

Waitomo District Council

Speed Management Plan

December 2023



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Appendix A – Technical Assessment

1. Why a Speed Management Plan?

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

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

1.1 Setting of Speed Limits Rule

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

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

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

1.2 Funding

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

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

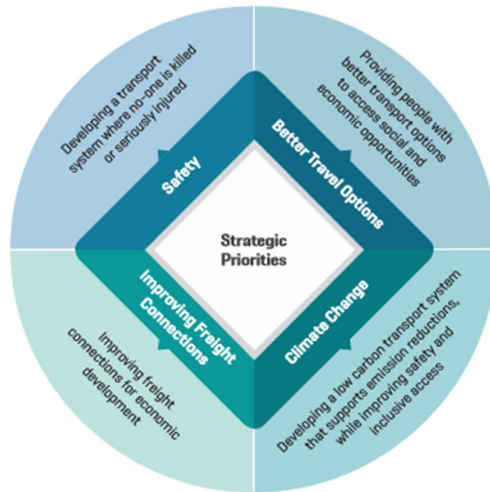
The National Land Transport Programme has a three yearly cycle, with 2024-2027 being the next cycle.

The outputs from this speed management plan will be used to develop a forward works programme for the Road to Zero programme, and funding will be sought for works to support speed management on these roads.

1.3 Government Policy Statement on Land Transport

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

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



1.4 Road to Zero

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

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



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

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

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

1.5 Road Safety

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

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

2. What is speed management?

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

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

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

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

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

³ [World Bank Document](#)

2.1 Crash survivability

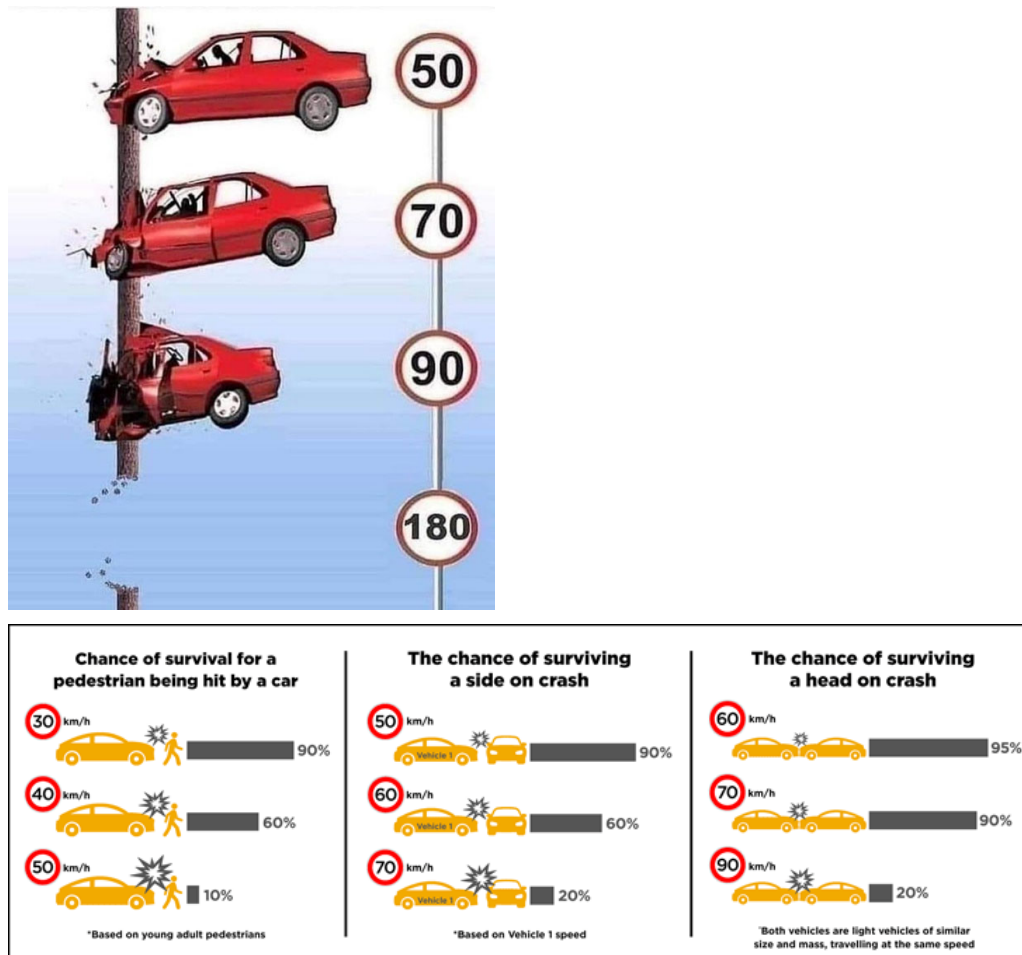
The role and impact of speed in crashes is often underestimated with the most common argument used against any reduction in speed limits being that “*vehicle speeds don’t cause crashes poor drivers do*”. This is correct in part.

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

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

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

Figure 1 Crash survivability⁴



⁴ NSW Centre for Road Safety

2.2 Crash types

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

Table 1 Crash type: 2013 - 2022

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

2.3 Pedestrians and Cyclists

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

Pedestrian crashes can occur anywhere on the roading network, however there are opportunities to improve safety and accessibility, in particular around schools. Current speed limits within town centres and outside many schools do not make walking and cycling an appealing mode of transport and therefore increase the reliance on vehicles. Increased rates of children walking and cycling to school will reduce the level of congestion in the vicinity of schools, lowering the risk of crashes and stress to other road users. It may also have a range of co-benefits, including health and accessibility by helping people to feel safer to walk or bike to school which has benefits for the community as a whole.

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

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

3. Speed Management Plans

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

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

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

3.1 Speed Limits

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

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

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

3.2 Safe Journeys Risk Assessment Tool

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

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

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

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

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

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

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

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

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

3.3 Treatment lengths and adjacent roads

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

Zones of influence

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

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

3.4 Road Design

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

3.5 Engineering treatments

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

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

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

4. 2023 Speed Management Plan

4.1 Objectives and principles

The objective of this Speed Management Plan is to:

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

The principles underpinning this Speed Management Plan are:

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

4.2 Roads for review

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

- Schools
- Maraes; and
- Roads of concern.

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

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

4.2.1 Schools

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

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

There are two categories of schools:

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

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

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

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

4.2.2 Maraes

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

4.2.3 Roads of concern

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

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

4.3 Consultation

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

Engagement with schools/kura, Maraes, and other key stakeholders during the development of speed management plans helped 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.

Consultation with all stakeholders including Iwi was undertaken in accordance with Waitomo District Council's communication guidelines.

The draft Speed Management Plan was put for public consultation between 24 July to 11 September 2023. Letters were sent directly to schools and marae within the District to remind them of the formal consultation process and a public notice was made on WDC's website. Posts were made to WDC's Facebook page and two radio interviews were undertaken.

A total of 27 submissions were received, 16 of these were standard submissions received either online, via email or via post. A further 11 comments were received via Social Pinpoint.

Submitters were asked three questions and to also provide comments on any specific locations.

Question 1: Do you agree with our approach to managing speeds outside and around schools within the District? 71% of respondents agreed with Council approach.

Question 2: Do you agree with our approach to managing speeds outside marae within the District? 60% of respondents agreed with Council approach.

Question 3: Do you support our draft Speed Management Plan in general? 38% of respondents supported the draft Speed Management Plan with a further 38% of respondents saying they would support it with some changes.

All comments were reviewed by Council during the deliberations process on the 28th November 2023.

4.4 Future reviews

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

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

5. Implementation Plan

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

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

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

5.1 Speed limits around schools

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

Table 2 Speed Limits around schools

School Name	Category	Proposed Speed Limit	Comments	NLTP
Aria School	Cat 1	30		2024/27
Bennydale Primary School	Cat 1	30		2024/27
Centennial Park School	Cat 1	30 variable		2024/27
Kinohaku School	Cat 2	60	Remote rural location	2024/27
Mokau School	Cat 1	30		2024/27
Piopio College	Cat 1	30 variable		2024/27
Piopio Primary School	Cat 1	30 variable		2024/27
Piripiri School	Cat 2	60	Remote rural location	2024/27
Pukenui School	Cat 1	30		2024/27
Rangitoto School	Cat 2	60	Remote rural location	2024/27
St Joseph's Catholic School (Te Kuiti)	Cat 1	30 variable		2024/27
Te Kuiti High School	Cat 1	30 variable		2024/27
Te Kuiti Primary School	Cat 1	30		2024/27
Te Kura O Tahaaroa	Cat 1	30		2024/27
Te Wharekura o Maniapoto	Cat 2	50	Remote rural location	2021/24
Waitomo Caves School			Access is from a private road	2024/27
Whareorino School	Cat 2	60	Remote rural location	2024/27

5.2 Speed limit changes

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

Table 3 Speed Limit changes

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
7.1.3	Anne Street	0	Seddon Street	89	Queen Street	50	30	Variable	24/27	30	Y	School area - St Joseph's Catholic School (Te Kuiti)	8:25 – 9am, 2:55 – 3:15pm, School Days
2.2.1	Aria Road	11653	90m NW of Matai Street	12121	Ohura Road	70	50	Permanent	N/A	80	N	Signs on site do not match NSLR (50)	
5.1.1	Aria Terrace	298	Rerenga Street	537	Rangi Street	50	30	Permanent	27/30	30	Y	School area - Mokau School	
5.2.1	Awakino Heads Road	0	State Highway 3	940	State Highway 3	100	60	Permanent	24/27	60	Y		
2.1.1	Barclay Road	0	Ohura Road	325	196m South of Rimu Street	70	30	Permanent	24/27	60	N	School area - Aria School	
2.2.1	Barclay Road	0	Ohura Road	325	40m South of Miro Street	70	50	Permanent	N/A	60	N	Signs on site do not match NSLR (50)	
8.2.2	Brooklee Road	0	State Highway 37	527	End	100	80	Permanent	24/27	60	N	Speed limit to match adjacent road	
7.1.4	Eketone Street	0	Hill Street	377	Hospital Rd Extension	50	30	Variable	24/27	30	Y	School area - Te Kuiti High School	8:25 – 9am, 2:55 – 3:15pm, School Days
8.2.3	Fullerton Road	0	Oparure Road	8680	100m South of State Highway 37	100	80	Permanent	24/27	60	N	Speed limit to match adjacent road	
7.2.1	Gadsby Road	0	Te Kumi Rd (State Highway 3)	1583	End (Gate)	100	60	Permanent	24/27	60	Y		
7.1.4	George Street	155	155m south of Te Kumi Road (SH3)	467	Hill St	50	30	Variable	24/27	30	Y	School area - Te Kuiti High School	8:25 – 9am, 2:55 – 3:15pm, School Days
7.1.4	Hospital Road	0	Te Kumi Road (State Highway 3)	463	Eketone Street	50	30	Variable	24/27	30	Y	School area - Te Kuiti High School	8:25 – 9am, 2:55 – 3:15pm, School Days
7.1.2	John Street	0	South Street	138	King Street West	50	30	Permanent	24/27	30	Y	School area - Pukenui School	
6.1.1	Kawhia Harbour Road	0	Te Waitere Rd	450	450m east of Te Waitere Road	100	60	Permanent	24/27	60	Y	School area - Kinohaku School	

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
2.2.1	Kiekie Street	0	Ohura Road	389	Matai Street	70	50	Permanent	N/A	60	N	Signs on site do not match NSLR (50)	
7.1.2	King Street West	700	190m north of John Street	891	John Street	50	30	Permanent	24/27	30	Y	School area - Pukenui School	
8.2.1	Kiwi Street (Hangatiki)	0	Pukeroa Road	123	End	100	80	Permanent	24/27		N/A		
2.2.1	Kumara Road	0	Ohura Road	120	120m SW of Ohura Road	70	50	Permanent	N/A	60	N	Signs on site do not match NSLR (50)	
7.1.1	Manawaiti Street	0	Esplanade	171	End	50	30	Permanent	24/27	30	Y		
2.2.1	Matai Street	0	Aria Road	96	Kiekie Street	70	50	Permanent	N/A	60	N	Signs on site do not match NSLR (50)	
3.1.1	Mine Road	360	360m east of Maniaiti Street	725	725m east of Maniaiti Street	50	30	Permanent	24/27	30	Y	School area - Bennydale Primary School	
3.1.2	Ngapeke Road	0	Rangitoto Road	200	200m north of Rangitoto Road	100	60	Permanent	24/27	80	N	School area - Rangitoto School	
2.2.2	Ohura Road	133	90m East of Kiekie Street	930	870m east of Kiekie Street	100	80	Permanent	27/30	60	N	SAAS inappropriate for the function of the road and level of development	
2.2.1	Ohura Road	0	Aria Road	150	90m East of Kiekie Street	70	50	Permanent	N/A	60	N	Signs on site do not match NSLR (50)	
8.2.8	Oparure Road	0	State Highway 3	2300	95m east of Fullerton Road	100	80	Permanent	21/24	80	N		
8.1.1	Oparure Road	2300	95m east of Fullerton Road	3355	110m east of Boddie Road	80	50	Permanent	21/24	80	N	School area - Te Wharekura o Maniapoto	8:25 – 9am, 2:55 – 3:15pm, School Days
8.2.8	Oparure Road	4100	635m west of Boddie Road	8100	630m west of Troopers Road	100	80	Permanent	21/24	80	N	Speed limit to match adjacent road	
7.1.1	Park Street	0	Te Kuiti Rd	238	William Street	50	30	Variable	24/27	30	Y	School area - Centennial Park School	8:25 – 9am, 2:55 – 3:15pm, School Days
7.1.3	Princes Street	0	Queen Street	163	King Street West	50	30	Variable	24/27	30	Y	School area - St Joseph's Catholic School (Te Kuiti)	8:25 – 9am, 2:55 – 3:15pm, School Days
8.2.1	Pukeroa Road	0	State Highway 37	420	End	100	80	Permanent	24/27	60	N	Speed limit to match adjacent road	

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
7.1.3	Queen Street	280	65m north of Princes Street	488	Anne Street	50	30	Variable	24/27	30	Y	School area - St Joseph's Catholic School (Te Kuiti)	8:25 – 9am, 2:55 – 3:15pm, School Days
5.1.1	Rangi Street	99	Tainui Street	196	Aria Terrace	50	30	Permanent	27/30	30	Y	School area - Mokau School	
3.1.2	Rangitoto Road	9260	195m west of Ngapeke Road	9700	245m east of Ngapeke Road	100	60	Permanent	24/27	60	Y	School area - Rangitoto School	
2.2.1	Rimu Street	0	Barclay Road	42	End	100	30	Permanent	24/27	60	N	School area - Aria School	
7.1.5	Rora Street (North)	0	Rora Street	233	Cul-De-Sac	50	30	Permanent	24/27	30	Y	School area - Te Kuiti Primary School	
6.1.3	Rotopuhoe Road	0	Taharoa Road		End	50	30	Permanent	24/27	N/A		School area - Te Kura O Tahaaroa	
4.1.1	Ruru Street (Aria Road)	330	330m south of Tui Street	850	850m south of Tui Street	50	30	Variable	24/27	30	Y	School area - Piopio Primary School and Piopio College	8:25 – 9am, 2:55 – 3:15pm, School Days
7.1.3	Seddon Street	210	190m north of Anne Street	403	Anne Street	50	30	Variable	24/27	30	Y	School area - St Joseph's Catholic School (Te Kuiti)	8:25 – 9am, 2:55 – 3:15pm, School Days
8.2.9	Somerville Road	0	Tammadge Street	900	900m north of Tammadge Street	100	60	Permanent	27/30	80	N	Lower speed limit proposed due to level of activity on road	
7.1.2	South Street	148	Bayne Street	348	John Street	50	30	Permanent	24/27	30	Y	School area - Pukenui School	
6.1.3	Taharoa Road	18700	200m west of Kiwi Street	19070	End	50	30	Permanent	24/27	80	N	School area - Te Kura O Tahaaroa	
2.2.1	Tawa Street	0	Kiekie Street	326	End	70	50	Permanent	N/A	60	N	Signs on site do not match NSLR (50)	
8.2.10	Te Anga Road	0	Waitomo Village Road	270	Tumutumu Road Roundabout	100	60	Permanent	24/27	30	N	SAAS inappropriate for the function of the road and level of development	
8.2.10	Te Anga Road	270	Tumutumu Road Roundabout	2011	Ngatapuwa Road	100	60	Permanent	27/30	80	N	Lower speed limit proposed due to level of activity on road	
6.1.2	Te Anga Road	26400	200m east of School	26800	200m west of School	100	60	Permanent	27/30	80	N	School area - Piripiri School	

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
7.1.1	Te Kuiti Road	516	Lawrence Street	770		50	30	Variable	24/27	30	Y	School area - Centennial Park School	8:25 – 9am, 2:55 – 3:15pm, School Days
5.2.2	Te Mahoe Road	0	State Highway 3	5920	End (Gate)	100	60	Permanent	24/27	60	Y		
5.1.2	Waikawau Road	0	Manganui Road	180		100	60	Permanent	24/27	60	Y	School area - Whareorino School	
8.2.11	Waitomo Valley Road	0	State Highway 37	5000	Otorohanga Boundary	100	80	Permanent	24/27	80	Y		
8.2.12	Waitomo Village Road	0	State Highway 37	887	Te Anga Road	50	30	Permanent	24/27	30	Y		
5.2.3	Ye Old Mill Road	0	State Highway 3	197	End	100	40	Permanent	24/27	60	N	SAAS inappropriate for the function of the road and level of development	

5.3 Safety Infrastructure

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

Table 4 Safety Infrastructure

Report Section	Road Name	Proposed safety infrastructure	Implementation timeframe (NLTP Period)	Comments
2.1.1	Aria School	Install school threshold style treatments on Barclay Road on both sides of the school.	2024/25	
2.2.2	Ohura Road	Install settlement threshold treatment at the 80/100 speed limit change location.	2027/28	
2.2.2	Ohura Road	Update existing and/or install new speed limit signage as required.	2027/28	
2.2.2	Ohura Road	Install advance and directional marae signage for Te Paemate Marae.	2027/28	
3.1.1	Benneydale Primary School	Install school threshold style treatments on Mine Road at RP362 and RP725.	2024/25	
3.1.2	Rangitoto School	Install school threshold treatments on Rangitoto Road and Ngapeke Road on the approaches to the school.	2024/25	
3.2.1	Rangitoto Road	Install advance and directional marae signage for Te Arohoa Marae on both approaches to the marae.	2027/28	
4.1.1	Piopio Primary School and Piopio College	Install variable school threshold treatments on Aria Road/Ruru Street on each approach to the schools	2025/26	
4.1.1	Piopio Primary School and Piopio College	Install additional school signage at RP600 to remind drivers that there is another school in the vicinity.	2025/26	
4.2.1	Napinapi Road	Install directional marae signage for Napinapi Marae at the intersection with Tikitiki Road.	2027/28	
5.1.1	Mokau School	Install school threshold style treatments on Rangi Street and Aria Terrace on the approaches to the school.	2029/30	
5.1.2	Whareorino School	Install school threshold style treatments on Waikawau Road at RP10 and RP180.	2024/25	
5.2.1	Awakino Heads Road	Install speed limit signage at both intersections with State Highway 3 and install repeater signs midblock to remind drivers.	2026/27	
5.2.2	Te Mahoe Road	Install speed limit signage at the beginning and repeater signs along the length of the road.	2026/27	
5.2.3	Ye Old Mill Road	Install speed limit signage at the intersection with State Highway 3.	2026/27	
6.1.1	Kinohaku School	Install school threshold treatments Te Anga Road on both approaches to the school.	2024/25	
6.1.2	Piripiri School	Install school threshold treatments Te Anga Road on both approaches to the school.	2024/25	
6.1.3	Te Kura o Tahaaroa	Install school threshold style treatments on Taharoa Road either side of the school.	2024/25	
7.1.1	Centennial Park School	Install variable school threshold treatments on Te Kuiti Road and Park Street approaches to the school.	2026/27	
7.1.1	Centennial Park School	Install speed limit signage on Manawaiti Street approach to Esplanade.	2025/26	
7.1.2	Pukenui School	Install school threshold treatments on King Street West and South Street approaches to the school.	2024/25	

Report Section	Road Name	Proposed safety infrastructure	Implementation timeframe (NLTP Period)	Comments
7.1.3	St Joseph's Catholic School	Install variable school threshold treatments on Queen Street, Seddon Street and Princes Street approaches to the school.	2024/27	
7.1.3	St Joseph's Catholic School	Consider upgrading the kea crossings on Queen Street and Princes Street to raised zebra crossings.	2027/30	
7.1.4	Te Kuiti High School	Install variable speed limit side road signage on Hill Street and Ailsa Street approaches to Eketone Street and Ngatai Street approach to George Street.	2027/30	
7.1.4	Te Kuiti High School	Install variable school threshold treatments on George Street and Hospital Street approaches to the school.	2027/30	
7.1.5	Te Kuiti Primary School	Install school threshold treatments on Rora Street approach to the school.	2024/27	
7.2.1	Gadsby Road	Update existing and/or install new speed limit signage as required.	2024/27	
8.1.1	Te Wharekura o Maniapoto	Install variable school threshold treatments on Oparure Road on both approaches to the school.	2027/30	
8.2.1	Hangatiki Township	Update existing and/or install new speed limit signage as required.	2024/27	
8.2.1	Hangatiki Township	Install threshold style treatments at the change in speed limit location on the approach to State Highway 37.	2024/27	
8.2.2	Brooklee Road	Update existing and/or install new speed limit signage as required.	2027/30	
8.2.3	Fullerton Road	Install threshold treatment at the change in speed limit south of State Highway 37.	2027/30	
8.2.3	Fullerton Road	Update existing and/or install new speed limit signage as required.	2024/27	
8.2.3	Fullerton Road	Install speed limit signs at regular intervals along the road.	2024/27	
8.2.4	Hangatiki East Road	Install advance and directional marae signage for Te Kauae Marae on both approaches to the marae.	2024/27	
8.2.4	Hangatiki East Road	Mark edgelines on both sides of the road for the full length of the road.	2024/27	
8.2.4	Hangatiki East Road	Review curve warning signage for the full length of the road and upgrade as necessary.	2024/27	
8.2.5	Mangarino Road	Install advance and directional marae signage for Te Kauae Marae on both approaches to the marae	2024/27	
8.2.6	Mangatea Road	Install advance and directional marae signage for Mōtiti and Tomotuki (Parekaitini) maraes on the approaches to the maraes.	2024/27	
8.2.7	Ngatapuwaē Road	Install advance and directional marae signage for Pohatuirī marae on the approach to the marae	2024/27	
8.2.8	Oparure Road	Install threshold treatment at the change in speed limit locations.	2024/27	
8.2.8	Oparure Road	Install speed limit signs at regular intervals along the road.	2024/27	
8.2.9	Sommerville Road	Install settlement threshold treatments at the 50/60 change in speed limit at Tammadge Street.	2024/27	
8.2.10	Te Anga Road - Waitomo Valley Road and Tumutumu Road	Install threshold treatments on the Tumutumu Road and Te Anga Road (west) approach to the roundabout.	2030+	
8.2.10	Te Anga Road - Tumutumu Road and Ngatapuwaē Road	Install threshold treatments on the Te Anga Road approach to Ngatapuwaē Road.	2024/27	

Report Section	Road Name	Proposed safety infrastructure	Implementation timeframe (NLTP Period)	Comments
8.2.10	Te Anga Road - Tumutumu Road and Ngatapuwaē Road	Install advance and directional marae signage for Tokikapu marae on both approaches to the marae.	2024/27	
8.2.11	Waitomo Valley Road	Update existing and/or install new speed limit signage as required.	2024/27	
8.2.11	Waitomo Valley Road	Install threshold treatment at the change in speed limit north of State Highway 37.	2024/27	
8.2.12	Waitomo Village Road	Update existing and/or install new speed limit signage as required.	2021/24	
8.2.12	Waitomo Village Road	Install threshold treatment at the change in speed limit west of State Highway 37.	2024/27	

Appendices

Appendix A – Technical Assessment

