



Mahere Whakahaere
Tere Taurira 2024
**Speed
Management
Plan 2024**



**Western
Bay of Plenty**
District Council

Rārangī upoko

Contents

Overview.....	3
What is speed management and what role does Council have in this?	5
Is speed an issue in Western Bay of Plenty?	7
What our community has told us.....	9
What we are wanting to achieve over the next 10 years	11
What are our guiding principles for speed management.....	13
What are our priorities over the next three years (2024 – 2027)?.....	14
Who pays for this?.....	16
What else will we do?	17
How will we know its working?	18
When is this plan reviewed next?.....	18
Appendix 1 – Town Centre speed limit change areas	20

Tirohanga whānui

Overview

This Plan outlines our approach to setting speed limits on the local roading network.

This is the first 'Speed Management Plan' for our district and is developed under the current Land Transport Rule: Setting of Speed Limits 2022.

It is recognised that there will be changes to road safety legislation in 2024 that may require this plan to be amended.

Council regularly receives community feedback on speed limits and road safety. Our roading network is used by many people, of all ages and abilities, in different ways and for different purposes. Given we are a growing and increasingly busy community, it has never been more important to make sure our local roads are safe for everyone.

Our aim is to provide a safe local road network for all road users regardless of age, ability, and mode of travel. Based on community feedback to a draft Speed Management Plan in 2023, Council considers that the best way to do this is to target priority areas for speed limit reductions as follows:

	Priority area	Rationale	Approach
1.	Schools	High concentration of young people at peak times.	<ul style="list-style-type: none"> All schools - 30kph variable speed limits at peak times (pick up and drop off). Urban schools - 50kph permanent unless the speed limit is currently lower Rural schools - 80kph permanent unless the speed limit is currently lower.
2.	Community identified areas	Local community support for a speed limit reduction.	<ul style="list-style-type: none"> Fairview Estate – all roads within the estate 30kph Matakana Island – all roads 60kph unless currently lower. Te Puna (SH2 to Tauranga Harbour) – all roads 60kph unless currently lower. Pahoia Road – 60kph from the railway crossing to the current 50kph (Pahoia Beach Road). Wilson Road North – extend the 50kph and 70kph zones: <ul style="list-style-type: none"> Start of 70kph – 80m south of Waewaetutuki Road intersection. Start of 50kph – 450m north of Arawa Avenue intersection.
3.	Town centres	High concentration of people.	<p>Waihi Beach, Ōmokoroa and Te Puke town centres - 40kph unless currently lower.</p> <p>Note Katikati town centre State Highway 2 is under jurisdiction of Waka Kotahi.</p>
4.	Marae	Provide safer connections within marae communities.	Case by case basis working with marae communities.

The plan will be reviewed every three years. The priorities will be considered on an annual basis and the plan amended if required, outside of the three year review process.

The costs of implementing road safety initiatives will be shared between Western Bay of Plenty District Council and Waka Kotahi and is subject to resource and funding availability.

He aha te whakahaere tere, **ā**, he aha te mahi a te Kaunihera I tēnei Kaupapa?

What is speed management and what role does Council have in this?

Speed management is about using a range of techniques to reduce the harm experienced on our roads, it's not just about setting speed limits. It includes:

- installing infrastructure that encourages appropriate speeds,
- enforcement to compel people to keep to the limits,
- road safety education, and
- setting safe and appropriate speed limits.

This is consistent with the 'safe systems approach' where all elements play their role and where people can travel without fear of not making it home. The safe systems approach recognises that people make mistakes and are vulnerable in a crash. It reduces the price paid for a mistake, so crashes don't result in the loss of life or limb. Mistakes are inevitable – deaths and serious injuries from road crashes are not.

As a Road Controlling Authority Council plays a key role in implementing speed limits, infrastructure, and road upgrades to achieve a safer road environment, with our approach and priorities outlined in this Speed Management Plan.

We are also part of the Travel Safe initiative run by Tauranga City Council with programmes delivered in schools across the district. Travel Safe works

alongside the community at "grassroots level" to improve road safety awareness and active transport across all ages. For example, in 2019 the Be Bright Be Seen campaign by Western Bay of Plenty District and Tauranga City councils, Travel Safe and NZ Police encouraged bike riders and walkers to take extra care by being fully visible on the roads. Packhouses and local communities in Katikati and Te Puke were encouraged to promote the 'be bright, be safe, be seen' message to their workforce.

Some aspects of speed management are outside of Council's jurisdiction such as enforcement and speed management on state highways. We will continue to work with Waka Kotahi on speed camera placement and with New Zealand Police on monitoring and enforcement.

Waka Kotahi is responsible for the State Highway network and has a Draft Interim State Highway Speed Management Plan. State Highway 2, 29, 33 and 36 are in our district, so we have engaged with Waka Kotahi to ensure our plans align. However, it is recognised that the Interim SMP may not be implemented as an outcome of new government direction.

For example, State Highway 2 is the most feasible route for access to the Waikato, Auckland, and wider New Zealand for approximately half of our District. It is also a key entry point to the Bay of Plenty for freight, particularly accessing the Port of Tauranga, and for visitors. A safe and efficient route is an absolute necessity for economic and social wellbeing.

Council supports Waka Kotahi undertaking education campaigns to build community acceptance and understanding of any changes to speed limits and the rationale for their implementation. It is imperative that our community understand the reasons behind the changes and the research behind these decisions. Understanding the 'why', is key to increasing compliance and will ultimately save more lives.

He raru te tere i te Western Bay?

Is speed an issue in Western Bay of Plenty?

Mō tō tatou rohe

About our district

Western Bay of Plenty district stretches from Waihī Beach in the north to Otamarakau in the south and covers 195,000 hectares of coastal, rural and urban areas. Urban areas include the towns of Waihī Beach, Katikati, Ōmokoroa, and Te Puke. Smaller rural settlements are located across the district.

Along the Pacific Coast, Waihī Beach and Pukehina Beach have grown from being popular holiday places to places with a higher proportion of permanent residents. The spread of settlements across the district places increased importance on the provision of a safe and reliable transport network to help people get around. Due to the largely rural nature of our district, the reliance on personal vehicles will likely remain high.

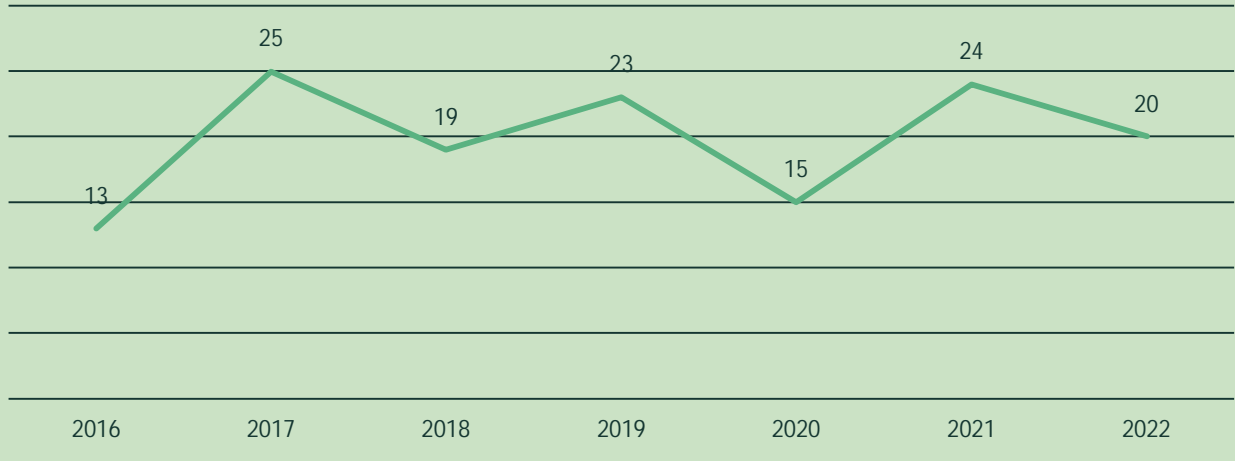
In 1991 the district population was 30,000. The Western Bay of Plenty sub-region is now one of the fastest growing areas in New Zealand and includes Tauranga City with 154,550 people and Western Bay of Plenty District with an estimated 57,355 people (2021). Our district population is projected to grow to 71,367 in 2051. Most of this growth will be in Ōmokoroa where the population will more than double over the next 30 years, increasing from 4,575 in 2021 to 12,086 people in 2051.

He aha te kōrero a ngā tauanga

What the statistics tell us

The number of crashes resulting in fatalities or serious injuries on the local road network has fluctuated over time - Refer Figure 2. This shows crashes on our local road network and excludes crashes that occur on State Highways in the Western Bay. It is important to note that traffic volumes reduced in 2020 due to COVID-19 lockdowns.

Figure 2: No. of crashes resulting in fatalities or serious injuries.
Source: Waka Kotahi Crash Analysis System (CAS).



The Department of Internal Affairs requires Council to report on this on an annual basis. The measure is intended to provide information for members of the public on trends in road safety in their area. Speed will always be a factor in fatalities and serious injuries because collision force is a function of speed.

The Communities at Risk Register¹ developed by Waka Kotahi identifies communities overrepresented (above the mean) in road safety risk. Western Bay of Plenty district ranks as a medium concern in terms of young drivers aged 16-24 years and speeding too fast for the conditions, and a high concern for alcohol and/or drug related crashes.

¹ The Communities at Risk Register uses fatal and serious injury crash data from the Crash Analysis System over the latest five-year period, 2017 – 2021. It provides a ranking based upon personal risk to road users. This is used to highlight areas where a crash is more likely to occur based on use of the road network. <https://www.nzta.govt.nz/resources/communities-at-risk-register/>

Te kōrero a te hapori

What our community has told us

Engagement with iwi and hapū, schools/kura, Waka Kotahi, the community and key stakeholders has helped to develop a Plan that best supports the needs of the community and improve road safety outcomes. We also made sure we had a good understanding of community feedback received through other community engagement processes. This feedback has helped to inform priorities outlined in the Plan.

We know that for many people in our community, there is more we can do to improve road safety on our roads. There is also a view that other factors such as a lack of enforcement and road maintenance play more of a role in crashes than speed limits.

Community Plans and Town Centre Plans identify community safety as a key issue, with provision of a safe road environment being a consistent theme.

Our community has supported sustained investment in development of the walking and cycling network to provide alternative modes of transport in a safe environment.

Te Arotake a-ture mō ngā rohe tere 2020

Speed Limits Bylaw review 2020

A review of the Speed Limits Bylaw in 2020 responded to numerous requests for speed limit changes from members of the community, community boards and through submissions to other consultation processes. Over 220 submissions were received to the bylaw review with majority support for speed limit reductions across the local roading network. Some submissions requested lower speed limits than what was proposed and speed limit reductions in areas that were not included in the proposal.

Tō Wāhi 2023 Mahi hapori

Your Place/Tō wāhi 2023 community engagement

Your Place/Tō wāhi is Council's overarching community engagement campaign for several projects and reviews in 2023-2024 including the Long Term Plan and this Speed Management Plan. In addition to feedback on neighbourhood speed limits and safety, 810 pieces of feedback were received on where speed limit reductions were required on local roads.

Summarised feedback was:

- Most feedback supported speed limit reductions and safety improvements on local roads and state highways.
- Feedback from those who are against changing speed limits think that the issue is a lack of enforcement and because roads aren't maintained or designed well.
- General support for schools having speed limit reductions and safety improvements.
- Support for speed limit reductions on state highways where they run through towns.
- Support for speed limit reductions throughout Matakana Island.

Whiriwhiringa marohi Mahere whakahaere tere 2023

Draft Speed Management Plan consultation 2023

Council consulted on a draft Speed Management Plan in October/November 2023. The draft Plan proposed a general approach to speed limits of 50 kph for urban roads and 80 kph for rural roads, with exceptions including schools, marae, town centres and Council identified priority areas.

There was mixed feedback where some considered speed limit reductions are necessary across the network and others consider a more targeted, evidence-based approach is necessary. The most support was for speed limit reductions around schools. Taking a blanket approach to 80kph for rural roads had little support with the rationale including the potential implications of this on driver behaviour (frustration etc) and that its not appropriate to take a one size fits all approach. A number of individual roads were also identified for further speed limit reductions.

Te whai wāhi ki ngā Māori Māori Māori engagement

The development of a Speed Management Plan was introduced to iwi and hapū representatives at the Te Ihu o te Waka o Te Arawa Forum and Te Kahui Mana Whenua o Tauranga Moana Forum in March 2023. We acknowledged the need to meet at a hapū level to understand local safety issues around marae and other important locations. We were also aware of local road safety issues previously raised by iwi and hapū, and these provided a starting point for our discussions.

All Marae were contacted via their iwi and hapū representatives and invited to identify safety issues in their local area. This feedback will continue to help inform priorities for implementation of this Plan. As part of Council's ongoing relationship with Māori, we will continue to work together to understand local issues and potential responses.

We will apply flexibility to the implementation programme should further priorities for safety improvements arise before the next review in 2027.

Te whai wāhi ki ngā kura School engagement

All schools/kura were contacted to identify safety issues with their local roads. Their feedback helped to inform priorities for implementation of this Plan.

Te whai wāhi ki ngā kiripānga Stakeholder engagement

Council has had ongoing communication with the Bay of Plenty Regional Council regarding inclusion of the plan in the Regional Speed Management Plan. Waka Kotahi provided guidance and advice to assist with development of this Plan and to ensure alignment with the state highway plans, particularly for schools located on state highways (e.g. Kaimai School and Pyes Pa School).

Whai wāhitanga hapori Community board engagement

Individual meetings were held with the five Community Boards (Katikati, Waihi Beach, Te Puke, Ōmokoroa and Maketu) to understand specific road safety concerns in their community and requested speed limit reductions.

He aha mātou e hiahia ana kia whakatutukia i ngā tau 10 What we are wanting to achieve over the next 10 years

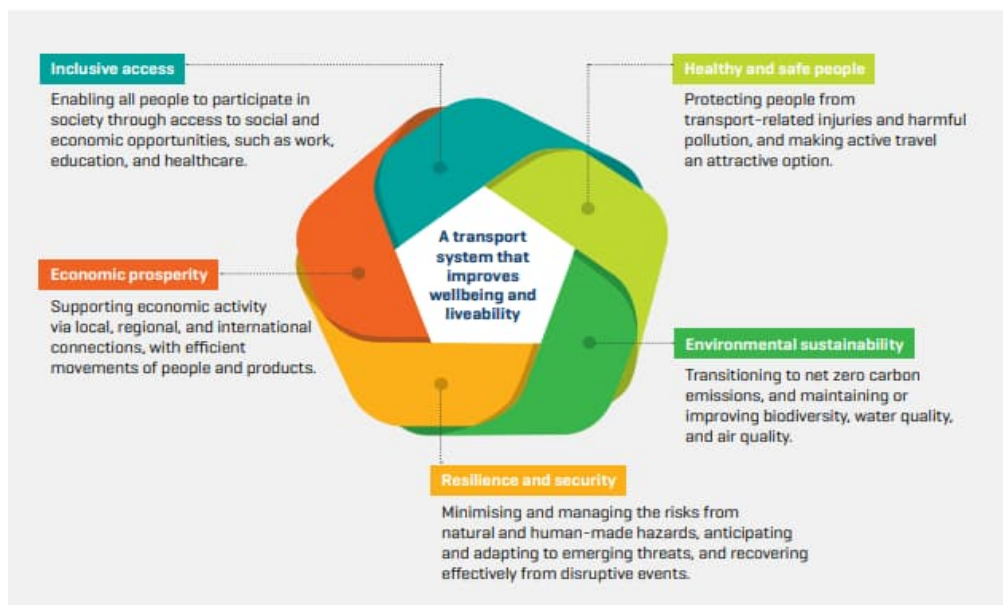
Council is committed to providing a safe road network for all road users regardless of age, ability and mode of travel. To achieve this over the Speed Management Plan timeframe:

- Investment will be targeted to achieve the best safety outcomes for the local community through prioritising areas with the highest need first.
- Priorities will be reviewed on an annual basis to reflect what has been achieved and any changes in community priorities or direction.
- New roads will be constructed appropriate to their anticipated function and to create a safe and efficient environment.
- Existing roads will be upgraded appropriate to their function and to create a safe and efficient environment.

He aha **ō** mātou mā^{tā}pono whakaarahi **mō** te whakahaere tere

What are our guiding principles for speed management









Council will apply the same principles as outlined in the 'Transport Outcomes Framework' included in the Government Policy Statement 2021. It is recognised that they may change in the next Government Policy Statement however they capture most of the key considerations necessary for our transport system.




He aha **ā** mātou mea hirahira i ngā tau e toru e whai ake nei (2024-2027)?

What are our priorities over the next three years (2024 – 2027)?

Our priorities for speed limit reductions and safety improvements on the local roading network focus on schools, areas identified by the community as requiring a speed limit reduction (due to a range of factors including on road cycleways, increasing urbanisation, consistency of speed limits etc), town centres and marae communities.

	Variable	Permanent	Approach
Urban schools			All urban schools/kura will have variable speed limits. This means the 30kph speed limit will apply at specified times. A permanent 50kph will apply outside of the specified times unless currently lower.
Rural schools			All rural schools/kura will have variable speed limits. This means the 30kph speed limit will apply at specified times. A permanent 80kph will apply outside of the specified times unless currently lower.
Community identified roads			
Fairview Estate, Katikati			30kph for all roads in the Fairview Estate development (off Sharp Road).
Te Puna			60kph for all roads in Te Puna (from SH2 to Tauranga Harbour). All speed limits that the are currently 60kph or lower will be retained.
Pahoia Road			Pahoia Road – 60kph from the railway crossing to the current 50kph (Pahoia Beach Road).
Matakana Island			60kph for all public roads on Matakana Island. Noting that Te Kura o Te Moutere o Matakana will have 30kph variable speed limit at specified times.

	Variable	Permanent	Approach
Wilson Road North		 	<p>Extend the 50kph and 70kph zones:</p> <ul style="list-style-type: none"> Start of 70kph – 80m south of Waewaetutuki Road intersection. Start of 50kph – 450m north of Arawa Avenue intersection.
Town centres (refer to maps in Appendix 1)			<p>Waihi Beach - Wilson Road town centre, Beach Rd and The Esplanade.</p> <p>Te Puke town centre – Includes Jocelyn Street, Te Puke Highway, Queen Street, Boucher Ave. 30kph on Commerce Lane is retained.</p> <p>Ōmokoroa Road – from Tralee Street to Anderley Ave. Extend to include Tralee Street, Anderley Ave and the western section of Hamurana Rd.</p> <p>Katikati town centre - The Waka Kotahi Interim Speed Management Plan applies to Katikati main street (SH2) and proposes a permanent 40kph from Beach Road to Digglemann Park.</p>
Marae communities	Case by case	Case by case	<p>Council will work with iwi and hapū to identify safety improvements and speed limit reductions around marae and important community hubs for iwi and hapū. e.g. Matakana Island, Māori roadways, Te Puke Marae and Tuapiro Marae.</p>

This programme may change subject to resource and funding availability. There are also other areas of uncertainty that may impact implementation such as the direction of future Government Policy Statements on Land Transport.

Mā wai tēnei e utu?

Who pays for this?

The Government Policy Statement (GPS) on land transport is central to investment decisions across the land transport system. The GPS supports investment in highways and local roads aligned with GPS direction. The Bay of Plenty Regional Land Transport Plan feeds into the National Land Transport Programme.

The cost of implementing this Speed Management Plan is shared between Council and Waka Kotahi as the agent for the New Zealand Government. The priorities will be used to develop a forward works programme that qualifies for Waka Kotahi funding assistance under the low cost, low risk work category.

As of 2023, the Waka Kotahi funding assistance rate for Western Bay of Plenty District is 51%. Council will need to fund 49% of the costs of delivering the implementation plan on our local roading network. The implementation plan is therefore subject to Waka Kotahi confirmation of the funding subsidy and Council's confirmation of our share of the funding via our annual and long term budget processes.

If Council is unsuccessful in obtaining Waka Kotahi funding assistance for the 2024–2027 period through the National Land Transport Programme (NLTP) or any subsequent periods, there are three options:

- Option 1: Reduce the scope of works to reflect the level of funding assistance provided by Waka Kotahi.
- Option 2: Partly reduce the scope of works with the shortfall funded from Council.
- Option 3: Make no change to the scope of works, with the shortfall in funding being topped up by the Council.

Ka aha kē atu mātou?

What else will we do?

Mātauranga

Education

- Continue to support Travel Safe community safety programmes.
- Recognise Waka Kotahi and NZ Government role in public education for road safety.
- Recognise role of Bay of Plenty Regional Council in education on the regional speed management plan for the Bay of Plenty region.

Whakauruhinga

Enforcement

While Council does not have the ability to enforce speed limits or install speed cameras, the plan, its implementation and future reviews provide an opportunity to identify where enforcement would be supported by Council and the community. This information can then be used by Waka Kotahi and New Zealand Police to determine locations for speed cameras or where a greater police presence maybe required.

Ngā whakapaitanga tūāhanga

Infrastructure Improvements

Safety treatments may be required to support speed limit changes on individual sections of roads. A minor safety works programme will be developed for minor upgrades such as enhanced signage and markings in the vicinity of schools.

For more extensive upgrades, Council will seek efficiencies by implementing speed management safety treatments when undertaking asset renewals or other road upgrade projects, such as:

- Reseals
- Pavement Rehabilitation
- Low Cost/ Low Risk
- Seal extension
- Structure plan roads

Ka pēhea mātou e mōhio e mahi pai ana?

How will we know its working?

Transport activity measures relating to safety and speed include:

- Reduction in mean operating speed as identified in the Waka Kotahi Megamaps Application (fact based).
- Performance measure (fact based) – Reduction in the number of crashes that result in fatalities or serious injuries. Target is 0.
- Performance measure (perception based) – Level of satisfaction with our transportation networks (roads, cycling and walkways). Target is 60-65%.

These are currently under review and may need to be updated in the future.

Āhea tēnei mahere arotaketia ai?

When is this plan reviewed next?

After the SMP has been adopted, future minor amendments not contemplated in the SMP will require a new Council resolution, then approval from the Waka Kotahi director. This can be done individually or bundled together and approved in one report.

The Speed Management Plan will be reviewed every three years or earlier should Council provide this direction.

Reviews will be timed to allow the inclusion of requests for speed management funding in the Bay of Plenty Regional Land Transport Plan and align with Council's Long Term Plan process and timing.



Appendix 1 – Town Centre speed limit change areas

(included within yellow lines)

Waihi Beach











**Western
Bay of Plenty**
District Council

Te Kaunihera a rohe mai i
Ngā Kuri-a-Whārei ki
Ōtamarakau ki te Uru

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