



Opotiki District Council
STRONG COMMUNITY STRONG FUTURE

Interim Speed Management Plan 2023

Adopted by Council 1 August 2023

Certified by the Director of Land Transport 20 September 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.

In July 2023, we released a draft Interim Speed management Plan for public feedback which received majority support from the public. Opotiki District Council adopted the plan as proposed at an ordinary council meeting on the 1st of August 2023. The minutes of this meeting are published at the below link: <https://www.odc.govt.nz/our-council/meetings-committees/agendas-and-minutes>

We received certification of this plan by the director of land transport on 20 September 2023.

YOUR FEEDBACK

We received a great amount of feedback and submissions and would like to say a huge thank you to everyone who took the time to make a submission.

While some people raised concerns the majority of submissions were supportive of the plan. There were many thoughtful and detailed submissions and Council thanks all submitters for taking the time to have their say.

WHATS NEXT

We'll now begin working towards implementation.

New speed limits, signage and traffic calming infrastructure will be designed in more detail and installed before the end of June 2024. These will be installed in stages site by site, and we'll keep the community updated with progress and timing.

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.



STRATEGIC ALIGNMENT

This plan proposes changes that align with both Councils 2021-2031 Long Term Plan objectives, and those of the Central Government Policy Statement (GPS) on Land Transport.

ODC Long Term Plan 2021-2031

Ōpōtiki District Councils long term plan sets out objectives for the Transport Activity, which contributes to the social and economic development of the District Community. An efficient, **safe** and reliable Land Transport Network is essential for the economic well-being of our District. A key level of service in the long term plan is to target no increase or a reduction in the number of fatality or serious injury crashes on our roads.

Government Policy Statement on Land Transport

Central Government sets strategic priorities which guide decision making, planning, and funding of the transport system. This interim speed management plan ultimately aligns with the safety priority of the GPS, while also providing benefits that align with better travel options, and climate change. If speeds on our roads are safer, it makes it easier for people to make the choice to walk or bike, leading to better travel options and a reduction in emissions.

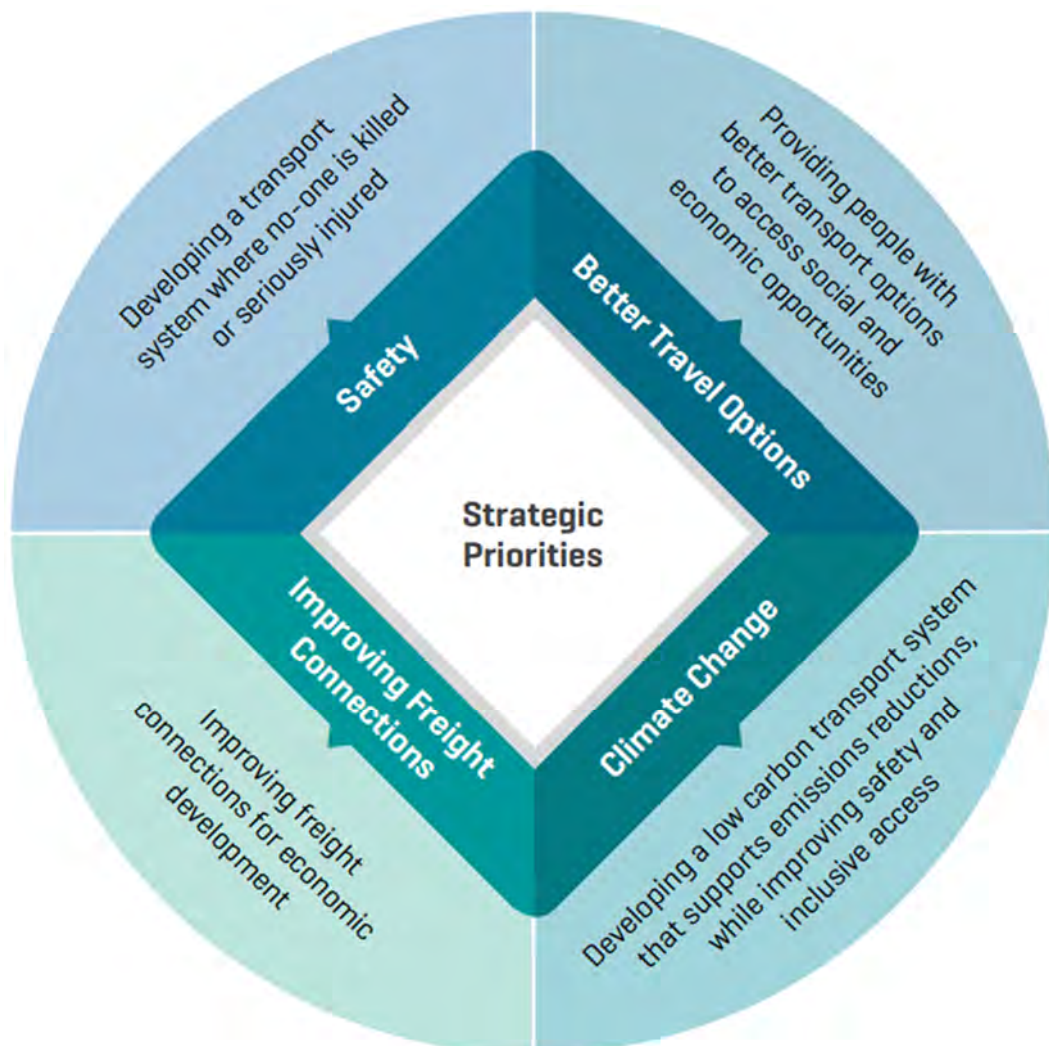


Figure 1 Government Policy Statement (GPS) Strategic Priorities. source: Ministry of Transport 2021

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.



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

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 on the next page.

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.



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.

As much as possible, changes resulting from these focus areas will be considered at a road corridor or area wide level, rather than a piecemeal approach. This ensures that any changes can function effectively within their surrounding roads and streets. 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

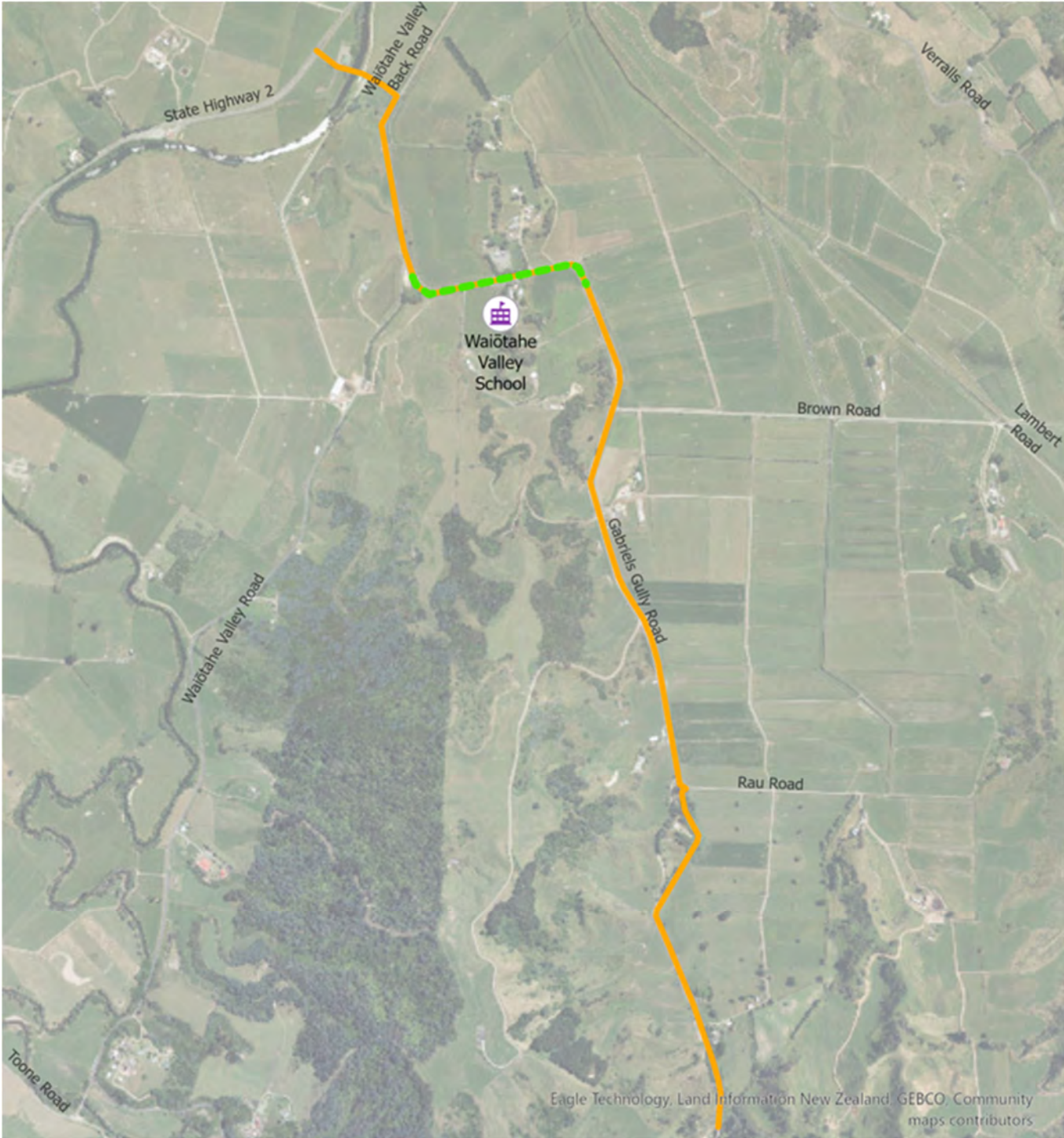
Waka Kotahi have released a draft of their proposed [Interim State Highway Speed Management Plan](#). Some of these changes will mean that the local roads adjoining them will have an inconsistent and confusing speed limit if left unaddressed.

SPEED LIMIT MAPS

The following pages detail changes to speed limits that will be implemented 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

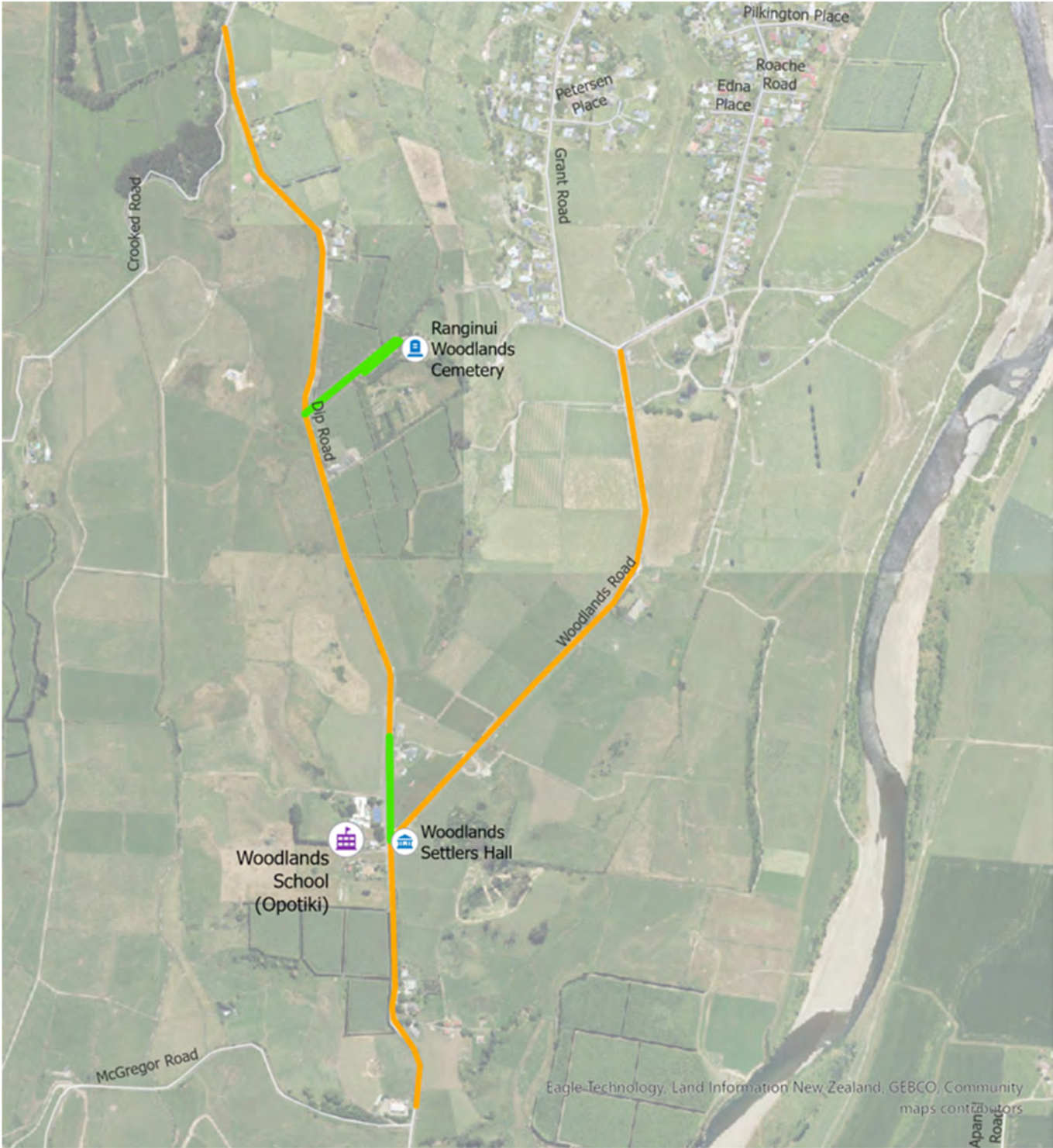
60 Km/h limit ———

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

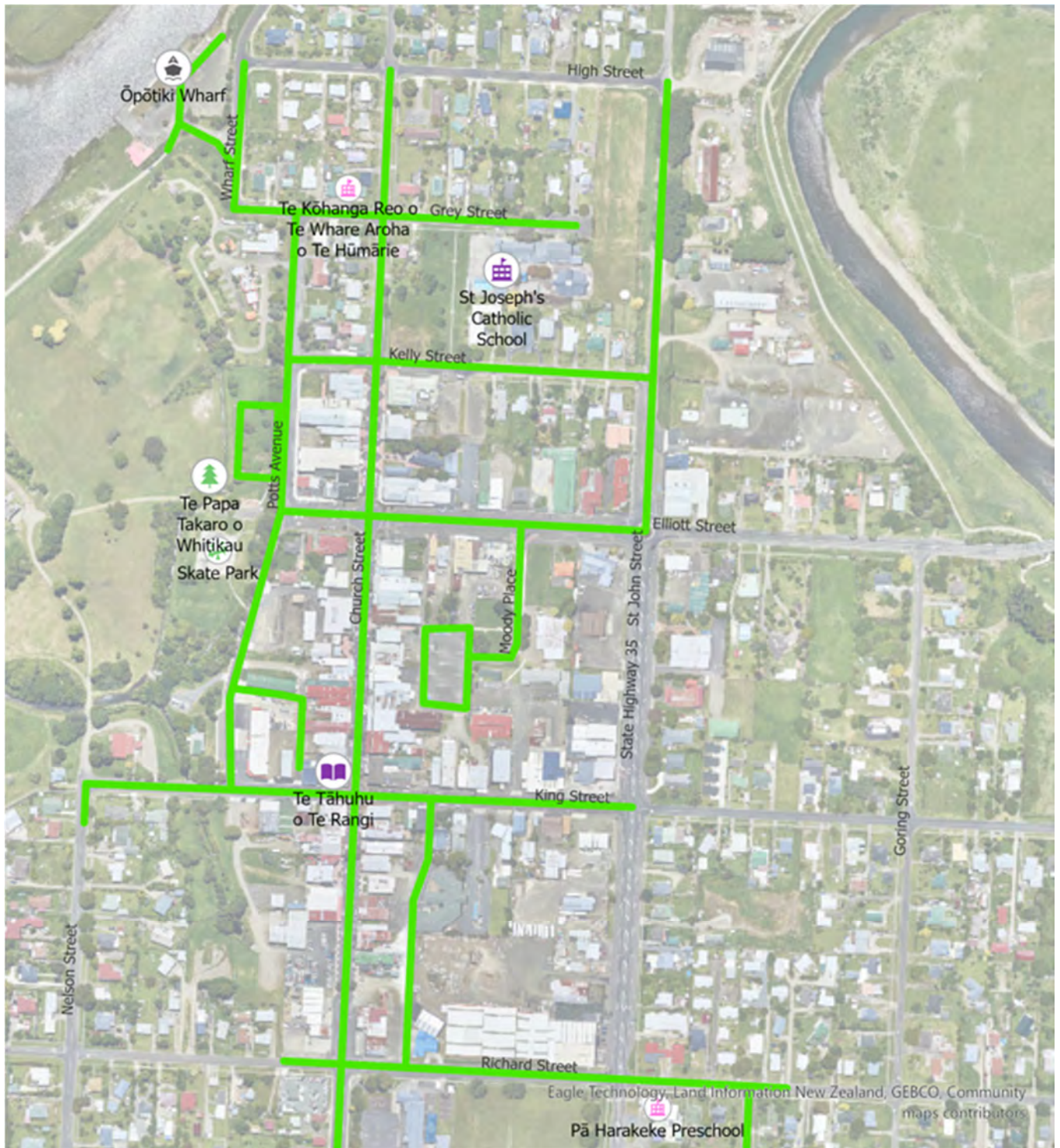


School/Kura



Marae

ŌPŌTIKI TOWNSHIP CENTRAL



PROPOSED CHANGES

30 Km/h limit 

To be supported with appropriate traffic calming measures

Excludes State Highways 2 and 35



Park/Reserve



Playground



Early Childcare/Kohunga



Wharf/Boat access



Library



School/Kura

KEY

Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors

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



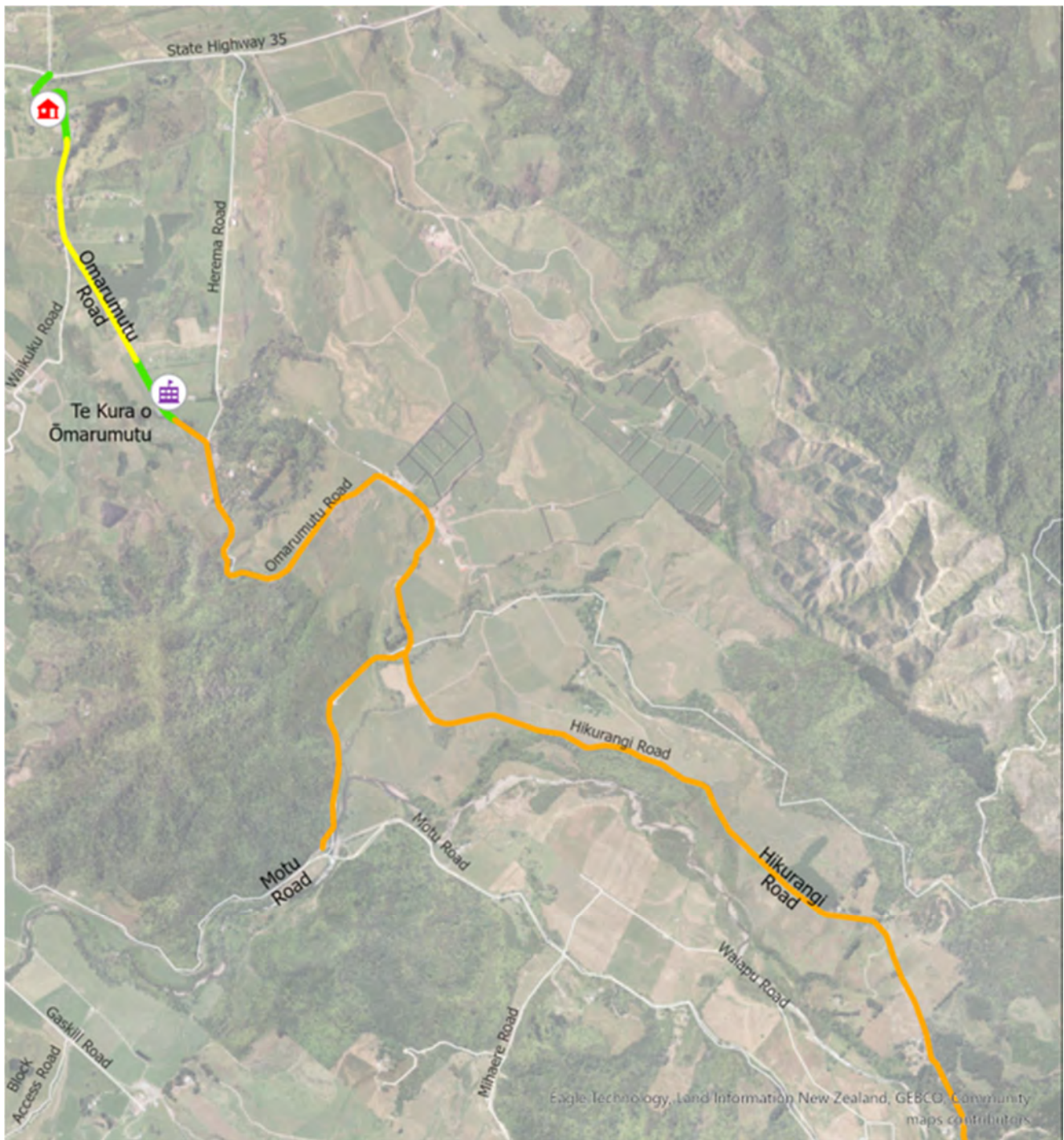
PROPOSED CHANGES

- 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



Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors

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 ———