

# LOCAL ROAD SPEED LIMITS NGĀ PAE TERE

## Kōrero mai

Tell us what you  
think by 5pm Sunday,  
29 June 2025

## Have your say on safer speeds across the Whakatāne District.

We're reviewing speed limits on several local roads managed by Whakatāne District Council to ensure they're safer and better suited to how people use them today.

This review is part of our ongoing commitment to keeping you safe on the move, reducing the risk of crashes, and aligning speed limits with the surrounding environment- whether that's near schools, in new residential areas, rural communities, or at busy intersections.

Many of the proposed changes come directly from community feedback, safety assessments, and requests from schools, residents, and local organisations. For example, some roads have poor visibility, are near schools or recreational areas, or have a history of crashes. Others no longer suit their current speed limits due to changes in land use or traffic patterns.

### We want to hear from you - your local knowledge and experiences are vital to making the right decisions.

Whether you're a resident, commuter, or business owner, your input will help shape safer, more liveable communities for everyone.

It's easy

*He māmā noa iho*

You can have your say from Wednesday,  
28 May 2025 until 5pm Sunday, 29 June 2025.

**Online:** [koreromai.whakatane.govt.nz](http://koreromai.whakatane.govt.nz)

**Email:** [submissions@whakatane.govt.nz](mailto:submissions@whakatane.govt.nz)

**Post:** Whakatāne District Council, Private Bag 1002,  
Whakatāne 3158

**Deliver:** To our Council offices in Whakatāne and Murupara. Submission forms are also available on our website [whakatane.govt.nz](http://whakatane.govt.nz) or from libraries and Council offices.

Key dates

*Ngā rangi matua*

**Wednesday 28 May** - Consultation opens.

**5pm Sunday 29 June** - Consultation closes.

**24 July** - Elected members briefed -  
Infrastructure and Planning Committee.

**14 August** - Potential adoption by Council.

**Implementation** - To be confirmed following adoption,  
and pending budget and resource availability.

# LOCAL ROAD SPEED LIMITS NGĀ PAE TERE

Here is an overview of the  
roads we want your feedback on:  
*Ngā huarahi kia whakahoki kōrero*

- 1. Withy Road**  
Currently 100km/hr, proposed change to 70km/hr
- 2. Te Teko Road**  
*(Extending 50km/hr section to Okaahu Road)*  
Currently 100km/hr, proposed change to 50km/hr
- 3. Te Teko Road**  
*(Okaahu Road to Edgecumbe)*  
Currently 100km/hr, proposed change to 80km/hr
- 4. Thornton Road**  
*(Between the East Bank and West Bank intersections)*  
Currently 100km/hr, proposed change to 70km/hr
- 5. Thornton Road**  
*(SH30 to Blueberry Corners)*  
Currently 100km/hr, proposed change to 80km/hr
- 6. Wainui Road**  
*(Tauwhare Pā to Tio Ōhiwa Oyster Farm)*  
Currently a temporary 60km/hr, proposed change to 60km/hr permanently
- 7. Shaw Road subdivision**  
*(Kākāriki Drive, Shaw Road, Takahē Close, Kārearea Drive, Kōtare Drive and Korimako Place)*  
Currently 100km/hr, proposed change to 50km/hr
- 8. Thornton Beach Road**  
*(Carpark and boat ramp)*  
Currently 50km/hr, proposed change to 30km/hr
- 9. West End Road**  
Currently 50km/hr, proposed change to 30km/hr
- 10. Galatea Road, Waiōhau**  
Currently 80km/hr, proposed change to 60km/hr
- 11. Pukehou Road, Waiōhau**  
Currently 100km/hr, proposed change to 60km/hr
- 12. Papanui Road, Waiōhau**  
Currently 100km/hr, proposed change to 60km/hr
- 13. Tawhia Road, Waiōhau**  
Currently 100km/hr, proposed change to 60km/hr
- 14. Galatea Road, Matahina Dam**  
Currently 100km/hr, proposed change to 80km/hr
- 15. Rototaha Road, Matahina Dam**  
Currently 100km/hr, proposed change to 80km/hr
- 16. Reid Road**  
Currently 70km/hr, proposed change to 100km/hr
- 17. Whakatāne Airport, Tassel Drive**  
Currently 60km/hr, proposed change to 30km/hr
- 18. Valley Road**  
Currently 70km/hr, proposed change to 50km/hr
- 19. Ōhope Road**  
*(Between Ōtarawairere and West End Roads)*  
Currently temporary 60km/hr, proposed change to 60km/hr or revert back to 80km/hr

Scan the QR to view the proposed changes and share your thoughts.

You can have your say  
from Wednesday,  
28 May 2025 until 5pm  
Sunday, 29 June 2025.

*Don't miss your  
opportunity  
to have your say!*



Further questions? Contact the Whakatāne District Council Transport Team via email at [roading@whakatane.govt.nz](mailto:roading@whakatane.govt.nz)

*Please note: Whakatāne District Council manages all local roads in the district, apart from State Highways which are managed by Waka Kotahi. Hence, this speed consultation is not part of Waka Kotahi's State Highway speed limit consultation.*

# 1

## Proposed speed limit changes Ngā pae tere kua tūtohungia Withy Road

Road length  
**3,056m**

Current speed limit per hour  
**100km**

Proposed speed limit per hour  
**70km**



### Withy Road

Withy Road is a windy road with ongoing residential development and is the location of Iramoko Marae. There are limited options available to mitigate the identified safety risks without significant road widening, associated retaining structures, and earthworks, making infrastructure solutions uneconomical.

**Location:** Full extent of road.

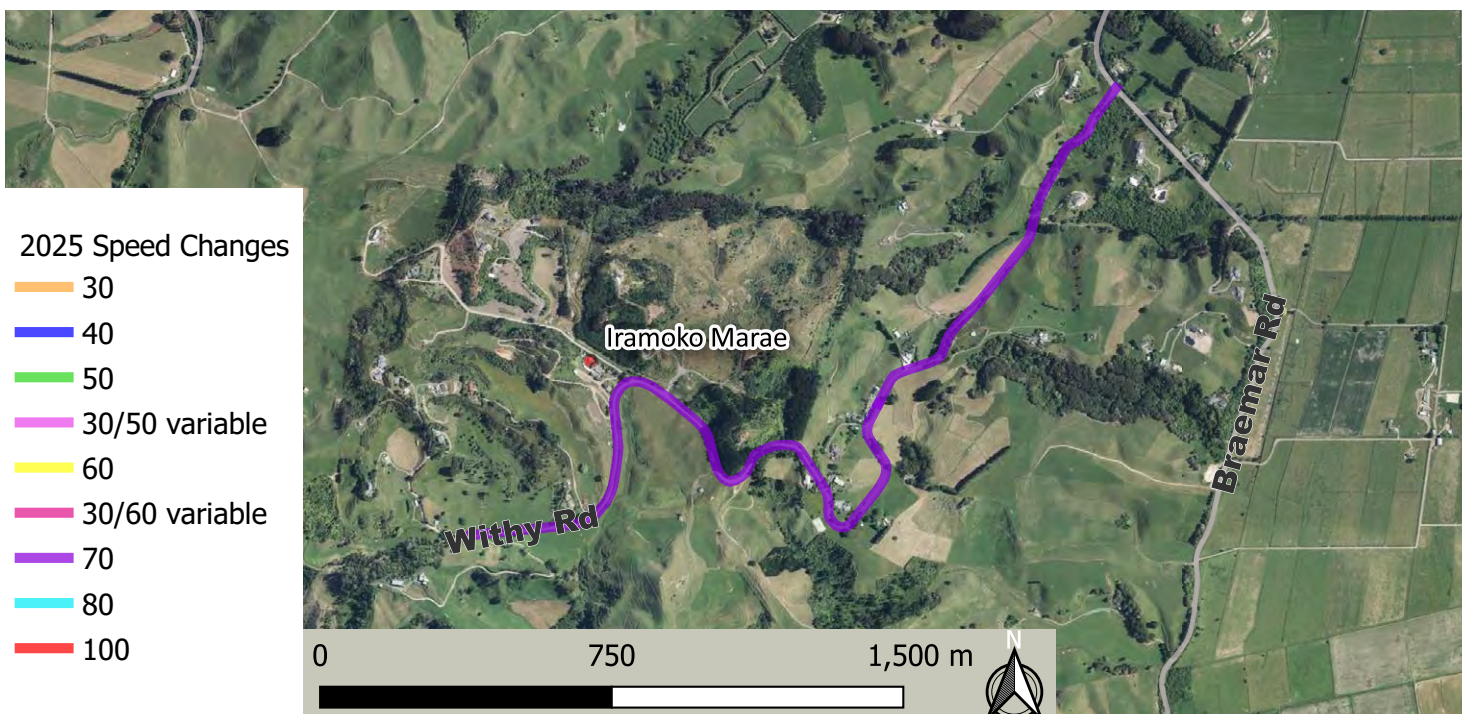
### Role and function:

Provides access to marae and a growing number of dwellings with several recent sub-divisions and more currently in planning.

### One network framework classification:

Rural road and stopping place, alignment is hilly, tortuous.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-12	43	43	551	0	0.2	0	0	0	0.3	0	0	\$5,000



# 2

## Proposed speed limit changes Ngā pae tere kua tūtohungia Te Teko Road Te Teko Urban Boundary

Road length  
**325m**

Current speed limit per hour  
**100km**

Proposed speed limit per hour  
**50km**



### Te Teko Road – Te Teko Urban Boundary

We propose extending the existing urban speed limit to include Tū Teao Marae, as the risks associated with the current speed limit cannot be appropriately mitigated with infrastructure solutions.

### Location:

From Okaahu Road intersection south to existing 50kph area.

### Role and function:

Provides access to marae, school and homes. Provides for through traffic between Edgcumbe and SH30.

**One network framework classification:** Local street.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-12.5	3	3	576	0	0	0	0	0	0	0	0	\$ 15,000



3

# Proposed speed limit changes Ngā pae tere kua tūtohungia

## Te Teko Road Te Teko to Edgecumbe

Road length

5,800m

Current speed limit per hour

100km

Proposed speed limit per hour

80km



### Te Teko Road – Te Teko to Edgecumbe

This road has seen a high number of serious injuries and fatalities. It is a relatively narrow, winding road with several dwellings and marae located adjacent to it. Crashes have occurred over a long stretch, making effective safety infrastructure unaffordable within a corridor constrained by stop banks and property boundaries.

**Location:** From Otaahu Road to main road.

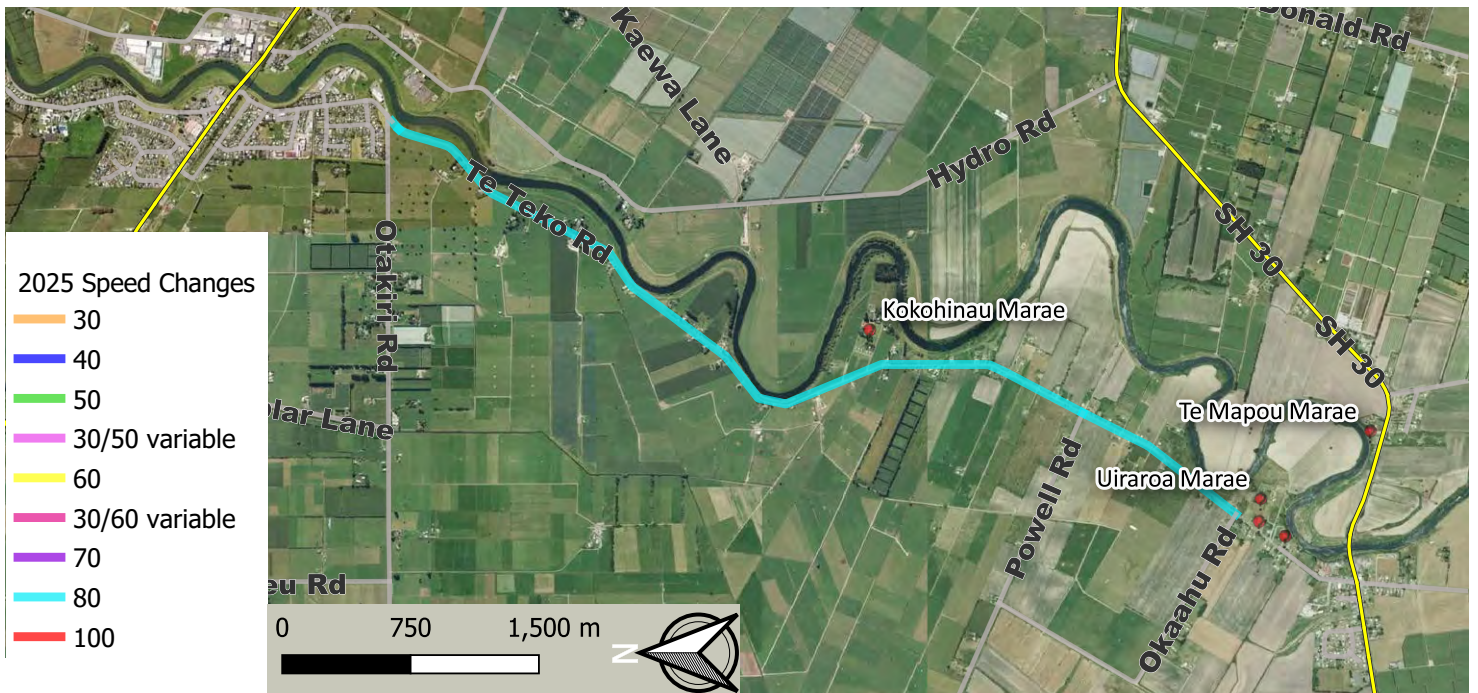
**Role and function:**

Rural road with many homes linking Edgecumbe to Te Teko and beyond.

**One network framework classification:**

Rural road.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-7.8	23	17	30,246	0.4	0.4	0.4	2.2	0.2	0.3	0.5	2.6	\$ 5,000



# 4

## Proposed speed limit changes Ngā pae tere kua tūtohungia

### Thornton Road

#### East Bank and West Bank intersections

Road length  
**750m**

Current speed limit per hour  
**100km**

Proposed speed limit per hour  
**70km**



#### Thornton Road – East Bank and West Bank Intersections

Residents and Thornton School community have requested speed reduction due to safety concerns for turning traffic with poor visibility over the Rangitāiki River Bridge. Infrastructure investment is not viable, as it would require widening the bridge or constructing a significant section of new road- both are uneconomical options.

**Location:** Thornton Road, 250m west of West Bank Road to 250m east of East Bank Road.

**Role and function:** Key arterial road with two key intersections within the treatment area.

**One network framework classification:** Rural connector, rural intersection speed zone.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-11.8	4	3	2769	0	0	0.4	0.8	0	0	0	1.4	\$ 45,000



5

# Proposed speed limit changes

## Ngā pae tere kua tūtohungia

### Thornton Road

#### SH30 to Blueberry Corners

Road length

4,650m

Current speed limit per hour

100km

Proposed speed limit per hour

80km



#### Thornton Road – SH30 to Blueberry Corners

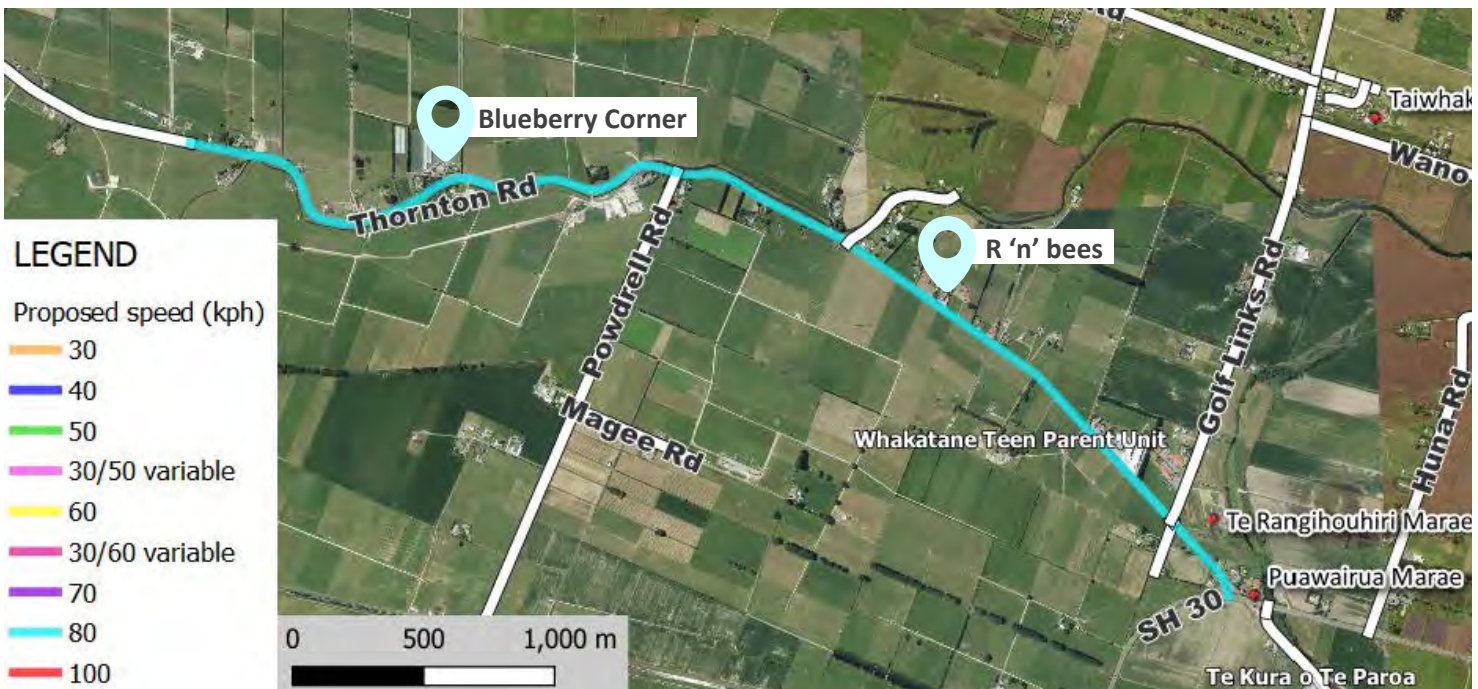
This proposed speed reduction addresses a high historical crash rate, likely to worsen with increasing traffic volumes. The area has high volumes of turning traffic and limited space for turning bays, increasing the risk of T-bone and rear-end accidents. Tight bends at Blueberry Corners have caused several loss-of-control crashes. Alternative safety treatments were ruled out due to costs exceeding \$6M. We are considering implementing the 80 km/h limit either between Blueberry Corners and SH30 or a shorter section between Blueberry Corners and R n Bees farm.

**Location:** From SH30 to 462 Thornton Road Western Boundary.

**Role and function:** Key arterial road between Whakatāne, Matatā and linking with SH2 to Tauranga and the West.

**One network framework classification:** Rural connector.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-7.8	19	13	12,028	0	0.4	1.8	3.4	0	0.3	2.1	4.1	\$ 20,000



# 6

## Proposed speed limit changes

### Ngā pae tere kua tūtohungia

# Wainui Road

## Tauwhare Pā to Tio Ōhiwa Oyster Farm

Road length

**830m**

Current speed limit per hour

**100 (temp 60)**

Proposed speed limit per hour

**60km**



### Wainui Road – Tio Ōhiwa Oyster Farm

Increased traffic and visitors to the oyster farm have raised road safety risks, particularly for pedestrians. A lower speed limit would help reduce accident risk. While additional signage has been added, significant risk remains. Road widening could help but is cost-prohibitive due to topography and proximity to Ōhiwa Harbour.

**Location:** From Tauwhare Pā Scenic Reserve southern carpark exit, heading south for 830m.

**Role and function:** Key arterial road with busy stopping area at Tio Ōhiwa Oyster farm.

**One network framework classification:** Rural connector, stopping place.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-16	11	11	5,183	0	0	0.4	0.8	0	0	0.7	0	\$ 1,000





# 7

## Proposed speed limit changes Ngā pae tere kua tūtohungia

### Shaw Road

Incorporating Kākāriki Drive, Shaw Road, Takahē Close, Kārearea Drive, Kōtare Drive and Korimako Place

Road length  
**1,000m**

Current speed limit per hour  
**100km**

Proposed speed limit per hour  
**50km**



#### Shaw Road Subdivision

Includes Kākāriki Drive, Shaw Road, Takahē Close, Kārearea Drive, Kōtare Drive, and Korimako Place. With the development of the housing subdivision, the current speed limit is now inappropriate for the adjacent land use.

**Location:** For the full extent of Shaw Road and associated urban area.

**Role and function:** Urban Sub-Division area.

**One network framework classification:** Local streets.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-12.5	86	86	5,028	0	0	0.2	0	0	0	0.03	0	\$ 2,000



# 8

## Proposed speed limit changes Ngā pae tere kua tūtohungia Thornton Beach Road Carpark and boat ramp

Road length

**5,70m**

Current speed limit per hour

**50km**

Proposed speed limit per hour

**30km**



### Thornton Beach Road (carpark and boat ramp)

This is a low-volume beach access road with significant pedestrian activity and slow-moving vehicles.

**Location:** From existing speed hump north to the end of the carpark area.

**Role and function:** Beach and boat ramp access.

**One network framework classification:** Stopping place.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-6	9	9	349	0	0	0	0	0	0	0	0	\$ 2,000



# 9

## Proposed speed limit changes Ngā pae tere kua tūtohungia West End Road – Ōhope

Road length  
**9,70m**

Current speed limit per hour  
**50km**

Proposed speed limit per hour  
**30km**



### West End Road, Ōhope

A busy residential and beach access road frequently used by children, pedestrians, and cyclists. Drivers, particularly visitors, may be distracted by the scenery, increasing crash risk. Alternative speed control infrastructure is currently outside available budgets.

**Location:** From Vills Glade to West End Car Park.

**Role and function:** Beach, residential and recreation area access.

**One network framework classification:** Activity street.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-5	10	10	2,022	0	0	0.2	0	0	0	0.1	0	\$ 2,000



# 10

## Proposed speed limit changes Ngā pae tere kua tūtohungia

# Galatea Road – Waiōhau

Road length  
**1,970m**

Current speed limit per hour  
**80km**

Proposed speed limit per hour  
**60km**



### Galatea Road – Waiōhau

This proposed change aims to align with other rural villages where 60 km/h is typical. The area includes kura access, marae, and residential housing. Alternative speed control infrastructure is outside available budgets.

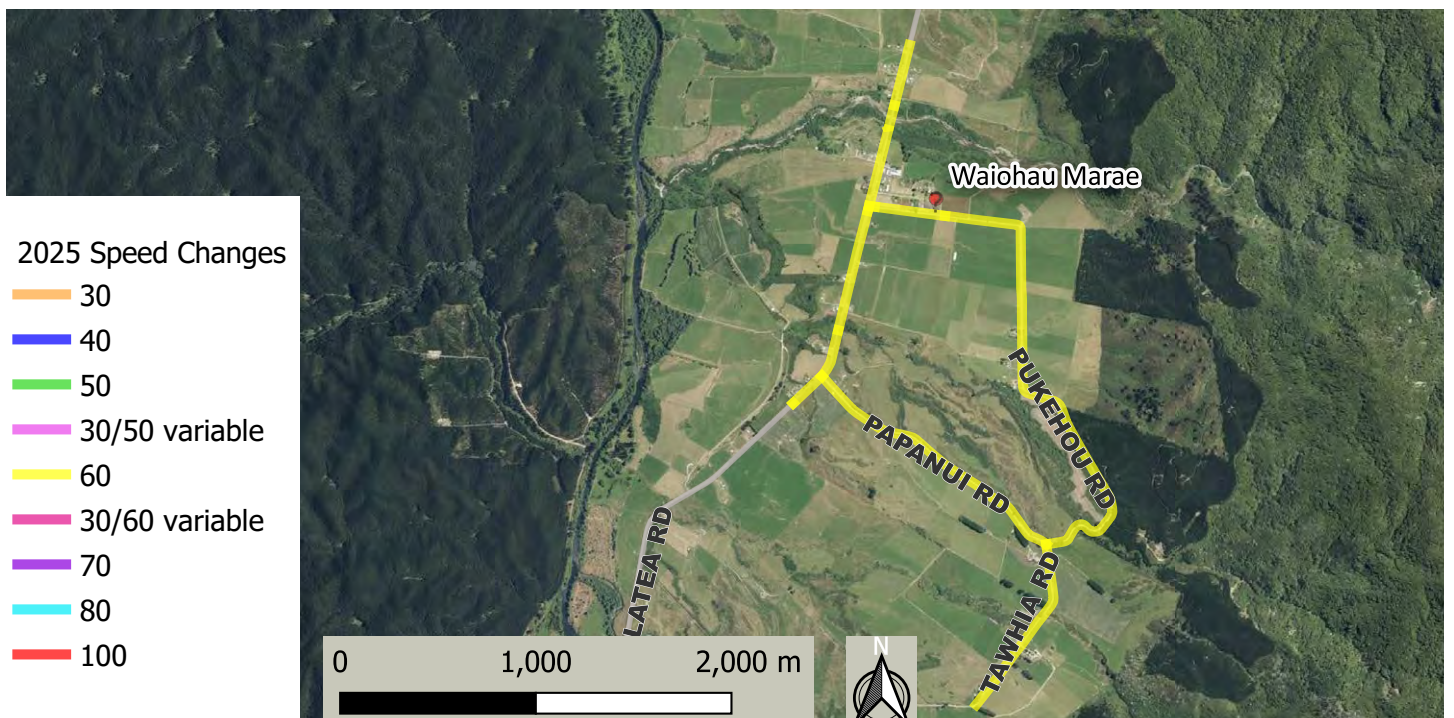
**Location:** Covering existing 80kph limit through Waiōhau village.

**Role and function:** Rural village main street and marae and kura access.

**One network framework classification:**

Peri-urban/stopping place.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-8	8	8	578	0	0	0	0.2	0	0	0	0	\$ 10,000



# 11

## Proposed speed limit changes Ngā pae tere kua tūtohungia Pukehou Road – Waiōhau

Road length  
**2,900m**

Current speed limit per hour  
**100km**

Proposed speed limit per hour  
**60km**



### Pukehou Road – Waiōhau

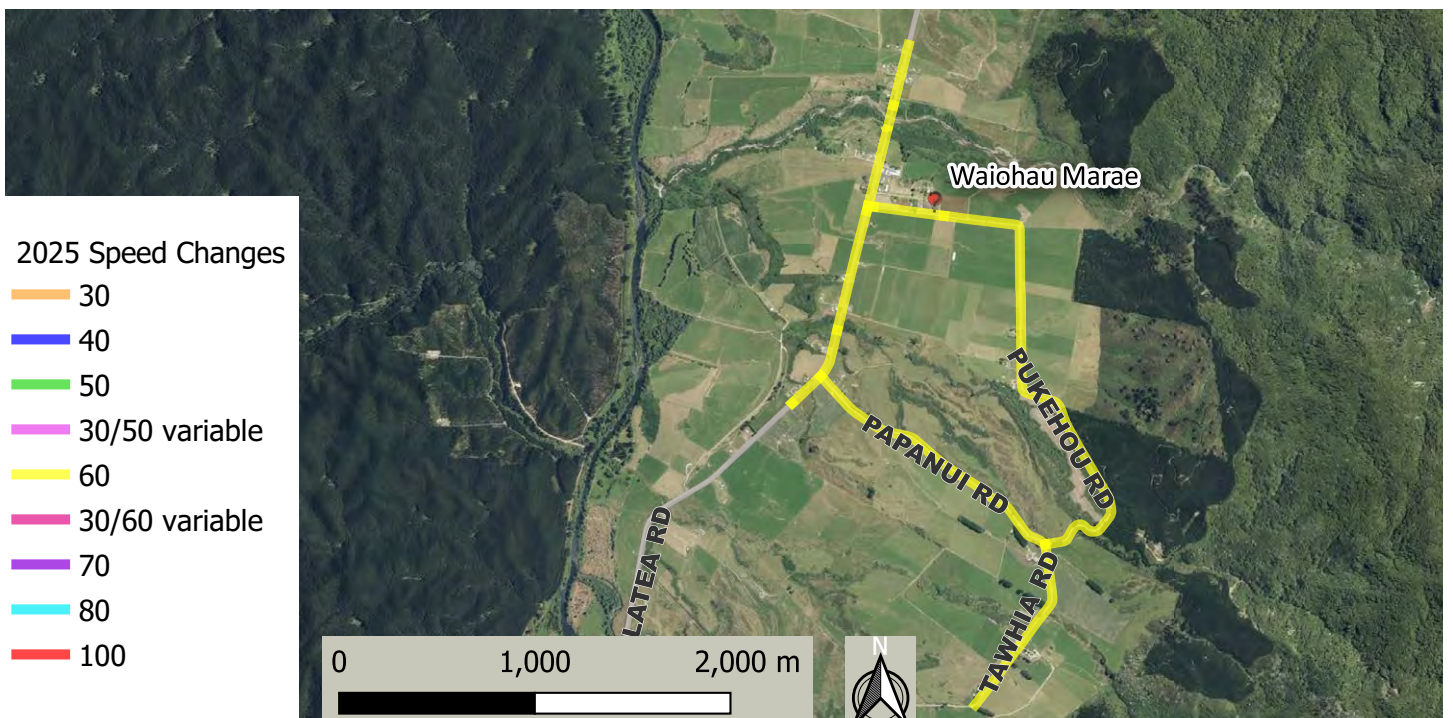
This road adjoins the section of Galatea Road proposed for a 60 km/h limit. This change provides consistency with other rural villages. All are 'no exit' local roads serving the local community.

**Location:** Full extent of road.

**Role and function:** Residential and farm access.

**One network framework classification:** Peri-urban.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-16	26	23	125	0	0	0	0	0	0	0	0	\$ 2,000



# 12

## Proposed speed limit changes Ngā pae tere kua tūtohungia Papanui Road, Waiōhau

Road length  
**1,500m**

Current speed limit per hour  
**100km**

Proposed speed limit per hour  
**60km**



### Papanui Road – Waiōhau

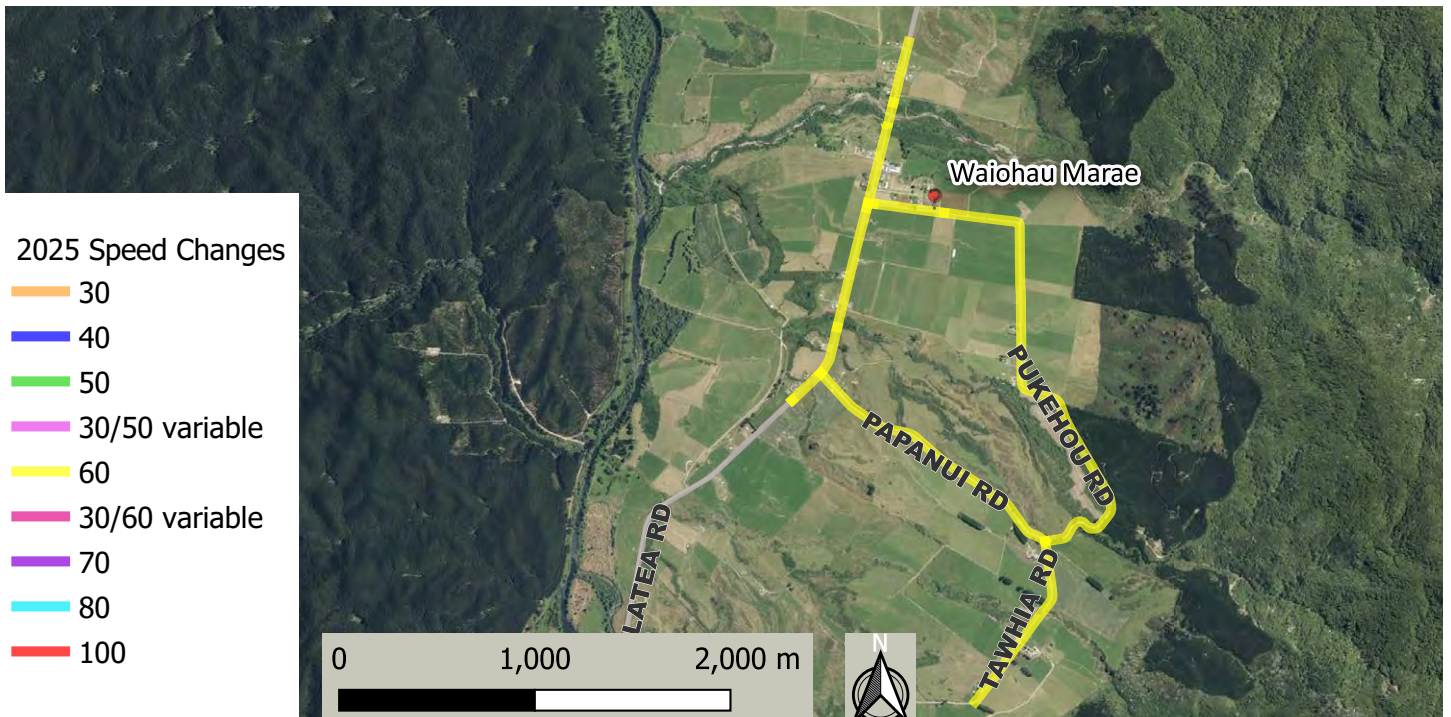
These roads adjoin the section of Galatea Road proposed for a 60 km/h limit. This change provides consistency with other rural villages. All are 'no exit' local roads serving the local community.

**Location:** Full extent of road.

**Role and function:** Residential and farm access.

**One network framework classification:** Peri-Urban.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-16	13	12	65	0	0	0	0	0	0	0	0	\$ 2,000



# 13

## Proposed speed limit changes Ngā pae tere kua tūtohungia

# Tawhia Road – Waiōhau

Road length  
**1,400m**

Current speed limit per hour  
**100km**

Proposed speed limit per hour  
**60km**



### Tawhia Road – Waiōhau

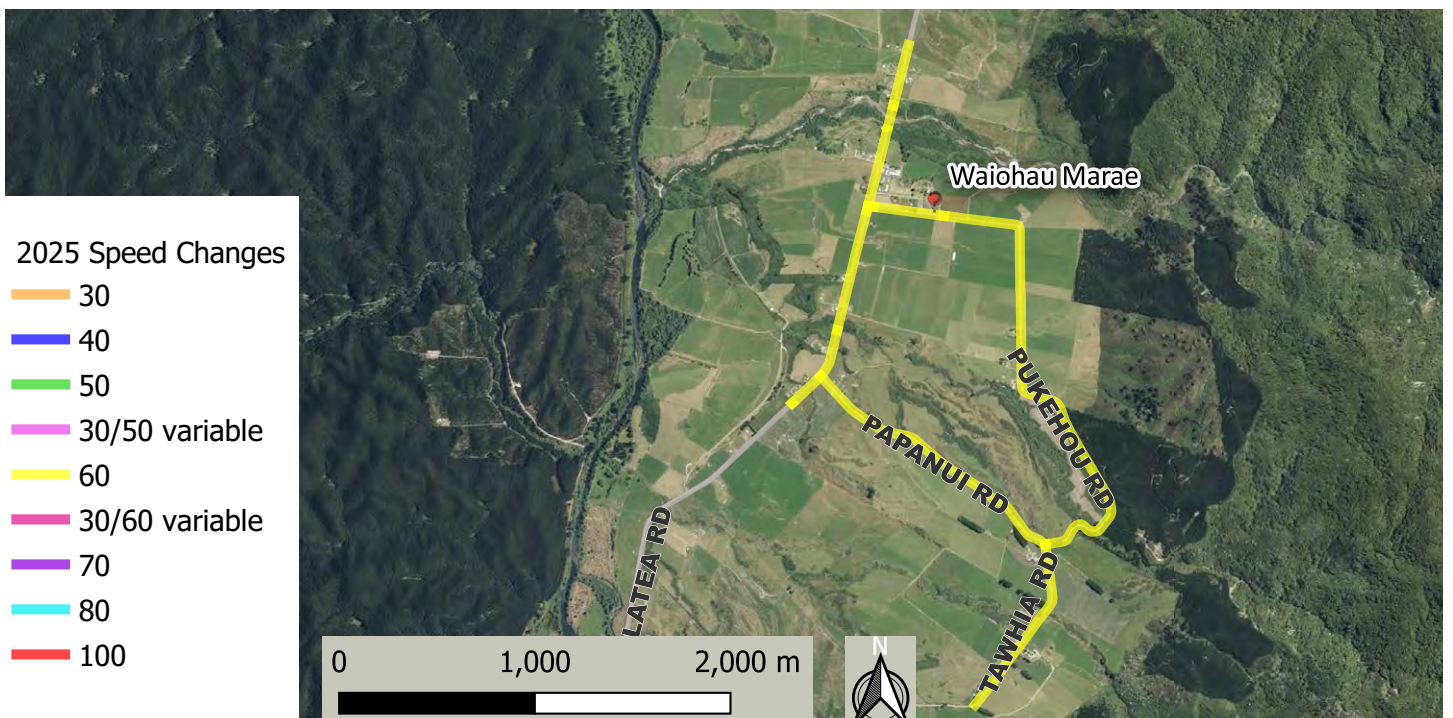
These roads adjoin the section of Galatea Road proposed for a 60 km/h limit. This change provides consistency with other rural villages. All are 'no exit' local roads serving the local community.

**Location:** Full extent of road.

**Role and function:** Residential and farm access.

**One network framework classification:** Peri-Urban.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-16	13	11	61	0	0	0	0	0	0	0	0	\$ 2,000



# 14

## Proposed speed limit changes Ngā pae tere kua tūtohungia

# Galatea Road – Matahina Dam

Road length

**2,450m**

Current speed limit per hour

**100km**

Proposed speed limit per hour

**80km**



### Galatea Road – Matahina Dam

A slower speed limit is proposed across the dam to protect workers, dam infrastructure, and road users. No speed control infrastructure can be installed due to dam facilities.

**Location:** Between 1,100m West of Matahina Dam and 800m east of Matahina Dam.

**Role and function:** Road over dam.

Rural connection between Galatea, Murupara and rest of Whakatāne District with significant volumes of freight and commuter traffic.

**One network framework classification:** Stopping place.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-7.8	10	7	597	0	0	0.2	0.4	0	0	0.2	0.5	\$ 10,000





# 15

## Proposed speed limit changes

### Ngā pae tere kua tūtohungia

# Rototaha Road – Matahina Dam

Road length  
**700m**

Current speed limit per hour  
**100km**

Proposed speed limit per hour  
**80km**



#### Rototaha Road – Matahina Dam

Adjoins the section of Galatea Road proposed for a 60 km/h limit. This short gravel road is primarily used for car park and boat ramp access, where speeds are unlikely to exceed 60 km/h. No speed control infrastructure is appropriate.

**Location:** Full extent of road.

**Role and function:** Car park and boat ramp access. Quarry and forestry access.

**One network framework classification:** Stopping place.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-7.8	3	2	18	0	0	0.4	0.2	0	0	0.5	0.2	\$ -



16

# Proposed speed limit changes

## Ngā pae tere kua tūtohungia

### Reid Road

Road length  
**500m**

Current speed limit per hour  
**70km**

Proposed speed limit per hour  
**100km**



#### Reid Road

This change aligns legal speed limits with current speed limit signs that have been in place for several years. There will be no change to the current location of the speed signs.

**Location:** From Awahou Road to 500m south of Awahou Road.

**Role and function:** Approach to Rūatoki township.

**One network framework classification:** Rural road.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
14.5	-4	0	534	0	0.2	0.2	0	0	-0.4	-0.5	0	\$ -



# 17

## Proposed speed limit changes Ngā pae tere kua tūtohungia Airport – Tassel Drive

Road length  
**475m**

Current speed limit per hour  
**60km**

Proposed speed limit per hour  
**30km**



### Airport – Tassel Drive

This change aims to provide a safer environment for airport users, particularly workers and pedestrians accessing the carpark and other airport facilities.

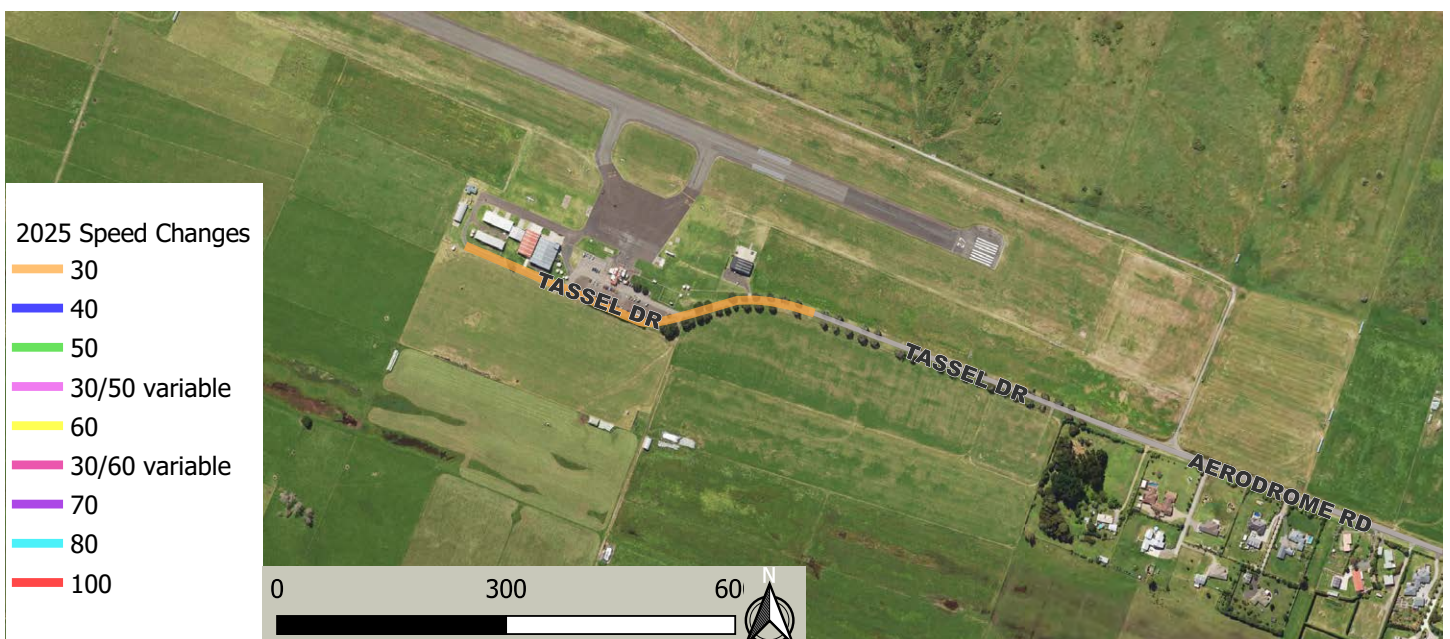
**Location:** 475m east of end of road.

**Role and function:** Airport car park access.

#### One network framework classification:

Mix of private road, stopping place and Rural Connector. Presence of Airport considered unconventional for roads of these classification and justifies lower speed environment.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-10.2	9	9	302	0	0	0	0	0	0	0	0	\$ 2,000



18

# Proposed speed limit changes

## Ngā pae tere kua tūtohungia

# Valley Road

Road length

**2,500m**

Current speed limit per hour

**70km**

Proposed speed limit per hour

**50km**



### Valley Road

This change provides consistency with other urban arterial roads in Whakatāne. The road has a high number of turning vehicles and adjacent land use is both residential and industrial.

**Location:** Commerce Street to Tāneatua Road (full extent).

**Role and function:** Urban arterial, residential housing, commercial and industrial areas, access to church.

**One network framework classification:** Urban connector.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-5	10	10	4,417	0	0.2	0.6	1.6	0	0	0.5	0.2	\$ 20,000



# 19

## Proposed speed limit changes Ngā pae tere kua tūtohungia Ōhope Road

Road length  
**1,300m**

Current speed limit per hour  
**80 (temp 60)**

Proposed speed limit per hour  
**60km**



### Ōhope Road

Ōhope Road has a steep gradient and sharp corners, contributing to a high crash rate. High traffic volumes increase the risk of head-on collisions and serious injuries. Improved safety infrastructure is very costly, and no funding is currently available.

**Location:** From Ōtarawairere Road to Pōhutukawa Ave.

**Role and function:** Key link between Whakatāne, Ōhope and beyond for light vehicles.

**One network framework classification:** Rural connector.

Estimated change in travel time/speed				Crashes per year (last five years)				Expected reduction in crashes per year				Proposed cost
Speed (kph)	Travel time (seconds, cars)	Travel time (seconds, trucks)	Increase in travel time (hours, total per year for all vehicles combined)	Fatal	Serious	Minor	Non-injury	Fatal	Serious	Minor	Non-injury	
-5	6	6	3,081	0	0.8	1	3.4	0	0.5	0.6	2.7	\$ 20,000



## **WHAKATĀNE DISTRICT COUNCIL**

Commerce Street, Private Bag 1002,  
Whakatāne 3158, New Zealand  
P 07 306 0500

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## **MURUPARA SERVICE CENTRE**

Civic Square, Pine Drive,  
Murupara, New Zealand  
P 07 366 5896

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