

To Kane Patena, Director of Land Transport

CC: Karina Morrow, Acting Senior Manager Regulatory Standards and Implementation

From Brian Nijman, Principal Technical Advisor, Regulatory Technical, Regulatory Standards and Implementation, on behalf of Waka Kotahi's Speed Management Assessment Panel

Date 27 January 2023

Subject **Land Transport Rule: Setting of Speed Limits 2022—Director approval sought for speed limits changes—Whakatane District Council**

Purpose

To recommend you, as Director of Land Transport, approve various speed limits outside of rural schools in the Whakatane District. Attachment 1 is a letter for your signature to Bevan Gray, General Manager Infrastructure at Whakatane District Council, approving the proposed speed limits, based on the assessment, below.

Background

Director power to consider Alternative Method proposal

Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) [Attachment 2 refers] provides for the Director to give approval, under the Alternative Method, for an RCA to set a speed limit when a speed management plan is not applicable (including as a transitional provision, before an RCA's first speed management plan has been certified).

Clause 2.6(4) states: "(4) The Director must give their approval if they are satisfied that **good reason** exists for the proposed speed limit to be set before the next relevant plan is published (including before an interim plan has been published)".

The Alternative Method is applicable in this instance, as the Rule provides for it to be used to obtain Director approval for speed management proposals before the speed management plan has been certified.

Attachment 3 is the Terms of Reference for the Waka Kotahi Speed Management Assessment Panel (the Panel), which enables it to comment on whether a speed limit change proposal submitted for Director approval through a pathway other than a speed management plan, should be considered a plan for certification purposes.

The proposals

On 15 December 2022, Bevan Gray wrote seeking your approval to various speed limits on rural schools in Whakatane District [Attachment 4 refers, summarised in Table 1 overleaf]. The proposals are expanded upon in Attachment 4A.

Table 1: Proposed speed limit changes

School	Existing speed	Proposed speed	Resulting School Category
Galatea School (Mangamate Rd)	60 km/h	30/60 km/h variable by time of day	1
Otakiri School (Otakiri Rd)	60 km/h	30 km/h	1
Tawera Bilingual School (Ngahina Rd)	80 km/h	30 km/h	1
Te Kura Kaupapa Māori o Huiarau (Sister Annie Road)	100 km/h	30 km/h at school gate, 50 km/h for remainder of Sister Annie Road	1
Te Kura Mana Maori o Matahi (Matahi Valley Rd)	100 km/h	30 km/h	1
Te Kura Maori-a-Rohe o Waiohau (Galatea Road)	80 km/h	30 km/h	1
Te Kura o Te Paroa (Paroa Road)	80 km/h	30 km/h	1
Te Kura Toitu o Te Whaiti-nui-a-Toi (Minginui Road)	100 km/h	60 km/h	2*
Te Mahoe School (Te Mahoe School Road)	50 km/h	30 km/h	1
Te Wharekura o Ruatoki (Mission Rd and Ruatoki Valley Road)	70 km/h	30 km/h	1
Thornton School (Thornton Road)	60 km/h	30/60 km/h variable by time of day	1
Waimana School (Waimana Road and Raroa Road)	50 km/h	30 km/h	1

* Subject to review in the first speed management plan.

These proposals are presented ahead of a wider speed management plan, to be consulted on in 2023. The rationale for accelerating the review of these speed limits is to:

- assist in meeting targets set out in the Rule for 40% of schools to be reviewed by 30 June 2024
- legalise posted speed limits outside of some schools; and
- address immediate safety concerns identified by rural schools and communities.

Public consultation was undertaken on the speed limit changes between 17 October and 18 November 2022. The proposals were overwhelmingly supported, as were supporting safety infrastructure changes.

Assessment

As these proposals relate exclusively to speed limits outside selected rural schools, there are no accompanying proposals to reduce the speed limits on the longer stretches of road on which the schools lie, of which seven out of the twelve currently have speed limit higher than the Waka Kotahi's estimate of the safe and appropriate speed. The Panel therefore proposes the Director recommends Council consider revising these speed limits as part of their Territorial Authority Speed Management Plan, which they intend to publicly consult upon in 2023 [as referenced in Attachment 1].

The proposals also reference plans for future infrastructure development to support the speed limits proposed, addressed within a ten-year infrastructure plan. This is consistent with our guidance to first change the speed limits, monitor implementation (including effectiveness in lowering vehicle operating speeds) and consider supporting infrastructure as required. The Panel therefore recommends you commend Council on its approach, reflected in the recommendations below and the enclosed letter to Bevan Gray.

The Panel will offer to discuss its feedback with Council, with reference to implementation and how the balance of proposals can be addressed in the upcoming Territorial Authority Speed Management Plan.

Conclusion

In light of the information above, the Regulatory Technical team consider the 'good reason' condition under Clause 2.6 has as being met for the proposals to reduce speed limits outside of rural schools in Whakatane District. We therefore support the proposals presented.



Brian Nijman

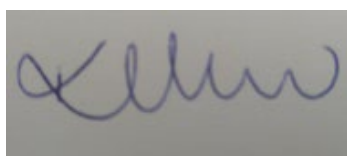
Principal Advisor

Regulatory Technical

Regulatory Standards and Implementation

27/01/2023

Endorsed



Karina Morrow

Acting Senior Manager Regulatory Standards and Implementation

30/01/2023

Attachments

- Attachment 1 Proposed letter for signature to Bevan Gray, approving the proposed speed limits under the Alternative Method provided for under Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022
- Attachment 2 Land Transport Rule: Setting of Speed Limits 2022—Clause 2.6: *Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval before next plan* (extract)
- Attachment 3 Waka Kotahi Speed Management Assessment Panel—Terms of Reference
- Attachment 4 Letter of 15 December 2022 from Bevan Gray, seeking Director approval for speed limits under the Alternative Method
- Attachment 4A Rural School Speed Review—Consultation Summary and Outcomes: December 2022 (Whakatane District Council).

Recommendations

1. **Approve** the proposed speed limits on roads outside of various rural school as Yes No Whakatane District, as proposed by Whakatane Regional Council.
2. **Sign** the enclose letter to the Bevan Gray, General Manager Infrastructure at Whakatane District Council, advising your approval of these proposals under the Alternative Method pathway, as provided for under Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022. Yes No
3. **Note** The Speed Management Assessment Panel will offer to meet with Whakatane Regional Council to discuss the implementation of the approved speed limits and how complementary measures could be included in the Council's upcoming Territorial Authority Interim Speed Management Plan. Yes No

Signed



Kane Patena

Director of Land Transport

01/ February /2022

Attachment 1:

Letter to General Manager Infrastructure, approving the proposed speed limits

Chews Lane Office



50 Victoria Street
Private Bag 6995
Wellington 6141

New Zealand
www.nzta.govt.nz

1 February 2023

Bevan Gray
General Manager Infrastructure
bevan.gray@whakatane.govt.nz
Whakatane District Council

Dear Bevan,

Land Transport Rule: Setting of Speed Limits 2022—Director approval to set speed limits outside rural schools in Whakatane District

Thank you for your letter dated 15 December 2022, requesting Director of Land Transport approval for various speed limits outside of rural schools in Whakatane District, in accordance with the Alternative Method process provided for under Clause 2.6 of the Land Transport Rule: Setting of Speed Limits 2022.

I am satisfied, in line with Clause 2.6(4), good reason exists for the proposed speed limits. I therefore approve these proposals.

I commend Council for its approach to implementing safety infrastructure to support the speed limits proposed, by way of its ten-year implementation plan.

In several cases, the proposed speed limits would benefit from complementary reductions in speed limit on the longer stretches of road on which the schools lie, to achieve speed limits in accordance with Waka Kotahi's estimate of the safe and appropriate speed and to support compliance with the approved speed limit reductions directly outside the schools. Please consider including such complementary speed limits in your Territorial Authority Speed Management Plan.

If you have any questions, please do not hesitate to get in contact with Karina Morrow (Acting Senior Manager Regulatory Standards and Implementation Te Rōpū Waeture - Regulatory Services Group) (anna.cleary@nzta.govt.nz).

Your sincerely,

A handwritten signature in blue ink, appearing to read 'Kane Patena'.

Kane Patena Director of Land Transport

Attachment 2:

Land Transport Rule: Setting of Speed Limits 2022—Clause 2.6: *Alternative method to set speed limits: Director approval before next plan*

Rule extract from Section 2—Speed Limits

- 2.6 Alternative method for Agency (as RCA) or territorial authority to set speed limits: Director approval before next plan**
- (1) If the circumstances described in clause 2.5(1) do not apply, the Agency (as RCA) or a territorial authority may set a speed limit (or a different speed limit) for a road under its control only with the approval of the Director, after following the process in subclauses (2) to (7).
 - (2) The Agency (as RCA) or a territorial authority must—
 - (a) seek the Director’s approval to set the speed limit;
 - (b) provide details to the Director of the proposed speed limit and the information that would need to be submitted to the Director under section 200L of the Act.
 - (3) Before seeking the Director’s approval under subclause (2), the Agency (as RCA) or a territorial authority must—
 - (a) when proposing the speed limit, have relevant information developed and maintained by the Agency (as RCA) or territorial authority in accordance with clauses 3.14 and 3.15, including the guidance on traffic signs and speed when setting speed limits; and
 - (b) when proposing a speed limit for a road that is adjacent to a road under the control of another road controlling authority, have regard to the desirability of the road and the need for adjoining roads having the same speed limit, and the reasons for different speed limits on each of those roads.
 - (4) The Director must give their approval if they are satisfied that there is a need for the proposed speed limit to be set before the next plan is published (including before an interim plan has been published).
 - (5) If the Director gives their approval, the Agency (as RCA) or territorial authority may proceed to set the proposed speed limit—
 - (a) if the Agency (as RCA) or territorial authority has not recently consulted on the proposed speed limit, in accordance with clause 3.9; or
 - (b) if the Agency (as RCA) or territorial authority has recently consulted on the proposed speed limit, if the proposed speed limit is only a minor deviation from the speed limit proposed in the relevant plan.

Attachment 3: Speed Management Assessment Panel—Terms of Reference

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

Purpose

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

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

Frequency of Panel meetings

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

Speed Management Plans Assessed

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

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

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

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

Panel Details

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

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

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

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

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

Panel Invitees

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

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

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

Panel Responsibilities

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

Running of Panel Meetings

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

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

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

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

Turnaround time for Speed Management Plan certification

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

Assessment of Speed Management Plan content

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

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

Attachment 4:

Request for Director approval for speed limits under the Alternative Method



22 December 2022

Freepost Authority 65090
Waka Kotahi NZ Transport Agency
National Office
Private Bag 6995
Wellington 6141

Attention: Director of Land Transport, Kane Patena

Emailed To:

Junine Stewart Junine.Stewart@nzta.govt.nz
Adam Francis, adam.Francis@nzta.govt.nz
Phillip King Phillip.king@boprc.govt.nz
Namouta Poutasi namouta.poutasi@boprc.govt.nz
SpeedManagementProgramme@nzta.govt.nz

Dear Kane,

RE: Whakatane District Council proposal for new speed limits

In line with the Land Transport Rule: Setting of Speed Limits 2022 (the Rule), Whakatane District Council is anticipating the development of a Territorial Speed Management Plan for consultation in 2023. In the interim Council has decided to accelerate changes to our speed limits outside of our rural schools.

The rationale for accelerating the review of these speed limits is threefold:

- To assist in meeting targets set out in the Rule for 40% of schools to be reviewed by 30 June 2024.
- To legalise posted speed limits outside of some schools.
- As serious safety concerns have been raised by our rural schools and Council has chosen to use the provision within the Rule to act before we see more tamariki injured or killed on our roads.

The tables included with this letter:

- outline how Council has met the requirements of the rule for these speed limits changes to be considered outside of a speed management or interim speed management plan.
- Provide the requisite details regarding changes to speed limits outside schools.

We have also provided a consultation summary that includes information relating to the consulted and final proposals with maps of the final proposal.

We appreciate your consideration of the proposed speed limits and look forward to hearing from you shortly. If you require any further information relating to the proposed changes, please contact staff below:



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F +64 7 307 0718

E info@whakatane.govt.nz
W whakatane.govt.nz

Commerce St, Private Bag 1002
Whakatāne 3158, New Zealand

1 of 4

OBJECTIVE: A2337452

Joe Metcalfe
Transport Planning contractor
Ph: 022-1846-350
joe.metcalfe@whakatane.govt.nz

Ann-Elise Reynolds
Team Leader: Asset Management
Ph: 027 405 4865
ann-elise.reynolds@whakatane.govt.nz

Yours Sincerely,



Bevan Gray
General Manager Infrastructure
Whakatane District Council

Table demonstrating Adherence to Clause 2.6 of the Rule

<p>Clause 2.6 Alternative method for Agency (as RCA) or territorial authorities to set speed limits: Director approval before next plan</p> <p>Council is expecting to develop and publish a speed management plan in 2023 and is seeking director approval to implement a series of speed limits ahead of this plan to address unsafe speeds at our rural schools. The speed differential between a safe speed and existing speeds is up to 70kph and represents a significant hazard to school tamariki and whanau.</p> <p>The remainder of the table details how Council has met each of the required sub-clauses 2 through 7.</p>
<p>Sub-Clause 2</p> <ul style="list-style-type: none"> a) We are seeking director approval to set speed limits for the roads b) Details are in alignment with Section 200L of the Act (information required by the Registrar)
<p>Sub-Clause 3</p> <ul style="list-style-type: none"> a) Speed limits proposed have considered all guidance developed by Waka Kotahi. Refer to consultation summary for justification in relation to speed limit changes. b) With regard to adjoining speed limits under the authority of the Agency as RCA. All speeds relate to schools where adjoining speed limits are unlikely to be matched by the Agency and are not required to under the Rule.
<p>Sub-Clause 4</p> <p>The director must give approval if they are satisfied that good reasons exist for speed limits to be set prior to the next speed management plan being published.</p> <p>Rationale: The 12 speed limit changes included in this proposal are in line with requirements under the Rule. Council is progressing these speed limit changes in advance of developing a speed management plan in order to help meet the target for 40% of schools to have been reviewed by 2024. The accelerated timeline also allows for the legalisation of some posted speed limits. More importantly serious safety concerns have been raised by our rural schools and Council has chosen to use the provision within the Rule to act before we see more tamariki injured or killed on our roads.</p>
<p>Sub-Clause 5</p> <ul style="list-style-type: none"> a) Consultation has been undertaken in accordance with Clause 3.9 b) Does not apply
<p>Sub-Clause 6</p> <p>Consultation has been undertaken in accordance with Clause 3.9</p>
<p>Sub-Clause 7</p> <p>Submissions to the consultation have been considered within the final proposal. Details of consultation are attached in the Consultation Summary.</p>

OBJECTIVE: A2337452

Table of proposed speed limit changes

School	School Category	Existing speed	Proposed speed	Implementation
Galatea School (Mangamate Rd)	1	60kph	30/60kph variable by time of day	1-1-2023
Otakiri School (Otakiri Rd)	1	60kph	30kph	1-1-2023
Tawera Bilingual School (Ngahina Rd)	1	80kph	30kph	1-1-2023
Te Kura Kaupapa Māori o Huiaarau (Sister Annie Rd)	1	100kph	30kph at school gate, 50kph for remainder of Sister Annie Road	1-1-2023
Te Kura Mana Maori o Matahi (Matahi Valley Rd)	1	100kph	30kph	1-1-2023
Te Kura Maori-a-Rohe o Waiohau (Galatea Rd)	1	80kph	30kph	1-1-2023
Te Kura o Te Paroa (Paroa Rd)	1	80kph	30kph	1-1-2023
Te Kura Toitu o Te Whaiti-nui-a-Toi (Minginui Rd)	2*	100kph	60kph	1-1-2023
Te Mahoe School (Te Mahoe School Rd)	1	50kph	30kph	1-1-2023
Te Wharekura o Ruatoki (Mission Rd and Ruatoki Valley Rd)	1	70kph	30kph	1-1-2023
Thornton School (Thornton Rd)	1	60kph	30/60kph variable by time of day	1-1-2023
Waimana School (Waimana Rd and Raroa Rd)	1	50kph	30kph	1-1-2023

*Justification for being identified as a Category 2 School are the very low traffic volumes on this road, very low road side activity with the school being set back considerable distance from the road, and information from the school that only one student walks to school from the adjacent marae. It is unlikely that a lower speed limit would allow more students to use active transport due to the rural setting. Under a safe system approach the low number of pedestrians means exposure rate is low, and the low volume of traffic also provides a low likelihood of accidents. While consequences may remain high, the low exposure and likelihood of incidents mean this may be acceptable from a safe system viewpoint.

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**Attachment 4A:
Rural School Speed Review—Consultation Summary and Outcomes**



Rural School Speed Review Consultation Summary and Outcomes

December 2022

whakatane.govt.nz

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1. Summary

The purpose of this report is to provide a summary of consultation undertaken for the Rural School Speed Review. 63 responses were received from the public with 55 in support, 6 opposed, and 2 not indicating support or otherwise. Of those that opposed two were due to a perceived lack of consultation, while one opposed due to the changes in the speed limits not extending far enough.

Given there appears to be significant support in favour of the proposal only minor changes will be made prior to seeking approval from Waka Kotahi Transport Director.

2. Who we consulted

Initial consultation was undertaken with the 12 rural schools involved in the review. This feedback informed the initial proposals before public consultation was undertaken.

Iwi representatives were also provided with information about the planned review at various stages through the process with each supporting safer roading environments for our schools, tamariki and whānau.

Iwi	Tribal (Taraipara)	
Ngai Tahu	Tūhoe Manawara	Te Kura Kaupapa Maori o Huiarau
	Te Taraipara Ō Rūātoki	Te Kura Matahi-A-Rohe O Matahi
	Te Taraipara Ō Rūātoki	Tarawera Bi-Lingual
	Te Taraipara Ō Rūātoki	Te Wharekura O Matahi
	Te Taraipara Ō Rūātoki	Te Kura O Matahi
	Te Waimana Kaaku	Waimana School
Ngati Awa		Te Kura o Te Paroa
		Otakiri School
		Te Kura Toitu o Te Whaiti-nui-a-Toi
		Thornton School
Ngati Rangitahi		Thornton School
		Otakiri School
Ngati Whare		Te Kura Toitu o Te Whaiti-nui-a-Toi
Ngati Manawa		Galatea School

NZ Police Road Safety area commanders in the Rotorua and Eastern Bay areas have been consulted but did not provide comment.

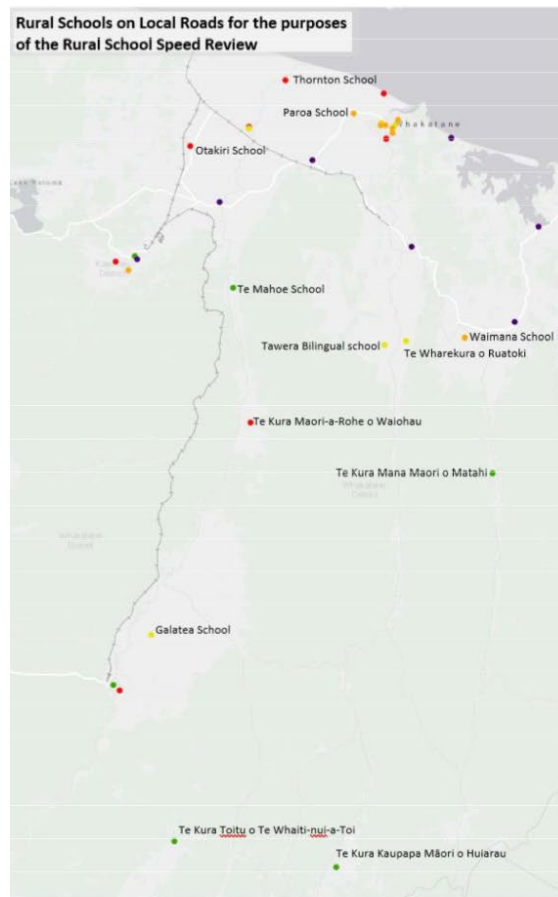
Public consultation was undertaken on the speed limit changes between 17 October and 18 November 2022. The consultation was advertised through:

- Letters to those in and around the proposed speed limit changes;

- Information provided to schools to circulate to parents and school whanau;
- Social media posts; and
- Articles in the Whakatane Beacon.

3. What we proposed

The map below shows the location of the different rural schools where speed limit changes are being proposed.



The table below outlines the proposed speed changes at each school. Appendix Two provides further details regarding the speed limit boundaries.

School	Existing speed	Proposed speed	Notes
Galatea School (Mangamate Rd)	60kph	30/60kph variable by time of day	
Otakiri School (Otakiri Rd)	60kph	30kph	
Tawera Bilingual School (Ngahina Rd)	80kph	30kph	
Te Kura Kaupapa Māori o Huiarau (Sister Annie Rd)	100kph	60kph	school driveway is very long putting school gate 300m from road hence justifying 60kph speed, 60kph extended for full extent of Sister Annie Road
Te Kura Mana Maori o Matahi (Matahi Valley Rd)	100kph	30kph	higher speed may be justified but adjacent one-way bridge requires 30kph reduced speed to navigate safely
Te Kura Maori-a-Rohe o Waiohau (Galatea Rd)	80kph	30kph	
Te Kura o Te Paroa (Paroa Rd)	80kph	30kph	
Te Kura Toitu o Te Whaiti-nui-a-Toi (Minginui Rd)	100kph	60kph	mitigated by low traffic volumes, only 1 student walks to school
Te Mahoe School (Te Mahoe School Rd)	50kph	30kph	
Te Wharekura o Ruatoki (Mission Rd and Ruatoki Valley Rd)	70kph	30kph	
Thornton School (Thornton Rd)	60kph	30/60kph variable by time of day	
Waimana School (Waimana Rd and Raroa Rd)	50kph	30kph	extended to cover Waimana township as this is a key route for students walking to/from school

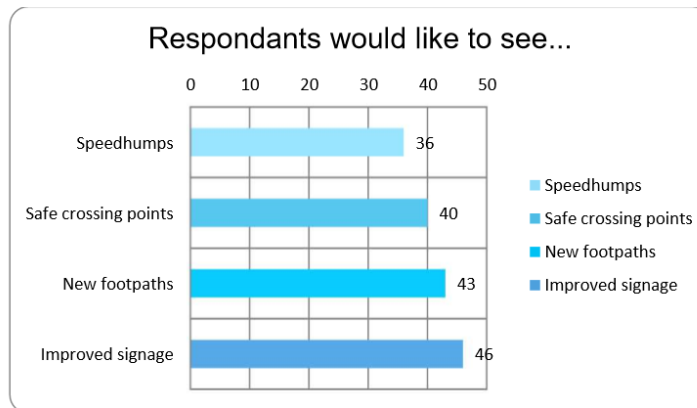
4. What people told us

The table below provides a summary of the responses received for each of the proposed school speed limit changes. In total 63 response were received from the public with 55 in support, 6 opposed, and 2 not indicating support or otherwise.

	Responses	Supports the proposal		
		No	Yes	not indicated
Galatea School	11	1	9	1
Otakiri School	16	1	14	1
Te Kura Māori-a-Rohe o Waiōhau	5	2	3	0
Te Kura o Te Paroa	9	1	8	0
Te Kura Toitu o Te Whāiti-nui-a-Toi	1	0	1	0
Te Mahoe School	1	0	1	0
Tawera Bilingual School Te Kura o Tawera*	9	0	9	0
Te Wharekura o Rūātoki				
Thornton School	7	0	6	0
Waimana School	5	1	4	0
Te Kura Mana Maori o Matahi	0	0	0	0
Te Kura Kaupapa Māori o Huiarau	0	0	0	0
Total	63	6	55	2

* due to the close proximity of the two schools responses were collated together

Most respondents supported new infrastructure to reinforce the change in speeds. The table below shows that each of the proposed interventions had similar levels of support. This information will be used to assist in the forward planning for infrastructure over the next 10-years.



The Table below contains comments from those who were opposed to the proposed speed changes.

- Two of those opposed were not against the change in speed but due to a perceived lack of consultation with the community for the Te Kura Māori-a-Rohe o Waiōhau speed limit change.
- The person opposed to changes at Te Kura o Te Paroa school indicated that their opposition was not to the reduction in speed rather that the adjoining areas were not subject to reduced speed as well. This issue can be addressed through the wider speed management review.

School Area	What do you like about the proposal?	What don't you like about this proposal?
Galatea School	Nothing	All of it
Otakiri School	Nothing	Do not support speedhumps - for locals it's an unnecessary obstruction at times outside of school hours Do not support more footpaths on opposite side of the road Do not support safe crossing points - Children should be encouraged to stay on the school side of the road to be collected. Absolutely No need for children to cross the road.
Te Kura Māori-a-Rohe o Waiōhau		Did consultation with each community, hapū and schools take place, if so, when and where? Would have involved our students in this proposal as it would impact on their health and safety more, as road users in a rural area school. Sounds as though the changes are going ahead.
Te Kura Māori-a-Rohe o Waiōhau	Slows traffic down at the school. Health & Safety for our students.	No discussions took place with, communities, hapū, and schools. Students were not given the opportunity to take part in this proposal as if will affect them... again Health & Safety. Looks as though you are going to go ahead according to KEY DATES.
Te Kura o Te Paroa (Paroa Rd)	The 30km area	The 80km area - this should be reduced to 60km after the school - Before the school it should be 50km, then 30km, where it starts.
Waimana School	Raised platform crossing on Waimana Road	Speed restriction through Waimana Township with speedbumps and crossing platform. As a local resident that uses this road several times a day, the fact that Waimana Road is very wide, I have never had an issue of safety with going through the village under current conditions, so can't see any gains for the money invested

5. Final outcome

Given that the majority of respondents support the proposal limited changes have been made as a result of this consultation. The following changes will be made to the proposed speed limits.

School	School Category	Existing speed	Consulted Speed	Change post consultation
Galatea School (Mangamate Rd)	1	60kph	30/60kph variable by time of day	No change
Otakiri School (Otakiri Rd)	1	60kph	30kph	No change
Tawera Bilingual School (Ngahina Rd)	1	80kph	30kph	No change
Te Kura Kaupapa Māori o Huiarau (Sister Annie Rd)	1	100kph	60kph	Change to 30kph at school gate, with remainder of Sister Annie Road 50kph
Te Kura Mana Maori o Matahi (Matahi Valley Rd)	1	100kph	30kph	No change
Te Kura Maori-a-Rohe o Waiohau (Galatea Rd)	1	80kph	30kph	No change
Te Kura o Te Paroa (Paroa Rd)	1	80kph	30kph	No change
Te Kura Toitu o Te Whaiti-nui-a-Toi (Minginui Rd)	2*	100kph	60kph	No change
Te Mahoe School (Te Mahoe School Rd)	1	50kph	30kph	No change
Te Wharekura o Ruatoki (Mission Rd and Ruatoki Valley Rd)	1	70kph	30kph	No change
Thornton School (Thornton Rd)	1	60kph	30/60kph variable by time of day	No change
Waimana School (Waimana Rd and Raroa Rd)	1	50kph	30kph	No change

*Justification for being identified as a Category School 2 are the very low traffic volumes on this road and information from the school that only one student walks to school from the adjacent marae. It is unlikely that a lower speed limit would allow more students to use active transport due to the rural setting.

Appendix One – Detailed responses by School

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Galatea School	Yes	all of it! It would be great to have the footpaths and rumble strip	the possibility of having to wait 10 years	Speedhumps, Safe crossing points, New footpaths, Improved signage	easier car parking for picking up/dropping off students 1. I would be very pleased if a footpath was put in front of the School entrance parking so there is space for children to walk. Even if a narrow footpath. Hopeless at the moment making children go behind cars. Very Dangerous when parents backing . Vehicles are parked up against the fence. 2. Stop parents parking on the outside of the road when collecting the children in the afternoon when the Galatea Hall carpark has a concrete footpath available via the school right to the carpark and plenty of safe parking. Two minute safe walk! Common sense seems to have been forgotten . 3. Improved signage telling parents no parking on the far side of the road. I hope these points are considered And look forward to hearing from you
Galatea School	Yes	Safety for children			
Galatea School	Yes	All of it sounds fantastic. I would like to raise the issue of the 80kmph through Galatea township. Cars, especially trucks, fly through here at dangerous speeds every day. Myself and others feel the speed limit needs to be reduced, and traffic encouraged to slow down. If there was an accident the vehicle could plough through someone's front yard. This is indicated on my form. Better signage is also required.		Speedhumps, Safe crossing points, New footpaths, Improved signage	Better Signage.

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Galatea School	Yes	Excellent proposal. The speed limit on Mangamate Road and Galatea Road through the township needs to be reduced to 60kmph		Safe crossing points, New footpaths, Improved signage	Footpaths installed on Mangamate Road from the Hall to the intersection on Galatea Road. As well as through the township. Parents collect children from daycare here. School crossing on Galatea Road, and Mangamate Road for safety.
Galatea School	Yes	It makes sense for the safety of our children		Speedhumps, Safe crossing points, New footpaths	
Galatea School	Yes	Lower speed, speed bumps included to make vehicles slow down. Signage changes and speed signs are also clear. Enforcing a fine for those drivers who do not adhere to the lower speed.	The lower speed keeps out children safe from crossing roads.	Speedhumps, Safe crossing points, New footpaths, Improved signage	
Galatea School	Yes	30kmph past the school is common sense	No speed bumps - farmers drive tractors across them. Makes it dangerous. No Footpaths - everyone uses Centennial Drive, or crossing paddock the last 50 years.	Improved signage	
Galatea School	No	Nothing	All of it		
Galatea School		Speed outside school 30km - why not 8am to 9:15 am and 2:30pm to 3:30pm	Mangamate Road to Galatea Road speed reduced to 30/60kmph for short distance not 100kmph. Continue lower speed to creek on Pony club boundary. No to speedhumps No to Safe crossing points - cars can use hall carpark, safer.	Improved signage	Footpath from village to continue along school fence line Remove non-compliant signage Patty/ barrier in front of school fence to prevent cars parking against fence and children having to walk at back of vehicles.
Galatea School	Yes	Safe speed for kids	I think you are wrong with the 100km speed, I am sure it's 80km	Speedhumps, Safe crossing points, New footpaths, Improved signage	

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Galatea School	Yes	Good idea and very much needed to keep our community safe. I would like to see the 80km sign extended on Galatea Road through our village to get down to Vetroa Vets Gate.(5038 Galatea Road) This is a very busy area. We love beside the vets and witness very high speeds, and close calls.		New footpaths, Improved signage	
Otakiri School	Yes	Safety - slower speeds		Speedhumps, New footpaths, Improved signage	
Otakiri School	Yes	Slower speed past the school	Speed humps. The road is not long, and people are mindful of the school and reduce speed. Most of the children go on the bus or in cars. Pickup and drop off is at the school.	Safe crossing points, Improved signage	
Otakiri School	Yes	30kms past school	Speed Humps at the end of 30kph zone not required. Haller Road end not required because of proximity to intersection, traffic will already be slow. Other end noise from heavy vehicles will be annoying at night when crossing speed humps.	New footpaths	
Otakiri School	Yes	Safer walking to school, riding bike. There has been alot of near misses		Speedhumps, Safe crossing points, New footpaths, Improved signage	Speedhumps - just before cars turn into carpark. Kids cross here. Safe Crossing Points - Crossing across school carpark - lots of accidents. Improved Signage - Warning on SHW before they get to Otakiri Road.

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Otakiri School	Yes	Slow the traffic down by the school. I also think the speed on Hallett Road and Awairi South Cross Road should be reduced as Heavy Traffic tramp through that Cross Road, many logging trucks and delivery vehicles go through this cross-road every day.	The 100kmph through Otakiri Road and Hallett Road Cross Road is not lowered to 60kmph. A lot of school traffic uses this cross-road when delivering children to and from school.	Safe crossing points	
Otakiri School	Yes	Improve footpaths from Hallett Road Junction	Speed Bumps 30kmph clearly that has not been thought through properly. Why waste your time asking when the decision has already been made.	New footpaths, Improved signage	
Otakiri School	Yes	Improved signage for students and parents collecting and dropping off children.	Speed Bumps - NO! They are not necessary in the country as everyone drives slow past the school already. Speed Bumps cause other issues with noise of traffic to the residents next to the school.	Safe crossing points, New footpaths, Improved signage	
Otakiri School	Yes	Finally, improvements that are going to make it safer for our kids both getting to school and also after school in the busy pickup times.	Received on the 02/11/2022 - only 5 days to respond????? Remember WDC rural mail delivery isn't the fastest.	Speedhumps, New footpaths, Improved signage	
Otakiri School	Yes	Safety for the kids and residentst around the school		Speedhumps, Safe crossing points, New footpaths, Improved signage	

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Otakiri School	Yes	Speedhumps, footpath and 30kms proposal	Other areas need addressing: Intersection at Hallett Road with turning school traffic, trucks at speed 100km zone. Intersection needs widening or a RAB. Otakiri Road traffic travels too fast. Mothers on cell phones needs policing.	Speedhumps, New footpaths	
Otakiri School	Yes	Speed Limits	Speedbumps	Safe crossing points, New footpaths, Improved signage	
Otakiri School	Yes	Slowing traffic around the school	Hallett Rd and Otakiri Rd intersection - is very dangerous. I believe this should be reduced speed to 70kmph and/ or RAB/ Median strips. If you are turning right to go down Otakiri and there's a big truck, they have nowhere to go. If there is oncoming traffic, you are sitting in the middle of the road. I think this is a priority.	Speedhumps, Improved signage	
Otakiri School	Yes	Reduce speed to 30kms	Speedhumps Extending existing 60kms	Safe crossing points, New footpaths, Improved signage	

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Otakiri School	No	Nothing	Do not support speedhumps - for locals it's an unnecessary obstruction at times outside of school hours Do not support more footpaths on opposite side of the road Do not support safe crossing points - Children should be encouraged to stay on the school side of the road to be collected. Absolutely No need for children to cross the road.	Improved signage	Lit up speed limit signs which are on before and after school, on each either side. I dont support other structures. Need to educate parents on dropping off and picking up kids from school.
Otakiri School	Yes	Will slow the big trucks and commercial vehicles going down past the school		Improved signage	
Te Kura Māori-a-Rohe o Waiohau	Yes	Safety of our tamariki and mokopuna. Speedbumps to slow traffic.		Speedhumps, Safe crossing points, New footpaths, Improved signage	Footpaths on both sides. Streelights, especially on crossings
Te Kura Māori-a-Rohe o Waiohau	Yes	the 30 speed change	no speed change from 80 to 60 in other areas	Safe crossing points, New footpaths	
Te Kura Māori-a-Rohe o Waiohau	No		Did consultation with each community, hapū and schools take place, if so, when and where? Would have involved our students in this proposal as it would impact on their health and safety more, as road users in a rural area school. Sounds as though the changes are going ahead.	Safe crossing points, New footpaths, Improved signage	

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Te Kura Māori-a-Rohe o Waiohau	No	Slows traffic down at the school. Health & Safety for our students.	No discussions took place with communities, hapū, and schools. Students were not given the opportunity to take part in this proposal as it will affect them... again Health & Safety. Looks as though you are going to go ahead according to KEY DATES.	Safe crossing points, New footpaths, Improved signage	Visibility at Night: Lighting.

<p>Te Kura Māori-a-Rohe o Waiohau</p>	<p>Yes</p>	<p>We welcome the opportunity to participate and hopefully inform change around the speed that road users use currently through Waiohau. As residents and caregivers of tamariki mokopuna who attend the kura, we need to see change and welcome some or all of the options outlined below being considered and implemented. Additional options have been added that support a collaborative, sustainable, effective remedy to this road safety issue.</p>	<p>Not so much about the proposal but the process Council have taken to consult with whānau. Communication issues as follows:</p> <ol style="list-style-type: none"> 1. I have been a resident in Waiohau for over 30 years. Our papakainga and farm land is leased and the lease receives the rate demand, which might explain why I did not receive mail regarding this kaupapa, rather, heard 3rd hand about it. I immediately phoned the council (beginning of November) to be advised that a form will be posted out. It should be noted that as at today's date I still have not received the form (closing date for postal forms 7 November). So after making enquiries I discovered I could submit online. It wasn't easy to locate on the Council website. 2. For those residents who didn't receive a postal submission form and who do not have access to laptops/phones or internet are disadvantaged 3. It would have been ideal to meet with the Waiohau community to discuss and inform whānau of this kaupapa. It was a missed opportunity to see and hear first hand what the views of the whānau were on this important kaupapa. 	<p>Speedhumps, Safe crossing points, Improved signage</p>	<p>Would like to see the following added to the list of infrastructure to be considered and implemented for Waiohau:</p> <ol style="list-style-type: none"> 1. "pedestrian crossing" added to the list of infrastructure below (if not already - not sure if "safe crossing points") outside the school and crossing over to the housing papakainga: 2. speed cameras <p>Traffic hurtles past the kura including milk tankers, logging trucks, contractors vehicles, private motorists. Our hepori/whānau have lost childrens lives on this road over the past years. We do not want a repeat of that.</p>
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School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Te Kura o Te Paroa	Yes	Speed limit is sensible and safe for kids.		Speedhumps, Safe crossing points, New footpaths	
Te Kura o Te Paroa	Yes	Increased safety		Speedhumps, Safe crossing points, New footpaths, Improved signage	
Te Kura o Te Paroa	Yes	SAFETY for everyone		Speedhumps, Safe crossing points, New footpaths, Improved signage	Please make Paroa road crossing onto State highway two alot safer – (slow traffic to 50kms from Tauranga turnoff and state highway thirty travelling into and from Whakatane township)
Te Kura o Te Paroa	Yes	Slower Speed. My children walk to school every day and my biggest fear is they will be hit by a speeding vehicle.	That the 30kmph proposed range doesn't include our house (12 Paroa Road). The amount of cars that come speeding around the corner off the main road is scary. Can we extend this to past my residence, the children have another 7 years of walking to Kura.	Speedhumps, Safe crossing points, New footpaths, Improved signage	
Te Kura o Te Paroa	Yes	Reduced speed during school hours	I feel reducing the speed 24/7 will lead to people ignoring the limits as it won't be encouraged outside of school hours	Safe crossing points, New footpaths	Flashing signals during school hours
Te Kura o Te Paroa	No	The 30km area	The 80km area - this should be reduced to 60km after the school - before the school it should be 50km, then 30km, where it starts.	New footpaths, Improved signage	

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Te Kura o Te Paroa	Yes	Speeding around schools is a big problem in all areas of NZ, lowering speed limits is a proven way of preventing serious injuries and deaths.	It leaves too much wiggle room for communities with vocal drivers to complain and not have permanent speed limit changes. Instead they'll ask for stupid things like variable speed limits (forgetting that people use pedestrian crossings all times of the day) etc.	Speedhumps, Safe crossing points, New footpaths, Improved signage	Anything to slow down drivers and if possible damage their cars before they damage a child if they are going too fast.
Te Kura o Te Paroa	Yes	Speedhumps - Also people think the road from the school to the bend heading east think it's a drag strip. They reach dangerous speeds all the time.		Speedhumps, Safe crossing points, New footpaths, Improved signage	
Te Kura o Te Paroa	Yes	Limits around school	30km prefer 40km	Speedhumps, Safe crossing points, New footpaths, Improved signage	Speedhumps - Rumble strips before and after school New footpaths definitely Speed Cameras
Te Kura Toitu o Te Whāitiri-nui-a-Toi	Yes			New footpaths	
Te Māhoro School	Yes	The need for the speed limits to be changed	An opportunity to have a say	Speedhumps	
Te Wharekura o Ruatoki	Yes	Speed limit change	We need a 70km sign before Te Rewarewa Marae	Speedhumps, Improved signage	We need a 70km sign before Te Rewarewa Marae. When you drop the speed to 30kmph can we install a speedhump when you elevate the crossing.
Te Wharekura o Ruatoki	Yes	Knowing our tamariki/ mokopuna will be able to cross the road while the speed from 70km has been reduced to 30kms		Speedhumps, Safe crossing points, New footpaths, Improved signage	
Te Wharekura o Ruatoki	Yes	The reduced speed and the whole safety behind it.		Speedhumps	
Te Wharekura o Rūātōki Tawera Bilingual School Te Kura o Tawera	Yes			Speedhumps, Safe crossing points, New footpaths, Improved signage	
Te Wharekura o Rūātōki Tawera Bilingual School Te Kura o Tawera	Yes	People coming up the hill where children live and play don't have to worry about cars going past		Safe crossing points, Improved signage	

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Te Wharekura o Rūātōki Tawera Bilingual School Te Kura o Tawera	Yes	This will slow idiot drivers, motorcyclists showing-off outside the school grounds and maybe those trucks 'breaking in' horses with a rope tied to the back of a moving truck. There are also quad bikes driven by teenagers with multiple family members attached. The speed bump will slow traffic down. Otenuku marae hapu have complained frequently about the speed of the traffic. We are grateful something is being done.	The 30 km speed limit doesn't go far enough to protect the people using Otenuku Marae drive-way (within a km of the school field) at the sharp corner with its old bridge erected by locals years ago. It also doesn't slow the cars/trucks/milk tankers on the bridge passing school students who happen to be using the bridge at the same time.	Speedhumps	We are dubious that improved signage will be taken notice of. Our marae also supports a speedhump further up the road to protect the people/children/animals around Rewarewa Marae.
Te Wharekura o Rūātōki Tawera Bilingual School Te Kura o Tawera	Yes	Safe crossings points Improved signage		Safe crossing points, Improved signage	
Te Wharekura o Rūātōki Tawera Bilingual School Te Kura o Tawera	Yes	Reducing speed limit from 70km to 30km long awaited safety issue. Speedhumps- will deter speedsters ignoring speed limits- also motorbike riders' dangerous antics - racing - riding on back wheel with front wheel raised - no helmets, and backfiring. More improvement on our roads.	Could be extended to the old shop corner approach where several cars have already crashed into the building.	Speedhumps, Safe crossing points, New footpaths, Improved signage	
Te Wharekura o Rūātōki Tawera Bilingual School Te Kura o Tawera	Yes			Speedhumps, Safe crossing points	
Thornton School	Yes			Speedhumps, Safe crossing points, New footpaths, Improved signage	
Thornton School	Yes			Speedhumps, Safe crossing points, New footpaths, Improved signage	
Thornton School	Yes	A good idea if it works but it will need to be enforced. How? Currently little regard seems to be paid to the present restrictions.	Need to sort out the car parking for pickup by parents - chaotic at times.	New footpaths, Improved signage	

School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Thornton School	Yes	Take the 30kmph to the end of the village at the Bridge end. Many children bike and walk this path and road. Many animals have also been killed by speeding vehicles on this stretch.	30kmph ends too soon. Make it 30kmph the entire length.	Safe crossing points, New footpaths, Improved signage	
Thornton School	Yes	Reduced speeds	It would be great if it was a permanent change - not only in school hours. People consistently speed through here. Even looking to reduce from 60 to 50 would be beneficial. There's no need to pin it up to an intersection of a main road, installing 50/hr from before the school to the main road makes sense as a permanent change.	Speedhumps	Speed humps either side of the school would be helpful, in line with the signs
Thornton School	Yes	That the kids walking and scootering to school will be safe - the footpath does not have grass verge between the road - way too close for kids to be right next to tankers, HTL trucks, cars, tractors - it is quite a narrow road and quite busy.		Speedhumps, Safe crossing points, New footpaths	Safe Crossing points - possibly by the school, cars park by the riverbank. New Footpaths - Not right next to the road.
Thornton School	Yes	Variable time for the new limit means I can still go 60mph when no/low risk to children	All the extra signs		

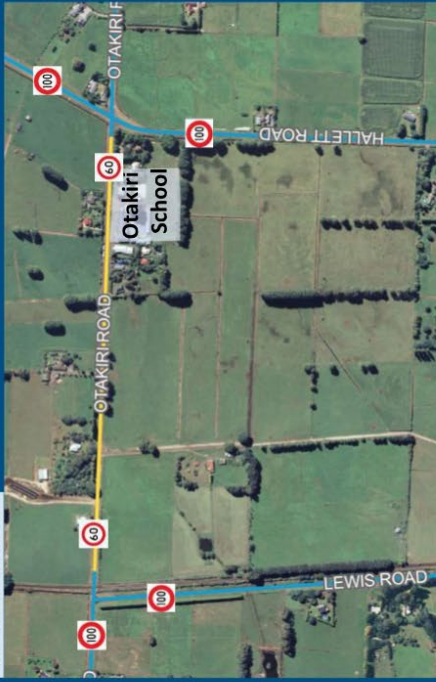
School Area	Do you mostly support the proposal?	What do you like about the proposal?	What don't you like about this proposal?	What infrastructure would you support here?	Please provide further details about any infrastructure you would like to see....
Waimana School	No	Raised platform crossing on Waimana Road	Speed restriction through Waimana Township with speedbumps and crossing platform. As a local resident that uses this road several times a day, the fact that Waimana Road is very wide, I have never had an issue of safety with going through the village under current conditions, so cant see any gains for the money invested	Safe crossing points	Not only will people NOT USE the crossing platforms (except at the school). The speed restriction will drop the speed to lower than other townships and be hard to enforce. I dont believe the Waimana Township is a hotspot for accidents, but maybe you can confirm otherwise. DONT fix what is NOT broken. FIX the Potholes to make the roads safer.
Waimana School	Yes	All sounds appropriate and sensible		Speedhumps, Safe crossing points, New footpaths, Improved signage	
Waimana School	Yes	GREAT	Safe for all the Community	Speedhumps, Safe crossing points, New footpaths, Improved signage	
Waimana School	Yes	I like all 4 proposals and fully support implementing asap. Have needed to slow traffic down on our main street for a long time now. Safer Roads		Speedhumps, Safe crossing points, New footpaths, Improved signage	
Waimana School	Yes		On your proposed limits, the 100km should be reduced to 70km after all we have children walking on these roads due to NO footpaths, why just the town centre.	Speedhumps, Improved signage	

Appendix Two – Speed Maps for Waka Kotahi Approval

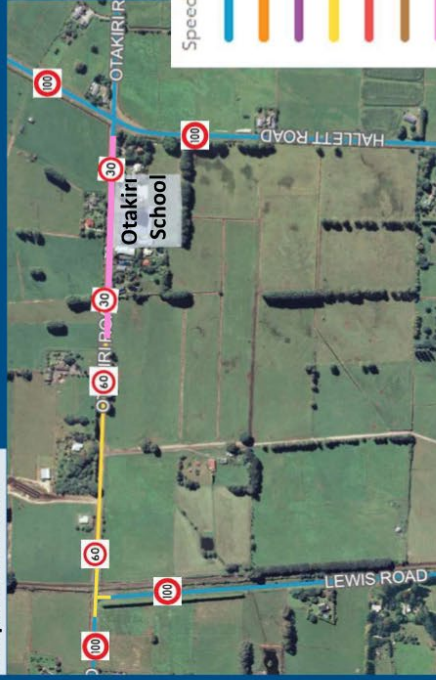
For Waka Kotahi Approval

Otakiri School Rural School Proposed Speed Limit Changes

Existing Limits



Proposed Limits



Proposed Speed Limit Changes (commencing 2022)

- Reduce speed limit to 30kph in front of school, from Hallett Road Intersection to existing school zone signs (approx. 175m west of school)
- Extend existing 60kph speed limit beyond rail lines and Lewis Road

Proposed Infrastructure (to be included in 10-year infrastructure plan)

- Extend existing footpath from Hallett Road to school
- Speed humps/tables at either end of school zone



For Waka Kotahi Approval

Galatea School Rural School Proposed Speed Limit Changes

Existing Limits



Proposed Limits



Proposed Speed Limit Changes (commencing 2022)

- Maintain existing speed limit threshold locations
- Reduce speed to 30kph between 8:30-9:15am and 2:30-3:15pm school days
- Maintain existing 60kph at all other times
- Remove non-compliant signage
- Install electronic variable speed limit signs

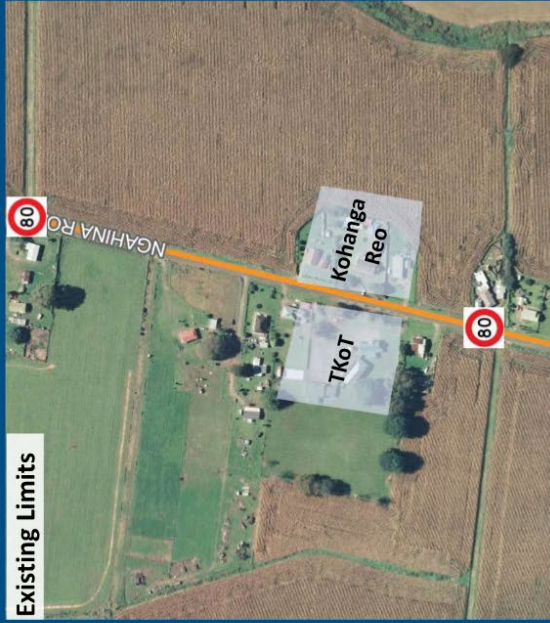
Proposed Infrastructure (to be included in 10-year infrastructure plan)

- New footpath from school to Galatea township
- Rumble strip or speed hump on approach to school from Galatea Road

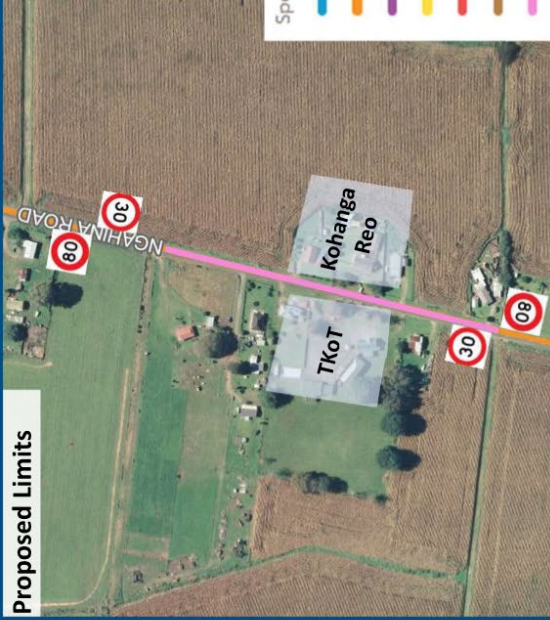


Te Kura O Tawera – Tawera Bi-Lingual School Rural School Proposed Speed Limit Changes

For Waka Kotahi Approval



Existing Limits



Proposed Limits



Proposed Speed Limit Changes (commencing 2022)

- Introduce 30kph speed limit extending approximately 150m north and south from Te Kura O Tawera

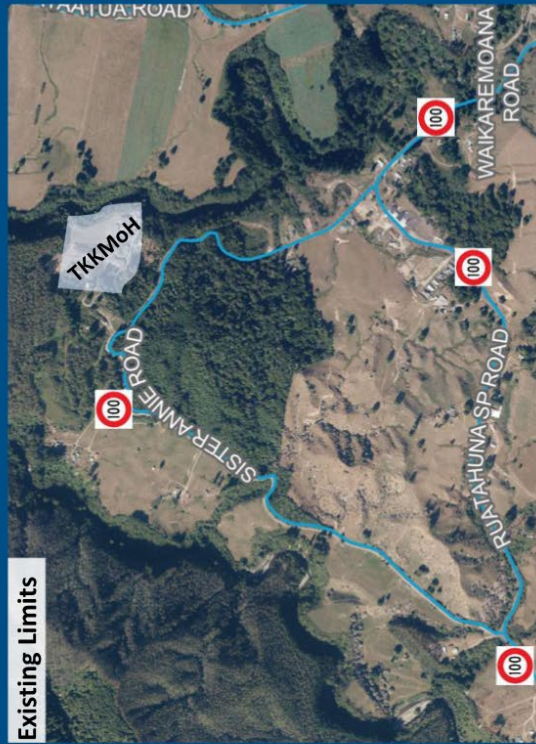
Proposed Infrastructure (to be included in 10-year infrastructure plan)

- Raised platform crossing between Kura and Kohanga reo to slow vehicles and provide safe place for people to cross

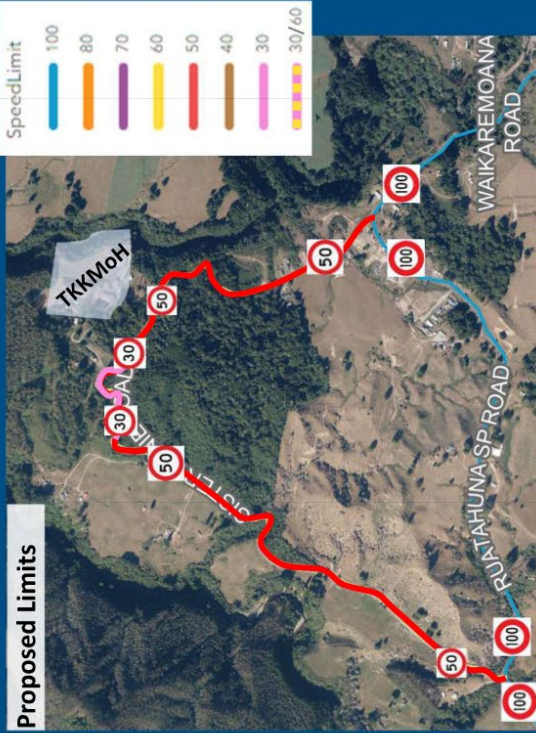


Te Kura Kaupapa Māori o Huiarau Rural School Proposed Speed Limit Changes

For Waka Kotahi Approval



Existing Limits



Proposed Limits

Proposed Speed Limit Changes (commencing 2022)

- Reduce speed limit on Sister Annie road from 100kph to 50 kph.

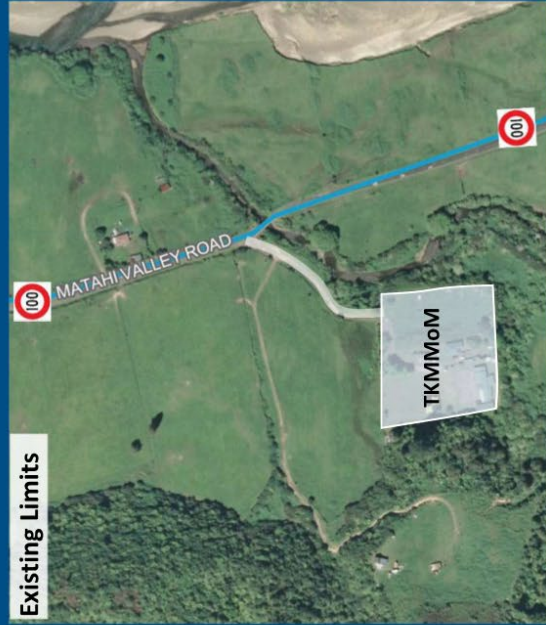
Proposed Infrastructure (to be included in 10-year infrastructure plan)

- Advanced warning signs near Te Kura Kaupapa Māori o Huiarau driveway entrance



Te Kura Mana Maori o Matahi Rural School Proposed Speed Limit Changes

For Waka Kotahi Approval



Existing Limits



Proposed Limits



Proposed Speed Limit Changes (commencing 2022)

- Reduce speed to 30kph on Matahi Valley Road, 100m north and south of Kura driveway entrance. This will reduce crash risks at the kura entrance and the adjacent one-way bridge on Matahi Valley Road where there is poor visibility of oncoming traffic.

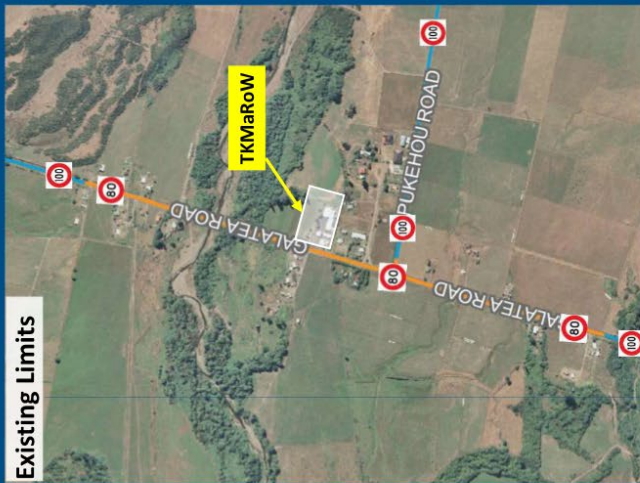
Proposed Infrastructure (to be included in 10-year infrastructure plan)

- None required

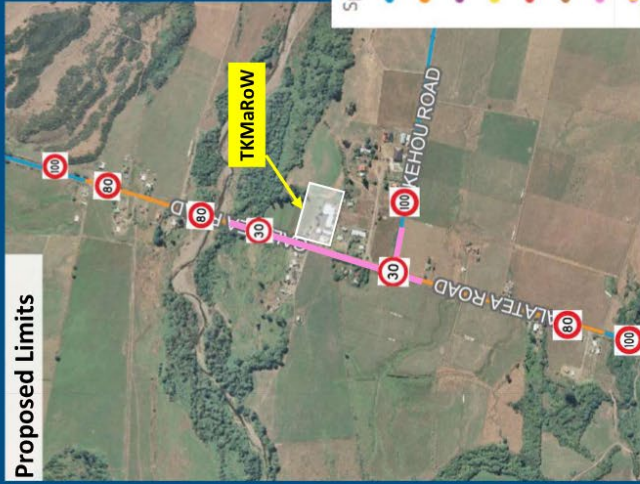


Te Kura Maori-a-Rohe o Waiohau Rural School Proposed Speed Limit Changes

For Waka Kotahi Approval



Existing Limits



Proposed Limits

Proposed Speed Limit Changes (commencing 2022)

- Reduce speed in front of Kura to 30kph between Pukehou Rd and bridge 200m to the north

Proposed Infrastructure (to be included in 10-year infrastructure plan)

- Raised platform crossing at Kura entrance to provide safe access for students and reduce vehicle speeds



Te Kura o Te Paroa Rural School Proposed Speed Limit Changes

For Waka Kotahi Approval



Proposed Speed Limit Changes (commencing 2022)

- Reduce speed on Paroa Road from 80kph to 30kph 350m north and 200m south of Kura
- Note trial speed limits are already in place at these locations

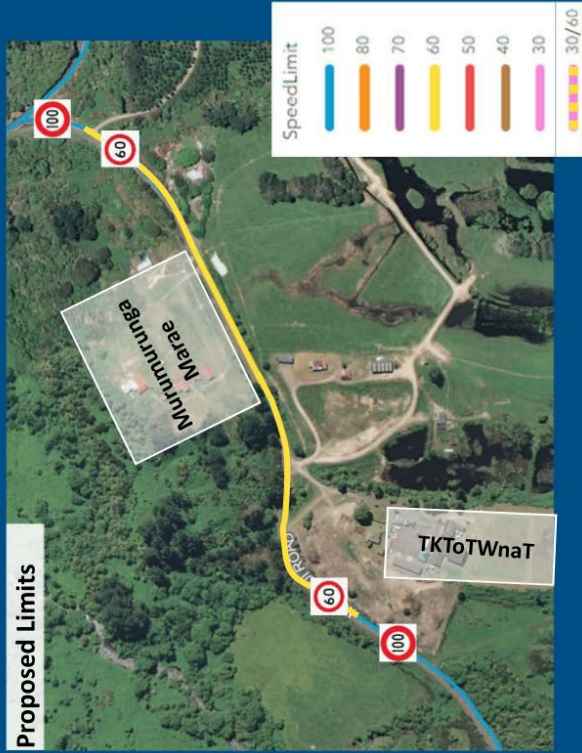
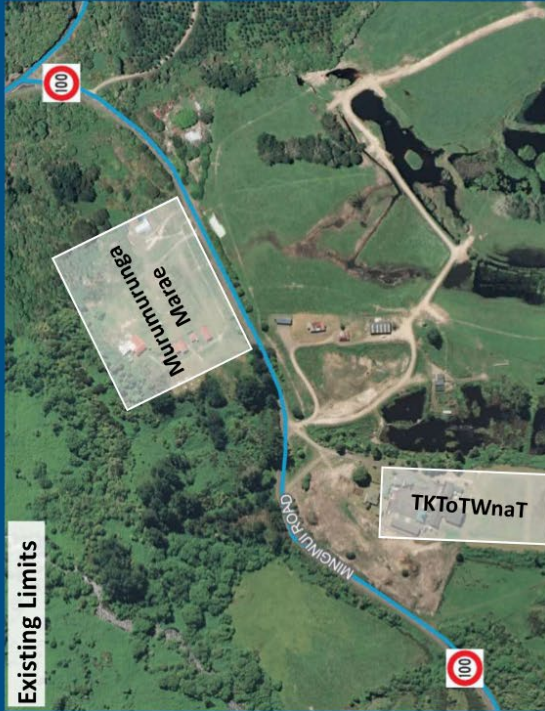
Proposed Infrastructure (to be included in 10-year infrastructure plan)

- Install speedhumps on either side of school to reinforce speed limit.



Te Kura Toitu o Te Whaiti-nui-a-Toi Rural School Proposed Speed Limit Changes

For Waka Kotahi Approval



Proposed Speed Limit Changes (commencing 2022)

- On Minginui Road reduce existing 100kph to 60 kph between Te Whaiti Road turn off and 250m west of Kura entrance
- Speed reduction incorporates reduced speeds at Murumurunga Marae

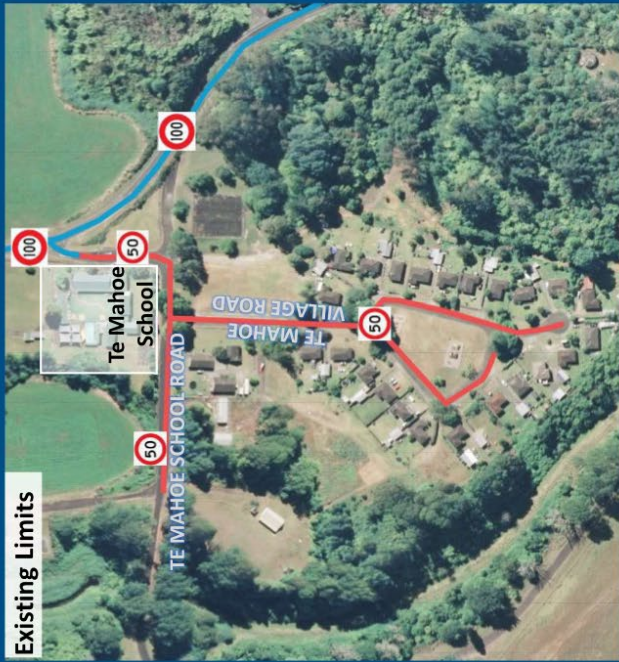
Proposed Infrastructure (to be included in 10-year infrastructure plan)

- Speed limit change will include “Kura” and “Marae” signage



Te Mahoe School Rural School Proposed Speed Limit Changes

For Waka Kotahi Approval



Proposed Speed Limit Changes (commencing 2022)

- Reduce speed on Te Mahoe School Rd from 50kph to 30kph
- Reduce speed on Te Mahoe Village Rd from 50kph to 30kph

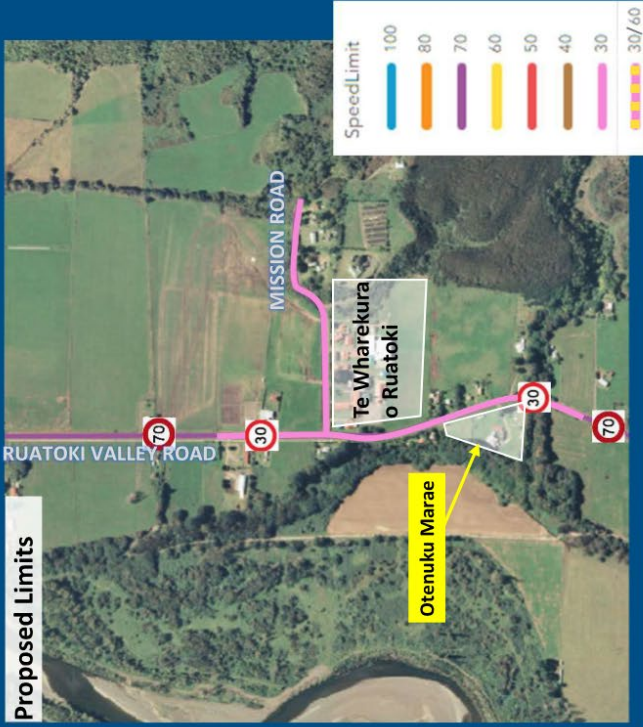
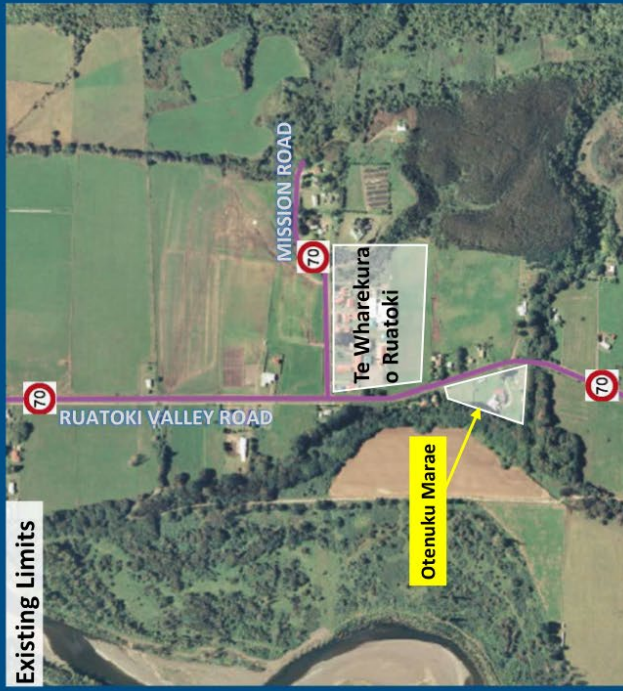
Proposed Infrastructure (to be included in 10-year infrastructure plan)

- Installation of speed platform (low rise, shallow gradient) to reduce speed of vehicles entering Te Mahoe. This will be a gentle speed hump to act as a reminder to slow speeds.



Te Wharekura o Ruatoki Rural School Proposed Speed Limit Changes

For Waka Kotahi Approval



Proposed Speed Limit Changes (commencing 2022)

- On Ruatoki Valley Road reduce existing 70kph speed limit to 30kph from 200m north of Mission Road to 430m south of Mission Road. This extends the reduced speed limit past Otenuku Marae and across a stream culvert used by traffic and school students
- On Mission Road reduce existing 70kph speed limit to 30kph for entire length.

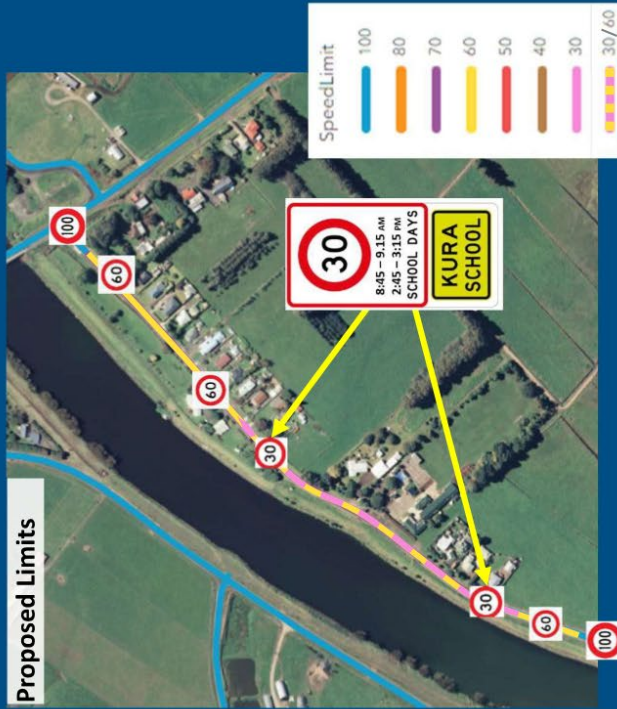
Proposed Infrastructure (to be included in 10-year infrastructure plan)

- Install raised crossing platform on Ruatoki Valley Road adjacent to the Kura.



Thornton School Rural School Proposed Speed Limit Changes

For Waka Kotahi Approval



Proposed Speed Limit Changes (commencing 2022)

- Existing 60kph speed limit extended 100m south of current location
- Variable electronic speed limits installed 200m north and south of Thornton School
 - 30kph during school start and end times (8:45-9:15am and 2:45-3:15pm)
 - 60kph all other times

Proposed Infrastructure (to be included in 10-year infrastructure plan)

- No physical infrastructure included in plan



Waimana School Rural School Proposed Speed Limit Changes

For Waka Kotahi Approval



Proposed Speed Limit Changes (commencing 2022)

- Existing 50kph limit to be reduced to 30kph for full extent of Waimana township.

Proposed Infrastructure (to be included in 10-year infrastructure plan)

- Raised platform crossing on Waimana Road at existing crossing point.
- Speedhumps on Paroa Road on approach to school and bus parking
- Speedhumps and raised crossing platforms in town centre

