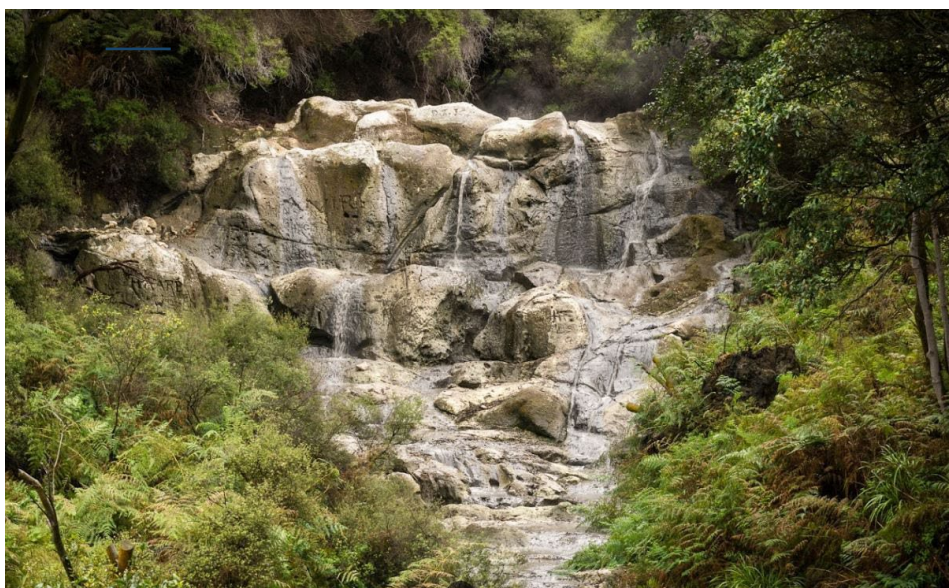


Speed Management Programme 2018-2021

*SH30 Tikitere to Whakatane
Bay of Plenty Region
(Site ID 2.2.011)*

February 2023



SPEED LIMIT REVIEW

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DOCUMENT INFORMATION

Distribution List

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John Baillie	Programme Director – Speed and Infrastructure Programme (Acting)
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Related Documents



The following documents should be read in conjunction with this report:

Title	Location
Technical Assessment SH30 from SH33 Tikitere to SH2 Awakeri	https://infohub.nzta.govt.nz/otcs/cs.dll/Overview/50208031
Technical Assessment SH30	https://infohub.nzta.govt.nz/otcs/cs.dll/Overview/46925851
Internal Review SH30 from SH33 Tikitere to SH2 Awakeri	https://infohub.nzta.govt.nz/otcs/cs.dll/Overview/50207628
Internal Review SH30 Awakeri to Whakatane	https://infohub.nzta.govt.nz/otcs/cs.dll/Overview/47290567
Engagement Summary Report	linkhttps://infohub.nzta.govt.nz/otcs/cs.dll?func=ll&objaction=overview&objid=50425283
Consultation Summary Report (Internal)	 20220505_Tikiteri2Whakatane_Consultation_Summary_Report-Draftv1.docx

Document Approved for Issue


Name	Position	Date	Signature
Andrew Burdett	Speed Management Programme Lead, Transport Services - Infrastructure Delivery	28/11/2022	

Outcome Endorsement

Name	Position	Date	Signature
Kirstan O'Donoghue	Team Lead (A), Road Safety, SaSS, Transport Services – Programme and Standards	07/03/2023	
James Hughes	Lead Advisor Safety, Transport Services – Programme and Standards	07/03/2023	

DECISION

This decision is made by the National Manager Programme and Standards, Transport Services, Office of the GM TS in accord with authority residing in Waka Kotahi.

Name	Position	Date	Signature
Vanessa Browne	National Manager Programme and Standards, Transport Services, Office of the GM TS	10/03/2023	

Abbreviations used in this Speed Review Report

Abbreviation	Term
DSI	Deaths & Serious Injuries
IRR	Infrastructure Risk Rating
ISZ	Intersection Speed Zone
MegaMaps	Waka Kotahi's Safer Journeys Risk Assessment Tool (geospatial)
PS	Programmes and Standards-Transport Services
RCA	Road Controlling Authority
SaAS	Safe and Appropriate Speed
SMG	NZ Speed Management Guide First Edition, November 2016, Waka Kotahi
SMG RtZ	Speed Management Guide Road to Zero Edition (2022)
SMP	Speed Management Programme
Speed Rule 2017	Land Transport Rule Setting of Speed Limits 2017
Speed Rule 2022	Land Transport Rule Setting of speed Limits 2022
SRR	Speed Review Report
VSL	Variable Speed Limit (i.e., School Zone VSL)
Waka Kotahi	Waka Kotahi NZ Transport Agency
RSE	Road Safety Engineer
NSLR	National Speed Limit Register
RtZ	Road to Zero
RtZ ESC	Road to Zero Executive Leadership Team Sub Committee

Legislation referenced in Speed Review Report

Abbreviation	Term
Speed Rule 2017	Land Transport Rule Setting of Speed Limits 2017 Rule 54001/2017
Speed Rule 2022	Land Transport Rule Setting of speed Limits 2022
LTMA	Land Transport Management Act 2003
GRPA	Government Roothing Powers Act 1989
LTA	Land Transport Act 1998
GPS	Government Policy Statement on land transport 2021

EXECUTIVE SUMMARY

Key Points/Risks

Background

This speed review is part of the Speed Management Programme endorsed by the Waka Kotahi board in March 2019 and contains lengths that were identified as being a part of the top 10% of DSI saving network sections.

Location description

This corridor starts at the SH33/SH30 intersection Te Ngae Junction, also known as the 'Whakatāne turnoff', which is on the eastern shores of Lake Rotorua and ends at the SH30/Hinemoa Street roundabout in Whakatāne. It is a high-volume state highway, predominantly rural with two lanes that runs past the southern shores of Lakes Rotoiti, Rotoehu and Rotomā. It has connections to a network of local roads and direct access to adjoining agricultural properties.

In the west, SH30 is narrow and winding and passes through the lakeside townships of Rotoiti, Rotoehu and Rotomā and Rotomā forest before accessing the outskirts of Kawerau. To the east, it passes through the townships of Te Teko and Awakeri before terminating on the eastern bank of the Whakatane River at the town of Whakatane.

Safety Context

Between 2010 and 2019, there were 10 people killed and 73 seriously injured on this corridor. Most of these crashes were head-on, run off road and speed related.

As a main transport route between Rotorua, Whakatāne and the East Coast, there's a wide range of users, including daily commuters, local traffic, tourists, commercial and agricultural machinery.

Infrastructure Context

The SH30 Awakeri to Whakatāne corridor is identified in the Road to Zero Speed and Infrastructure (SIP) PBC Delivery Programme for safety improvements. Potential safety improvements for this state highway include flexible median safety barrier and three roundabouts to improve intersection safety and to facilitate turning manoeuvres

The safety improvements are proposed to be delivered prior to or during the 2024-2027 NLTP period.

The feasibility assessment has been completed and the project is currently at the detailed design stage which includes engagement and consultation with stakeholders, affected landowners and the wider community. Following this stage, funding for construction will need to be confirmed.

In addition to the speed management review other investigations into safety measures and interventions in advance of the infrastructure treatments are being considered. The scope of these Low-Cost Low Risk interventions includes sign installation, road marking, ATP (rumble strips), and removal of roadside hazards. The proposed timeframe for these interventions is within the 2021-24 NLTP but is dependent on coordination with the wider programme of infrastructure work.

Existing Speed Limits and Safe and Appropriate Speed

The prevailing speed limit over the rural sections of the corridor was 100km/h with lower speeds at Te Teko and Awakeri (where SH30 and SH2 coincide). The safe and appropriate speeds for the corridor indicated 60km/h through the narrow and winding road through the various lakeside villages and through the Rotomā forest, with 80km/h speed limits through the less winding rural sections and 60km/h limits at the townships of Te Teko and Awakeri

Engagement and Consultation

A strong feedback response was received during the June/July 2021 engagement process. Waka Kotahi also talked to businesses and organisation in the area at a stakeholder event which included representatives from Whakatane District Council, AA freight industry, NZ Police, local community board, Awakeri School and cycling

groups. Waka Kotahi also engaged with representatives from local iwi, hapu and marae. Most of the community were in favour of lowering the speed limit across SH30 but also wanted to see improvements made to make the roads safer.

Waka Kotahi commenced formal consultation on 21 January 2022, which was initially open for four weeks till 18 February 2022. Due to a minor typographical error in the information sheet shared with the community, a further two weeks (14 March to 28 March 2022) of consultation was provided with stakeholders and mana whenua partners also being contacted directly.

A Ngāti Pikiao Koeke / Council of Elders Ngāti Pikiao hui was held on 11 February at Te Waiti Marae. The meeting was attended by more than 70 people from Ngāti Pikiao discussing the proposed speed changes for the SH30 corridor from Te Ngae junction to Whakatāne. Ngāti Pikiao Koeke subsequently made a formal submission.

Much of the community supported reducing the speed limits through the more built-up areas along SH30 such as along lakeside communities and high traffic intersections. However, most people were against reducing any of the straighter rural road sections, indicating that it would increase driver frustration, cause more bad driving behaviour and consequently more accidents.

As a result of the comprehensive feedback received from partners, stakeholders and the public some important refinements/amendments were made to the proposal and were formalised subject to further limited consultation, being

- The application of a consistent 60km/h speed limit along the southern shore of Lake Rotoiti encompassing all the rural townships as well as the windier sections
- An extension of the proposed 60km/h section at Awakeri eastward to include the school and narrow drain bridge thereby potentially enabling a better tie-in with the proposed future median barrier upgrade to the east on SH30.
- The short extension westward of the 50km/h speed limit for Te Teko township to better reflect the extent of the urban area

Outcome

On 5 August 2022 the RtZ ESC endorsed the implementation of 80km/h speed limits for this speed review in accord with the framework that had been developed for this purpose

At the same time, the Land Transport Rule: Setting of Speed Limits 2022 came into force on 19th May 2022, creating a changed statutory context pursuant to which this speed review might be completed. In this regard, it is particularly noted that although Māori were not consulted under a separate process, engagement with Treaty partners underpinned this review with the approach culminating in the Ngāti Pikiao Koeke / Council of Elders Ngāti Pikiao hui being held in February 2022, the feedback from which contributed to the refinements made to the review.

Further, Waka Kotahi has, given the length of time that has passed since the inception of this speed review and the wide range of matters that had to be considered, continued its ongoing efforts to keep partners, stakeholders and the public informed

- Whakatāne District Council and Rotorua Lakes Council have received regular updates on the status of the speed review both proactively and reactively. Waka Kotahi meets with Rotorua Lakes quarterly and provide an update and Whakatane District Council are actively engaged in the details design of the safety improvements project between Awakeri and Whakatane.
- As part of the SH30 Awakeri to Whakatāne safety improvements project, messaging about the status of the speed review is used in the collateral which includes the information sheet, project webpage, landowner letters, council and community presentations and 1:1 landowner discussions.
- Mana whenua – as part of regular hui in Rotorua, mana whenua is updated on the status of the speed review.
- Rotoiti residents' association regularly seek and are provided with updates on the status of the speed limit review and information shared in this way is placed on their Facebook page and in their community newsletters.

Other matters

The decision was made not to consult on variable speed limits for schools on this corridor as the provisions of the Speed Rule 2022 changed the provisions that apply to kura and schools. The speed limits past the three

schools on or proximate to the corridor were subject to permanent speed reductions to 60km/h and Te Kura Kaupapa Maori o Rotoiti School, Lake Rotomā School, and Awakeri School have been included in the interim Speed Management Plan which is currently under public consultation and Te Kura o Te Teko School will be included in the 2024-27 Speed Management Plan, noting that this kura is located on Te Teko Road which intersects with SH30 within the township of Te Teko which currently has a 50km/h speed limit

It is noted that there are two passing lanes located within the corridor (one in the increasing and one in the decreasing direction located within the proposed 80km/h Segment 1.

As part of the speed review and prior to its implementation pre-monitoring will be undertaken to establish a baseline of Passing Facility performance (each lane) in accord with the process set out in the Road to Zero Speed and Infrastructure Programme Design Framework (Draft)

Subsequent to implementation and completion of the speed review (a minimum 6-weeks post-implementation) further monitoring will be undertaken to confirm any change to the operational safety and effectiveness of the passing lanes where the speed reduction has occurred. If the Passing Facility continues to operate in a safe and efficient manner, then no further action will be required.

Subsequent to the speed review being completed and only if there are issues identified in the operation of the Passing Facility, then in accord with the flow-chart process as set out in the Design Framework, further assessment will be undertaken to determine options to address the performance.

Ultimately, the monitoring will confirm whether the passing lanes encourage driver behaviour that conflicts with the recommended safe speed on the respective sections of highway and drive the need for a design solution. Any such solution will be considered and developed discretely from this speed review in accord with standard approval and funding requirements.

Within that part of the corridor where a speed reduction to 60km/h is proposed, there are a number of rural townships or minor residential settlements. It is proposed that where there are currently gated thresholds these will be retained and will indicate the 60km/h limit, effectively being repeaters that reinforce the speed limit for road users as they enter the township sections.

Waka Kotahi as road controlling authority for the State highway network, and for [SH30 Tikiteri to Whakatāne Bay of Plenty region](#) as detailed in this report determines that the safe and appropriate speed for [SH30 Tikiteri to Whakatāne](#) is as indicated on the Locality Map, following, and as identified in the table below:

Summary Table-Speed Review Recommendation for Approval (Simple)

#	SH30 Tikiteri to Whakatāne	Section length: (km)	Existing Speed Limit	New Speed Limit
1	SH30: From approximately 353m east of SH30/SH33 Tikiteri Junction (existing change point) to approximately 650m east of Curtis Road (new) <i>Passing lanes located within this segment.</i>	7.3	100km/h	80km/h
2	SH30: From approximately 650m east of Curtis Road (new) to 905m west of Morehu Road West (new)	11.7	100,80,100 km/h	60km/h
5	SH30: From approximately 905m west of Morehu Road West (new) to 120m west of Oxford Road (existing change point)	4.5	100km/h	80km/h
6	SH30: From 120m west of Oxford Road (existing change point) to 2460m west of SH30/SH34 Kawerau Junction West (new) <i>Existing Slow Vehicle Bay (decreasing direction) located within this segment.</i>	9.1	70km/h 100km/h	60km/h

7	SH30: From 2460m west of SH30/SH34 Kawerau Junction West (new) to 412m west of Huia Crescent (new)	15.8	100km/h	80km/h
8a	SH30: From 412m west of Huia Crescent (New) to 325m east of Te Teko Road (existing change point)	1.0	50km/h	No change
8b	SH30: From 325m east of Te Teko Road (existing change point) to 100m north-east of Galatea Road (existing change point)	0.9	70km/h	60km/h
9	SH30: From 100m north-east of Galatea Road (existing change point) to 185m south-west of SH2/SH30 Awakeri Junction West (existing change point)	8.6	100km/h	80km/h
10a	SH30: From 185m south-west of SH2/SH30 Awakeri Junction West (existing change point) to 705m north-east of the SH2/30 Awakeri Junction East (new)	0.7	70km/h 100km/h	60km/h
10b	SH2: From 100m west of the SH2/30 Awakeri Junction West (existing change point) to 80m east of the SH2/SH30 Awakeri Junction East (existing change point)	1.1	70km/h	60km/h
11	SH30: From 705m north-east of the SH2/30 Awakeri Junction East (new) to 310m west of the SH30/Gateway Drive/Phoenix Drive roundabout (existing change point)	8.3	100km/h	80km/h
12	SH30: From 310m west of the centre of the SH30/Gateway Drive/Phoenix Drive roundabout (existing change point) to 100m north of the northern abutment of the Whakatane Bridge (existing change point)	1.0	80km/h	60km/h

NOTE: Locations are approximate. Recommendation Table contains detailed information including location co-ordinates and RS/RP descriptions and the land transport record information required to be provided to the Registrar to populate the NSLR.

At Awakeri, the State Highway is designated both SH2 and SH30 but NSLR Speed Areas do not provide for overlapping speed limits in the manner that historical bylaw records were maintained. This is addressed in detail at Table 4.

Locality Map of SH30 Tikitere to Whakatane Speed Limit Changes

SH30 Tikitere to Whakatāne new speed limits



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PURPOSE

As the Road Controlling Authority for the State Highway network, Waka Kotahi is undertaking speed and infrastructure interventions on the State Highway that will contribute to reducing deaths and serious injuries. Speed Reviews are being undertaken as part of the Road to Zero Infrastructure and Speed Management Strategic Programme which informs the New Zealand Road Safety Strategy 2020-30, Road to Zero – this strategy aims to achieve a 40% reduction in deaths and serious injuries on New Zealand's roads by 2030.

This document sets out the process undertaken to establish the safe and appropriate speeds for this part of the state highway network. This review was initially undertaken in accordance with the requirements of the Speed Rule 2017 however following consultation, Speed Rule 2022 come into force on 19 May 2022 and it is under this Rule that the review is completed. The review was undertaken in accord with the methodology set out in the Waka Kotahi Speed Management Guide 2015 (SMG) and generally accords with the matters as more recently set out in the SMG RtZ.

For [SH30 Tikitere to Whakatāne in the Bay of Plenty Region](#), Waka Kotahi has undertaken a speed review identifying speed limits that are considered safe and appropriate. Subject to confirmation of the decision of Waka Kotahi in this regard, new speed limits shall be made.

This report provides a record of the decision-making process undertaken for the subject Speed Review.

BACKGROUND

Waka Kotahi is the Road Controlling Authority for New Zealand's state highway network, and pursuant to its functions, identified [SH30 Tikiteri to Whakatāne, Bay of Plenty region](#) for possible speed review pursuant to the Speed and Infrastructure Programme (SIP) as it contains lengths that were identified as being a part of the top 10% of DSI saving network sections.

Table One - Background

Element	Information
Corridor title (As initially identified)	SH30 Tikiteri to Whakatāne, Bay of Plenty region
Location description	From the SH30/SH33 intersection at Tikiteri to 100m north of the northern abutment of the Whakatāne Bridge.
District	<p>The local territorial authorities are:</p> <ul style="list-style-type: none"> • Rotorua Lakes District Council • Whakatāne District Council • Bay of Plenty Regional Council. <p>The corridor starts in the Rotorua Lakes Council area however it is primarily located in the Whakatāne District Council area.</p>
Corridor length	70.0km
Speed Information	<p>Speed information (as it relates to each section of the identified corridor) is included at Table Two – Technical Assessment) in the Corridor Assessment Section, following</p> <p>Speed information includes:</p> <ul style="list-style-type: none"> • Current speed • Technically assessed speed
Other factors considered in setting this speed limit	<p>Kura School VSL</p> <p>Te Kura Kaupapa Maori o Rotoiti School and Awakeri School are included within the interim Speed Management Plan, that is completed consultation.</p> <p>Te Kura o Te Teko School, located on Te Teko Road, which joins SH30 in the 50km/h speed area through Te Teko township is programmed for inclusion in the Speed Management plan 2024-27.</p>
Crash history	Between 2010 and 2019, 10 people were killed on this section of highway and 73 people were seriously injured.

CORRIDOR ASSESSMENT

The SH30 corridor under consideration extends from Tikiteri to Whakatāne, starts at the east 80/100 threshold of the SH33/SH30 intersection (Te Ngae Junction), also known as the ‘Whakatāne turnoff’ and ends 100m north of the northern abutment of the Whakatāne River bridge in Whakatāne. It is considered a high-volume state highway, predominantly rural with two lanes. It has connections to a network of local roads and direct access to adjoining agricultural properties.

As a main transport route between Rotorua, Whakatāne and the East Coast, there’s a wide range of users of the corridor. They include daily commuters, local traffic, tourists, and agricultural machinery.

SH30 Tikiteri to SH2/SH30 intersection

This section of state highway is considered a high-volume state highway, predominantly rural with two lanes. It has connections to a small network of local roads and provides direct access to adjoining rural though semi-residential properties.

SH30 runs alongside the lakeside villages of Rotoiti, Rotoehu and Rotomā. The narrow and winding road also passes through the Rotomā forest before accessing the outskirts of Kawerau. There are two intersections to Kawerau (State Highway 34), both high speed rural intersections. The state highway passes through Te Teko, a small rural settlement.

SH2/30 intersection to Whakatāne

This section of state highway is considered a high-volume state highway, predominantly rural with two lanes. It has connections to a small network of local roads and direct access to adjoining agricultural properties.

At the start of this section is Awakeri, a small rural town with some commercial businesses (petrol station, dairy etc) and a primary school. The commercial area sits on a sweeping bend and Awakeri School sits alongside SH30 with direct access on to the state highway. Currently there is a ‘School Zone’ sign to inform motorists there is a school nearby. There is also a large community hall on site.

There are several other local road intersections along this stretch where speed and conflict are apparent.

- **SH30 / Thornton Road intersection to Matatā** - high use local road to Matatā and further on to Paengaroa and Tauranga Eastern Link.
- **Huna Road** - proposed commercial development.
- **Shaw Road and Mill Road** - Both intersections cause significant safety concern for the Whakatāne District Council and local communities. Both are perceived as “dangerous and unsafe”. Shaw Road is now providing access to an area of recent growth in residential housing development. Mill Road provides access to a growing industrial area. Subject to funding we are aiming to implement some further safety improvements at the Mill Road intersection in the next NLTP period.
- **SH30 Hub** – the area just before the Whakatāne bridge, is 80km with two roundabouts, busy commercial/business activity either side and a Paper Mill. It serves as the entrance into Whakatāne and has busy morning and afternoon peaks. A future marina is also planned nearby which will have access from Keepa Road.

For details, please refer to the Technical Assessment / Internal Review Form.

Table Two-Technical Assessment

#	SH30 Tikiteri to Whakatāne	Current Speed Limit	Technically Assessed Speed
1	SH30: From approximately 353m east of SH30/SH33 Tikiteri Junction to approximately 650m east of Curtis Road	100km/h	80km/h

#	SH30 Tikitere to Whakatāne	Current Speed Limit	Technically Assessed Speed
2a	SH30: From approximately 650m east of Curtis Road to approximately 380m west of Lake Okataina Road.	100km/h	60km/h
2b	SH30: From approximately 380m west of Lake Okataina Road to approximately 140m east of Lake Okataina Road.	80km/h	60km/h
3	SH30: From approximately 140m east of Lake Okataina Road to approximately 366m west of Te Urumahue Road.	80km/h	No change
4a	SH30: From approximately 366m west of Te Urumahue Road to approximately 420m east of Tamatea Street.	80km/h	60km/h
4b	SH30: From approximately 420m east of Tamatea Street to approximately 905m west of Morehu Road West	100km/h	60km/h
5	SH30: From approximately 905m west of Morehu Road West to 120m west of Oxford Road.	100km/h	80km/h
6a	SH30: From 120m west of Oxford Road to 530m west of Matahi Road	70km/h	60km/h
6b	SH30: From 530m west of Matahi Road to 2460m west of SH2/SH34 Kawerau Junction West	100km/h	60km/h
7	SH30: From 2460m west of SH2/SH34 Kawerau Junction West to 175m west of Huia Crescent	100km/h	80km/h
8a	SH30: From 175m west of Huia Crescent to 325m east of Te Teko Road	50km/h	No change
8b	SH30: From 325m east of Te Teko Road to 100m north-east of Galatea Road	70km/h	60km/h
9	SH30: From 100m north-east of Galatea Road to 185m south-west of SH2/SH30 Awakeri Junction West	100km/h	80km/h
10a	SH30: From 185m south-west of SH2/SH30 Awakeri Junction West to 705m north-east of the SH2/30 Awakeri Junction East	70km/h	60km/h
10b	SH2: From 100m west of the SH2/30 Awakeri Junction West to 80m east of the SH2/SH30 Awakeri Junction East	70km/h	60km/h
11	SH30: From 705m north-east of the SH2/30 Awakeri Junction East to 310m west of the centre of the SH2/Gateway Drive/Phoenix Drive roundabout	100km/h	80km/h

#	SH30 Tikitere to Whakatāne	Current Speed Limit	Technically Assessed Speed
12	SH30: From 310m west of the centre of the SH2/Gateway Drive/Phoenix Drive roundabout to 100m north of the northern abutment of the Whakatāne Bridge	80km/h	60km/h

Viability Assessment (Safety & System Performance & Project Delivery)

As part of the process to identify a State Highway corridor for potential speed review, a cross-business survey is undertaken to identify any matters that might inform its viability. Such matters can include a broad range of areas within the business (maintenance and improvement works, network integration, other policy initiatives and implementations, physical and technical constraints).

These matters are identified and catalogued through the internal review process and are considered at the Viability Assessment (Safety & System Performance & Project Delivery) Meeting.

Matters canvassed included:

- A strong community expectation that there will a reduction in speed limits at safety hotspots.
- There was a robust discussion regarding Awakeri School and the potential requirement for a school VSL, in the current proposal a 60kmh zone is proposed which all agree with.
- SH2/SH30 section to all be changed to 60 from 70, keeping the change points.
- Mill Rd intersection safety concerns have been raised by local council. Left turn slip lane causing majority of crashes, proposal to remove slip lane to remove risk. All agree with TA proposal for 80 in this zone.

For details, please refer to the Internal Review Form.

ENGAGEMENT

508 pieces of feedback were received during the June/July 2021 engagement process. Waka Kotahi also talked to businesses and organisation in the area at a stakeholder event which included representatives from Whakatane District Council, AA, freight industry, NZ Police, local community board, Awakeri School and cycling groups. Waka Kotahi also engaged with representatives from local iwi, hapu and marae.

Overall, most people supported reducing speed limits along SH30 at key areas and when reviewing the feedback, there were very specific locations mentioned where speed or safety was a concern.

While most of the community were in favour of lowering the speed limit across SH30, many also want to see safety improvements to make the roads safer.

For details, please refer to the Engagement Summary.

Iwi/hapu/marae

The project team heard from representatives from Ngāti Awa, Ngāti Te Rangiunuora, Ngāti Te Takinga, Ngāti Hineora, Ngāti Tanateatutahi Kawiti, Ngāti Rongomai, Ngāti Hinekura, Te Tatau O Te Arawa, Te Pou O Taranui Ngāti Makino, Taurua marae, Whakareia marae, Hohowai marae, Tapuaekura marae, Te Waiiti marae and Ngā Pumanawa marae.

Serious concerns were raised about the SH30 / Paroa Road intersection. High speeds and a high volume of traffic on SH30 make it dangerous and unsafe for students and their whanau to get to and from the kura.

Along SH30 between Rotomā and Lake Ōkataina concerns raised were in relation to their tamariki, community connectivity, access to marae and traffic volumes in peak summer periods. Specific concerns were raised in relation to the speed limit past Lake Ōkataina, where a Kura was proposed (but which is yet to be realised). Speeds in the vicinity of Te Kōhanga Reo o Te Hikuwai, Te Kura Kaupapa Māori o Rotoiti and Lake Rotomā School were also raised with Iwi wanting to see lower speeds with or variable speed limits implemented.

It was also mentioned that speed limits should be more consistent, such as 60km/h from Matahi all the way through the built-up areas and 80km/h alongside residential houses is too high. The road currently cuts the community in two and makes it unsafe for tamariki to get around their community such as school, the lakeside, shop, and sports club. There is a need for better footpaths and safer crossing points/pedestrian refuge islands.

There are seven marae along the route, six with direct access onto SH30. Events and tangi result in large gatherings, it gets very busy and cars park along the roadside. There's a need for temporary lower speeds and signage while these events are underway as current speed limits are unsafe.

Other concerns noted the volume of traffic is increasing, commercial and commuter traffic driving too fast through their communities and the Lake Ōkataina section being used as a 'drag strip'. This community sees a huge influx of people during the summer to enjoy the lake.

People also mentioned access to Hinehopu Golf Club and the Rugby Club.

Key stakeholders

Party Engaged	Feedback
Whakatāne District Council and Bay of Plenty Regional Council	Council staff and elected members stressed the need for speed reductions as well as improved designs at various high traffic intersections due to higher demand. There were many comments about the need to work together to ensure all roads have safe speed limits and reductions aren't pushing more traffic on to side roads.
New Zealand Police	Police said driver behaviour and road conditions need to be considered along with speed reductions to make

Party Engaged	Feedback
	the road safer. Consistency across speed limits would assist with compliance. The need to place warning signs advising drivers of upcoming changes in speeds (e.g., slow down) would also assist, especially along the winding lakes areas and well before reaching a school, for instance.

Speed Review as Informed by Engagement and Technical Review

Table Three - Speed Review Recommendation for Consultation

#	SH30 Tikiteri to Whakatane	Start Coordinates (NZTM2000)	End Coordinates (NZTM2000)	Section Length (km)	Existing Speed Limit	Proposed Speed
1	SH30: From approximately 353m east of SH30/SH33 Tikiteri Junction to approximately 650m east of Curtis Road	030-0158/0.348	030-0158/8.293	7.34	100km/h	80km/h
2a	SH30: From approximately 650m east of Curtis Road to approximately 380m west of Lake Okataina Road.	030-0158/8.293	030-0158/10.986	2.692	100km/h	60km/h
2b	SH30: From approximately 380m west of Lake Okataina Road to approximately 140m east of Lake Okataina Road.	030-0158/10.986	030-0170/0.137	1.15	80km/h	60km/h
3	SH30: From approximately 140m east of Lake Okataina Road to approximately 366m west of Te Urumahue Road.	030-0170/0.137	030-0170/1.187	1.052	80km/h	No change
4a	SH30: From approximately 366m west of Te Urumahue Road to	030-0170/1.187	030-0170/6.397	5.220	80km/h	60km/h

#	SH30 Tikiteri to Whakatane	Start Coordinates (NZTM2000)	End Coordinates (NZTM2000)	Section Length (km)	Existing Speed Limit	Proposed Speed
	approximately 420m east of Tamatea Street.					
4b	SH30: From approximately 420m east of Tamatea Street to approximately 905m west of Morehu Road West	030-0170/6.397	030-0170/7.968	1.57	100km/h	60km/h
5	SH30: From approximately 905m west of Morehu Road West to 120m west of Oxford Road.	030-0170/7.968	030-0170/12.476	4.51	100km/h	80km/h
6a	SH30: From 120m west of Oxford Road to 530m west of Matahi Road	030-0170/12.476	030-0170/17.212	4.737	70km/h	60km/h
6b	SH30: From 530m west of Matahi Road to 2460m west of SH2/SH34 Kawerau Junction West	030-0170/17.212	030-0187/4.54	4.33	100km/h	60km/h
7	SH30: From 2460m west of SH2/SH34 Kawerau Junction West to 175m west of Huia Crescent	030-0187/4.54	030-0206/1.599	16.06	100km/h	80km/h
8a	SH30: From 175m west of Huia Crescent to 325m east of Te Teko Road	030-0206/1.599	030-0206/2.376	0.779	50km/h	No change
8b	SH30: From 325m east of Te Teko Road to 100m north-east of Galatea Road	030-0206/2.376	030-0206/3.267	0.893	70km/h	60km/h

#	SH30 Tikitere to Whakatāne	Start Coordinates (NZTM2000)	End Coordinates (NZTM2000)	Section Length (km)	Existing Speed Limit	Proposed Speed
9	SH30: From 100m north-east of Galatea Road to 185m south-west of SH2/SH30 Awakeri Junction West	030-0206/3.267	030-0206/11.89	8.62	100km/h	80km/h
10a	SH30: From 185m south-west of SH2/SH30 Awakeri Junction West to 705m north-east of the SH2/30 Awakeri Junction East	030-0206/11.89	030-0219/0.7	0.7	70km/h	60km/h
10b	SH2: From 100m west of the SH2/30 Awakeri Junction West to 80m east of the SH2/SH30 Awakeri Junction East	002-0232/10.009	002-0243/0.088	1.08	70km/h	60km/h
11	SH30: From 705m north-east of the SH2/30 Awakeri Junction East to 310m west of the centre of the SH2/Gateway Drive/Phoenix Drive roundabout	030-0219/0.7	030-0219/8.95	8.248	100km/h	80km/h
12	SH30: From 310m west of the centre of the SH2/Gateway Drive/Phoenix Drive roundabout to 100m north of the northern abutment of the Whakatāne Bridge	030-0219/8.95	030-0219/9.929	.98	80km/h	60km/h

CONSULTATION

During engagement iwi, local schools, and parents of school children, requested speed limits be reduced near schools, drop off zones and pedestrian areas where children/tamariki walk or bicycle to school. The need to implement variable speed signs was also mentioned.

As noted earlier in this report, 30km/h VSL for kura/schools were not consulted on. This related to uncertainty from different procedures and requirements under the Speed Rule 2017 and what was signalled in Speed Rule 2022. However, the schools on the corridor, potentially affected by that decision (Te Kura Kaupapa Maori o Rotoiti School, Te Kura o Te Teko School, and Awakeri School) are in sections of corridor where there is a reduction in speed proposed. We further note that, however, with the new Speed Rule now in place, consultation on 30km/h kura-school VSL has been included in the Interim Speed Management Plan for Te Kura Kaupapa Maori o Rotoiti School, Awakeri School, and Lake Rotomā School, the first two of which are located on the State Highway, with Lake Rotomā School located on Manawahe Road.

Te Kura o Te Teko School is located on Te Teko Road which joins the state highway within Te Teko township through which already has a 50km/h speed limit. This kura school will be included in the Speed Management Plan 2024-27.

There is a further kura (Te Kura o Te Paroa), located on Paroa Road that intersects with SH30 to the west of Whakatane. Concerns with this intersection were raised by iwi (and other stakeholders). On technically reviewing this section of the SH and the various intersections along it, the review considered that the implementation of the 80km/h SaAS was appropriate and that this would be monitored for compliance. If a further reduction is assessed as necessary, this would be included in the next Speed Management Plan for consultation. Standard practice would be to liaise with the TLA in this situation. Notwithstanding this, this kura was considered pursuant to the Pipeline Development Tool (PDT) process and was considered to be a TLA school rather than an SH school given its distance from the SH and its location on the local road network. It is for the TLA to determine any plan for this kura and its inclusion into an SMP

The following are the recommendations Waka Kotahi consulted on for [SH30 Tikitere to Whakatāne in the Bay of Plenty region](#):

Location	Current speed limit	Proposed speed limit
SH30: From approximately 353m east of SH30/SH33 Tikitere Junction to approximately 650m east of Curtis Road	100km/h	80km/h
SH30: From approximately 650m east of Curtis Road to approximately 380m west of Lake Okataina Road	100km/h	60km/h
SH30: From approximately 380m west of Lake Okataina Road to approximately 140m east of Lake Okataina Road	80km/h	60km/h
SH30: From approximately 140m east of Lake Okataina Road to approximately 366m west of Te Urumahue Road	80km/h	No change
SH30: From approximately 366m west of Te Urumahue Road to approximately 420m east of Tamatea Street	80km/h	60km/h
SH30: From approximately 420m east of Tamatea Street to approximately 905m west of Morehu Road West	100km/h	60km/h

Location	Current speed limit	Proposed speed limit
SH30: From approximately 905m west of Morehu Road West to 120m west of Oxford Road	100km/h	80km/h
SH30: From 120m west of Oxford Road to 530m west of Matahi Road	70km/h	60km/h
SH30: From 530m west of Matahi Road to 2460m west of SH2/SH34 Kawerau Junction West	100km/h	60km/h
SH30: From 2460m west of SH2/SH34 Kawerau Junction West to 175m west of Huia Crescent	100km/h	80km/h
SH30: From 175m west of Huia Crescent to 325m east of Te Teko Road	50km/h	No change
SH30: From 325m east of Te Teko Road to 100m north-east of Galatea Road	70km/h	60km/h
SH30: From 100m north-east of Galatea Road to 185m south-west of SH2/SH30 Awakeri Junction West	100km/h	80km/h
SH30: From 185m south-west of SH2/SH30 Awakeri Junction West to 705m north-east of the SH2/30 Awakeri Junction East	70km/h	60km/h
SH2: From 100m west of the SH2/30 Awakeri Junction West to 80m east of the SH2/SH30 Awakeri Junction East	70km/h	60km/h
SH30: From 705m north-east of the SH2/30 Awakeri Junction East to 310m west of the centre of the SH30/Gateway Drive/Phoenix Drive roundabout	100km/h	80km/h
SH30: From 310m west of the centre of the SH30/Gateway Drive/Phoenix Drive roundabout to 100m north of the northern abutment of the Whakatāne Bridge	80km/h	60km/h

Consultation timeline

On 21 January 2022, Waka Kotahi started formal consultation on the proposed new speed limits for SH30 between Tikiteri and Whakatāne. The consultation was open for four weeks and closed on 18 February 2022. Due to a minor typing error on the information sheet shared with the community, a further two weeks (14 March to 28 March 2022) of consultation was provided and messaging was updated on the webpage. Waka Kotahi also contacted stakeholders and mana whenua partners by email to advise of this.

The consultation was advertised in local papers (Whakatāne Beacon, Daily Post) on local radio stations (Radio 1XX, Sun FM, Te Arawa FM and The Heat), Waka Kotahi's website and Rotorua Lakes Council website. A media release was issued on 25 January 2022 and resulted in online and print media coverage. It was also posted on social media platforms such as the Lake Rotoiti Community Association website and Rotorua Lakes Council Facebook page.

People were able to submit their views through the electronic feedback form; hard copy submission forms which were available from locations such as the Whakatāne District Council office and library or via email. From the various engagement platforms, 729 pieces of feedback were received via Survey Monkey. A further 91 hardcopy feedback forms were mailed in, and 56 emails were received during the consultation period.

A particular aspect of the consultation was that a Ngāti Pīkiao Kōeke / Council of Elders Ngāti Pīkiao hui was held on 11 February at Te Waiti Marae. The meeting was attended by more than 70 people from Ngāti Pīkiao discussing the proposed speed changes for the SH30 corridor from Te Ngae junction to Whakatāne.

The following sections identify specific feedback from Treaty Partners and Stakeholders. Where the matter raised is specifically relevant to the speed review being undertaken a response from Waka Kotahi is included (*italicized*). Otherwise matters have been noted by Waka Kotahi and are addressed in the Consultation Summary.

For details, please refer to the Consultation Summary.

Treaty partners

Key Stakeholder	Option Location	Support / Oppose	Reason/s Given
Ngāti Pikiao Koeke / Council of Elders Ngāti Pikiao	0 - General	N/a	<p>Ka tino tautoko te rautaki i tuhituhi konei, mena ho te whakaiti mo te tere o ngā waka. Engari, ko wetihi mahi ano ake ki te whakatika te ahua o tēnei ara matua.</p> <p>1. Whakatika te tepenga tere 80 i waenganui ngā marae Waikohatu raua ko Te Puna Whakareia a Rākeiao. Kahore i te pai te tepenga tere mo te 80. Me whakaiti he 60 noiho. He whakāro rorirori hei whakapiki te tepenga tere kotahi kilometre noiho. Ko ngā tamariki, ngā mokpuna, ngā tangata katoa o tēnei rohe e noho konei. Mai rāno ki tēnei wā, ko te hononga ki te roto te mea nui. Ko te ara matua te hoha.</p> <p>2. Whakatika te hononga o te ara matua ki te Wharetoroa Drive. He wāhi uaua.</p> <p>3. Whatatū ngā tepenga tere kai te taha o ngā kura, kohanga, marae rānei. No reira, ko te raru tino nui ko te wahi kai Ruato kāhore i panoni. Me panoni tika!</p>
Ngāti Pikiao Dr Kēpa Morgan Colleen Skerrett-White Shay Morrison Arapeta Tahana	0 - General	N/a	<p>NZTA management of speeds on this highway have historically cost the lives of both Ngāti Pikiao and Tangata Tiriti. Ngāti Pikiao take our obligations to manaaki our manuhiri very seriously, and it is entirely inappropriate to allow ours and those peoples' lives to be put in harm's way as a result of poor decision making regarding appropriate speed designations.</p> <p>Ngāti Pikiao are also aware that the code of ethics of the engineering profession requires engineers involved in this project to act on any information that they are aware of that does not prioritise the safety and wellbeing of the public and ensure that considerations of minuscule time savings are secondary to saving lives.</p> <p>Finally, as portions of this highway are not within the highway corridor and the entire highway within the Ngāti Pikiao rohe is on Māori land, Ngāti Pikiao have other remedies available should this process not produce an appropriately safe outcome for Ngāti Pikiao.</p> <p>Waka Kotahi response</p> <p><i>Noted, Waka Kotahi values its relationship with Ngati Pikiao and together will continue to look at ways to improve road safety for Maori.</i></p>
	3 - Te Puna Whakareia	Oppose to no change (need to reduce)	<p>Okataina Rd to Te Urumahue Road should be 60km/h. Punawhakareia marae is included in this area and high speed past marae can be an issue when the marae is in use with a lot of traffic coming and going. It is also a bit stupid to speed up and slam on anchors at the corner to comply.</p> <p>Road is unsafe for home owners off SH30 entering and leaving SH30 from these houses when vehicles come up the hill at 80kph. The speed limit needs to be 60kph for it to be safe.</p> <p>Waka Kotahi response</p> <p><i>Agreed. The speed limit will be 60km/h for that section of the corridor on the southern shore of Lake Rotoiti, including the settlements of Lake Okaitaina and Gisborne Point.</i></p>
	4 - Lake Rotoiti	Support	<p>I support proposed changes, other than recommending:</p> <p>a) 60km between Okataina and Te Urumahue, my rationale is this is a dangerous piece of road and have seen crazy people trying to overtake there.</p>

			<p>b) recommend the area around the Rotoiti kura be reduced to 50km. I'd like to add that I've lived here all my life and am disappointed it's taken so long for NZTA to acknowledge our concerns. As a kid we learnt the dangers of speed on our roads, we learnt to hide in the bushes as logging trucks swept rocks off the road hurting us, many car accidents etc.</p> <p>Waka Kotahi response</p> <p><i>In its draft Interim Speed Management Plan currently out for consultation, Waka Kotahi is proposing a new variable speed limit of 30km/h outside Te Kura Kaupapa Maaori of Rotoiti.</i></p>
Te Wharekura o Ngāti Rongomai	3 - Te Puna Whakareia	Opposed to no change (need to reduce)	<p>SH30: from approximately 380m west of Lake Okataina Road to approximately 140m east of Te Puna Whakareia should be 60km/h</p> <p>Waka Kotahi response</p> <p><i>Agreed. The speed limit will be 60km/h for that section of the corridor on the southern shore of Lake Rotoiti, including the settlements of Lake Okaitaina and Gisborne Point</i></p>

Key stakeholders

Key Stakeholder	Option Location	Support / Oppose	Reason/s Given
Ministry of Education	3 - Te Puna Whakareia	Oppose to no change (need to reduce)	<p>Please include Ruato Bay in the 60km speed zone. Residents walk to the local store and kura.</p> <p>Waka Kotahi response</p> <p><i>Agreed. The speed limit will be 60km/h for that section of the corridor on the southern shore of Lake Rotoiti, including the settlements of Lake Okaitaina and Gisborne Point.</i></p> <p><i>In its draft Interim Speed Management Plan currently out for consultation, Waka Kotahi is also proposing a new variable speed limit of 30km/h outside Te Kura Kaupapa Maaori of Rotoiti.</i></p>
Whakatāne District Council	3 - Te Puna Whakareia	Oppose to no change (need to reduce)	<p>From approximately 140m east of Lake Okaitaina Road to approximately 366m west of Te Urumahue Road. – This is an approximate 1.5km section of road which under the proposal will be 80kph bounded by 60kph road sections. As per previous feedback Council does not support short sections of speed limits of increased speed as this can increase driver confusion as speeds constantly change. We would like to see this section reduced to 60kph.</p> <p>Waka Kotahi response</p> <p><i>Agreed. The speed limit will be 60km/h for that section of the corridor on the southern shore of Lake Rotoiti, including the settlements of Lake Okaitaina and Gisborne Point</i></p>
	8 - Te Teko	Support – but move threshold	<p>The existing speed limit threshold at the Western end of Te Teko is not appropriately located. The threshold is located adjacent to community facilities including a playground netball courts, sports fields, and public toilets. The area is also a popular stop for roadside sellers.</p> <p>We request that the location of the speed threshold is moved to a location approximately 500m west of Huia Rd; recognising that the speed change should occur outside of this busy area which has a high number of pedestrians and vehicles either stopping or turning.</p> <p>Waka Kotahi response</p> <p><i>Agreed. The existing speed limit threshold will be extended approximately 200m west and will include the entrance to Eivers Park.</i></p>
	10 - Awakeri	Support – but move threshold	<p>Request that the speed threshold at the eastern end of Awakeri is shifted to 700m east of the SH2/SH30 intersection. Extending the speed threshold out further from the school will allow vehicles to slow down ahead of Awakeri School.</p> <p>Waka Kotahi response</p> <p><i>Agreed. In its draft Interim Speed Management Plan currently out for consultation, Waka Kotahi is proposing a new variable speed limit of 30km/h outside the Awakeri School</i></p>
	11 - Whakatāne West	Support – but to 60km/h	<p>Request that the section of SH30 between Thornton Road and Gateway Drive is reduced to 60kph. This section of road is considered by locals to be our most high-risk road corridor, with Paroa Road, Shaw Road, Huna Road and Mill Road exiting onto the state highway in this relatively short 2.5km stretch of road. Shaw Road and Mill Road have a high number of unprotected right turn movements and there is strong community concern about the safety</p>

			<p>of these intersections. Gaps in traffic are short and far between during busier periods creating situations where drivers feel compelled to take significant risks amidst pressure from queuing traffic.</p> <p>Waka Kotahi response</p> <p><i>We acknowledge that there is strong interest in improving safety along this section of state highway. The safe and appropriate speed has been assessed at 80km/h and once implemented we will monitor this for compliance. If a further reduction in speed is assessed as necessary, this would be included in the next Speed Management Plan for consultation.</i></p>
		Support	<p>Whakatāne Mill have expressed strong concerns about the safety of their staff in exiting Mill Road, saying that many of their staff have stories of near miss incidents at this intersection. While the proposed 80kph will likely alleviate some of the risk we believe the chance of fatal and serious injuries at these intersections will remain intolerably high particularly when compared with minimal difference in travel time this will make.</p>
Councillor at Whakatāne District Council	11 - Whakatāne West	Support	<p>Alternatively, if roundabouts were installed at Huna Rd, Shaw Rd and Mill Rd, this would slow the speed of vehicles. These intersections are high volume and severe accidents waiting to happen.</p>
	9 - Te Teko East	Support	<p>For our district it would be better to have centre line barriers mitigations (from Te Teko - Whakatāne) than roadside barriers as we have many farming vehicles that use these roads. I think for sure have from the Tauranga-Whakatāne turnoff corner the speed should be 80km/h.</p>
Local Community Board Member (Whakatāne / Ohope Ward)	10 - Awakeri	Support	<p>Propose reduction to 50km in section SH2: 100m west of SH2/30 Awakeri to 80m east of SH2/SH30 Awakeri Junction East. Due to shopping centre and lots of turning traffic, and school in vicinity.</p>
Kawerau District Council	8 - Te Teko	Support	<p>We support the speed reductions in Te Teko and have supported the reduction of speeds through the town for several years. We suggest that the 50 km/h speed limit be moved further west towards the Kawerau intersection to allow safer access to Eivers Park.</p> <p>Waka Kotahi response</p> <p><i>Agreed – the end point for the 50km/h speed limit will be extend by approx. 200m and will include the entrance to Eivers Park</i></p>
	10 - Awakeri	Support	<p>We support the speed reductions in Awakeri and suggest that a speed limit of 50 km/h be considered, especially at the school entrance or extend the current speed limit further towards Whakatāne.</p>
	0 - General	Oppose	<p>We are concerned that the whole-scale reduction of speed limits in areas where higher speeds are viable, will lead to increased risk-taking by impatient drivers and thereby increasing the risk of accidents and road fatalities. The reduction from 100 km/h to 80 km/h needs to be reconsidered in areas that are suitable for higher speeds. We are concerned that the speed reductions will increase travel times and therefore more heavy vehicles will be needed on the roads to maintain the current delivery services. Reducing speed limits will not necessarily increase road safety unless the roads are appropriately policed and all road rules and regulations are enforced. We need more policing and enforcement in our region. The long-term solution to road safety is not decreasing speed limits but rather ensuring safer roads. Investment in our roading infrastructure is woeful and together with inadequate policing, the main causes of traffic accidents and fatalities in our region.</p> <p>Waka Kotahi response</p> <p><i>Noted</i></p>

Automobile Association (BOP)	0 - General	Support 70km/h and 90km/h	AA has strongly argued to central govt in recent years that we believe 70km and 90km should continue to be options in suitable environments where they can balance safety with credibility for the driving public. Waka Kotahi response <i>The possibility of 90km/h was considered for all those segments where 80km/h was proposed however none of these segments safely supported a 90km/h speed limit.</i>
	2 - Ruato Bay	Support	AA supports all areas with housing settlements have been reduced to 60km/h Ruato Bay. Signage should be made clear at entry and exit points.
	4 - Lake Rotoiti	Support	AA supports all areas with housing settlements have been reduced to 60km/h at Lake Rotoiti. Signage should be made clear at entry and exit points.
	5 - Lake Rotoehu	Oppose	Areas with tight or numerous bend sections have been reduced to 60km. This includes Rotoma Hills section and Hongis Track. AA doesn't support the reduction to 60km. To ensure consistency of speeds 80km/h is more appropriate. Overall concern that the speed changes across this route is clear for motorists. Would prefer to see a medium speed agreed. This would eliminate frustrated drivers and dangerous passing. Waka Kotahi response <i>Noted.</i>
	6 - Lake Rotomā	Support	AA supports all areas with housing settlements have been reduced to 60km/h at Lake Rotoma. Signage should be made clear at entry and exit points.
	10 - Awakeri	Support	AA supports all areas with housing settlements have been reduced to 60km/h at Awakeri. Signage should be made clear at entry and exit points.
NZ Police	0 - General	Support	With Safe System principles in mind, Police supports the new and lowered speed limits proposed to be enacted on the SH30 between Rotorua and Whakatāne.
	0 - General	Support	I agree with the rest.
Eastern BOP Safety Operational Group	8 - Te Teko (no change 50km zone)	Support but move sign	Change of location for the 50km sign be a high priority. Unanimous agreement by residents/councillors that the 50km speed sign needed to be moved back to the west of the Eivers Park entrance by approximately 100m. WK committed to this change as an easy/low-cost safety change. Would allow traffic to slow to the 50km prior to the entrance making it safer for entering/exiting. Eivers Park is well used by the community with high amounts of traffic turning off and onto the highway. Roadside sellers utilise this stretch also. Waka Kotahi response <i>Agreed – the end point for the 50km/h speed limit will be extend by approx. 200m and will include the entrance to Eivers Park.</i>
	10 - Awakeri	Support	The speed limit for the whole of Awakeri be reduced to 60km per hour to be consistent with possible school speed changes, and that the speed sign be placed at a suitable distance (approximately 200m) to allow deceleration before vehicles pass the school entrance. Waka Kotahi response

			<i>Please know that the speed change point will be extended by approx. 290m passed the Awakeri School. Waka Kotahi is also proposing a new variable speed limit of 30km/h outside the Awakeri School in its draft Interim Speed Management Plan currently out for consultation</i>
	11 - Whakatāne West	Support	The overall speed reduction as part of the review is supported, more specifically the reduction to 80k from Thornton Road intersection through to Shaw Road. In the absence of investment of a roundabout at Mill Road we request that the speed limit from Shaw Road to
Lake Rotoiti Community Association	3 - Te Puna Whakareia	Oppose to no change (need to reduce)	Speed limit of 60kph is applied to the full section of SH30 between 650m East of Curtis Rd and 950m West of Morehu Rd West. Strongly submit that the speed limit for the section between Ruato Bay, (140m east of Lake Okataina Road and 366m west of Te Urumahue Road), and Gisborne Point communities also be reduced to 60kph. Waka Kotahi response <i>Agreed. The speed limit will be 60km/h for that section of the corridor on the southern shore of Lake Rotoiti, including the settlements of Lake Okaitaina and Gisborne Point. In its draft Interim Speed Management Plan currently out for consultation, Waka Kotahi is also proposing a new variable speed limit of 30km/h outside Te Kura Kaupapa Maaori of Rotoiti.</i>
	4 - Lake Rotoiti	Support	We fully support the reduction of the speed limit to 60kph from Moose Lodge to Hongis Track reflecting the current road side warnings and the population density risks.
Rotorua Lakes Community Board	1 - Tikitere	Oppose	We do not support the reduction of speed limit from 100kph to 80kph on this stretch of SH30. This length of road is in general long straights with good visibility and through unpopulated areas. Waka Kotahi response <i>Noted</i>
	2 - Ruato Bay	Support	The Rotorua Lakes Community Board is supportive of the reduction of speed limit for this section but would be comfortable with an 80kph limit rather than the proposed 60kph for the section 650m east of Curtis Road to approximately 380m west of Lake Ōkātaina Road. We are supportive of this reduction from 80kph to 60kph from approximately 380m west of Lake Ōkātaina Road to approximately 140m east of Lake Ōkātaina Road. We feel that at the least all Marae should have a 60kph speed limit in place within their vicinity. We support the limit remaining at 80kph for this section 140m east of Lake Ōkātaina Road to approximately 366m west of Te Urumahue Road.
	4 - Lake Rotoiti	Support	Supports a reduction from 80kph to 60kph from 366m west of Te Urumahue Road to approximately 420m east of Tamatea Street. While this is a relatively long stretch of road it is where the majority of East Rotoiti's population lives, it contains a number of Maraes and the local kura.
		Oppose	We would prefer to see a reduction to 80kph for the section 420m east of Tamatea Street to approximately 905m west of Morehu Road West instead of 60kph (down from 100kph), with the moving of the change from 60kph of the previous stretch past the golf club entrance.

			<p>While there is a windy section of road, the very nature of those corners determines speed rather than the speed limit, and once past those corners there is little reason to have a low limit such as 60kph.</p> <p>Waka Kotahi response</p> <p><i>Noted</i></p>
	5 - Lake Rotoehu	Oppose	<p>The Lakes Community Board does not support any reduction in the speed limit on this section 905m west of Morehu Road West to 120m west of Oxford Road. It consists of long straights with few dwellings on it, and currently provides one of the few safe opportunities for overtaking slow vehicles such as logging and 'chip' trucks.</p> <p>Waka Kotahi response</p> <p><i>Noted</i></p>
	6 - Lake Rotomā	Support	<p>Fully support the reduction in the speed limit along the Rotoma shore (120m west of Oxford Road to 530m west of Matahi Road) and through the community from 70kph to 60kph.</p>
EPIC Whakatāne Town Centre	0 - General	Oppose	<p>Whakatāne Town Centre services a large rural population. We also have shoppers coming from Tauranga and Rotorua for the weekend or weekday shopping. On average a large amount of our spending comes from over an hour away.</p> <p>By reducing the speed limit, the travel time to Whakatāne is lengthened and this will influence the customers of our town centre business to instead travel closer to home or to not travel at all.</p> <p>Lowering the speed limit will be another negative effect that our businesses will find difficult with Whakaari and the downturn in businesses currently being seen with COVID restrictions.</p> <p>While road death and injury are of utmost importance, our businesses are currently suffering, and this would be another blow.</p> <p>Waka Kotahi response</p> <p><i>Noted</i></p>
Bike Whakatāne Trust	12 - Whakatāne Bridge	Support	<p>We fully support the proposed 60km/hr speed limit from west of the Gateway Drive roundabout to Whakatāne Bridge.</p>
	11 - Whakatāne West	Support	<p>We also support the proposed 80km/hr limit from the Awakeri Junction to west of Gateway Drive roundabout.</p>
	10 - Awakeri	Oppose	<p>The blanket 80km/hr speed limit from Awakeri to Kawerau may make the narrower local roads busier with more use by drivers as 'rat runs'. These roads are often used by road cyclists as a safer option for riding, but increased car traffic on minor roads may make them less safe for cyclists and other users</p> <p>Waka Kotahi response</p> <p><i>Noted</i></p>

Key themes

Overall, the majority supported reducing speed limits along SH30 at key areas. Many locations were described as almost impossible to safely travel at the posted speed limit.

Some of the common themes were about where and how speed needs to be reduced included high speed stretches of road, dangerous intersections and bends where drivers take chances to turn on or off the road.

Child/tamariki safety was a major concern, particularly during school drop off and pick up times outside the schools and kura and at the bus stops located around the lakes. A greater concern was identified for the summer months when there is an influx of visitors.

People wanted variable speed zones introduced at the schools/kura and more consistent and safer speeds to slow down traffic, to discourage drivers from accelerating and decelerating at tight corners and along the straights.

People also wanted lower speed limit in areas where there are marae, houses, businesses, and shops immediately alongside SH30, making it safer for people to turn on/off the state highway and to create more space for turning vehicles.

Other themes included poor driver behaviour, road condition and maintenance, policing and enforcement and safety concerns and design improvements.

For details, please refer to the Consultation Summary.

POST CONSULTATION REVIEW AND THE CHANGE TO THE STATUTORY ENVIRONMENT

Refinements consequent to consultation feedback

As a result of the comprehensive feedback received from partners, stakeholders and the public a range of refinements/amendments were made, with finalised/revised form of the speed review set out at Table Four, following.

In particular, the following refinements were made

- For that section of the corridor on the southern shore of Lake Rotoiti, including the settlements of Lake Okaitaina and Gisborne Point (Segment 3), the recommendation consulted on was no change to the existing speed limit of 80km/h. However, there was no support for this and 85 submissions were received requesting that the speed be lowered to 60km/h be consistent with the adjoining corridor. Waka Kotahi considered this speed was appropriate and consistent with the user experience for the road so took further limited consultation contacting the four landowners directly affected by this proposed amendment, with one of those landowners responding positively. Those other landowners did not respond.
- For the urban section through Te Teko, the initially proposed western extent of the 50km/h was located opposite the entrance to Eivers Park, home to popular community facilities including a playground netball courts, sports fields, and public toilets. There was strong community support to see the 50km/h speed limit commence further west of Huia Crescent and closer to the Kawerau intersection to enable safer entry to and exit from the park with its wide range of, including vulnerable, users. Waka Kotahi reviewed the matter and considered that extending the 50km/h speed limit westward to capture this location was appropriate and consistent with the user experience for the road and better addressed user safety.
- Thirdly, Awakeri School is located to the east of the intersection of SH30 and SH2 (Segment 10a) and there was strong support from the school, Whakatane District Council and stakeholders for the end point of the proposed 60km/h segment to be extended further eastward beyond the school (a distance of approximately 290m) into the existing 100km/h section along SH30 from the SH2/SH30 Awakeri Junction East. The concern was that the speed change point was too close to the school. Extending this end point is considered to align with future proposed improvements to SH30 as the area of extension would encompass a small drain bridge across which there is insufficient width to install the median barriers proposed. It is further noted that this current speed reduction proposal will likely be consistent with any kura school VSL implementation proposed pursuant to the Interim Speed Management Plan

Location of passing lanes on the corridor

It is noted that there are two passing lanes located within the corridor (one in the increasing and one in the decreasing direction located within the proposed 80km/h Segment 1. There is also a Slow Vehicle Bay located within Segment 6 (60km/h) in the decreasing direction.

The passing lanes are

- Segment 1- decreasing direction 185/5.615 to 185/6.312 (located on upward grade)
- Segment 1- increasing direction 158/3.655 to 158/4.410 (commencing immediately west of Lake Rotokawau Road)

Slow Vehicle Lane

- Segment 6-decreasing direction 187/6.374 to 187/7.033

The Road to Zero Speed and Infrastructure Programme Design Framework (Draft) includes guidance with regard to Passing (Overtaking) Facilities. It sets out a flow-chart for considering the operational safety and effectiveness of passing lanes where speed limit reductions occur.

Current Transport Services practice, in accord with this guidance is to undertake monitoring of the existing situation (pre-speed reduction) to ascertain a baseline of current performance. This monitoring is done by a 7-day tube count of both the inner and outer lanes which is done prior to the implementation of the speed limit change. This pre-monitoring is currently being programmed as part of the speed review and will be completed prior to any speed changes being implemented. See Diagram following for typical tube layout.

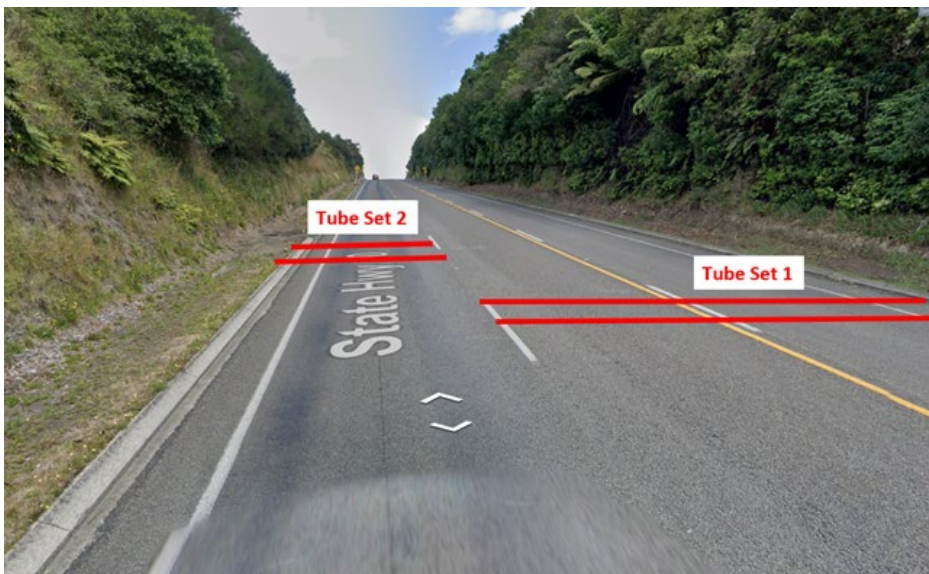


Figure: Indicative set up of tubes for baseline monitoring

Then, at least 6 weeks after the speed limit change is implemented further monitoring is undertaken to confirm whether the Passing Facility continues to operate in a safe and efficient manner. If the Passing Facility continues to operate in a safe and efficient manner, then no further action will be required.

Subsequent to the speed review being completed and only if there are issues identified in the operation of the Passing Facility, then in accord with the flow-chart process as set out in the Design Framework, further assessment will be undertaken to determine options to address the performance.

Experience to date indicates that the likely solution for these passing lanes will be to become Slow Vehicle Lanes with wide centrelines with the associated reconfiguration and reallocation of the road and the cross-sectional layout. However, as canvassed above confirmation and development of design solutions will be undertaken separately from the completion of the speed review and consequent to the results of the proposed monitoring.

A particular design matter to consider for the passing lane in the increasing direction is the presence of the Right Turn Bay at the commencement of the passing lane for the right turn into Rotokawau Road.

Ultimately, the monitoring will confirm whether the passing lanes encourage driver behaviour that conflicts with the recommended safe speed on the respective sections of highway and drive the need for a design solution. Any such solution will be considered and developed discretely from this speed review in accord with standard approval and funding requirements.

Township thresholds within 60km/h speed limit sections of the corridor

Within that part of the corridor where a speed reduction to 60km/h is proposed, there are a number of rural townships or minor residential settlements. It is proposed that where there are currently gated thresholds these will be retained and will indicate the 60km/h limit, effectively being repeaters that reinforce the speed limit for road users as they enter the township sections.

Speed Rule 2022

In the interim and subsequent to consultation being completed, the Minister of Transport, Hon. Michael Wood, made the Land Transport Rule: Setting of Speed Limits 2022 which was signed on 13th day of April 2022, coming into force on 19th May 2022.

At the same time, by Order in Council, Her Excellency the Governor General in Council made on the advice and with the consent of the Executive Council on 19th day of April 2022, the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022, also coming into force on 19th May 2022.

This Rule and these Regulations set up a requirement to register speed limits in the National Speed Limit Register and remove the requirement to gazette an amendment to the Speed Bylaw.

The information required to be provided to the National Speed Limit Register is included at Table Four of this Speed Review Report.

Clause 12 of the Speed Rule 2022 defines an “interim period” which commences when the land transport records of the RCA have effect (inclusion in the NSLR) and continues until a Speed Management Plan which includes the roads under the control of the RCA is published.

Clause 12.8 further provides methods by which speed limits may be set during the interim period. Waka Kotahi has undertaken this speed review in accordance with Clause 12.8 and Clause 2.6 of the Speed Rule 2022. The approval of the Director (Waka Kotahi, Regulator) will be sought in accordance with Clause 2.6(2) of the Speed Rule 2022.

This report includes the details of the proposed speed limit to be provided to the Director as required by Clause 2.6(2)(b). These details include the location of the proposed speed limit and the speed limit itself expressed in kilometres per hour.

Waka Kotahi (RCA) has had regard to guidance and information developed and maintained by Waka Kotahi (Regulator) in determining its proposed SaAS for the corridor subject of this review.

Waka Kotahi (RCA) has undertaken comprehensive engagement and consultation in determining the SaAS. This report includes a description of the engagement and consultation undertaken in the prior sections. The consultation was undertaken in accord with Waka Kotahi best practice and in accord with the requirements of the Speed Rule 2017.

Notwithstanding that the consultation was undertaken pursuant to the Speed Rule 2017, it is considered that subject to necessary modification (as provided for by Clause 2.6(6)), the consultation generally accorded with the requirements of Clause 3.9. In particular, the review was published on the Waka Kotahi website and consultation extended over a period of 4 weeks, although the consultation efforts extended well beyond this as documented in the relevant section of this report.

Māori were not consulted under a separate process as this was not required pursuant to the Speed Rule 2017. However, a specific focus of the consultation was consultation with Treaty partners although there was no indication that the proposal affected Māori land or land subject to claims or with known historical, cultural, or spiritual interest (Clause 3.9(6) of the Speed Rule 2022).

A particular aspect of the consultation was that a Ngāti Pikiao Koeke / Council of Elders Ngāti Pikiao hui was held on 11 February at Te Waiti Marae. The meeting was attended by more than 70 people from Ngāti Pikiao discussing the proposed speed changes for the SH30 corridor from Te Ngae junction to Whakatāne. The feedback received was generally supportive of the speed changes proposed.

So, to confirm, as documented in this report, it is considered that Waka Kotahi (RCA) has consulted in general accordance with Clause 3.9 of the Speed Rule 2022.

Pursuant to Clause 2.6(4) the Director must provide his approval if he is satisfied that good reason exists for the proposed speed limit to be set before the next relevant plan is published. This will be addressed by way of a letter (which will be appended to this report, with any response)

Addressing Public Feedback/RtZ ESC Review

Waka Kotahi received significant levels of feedback to speed reviews undertaken toward the end of 2021 indicating a lack of public support for rural speed reductions. To address this a framework was developed and was endorsed by the Waka Kotahi Board and speed reviews currently being undertaken were assessed against the framework.

The purpose of the framework was where changes from 100km/h to 80km/h are proposed, Waka Kotahi (RCA) carried out a further assessment to consider if an interim 90km/h speed limit might be appropriate.

The framework takes into consideration the general level of support for the recommended SaAS, whether current average operating speeds are lower than the posted speed, whether the current road alignment encourages/allows for speeds higher than the recommended SaAS, whether transformational infrastructure is being installed in the next 5 years, whether the collective risk is low or low/medium and whether any other infrastructure is planned that could allow for an interim 90km/h.

The framework was applied to the SH30 Tikiteri to Whakatane speed review corridor and it was decided that 90km/h speed limits were not considered appropriate in the environment due to high traffic volumes, the continued head on risk without median wire barrier, and presence of road side hazards.

Application of the framework process has increased the time taken to complete this speed review. Notwithstanding that, ongoing efforts to keep partners, stakeholders and the public informed have continued.

Whakatāne District Council and Rotorua Lakes Council have received regular updates on the status of the speed review both proactively and reactively. Waka Kotahi meets with Rotorua Lakes quarterly and provide an update and Whakatane District Council are actively engaged in the details design of the safety improvements project between Awakeri and Whakatane.

As part of the SH30 Awakeri to Whakatāne safety improvements project, messaging about the status of the speed review is used in the collateral which includes the information sheet, project webpage, landowner letters, council and community presentations and 1:1 landowner discussions.

Mana whenua – as part of regular hui in Rotorua, mana whenua is updated on the status of the speed review.

Rotoiti residents' association regularly seek an update on the status of the speed limit review and information shared with this is placed on their Facebook page and in their community newsletters.

RECOMMENDATION

Based on the Speed Review as developed through the process canvassed in this report and subjected to (and refined by) consultation, the following conclusions were reached for the Speed Review of [SH30 Tikiteri to Whakatāne in the Bay of Plenty Region](#).

While undertaking this speed review, the Minister of Transport, Hon. Michael Wood, made the Land Transport Rule: Setting of Speed Limits 2022 which was signed on 13 April 2022, coming into force on 19 May 2022.

At the same time, by Order in Council, Her Excellency the Governor General in Council made on the advice and with the consent of the Executive Council on 19 April 2022, the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022, also coming into force on 19 May 2022.

This Rule and these Regulations set up a requirement to register speed limits in the National Speed Limit Register and remove the requirement to gazette an amendment to the Speed Bylaw.

The information required to be provided to the National Speed Limit Register is included at Table Four of this Speed Review Report.

Corridor segments have been consolidated to reflect areas where a single SaAS is proposed. Segment numbers remain unchanged to assist in understanding sequential changes through the development of the review.

Table Four-Speed Review Recommendation for Approval (Detailed)

#	SH30 Tikiteri to Whakatāne	Start Point (NZTM2000)	End Point	Length (km)	Existing Speed Limit	Proposed SaAS
1	SH30: From approximately 353m east of SH30/SH33 Tikiteri Junction (existing change point) to approximately 650m east of Curtis Road (new) <i>Passing lanes located within this segment.</i>	1892073, 5780220 030-0158/0.348	1899053, 5783301 030-0158/8.293	7.34	100km/h	80km/h
2	SH30: From approximately 650m east of Curtis Road (new) to 905m west of Morehu Road West (new) Includes segments 2-4b-all 60km/h	1899053, 5783301 030-0158/8.293	1907952, 5784427 030-0170/7.968	11.684	100km/h 80km/h 100km/h	60km/h

#	SH30 Tikitere to Whakatāne	Start Point (NZTM2000)	End Point	Length (km)	Existing Speed Limit	Proposed SaAS
5	SH30: From approximately 905m west of Morehu Road West (new) to 120m west of Oxford Road (existing change point)	1907952, 5784427 030-0170/7.968	1912009, 5782947 030-0170/12.476	4.51	100km/h	80km/h
6	SH30: From 120m west of Oxford Road (existing change point) to 2460m west of SH30/SH34 Kawerau Junction West (new) 6a and 6b are one segment of 60km/h <i>Existing Slow Vehicle Bay (decreasing direction) located within this segment.</i>	1912009, 5782947 030-0170/12.476	1918708, 5781200 030-0187/4.54	9.07	70km/h 100km/h	60km/h
7	SH30: From 2460m west of SH30/SH34 Kawerau Junction West (new) to 412m west of Huia Crescent (new)	1918708, 5781200 030-0187/4.54	1932545, 5783297 030-0206/1.363	15.823	100km/h	80km/h
8a	SH30: From 412m west of Huia Crescent (new) to 325m east of Te Teko Road (existing change point)	1932545, 5783297 030-0206/1.363	1933538, 5783395 030-0206/2.368	1.005	50km/h	No change
8b	SH30: From 325m east of Te Teko Road (existing change point) to 100m north-east of Galatea Road (existing change point)	1933538, 5783395 030-0206/2.368	1934387, 5783188 030-0206/3.267	0.893	70km/h	60km/h
9	SH30: From 100m north-east of Galatea Road (existing change point) to 185m south-west of SH2/SH30 Awakeri Junction West (existing change point)	1934387, 5783188 030-0206/3.267	1941169, 5787303 030-0206/11.88	8.62	100km/h	80km/h

#	SH30 Tikitere to Whakatāne	Start Point (NZTM2000)	End Point	Length (km)	Existing Speed Limit	Proposed SaAS
10a	SH30: From 185m south-west of SH2/SH30 Awakeri Junction West (existing change point) to 705m north-east of the SH2/30 Awakeri Junction East (new) Note: 60km/h speed limit -Polygon encompassing SH30 & SH2 for NSLR system	1941169, 5787303 030-0206/11.88 Western point SH30	1942549, 5787910 030-0219/0.705 Eastern Point SH30	0.7	70km/h 100km/h	60km/h
10b	SH2: From 100m west of the SH2/30 Awakeri Junction West (existing change point) to 80m east of the SH2/SH30 Awakeri Junction East (existing change point) Note: 60km/h speed limit -Polygon encompassing SH30 & SH2 for NSLR system	1941205, 5787396 002-0232/10.09 Northern Point SH2	1942226, 5787289 002-0243/0.08 Southern Point SH2	1.08	70km/h	60km/h
11	SH30: From 705m north-east of the SH2/30 Awakeri Junction East (new) to 310m west of the centre of the SH30/Gateway Drive/Phoenix Drive roundabout (existing change point)	1942549, 5787910 030-0219/0.705	1948153, 5792123 030-0219/8.97	8.248	100km/h	80km/h
12	SH30: From 310m west of the centre of the SH30/Gateway Drive/Phoenix Drive roundabout (existing change point) to 100m north of the northern abutment of the Whakatāne Bridge (Existing Change Point)	1948114, 5792133 030-0219/8.95	1948977, 5791710 030-0219/9.929	.98	80km/h	60km/h

Note: The NZTM2000 geocoordinate provides the accurate location of speed change points (at the centre of the road) and defines the location for legal purposes. The coordinate locations are based on Waka Kotahi Maphub – Speed Limits on NZ Road Network layer

Route position locations are provided as an approximation of the location of speed change points. Route positioning is a system utilised by Waka Kotahi in its management of the State Highway network and allows officers to determine their location both on the network and through many of the software management tools used by Waka Kotahi (including Roadrunner; RAMM; etc).

Similarly, the approximation provided by the written description enables the public and others unfamiliar with or not able to access Waka Kotahi tools to approximately determine the location of speed change points, particularly in combination with the provided maps.

Identification of existing speed change points and new locations is also included to aid in location identification

Information is intended to address the requirements of the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022 such that the information provided meets requirements of a Land Transport Record to be provided to the Registrar and be input into the National Speed Limits Register.

ANNEXURE ONE – LETTER TO DIRECTOR (& RESPONSE)

Separate Document