

SH30-SH33 speed review consultation submissions

#	Submitter	Location of speed review	Formal submission
1	Individual	All speed limit proposals on SH33/SH30	<p>It is timely to consider speed reductions and while it may feel inconvenient at the start, it will save life down the track. I applaud Ross L Anson who is leading this project.</p> <p>Go for it!!!</p> <p>And when looking at the crashes that happened in BOP over the last 2 weeks, they were all about inappropriate speed or distance (article Sunlive today after crash on SH2 around 9am). I lobbied Minister Genter to review for NZ the tyre thread and increase to 2.5mm with anything under 3mm a note on the WoF sheet as an item to look at up to next WoF. It looks though that the Hamilton safety team believes the current thread is fine?.. I would object this as it is not noted on ? as far as I am aware ? on Police crash record, so possibly only recorded by crashes seen by special crash unit. I would also like to a 10km/h general speed reduction in wet weather. It would be easy to implement and avoids aquaplaning accidents.</p> <p>I am hoping that we will see more speed reductions, especially on SH29 and south of Cambridge up to seeing median barriers going in all areas of passing lanes.</p>
2	Individual	All speed limit proposals on SH33/SH30	<p>I understand that speed affects that effects of the accident, but why are we not working on the cause of the accident in the first place?</p> <p>Have you and our government given up?</p> <p>As a car club member type person, I do not understand why the driving is treated like a right for all individuals in this country?, and yes recently my daughter obtained her license and the written part is simply way too easy requiring only a tiny bit of effort. This is the root of our issues on the road because new drivers do not take it seriously, because heck our own government doesn't either, and does not want to spend any money on it.</p> <p>In my opinion, it should be a high school subject where the physics of a 2 tonne mass trying to turn a corner is explained to young impressionable minds. This was explained to me by my father, who luckily for me is a car enthusiast so made sure all his children understood that a car does not want to turn; It is most happy just going straight. These young kids should also be taken to hospital wards to meet car crash survivors, and then to car wrecker yards to view the damage, to wake them up again to the fact that a 2 tonne mass hitting something makes a huge mess and no matter what safety advances, or changes to roads, are made, the buck stops with them: the driver. We have a society, which through our generations lack of leadership, is growing up learning to blame others for their mistakes. Blaming speed limits and roads for "their" accident will not solve the cause, just puts them on the back, allowing them to continue to think it was not their fault.</p>
3	Individual	All speed limit proposals on SH33/30	<p>I am deeply concerned that you have used the word Safer when referring to reduced speed limits. Increasing speed limits would make many roads safer as it would increase driver engagement and reduce anxiety around speed cameras. I would really appreciate it if NZTA can stop referring to reduced speed limits as being safer. State Highways are for road users to travel long distances and it seems in recent times their primary focus is being ignored to benefit incompetent drivers, pedestrians and cyclists. Reducing speed limits does not necessarily make a road safer and therefore I would like NZTA to stop referring to reduced speed limits as ?Safer?</p>
4	Individual	All speed limit proposals on SH33/30	<p>Speed doesn't seem to be the cause of the accidents. Driver concentration lapses are more likely the cause. Slower speeds do lead to more lapses in concentration. Lower the speed limit will not guarantee a safer road.</p>
5	Individual	All speed limit proposals on SH33/30	<p>Thank you for your email advising the consulting process is now underway. I am in agreement with the proposal changes.</p>
6	Individual	All speed limit proposals on SH33/30	<p>In regards to the proposed speed limit changes. I would like to see all of the restricted 60 km areas reduced to 50km. This includes Okere falls, Mourea, Whakatane turn off and Rotokawa.</p> <p>The 80km restriction zone from Okere falls back to Rotokawa I do not have a problem with. Thank you</p>
7	Individual	Proposed Change 2: SH33 Okere Falls.	<p>I have been talking to the NZ Transport Agency (<a href="http://www.saferoads.co.nz">www.saferoads.co.nz</a>) who would welcome some further feedback from local people about the speed limits in and between Mourea and Okere Falls. As almost all of our newsletter readers come from these areas, and constantly drive this route, I offered to do an opinion poll, so they have a local feeling for how we feel about the options they are looking at.</p> <p>This is what they have come up with so far for our portion of State Highway 33.</p> <p>At present, the 70kmh speed limit starts near Okawa Bay road intersection through Mourea to near the Hamurana Road junction, and then increases to 100kmh until just before the Whangamarino school, where it becomes 70kmh until past Okere Falls and the Kaituna River bridge.</p> <p>It is proposed that one 60kmh limit could replace both the present 70kmh and 100kmh limit areas from Okawa Bay Road Mourea to after Okere Falls. However, an open road 80kmh limit could be an option.</p> <p>(Keep in mind that 50kmh and 70kmh limits are not offered as an option, as they are likely to be phased out)</p> <p>Could you please click reply and answer these questions?</p> <p>Do you support reducing the present 100kmh speed limit between Mourea and Okere Falls to 60kmh? NO- 13 YES- 8</p> <p>Do you support reducing the present 100kmh speed limit between Mourea and Okere Falls to 80kmh? NO- 11 YES-11</p> <p>Do you support reducing the existing 70kmh speed limit areas in Mourea and Okere Falls to 60kmh? NO- 2 YES-19</p> <p>Also move speed limit signs by Okawa Bay Road further up hill, or put ?advance warnings? signs further up hill.</p>

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8			<p>Too messy to have 80k for short distance in between so have gone for 60k through entire area. Launching ramp and intersection with Ngongotaha are also congested areas so feel this is important. The problem is that this is a major inland destination route for POT so imagine there will be a counter view.</p> <p>We support changing the speed limit to 60 (assuming 70 is phased out) from Okawa Bay Road through to past Okere Falls. We would prefer that the speed reduction begins prior to Okawa Bay Road over the Rotorua side of the hill to ensure it is observed through Mourea.</p> <p>Due to the low number of driveways entering the road in this area I think this area should be 80km/hr. If the stretch of road from Okawa bay to Okere needs to all be the same speed then it should be 60km/hr.</p> <p>60kms from okawa bay rd or preferable from the top of the hill to past okere falls Thanks for sending this through. I live in Okere Falls and obviously drive the connecting highway to Mourea very much. My opinion is here for collation; Could you please click reply and answer these questions?</p> <p>Do you support reducing the present 100kmh speed limit between Mourea and Okere Falls to 60kmh? No this section is outside settlement signs of both Okere Falls and Mourea and should be main highway speed of 100kmh Do you support reducing the present 100kmh speed limit between Mourea and Okere Falls to 80kmh? No this section is outside settlement signs of both Okere Falls and Mourea and should be main highway speed of 100kmh Do you support reducing the existing 70kmh speed limit areas in Mourea and Okere Falls to 60kmh? Yes, these sections of road within the settlements of Okere Falls and Mourea have many bends and blind corners with pedestrians using the road, I support this</p>
9			<p>I am a resident at XX SH 33, Mourea, Okawa Bay. I am very concerned about the speed levels, particularly of trucks in the area. The noise levels of heavy vehicles on the road are extreme (braking). Worse, the concerns for young children crossing the road are high. Almost all our dogs and cats have died from road traffic. Two vehicles have overturned opposite the Mourea mini mart from speed. Please reduce the speed limits to improve road safety.</p> <p>Do you support reducing the present 100kmh speed limit between Mourea and Okere Falls to 60kmh? YES Do you support reducing the present 100kmh speed limit between Mourea and Okere Falls to 80kmh? NO- lower Do you support reducing the existing 70kmh speed limit areas in Mourea and Okere Falls to 60kmh? YES Kia ora ? I support any reduction of speed limit between Mourea and Okere Falls given that there are quite a few pedestrians, people walking for exercise and children in the area who walk along the roads. I envisage there to be more over the summer period.</p> <p>I live in Takinga St. I favour 80kmh from Okawa Bay Rd to the Okere Falls bridge. I also want a roundabout at the Hamurana Rd intersection, and a zebra crossing with a central island, fitted with a flashing orange light, outside the Okere Falls shop and another outside The Happy Angler shop. I am in favour of reducing both 70 k areas to 60k but keeping the area between Mourea to Okere Falls at 100 k 60km would be my pick all the way through.</p> <p>There are cars coming out of drive ways all through the area plus the launch ramp with lots of haul outs etc all the time. Most people speed through there so lowering the limit may give us an overall reduction in speed. It will also make it quieter for the residents. The poor road surface makes tyre roar pretty darn bad. Cars and trucks going up the hill in Mourea are doing 100kph all the time. Quite scary when you come out of Okawa Bay road or any of the driveways up there. Thanks for bringing this up. As you know, LCB and LRCA have been promoting speed restrictions in this area for a lengthy period and have periodically brought the matter up with Justin and others. Personally, I now support a reduction to 60kph from Okawa Bay Road to beyond the Okere River Bridge. Whilst the area between Waipuna Delta and Whangamarino School may be more suited to 80kph, I believe given the activity around the boat ramp, particularly over summer, and the short distance involved doesn't warrant any deviation. I would be grateful if you could provide the results of this survey to me in due course..</p>
10	Individual	Proposed Change 1: SH33 Paengaroa.	Thank you for your email advising the consulting process is now underway. I am in agreement with the proposal changes.
11	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	re state highway speed restrictions...it was pointed out to your staff when they were here to view our flooding problem..as previously requested i woud like the speed limit between rotokawa road and cooksons road reduced from 100km to 80km due to the dangers of traffic entering state hwy 30 from private housing,,,2 marae.. and one kura learning facility....we take our lives in our hand s every time we cross the the road to head towards town...also another request regarding the surface of the road opposite the rotokawa road weighbridge in the southern lane ..we pointed out that a narrow strip 50 odd metres long had delaminated causing bad vibrations into all adjacent houses..your staff agreed as they had experienced the problem first hand while in the weighbridge office..many thanks for your communication.
12	Individual	Proposed Change 1: SH33 Paengaroa.	<p>It is timely to consider speed reductions and while it may feel inconvenient at the start, it will save life down the track. I applaud Ross L Anson who is leading this project.</p> <p>Go for it!!!</p> <p>And when looking at the crashes that happened in BOP over the last 2 weeks, they were all about inappropriate speed or distance (article Sunlive today after crash on SH2 around 9am). I lobbied Minister Genter to review for NZ the tyre thread and increase to 2.5mm with anything under 3mm a note on the WoF sheet as an item to look at up to next WoF. It looks though that the Hamilton safety team believes the current thread is fine?.. I would object this as it is not noted on ? as far as I am aware ? on Police crash record, so possibly only recorded by crashes seen by special crash unit. I would also like to a 10km/h general speed reduction in wet weather. It would be easy to implement and avoids aquaplaning accidents.</p> <p>I am hoping that we will see more speed reductions, especially on SH29 and south of Cambridge up to seeing median barriers going in all areas of passing lanes.</p>
13	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	<p>In regards to the proposed speed limit changes. I would like to see all of the restricted 60 km areas reduced to 50km. This includes Okere falls, Mourea,Whakatane turn off and Rotokawa.</p> <p>The 80km restriction zone from Okere falls back to Rotokawa I do not have a problem with. Thank you</p>

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14	Individual	Proposed Change 1: SH33 Paengaroa.	<p>I understand that speed affects that effects of the accident, but why are we not working on the cause of the accident in the first place?</p> <p>Have you and our government given up?</p> <p>As a car club member type person, I do not understand why the driving is treated like a right for all individuals in this country?, and yes recently my daughter obtained her license and the written part is simply way too easy requiring only a tiny bit of effort. This is the root of our issues on the road because new drivers do not take it seriously, because heck our own government doesn't either, and does not want to spend any money on it.</p> <p>In my opinion, it should be a high school subject where the physics of a 2 tonne mass trying to turn a corner is explained to young impressionable minds. This was explained to me by my father, who luckily for me is a car enthusiast so made sure all his children understood that a car does not want to turn; It is most happy just going straight. These young kids should also be taken to hospital wards to meet car crash survivors, and then to car wrecker yards to view the damage, to wake them up again to the fact that a 2 tonne mass hitting something makes a huge mess and no matter what safety advances, or changes to roads, are made, the buck stops with them: the driver.</p> <p>We have a society, which through our generations lack of leadership, is growing up learning to blame others for their mistakes. Blaming speed limits and roads for "their" accident will not solve the cause, just pats them on the back, allowing them to continue to think it was not their fault.</p>
15	Individual	Proposed Change 1: SH33 Paengaroa.	<p>I am deeply concerned that you have used the word Safer when referring to reduced speed limits. Increasing speed limits would make many roads safer as it would increase driver engagement and reduce anxiety around speed cameras</p> <p>I would really appreciate it if NZTA can stop referring to reduced speed limits as being safer.</p> <p>State Highways are for road users to travel long distances and it seems in recent times their primary focus is being ignored to benefit incompetent drivers, pedestrians and cyclists.</p> <p>Reducing speed limits does not necessarily make a road safer and therefore I would like NZTA to stop referring to reduced speed limits as ?Safer?</p>
16	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	<p>I have been talking to the NZ Transport Agency (www.saferoads.co.nz) who would welcome some further feedback from local people about the speed limits in and between Mourea and Okere Falls. As almost all of our newsletter readers come from these areas, and constantly drive this route, I offered to do an opinion poll, so they have a local feeling for how we feel about the options they are looking at.</p> <p>This is what they have come up with so far for our portion of State Highway 33.</p> <p>At present, the 70kmh speed limit starts near Okawa Bay road intersection through Mourea to near the Hamurana Road junction, and then increases to 100kmh until just before the Whangamarino school, where it becomes 70kmh until past Okere Falls and the Kaituna River bridge.</p> <p>It is proposed that one 60kmh limit could replace both the present 70kmh and 100kmh limit areas from Okawa Bay Road Mourea to after Okere Falls. However, an open road 80kmh limit could be an option.</p> <p>(Keep in mind that 50kmh and 70kmh limits are not offered as an option, as they are likely to be phased out)</p> <p>Could you please click reply and answer these questions?</p> <p>Do you support reducing the present 100kmh speed limit between Mourea and Okere Falls to 60kmh? NO- 13 YES- 8</p> <p>Do you support reducing the present 100kmh speed limit between Mourea and Okere Falls to 80kmh? NO- 11 YES-11</p> <p>Do you support reducing the existing 70kmh speed limit areas in Mourea and Okere Falls to 60kmh? NO- 2 YES-19</p> <p>Please feel free to add additional notes if you wish- I will pass on to Justin all your replies.</p> <p>Also move speed limit signs by Okawa Bay Road further up hill, or put ?advance warnings? signs further up hill.</p>
17	Individual	Proposed Change 1: SH33 Paengaroa.	<p>Speed doesn't seem to be the cause of the accidents. Driver concentration lapses are more likely the cause. Slower speeds do lead to more lapses in concentration. Lower the speed limit will not guarantee a safer road.</p>
18	National Road Carriers (Inc)	All speed limit proposals on SH33/30	<p>SUBMISSION BY NATIONAL ROAD CARRIERS (INC) TO THE STATE HIGHWAY 30 AND 33 SPEED REVIEW</p> <p>My name is Grant Turner, Executive Officer, of the National Road Carriers Association on whose behalf I am making this submission.</p> <p>My expertise includes transport fleet and company management, owning a Waikato based 14 vehicle road transport business and driving heavy trucks– what we call in the trade HMTVs, which can now be up to 23 meters long, or equivalent to a convoy of three motor cars.</p> <p>I have been in my current role as an industry advisor for 13 years in both the North and South Islands and currently Bay of Plenty based.</p> <p>NRC is the lead road freight industry body in the upper North Island. With over 1150 member companies operating intra or inter regional services in both line haul and urban delivery capacities.</p> <p>Thousands of heavy trucks operate in the region daily, including those who provide daily services to-and-from all other North Island centres, as well as others making frequent trips to-from Rotorua and the Ports of Tauranga.</p> <p>Truck drivers have restricted driving time – 13 hours in a day. Reduced speeds on freight arterials only exacerbate this issue and is at the heart of why NRC strongly urges Safe Roads to consider the impact reduced speeds may have on the productivity of freight operators and indeed their ability to service the demands of the freight task.</p>

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19			<p>Over a week, a month, a year, a travel time saving of 10 minutes a trip will add up to a lot of practical benefits for freight operators – time and operating cost savings, less capital outlay and the ability to cope with the growing demand for just in time goods delivery.</p> <p>Recognising the importance of freight to developing "place" is fundamental to the total transport picture as a place without goods is no place at all so there is no demand for any mode to travel there.</p> <p>The outcome we are seeking is safe, strategic and resilient roads designed to enable efficient and safe movement of the thousands of trucks per working day that currently use New Zealand roads.</p> <p>NRC supports roads that:</p> <ul style="list-style-type: none"> <li>• Enable efficient and safe transfer and access for traffic both via strategic corridors within the region and wider connectivity to the national network.</li> <li>• Routes that are resilient to environmental risk and offer certainty of travel times.</li> <li>• Enables general through traffic and a safe active transport that is separate from heavy road traffic; and,</li> <li>• The removal of conflicts between heavy commercial traffic and pedestrian and retail traffic.</li> </ul> <p>NRC submits that:</p> <p>1. Safe Roads proceed with the following safe speed proposals</p> <ul style="list-style-type: none"> <li>• Southern Mourea: Speed change to 80kph to approximately 200metres south of Rangiteaore Road.</li> </ul>
20			<p>Let me conclude our opening comments with some of the further context from a road freight point of view.</p> <ul style="list-style-type: none"> <li>• The growth driver for the Central and Upper North Island is supported by tens of thousands freight trips a day be they by road, rail or sea.</li> <li>• The second related issue is the need to provide a transport system that can keep pace with projected growth. The freight task in the upper North Island (of which Bay of Plenty is a key region) is projected to double by 2035. It is projected that the freight task in will increase by around 6% a year for the foreseeable future yet the needs of the freight community despite necessity continues to be accorded less attention than other more socially acceptable transport modes</li> </ul> <p>In our submission we support safety on our roads, but this can and should be achieved in conjunction with improving efficiency and capability of the network to cope with current road freight activity and which is designed to cope with growth going forward.</p> <p>NRC thanks you for the opportunity to present and looks forward to working with Safe Roads and other associated bodies going forward to best improve the safety and efficiency of the transport network within the Bay of Plenty and further afield.</p> <p>Should you wish me to expand further on any of our views I can be contacted as below.</p> <p>Yours truly, Grant Turner</p>
21	Western Bay of Plenty District Council	All speed limit proposals on SH33/30	<p>We write to have our say on safer speeds along SH33 and SH30 and in particular the section between Partridge Lane and Lemon Road through the village of Paengaroa on SH33.</p> <p>We are in full agreement with the proposal to set the speed limit on the Paengaroa section of SH33 that we refer to above at 60km/h.</p> <p>As you state in the document "we have talked to the community...people have told us that speeds feel too high to be safe".</p> <p>We too have heard those very same messages and therefore fully support the recommendation.</p> <p>Kind regards, Garry Webber</p>
22	National Road Carriers (Inc)	Proposed Change 1: SH33 Paengaroa.	<p>SUBMISSION BY NATIONAL ROAD CARRIERS (INC) TO THE STATE HIGHWAY 30 AND 33 SPEED REVIEW</p> <p>My name is Grant Turner, Executive Officer, of the National Road Carriers Association on whose behalf I am making this submission.</p> <p>My expertise includes transport fleet and company management, owning a Waikato based 14 vehicle road transport business and driving heavy trucks– what we call in the trade HMTVs, which can now be up to 23 meters long, or equivalent to a convoy of three motor cars.</p> <p>I have been in my current role as an industry advisor for 13 years in both the North and South Islands and currently Bay of Plenty based.</p> <p>NRC is the lead road freight industry body in the upper North Island. With over 1150 member companies operating intra or inter regional services in both line haul and urban delivery capacities.</p> <p>Thousands of heavy trucks operate in the region daily, including those who provide daily services to-and-from all other North Island centres, as well as others making frequent trips to-from Rotorua and the Ports of Tauranga.</p> <p>Truck drivers have restricted driving time – 13 hours in a day. Reduced speeds on freight arterials only exacerbate this issue and is at the heart of why NRC strongly urges Safe Roads to consider the impact reduced speeds may have on the productivity of freight operators and indeed their ability to service the demands of the freight task.</p> <p>Over a week, a month, a year, a travel time saving of 10 minutes a trip will add up to a lot of practical benefits for freight operators – time and operating cost savings, less capital outlay and the ability to cope with the growing demand for just in time goods delivery</p>

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24			<p>2. NRC does not support the following Safe Roads proposals</p> <ul style="list-style-type: none"> <li>• Intersection Speed Zone (ISZ) at SH33/SH30 intersection, with a variable speed limit of 60km/h when vehicles are turning at the intersection.</li> </ul> <p>a) With speeds reduced to 80kph through this intersection we see no evidence that this reduction, which we support will not provide the required safety improvement sought without the need for further signage and reduction in speed.</p> <p>b) We in fact have some concerns that such signage can be detrimental to the free flow of traffic with sudden and unexpected heavy braking creating risk.</p> <p>c) We would urge Safe Roads to trial the proposed reduction to 80kph prior to the installation of this signage which affects the free flow of traffic and often creates frustration for little or no apparent reason.</p> <ul style="list-style-type: none"> <li>• The reduction in speed from 100kph to 80kph between Rotorua Airport and 200metres south of Rangiteaore Road.</li> </ul> <p>d) This section of road is straight and flat through mainly open countryside and provides an excellent passing opportunity north bound.</p> <p>e) This allows our operators to maintain their legal speed (90kph) while letting other traffic pass safely prior to entering the lower speed bends and undulations especially for the typical fully loaded truck and trailer units. As an industry we have seen a number of these passing lanes taken away for various reasons and a reduction to 80kph on this stretch of road would remove the effectiveness of this highly valued asset to the industry.</p> <p>f) Allowing faster traffic to get passed here quite possibly avoids more risky overtaking commonly seen by our drivers further on.</p> <p>Let me conclude our opening comments with some of the further context from a road freight point of view.</p> <ul style="list-style-type: none"> <li>• The growth driver for the Central and Upper North Island is supported by tens of thousands freight trips a day be they by road, rail or sea.</li> <li>• The second related issue is the need to provide a transport system that can keep pace with projected growth. The freight task in the upper North Island (of which Bay of Plenty is a key region) is projected to double by 2035. It is projected that the freight task in will increase by around 6% a year for the foreseeable future yet the needs of the freight community despite necessity continues to be accorded less attention than other more socially acceptable transport modes</li> </ul> <p>In our submission we support safety on our roads, but this can and should be achieved in conjunction with improving efficiency and capability of the network to cope with current road freight activity and which is designed to cope with growth going forward.</p> <p>NRC thanks you for the opportunity to present and looks forward to working with Safe Roads and other associated bodies going forward to best improve the safety and efficiency of the transport network within the Bay of Plenty and further afield.</p> <p>Should you wish me to expand further on any of our views I can be contacted as below.</p> <p>Yours truly, Grant Turner</p>
25	Western Bay of Plenty District Council	All speed limit proposals on SH33/30	<p>We write to have our say on safer speeds along SH33 and SH30 and in particular the section between Partridge Lane and Lemon Road through the village of Paengaroa on SH33.</p> <p>We are in full agreement with the proposal to set the speed limit on the Paengaroa section of SH33 that we refer to above at 60km/h.</p> <p>As you state in the document "we have talked to the community...people have told us that speeds feel too high to be safe".</p> <p>We too have heard those very same messages and therefore fully support the recommendation.</p>
26	Individual	Proposed Change 1: SH33 Paengaroa.	Support
27	Individual	All speed limit proposals on SH33/30	Why not make the 60km/h limit all the way to Okawa Bay because of the shops, the school, and the visitor activity around the Kaituna. Rapid and frequent changes are a nuisance to motorists and are mostly ignored.
28	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	<ol style="list-style-type: none"> <li>1. Please also reduce speed to 60km/h on SH30 before the junction as vehicles (especially trucks) approach the free turn from SH30 into SH33 at too much speed. This causes vehicles to swing out into the straight through SH33 lane - extremely dangerous when there are other vehicles lined up waiting to turn right into SH30 at the junction.</li> <li>2. A roundabout at this junction will solve all the traffic flow + speed problems!</li> </ol>
29	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Support
30	Individual	Proposed Change 1: SH33 Paengaroa.	Central median barriers are more effective than roadside barriers (at half the cost). Roadside barriers cause head on crashes.
31	Individual	Proposed Change 2: SH33 Okere Falls.	I think the current speed is ok providing it is policed. What is needed is a pedestrian refuge at the store, angled, raised and piped so peds ease oncoming traffic this would keep speeds down. More light speed indications on the one on the northern side of the bridge would keep speeds down. Ditto 1 above.
32	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Should just keep it the same from Okawa Bay as from Waipuna Bay. It's a short distance from Okawa to Te Ngae Junction which will be 60km with intersection speed zone.
33	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	With this reduction, can there be a no engine brake signs on either side of intersection.

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35	Individual	Proposed Change 1: SH33 Paengaroa.	At some stage considering where McKenzie Road joins SH33 can be dangerous. Eventually a better entrance of SH33 into village and then Old Coach Road needs discussion with WBOPDC for suitable outcome for safety and convenience including large trucks exiting and going to pack houses.
36	Individual	Proposed Change 2: SH33 Okere Falls.	Agree
37	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Agree
38	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Agree
39	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Agree
40	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Agree
41	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Agree
42	Individual	Proposed Change 1: SH33 Paengaroa.	Agree
43	Individual	Proposed Change 2: SH33 Okere Falls.	Agree
44	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Agree
45	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Agree
46	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Agree
47	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Agree
48	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Agree
49	Individual	Proposed Change 2: SH33 Okere Falls.	Please reduce the speed limit to 50km/h - at the very least over the summer holiday season. We have been in Okere since 1996 and have seen many close accounts involving children crossing the road to visit the Okere store.
50	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Agree
51	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Agree
52	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Agree
53	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Agree
54	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Ok, but not sure why needed.
55	Individual	Proposed Change 1: SH33 Paengaroa.	No change to speed limit please they are quite satisfactory and working well fr "safe drivers" don't penalise us. The last 8 car crashes where they have crossed over the centre line that we have witnessed have happened late at night.
56	Individual	Proposed Change 2: SH33 Okere Falls.	According to your NZTA nearly 40% will be commonly related with alcohol speeding idiots out of control and drivers distracted by phones. Safe drivers extremely rare. Please don't force safe drivers in with roadside barriers to be hit head on by these drivers who are.
57	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Some ones you save with great median barriers such as Brynderwyns HillRoad we hear so often quoted. Let them go off the road avoiding in worst case killing innocent safe driver.
58	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	The first crash saving improvement that NZTA engineered have made a is the widening and the double white lines that are a fantastic improvement saving vehicles.
59	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	At least a meter apart not 100mw. The worst thing though is NZTA now leave in (safe driver to be hit by the driver you save with median barriers, let them go off the road)
60	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Finally I wish to say Minister & Shaw have not listened to our requests to date and commonly reuse requests for them to listen.
61	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	No change to speed limits please. Measurable speed cameras installed will control unsafe driver better than anything and allow the road to flow safely.
62	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	I disagree with the speed being at 80kmh at Waipuna Bay & would support the support the speed being the same from Okawa to the Trout Pools at 60km.
63	Individual	Proposed Change 1: SH33 Paengaroa.	Not necessary - 70km/h is fine.
64	Individual	Proposed Change 2: SH33 Okere Falls.	70km is a fine speed for here.
65	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Yes 60km then 80km then 60km then 80 then 60 then 80! Seriously??? All too frustrating and confusing. Just make it 70km from Okere to the SH33/30 intersection. People will get confused frustrated with the 6 changes of speed? Between. Also consider the numbe rof trucks breaking as they fly down the hill past our homes in Parkcliff. No Braking Sign please for trucks! Noise pollution needs to be considered for the homes on both sides Brunswick and Parkcliff Road. Trucks barrell down here to a corner and busstop.
66	Individual	Proposed Change 1: SH33 Paengaroa.	Would like to see the speed go down to 50km/h. The Smart Growth review of Paengaroa (2019) has signalled that Paengaroa should be allowed to grow. Residential opportunities exist on both sides of State Highway 33. E.g. Corner Lemon Road and SH33 could easily fit 320 new homes. If this approved then the SH will need a speed reduction to 50km/h anyway. So why not do it now? (Kids cross SH to get to E.D. sports club everyday).
67	Individual	Proposed Change 2: SH33 Okere Falls.	Agree
68	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Agree
69	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Agree
70	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Agree
71	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Agree
72	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Agree
73	Individual	Proposed Change 1: SH33 Paengaroa.	1. Consider how to set Paengaroa School children across the state highway to Eastern districts playing fields safely. 2. Consider a safe exit lane for 35-70 trucks and trailer units from Scown Quarry to main highway per day who have to fight for the compulsory stop area with vehicles exiting the Gull Service Station.
74	Individual	Proposed Change 2: SH33 Okere Falls.	Establish a footpath from Okere Falls store partway to Mourea - many pedestrians in summer. Very dangerous footing close to Okere Falls store. Street lighting from 699 SH33 to Okere Falls Store.
75	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Erect "caution" signs on either side of boat ramp entrance - many trailers parked on roadside in summer.
76	Individual	Proposed Change 1: SH33 Paengaroa.	The present 70km/h area which you propose to reduce to 60km/h (ie the current 70km/h area which extends 110mtrs south west of Partridge Lane, as it used to be northbound vehicles are braking much later than they were required to do historically, resulting in exposing vehicles from Partridge Lane heading north east to increased danger.

SH30-SH33 speed review consultation submissions

#	Submitter	Location of speed review	Formal submission
77	Individual	Proposed Change 2: SH33 Okere Falls.	Remain at 60km/h from Okere Falls to after Okawa Bay - otherwise too many changes in speed. Cutting back roadside foliage in Okere Falls to give better visibility of approaching traffic when crossing road.
78	Rotorua Lakes Council	Proposed Change 1: SH33 Paengaroa.	No - this is outside the Rotorua District
79	Rotorua Lakes Council	Proposed Change 2: SH33 Okere Falls.	Rotorua Lakes Council supports the proposed speed limit for this section of road, supported by appropriate traffic calming treatments once gazetted. RLC would like to see particular focus on pedestrian safety in the vicinity of Okere Store provision for safely crossing SH33.
80	Rotorua Lakes Council	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Given the relatively short length of this section, RLC favours maintaining a 80km/h speed limit through this section and considers the benefits would out-weigh the estimated 10-12 seconds in travel time. We also note that the minimum road length for an 80km/h speed limit is 800m, as set out in the Land Transport Rule: Setting of speed limits 2017. Therefore, RLC would support a 80km/h speed limit zone for this section of road.
81	Rotorua Lakes Council	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	RLC supports the proposed 60km/h speed limit for this section of road which includes the Hamarana Rd intersection. As per our feedback re: #3, RLC supports a continuation of the proposed 60km/h zone right through the 390m north of Trout Pool Road. RLC recognises that this section of road is popular with road cyclists biking around the lake and their vulnerability when crossing the bridge as well as other vulnerable road users including pedestrians and children in particular.
82	Rotorua Lakes Council	Proposed Change 5: SH33 Okawa Bay to Tikitere.	RLC supports the proposed 60km/h speed limit for this section of road. We feel that a 60kph speed limit is appropriate for this section of road which includes two local intersections and numerous driveway entrances along its length. This section of road is also popular with road cyclists biking around the Lake Rotorua.
83	Rotorua Lakes Council	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	RLC support the proposed 60kph intersection speed zone and consider this and practical interim solution until such time a the intersection is upgraded to a roundabout or similar. Regarding the placement of these signs, we recommend careful consideration to be made as to the placement of these signs to allow significant time for driver reaction time and deceleration time so that vehicles have slowed from 80kph by the time they reach the intersection.
84	Rotorua Lakes Council	Proposed Change 7: SH33 Tikitere to Rotokawa.	RLC supports the proposed 80kph speed limit for this section of road. We feel that an 80kph speed limit is appropriate for this section of road which includes two local road intersections, Te Kura Kaupapa o Ruamata and numerous driveway entrance along its length. This section of road is also popular with road cyclists biking around Lake Rotorua.
85	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Okere needs still to be reduced. From 80 to 60.
86	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	80 is not acceptable. Tikitere is "Te Ngae". Reduce speed.
87	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	I support reduction to 60 at Te Ngae Junction.
88	Individual	Proposed Change 1: SH33 Paengaroa.	I live on the Highway of concern, I see no reason to drop the speed limit as most traffic obeys the present 70kph limit. No matter what speed limit is there is 70,60,50 there will always be speedsters through here. The only way to control it is by installing a permanent speed camera. Also shift the 70kph sign another 900m to the north.
89	BOP Regional Council	Proposed Change 1: SH33 Paengaroa.	In principle the Regional Council agrees with the lowering of speeds and the Intersection Speed Zone as per the proposed changes below as measures to reduce DSI on these stretches of road and improve safety for the nearby community.
90	BOP Regional Council	Proposed Change 2: SH33 Okere Falls.	In principle the Regional Council agrees with the lowering of speeds and the Intersection Speed Zone as per the proposed changes below as measures to reduce DSI on these stretches of road and improve safety for the nearby community.
91	BOP Regional Council	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	In regards to the proposed change 3, where there ends up being a section of 80 km/h between two 60km/h zones the Regional Road Safety Co-ordinator has spoken with the Safer Roads Community Engagement Manager and is satisfied this has been thought through and is reasonable.
92	BOP Regional Council	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	In principle the Regional Council agrees with the lowering of speeds and the Intersection Speed Zone as per the proposed changes below as measures to reduce DSI on these stretches of road and improve safety for the nearby community.
93	BOP Regional Council	Proposed Change 5: SH33 Okawa Bay to Tikitere.	In principle the Regional Council agrees with the lowering of speeds and the Intersection Speed Zone as per the proposed changes below as measures to reduce DSI on these stretches of road and improve safety for the nearby community.
94	BOP Regional Council	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	In principle the Regional Council agrees with the lowering of speeds and the Intersection Speed Zone as per the proposed changes below as measures to reduce DSI on these stretches of road and improve safety for the nearby community.
95	BOP Regional Council	Proposed Change 7: SH33 Tikitere to Rotokawa.	In principle the Regional Council agrees with the lowering of speeds and the Intersection Speed Zone as per the proposed changes below as measures to reduce DSI on these stretches of road and improve safety for the nearby community.
96	Individual	Proposed Change 1: SH33 Paengaroa.	Agree 60km/h is okay
97	Individual	Proposed Change 2: SH33 Okere Falls.	Too many changes 70km/h
98	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	70km/h
99	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	70km/h
100	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	70km/h
101	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	70km/h
102	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	70km/h. There are too many proposed changes. Will result in many drivers breaking. Better to have consistency.
103	Automobile Association (AA),Regional District Manager, Bay of Plenty	Proposed Change 1: SH33 Paengaroa.	We don't see anything wrong with the current 70kmph limits for Paengaroa, with most of the settlement being off the main road and the road environment itself is wide with good sight lines. If the Speed Management Guide demands that the limit be reduced, then we would have to reluctantly agree. We do feel that the 70 km/h limit is more suitable and the environment may need to be reviewed if this change is to be creditable.
104	Automobile Association (AA),Regional District Manager, Bay of Plenty	Proposed Change 2: SH33 Okere Falls.	The AA supports the reduction and agree that 60kmph is a safer option, we would also recommend that the signage be reviewed so it is more visible approaching the township. The entrance to Whangamarino School would also benefit from being tidied up and being sealed properly.
105	Automobile Association (AA),Regional District Manager, Bay of Plenty	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Agreed to the 80kmph limit between the two townships.
106	Automobile Association (AA),Regional District Manager, Bay of Plenty	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	We don't see anything wrong with the current 70kmph limits for Mourea, but if the Speed Management Guide demands that they be reduced, then we would have to reluctantly agree. We do feel that the 70 km/h limit is more suitable and the environment may need to be reviewed if this change is to be creditable.
107	Automobile Association (AA),Regional District Manager, Bay of Plenty	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Agreed to the 80kmph limit between the two townships.
108	Automobile Association (AA),Regional District Manager, Bay of Plenty	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	The AA generally supports the use of the variable speed signs at intersections, although we query if this would be credible with the intersection having wide turning and slip lanes. We would suggest that a permanent 80km/h extension of the speed zone as proposed above would be more suitable.

SH30-SH33 speed review consultation submissions

#	Submitter	Location of speed review	Formal submission
109	Automobile Association (AA), Regional District Manager, Bay of Plenty	Proposed Change 7: SH33 Tikitere to Rotokawa.	Councillors have difficulty with the proposed 80kmph reduction from Tikitere to the Airport because it incorporates a very safe and useful passing lane. The road is a wide road with good visibility, and we don't think it will self-explain a speed of 80km/h (we note the mean speed according to MegaMaps is 85-89km/h) and therefore we do not support the proposed speed limit.
110	Individual	Proposed Change 1: SH33 Paengaroa.	Totally support this proposal.
111	Individual	Proposed Change 2: SH33 Okere Falls.	Totally support this proposal.
112	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Totally support this proposal.
113	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Totally support this proposal.
114	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Totally support this proposal.
115	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Totally support this proposal.
116	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Totally support this proposal. I would also request a speed limit reduction on Cookson Road and Hawthornden Drive to 60kph. These are residential areas with numerous people riding horses, walking and walking dogs up and down these roads. There are no footpaths so users are either on the tarseal or on the grass road. So could we please have a speed reduction and suitable signage to warn drivers and horses. Thank you!
117	Individual	Proposed Change 1: SH33 Paengaroa.	That is fine. Need reduce speed before acting to built up area at intersection
118	Individual	Proposed Change 2: SH33 Okere Falls.	I believe 60km/h should be the maximum speed. This is a built up, housed area to include road opposite boat ramp. Vehicles to boats, trailers is congested at times. School bus 2 access points both on blind corners.
119	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	I believe 60km/h is appropriate for reasons above. 1) Congestion 2) Housing.
120	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	I agree 60km/h is appropriate.
121	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	I believe 60km/h is reasonable. This is a housing area. Vehicles come around corner too fast. The intersection needs redirection/roundabout.
122	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	I believe we need a roundabout and reduced speed to 60km/h. Vehicles coming from double lanes at 100km/hr going too fast to intersection. Possibly 80km/hr fir double lane - reduce speed before end of double lane.
123	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	60km/hr traffic is increasing we have 2 schools exiting onto the main highway.
124	Individual	Proposed Change 1: SH33 Paengaroa.	Maniatutu Road should be part of the speed review! Maniatutu Road with a speed limit of 80km/hr. Okere to Okawa should be set at 60km/hr.
125	Individual	Proposed Change 2: SH33 Okere Falls.	The reduction of the speed limit to 60km/hr is supported as is the necessary extension of this area 76m further away from the school entrance. This is consistent with the above treatment as this section of highway is much more complex and dangerous than section 1. Two further issues are raised; a) The abrupt change from 100km/hr to 60km/hr immediately before the Okere bridge is considered dangerous as the start of this 60km/hr section should be extended north at least another 500m, beyond the turn-off to Taheke marae, and there should be an 80km/hr speed limit applied from this point northwards to 500m past the Maniatutu Road intersection. The Maniatutu Road intersection and the Taheke Marae turnoff are both very busy and should not continue to have a 100km/hr speed limit as this is dangerous for the amount of turning traffic and the road alignment either side of these intersections. b) The 80km/hr speed limit to the south of Whangamarino School is of dubious benefit and is more likely to cause confusion for drivers raising the risk of a nose-tail collision or worse a collision with pedestrian traffic if an evasive manoeuvre is attempted by a driver not giving ample attention to the inconsistent speed limit changes. It is unclear what possible benefit could arise from having vehicles accelerate briefly to 80km/hr only to brake again within less than a minute to return to 60km/hr. This 60km/hr speed limited section and the next 60km/hr speed limited section further south should be connected together as a continuous 60km/hr limited speed section removing the risk created by the suggested arrangement.
126	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	The reduction in speed limit is supported as is the necessary shortening of the 100km/hr limited speed section. Referring to the treatment of 1 above, a decrease of the speed limit in this area to a consistent 60km/hr is warranted to ensure equitable treatment of the communities at Paengaroa and Waipuna. This section should, therefore, be consistent with the speed limits for the sections either side and set at 60km/hr.
127	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	The proposed new speed limit of 60km/hr is considered appropriate and necessary to remove the existing confusion arising from a mishmash of speed limits in this area, including the adjoining Hamurana Road. Further, the future provision of a round-about with a slip lane for south-bound traffic is recommended. This treatment would improve traffic flow at the Hamurana Road intersection and provide consistent treatment for traffic management to that provided on the other State Highway approaches to Rotorua.
128	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	The naming of Te Ngae incorrectly is culturally offensive and contrary to the legal requirements regarding the use of correct Māori names for locations along the Highway. The correct name for the location of this intersection is Te Ngae. Tikitere is located on State Highway 30 at least three kilometres due east of the intersection. The shopping centre at Owatiri also has incorrectly taken the name Te Ngae. Applying the incorrect name to the intersection is not justified as two wrongs do not make a right. Please change the name of this intersection to Te Ngae.
129	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	The further speed reduction to 60km/hr 150m either side of the intersection encompassing the turnoff to Mataitokare Marae is supported. This speed limit should also be applied to SH30 500m eastward of the Te Ngae intersection. Note use the correct name for this intersection which is Te Ngae.
130	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	The reduction of the speed limit to 80km/hr from the Te Ngae intersection to the 80km/hr speed limit commencement by the Rotokawa Kura is supported. The speed limit north of the Rotokawa Kura should be lowered to 60km/hr due to the traffic danger created adjacent the Kura and at the busy airport intersection where there have been a number of collisions.
131	Individual	Proposed Change 1: SH33 Paengaroa.	This speed review should extend to Maniatutu Road as well, speed starting from 80km/h.
132	Individual	Proposed Change 2: SH33 Okere Falls.	The abrupt change from 100km/hr to 60km/hr immediately before the Okere bridge is considered dangerous as the start of this 60km/hr section should be extended north at least another 500m, beyond the turn-off to Taheke marae, and there should be an 80km/hr speed limit applied from this point northwards to 500m past the Maniatutu Road intersection. The Maniatutu Road intersection and the Taheke Marae turnoff are both very busy and should not continue to have a 100km/hr speed limit as this is dangerous for the amount of turning traffic and the road alignment either side of these intersections.
133	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	The reduction in speed limit is supported as is the necessary shortening of the 100km/hr speed limited section. Referring to the treatment of 1 above, a reduction of the speed limit in this area to a consistent 60km/hr is warranted to ensure equitable treatment of the communities at Paengaroa and Waipuna. This section should, therefore, be consistent with the speed limits for the sections either side and set at 60km/hr.



SH30-SH33 speed review consultation submissions

#	Submitter	Location of speed review	Formal submission
134	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	The proposed new speed limit of 60km/hr is considered appropriate and necessary to remove the existing confusion arising from a mishmash of speed limits in this area including the adjoining Hamurana Road. Further, the future provision of a round-about with a slip lane for south-bound traffic is recommended. This treatment would improve traffic flow at the Hamurana Road intersection and provide consistent treatment for traffic management to that provided on the other State Highway approaches to Rotorua.
135	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	The naming of Te Ngae incorrectly is culturally offensive and contrary to the legal requirements regarding the use of correct Māori names for locations along the Highway. The correct name for the location of this intersection is Te Ngae. Tikitere is located on State Highway 30 at least three kilometers due east of the intersection. The shopping center at Owahatiura also has incorrectly taken the name Te Ngae. Applying the incorrect name to the intersection is not justified as two wrongs do not make a right. Please change the name of this intersection to Te Ngae.
136	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	The further speed reduction to 60km/hr 150m either side of the intersection encompassing the turnout to Mataikotare Marae is supported. This speed limit should also be applied to SH30 500m eastward of the Te Ngae intersection. Note use the correct name for this intersection which is Te Ngae.
137	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	The reduction of the speed limit to 80km/hr from the Te Ngae intersection to the 80km/hr speed limit commencement by the Rotokawa Kura is supported. The speed limit north of the Rotokawa Kura should be lowered to 60km/hr due to the traffic danger created adjacent the Kura and at the busy airport intersection where there have been a number of collisions.
138	Individual	Proposed Change 1: SH33 Paengaroa.	Overview The proposed reductions in speed limit are all supported. Further some speed limit reductions need to be reduced further to ensure that a safe environment is provided for our tamariki. The speed limit to the north of Okere should be extended with a shoulder zone extending past Maniatutu Road with a speed limit of 80km/hr. Okere to Okawa should be set at 60km/hr. Note that the favourable treatment of the Paengaroa section (1 SH33 Paengaroa) must be applied to all of the other communities impacted by State Highway 33. It would be unfortunate if the historic bias that is currently evident (socio-economic and racial profile of communities, and associated speed limits) was continued under the new speed limit designations. The Waipuna community, our marae, and our kura (Whangamarino and Rotokawa) have been impacted negatively by disproportionate speed limit setting historically. The reduction in speed limit at this location is acknowledged and supported. Our submission anticipates that the same reductions will be applied for our communities given that there are very few properties accessed directly off this section of Highway compared to the situation in our lakes communities. We note that this section of highway is also much wider and straighter than any of the sections of highway in our communities, thus emphasizing the need for similar levels of care for lakes communities also.
139	Individual	Proposed Change 2: SH33 Okere Falls.	The reduction of speed limit to 60km/hr is supported as is the necessary extension of this area 76m further away from the school entrance. This is consistent with the above treatment as this section of highway is much more complex and dangerous than section 1. Two further issues are raised; a) The abrupt change from 100km/hr to 60km/hr immediately before the Okere bridge is considered dangerous as the start of this 60km/hr section should be extended north at least another 500m, beyond the turn-off to Taheke marae, and there should be an 80km/hr speed limit applied from this point northwards to 500m past the Maniatutu Road intersection. The Maniatutu Road intersection and the Taheke Marae turnout are both very busy and should not continue to have a 100km/hr speed limit as this is dangerous for the amount of turning traffic and the road alignment either side of these intersections. b) The 80km/hr speed limit to the south of Whangamarino School is of dubious benefit and is more likely to cause confusion for drivers raising the risk of a nose-tail collision or worse a collision with pedestrian traffic if an evasive manoeuvre is attempted by a driver not giving ample attention to the inconsistent speed limit changes. It is unclear what possible benefit could arise from having vehicles accelerate briefly to 80km/hr only to brake again within less than a minute to return to 60km/hr. This 60km/hr speed limited section and the next 60km/hr speed limited section further south should be connected together as a continuous 60km/hr speed limited section removing the risk created by the suggested arrangement.
140	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	The reduction in speed limit is supported as is the necessary shortening of the 100km/hr speed limited section. Referring to the treatment of 1 above, a reduction of the speed limit in this area to a consistent 60km/hr is warranted to ensure equitable treatment of the communities at Paengaroa and Waipuna. This section should therefore be consistent with the speed limits for the sections either side, and set at 60km/hr.
141	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	The proposed new speed limit of 60km/hr is considered appropriate and necessary to remove the existing confusion arising from a confusion of speed limits in this area including the adjoining Hamurana Road. Further the future provision of a round-about with a slip lane for south-bound traffic is recommended. This treatment would improve traffic flow at the Hamurana Road intersection and provide a consistent treatment for traffic management to that provided on the other State Highway approaches to Rotorua.
142	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	The proposed reduction of speed limit for this section of highway to 80km/hr is supported. The naming of Te Ngae incorrectly is culturally offensive and contrary to the legal requirements regarding the use of correct Māori names for locations along the Highway. The correct name for the location of this intersection is Te Ngae. Tikitere is located on State Highway 30 at least three kilometres due east of the intersection. The shopping centre at Owahatiura also has incorrectly taken the name Te Ngae. Applying the incorrect name to the intersection is not justified as two wrongs do not make a right. Please change the name of this intersection to Te Ngae.
143	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	The further speed reduction to 60km/hr 150m either side of the intersection encompassing the turnout to Mataikotare Marae is supported. This speed limit should also be applied to SH30 500m eastward of the Te Ngae intersection. Note use the correct name for this intersection which is Te Ngae.
144	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	The reduction of speed limit to 80km/hr from the Te Ngae intersection to the 80km/hr speed limit commencement by the Rotokawa Kura is supported. The speed limit north of the Rotokawa Kura should be lowered to 60km/hr due to the traffic danger created adjacent the kura and at the busy airport intersection where there have been a number of collisions.
145	Individual	Proposed Change 1: SH33 Paengaroa.	The reduction in speed limit at this location is supported. This submission anticipates that the same reductions will be applied for our communities given that there are few properties accessed directly off this section of Highway compared to the situation in our lakes communities. We note that this section of highway is also much wider and straighter than any of the sections of highway in other communities, thus the need for similar levels of care for lakes communities also.
146	Individual	Proposed Change 1: SH33 Paengaroa.	The reduction in speed limit at this location is acknowledged and supported. Our submission anticipates that the same reductions will be applied for our communities given that there are very few properties accessed directly off this section of Highway compared to the situation in our lakes communities. We note that this section of highway is also much wider and straighter than any of the sections of highway in our communities, thus emphasizing the need for similar levels of care for lakes communities also.
147	Individual	Proposed Change 2: SH33 Okere Falls.	The proposed reductions in speed limit are fully supported. Further to this some speed limit reductions need to be reduced even further to ensure that a safe environment is provided for our children. The speed limit to the north of Okere should be extended with a shoulder zone extending past Maniatutu Road with a speed limit of 80km/hr. Okere Falls to the top of Okawa Bay should be set at 60km/hr for the whole length.
148	Individual	Proposed Change 2: SH33 Okere Falls.	The reduction of speed limit to 60km/hr is supported as is the necessary extension of this area 76m further away from the school entrance. This is consistent with the above treatment as this section of highway is much more complex and dangerous than section 1. Two further issues are raised; a) The abrupt change from 100km/hr to 60km/hr immediately before the Okere bridge is considered dangerous as the start of this 60km/hr section should be extended north at least another 500m, beyond the turn-off to Taheke marae, and there should be an 80km/hr speed limit applied from this point northwards to 500m past the Maniatutu Road intersection. The Maniatutu Road intersection and the Taheke Marae turnout are both very busy and should not continue to have a 100km/hr speed limit as this is dangerous for the amount of turning traffic and the road alignment either side of these intersections. b) The 80km/hr speed limit to the south of Whangamarino School is of dubious benefit and is more likely to cause confusion for drivers raising the risk of a nose-tail collision or worse a collision with pedestrian traffic if an evasive manoeuvre is attempted by a driver not giving ample attention to the inconsistent speed limit changes. It is unclear what possible benefit could arise from having vehicles accelerate briefly to 80km/hr only to brake again within less than a minute to return to 60km/hr. This 60km/hr speed limited section and the next 60km/hr speed limited section further south should be connected together as a continuous 60km/hr speed limited section removing the risk created by the suggested arrangement.
149	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	The reduction in speed limit is supported as is the necessary shortening of this speed limited section. However, referring to the treatment of 1 above, a reduction of the speed limit in this area to a consistent 60km/hr is warranted to ensure equitable treatment of the communities at Paengaroa, Okawa Bay and Waipuna. This section should therefore be consistent with the speed limits for the sections either side, and set at 60km/hr.

SH30-SH33 speed review consultation submissions

#	Submitter	Location of speed review	Formal submission
150	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	The reduction in speed limit is supported as is the necessary shortening of the 100km/hr speed limited section. Referring to the treatment of 1 above, a reduction of the speed limit in this area to a consistent 60km/hr is warranted to ensure equitable treatment of the communities at Paengaroa and Waipuna. This section should therefore be consistent with the speed limits for the sections either side, and set at 60km/hr.
151	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	The proposed new speed limit of 60km/hr is considered appropriate and necessary to remove the existing confusion arising from a change up of speed limits in this area including the adjoining Hamurana Road. Further the future provision of a round-about with a slip lane for south-bound traffic is recommended. This treatment would improve traffic flow at the Hamurana Road intersection and provide a consistent treatment for traffic management to that provided on the other State Highway approaches to Rotorua.
152	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	The proposed new speed limit of 60km/hr would be considered more appropriate and necessary to remove the possible confusion arising from a change-up of speed limits in this area including the intersection at Hamurana Road. Further the future provision of a round-about with a slip lane for south-bound traffic is recommended. This treatment would improve traffic flow at the Hamurana Road intersection and provide a consistent treatment for traffic management to that provided on the other State Highway approaches to Rotorua at the Ngongotaha Roundabout and the Hemo Gorge Roundabout at Whakarewarewa.
153	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	The proposed reduction of speed limit for this section of highway to 80km/hr is supported. Please change the name of this intersection to Te Ngae. The naming of Te Ngae incorrectly is culturally offensive and contrary to the legal requirements regarding the use of correct Māori names for locations along the Highway. The correct name for the location of this intersection is Te Ngae. Tikitere is located on State Highway 30 some distance away.
154	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	The proposed reduction of speed limit for this section of highway to 80km/hr is supported. The naming of Te Ngae incorrectly is culturally offensive and contrary to the legal requirements regarding the use of correct Māori names for locations along the Highway. The correct name for the location of this intersection is Te Ngae. Tikitere is located on State Highway 30 at least three kilometres due east of the intersection. The shopping centre at Owhatiura also has incorrectly taken the name Te Ngae. Applying the incorrect name to the intersection is not justified as two wrongs do not make a right. Please change the name of this intersection to Te Ngae.
155	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	The further speed reduction to 60km/hr 150m either side of the intersection encompassing the turnoff to Mataikotare Marae is supported. This speed limit should also be applied to SH30 500m eastward of the Te Ngae intersection. Note use the correct name for this intersection which is Te Ngae.
156	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	The speed reduction to 60km/hr 150m either side of the intersection encompassing the turnoff to Waiohewa Marae is fully supported. This speed limit should also be applied to 300m in all directions of the Te Ngae Junction (it's proper name)
157	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	The reduction of speed limit to 80km/hr from the Te Ngae intersection to the 80km/hr speed limit commencement by the Rotokawa Kura is supported. The speed limit north of the Rotokawa Kura should be lowered to 60km/hr due to the traffic danger created adjacent the kura and at the busy airport intersection where there have been a number of collisions.
158	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	The reduction of speed limit to 80km/hr from the Te Ngae (proper name) intersection to the 80km/hr speed limit commencement by the Rotokawa Primary School is supported. The speed limit north of the Rotokawa Primary School should be lowered to 60km/hr due to the traffic danger created adjacent the school and at the busy airport intersection where there have been a number of accidents.
159	Individual	Proposed Change 1: SH33 Paengaroa.	The reduction in speed limit at this location is acknowledged and supported. Our submission anticipates that the same reductions will be applied for our communities given that there are very few properties accessed directly off this section of Highway compared to the situation in our lakes communities. We note that this section of highway is also much wider and straighter than any of the sections of highway in our communities, thus emphasising the need for similar levels of care for lakes communities also.
160	Individual	Proposed Change 2: SH33 Okere Falls.	The reduction of speed limit to 60km/hr is supported as is the necessary extension of this area 76m further away from the school entrance. This is consistent with the above treatment as this section of highway is much more complex and dangerous than section 1. Two further issues are raised; a) The abrupt change from 100km/hr to 60km/hr immediately before the Okere bridge is considered dangerous as the start of this 60km/hr section should be extended north at least another 500m, beyond the turn-off to Taheke marae, and there should be an 80km/hr speed limit applied from this point northwards to 500m past the Maniatutu Road intersection. The Maniatutu Road intersection and the Taheke Marae turnoff are both very busy and should not continue to have a 100km/hr speed limit as this is dangerous for the amount of turning traffic and the road alignment either side of these intersections. b) The 80km/hr speed limit to the south of Whangamarino School is of dubious benefit and is more likely to cause confusion for drivers raising the risk of a nose-tail collision or worse a collision with pedestrian traffic if an evasive manoeuvre is attempted by a driver not giving ample attention to the inconsistent speed limit changes. It is unclear what possible benefit could arise from having vehicles accelerate briefly to 80km/hr only to brake again within less than a minute to return to 60km/hr. This 60km/hr speed limited section and the next 60km/hr speed limited section further south should be connected together as a continuous 60km/hr speed limited section removing the risk created by the suggested arrangement.
161	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	The reduction in speed limit is supported as is the necessary shortening of the 100km/hr speed limited section. Referring to the treatment of 1 above, a reduction of the speed limit in this area to a consistent 60km/hr is warranted to ensure equitable treatment of the communities at Paengaroa and Waipuna. This section should therefore be consistent with the speed limits for the sections either side, and set at 60km/hr.
162	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	The proposed new speed limit of 60km/hr is considered appropriate and necessary to remove the existing confusion arising from a confusion of speed limits in this area including the adjoining Hamurana Road. Further the future provision of a round-about with a slip lane for south-bound traffic is recommended. This treatment would improve traffic flow at the Hamurana Road intersection and provide a consistent treatment for traffic management to that provided on the other State Highway approaches to Rotorua
163	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	The proposed reduction of speed limit for this section of highway to 80km/hr is supported. The naming of Te Ngae incorrectly is culturally offensive and contrary to the legal requirements regarding the use of correct Māori names for locations along the Highway. The correct name for the location of this intersection is Te Ngae. Tikitere is located on State Highway 30 at least three kilometres due east of the intersection. The shopping centre at Owhatiura also has incorrectly taken the name Te Ngae. Applying the incorrect name to the intersection is not justified as two wrongs do not make a right. Please change the name of this intersection to Te Ngae.
164	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	The further speed reduction to 60km/hr 150m either side of the intersection encompassing the turnoff to Mataikotare Marae is supported. This speed limit should also be applied to SH30 500m eastward of the Te Ngae intersection. Note use the correct name for this intersection which is Te Ngae.
165	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	The reduction of speed limit to 80km/hr from the Te Ngae intersection to the 80km/hr speed limit commencement by the Rotokawa Kura is supported. The speed limit north of the Rotokawa Kura should be lowered to 60km/hr due to the traffic danger created adjacent the kura and at the busy airport intersection where there have been a number of collisions.
166	Individual	Proposed Change 1: SH33 Paengaroa.	The reduction in speed limit at this location is acknowledged and supported. Our submission anticipates that the same reductions will be applied for our communities given that there are very few properties accessed directly off this section of Highway compared to the situation in our lakes communities. We note that this section of highway is also much wider and straighter than any of the sections of highway in our communities, thus emphasising the need for similar levels of care for lakes communities also. Note that the favourable treatment of the Paengaroa section (1 SH33 Paengaroa) must be applied to all of the other communities impacted by State Highway 33. It would be unfortunate if the historic bias that is currently evident (socio-economic and racial profile of communities, and associated speed limits) was continued under the new speed limit designations. The Waipuna community, our marae, and our kura (Whangamarino and Rotokawa) have been impacted negatively by disproportionate speed limit setting historically.
167	Individual	Proposed Change 2: SH33 Okere Falls.	The reduction of speed limit to 60km/hr is supported as is the necessary extension of this area 76m further away from the school entrance. This is consistent with the above treatment as this section of highway is much more complex and dangerous than section 1. Two further issues are raised; a) The 80km/hr speed limit to the south of Whangamarino School is of dubious benefit and is more likely to cause confusion for drivers raising the risk of a nose-tail collision or worse a collision with pedestrian traffic if an evasive manoeuvre is attempted by a driver not giving ample attention to the inconsistent speed limit changes. It is unclear what possible benefit could arise from having vehicles accelerate briefly to 80km/hr only to brake again within less than a minute to return to 60km/hr. This 60km/hr speed limited section and the next 60km/hr speed limited section further south should be connected together as a continuous 60km/hr speed limited section removing the risk created by the suggested arrangement.

SH30-SH33 speed review consultation submissions

#	Submitter	Location of speed review	Formal submission
168	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	The reduction in speed limit is supported as is the necessary shortening of the 100km/hr speed limited section. Referring to the treatment of 1 above, a reduction of the speed limit in this area to a consistent 60km/hr is warranted to ensure equitable treatment of the communities at Paengaroa and Waipuna. This section should therefore be consistent with the speed limits for the sections either side, and set at 60km/hr.
169	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	The proposed new speed limit of 60km/hr is considered appropriate and necessary to remove the existing confusion arising from a confusion of speed limits in this area including the adjoining Hamurana Road. Further the future provision of a round-about with a slip lane for south-bound traffic is recommended. This treatment would improve traffic flow at the Hamurana Road intersection and provide a consistent treatment for traffic management to that provided on the other State Highway approaches to Rotorua.
170	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	The proposed reduction of speed limit for this section of highway to 80km/hr is supported. The naming of Te Ngae incorrectly is culturally offensive and contrary to the legal requirements regarding the use of correct Māori names for locations along the Highway. The correct name for the location of this intersection is Te Ngae. Tikitere is located on State Highway 30 at least three kilometres due east of the intersection. The shopping centre at Owhatiura also has incorrectly taken the name Te Ngae. Applying the incorrect name to the intersection is not justified as two wrongs do not make a right. Please change the name of this intersection to Te Ngae.
171	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	The further speed reduction to 60km/hr 150m either side of the intersection encompassing the turnout to Mataikotare Marae is supported. This speed limit should also be applied to SH30 500m eastward of the Te Ngae intersection. Note use the correct name for this intersection which is Te Ngae.
172	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	The reduction of speed limit to 80km/hr from the Te Ngae intersection to the 80km/hr speed limit commencement by the Rotokawa Kura is supported. The speed limit north of the Rotokawa Kura should be lowered to 60km/hr due to the traffic danger created adjacent the kura and at the busy airport intersection where there have been a number of collisions.
173	Individual	Proposed Change 1: SH33 Paengaroa.	It is unnecessary for speed in this area to be reduced. The road is wide and reasonably straight with good viability.
174	Individual	Proposed Change 2: SH33 Okere Falls.	This is not going to make a difference at all, I follow trucks that don't drop below 80kms, more policing or fixed camera in this area is required
175	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Speed shouldn't be dropped here, the road is an easy drive, with good visibility
176	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	speed reduction here is unnecessary, again the road is an easy drive, wide with good visibility. all a speed reduction would do here is bunch vehicles up.
177	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	speed here shouldn't be reduced, a very easy road, its wide with great visibility.
178	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Add rumble strips close to the end of sh 30. A longer traffic merging lane on sh 33 is needed when you turn from sh 30, so larger vehicles have a good length of road to get up to speed.
179	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	A reduction in speed is not required here, a very wide road with very good visibility.
180	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	That's a busy section of road, and rough on the edges for cyclists, so they often need to ride more on the road than off to the side; your speed change proposal is particularly good in this section
181	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Thats a really busy section of road for cyclists who enjoy riding around Lake Rotorua, so great proposal
182	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	This is a section of road that is popular for cyclists. The road is very rough for road bikes towards the edges, so cyclists tend to ride closer to the stream of cars than would be desirable. I absolutely support this proposed speed change
183	Individual	Proposed Change 1: SH33 Paengaroa.	No
184	Individual	Proposed Change 2: SH33 Okere Falls.	This area is extremely busy, especially in summer with many cars parking on the side of the road. This area should be a 50km/h zone due to the pedestrian danger.
185	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	No
186	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	No
187	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	No
188	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	A changeable speed zone does not work, people need consistency in order to obey it. A better solution would be an islanded merge lane turning right out of SH30.
189	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	This is a proposed speed reduction that is not required. The road is wide, mainly straight and has great visibility. The major turns have exit lanes/turning bays. There is also a passing lane heading north. This limit will just frustrate people on a good piece of road, causing anger and dangerous driving. It should remain at 100km/h
190	Individual	Proposed Change 1: SH33 Paengaroa.	60km is ok in the village, but include an 80km/h buffer each end. Also consider changing the road slightly in the village to encourage people to drive slower.
191	Individual	Proposed Change 2: SH33 Okere Falls.	60km good through the village. Have an 80km/h buffer zone each end, to help slow traffic down. Actually get some people to test this out.. doing 60 in an area with no houses wont' make sense
192	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	This is ok, the 80km could continue to just before the bridge though
193	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	ok, as above, get some people to test drive this, e.g extend 80 zone to near bridge?.
194	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	This is good
195	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Trial 70km/h?
196	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	This seems too slow for a non-urban area, particularly if there are no other cars around.Speed of 90km/h would be suitable. The road could do with some maintenance though.
197	Individual	All speed limit proposals on SH33/30	Keep speed limits the same. Drivers going too slow will make it more dangerous
198	Individual	Proposed Change 1: SH33 Paengaroa.	Agree with this proposal and expect the same consideration for Rotoiti Forest (SH33 Tamatea St to Ruato Bay).
199	Individual	Proposed Change 2: SH33 Okere Falls.	Agree with the speed reduction but recommend that the reduced limit should begin north of Maniatutu Rd at 80 km/h reducing down to 60 km/h where you have stated. It is very dangerous turning in to Maniatutu Rd off SH33 with a speed limit of 100 km/h.
200	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	This speed limit should be 60 km/h. What is the point of having a 60 km/h speed zone either side of this stretch which is less than 1 km. By the time a driver speeds up from 60 km/h to get to 80 km/h it will be time to reduce your speed to 60 km/h. Reduce this further to 60 km/h especially if the location of the proposed speed limit change is near the kura (Whangamarino).
201	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	No, I agree that this speed limit should be 60 km/h.
202	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	No. I agree with this proposed reduction of speed to 80 km/h.
203	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	No. I agree with this recommendation. It is perilous when turning off SH33 to SH30 with a logging truck following behind at 100 km/h. Thank you for this recommendation. I fully support this.

SH30-SH33 speed review consultation submissions

#	Submitter	Location of speed review	Formal submission
204	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	I agree that the new speed limit should be reduced to 80 km/h but recommend that an even lower speed limit (60 km/h) should be implemented in the vicinity of Te Kura Kaupapa Maori o Ruamata. Perhaps a temporary school speed zone limit is in force immediately before and after school? This could come all the way down to 40 km/h.
205	Individual	Proposed Change 1: SH33 Paengaroa.	Only decrease the speed where there is a built up area. PLEASE REPAIR THE POT HOLES IN THE ROADS.
206	Individual	Proposed Change 2: SH33 Okere Falls.	There have been a number of deaths, I would hope that dropping the speed limit might help. PLEASE REPAIR THE POT HOLES IN THE ROADS.
207	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	there is no need to reduce this limit here. PLEASE REPAIR THE POT HOLES TO LAST, STOP PUTTING UP AMICO BARRIERS AS THEY ARE LEATHAL TO MOTORCYCLISTS.
208	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	the speed limit could be reduced through Mourea no need to elsewhere. PLEASE REPAIR THE POT HOLES and use PROPPER FILLER THAT STAYS IN THE HOLES.
209	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	the current speed limit is good as the road is nearly straight. PLEASE REPAIR THE DISCUSTING STATE OF THE ROADS, AND THE TRUCK CHANNELS IN THEM.
210	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	try reducing the limit to 80 at the junction on a trail basis, for turning traffic. Maybe a camera watching the junction.
211	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	the road is a good road with a smooth curve, the speed limit is good for the road. SO WHY CHANGE WHAT WORKS.
212	Individual	All speed limit proposals on SH33/30	Find solid evidence that similar restriction in the rest of the country have been effective. Accidents are often born out of frustration. If the network is slow and congested, how will slowing it down even further reduce frustration levels?
213	Individual	Proposed Change 2: SH33 Okere Falls.	I believe we need an underpass,I have been living here(Okere Falls) for 20+ years. Traffic has increased hugely, including big truck & trailer units. Lowering the seed limit is a cheap way to make roads safer, & inadvertently gain revenue(speed fines), rather than make a more realistic move, ie:make an underpass. Increased NZ population equals more cars, more trucks to deliver produce/construction materials etc. Our roads need upgrading massively, more 'slow vehicle' bays. Many hwys in NZ remind me of some of he Mexican roads I travelled on in the 1980's. The construction & durability our current roads generally is poor & degrade very fast with heavy traffic(truck/trailer) units combined with increased frequency of extreme weather.
214	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	All very well meaning, but six speed changes in < 10km or so. It seems other alternatives, underbridges, raised islands are cost prohibitive. Infrastructure has not kept up with population & mobility increases.
215	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Disagree with this lowering the speed limit from Okawa Bay to Tikitere turnoff, sure a flashing 60km sign around the turnoff area is a good idea.
216	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	sounds good as expressed earlier, re: 60km SH33/SH30) intersection. Must say Kiwi drivers are unique and habits are hard to change, especially Kiwi's. I do think we are getting 'low balled' here, with no ubderpasses or raised median areas between lanes of opposing traffic.
217	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Road needs to be upgraded to double lane, from before airport to SH30. Is there a plan to construct the double lane SH30, Tikitere turnoff/junction. Was it not mentioned by politicians around last election time ?
218	Individual	Proposed Change 1: SH33 Paengaroa.	I think 70 is fine with plenty spaces on either sides and good view.
219	Individual	Proposed Change 2: SH33 Okere Falls.	Perhaps 60 from the bridge to school only
220	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Agree
221	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	70 is slow enough
222	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	100 ok good visibility and wide enough
223	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	60 very difficult when busy with heavy loads such as horse float
224	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	100 ok
225	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	This is totally unnecessary, I travel this road 6 times a week and the road is completely safe. It is the slow drivers who travel at 60-70 kms/hr that are the problem on our roads. They are not penalized for such bad driving habits. SH 33 and 30 junction should be a compulsory stop for turning right. I live in Banksia Place and always stop on the give way sign as it would be reckless not to stop and check before moving out into the road either right or left. It appears that NZTA is pandering to the lowest denominator of drivers on our roads. More surveillance of slow drivers would be great.
226	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	What absolute rubbish, Compulsory stop turning out of SH 30.
227	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Also rubbish, no need for this at all
228	Individual	Proposed Change 1: SH33 Paengaroa.	No
229	Individual	Proposed Change 2: SH33 Okere Falls.	No, I agree with this change.
230	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	No
231	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	No
232	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	No, this is needed as the current speed limit makes this stretch of road very dangerous for all users.
233	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Yes, i think reducing the limit to 80kmh would suffice. I travel the road daily and when going through at 80kmh it feels safe. 100kmh is too high.
234	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	What happens to the current passing lane?
235	Individual	Proposed Change 1: SH33 Paengaroa.	Agree
236	Individual	Proposed Change 2: SH33 Okere Falls.	I agree to a lower speed limit as proposed in the area above. Okere Falls has grown a lot as a community in the last 15 years with more permanent residents all year round. The number swells up in the summer holidays with batch owners coming for a holiday, tourist frequenting the Kaituna River reserve, cruise ship busses travelling on the highway from Tauranga to Rotorua, etc. As there are number of intersections in Okere Falls reducing the speed limit will make those areas a little safer.
237	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	The proposal to reduce the speed to 80 from 100 km/h seems somewhat excessive in this area. A number of road side improvements have been done recently in the 100 km/h zones between Okere Falls and SH 30/SH 33 intersection (wider shoulders and centre lanes, roadside barriers) which has increased safety in those areas. As a member of the local fire brigade we get called to road accidents. Looking through the last 5 years of records (and you will surely have data that shows this) the majority of, if not all, serious accidents happend; 1) in the speed limited zones which are currently reviewed for reduction from 70 to 60 km/h. I can only recall one fatality on the 100km/h stretch south of Okere Falls which was caused by driver fatigue. 2) On major intersections such as SH 33/Hamurana Road and SH 30/SH 33. Reducing the speed to 80 km/h in those open road areas, with no passing lanes, will lead to a lot of driver frustration. A major passing lane exists north-bound in the vicinity of the Maze (just south of Whakatane turn-off). Is this going to be removed, will the speed limit remain there at 100 km/h for north-bound traffic, or reduced to 80 km/h as well? I will copy these comments to the sections below as some are equally relevant to the other areas where a speed reduction from 100 to 80 is proposed.
238	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	As this speed reduction will include the hazardous SH 33/Hamurana Road intersection this will benefit safety on this stretch of road, and all the way through Mourea.

SH30-SH33 speed review consultation submissions

#	Submitter	Location of speed review	Formal submission
239	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	The proposal to reduce the speed to 80 from 100 km/h seems somewhat excessive in this area. A number of road side improvements have been done recently in the 100 km/h zones between Okere Falls and SH 30/SH 33 intersection (wider shoulders and centre lanes, roadside barriers) which has increased safety in those areas. As a member of the local fire brigade we get called to road accidents. Looking through the last 5 years of records (and you will surely have data that shows this) the majority of, if not all, serious accidents happend; 1) in the speed limited zones which are currently reviewed for reduction from 70 to 60 km/h. I can only recall one fatality on the 100km/h stretch south of Okere Falls which was caused by driver fatigue. 2) On major intersections such as SH 33/Hamurana Road and SH 30/SH 33. Reducing the speed to 80 km/h in those open road areas, with no passing lanes, will lead to a lot of driver frustration. A major passing lane exists north-bound in the vicinity of the Maze (just south of Whakatane turn-off). Is this going to be removed, will the speed limit remain there at 100 km/h for north-bound traffic, or reduced to 80 km/h as well? I will copy these comments to the sections below as some are equally relevant to the other areas where a speed reduction from 100 to 80 is proposed.
240	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Large number of serious crashes on this intersection which a lower speed limit of 60 km/h will well mitigate. 60 km/h speed limit should have been considered for a very long time and is well overdue here.
241	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	The proposal to reduce the speed to 80 from 100 km/h seems somewhat excessive in this area. A number of road side improvements have been done recently in the 100 km/h zones between Okere Falls and SH 30/SH 33 intersection (wider shoulders and centre lanes, roadside barriers) which has increased safety in those areas. As a member of the local fire brigade we get called to road accidents. Looking through the last 5 years of records (and you will surely have data that shows this) the majority of, if not all, serious accidents happend; 1) in the speed limited zones which are currently reviewed for reduction from 70 to 60 km/h. I can only recall one fatality on the 100km/h stretch south of Okere Falls which was caused by driver fatigue. 2) On major intersections such as SH 33/Hamurana Road and SH 30/SH 33. Reducing the speed to 80 km/h in those open road areas, with no passing lanes, will lead to a lot of driver frustration. A major passing lane exists north-bound in the vicinity of the Maze (just south of Whakatane turn-off). Is this going to be removed, will the speed limit remain there at 100 km/h for north-bound traffic, or reduced to 80 km/h as well? I will copy these comments to the sections below as some are equally relevant to the other areas where a speed reduction from 100 to 80 is proposed.
242	Individual	Proposed Change 1: SH33 Paengaroa.	Disagree, DO NOT CHANGE the current speed limit
243	Individual	Proposed Change 2: SH33 Okere Falls.	Disagree, DO NOT CHANGE the current speed limit
244	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Disagree, DO NOT CHANGE the current speed limit
245	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Disagree, DO NOT CHANGE the current speed limit
246	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Disagree, DO NOT CHANGE the current speed limit
247	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Agree, or put in a roundabout!
248	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Disagree, DO NOT CHANGE the current speed limit
249	Individual	All speed limit proposals on SH33/30	Dont make any changes.
250	Individual	Proposed Change 1: SH33 Paengaroa.	The favourable treatment of the Paengaroa section (1 SH33 Paengaroa) must be applied to all of the other communities impacted by State Highway 33 improvements. It would be unfortunate if the historic bias that is currently evident (socio-economic and racial profile of communities, and associated speed limits) was continued under the new speed limit designations. The Waipuna community, our marae, and our kura (Whangamarino and Rotokawa) have been impacted negatively by disproportionate speed limit setting historically. The reduction in speed limit at this location is acknowledged and supported. Our submission anticipates that the same reductions will be applied for our communities given that there are very few properties accessed directly off this section of Highway compared to the situation in our lakes communities. We note that this section of highway is also much wider and straighter than any of the sections of highway in our communities, thus emphasising the need for similar levels of care for lakes communities also.
251	Individual	Proposed Change 2: SH33 Okere Falls.	The reduction of speed limit to 60km/hr is supported as is the necessary extension of this area 76m further away from the school entrance. This is consistent with the above treatment as this section of highway is much more complex and dangerous than section 1. Two further issues are raised; a) The abrupt change from 100km/hr to 60km/hr immediately before the Okere bridge is considered dangerous at the start of this 60km/hr section should be extended north at least another 500m, beyond the turn-off to Taheke marae, and there should be an 80km/hr speed limit applied from this point northwards to 500m past the Maniatutu Road intersection. The Maniatutu Road intersection and the Taheke Marae turnoff are both very busy and should not continue to have a 100km/hr speed limit as this is dangerous for the amount of turning traffic and the road alignment either side of these intersections. b) The 80km/hr speed limit to the south of Whangamarino School is a waste of time as it can only result in a time saving of 18 seconds even if the vehicles accelerate to 80km/hr before and after the 80km/hr zone and the higher posted speed of 80km/hr is more likely to cause confusion for drivers raising the risk of a nose-tail collision or worse a collision with pedestrian traffic if an evasive manoeuvre is attempted by a driver not giving ample attention to the inconsistent speed limit changes. It is unclear what possible benefit could arise from having vehicles accelerate briefly to 80km/hr only to brake again within less than a minute to return to 60km/hr. This 60km/hr speed limited section and the next 60km/hr speed limited section further south should be connected together as a continuous 60km/hr speed limited section removing the risk created by the suggested arrangement.
252	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	The reduction in speed limit is supported as is the necessary shortening of the 100km/hr speed limited section. Referring to the treatment of 1 above, a reduction of the speed limit in this area to a consistent 60km/hr is warranted to ensure equitable treatment of the communities at Paengaroa and Waipuna. This section should therefore be consistent with the speed limits for the sections either side, and set at 60km/hr.
253	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	The proposed new speed limit of 60km/hr is considered appropriate and necessary to remove the existing confusion arising from a mish-mash of speed limits in this area including the adjoining Hamurana Road. Further the future provision of a round-about with a slip lane for south-bound traffic is recommended. This treatment would improve traffic flow at the Hamurana Road intersection and provide a consistent treatment for traffic management to that provided on the other State Highway approaches to Rotorua.
254	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	The naming of Te Ngae incorrectly is culturally offensive and contrary to the legal requirements regarding the use of correct Māori names for locations along the Highway. The correct name for the location of this intersection is Te Ngae. Tikitere is located on State Highway 30 at least three kilometres due east of the intersection. The shopping centre at Owatiara also has incorrectly taken the name Te Ngae. Applying the incorrect name to the intersection is not justified as two wrongs do not make a right. Please change the name of this intersection to Te Ngae. The proposed reduction of speed limit for this section of highway to 80km/hr is supported.
255	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	The further speed reduction to 60km/hr 150m either side of the intersection encompassing the turnoff to Matakotare Marae is supported. This speed limit should also be applied to SH30 500m eastward of the Te Ngae intersection. Note use the correct name for this intersection which is Te Ngae.
256	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	The reduction of speed limit to 80km/hr from the Te Ngae intersection to the 80km/hr speed limit commencement by the Rotokawa Kura is supported. The speed limit north of the Rotokawa Kura should be lowered to 60km/hr due to the traffic danger created adjacent the kura and at the busy airport intersection where there have been a number of collisions.
257	Individual	Proposed Change 1: SH33 Paengaroa.	Please put up bigger signs and I welcome the proposed reduction.
258	Individual	Proposed Change 2: SH33 Okere Falls.	Yes this to be reduced too many accidents. Bigger sign are also required.
259	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Yes reduce the speed too many accidents.

SH30-SH33 speed review consultation submissions

#	Submitter	Location of speed review	Formal submission
260	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Yes we need to reduce speed. Bigger signs please.
261	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Yes this is definitely needed here. Too many accidents here. Also why is there 100 km sign before the 45 km bend?? Also reduce speed through Hongi track and the Rotomas.
262	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Yes please too many accidents here. More signs please.
263	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Yes please let's keep road toll down. So many tourist tun off here. Bigger + more signs.
264	Individual	Proposed Change 1: SH33 Paengaroa.	I dont believe any changes here are necessary based on frequency or likelihood of crashes
265	Individual	Proposed Change 2: SH33 Okere Falls.	Traffic through this area is already slow, especially during peak heavy vehicle flows which already slow traffic to 80-90km/hr. Due to this I see many people taking risks to overtake. Rather than lowering the speed limit, change the roading conditions and layout to allow for more safe areas to overtake. Many people commute between Rotorua and Tauranga and slowing traffic through speed limits will only add to driver frustration and will lead to non-compliance with speed limits.
266	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	As per my previous reason for Q2 (Traffic through this area is already slow, especially during peak heavy vehicle flows which already slow traffic to 80-90km/hr. Due to this I see many people taking risks to overtake. Rather than lowering the speed limit, change the roading conditions and layout to allow for more safe areas to overtake. Many people commute between Rotorua and Tauranga and slowing traffic through speed limits will only add to driver frustration and will lead to non-compliance with speed limits.)
267	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	As per my previous reason for Q2 (Traffic through this area is already slow, especially during peak heavy vehicle flows which already slow traffic to 80-90km/hr. Due to this I see many people taking risks to overtake. Rather than lowering the speed limit, change the roading conditions and layout to allow for more safe areas to overtake. Many people commute between Rotorua and Tauranga and slowing traffic through speed limits will only add to driver frustration and will lead to non-compliance with speed limits.)
268	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	As per my previous reason for Q2 (Traffic through this area is already slow, especially during peak heavy vehicle flows which already slow traffic to 80-90km/hr. Due to this I see many people taking risks to overtake. Rather than lowering the speed limit, change the roading conditions and layout to allow for more safe areas to overtake. Many people commute between Rotorua and Tauranga and slowing traffic through speed limits will only add to driver frustration and will lead to non-compliance with speed limits.)
269	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	I have now seen these in action and they are ineffective at slowing traffic as they rely on the behaviours of people. Using alternative road design methods in these areas such as narrowing or redirecting traffic or designing slip lanes would be more effective
270	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	No
271	Individual	Proposed Change 1: SH33 Paengaroa.	This is fine
272	Individual	Proposed Change 2: SH33 Okere Falls.	No
273	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	No
274	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	No
275	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	I think this should stay at 100 km/h. Reducing the speed in this area will frustrate drivers.
276	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	No
277	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	I believe this should stay at 100km/h as this is not an accident prone area. There is also a passing lane in this area and will this become 80 km/h too? Reducing the speed will cause frustration for residents, airport users etc as the traffic will be too slow, and the gaps in traffic to cross the road will be terrible. Make this a 4 lane area to go into town. The airport right hand turn should have a better pull out lane.
278	Individual	Proposed Change 1: SH33 Paengaroa.	I support this
279	Individual	Proposed Change 2: SH33 Okere Falls.	I support this
280	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	This is a short section of road and an 80km/h speed limit for this section will be confusing, with sections either side being 60km/h. Also we have a busy boatramp with cars towing boats turning across the road frequently especially over summer creating a danger on the road. This section should also be 60km/h.
281	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	I support 60km/h but feel it should be extended further south so that traffic has slowed by the time it reaches Okawa Bay Rd which has a lot of traffic turning across the road, including cars towing boats.
282	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	I don't support reducing the speed limit along this section.
283	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	I support this as a first step towards improving road safety at this intersection but feel that we need a roundabout as the real solution. This is a dangerous intersection with extremely poor sitelines when turning right from SH30.
284	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	I don't support this speed reduction
285	Individual	Proposed Change 1: SH33 Paengaroa.	No
286	Individual	Proposed Change 2: SH33 Okere Falls.	No
287	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	No
288	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Should stay at 100 with 70 at whakatane turn off
289	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	60 to slow make it 70
290	Individual	Proposed Change 1: SH33 Paengaroa.	No that's good
291	Individual	Proposed Change 2: SH33 Okere Falls.	High accident area great idea keep our road safer
292	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Yes great idea
293	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	I live along this stretch of road 6 serious car accidents along this 200m stretch of road in Mourea in the last 12 months all through speed two of them fully upside down on my front lawn just lucky the grand kids weren't playing on the lawn at the time. No good. Thank you NZ Transport Agency for making our roads safer.
294	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	This is a great idea
295	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Very good
296	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Excellent
297	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	The sight distances in both directions ( especially when the trees have leaves) when turning out from Parkcliff Rd are inadequate for the proposed 80km/hr speed limit. Unless the sight distances can be improved the proposed speed limit of 60km/hr should be imposed from Okawa Bay to Tikitere.
298	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Definitely agree with lowering this area, with all the house driveways.

SH30-SH33 speed review consultation submissions

#	Submitter	Location of speed review	Formal submission
299	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Think the speed limit should definitely reduce to 60kms through this intersection, the overtaking lane going east towards the intersection creates a race track for many, as I travel it every day I see the excessive speed and dangerous overtaking. Maybe even taking that reduction of speed further back than 150metres.
300	Individual	Proposed Change 1: SH33 Paengaroa.	No, I agree with this
301	Individual	Proposed Change 2: SH33 Okere Falls.	No, I agree with this
302	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Yes, what is the problem with present Speed Limit?
303	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Yes, I agree with reduced Speed Limit through Mourea within the present 70 Km/h, but what is the problem North of this area? I disagree that the present 100 Km/h needs to be reduced to 80 Km/h.
304	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Yes, what is the problem with this speed limit?
305	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	No, I agree with this change
306	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Yes, what is the problem with this speed limit?
307	Individual	Proposed Change 2: SH33 Okere Falls.	there should be a school zone at whangamarino and the zone should be at a speed of 50km/h
308	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	well if they keep it at 70km/h instead of it hovering around 100km/h to 70km/h
309	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	i think they should lower to the speed to 60km/h because if someone is going 100km/h and gets hit they will die. but if its at 60km/h then it will be enough for them to slow down.
310	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	i think they should lower the speed limit to around 70 or 60km/h because of the children near rotokawa school.
311	Individual	Proposed Change 1: SH33 Paengaroa.	Kao
312	Individual	Proposed Change 2: SH33 Okere Falls.	Put a school speed zone sign where Whangamarino kura is. The speed sign should read 60 km/h.
313	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	It's fine as there are not many people there.
314	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	60 km/h is fine. I agree with this.
315	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Drop this down to 60 km/h to be consistent with the 60 km/h speed zones on either side of it.
316	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Agree with a speed drop from 100 km/h to 70 km/h.
317	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Prefer a speed drop to 70 km/h because of Rotokawa school being here.
318	Individual	Proposed Change 1: SH33 Paengaroa.	no leave it because that is not a really residential area and not very curvy turns and is not a area where crashes happen
319	Individual	Proposed Change 2: SH33 Okere Falls.	they should reduce the speed down to 50km/hr because Whangamarino is located here and they have 2 buses but its to much of a curvy turn to see all the racing cars passing through. So it could lead to a multiple car crashes
320	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	i agree
321	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	I think it should be 60km/hr because there is a bridge where kids jump off and they would lose there balance and maybe smash there heads on a rock .
322	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	I agree
323	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	I agree because Rotokawa school is around that area and is a residential area where young kids cross the road not realizing cars come zooming pass which lead to deaths
324	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Kao
325	Individual	Proposed Change 2: SH33 Okere Falls.	Kao
326	Individual	Proposed Change 1: SH33 Paengaroa.	Kao
327	Individual	Proposed Change 1: SH33 Paengaroa.	No
328	Individual	Proposed Change 2: SH33 Okere Falls.	no
329	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	No
330	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Yes. On this road there is a small kura called Whangamarino school. The school is located just after the Okere Falls speed limit sign. there is roughly 180 kids enrolled at the school within the age range of 4-13 (there is also a small kohanga reo named Te Kohanga Reo ki Ohau next to the school with about 10 children aged 0-4). The school has a very steep driveway that 2 school buses must travel down everyday to try and safely pull out onto the road. the speed limit of this area makes it so much harder for the bus drivers to do this safely and are often putting the passengers in danger due to the amount of cars, trucks, and logging trucks speeding around the corner that is out of the bus driver's eye shot. Even though it has never been an issue, the kids at Whangamarino may grow curious and decide to go and play down by the road at the bottom of the driveway. this is a big issue because if a car is speeding around the corner, it would not have enough time to come to a stop. 60km/h is still children killing speed so I propose it should even be lowered to 50km/h or 40km/h around that area.
331	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	no
332	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	no
333	Individual	Proposed Change 1: SH33 Paengaroa.	their shouldnt be any changes because the speed limit is alright.
334	Individual	Proposed Change 2: SH33 Okere Falls.	i dont really know because their hasnt been any accidents their lately, even though theirs a school up top of the road and a kohanga but to be exact they should drop the speed limit in okere falls because as i said before theirs a school up above and soem kids from the school might run on to the road and die or either wounded.
335	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	yes 50km/h 60km/h
336	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	yup
337	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	ok
338	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	no
339	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	yes they should because alot of kids cross the road over their and also theirs a airport along the side

SH30-SH33 speed review consultation submissions

#	Submitter	Location of speed review	Formal submission
340	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	I think you should consider making reducing the speed limit to 50km/h rather than 60km/h because its still to fast.Whangamarino school is on the road that goes up to 100km/h which is dangerous for the kids on the bus because when the bus turns out on the road it could cause an accident.some kids from the school also run down to the road and if the limit is at 100km/h the driver will not have enough time to stop.
341	Individual	Proposed Change 2: SH33 Okere Falls.	This would be a huge improvement to the safety of this busy settlement and the local store and lake jetty on a busy road bend. I highly recommend a change here. There also needs to be improvement for rafting vehicles and busses all depositing passengers on the road side at the river head.
342	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	This is not necessary - this is open road and will only make the daily commute to town for all locals longer for no real benefit.
343	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	This is not necessary - this is open road and will only make the daily commute to town for all locals longer for no real benefit.
344	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	This is not necessary - this is open road and will only make the daily commute to town for all locals longer for no real benefit.
345	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	This is not necessary - this is open road and will only make the daily commute to town for all locals longer for no real benefit.
346	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	I drive this road everyday and the speed limit change would create frustration more than anything. The only dangerous part on this road is the intersection of Cookson road and only because the road is deteriorated. Why drop the speed limit on a straight road with such a big passing lane. Please rethink this decision.
347	Individual	Proposed Change 2: SH33 Okere Falls.	The speed limit should be 60km/h from Okere Fall through to the turn off to Whakatane. Different speed will end up being too confusing and will lead to higher speed overall through the area. Trucks are the worst offenders as they speed up for hill and delay slowing down especially through the Okawa Bay hill.
348	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Make it 60km/h all the way for constant flow. Different speeds over short distances will not work and higher speed will be the norm.
349	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Make it 60km/h all the way.
350	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Make the limit 60km/h through to the Whakatane turn off as virtually no-one slows down coming from Rotorua through Okawa Bay. Speed limits going up and down over short distances will not work.
351	Individual	Proposed Change 2: SH33 Okere Falls.	I agree with the reduction
352	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	I agree with the reduction to 80km/h
353	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	I think it should be 70km/h
354	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	I agree that it should be 80km/h
355	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	I agree on the speed reduction
356	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	I agree with the reduction to 80km/h
357	Individual	Proposed Change 1: SH33 Paengaroa.	Fair enough the intersection opposite gull could benefit from lower speed limit
358	Individual	Proposed Change 2: SH33 Okere Falls.	Fair enough is a busy stop off area
359	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Leave it
360	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Yet again speed limit is fine people just need to read the road just because it says 100 doesnt mean you have to try go 100 all the time
361	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	The speed limit is fine people just need to learn to read the road
362	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Just add a longer merge lane coming from sh30 onto 33
363	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	What does this gain thats the straightest part of the road
364	Individual	All speed limit proposals on SH33/30	There is no reason to change speed. People will just speed. You need safer drivers the roads are fine
365	Individual	Proposed Change 1: SH33 Paengaroa.	The reduction in speed limit at this location is acknowledged and supported. Our submission anticipates that the same reductions will be applied for our communities given that there are very few properties accessed directly off this section of Highway compared to the situation in our lakes communities. We note that this section of highway is also much wider and straighter than any of the sections of highway in our communities, thus emphasising the need for similar levels of care for lakes communities also.
366	Individual	Proposed Change 2: SH33 Okere Falls.	The reduction of speed limit to 60km/hr is supported as is the necessary extension of this area 76m further away from the school entrance. This is consistent with the above treatment as this section of highway is much more complex and dangerous than section 1. Two further issues are raised; a) The abrupt change from 100km/hr to 60km/hr immediately before the Okere bridge is considered dangerous as the start of this 60km/hr section should be extended north at least another 500m, beyond the turn-off to Taheke marae, and there should be an 80km/hr speed limit applied from this point northwards to 500m past the Maniatutu Road intersection. The Maniatutu Road intersection and the Taheke Marae turnoff are both very busy and should not continue to have a 100km/hr speed limit as this is dangerous for the amount of turning traffic and the road alignment either side of these intersections. b) The 80km/hr speed limit to the south of Whangamarino School is of dubious benefit and is more likely to cause confusion for drivers raising the risk of a nose-tail collision or worse a collision with pedestrian traffic if an evasive manoeuvre is attempted by a driver not giving ample attention to the inconsistent speed limit changes. It is unclear what possible benefit could arise from having vehicles accelerate briefly to 80km/hr only to brake again within less than a minute to return to 60km/hr. This 60km/hr speed limited section and the next 60km/hr speed limited section further south should be connected together as a continuous 60km/hr speed limited section removing the risk created by the suggested arrangement.
367	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	The reduction in speed limit is supported as is the necessary shortening of the 100km/hr speed limited section. Referring to the treatment of 1 above, a reduction of the speed limit in this area to a consistent 60km/hr is warranted to ensure equitable treatment of the communities at Paengaroa and Waipuna. This section should therefore be consistent with the speed limits for the sections either side, and set at 60km/hr.
368	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	The proposed new speed limit of 60km/hr is considered appropriate and necessary to remove the existing confusion arising from a mish-mash of speed limits in this area including the adjoining Hamurana Road. Further the future provision of a round-about with a slip lane for south-bound traffic is recommended. This treatment would improve traffic flow at the Hamurana Road intersection and provide a consistent treatment for traffic management to that provided on the other State Highway approaches to Rotorua.
369	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	The naming of Te Ngae incorrectly is culturally offensive and contrary to the legal requirements regarding the use of correct Māori names for locations along the Highway. The correct name for the location of this intersection is Te Ngae. Tikitere is located on State Highway 30 at least three kilometres due east of the intersection. The shopping centre at Owhatiura also has incorrectly taken the name Te Ngae. Applying the incorrect name to the intersection is not justified as two wrongs do not make a right. Please change the name of this intersection to Te Ngae. The proposed reduction of speed limit for this section of highway to 80km/hr is supported.
370	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	The further speed reduction to 60km/hr 150m either side of the intersection encompassing the turnoff to Mataikotare Marae is supported. This speed limit should also be applied to SH30 500m eastward of the Te Ngae intersection. Note use the correct name for this intersection which is Te Ngae.
371	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	The reduction of speed limit to 80km/hr from the Te Ngae intersection to the 80km/hr speed limit commencement by the Rotokawa Kura is supported. The speed limit north of the Rotokawa Kura should be lowered to 60km/hr due to the traffic danger created adjacent the kura and at the busy airport intersection where there have been a number of collisions.
372	Individual	Proposed Change 2: SH33 Okere Falls.	I support this speed reduction through Okere Falls. Thank you
373	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	I don't believe this section needs to be lowered.
374	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	A roundabout with a reduced speed zone would make this intersection much safer.
375	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	No need for a reduction in this zone. However, a greatly extended slip lane from the SH33/SH30 intersection towards rotorua would make it much easier to merge



SH30-SH33 speed review consultation submissions

#	Submitter	Location of speed review	Formal submission
376	Individual	Proposed Change 1: SH33 Paengaroa.	Make the signs Level 2 sized signs and paint the numbers on the road.
377	Individual	Proposed Change 2: SH33 Okere Falls.	No.
378	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	No.
379	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Permanent speed camera.
380	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Permanent speed camera.
381	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Make it permanently 80km
382	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	No
383	Individual	Proposed Change 1: SH33 Paengaroa.	Yes, consider a radar speed sign on the southern approach near the threshold at Partridge Lane.
384	Individual	Proposed Change 2: SH33 Okere Falls.	I think it could be hugely beneficial for everyone's safety to consider a variable speed zone through the immediate Okere Falls area from the bridge to just past the shops. This could allow 60km/h for most of the day and either 40km/h or 50km/h during the day or other peak times. As a regular traveler of this road (sometimes 3 times a day in each direction) I see lots of people running the gauntlet to cross the road with their kayaks etc.
385	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	No, I think 80km/h is sufficient.
386	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Yes, radar speed signs on either end.
387	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	I think 100km/h for this section is fine.
388	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Yes. Could serious consideration be made for extending the slip lane turning left towards the airport from SH30 East. As a truck driver, there is simply not enough room to safely bring my vehicle up to speed before merging into traffic. I have put a lot of thought into this and I believe that there is enough room to easily double or even triple the length of this lane. If you talk to any truck driver (or transport company) I'm sure they'll agree.
389	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	No, I think 80km/h is sufficient.
390	Individual	Proposed Change 1: SH33 Paengaroa.	No
391	Individual	Proposed Change 2: SH33 Okere Falls.	No
392	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Constant changes in speed are frustrating and distracting to drivers. Drop this speed to 60km/h for consistency along the entire stretch of road, or do not drop the speed at all.
393	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	No
394	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Constant changes in speed are frustrating and distracting to drivers. Drop this speed to 60km/h for consistency along the entire stretch of road, or do not drop the speed at all.
395	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Constant changes in speed are frustrating and distracting to drivers. Drop this speed to 60km/h for consistency along the entire stretch of road, or do not drop the speed at all.
396	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Constant changes in speed are frustrating and distracting to drivers. Drop this speed to 60km/h for consistency along the entire stretch of road, or do not drop the speed at all.
397	Individual	Proposed Change 1: SH33 Paengaroa.	No
398	Individual	Proposed Change 2: SH33 Okere Falls.	No
399	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	No
400	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	No
401	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	No
402	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	No
403	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	No
404	Individual	Proposed Change 1: SH33 Paengaroa.	Visibility is excellent for motorists along this stretch, cars entering and departing this area can be seen in advance, this area should remain at 70 km/h.
405	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	An intersection speed zone at the SH 30/ Cookson Rd intersection, 100 km/h remains through the passing lanes, changing to 80km/hr at Rangiteaorere Rd, Yellow upright stakes dividing the acceleration lane for traffic turning left, from SH 30 from Whakatane, to stop traffic crossing directly into the main traffic from SH 33, also to stop cars from stopping in the middle of the road as they turn left when they see a vehicle to their right. Separation of the lanes would make merging easier, there is enough room to extend the acceleration lane. Clearly cycle lanes are needed at this intersection, separate from vehicular traffic, similar to Paengaroa
406	Individual	Proposed Change 2: SH33 Okere Falls.	A safe way to cross the road from the Okere falls store to the lake. A further speed reduction 50 km.
407	Individual	Proposed Change 1: SH33 Paengaroa.	Many families live along here so reduce the speed asap please
408	Individual	Proposed Change 2: SH33 Okere Falls.	Put in warning signs so drivers know to slow
409	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Cut it to 70kph
410	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Cut it to 50kph
411	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Cut to 70kph this will be built up in the near future
412	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Have lots of signage
413	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Have road safety promotion signage
414	Individual	Proposed Change 1: SH33 Paengaroa.	No required. 70km in this area is fine.
415	Individual	Proposed Change 2: SH33 Okere Falls.	Would prefer to see 50km/hr past the Okere Falls Store - a few hundred meters either side of the store where there is a lot of pedestrian traffic and limited visibility around the corner. Beyond 'a few hundred meters' either side, 70km/hr current limit is fine.
416	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	No required. 100km/hr in this area is fine

SH30-SH33 speed review consultation submissions

#	Submitter	Location of speed review	Formal submission
417	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Not required. 70km/hr in this area is fine.
418	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Not required, 100km/hr in this area is fine
419	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Good. Need to slow the traffic down through this area, particularly that traffic going straight in either direction on SH33. A round-about with a 60km/hr limit would be best.
420	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Not required. 100km/hr is fine in this area
421	Individual	Proposed Change 1: SH33 Paengaroa.	Leave the speed of the road the same. 70km where it is 70km now 100km where it is 100km now. Remove the barriers on the edge of the road as these are hazardous for cyclists and motorcycles
422	Individual	Proposed Change 2: SH33 Okere Falls.	Leave the speed at 70 km where they are 70km now. Leave the 100km at 100 km as they are now. Remove the barriers on the edge of the road as they are hazardous to cyclists and motorists
423	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Leave at 100km per hr
424	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Leave at 100km per hr
425	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Leave at 100km per hr
426	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Leave it alone at 100km per hr
427	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Leave as it is now
428	Individual	Proposed Change 1: SH33 Paengaroa.	No - agree with proposal
429	Individual	Proposed Change 2: SH33 Okere Falls.	No - agree with proposal
430	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Agree with proposal, but the intersection Hamurana Rd & SH33 needs to have a compulsory stop or improved merging for vehicles turning right out of Hamurana Rd onto SH33 west towards Rotorua. Even with a reduced speed limit merging traffic is a safety issue.
431	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	No - agree with proposal
432	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	No - agree with proposal
433	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Agree with proposal
434	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	No - agree with proposal
435	Individual	All speed limit proposals on SH33/30	The current speed limit is not an issue! If you feel speed is a factor of accidents then focus on those exceeding the speed limits. Australia has a zero tolerance not a 10kmph tolerance! Or perhaps make better roads for travelling between main centres that do not pass through high residential areas.
436	Individual	Proposed Change 2: SH33 Okere Falls.	My vote is for 50km through here. In addition at the north end of this you have a right turn lane that turns into a passing lane. This is a huge problem for all residents and near misses every day. I also recommend some sort of pedestrian crossing due to the large amount of foot traffic across the main Rd in Okere falls near trout pool Rd and the Okere falls store.
437	Individual	Proposed Change 2: SH33 Okere Falls.	The store that is on the side of the road and raft companies. pedestrians and number of close calls to car accidents that are happening daily
438	Individual	Proposed Change 1: SH33 Paengaroa.	Why? What is the point of it. There is hardly anything on that section of the road.
439	Individual	Proposed Change 2: SH33 Okere Falls.	Dropping the speed limit will not stop the crashes, it people which can't drive and are on there phones while driving. The speed limit was fine when you had cars that did not handle very well, we not have improved vehicle handling and more crashes. You need to look at the bigger picture.
440	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Why slow the traffic flow down even further. It's just going to frustrate more drivers trying to get from point a to point b with limited passing lanes.
441	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Does it actually need to be that slow.
442	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Might as well walk soon
443	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Cops are going to love this, speed limit changes all the time and one day you miss the change in speed, don't slow down and get a ticket. You guys are seriously mad, people just need to make sure the road is clear before pulling out.
444	Individual	Proposed Change 1: SH33 Paengaroa.	Yes, you should consider that the State Highways are funded by Road Users and are for Road Users! Reducing speed limits is not what Road Users want! Whilst pedestrians and home owners may want trucks to drive slower past them the state highways only purpose is offering Road Users a way to travel around our country! We should be making the roads safer by increasing speed limits where ever possible to improve driver engagement and reduce travel times and fatigue.
445	Individual	Proposed Change 2: SH33 Okere Falls.	Please increase the speed limit to make the roads safer and more efficient for everyone
446	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Reducing speed limits only benefits incompetent drivers. If we started re testing drivers every 10 years we wouldn't need to be considering these stupid proposals because the overall driving competency would increase
447	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Drivers will fall asleep at such a pathetic speed limit, it will increase congestion and frustration which can lead to dangerous passing.
448	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	As a road user I want to drive at a safe and comfortable speed where ever possible, by lowering speed limits and installing speed cameras for easy revenue we are forced to drive at a speed which feels unnatural and therefore can lead to frustration
449	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	While it is good to see safety ideas being used at intersections a far better way to make it safer would be to cancel this nonsense and use the money to train drivers to a level of competency to drive on a state highway at state highway speeds.
450	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Ask yourself how lowering speed limits will improve safety
451	Individual	Proposed Change 2: SH33 Okere Falls.	As I have said before, this is a very busy section of road, especially around the store (store traffic, people crossing the road, rafting traffic, tourists turning into troutpool road, through traffic and of course my kids crossing the road to swim in the lake or visit friends in the community). While it is great that the speed limit is being reviewed, I feel that this section should be 50kmph as it is so much busier and more dangerous than say the Mourea section which will also be 60km/h. Having said that 60km/h is better than 70km/h - maybe people will only go 68km/h rather than the current 78km/h (as was determined by a review by the safer roads team)
452	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Its a narrow bit of road and this will be good for cyclists.
453	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Brilliant! 60km/h or 80km/h at the whakatane turn off is overdue - it is a dangerous intersection especially if you are turning right onto sh33 from sh 30 as the visibility is poor
454	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Not sure why this is required - there is a passing lane in this section. The road is not dangerous here.
455	Individual	Proposed Change 1: SH33 Paengaroa.	You're wasting your time taking 10 kph off the current speed, look at the stats, if people crash in that area due speed then it' because they have exceeded the limit by lots and lost control. A 10 kph reduction won't make any difference. It's like locks on a house. Only keep out honest people.
456	Individual	Proposed Change 2: SH33 Okere Falls.	It should only be 60 outside the overeat falls store where people cross the road. The rest of the area should remain 70

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#	Submitter	Location of speed review	Formal submission
457	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	You could do that area at 120 kph safely. No need to reduce it further. 75% of drivers on this stretch from Tauranga to Rotorua don't do 100 anyway, they normally sit at 85 90, please don't make it any slower!
458	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Leave it as it is!
459	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Leave it as it is!
460	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Leave it as it is. Educate people on intersections and merging.
461	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Leave it 100!
462	Individual	Proposed Change 1: SH33 Paengaroa.	Have there been any accidents in this zone that would have been averted if the vehicle was travelling 10km/h slower than the current speed limit? If no, why is the change proposed
463	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	What is the expected benefit for this speed reduction?
464	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	What is the expected benefit for this speed reduction?
465	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	What is the expected benefit for this speed reduction?
466	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	What is the expected benefit for this speed reduction?
467	Individual	All speed limit proposals on SH33/30	This will increase overall travel time and is unnecessary. Instead of doing "safety improvements" just do a step up step upgrade of realignments and passing lanes.
468	Individual	Proposed Change 1: SH33 Paengaroa.	Nobody, but nobody reduces their speed to 70km/h now. Reducing it further will totally fail.. keep the speed limit as it is and simply install a static speed camera.. Well signed ...THAT will slow the traffic down.. not all will,, until they start paying, That will slow those offenders who will pass the word Job done.. easy eh!
469	Individual	Proposed Change 2: SH33 Okere Falls.	I fully concur with the proposal.
470	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Given the relatively short section of highway between the two proposed 60kph zones, would it not be less confusing and minimally inconvenient to treat this area as completely 60kph?
471	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	I fully concur with the proposal.
472	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	I fully concur with the proposal.
473	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	I fully concur with the proposal
474	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	I fully concur with the proposal.
475	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	I believe with the amount of heavy transport traversing this road in a busy section where there are numerous driveways to and from residential properties, there is very little room to pull over to turn into a drive way without the danger of heavy transport breathing down your neck. If the speed limit was at 70kph i believe this would make it safer to stop, also slow down and go around turning vehicles without the possibility of causing head on traffic taking drastic action to move over for oncoming heavy vehicles who have no patience. I believe a speed limit of 70kph/h would have a better opportunity of saving lives.
476	Individual	All speed limit proposals on SH33/30	The speed is not the issue. The conditions of the road, road marking and the lights at vital points is better.
477	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	I am very happy to hear that this is finally being considered as work already carried out in this stretch of the road has done little to slow speeds. Our family home is at XX SH 33 and if it was possible we would also like to see some signage to ask heavy vehicle transport to refrain from using air brakes close to our home. In addition, a digital speed sign would be helpful in reminding drivers of their speeds. Exiting our two driveways can be dangerous especially to our B & B guests often visiting from overseas. We appreciate the opportunity for consultation and hope that you will give consideration to our submission.
478	Individual	Proposed Change 1: SH33 Paengaroa.	The steel barriers are badly placed. There is not enough room to pass the multitude of kiwifruit and agricultural tractors that use the road. Some people risk passing while others start a slow que behind the machinery. The barriers stop slow traffic pulling over and allowing room to pass. So when you do pass you need to use the double spaced center line area. Further, when turning left into Allport Rd the steel barrier does not let you move to the side of the road, and following cars usually pass by crossing the double yellow line! The steel barriers have NOT made the road safer.... pull them down and let us make use of the full width of the road. Further, how can we pull off to the left hand side of the road when the barriers are in the way....to turn right into an orchard etc. Or to turn right into MCKenzie Road, Paengaroa. You should try it foe yourself..... try pulling off to the left to wait for traffic and then make your right turn into an orchard or MCKenzie Rd.
479	Individual	Proposed Change 2: SH33 Okere Falls.	My concern is from Okere Falls to Rotorua the speed limit changes so many times that people loose track of the speed limit.
480	Individual	Proposed Change 1: SH33 Paengaroa.	I support the proposed change to 60km/h
481	Individual	Proposed Change 2: SH33 Okere Falls.	I support the proposed change to 60km/h
482	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	I support the proposed change to 80km/h and advocate that the speed be reduced further to provide consistency through the entire length of are being covered in this consultation
483	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	I support the proposed change to 60km/h
484	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	I support the proposed change to 80km/h and advocate that the speed be reduced further to provide consistency through the entire length of are being covered in this consultation
485	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	I support the proposed change to 80km/h and advocate that the speed be reduced further to provide consistency through the entire length of are being covered in this consultation
486	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	I support the proposed change to 80km/h
487	Individual	Proposed Change 1: SH33 Paengaroa.	I support the proposed change.
488	Individual	Proposed Change 2: SH33 Okere Falls.	I support the proposed change. A busy area where a reduction in speed with help make the area safer.
489	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	I support the proposed change. A busy area where a reduction in speed with help make the area safer.
490	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	I support the proposed change. A busy area where a reduction in speed with help make the area safer.
491	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	I support the proposed change. A busy area where a reduction in speed with help make the area safer.
492	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	I support the proposed change. A busy area where a reduction in speed with help make the area safer.
493	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	I support the proposed change. A busy area where a reduction in speed with help make the area safer.

SH30-SH33 speed review consultation submissions

#	Submitter	Location of speed review	Formal submission
494	Individual	Proposed Change 1: SH33 Paengaroa.	I would like to see this extended to Kiwifruit Country, as a tour operator entering and exiting this site which is busy on cruise ship days can be quite dangerous.
495	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	I feel that lowering the speed limit in this section will cause a huge back up of traffic during the summer season, which is bad enough anyway, maybe once Te Ngae Road is four laned then relook at it.
496	Individual	Proposed Change 1: SH33 Paengaroa.	No, proposed limit makes sense
497	Individual	Proposed Change 2: SH33 Okere Falls.	I cannot understand why you are not proposing a 80km limit on SH33 north of the proposed 60km limit to approximately 250m north of the Maniatutu Road intersection. Heading towards Rotorua that intersection is approached from a blind corner. And further along towards Okere you have the Taheke and Okere Road intersections.
498	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	I am okay with the proposal.
499	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	No looks fine
500	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	No seems fine
501	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Yes why not put a roundabout in. Accidents will still happen and people will not slow down.
502	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Okay with this, we have a lot of traffic on this road.
503	Individual	Proposed Change 1: SH33 Paengaroa.	I agree.
504	Individual	Proposed Change 2: SH33 Okere Falls.	Part of the problem along this stretch is the constantly changing speed limit - regardless of what that speed is. I agree that we need to have a lower limit, but disagree that we should have to change speeds five times in a relatively short stretch of road. I'd rather see the speed drop to 60 as you go over the hill to Mourea (heading North), and stay that way until the end of Okere Falls when it's safe to speed up again. There are residential properties all the way along there, and it's not going to affect our arrival time if we have to drive at a steady medium speed instead of slowing down and speeding up and slowing down and speeding up and slowing down and speeding up. It's very very annoying the way it is now.
505	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Part of the problem along this stretch is the constantly changing speed limit - regardless of what that speed is. I agree that we need to have a lower limit, but disagree that we should have to change speeds five times in a relatively short stretch of road. I'd rather see the speed drop to 60 as you go over the hill to Mourea (heading North), and stay that way until the end of Okere Falls when it's safe to speed up again. There are residential properties all the way along there, and it's not going to affect our arrival time if we have to drive at a steady medium speed instead of slowing down and speeding up and slowing down and speeding up and slowing down and speeding up. It's very very annoying the way it is now.
506	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Part of the problem along this stretch is the constantly changing speed limit - regardless of what that speed is. I agree that we need to have a lower limit, but disagree that we should have to change speeds five times in a relatively short stretch of road. I'd rather see the speed drop to 60 as you go over the hill to Mourea (heading North), and stay that way until the end of Okere Falls when it's safe to speed up again. There are residential properties all the way along there, and it's not going to affect our arrival time if we have to drive at a steady medium speed instead of slowing down and speeding up and slowing down and speeding up and slowing down and speeding up. It's very very annoying the way it is now.
507	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Part of the problem along this stretch is the constantly changing speed limit - regardless of what that speed is. I agree that we need to have a lower limit, but disagree that we should have to change speeds five times in a relatively short stretch of road. I'd rather see the speed drop to 60 as you go over the hill to Mourea (heading North), and stay that way until the end of Okere Falls when it's safe to speed up again. There are residential properties all the way along there, and it's not going to affect our arrival time if we have to drive at a steady medium speed instead of slowing down and speeding up and slowing down and speeding up and slowing down and speeding up. It's very very annoying the way it is now.
508	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Part of the problem along this stretch is the constantly changing speed limit - regardless of what that speed is. I agree that we need to have a lower limit, but disagree that we should have to change speeds five times in a relatively short stretch of road. I'd rather see the speed drop to 60 as you go over the hill to Mourea (heading North), and stay that way until the end of Okere Falls when it's safe to speed up again. There are residential properties all the way along there, and it's not going to affect our arrival time if we have to drive at a steady medium speed instead of slowing down and speeding up and slowing down and speeding up and slowing down and speeding up. It's very very annoying the way it is now.
509	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Part of the problem along this stretch is the constantly changing speed limit - regardless of what that speed is. I agree that we need to have a lower limit, but disagree that we should have to change speeds five times in a relatively short stretch of road. I'd rather see the speed drop to 60 as you go over the hill to Mourea (heading North), and stay that way until the end of Okere Falls when it's safe to speed up again. There are residential properties all the way along there, and it's not going to affect our arrival time if we have to drive at a steady medium speed instead of slowing down and speeding up and slowing down and speeding up and slowing down and speeding up. It's very very annoying the way it is now.
510	Individual	Proposed Change 1: SH33 Paengaroa.	Good morning would like see it at 50 km thru paengaroa as young kids and big kids play across at the sports fields and cross that busy road and also i have live here for 27 years and road is so busy and it is getting worst someone will get kill if they dont slow down.
511	Individual	Proposed Change 1: SH33 Paengaroa.	The majority of proposed area has limited pedestrian access and a reduction in speed limit is unjustified.
512	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	This reduction is unwarranted with crash statistics not supporting a speed reduction here. It will extend travel times with minimum safety improvements. Vehicles are safer than ever.
513	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	This reduction is unwarranted with crash statistics not supporting a speed reduction here. It will extend travel times with minimum safety improvements. Vehicles are safer than ever.
514	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Too many speed variations introduce confusion and annoyance for drivers.
515	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	This reduction is unwarranted with crash statistics not supporting a speed reduction here. It will extend travel times with minimum safety improvements. Vehicles are safer than ever.
516	Individual	Proposed Change 1: SH33 Paengaroa.	I agree
517	Individual	Proposed Change 2: SH33 Okere Falls.	I agree
518	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	I recommend that the speed limit should be 70km from Okere Falls south to the Lee Rd

SH30-SH33 speed review consultation submissions

#	Submitter	Location of speed review	Formal submission
519	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	as previously recommended in question 3 (I recommend that the speed limit should be 70km from Okere Falls south to the Lee Rd)
520	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	as previously recommended in question 3 (I recommend that the speed limit should be 70km from Okere Falls south to the Lee Rd)
521	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	I agree but should be 70 - 60km/h
522	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	as previously recommended in question 3 (I recommend that the speed limit should be 70km from Okere Falls south to the Lee Rd)
523	Individual	Proposed Change 1: SH33 Paengaroa.	Not changing the limits at all
524	Individual	Proposed Change 2: SH33 Okere Falls.	Not changing the limits
525	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Not changing the limit
526	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Not changing the limits
527	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Not changing the limits
528	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Not changing the limits
529	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Not changing the limits
530	Individual	Proposed Change 1: SH33 Paengaroa.	Disagree. It's already slow enough, the issue is not the speed. It is just going to frustrate drivers who are already crawling at snail pace to get to their destinations along this road. Passing Lanes is what is needed not a speed reduction. I drive this road most days and comply with the 70km, reducing to 60km solves nothing.
531	Individual	Proposed Change 2: SH33 Okere Falls.	Disagree, make a round about where you turn off to Taheke Marae, that will reduce the speed going into Okere. It is a downward slope so you dont even have to have your foot on the accelerator to be at speed near 100 km. Maybe reduce it alot earlier around Taheke Turnoff to 80km. The speed meter at Okere helps, it reminds people to slow down and has been in action for at least three months now. Preference is to keep to the same speed in most of those areas wither better signage on the road sides. Again I travel these roads most days and rarely see anyone speeding in this area, however I think reducing the speed coming to 80 from 100km around Taheke marae turn-off may be better than just proposing to reduce the speed limit to 60km.
532	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Its already 80 km in the built up area of Hamurana. Around the bends maybe reduce to 80km more for safety rather than speed purposes. I dont see alot of people speeding around Hamurana because of the scenic views, however good eye catching signage would make a difference to people driving safe.
533	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	This is a rural area and would cause frustration more than aid safety. Some parts of the road, people don't know what the speed is because the signage is sparse and not well placed. I travel this road frequently and use to wonder what the speed limit was because drivers hardly ever saw the speed limit sign. Look at placing the signage in full view, bigger and brighter lettering. Also it doesn't hurt to have a speed camera in the area. Some of us people actually abide by the speed limits.
534	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Consider implementing more passing lanes or slow areas than people won't risk passing. I disagree with the reduction in speed. I would far rather see, slow lanes put in for trucks so that the cars can pass and get to work. Currently if we get stuck behind a truck we are unable to pass until we hit the straights. People risk passing because they need to get to work and it wont change with a reduction of the speed limit. Better and safer opportunities to pass slow vehicles is the key to a safer road.
535	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	I've not come across any safety issues at this intersection. So no comment.
536	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Consider implementing more passing lanes or slow areas than people won't risk passing. I disagree with the reduction in speed. I would far rather see, slow lanes put in for trucks so that the cars can pass and get to work. Currently if we get stuck behind a truck we are unable to pass until we hit the straights. People risk passing because they need to get to work and it wont change with a reduction of the speed limit. Better and safer opportunities to pass slow vehicles is the key to a safer road.
537	Individual	Proposed Change 1: SH33 Paengaroa.	Long overdue!!! The limit should be further reduces to 50km /hr and a pedestrian crossing established across SH 33 to give safe access to the Eastern Districts Domain
538	Individual	Proposed Change 1: SH33 Paengaroa.	Supported
539	Individual	Proposed Change 2: SH33 Okere Falls.	Supported
540	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Supported
541	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Supported
542	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Supported
543	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Supported
544	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Supported
545	Individual	Proposed Change 1: SH33 Paengaroa.	No, I agree with the new speed limit.
546	Individual	Proposed Change 2: SH33 Okere Falls.	No, I agree with the new speed limit.
547	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	No, I agree with the new speed limit.
548	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	No, I agree with the new speed limit.
549	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	No, I agree with the new speed limit.
550	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	I agree with the new speed zone however NZ Transport Agency should take into consideration this turn-off all the way to Hells Gate where excessive speeds are being done. Reducing this from 100km an hour to 80km an hour would make this stretch of road safer as well.
551	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	No, I agree with the new speed limit.
552	Individual	Proposed Change 1: SH33 Paengaroa.	Leave it at 70km/h. Most of the traffic is straight through and there are turning lanes, so no need to reduce it.
553	Individual	Proposed Change 2: SH33 Okere Falls.	There is no need to extend the area any further south-west than where it currently does. The residential area is already covered by the current limits.
554	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	This is a relatively straight piece of road. There is no need to reduce speed limits
555	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Leave the limits as they are currently. There is nothing wrong with them.
556	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Nothing wrong with current limits. A State Highway should be built well enough to allow 100km (or higher) speed limits. Stop using speed limits as an excuse not to invest in better roads

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#	Submitter	Location of speed review	Formal submission
557	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	This wont work
558	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	What a joke. There is nothing wrong with the current limits. If you remove the passing lane you will cause more accidents by frustrating drivers which leads to overtaking when it's not appropriate.
559	Individual	Proposed Change 1: SH33 Paengaroa.	This road is surrounded by rural open vistas, it looks and feels like a rural road. Reducing the speedlimit to 60 is only going to frustrate drivers on what to me feels to be a reasonably safe and well maintained stretch of road, please focus your efforts elsewhere.
560	Individual	Proposed Change 2: SH33 Okere Falls.	This stretch of road is dangerous due to the number of pedestrians around the area due to the local attractions. Safer carparking would make a greater difference here than reducing the speed limit another 10km. Parking on the side of the road, with young children feels dangerous and the blind corner makes it hard to cross safely. I would suggest more effort go into pedestrian focus such as foot paths, reduced vegetation on the corners and increased carparking for safe attendance of the local attractions.
561	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Constantly changing speed limits for short periods is not only confusing but also frustration. I support a general reduction in speed over the entire stretch you are considering, but would suggest it just be one speed rather than speeding up and slowing down, etc.
562	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Constantly changing speed limits for short periods is not only confusing but also frustration. I support a general reduction in speed over the entire stretch you are considering, but would suggest it just be one speed rather than speeding up and slowing down, etc.
563	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Constantly changing speed limits for short periods is not only confusing but also frustration. I support a general reduction in speed over the entire stretch you are considering, but would suggest it just be one speed rather than speeding up and slowing down, etc.
564	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	This bridge needs to be wider to cater for cyclists and to give more berth to turn vehicles. The merge lane is confusing especially for an area frequented by tourists. I support a speed reduction but favour 80km rather than 60.
565	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	As per my previous comments. I support reduced speeds if these are consistent for the region. Increasing and decreasing speeds for short stretches of road doesn't make sense, unless you are trying to generate more revenue from speeding tickets?
566	Individual	Proposed Change 1: SH33 Paengaroa.	There is no problems with the current speed limits
567	Individual	Proposed Change 2: SH33 Okere Falls.	There is no problems with the current speed limits
568	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	There is no problems with the current speed limits
569	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	There is no problems with the current speed limits
570	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	There is no problems with the current speed limits
571	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	There is no problems with the current speed limits
572	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	There is no problems with the current speed limits
573	Individual	Proposed Change 1: SH33 Paengaroa.	Not changing speed limit
574	Individual	Proposed Change 2: SH33 Okere Falls.	DONT CHANGE SPEED LIMIT, create visible pedestrian crossing by okere falls store and trout pool road intersection. People have crossed this road for years and no one has been hit by a car so why would you lower the speed limit!
575	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Dont change speed limit, more lighting for night
576	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Dont change speed limit, more lighting for night
577	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Dont change speed limit, more lighting for night
578	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Dont change speed limit, more lighting for night
579	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Dont change speed limit, more lighting for night
580	Individual	Proposed Change 1: SH33 Paengaroa.	no
581	Individual	Proposed Change 2: SH33 Okere Falls.	no
582	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	no
583	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	no
584	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	no
585	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	no
586	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	no
587	Individual	Proposed Change 1: SH33 Paengaroa.	No
588	Individual	Proposed Change 2: SH33 Okere Falls.	This is good
589	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	I don't understand this speed limiting. It's straight road. There have been 2 recent incidents both due to human error not speed.
590	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	I feel 70 is OK here but nobody sticks to 70 so why will they do 60?
591	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	100kmh seems fine on this stretch of road and its one of few overtaking opportunities for passing slow vehicles
592	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Good
593	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	This is a 2 lane section travelling north and one of few overtaking opportunities. If lowered to 80 you could be stuck behind a slow vehicle until after Okere falls so possibly 10+ minutes later.
594	Individual	Proposed Change 1: SH33 Paengaroa.	I believe your decision to reduce speed to 60km is a positive first step
595	Individual	Proposed Change 2: SH33 Okere Falls.	I believe reduction to 60kph is a positive first step
596	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	This decision is a positive move to slow traffic coming into the new 60kmph zone
597	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	The decision on my view is a positive move

SH30-SH33 speed review consultation submissions

#	Submitter	Location of speed review	Formal submission
598	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	This decision in my view is a positive move
599	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	A positive decision
600	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	No
601	Individual	Proposed Change 1: SH33 Paengaroa.	Good signage is a must for people to be cautious
602	Individual	Proposed Change 2: SH33 Okere Falls.	Good signage is a must for people to be cautious
603	Individual	Proposed Change 1: SH33 Paengaroa.	Leave the speed limits as they are but put limited speed zones in place dependent on weather ....people are becoming More frustrated with restrictions and this is leading to higher risk taking and more accidents.
604	Individual	Proposed Change 2: SH33 Okere Falls.	Dont reduce the speed zones its creating more frustration and leading to higher risk taking higher accident rates.
605	Individual	Proposed Change 3: SH33 Okere Falls south to Waipuna Bay.	Dont reduce speed its leading to higher frustration and higher risk taking and ultimately higher accident rates
606	Individual	Proposed Change 4: SH33 Waipuna Bay, through Mourea, to Okawa Bay.	Dont reduce speed its leading to higher frustration and higher risk taking and ultimately higher accident rates
607	Individual	Proposed Change 5: SH33 Okawa Bay to Tikitere.	Dont reduce speed its leading to higher frustration and higher risk taking and ultimately higher accident rates
608	Individual	Proposed Change 6: SH33/SH30 Intersection Speed Zone.	Dont reduce speed its leading to higher frustration and higher risk taking and ultimately higher accident rates
609	Individual	Proposed Change 7: SH33 Tikitere to Rotokawa.	Dont reduce speed its leading to higher frustration and higher risk taking and ultimately higher accident rates