

**I give notice that  
an Ordinary Meeting of Council will be held on:**

<b>Date:</b>	<b>Monday, 9 July 2018</b>
<b>Time:</b>	<b>9.30am</b>
<b>Location:</b>	<b>Council Chamber 107 Heuheu Street Taupō</b>

# **AGENDA**

## **MEMBERSHIP**

**Chairperson** Mayor David Trewavas

**Deputy Chairperson** Cr Rosie Harvey

**Members**

- Cr John Boddy
- Cr Barry Hickling
- Cr Rosanne Jollands
- Cr Tangonui Kingi
- Cr Anna Park
- Cr Christine Rankin
- Cr Maggie Stewart
- Cr Kirsty Trueman
- Cr John Williamson

**Quorum** 6

**Gareth Green**  
**Chief Executive Officer**

## Order Of Business

- 1 **Apologies**
- 2 **Conflicts of Interest**
- 3 **Confirmation of Minutes**  
Nil
- 4 **Policy and Decision Making**
  - 4.1 Hearing of Submissions on the draft Speed Limits Bylaw 2018 .....3
  - 4.2 Speed Limits Bylaw 2018.....4
- 5 **Confidential Business**  
Nil

**4.1 HEARING OF SUBMISSIONS ON THE DRAFT SPEED LIMITS BYLAW 2018**

**Author:** Aidan Smith, Policy Advisor

**Authorised by:** Alan Menhennet, Head of Finance and Strategy

**PURPOSE**

This report allows Council to receive, hear and deliberate on submissions made on the draft Speed Limits Bylaw 2018.

**RECOMMENDATION(S)**

1. That Council receives submissions on the draft Speed Limits Bylaw 2018.
2. That Council accepts late submissions from the following submitters:
  - Submitter 215
  - Submitter 217
  - Submitter 218

**ATTACHMENTS**

1. Summary of submissions (under separate cover) [↗](#)
2. Copy of all submissions (under separate cover) [↗](#)

**4.2 SPEED LIMITS BYLAW 2018**

**Author:** Aidan Smith, Policy Advisor  
**Authorised by:** Kevin Strongman, Head of Operations

**PURPOSE**

This report provides advice from officers to support Council to make decisions as part of deliberations, following public consultation and hearings on proposed speed limit changes.

**EXECUTIVE SUMMARY**

Council is required to set speed limits on Council roads that are safe and appropriate. If you consider the current speed limits to be safe and appropriate, you must retain them. If you consider current speed limits are not safe and appropriate, you must change them or take other measures to ensure safe and appropriate travel speeds.

Following deliberations, officers will return with a draft bylaw for Council to consider and adopt on 31 July 2018.

The advice from officers is being provided on the basis of the written submissions. This may need to be amended following the hearings.

**RECOMMENDATION(S)**

That Council agrees in principle to the following:

- Proceed with the Mangakino changes as originally proposed
- Retain current speed limits in Kinloch, if you consider them to be safe and appropriate.
- Proceed with the Acacia Bay changes as originally proposed
- Proceed with the Taupō North changes, with the following adjustments:
  - Include a 50km/h section on Poihipi Rd from before Acacia Bay Rd to Wairakei Dr.
  - Consider a 60km/h section on Control Gates Hills, subject to further analysis.
  - Reduce Karetoto Rd and northern Huka Falls to 50km/h, not 60km/h as originally proposed.
- Proceed with the Taupō changes as originally proposed
- Proceed with the Western Bays changes, with the following adjustments:
  - Reduce the start of Omori Rd to 60km/h not 80km/h as originally proposed
  - Reduce the start of Pukawa Rd to 60km/h not 80km/h as originally proposed.

**BACKGROUND**

At a meeting on 24 April 2018, Council approved undertaking public consultation on proposed speed limit changes.

Consultation was run over the period 15 May to 15 June 2018. Consultation was through a statement of proposal (consultation document), draft bylaw, and a simple online submission form. Written and email submissions were also accepted. Submitters were given the rationale for the changes, the cost, and the impact on travel times of the proposed changes. For each, they were asked to select either support, oppose or no comment. At the bottom of the submission form, submitters were able to provide rationale for their choices, suggest other changes to speed limits, or provide other relevant feedback and suggestions. The council also put out some Facebook polls highlighting some of the proposed changes.

215 submissions were received. A summary of these submissions and the feedback from the Facebook polls, and the full bundle of all submissions, is provided to Council.

Some suggestions on speed limits were also provided during 2018 Long-term plan submissions. These are provided as (**Attachment 3**).

**LEGAL REQUIREMENTS AND REQUIRED DECISION**

As the road controlling authority (RCA) for Council roads, **the Council must:**

- Set speed limits that the Council considers are “**safe and appropriate** for—
  - the numbers and types of road users, including pedestrians, cyclists, motorcyclists, and moped riders
  - the level of roadside development
  - the condition or class of the road
  - the use to which the road is put
  - any other matter relevant to public safety”
- “take account of submissions received during consultation”
- “aim to achieve a mean operating speed less than 10% above the speed limit”

The Council also “may have regard to any other factor [that it] considers relevant to achieving travel speeds that are safe and appropriate on a road.”

[\(Land Transport Rule: Setting of Speed Limits 2017\)](#)

Under the rule, following review and consultation, **you must decide whether the existing speed limits are safe and appropriate:**

- If you decide an existing speed limit is not safe and appropriate, **you must set a new speed limit or take other measures** to achieve travel speeds that are safe and appropriate.
- If you decide that an existing speed limit is safe and appropriate, **you must retain the existing speed limit.**

This decision does not need to be made today, although clear deliberations and a steer on most decisions will be useful. Following deliberations, officers will return with a draft bylaw for you to consider and adopt on 31 July 2018. If you required, there will be the opportunity for officers to provide more information, analysis, or options at that time.

**RELEVANT CONSIDERATIONS**

Under the rule, in reviewing or considering a new speed limit, the council “must have regard to” the items listed in the table below.

Things that must be considered	How this information is provided to you
a) <b>the information about speed management developed and maintained by the NZ Transport Agency</b>	Officers have considered and applied this information in the provision of this advice.
b) <b>any relevant guidance on speed management provided by the Agency</b>	Officers have considered and applied this guidance in the provision of our advice, which applies the NZ Transport Agency’s Speed Management Framework.  This paper identifies the speed limit recommended by the national guidance from the NZ Transport Agency’s tools.
c) <b>the function and use of the road</b>	This paper identifies each road’s road classification, which reflects their function, use and volume of traffic.
d) <b>crash risk for all road users</b>	This paper identifies each road’s crash risk, which is based on crash data from 2011-2015.
e) <b>the characteristics of the road and roadsides</b>	This paper identifies each road’s Infrastructure Risk Rating, which is an engineering assessment of risks associated with the road.
f) <b>adjacent land use</b>	Reflected in the road classification – whether it is rural or urban. It is also reflected in the Infrastructure Risk Rating.
g) <b>the number of intersections and property accessways</b>	Reflected in each road’s Infrastructure Risk Ratings.
h) <b>traffic volume</b>	Reflected in each road’s road classification.
i) <b>any planned modification to the road</b>	Covered in this paper where applicable.
j) <b>the views of interested persons and groups.</b>	We have provided you with a copy of all submissions received from consultation, and a summary of the submissions, broken down by road.

**Attachment 1** provides an outline summary table of the framework and this information for the proposed speed limit changes.

**National guidance on safe and appropriate speed limits**

Most of the roads we are considering are in the class two bracket, being regional roads, arterial, primary or secondary collectors. The national guidance suggests the following speed limits (as illustrated in figure 1):

For rural and open roads (most of the proposed roads):

- If curved or straight, a speed of 80 – 100km/h, depending on safety (the crash risk or infrastructure risk rating).
- If winding, a speed of 60 – 80km/h (or sometimes <80).

For urban roads (Taupō roads), the guide suggests:

- A speed of 50km/h, or 60 – 80km/h where safety allows (e.g. fewer intersections, mode separation for active users)

**Figure 1 National guidance - recommended safe and appropriate speed ranges**

Classification	Straight open road /urban motorways	Curved open road	Winding open road	Urban (not motorway)
<b>Class 1</b> High volume national	<b>100-110km/h<sup>4</sup></b>  Depends on design and safety risk (e.g. divided 4-5 star, grade separated intersections, safety barriers) and factoring in enforcement thresholds			
<b>Class 2</b> National, Regional, Arterial	<b>80-100km/h</b>  Depends on safety risk and whether volumes justify investment to bring the road up to 3 star equivalent, also enforcement thresholds		<b>60-80km/h</b>	50km/h
<b>Class 3</b> Primary and secondary collector				60-80km/h where safety risk allows, e.g. fewer intersections, mode separation for active users
<b>Class 4</b> Access and low-volume access All winding/tortuous	<b>60-80km/h</b> Depending on roadside development, pedestrian and cyclist volumes, whether sealed or not			30-50km/h  30km/h if high volumes of cyclists/pedestrians  Recognise access and place  10km/h for Shared Spaces

Source: [NZ Transport Agency, Speed Management Guide, Nov 2016](#)





The right combination of investment in road safety engineering, and the right speed for the road, will depend on the use of the road. When setting speed limits it is important to consider the appropriate speed for the efficient movement of people and goods on the road. On important busy roads it may be preferable to introduce safety measures to address concerns rather than reduce speeds.

The latest speed management guidance reflects a degree of aspiration. The guidance seems to reflect a shift in approach with rural and opens roads:

- Moving from: being 100km/h by default, unless identified as unsafe and being reduced to 80km/h
- to: being 80km/h by default, unless proven as safe for 100km/h (for example by providing median barriers).

Figures 2 demonstrate this aspiration for the future. They provide an indication of the intended look and feel of open roads at 100km/h and 80km/h – which provides an insight into the guide’s suggested speeds. In practice, this may provide a starting point for new roads and road improvement, it is not clear the degree to which a re-setting of current rural and open road speed limits will be sought. However, the Waikato Regional Transport Committee has written to transport ministers seeking support to allow swift changes to reduce the speed limit on all Waikato council-owned roads from 100km/h to 80km/h or 90km/h (depending on the configuration of the road), in accordance with the national guidance.

**Figure 2 National guidance – examples of 100km/h and 80km/h rural or open roads**

<p><b>100 km/h Rural or open roads</b></p>	<p>100 km/h speed limits are typically used on class 1, 2, or 3 roads and have good alignment, central and roadside protection and should have a 4 star KiwiRAP rating. Engineering treatments are required to reduce crash risk depending on the traffic volumes and crash types</p>  <p>Rural expressway: (Source www.nzta.govt.nz)</p>  <p>Rural Expressway; (Source; www.nzta.govt.nz)</p> <p>Class 1: National (high volume)</p> <ul style="list-style-type: none"> <li>• Median divided</li> <li>• Wide shoulders</li> <li>• No parking</li> <li>• No cycling</li> <li>• Some roadside protection</li> <li>• Dual lane</li> </ul> <p>Class 2: Regional</p> <ul style="list-style-type: none"> <li>• Narrow shoulders and central median with wire rope barrier</li> <li>• Passing opportunities at regular intervals</li> </ul>
<p><b>80 km/h Rural or open roads</b></p>	<p>80 km/h speed limits in rural areas can be used on all class of roads where the alignment, roadside protection or level of active road use is not of a suitable standard for a 100 km/h speed limit. Parking is not common and specific facilities for active users are only needed where active road use is high. Engineering treatments are typically required to reduce crash risk, particularly for loss of control crashes where traffic volumes are low, and for head on crashes where traffic volumes are high.</p>  <p>Rural Road: ( Source www.nzta.govt.nz)</p>  <p>Rural Road: (Source ww.nzta.govt.nz)</p> <p>Class 2: Arterial</p> <ul style="list-style-type: none"> <li>• Wide centreline</li> <li>• Wide, marked shoulders for higher cyclist use</li> <li>• Hazards set back</li> </ul> <p>Class 3: Primary/Secondary Collector</p> <ul style="list-style-type: none"> <li>• Good standard of delineation</li> <li>• Low cycle use</li> <li>• Hazard warning signs</li> <li>• Signs for higher 'other' road user e.g. cycling, horses</li> </ul>

Source: [NZ Transport Agency, Speed Management Guide, Vol 2: toolbox, Nov 2016](#)



**Officers' advice following consultation**

**Attachment 1** provides an outline summary of the framework and information required to be taken into account when considering whether or not speed limits are safe and appropriate, including crash risk, road risk, road classification, and recommended speed from the national guide. The rationale for the proposed changes, the expected cost, and estimated time impacts were set out in the consultation document (**Attachment 2**) and are unchanged.

Officers' advice on the proposed changes following consultation is set out below.

**Mangakino**

- Reducing Lake Rd (from Waipapa Rd to 45m west of Rangatira Dr) from 100 to 80km/h
- Reducing Rangatira Dr (from Waipapa Rd to 90m west of Huamai St) from 100 to 80km/h

Consultation indicates general community support for the proposed changes with around 75% of submissions in support. No specific concerns have been raised. The proposed changes are consistent with the recommended safe and appropriate speed from the national guidance. The NZ Transport Agency supports them. The police have raised no concerns. The AA has indicated support.

The Mangakino/Pouakani Representative Group support the proposed changes.

We recommend proceeding with the proposed changes.

**Kinloch**

- Reducing the first 510m of Kinloch Rd from 70 to 60km/h
- Making the remainder of Kinloch Rd 50km/h

The proposed changes were put forward based upon feedback from the community that they would like the northern end of Kinloch Rd to be a more pedestrian-friendly area. However, consultation indicates divided community views for the proposed changes. Around 60% of submissions were in support, but with Facebook feedback indicating only around 39% in support (61% opposed).

Much of the feedback indicated that many in the community consider the existing speed limit of 70km/h to be safe and appropriate. The guidance also suggests a speed of less than 80km/h. While the guidance recommends a move away from 70km/h speeds, and the NZ Transport Agency supports the proposed change, there is no requirement to change. The police have raised no concerns.

The AA has opposed the changes, suggesting that they are not consistent with the natural feeling of the road, so drivers will inadvertently break the limit.

Much of the feedback suggested a footpath as an alternative to safely accommodate pedestrians and cyclists. A footpath is planned to be built over the next two years alongside Kinloch Rd, from Whangamata Rd to the existing footpath at the village end. This may satisfy the supporters of the proposed change in the meantime, and the safety implications and impact on pedestrian numbers could be reconsidered in a future review.

There is no pressing safety case for change, and the community is divided on what is an appropriate speed. If you consider the 70km/h speed limit to be safe and appropriate, taking into account a footpath is being built, you are required to retain it.

**Acacia Bay**

- Acacia Bay Rd - extending the town end 50km/h section 250m past Jarden Mile
- Acacia Bay Rd - reducing the Acacia Bay Straight from 100 to 80km/h
- Acacia Bay Rd - extending the Acacia Bay end 50km/h section 80m past Tupara Rd
- Wakeman Rd - reducing the current 70km/h section to 50km/h and extend this 240m past the eastern Acacia Bay intersection

Consultation indicates general community support for increasing the 50km/h zones on either side of the Acacia Bay straight, with around 70-75% of submissions in support. The only feedback in opposition suggested that the 70km/h zones are better for supporting a reduction to a 50km/h limit, consistent with

normal good driving practice rather than trying to slow people down when the road doesn't support that feeling, and may be less successful in slowing traffic.

Little feedback or opposition was raised regarding Wakeman Rd, with 67% of submissions in support. Only the AA raised concerns, suggesting that the road looks more like a 100 zone than a 50. The proposed change surrounded traffic towing boats during holiday periods, the tight corner turning into Acacia Bay Rd at the western end, the limited sight for residential driveways at the brow of the hill, and east-bound traffic continuing to travel greater than 50km/h when passing the intersection of Brunette Dr / Ewing Gr, which is a popular pedestrian crossing point.

Consultation indicates divided community views for the proposed change for the Acacia Bay Straight; around 60% of submissions were in support, but with Facebook feedback indicating only around 40% in support (60% opposed).

The Acacia Bay Straight has a medium crash risk (accident rate); it has had two serious-injury, four minor-injury, and three non-injury crashes since 2000 with no changes to the road environment in that time. It has a medium engineering risk, primarily due to the long stretches where there is little separation from the shared walking and cycling path. The national guidance recommends that 80 km/h is the safe and appropriate speed. Alternatively, significant investment measures would be recommended to support the current speed of 100km/h. These might be barriers or greater separation for pedestrians and cyclists, or road widening.

The NZ Transport Agency supports the changes. The NZ Police raised no concerns. The AA supported the proposed changes, excluding Wakeman Rd.

We recommend proceeding with the proposed changes.

### **Taupō North**

- Reducing Poihipi Rd (from Wairakei Dr to 150m past Tukairangi Rd) from 100 to 80km/h
- Reducing Wairakei Dr on the Control Gates Hill from 80 to 50km/h

Poihipi Rd is a safety concern with the guidance recommending it be less than 80km/h, although the NZ Transport Agency support 80km/h with the current widening improvements. Submissions were generally in support (64%). The NZ Police raised no concerns. The AA supported the proposed change.

Feedback from consultation suggested that there may be merit in making the end of Poihipi Rd (from Watene Ln to Wairakei Dr) 50 or 60km/h. This would support traffic turning into and out of Acacia Bay Rd. Officers support this proposal and recommend its adoption. It would be consistent with the threshold of an urban area, and with Huka Falls Rd on the other side. Officers recommend adopting this proposal of a 50km/h section at the end of Pohipi Rd.

While again there was support for reducing Wairakei Dr on the Control Gates Hill (64%), there was strong feedback indicating concern with 50km/h for the northbound (uphill) traffic, and suggestions that it was too low for the natural speed of downhill traffic. There were suggestions that 60km/h would be more appropriate, better for uphill traffic, closer to likely natural travel speeds, and a staged reduction from 60km/h and then to 50km/h may better support actual reduction of speed to 50km/h ahead of the Norman Smith St intersection, and future traffic lights – including from the Police and the AA. Officers think there is merit in this proposal and will further consider the appropriate reduction for Control gates hill, and where a 50km/h speed limit needs to start to support lights at the Norman Smith St intersection. If you agree, we would provide a final recommendation when we return with a draft bylaw at the end of the month.

We recommend proceeding with the proposed changes, with the following adjustments:

- Include a 50km/h section on Poihipi Rd from before Acacia Bay Rd to Wairakei Dr.
- Consider a 60km/h section on Control Gates Hills, subject to further analysis.

- 
- Reducing Wairakei Dr (North of the Control Gates Hill) from 100 to 80km/h

Consultation indicates divided community views for the proposed change; 57% of submissions were in support, no Facebook poll was undertaken. The mixed views are understandable. Much of the road is straight and wide with no roadside hazards. However, there are problem areas around the Karetoto Rd intersection, and around the Wairakei Tourist Park. Since 2000, there have been over 100 crashes on this stretch of road with a large number of these occurring at the Karapiti Rd/Karetoto Rd intersection. There have been no improvements made to the road environment in that time.

Some have suggested only reducing the speed limit at the Tourist Park end, where the majority of the safety risks are.

The NZ Transport Agency and the AA both support the proposed change. The NZ Police raised no concerns. We recommend proceeding with the proposed change.

- Reducing Huka Fall Rd (Southern end - 1675m to past the entrance to Hipapatua/Reid's Farm) from 80 to 50km/h, including Clearwater Ln and Ferndale Way
- Reducing Huka Falls (from Hipapatua/Reid's Farm) and Huka Falls Loop Rd from 80 to 60km/h
- Changing Karetoto Rd (Huka Falls Rd to Prawn Park) from 50 to 60km/h
- Changing Karetoto Rd (the link from Wairakei Drive) from 100 to 60km/h
- Reducing Rapids Rd (the entire road) from 100 to 80km/h

Consultation indicates general community support for these changes, with submissions for each 71–77% in support. The NZ Transport Agency and the AA support the changes. The Police raised no concerns.

However, strong feedback suggested that 50km/h was more appropriate for Huka Falls Rd and Karetoto Rd, with specific concern about increasing the current 50km/h for Karetoto Rd to 60km/h. Officers recommend a consistent approach for these roads at either 50km/h or 60km/h. Given the concerns raised over Karetoto Rd, and the requirement to retain a current speed limit if it is considered safe and appropriate, we recommend 50km/h for all these roads. We note that the AA raised concerns with the currently proposed 50km/h stretch on Huka Falls Rd beyond Clearwater Ln, in a rural environment. The Police also originally suggested that 60km/h would be more appropriate due to the rural aspect of the road. These concerns stem from the natural feeling of the road potentially causing drivers to drive faster than a 50km/h limit. However, as these are primarily tourist roads, we consider 50km/h to be appropriate.

We recommend proceed with the proposed changes, with the following adjustments:

- reduce Karetoto Rd and northern Huka Falls to 50km/h, not 60km/h as originally proposed.

### **Taupō**

- Reducing Lake Tce (150m from SH1 to 80m before the northern end of Rainbow Dr) from 100 to 80km/h
- Changing the Lake Tce current 50/70km/h holiday section to permanently 50km/h and extend this 80m before the northern end of Rainbow Dr
- Reducing Centennial Dr (extend 60km/h section to 50m past Owen Delany Park) from 100 to 60km/h
- Reducing Tauhara Rd (from Rifle Range Rd to Miro St) from 70 to 50km/h
- Reducing Napier Rd (from DeBretts to Lake Tce – current 80km/h section) from 80 to 50km/h
- Reducing Napier Rd (200m from SH1 to DeBretts – current 100km/h section) from 100 to 80km/h
- Reducing Kiddle Dr (current 80km/h section) from 80 to 50km/h
- Reducing Crown Rd (current 100km/h section) from 100 to 80km/h

Consultation indicates general community support for these proposals with all receiving submissions of around 70% support.

A number of submitters sought a lower speed of 70km/h for Lake Tce from rainbow point to the SH1 roundabout. However, 70km/h is not a speed limit recommended by the national guidance, and would require the NZ Transport Agency's approval. The alternative would be 60km/h, but officers consider that that is too low to be appropriate for the road.

There was some concern, including from the AA about whether 50km/h was achievable for lower Napier Rd and Kiddle Dr, and the suggestion that 60km/h may be more appropriate. However, given the safety concerns around the Arrowsmith/Kiddle intersection and the broad support from other submissions, officers recommend retaining the proposed 50km/h limit.

Other feedback was that 80km/h was too fast for Crown Rd and upper Napier Rd, given traffic growth turning into and out of growing industrial and commercial developments. Submissions also complained about the noise of trucks accelerating and decelerating on Crown Rd, close to Tauhara residents.

The national guide does suggest 50km/h being appropriate for Crown Rd, although the NZ Transport Agency indicated support for the current proposals. Officers recommend retaining the current proposal (80km/h), however increased monitoring and more regular review of this road may be appropriate given feedback. It could also be explored further as part of developing the speed management plan.

Officers recommend proceeding with the proposed changes.

**Western Bays**

- Reducing Omori Rd from Te Pohue Street West to Omori Stream Bridge (the existing 70km/h speed limit zone) from 70 to 50km/h
- Reducing Omori Rd (from SH 41 to 110m past Ngapera Way) from 100 to 80km/h
- Reducing Pukawa Rd (from SH 41 to the town entrance – 80m from Kaiuru Ave) from 100 to 80km/h

Consultation indicates general community support for these proposals (65–72%). The Police raised no concerns, and the AA support the proposals.

However, a number of submitters sought a lower speed limit for the current 100km/h Pukawa and Omori Rd sections. The NZ Transport Agency also opposed the proposed changes; stating that 60km/h is the safe and appropriate speed for these roads, in accordance with the national guidance.

Given this feedback from the community, Officers recommend reducing these to 60km/h instead of 80km/h as originally proposed.

**Is there a need to re-consult if we adjust the proposed changes?**

Officers have considered the proposed adjustments to the original proposals suggested above against consultation principles. The key principles of consultation include transparency and fairness. The special consultative procedure is designed to ensure open consultation, and this cannot occur if significant changes are made to proposals, and those changes are not adequately notified to the public.

If the proposal originally consulted on is adjusted in a way that makes it substantially different, has led to a substantial change in the evidence or basis for the proposal, or could have a significantly different impact on people - such that they are likely to want the ability to change their position, raise their concerns, or oppose the new change – then a further round of consultation may be necessary to allow them to do so.

A key consideration is whether the proposed adjustments would have attracted additional or different submissions to those actually received.

Another important consideration is that the framework for considering whether a speed limit is safe and appropriate includes a strong focus on consultation. Under that framework, if following consultation, Council considers a speed limit not to be safe and appropriate, it is obligated to change it or take other measures to ensure safety. This framework suggests scope to take into account feedback from the community on what they consider safe and appropriate and make adjustments to the speed limits as consulted on.

Officers consider that the proposed adjustments to the original proposal (set out below) are within scope of the originally proposed changes – i.e. they are not new roads, or a change in the direction of the proposed change (e.g. from a decrease to an increase). Rather, the proposed adjustments are consistent in a general sense with the speed reductions consulted on as part of the original proposal.

As such, officers do not consider the recommendations to be significantly different from the original proposals. They do not change the basis for the proposal and neither will the adjustments (if adopted by the Council) have materially affected the public’s expectation of open consultation.

Original Proposed change	New proposed changes
Reducing Poihipi Rd (from Wairakei Dr to 150m past Tukairangi Rd) from 100 to 80km/h (a distance of around 4km)	As proposed but reducing the last 600m to 50km/h instead of 80km/h as proposed.
<ul style="list-style-type: none"> <li>• <b>Reducing Huka Falls (from Hipapatua/Reid’s Farm) and Huka Falls Loop Rd from 80 to 60km/h</b></li> <li>• <b>Changing Karetoto Rd (the link from Wairakei Drive) from 100 to 60km/h</b></li> </ul>	Reducing the same stretches of road to 50km/h instead of 60km/h as proposed.
<ul style="list-style-type: none"> <li>• <b>Reducing Omori Rd (from SH 41 to 110m past Ngapera Way) from 100 to 80km/h</b></li> <li>• <b>Reducing Pukawa Rd (from SH 41 to the town entrance – 80m from Kaiuru Ave) from 100 to 80km/h</b></li> </ul>	Reducing the same stretches of road to 60km/h instead of 80km/h as proposed.

**Other suggested speed limit changes**

A number of additional speed limit changes were raised through consultation. These are listed below. Many of these may have merit and are consistent with the new national guidance, which recommends speeds of 40km/h for many urban areas and 80km/h for many open roads. However, we consider that there may be challenges associated with implementing and gaining community acceptance for many of these proposals. Consistent with the guidance, we aim to develop a speed management plan and engage closely with the community on what the priority areas are for further speed management tools. These changes will be explored further as part of that process.

- Reductions to Kinloch Village to 40km/h.
- Reduce Whangamata Rd from 100 to 80km/h.)
- Reduce Mapara Rd (up to Hillview Dr – the current 70km/h section) from 70 to 50km/h.
- A summer 25km/h section in Acacia Bay waterfront.
- Reduce the rest of Wakeman Rd from 100km/h.
- Reduce Korukomoana Rd from 100 to 60km/h
- Reduce the remainder of Poihipi Rd from 100 to 80km/h.
- Reduce Oruanui Rd from 100 to 80km/h
- Reduce all two-way highways close to Taupō from 100 to 80km/hr or lower.
- Reduce Aritiatia Rd from 100 to 70km/h and from 70 to 50km/h for the dam. (1)
- Reduce all road in Huka Falls Rise to 30km/h
- Reduce Kahurangi Rd and side roads from 50 to 40km/h.
- Reduction to Taupō CBD and waterfront to 40km/h or 30km/h
- Taupō primary needs a school zone
- Reduce Spa Rd (from Taupō-nui-a-Tia College to Rotokawa St) from 50 to 40km/h
- Reduce Broadlands Rd from 100 to 50km/h out to the SH1 intersection
- Reduce Caroline Dr and side roads from 100 to 80km/h.
- Tongariro School needs a school zone
- Reduce Te Puke Road (at a point west of Rangitukua Dr) from 100 to 50km/h
- Reductions to Pukawa 50km/h zone to 40km/h
- Reducing Parerohi Gr and Kowhai Dr from 100 to 50km/h

Some suggestions were for changes in speed limits for State highways. These are listed below. We will discuss these in turn with the NZ Transport Agency.

- Increase the bypass from 100 to 110km/h. (1)
- Reduce Napier-Taupō highway (SH5) (from the ETA roundabout up to the Road Closed Gate) from 100 to 80km/h. (3)
- Reduce SH1 through Turangi from 80 to 70km/h or 50km/h. (1)

**Risks**

Risk	Mitigation
The NZ Transport Agency has powers to investigate the Council for compliance with its rules, issue directions, and exercise the appropriate responsibilities of the Council, if the Council fails to comply with directions:	The NZ Transport Agency supported all the proposed changes, except Omori Rd and Pukawa Rd. We recommend adjusting the proposed changes for these roads to 60km/h as suggested by the NZ Transport Agency.
The Minister of Transport has the right to veto the speed limit bylaw if it: <ul style="list-style-type: none"> <li>• is inconsistent with any enactment</li> <li>• is unreasonable or undesirable in so far as it relates to or may affect traffic.</li> </ul>	The proposed changes are consistent with law. The traffic impacts (time impacts) are clearly identified. The proposed reductions to speed limits are to promote safety, and support walking and cycling activities, which are in line with central government priorities and objectives.
Public discontent at proposed changes: <ul style="list-style-type: none"> <li>• Proceeding with ones some do not like</li> <li>• Not implementing some additionally proposed changes</li> </ul>	We will notify submitters of the decisions, identifying that while we are proceeding with some changes, we have compromised on some, and will not be progressing others. We will also prepare a media statement.  We will work with communities to consider the other proposed changes as part of the planned speed management plan.
Increased police enforcement as drivers adjust to changes undermining public sentiment	We will work closely with the local road policing manager to ensure a reasonable adjustment period is in place prior to enforcement.
Implementation and cost, as implementation design is not yet finalised.	The costs and changes can be phased to meet budget. If necessary, speed limits (signs) can be changed to meet the legal timeframe, with supporting infrastructure work happening subsequently.
Speed limit changes do not affect driver behaviour, compliance with the 10% average speed threshold not met, and safety risks are not addressed	Travel speeds are regularly monitored, and officers are developing a speed management plan, which can consider alternative options to reduce travel speeds where required.  The speed management plan will include a component of behaviour change around speed as a road risk.

**CONCLUSION**

Taupō District Council is responsible for setting speed limits on roads under its control to ensure that they are safe and appropriate.

This paper sets out officers' advice following consultation to inform your deliberations.

Following deliberations, officers will return with a draft bylaw for you to consider and adopt on 31 July 2018. If you require, there will be the opportunity for officers to provide more information, analysis, or options at that time.

**ATTACHMENTS**

1. Speed limit analysis table [⇒](#)
2. Consultation document [⇒](#)
3. Feedback from LTP submissions [⇒](#)