/h speed limit (RP 0.000 – RP 0.228)</p> <p>Solander St – permanent 30km/h speed limit (RP 0.000 - RP 1.070)</p> <p>Monkhouse St – permanent 30km/h speed limit (RP 0.266 - RP 0.531)</p>	<p>Adventure St – 30 km/h</p> <p>Solander St – 30 km/h</p> <p>Monkhouse St – 30 km/h</p>	
Ruatoria	<p>Waiomatatini Rd – permanent 40km/h</p> <p>Waiomatatini Rd – variable 30km/h</p> <p>Waiomatatini Rd – permanent 50km/h</p> <p>Mangaharei St – permanent 40km/h</p> <p>Mangakino St – permanent 40km/h</p> <p>Burdett PI – permanent 40km/h</p> <p>Ngawati St – permanent 40km/h</p>	<p>Waiomatatini Rd – permanent 30km/h (RP 1.200 – RP 2.163)</p> <p>Waiomatatini Rd – permanent 30km/h (RP 2.163 – RP 2.481)</p> <p>Waiomatatini Rd – permanent 30km/h (RP 2.481 – RP 2.824)</p> <p>Mangaharei St – permanent 30km/h (RP 0.000 – RP 0.422)</p> <p>Mangakino St – permanent 30km/h (RP 0.000 – RP 0.233)</p> <p>Burdett PI – permanent 30km/h (RP 0.000 – RP 0.091)</p> <p>Ngawati St – permanent 30km/h (RP 0.000 – RP 0.100)</p>	<p>Waiomatatini Rd – 30km/h</p> <p>Mangaharei St – 30km/h</p> <p>Mangakino St – 30km/h</p> <p>Burdett PI – 30km/h</p> <p>Ngawati St – 30km/h</p>	<p>There is a range of speed limits certified in Ruatoria and these speed limits don't reflect the roading environment. The proposed speed limit sets a 30km/h speed limit for the residential area and a 50km/h speed limit for the semi-residential area. A section of 80km/h on Tuparoa Road is proposed to be changed to 60km/h to keep the speed on this road consistent for drivers and to improve the safety around the marae.</p>

Amiria Ave – permanent 40km/h	Amiria Ave – permanent 30km/h (RP 0.000 – RP 0.224)	Amiria Ave – 30km/h	
Te Huinga Ave – permanent 40km/h	Te Huinga Ave – permanent 30km/h (RP 0.000 – RP 0.098)	Te Huinga Ave – 30km/h	
Barry Ave – permanent 40km/h	Barry Ave – permanent 30km/h (RP 0.160 – RP 0.360)	Barry Ave – 30km/h	
Barry Ave – variable 30km/h	Barry Ave – permanent 30km/h (RP 0.000 – RP 0.160)		
Hekiera Rd – variable 30km/h	Hekiera Rd – permanent 30km/h (RP 0.000 – RP 0.242)	Hekiera Rd – 30km/h	
Kararaina Ave – variable 30km/h	Kararaina Ave – permanent 30km/h (RP 0.000 – RP 0.190)	Kararaina Ave – 30km/h	
Holland PI – variable 30km/h	Holland PI – permanent 30km/h (RP 0.000 – RP 0.100)	Holland PI – 30km/h	
College Road (S) – variable 30km/h	College Road (S) – permanent 30km/h (RP 0.121 – RP 0.429)	College Road (S) – 30km/h	
Manutahi Dr – variable 30km/h	Manutahi Dr – permanent 30km/h (RP 0.000 – RP 0.258)	Manutahi Dr – 30km/h	
Tuparoa Rd – variable 30km/h	Tuparoa Rd – permanent 30km/h (RP 0.000 – RP 0.493)	Tuparoa Rd – 80km/h	
Tuparoa Rd – permanent 80km/h	Tuparoa Rd – permanent 50km/h (RP 0.493 – RP 0.900)		
Tuparoa Rd – permanent 80km/h	Tuparoa Rd – permanent 60km/h (RP 0.900 – RP 1.890)		
College Road (N) – variable 30km/h	College Road (N) – permanent 30km/h (RP 0.000 – RP 0.385)	College Road (N) – 30km/h	

	<p>Fire Station Rd – permanent 50km/h</p> <p>Whakarua Park Rd – permanent 50km/h</p>	<p>Fire Station Rd – permanent 30km/h (RP 0.000 – RP 0.053)</p> <p>Whakarua Park Rd – permanent 30km/h (RP 0.000 – RP 0.146)</p>	<p>Fire Station Rd – 30km/h</p> <p>Whakarua Park Rd – 30km/h</p>	
<p>CBD – Gladstone Road, Derby Street and Fitzherbert Street</p>	<p>Gladstone Road – permanent 50km/h speed limit</p> <p>Derby Street – permanent 50km/h speed limit</p> <p>Fitzherbert Street – permanent 50km/h speed limit</p>	<p>Gladstone Road – permanent 30km/h (RP 0.642 – RP 0.737)</p> <p>Derby Street – permanent 30km/h (RP 0.439 – RP 0.570)</p> <p>Fitzherbert Street – permanent 30km/h (RP 0.120 – RP 0.260)</p>	<p>Gladstone Road – 30km/h</p> <p>Derby Street – 30km/h</p> <p>Fitzherbert Street – 30km/h</p>	<p>The CBD has a core 30km/h certified speed limit. Extending the 30km/h zone by approximately 130m on Derby Street and Fitzherbert Street recognizes the change in environment on these roads.</p> <p>On Gladstone Road due to the existing shop verandahs it is not practical to install the speed signs. It is proposed to install these signs approximately 70m past the intersection.</p>
<p>Manutuke – Whakato Road Tuaraki Road</p>	<p>Whakato Road – permanent 80km/h speed limit</p> <p>Tuaraki Road – permanent 80km/h speed limit</p>	<p>Whakato Road – permanent 30km/h</p> <p>Tuaraki Road – permanent 40km/h (RP 0.000 – RP 1.541)</p>	<p>Whakato Road – 30km/h</p> <p>Tuaraki Road – 60km/h</p>	<p>Whakato Road and Tuaraki Roads are narrow no exit roads that provides access to a commercial premises, marae, Te Kohanga Reo and residential properties. It is proposed to reduce the speed limit to 30km/h and 40km/h respectively. The roading environment changes when you turn from SH2 onto these roads and the speed limit should reflect the change in environment.</p>
<p>* SaAS data sourced from MegaMaps Road to Zero Edition 2</p>				

Consultation

The interim Speed Management Plan was consulted on in April 2022 as an amendment to council's 2013 Speed Limit Bylaw. [Amendments to speed limits bylaw | Participate \(gdc.govt.nz\)](#). This process was allowed as interim until the new 2022 rule came into effect. The new speed limits were drafted based on feedback from engagement carried out during Council's Long Term Plan consultation in May 2021. Due to the legal process of the bylaw, the community desire for further reductions captured during consultation were unable to be enacted into the document which was up for approval only at that stage. Feedback came from schools that were left out of the 40% target mandated in the 2022 Rule and from townships that hadn't yet been considered. It was intended that these would be considered for the full speed management plan which was at that stage mandatory also.

Implementation of the Interim Speed Management Plan has uncovered some areas of concern for adjacent areas not included in the changes. Both Ilminster and Gisborne Intermediates have nearby feeder primary schools which were not considered in the 40% at the time of writing the interim plan. The contrast between the new 30km/hr speeds and remaining 50km/hr speeds around those schools is too great and will further increase public concern that has been rising during the implementation process. In particular, Te Wharau School has made multiple requests since consultation for council to address safety concerns around traffic at the school gate.

Communication has been carried out with the effected communities and residents prior to installation of the new speeds. This has included letters to schools, businesses, iwi, police, fire and emergency, St Johns, flyers for rural areas to display at shops, service stations and into post office boxes, and to community representatives to disperse through their channels to Marae and hapu community pages, Ngati Porou radio ads, media releases to the Gisborne Herald, updates to council's website and social media page, and letter drops to effected residents in more urban areas. On top of this our contractors have knocked on doors and spoken directly with people directly affected and staff have responded to any community concerns as they arise.

Council's communication and engagement objectives during this time have been to increase awareness, foster understanding, promote support and cooperation, address concerns and provide clarifications, encourage feedback and engagement, enhance collaboration and monitor and evaluate. These objectives were actioned with a strategy including key messaging and timing of delivery using the best tools and channels available. This variation is an outcome of the objectives and seeks to align with the feedback we have gathered.

Public awareness has increased over this time and the feedback we have received on the changes so far has been very supportive which is surprising given the level of objection to start with. Targeting schools, townships and places where there was a lot of support seems to have been well received and is easy to explain to those who ask why. Apart from a few signs vandalized in a couple of places most of the feedback has been positive if not requesting more. A programme of repeater signs has been put together in response to the community requests and extra line marking is being considered to further support the signs where needed.

The changes included in this variation have all been well socialized with the community as described above and there have been no negative feedback to any of them to date. The changes represent a mixture of common-sense corrections and requests from the community which have arisen from the implementation process. The changes do not constitute adding any totally new areas the plan rather they are slight amendments to the existing areas included in the ISMP so that implementation can proceed smoothly with the community with the hope that they can trust and buy-in to the changes with council.

Letters included maps with a list of roads effected for each area while the flyer was more general and sent people to our website for more details.

Look out for lower speed limits!
Ture ā-rohe Aukatinga Tere Waka
Speed Limits Bylaw

We've started the roll out of reduced speed limits on local roads around Tairāwhiti.

Council adopted the amended Speed Limits Bylaw at their August meeting. This follows community consultation in 2021 – 2022 where feedback supported lowering speeds around schools, townships, and some localised areas.

The amended bylaw aligns with Waka Kotahi's Road to Zero safety strategy so speed limit reductions are consistent across the country.

For more information about the Speed Management Plan for Tairāwhiti including the area maps, please go to our website.
gdc.nz/speedlimitchanges

Please see reverse for more information on the changes. →

WHAT THE CHANGES INCLUDE?

CHANGES

80 60 50

Reduce speeds in some rural and urban areas from 70km/h to 50 or 30 and from 50km/h to 40 or 30 to support walking and cycling, with support from residents.

50 40 30

Reduced speed limits will be implemented over the next 3 years to align with the National Land Transport funding. New speed limit signs are being installed.

Speed limits on state highways are under separate control by Waka Kotahi

HOW THIS AFFECTS YOU

- Be aware of the new speed limit signs.
- Reduced speed limits in areas will affect your travel times.

Where the lower speed limits are happening

Hicks Bay, Lavenham Road, Muriwai, Rangitukia, Ruatoria entrance, Te Araroa, Te Puia Springs, Te Araroa, Tikitiki, Tokomaru Bay, Waerenga-O-Kuri School, Whatatutu Road

06 867 2049 service@gdc.govt.nz @Gisborne DC
0800 653 800 www.gdc.govt.nz GDC Fix app

We kindly request that this variation to the speed limits be certified so that they can be uploaded into the NSLR and implementation can commence. If you require any further information, please contact me.

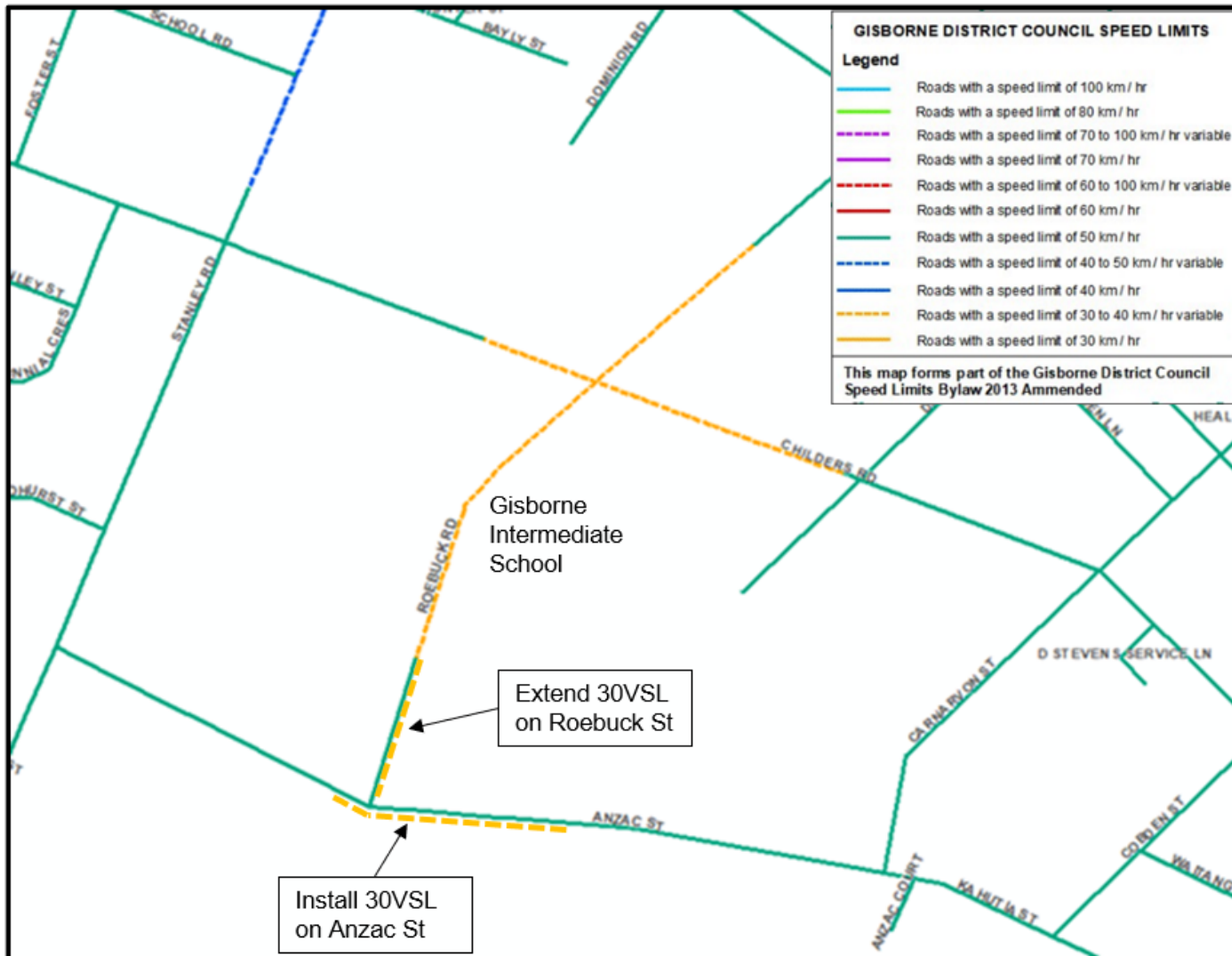
Kind regards,

Tina Middlemiss

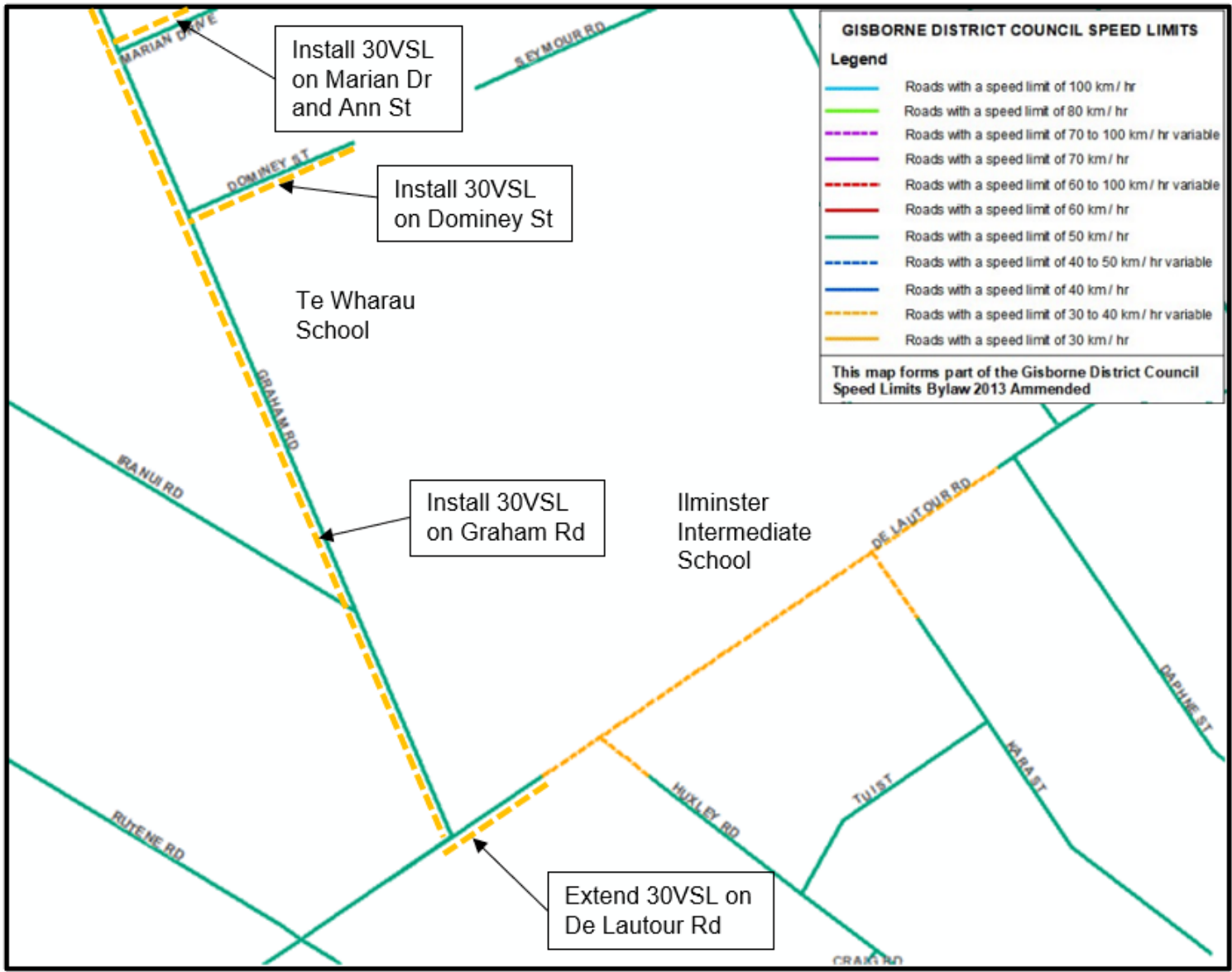
tina.middlemiss@gdc.govt.nz

ISMP PLANS WITH CHANGES NOTED BELOW:

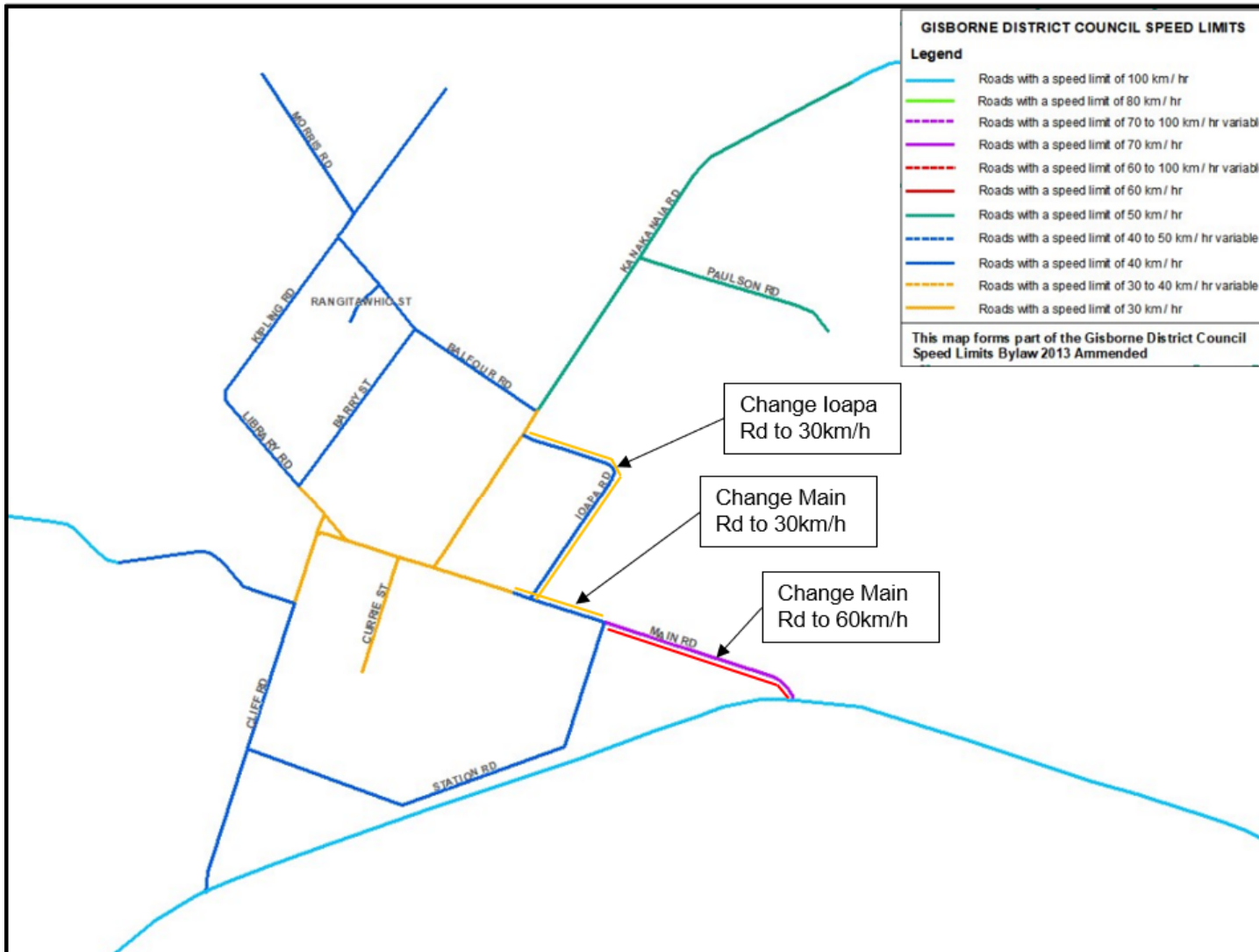
Gisborne Intermediate School



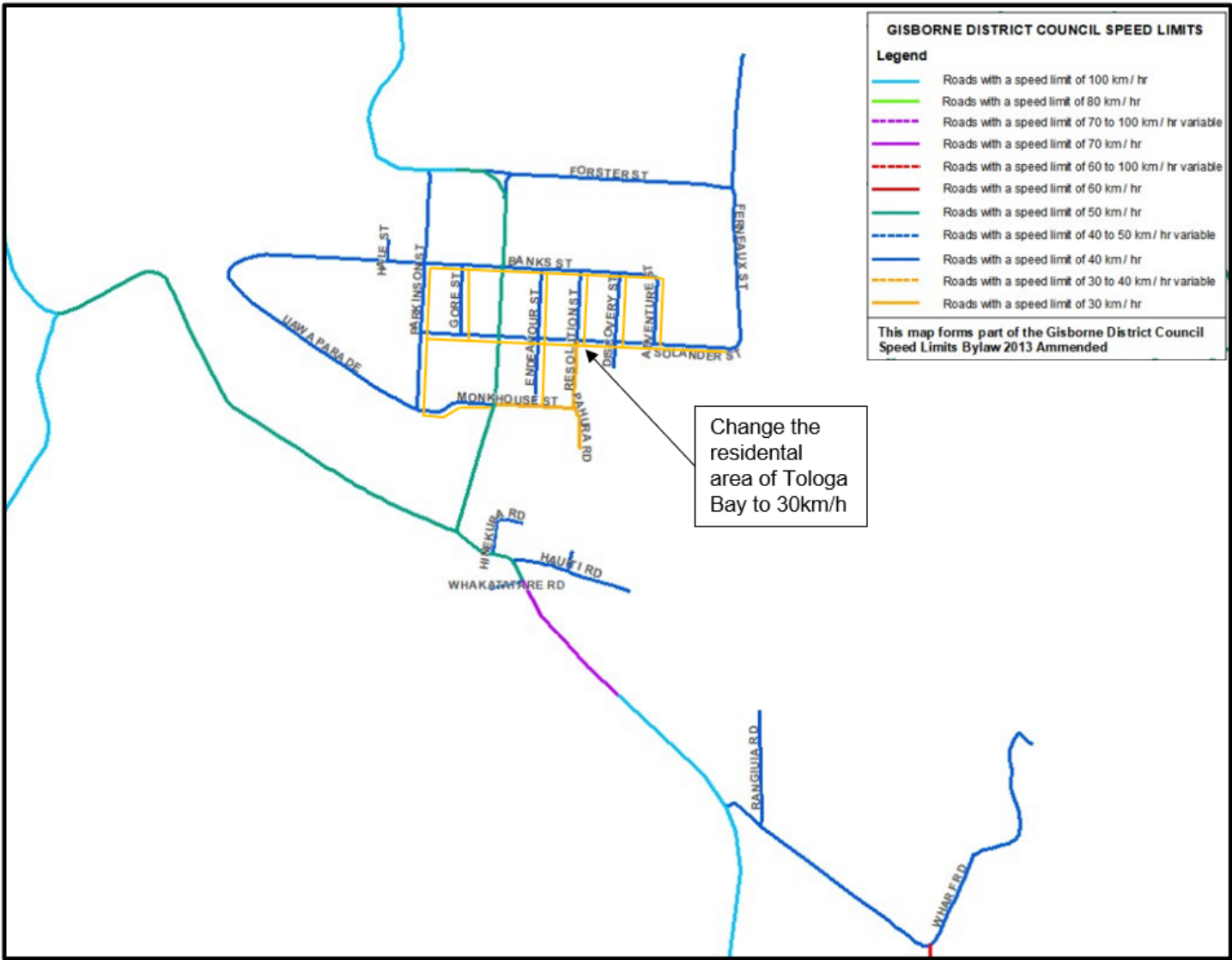
Ilinster Intermediate School



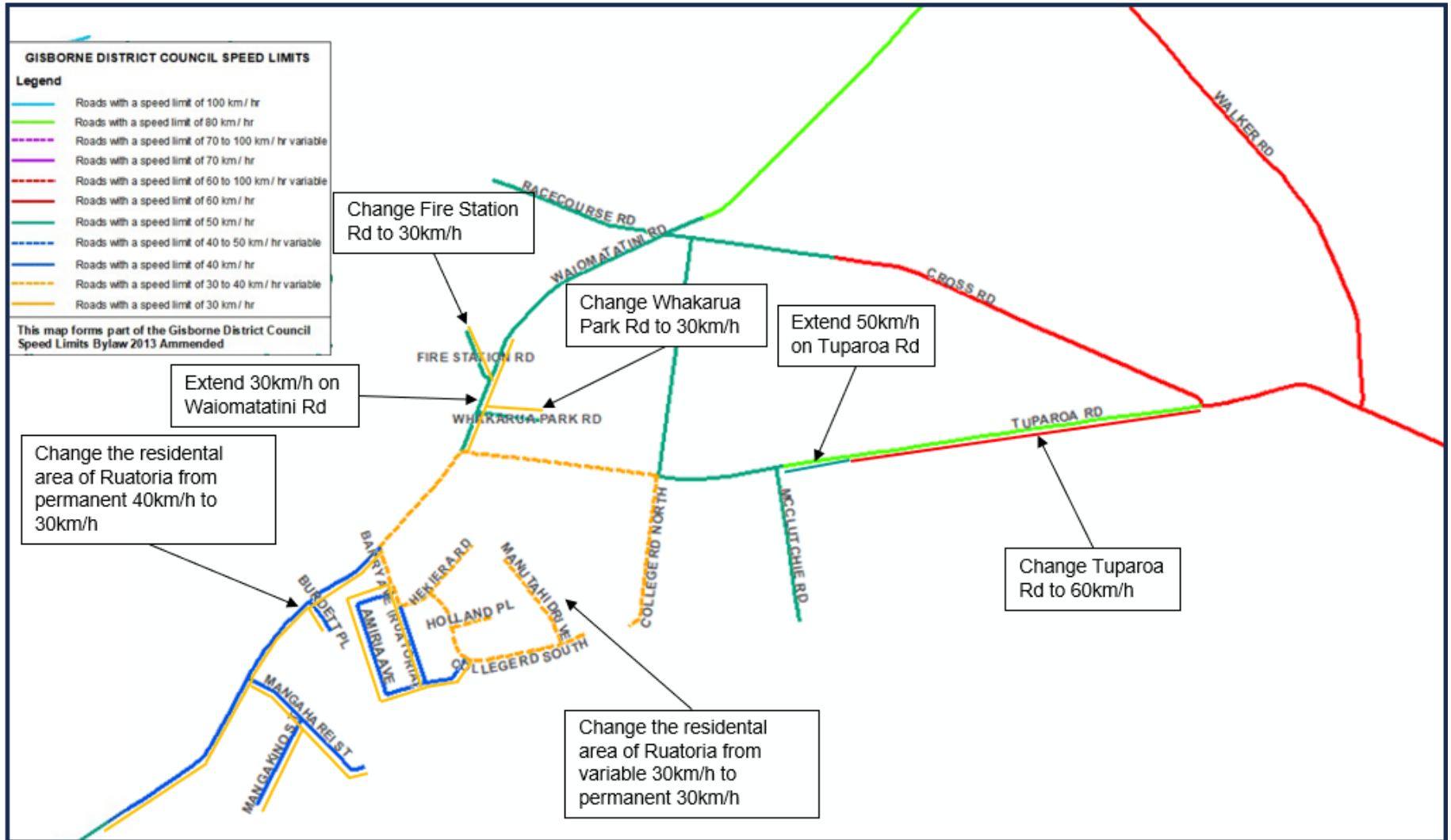
Te Karaka



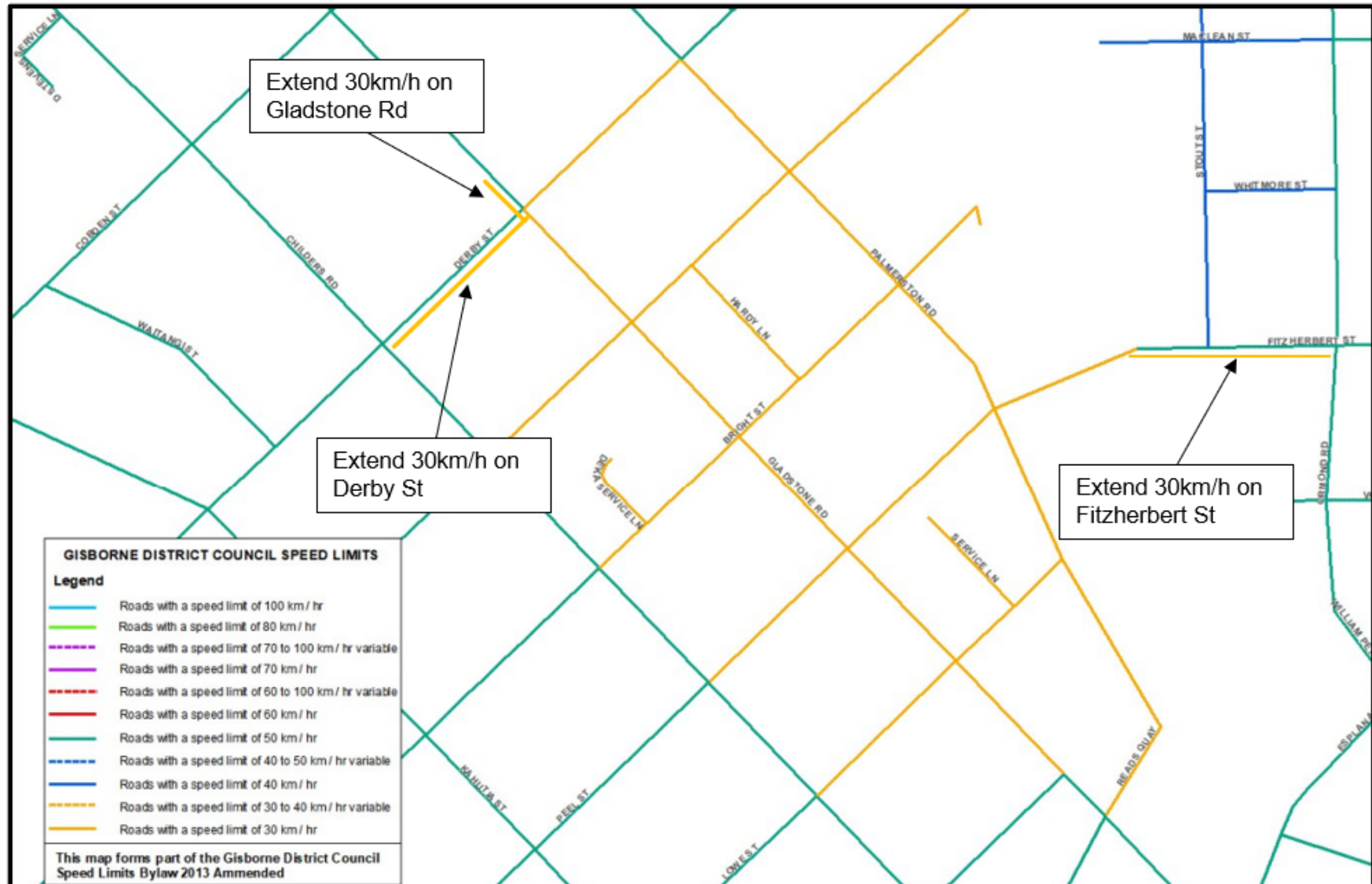
Tolaga Bay



Ruatoria



CBD – Gladstone Road, Derby Street and Fitzherbert Street



Manutuke – Whakato Road and Tuaraki Road

