

Western Bay of Plenty District Council

Speed Management Plan

Draft for consultation (28 September 2023)

Overview

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

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

Speed Management Plans are a response to Road to Zero, the national road safety strategy aimed at reducing the probability of deaths and/or serious injuries from crashes. To achieve Road to Zero objectives, Waka Kotahi have recommended Safe and Appropriate Speeds for each road type relative to how they are used.

Approximately 10% of our network currently complies with Safe and Appropriate Speeds recommended by Waka Kotahi.

Council regularly receives feedback from the community on speed limits and improving 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 roads are safe for everyone.

Our aim is to provide a safe road network for all road users regardless of age, ability and mode of travel. Council considers that the best way to do this for our community is to apply a range of criteria to determine what constitutes an appropriate speed limit including:

- the Safe and Appropriate Speed (as identified by Waka Kotahi),
- community feedback, and
- local knowledge.

Full implementation of this Plan based on the above criteria will increase our network compliance with Safe and Appropriate Speeds recommended by Waka Kotahi to 21%.

We will prioritise implementation over the next three years to initially focus on:

- Schools
- Marae (and associated community hubs)
- Other high-risk and high benefit areas (e.g. places with a high concentration of people like town centres)
- Areas identified by the community as important (e.g. particular roads or areas where there is local community support for a speed limit reduction).

Speed limit reductions and safety improvements in priority areas may also trigger the need to change speed limits in neighbouring roads to achieve a logical and efficient roll out of this Plan. Speed limit reductions on the rest of the roading network will follow once the priority areas have been addressed.

Implementation of speed limit reductions will be programmed to best reflect the characteristics of our local roading network and help balance legislative requirements and community feedback on priority areas, with funding and resourcing to implement changes. The costs of implementing road safety initiatives will be shared between Western Bay of Plenty District Council and Waka Kotahi. The guidelines for receiving this funding include the requirement for projects to support speed management and a reduction in death and serious injuries.

What is in place to implement Road to Zero at a local level?

Road to Zero is the Government's strategy to guide improvements in road safety. The strategy's vision is for Aotearoa – New Zealand to be a country where no one is killed or seriously injured in road crashes. This means no deaths or serious injuries while travelling on our roads are acceptable. Road to Zero adopts the Safe System Approach which recognises that crashes are inevitable but deaths and serious injuries are not.

The Land Transport Rule: Setting of Speed Limits 2022 replaces the Land Transport Rule: Setting of Speed Limits 2017, which required speed limits to be set through bylaws (now replaced with Speed Management Plans). All speed limit records are held in the National Speed Limit Register and any change to an existing speed limit must conform to the changes proposed in a speed management plan to enable it to be certified and become operative.

The Speed Management Guide – Road to Zero edition provides a national assessment framework for determining safe and appropriate speeds on Aotearoa – New Zealand's entire road network, based on international best practice. It provides guidance on how to progressively align Safe and Appropriate Speeds with road function, design, safety and use, utilising the One Network Framework to take road user type and volume, and place functions into account.

The One Network Framework (Figure 1) is the national classification system for Aotearoa – New Zealand roads and streets. It recognises that the transport network has a 'place' function as well as a 'movement' function. Roads and streets are destinations (places) for people as well as serving a transport purpose (movement).



Figure 1: One Network Framework. Source: Speed Management Guide – Road to Zero edition.

Under the framework, roads and streets are grouped into categories, depending on their movement and place importance. The framework also includes classifications for different modes of transport such as freight and public transport, recognising that roads and streets have different functions for different modes. The recommended safe and appropriate speeds for the different road classifications are included in **Appendix 1**.

What does this mean for our district?

Rather than only apply nationally developed standards to our local roading network, Council have applied a range of factors to determine what constitutes an appropriate speed limit including:

- the safe and appropriate speed (as identified by Waka Kotahi)
- community feedback
- local knowledge

This provides greater account of local knowledge and community feedback, in addition to some consideration of nationally developed standards.

Some road sections will have a speed limit that aligns with the Safe and Appropriate Speed, others will be higher or lower. The implementation plan outlines what this means for our local roading network, and the proposed timing of these changes.

A staged approach to implementation will focus on priority areas initially and then roll out to other areas in the district as resources and funding allows and in accordance with the timeframes outlined in the Rule.

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 encourage 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.

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. 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.

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.

Is speed an issue in Western Bay of Plenty?

About our district

Western Bay of Plenty district stretches from Waihi 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 Waihi Beach, Katikati, Ōmokoroa, and Te Puke. Smaller rural settlements are located across the district.

Along the Pacific Coast, Waihi 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.

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.

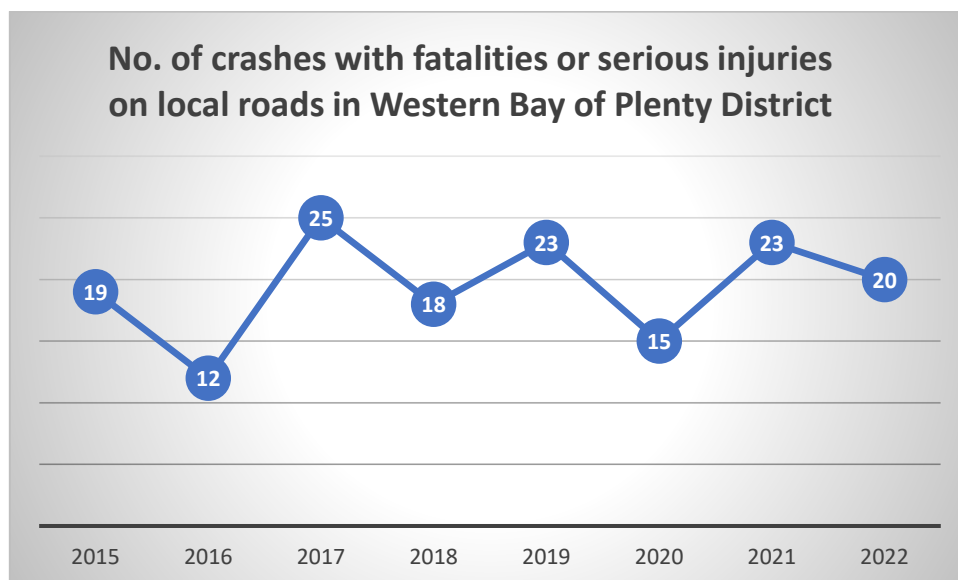


Figure 2: No. of crashes resulting in fatalities or serious injuries. Source: Waka Kotahi Crash Analysis System (CAS). Note 2020 stats are likely to be impacted by the COVID-19 lockdowns.

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.

What our community has told us

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.

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. These have been considered in development of this Plan.

Most recently, we received feedback on the Draft 2023/2024 Annual Plan requesting speed limit reductions and road safety improvements on Tanners Point Road, the entrance to Maketu, Maketu Road and Little Waihi Road.

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. Over 30,000 pieces of feedback were received.

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. For

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/>

reference, **Appendix 2** outlines common myths about speed and safety on roads, and responses to these.

- There was general support for schools having speed limit reductions and safety improvements.
- There was support for speed limit reductions on state highways where they run through towns.
- There was support for speed limit reductions throughout Matakana Island.

This feedback has helped to inform priorities outlined in the Plan.

How we developed this plan

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.

Māori engagement

The requirement for 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 throughout the course of this Plan and before the next review in 2026.

School engagement

The Rule requires that we make reasonable efforts to reduce speed limits around all schools by end of December 2027 (100%), with an interim target of 40% of schools by 30 June 2024. For our district, nine schools must have new speed limits in place by June 2024 to meet the interim target.

Category one² school areas require 30kph (fixed or variable) speed limits but may retain 40kph limits if these were in place prior to consultation on the new Speed Rule. Category two³ school areas require using a maximum of 60kph speed limits with an explanation about how Safe System principles will be met.

All schools/kura were contacted to identify safety issues with their local roads. Their feedback helped to inform priorities for implementation of this Plan and to assist in achieving the speed limit reduction targets outlined above.

² Category One schools are generally urban based and have a high number of more vulnerable road users in the vicinity with consequently higher risk.

³ Category Two schools are generally rural based and are in areas with less comparative risk to vulnerable road users (e.g pupils are driven or bus to school with off road pick up and drop off space, active transport modes are less practical).

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 Draft Interim State Highway Speed Management Plan, particularly for schools located on state highways (e.g. Kaimai School and Pyes Pa School).

Community engagement

The Your Place/Tō wāhi community engagement campaign in May – June 2023 received 810 pieces of feedback to the question *“Which roads in your community would benefit from a reduction of the speed limit?”* In addition, feedback on safety issues and speed limit reductions were received via questions related to Council’s Transportation Activity review.

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.

What we are wanting to achieve over the next 10 years

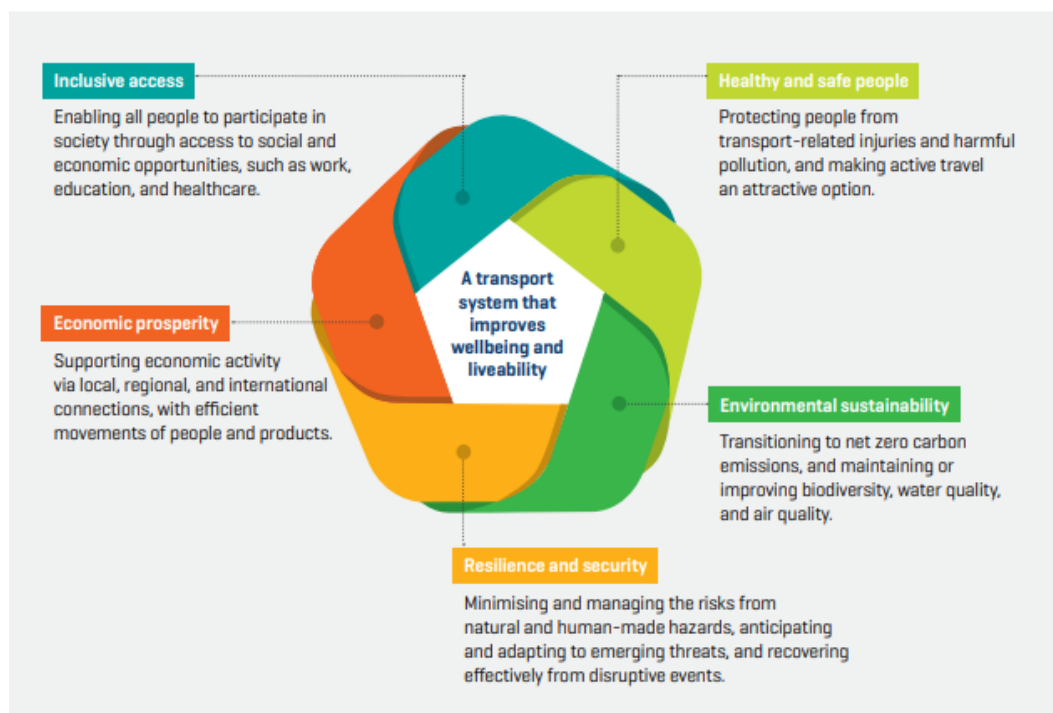
Council is committed to providing a safe road network for all road users regardless of age, ability and mode of travel.

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.
- A range of criteria will be used to determine what constitutes an appropriate speed limit for each road section including:
 - the safe and appropriate speed (as identified by Waka Kotahi),
 - community feedback, and
 - local knowledge.
- 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 appropriate environment.
- Priorities will be identified for the first three years of the Speed Management Plan. The priorities will be reviewed on an annual basis to reflect what has been achieved and any unforeseen changes in priorities or direction.

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.



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





We need to prioritise our work given the significant changes proposed in this Plan.






We are proposing a staged approach to implementation so that we can:



- Deliver the Plan with the resources and funding available.
- Focus on high benefit areas.
- Monitor outcomes and apply learnings to future Plan reviews.

Our priorities for speed limit reductions and safety improvements on the local roading network focus on schools, marae, 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) and areas where there is a high concentration of people such as town centres.

The proposed approach to these priority areas is outlined below.

	Variable	Permanent	Approach
Urban schools			<p>All urban schools/kura will have variable speed limits. This means the 30kph speed limit will apply at specified times.</p> <p>A permanent 50kph will apply outside of the specified times.</p>
Rural schools			<p>All rural schools/kura will have variable speed limits. This means the 30kph speed limit will apply at specified times.</p> <p>A permanent 60kph will apply outside of the specified times.</p>
Iwi and hapū identified communities	Case by case	Case by case	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.

	Variable	Permanent	Approach
Town centres (refer maps in Appendix 3)			<p>Wilson Road town centre, Beach Rd and The Esplanade, Waihi Beach</p> <p>Te Puke town centre. 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>
All urban roads			<p>Applies to all urban roads except:</p> <ul style="list-style-type: none"> • Roads that currently have a lower speed limit. • Roads adjacent to schools which will have 30/50 VSL. • Town Centre roads, which will have a 40kph speed limit. • Other priority areas as identified below, which will have a 30kph posted speed limit.
All rural roads			<p>Applies to all rural roads except:</p> <ul style="list-style-type: none"> • Roads that currently have a lower speed limit. • Roads adjacent to schools which will have 30/60 VSL. • Other priority areas as identified below, which will have a 60kph posted speed limit.
Specific rural roads			
Fairview Estate, Katikati			30kph for all roads in the Fairview Estate development (off Sharp Road).
Te Puna			<p>60kph for all roads in Te Puna (from SH2 to Tauranga Harbour).</p> <p>All speed limits that are currently 60kph or lower will be retained.</p>

	Variable	Permanent	Approach
Pahoia Road			60kph from Railway to current 50kph
Woodland Road			60kph from SH2.

An overview of implementation priorities and timing is outlined below. A full list of exceptions to the blanket approach of 50kph in urban areas and 80kph in rural areas is included in **Appendix 4**.

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.

A detailed implementation plan specifying the areas where changes and/or improvements will be delivered will be developed by staff on an annual basis so we can stay in touch with the potential impact of any wider influences. The development of this detailed plan will utilise community engagement feedback gathered to date. Change and/or improvements will be communicated to affected communities prior to implementation.

Priority	Year	Speed Limit Range (kph)
Category 1 Schools/Kura	2023/2024	30/50 VSL
Category 2 Schools/Kura	2024/2025	30/60 VSL
Town centres	2024/2025	40
Rural priority areas (Fairview Estate, Te Puna, Pahoia Rd, Woodlands Rd)	2024/2025	30-60
Marae	2024/2025	Case by case
Urban Roads	2025/2026	50
Rural Roads	2026/2027	80

Table 1: Three year programme

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 to accelerate implementation of the Speed Management Guide. 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 guidelines for receiving this funding include the requirement for projects to support speed management and a reduction in death and serious injuries. The implementation plan will be used to develop a forward works programme for Road to Zero, and funding will be sought for works to support speed management on these roads. The majority of implementation is intended to be funded via the low cost, low risk bulk fund.

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.

What else will we do?

Education

- Continue to support Travel Safe⁴ community safety programmes.
- Recognise Waka Kotahi and NZ Government role in public education for Road to Zero.
- Recognise role of Bay of Plenty Regional Council in education on the regional speed management plan for the Bay of Plenty region.
- Utilise Road to Zero resources to help educate the community when implementing the Speed Management Plan.

⁴ <https://www.tauranga.govt.nz/exploring/transportation-and-roads/road-safety/travel-safe/pid/12948/evl/0/categoryid/94/categoryname/travel-safe>

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 the best location for speed cameras or where a greater police presence maybe required.

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

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.
- Performance measure (fact based) – the change from the previous financial year in the number of crashes that result in fatalities and serious injuries on the local road network expressed as a number. 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 will be updated prior to finalising the Speed Management Plan.

When is this plan reviewed next?

The Speed Management Plan will be reviewed every three years. The review will need to 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.

The Plan will also be reviewed when significant changes in development or funding occur necessitating a change to the implementation plan.

Appendix 1 – One Network Framework and Safe and Appropriate Speed Limits (sourced from Speed Management Guide)

Urban areas:

Table 2 – One Network Framework urban street categories and safe speed limit ranges

Category	Description	Safe and appropriate speed limit*
Civic spaces	These streets have a higher place classification than other urban street categories, representing a higher level of on-street activity and higher-density adjacent land use generating that activity. These streets have a lower movement classification because they are mainly intended for localised on-street activity with little or no through movement.	10-20km/h
Local streets	These streets provide quiet and safe residential access for people of all ages and abilities and foster community spirit and local pride. They are part of the fabric of Aotearoa New Zealand neighbourhoods, and they facilitate local community access.	30km/h
Activity streets	These streets provide access to shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space.	30-40km/h
Main streets	These streets have an important place function and a relatively important movement function. They support businesses, on-street activity and public life and connect with the wider transport network.	30-40km/h
City hubs	These are dense and vibrant places that have a high demand for people movement.	30-40km/h
Urban connectors	These streets provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.	40-60km/h
Transit corridors	These streets provide for the fast and efficient long-distance movement of people and goods within the urban realm. They include motorways and urban expressways.	80-100km/h

*The safe and appropriate speed limit will typically be at the lower end of the range unless design and infrastructure criteria are met to justify a higher speed limit. For details on the criteria for each ONF street category see tables 4 and 5.

Rural areas:

Table 3 – One Network Framework rural street categories and safe speed limit ranges

Category	Description	Safe and appropriate speed limit*
Interregional connectors	These roads provide safe, reliable and efficient movement of people and goods between regions and strategic centres in a rural context.	60-110km/h
Rural connectors	These roads provide the link between rural roads and interregional connectors.	60-100km/h
Rural roads	These roads primarily provide access to rural land for people who live there and support the land-use activity being undertaken.	60-80km/h
Peri-urban roads	These roads primarily provide access from residential property on the urban fringe, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations.	50-80km/h
Stopping places	These are where people gather in a rural setting. Adjacent land use generates on-street activity, and people are likely to be crossing the road.	40-80km/h

*The safe and appropriate speed limit will typically be at the lower end of the range unless design and infrastructure criteria are met to justify a higher speed limit. For details on the criteria for each ONF street category see tables 6 and 7.

Appendix 2 – Common misconceptions about speed⁵

All information is sourced from Safe Systems Solution, a road safety, auditing, engineering and project development consultancy based in Australia and uses international based evidence to support the ‘busting’ of several speed limit myths.

Myth 1: “German autobahns prove we don’t need speed limits”.

About 60% of autobahns have no speed limits, while in areas where traffic is heavier or near cities the speed limit is set between 95 km/h to 115 km/h.

A 2008 report by the European Transport Safety Council (ETSC) found that of the 645 road deaths in Germany in 2006, 67% occurred on motorway sections without limits and 33% on stretches with a permanent limit. The fact that 33% of German motorways have a permanent limit and 67% have either a temporary limit or none means that these figures, at first glance, suggest that having a speed limit does not the lower the number of fatalities on motorways. But as ETSC note: ‘this similarity of percentages takes no account of traffic volumes on different sections.’

The report also makes the point that the relationship between speed and road crashes has been studied extensively and is very clear: the higher the speed, the greater the probability of a crash and the severity of the crashes.

For more information <https://safesystemsolutions.com.au/wp-content/uploads/2022/10/Myth-1-Autobahns.pdf>

Myth 2: “Lower speed limits won’t save lives”

Reducing vehicle speeds reduces the likelihood of a crash because drivers, riders and pedestrians have more time to see a hazard and react, and the breaking distance for vehicles is less. If a crash does occur, the severity is lower.

For more information <https://safesystemsolutions.com.au/wp-content/uploads/2022/10/Myth-2-Lower-speed-limits-wont-save-lives-BUSTED.pdf>

Myth 3: “Higher speed limits mean less travel time, less fatigue and therefore fewer crashes”

Austroroads’ report titled, “Impact of lower speed limits for road safety on network operations” (AP-T143/10) presents a review of literature on the effect of reduced speed limits on network operations. It concluded that reduced speed limits would have greatest effect on travel time along roads with minimal congestion and number of intersections. It also concluded that, for arterial roads within urban environments, reduced speed limits would have no appreciable effect during times of congestion.

The travel time argument is often raised by the community around a perception that lower speed limits will dramatically increase travel times and hence fatigue, especially in

⁵ Sourced from <https://safesystemsolutions.com.au/resources/>

rural areas. Evidence to date shows that where speed limits are lowered there has been a corresponding reduction in injuries and no rise in fatigue-related crashes.

For more information <https://safesystemsolutions.com.au/wp-content/uploads/2022/10/Myth-3-Higher-speed-limits-mean-less-travel-time-less-fatigue-fewer-crashes-BUSTED.pdf>

Myth 4: “I feel safe so the speed limit should be higher”

Most road users have personal experience of regularly travelling at high speeds with little or no ill consequence to themselves. There is very little feedback in the road environment to remind people that risks exist. Given that the individual risk of being involved in a fatal crash is small, a doubling of this small risk is also likely to go un-noticed. This results in drivers building up, over a lifetime, a perception that driving or riding above the speed limit has very little or no negative safety consequence.

The picture of risk changes completely when all road users are considered as a single large group. When all of the small risks for individual users are added together the result is a level of risk which means fatal and serious injury crashes will happen. To achieve safe speeds on the road network, there is a challenge in how to communicate the scientific evidence that population risk can be lowered through speed management.

For more information <https://safesystemsolutions.com.au/wp-content/uploads/2022/10/Myth-4-I-feel-safe-BUSTED.pdf>

Myth 5: “The 85th percentile method works best”

One of the oldest criteria for setting speed limits is the 85th percentile speed – the speed at or below which 85% of motorists travel under free flow conditions, when their speed choice is not constrained by vehicles in front of them.

Speeds selected by the majority of drivers are not safe in any absolute sense. Even at 50th or 70th percentile free speeds on most roads, the risk of a serious crash is small, but not zero. Lower speeds would reduce that risk. There are grounds to doubt the argument that most drivers will consistently select speeds that represent a good balance between the advantages and disadvantages of different speeds.

For more information <https://safesystemsolutions.com.au/wp-content/uploads/2022/10/Myth-5-85-percentile-method-works-best-BUSTED.pdf>

Myth 6: “100km/h is the right default speed limit outside built-up areas

This statement is usually made in support of keeping a 100km/h speed limit on roads that already have that speed limit. Many 100km/h roads have evolved over time and are carrying larger volumes of traffic than ever before. They were not designed as high speed roads. Often winding, hilly, lined with trees, poles and ditches, they are largely unsuited to high speed travel. They pose high risks to drivers and passengers if they are involved in a crash.

When driving at 80km/h:

- You have 20% more time to react to situations and make better decisions
- Your stopping distance is 30% shorter (69m down from 98m)
- Your chance of surviving a crash is 75%, whereas at 100km/h it is 10%

For more information <https://safesystemsolutions.com.au/wp-content/uploads/2022/10/Myth-6-100kmh-is-the-right-default-speed-limit-outside-built-up-areas-BUSTED.pdf>

Myth 7: “50km/h is the right default speed limit in built-up areas”

All roads facilitate the movement of people and goods, but urban roads must integrate into our cities, towns and suburbs so that people want to live, work and play in these centres of activity. This means ensuring that urban roads service the needs of all people for access, amenity and a sense of ‘place’.

Lower traffic speeds make it more attractive for people to walk and cycle which has a number of benefits. Our health, both physical and mental, improves as a result of being more active, and interactive. Those with impaired mobility can move around more easily and the very young and very old feel safer and more independent. Shops, businesses and activity centres can thrive, and the overall transport system is more sustainable and environmentally friendly.

There are significant safety benefits that result from having speed limits in urban areas that are less than 50km/h. Lower speed limits in built-up areas help reduce pedestrian fatalities and injuries. Travelling at lower speeds improves a driver’s likelihood of stopping and avoiding crashes, especially in areas of high pedestrian activity. Where crashes occur, they are less severe, especially for children and the elderly.

For more information <https://safesystemsolutions.com.au/wp-content/uploads/2022/10/Myth-7-50kmh-right-default-speed-limit-in-built-up-areas-BUSTED.pdf>

Myth 8: “Speed limits are all about revenue raising”

Speed limits in and of themselves do not ‘raise revenue’. Speed limit enforcement does result in revenue for the public purse. However, the enforcement of speed limits is driven by the following factors:

- Speed limit enforcement reduces the incidence of excessive and unsafe speeds
- Lower speeds reduce road trauma [See Myth 2]
- Therefore, speed limit enforcement reduces road trauma

For more information <https://safesystemsolutions.com.au/wp-content/uploads/2022/10/Myth-8-Speed-limits-are-all-about-revenue-raising-BUSTED.pdf>

Appendix 3 – Town Centre proposed speed limit changes (included within yellow lines)

Waihi Beach





Te Puke



Ōmokoroa



Appendix 4 – Proposed speed limit changes (exceptions to blanket approach of 80kph rural and 50kph urban)

Road	Start (RP)	End (RP)	Area	Current Speed Limit (kph)	Proposed Speed Limit (kph)	Notes ¹	Notes ²
ANDERLEY AVENUE	0	364	KAIMAI	40	40	Current speed limit <50	
ANDERLEY AVENUE	364	593	KAIMAI	40	40	Current speed limit <50	
ANDERSON LANE	0	75	KAIMAI	80	30/60	Variable Speed Limit	Omokoroa No.1 School
ARAWA AVENUE	1049	1115	MAKETU	70	70	Current speed limit <80	
ARAWA AVENUE	1115	2685	MAKETU	70	70	Current speed limit <80	
ARAWA ROAD	0	540	MAKETU	40	40	Current speed limit <80	
ARMSTRONG ROAD	0	1690	KAIMAI	80	60	Council priority	
ARMSTRONG ROAD	1690	1904	KAIMAI	80	60	Council priority	
BALLANTYNE WAY	0	105	KATIKATI	50	30	Council priority	
BALLANTYNE WAY	118	595	KATIKATI	50	30	Council priority	
BALLANTYNE WAY	621	874	KATIKATI	50	30	Council priority	
BALLANTYNE/TROON RAB	0	52	KATIKATI	50	30	Council priority	
BEACH ROAD (KATIKATI)	191	246	KATIKATI	40 Variable	30/50	Variable Speed Limit	Katikati Primary & College
BEACH ROAD (KATIKATI)	246	463	KATIKATI	40 Variable	30/50	Variable Speed Limit	Katikati Primary & College
BEACH ROAD (KATIKATI)	491	621	KATIKATI	40 Variable	30/50	Variable Speed Limit	Katikati Primary & College
BEACH ROAD (WAIHI BEACH)	41	105	WAIHI BEACH	40 Variable	30/50	Variable Speed Limit	Waihi Beach School
BEACH ROAD (WAIHI BEACH)	105	366	WAIHI BEACH	40 Variable	30/50	Variable Speed Limit	Waihi Beach School
BEATTY AVENUE	509	607	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke College
BEATTY AVENUE	607	723	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke College
BLACK ROAD	55	197	MAKETU	50	30/50	Variable Speed Limit	Paengaroa School
BLACK ROAD	197	381	MAKETU	50	30/50	Variable Speed Limit	Paengaroa School
BLACK ROAD	0	55	MAKETU	40 Variable	30/50	Variable Speed Limit	Paengaroa School
BLEDISLOE PARK AVENUE	0	1122	MAKETU	70	70	Current speed limit <80	
BORELL ROAD	1377	1551	KAIMAI	50	30/60	Variable Speed Limit	Te Puna School

BORELL ROAD	1317	1377	KAIMAI	50	60	Council priority	
BORELL ROAD	0	820	KAIMAI	80	60	Council priority	
BORELL ROAD	820	1252	KAIMAI	80	60	Council priority	
BORELL ROAD	1252	1317	KAIMAI	80	60	Council priority	
BOUCHER AVENUE	1449	1781	TE PUKE	40 Variable	30/50	Variable Speed Limit	Fairhaven School
BOUCHER AVENUE	1781	1858	TE PUKE	40 Variable	30/50	Variable Speed Limit	Fairhaven School
BOUCHER AVENUE	0	61	TE PUKE	50	40	Town centre	
BOUCHER AVENUE	61	149	TE PUKE	50	40	Town centre	
BOUCHER AVENUE CARPARK NORTH	0	42	TE PUKE	50	40	Town centre	
BOUCHER AVENUE CARPARK SOUTH	0	58	TE PUKE	50	40	Town Centre	
BOUCHER AVENUE SERVICE LANE	0	117	TE PUKE	50	40	Town centre	
BOUCHER SVCE TO TE PUKE HIGHWAY SERVICE LANE	0	62	TE PUKE	50	40	Town Centre	
BOYD STREET	248	373	KATIKATI	50	50	Current speed limit <80	
BUSBY ROAD	0	137	KATIKATI	50	50	Current speed limit <80	
CAMERON ROAD	305	399	TE PUKE	50	30/50	Variable Speed Limit	Te Puke Primary School and College
CAMERON ROAD	399	507	TE PUKE	50	30/50	Variable Speed Limit	Te Puke Primary School and College
CAMERON ROAD	917	947	TE PUKE	50	30/50	Variable Speed Limit	Te Puke Primary School and College
CAMERON ROAD	507	749	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke Primary School and College
CAMERON ROAD	750	818	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke Primary School and College
CAMERON ROAD	818	917	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke Primary School and College
CAMERON ROAD	1480	1755	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke Intermediate School
CAMERON ROAD	1755	1822	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke Intermediate School

CAMERON ROAD	2136	2186	TE PUKE	40 Variable	30/50	Variable Speed Limit	Fairhaven School
CARNOUSTIE PLACE	0	162	KATIKATI	50	30	Council priority	
CARNOUSTIE PLACE EXTENSION	0	18	KATIKATI	50	30	Council priority	
CARNOUSTIE PLACE EXTENSION	18	44	KATIKATI	50	30	Council priority	
CARNOUSTIE PLACE RAB	0	57	KATIKATI	50	30	Council priority	
CLARKE ROAD	0	1931	KAIMAI	80	60	Council priority	
COMMERCE LANE	0	138	TE PUKE	30	30	Current speed limit <50	
COMMERCE LANE	138	280	TE PUKE	30	30	Current speed limit <50	
COMMERCE LANE	280	381	TE PUKE	30	30	Current speed limit <50	
COPPELIA AVENUE	155	455	KAIMAI	50	30/50	VSL	Omokoroa Point School
CRAWFORD ROAD	0	783	KAIMAI	60	60	Current speed limit <80	
CRAWFORD ROAD	783	1113	KAIMAI	60	60	Current speed limit <80	
CRAWFORD ROAD	1113	2773	KAIMAI	60	60	Current speed limit <80	
CRAWFORD ROAD	2773	4190	KAIMAI	60	60	Current speed limit <80	
EMENY ROAD	0	391	KAIMAI	80	30/60	Variable Speed Limit	Omokoroa No.1 School
ESDAILE ROAD	0	398	KAIMAI	80	30/60	Variable Speed Limit	Pahoia School
ESDAILE ROAD	398	477	KAIMAI	80	30/60	Variable Speed Limit	Pahoia School
FLORENCE LANE	0	289	KAIMAI	60	60	Current speed limit <80	
GAMMAN MILL ROAD	0	30	KAIMAI	50	50	Current speed limit <80	
GAMMAN MILL ROAD	30	698	KAIMAI	50	50	Current speed limit <80	
GAMMAN MILL ROAD	698	843	KAIMAI	50	50	Current speed limit <80	
GLENEAGLES DRIVE	0	42	KATIKATI	50	30	Council priority	
GLENEAGLES DRIVE	42	56	KATIKATI	50	30	Council priority	
GLENEAGLES DRIVE	56	85	KATIKATI	50	30	Council priority	
GLENEAGLES DRIVE	85	195	KATIKATI	50	30	Council priority	
GLENEAGLES DRIVE	195	238	KATIKATI	50	30	Council priority	
GLENEAGLES/BALLANTYNE RAB	0	54	KATIKATI	50	30	Council priority	
HAMURANA ROAD	292	447	KAIMAI	50	30/50	Variable Speed Limit	Omokoroa Point School

HAMURANA ROAD	447	614	KAIMAI	50	30/50	Variable Speed Limit	Omokoroa Point School
HAMURANA ROAD	614	685	KAIMAI	50	30/50	Variable Speed Limit	Omokoroa Point School
HAMURANA ROAD	1106	1308	KAIMAI	50	40	Town Centre	
HAMURANA ROAD	1308	1372	KAIMAI	50	40	Town centre	
HAYWARD ROAD	0	197	KAIMAI	70	70	Current speed limit <80	
HENRY ROAD	202	646	KATIKATI	50	50	Current speed limit <80	
HENRY ROAD	646	999	KATIKATI	50	50	Current speed limit <80	
I'ANSON ROAD	0	625	KAIMAI	60	60	Current speed limit <80	
I'ANSON ROAD	625	841	KAIMAI	60	60	Current speed limit <80	
JAMES ROAD	0	49	KAIMAI	80	30/60	Variable Speed Limit	Te Puna School
JAMES ROAD	49	734	KAIMAI	80	60	Council priority	
JELICOE STREET ACCESS ROAD (RHS)	0	51	TE PUKE	50	40	Town Centre	
JELICOE STREET SLIP (LHS)	0	155	TE PUKE	50	40	Town centre	
JELICOE STREET SLIP (OPPOSITE OROUA ST).	0	106	TE PUKE	50	40	Town Centre	
JELICOE/JOCELYN RAB	0	100	TE PUKE	50	40	Town Centre	
JELICOE/OXFORD RAB	0	78	TE PUKE	50	40	Town Centre	
JOCELYN STREET (TE PUKE)	70	293	TE PUKE	50	40	Town centre	
JOCELYN STREET (TE PUKE)	337	426	TE PUKE	50	40	Town Centre	
JOCELYN STREET SERVICE LANE	0	231	TE PUKE	50	40	Town Centre	
JOCELYN/QUEEN RAB	0	61	TE PUKE	50	40	Town Centre	
JUNCTION ROAD	0	2699	KAIMAI	60	60	Current speed limit <80	
KING STREET	0	87	TE PUKE	50	40	Town Centre	
KOWHAI AVENUE	0	161	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke Primary School and College
KUKA ROAD	0	412	KAIMAI	50	50	Current speed limit <80	
LANCASTER ROAD	0	61	KATIKATI	100	30/60	Variable Speed Limit	Matahui School
LOCHHEAD ROAD	0	1194	KAIMAI	70	60	Council priority	

LOCHHEAD ROAD	1194	1685	KAIMAI	70	60	Council priority	
MACDOUGALL QUARRY ROAD	0	50	MAKETU	100	30/60	Variable Speed Limit	Pukehina School
MACDOUGALL QUARRY ROAD	50	1092	MAKETU	100	30/60	Variable Speed Limit	Pukehina School
MANOEKA ROAD	2967	3910	TE PUKE	60	60	Current speed limit <80	
MANOEKA ROAD	3910	5410	TE PUKE	60	60	Current speed limit <80	
MATAHUI ROAD	1018	1076	KATIKATI	100	30/60	Variable Speed Limit	Matahui School
MATAHUI ROAD	1076	1318	KATIKATI	100	30/60	Variable Speed Limit	Matahui School
MCBETH DRIVE	0	50	TE PUKE	50	30/50	Variable Speed Limit	Fairhaven School
MCKENNA LANE	0	94	KAIMAI	50	40	Town Centre	
MCLAREN FALLS ROAD	975	1013	KAIMAI	30	30	Current speed limit <80	
MCLAREN FALLS ROAD	1013	1400	KAIMAI	30	30	Current speed limit <80	
MEMORIAL HALL SERVICE LANE	0	71	TE PUKE	50	40	Town centre	
MINDEN ROAD	0	145	KAIMAI	50	50	Current speed limit <80	
MINDEN ROAD	145	532	KAIMAI	50	50	Current speed limit <80	
MINDEN ROAD	532	1284	KAIMAI	60	60	Current speed limit <80	
MINDEN ROAD	1284	2284	KAIMAI	60	60	Current speed limit <80	
MINDEN ROAD	2284	3248	KAIMAI	60	60	Current speed limit <80	
							Te Puke Primary School and College
MUIR PLACE	0	134	TE PUKE	50	30/50	Variable Speed Limit	
MUIRFIELD CRESCENT	0	216	KATIKATI	50	30	Council priority	
MUNRO ROAD	0	661	KAIMAI	60	60	Current speed limit <80	
MUNRO ROAD	661	1830	KAIMAI	60	60	Current speed limit <80	
MUNRO ROAD EAST	0	119	KAIMAI	70	70	Current speed limit <80	
MUNRO ROAD EAST	119	211	KAIMAI	70	70	Current speed limit <80	
NEWNHAM ROAD	0	486	KAIMAI	60	60	Current speed limit <80	
NO 1 ROAD	322	950	TE PUKE	50	50	Current speed limit <80	
NO 2 ROAD	454	800	TE PUKE	50	50	Current speed limit <80	
OIKIMOKE ROAD	0	602	KAIMAI	70	60	Council priority	
OLD COACH ROAD	70	273	MAKETU	40 Variable	30/50	Variable Speed Limit	Paengaroa School
OLD COACH ROAD	273	340	MAKETU	40 Variable	30/50	Variable Speed Limit	Paengaroa School

OLD COACH ROAD	340	465	MAKETU	40 Variable	30/50	Variable Speed Limit	Paengaroa School
OLD COACH ROAD	9255	9305	MAKETU	100	30/60	Variable Speed Limit	Pongakawa School
OLD COACH ROAD	9305	9668	MAKETU	100	30/60	Variable Speed Limit	Pongakawa School
OLD COACH ROAD	17454	17504	MAKETU	100	30/60	Variable Speed Limit	Pukehina School
OLD COACH ROAD	17504	17789	MAKETU	100	30/60	Variable Speed Limit	Pukehina School
OLD COACH ROAD	21894	22538	MAKETU	100	30/60	Variable Speed Limit	Otamarakau School
OLD COACH ROAD	22538	22719	MAKETU	100	30/60	Variable Speed Limit	Otamarakau School
OLD COACH ROAD	465	605	MAKETU	40 Variable	30/60	Variable Speed Limit	Paengaroa School
OLD HIGHWAY	0	78	KAIMAI	80	30/60	Variable Speed Limit	Pahoia School
OMOKOROA ROAD	3206	3457	KAIMAI	50	40	Town Centre	
OMOKOROA ROAD	3457	3561	KAIMAI	50	40	Town Centre	
OMOKOROA ROAD	3561	3631	KAIMAI	50	40	Town Centre	
OMOKOROA/TRALEE RAB	0	73	KAIMAI	50	40	Town Centre	
							Te Kura o Te Moutere o
OPUREORA ROAD	1501	1847	KAIMAI	100	30/60	Variable Speed Limit	Matakana
OPUREORA ROAD	0	548	KAIMAI	60	60	Current speed limit <80	
OROPi GORGE ROAD	752	3349	KAIMAI	60	60	Current speed limit <80	
OROPi GORGE ROAD	3349	4490	KAIMAI	60	60	Current speed limit <80	
OROPi GORGE ROAD	4490	5228	KAIMAI	60	60	Current speed limit <80	
OROPi ROAD	11848	12334	KAIMAI	40 Variable	30/50	Variable Speed Limit	Oropi School
OROPi ROAD	11518	11829	KAIMAI	50	50	Current speed limit <80	
OROPi ROAD	11829	11848	KAIMAI	50	50	Current speed limit <80	
OROPi ROAD	12407	12747	KAIMAI	50	50	Current speed limit <80	
OROPi ROAD HIGH LEVEL ACCESS	0	141	KAIMAI	40 Variable	30/50	Variable Speed Limit	Oropi School
OXFORD STREET	0	104	TE PUKE	50	40	Town Centre	
PAHOIA BEACH ROAD	0	469	KAIMAI	50	50	Current speed limit <80	
PAHOIA ROAD	2571	3345	KAIMAI	50	50	Current speed limit <80	
PAHOIA ROAD	1215	1400	KAIMAI	100	60	Council priority	
PAHOIA ROAD	1400	2571	KAIMAI	100	60	Council priority	

PALMER PLACE	0	71	TE PUKE	50	40	Town centre	
PAPAROA ROAD	0	627	KAIMAI	80	60	Council priority	
PARK LANE (TE PUNA)	0	206	KAIMAI	70	60	Council priority	
PARK ROAD (KATIKATI)	0	224	KATIKATI	50	30/50	Variable Speed Limit	Katikati Primary & College
PENELOPE PLACE	0	262	MAKETU	40	40	Current speed limit <80	
PITUA ROAD	0	625	KAIMAI	50	50	Current speed limit <80	
PLUMMERS POINT ROAD	820	935	KAIMAI	80	30/60	Variable Speed Limit	Omokoroa No.1 School
PLUMMERS POINT ROAD	935	1184	KAIMAI	80	30/60	Variable Speed Limit	Omokoroa No.1 School
PLUMMERS POINT ROAD	3056	4047	KAIMAI	50	50	Current speed limit <80	
PONGAKAWA SCHOOL ROAD	1380	1430	MAKETU	100	30/60	Variable Speed Limit	Pongakawa School
PUKEMAPU ROAD	425	460	KAIMAI	70	70	Current speed limit <80	
PUKEMAPU ROAD	460	2214	KAIMAI	70	70	Current speed limit <80	
QUEEN STREET (TE PUKE)	0	210	TE PUKE	50	40	Town Centre	
QUEEN STREET (TE PUKE)	230	307	TE PUKE	50	40	Town centre	
QUEEN STREET (TE PUKE)							
EASTBOUND	0	204	TE PUKE	50	40	Town Centre	
QUEEN/BOUCHER RAB	0	93	TE PUKE	50	40	Town Centre	
RANGIURU ROAD	6450	6850	MAKETU	100	30/60	Variable Speed Limit	Rangiuru School
RARAPUA PLACE	0	388	KAIMAI	50	50	Current speed limit <80	
REREATUKAHIA ROAD	0	168	KATIKATI	60	60	Current speed limit <80	
REREATUKAHIA ROAD	168	253	KATIKATI	60	60	Current speed limit <80	
SEAFORTH ROAD	4950	5227	WAIHI BEACH	50	50	Current speed limit <80	
SEDDON STREET	382	1117	TE PUKE	50	50	Current speed limit <80	
SLATER PLACE	0	126	TE PUKE	50	40	Town Centre	
SLATER PLACE SVCE LN (RP33 RHS)	0	155	TE PUKE	50	40	Town Centre	
SNODGRASS ROAD	2635	2820	KAIMAI	60	60	Current speed limit <80	
SNODGRASS ROAD	2820	3417	KAIMAI	60	60	Current speed limit <80	
SNODGRASS ROAD	3417	3652	KAIMAI	60	60	Current speed limit <80	
SNODGRASS ROAD	0	1525	KAIMAI	80	60	Council priority	

SNODGRASS ROAD	1525	2319	KAIMAI	80	60	Council priority	
SNODGRASS ROAD	2319	2635	KAIMAI	80	60	Council priority	
TANGITU ROAD	494	1384	KAIMAI	50	50	Current speed limit <80	
TANGITU ROAD	0	494	KAIMAI	70	50	Council priority	
TE MATAI ROAD	14663	15139	MAKETU	100	30/60	Variable Speed Limit	Te Ranga School
TE PUKE HIGHWAY	787	852	TE PUKE	100	30/60	Variable Speed Limit	Te Kura Kaupapa Maori o Te Kura Kokiri
TE PUKE HIGHWAY	918	986	TE PUKE	100	30/60	Variable Speed Limit	Te Kura Kaupapa Maori o Te Kura Kokiri
TE PUKE HIGHWAY	12841	13463	TE PUKE	40 Variable	30/60	Variable Speed Limit	Te Kura Kaupapa Maori o Te Matai
TE PUKE HIGHWAY	9556	9657	TE PUKE	50	40	Town Centre	
TE PUKE HIGHWAY	9657	9834	TE PUKE	50	40	Town Centre	
TE PUKE HIGHWAY	9834	10004	TE PUKE	50	40	Town Centre	
TE PUKE HIGHWAY	10034	10212	TE PUKE	50	40	Town Centre	
TE PUKE HIGHWAY	10249	10580	TE PUKE	50	40	Town Centre	
TE PUKE HIGHWAY	12603	12841	TE PUKE	60	60	Current speed limit <80	
TE PUKE HIGHWAY	13463	13818	TE PUKE	60	60	Current speed limit <80	
TE PUKE HIGHWAY	6909	7032	TE PUKE	70	70	Current speed limit <80	
TE PUKE HIGHWAY	7032	7106	TE PUKE	70	70	Current speed limit <80	
TE PUKE HIGHWAY	7106	7630	TE PUKE	70	70	Current speed limit <80	
TE PUKE HIGHWAY	11090	11327	TE PUKE	70	70	Current speed limit <80	
TE PUKE HIGHWAY	11327	11362	TE PUKE	70	70	Current speed limit <80	
TE PUKE HIGHWAY (WESTBOUND)	9652	9830	TE PUKE	50	40	Town Centre	
TE PUKE HIGHWAY (WESTBOUND)	9830	9999	TE PUKE	50	40	Town Centre	
TE PUKE HIGHWAY (WESTBOUND)	10035	10222	TE PUKE	50	40	Town Centre	
TE PUKE HIGHWAY (WESTBOUND)	10236	10413	TE PUKE	50	40	Town Centre	

TE PUKE HIGHWAY/WELCOME							Te Kura Kaupapa Maori o Te
BAY ROAD RAB	0	152	TE PUKE	100	30/60	Variable Speed Limit	Kura Kokiri
TE PUNA QUARRY ROAD	0	480	KAIMAI	70	70	Current speed limit <80	
TE PUNA QUARRY ROAD	480	1128	KAIMAI	70	70	Current speed limit <80	
TE PUNA ROAD	2004	2066	KAIMAI	50	30/60	Variable Speed Limit	Te Puna School
TE PUNA ROAD	2066	2459	KAIMAI	50	30/60	Variable Speed Limit	Te Puna School
TE PUNA ROAD	2459	2525	KAIMAI	50	30/60	Variable Speed Limit	Te Puna School
TE PUNA ROAD	1920	2004	KAIMAI	80	30/60	Variable Speed Limit	Te Puna School
TE PUNA ROAD	2525	3278	KAIMAI	70	60	Council priority	
TE PUNA ROAD	0	418	KAIMAI	80	60	Council priority	
TE PUNA ROAD	418	1920	KAIMAI	80	60	Council priority	
TE PUNA STATION ROAD	0	241	KAIMAI	60	60	Current speed limit <80	
TE PUNA STATION ROAD	241	1740	KAIMAI	60	60	Current speed limit <80	
TE PUNA STATION ROAD	1740	3299	KAIMAI	80	60	Council priority	
TEIHANA ROAD	0	158	KAIMAI	100	60	Council priority	
TEIHANA ROAD	158	772	KAIMAI	100	60	Council priority	
TETLEY ROAD	1242	1401	KATIKATI	60	60	Current speed limit <80	
THE ESPLANADE (OMOKOROA)	0	241	KAIMAI	30	30	Current speed limit <50	
THE ESPLANADE (OMOKOROA)	241	350	KAIMAI	30	30	Current speed limit <50	
THE ESPLANADE (OMOKOROA)	350	491	KAIMAI	30	30	Current speed limit <50	
THE ESPLANADE (OMOKOROA)	491	566	KAIMAI	30	30	Current speed limit <50	
TOM BAIKIE LANE	0	147	TE PUKE	50	40	Town Centre	
TRALEE STREET	0	173	KAIMAI	50	40	Town Centre	
TREHOLME LANE	0	131	KAIMAI	80	60	Council priority	
TROON DRIVE	0	60	KATIKATI	50	30	Council priority	
TROON DRIVE	60	134	KATIKATI	50	30	Council priority	
TUAPIRO ROAD	3455	3966	KATIKATI	50	50	Current speed limit <80	
TUAPIRO ROAD	3966	4400	KATIKATI	50	50	Current speed limit <80	
TUAPIRO ROAD CARPARK	0	41	KATIKATI	50	50	Current speed limit <80	
TUI STREET	154	210	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke College

TUI STREET	210	284	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke College
TUI STREET	0	154	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke College
TURNBERRY CLOSE	0	64	KATIKATI	50	30	Council priority	
TURNBERRY CLOSE	64	229	KATIKATI	50	30	Council priority	
TURNBERRY CLOSE	229	280	KATIKATI	50	30	Council priority	
WAIKARAKA DRIVE EAST	0	166	KAIMAI	50	50	Current speed limit <80	
WAIKARAKA DRIVE WEST	0	433	KAIMAI	70	60	Council priority	
WAIPA ROAD	0	405	KAIMAI	50	50	Current speed limit <80	
WELCOME BAY ROAD	4391	4991	KAIMAI	60	30/60	Variable Speed Limit	Te Kura Kaupapa Maori o Otepu
WELCOME BAY ROAD	0	250	KAIMAI	80	30/60	Variable Speed Limit	Te Kura Kaupapa Maori o Te Kura Kokiri
WELCOME BAY ROAD	4991	6358	KAIMAI	60	60	Current speed limit <80	
WELCOME BAY ROAD	6358	6811	KAIMAI	60	60	Current speed limit <80	
WHAKAMARAMA ROAD	4381	4746	KAIMAI	60	30/60	Variable Speed Limit	Whakamarama School
WHAKAMARAMA ROAD	4746	4934	KAIMAI	60	30/60	Variable Speed Limit	Whakamarama School
WHAKAMARAMA ROAD	4934	5033	KAIMAI	80	30/60	Variable Speed Limit	Whakamarama School
WHATAROA ROAD	0	126	MAKETU	50	50	Current speed limit <80	
WHATAROA ROAD	126	326	MAKETU	50	50	Current speed limit <80	
WHATAROA ROAD	326	1760	MAKETU	50	50	Current speed limit <80	
WHATAROA ROAD	1760	2300	MAKETU	50	50	Current speed limit <80	
WHATAROA ROAD	2300	6622	MAKETU	50	50	Current speed limit <80	
WHATAROA ROAD	6622	7780	MAKETU	50	50	Current speed limit <80	
WILLIAM WOOD PLACE	0	109	KATIKATI	50	30	Council priority	
WILSON ROAD (WAIHI BEACH)	552	630	WAIHI BEACH	40	40	Current speed limit <50	Town Centre
WILSON ROAD (WAIHI BEACH)	630	921	WAIHI BEACH	40	40	Current speed limit <50	Town Centre
WILSON ROAD NORTH	5919	6021	MAKETU	50	50	Current speed limit <80	
WILSON ROAD NORTH	5277	5766	MAKETU	70	70	Current speed limit <80	
WILSON ROAD NORTH	5766	5919	MAKETU	70	50	Current speed limit <80	
WILSON ROAD SOUTH	810	1117	MAKETU	50	50	Current speed limit <80	

WILSON ROAD SOUTH	1117	1223	MAKETU	50	50	Current speed limit <80
WOODLAND ROAD	0	412	KATIKATI	80	60	Council priority
WOODLAND ROAD	412	1737	KATIKATI	80	60	Council priority
WOODLAND ROAD	1737	4782	KATIKATI	80	60	Council priority
WOODLAND ROAD	4782	5735	KATIKATI	80	60	Council priority