



**Western
Bay of Plenty**
District Council



Speed Management Plan

Decision Document

April 2024



Thank you to everyone that provided feedback on the draft Speed Management Plan in October/November 2023.

The proposed approach to speed limits outlined in the draft Plan was 50 kilometres per hour (kph) for urban roads and 80 kph for rural roads, with exceptions including schools, marae, town centres and Council identified priority areas.

We decided to focus more on local knowledge in setting speed limits for our district, rather than applying Waka Kotahi guidance on safe and appropriate speeds set under the previous government's Road to Zero safety programme.

Of the close to 200 submissions received, there was the most support for reducing speed limits around schools during peak times, and not much support for the blanket 80 kph for all rural roads.

Things have changed!

The legislation that the plan was prepared under has now changed under the new government.

Development of a speed management plan is no longer a mandatory requirement, and new policies and rules are being developed to guide the setting of speed limits.

So what does this mean for our speed management plan?

We are still going to use the plan and your feedback to guide where speed limit changes are required. It's a good way to have a conversation with you on road safety and speed limits, and to capture this in one place. The plan will be reviewed every three years.

A national speed limit register is now the legal tool used to set speed limits so the plan will guide what's included in the register.

How have we responded to your feedback?

We have decided to narrow our focus to priority areas only. These are schools, marae, town centres and specific roads where there is community support for change.

This means we are no longer implementing a blanket 80kph speed limit in all rural areas. Current speed limits will remain except for schools, marae, town centres and specific roads identified in the table below.



	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.



How does this get implemented?

The Speed Management Plan sets out priorities for implementation from 2024 until 2027.

The timing and cost 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.

What if I want to see further changes to speed limits?

The final Speed Management Plan was adopted on 4 April 2024. Future amendments not contemplated in the Speed Management Plan may require a new Council resolution depending on how significant they are, 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.





Would you like to know more?

For a full copy of the Speed Management Plan, please visit our website at www.westernbay.govt.nz/speedlimits or ask at one of our libraries and service centres.

A full copy of the report where the Speed Management Plan was adopted is also available on our website as part of the 4 April 2024 Council agenda. To view please visit our website www.westernbay.govt.nz/council.