

Statement of proposal

Changes to Taupō District Council speed limits

Have your say!



GREAT LAKE TAUPŌ
Taupō District Council

15 May 2018

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Changes to Taupō District Council speed limits

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1 Introduction

Taupō District Council is proposing changes to the speed limits on some of our roads to make them safer. This document outlines the key issues that we're aware of, and the proposed changes.

We'd like to know your views:

- Do you agree with the proposed changes?
- Are there other issues that we should consider?

Taupō District Council is responsible for setting speed limits on roads under its control to ensure that they are safe and appropriate. Speed limits are set by bylaw¹ and the roads suggested accordingly. A draft Speed Limits Bylaw 2018 including a map of all speed limits in the Taupō District, incorporating the proposed changes in Chapter 4, is attached for consideration by submitters.

State Highways are outside the responsibility of the Council. State Highways are managed by the New Zealand Transport Agency, which sets their speed limits. However, if you have concerns with the speed limits on State Highways in the district please raise these with us as we will be working with the New Zealand Transport Agency as part of this process to ensure we have consistency across the Taupō District, and Waikato Region as a whole.



¹ As required by Section 7.1 of the Land Transport Rule: Setting of Speed Limits 2017

2 How to have your say

Everyone has a right to be heard and you know your local roads. Please make sure we know what you think or how the proposed changes to speed limits might affect you.

We would like to hear your views on speed limits in the Taupō District by **5pm on Friday, June 15, 2018**. Please indicate your support or opposition, and suggestions through our online survey at www.taupo.govt.nz/consultation. For enquiries you can email us at speedlimits@taupo.govt.nz.

All submissions will be considered. If you want to present your submission in person, please let us know and we will invite you to a hearing to be held on 9th July 2018.

Please note that all submissions are made available to the public and will be heard in a meeting that is open to the public.

Figure 1 – Proposed timeline for any changes to speed limits



If you need further information you can contact us:

In person:
Taupō office, 46 Horomatangi Street, Taupō.
Turangi office, Town Centre, Turangi.
Mangakino office, Civic Centre, Rangatira Drive, Mangakino.

By phone:
07 376 0899
or 0800 ASK TDC (0800 275 832)

Online:
www.taupo.govt.nz/consultation

By email:
speedlimits@taupo.govt.nz

By post:
Taupō District Council, Private Bag 2005, Taupō 3352.

3 Issues we're aware of

In the Taupō District, our roads are windy, hilly and usually two-lane. We have many different road users, including pedestrians, cyclists, horses, tourists, campervans, agricultural vehicles, and heavy vehicles.

New Zealand roads can be unforgiving, not all risks are visible, and with the interaction of different users the consequences of small errors can be fatal. Although there are some poor drivers out there, the vast majority of severe casualties are not from dangerous behaviour, but from generally law-abiding people making a simple misjudgement.

Regardless of what causes a crash, speed always plays a part in the impact. Travelling the right speed for the road can help minimise the impact of a crash – speed can be the difference between a correctable mistake and a fatal error.

New Zealand is moving away from just setting 50km/h limits for urban areas and 100km/h limits for rural roads. Speed limits should reflect the nature and use of the specific road and associated risks. When reviewing and setting the speed limit for a road it is necessary to consider:

- Traffic volumes, and the types of road users (including pedestrians, cyclists, tourists, and trucks).
- The number of crashes.
- The characteristics of the road and roadside, including:
 - What's by the road (e.g. housing, schools, playgrounds, retirement homes, tourist attractions).
 - What's on the roadside (e.g. footpaths, cycle lanes, power poles, trees, barriers, berms, ditches, gullies, cliffs).
 - What's the road like (e.g. width of the road and road edge, smooth, rough, or gravel, sharp corners, visibility, number and type of intersections, pedestrian crossings, number of lanes, median barriers).
- Community concern (i.e. regular users of the road who see how it is used, potential risks and near misses).
- The appropriate speed for the efficient movement of people and goods on the road.

Reducing speeds or investing to maintain speeds?

We can reduce risks and make roads safer by investing to improve them – for example: removing roadside obstacles; straightening out bends; putting in barriers, roundabouts or dedicated cycle lanes. However, speed remains an important consideration. Reduced speeds can reduce the consequences of a crash, in particular it can reduce the chance of the crash leading to a serious-injury or fatality.

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.



Speed management vs speed limits

Speed limits are just one tool in speed management. Setting speed limits alone may not change driver behaviour. A number of supporting measures can be used to support appropriate speeds. For example, installing a gateway treatment at the entrance to a 50km/h area, with islands, shrubbery and large signs can support the feeling of entering a more populated area warranting a reduction in speed.

Figure 2 - The NZ Transport Agency's recommended safe and appropriate speeds²

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

Please note the New Zealand Transport Agency advises moving away from 70km/h speed limits to either 60km/h or 80km/h limits, over time. New Zealand Transport Agency approval is required to set any new speed limit of 70km/h.

Enforcement

Speed limits are subject to enforcement by the New Zealand Police. Fines and demerit points may be issued depending on how far above the speed limit you are, as set out in [Land Transport \(Offences and Penalties\) Regulations 1999](#).

² NZ Transport Agency, Speed Management Guide, First Edition, November 2016. See figure 1.4 on page 13

4 Proposed changes

Immediately proposed changes to speed limits

Taupō District Council is implementing the new speed management guide, which the New Zealand Transport Agency has recently developed. Initially we have identified potential high priority roads for review and changes to speed limits based upon:

- Roads that have a high crash risk based upon crash data;
- Roads with a high risk based on the roads' characteristics, their use, and surroundings; and
- Feedback and safety concerns raised by the community.

For each proposed change, this paper provides a summary of the reasons for the proposal, the likely impact on travel times (where material), and the implementation costs.

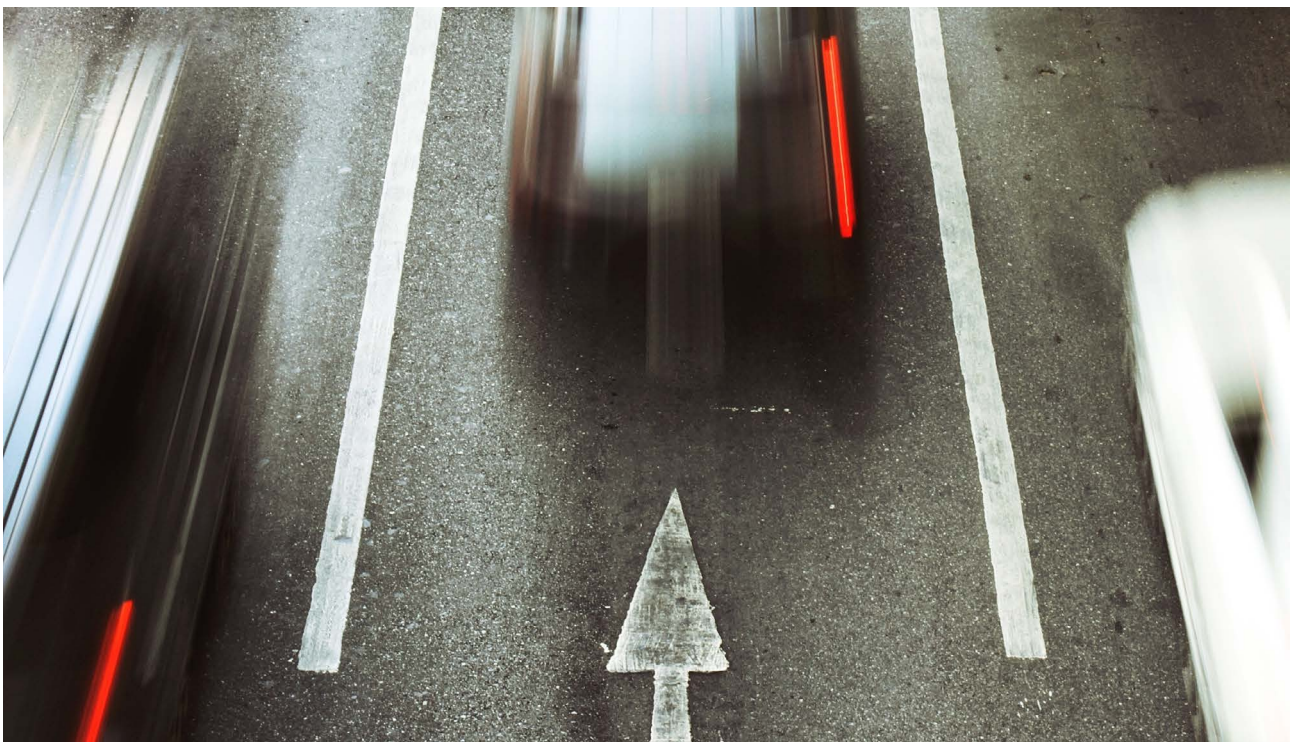
Other roads and developing a speed management plan

No changes to the speed limits on any other roads are proposed at present, so current speed limits would remain. You are welcome to raise additional roads that you think should be reviewed or the speed limit changed, and we will consider your feedback. In particular, this will inform our development of a speed management plan, in accordance with the new guidance. The aim of the plan will be to consider how some other road networks in the district can be made safer, in particular areas where changing the speed limits alone are unlikely to be effective in shifting behaviour. Investment or other measures may be required either to support a reduction in speed or to maintain current speeds while addressing safety concerns.





Speed limits will also be regularly monitored and reviewed to ensure they remain safe and appropriate. In particular, we will consider changes in road use, traffic levels, new housing and commercial developments, feedback from the community, and crashes. We will consult with affected communities before making any further changes to speed limits.

Gareth Green

CHIEF EXECUTIVE



Mangakino

Road	Current Speed Limit	Actual travel speed ³	Proposed speed limit
Lake Rd (from Waipapa Rd to 45m west of Rangatira Dr)		104	
Rangatira Dr (from Waipapa Rd to 90m west of Huamai St)		65	

Reasons for proposed changes

Concerns have been received from the community that some drivers are driving very fast on Rangatira Dr into the 50km/h area, and that the 100km/h area needs to be moved further away from the residential area to give people a chance to slow down before coming into the urban area. This has been supported by actual speed data. There have also been concerns about visibility due to fog in the winter months. Lake Rd is similar and we are proposing the same changes for consistency, although this isn't a built up area, it leads up to an area with footpaths and pedestrians so we want to allow time for people to slow down. There are also a number of cyclists on Lake Rd, often heading to the Waikato river cycle trails.

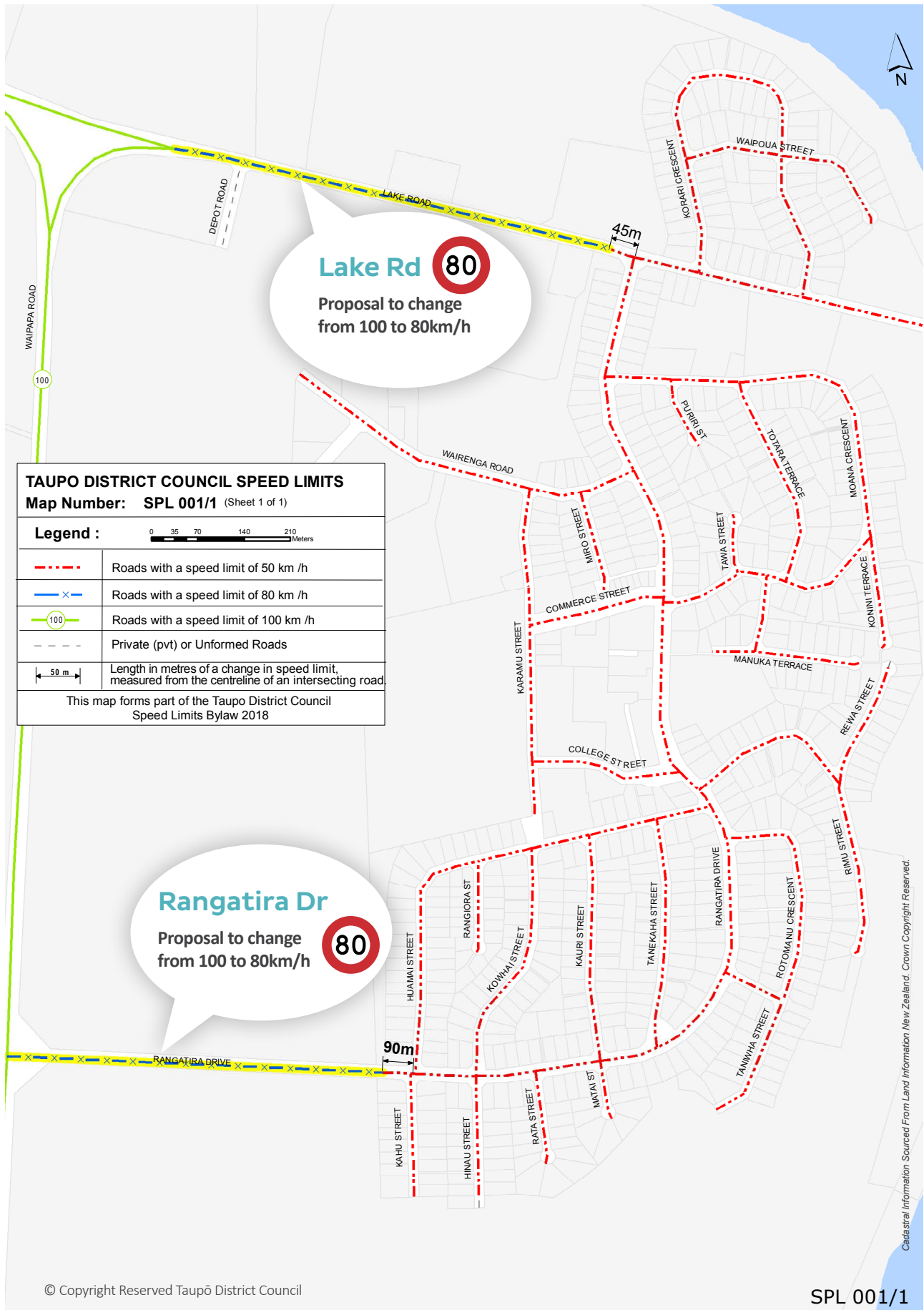
Cost and time impact

There will be no material time impact (less than 10 seconds per trip along either road). The implementation costs are estimated at around \$1,000 for new signs and will be funded from the existing budgets for new signs and road markings.



³ 85% of vehicles travel at or below this speed

Speed Limits – Mangakino



Kinloch

Road	Current Speed Limit	Actual travel speed ⁴	Proposed speed limit
Kinloch Rd (South – from 510m on Kinloch Rd to Tohe Cl)	70	66	50
Kinloch Rd (North – 510m from Whangamata Rd)	70	88	60

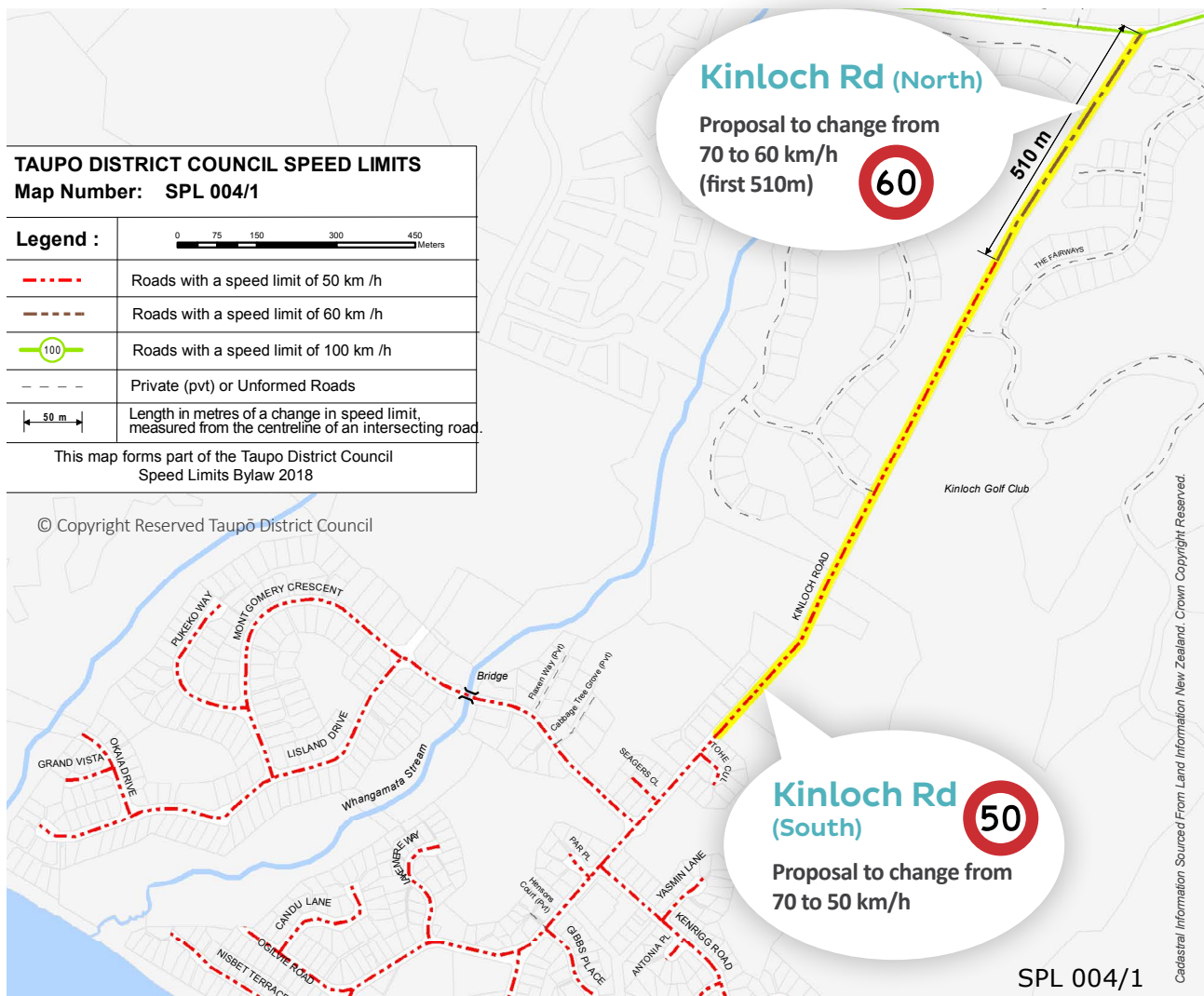
Reasons for proposed changes

We have received feedback from the community that they would like the northern end of Kinloch Rd to be a more pedestrian-friendly area. There will also be increased traffic and surrounding activity from a number of new subdivisions being developed.

Cost and time impact









There will be a moderate time impact, with a trip along the road taking up to 25 seconds longer. The implementation costs will be around \$15,000 to \$20,000 for relocation of speed signs and road marking. This will be funded from the existing budgets for minor road safety works, and new signs and markings.

Speed Limits – Kinloch



⁴ 85% of vehicles travel at or below this speed

Acacia bay

Road	Current Speed Limit	Actual travel speed ⁵	Proposed speed limit
Acacia Bay Rd (extend the town end 50km/h section 250m past Jarden Mile)		82	
See the Taupō Map			
Acacia Bay Rd (along the Acacia Bay Straight)		101	
Acacia Bay Rd (extend Acacia Bay end 50km/h section 80m past Tupara Rd)		62	
Wakeman Rd (current 70km/h section and extend 240m past Acacia Bay intersection)		74	

Reasons for proposed changes

We have received feedback from the community that they would like a reduction in the existing 70km/h section of Acacia Bay Rd to 50km/h due to noise and vibration from heavy vehicles and safety concerns for pedestrians, noting a high elderly and family population. Extending the 50km/h section at either end will allow motorists more time to slow down prior to hitting the urban area. The straight has a regularly used walking and cycling path alongside the road. There has been one serious-injury crash in the last five years.

Cost and time impact

There will be a moderate time impact, with a trip along Wakeman Rd taking up to 20 seconds longer, and along Acacia Bay Rd taking up to 35 seconds longer. With a significant number of vehicles on Acacia Bay Rd, the value of this time impact is estimated at up to \$1 million over the next five years. This time cost would be offset if there was a reduction in crash risk equivalent to 0.2 fewer fatal crashes over the next five years, or one fewer serious-injury crashes.

The implementation costs will be around \$20,000 to \$30,000 for replacement signs, and moving the gateway and island. This will be funded from the existing budgets for minor road safety works, and new signs and markings.



⁵ 85% of vehicles travel at or below this speed

Speed Limits – Acacia bay

TAUPO DISTRICT COUNCIL SPEED LIMITS	
Map Number: SPL 008/1	
Legend :	
	Roads with a speed limit of 50 km /h
	Roads with a speed limit of 70 km /h
	Roads with a speed limit of 80 km /h
	Private (pvt) or Unformed Roads
	Length in metres of a change in speed limit, measured from the centreline of an intersecting road.
This map forms part of the Taupo District Council Speed Limits Bylaw 2018	

Acacia Bay Rd

Proposal to change from 100 to 80 km/h (along the Acacia Bay Straight)



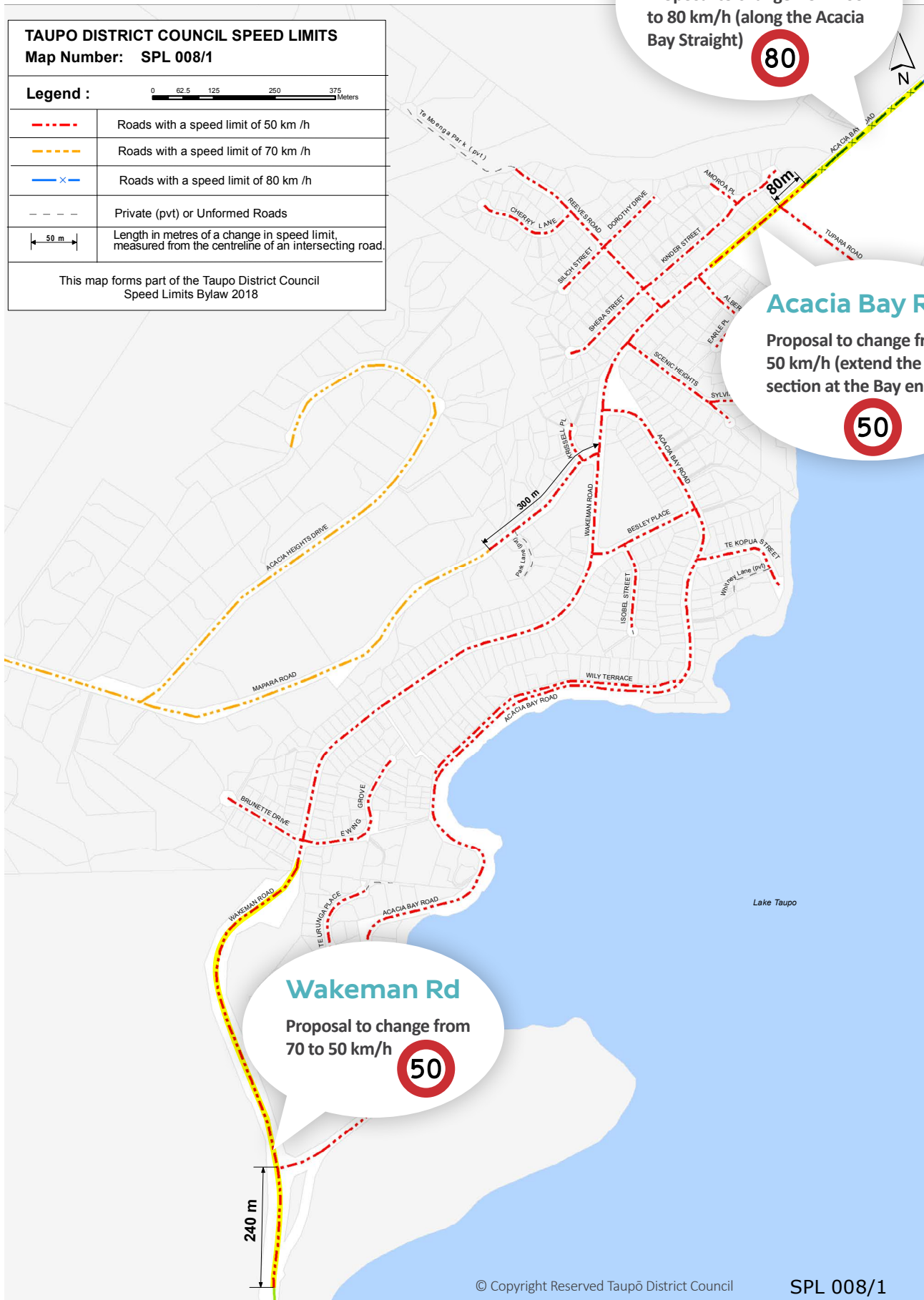
Acacia Bay Rd

Proposal to change from 100 to 50 km/h (extend the current 50 section at the Bay end)



















Wakeman Rd

Proposal to change from 70 to 50 km/h



Taupō North and Aratiatia

Road	Current Speed Limit	Actual travel speed ⁶	Proposed speed limit
Poihipi Rd (Wairakei Dr to 150m past Tukairangi Rd)		91	
Wairakei Dr (current 80km/h section – Control Gates Hill)		101	
Wairakei Dr (current 100km/h section to SH1)		100	
Huka falls Rd (South end – 1675m to past the entrance to Hipapātua/Reid’s Farm), Clearwater Ln, Ferndale Way		61	
Huka Falls Rd (from Hipapātua/Reid’s Farm), Huka Falls Loop Rd		62	
Karetoto Rd (Huka Falls Rd to Prawn Park)		64	
Karetoto Rd (link from Wairakei Drive)	 (limited speed zone)	67	
Rapids Rd (entire Rd)		85	

Reasons for proposed changes

This section of Poihipi Rd is narrow and windy. It is a popular road for cyclists. It is a high crash area, although there have been no serious-injury or fatal crashes in the last five years. Huka Falls Rd is a high tourist area (including campervans). It’s also a popular cycle and pedestrian area, with a new footpath being built. Proposed changes for Clearwater Ln and Ferndale Way are for consistency with Huka Falls Rd. Rapids Rd has the National Equestrian Centre, so the road has a number of horse floats, it is also a popular tourist area.

Wairakei Drive is a high tourist area and a high crash area. It is popular for cyclists, including those accessing the many off-road tracks in the areas. There have also been concerns raised for turning traffic into Karetoto Rd. The current 80km/h section of Wairakei Drive is proposed to reduce to 50km/h in line with the Northern Outlet Study (dealing with the traffic coming from Norman Smith St) to support the introduction of traffic lights. There have been three serious-injury crashes in the last five years.

Cost and time impact

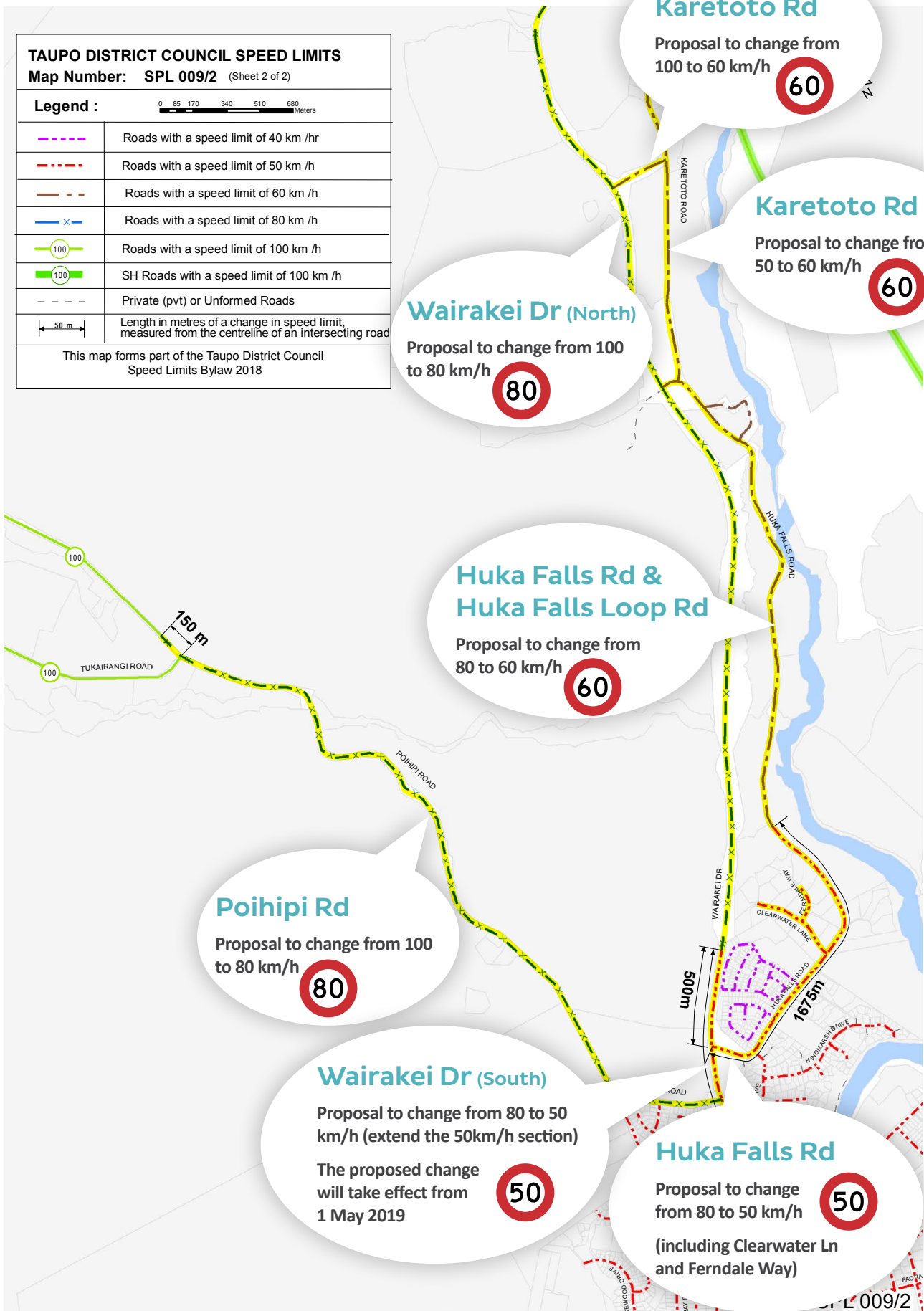
There is expected to be little practical impact on Poihipi Rd travel times due to the sharp corners which already reduce travel speeds. There will be a material time impact on travel times on Wairakei Dr, with a trip along the road taking up to one minute longer. With a significant number of vehicles on this road, the value of this time impact is estimated at up to \$2.6 million over the next five years. This time cost would be offset if there was a reduction in crash risk equivalent to 0.5 fewer fatal crashes over the next five years, or three fewer serious-injury crashes. For comparison, there have been no fatal crashes, but three serious-injury crashes on this road in the last five years.

The implementation costs are budgeted for in the Long Term Plan as part of a \$127,000 package of works in relation to improvements to the Northern Outlet.

⁶ 85% of vehicles travel at or below this speed

Speed Limits – Taupō North

TAUPO DISTRICT COUNCIL SPEED LIMITS	
Map Number: SPL 009/2 (Sheet 2 of 2)	
Legend :	
	Roads with a speed limit of 40 km /hr
	Roads with a speed limit of 50 km /h
	Roads with a speed limit of 60 km /h
	Roads with a speed limit of 80 km /h
	Roads with a speed limit of 100 km /h
	SH Roads with a speed limit of 100 km /h
	Private (pvt) or Unformed Roads
	Length in metres of a change in speed limit, measured from the centreline of an intersecting road
This map forms part of the Taupo District Council Speed Limits Bylaw 2018	












Speed Limits – Aratiatia



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Taupō

Road (table 1 of 2)	Current Speed Limit	Actual travel speed ⁷	Proposed speed limit
Lake Tce (150m from SH1 to 80m before the northern end of Rainbow Dr) from 100 to 80km/h		97	
Lake Tce (current 50/70km/h holiday section and extend 80 before the northern end of Rainbow Dr)	 / 	67	
Centennial Dr (extend 60km/h section to 50m past Owen Delany Park)		77	
Tauhara Rd (from Rifle Range Rd to Miro St)		87	

Reasons for proposed changes

Lake Tce is a high pedestrian, cyclist and tourist area. There are a large number of pedestrians crossing the road to access the lake and the Lion's Walk. There have been numerous concerns raised by locals as there is confusion over when the speed limits change during the summer period. There has been development and growth in the upper Lake Tce and Wharewaka areas, and there is the large retirement village with a number of older road users.

Centennial Dr is a high crash area. The sharp bend in the current 100km/h area is a hazard in wet weather. We propose reducing the speed limit past this corner and a number of recreational areas including the Taupō Dog Training Club and Owen Delany Park, which have slowing traffic turning off and pulling on.

On Tauhara Rd, the corner at the intersection to Miro St is not designed for 70km/h and is a high crash area. There is also limited visibility due to fog in the winter.

Cost and time impact

There will be a moderate time impact on travel times on Lake Tce, with a trip along the road taking up to 38 seconds longer. With a significant number of vehicles on this road, the value of this time impact is estimated at up to \$2 million over the next five years. This time cost would be offset if there was a reduction in crash risk equivalent to 0.4 fewer fatal crashes over the next five years, or two fewer serious-injury crashes. For comparison, there have been no fatal crashes and no serious-injury crashes on this section of road in the last five years.

There is expected to be little practical impact on travel times from the change to speed limits on Centennial Dr, and up to 16 seconds on Tauhara Rd.

The implementation costs will be around \$17,000 to \$20,000 for replacement signs and road marking, possibly including traffic calming measures on Tauhara Road. This will be funded from the existing budgets for minor road safety works, and new signs and markings.

⁷ 85% of vehicles travel at or below this speed

Taupō

Road (table 2 of 2)	Current Speed Limit	Actual travel speed ⁸	Proposed speed limit
Napier Rd (from DeBretts to Lake Tce – current 80km/h section)	80	77	50
Napier Rd (200m from SH1 to DeBretts – current 100km/h section)	100	73	80
Kiddle Dr (current 80km/h section)	80	89	50
Crown Rd (current 100km/h section)	100	80	80

Reasons for proposed changes

The major intersection on Napier Rd, with Kiddle Dr and Arrowsmith Ave, is a high crash area. Napier Rd is no longer the main State highway, with less traffic and a lower priority. Kiddle Dr is proposed to change for consistency and due to the number of pedestrians and cyclists, in particular school children crossing the road.

Upper Napier Rd now has significant stopping and turning traffic with the new shops and service station. Crown Rd is proposed to change for consistency and to support reduced speed ahead of the 50km/h area and increased turning traffic due to new industrial/commercial subdivisions.

Cost and time impact

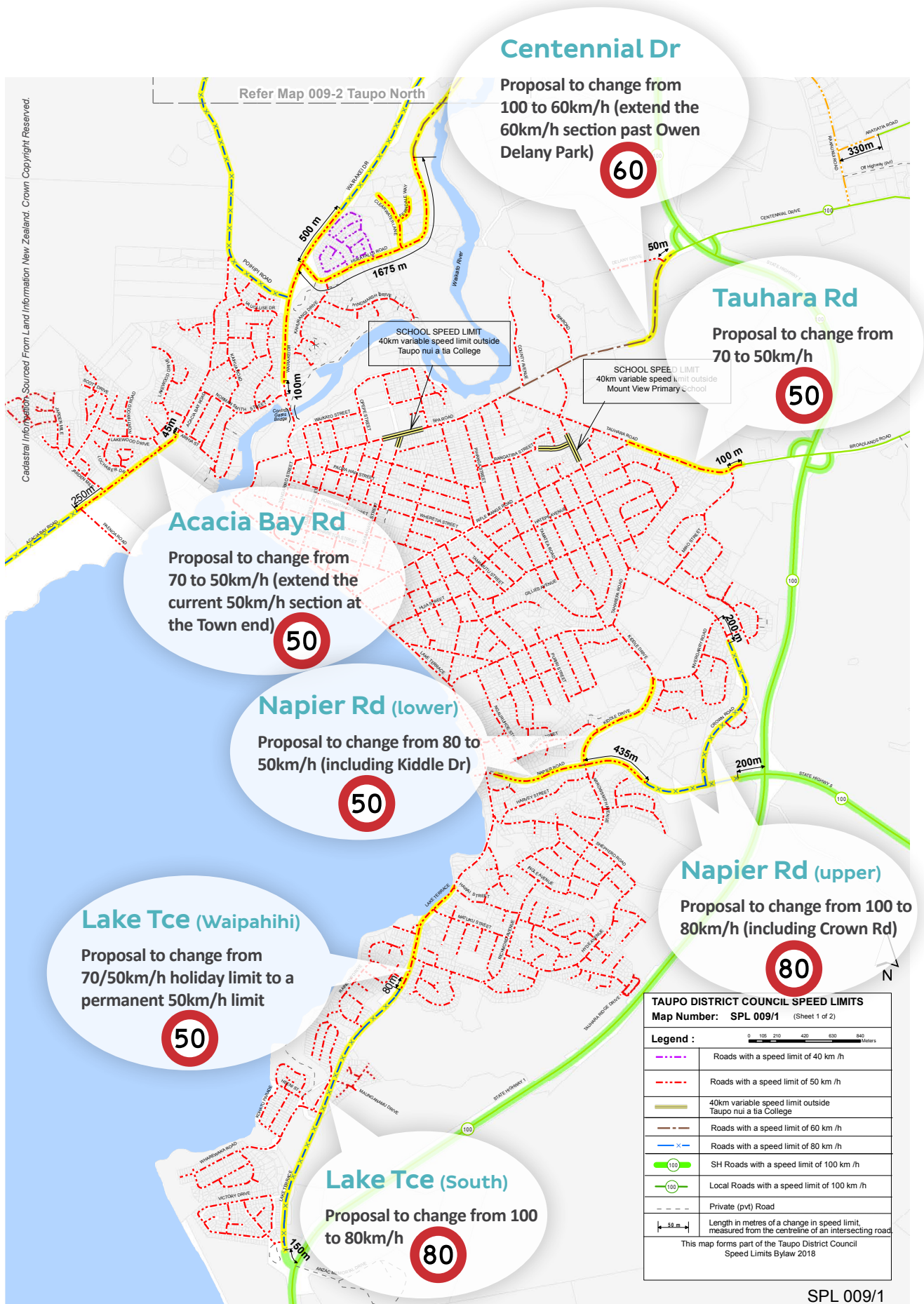
There will be a moderate impact on travel times of up to 35 seconds along Napier Rd, up to 23 seconds along Kiddle Dr. With a significant number of vehicles on Napier Rd, the value of this time impact is estimated at up to \$1 million over the next five years. This time cost would be offset if there was a reduction in crash risk equivalent to 0.2 fewer fatal crashes over the next five years, or one fewer serious-injury crashes. For comparison, there have been two serious-injury crashes in the last five years.

The implementation costs will be around \$60,000 to \$75,000 for replacement of signs and road marking, possibly including some traffic calming measures on Napier Road and Kiddle Drive. This will be funded from the existing budgets for minor road safety works, and new signs and markings.



⁸ 85% of vehicles travel at or below this speed

Speed Limits – Taupō



Western Bays

Road	Current Speed Limit	Actual travel speed ⁹	Proposed speed limit
Omori Rd (from Te Pohue Street West to Omori Stream Bridge (existing 70km/h speed limit zone))	70	55	50
Omori Rd (from SH 41 to 110m past Ngaperera Way)	100	75	80
Pukawa Rd (from SH 41 to the town entrance – 80m from Kaiuru Ave)	100	59	80

Reasons for proposed changes

We have feedback from the Omori Kuratau community that the 50km/h area should be extended the full length of Omori Rd due to safety concerns. There are a number of holiday-makers to the area who tow boats. Pukawa residents have raised the same concerns about Pukawa Rd, because it is narrow and residents often walk up and down the road.

Cost and time impact

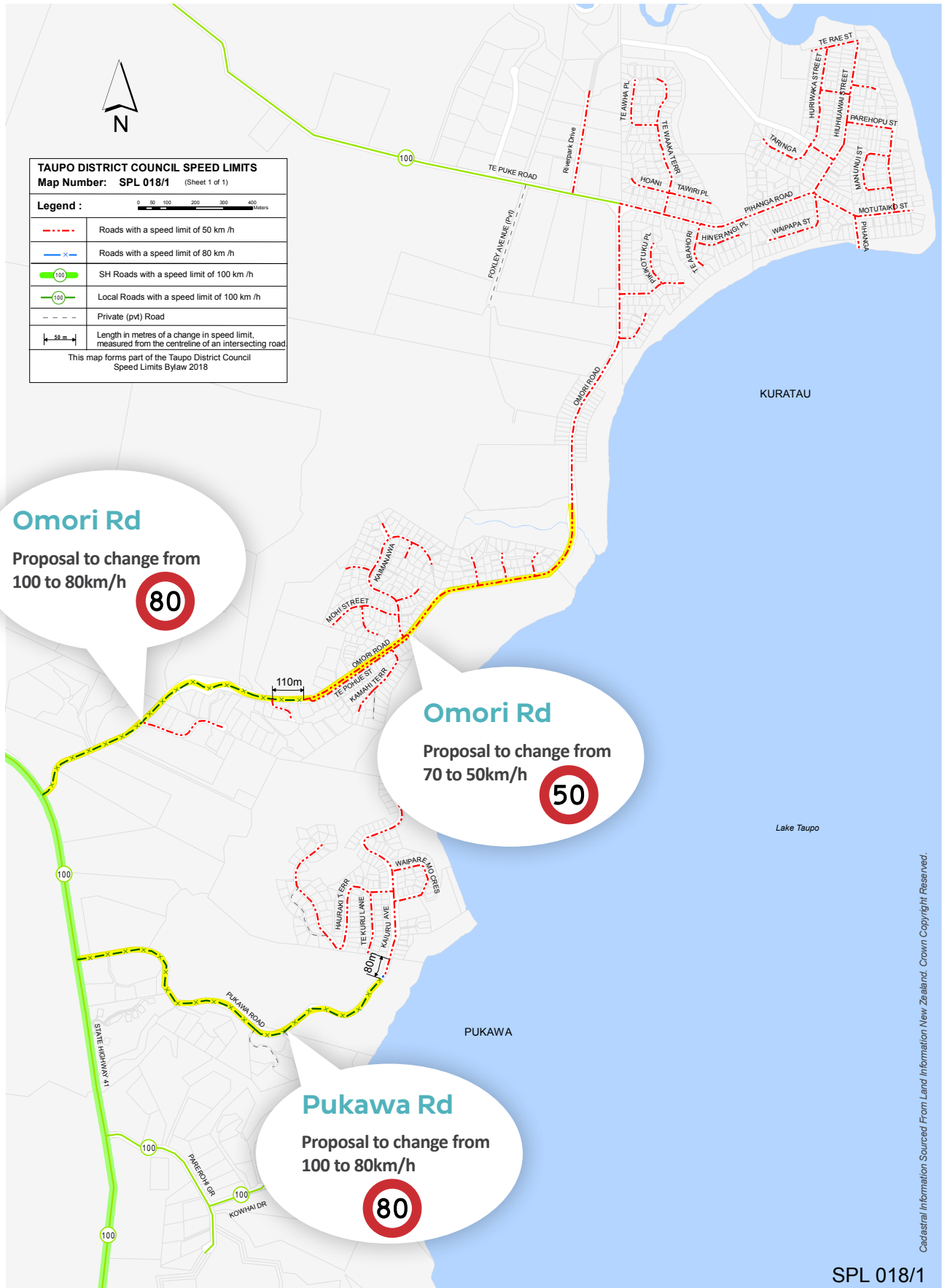
There is expected to be a moderate impact on travel times on Omori Rd of up to 35 seconds. There will be no practical time impact on Pukawa Rd due to the sharp corners on the road. The implementation costs are estimated to be around \$8,000 to \$10,000 for replacement signs and road marking. This will be funded from the existing budgets for minor road safety improvements and traffic management.



Photo credit: Phillip Capper.

⁹ 85% of vehicles travel at or below this speed

Speed Limits – Western Bays



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