



Opotiki District Council
STRONG COMMUNITY STRONG FUTURE

Interim Speed Management Plan 2023

CONSULTATION DOCUMENT

July 2023



SUMMARY

Speed is always a contributing factor in a vehicle crash, even if there are other factors involved. By managing speeds to safe and appropriate levels, we can make a significant improvement to the safety of all road users, especially those who are at most risk of harm on our roads.

Across the country, the way that councils manage speed limits is changing. As part of the National Road Safety Strategy – The Road to Zero, all councils and road controlling authorities are required to transition from the current speed limits to those that are deemed safe and appropriate in line with guidance from Waka Kotahi New Zealand Transport Agency.

The transition to safe and appropriate speeds will take time.

Councils will work together to develop Regional Speed Management Plans, setting the direction for 10 years (mid-2024 to mid-2034) and detailing where and when we will transition to safer and more appropriate speed limits.

CHANGES WE CAN MAKE NOW

There are some changes we can make now instead of waiting for the Regional Speed Management Plan. We are developing an Interim Speed Management Plan to make speeds safer now.

This Interim Speed Management Plan sets out Ōpōtiki District Council's proposed changes to speed limits at select areas across the district to be implemented before mid 2024. Most of our district's local roads have speed limits that are not deemed safe and appropriate, so for our Interim Speed Management Plan, we have focussed on changes that protect some of our most vulnerable road users first.

To develop this draft plan, we have spoken to key stakeholders and community members who have requested change in recent years.

HELP US COMPLETE THE PLAN

We now need your input to help complete this Interim Speed Management Plan. We will also use your feedback to guide us as we set priorities and direction in the Regional Speed Management Plan next year.

We are accepting feedback until 5pm on 21 July 2023.

Have your say by answering the short questionnaire at odc.govt.nz/haveyoursay or by printing off and filling in the form at the back of this document and delivering to us.

BACKGROUND

ROAD SAFETY ISSUES IN THE ŌPŌTIKI DISTRICT

Road crash deaths and serious injuries in the Ōpōtiki District are a significant issue making up 11% of crashes for the district. Minor injury crashes account for 31% of crashes. These crashes result in a combined death and injury social cost of \$87.7 million to the district for 2014 to 2023 so far.

Ōpōtiki District roads have a high personal risk rating with 10 Deaths and Serious Injuries (DSI) per 100 million Vehicle Kilometres Travelled (KMT). This puts Ōpōtiki District at the 11th highest in the country for overall personal risk rating.

The Communities at Risk Register, developed by Waka Kotahi to identify communities overrepresented in road safety risk, shows that Ōpōtiki District ranks highly against 12 of the 14 Strategic Areas of Concern.

Areas of Concern where Ōpōtiki District is over-represented¹ are:

- Young drivers (16-24 years)
- Alcohol and/or drugs
- Speed (Too fast for conditions) **
- Urban intersections **
- Rural Intersections
- Rural road loss of control and/or head-on
- Motorcyclists involved **
- Cyclist Involved
- Pedestrian Involved *
- Distraction *
- Restraints (seatbelts not worn) **
- Older road users **

¹ Over-represented being above the mean

* Ranked highest risk road controlling authority in New Zealand

** Ranked among the highest risk road controlling authorities in New Zealand

In all Areas of Concern, speed is the main determining factor in the severity of the outcome of the crash.



Road to Zero & The Safe System

The Road to Zero is the National Strategy for achieving Vision Zero; A vision where there are zero Deaths or Serious injuries on New Zealand roads.

The Road to Zero is based on the Safe System Road Safety approach. People will always make poor decisions, mistakes and ultimately have crashes on the road, regardless of what we do. But under a Safe System, approach, all parts of the transport system are designed and managed in such a way that when crashes do happen, the system is forgiving enough that the result is not a death or a debilitating lifelong injury.



Speed Management Guide: Road to Zero Edition and Safe & Appropriate Speeds

Waka Kotahi has set robust guidelines that we must follow when assessing what speed limits should be. The Speed Management Guide provides criteria that roads should meet to qualify for a certain speed limit. Largely, the guide is based on the categories of each road, as set under the One Network Framework (ONF) road categorisation system, where people, place and movement are at the heart of each road category. From there, crash risk determines a safe and appropriate speed limit applicable to each ONF category based on whether or not the expected worst case crash would have an acceptable chance of survivability.

Let's work through an example of the next page.

Setting of Speed Limits Rule 2022

The Setting of Speed Limits Rule 2022 (The Rule) was adopted by parliament last year and sets out many requirements of councils, including the following key requirements:

- Speed limits around schools must be reduced to safe and appropriate speeds, with a target of 40% of all schools completed by the end of June 2024, and 100% completed by the end of June 2027.
- Councils must work with their regional partners to contribute to the development of a Regional Speed Management Plan, which sets out a 3 year action plan, and 10 year long term plan detailing the shift from current speed limits to safe and appropriate.
- Councils can make changes now through the development of an Interim Speed Management Plan

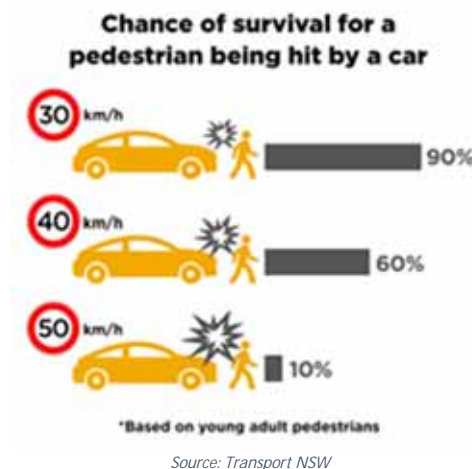
THINK ABOUT A ROAD OUTSIDE A SCHOOL IN TOWN...

The school frontage is directly on the roadside, and when the bell rings, the kids spill out onto the footpaths and streets to make their way home.

In a worst case scenario, a child runs out on the road and is struck by a moving vehicle. The speed that the vehicle is travelling determines whether or not the child survives the crash.

As demonstrated by the below illustration, if the speed of the vehicle was 50 km/h, the child would only have a 10% chance of survival, however at 30 km/h, they would have a very high chance of survival, at 90%.

This 90% survivability threshold is what the safe system approach strives for when selecting a safe and appropriate speed limit.



In the speed management guide, the above considerations are assigned to each street category. The category for a street outside a school is an "Activity Street" which in the guide, has a recommended speed limit of 30km/h.

The role of councils on this process is to ensure that the street categories are appropriate and locally relevant, and that all local knowledge is

considered to ensure that the most appropriate speed limit is selected.

In certain situations, the speed limit may remain the same but appropriate infrastructure like separated roadside walking & cycling paths and safe road crossing points must be constructed to ensure that the known risks of the higher speed are mitigated.

Other considerations

The benefits of speed management go beyond just safety.

Evidence suggests that by lowering speeds in urban areas, people feel safer walking or biking to school or work which leads to less traffic on the road, healthier communities, and more affordable transport options.

Impact on travel times

Available vehicle speed data shows us that in a lot of situations, the current mean operating speeds of our roads are similar to the proposed Safe & Appropriate Speeds limits. This means that on average, there will be a minimal impact on peoples travel times.

A young boy with short brown hair is seen from the back, wearing a red and white backpack. He is looking out over a sandy beach towards the ocean. The background is a bright, slightly blurred beach scene.

INTERIM SPEED MANAGEMENT PLAN FOCUS AREAS

When applying the speed management guide to our roads, we know that most of Ōpōtiki District Road network needs a new speed limit, but we have decided to start with a few focus areas to ensure that our most vulnerable road users are kept safe, and we meet the requirements of the new legislation. The following are our focus areas in this plan:

1. Kura and Schools

Due to the requirements of The Rule, we are targeting a safer speed limit outside all Schools on Ōpōtiki District local roads. This includes consideration for roads approaching and surrounding schools and captures early childhood education centres, like kohanga, kindergartens and playcentres as well.

2. High Activity Areas

The town centre of Ōpōtiki is undergoing a revitalisation to make it more attractive to visit and for residents to enjoy, including making it more friendly to pedestrians, encouraging more foot traffic and shop patronage. Recent projects like the Skatepark upgrade and new playgrounds, are leading to an increase in pedestrians in the area.

3. Outstanding Community Requests

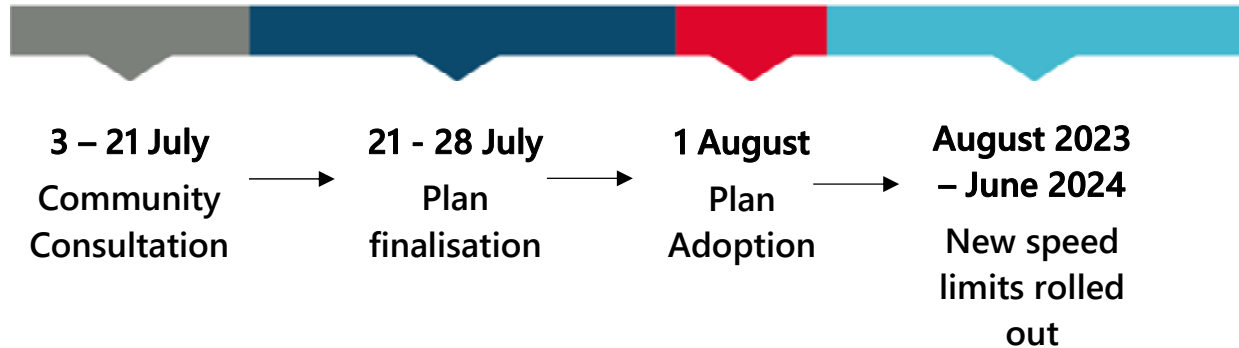
Over the last few years, some community requests for speed limit reductions have been put on hold while the new legislation was developed, now we are able to resolve these requests.

4. State Highway Speed Management

Waka Kotahi have released a draft of their proposed [Interim State Highway Speed Management Plan](#). Some of these changes will mean that the local roads adjoining them will have an inconsistent and confusing speed limit if left unaddressed.

PROJECT TIMELINES

Interim Speed Management Plan (2023-2024)



WHAT'S NEXT?

We have more work to do

Once we have adopted our Interim Speed management Plan as proposed in this document, we'll need to develop and consult on our proposals for the Regional Speed Management Plan, which we are required to develop and will set out the remainder of our transition to safer speed limits across the district over the next 10 years.

Currently we only have some high level thoughts on how we might prioritise the Regional Speed Management Plan, and so we're also seeking some direction from the community now on what our priorities should be going forward over the next decade

We need to hear all your road safety concerns so that we can ensure we address them while we have this opportunity and feed any others into our long-term planning process.

Regional Speed Management Plan (2024-2034) indicative timeline

(subject to change)

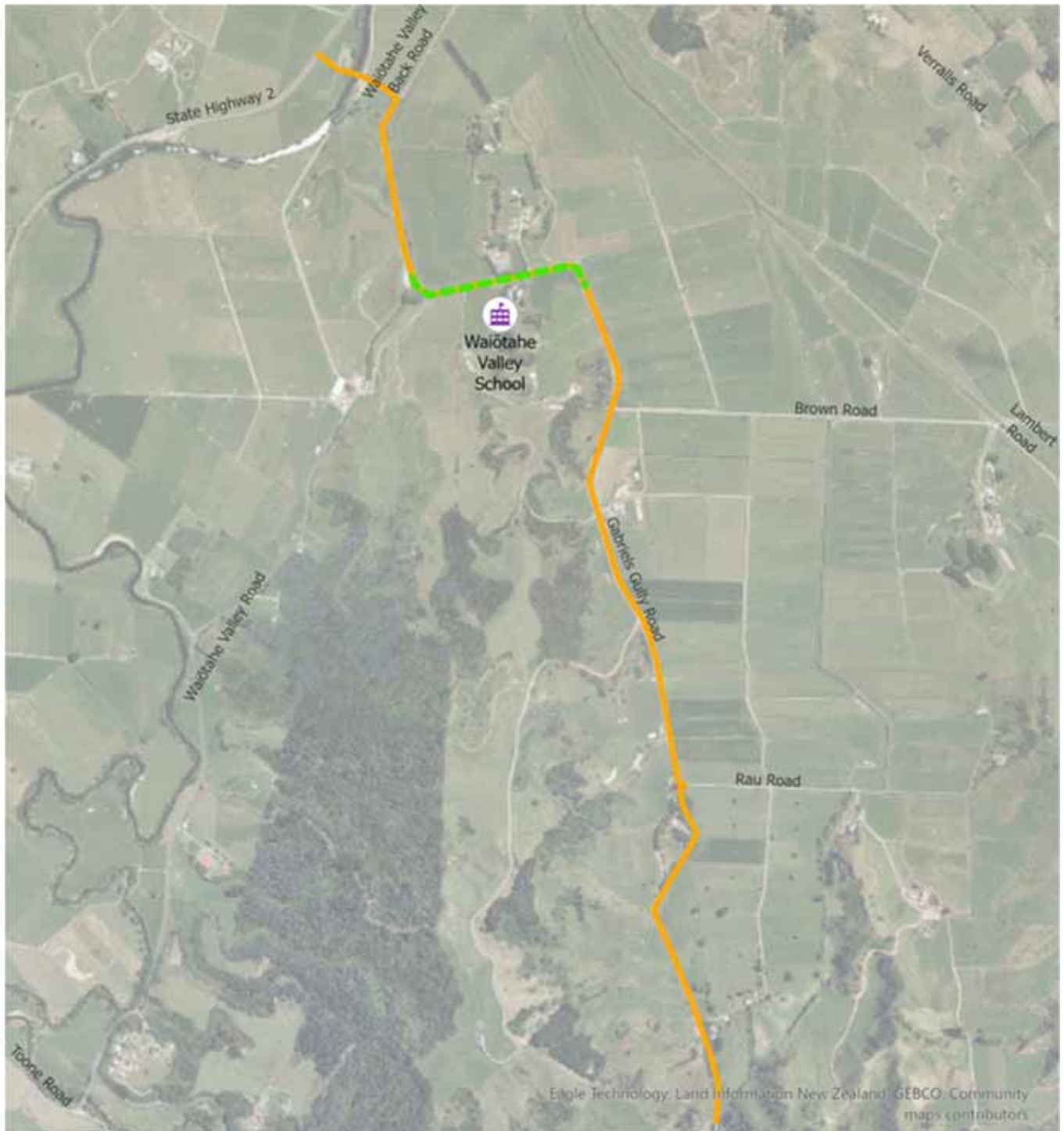


PROPOSED SPEED LIMIT MAPS

The following pages detail proposed changes to speed limits under this Interim Speed Management Plan. These have been prepared in line with Ministry of Transport rules, Waka Kotahi guidance, considering discussions with key stakeholders (including schools, kura, ECE and marae), and reviewed by technical experts.



WAIŌTAHE VALLEY SCHOOL



PROPOSED CHANGES

60 Km/h limit ———

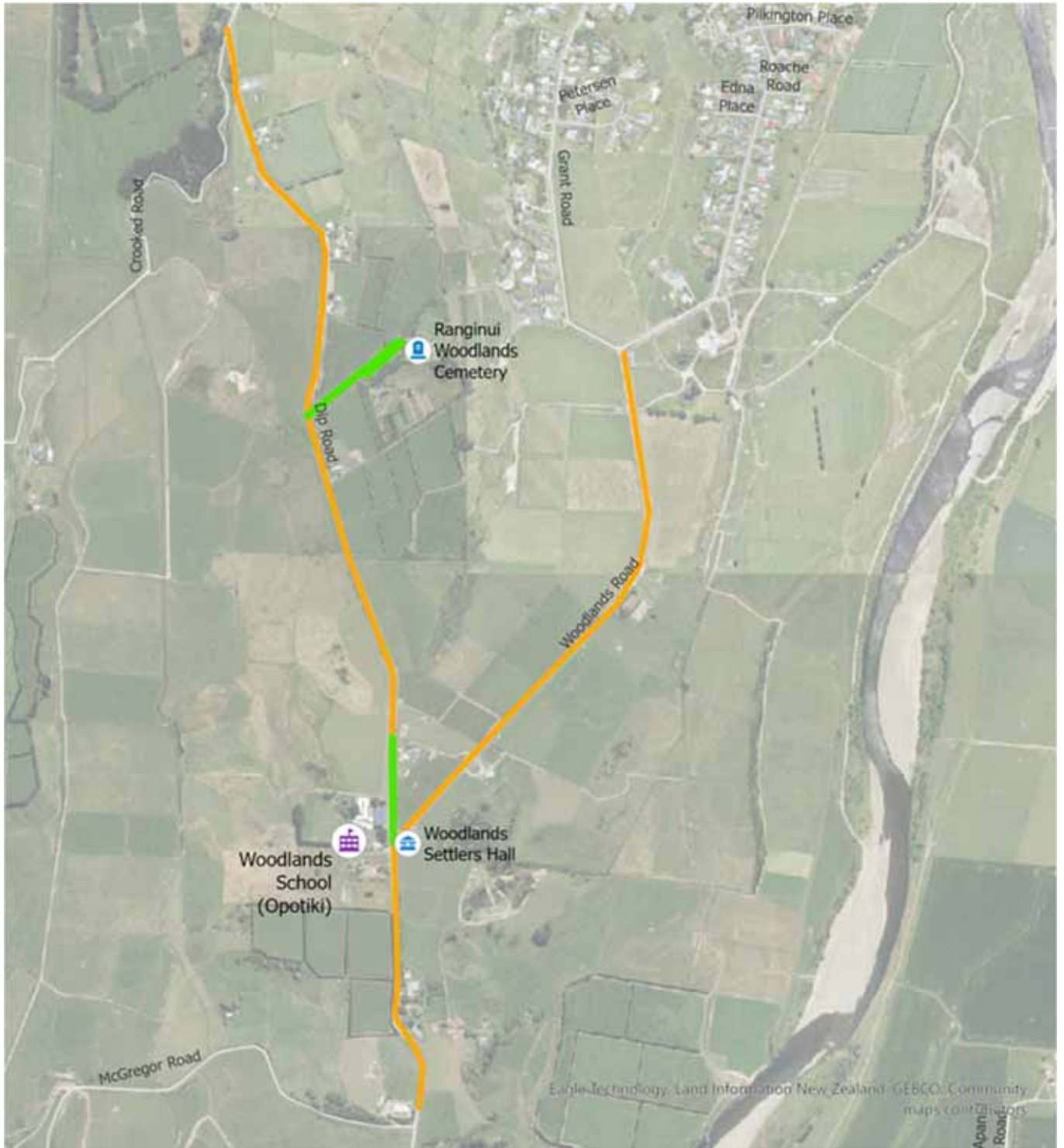
Variable 30 Km/h limit - - - - Applies during school busy periods only

KEY



School/Kura




WOODLANDS SCHOOL



PROPOSED CHANGES

- 30 Km/h limit — To be supported with appropriate traffic calming measures
- 60 Km/h limit —

KEY

-  Cemetery/Urupa
-  Hall
-  School/Kura




WAIŌWEKA PA ROAD



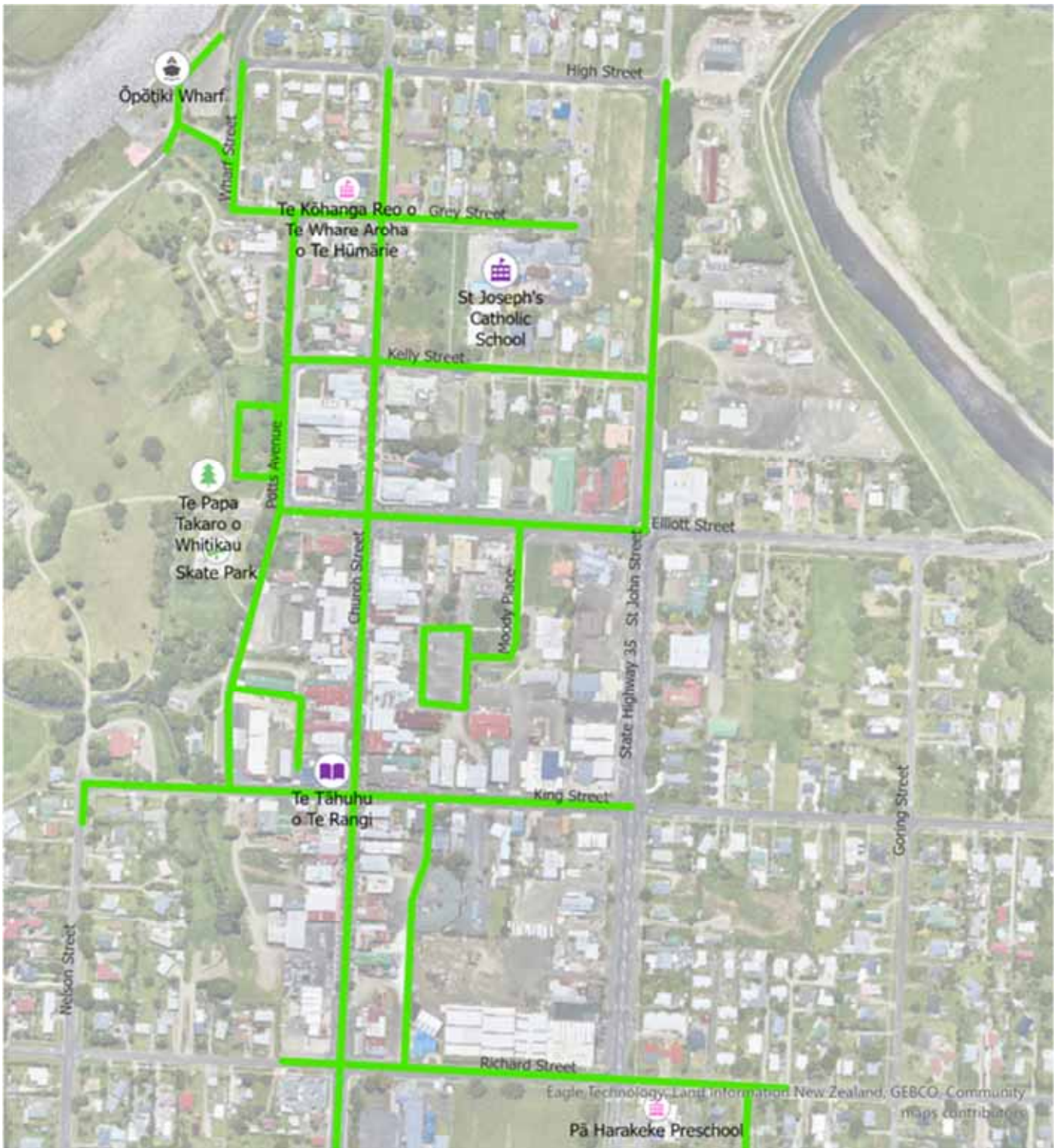
PROPOSED CHANGES

30 Km/h limit  To be supported with appropriate traffic calming measures

KEY

-  Early Childcare/Kohanga
-  School/Kura
-  Marae

ŌPŌTIKI TOWNSHIP CENTRAL



PROPOSED CHANGES

30 Km/h limit 

To be supported with appropriate traffic calming measures

Excludes State Highways 2 and 35

KEY



Park/Reserve



Playground



Early Childcare/Kohunga



Wharf/Boat access



Library



School/Kura

ŌPŌTIKI TOWNSHIP SOUTH



PROPOSED CHANGES

30 Km/h limit ——— To be supported with appropriate traffic calming measures

Excludes State Highways 2 and 35

KEY



Playground



Early Childcare/Kohanga



Information Centre



School/Kura



SNELL ROAD



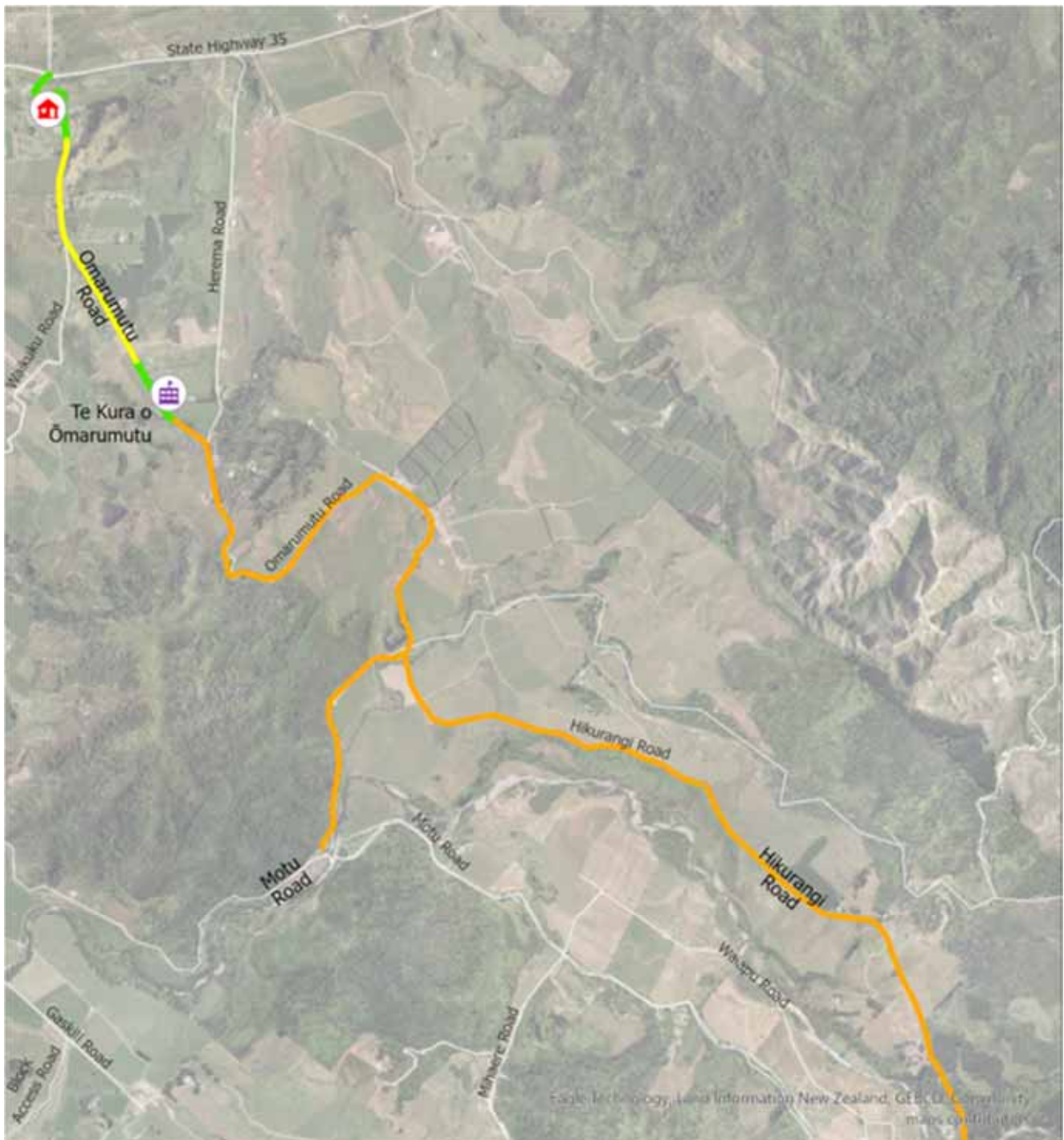
PROPOSED CHANGES

- 30 Km/h limit — To be supported with appropriate traffic calming measures
- 60 Km/h limit —




KEY

-  Cemetery/Urupa
-  Cycling/Walking

ŌMARUMUTU



PROPOSED CHANGES

- 30 Km/h limit  To be supported with appropriate traffic calming measures
- 60 Km/h limit 
- 50 Km/h limit 

KEY



School/Kura



Marae

OPAPE BEACH ROAD






PROPOSED CHANGES

30 Km/h limit — To be supported with appropriate traffic calming measures

50 Km/h limit —

KEY

-  Cemetery/Urupa
-  Wharf/Boat access
-  Marae

MARAENUI KURA



PROPOSED CHANGES

30 Km/h limit



To be supported with appropriate traffic calming measures

KEY



School/Kura





Marae

OMAIO

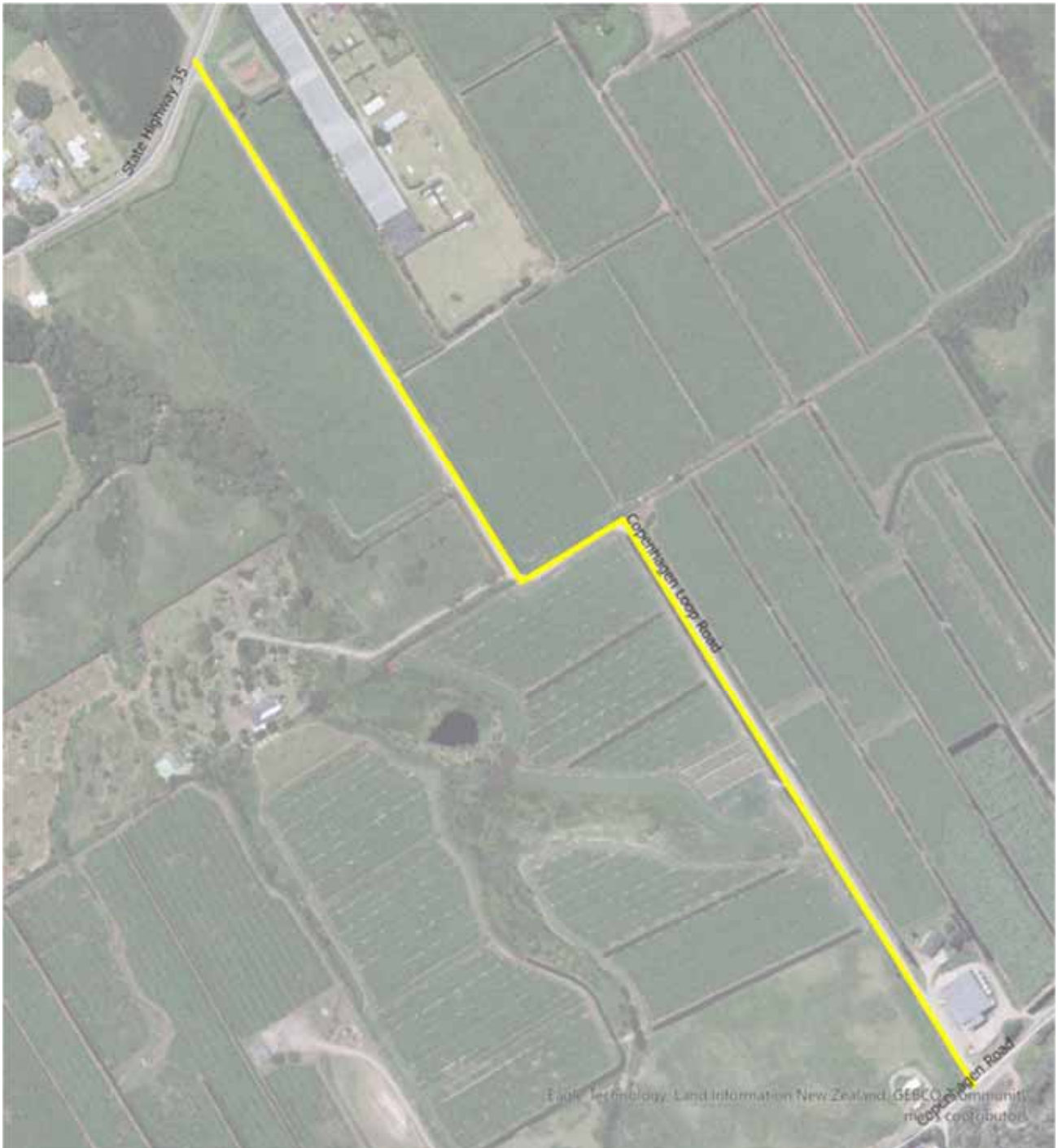


PROPOSED CHANGES

30 Km/h limit  To be supported with appropriate traffic calming measures

	KEY
	Early Childcare/Kohanga
	Marae

COPENHAGEN LOOP ROAD



PROPOSED CHANGES

50 Km/h limit ———

SHARE YOUR THOUGHTS

We're accepting feedback until 5pm, Friday 21 July 2023

Do you support the speed limit changes proposed in this document?

YES NO

Tell us why?

Do you have any road safety concerns that you feel have been overlooked by this Interim Speed Management Plan?

Do you have any road safety concerns relating to Ōpōtiki local roads that you would like to share?

What areas of the road network should we focus on next in the Regional Speed management Plan?

Do you have any other comments or suggestions?

Your name: _____

Organisation (if applicable) _____

Phone: _____ Email: _____

Return this form to our office at 108 St John Street, email to info@odc.govt.nz or better yet, save petrol and complete an online form.



odc.govt.nz/haveyoursay

Prefer to talk with us directly?

- Join us at a drop in session any time between 10am and 1pm on Friday 7 July at Te Tāhuhu o Te Rangi
- Or... check this box if you want a staff member to phone you
Make sure to enter a daytime contact number in the form above