

Draft Speed
Management Plan
Submissions Catalogue

-

Vol 3

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Submitter 1678-Mike Grey

Hi there,

My name is Mike Grey. I am happy to use my real name. Myself and my wife live in Old quarry Road; we have lived here for 34 years. We brought up our family in this area. I wish to comment on the proposed new lower speed limits. (my user-name is Cart)

On the surface these proposed speed limits are safe speeds but without real enforcement spending rates-income to change signage and road marking is not going to make any real difference. Our Police are already stretched. How many of us speed when there isn't real enforcement. Our modern vehicles can build up speed without us even realizing, especially with internal distractions like misbehaving children.

Some of us are just simply rebellious and choose to ignore any speed limit at all (note the results of the recent NZ gun amnesty).

There are major roads in the city administered by waka Kotahi (we live close to one). Currently attempting to get on to one (even turning left) can be a major exercise especially without lights. The current 60k speed limit is exceeded by vehicles often in excess of 70k. These vehicles cover a lot of ground each second they continue at the higher speed.

We need to lower the speed of these major roads as well (forgive me I could not see a speed limit change for our Fairy Springs Road). It can also be hard for some drivers to adjust to a slower speed after being on a faster road. Our streamlining of turnoffs on these faster roads, to aid traffic flow, actually act to hinder any speed-reduction on the street being turned into.

Since as a city where we do not have police resources and we insist on speeding because there are no consequences I am proposing we investigate the cost of buying speed cameras (several in each long street) with revenue acquired going to council funds. Obviously I have absolutely no idea of cost but we would be buying in bulk and possibly cheaper than we initially think because technology is changing all the time.

Finally, my own street is like the back straight of a race-track yet it has three schools (including the Kohanga Reo), 2 shopping-centre exits and is also a busy feeder street from the much infilled housing in the area. I am definitely in favour of reducing speeds. This change would also make for quieter motoring as vehicles make much noise accelerating hard along a long street as well.

Thanks for the opportunity

Mike Grey

Submitter 1679-Victoria Kerekere

Most definitely drop the speed limit dwn around Schools & central mall so much gd people out there who do respect the rule but there's alot of idiots out there whom drive & disrespect our elderly.

Submitter 1680-Murray and Esther

Good afternoon.I have just seen on Facebook that there is intention to change the speed around a large part of Rotorua to 30km.That is stupid.Going to cause one BIG bottleneck down Fairy Springs Road, it is that now at certain times of the day.Dont need that all day& night, for starters.60 is good down there,traffic flows and it is a SH corridor. Where are the stats to back up this crazy idea? Where is the public consultation? If this happens many will be moving or going to Te Puke or Tauranga to shop.It uis not that far from Ngongotaha.Is that the idea.Completely kill Rotorua???

Submitter 1681-Morry and Joseanne Gage

Definitely NOT!

When kids come out of school drivers are slower anyway.

Around town is NOT helpful to anyone.

Am Not in favour of this new 30km speed limit proposal.

Regards,

Submitter 1682-Rose Foley

Please just leave it as it is. Way too confusing to have different streets at different speeds. I think it works perfectly well with the present school slow zones during certain times. The main road into town from Te Ngae is a prime example - apart from the road works areas there are 3 different speed limits, 60, 50, and then 70 before approaching pak 'n'save when it flicks back to 50. I have observed most vehicles seem to ignore that 50 zone , it really is a silly idea to have differing zones. Why not just have 60 all the way through to the traffic lights at pak'n'save? Keep it simple!

The same for streets in CBD and around Rotorua, keep it at 50 with school zones as present. Most drivers do slow down when there is a heavy occurrence of either cars or children , we don't need to be told !

Yes, you will still get idiot drivers who speed or drive carelessly, it won't matter to them what the speed requirements are, but the majority of drivers are responsible and drive to the conditions.

Many thanks, Rose Foley

Submitter 1683 - Craig Morley

To whom it may concern

I want to submit a submission about the draft speed management plan for 2023.

While I understand the need to improve road safety, speed is often only one factor to consider with our Road to 0 policy.

Some of the other components are;

1. Competency of the driver, are they alert, are they focused, are they complacent
2. Experience of the driver, what sort of vehicle are they driving, manual or automatic, age of the driver and how long they have been driving
3. The state of our roads and the network, potholes, road markings, type of road, tar seal, shingle, windy roads, straight, hilly etc.
4. The safety features built into our roads and network include a proper camber, safety barriers, and signage.
5. People driving while they are impaired - on drugs and alcohol, or even with medication.
6. Weather conditions, whether it is windy, foggy, sun strike, rain or how wet the road surface is.
7. What sort of area does a road run through, urban (built-up, industrial, residential, nearby schools and event centres), and whether it is quasi-urban or rural
8. The volume of traffic: light traffic, heavy traffic, types of vehicles
9. The time-of-day - peak hour traffic, very early in the morning or late at night (as people think they are on the road by themselves), when schools are out
10. Behaviour of other vehicles and people on or near the road, e.g. pedestrians, cyclists, large cars and small
11. How people are taught to drive
12. And of course, the big one, distractions, kids, phones, other people in the car, pets et cetera

I have just returned from Europe where there are a multitude of people, roads and road types, and driving behaviours. For example, people can travel at considerable speed on autobahns, but because the roads are built safely, the quality of the streets is good, and the roads have been purposely built for this purpose. When there are multiple lanes, people will always pull over to the slower lanes to allow people to pass rather than hogging them, which is what we do here. Further, people are much more respectful, polite, and considerate than in New Zealand. They have fewer accidents as a result of this.

Sadly, in New Zealand, we need to change our driving culture, road infrastructure and networks first and then look at speed. My concern is that this draft plan primarily focuses on one aspect, speed. While speed is one factor, we must consider all the other factors for our Road to 0 policy. Speed is an easy, low-hanging fruit (and let's not deny it is cheap) to change, but it will not change the driving culture and behaviour of people here in New Zealand. This is where we should be focusing our attention.

I have been harassed, harangued and abused for driving the speed limit, and I would say that many people do not follow the speed limit rules as they stand now. Lowering the speed limit will not change this as people tend to want to go faster (as their cars can go faster, and people have busier lives). Admittedly, I have also been guilty of this time. My concern is that lowering the speed limit will only make our roads safer if we adopt a raft of actions in line with the factors I have pointed out above. Without these factors being addressed first, this policy alone will only make many more criminals and revenue. It does not get to the root cause nor address the issue of why people are speeding in the first place. Finally, we do not have enough police on the road to patrol and stop people's poor driving behaviour now, so how are the police going to enforce this policy when they can't even do this now with their current set of resources?

Instead, I request that Waka Kotahi address all these other issues before supporting this policy as a standalone plan.

Could you please acknowledge this submission in writing

Nga Mihi

Craig Morley

Submitter 1684 - Lakeland Heavy Machinery

We live up in Mamaku. I would like to express my concern at the amount of dangerous drivers there are up there. We fully agree to having the speed limits reduced, it's been a long time coming. I also would like to bring to your attention the **GIVE WAY INTERSECTION** at the top of DANSEY road and TARENA road. People are not stopping to give way to oncoming traffic. They are pulling out in front of traffic causing drivers to panic, it's not only stupid but it's dangerous. This is also not far from a bus stop where children are present. It's been an issue for so long and we need to get something done about it please before someone gets hurt or worse killed. Perhaps a speed bump put in place. Please help.

Kind Regards

Submitter 1685 -Benedict Larkin

Dear Rotorua Lakes Council,

I am writing to express my dissatisfaction and concerns regarding the proposed changes to speed limits in Rotorua. While I understand the intention to enhance road safety, I believe there are several issues that need to be addressed:

Vast Area of Implementation: The proposed changes cover a vast area, including urban and rural streets, CBD, and rural settlements like Mamaku and Reporoa. While a city-wide approach is proposed, I am concerned that it may not consider the specific needs and characteristics of different streets and neighbourhoods.

300m Radius Around Schools: While the proposal aims to create safe speeds around schools with a city-wide approach, I am concerned about the lack of consideration for the 300m radius rule. It seems illogical to lower the speed on a street that may be within a 300m radius but is, in reality, much more than a 300m walk/drive to access the school.

Lowering Speed Limits from 50kph to 30kph: The proposal to reduce speed limits on many streets from 50kph to 30kph raises concerns about potential environmental impacts. Driving at lower speeds often requires operating in lower gears, where the engine must work harder to maintain the vehicle's speed. This increased effort can result in higher fuel consumption, leading to more emissions being released into the atmosphere. While the intention to create safer streets is commendable, this specific change may inadvertently contradict broader goals of reducing environmental impact. A more balanced approach that considers both safety and environmental efficiency might be more appropriate.

Safety Features in Newer Cars: Some safety features in newer cars are only enabled above 30kph. Lowering the speed limit may inadvertently disable these features, and on such a vast scale may potentially increase the risk of accidents.

Industrial Area Speed Limit: Lowering the speed limit in the industrial area seems misguided, as there are no residential properties here and no risk of children who may be uneducated about road safety. This change appears unnecessary and may hinder traffic flow without providing any tangible benefits.

Electronic Speed Signs Around Schools: If the goal is to enhance safety around schools, a more measured approach would be to implement electronic speed signs that adjust the limit based on time. This would allow for reduced speeds during school drop-off and pick-up times, while maintaining normal, effective speeds during the days, nights, and weekends when students are in school or at home. This targeted approach could provide the desired safety benefits without unnecessary disruptions.

Community Engagement: I appreciate the Council's efforts to seek community feedback. However, continued education and engagement with the community will be essential to ensure that the proposed changes align with the needs and preferences of Rotorua residents.

I urge the Rotorua Lakes Council to reconsider these changes and take into account the specific concerns outlined above. A more nuanced approach that considers the unique characteristics of different areas and engages with the community could lead to a more successful implementation.

I look forward to hearing your thoughts on these matters and hope that we can find a solution that truly enhances road safety without causing unnecessary complications.

Thank you for your attention to this matter.

Sincerely,

Benedict Larkin

Submitter 1686 -Dennis Walsh

I strongly disagree with the proposed Government imposed speed limit of 30 km per hour for the CBD. as it will have unintended consequence's such as cyclists, battery scooters, and mobility carts for the elderly being caught up in this speed limit. Who is going to police these users. This proposal is absolute lunacy.

Happy to submit further when discussion takes place.

Kind regards
Dennis Walsh

Submitter 1687 -Karen Hall

Who's brilliant idea was this? I know we have some issues in Mamaku but penalizing all it's residents because of a handful of recalcitrant skid kids will not fix any problems.

What is the purpose of this 30kmph possible restriction? Please enlighten me. I have lived in Mamaku for 30 years and there has never been a problem before.

I am totally opposed to this proposal

Regards
Karen Hall

Submitter 1688 -Rosanne Parsons

Do not change the road speed limits to Mamaku.. I do not agree.. leave Dansey road alone and the village...Tania has lost my vote and anyone who supports this idiotic idea.

Submitter 1689 -Sandra Mcghie

I totally agree the speed limit in the village in mamaku should be lowered to 30km
And the speed limit on dansey road should be lowered to 80km

Submitter 1690 - Carolyn Kopu

Hi there,

Definitely NO! Leave it at 40 km

Kind regards

Submitter 1691 - Hon Richard Prebble CBE

I have been a resident of Lake Rotoma for 18 years. I live on a slip Road off Highway 30. I observe the traffic at Lake Rotoma and on the road to Rotorua. I travel to Rotorua three times a week.

I have some experience in setting traffic speeds. I am a former Minister of Transport. I was responsible for setting the present open highway speed limit.

The open highway speed limit had been reduced as a fuel saving measure during the energy shock in the 1970s.

There was, as there is today, public pressure to keep the lower speed as a safety measure.

The ministry of transport organized concealed speed checks. No prosecutions were issued. It was just for research purposes. Some sites were consistent, year by year.

The research revealed information that, if one thinks about it, was not surprising.

Motorists are not greatly influenced by the speed limits. They drive at speeds that they believe are reasonable.

Despite the official open road speed limit being 80k when I became minister the average speed on the open road at our concealed check points was over 100k.

Motorists were ignoring the 80k limit.

That is the average speed.

There were some motorists observing the speed limit so there were many others travelling at speeds well over 100k.

Having motorists travelling at different speeds is very dangerous because it leads to overtaking, the most dangerous maneuver.

When we lifted the speed limit to reflect reality the average speed reduced by around 2k.

This may not sound like a lot, but it was the average speed. The number of people travelling at 80 k increased their speed to the open road speed. The number of people who ignored the 80k speed limit then drove at reckless speeds reduced as they thought 100k was reasonable.

Our concealed speed checks revealed that lifting the speed limit resulted in a lower average speed.

It is difficult to give meaningful road accident statistics. The claim that speed is the major cause of accidents is misleading.

The major driver of number of road accidents is the number of kilometers driven. The cost of petrol has the biggest impact on the number of road accidents. There have been many years where the number of fatal accidents has gone up but as a percentage of kilometers driven, it has gone down.

Fatalities are influenced by factors such as the design of roads. This can be seen dramatically by Highway One. The Waikato Express way where the speed is 110k is a very safe road. The 16k stretch of highway from the end of the expressway to Piarere is very dangerous. I have personally witnessed several very bad crashes, yet the speed limit is lower.

I know that many residents in Lake Rotoma would like the speed limit to be 50k.

I suspect it would result in more accidents as overtaking would increase dramatically.

We live 400 meters past the 70 k sign, just around the bend.

Prior to covid every month a Police Officer who had not got his quota of speeding tickets would park outside our house and stop virtually every car and issue them with a speeding ticket. I have witnessed a single officer issuing a ticket every few minutes worth many thousands of dollars.

It made no difference to the speed because an officer came back every month and repeated the exercise.

The crashes that have occurred have been from motorists travelling at speeds well above the present speed limit. There was a young boy who died who ran across the road to get his surfboard and stepped out on to the road in front of a motorist. The driver was not speeding. I suspect the boy would have been killed even at 50 k.

Instant speed tickets are a cause of imprisonment.

A two hundred dollar fine to the middle class is just the "license fee" for travelling at that speed.

For the unemployed the fine may as well be a million dollars.

It is well established that many young men react to an unpayable fine by deciding to ignore all fines. We have in Rotorua every week young offenders, often Maori, in court owing thousands of dollars in fines.

Nationally the total of unpaid fines is many millions of dollars.

Unpaid driving fines are the route for imprisonment for about 40 percent of those in prison.

I realize that reducing road speeds is the latest fashion.

I do urge that any change is research based.

How many accidents are there outside schools?

I regularly drive the stretch of highway from the airport to the new roundabout. I note that motorists are ignoring the new 80k limit.

Good law making requires making laws that the public will respect and observe.

Gesture laws that are not followed by normally law-abiding citizens are highly undesirable.

I do urge that before any changes are adopted there has been proper research. To do otherwise will result in unintended consequences that could be very detrimental.

Yours faithfully,

Hon Richard Prebble CBE

Submitter 1692 - Chris de Groot

Hello

My wife and I live on Springfield road. There are alot of pedestrians walking to school etc on this road.

Trucks buses cars motorbikes all speed on this road at times.

Would it be more cost effective to install speed bumps like Sophia Street to keep the speed to 50kms or less, compared to the cost of enforcing 30kms.

Also we would be happy if the whole of Springfield Road was 30km/hour all the way to Pukihangi Road.

Will someone need to die before the traffic is slowed down?

Kind regards

Chris de Groot

Submitter 1693 - Rotorua Business Chamber



Phone
Email
Address

07 346 3657
ceo@rotoruachamber.co.nz
1192 Hinemoa Street, Rotorua 3010
PO Box 385, Rotorua 3010

The Chief Executive Officer
Rotorua Lakes Council

Kia ora Geoff,

Chamber Submission - Proposal Changes to Local Speed Limits

In response to the Council's request for feedback on Lets Talk 17th July 2023, the Chamber did a quick referendum of members to see if they felt that the chamber should submit on behalf of members and if so, what the feeling of members is, about the proposed changes.

To do this, the chamber circulated the council's 12-point questionnaire but added three questions to get better guidance from our members. The additional questions, as covered in the attached questionnaire, were:

Q1. *Do you want the chamber to make a collective submission on behalf of its members to get a sensible and practical solution to this proposal? (98.28% answered yes to this question)*

Q5. This was a point of clarification, where if people answered yes to this question about reducing speed limits around schools. It read:

If you answered Yes to Q3 do you think these lower limits should apply at all times including school holidays, weekends and night time, or just when the schools are open for students? (94.44% answered just when the schools are open for students.)

Q15. The driver of the speed review has not been interrogated in the council questionnaire, so we added the following multi-choice question:

Do you think the Waka Kotahi "Road to Zero" campaign is:

- 1. A great initiative that we should all get in behind and support. (3.93%)*
- 2. Well-intentioned, but there are better ways to reduce the road toll. (56.86%)*
- 3. A waste of taxpayers' money and bound to fail. (39.22%)*

The other 12 questions were a cut and paste of the council survey. The comments to Q6,7,14 and 15 were extensive and can be read at the link to the full survey:

https://www.surveymonkey.com/results/SM-LSijU6Ljbl2zngZP_2Fjuo0Q_3D_3D/

We trust this submission from the business community will be helpful to the council when making decisions on this important matter with Waka Kotahi.

Nga mihi nui

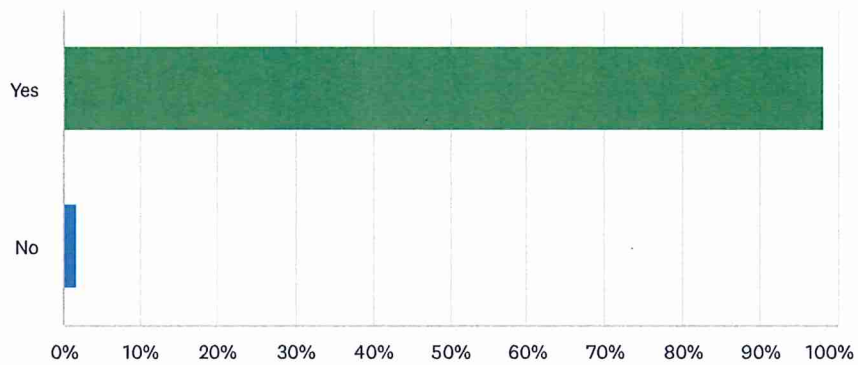
A handwritten signature in black ink, appearing to read "Glenn Tasker", is written over a circular stamp or seal.

Glenn Tasker
President, Rotorua Business Chamber

QUESTIONNAIRE TO MEMBERS ON PROPOSALS TO REDUCE MOST ROTORUA CITY AND RURAL SPEED LIMITS

Q1 Do you want the chamber to make a collective submission on behalf of its members to get a sensible and practical solution to this proposal? IF YES: Please follow the (Council) Questionnaire below through and answer all questions. IF NO: You do not need to proceed further. Click next and submit.

Answered: 58 Skipped: 0

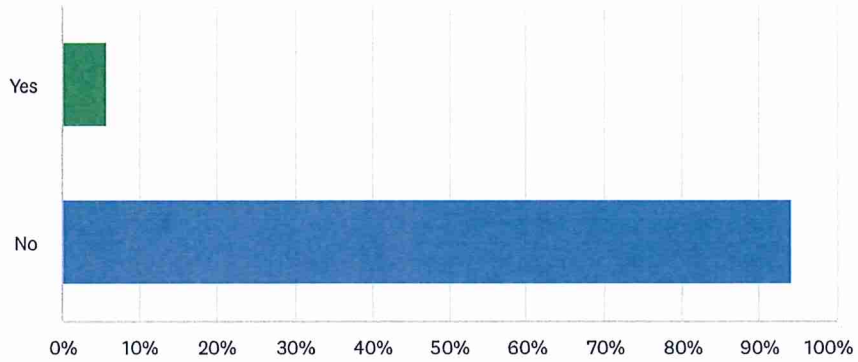


ANSWER CHOICES	RESPONSES	
Yes	98.28%	57
No	1.72%	1
TOTAL		58

QUESTIONNAIRE TO MEMBERS ON PROPOSALS TO REDUCE MOST ROTORUA CITY AND RURAL SPEED LIMITS

Q2 Do you support reducing the speed to 30km/h for all local streets (urban and rural) including urban connectors such as Sunset Road, Malfroy Road, Tarawera Road and Fenton Street?

Answered: 52 Skipped: 6

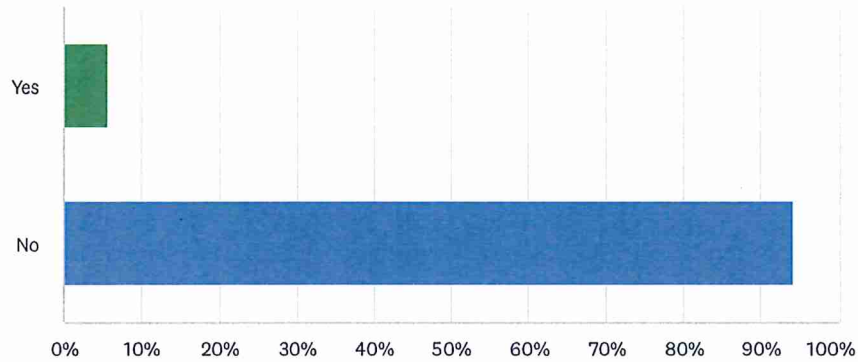


ANSWER CHOICES	RESPONSES	
Yes	5.77%	3
No	94.23%	49
TOTAL		52

QUESTIONNAIRE TO MEMBERS ON PROPOSALS TO REDUCE MOST ROTORUA CITY AND RURAL SPEED LIMITS

Q3 Do you support reducing the speed to 30km/h for all local streets including local streets in rural hubs (Mamaku, Reporoa), excluding existing 50km/h on urban connectors?

Answered: 52 Skipped: 6

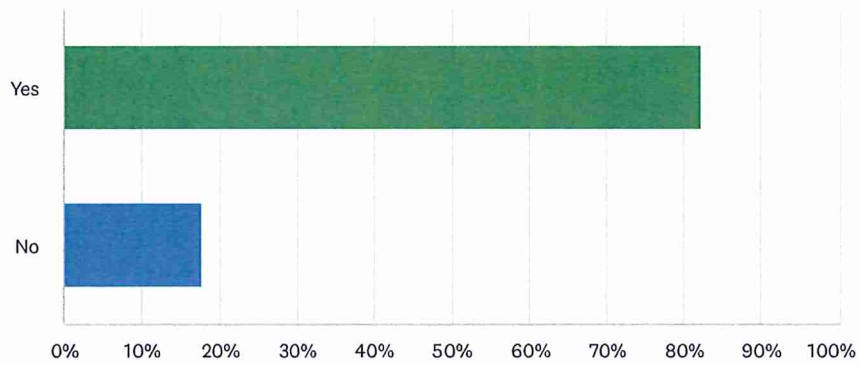


ANSWER CHOICES	RESPONSES	
Yes	5.77%	3
No	94.23%	49
TOTAL		52

QUESTIONNAIRE TO MEMBERS ON PROPOSALS TO REDUCE MOST ROTORUA CITY AND RURAL SPEED LIMITS

Q4 If NO, do you support reducing the speed limit to 30km/h for only 500m from outside the front entrance of all urban and rural schools?

Answered: 51 Skipped: 7

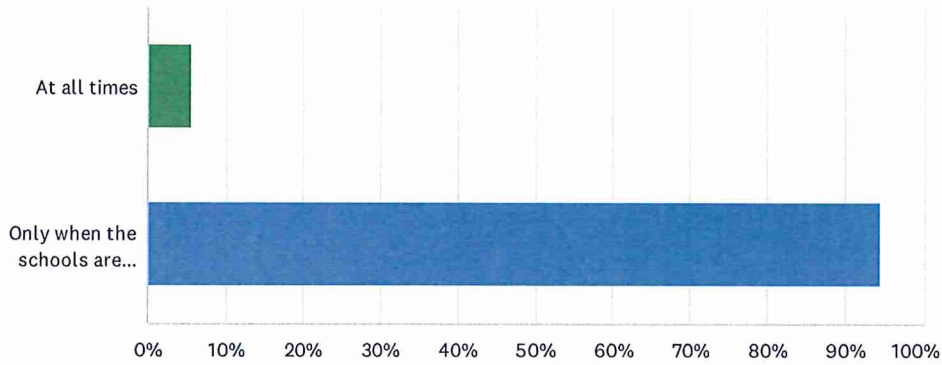


ANSWER CHOICES	RESPONSES	
Yes	82.35%	42
No	17.65%	9
TOTAL		51

QUESTIONNAIRE TO MEMBERS ON PROPOSALS TO REDUCE MOST ROTORUA CITY AND RURAL SPEED LIMITS

Q5 (Chamber question) If you answered Yes to Q 3 do you think these lower limits should apply at all times including school holidays, weekends and night time, or just when the schools are open for students, (as practised by some schools now)?

Answered: 36 Skipped: 22

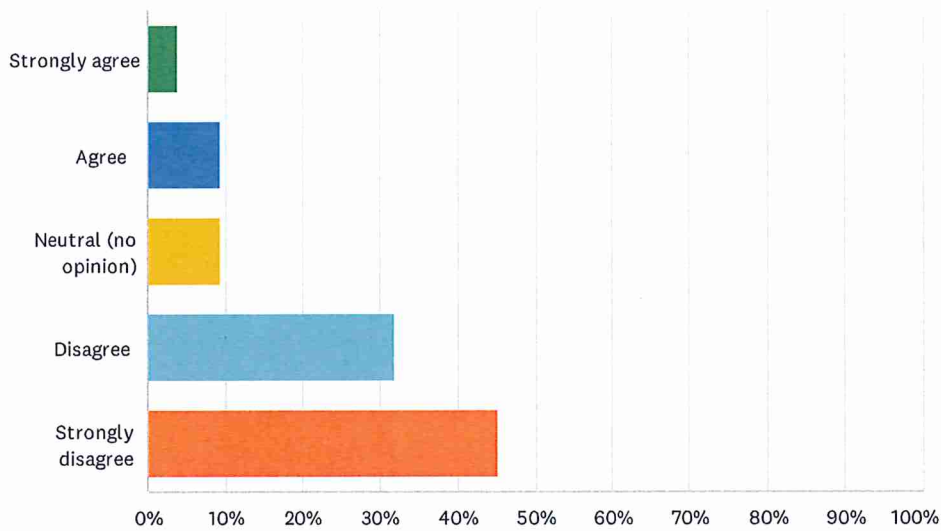


ANSWER CHOICES	RESPONSES	
At all times	5.56%	2
Only when the schools are open	94.44%	34
TOTAL		36

QUESTIONNAIRE TO MEMBERS ON PROPOSALS TO REDUCE MOST ROTORUA CITY AND RURAL SPEED LIMITS

Q6 How much do you agree or disagree with the following? Having a 30km/h speed limit in the CBD

Answered: 53 Skipped: 5

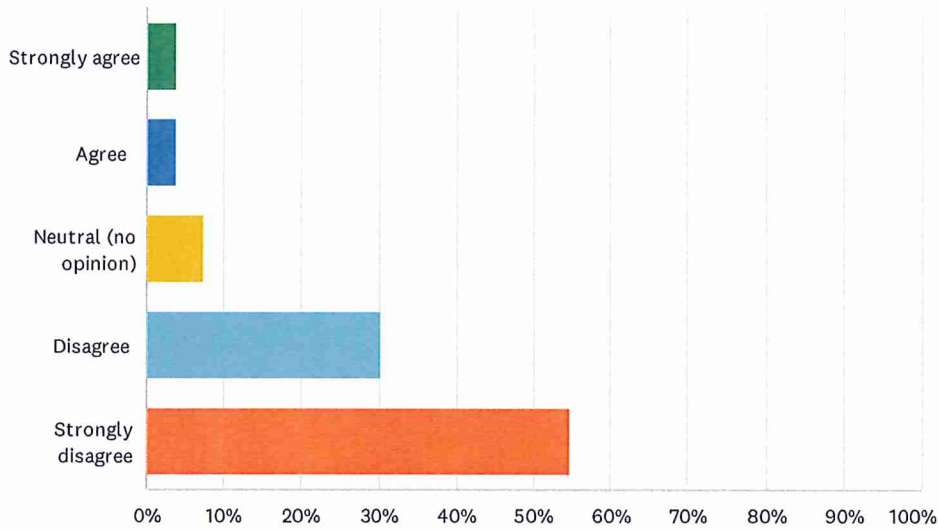


ANSWER CHOICES	RESPONSES	
Strongly agree	3.77%	2
Agree	9.43%	5
Neutral (no opinion)	9.43%	5
Disagree	32.08%	17
Strongly disagree	45.28%	24
TOTAL		53

QUESTIONNAIRE TO MEMBERS ON PROPOSALS TO REDUCE MOST ROTORUA CITY AND RURAL SPEED LIMITS

Q7 How much do you agree or disagree with the following? An 80km/h and 60km/h mix for rural roads (currently 100km/h, 80km/h, 60km/h). This does not include state highways.

Answered: 53 Skipped: 5

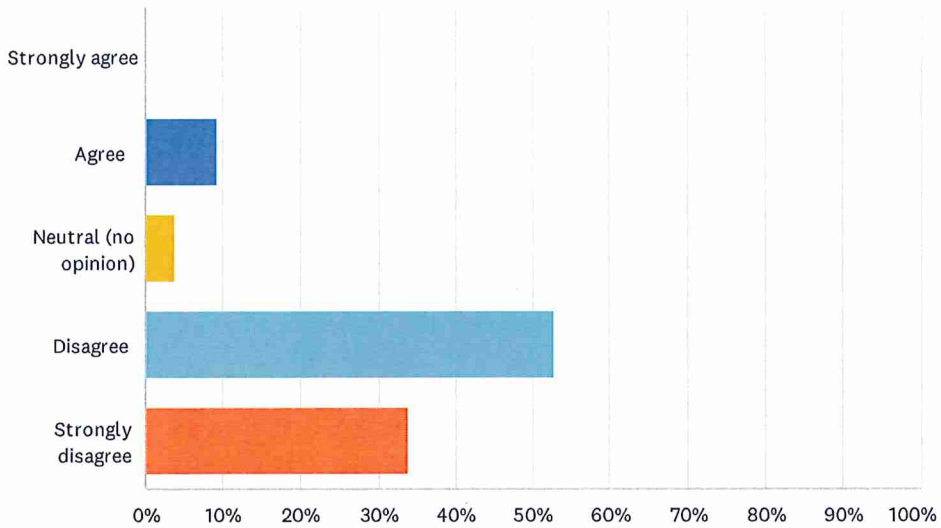


ANSWER CHOICES	RESPONSES	
Strongly agree	3.77%	2
Agree	3.77%	2
Neutral (no opinion)	7.55%	4
Disagree	30.19%	16
Strongly disagree	54.72%	29
TOTAL		53

QUESTIONNAIRE TO MEMBERS ON PROPOSALS TO REDUCE MOST ROTORUA CITY AND RURAL SPEED LIMITS

Q8 How much do you agree or disagree with the following statements?
Lowering speed limits will help reduce the number of speed-related crashes.

Answered: 53 Skipped: 5

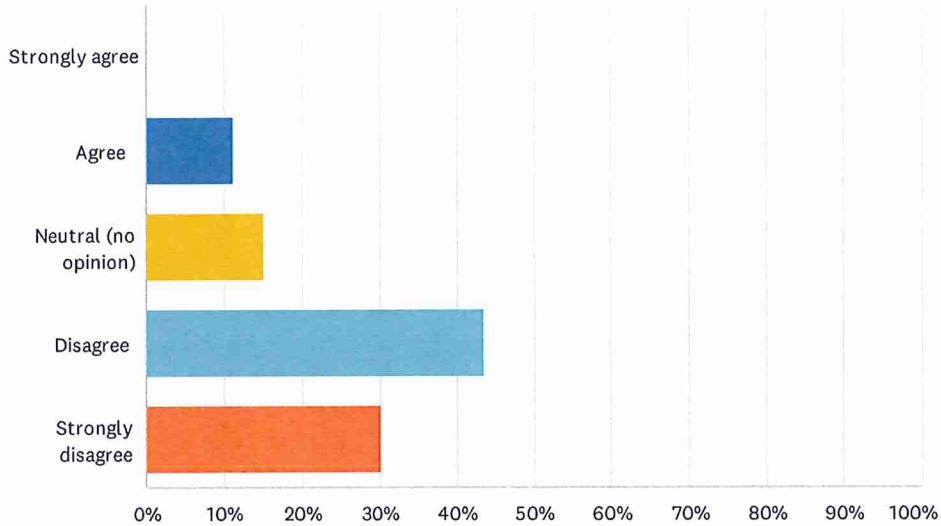


ANSWER CHOICES	RESPONSES	
Strongly agree	0.00%	0
Agree	9.43%	5
Neutral (no opinion)	3.77%	2
Disagree	52.83%	28
Strongly disagree	33.96%	18
TOTAL		53

QUESTIONNAIRE TO MEMBERS ON PROPOSALS TO REDUCE MOST ROTORUA CITY AND RURAL SPEED LIMITS

Q9 Lowering speed limits will reduce traffic noise.

Answered: 53 Skipped: 5

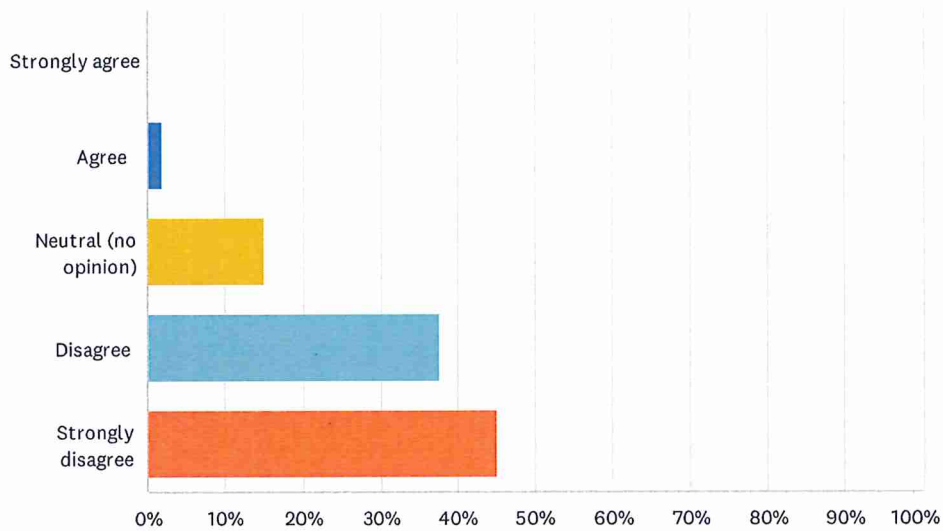


ANSWER CHOICES	RESPONSES	
Strongly agree	0.00%	0
Agree	11.32%	6
Neutral (no opinion)	15.09%	8
Disagree	43.40%	23
Strongly disagree	30.19%	16
TOTAL		53

QUESTIONNAIRE TO MEMBERS ON PROPOSALS TO REDUCE MOST ROTORUA CITY AND RURAL SPEED LIMITS

Q10 Lowering speed limits will help reduce traffic pollution.

Answered: 53 Skipped: 5

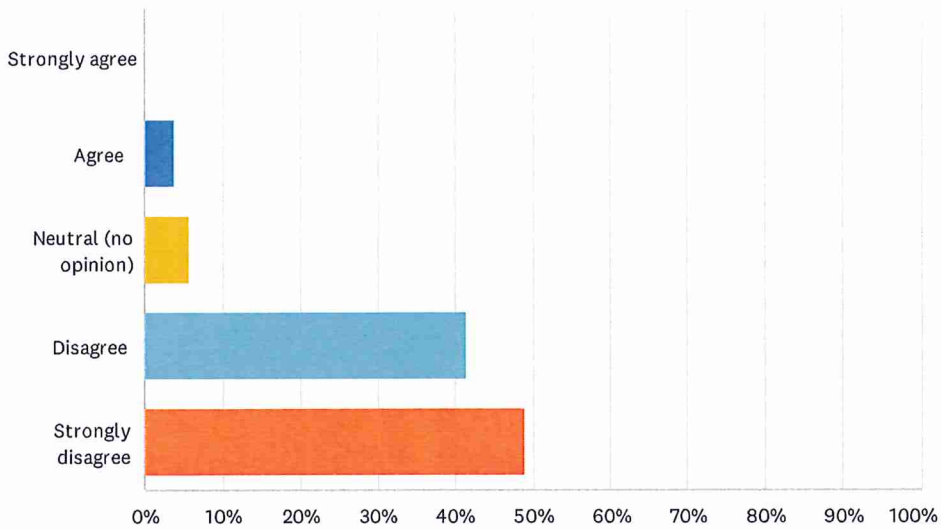


ANSWER CHOICES	RESPONSES	
Strongly agree	0.00%	0
Agree	1.89%	1
Neutral (no opinion)	15.09%	8
Disagree	37.74%	20
Strongly disagree	45.28%	24
TOTAL		53

QUESTIONNAIRE TO MEMBERS ON PROPOSALS TO REDUCE MOST ROTORUA CITY AND RURAL SPEED LIMITS

Q11 Lowering speed limits will encourage more walking and cycling for transport.

Answered: 53 Skipped: 5

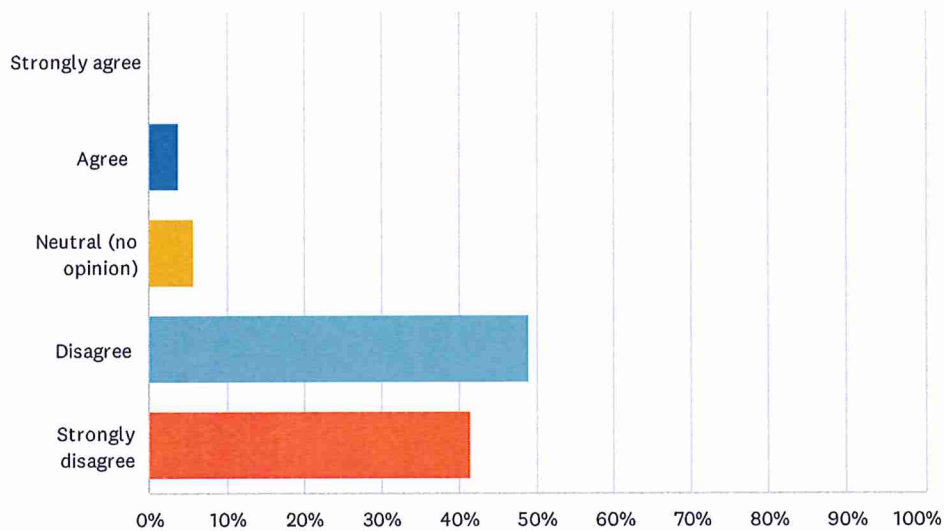


ANSWER CHOICES	RESPONSES	
Strongly agree	0.00%	0
Agree	3.77%	2
Neutral (no opinion)	5.66%	3
Disagree	41.51%	22
Strongly disagree	49.06%	26
TOTAL		53

QUESTIONNAIRE TO MEMBERS ON PROPOSALS TO REDUCE MOST ROTORUA CITY AND RURAL SPEED LIMITS

Q12 Lowering speed limits will improve health and wellbeing of the community.

Answered: 53 Skipped: 5

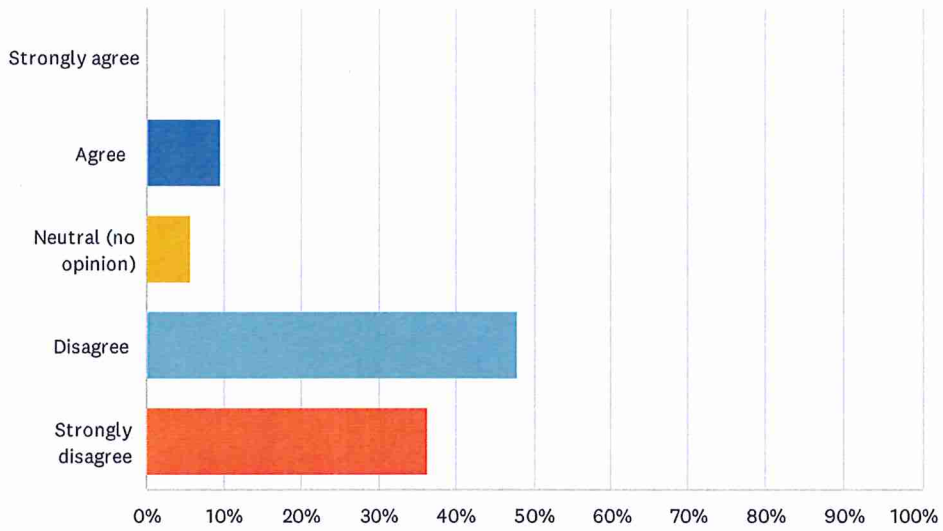


ANSWER CHOICES	RESPONSES	
Strongly agree	0.00%	0
Agree	3.77%	2
Neutral (no opinion)	5.66%	3
Disagree	49.06%	26
Strongly disagree	41.51%	22
TOTAL		53

QUESTIONNAIRE TO MEMBERS ON PROPOSALS TO REDUCE MOST ROTORUA CITY AND RURAL SPEED LIMITS

Q13 Lowering speed limits will improve liveability in the city by making it safer.

Answered: 52 Skipped: 6

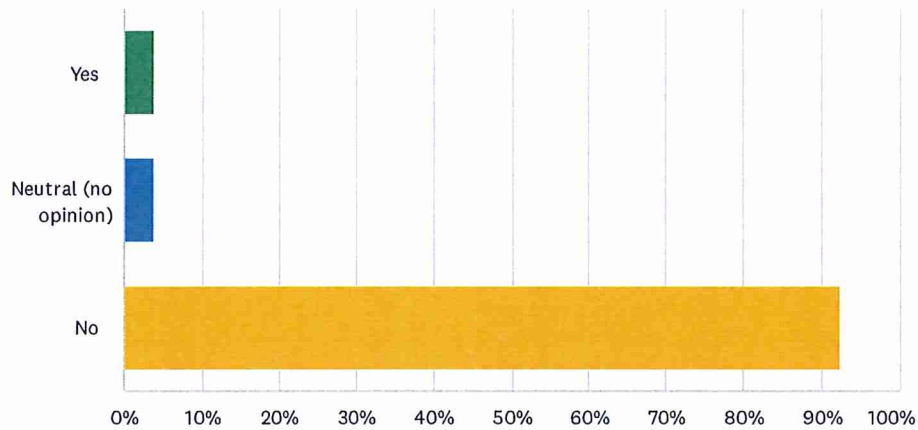


ANSWER CHOICES	RESPONSES	
Strongly agree	0.00%	0
Agree	9.62%	5
Neutral (no opinion)	5.77%	3
Disagree	48.08%	25
Strongly disagree	36.54%	19
TOTAL		52

QUESTIONNAIRE TO MEMBERS ON PROPOSALS TO REDUCE MOST ROTORUA CITY AND RURAL SPEED LIMITS

Q14 Do you support the draft Speed Management Plan to change speed limits?

Answered: 52 Skipped: 6

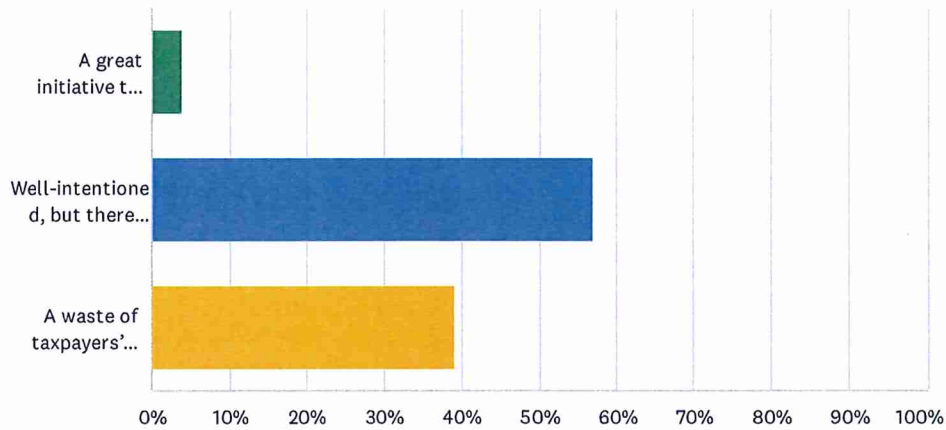


ANSWER CHOICES	RESPONSES	
Yes	3.85%	2
Neutral (no opinion)	3.85%	2
No	92.31%	48
TOTAL		52

QUESTIONNAIRE TO MEMBERS ON PROPOSALS TO REDUCE MOST ROTORUA CITY AND RURAL SPEED LIMITS

Q15 Do you think the Waka Kotahi “Road to Zero” campaign is: (tick the box that is closest to your opinion)

Answered: 51 Skipped: 7



ANSWER CHOICES	RESPONSES	
A great initiative that we should all get in behind and support.	3.92%	2
Well-intentioned, but there are better ways to reduce the road toll.	56.86%	29
A waste of taxpayers' money and bound to fail.	39.22%	20
TOTAL		51

Submitter 1694- Ken Blackman

I tried to register, but had no success, so here are my thoughts on reducing the speed limits within the city boundary:

Whilst it would seem a good idea to improve road safety within the city area, there is already a speed limit of 50km/hr within the residential areas. The main problems existing at present are that the majority of vehicles travel at speeds in excess of the existing limits. Along my street, Pererika St, it is common for vehicles to travel at anything from 50km/hr to 100km/hr. Most vehicles travel at around 60km/hr and on average I see 2 to 3 vehicles daily travelling at 70-80km/hr. I have in the past, actually measured the speed of vehicles passing my property at up to 100km/hr, using video footage and measuring the time to travel a known distance. I have often thought about purchasing a vehicle speed gun online after being informed by the Police they are unable to prosecute because I am not using an authorised speed measuring device.

So to summarise, the problem is simply one of lack of enforcement. You can introduce all the laws you like, but unless there is strict enforcement, speed limits will not be adhered to. I feel that if vehicles were to travel at the speed limit of 50km/hr within the residential areas as they are supposed to, then many problems would be alleviated.

Within the CBD, it makes sense to reduce the speed to 30km/hr and I support the introduction of that. It would only apply to the area bounded by Amohau St, Amohia St, Arawa St, Hinemaru St.

To have Eastern access from Old Taupo Rd to Te Ngae Rd via Pukuatua St (passing the front entrance of Rotorua Boy's High School) seems to me, needs revision, due to increased pedestrian traffic and it would be better to have the majority of vehicles wanting access to Te Ngae Rd, to travel via Malfroy or Devon St. This keeps the traffic passing through to the Eastern Corridor away from both the Boy's High School and Amohau St where there is a pedestrian crossing from the Central Mall to Tutanekai St. This crossing in my view is dangerous as there are many cases of pedestrians crossing against the traffic lights.

Other problems are the number of noisy vehicles both modified cars and motorcycles, which clearly exceed the legal noise limits and there appears to be no action to compel the owners to comply with the law. In addition the number of unregistered and unwarranted vehicles on the road. I have reported some of these to the Police (in some cases Registrations from 2019 and so clearly no WOF compliance) and nothing has been done for 6 months now and the vehicles are still being driven regularly. Again simply a case of little or no enforcement. I think the Police are so busy and understaffed that they have more pressing matters to attend to.

I can see no solution to the problem unless there is the reintroduction of a Traffic Division as we had many years ago.

Submitter 1695- Te Whatu Ora - Toi Te Ora Public Health

14 August 2023

Rotorua Lakes Council
Private Bag 3029
Rotorua Mail Centre
ROTORUA 3046

Submission on Rotorua Lakes Council Draft Speed Management Plan

Te Whatu Ora leads the day-to-day running of the health system across Aotearoa New Zealand, and either provides or commissions services at local, regional, and national levels. Under the Pae Ora (Healthy Futures) Act 2022, one of the key objectives of Te Whatu Ora is “to promote health and prevent, reduce, and delay ill-health, including by collaborating with other agencies, organisations, and individuals to address the determinants of health.” The National Public Health Service is a division of Te Whatu Ora and leads the delivery of Health Protection, Health Promotion and Prevention services, as well as working with the Public Health Agency and Te Aka Whai Ora on intelligence, population health and policy. As a Tiriti o Waitangi partner the National Public Health Service advocates for equitable health outcomes, by striving to eliminate health differences, particularly for Māori and Pacific Peoples, and build towards Pae Ora (healthy futures) for everyone.

Toi Te Ora Public Health (Toi Te Ora) is a division of the National Public Health Service for the Bay of Plenty and Lakes districts. We support evidence-based approaches to improving health and wellbeing. This includes promoting healthy environments and ensuring whānau and communities have what they need to live healthy lives. We are committed to Pae Ora (healthy futures) for all.

We welcome the opportunity to submit on the proposed Rotorua Lakes Council Draft Speed Management Plan.

Response

Toi Te Ora agrees with and **supports** the proposed “*Draft Speed Management Plan 2023*”. The proposed plan aligns with the submission to Waka Kotahi from the National Public Health Service in December 2022.

Toi Te Ora agrees with the plan to implement permanent speed limits rather than variable zones.

Toi Te Ora agrees with the plan to have permanent 30km speed zones around schools, marae, local streets, the CBD, and rural settlements.

Toi Te Ora supports the plan to increase the school zone radius to 1km which will provide a safer zone for children, particularly those using alternative modes of transport to get to school.

Toi Te Ora recommends that Council implement the planned changes around all schools by 2025 as recommended by the National Public Health Service National Director.

Our roads, our lands, and our people are part of a delicate balance that sustains us. Excessive speed not only endangers lives but also contributes to noise and pollution that disrupts this balance. We must consider how our actions affect the environment and our descendants.

The planned speed changes support safe, active, and healthy environments. This plan has the potential to provide a range of benefits for the health and wellbeing of communities, and the environment.

Additionally, the proposed speed management plan aligns with:

- “Te Arawa 2050 vision”¹
- “Climate Action Plan”²
- “Future Development Strategy”³

We have specific feedback and comments in the following sections, which are linked to the management principles used for the Council’s Speed Management plan:

Safety

- There is strong evidence to show that lower speeds result in fewer deaths and serious injuries for pedestrians and cyclists. The probability of pedestrian/cyclists’ fatalities when hit by a car travelling 30km/h is 10%^{4,5,6}. In comparison, the probability for a pedestrian/cyclist fatality when hit by a car travelling 50km/h is 80%.
- Motor vehicle data shows that in Rotorua between 2017 and 2021 there were an average of seven fatal car crashes and an estimated 40 road crashes per year that result in deaths or serious injury⁷. These traffic incidents are associated with an average of 320 admissions to Rotorua Hospital per year⁸.
- Road traffic crashes cause substantial physical and mental harms to individuals and whānau. In Aotearoa New Zealand, the estimated costs of motor vehicle accidents in 2020 were quantified at \$5.1 billion⁹. Of this 2.3% was associated with direct medical costs. Whereas over 90% of the costs were due to the impacts of loss of life and disability.

¹ Te Arawa (2020) *Te Arawa 2050 Te Arawa Vision: Mauri Tū, Mauri Ora, Te Arawa E!*. Retrieved from Te Arawa 2050 Vision: <https://indd.adobe.com/view/3cf693c0-09a4-4f18-9cbf-7b7f4f9787ff>

² Rotorua Lakes Council (2021) *Mahere Tauhohe Haurere: Rotorua Climate Change*. Retrieved from Rotorua Lakes Council: <https://www.rotorualakescouncil.nz/repository/libraries/id:2e3idno3317q9sihrv36/hierarchy/our-council/council-publications/standardsandstrategies/documents/RLC-Climate-Action-Plan-2021.pdf>

³ Rotorua Lakes Council (2023) *Future Development Strategy: Te Tuhinga Hukihuki o te Rautaki Whakawhanake I te Āpōpō o Rotorua*. Retrieved from Rotorua Lakes Council: <https://www.rotorualakescouncil.nz/our-city/creating-homes-and-thriving-communities/future-development-strategy>

⁴ Kröyer, H. R. G., Jonsson, T., & Várhelyi, A. (2014). Relative fatality risk curve to describe the effect of change in the impact speed on fatality risk of pedestrians struck by a motor vehicle. *Accident Analysis and Prevention*, 62, 143–152. <https://doi.org/10.1016/j.aap.2013.09.007>

⁵ Scott, R. Mackie, H. (2014) Speed vs casualty risk curves: Analysis of evidence and considerations for updated curves. A report prepared for the NZ Transport Agency.

⁶ Jurewicz, C., Sobhani, A., Woolley, J., Dutschke, J., & Corben, B. (2016). Exploration of Vehicle Impact Speed – Injury Severity Relationships for Application in Safer Road Design. *Transportation Research Procedia*, 14, 4247–4256. <https://doi.org/10.1016/j.trpro.2016.05.396>

⁷ Te Manatū Waka Ministry of Transport: <https://www.transport.govt.nz/statistics-and-insights/safety-annual-statistics/sheet/crash-and-injury-data>

⁸ National Minimum Dataset provided by Ministry of Health: [National Minimum Dataset \(Hospital Events\) data dictionary | Ministry of Health NZ](#)

⁹ Te Manatū Waka Ministry of Transport. (2022). Social cost of road crashes and injuries June 2021 update. Wellington: Te Manatū Waka Ministry of Transport.

- **Toi Te Ora also supports** the use of other speed management tools and safety infrastructure as described in Council’s draft plan. The use of other tools such as speed humps and traffic islands can be effective to reduce driver speed and increase the safety of other road users, such as pedestrians and cyclists¹⁰.

Community Well-Being

Equity and Māori Health Outcomes

- Māori and Pacific Peoples are disproportionately impacted by harms from road traffic crashes¹¹. The proposed speed management plan represents an important strategy for reducing road traffic harms for Māori and Pacific whānau.
- **Toi Te Ora supports** Council’s decision to include marae in the speed management plan. Marae are critical meeting places for whānau and hapū and ensuring safety at these places is essential. Toi Te Ora recommends that Council continues to proactively engage with iwi and hapū in decision-making relating to road safety surrounding marae.
- As kaitiaki, it is our duty to safeguard the environment and the well-being of all living beings. The speed management plan aligns with kaitiakitanga and prioritises the protection of our natural surroundings and ensures the safety of all.

Disabled People and Inclusion

- **Toi Te Ora supports** the implementation of the full speed management plan as it will contribute to the creation of safe and accessible streets for more users. This enables people to safely shift into other modes of transport, such as walking and cycling. Notably, lower speeds help to protect more vulnerable road users including children, elderly people, and people with disabilities^{12,13}.

Health Outcomes

- Lower road speeds help to create an environment that supports active transport choices and increases the chance that people are regularly physically active¹⁴. This is associated with a range of benefits, including reduced stroke, heart disease, diabetes, and cancer risks¹⁵.

¹⁰ Archer, J., Fotheringham, M., Symmons, M., & Corben, B. (2008). The impact of lowered speed limits in urban and metropolitan areas. Monash University Accident Research Centre. https://www.monash.edu/__data/assets/pdf_file/0007/216736/The-impact-of-lowered-speed-limits-in-urban-and-metropolitan

¹¹ Environmental Health Intelligence New Zealand. (2020). *Road traffic injury deaths and hospitalisation*. Retrieved from Environmental Health Intelligence New Zealand: <https://www.ehinz.ac.nz/indicators/transport/road-traffic-injury-deaths-and-hospitalisations/#maori-and-pacific-people-had-higher-rates-of-road-traffic-injury-hospitalisations>

¹² Dorling, D. (2014). *20mph Speed Limits for Cars in Residential Areas, By Shops and Schools*. London: The British Academy.

¹³ Institute for Transportation & Development Policy. (2022). *Access and Persons with Disabilities in Urban Areas*. New York City: Institute for Transportation & Development Policy.

¹⁴ New Zealand College of Public Health Medicine. (2014). Physical Activity and Health. https://www.nzcphm.org.nz/media/137773/2014_11_28_physical_activity_and_health_policy_statement.pdf

¹⁵ Kyu HH, Bachman VF, Alexander LT, Mumford JE, Afshin A, Estep K, Veerman JL, Delwiche K, Iannarone ML, Moyer ML, Cercy K. Physical activity and risk of breast cancer, colon cancer, diabetes, ischemic heart disease, and ischemic stroke events: systematic review and dose-response meta-analysis for the Global Burden of Disease Study 2013. *bmj*. 2016 Aug 9;354.

- Active transport, such as walking and cycling, is an easy way for children to get regular physical activity. Children who participate in active forms of transport are more likely to continue these behaviours as an adult¹⁶. These behaviours are also associated with a range of benefits including improved mental wellbeing and cognition^{17,18}.

Movement and Place

- Speed reductions can provide a range of benefits to the wider transport system. This includes, reducing congestion and traffic interactions by decreasing braking distance and time, allowing buses to operate more efficiently¹² and, as noted earlier, allowing people to safely move to active modes of transport.
- It is important to note that reduced speed limits have not been shown to have significant impacts on travel times for car users in urban areas^{10,19}.
- Speed management plans are an important contributor to shifting communities away from car dominated transport systems. This is associated with a range of benefits to the wider community^{20,21}. This includes safer roads, less financial cost to families, improved health and environmental impacts and more time for recreation.

Whole System

Environmental Health

- It is critical to remember the interconnectedness of all life when considering the potential environmental benefits of this Speed Management plan.
- Adopting speed reduction to 30km/h is associated with a range of environmental benefits such as reduced noise and air pollution and a reduction in greenhouse gas emissions^{22,23,24}.

¹⁶ Centre for Physical Activity and Nutrition Research (n.d) *What Influences whether children walk or cycle to school*. Deakin University

¹⁷ Hillman, C. (2009) *The effect of acute treadmill walking on cognitive control and academic achievement in preadolescent children* Neuroscience Volume 159, Issue

¹⁸ South Australian Department of Planning, Transport and Infrastructure (2016) *Walking, riding or driving to school: what influences parents' decision making?*

¹⁹ Paul Tranter, & Rodney Tolley. (2020). Chapter 4 - The "slow paradox": how speed steals our time. In *Slow Cities* (pp. 97–125). Elsevier Inc. <https://doi.org/10.1016/B978-0-12-815316-1.00004-6>

²⁰ World Health Organisation. (2023). *Building Streets for Life - It starts with 30km/h*. Retrieved from World Health Organisation: <https://www.who.int/campaigns/un-global-road-safety-week/2021/streets-for-life#:~:text=Liveable%20streets%2C%20made%20possible%20by,only%20survive%20but%20also%20thrive.>

²¹ World Health Organisation. (2017). *Managing Speed*. Geneva: World Health Organisation.

²² Dorling, D. (2014). *20mph Speed Limits for Cars in Residential Areas, By Shops and Schools*. London: The British Academy.

²³ World Health Organisation. (2023). *Transport, Health and Environment*. Retrieved from World Health Organisation: <https://www.who.int/europe/news-room/fact-sheets/item/transport-health-and-environment>

²⁴ Kuschel, G., Metcalfe, J., Sridhar, S., Davy, P., Hastings, K., Mason, K., Denne, T., Woodward, A., Hales, S., Atkinson, J., Berentson-Shaw, J., Bell, S., & Waka Kotahi NZ Transport Agency, issuing body. (2022). *Health and air pollution in New Zealand 2016 (HAPINZ 3.0) = He rangi hauora he iwi ora / prepared by Gerda Kuschel, Jayne Metcalfe and Surekha Sridhar (Emission Impossible Ltd), Perry Davy (GNS Science), Keith Hastings (Jacobs Ltd), Kylie Mason (Massey University), Tim Denne (Resource Economics Ltd), Alistair Woodward (University of Auckland), Simon Hales and June Atkinson (University of Otago), Jess Berentson-Shaw and Sharon Bell (The Workshop).*

- Toi Te Ora is confident that vehicle emissions will not increase as a result of reducing the speed limits from 50km/h to 30km/hr. Evidence indicates that reducing speed limits may reduce fuel consumption and vehicle emissions²⁵. This would contribute positively to the Rotorua Lakes Council and Bay of Plenty Regional Council Rotorua air quality project²⁶.
- Transport emissions contribute significantly to greenhouse gas emissions in Aotearoa New Zealand. **Toi Te Ora supports** speed management changes to encourage mode shift away from car dependency. The climate crisis is an urgent threat to health and equity, and effective transport policy is an essential component for reducing carbon emissions.

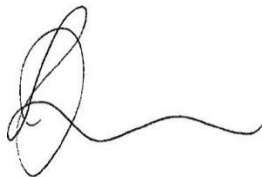
Economic Wellbeing

- Increased pedestrian access for all abilities within the CBD and urban areas promotes economic growth potential²⁷. Research has shown that reducing speeds within city centres promotes larger economic gain for businesses²⁸. Fort Street Auckland is an Aotearoa New Zealand example where reducing speeds was associated with improved economic and social outcomes. A reduction in speeds and the introduction of pedestrian only zones led to a 65% increase in spending, a 50% increase in foot traffic and a 30% reduction in road vehicles²⁹.

Thank you for the opportunity to provide feedback on the Rotorua Lakes Council Draft Speed Management plan. We look forward to working alongside you and supporting this work.

Toi Te Ora is available to answer any questions or clarify any points raised in this feedback. Please phone Eliot Fenton (Health Improvement Advisor – 027 206 2295).

Yours sincerely



Dr Julianna Lees
Public Health Physician
Toi Te Ora Public Health
National Public Health Service

²⁵ Metcalfe, J., Boulter, P. (2022). Effect of speed on greenhouse gas emissions from road transport: a review. Report prepared by Emission Impossible Ltd, and EMM Consulting, for Waka Kotahi, December, 2022.

²⁶ Bay of Plenty Regional Council. (n.d). Rotorua air quality project. <https://www.boprc.govt.nz/environment/air/rotorua-air-quality-project>

²⁷ Brown, V., Moodie, M., & Carter, R. (2017). Evidence for associations between traffic calming and safety and active transport or obesity: A scoping review. *Journal of Transport & Health*, 7, 23–37. <https://doi.org/10.1016/j.jth.2017.02.011>

²⁸ Paul Tranter, & Rodney Tolley. (2020). Chapter 7 - Slower, richer, fairer: better economic health in “slow cities.” In *Slow Cities* (pp. 199–231). Elsevier Inc. <https://doi.org/10.1016/B978-0-12-815316-1.00007-1>

²⁹ Waka Kotahi: NZ Transport Agency. (2014). *Traffic Calming*. Wellington: Waka Kotahi: NZ Transport Agency. Retrieved from <https://www.nzta.govt.nz/assets/userfiles/transport-data/Traffic%20Calming.pdf>

Submitter 1696-Barbara Callaghan

In the US, limits around schools are very low: 20 or 25 miles per hour, depending on the state. Traffic in both directions must STOP (unless there is a solid median barrier) if a school bus is picking up or dropping off students.

Submitter 1697 Kelly Anderson

Morena,

Overall I like the speed reduction plans but why not keep Iles road in lynmore at 30km/h also as all roads around it (the whole suburb infact) are 30km/h? (A small piece is planned to be 50km/h).

Thanks,
Kelly Anderson

Submitter 1698-Linda K

Terrible idea to lower it .

Submitter 1699-Sarah-Angel Hopa

Kiaora,

I am against the draft speed plan, 30ks is ridiculous and is only going to cause accidents with people wanting to speed / overtake those slow drivers.

PLEASE DONT MAKE IT HAPPEN

--

S.Hopa

Submitter 1700-The MRA Team

Hello.

I am writing on behalf of the Mamaku Residents Association.

We do not support this draft speed plan.

These speeds will not stop the very bad driving we see in our village.

We need speed humps/Judder bars and safer crossings and pavements for our children.

Yes we all agree that 30km outside the school is a must, but only during school hours.

What is the point in having it at 30 when no children are around.

Dansey road is not a dangerous road, nor is Maraeroa so why reduce the speed limits on those roads.

There will be some very unhappy people if the limits are dropped as proposed.

Submitter 1701-Len Watson

DRAFT SPEED MANAGEMENT PLAN for ROTORUA

Submission of: Len Watson
Rotorua
16 August 2023

1. Introduction

- 1.1 Soon after seeing a Council advertisement on the subject matter, I read some of the detail on Council's website and completed the on-line survey form. At the completion of this exercise I came to the conclusion that the questions asked were very shallow on what is a very important subject. There was little scope for comment, and like many surveys associated with Council consultation processes, the survey process serves little more than enabling Council to erroneously treat responses as if the process was a referendum.
- 1.2 What has surprised me of late is the number of friends who, despite advertising on the matter, were totally unaware of the detail of the proposal set out in the *Consultation and Speed Management Plans* (SMP) documents. Some were peripherally aware that plans were afoot, but when I pointed out the extent of the proposed 30km/h limits, they were astounded. I believe that most people of Rotorua would have no idea about the proposals and given the significance of the change, it would have been vastly more appropriate for Council to either treat the matter via a referendum process, or otherwise in the form of written communication mailed out to all residents of Rotorua. The changes being proposed are significant and it is incumbent upon Council to ensure that all residents are aware of what is planned and the rationale for it.
- 1.3 For those who have taken time out to review the documentation accessible from Council's website (as I have done), I can only suggest that it is so over-the-top in terms of detail that most people will simply gloss over the matter and do nothing. To me, the most significant part of the proposal (and forgetting about the rhetoric) is the vast extent of the proposed speed limit impositions, with hardly any street within Rotorua being able to be driven at any greater than 30km/h. This is totally absurd!
- 1.4 As a bit of a test, I drove my car along a couple of streets to test what 30km/h was all about and I was astounded at just how slow it was. I believe that speed limits should be set that gives due recognition to the "feel of the roadway" as a driver moves along the road. A good example of this is in the CBD area of Rotorua, where narrow roads in many areas, that include angle parking, severely restricts the width of the road that can be driven on. Likewise with the roadway maze in the area of the City Focus. These clearly suggest to a driver that speed needs to be quite slow and that trying to drive in these areas at 50km/h would present a driving hazard. On the other hand, driving at the upper end of Tarawera Road at 50km/h, goes against this "feel" given the absence of houses and traffic (be it vehicles, cycles or pedestrians). For most of the streets in Rotorua, the existing 50km/h "feels" appropriate and rarely would driving at this speed feel, or be, unsafe.

2. Speed and Roads Being Safer

- 2.1 Many of the comments in the SMP and from various publications of NZTA (including "*Road to Zero*" and "*Setting of Speed Limits 2022*") demonise "*speed*" per se and suggest that lowering speed limits makes roads safer. Indeed, the Council's website notes that in NZ, "*60% of the fatal and 71% of injury crashes involve speed*".
- 2.2 In a scientific sense, speed is a measure of distance moved over time. Travelling at 1km/h involves speed according to this definition. So, probably all road accidents *involve speed*. The issue therefore is not speed per se, but instead, excessive or inappropriate speed in a situation that a driver finds themselves in (weather conditions, existence of road works, use of navigation maps, changing radio settings, noisy children as passengers, traffic congestion, etc). I would suggest that many accidents

where speed is assigned as having a causal effect is where excessive or inappropriate speed is involved, and not simply where the vehicle is driven within the posted speed limit. In many cases, inappropriate speed arises from a driver having total disregard for posted speed limits and as a result, causes an accident. Changing posted speed limits will have no effect on such drivers given that they wilfully ignore speed limits and recklessly drive in a manner that could cause an accident.

- 2.3 Therefore, I suggest, that when “*speed*” is referred to in the SMP it should be so with an emphasis on “*inappropriate speed*”. Generally, I do not believe that the existing speed limits on our roading network is at an inappropriate level, although changes in driving conditions at any time can make travelling at or close to the posted limit, inappropriate. That however, is a matter of driver practice and more can be done to improve driving practices and habits via an on-going driver education programme and driver testing. Government does not seem to be interested in this preferring instead to blame appropriate existing speed limits as a principal causal factor for accidents.
- 2.4 Making the roads “*safer*” (by restricting speed limits) is another word that gets tossed around in the hope of eliciting an emotional response. The word in itself is a relative expression, safer being more or less safe than some other state. I note below some statistics relating to road deaths and injuries in and about the Rotorua roading network, which show that our Rotorua roading network, and its associated speed limits, are about as safe as they can be. Given the small number of death or injury consequences from roading accidents in each year, and the many factors that can give rise to an accident (of which inappropriate speed is but one), reducing the posted speed limits can hardly be described as making the roads safer. It could be argued instead that the roads with a lesser posted speed limit could become less safe as a consequence of driver frustration from trying to keep the speed of their vehicle down to the ridiculously low 30km/h!

3. Review Motivation

- 3.1 Legislation (promoted by NZTA) requires councils throughout the country to formulate a SMP. I have no issue with doing this as such, but regrettably the plan is hugely biased in favour of aspirational and irrational objectives of NZTA in its “*Road to Zero*” vision. I have submitted to NZTA on this matter (commenting on, amongst other things, their ill-conceived aspirational targets) but regrettably, NZTA will do as NZTA wishes, regardless of submissions received. (I have the feeling, based on past experience, that Council will do the same with respect to its draft SMP?)
- 3.2 A recent example of the application of NZTA’s aspirational ideology is the just announced new speed limits between Rotorua and Whakatane (which I travel often). Many parts of the road are in open country areas and which can be driven safely at 100km/h (as it has been up to now). The whole of the road has now had reduced speed limits applied, with 80km/h now being the maximum.
- 3.3 Council, in devising the SMP, has accepted without question (as is the case with many other councils throughout the country) the so-called guideline created by NZTA in its “*Speed Management Guide*”, issued in July 2022. This document is in itself contradictory in many areas. It refers to a “*One Network Framework*” with respect to speed limits, in which is included a so-called, safe and appropriate speed limit of 30km/h for all local streets throughout the country. There appears to be no compulsion to apply the speed guidelines, although the wording of the Guide is but one step short of doing so. If Central Government and Bureaucrats seek to create such limits, they should do so (and take responsibility for it), rather than trying to devolve the obligation down to local authorities in their SMPs. Because of this, I believe that Council should make reference to the guide, but on behalf of the people of Rotorua, set out detail in it that suits the people of Rotorua (and not the aspirations of NZTA).

4. Death and Injury Statistics

- 4.1 Despite the four “*speed management principles*” set out in NZTA’s Guide (safety, community wellbeing, whole of system, and movement and place), the reality is that the emphasis of the Guide is on speed limitation and with reference to “*Road to Zero*”. Some of the principles are little more than

platitudinous and virtue signalling - reduce pollution, reduce CO2 emissions, revitalise the CBD (yet another attempt for Rotorua), etc. I do note however that Council's SMP simply repeats these 4 principles and does so as if they each have some real significance to the people of Rotorua.

4.2 Further, the NZTA publications, by inference, places the cause for most of the road deaths and injuries on speed. I accept that inappropriate speed can be a contributor to the road toll (either death or injuries) but in many cases accidents occur from drivers moving at excessive speeds (with reference to the likes of posted speed limits, road conditions at the time, prevailing weather conditions, etc). Bad driver behaviour, I believe, is very often the cause of accidents, but little is done in the country with respect to driver education. We obtain our driver licence at 17 or 18 (or whatever the applicable age is these days) and can drive for a lifetime thereafter without any further testing about the knowledge of road rules, on driving skills or on driver attitude when behind the wheel of a motor vehicle. On the other hand, the vehicles that we drive in are WOF tested annually (or 6 monthly as they get older). So, let's put the road toll risk in some appropriate perspective.

4.3 NZTA has spent a lot of taxpayer money over the last few years in an attempt to make our roads "safer" to use. This work includes road re-alignment, installation of centre and side of road crash barriers, reductions in speed limits, etc. What impact has this had on the road toll? The national road toll over recent years has been:

2015	317
2016	327
2017	378
2018	378
2019	350
2020	318
2021	318
2022	376
2023 (YTD)	206 (Last Year YTD 219)

Death rates in earlier years were significantly higher, including:

1990	730
1995	582
2000	462
2010	375

4.4 Clearly, the death rate has improved considerably when compared with the high levels of the 1990s, and especially when considering the increase in our population over the above noted years. However, relative to the rest of the world, we rank at only about 40th best out of a total of 183 countries (our annual death rate is about 6 per 100,000 of our population in each year compared with the best (Sweden) at 2.3/100,000).

4.5 The death rates in 2020 and 2021 were less because of the lesser amount of driving during the Covid 19 lockdown and restrictions. I estimate, from the above statistics, that the current annual road toll level in New Zealand is about 350. Little (in terms of a reduced road toll) has been achieved from all of the NZTA actions over the last few years. This suggests that the reduction in posted speed limits (let alone dealing with all of the other accident creating factors) will not be that effective in getting anywhere near to achieving its "Road to Zero" aspirations.

4.6 Rotorua's population is currently about 77,000, while the country has a population of about 5,200,000. Rotorua is therefore about 1.5% of the whole population. If this percentage was applied to the expected country road toll, we might expect 5 road deaths in each year. This expectation relates to the whole of the Rotorua area (urban and rural) and not just within the city limits, and would arise from all of the risks associated with the use of the roads, of which inappropriate speed is but one.

- 4.7 Historical road death and injury data can be accessed (not easily) from the NZTA and Ministry of Transport (MoT). Those statistics can be drilled down to the figures that apply to Rotorua alone. The following is a summary of that data that has relevance to what is set out in Council's SMP (and which applies to the whole of the roading network of Rotorua):

Rotorua Road Deaths and Injury Summary

<u>Number of Road Deaths (MoT):</u>							Average per Year
2018	2019	2020	2021	2022	Total		
<i>User:</i>							
Driver	7	4	2	8	4	25	5.0
M/Cycle	4	3	1	1	2	11	2.2
Passenger	0	1	0	8	0	9	1.8
Pedestrian	1	0	1	0	2	4	0.8
	12	8	4	17	8	49	9.8
<i>Road Area:</i>							
<=50km/h	6	1	2	2	3	14	2.8
State Highway	6	7	2	15	5	35	7.0
	12	8	4	17	8	49	9.8
<i>Younger Users:</i>							
Under 20	1	0	0	1	1	3	0.6
Under 20 in 50km/h area	1	0	0	0	0	1	0.2
<u>Road Deaths and Injuries (NZTA):</u>							Average per Year
2018	2019	2020	2021	2022	Total		
<i>Urban Roads:</i>							
Deaths	6	1	4	2	6	19	3.8
Serious Injury	15	22	21	19	13	90	18.0
Minor Injury	99	116	89	100	101	505	101.0
<i>State Highway:</i>							
Deaths	6	7	2	8	3	26	5.2
Serious Injury	16	38	17	17	17	105	21.0
Minor Injury	67	102	74	82	115	440	88.0
<i>Urban <50km/h:</i>							
Deaths	6	1	2	0	2	11	2.2
Serious Injury	8	7	14	17	10	56	11.2
Minor Injury	68	75	53	76	69	341	68.2

(there is some minor inconsistencies between the data extracted from the two noted sources)

- 4.8 I am somewhat surprised and disappointed that some of this statistical information was not included in Council's consultation documentation, given that it puts into perspective the true nature of the

perceived problem and that the SMP itself, with respect to reducing speed limits, is likely to achieve very little, if anything.

- 4.9 Given that the SMP suggests changes that are largely focussed on the urban area (and where current speed limits are now 50km/h), the information above puts into perspective the reality of the issue. The last portion of the above tables is the most telling – the planned changes might impact at best, if at all, on the recent annual average of 2.2 deaths, 11.2 serious injuries and 68.2 minor injuries on the Rotorua roading network. The changes, if they have any impact at all, will not eliminate these averages and at best, at a guess, applying say a 25% reduction, might save 1 life, and avoid 3 serious and 17 non-serious injuries.
- 4.10 The SMP changes will significantly impact on, and be of inconvenience to, the road using public of Rotorua (discussed following) and the very small potential gains must seriously the SMP intentions. Yes, I have heard comments in the past that if changes save 1 life then regardless of cost, it is worth it. That is not so given that there must always be a limit on the amount of money (and in this case, already hard-pressed ratepayer money) that should be thrown at dealing with a problem that doesn't really exist. If the same approach was taken for other activities in Rotorua, we would ban the likes of mountain biking (an occasional death and many injuries happen in each year on our forest trails) and take steps to curtail swimming activities in our many lakes to avoid drownings. And this is before dealing with the circumstances that create the major causes of death in each year (heart attacks, cancer and strokes). Life has a risk associated it (risks that commence from the day we are born) and this has always been the case. While an improvement in the level of road deaths and injuries would be welcome, the cost of achieving very little (via the SMP process) cannot be justified and should not be tolerated. Given the referred to statistics, I see little wrong with the existing speed limit levels within the Rotorua area.

5. Road User Inconvenience and Cost

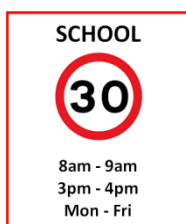
- 5.1 Despite comments on Council's website to the contrary, bringing most of the speed limits in Rotorua down from the existing 50km/h to 30km/h, could add, in theory, about 50% to travelling times throughout the city. This will be added to, in due course, as Council seeks to install more traffic calming devices on the roads. This will also increase driver frustration as they recognise that the severely restricted speed limits imposed are far from being aligned with their perception about the driving safety associated with their current driving conditions. It will also will infringe on one of the 4 principles set out in the NZTA guidelines - community well being.
- 5.2 I believe that drivers will often inadvertently exceed the planned low speed limits, simply because they are too slow for the driving condition of the roads. Further, as more and more speed enforcement mechanisms are introduced to the roading network, the cost of driving will increase because of the likely higher number of infringement notices that will be issued.
- 5.3 The likes of trade services will end up costing more as more time will be spent by service people travelling to and from jobs (business owners will seek to recoup these costs in their charge out rates). Parents taking children to sports events in the weekends, and to the likes of music lessons after school, will be inconvenienced by the increased travel time. Overall, with these ridiculously low speed limits, driving will become an extremely frustrating experience and is likely to impose is significant direct and indirect cost on the community.

6. School Area Exception

- 6.1 While I do not believe that traffic driving past schools at or near 50km/h creates significant risk to children, there is an intuitive argument to suggest that speed reductions in the vicinity of schools would be acceptable to most. Further, a change of speed limit to 30km/h outside schools is mandated in NZTA's "*Setting of Speed Limit 2022 Rules*". I note from Council's website the suggestion that such limits in school areas need to be for "*300 metres outside all school entrances*", whatever this means (300 metres either side or in total about the entrance?). I do not read this restriction in the Rules. The

issue for Rotorua is however that Council seeks to make this restriction for a 1km radius from such entrances and in doing so, captures nearly all local roads in Rotorua. I suggest that any restrictions in this regard should be for a maximum of 100 metres either side of a school entrance. Taking this approach would enable most of the local roads to stay at the existing 50km/h.

- 6.2 I might add that from my observations, many of the traffic risks in the vicinity of schools, about both day start and finish times, can be directed at the actions of people delivering children to, or picking them up, from schools. Most schools have poor drop-off or pick-up areas, which encourages drivers to park in non-parking areas, across driveways etc, thereby creating a potential hazard for all users of the roads. Restricting speed limits about schools is not going to improve this driver behaviour.
- 6.3 I suggest further that there is scope to have the restrictions, if implemented, time limited to a period of time about which children will arrive at or depart from the schools. Council's website notes in this regard that this would require electronic variable speed limit signs that would cost in the vicinity of \$6m (whether this is for Rotorua or NZ is not noted). Even if it was for Rotorua alone, this would be a small price for NZTA to pay to avoid the significant imposition of the restriction on the mobility of people in and about Rotorua.
- 6.4 An alternative is to use fixed signs close to schools that show that the lower speed limit is for a restricted time period (Monday to Friday; 8am to 9am and 3pm to 4pm). While an electronic variable speed limit sign could be programmed to not be active during public holiday periods, it could be understood that while the fixed signs remain in place, the new speed restriction would not apply during school holidays (and that enforcement authorities would not monitor speed during such holiday periods).
- 6.5 Such a sign could look like the following:



- 6.6 This sign might be considered to be “too busy”, but there are many signs scattered throughout the roading network of the country that are far worse (in terms of there being too many words and too much information on them). There would, of course, need to be another 50km/h sign erected at the point on the road where this school zone limit is exited.
- 6.7 If this suggestion was taken up, and the status quo otherwise retained throughout the rest of the Rotorua roading network, we would avoid the nonsense that reduced speed limits would create for people who drive at later hours in the evening and in the early morning. The SMP plan seeks to have the 30km/h limit apply 24/7 and in many hours of each day, few road users are about (let alone school children and other pedestrians). Retaining most of the existing speed limits (but creating the school speed restriction zone as suggested) will eliminate driver frustration that the SMP, as drafted, would create.

7. Speed Limit Signage

- 7.1 If the changes are to be made as set out in the SMP, some significant expenditure will need to be incurred on new speed limit advisory signs. At present, most of the roads within Rotorua have a posted speed limit of 50km/h. This limit is recognised by most drivers when in the so-called “built-up” areas. Where the limit is other than this 50km/h, signage is positioned on the roadside signifying the change. While roads under the SMP will largely be 30km/h speed limited, the few urban connector roads will remain at 50km/h. This will create total confusion for road users (including visitors and in particular, tourists) who are not familiar with, or cannot remember, the details of the new speed limit

structure. It is not good enough to make the changes and sit back and collect the financial impositions on drivers as they get ticketed for inadvertently (and understandably) exceeding the low new speed limit.

- 7.2 It will be necessary therefore to erect speed limit signs at all intersections so that when a driver moves from the intersection onto a new road, they are advised of the speed limit applicable to that new road. It cannot be taken for granted by drivers that the applicable speed for the new road is the same as for the road from which the turn was made. Not to erect such signs would clearly be unfair to motorists who would then have to run the gauntlet of the speed camera vehicles not knowing what the posted speed limit was for the road that they are on.

8. Summary

- 8.1 The whole idea of speed limit restrictions within town and city boundaries of New Zealand is a by-product of an aspirational, but unattainable, objective of an agency of Government (NZTA) to ultimately have a zero road toll and zero serious injuries on the whole of the New Zealand road network. The pursuit of that objective has seen taxpayers deprived of their hard earned dollars from crass advertising campaigns, documentary pontifications about how NZTA's aspirational objectives might be achieved, the erection of countless kilometres of road barriers (centre and side of roads), introduction of traffic calming road furniture, etc, all at a time when the quality of the roading infrastructure has been seriously neglected (including in local body areas where Councils have a responsibility for the quality of the roads). The word "potholes" is an all too frequent conversation topic these days.
- 8.2 Reduction of road speed limits is seen by NZTA as having a major role in achieving its aspirational objective, but, based on the statistics referred to above, it is highly questionable that this will be the case. Sure, excessive speeds are a danger on the road but this is where drivers choose to drive at speeds that exceed posted limits (and in many cases, significantly) and in a manner that creates a significant risk to other road users. Driver education and testing is the best way of improving driver behaviour and as a consequence, reducing (but not eliminating) deaths and injuries from the use of the roading network.
- 8.3 Within the Rotorua "built up" area, the existing posted limits are not inappropriate and reducing them in a manner suggested in the SMP will do little (if anything) toward making the roading network "safer". Given the low accident rate for Rotorua and the multiple of factors that contribute to road accidents (driver inattention and reckless habits being the main contributor in my view), the accident and injury rate will not decrease to any significant degree as a result of reducing the posted speed limits. Therefore, when formulating its SMP (as required by NZTA), Council should look at the implement modest changes only (such as speed limits about schools). By and large, the existing limits should be retained. If this transgresses edicts of NZTA, then let Central Government make the call for the whole of the country. They can then be held responsible for the ire created among the country's population, rather than pass the responsibility for the change down to Local Government on saying that it is the latter that determined the plans.
- 8.4 The whole matter of NZTA's aspirational objectives has become a significant political issue and changes in Government, at either the forthcoming election or subsequent ones, will see the status quo being either retained or reverted to. Councils are being forced to consider plans (at significant cost to ratepayers and taxpayers) and it is time for Councils to do what the people of the towns and cities of the country want. If Central Government wishes to push change, let them do it so that they become accountable to the people whose lives, for little benefit, they are seeking to direct and control.
- 8.5 If the 30km/h limits are imposed as suggested in the SMP, I am sure that the people of Rotorua will be up in arms as they realise that the changes are being made and become aware of the impact that the change will have on the way that they go about their daily lives (including the frustrations that will arise as they dawdle along roads in their vehicles when it is obvious to them that the new slow limits

are simply ridiculous, and begin to appreciate that the changes will contribute little, if anything, to a reduction in deaths and serious accidents on the Rotorua roading network).

- 8.6 Finally, I believe that Council's promotion of this significant change to the life of the people of Rotorua has been woefully inadequate, a view borne out of the lack of knowledge that most of my friends with whom I have discussed the matter, have about the proposed change. There should have been a mail-out communication with all residents of Rotorua that spelled out the intentions, the effect on the motoring public, and the likely positive impact (or as reality has it, the lack of it), on contributing to the achievement of NZTA's ill-considered and irrational "Road to Zero" aspirational objectives.

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Len Watson

Rotorua

Ph. 027 2636222

Submitter 1702-Brake road safety



Draft Rotorua Speed Management Plan 2023

Submission from Brake, the road safety charity

All queries: Caroline Perry, NZ director,
Brake, PO Box 133026, Auckland, 1146

About Brake

Brake is a road safety charity with global interests, and branches in the UK and New Zealand. It approaches road safety and sustainable travel using the Vision Zero method. That is to say, the charity considers that all deaths and injuries on roads are unacceptable, and eliminating carbon emissions from transport, which is the largest contributing carbon sector, should be approached with equal zeal. Brake's vision is a world with zero road deaths and serious injuries, where everyone can move around in safe and healthy ways, every day.

Brake promotes road safety awareness, safe and sustainable road use, and effective road safety policies. It does this through national campaigns, community activities, services for employers and fleet professionals, and coordination of national Road Safety Week.

Brake also cares for families bereaved and injured in road crashes. It does this by providing specialist support resources to families following a crash.

Brake's response to the proposed speed limit changes

Brake strongly supports the planned speed limit changes and commends Rotorua Lakes Council for working to make roads safer in the district. As an organisation that supports families bereaved and injured in crashes, we see the devastating consequences and the far-reaching ripple effects crashes have on communities. These deaths and serious injuries are largely preventable.

Rotorua District streets need to be safe for everyone, regardless of their mode of transport, age or socio-economic area. Children and young people, older people, and those living in economically poorer areas are often disproportionately represented in road death and injury statistics.

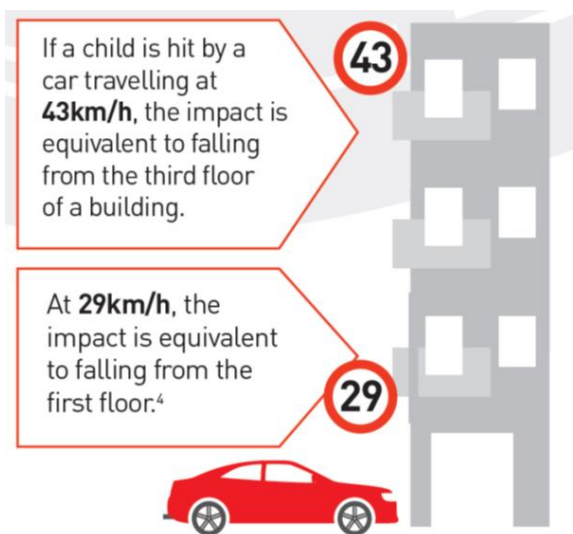
Road safety is both a transport and public health issue. In addition to deaths and injuries in crashes, traffic also has an impact through air and noise pollution, and people's level of physical activity.

Brake strongly supports the proposal for 30km/h speed limits around both urban and rural schools and is pleased to see these limits stretching to a 1km area around schools as part of the proposal. This additional catchment will help to keep children safe going to and from school, encourage more families to walk and cycle, and potentially include other community facilities such as childcare centres, helping to make those areas safer too.

Brake also strongly supports the proposal for 30km/h speed limits in the CBD and on local roads, including rural communities. The World Health Organisation (WHO) has emphasised the need for 30km/h limits, stating that in areas where *'motorised traffic mixes with pedestrians, cyclists, and moped riders, the speed limit must be under 30km/h'* due to the vulnerability of these road usersⁱ.

This is particularly important for protecting children, who often make mistakes when using roads. Research has found that children cannot judge the speed of approaching vehicles travelling faster than 30km/h, so may believe it is safe to cross when it is notⁱⁱ.

The risk of injury increases exponentially with impact speed. A crash at 50km/h involves twice as much energy and destructive potential as a crash at 30km/h. If a driver travelling at 50km/h hits a child that runs out in front of them with an impact speed of 43km/h, the impact is equivalent to falling from the third floor of a building. If a driver travelling at 30km/h hits a child with an impact speed of 29km/h, the impact is equivalent to falling from the first floor. [Image 1]



Brake also supports the proposals for some accompanying infrastructure changes to support speed limit changes, and the methods for identifying those changes. There will be areas that need infrastructure improvements in addition to a change of speed limit. Brake urges the Council to ensure that infrastructure changes are not forgotten, or pushed down the list of priorities, as implementing improvements can also help to reduce road deaths and injuries alongside speed limit changes.

Brake strongly supports the proposal to reduce speeds on rural roads. There is significant data and evidence to show that reducing traffic speeds is a highly effective way of reducing traffic related deaths and injuries. The risk of crashing, and of being killed or seriously injured in a crash increases exponentially to an increase in speed. The faster vehicles travel, the more frequent and severe road crashes become.ⁱⁱⁱ

Speed is an important factor in determining the outcome of a crash. People make mistakes so it is vital that our road system helps to minimise the consequences of those mistakes. Safe speeds are a key part of that. By implementing 30km/h limits in the CBD, around schools, and on local roads, and reducing speeds on rural roads, we can reduce the severity of crashes, saving lives and reducing the number of families who suffer the tragedy of losing a loved one on the road.

Lower speeds also result in a decrease in fuel use and fewer emissions and pollutants, resulting in cleaner, greener and more liveable communities. Furthermore, in urban areas, increases in travel time due to lower speed limits are negligible^{iv}.

End/

ⁱ [Global Status Report on Road Safety 2015](#), WHO, 2015

ⁱⁱ [Traffic at 30mph is too fast for children's visual capabilities](#), University of Royal Holloway London, 2010

ⁱⁱⁱ International Traffic Data and Analysis Group. "Speed and Crash Risk: Research report". Paris: International Transport Forum, 2018.

^{iv} Austroads (2005) Balance between Harm Reduction and Mobility in Setting Speed Limits: A Feasibility Study. Austroads Publication No. AP-R272/05.

Submitter 1703-Dave Eddy

Kia ora,

Can you please consider reducing this road too, there's

It's a shame this road isn't being reduced to at least 80km/hr. It's really unsafe for cyclists and often it's 70/80 anyway with traffic. I don't cycle it anymore as I've had too many close calls with speeding cars, cutting corners etc. So many crashes on this road too. Can you pass this on for consideration please.

My children and many others also use this road and after seeing the head on a few months back and the recent crash that may have resulted in a death last week I think, we can save lives here too.

Opening up Hamurana to cycling to town or Ngongotahā helps the environment.

Attached shows the road I'm talking about. Basically the current 100km road from Ngongotahā north to Hamurana.

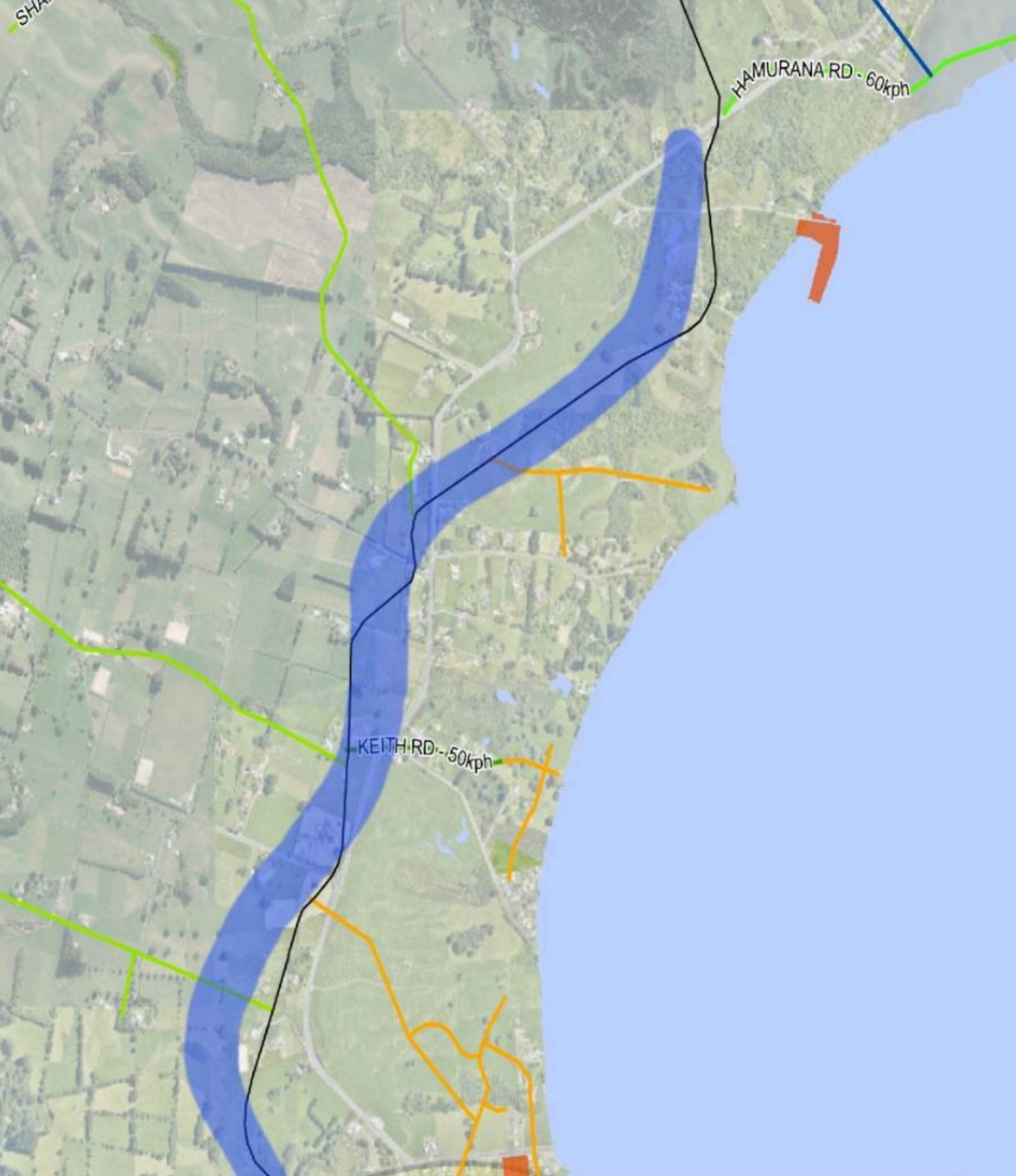
Ngā mihi,
Dave Eddy

Typically replies in a day
ua.maps.arcgis.com

Proposed Speed Management Plan

Legend:

- Schools
- State Highway (Waka Kotahi)
- Speed km per hr
 - 20
 - 30 Variable
 - 30
 - 40
 - 50



- Schools
- State Highway (Waka Kotahi)
- Speed km per hr
- Marae
- District
- Lakes
- Areas within 1km of a School

Submitter 1704-Federated Farmers of New Zealand

SUBMISSION

TELEPHONE 0800 327 646 | WEBSITE WWW.FEDFARM.ORG.NZ



To: Rotorua Lakes Council
Via email: letstalk@rotorualc.nz

Date: 17 August 2023

Submission on: **Draft Speed Management Plan 2023**

Submission by: Rotorua/Taupo Federated Farmers of New Zealand (Inc)
COLIN GUYTON
ROTORUA/TAUPO PROVINCIAL PRESIDENT
Federated Farmers of New Zealand

Address for service: FRANCES CASEY
GRADUATE POLICY ADVISOR (REGIONAL)
Federated Farmers of New Zealand
M 027 537 3385
E fcasey@fedfarm.org.nz

1. INTRODUCTION

- 1.1 Rotorua/Taupo Province of Federated Farmers (**Federated Farmers**) welcomes the opportunity to submit on Rotorua Lakes Council (**Council**) draft Speed Management Plan (**the SMP**).
- 1.2 We acknowledge any submissions made by individual members of Federated Farmers.
- 1.3 We would like the opportunity to speak to Council about our submission.
- 1.4 Given the challenging regulatory and economic environment we are currently in, we are conscious that there may be significant consultation fatigue in the community. This may result in low response to the consultation process. Our members do not want their busy silence to be misconstrued as disinterest in the proposed SMP.

- 1.5 Federated Farmers has significant interest in the roading network and any decisions relating to it. The roading network provides a key transit line for the rural sector to move goods and services to and from farm. It is also a crucial social lifeline for rural residents and therefore important for the well-being of farmers. Any proposed change to the roading network affects the economic resilience and sustainability of rural communities.
- 1.6 Our submission provides general comments, and specific comments and recommendations on school speed zones, rural roads, roading infrastructure and enforcement and education.

2. GENERAL COMMENTS

- 2.1 It is important to highlight the significant contributions of the rural sector to the local, regional and national economy including exports and employment opportunities. As the rural sector relies heavily on efficient road transport for moving produce, livestock, equipment and supplies, any speed related changes to the roading network can have direct economic repercussions for farmers.
- 2.2 Federated Farmers generally supports New Zealand's Road Safety Strategy 2020-2030 and the national vision for zero deaths and serious injuries on New Zealand roads. As speed is not the only cause of death on New Zealand roads, we believe that a holistic approach should be taken to achieve the vision. This holistic approach would include infrastructure improvements, vehicle safety standards, flexible speed management, enforcement, and education.
- 2.3 Costs associated with roading infrastructure represents a significant cost for primary producers and rural residents through rates, fuel tax, and road user chargers. These costs are not decreasing and there seems to be a reaction from councils to apply blanket speed limit reductions to rural roads as the first and only measure to implement national safety objectives.

3. SCHOOL SPEED ZONES

- 3.1 Federated Farmers generally support changing the speed zones around schools to ensure school students are safe when and where there is high traffic. We are particularly interested in speed zones outside rural schools.
- 3.2 According to the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) all schools in Rotorua are, by default, category 1 schools and must have a speed limit of 30km/h around the

school (the mandatory speed limit).¹ Our interest is to ensure that Council set the mandatory speed limit in a way that balances the safety of rural school students, and efficiency of the rural road network.

- 3.3 Council may set the mandatory speed limit permanently or as a variable speed limit in force during school travel periods.² The Speed management guide: Road to Zero edition (2022) (the Guide) recommends that the location of the school can determine that a permanent mandatory speed limit is not appropriate.³ Rural schools are usually located in remote areas where there is minimal traffic flow outside school travel periods. Reducing speed limit where there is no increased safety risk is an unreasonable restriction on other road users, particularly farmers, and can interrupt the flow of traffic.
- 3.4 During school travel periods (typically between the hours of 8am-9am and 2:30pm-4pm) there is likely to be more traffic passing rural schools as cars and buses drop off and pick up students. Greater traffic during school travel period increases safety risk for school students and this justifies speed limit reductions.
- 3.5 Federated Farmers submits that the mandatory speed limit for rural schools be a variable speed limit in force during the school travel period. This appropriately balances school students' safety and the general efficiency of the roading network for other road users.
- 3.6 Council may also determine the school travel periods for a school.⁴ We submit that Council determine the school travel period that accurately reflects periods of higher traffic movement outside rural schools to avoid over application of the mandatory speed limit outside rural schools.
- 3.7 Waka Kotahi recommends that the mandatory speed limit around schools apply for a minimum distance of 300m (the minimum recommended distance).⁵ Federated Farmers supports this minimum recommended for rural schools as it reflects the reality that students are likely to travel by bus or car as opposed to more active modes of transport such as walking or biking.

¹ Clauses 1.4(1), 5.2(2).

² Clauses 5.2(2)(a)-(b).

³ Speed management guide: Road to Zero edition (2022), at page 39.

⁴ Land Transport Rule: Setting of Speed Limits 2022, Clause 5.1(b).

⁵ Speed management guide: Road to Zero edition – appendices.

Accordingly, there is less comparative risk to vulnerable road users to warrant a distance more than the minimum recommended distance.

3.8 **Recommendations:**

- (a) Council should set a variable speed limit where the mandatory speed limit is the speed limit in force during school travel period.
- (b) Council should determine the school travel period that accurately reflect periods of higher traffic movement outside rural schools to avoid over application of the mandatory speed limit outside rural schools.
- (c) Council should set a mandatory speed limit around rural schools at the minimum recommended distance.

4. **RURAL ROAD SPEED LIMITS**

- 4.1 Federated Farmers does not support the proposed speed limit reductions to all rural roads in the Rotorua District.
- 4.2 We are concerned that the SMP states that there are no local roads in the Rotorua District where a speed limit of 100km/h is considered to be safe and appropriate. Council has made this assessment in line with the Guide which provides road controlling authorities with consistent safe and appropriate speed limits for all types of roads and streets through a One Network Road categorisation (**ONR**). However, the ONR generalises rural roads and the assessment of what is safe and appropriate.
- 4.3 Federated Farmers believes that speed limits should be set based on thorough, comprehensive, and localised data to avoid overregulation. Council appears to have automatically adopted Waka Kotahi's assessment of safe and appropriate speeds for rural roads without considering the actual risk profile for rural roads in Rotorua. This makes for an inefficient road system leading to unintended consequences such as driver frustration.
- 4.4 Federated Farmers submits that Council take a flexible speed management approach that recognises the need for variable speed limits, tailored to specific road conditions and traffic volumes. Council should reduce speed on rural roads only where there is comprehensive local data and only for part of the road where there is safety concern.
- 4.5 We submit that Council retain speed limits on rural roads at 100km/h on the basis that there is a lack of real and localised data to support the recommended speed limit for rural roads provided by Waka Kotahi and the ONR.

4.5 **Recommendations:**

- (a) Council adopts a flexible speed management approach for rural roads where reductions are based on comprehensive localised data.
- (b) Council retains the speed limits on rural roads at 100km/h.

5. **INFRASTRUCTURE**

5.1 Federated Farmers argues the SMP does not address other root causes of road fatalities, particularly poor maintenance, and upgrade of rural roads. We are concerned that the proposal to reduce the speed limit for all rural roads to 80km/h will be at the expense of upgrading infrastructure for rural roads. We oppose this on the basis that reducing speeds does not address the root cause of road fatalities. Properly maintained rural roads not only facilitate efficient transport but are vital for the safety of all road users regardless of speed.

5.2 Council has indicated in the SMP that a priority is to deliver safe communities and reliable infrastructure. However, Council has not shown enough priority for investing in the infrastructure for rural roads. As rural roads provide significant movement function and play a strategic role in the network, maintenance and upgrade of the rural road should be prioritised.

5.3 Our members contribute significantly to roading costs through rates and expect rural roads to be well maintained and upgraded so that they can continue to be safe and appropriate at speeds of 100km/h.

5.4 **Recommendations:**

- (a) Council recognises and acknowledges that reducing speed limits do not address other causes of road fatalities.
- (b) Council prioritises rural road maintenance and upgrades and retain 100km/h speed limits for rural roads.

6. **ENFORCEMENT AND EDUCATION**

6.1 Although the speed of the collision has a direct impact on its severity, reducing speed limits is not an effective strategy to influence actual driving speeds and consequently collision outcomes. Reducing speed limits relies on driver compliance and without consistent and effective enforcement, reduced speed limits on rural roads are likely to be ignored. It is more effective speed management to prioritise upgrading of infrastructure and retain speed limits.

6.2 Federated Farmers supports continued education of good driving behaviour. This recognises that driver error contributes to road fatalities. Education of good driving behaviour contributes to a holistic approach to speed management as it recognises that we all have an individual responsibility to improve the safety of roads in New Zealand.

6.3 **Recommendation:**

- (a) Council acknowledges that it is more effective for speed management to prioritise the upgrading of infrastructure and retain speed limits than to reduce speed limits and rely on enforcement and proper driving behaviour.

Federated Farmers thanks Rotorua Lakes Council for considering our submission on Draft Speed Management Plan 2023.

About Federated Farmers of New Zealand (Inc)

Federated Farmers is a not-for-profit primary sector advocacy organisation that represents farmers, and other rural businesses. Federated Farmers has a long and proud history of representing the needs and interests of New Zealand's farmers.

The Federation aims to add value to its members' businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their businesses in a fair and flexible commercial environment.
- Our members' families and their staff have access to services essential to the needs of the rural community.
- Our members adopt responsible management and environmental practices.

This submission is representative of member views and reflect the fact that local government rating and spending policies impact on our member's daily lives as farmers and members of local communities.



Submitter 1705-Jillian Marshall

I think 30kmp is a sensible option within the inner CBD i.e. Eruera, Hinemoa, Pukuatua, Arawa, Tutanekai Streets and in the immediate vicinity of schools to but should not apply to the city's main arteries like Fenton St, Ranolf St, Old Taupo Old Road etc

Thank you

Jillian Marshall

Submitter 1706 - Leon Volschenk

I am totally against any speed restriction as it slows productivity down and increases cost and emissions. Speed is very seldom the contributing factor of a crash. The quality of the roads is the main factor.

Regards

Leon Volschenk

Submitter 1707 - Linda Bowman

Hi I am submitting in opposition to lowering the speed limit to 30. This will drastically reduce the productivity of our city and surrounding areas. I have a business and this reduction will in turn cause more time to complete tasks and will take staff longer to complete necessary business transactions.

We oppose the reduction of speed limits.

Regards Linda

Submitter 1708 - Birchall Service

I agree with lower speeds around schools/Hospitals

But dropping the speed from 50/60 & 70km down to 30km is going to make people frustrated there will be more road rage and accidents.

Have any of you council members tried to drive at 30km and keep to it- not an easy task. We all have places to go, work etc and time is precious if we have to travel around Rotorua at 30km I will need to leave home much earlier

There are a lot of people driving around Rotorua that don't even own a drivers license, take the law into there owns hands drive like idiots abuse and threaten the law abiding driver start looking at them and do something about.

Think about the couriers around town trying to deliver freight-business waiting on there freight. **"God life is hard enough "**

Not impressed with this new council dropping the speed limit . Just a cop out to fix the pot holes. Rotorua has turned in to a 3rd world country its very sad.

Submitter 1709 - Carol Peden

Kia ora

I wish to submit my view on the proposed speed limit reductions.

I can't see that lowering speed limits will reduce the number of accidents. It's not the law abiding citizens obeying the current speed limits who cause accidents.

People who deliberately flout the law by driving at excessive speeds will continue to do so regardless of any speed reductions, so investing in enforcing current speeds would make better sense.

Kind regards
Carol Peden

Submitter 1710 - Corey Griffin

Hi there, I totally understand that speed limits need to be changed around the local CBD , and around schools, but some of the registered changes are just a revenue gathering scheme. Police resources are already stretched to the limit, and now we want to give them more todo, all this does is target your average Joe bloggs, and the real criminals of NZ can go about there criminal activities will less of a police presence. Police resources are already stretched thin enough as it is , just a ridiculous waste of time. Waka Kothhi,'s over reaching again.

Regards Corey Griffin

Submitter 1711 - De Carolis Constructions Limited

Hi there

This late submission is made on behalf of my client, De Carolis Constructions Limited, of 87 Oturoa Road, Hamurana, Rotorua. It is hoped that it will be considered as it concerns matters of safety, which should not be superseded by process. We would appreciate confirmation that this submission has, or has not, been included in the

Decarolis Constructions Limited (DCL) would like to see the speed limit reduced to 60km/h for approximately 2.0km beginning from Hamurana Road in a western direction up Oturoa Road (see attached map), or as a minimum for at least 500m in any direction of 87 Oturoa Road, Hamurana, Rotorua (the Site) for the following reasons:

1. Although RURZ1 zoned, the density of parcels of land in this area in terms of road frontage is similar to RURZ2. 80km/h is an unsuitable speed limit for this density and is dangerous to traffic turning into or out of driveways.
2. There are several concealed entrances in this location which are located on corners or over crests, including at the Site. Even at 80 km/h, sight distances are not appropriate and do not comply with those recommended in the District Plan or by NZTA (Guidelines for visibility at driveways - Road Traffic Standard 6). It is not believed that 'Concealed' signs will help with this.
3. When looking at the New Zealand Transport Agency Crash Analysis System, 5 accidents have occurred within 100m of the entrance of the Site within the last 15 years. 2 of these accidents occurred within the last year. Anecdotally, it is dangerous for the users of the Site to enter and exit the Site and there have been many 'near misses' which have occurred by both the owner of DCL and staff of DCL.
4. DCL and other businesses/farms/lifestyle blocks within the area have trucks which regularly enter and exit their properties. Trucks are not fast when entering or exiting a site. Considering the above reasoning, the higher density of properties within 2km of Hamurana Road, and the fact that the Site is located on a concealed corner, 80km/h is not a suitable speed limit for the area. 60km/h would be more appropriate.
5. Cars require time to come to a stop at the intersection of Oturoa Road and Hamurana Road. 80km/h to an abrupt stop is not sufficient time to allow a car driver warning/preparation to stop at a major intersection. This can be evidenced by the fact that there have been 16 accidents within 100m of the intersection of Oturoa Road and Hamurana Road, with the last occurring in 2022.
6. DCL is currently in the process of preparing a resource consent to be lodged for the construction of a restaurant and farmers market at the Site, the entrance of which will which will likely be negatively impacted if the speed limit is not reduced for at least 500m from the Site in both
7. It is only a matter of time before a serious accident occurs either near the Site, or at the intersection of Oturoa and Hamurana Roads. This is something that should not be ignored by Council, and the speed limit should therefore be reduced by Council to 60km/h for 2km from Hamurana Road in a western direction up Oturoa Road. At a minimum, the speed limit should be reduced to 60km/h from the Site for 500m in both directions.

If you have any further questions, please do not hesitate to get in touch.

In the case that the opportunity for verbal submissions are possible, my client would like to speak to this submission.

Kind regards



Submitter 1712 - Jasmine Hoffman

Hi.

Please do not drop the speed limit to 30ks.

You seem to be punishing the majority of safe drivers for the minority of stupid reckless drivers.

All this is going to do is make drivers angry and not follow the rules.

Your spending more time on the road driving , wouldn't that mean more emission which is also wanting to be reduced. My car can't even so 40ks on cruise control how the hell would I be able to stick to a bullshit speed sign ?

Are you going to accomodate for the increase cost of gas with the longer car rides ?

Are you going to subsidise bus fees, taxi fees, food delivery fees, postage fees for the increase of gas used + time now spent in the road getting to a destination ?

Also are you going to put more sign post up on every street, that's a ginormous cost to take payers/ rate payers who are already suffering.

Put up more speeding cameras to prosecute the people being idiots on the road instead !

I DO THINK THOUGH : that this lower speed should absolutely be enforced in front of schools

Just my thought,

Submitter 1713 - Jennifer Grace

Comments on proposed changes to speed limits

I do not support the proposed lowering of speed limits to 30 km/hr. I think most people already 'drive' to the conditions rather than at the speed limit. It is difficult to drive manual cars at such a low speed, and I feel that people will be concentrating more on keeping their speed so low rather than on the road conditions, and thus lead to more accidents.

If a 30 km/hr zone is required around schools, I think it should be no more the 250 m either side of a school, and the low speed zone should not operate during the night or during school holidays.

I do not think that slower speeds will reduce traffic noise. There will be traffic noise for longer if vehicles are travelling more slowly.

I do not think that reducing speeds will reduce traffic pollution. I think it will increase pollution as cars will be running for longer.

I do not think that reducing speed limits will encourage more walking and cycling.

I think lower speed limits in the CBD will discourage people from visiting the CBD and change to doing more of their shopping online, and not necessarily from shops within the CBD.

Submitter 1714-Jo Meyer

To Whom It May Concern

I'm against the proposed 30 km speed limits as proposed.

This does not make sense.

The so-called kilometre of children is not what I and many others find driving past schools.

There are school patrols for safe crossings. I find motorists being very courteous around crossings (not only at schools).
Most children get picked up or use bus services (only meters from school).

In addition to the proposed distances, the reasoning does not make sense because of the hours that schools operate. Limited hours of the day, (not evenings), not every day of the week nor every day of the year.

Why are these excuses used and what are the real reasons for this proposed rule ?

This decision is hasty and needs more time for proper consultation about overall better roads, visibility (plants, signs, statues blocking view and signs) and safer parking options.

Speed bumps and slower speed limits solutions cannot be the only solutions.

Kind regards.
Jo Meyer

Submitter 1715 -Kāinga Ora – Homes and Communities



August 18, 2023

Attn: Rotorua Lakes Council,
1061 Haupapa Street,
Rotorua 3010

Feedback submitted by email: letstalk@rotorualc.nz

KĀINGA ORA – HOMES AND COMMUNITIES FEEDBACK ON THE ROTORUA LAKES COUNCIL DRAFT SPEED MANAGEMENT PLAN 2023

1. Kāinga Ora – Homes and Communities (“**Kāinga Ora**”) has reviewed the Rotorua Lakes Council (“**the Council**”) Draft Speed Management Plan 2023 (“**the Plan**” or “**draft Speed Management Plan**”). Kāinga Ora acknowledges that feedback to the Proposed Speed Limit Changes as part of the Plan is part of the non-statutory process. Kāinga Ora understands that all feedback provided will help finalise the detail and content for inclusion into the final version of the Plan.
2. Kāinga Ora has developed a *Sustainable Transport Outcomes* strategy (“**the Outcomes strategy**”)¹, in consultation with a number of stakeholders. The Outcomes strategy is a framework for Kāinga Ora and its partners to create streets, spaces and neighbourhoods that prioritise people and support healthy, resilient and sustainable transport behaviours for present and future generations.
3. The draft Speed Management Plan, which proposes to reduce speed to 30km p/h across the majority of streets in Rotorua, aligns strongly with the Outcomes strategy for Kāinga Ora, in particular the following two outcomes: “Inclusive and Accessible Communities” and “Safe and Healthy Communities”. The Outcomes strategy notes that lowering speeds is one of the attributes that will improve the health and safety of streets and supports sustainable, inclusive and thriving communities. The draft Speed Management Plan also aligns with one of the targets identified in the Outcomes

¹ Kāinga Ora Sustainable Transport Outcomes <https://kaingaora.govt.nz/assets/About-us/Sustainable-Transport-Outcomes.pdf>

strategy, which aims for “95% of local streets in the neighbourhoods to have observed speeds at or below 30km/h”.²

4. Many of Kāinga Ora customers in Rotorua are children and young people who would benefit from the reduction in speeds on most local streets proposed in the draft Speed Management Plan, including around schools. This speed reduction would make journeys to schools, shops and employment safer for our whanau and tamariki and support walking and cycling.
5. Kāinga Ora supports the overall intent and direction set out in the draft Speed Management Plan, which seeks to improve the health and safety of Rotorua’s streets, and reduce the number of people being seriously injured or killed on our roads, by reducing speeds, including:
 - i. Support the intent to reduce speeds around schools, the city centre and local streets as places where communities gather together. These are all areas where there are a high number of vulnerable road users (such as children, pedestrians, cyclists and the elderly).
 - ii. Support the intent of reducing speeds in rural areas, specifically rural settlements and on rural roads which will improve safety in these areas.
 - iii. Support reducing speeds across entire neighbourhoods as opposed to some select streets within a neighbourhood and support the Council’s proposal to do this across the majority of Rotorua’s urban areas. This makes it easier for drivers to understand how to behave in a space where people live and are using streets to move about on foot, bike and scooters.
6. Kāinga Ora supports the draft Speed Management Plan and seeks the Council endorse and implement the proposed changes in Rotorua.

.....

Brendon Liggett

Manager – Development Planning

ADDRESS FOR SERVICE: Kāinga Ora – Homes and Communities, PO Box 74598, Greenlane, Auckland 1051. Email: developmentplanning@kaingaora.govt.nz

² Target 2, pg. 9, Kāinga Ora Sustainable Transport Outcomes - <https://kaingaora.govt.nz/assets/About-us/Sustainable-Transport-Outcomes.pdf>

Submitter 1716 -Mrs D McPherson

Hello,

I am not sure if this is going to be too late as I did not read the paper until today .

I wish to add my disapproval to the reduced speed limit because:-

- 1) Some modern cars only idle and take off at that speed
- 2) If people do not adhere to 50km /h they certainly won't to a slower speed thus it is better to put more speed cameras or speed humps in
- 3) To make the centre area safe for shopper all cars should be banned and a dedicated bus service do a circuit for those unable to walk far.
- 4) While I agree that the schools area need greater protection and the 30kms should be enforced there speed humps some distance prior to the school would do that but 1km allows for cars to speed up again just before the school.
- 5) If you truly want to improve safety lobby car manufacturers to make slower cars.

It is unfortunate that there are some who believe that the car is more important than the pedestrian and I have been in dangerous situations at lights with pedestrian crossings where the traffic turning left do so before the person crossing has got to safety as they do not have enough time when starting from the far side of the road. The pedestrian lights flash when barely halfway across the road, eg Ranolf Road and Amohia Street, and some impatient drivers before their green arrow.

Thank you for reading these comments and the opportunity to have my say.

Yours Sincerely

Mrs D mcPherson

Submitter 1717 - Rodney Stace

General comments: The proposed reduction in most speed limits by 20 km/h will be viewed by most drivers as too drastic, unjustified and unreasonable, and they will simply not abide by the lower limit. Evidence of this is in the recent reduction from 70 to 50 km/h on Tarawera Road from Te Ngae Road to the top of the hill, and on Te Ngae Road from Tarawera Road to Sala Street. In my observation (I regularly drive this route) very few drivers observe the 50 km/h limit, the prevailing speed being around 60 km/h.

CBD limit 30 km/h: I question whether death or serious injury statistics for this area justify such a low limit, given that speeds are relatively low anyway, because of usually congested conditions. In my observation people drive at safe speeds here, seldom more than 40 km/h, and I submit a reduction of the limit only to 40 km/h would be justified.

School zone limit 30 km/h: While accepting that this is mandatory, surely it is justified only during say one hour before and after the school's hours when children are likely to be around, and not during school holidays. It would not be difficult for speed signage to show these hours, and be removable during holidays. I submit accordingly. While a reduction to 30 km/h is not specifically proposed for the whole urban area except 'urban connectors', it appears from the maps that the expansion of each school zone to a radius of 1000m has had the same effect. I submit that such a wide spread of the school zone is excessive, and a radius of no more than 200m is justified. Speed signage further away than 200m is not likely to be effective, and is impractical on every side street in the zone.

Suburban street limit 30 km/h: The examples given for 'local streets' are fairly minor streets, so I presume the existing 50 km/h limit will remain in force for other more 'connecting' streets. I submit that this should be the case: such a limit is reasonable and I question whether death or serious injury statistics justify a reduction of the limit on such streets.

Urban Connector limit 50km/h: A limit of 60 km/h is already in place for Fairy Springs Road, part of Old Taupo Road and most of Te Ngae Road (except for road widening works). This appears to be reasonable, given that they are (or will be) four-laned and part of the State Highway network. This limit is accepted by drivers, and I submit it should remain. A limit of 50 km/h may be appropriate for other 'urban connectors' such as those identified.

Tarawera Road and Te Ngae Road limit 50 km/h: Further to my general comments, I consider the recent changes to these speed limits should be included in the matters dealt with in the current consultation and plan. These roads are both important connecting routes for which a limit of 60 km/h currently applies, on most of the rest of Te Ngae Road and on other connecting routes such as Fairy Springs Road.

Tarawera Road serves two outlying urban areas and three much-used lakes as well as the Lynmore suburb. It makes no sense that a limit of 50 km/h applies when that part of Te Ngae Road beyond Coulter Road, which is also built up on only one side, has a limit of 70 km/h. There is furthermore no justification for a limit other than 80 km/h beyond Forest Place, where the road is essentially rural, with only one side road with turning lanes for safety. A limit of 50 km/h may be justified only between Te Ngae Road and Titokorangi Drive where there is sometimes congestion. I submit that the appropriate speed limit for the remaining built-up part of Tarawera Road is 60 km/h.

The section of Te Ngae Road which currently has a speed limit of 50 km/h lies between sections with limits of 60 km/h and 70 km/h. There is no obvious reason for this lower limit for a length of only about 1 km, which is likely to be confusing. I submit that the appropriate speed limit for this section would be 60 km/h.

Rodney Stace

Submitter 1718 - Rotorua Rural Community Board

18 August 2023

Dear Councillors
Rotorua Lakes Council

Rotorua Rural Community Board - submission on the Draft Speed Management Plan 2023

Summary

The Board supports the 'Road to Zero' vision to reduce harm and cost from road accidents. The rural community supports the mandated 30km/h limit around rural schools. The Board does not support reducing speed limits on the rest of rural roads; preferring improving speed limit enforcement and road maintenance. Therefore, the draft plan is not supported in its current form.

Position:

1. Support a 30km/h limit no more than 500m from rural schools.
2. Strongly oppose a 30km/h speed in local streets at rural hubs (Mamaku, Reporoa).
3. Strongly oppose a mixed 80km/h and 60km/h limits on rural roads.

Speed limits in rural hubs - Mamaku and Reporoa

Rural village populations are relatively small (Mamaku ~850, Reporoa ~280).¹

Community feedback strongly opposes reducing speed limits to 30km/h in these rural hubs. The Board has not received any feedback from its communities who are in support of this aspect of the draft plan.

Feedback favoured alternative measures to reduce harm, such as:

- better monitoring and enforcement of existing speed limits;
- extending existing speed limits on the important entry roads for rural villages;
- improving rural street infrastructure such as signage, traffic calming measures, speed humps, footpaths, lighting and drainage.

Speed limits around rural schools

Nine primary schools are located on roads in the Rotorua District that are not managed by Waka Kotahi - Broadlands, Horohoro, Kaharoa, Kaingaroa Forest, Lake Rerewhakaaitu, Mamaku, Ngakuru, Reporoa, and Waikite Valley Schools.

Community feedback has been united in support of the mandated 30km/h speed limit. Variable limits are preferred by the community at key times and within shorter distances than the one km radius proposed.

¹ 2018 Census data. 2023 data not yet available.

This is consistent with majority feedback that principals for the following schools gave the Board.

Table 1 - Feedback from principals of rural schools

School	Variable or Permanent	Distance
Broadlands School	Variable	300m
Kaharoa School	Variable “There are no footpaths, so students don’t walk or bike to school”	300m
Lake Rerewhakaaitu School	Variable	500m
Mamaku School	Permanent	500m

Speed limits for rural roads

Rotorua is a relatively large district and our two most populous rural villages are located significant distances from the CBD:²

- Mamaku 20km from the CBD, ~20 mins by car.
- Reporoa 40km from the CBD, ~30 mins by car.

Some residents live even further away such as those in outer lying areas like Kaingaroa and Broadlands. This means it is more difficult for rural residents to access key services like healthcare.

The rural community voiced strong opposition to a mix of 80km/h and 60km/h limits for the rest of local rural roads. The Board has not received any feedback from community members who are in support of this proposal.

The Board urges Councillors to consider the unintended consequences of increasing travel times on:

- response times for emergency services when attending incidents in rural areas;
- cost for businesses to serve rural areas - it is anticipated that the cost of longer travel times will be passed through to rural residents and ratepayers; and,

² Google Maps data.

- speed of “doing business” in rural areas where travel is essential to services, e.g. freight/couriers, forestry, and farming. Higher travel times due to reduced speed limits, will reduce the distance drivers can legally travel in a day’s work.

The rural community would far prefer investment in improving the monitoring and enforcement of existing speed limits. It will come as no surprise to Councillors that rural residents continue to be dissatisfied with the condition and safety of the roads (State Highways included) and would also prefer investment to be directed at better maintenance of rural roads.

Conclusion

The Board supports the 30km/h mandated speed limits around rural schools with a preference for variable limits around important dates and times. A one kilometre radius goes too far for rural schools and should be no more than 500m.

Rural communities want safe roads and would prefer this to be achieved through better monitoring and enforcement of existing speed limits and better maintenance of our roading network.

Ben Hollier
Chairperson

Rotorua Rural Community Board