

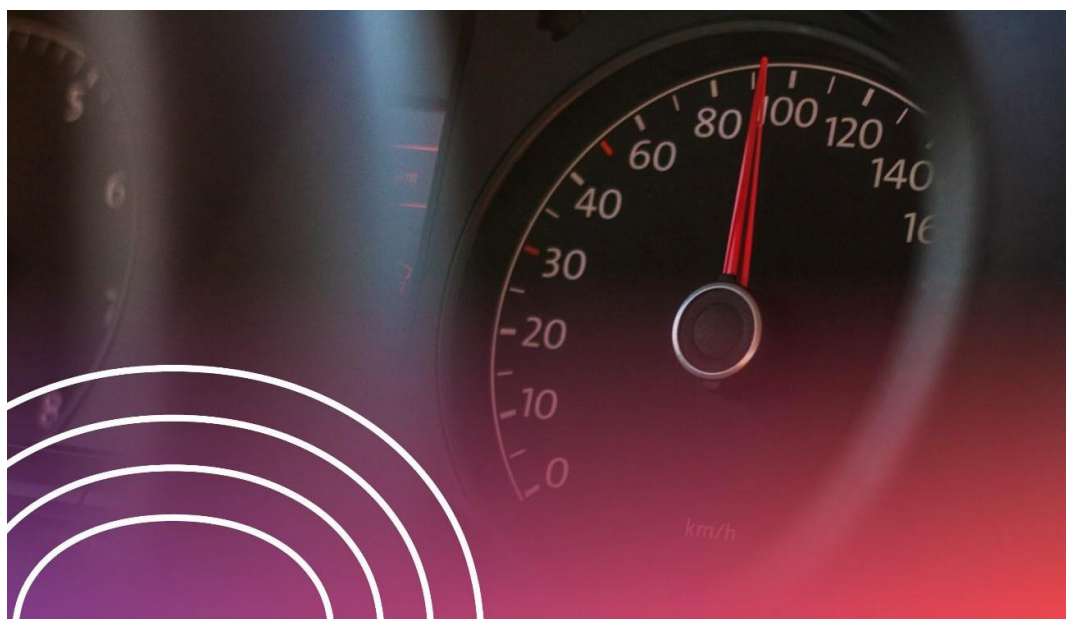


# Ōtorohanga District Council

## Speed Management Plan

Updated May 2024

Revised August 2024



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# 1. Why a Speed Management Plan?

This inaugural Speed Management Plan is being developed by Ōtorohanga District Council to support the overall road safety goal of reducing deaths and serious injuries within the Ōtorohanga District. To support the Speed Management Plan, a range of initiatives are available to be implemented such as speed limit changes, engineering treatments and enforcement by Police and the installation of speed cameras. These will support either existing speed limits or changes in speed limits if required. Any physical works will be undertaken in conjunction with education programmes and enforcement as required.

Road safety goes beyond our obligation to prevent deaths and injuries, to improve lives and lifestyles too. By ensuring that everyone feels safe using our transport network we open up opportunities for a more diverse use of modes and opportunities for improvement in health such as letting children walk, bike or scooter to school. This creation of road networks that allow for easy and multimodal transport use connect people and communities rather than dividing them.

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

## 1.1 Setting of Speed Limits Rule

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

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

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

## 1.2 Funding

The implementation costs of road safety initiatives on public roads, including speed management, is shared between Council and Waka Kotahi NZ Transport Agency (Waka Kotahi), as the agent for the New Zealand Government. The guidelines for receiving funding from Waka Kotahi include meeting requirements for projects identified that support speed management and a reduction in death and serious injuries.

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

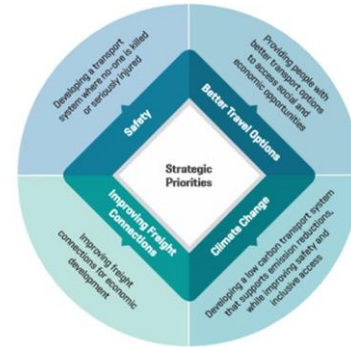
The National Land Transport Programme has a three yearly cycle, with 2024-2027 being the next cycle.

The outputs from this Speed Management Plan will be used to develop a forward works programme and funding will be sought for works to support speed management on these roads.

### 1.3 Government Policy Statement on Land Transport

The Ministry of Transport releases the Government Policy Statement (GPS) on land transport every three years<sup>1</sup>. The GPS provides direction and guidance to those who are planning, assessing, and making funding decisions on land transport over the next 10 years.

The GPS is reviewed every three years with the latest update in 2024. The 2024 GPS has not yet been formally issued, but draft documents had some significant changes in direction, and this has affected the Ōtorohanga Speed Management Plan. The GPS 2024 continues to have safety as one of the strategic priorities for investment in Land Transport, where it focuses on education and enforcement and does not favour blanket speed reductions.



### 1.4 Safe System philosophy

The New Zealand Government is committed to a lower road toll. The risk of a crash occurring and the resulting severity of injury resulting from the crash depends significantly on the speed of vehicles involved.

A safe system approach is that we are all human and will make mistakes, but these mistakes should not cost us our lives.



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

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

## 2. What is speed management?

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

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

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

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

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

### 2.1 Crash survivability.

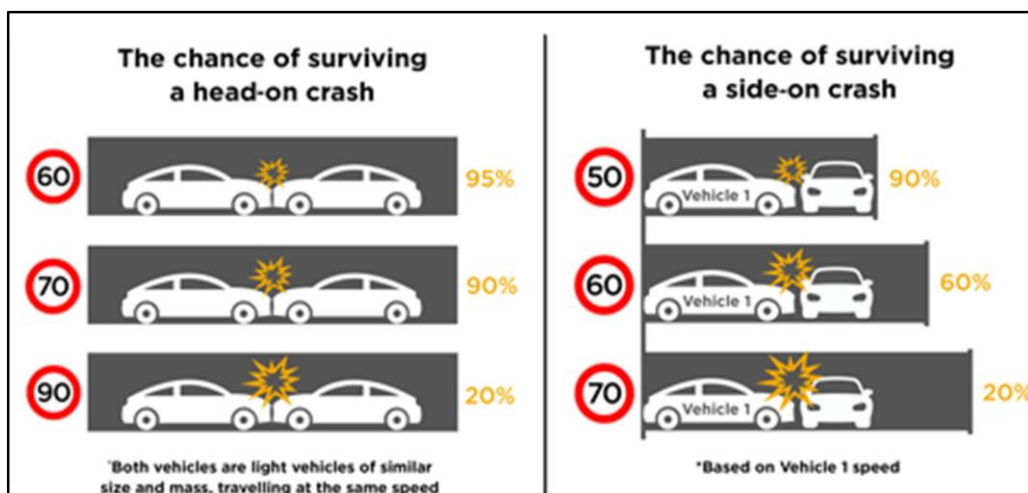
The role and impact of speed in crashes is often underestimated with the most common argument used against any reduction in speed limits being that “*vehicle speeds don’t cause crashes poor drivers do*”. This is correct in part.

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

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

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

**Figure 1 Crash survivability<sup>3</sup>**



The Waka Kotahi crash database (CAS) holds information on all crashes that have been reported to the Police. This data can be broken down into the various local authority regions and separated into local roads and state highways. Contributing factors and crash types are some of the features that are analysed to develop a picture of the crash history within Ōtorohanga District. The crash data for Ōtorohanga District local roads only is shown in Table 1.

**Table 1 Crashes: 2012 – 2021**

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crash	2					2				
Serious Crash		1	3				2	3		
Minor Crash	3	1	4	1	1	6	3	7	2	3
Non-Injury Crash	2	6		2	4	4	2	5	5	2
<b>Total</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>12</b>	<b>7</b>	<b>15</b>	<b>7</b>	<b>5</b>

## 2.2 Crash types.

A review of the crash data for the ten-year period 2012 – 2021, shows that there has been five fatal and seventy-two serious crashes on local roads within the Ōtorohanga District. The types of the crashes are shown in Table 2.

<sup>3</sup> Source - Centre for Road Safety – NSW Government

**Table 2 Crash type: 2012 – 2021**

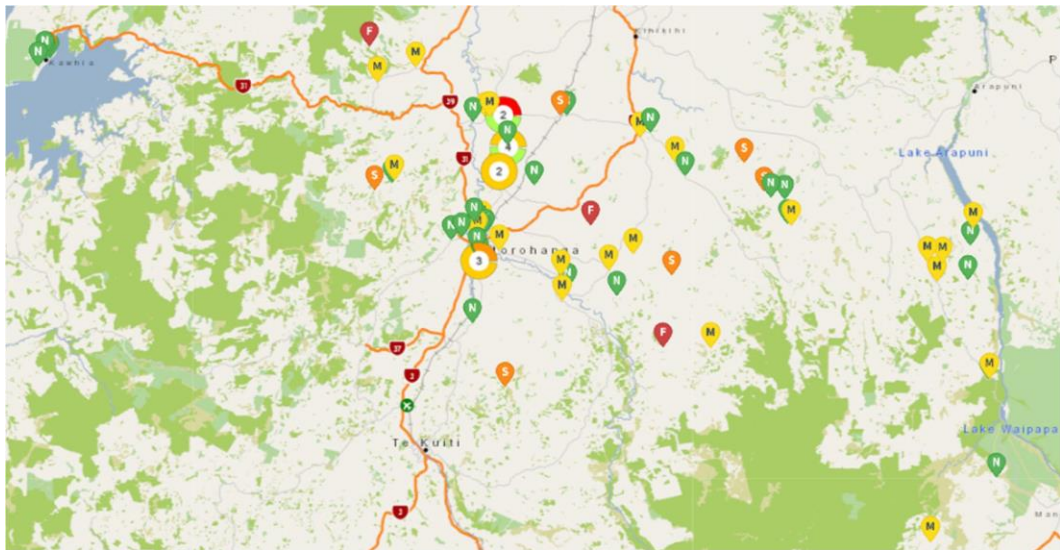
Crash Type	Fatal	Serious	Minor	Non-injury	Total
Bend-Lost control/Head on	4	21	71	121	217
Straight-Lost control/Head on		7	29	24	60
Crossing/Turning	3	5	12	14	34
Rear end/obstruction		1	5	27	33
Overtaking		3	3	2	8
Miscellaneous		2		8	10
Pedestrian vs Vehicle		2			2
Total	7	41	120	196	364

A review of the crash data for the Waikato region and nationally on local roads for the same period shows that the top crash factors are the same indicating that the issues in Ōtorohanga District are not dissimilar to those elsewhere in the country.

### 2.3 Travel speed.

Travel speed was indicated as being a contributing factor in 27% of all fatal and serious crashes on the Ōtorohanga local road network between 2013 and 2022. This indicates that inappropriate speed (not necessarily above the speed limit) plays a significant part in the number of crashes in this district.

**Figure 2 Crashes involving inappropriate speed.**





## 3. Speed Management Plans

Speed Management Plans are required to be developed by Road Controlling Authorities<sup>4</sup> to develop their short-term and long-term changes speed management including adjusting speed limits and engineering treatments.

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

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

### 3.1 Speed Limits

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

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

### 3.2 Schools

The previous GPS 2021 required by the end of 2027 that speed limits on roads in the vicinity of all schools must be reviewed and a reasonable effort have been made by the road controlling authority to have reduced the speed limits in the vicinity of all schools. Government direction, outside the GPS 2024, is evolving in this area and schools may need to be revisited.

Roads within the vicinity of schools have been reviewed and considered, with a speed limit change planned at Ōtorohanga Primary School.

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<sup>4</sup> Road Controlling Authority – Council is the road controlling authority for local roads. Waka Kotahi manages the state highway network.



### **3.3 Maraes**

Roads within the vicinity of maraes have been reviewed due to the potential for increased traffic movements in these areas. Permanent warning signage and place-marking signage is being installed following discussions with iwi groups. Speed limits associated with events such as tangi are not part of this process.

### **3.4 Roads of concern**

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

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

### **3.5 Safe Journeys Risk Assessment Tool**

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

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

- Safe System speed thresholds for crash survivability,
- One Network Framework street categories,
- Infrastructure Risk Rating (road stereotype, horizontal alignment, volume, carriageway width, access density and land use), and
- Presence or planned implementation of safety infrastructure.

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

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

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

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

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

### **3.6 Road Design**

Posted speed limits that are not consistent with the road layout will not be respected by drivers and not be complied with. Observations of roads within Ōtorohanga with inappropriate speed limits signs show high levels of non-compliance. If the current road design is not consistent with the desired use of the road engineering treatment may be required to achieve compliance

with the proposed speed limit.

### **3.7 Consultation**

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

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

Council approved the public consultation process of the draft Speed Management Plan on the 16 May 2023. Public consultation was completed via our online consultation platform (Connecting Ōtorohanga) and paper submissions were available at the Council office between 25 May and 2 July 2023. (included in appendices)

Thirty-seven (37) submissions were received, and no one wished to present in person. Several paper submissions were received and entered by staff into the online platform.

An analysis of the submissions received has been completed and included in appendices.

Following deliberations and a Council workshop a number of changes were made to the speed limits proposed.

## **4. 2023 Speed Management Review**

### **4.1 Objectives and policies**

The objective of this Speed Management Plan is to:

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

The policies underpinning this Speed Management Plan are:

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

### **4.2 Principles**

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

- Schools
- Maraes; and
- Roads of concern.

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

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

### **4.3 Engineering treatments**

Supporting engineering treatments will be required regardless of where and what changes are made to speed limits in an area. Some treatments will be standard layouts such as the signs and markings used at threshold locations or in the vicinity of schools, and these support safer speeds without legal speed limits being imposed. Some sites require a more bespoke design depending on the location and outcomes sought.

### **4.4 Treatment lengths and adjacent roads**

The Ōtorohanga District roading network is interlinked and as a result speed limits and treatments that are applied to one section of a road should be consistent with the adjacent sections of road.

Schedule 1 of the Setting of Speed Limits Rule sets the minimum length of road over which a speed limit must apply. Where roads are directly connected then consideration should be given to applying the same speed limit over both, especially where the adjacent road is a cul-de-sac.

Isolated sections of reduced speed limits are undesirable unless there is significant change in the environment unless there are other factors such as a school in the vicinity to support the change.

Any speed limit changes also need to work in with adjacent RCA's speed limit plans, and these include the State Highway network.

#### *Zones of influence*

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

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

### **4.5 Future reviews**

District schools have not been addressed in the March 2024 ISMP plan and should be reviewed when Government guidance becomes available. Future reviews of the Speed Management Plan may also focus on the urban areas (local streets).

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



## 5. Implementation Plan

The technical review (of each road or section of road) identified several recommendations that have been collated to form an implementation plan. The full technical assessment is included in Appendix A.

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

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

**Table 4 Speed Limit Changes**

Technical Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	NLTP Period	Speed Limit Type	Safe and Appropriate Speed	Further Information	Dates / Times
4.1.1	Huiputea Road	0	State Highway 3	110	15m south of Phillips Avenue	80	50	2024/27	Permanent	30	SAAS inappropriate for the function of the road	
4.1.1	Huiputea Road	110	15m south of Phillips Avenue	840	400m south of Progress Drive	80	60	2024/27	Permanent	30	SAAS inappropriate for the function of the road	
4.1.1	Huiputea Road	840	400m south of Progress Drive	1140	State Highway 3	80	50	2024/27	Permanent	30	SAAS inappropriate for the function of the road	
4.1.2	Mangauika Road	0	State Highway 39	580	Ōtorohanga District Boundary	100	60	2024/27	Permanent	80	SAAS inappropriate for level of development	
4.1.3	Old Te Kuiti Road	0	Otewa Road	650	260m south of Glenview Avenue	70	70	2024/27	Permanent	80	Speed limit to match adjacent road	
4.1.5	Ouruwhero Road	200	200m north of Kakamutu Road	800	800m north of Kakamutu Road	100	50	2024/27	Permanent	60	Community request	
4.1.5	Ouruwhero Road	800	800m north of Kakamutu Road	1500	1.5km north of Kakamutu Road	100	80	2024/27	Permanent	80	Community request	
2.1.10	Phillips Avenue	835	190m south of Merrin Avenue	1140	Start of Rangiatea Road	50	30	2024/27	Variable	30	Ōtorohanga Primary School	8:25 – 9am, 2:55 – 3:15pm, School Days
4.1.6	Waitomo Valley Road	0	State Highway 31	7540	District boundary	100	80	2024/27	Permanent	80	Speed limit to match adjacent road	

## 5.1 Safety Infrastructure

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

**Table 5 Safety Infrastructure**

Technical Report Section	Road Name / Location	Proposed safety infrastructure	Implementation timeframe (NLTP Period)	Comments
2.1.1	Arohena Primary School	Install settlement threshold treatments	2024/27	
2.1.1	Arohena Primary School	Install school threshold treatment on both approaches to Arohena Primary School on Pukewhau Road (x2).	2024/27	
2.1.1	Arohena Primary School	Consider installing a crossing point.	2024/27	
2.1.2	Hauturu Primary School	Install school threshold style treatment on Harbour Road (x2).	2024/27	
4.1.1	Huiputea Drive	Install permanent speed limit signs on Huiputea Drive at the speed limit change locations.	2024/27	
4.1.1	Huiputea Drive	Install pedestrian signs on Huiputea Drive approach to the playground.	2024/27	
2.1.3	Kawhia Primary School	Install school threshold style treatment on Rosamond Terrace and Fairchild Street (x3)	2021/24	
2.1.3	Kawhia Primary School	Consider upgrading the crossing point on Rosamond Terrace to a pedestrian crossing.	2021/24	
2.1.5	Korakonui Primary School	Install school threshold treatment on both approaches to Korakonui Primary School on Wharepuhunga Road (x2).	2021/24	
2.1.6	Maihihi Primary School	Install settlement threshold treatments on Maihihi Road and Paewhenua Road (x3)	2024/27	
2.1.6	Maihihi Primary School	Install a school threshold treatment on both approaches to Maihihi Primary School on Maihihi Road (x2).	2024/27	
4.1.2	Mangauika Road	Update and install speed limit signs as required.	2024/27	
3.0.0	Marae	Install advance and directional marae signage for marae on the approach to each marae.	2024/27	
3.0.0	Marae	Investigate options for other signage and road marking to support events at marae.	2024/27	
2.1.7	Ngutunui Primary School	Install settlement threshold treatments on Ngutunui Road and Pekanui Road (x3)	2021/24	
2.1.7	Ngutunui Primary School	Install a school threshold treatment on both approaches to Ngutunui Primary School on Ngutunui Road (x2).	2021/24	
2.1.7	Ngutunui Primary School	Install a school threshold treatment on the Pekanui Road approach to Ngutunui Primary School.	2021/24	
4.1.3	Old Te Kuiti Road	Install settlement thresholds at the 70/100 speed limit change locations with derestriction signs on Old Te Kuiti Road to highlight the approach into Ōtorohanga (x1).	2024/27	
4.1.4	Orahiri Terrace	Install school threshold treatment on Clarke Street approach to State Highway 3 and on the Tutunui Street approach to State Highway 31 (x4).	2024/27	
2.1.8	Otewa Primary School	Install settlement threshold treatments on Otewa Road (x2)	2021/24	
2.1.8	Otewa Primary School	Install school threshold treatment on both approaches to Otewa Primary School on Otewa Road (x2).	2021/24	
2.1.8	Otewa Primary School	Consider improvement works with respect to parking and crossing locations.	2021/24	

Technical Report Section	Road Name / Location	Proposed safety infrastructure	Implementation timeframe (NLTP Period)	Comments
2.1.9	Ōtorohanga College and St Marys Primary School	Install school threshold style treatment on Hinewai Street and Haerehuka Street (x3)	2024/27	
2.1.9	Ōtorohanga College and St Marys Primary School	Install repeater signs on Hinewai Street between the two areas of the schools.	2024/27	
2.1.9	Ōtorohanga College and St Marys Primary School	Mark on street parking.	2024/27	
2.1.9	Ōtorohanga College and St Marys Primary School	Consider upgrading the pedestrian crossing outside St Marys Primary School with side islands or onto a raised safety platform.	2024/27	
2.1.10	Ōtorohanga Primary School	Install variable school threshold treatment on both approaches to Phillips Avenue (x2).	2024/27	
2.1.10	Ōtorohanga Primary School	Upgrade the existing 50/100 limit signs and markings to a settlement threshold (x1) to highlight the approach into Ōtorohanga.	2024/27	
2.1.11	Ōtorohanga South School	Install a school threshold style treatment on Rangipare Street on both approaches to Ōtorohanga South Primary School.	2021/24	
2.1.11	Ōtorohanga South School	Install school threshold treatment signs on the Ohuriri Terrace Road approach to Rangipare Street and the Rangipare Street and Pango Street approaches to State Highway 31 (x4).	2021/24	
2.1.11	Ōtorohanga South School	Reconfigure the patrolled pedestrian crossing and bus stop area on Rangipare Street.	2021/24	
2.1.11	Ōtorohanga South School	Consider upgrading the pedestrian crossing on Rangipare Street onto a raised safety platform.	2021/24	
4.1.5	Ouruwhero Road	Install a settlement threshold on Oruruwhero Road to highlight the approach into Ōtorohanga.	2024/27	
4.1.6	Waitomo Valley Road	Install threshold treatment at the change in speed limit south of State Highway 31.	2024/27	To Match
4.1.6	Waitomo Valley Road	Update existing and/or install new speed limit signage as required.	2024/27	



# **Appendix A – Ōtorohanga District Roads - Technical Assessment**

# Ōtorohanga District Council

## Speed Management Plan Technical Assessments

October 2023





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Appendix A – Example threshold layouts



# 1. Purpose of this document

Ōtorohanga District Council is developing an inaugural speed management plan for the district, as is required by the government. The plan includes short-term and long-term road safety goals; speed limit changes for the whole network, and future improvements to roads to support changes in speed limits if and when required.

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

The intention is for the plan to be reviewed every 3 years in alignment with the Long Term Plan funding cycle to provide alignment with funding opportunities. The plan will also be reviewed when significant changes in development or funding occur necessitating a change to the implementation plan.

This document sets out the technical assessment undertaken on each of the roads identified for review in 2023.

## 1.1 2023 Speed Management Reviews

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

- School locations
- Maraes
- Roads of concern

Each of the roads / locations originally identified are listed below, with additional information and their assessment as well as details of any adjacent roads or sections of road that were included in the review.

## 1.2 Signs and roadmarking

Speed limit signs must be installed within 20m of the identified speed limit location. To support the management of vehicle speeds in these areas and provide a sense of place some general threshold treatments have been developed to assist with cost estimating. Typical layouts are provided in Appendix A.

Each location will require site specific design but is unlikely to vary significantly to provide a degree of consistency for drivers as they travel throughout the district.

Other supporting infrastructure improvements have been identified for each location as required and the installation of these will be dependent on the funding available for these types of works.

## 2. Schools

### 2.1 School

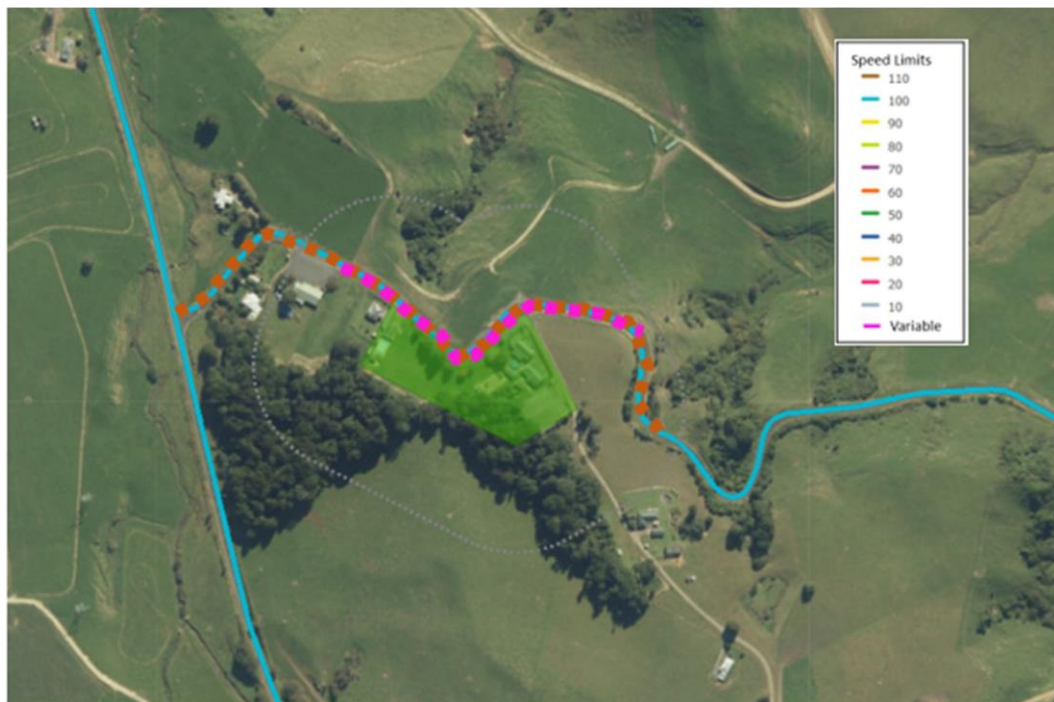
There are 12 schools in the Ōtorohanga District for which the speed limit needs to be lowered in the vicinity of to assist with safety and accessibility.

#### 2.1.1 Arohena Primary School

The only vehicle and pedestrian access to Arohena Primary School is from Pukewhau Road. The school is located in a rural environment with no pedestrian or cycle facilities provided in the area. All students arrive and depart by bus or car.

There have been no reported crashes in the last 10 years in the vicinity of the school.

**Figure 1 Arohena Primary School**



Safety and speed information from MegaMaps shows the following.

#### *Pukewhau Road*

<b>School Type</b>	Primary	<b>School Roll</b>	26
<b>Posted speed limit</b>	100km/hr	<b>Mean speed</b>	42km/hr
<b>SAAS</b>	60km/hr	<b>Proposed Speed Limit</b>	60km/hr and Variable - 30km/hr

Arohena Primary School is south of the intersection with Waipapa Road. The alignment of the road is windy with the playcentre located between the intersection and the school. Due to the increased activity in this location it is recommended that a lower permanent speed limit be installed on Pukewhau Road. Parking is located on the opposite side of the road to the school and due to the increased pedestrian and vehicle movements occurring adjacent to the road a variable speed limit is proposed to be applied during school times.



### Recommendation

The following changes are recommended in the vicinity of Arohena Primary School:

- Lower the speed limit to 60km/hr on Pukewhau Road from Waipapa Road to 620m east of Waipapa Road
- Install a variable 30km/hr speed limit on Pukewhau Road from 205m east of Waipapa Road to 500m east of Waipapa Road
- Install settlement threshold treatments at the 100/60 speed limit change on Pukewhau Road (x2)
- Install variable school threshold treatment on both approaches to Arohena Primary School on Pukewhau Road (x2).
- Consider installing a crossing point.

*Following Council deliberations and workshop the decision was made to reduce the variable 30km/hr speed limit to 500m east of Waipapa Road.*

### 2.1.2 Hauturu Primary School

The only vehicle and pedestrian access to Hauturu Primary School is from Harbour Road. The school is located in a rural environment with no pedestrian or cycle facilities provided in the area. All students arrive and depart by bus or car.

There have been no reported crashes in the last 10 years in the vicinity of the school.

**Figure 2 Hauturu Primary School**



Safety and speed information from MegaMaps shows the following.

### Harbour Road

<b>School Type</b>	Primary	<b>School Roll</b>	28
<b>Posted speed limit</b>	100km/hr	<b>Mean speed</b>	63km/hr
<b>SAAS</b>	60km/hr	<b>Proposed Speed Limit</b>	60km/hr

Hauturu Primary School is located on the inside of a bend with the community hall and the intersection of Hauturu Road on the opposite side of the road. Given the rural location and the presence of the community hall and intersection in the vicinity of the school it is recommended that a permanent speed limit be installed on Harbour Road. As the school has very limited interaction with the road a lower speed limit is not considered to be necessary at this stage.

### Recommendation

The following changes are recommended in the vicinity of Hauturu Primary School:

- Lower the speed limit to 60km/hr on Harbour Road from 150m east of Hauturu Road to 250m west of Hauturu Road
- Install school threshold style treatment at the change in speed limit locations on Harbour Road (x2).

### 2.1.3 Kawhia Primary School

The only vehicle and pedestrian access to Kawhia Primary School is from Rosamond Terrace. Footpaths are provided on the southern side of Rosamond Terrace between Hoturoa Road and Fairchild Street, with a crossing facility to the school which is on the opposite side of the road. There are no cycle facilities provided in the area.

**Figure 3 Kawhia Primary School**



Safety and speed information from MegaMaps shows the following.

**Rosamond Terrace**

<b>School Type</b>	Primary	<b>School Roll</b>	49
<b>Posted speed limit</b>	50km/hr	<b>Mean speed</b>	24km/hr
<b>SAAS</b>	30km/hr	<b>Proposed Speed Limit</b>	30km/hr

**Fairchild Street**

<b>Posted speed limit</b>	50km/hr	<b>Mean speed</b>	26km/hr
<b>SAAS</b>	30km/hr	<b>Proposed Speed Limit</b>	30km/hr

To reduce the risk at the entrance to the school which is opposite the Fairchild Street intersection a lower permanent speed limit is considered appropriate with the lower speed limit to extend into Fairchild Street.

**Recommendation**

The following changes are recommended in the vicinity of Kawhia Primary School:

- Lower the speed limit to 30km/hr on the following sections of road:
  - Rosamond Terrace from 220m west of Hoturoa Street to 80m east of Cowell Street
  - Fairchild Street from Rosamond Terrace to Pouewe Street.
- Install school threshold style treatment at the change in speed limit points on Rosamond Terrace and Fairchild Street (x3)
- Consider upgrading the crossing point on Rosamond Terrace to a pedestrian crossing.

*Following Council deliberations and workshop the decision was made to extend the 30km/hr area to the full length of Rosmond Terrace.*





#### **2.1.4 KioKio Primary School**

Vehicle and pedestrian access to KioKio Primary School is from State Highway 3 and as such Otorohanga District Council have no jurisdiction over the speed limits or signage in this area. Waka Kotahi is the road controlling authority for this area.

**Figure 4 KioKio Primary School**

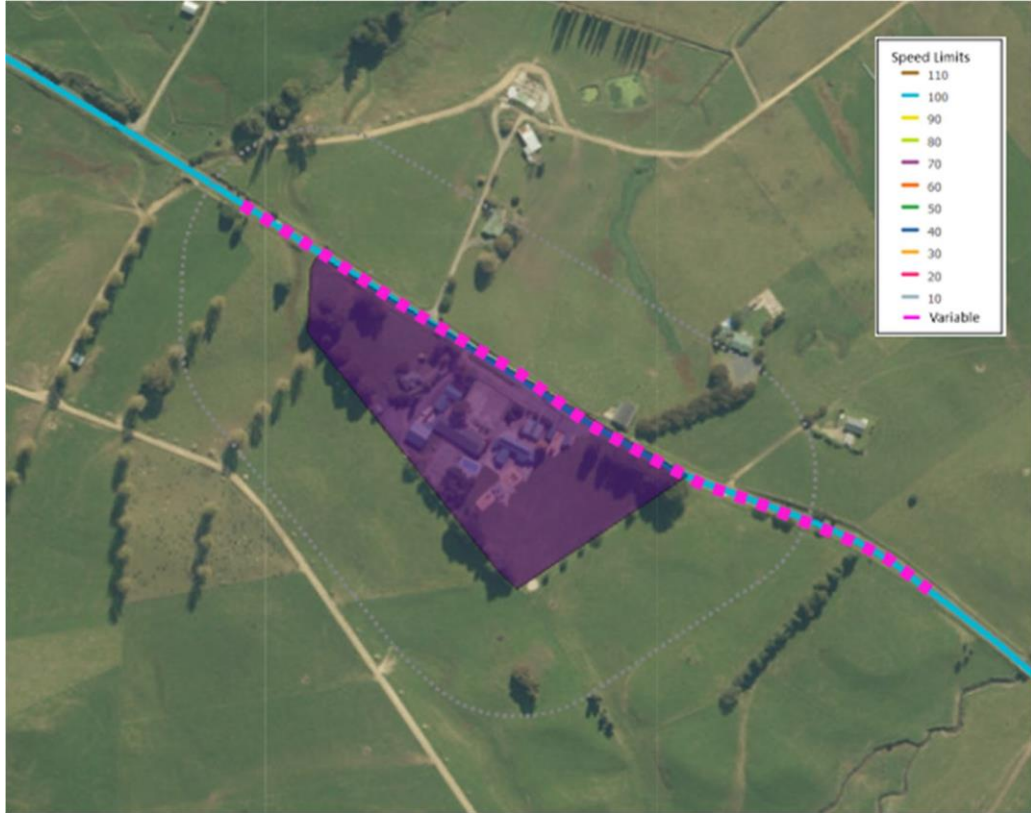


#### **2.1.5 Korakonui Primary School**

The only vehicle and pedestrian access to Korakonui Primary School is from Wharepuhunga Road. The school is located in a rural environment with no pedestrian or cycle facilities provided in the area. All students arrive and depart by bus or car.

There has been one reported crash in the last 10 years within 250m of the school. This crash involved a vehicle hitting a cow and resulted in minor injuries to the driver.

**Figure 5 Korakonui Primary School**



Safety and speed information from MegaMaps shows the following.

**Wharepuhunga Road**

<b>School Type</b>	Primary	<b>School Roll</b>	128
<b>Posted speed limit</b>	100km/hr	<b>Mean speed</b>	91km/hr
<b>SAAS</b>	80km/hr	<b>Proposed Speed Limit</b>	Variable – 60km/hr

Korakonui Primary School is located on Wharepuhunga Road north of a gentle curve in an otherwise relatively straight road. Wharepuhunga Road is a rural connector road and has a high volume of through traffic. As the school has limited interaction with the road and the majority of traffic is through traffic a variable speed limit is considered to be appropriate in this location.

**Recommendation**

The following changes are recommended in the vicinity of Korakonui Primary School:

- Install a variable 60km/hr speed limit on Wharepuhunga Road from 525m east of Lawry Road to 1075m east of Lawry Road
- Install variable school threshold treatment on both approaches to Korakonui Primary School on Wharepuhunga Road (x2).

### 2.1.6 Maihihi Primary School

The only vehicle and pedestrian access to Maihihi Primary School is from Maihihi Road. The school is located in a rural environment with no pedestrian or cycle facilities provided in the area. All students arrive and depart by bus or car.

There have been no reported crashes in the last 10 years in the vicinity of the school.

**Figure 6 Maihihi Primary School**



Safety and speed information from MegaMaps shows the following.

#### **Maihihi Road**

<b>School Type</b>	Primary	<b>School Roll</b>	71
<b>Posted speed limit</b>	100km/hr	<b>Mean speed</b>	80km/hr
<b>SAAS</b>	60km/hr	<b>Proposed Speed Limit</b>	60km/hr and Variable - 40km/hr

Maihihi Primary School is south of the intersection with Paewhenua Road. The intersection is located on a curve and the playcentre is located between the intersection and the school. Due to the increased activity in this location it is recommended that a lower permanent speed limit be installed on both Maihihi Road and Paewhenua Road. As there is parking and vehicle manoeuvring occurring adjacent to the road a variable speed limit is proposed to be applied during school times.

### Recommendation

The following changes are recommended in the vicinity of Maihihi Primary School:

- Lower the speed limit to 60km/hr on the following sections of road:
  - Maihihi Road from 60m north of Paewhenua Road to 760m south of Paewhenua Road
  - Paewhenua Road from Maihihi Road to 300m south of Maihihi Road
  - Paewhenua Road (School Slip) from Maihihi Road to Paewhenua Road (full length)
- Install a variable 40km/hr speed limit on Maihihi Road from 280m south of Paewhenua Road to 625m south of Paewhenua Road
- Install settlement threshold treatments at the 100/60 speed limit change on Maihihi Road and Paewhenua Road (x3)
- Install variable school threshold treatment on both approaches to Maihihi Primary School on Maihihi Road (x2).

*Following Council deliberations and workshop the decision was made to remove the variable speed limit from Maihihi Road. In alignment with Council's step change approach and due to the lack of pedestrian or cycle activity in the area and the available off street parking a further lowering of the speed limit was not considered to be necessary at this time.*



### 2.1.7 Ngutunui Primary School

The main vehicle and pedestrian access to Ngutunui Primary School is from Ngutunui Road with a carpark also provided off Pekanui Road. The school is located in a rural environment with no pedestrian or cycle facilities provided in the area. All students arrive and depart by bus or car.



There have been two reported crashes in the last 10 years in the vicinity of the school. Both crashes were loss of control and resulted in minor injuries.

**Figure 7 Ngutunui Primary School**



Safety and speed information from MegaMaps shows the following.

**Ngutunui Road**

<b>School Type</b>	Primary	<b>School Roll</b>	38
<b>Posted speed limit</b>	100km/hr	<b>Mean speed</b>	72km/hr
<b>SAAS</b>	80km/hr	<b>Proposed Speed Limit</b>	80km/hr and Variable - 40km/hr

Ngutunui Primary School is located between two bends and on the corner of the intersection with Pekanui Road. Given the rural location and the presence of the intersection in the vicinity of the school it is recommended that a lower permanent speed limit be installed on Ngutunui Road. As there is parking and vehicle manoeuvring occurring adjacent to the road a variable speed limit is proposed to be applied during school times.

### Recommendation

The following changes are recommended in the vicinity of Ngutunui Primary School:

- Lower the speed limit to 80km/hr on the following sections of road:
  - Ngutunui Road from 290m north of Pekanui Road to 530m south of Pekanui Road
  - Pekanui Road from Ngutunui Road to 400m west of Ngutunui Road
- Install a variable 40km/hr speed limit on the following sections of road:
  - Ngutunui Road from 145m north of Pekanui Road to 390m south of Pekanui Road
  - Pekanui Road from Ngutunui Road to 260m west of Ngutunui Road.
- Install settlement threshold treatments at the 100/60 speed limit change on Ngutunui Road and Pekanui Road (x3)
- Install variable school threshold treatment on both approaches to Ngutunui Primary School on Ngutunui Road (x2).
- Install a school threshold treatment on the Pekanui Road approach to Ngutunui Primary School with static variable side road signs.

*Following Council deliberations and workshop the decision was made to remove the variable speed limit from Ngutunui Primary School. 60km/hr signs have been installed at this location and it was decided to legalise these signs to meet the Community expectation. Due to the lack of pedestrian or cycle activity in the area and the available off street parking a further lowering of the speed limit was not considered to be necessary at this time.*



### 2.1.8 Otewa Primary School

The only vehicle and pedestrian access to Otewa Primary School is from Otewa Road. The school is located in a rural environment with no pedestrian or cycle facilities provided in the area. All students arrive and depart by bus or car.

There has been one reported crash in the last 10 years in the vicinity of the school which was a loss of control crash due to mud on the road and resulted in minor injuries.

**Figure 8 Otewa Primary School**



Safety and speed information from MegaMaps shows the following.

#### *OtewaRoad*

<b><i>School Type</i></b>	Primary	<b><i>School Roll</i></b>	66
<b><i>Posted speed limit</i></b>	100km/hr	<b><i>Mean speed</i></b>	73km/hr
<b><i>SAAS</i></b>	80km/hr	<b><i>Proposed Speed Limit</i></b>	60km/hr and Variable - 30km/hr

Otewa Primary School activities are split with the buildings located on the western side of Otewa Road and the playing fields on the eastern side of the road. This results in children crossing the road multiple times a day. Due to the increased activity in this location, it is recommended that a lower permanent speed limit be installed on Otewa Road. As there is parking and vehicle manoeuvring occurring adjacent to the road a variable speed limit is proposed to be applied during school times.

#### ***Recommendation***

The following changes are recommended in the vicinity of Otewa Primary School:

- Lower the speed limit to 60km/hr on Otewa Road from 120m east of Hewer Road to 670m east of Hewer Road

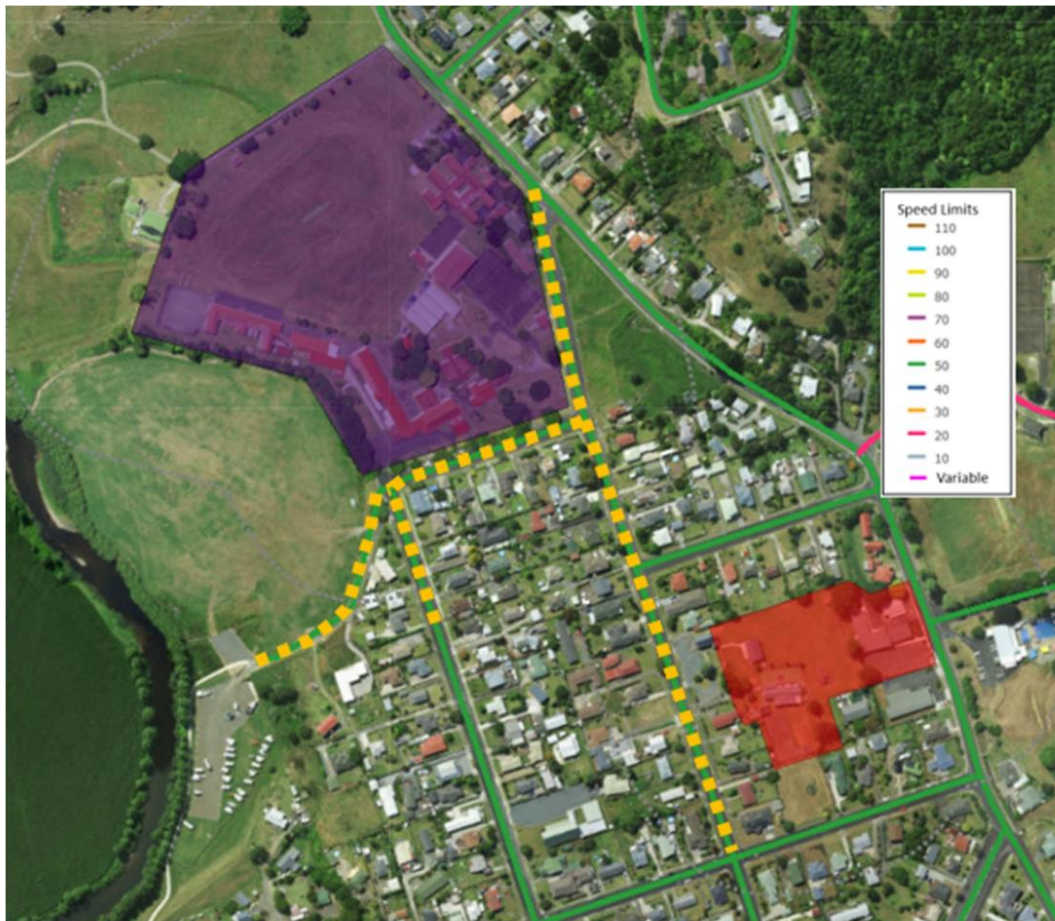


- Install a variable 30km/hr speed limit on Otewa Road from 280m east of Hewer Road to 565m east of Hewer Road
- Install settlement threshold treatments at the 100/60 speed limit change on Otewa Road (x2)
- Install variable school threshold treatment on both approaches to Otewa Primary School on Otewa Road (x2).
- Consider improvement works with respect to parking and crossing locations.

### 2.1.9 Otorohanga College and St Marys Primary School

The main vehicle and pedestrian access to Otorohanga Collage is from Bledisloe Avenue with additional access from Hinewai Street. The only access to St Marys Primary School is from Hinewai Street. Footpaths are provided in the area and there is a pedestrian crossing outside St Mary’s primary School. There are no cycle facilities provided in the area.

**Figure 9 Otorohanga College and St Marys Primary School**



Safety and speed information from MegaMaps shows the following.

#### **Bledisloe Avenue**

<b>School Type</b>	Secondary	<b>School Roll</b>	273
<b>Posted speed limit</b>	50km/hr	<b>Mean speed</b>	27km/hr

<b>SAAS</b>	30km/hr	<b>Proposed Speed Limit</b>	30km/hr
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### **Hinewai Street**

<b>School Type</b>	Primary	<b>School Roll</b>	33
<b>Posted speed limit</b>	50km/hr	<b>Mean speed</b>	48km/hr
<b>SAAS</b>	30km/hr	<b>Proposed Speed Limit</b>	30km/hr

Due to the close proximity of the Otorohanga College and St Marys Primary School the same speed limit should be applied across both sites. The existing mean speeds on Hinewai Street of 48km/hr shows that additional speed management will be required to manage vehicle speeds to a safe and appropriate level.

### **Recommendation**

The following changes are recommended in the vicinity of Otorohanga College and St Marys Primary School:

- Lower the speed limit to 30km/hr on the following sections of road:
  - Hinewai Street from Te Kawa Street to Kakamutu Road
  - Haerehuka Street from 110m south of Bledisloe Avenue to Bledisloe Avenue
  - Bledisloe Avenue from Hinewai Street to Haerehuka Street (full length)
  - Waipa Esplanade from Haerehuka Street to its end (full length)
- Install school threshold style treatment at the change in speed limit points on Hinewai Street and Haerehuka Street (x3)
- Install repeater signs on Hinewai Street between the two areas of the schools.
- Mark on street parking within the proposed lower speed limit area.
- Consider upgrading the pedestrian crossing outside St Marys Primary School with side islands or onto a raised safety platform.

*Following Council deliberations and workshop the decision was made to extend the 30km/hr speed limit on Haerehuka Street to the intersection with Te Kawa Street. This extension would simplify signage requirements and discourage drivers from shortcutting through Haerehuka Street.*



**2.1.10 Otorohanga Primary School**

Vehicle and pedestrian access to Otorohanga Primary School is from Phillips Avenue. A footpath path is provided on the eastern side on the road only and there are no cycle facilities provided in the area.

Te Keeti Marae is located on the opposite side of the road.

**Figure 10 Otorohanga Primary School and Te Keeti Marae**





Safety and speed information from MegaMaps shows the following.

### *Phillips Avenue*

<i>School Type</i>	Primary	<i>School Roll</i>	47
<i>Posted speed limit</i>	50km/hr	<i>Mean speed</i>	58km/hr
<i>SAAS</i>	30km/hr	<i>Proposed Speed Limit</i>	Variable - 30km/hr

Phillips Avenue is a collector road that provides access to Otorohanga from the east. The mean free flow vehicle speeds in the vicinity of the school are 58km/hr which is higher than desirable. Due to the high number of through vehicles in this area a variable speed limit is considered the most appropriate. Additional speed management will be required to manage vehicle speeds to a safe and appropriate level.

### *Recommendation*

The following changes are recommended in the vicinity of Otorohanga Primary School:

- Install a variable 30km/hr speed limit on Phillips Avenue from 190m south of Merrin Avenue to Rangiatea Road.
- Install variable school threshold treatment on both approaches to Phillips Avenue (x2).
- Upgrade the existing 50/100 limit signs and markings to a settlement threshold (x1) to highlight the approach into Otorohanga.

### **2.1.11 Otorohanga South School**

Vehicle and pedestrian access to Otorohanga South School is from Rangipare Street. A footpath is provided on both sides of the road in the vicinity of the school, with a patrolled pedestrian crossing north of Mace Street and additional kea crossing and pedestrian crossing on State Highway 31. No cycle facilities are provided in the area.

**Figure 11 Otorohanga South Primary School**



Safety and speed information from MegaMaps shows the following.

**Rangipare Street**

<b>School Type</b>	Primary	<b>School Roll</b>	309
<b>Posted speed limit</b>	50km/hr	<b>Mean speed</b>	30km/hr
<b>SAAS</b>	30km/hr	<b>Proposed Speed Limit</b>	30km/hr

Pango Street and Rangipare Street are both local urban roads that provide access to Otorohanga South Primary School and residential properties as well as Island Reserve.

**Recommendation**

The following changes are recommended in the vicinity of Otorohanga South School:

- Lower the speed limit to 30km/hr on the full length of Rangipare Street, Pango Street and Mace Crescent.
- Install school threshold style treatment on Rangipare Street on both approaches to Otorohanga South Primary School.
- Install permanent speed limit signs on the Ohuriri Terrace Road approach to Rangipare Street and the Rangipare Street and Pango Street approaches to State Highway 31 (x4).
- Reconfigure the patrolled pedestrian crossing and bus stop area on Rangipare Street.
- Consider upgrading the pedestrian crossing on Rangipare Street onto a raised safety platform.

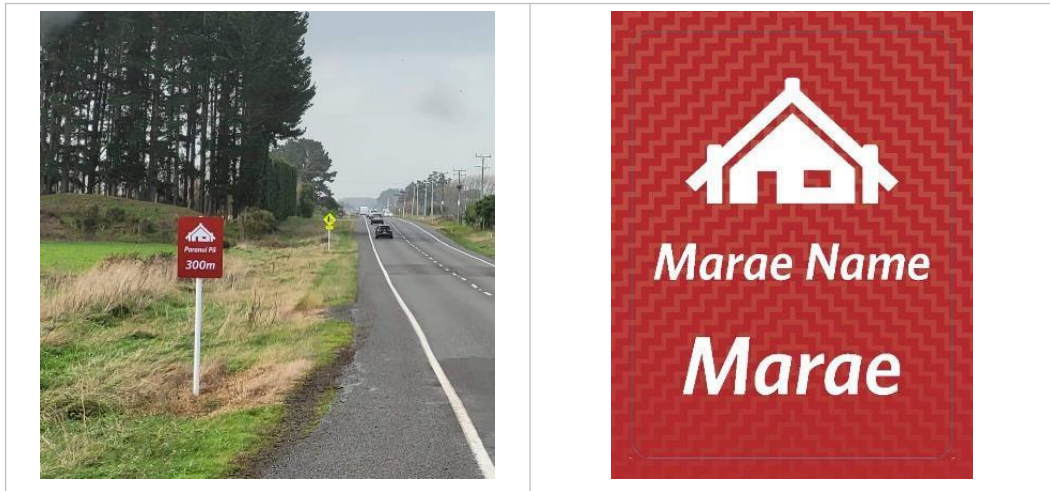


### 3. Marae

There are 17 Marae in the Otorohanga District that have been reviewed as part of the development of this speed Management Plan to assist with safety and accessibility.

The majority of the marae are located in rural areas where there are typically no footpath or cycle facilities in the area. Management of vehicles during events such as Tangi is outside the scope of this speed management plan. Council will continue to work with Marae to support the safe operation of their sites.

Signage to and at each of the marae varies and it is proposed to have a standardised treatment across the district to assist in directing visitors to the various marae as well as alerting drivers to their locations.



- Aotearoa Pa
- Hīona
- Kahotea
- Maketū
- Mōkai Kainga
- Mokoroa
- Ōkapu Marae
- Otewa Pā
- Rākaunui
- Rereamanu
- Tārewānga
- Te Kotahitanga
- Te Keeti Marae
- Te Whakaaro Kotahi
- Turitea
- Waipapa

Vehicle and pedestrian access to Pūrekireki marae is from State Highway 39 and as such Ōtorohanga District Council have no jurisdiction over the speed limits or signage in this area as Waka Kotahi is the road controlling authority for state highways.

#### **Recommendations:**

- Install advance and directional marae signage for marae on the approach to each marae.
- Investigate options for other signage and road marking to support events at marae.

## 4. Roads of concern

### 4.1.1 Huiputea Drive

Huiputea Drive is an urban collector road that forms a bypass of the Otorohanga town centre. This area was identified for review due to a number of requests to reduce the speed of vehicles in the area.

Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed Speed limit (km/hr)
Huiputea Drive	80	55	60

Figure 12 Huiputea Drive



The northern and southern ends of Huiputea Drive have differing characteristics to the central section. To match the speed limit to the environment it is recommended that the speed limit be

lowered on the first 110m and the last 300m to match the adjacent State Highway with the remaining section lowered to 60km/hr.

This speed limit supports the purpose of the road as a bypass road and aligns with drivers' expectations based on the topography and minimal change in urban features as shown below.



### Recommendation

The following changes are recommended for Huiputea Drive:

- Lower the speed limit to 50km/hr on the following sections of Huiputea Drive:
  - From State Highway (RS 36) to 15m south of Phillips Avenue.
  - From 400m south of Progress Drive to State Highway (RS 57)
- Lower the speed limit to 60km/hr on Huiputea Drive from 15m south of Phillips Avenue to 400m south of Progress Drive.
- Install permanent speed limit signs on Huiputea Drive at the speed limit change locations.
- Install pedestrian signs on Huiputea Drive approach to the playground.

#### 4.1.2 Mangauika Road

Mangauika Road is an access road that runs from State Highway 39 to the district boundary with Waipa District. The road provides access to a small settlement of residential before becoming rural in nature. This area was identified for review as this 580m section is inconsistent with the remaining section of road within Waipa District.

Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed Speed limit (km/hr)
Mangauika Road	100	41	80



**Figure 13 Mangauika Road**



**Recommendation**

The following changes are recommended for Mangauika Road:

- Lower the speed limit to 80km/hr on Mangauika Road from State Highway 39 to the district boundary.
- Update and install speed limit signs as required.

*Following Council deliberations and workshop the decision was made to remove the lower the speed limit to 60km/hr on the Otorohanga District Council section of Mangauika Road.*



### 4.1.3 Old Te Kuiti Road

Old Te Kuiti Road is a rural collector road that runs south from State Highway 3. The road provides access to a small settlement of residential before becoming rural in nature. This area was identified for review as it currently has signs installed for a 70km/hr speed limit, however this is not in the Otorohanga District Speed Limit bylaw.

Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed Speed limit (km/hr)
Old Te Kuiti Road	70	49	60

Figure 14 Old Te Kuiti Road



This is an administrative oversight that needs to be corrected. Any proposal to change the speed limit will be considered as part of a wider review to be undertaken in a future review.

#### Recommendation

The following changes are recommended for Old Te Kuiti Road:

- Lower the speed limit to 70km/hr on the Old Te Kuiti Road from RP 1400 to the existing 70 speed limit signs.
- Install settlement thresholds at the 70/100 speed limit change locations with derestriction signs on Old Te Kuiti Road to highlight the approach into Otorohanga (x1).



#### 4.1.4 Orahiri Terrace

Orahiri Terrace is a local street that runs between State Highway 3 and Rangipare Street and provides access to A childcare centre, retirement village, rest home and sports grounds including the tennis courts. This area was identified for review due to a number of requests to reduce the speed of vehicles in the area.

Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed Speed limit (km/hr)
Orahiri Terrace	50	31	30
Clarke Street	50	32	30
Tutunui Street	50	32	30

**Figure 15 Orahiri Terrace**



Due to the high number of pedestrians in the area and the connection to Otorohanga South Primary School, a lower speed limit would assist with managing the risks in this area. The side roads of Clarke Street and Tutunui Street should also be included to provide a coherent treatment for users.

#### **Recommendation**

The following changes are recommended for Orahiri Terrace:

- Lower the speed limit to 30km/hr on the full length of the following roads:
  - Orahiri Terrace,

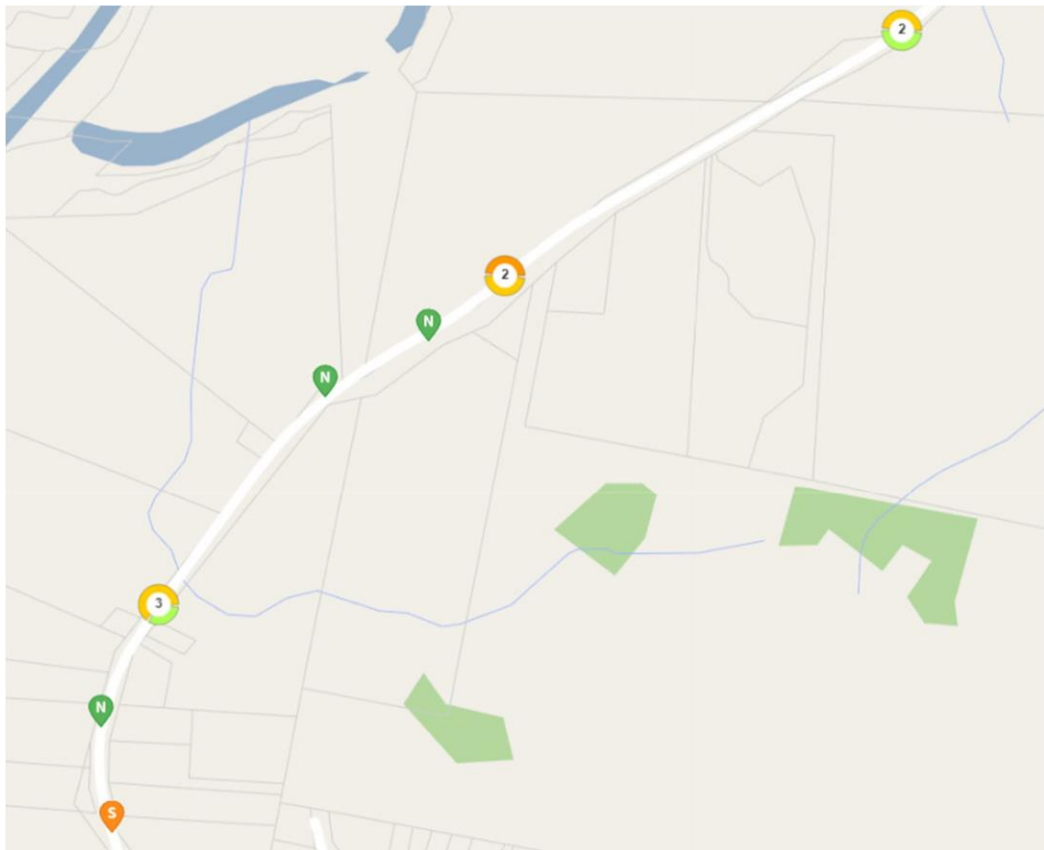
- Clarke Street,
- Tutunui Street,
- Install permanent speed limit signs on Clarke Street approach to State Highway 3 and on the Tutunui Street approach to State Highway 31 (x4).

#### 4.1.5 Ouruwhero Road

Ouruwhero Road is a collector road that provides access to Otorohanga from the north. This area was identified for review due to a number of requests to reduce the speed of vehicles in the area and the number of serious crashes.

There have been two serious, four minor and five non-injury crashes reported in the 10 year period 2013 to 2022. The majority of the crashes were loss of control with two head-on crashes.

**Figure 16 Ouruwhero Road crashes**



Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed Speed limit (km/hr)
Ouruwhero Road	100	88	60 and 80



**Figure 17 Ouruwhero Road**



Due to the high number of crashes in the area and the increase in the number of accesses and the change in alignment from a long straight to a series of tighter curves a lower speed limit would assist with managing the risks in this area.

**Recommendation**

The following changes are recommended for Ouruwhero Road:

- Lower the speed limit to 60km/hr on Oruruwhero Road from 200m to 1.25km north of Kakamutu Road.
- Lower the speed limit to 80km/hr on Oruruwhero Road from 1.25km to 2.19km north of Kakamutu Road.
- Install permanent speed limit signs on Oruruwhero Road at the 80/100 speed limit change location with derestriction signs.
- Install a settlement threshold at the 60/80 speed limit change location to highlight the approach into Otorohanga.

*Following Council deliberations and workshop the decision was made to lower the speed limit on Ouruwhero Road to 50km/hr from Kakamutu Road for 1.2km.*

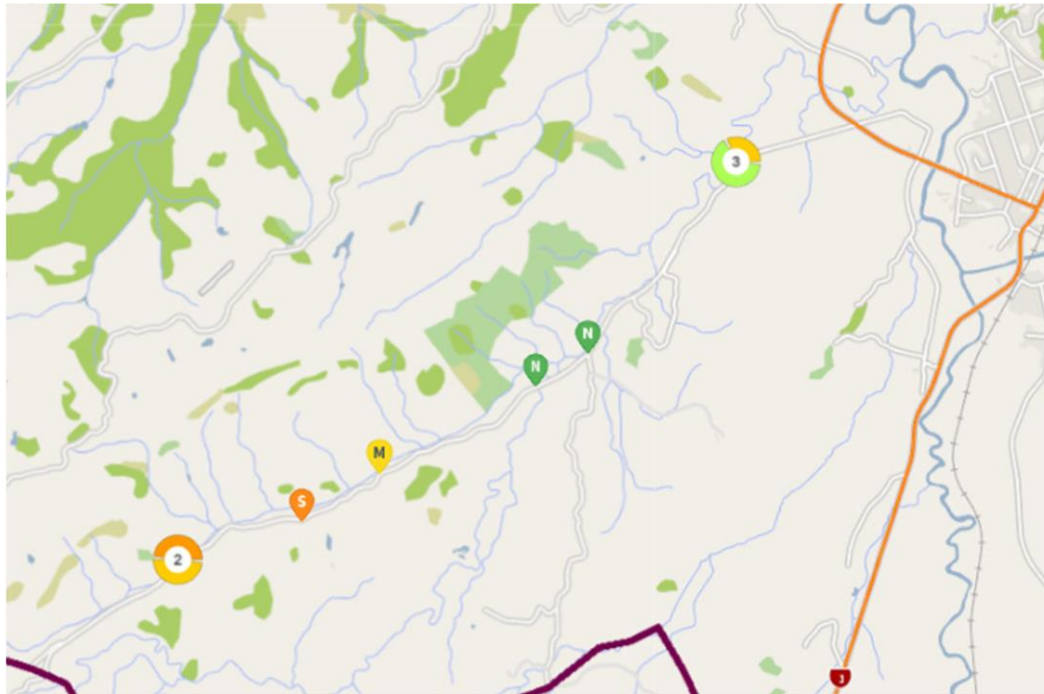


#### 4.1.6 Waitomo Valley Road

Waitomo Valley Road runs between State Highway 31 and State Highway 37 and has an open road speed limit. This road is shared with Waitomo District Council, with 7.5km of the road under Otorohanga District Council jurisdiction.

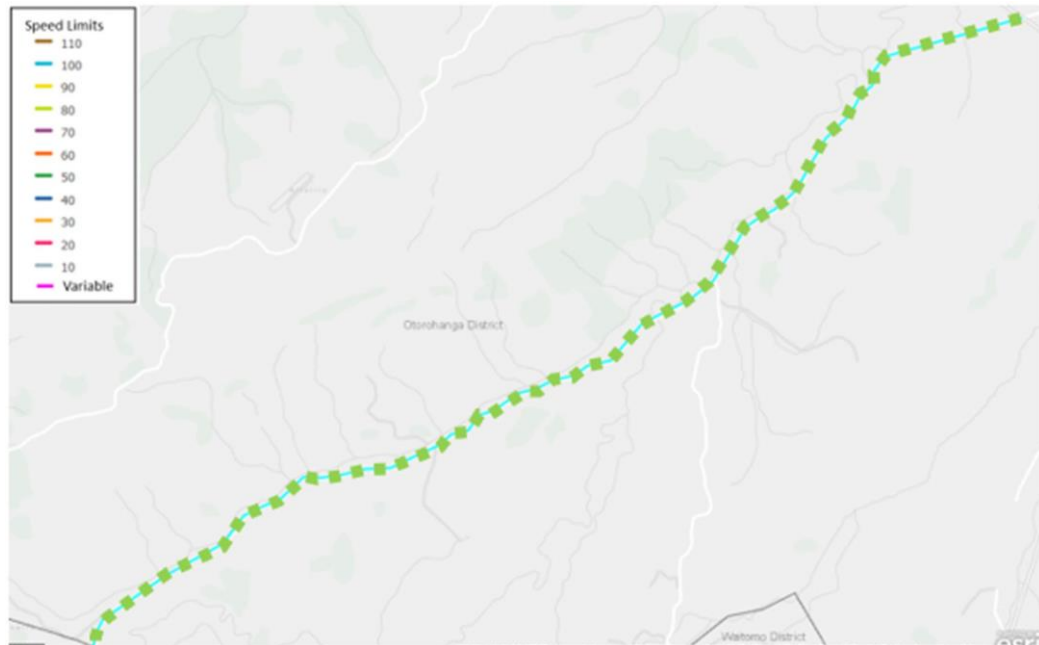
This road was identified for review as the existing speed limit is out of context for the road environment and with the operation of the wider roading network. The road is also included in the Waitomo District Council speed management plan.

**Figure 18 Waitomo Valley Road**



Safety and speed information from MegaMaps shows the following.

Road Name	Posted speed limit (km/hr)	Mean Free Flow Speed (km/hr)	Proposed Speed limit (km/hr)
Waitomo Valley Road	100	69	80



This route is often used a shortcut to access the Waitomo Caves from the north to avoid the State Highway however the alignment is not suitable for unfamiliar drivers especially those from overseas and a lower speed limit of 80km/hr is considered to be appropriate.

### **Recommendation**

The following changes are recommended for Waitomo Valley Road:

- Lower the speed limit to 80km/hr on Waitomo Valley Road for its full length.
- Install threshold treatment at the change in speed limit south of State Highway 31.
- Update existing and/or install new speed limit signage as required.

Any changes to the speed limit on Waitomo Valley Road will need to be coordinated with Waitomo District Council to provide consistency for drivers.

## 5. Summary

A summary of the recommendations for each road or section of road identified above is tabled below.

Report Section	School / Road Name	Recommendations
2.1.1	Arohena Primary School	<p>Lower the speed limit to 60km/hr on Pukewhau Road from Waipapa Road to 620m east of Waipapa Road</p> <p>Install a variable 30km/hr speed limit on Pukewhau Road from 205m east of Waipapa Road to 500m east of Waipapa Road</p> <p>Install settlement threshold treatments at the 100/60 speed limit change on Pukewhau Road (x2)</p> <p>Install variable school threshold treatment on both approaches to Arohena Primary School on Pukewhau Road (x2).</p> <p>Consider installing a crossing point.</p>
2.1.2	Hauturu Primary School	<p>Lower the speed limit to 60km/hr on Harbour Road from 150m east of Hauturu Road to 250m west of Hauturu Road</p> <p>Install school threshold style treatment at the change in speed limit locations on Harbour Road (x2).</p>
2.1.3	Kawhia Primary School	<p>Lower the speed limit to 30km/hr on the full length of Rosamond Terrace and Fairchild Street from Rosamond Terrace to Pouewe Street.</p> <p>Install school threshold style treatment at the change in speed limit points on Rosamond Terrace and Fairchild Street (x3)</p> <p>Consider upgrading the crossing point on Rosamond Terrace to a pedestrian crossing.</p>
2.1.4	KioKio Primary School	Waka Kotahi is the road controlling authority for this area
2.1.5	Korakonui Primary School	<p>Install a variable 60km/hr speed limit on Wharepuhunga Road from 525m east of Lawry Road to 1075m east of Lawry Road</p> <p>Install variable school threshold treatment on both approaches to Korakonui Primary School on Wharepuhunga Road (x2).</p>

Report Section	School / Road Name	Recommendations
2.1.6	Maihihi Primary School	<p>Lower the speed limit to 60km/hr on Maihihi Road from 60m north of Paewhenua Road to 760m south of Paewhenua Road; Paewhenua Road from Maihihi Road to 300m south of Maihihi Road and Paewhenua Road (School Slip) from Maihihi Road to Paewhenua Road (full length)</p> <p>Install settlement threshold treatments at the 100/60 speed limit change on Maihihi Road and Paewhenua Road (x3)</p> <p>Install school threshold treatment on both approaches to Maihihi Primary School on Maihihi Road (x2).</p>
2.1.7	Ngutunui Primary School	<p>Lower the speed limit to 60km/hr on Ngutunui Road from 290m north of Pekanui Road to 530m south of Pekanui Road and Pekanui Road from Ngutunui Road to 400m west of Ngutunui Road</p> <p>Install settlement threshold treatments at the 100/60 speed limit change on Ngutunui Road and Pekanui Road (x3)</p> <p>Install school threshold treatment on both approaches to Ngutunui Primary School on Ngutunui Road (x2).</p> <p>Install a school threshold treatment on the Pekanui Road approach to Ngutunui Primary School.</p>
2.1.8	Otewa Primary School	<p>Lower the speed limit to 60km/hr on Otewa Road from 120m east of Hewer Road to 670m east of Hewer Road</p> <p>Install a variable 30km/hr speed limit on Otewa Road from 280m east of Hewer Road to 565m east of Hewer Road</p> <p>Install settlement threshold treatments at the 100/60 speed limit change on Otewa Road (x2)</p> <p>Install variable school threshold treatment on both approaches to Otewa Primary School on Otewa Road (x2).</p> <p>Consider improvement works with respect to parking and crossing locations.</p>
2.1.9	Otorohanga College and St Marys Primary School	<p>Lower the speed limit to 30km/hr on Hinewai Street from Te Kawa Street to Kakamutu Road; Haerehuka Street from Te Kawa Street to Bledisloe Avenue; Bledisloe Avenue from Hinewai Street to Haerehuka Street (full length) and Waipa Esplanade from Haerehuka Street to its end (full length)</p> <p>Install school threshold style treatment at the change in speed limit points on Hinewai Street and Haerehuka Street (x3)</p> <p>Install repeater signs on Hinewai Street between the two areas of the schools.</p> <p>Mark on street parking within the proposed lower speed limit area.</p>



Report Section	School / Road Name	Recommendations
		Consider upgrading the pedestrian crossing outside St Marys Primary School with side islands or onto a raised safety platform.
2.1.10	Otorohanga Primary School	Install a variable 30km/hr speed limit on Phillips Avenue from 190m south of Merrin Avenue to Rangiatea Road. Install variable school threshold treatment on both approaches to Phillips Avenue (x2). Upgrade the existing 50/100 limit signs and markings to a settlement threshold (x1) to highlight the approach into Otorohanga.
2.1.11	Otorohanga South School	Lower the speed limit to 30km/hr on the full length of Rangipare Street, Pango Street and Mace Crescent. Install school threshold style treatment on Rangipare Street on both approaches to Otorohanga South Primary School. Install permanent speed limit signs on the Ohuriri Terrace Road approach to Rangipare Street and the Rangipare Street and Pango Street approaches to State Highway 31 (x4). Reconfigure the patrolled pedestrian crossing and bus stop area on Rangipare Street. Consider upgrading the pedestrian crossing on Rangipare Street onto a raised safety platform.
3	Marae	Install advance and directional marae signage for marae on the approach to each marae. Investigate and install fold-down hazard and temporary speed limit signage on the approach to each marae.
4.1.1	Huiputea Drive	Lower the speed limit to 50km/hr on Huiputea Drive from State Highway (RS 36) to 15m south of Phillips Avenue and from 400m south of Progress Drive to State Highway (RS 57). Lower the speed limit to 60km/hr on Huiputea Drive from 15m south of Phillips Avenue to 400m south of Progress Drive. Install permanent speed limit signs on Huiputea Drive at the speed limit change locations. Install pedestrian signs on Huiputea Drive approach to the playground.

Report Section	School / Road Name	Recommendations
4.1.2	Mangauika Road	Lower the speed limit to 60km/hr on Mangauika Road from State Highway 39 to the district boundary. Update and install speed limit signs as required.
4.1.3	Old Te Kuiti Road	Lower the speed limit to 70km/hr on the Old Te Kuiti Road from RP 1400 to the existing 70 speed limit signs. Install settlement thresholds at the 70/100 speed limit change locations with derestriction signs on Old Te Kuiti Road to highlight the approach into Otorohanga (x1).
4.1.4	Orahiri Terrace	Lower the speed limit to 30km/hr on the full length of Orahiri Terrace, Clarke Street, and Tutunui Street. Install permanent speed limit signs on Clarke Street approach to State Highway 3 and on the Tutunui Street approach to State Highway 31 (x4).
4.1.5	Ouruwhero Road	Lower the speed limit to 50km/hr on Oruruwhero Road from 200m to 1.25km north of Kakamutu Road. Install a settlement threshold at the 50/100 speed limit change location with derestriction signs to highlight the approach into Otorohanga.
4.1.6	Waitomo Valley Road	Lower the speed limit to 80km/hr on Waitomo Valley Road for its full length. Install threshold treatment at the change in speed limit south of State Highway 31. Update existing and/or install new speed limit signage as required. Any changes to the speed limit on Waitomo Valley Road will need to be coordinated with Waitomo District Council to provide consistency for drivers.





# Appendices



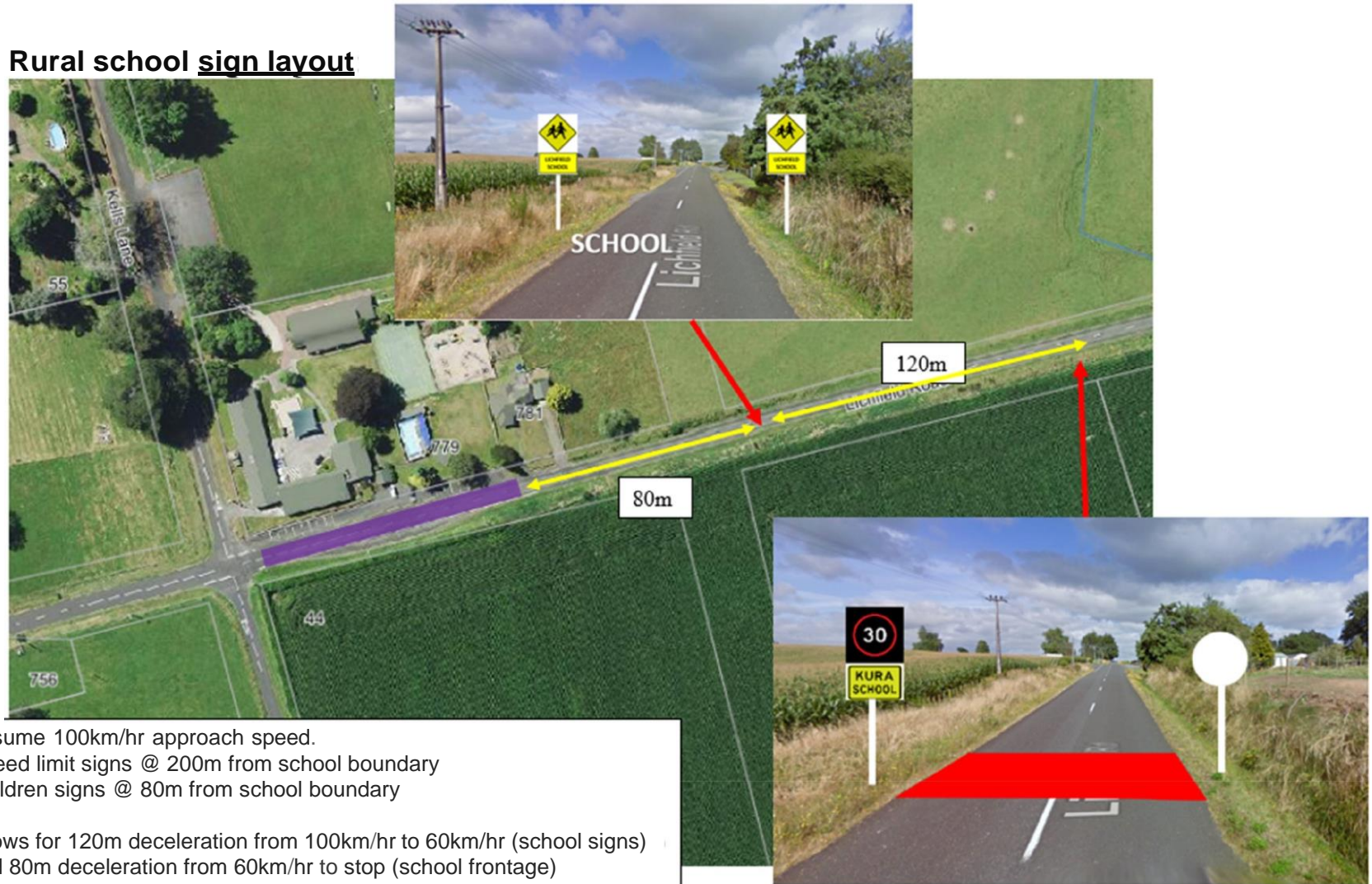
## **Appendix A** – Example threshold layouts

## Settlement thresholds





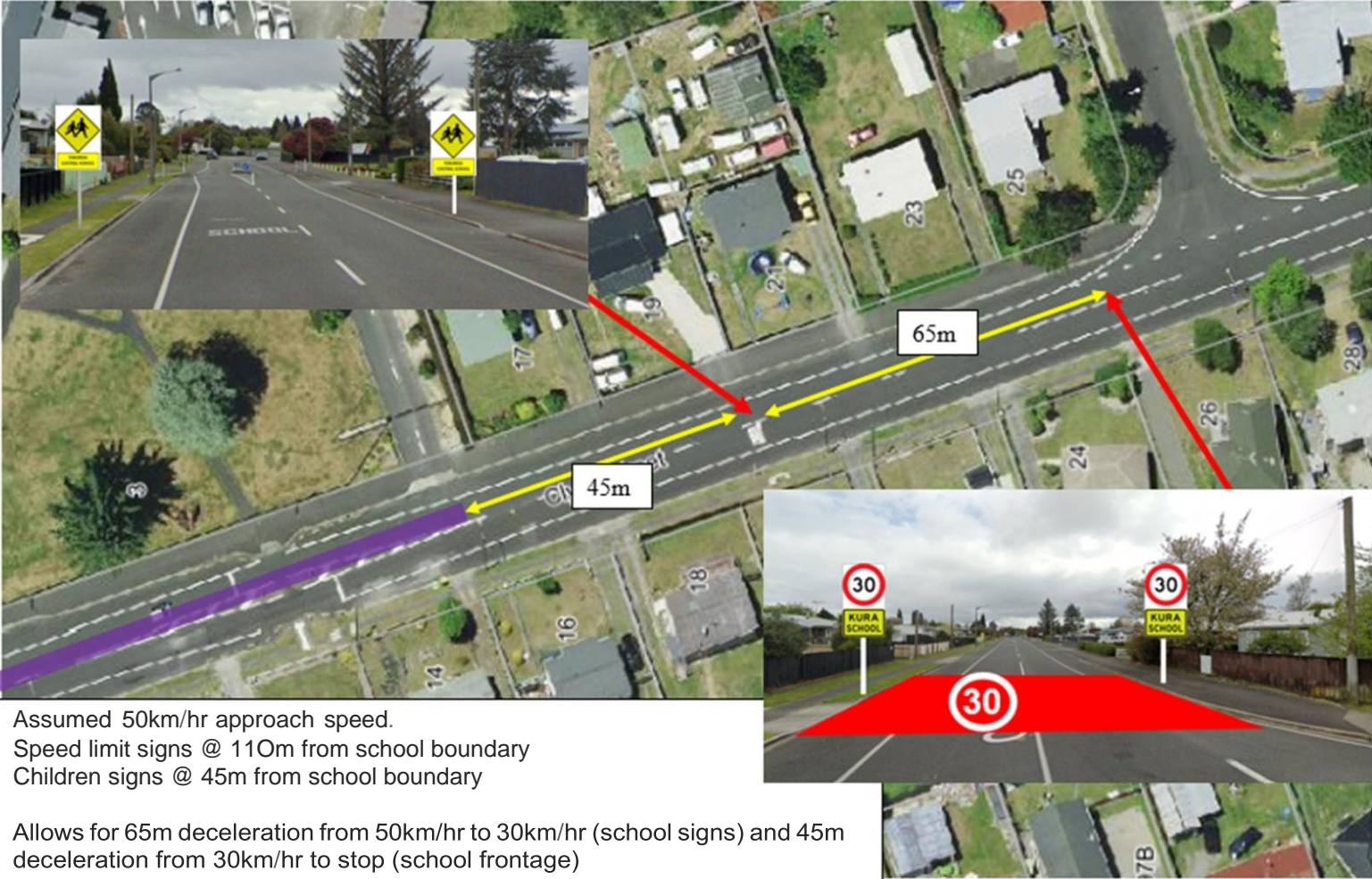
## Rural school sign layout



Assume 100km/hr approach speed.  
Speed limit signs @ 200m from school boundary  
Children signs @ 80m from school boundary

Allows for 120m deceleration from 100km/hr to 60km/hr (school signs)  
and 80m deceleration from 60km/hr to stop (school frontage)  
Add school name supplementary plate to children sign.

**Urban school - permanent speed sign layout**

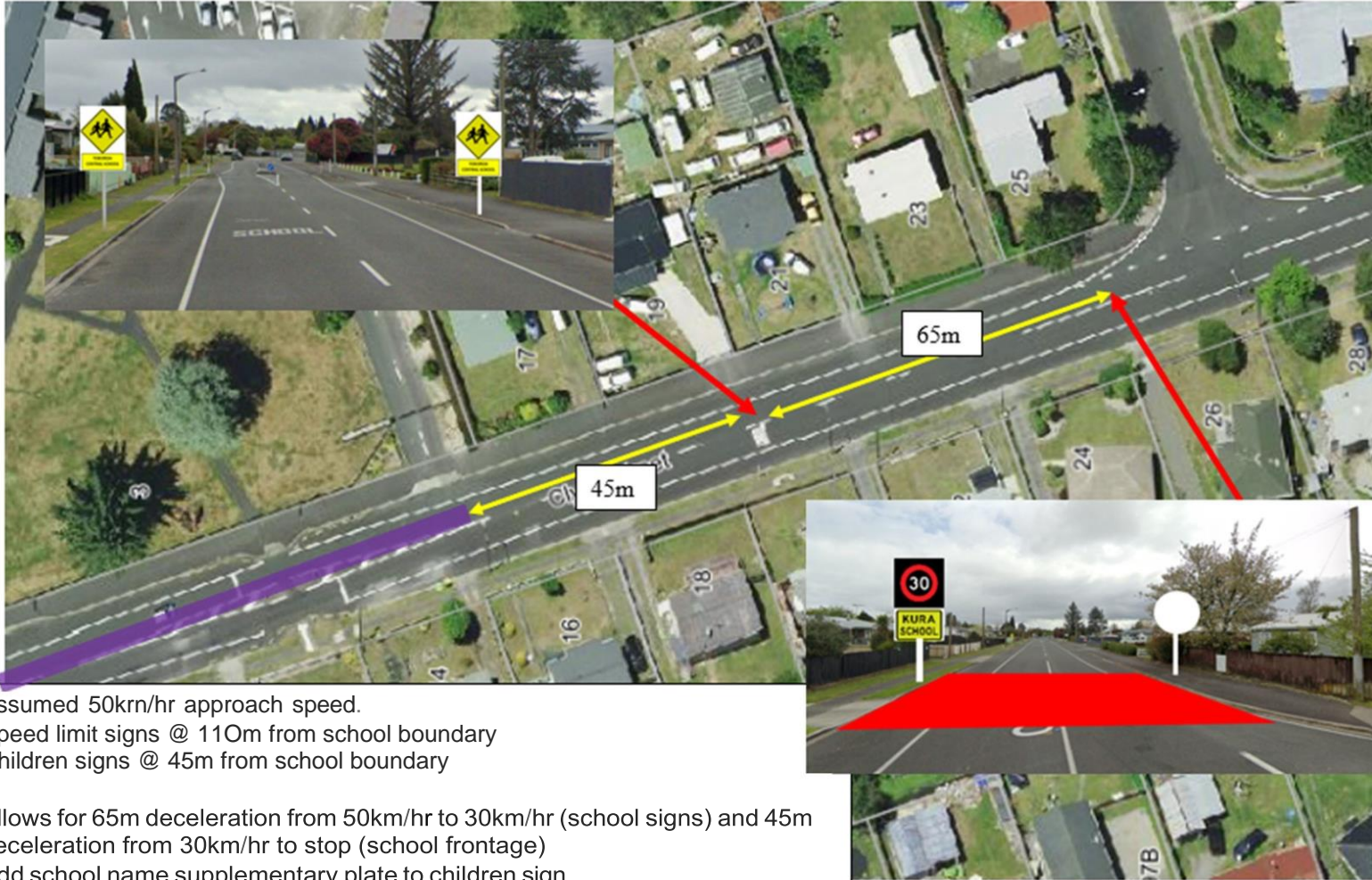


Assumed 50km/hr approach speed.  
 Speed limit signs @ 110m from school boundary  
 Children signs @ 45m from school boundary

Allows for 65m deceleration from 50km/hr to 30km/hr (school signs) and 45m deceleration from 30km/hr to stop (school frontage)  
 Add school name supplementary plate to children sign.  
 If there is a zebra crossing present, use crossing sign in place of children sign.



## Urban school - variable speed sign layout



Assumed 50km/hr approach speed.  
Speed limit signs @ 110m from school boundary  
Children signs @ 45m from school boundary



Allows for 65m deceleration from 50km/hr to 30km/hr (school signs) and 45m deceleration from 30km/hr to stop (school frontage)  
Add school name supplementary plate to children sign.  
If there is a zebra crossing present, use crossing sign in place of children sign.



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Document Status

Revision	Date of issue	Author	Reviewer	Signature
Draft for consultation	May 2023	Janette Underwood	Luke McCarthy	
Final	October 2023	Janette Underwood	Luke McCarthy	



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**Appendix B – Ōtorohanga District Roads  
Post engagement project update - November 2020**

# ŌTOROHANGA ROAD TO ZERO

**POST ENGAGEMENT**

**PROJECT UPDATE**

NOVEMBER 2020



## 1.0 Overview

The purpose of this report is to provide an update on Ōtorohanga District Council's Road to Zero strategy. We have reached a key point in the process having now completed the engagement phase where meetings with various stakeholders and community drop-in sessions were held.

Council now needs to make a decision on whether it proceeds to formal consultation on the concept of setting safe and appropriate speed limits across the district. To help inform that decision, this Project Update provides a summary of the feedback received during the engagement phase, and the responses by Council staff to that feedback.

In light of that feedback, it is the recommendation of Council staff that Ōtorohanga District Council proceeds to formal consultation on the setting of safe and appropriate speed limits across the district as follows.

Road Environment	Current Speed Limit	Assessed Safe and Appropriate Speed
Rural roads that are sealed	100km/h	80km/h
Rural roads that are unsealed and sealed rural roads that are particularly arduous to drive	100km/h	60km/h
Rural roads adjacent to a school	100km/h	60km/h
Urban roads in Ōtorohanga and Kawhia	50km/h	40km/h
Urban roads adjacent to a school	50km/h	30km/h
Aotea Township	50km/h	30km/h

We also recommend that Waipapa Road is excluded from the consultation process. Waipapa Road is the main route linking Te Awamutu to the central plateau with no viable alternative route available. ODC is one of three Councils that Waipapa Road passes through and we consider it more appropriate that any review of safe and appropriate speeds on this route be undertaken in combination with Waipā and Taupō district councils. Neither Council is currently in a position to consider their respective parts of Waipapa Road, so this road would need to be reconsidered at some point in the future.

## 2.0 Approach to Engagement

The engagement phase for this project was a critical step in terms of 'testing the water' with Council's stakeholders and the community regarding the Road to Zero approach being considered. This feedback is crucial in terms of checking in with stakeholders and the community to determine if Council has the 'social licence' to continue with the speed management review.

There were two primary objectives associated with the engagement phase for this project:



1. Inform stakeholders and the community about the safety issues that Council recognises across the local road network, and why this has led us to assessing current speed limits across the district; and
2. Seek feedback from stakeholders and the community regarding how safe they feel on the local road network and what (if any) changes they would like to see made.

Underpinning the Road to Zero strategy is an overarching Communications and Engagement Plan which has provided the blueprint for engagement to date and also for the next steps, should Council wish to proceed to formal consultation.

Recognising the level of interest and influence that many key stakeholders have on this particular topic, ODC staff arranged a series of meetings with them in October. Importantly, these meetings occurred prior to community engagement and included representatives from mana whenua, emergency services, road user groups and road controlling authorities.

Community sentiment was obtained via a number of drop-in sessions across the district when members of the community could come and speak to Council staff about the Road to Zero approach. In total, eight drop-in sessions were held and three of these were combined with Waka Kotahi NZ Transport Agency who were engaging on their review of safe and appropriate speeds on SH23, 31 and 39. Drop-in sessions were held on weekdays from 2 – 7pm, providing maximum opportunity for community members to come and speak with the project team. Recognising that not everyone could attend a drop-in session we also provided an email address for people to provide feedback.

Throughout the engagement phase we sought to emphasise the *why* behind the Road to Zero strategy. This was necessary as often this approach is perceived as focussing on speed as a cause of crashes, when in actual fact the focus on speed relates to the outcome of a crash, regardless of what caused it. Put simply, the faster you go, the more likely you are to be killed or seriously injured in a crash. We had a page on the ODC website dedicated to the Road to Zero strategy and included a significant amount of background material and information for the community to consider.

### 3.0 Stakeholder Feedback

Meetings were undertaken with the following stakeholders. For the majority of these meetings we had a number of stakeholders in attendance which provided them with an opportunity to hear the views of other stakeholders with an interest in this matter.

Nehenehenui RMC	NZ Police	Waka Kotahi NZTA
St John Ambulance	Road Transport Association	Fire & Emergency NZ
Ministry of Education	Automobile Association	Fonterra
Waikato Regional Council	Waikato District Council	Waipā District Council
Taupō District Council	Waitomo District Council	

Nga Tai o Kawhia RMC were approached to determine whether they wanted ODC to present to them at an upcoming hui. At the time of writing this update they had not confirmed whether they would like to do so.

Stakeholder feedback is summarised below and where relevant ODC staff have responded to any pertinent matters raised. A full set of notes from all stakeholder meetings is included as **Appendix 1** to this update.

Stakeholder and Feedback	ODC Response
<p><i>Nehenehenui RMC</i></p> <ol style="list-style-type: none"> <li>1. What changes to speed limits would be made outside of schools?</li> <li>2. In terms of improving road safety, it was noted that there are many marae throughout the district which frequently have large gatherings and functions, so what is being done to improve safety outside of these locations?</li> </ol>	<ol style="list-style-type: none"> <li>1. It is likely that a national directive from the Ministry of Transport will require 60km/h speed limits outside of rural schools and 40 km/h (or 30km/h) for urban. ODC is pre-empting this approach with what we consider to be safe and appropriate speeds outside of schools and this work builds on that already undertaken by ODC to improve safety outside of schools with flashing signs (wig-wag lights) in rural areas and other infrastructural improvements to make these areas safer for children and parents collecting their kids.</li> <li>2. Whilst the Road to Zero project is not considering anything other than alignment with safe and appropriate speeds, ODC is open to working in partnership with marae throughout the district to see what can be done to improve road safety in these locations.</li> </ol>
<p><i>NZ Police</i></p> <ol style="list-style-type: none"> <li>1. Police generally take a 3-month settling in period after speed limits change and that educating drivers about the changes made is critical. Strong recommendation is that repeater signs are used and that the new speed limit also be marked on the road.</li> <li>2. In fairness to motorists, the roading environment needs to demonstrate a change in the speed limit and it cannot be left to just changing the existing roundel signs. We will not take enforcement action where we consider sign placement or speed limit locations to be unfair.</li> <li>3. For short journeys as would be experienced on the local road network we need to reinforce the message that travel times will not be considerably longer and there are efficiencies to be gained in terms of fuel consumption.</li> <li>4. On rural roads it can be challenging to travel at the 100km/h speed limit and many people feel safer driving these roads when the speed limit better reflects the actual driving environment.</li> </ol>	<ol style="list-style-type: none"> <li>1. We are also in favour of having the speed limit painted on the road and for repeater signs to be provided where deemed appropriate.</li> <li>2. If we are to proceed further with the establishment of safe and appropriate speed limits across the district, then we propose doing a driver-over with Police to gain their feedback on where signs should be positioned. This will need to occur prior to the formal consultation period.</li> <li>3. Agree and have made this point throughout the engagement period in speaking with stakeholders and the community.</li> <li>4. As above.</li> </ol>
<p><i>Waka Kotahi NZ Transport Agency</i></p> <ol style="list-style-type: none"> <li>1. Considerable engagement has taken place between Waka Kotahi and ODC regarding</li> </ol>	<ol style="list-style-type: none"> <li>1. ODC has appreciated the support provided by Waka Kotahi throughout this process to date, and for aligning community</li> </ol>



<p>the Road to Zero strategy that we are rolling out on the state highway network, and working with other road controlling authorities to see it established on local roads. The approach being taken by ODC is consistent with the Road to Zero strategy.</p> <ol style="list-style-type: none"> <li>2. We are undertaking a review of safe and appropriate speeds on SH31 and 39, which pass through the Ōtorohanga district and it makes sense that the ODC aligns their review with that being undertaken by us.</li> <li>3. At some point in the future NZTA is likely to look at speed limits on SH3 also, although this is not part of the current West Waikato speed review.</li> </ol>	<p>engagement events with those we were undertaking. This assists greatly in demonstrating which roads are the responsibility of Council versus NZTA.</p> <ol style="list-style-type: none"> <li>2. As above.</li> <li>3. It was noted by those present that reducing the speed limit on SH3 could be counter-productive to the approach of using speed limits to get the right traffic on the right roads. For example, any attempt to reduce rat-running and its associated safety issues on Pokuru/Ouruwhero Road could be undermined if people cannot travel any faster using SH3. Equally, shifting through traffic off SH31/39 could be compromised if speed limits on SH3 were reduced. Whilst this would be a discussion for another time, if and when NZTA consider reducing speed limits on SH3, it would be preferred to see that part of the state highway network engineered up and the speed limit retained.</li> </ol>
<p><i>Road Transport Association</i></p> <ol style="list-style-type: none"> <li>1. RTA questioned the value of going through this process when no one will be out their enforcing the speed limits and if people are already travelling less than the speed limit then what's the point of putting up signs?</li> <li>2. RTA questioned why more money isn't being spent on upgrading roads and making them safer, rather than reducing speed limits.</li> </ol>	<ol style="list-style-type: none"> <li>1. If the posted speed limit is not safe and appropriate for the road then ODC as the road controlling authority has an obligation to change the speed limit and with that comes a legal requirement to show what that speed limit is. People also feel more relaxed when driving on roads where the posted speed limit reflects the driving environment and don't feel obligated to be driving at a faster speed, simply because the speed limit is higher than what is comfortable to drive on that particular road. The mean operating speeds on our local road network are well below the posted speed limits, which demonstrates that the roads are not suited to a 100km/h speed limit. The safe and appropriate speeds being proposed are a much better fit with those mean operating speeds.</li> <li>2. ODC has been proactive in improving the roading environment at specific locations around the district. However, when you factor in the number of roads in our district and the relatively low population base, it simply isn't possible to upgrade all roads to retain an open speed limit. Any funding to upgrade roads needs to be prioritised and</li> </ol>



	can often be redirected when an issue on the road network flares up elsewhere.
<p><i>Fire and Emergency NZ</i></p> <p>1. Reduced speeds means less frequency and scale of crashes which is a positive for FENZ. Furthermore, reduced speed limits also create an easier environment for us to travel to emergencies as it is easier to pass other vehicles. However, it is important to emphasise the <i>why</i> behind the speed review, noting this is a community safety initiative.</p>	<p>1. Our approach during the engagement phase was to ensure that the <i>why</i> behind the Road to Zero strategy has been at the forefront of our messaging. It is noted that community members often commented that after having the <i>why</i> explained to them that the rationale behind the approach made sense and they were therefore in favour of setting safe and appropriate speed limits.</p>
<p><i>Ministry of Education</i></p> <p>1. In general, MoE considers the proposal to be sound and based on a logical approach to improving road safety, which we will always be supportive of. Will need to consider whether the changes in speed limits will have any bearing on travel times for school buses as they need to have students delivered to school by a certain time. Worst case, some bus runs may need to start earlier. MoE noted that school buses by law can only travel at 80km/h.</p>	<p>1. The mean travelling speeds on our rural roads is currently very similar to what we are proposing as safe and appropriate speeds, so we don't anticipate such changes having a significant bearing on travel times for school buses.</p>
<p><i>Automobile Association</i></p> <p>1. AA considers it necessary to really emphasise the <i>why</i> behind the speed review, and that changes to speed limits need to be understood by motorists if they are going to comply.</p> <p>2. The road environment needs to reflect the change in speed limit.</p> <p>3. Are crashes in the district occurring at particular black spots?</p> <p>4. Why is 90km/h not being proposed as a reduction from 100km/h?</p>	<p>1. See earlier response to FENZ</p> <p>2. We will be looking to emphasise the safe and appropriate speeds by painting these on the road where possible to do so in addition to the roundel signs. Where considered appropriate, we will also look to include repeater signs. Whilst it is accepted that many people will be used to an open speed limit applying to rural roads, the reality is that such roads are more often than not, not suited to that limit. Over time, it is anticipated that all road users will become more familiar with what constitutes a road where 80km/h is the speed limit, versus 100km/h. However, it is accepted that that will take some time and requires a nationwide approach.</p> <p>3. Crashes on the local road network are relatively sporadic in terms of location and many black spots identified in the past have been improved (e.g. Ouruwhero Road).</p> <p>4. A 10km/h change isn't large enough, so it is less likely that people will slow down, rather they will continue at their higher</p>



	<p>speed. By having only 60, 80 and 100km/h speed limits in rural areas it is hoped that there will be more consistency and therefore less confusion for drivers, compared to the current speed limit options of 60, 70, 80, 90 and 100km/h.</p>
<p><i>Fonterra</i></p> <ol style="list-style-type: none"> <li>1. There are a large number of farm gate entries located in less than desirable locations making it challenging and dangerous for milk tankers pulling in and out. We are working with farmers to improve those entrances where we can. In those locations a reduced speed limit would be beneficial.</li> <li>2. Fonterra have in recent years taken a different approach to how its fleet of milk tankers are managed. Driven by a significant number of crashes and incidents involving milk tankers, Fonterra introduced a zero tolerance to drivers exceeding 90km/h. As a result, drivers stopped pushing the governor in the trucks to the very limit and relied more on cruise control. With this change in approach there has been a significant number of benefits in terms of driver health and safety and cost savings: <ul style="list-style-type: none"> <li>• The number of reported near misses and incidents per year reduced from 57,000 to 600. This included a reduction from 11 truck roll overs per month down to one.</li> <li>• Drivers are less stressed because the focus is on their safety and that of other road users, not time.</li> <li>• There is an annual saving of \$6M in fuel, and a significant reduction in maintenance costs on the vehicle fleet.</li> </ul> </li> <li>3. In balancing health and safety (of all road users) versus time, Fonterra will always lean towards health and safety first. We all need to take a proactive stance on improving road safety and Fonterra is pleased to see ODC doing something about it.</li> </ol>	<ol style="list-style-type: none"> <li>1. It's encouraging to see Fonterra taking responsibility for road safety in terms of their own operations. Across industry approaches such as theirs, makes a valuable contribution to the Road to Zero strategy and demonstrates that all parties, including road controlling authorities have a role to play in improving the safety of all road users.</li> <li>2. The statistics provided by Fonterra regarding savings in fuel consumption, fleet maintenance, staff well-being and the reduction in crashes, provides real-world data that a focus on safe and appropriate speeds can have benefits to the freight industry.</li> <li>3. Fonterra milk tankers are a constant feature on our rural road network, so we appreciated their contribution to this discussion.</li> </ol>
<p><i>Waikato Regional Council</i></p>	<ol style="list-style-type: none"> <li>1. It's encouraging to be working with other road controlling authorities and Waikato</li> </ol>





<p>1. WRC congratulated ODC on the work they have done to date and considered the approach being taken to be appropriate and fit for purpose.</p>	<p>Regional Council in terms of taking a regional approach to implementing the Road to Zero strategy.</p>
<p><i>Waikato District Council</i></p> <p>1. There is only one road Raglan/Kawhia Road that crosses the boundary and Waikato DC are more than happy with a 60km/h speed limit on the ODC side, given that it is a gravel road.</p>	<p>1. As per the response to Waikato Regional Council.</p>
<p><i>Waipā District Council</i></p> <p>1. Waipā DC is waiting on the west Waikato speed review by Waka Kotahi to be completed before undertaking their next tranche of speed reviews within the district. The rationale being that it will provide the impetus for further changes which to date have struggled due to a lack of political appetite.</p> <p>2. Technically, the ODC approach is on the right track and noted that there are a number of roads that cross the shared boundary which we will need to consider in further consultation with Waipa. Of particular note, Waipapa Road will be challenging given its high use, but equally the number of tortuous sections along this route.</p> <p>3. Pokuru/Ouruwhero Road is another road with a bad safety record, but heavily used as a rat run between Te Awamutu and Ōtorohanga. It's not an easy drive if trying to stick to the 100km/h speed limit. Reducing the speed limit could be a good opportunity to get the right traffic on the right roads – in this case SH3 should be used to get between the two towns.</p> <p>4. There was some general discussion around whether some roads should retain a 100km/h speed limit, as a way to appease some of the negative response to speed reviews.</p>	<p>1. We heard from members of the community about the frustration associated with the piecemeal approach to setting safe and appropriate speeds in the Waipā district and the confusion this has created. This is a key reason for proposing a district-wide approach in Ōtorohanga to reduce that confusion.</p> <p>2. Waipapa Road passes through Waipā, Ōtorohanga and Taupō districts and has a current speed limit of 100km/h. Whilst being a local road it provides a key arterial link between Te Awamutu and the central North Island without a viable alternative. Whilst it does not meet the requirements for a 100km/h speed limit, we consider it necessary that this route be considered in its entirety when assessing safe and appropriate speeds, and for that reason our recommendation is that we wait until the adjacent councils are in a position to review this route and we undertake this in unison at that time.</p> <p>3. Ouruwhero Road is used as a rat-run between Ōtorohanga and Te Awamutu and has a poor safety record. SH3 provides a much safer environment and should be used for such journeys. We anticipate a safe and appropriate speed limit on Pokuru Road in the future that would align with the proposal to do the same on Ouruwhero Road.</p> <p>4. NZTA noted that councils should be aware that if they retain a 100km/h speed limit, then it is likely they will need to engineer up those roads in the future to maintain that limit. The associated costs in doing so could be significant.</p>



<p><i>Taupō District Council</i></p> <p>1. Within the next 12 – 18 months TDC will start preparing a Speed Management Plan for the balance of the district, which will include roads that cross into the Ōtorohanga district. It is likely that through this process schools will be the primary focus, so it may still be some time (2-3 years) before they look to change any speed limits on the likes of Waipapa Road.</p> <p>In general, the approach being taken makes sense and TDC/ODC should keep in regular contact as the speed review process continues.</p>	<p>1. As per the response above we don't recommend setting a safe and appropriate speed limit on Waipapa Road until both Taupō and Waipā councils are in a position to address their sections of the same road. We also look forward to working further with Taupō DC in the future.</p>
<p><i>Waitomo District Council</i></p> <p>1. Waitomo's preference is a blanket 80km/h speed limit on all rural roads and not use 60km/h. Limited speed zone sign should have a max speed of 80km/h and a secondary 60 sign could be placed below this to warn drivers that some parts of the route require you to drive at lower speed. Waitomo acknowledged that this approach would require a law change.</p> <p>2. If an 80km/h speed limit is proposed then they would anticipate that speed limit being replicated on the Waitomo side of the boundary at some point in the future. A 60km/h speed limit may not get much traction.</p>	<p>1. Our approach is consistent with that being promoted by the Road to Zero strategy being rolled out across the country, so recommend retaining the 60 and 80km/h limits as proposed. The alternative as suggested by Waitomo is likely to create more confusion and would require a law change which is out of scope with what we are doing.</p> <p>2. As above.</p>

## 4.0 Community Feedback

Over the eight drop-in sessions that were held across the district we had conversations with approximately 175 community members. We provided attendees with an overview of the rationale behind Council's focus on road safety and how this aligned with both regional and national strategies (Road to Zero) aimed at reducing the number of deaths and serious injuries across the entire road network.

Community drop-in sessions were held at the following locations: Pirongia Hall, Ōtorohanga Countdown, Otewa Hall, Kawhia Hall, Oparau Roadhouse, Honikiwi Hall, Arohena Hall, Te Kawa Hall and Maihihi Sports Club. The Maihihi drop-in session was added to the list at the request of the Ōtorohanga Community Board Chair.



The drop-in sessions were promoted by:

- Email sent to all Councillors and community board members with information and timetable (1 October 2020)
- Waitomo News with article and drop-in session timetable (22 October 2020)
- Email and info sent to Ōtorohanga Community House to be distributed to all community networks (22 October 2020)
- Email and info sent out to Ōtorohanga I-site to be distributed to all community networks (22 October 2020).
- Council Facebook with article and timetable then daily updates (23 October 2020)
- Ōtorohanga Council Website (from late October 2020)
- All local school newsletters (as distributed by the schools)
- Community Facebook pages (throughout the engagement period)

To facilitate discussions, we had maps showing the assessed safe and appropriate speeds across the district and in the main centres of Ōtorohanga, Kawhia and Aotea. These proved to be particularly useful as it provided a tangible link for community members to discuss the proposal (i.e. I live in this location so what does it mean to me and my situation).

An email address was also established for people to provide feedback if they were unable to attend a drop-in session. We received a total of six emails.

The purpose of engagement was to receive qualitative feedback from stakeholders and the community about safety on our local roads and obtain their sentiment relating to safe and appropriate speeds. The objective was not to seek a vote on whether people were in favour or not of the safe and appropriate speed limits. Notwithstanding this, we would estimate that approximately 80 – 90% of community feedback was in favour of safe and appropriate speed limits being applied across the district.

During the engagement phase we also received feedback that was either relevant to the state highway network, or the local road network. In both cases, that feedback has been passed on to Waka Kotahi, or Council’s Roding team respectively.

The following statements reflect the feedback that we received across the eight drop-in sessions and by email. For a full account of all feedback received please refer to **Appendix 2**. Emails included in Appendix 2 do not include any details that identify the author.

Community Feedback	ODC Response
<ul style="list-style-type: none"> <li>• Like the idea of keeping it simple with just two speed limits in rural areas</li> <li>• No issues with the speed drops as they totally make sense.</li> <li>• Condition of the roads is self-explaining in terms of what speed you can travel. Makes sense to make that official.</li> <li>• I’m all for slowing the traffic down on our local roads.</li> <li>• Makes sense to reduce speed limits, especially around schools.</li> </ul>	<p>The approach to setting safe and appropriate speeds across the district was to keep it simple, so that road users know immediately that if they are on a local road (as opposed to the state highway) the speed limit is either 80 or 60km/h. Likewise, in urban areas, a standard 40km/h applies with a few exceptions where 30km/h would apply, again making it consistent for all users. We recommend that speed limits be posted on both roundels and where possible painted on the road surface too as we know</p>



<ul style="list-style-type: none"> <li>• Agree with the approach. Something has to happen!</li> <li>• There are lots of people now living, cycling and running in the rural areas so it makes sense to reduce the speed limits.</li> <li>• Reducing speed limits makes sense and Ouruwhero Road should be reduced too. I live on it and people drive too fast.</li> <li>• Generally agree with the approach, except Ouruwhero Road which should stay at 100km/h.</li> <li>• My kids will be driving these roads one day and I remember what I was like as a teenager. My husband and I agree with lowering speed limits on the rural roads.</li> <li>• Appreciate having an explanation of why ODC is considering this. With the explanation provided it makes sense to me.</li> <li>• Came in wanting 100km/h kept on Otewa Road west of the school, but after hearing the why behind the proposal I can see the logic and the small travel time inconvenience doesn't outweigh the safety benefits. Also want the speed limit reduced outside of the school and if dropping the speed limit on Otewa Road achieves that, then I'm all for it.</li> <li>• It will add more time to my journey into town, but I suppose that wouldn't be such a big inconvenience.</li> <li>• What you are suggesting makes sense as you can't safely drive at the current speed limits.</li> <li>• Speed limits should be painted on the road too.</li> <li>• Makes sense as you can't drive safely at the speed limit.</li> <li>• Happy with the approach it makes sense and will be easy to understand</li> <li>• Electronic school signs for speed reductions</li> <li>• Agree in approach to speed limits being applied across the district x 10</li> <li>• Totally agree with the idea, everyone seems to be driving way too fast for the road conditions.</li> </ul>	<p>these are more effective in terms of getting the attention of road users.</p> <p>The other critical component of the Road to Zero strategy is to set safe and appropriate speeds outside of schools – being 60km/h in rural locations and 30km/h in urban areas. For rural locations this would add to the work ODC has already done to change the driving environment past schools, so that drivers are more aware of the location they are in and therefore drive accordingly.</p> <p>Throughout the engagement period we heard on numerous occasions that after hearing the 'why' behind safe and appropriate speeds that people actually changed their position on the proposal and were now supportive of it. This demonstrates the importance of emphasising the rationale behind the Road to Zero approach and providing data when issues were raised by on perceptions.</p> <p>Ouruwhero Road has become a rat-run for many people between Ōtorohanga and Te Awamutu. This has resulted in high volumes of traffic on a road that simply isn't designed for this function, despite recent improvements as a result of its poor safety record. Our recommendation is that a safe and appropriate speed limit is applied to Ouruwhero Road and that SH3 be used as intended (i.e. have the right traffic on the right roads).</p> <p>A number of people raised the point that there is a lot of activity on our rural roads, including that associated with rural productivity, but also more and more people using the same roads for cycling, horse riding and walking/running. A lot of this is likely to be attributed to more people living in our district now for lifestyle purposes. This mix of road users also requires a rethink on what are safe and appropriate speeds on our local road network.</p>
<ul style="list-style-type: none"> <li>• This is 'nanny state' regulation and it doesn't work</li> <li>• Education and driver responsibility need to be the focus, not reducing speeds.</li> </ul>	<p>We agree that driver education is an important component to improving safety on our roads. However, there is no rationale for suggesting that the approach should be to address one</p>



<ul style="list-style-type: none"> <li>• Will lower speed limits lead to more distracted drivers (e.g. taking a phone call that they may not have if travelling faster)?</li> <li>• Concerned about the impact on truckies who are working to deadlines. How much will it slow them down?</li> <li>• Lower speeds will mean increased travel time and therefore increased costs for services.</li> <li>• No one will comply with 80 on the straight part of Rangiatea Road.</li> <li>• Waipapa Road should stay at 100ks also Te Kawa.</li> <li>• Waipapa Road should not have the speed limit reduced. Not so concerned about speed limits being reduced on other roads. x15</li> <li>• No roads should have the speed limit reduced. It comes down to driver responsibility and common sense x10.</li> <li>• This is nanny state Labour party political correctness. Jacinda is just trying to slow us all down to make it look like they are doing something to reduce the road toll.</li> <li>• I don't like being told what to do, so don't change the speed limits.</li> <li>• Worried about tailgating now. How much worse will it be with an 80km/h?</li> <li>• Lower speed increase people's frustration on the road and more likely to use your phone. Higher speeds require more concentration.</li> </ul>	<p>option and not the other. The Road to Zero approach includes numerous interventions and driver education is a key component to this, but no single intervention alone will address our poor road safety record. It requires a number of interventions including the application of safe and appropriate speeds.</p> <p>A number of people raised the issue that drivers will become more easily distracted if they are travelling at lower speeds. Driver distraction is already an issue on our roads, so if we are all travelling slower there is more time to react when people make mistakes due to being distracted. We also agree that more needs to be done to deter drivers from being distracted by mobile phones and would like to see more enforcement of this.</p> <p>Increases in travel time/costs tend to be overestimated and there is plenty of research which points to the increases being relatively minor (refer to our webpage for that research), especially when there are other factors other than the speed limit which have an impact on travel time. We know that the mean operating speed on our rural roads in particular is much closer to the safe and appropriate speeds that are being proposed. This tells us two things, firstly that our roads are not designed for a 100km/h speed limit, and second that if the safe and appropriate speed limits were applied the majority of people are already travelling closer to that mean operating speed. On that basis, the change in travel time and increase in costs are likely to be negligible compared to the status quo.</p> <p>Whilst there are places on our road network where you can travel at 100km/h now, it is still not considered safe and appropriate to do so, given the environment in which you are driving. For that reason alone, we would not consider having multiple speed limits on our road. Furthermore, we would rather have a consistent and readable approach with just 60km/h and 80km/h on our rural roads.</p> <p>As discussed earlier, we recommend that Waipapa Road be excluded from this review, and that it be reassessed once the adjacent</p>
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	<p>roading authorities are in a position to look at this route in its entirety.</p> <p>Driver frustration of people travelling at lower speed and tailgating is an existing issue on our roads. However, we would not consider this issue to be a good reason for retaining speed limits that are not safe and appropriate on our local road network. This does speak to the need to ensure that changes to speed limits are well understood within our communities and clearly marked on our roads. For this reason, we believe that repeater signs will be necessary in some locations.</p>
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## 5.0 Staff Recommendation - Post Engagement

Road to Zero sets a target to reduce deaths and serious injuries on New Zealand’s roads by 40 percent over the next 10 years and is guided by the Safe System approach, which remains the international gold standard in road safety. This approach is being rolled out across New Zealand by Waka Kotahi and numerous other road controlling authorities, including three which border the Ōtorohanga district.

The sentiment received through the engagement phase from both stakeholders and the community provided us with an opportunity to test our thinking and how the application of safe and appropriate speed limits would work in our district. There is no question that this topic is of great interest to the wider community and we heard passionate views right across the spectrum through our drop-in sessions and email correspondence.

It is therefore our recommendation that Council proceeds to consultation as this will provide stakeholders and the community with an opportunity to make formal submissions on this matter. After which, Council will be in the position to make an informed decision on whether to apply safe and appropriate speed limits across the district.

We recommend that consultation proceeds on the basis of the safe and appropriate speed limits already proposed, with the exception of Waipapa Road, which we recommend excluding for reasons already discussed.

### Appendix 1: Stakeholder Meeting Notes

### Appendix 2: Community Feedback Drop-in Sessions & Emails



# Appendix C – Ōtorohanga District Roads Draft Interim Speed Management Plan Submissions





# Draft Interim Speed Management Plan Submission

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## SURVEY RESPONSE REPORT

25 May 2023 - 06 July 2023

**PROJECT NAME:**

Interim Speed Management Plan

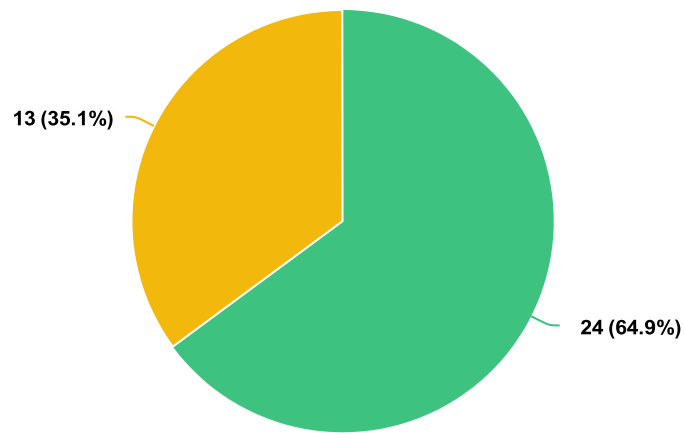


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# SURVEY QUESTIONS



**Q1 | Do you agree with the Council's approach to managing speeds and safety outside and around our urban schools?**



**Question options**

- Yes
- No

*Mandatory Question (37 response(s))*  
*Question type: Dropdown Question*



**Q2 | Please provide your comments below regarding the Council's approach to managing speeds outside and around our urban schools**

6/01/2023 08:40 AM

People go too fast past schools in general but especially Otorohanga Primary as the road heads out to Rangiatea Road and people start speeding up along Phillips Ave, also when coming into 'town' from Rangiatea Road, not everyone has slowed down from 100kms by the time they reach the school

6/01/2023 09:00 AM

A few years ago the roads outside rural schools was painted red. This was not done at the urban schools due to an oversight. The rural ones are due for a re paint, do the urban schools as well

6/01/2023 08:58 PM

Speed limits should only be low during school hours, outside these hours will frustrate drivers and then they won't follow the speed limits as often especially on Hinewai street and Phillips ave. And where will the speed limits apply to south school are you expecting to low speed limits on the state highway as that pass the school and kids cross that road.

6/12/2023 07:52 PM

Agree

6/15/2023 07:50 PM

While I agree with council approach to investigating speed management, i don't agree with the one size fits all approach. as some of the changes don't fully reflect either what is really happening in the area or the national speed limits set by Waka Kotahi.

6/16/2023 06:30 AM

College kids should have more intelligence to be aware of cars. St Marys is fenced

6/17/2023 11:52 AM

Lower speed limits is a must

6/22/2023 01:51 PM

I would love for my road to have a slower speed limit past the houses just out of town. This was done a few months ago for a day or two and I don't know why the speed was changed back to 100. It felt so much safer at 50km/h.



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6/28/2023 06:16 PM

The high risk times for urban schools are primarily around the start and end of each school day. After hours, during school hours, weekends, and holiday periods do not present an elevated risk to pedestrians or school students. If a blanket 24/7 30 km/hr speed limit is adopted, then this may cause annoyance to motorists outside the risk times and lead to motorists ignoring the posted speed limits. A better option would be adopting an electronic variable speed zone that reduces the speed to 30 km/hr during the high risk times only outside all urban schools. This will likely result in better compliance from motorists.

6/29/2023 09:55 AM

It's a great idea to limit the speed around these schools during peaktimes.

6/29/2023 10:47 AM

I have grandchildren who attend the Otorohanga South School. Often it is myself dropping them off or picking them up from school. I do not find speed so much the problem, as the management of traffic, and some of the hazardous driving of some of the parents. For a start, traffic comes to a halt in front of the school, traffic queues building up waiting to enter the 1min parking to collect kids from inside the school grounds. It simply stops and waits and as cars move out of the 1 min park, others take it's place. This is right beside a pedestrian crossing which the kids use also to leave the school grounds. I'd question the location of this crossing, as children are having to move around the cars queueing, and often on the drive entry, and sometimes hanging out onto the road waiting to get in. The biggest issue is the ignoring of the 1 min drop rule. Some parents get out of their cars, assist their kids out of their seats, help put on school bags, and one time even grabbing school bag from their boot. When picking up, they are strapping kids into seats, and holding up traffic. These parents should park in the carpark proper, not the 1 min zone. What happens is cars located behind, move out into the drive by zone, and there are cars leaving the carpark, moving around the carpark and leaving the 1 min drop zone and an accident waiting to happen, because none of it is safe, 1 min drop zone should be one car following the other in and out only - but one hold up the queue and everyone is waiting - out on the road too! or pulling out to move along and make space for another. But with cars simply everywhere, there is no specific safe zone for kids either. The school is doing their best with cones and it is well known to have no sense of good road safety choices. It's just a matter of time. The other day I was travelling to the

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school from south of school, (tennis court end) and there was a queue facing me, waiting to enter the school carpark. As I approached the crossing, the car first in queue, shot in front of me, into the school carpark, there was no space for the car, so they are they stopped over the driveway/footpath and left hanging out on the road, blocking the road, so I had swing more to the centre of the road to get past. I parked at the bus stop to drop off my granddaughters, giving them direction to follow the path and use the crossing by the bus shelter to get safely onto the school grounds. The car who shot in front of me was clearly determined to be next in line, as I was indicating my choice to enter the school grounds. This was not safe, not acceptable and an example of what is happening every day before and after school. After school there will be far more children using the crossing in large numbers. More chance to hit someone too, when your only focus is to be 'next' in the 1 min queue. I have discussed this with the Principal, and solutions are not obvious. It's like a ticking time bomb, as I know it; it's just a matter of time until someone gets hurt. Do we really want our kids experiencing and witnessing this?

6/29/2023 02:25 PM

Responsible drivers already slow down when children are present. Those who speed past schools currently will still do so not matter what speed limit you put.

6/30/2023 07:52 AM

Leave as is - reduced speed during school hours

6/30/2023 07:59 AM

there havent been any accidents so why change

6/30/2023 08:42 AM

Speed limits are already sufficient as driving safely around schools is a necessity & part of obtaining a license

6/30/2023 11:07 AM

Speed limits are fine as they are

6/30/2023 01:15 PM

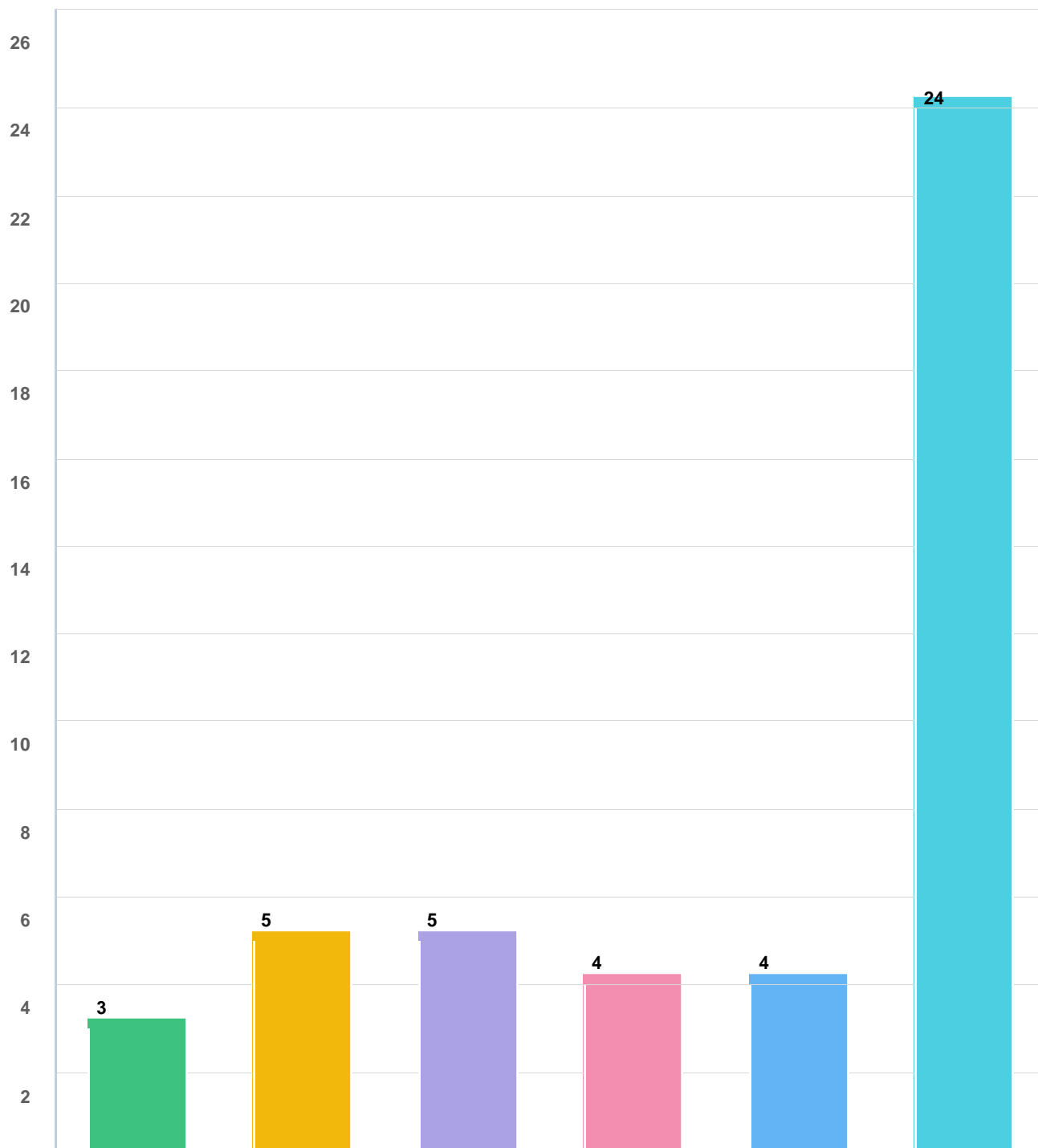
limits are fine as is

**Optional question** (17 response(s), 20 skipped)

**Question type:** Essay Question



**Q3** Which of the following urban schools are you commenting on?



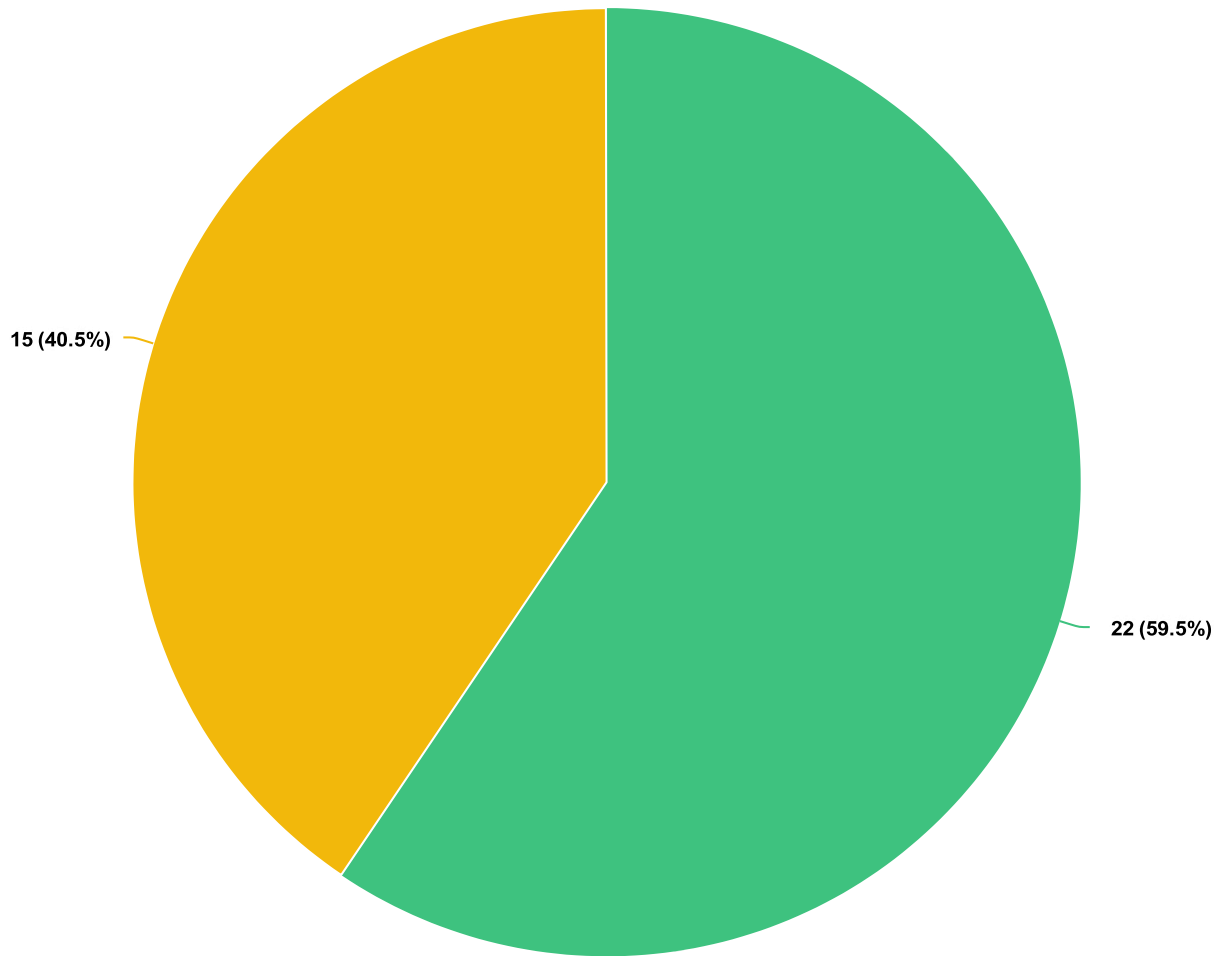
**Question options**

- Kāwhia Primary
- Ōtorohanga College
- Ōtorohanga Primary
- Ōtorohanga South School
- St Mary's Primary
- All schools

Optional question (29 response(s), 8 skipped)  
Question type: Checkbox Question



**Q4** Do you agree with the Council's approach to managing speeds and safety outside and around our rural schools?



### Question options

● Yes ● No

Mandatory Question (37 response(s))  
Question type: Dropdown Question



**Q5 | Please provide your comments below regarding the Council's approach to managing speeds outside and around our rural schools**

5/30/2023 01:24 PM

the times would need to be adjusted to our bell times as they are incorrect on page 15

6/01/2023 08:40 AM

Slow down around all schools

6/01/2023 09:00 AM

red paint on the road made a big difference. Whilst Kiokio school is on a state highway and 'not applicable', and also pretty good currently, i feel that they should instead receive funding to further improve the entrance, exit and parking area to further enhance safety

6/01/2023 08:58 PM

Proposed speed limit is too low most of the schools set off the road or fenced off areas and it seems pointless to try and slow the speed down to 40 km when most people can't even keep the 60 km that's set now. Lowering it to 40 km well again, frustrate drivers and less likely to comply to the speed limit

6/04/2023 04:13 PM

Kids are forced to cross the road on phillips ave at the stop bank, due to no roadside path between the stop bank and john mcpersons, they are again forced to step back onto the road further down at karaka where the path ends and begins on the opposite side, then are often walking on the road as the path has power poles in the center of the only path. i have seen many children walking on the road to avoid pushchairs and other pedestrians out of courtesy. or crossing the road back and forth as the paths are very limited. i have also witnessed many vehicles and trucks speeding past Otorohanga primary school and the stop bank path and not slowing their speed from rangiatea rd. i think there needs to be an extension of paths and perhaps widened where the poles are and a digital speed sign to slow motorists down.

6/04/2023 05:59 PM

I think they should be 80km during school hours

6/12/2023 07:52 PM

Traffic speeds rurally are unpredictable.



6/15/2023 07:50 PM

Rural schools are predominantly in high speed areas. They need to be in keeping with national speed limits otherwise it becomes confusing as to what speed applies in that area.

6/17/2023 11:52 AM

Lower speed limits is a must

6/19/2023 12:37 PM

we need lower speed during school hours also. It is still a busy place with drop off, parent and visitors pulling off the roads, risk of student ball going onto the road (just an example). The 40km at drop off and pick up time is great but 110km is too fast during school hours (60km perhaps)

6/22/2023 01:51 PM

I think that this being a 10 year plan is ridiculous. It should happen much sooner and I don't see why on earth it would take 10 years to implement!

6/28/2023 06:16 PM

Requiring all motorists to reduce their speed from 100 km/hr to 40 km/hr when passing rural schools is a significant speed change. There is a significant risk of crashes occurring if motorists are not paying enough attention to traffic ahead of them. I would support the temporary lowering of speed to 60 km/hr which is more manageable in a rural situation. This could be accompanied by more significant signage prior to the school to encourage motorist speed reduction.

6/29/2023 09:55 AM

A 40km limit during peak times is necessary with school pick up and drop off. I would like to see the speed limit around some rural schools set lower than 100kph during school hours. Rural schools may need to be treated on a case by case basis as some are on a state highway, for example. Others have children crossing the road to get to their sports fields throughout the day, and it would be dangerous to leave the speed limit at 100kph during school hours. Some schools are next to busy state highways, and there may be an occasion where a child manages to exit the school grounds for whatever reason. I think we need to prepare for all possibilities while children are at school.

6/29/2023 11:16 AM

We have activity throughout the school day which means a reduced speed limit needs to be available when we have sports events, swimming etc - we can cross our road up to 12 times a



6/29/2023 02:25 PM

day - not just at 9 and 3. along with parking and parents we need to make changes based on each day's needs - not just drop off and pick up.

Responsible drivers already slow down when children are present. Those who speed past schools currently will still do so no matter what speed limit you put.

6/30/2023 07:52 AM

Leave as is - reduced speed during school hours

Again no problems at present why change

6/30/2023 07:59 AM

6/30/2023 08:03 AM

Status quo

6/30/2023 08:42 AM

Speed limits are good as is

6/30/2023 11:07 AM

Speed limits are fine as they are

6/30/2023 01:15 PM

Limits are fine as is

6/30/2023 01:32 PM

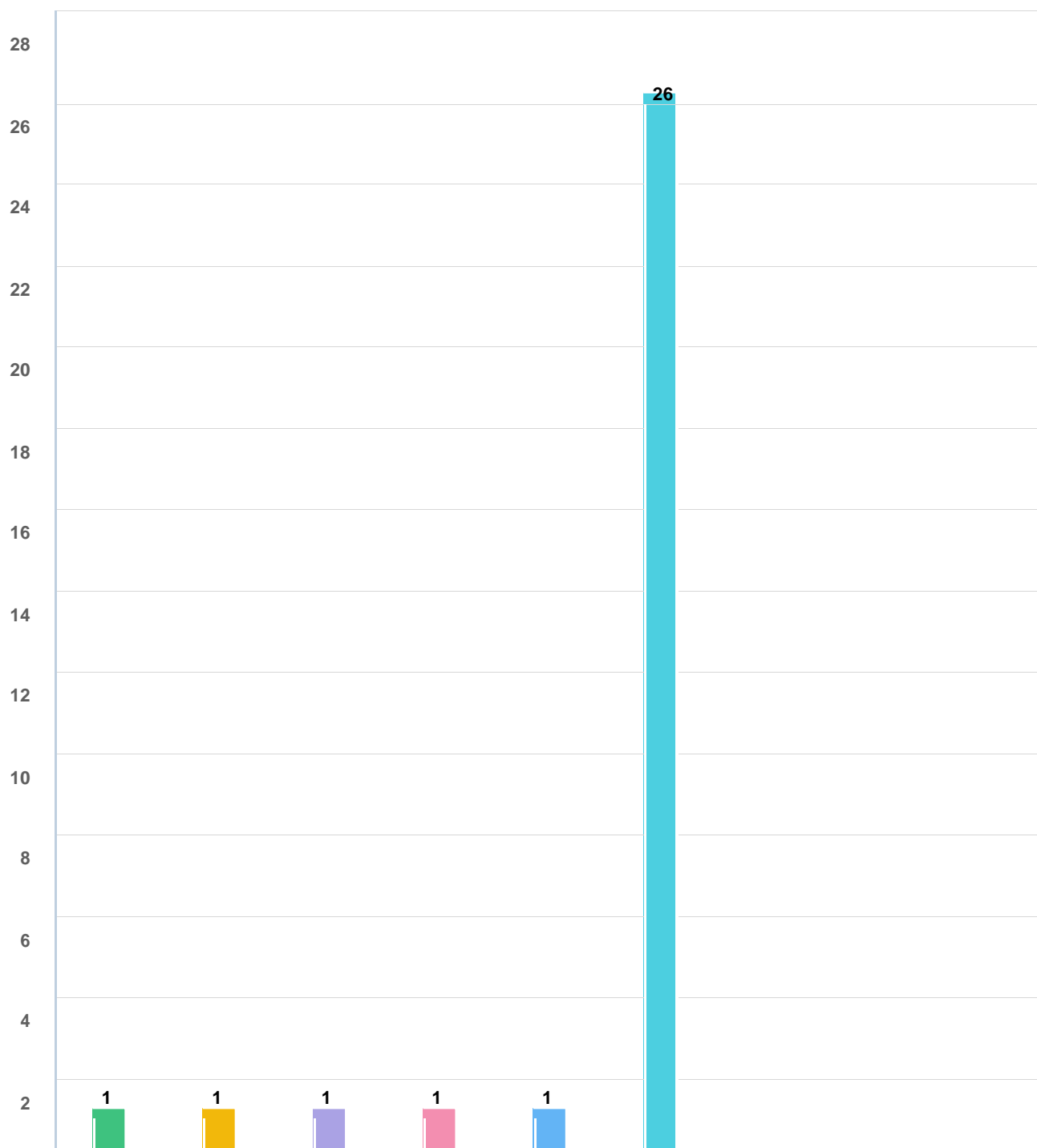
Waste time those signs

**Optional question** (22 response(s), 15 skipped)

**Question type:** Essay Question



**Q6** Which of the following rural schools are you commenting on?



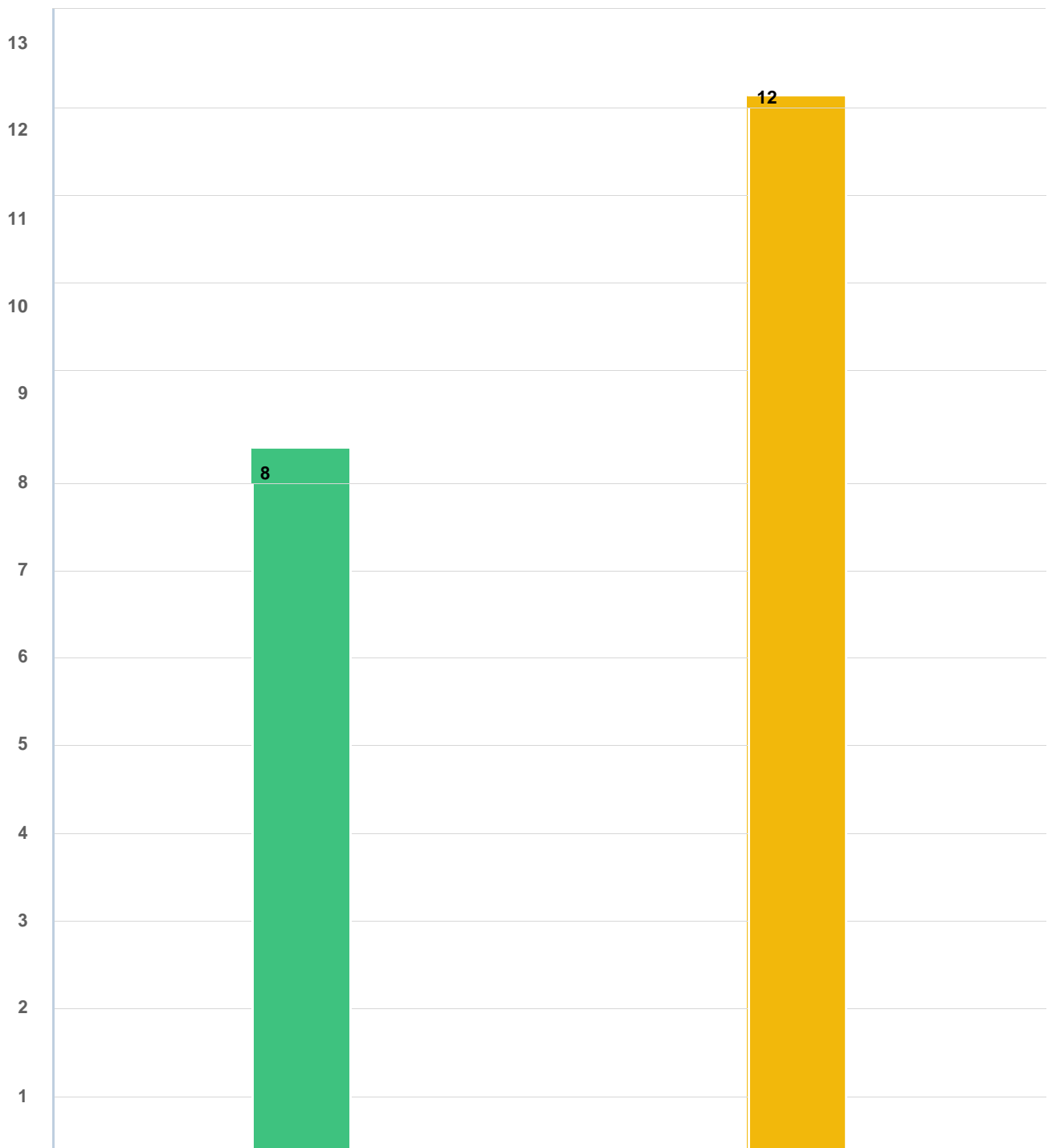
**Question options**

- Hauturu Primary
- Kāwhia Primary
- Kiokio Primary
- Ngutunui Primary
- Otewa Primary
- All Schools
- Arohena Primary
- Korakonui Primary
- Maihihi Primary

Optional question (29 response(s), 8 skipped)  
Question type: Checkbox Question



**Q7** Which of the following two options do you support for the change of speed limit on Ouruwhero Road?



**Question options**

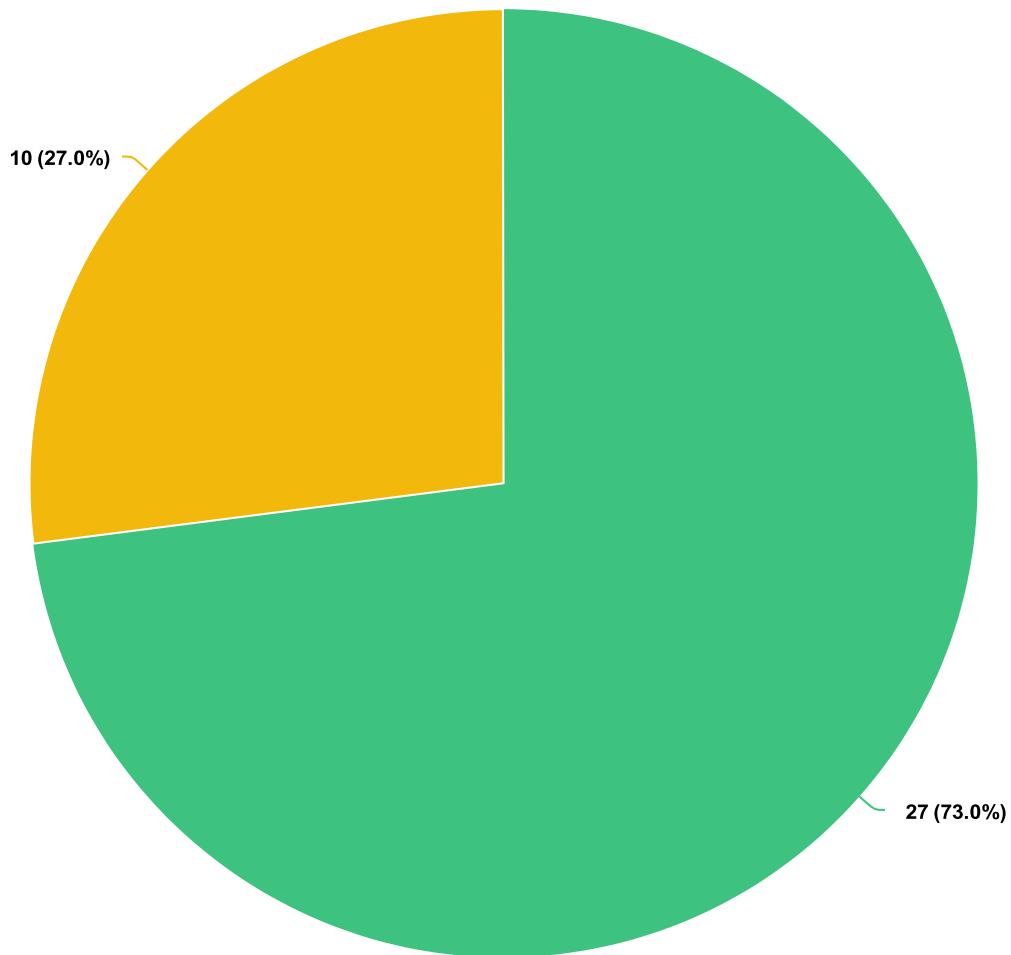
- Option 1 - Extension of 50km/h speed limit to 1.2km/h north of Kakamutu Street
- Option 2 - Graduated speed limit of 60km/h and 80km/h north of Kakamutu Street

Optional question (20 response(s), 17 skipped)  
Question type: Checkbox Question





**Q8** Do you agree with the Council's approach to improving safety on the roads of concern?



### Question options

- Yes
- No

Mandatory Question (37 response(s))  
Question type: Dropdown Question

**Q9 | Please provide your comments below regarding the Council's approach to improving safety on the roads of concern?**

6/01/2023 09:00 AM

Not entirely sure extending the speed restriction will help that much without enforcement. Sit at the carpark at ouruwhero road/mountain view road in the mornings and you will see how no one slows down until the triangle intersection regardless of speed limit. Huiputea drive should be 50km the entire distance. the road surface is very poor especially at the two jumps on the sweeping corner south of progress drive intersection. and the progress drive intersection is incredibly slick at most times. Limestone drive (off huiputea) MUST be reduced to 30km

6/01/2023 08:58 PM

The proposed speed limits are a joke and is unproductive, I will cause more hazards and anything with stupidity and passing on areas of all streets and frustrated drivers, Te Awamutu has dropped the limits in town to 40km no one travels at 40 km. Most accidents in town are under sections not I'm a straight piece of road and also with the main road being 50 km yet town being 30 doesn't make sense when it's the main street which needs the most safety.

6/12/2023 07:52 PM

1) There are more houses along these roads now and increasing  
2) The road I live on is now almost a main road to Te Awamutu and further

6/13/2023 08:01 AM

We live on Mangauika Road which is generally a road that residents who live on this road either bike, walk, scooter or ride horses along together into Pirongia village (no one would ever do this on the main Ormsby Road - too dangerous). We would ideally love to see the speed limit reduced to 70km purely for safety reasons and due to the nature of the narrow and sharp/blind corners on this road and one lane bridge. Ideally it would be beneficial if the 70km sign could start on Ormsby road - 50-100m before Mangauika Road (south end of Pirongia) and the same for 70km to be extended out past the main bridge. It could therefore remain/continue 70km down Mangauika Road. This would also be beneficial for the residents that live on the main road just south of Pirongia, before the main bridge on Ormsby Road (past Mangauika Road), as the engine brakes on trucks is horrendous as the 70km starts just after the bridge. It is also a major hazard for those turning into Mangauika Road and there



6/13/2023 06:07 PM

have been some very close calls due to the speed of traffic where the speed limit is 100km. These improvements would greatly improve the safety of this area.

Mangauika Road caters for all modes of transport. Our school bus stop has more than a dozen children use it, all walking along the road to and from the bus. We see many cyclists, walkers and horse riders, at all times of the day and all ages on the road. Vehicles are unlikely to travel much more than 50km/hour on average now due to the higher density of housing. The speed environment therefore requires a lower posted speed. I recommend no more than 60km/hr.

6/15/2023 07:50 PM

The only road so far mentioned is Oruwhero Road.

6/16/2023 06:30 AM

North of Kakamutu is built up enough to reduce speeds... There is plenty of space from footpath to Rd so not closed in environment. Another option would be to define option 2 distance... I would maybe consent to an option of 80km/h 1.2km north of Kakamutu street

6/17/2023 11:52 AM

Repairs are necessary, centre lines, medium strips. Lowering the speed limit to 60 km/hr

6/19/2023 09:57 AM

I would like to see the speed on Mangauika Road lowered to 60km/hr. This reflects the number of houses along the road and the fact there are a lot of cyclists/runners and walkers who use the road. Also, the road has a large number of children who catch the school bus to Te Awamutu and so a lower speed is appropriate. The adjoining section of Mangauika Road under Waipa DC control is at 80 km/hr, however that road does not have the housing density or the children walking on the road that the Otorohanga DC section does, so a lower speed is justified. As the section of Mangauika Road under this speed review is only around 500 metres, have a speed limit of 60km/hr will have little impact on efficiency but a great benefit for safety.



6/26/2023 07:32 AM

From the Turn off of SH38/39 1k up Waitomo valley road, after a initialstraight stretch of road it becomes narrow and windy, the maximum speed should be no more then 80ks per hour. The road is busy with tourist, traffic, heavy farm machinery and stock. There tourists to stay are signs for tourists to stay on the left of the road, but they need to be moved to the start of each end of the road, not in the middle section as this is not effective.

I support the use of a targeted approach to improving roads of concern. Where crash data shows actual risk in a particular location then this should be assessed as to why the location is a risk (environmental, road structure, sun strike etc.). Once the risks are identified then the appropriate response can be made in terms of addressing the risk. Adjusting speed limits is a simplistic tool if used in isolation that often does not address the risk factors present.



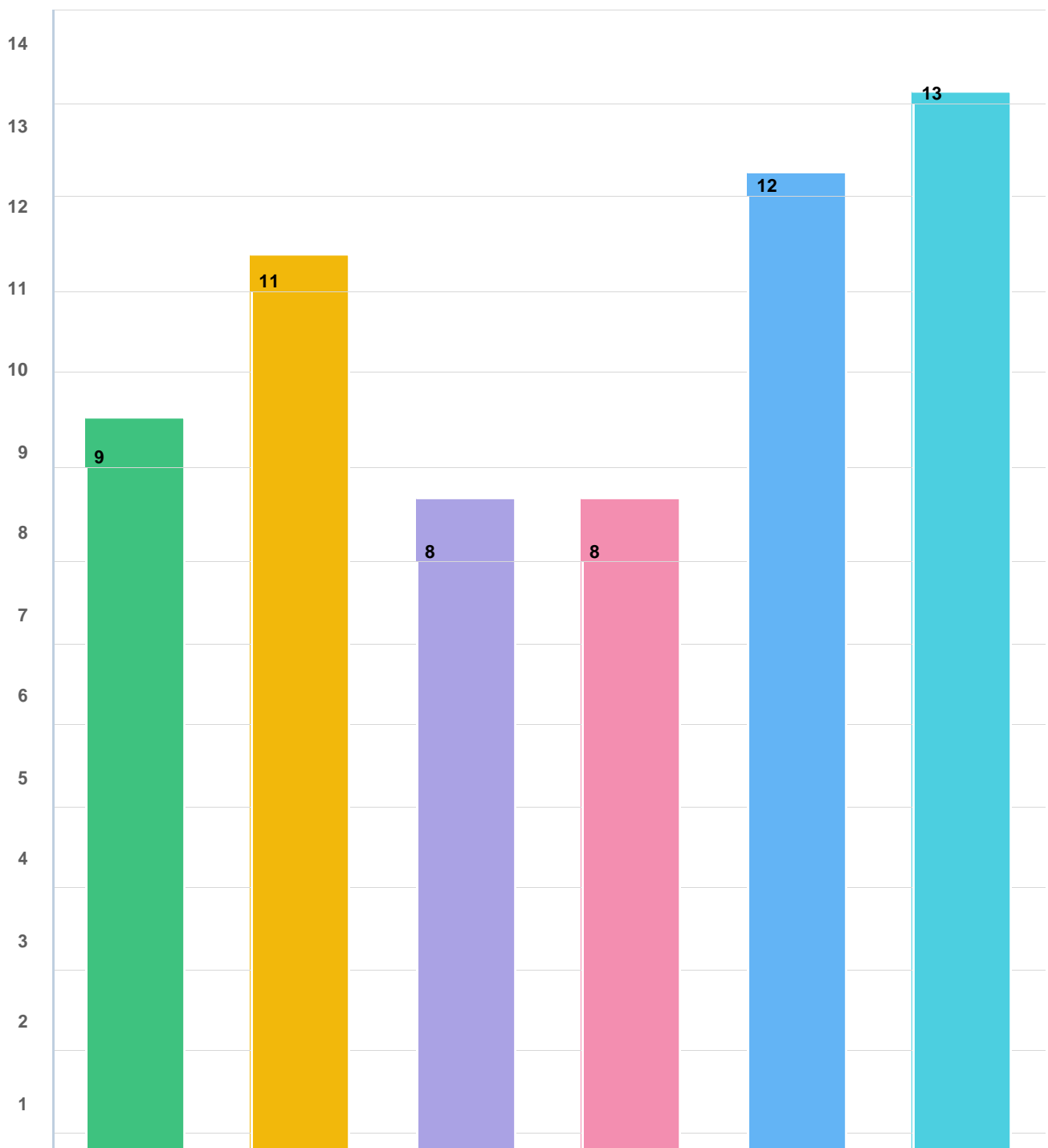
- 6/29/2023 09:55 AM The approach takes various factors into account including crash data and community discussions etc and seems to cover all bases.
- 6/29/2023 10:47 AM It is not only speed that is a problem but traffic management of parents dropping off and picking up children
- 6/29/2023 02:25 PM See note below
- 6/30/2023 07:52 AM I feel the money should be spent fixing the current roads in our area.
- 6/30/2023 07:59 AM Council should be looking at improving the roads as safety at present is fine
- 6/30/2023 08:42 AM Safety is paramount
- 6/30/2023 08:47 AM Keep the 70 area as it currently is.
- 6/30/2023 11:07 AM Road safety should be improved by improving roads not lowering speed limits
- 6/30/2023 01:15 PM Limits are fine as is
- 6/30/2023 01:32 PM They r too slippery

**Optional question** (21 response(s), 16 skipped)

**Question type:** Essay Question



**Q10** Which of the following road/s of concern are you commenting on?



**Question options**

- Huiputea Drive
- Mangauika Road
- Old Te Kuiti Road
- Orahiri Terrace
- Waitomo Valley Road
- Ouruwhero Road

*Optional question (26 response(s), 11 skipped)*  
 Question type: *Checkbox Question*



**Q11 | Do you have any further comments to make on the Draft Interim Speed Management Plan?**

6/01/2023 08:43 AM

Please let me know if this comes through to you

6/01/2023 09:00 AM

With central governments 'road to zero', im unsure where that road is heading, by your stats Otorohanga has been at the destination for 4 years in regard to fatalities, 8 out of the last 10 years (80% pass rate) 2 years for serious crashes, 6 out of 10 years (60%) pass rate. I would believe that these success rates of 80% and 60% are higher than any success rate in any government department, local or central,ever? I firmly disagree with the statement in 3.1 that visitors are more cautious and locals push the limits. Feel free to look into the hangatikiroundabout statistics for evidence

6/01/2023 08:58 PM

I think the speed management plan is a joke and isn't looking at the root of the problem which is roads and drivers, I agree some speed should to looked at but halving the speed in some places isn't going to fix the death rates there needs to be a balance because you can't stop someone from speeding on rural road and crashing.

6/04/2023 05:59 PM

I think the Otorohanga end of WAikeria Road should be 80km hour. There has been huge residential growth in the last 10 years plus the increased traffic from the prison.

6/12/2023 07:52 PM

For the last 3 years there has been increasing traffic usage of Ouruwhero Road The speed of 100 kms and more which is very oftenthe case has been a huge concern for entering and exiting my driveway as on my right there is a bend in the road which prevents any view of approaching traffic until the vehicle is almost at my gateway To my left is another bend which If the vehicle is doing 100 km plus Is a danger for exiting to go north The speeds exceed the limit most Times and is dangerous I strongly urge action with urgency

6/15/2023 07:50 PM

A consultation is not a survey with yes/no selections. I find the questions to be out of order and poorly planned and worded. Verydisappointing on such an important subject.



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6/17/2023 11:52 AM

Mangauika Road has many households with young children, we need a lower speed limit of 60 km/hr.

6/22/2023 11:54 AM

We do not agree to having the speed limit but yip to 80K, this is far too fast, we have school kids waiting on the side of this road, also a lot of the locals, walk, run, Mt bike and take their dogs for a walk. Its already bad enough with the tankers, logging truck whizzing by, we DO NOT agree with this at all.

6/23/2023 06:23 PM

Please consider a speed bump for Kaora Street, downhill of Moke St/Kaora intersection. This is a narrow piece of road, no exit & a main pedestrian access from motor camp to beach where vehicles often travel too fast for safety of pedestrians.

6/26/2023 07:32 AM

The speed coming into town needs to be dropped prior to the main bridge on SH38/39 before Otorohanga South School turn off.

6/27/2023 02:37 AM

I would like to have seen Marae and papakainga included. How hard was it for ODC to do this at the same time as schools? It's the same resources and similar considerations. Lower the speed limits near marae and papakainga please the same as for schools. How many deaths are needed, when so many near misses? Support marae that are on highways to have safe access turning into and exiting their marae. Depending on the location of the marae, signage will need to be in a place drivers will notice.

6/28/2023 06:16 PM

The ideals of the Road to Zero campaign need to be balanced against productivity and resident travel requirements. I support the addressing of all risk factors that are involved in crashes not just speed. If perceived to be too onerous, then this can result in motorists ignoring posted speed limits and cause productivity issues to both urban and rural road users. I also support monitoring of all changes after a period of 1-2 years to see if any potential benefits have actually been realized. If not, then a reversion process should be considered.

Road safety and caring for the children is more than speed management.

6/29/2023 10:47 AM



6/29/2023 11:16 AM

We have loved the support and professionalism we have had from Rachel Stubbs - we have been well informed and consulted throughout the process.

6/29/2023 02:25 PM

I feel that having a variety of speed limits, with some being permanent and others being variable, will be very confusing and distracting. Cautious drivers may become so focused on looking for speed signs that they get distracted from dangers. Those who are cautious already slow down when children are present. Signs will not stop the careless drivers. As usual, it will be the law abiding citizens who will be affected - not those who couldn't care less. I find it interesting that in Figure 1 you cover the 10 year period of 2013 to 2022 where there were only 4 fatalities in the Otorohanga District, but in Figure 2 the 10 year period covers 2012 to 2021 which added a further three fatalities. Why use different 10 year periods? Was this just to make the fatality number appear higher? Why is Kawhia School classed as both rural and urban on this form? It is not the speed limits that are the problem - it is stupid drivers who won't take any notice of changed speed limits, they probably don't even know what the current limits are. How about putting this funding to better use such as maintaining the roads.

6/30/2023 07:52 AM

There is no need to reduce speed on Waitomo Valley Road - Why?? Tourists are already diverted to go via Hangitiki and out Waitomo Caves Road

6/30/2023 07:59 AM

as a ratepayer i would prefer roads to be maintained rather than a huge spend on changing road signs when at present we have no problems.

6/30/2023 08:03 AM

Status quo, Different speed zones become very confusing

It will be a waste of valuable ratepayers hard earned \$\$

6/30/2023 08:42 AM

Speed limits should stay as is and common sense should be applied

6/30/2023 11:07 AM

6/30/2023 01:15 PM

Limits are fine as is

**Optional question** (23 response(s), 14 skipped)

**Question type:** Essay Question

