



SH30 TIKITERE TO WHAKATĀNE SPEED REVIEW

Speed Review Consultation Summary Report

WAKA KOTAHI NZ TRANSPORT AGENCY

JULY 2023

TABLE OF CONTENTS

1. INTRODUCTION	2
1.1 PROJECT BACKGROUND	2
1.2 CONSULTATION TIMELINE	3
1.3 CONSULTATION QUESTION	4
2. SUMMARY AND RESPONSE TO SUBMISSIONS	4
Sentiments and key themes	4
3. DECISION	8
4. SUBMISSIONS	9

LIST OF TABLES

Table 1 Current speed limits and speed limits proposed during consultation for SH30 between Tikitere and Whakatāne.....	2
Table 2 Factors raised and responses from Waka Kotahi	5
Table 3 New speed limits	8

1. INTRODUCTION

1.1 PROJECT BACKGROUND

During January and March 2022, Waka Kotahi NZ Transport Agency formally consulted with local community groups, businesses, and a range of road user industry groups about proposed new speed limits on State Highway 30 (SH30) between Tikitere and Whakatāne.

It followed on from historical data between 2010 and 2019 where 10 people were killed and 73 seriously injured on this stretch of road. Most of the crashes were head-on, run off road and speed related.

Something needs to be done to turn this around. Even when speed doesn't cause the crash, it's what will most likely determine whether anyone is killed, injured, or walks away unharmed from that crash.

Based on the technical assessment and the engagement phase that took place between June and July 2021, both the local community and Waka Kotahi recognised the need for some form of change/s to the current speed limits. From specific feedback gained, Waka Kotahi is proposed the following safer speed limits as set out in Table 1.

Table 1 Current speed limits and speed limits proposed during consultation for SH30 between Tikitere and Whakatāne

Section	Location	Description	Current speed limit (km/h)	Proposed new speed limit (km/h)
0	General	Across SH30 in general	/	/
1	Tikitere	From 353m east of SH30/SH33 Te Ngae Junction to 650m east of Curtis Road.	100	80
2	Ruatō Bay	From 650m east of Curtis Road to 380m west of Lake Ōkātaina Road.	100	60
2	Ruatō Bay	From 380m west of Lake Ōkātaina Road to 140m east of Lake Ōkātaina Road.	80	60
3	Te Puna Whakareia	From 140m east of Lake Ōkātaina Road to approximately 366m west of Te Urumahue Road.	80	No change
4	Lake Rotoiti	From 366m west of Te Urumahue Road to 420m east of Tamatea Street.	80	60
4	Lake Rotoiti	From 420m east of Tamatea Street to 905m west of Morehu Road West.	100	60
5	Lake Rotoehu	From 905m west of Morehu Road West to 120m west of Oxford Road.	100	80
6	Lake Rotomā	From 120m west of Oxford Road to 530m west of Matahi Road.	70	60
6	Lake Rotomā	From 530m west of Matahi Road to 2460m west of SH30/SH34 Kawerau Junction West.	100	60
7	Rotomā	From 2460m west of SH30/SH34 Kawerau Junction West to 175m west of Huia Crescent.	100	80
8	Rangitāiki River bridge	From 170m west of Huia Crescent to 325m east of Te Teko Road.	50	No change
8	Te Teko	From 325m east of Te Teko Road to 100m north-east of Galatea Road.	70	60

9	Te Teko East	From 100m north-east of Galatea Road to 185m south-west of SH2/SH30 Awakeri Junction West.	100	80
10	Awakeri	From 185m south-west of SH2/SH30 Awakeri Junction West to 410m north-east of the SH2/30 Awakeri Junction East.	70	60
10	Awakeri	From 100m west of the SH2/30 Awakeri Junction West to 80m east of the SH2/SH30 Awakeri Junction East.	70	60
11	Whakatāne	From 410m north-east of the SH2/30 Awakeri Junction East to 310m west of the centre of the SH30/Gateway Drive/Phoenix Drive roundabout.	100	80
12	Whakatāne bridge	From 310m west of the centre of SH30/Gateway Drive/Phoenix Drive roundabout to 100m north of northern abutment of the Whakatāne Bridge.	80	60

Waka Kotahi has other projects in the area, including proposed safety improvements for the section between Awakeri and Whakatāne which has been identified as high risk. Every day people make mistakes on our roads. Even the best drivers make mistakes. Safer speed limits are something we can do now to improve safety, as the physical safety improvements will take some time to build.

Safety improvements in speed and infrastructure will save lives and reduce the number of people seriously injured. Combined, they are an important part of Road to Zero, Aotearoa New Zealand's road safety strategy.

1.2 CONSULTATION TIMELINE

In 2021, Waka Kotahi engaged with mana whenua, local stakeholders including Rotorua Lakes Council, Whakatāne District Council, local community groups such as schools, businesses and a range of road user industry groups including the Automobile Association (AA), freight, NZ Police, New Zealand Fire and Emergency. The engagement process provided 508 pieces of feedback which contained valuable local knowledge on how people use the road, and their concerns. This helped to determine if changes to the speed limits were the best thing to do to improve road safety, where new speed limits could begin or end, and if any other safety improvements might be required.

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

People were encouraged to provide feedback online via Survey Monkey, email or complete the hard copy consultation feedback form using freepost. This document was also translated in Te Reo.

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

A Ngāti Pikiao Kōeke / Council of Elders Ngāti Pikiao hui was held on 11 February 2022 at Te Waiti Marae. The meeting was attended by more than 70 people from Ngāti Pikiao discussing the proposed speed changes for the SH30 corridor from Te Ngae junction to Whakatāne.

From the various consultation platforms, 729 pieces of feedback were received via Survey Monkey, with a further 91 hardcopy feedback forms mailed in. Another 56 emails were also received during the consultation period.

1.3 CONSULTATION QUESTION

The consultation phase is used to seek any additional information from stakeholders or the public that will help inform the decision about the proposed speed limit changes. During formal consultation we proposed new speed limits and asked the public the following question:

Are there any other factors that we should consider when making our decision regarding the proposed speed limit changes on State Highway 30? (See table 1 for proposed speed limits).

2. SUMMARY AND RESPONSE TO SUBMISSIONS

During the consultation period we received 729 submissions. We appreciated the responses from the community and thank all those who provided feedback.

The answers received were varied with either a mention to a specific route section (Section 1 – 12) or an overall mention of either supporting all the speed changes or opposing most of them. A number of submissions did include factors that were taken into consideration when setting the new permanent speed limits. Broadly, there is good support across the more built-up areas for safer reduced speed limits, with some questioning the proposed speed limits at specific sections throughout the corridor. A vast majority of the community were against reducing any of the straighter, more rural road sections from 100km/h to 80km/h.

Major opposition came in for **Section 3** (*the section from approximately 140m east of Lake Ōkātina Road to approximately 366m west of Te Urumahue Road*) where no change was proposed to the current 80km/h speed limit. 78 people, including the Lake Rotoiti Community Association, Ngāti Pīkiao, Te Wharekura o Ngāti Rongomai and the Ministry of Education, requested this section also needs to be reduced to 60km/h. This would make it consistent with the two sections on either side (Section 2 and Section 4).

SENTIMENTS AND KEY THEMES

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

- Compliance and enforcement

Several comments expressed concern about policing of the proposed new speed limits as current speed limits are already ignored. Some that support the proposed reduced speeds also expressed concerns that they do not think people would adhere to the new limits and believe reducing speeds would cause more crashes. Better policing of the existing speed limits, monitoring for dangerous driving and the potential introduction of speed cameras would be some of the preferred solutions than reducing speeds alone.

NZ Police indicated that with Safe System Principles in mind, they support the proposed lower speed limits for SH30 between Rotorua and Whakatāne.

- Driver behaviour / education

Many people commented that they thought a big safety issue on this road was dangerous driving by others using the road. Unsafe driver behaviour included dangerous overtaking, people not observing the current speed limit (especially around the lakes where there are many bends), and not driving to the conditions. Lack of driver education is perceived as one of the main reasons for crashes. People also expressed concern about slower drivers or trucks causing others to become frustrated and more likely to take risks to overtake, due to a lack of passing lanes or safe passing opportunities.

- Road condition, maintenance and design

Several people expressed safety concerns, such as condition and design of the road. Particularly along the narrow sections through the bends in/around the lakes. The need for a roundabout at high traffic intersections was mentioned, such as at:

- SH30 / Pacific Coast Highway: considered dangerous, with a confusing slip-lane area causing unpredictable behaviours.
- SH30 / Shaw Road: not handling current demands (i.e., actual traffic growth has outstripped that predicted when the intersection was built).
- SH30 Mill Road: needs intersection enhancement and made safer.

As mentioned earlier, more passing lanes or slow vehicle bays were high on the list of design change requirements from the community. Furthermore, many people also expressed concerns about general wear and tear on the road such as potholes and resealing, saying these need to be addressed on a more regular basis.

- Keep current speed limits

Feedback we received showed a vast majority of people think the road should be kept at the current respective speed limits and they cited several reasons for this, including:

- the road having a number of long straight open rural sections;
- concern around an increase in travel time and a resulting loss of productivity, and increase in costs;
- the impact of driver frustration from having to drive at a slower speed; and
- being more difficult to enforce.

However, some also noted that road users are confused about the many variable speed limits set on the road and would welcome an average speed of 70km/h (built-up areas) and 90km/h (rural straights) for most of the road but would not support 60km/h (built-up areas) or 80km/h (rural straights).

Speed review feedback from the public is summarised in **Error! Not a valid bookmark self-reference.** It outlines the sections of the road, along with the main factors people raised in their submissions and our responses thereon.

Table 2 Factors raised and responses from Waka Kotahi

Section	Location	Factors / comments raised	Waka Kotahi response
0	General	<ul style="list-style-type: none"> • Majority support reduced speed in more built-up areas and oppose reduced speed in more rural / open road areas. • Built-up areas should be 70km/h and open roads should be 90km/h. • Provide more safe overtaking facilities (road widening / passing lanes / slow vehicle bays) on long stretches. • General opposition based on safety issues such as: <ul style="list-style-type: none"> ○ Improper road maintenance. ○ Driver frustration causing risky behaviour and dangerous overtaking. ○ Others simply didn't think the speed limits would be adhered to or effective. ○ Some submitters thought 100km/h was safe and appropriate for the open road. 	<p>In accordance with the Setting of Speed Limits Rule, when reviewing the speed limit, Waka Kotahi considered the function and use of the state highway, crash risk for all road users, adjacent land use, number of intersections and property accessways, traffic volume, and planned modifications to the highway. As part of the formal consultation process, we reviewed all the submissions to see if any noted safety concerns about changing the speed limit for this corridor. After reviewing the submissions, and although concerns were raised regarding possible driver frustration to lower speed limits, there is no evidence this results in an increase in death and serious injury crashes.</p>
1	Tikitere	<ul style="list-style-type: none"> • Some support and some oppose speed changes to 80km/h. 	<p>The technical assessment indicated that the safe and appropriate speed for a straight section of open road, without a median barrier, should be 80km/h. This is also aligned with the</p>

		<ul style="list-style-type: none"> Speed limit should remain 100km/h except at Hell's Gate where it should be 60km/h. 	<p>speed management guide, therefore, we agree 80km/h is appropriate for this section. Although driver frustration is understandable, there is little evidence it results in increased crashes due to lower speed limits.</p> <p>With regards to the change point 80km/h/60km/h, this was determined on the basis motorists will need visibility of the signs and be able to read the road (i.e. change in road alignment). Therefore, the proposed location of the 80/60 change point is considered appropriate.</p>
2	Ruatō Bay	<ul style="list-style-type: none"> Most support a speed limit of 60km/h. Some want to see 80km/h for the section 650m east of Curtis Road to approximately 380m west of Lake Ōkātina Road. Then support 60km/h 380m west of Lake Ōkātina Road to approximately 140m east of Lake Ōkātina Road. 	<p>The safe and appropriate speed of 60km/h is proposed as identified in the technical assessment. This is well supported from the feedback received. There is change in land use (residential accesses, bus stop, etc) which enable motorists to react and slow down therefore 60km/h speed limit is appropriate for this section.</p>
3	Te Puna Whakareia	<ul style="list-style-type: none"> Most do not support this section not changing and remaining 80km/h. All submissions that mention Section 3 support it being lowered to 60km/h so it is consistent with the adjoining Sections 2 and 4. Have a single consistent speed limit of 60km/h through Section 2 to 4. Punawhakareia Marae included here and should be 60km/h. 	<p>We have reviewed the feedback received and carefully assessed this section again. We agree that having a consistent speed limit through section 2 to 4 will provide correct messaging to motorists. This is also due to the reason that having different speed limits for short sections, motorists tend to forget what speed limit they should be driving to. Therefore, we agree to the feedback to change the speed limit from 80km/h to 60km/h for this section.</p>
4	Lake Rotoiti	<ul style="list-style-type: none"> Most support the speed limit of 60km/h. Area around the Rotoiti Kura should be reduced to 50km/h. Reduce the speed to 80km/h for the section 420m east of Tamatea Street to approximately 905m west of Morehu Road and move the change from 60km/h of the previous stretch past the golf club entrance. 	<p>The safe and appropriate speed of 60km/h is proposed as identified in the technical assessment. Sections that are outside rural towns are assessed to be 60km/h due to winding/tortuous alignment which enable motorists to drive slowly.</p> <p>As per the Setting of Speed Limits Rule 2022, all schools will have a speed limit installed (either variable or permanent). This will require liaison with schools to determine their requirement and this will be consulted separately.</p> <p>Speed limit change points have been carefully assessed and are considered appropriate as proposed.</p>
5	Lake Rotoehu	<ul style="list-style-type: none"> Some support and some oppose speed changes to 80km/h. The areas with tight or numerous bends have been reduced to 60km/h, which include Rotomā Hills and Hongis Track sections, the rest should stay at 100km/h. 	<p>Research shows lower speeds reduce the likelihood of crashes occurring, and in the unfortunate event a crash should occur, the severity of injuries are generally reduced. There is no supporting research that indicates lowering speed limits results in an increase in injury crashes.</p> <p>The technical assessment indicated that the safe and appropriate speed for a straight section of open road, without a median barrier, should be 80km/h. This is also aligned with the speed management guide, therefore, we agree 80km/h is appropriate for this section. Although driver frustration is understandable, there is little evidence it results in increased crashes due to lower speed limits.</p>
6	Lake Rotomā	<ul style="list-style-type: none"> Some support and some oppose speed changes to 60km/h. 	<p>The safe and appropriate speed of 60km/h is proposed as identified in the technical</p>

		<ul style="list-style-type: none"> Some indicated that 70km/h would be better from 530m west of Matahi Road to 2460m west of SH30/SH34 Kawerau Junction West – then consistent with existing 70km/h west of Oxford Road. Thus 80km/h, 70km/h and back to 80km/h. Need for more passing opportunities. 	assessment. There is an existing threshold at Rotomā indicating there is a distinctive change in road environment. This section is also consistent with Lake Rototiti therefore a proposed speed limit of 60km/h is considered appropriate.
7	Rotomā	<ul style="list-style-type: none"> Mix of responses here for no change (i.e. keep it at 100km/h) or some suggest 80km/h. Road between SH34 Kawerau Junction West and Whakatane – all areas proposed 80km/h should be left at 100km/h. 	<p>Research shows lower speeds reduce the likelihood of crashes occurring, and in the unfortunate event a crash should occur, the severity of injuries are generally reduced. There is no supporting research that indicates lowering speed limits results in an increase in injury crashes.</p> <p>The technical assessment indicated that the safe and appropriate speed for a straight section of open road, without a median barrier, should be 80km/h. This is also aligned with the speed management guide, therefore, we agree 80km/h is appropriate for this section. Although driver frustration is understandable, there is little evidence it results in increased crashes due to lower speed limits.</p>
8	Te Teko	<ul style="list-style-type: none"> Lots of support to reduce speed limit to 50km/h or 60km/h. Extend lower speed approximately 500m west of Huia Road. Extend the 50km/h speed limit approximately 100m further west towards Kawerau intersection to allow safer access to Eivers Park. Request for roundabout or raised intersection, or similar speed control device, at the Te Teko Road and SH30 intersection. 	The safe and appropriate speed of 60km/h is proposed as identified in the technical assessment. There is pedestrian activity due to the presence of a footpath on one side of highway. We believe 60km/h is appropriate due to close proximity of this section with Te Teko township. Waka Kotahi agree to move the threshold location on SH30 west toward Kawerau to allow safer access in/out of Eivers Park.
9	Te Teko East	<ul style="list-style-type: none"> Mix of responses here for no changes (i.e. keep it at 100km/h) and some for 80km/h. Need safety improvements to the road (road widening / passing lanes). Need centreline barriers from Te Teko to Whakatāne, rather than roadside barriers due to many farming vehicles using the roads. From Tauranga/Whakatāne turnoff corner the speed should be 80km/h. 	Research shows lower speeds reduce the likelihood of crashes occurring, and in the unfortunate event a crash should occur, the severity of injuries are generally reduced. There is no supporting research that indicates lowering speed limits results in an increase in injury crashes. The technical assessment indicated that this section doesn't have a median barrier, therefore the safe and appropriate speed should be 80km/h.
10	Awakeri	<ul style="list-style-type: none"> Support lower speed limit of 60km/h. Extend lower speed limit to 700m east of the SH2/SH30 intersection. Propose lower speed of 50km/h 100m west of SH2/30 Awakeri to 80m east of SH2/SH30 Awakeri Junction East, due to shopping centre and lots of turning traffic, and the Awakeri School. Whole of Awakeri to be reduced to 60km/h (approx. 200m past school). 	The safe and appropriate speed of 60km/h is proposed as identified in the technical assessment. This is well supported by the community. We have also agreed to move the threshold location on SH30 (south of Awakeri School). The existing threshold location on SH2/SH30 is considered appropriate.
11	Whakatāne	<ul style="list-style-type: none"> Support lower speed limit, especially at intersections (60km/h) or at least until safety improvements to the road can be made. Lower speed to 60km/h between Thornton Road and Gateway Drive. SH30/Pacific Coast Highway needs a roundabout. 	SH30 between Awakeri to Whakatāne is identified as a high-risk road. A safety improvements project is currently underway, in the detailed design phase looking at median barrier and three roundabouts. If this project is funded for construction, work on the safety improvements could get underway mid-late 2024.

		<ul style="list-style-type: none"> SH30/SH30 intersection needs a roundabout. SH30 / Mill Road intersection needs a roundabout. Absence of investment of roundabout at Mill Road intersection, request for a speed limit of 60km/h from Shaw Road to Whakatāne. Shaw Road entrance to be moved east to align with Mill Road and a roundabout installed. 	This section has the highest number of death and serious injury crashes compared to other sections on this corridor. We are proposing a speed reduction until infrastructure improvements are completed, therefore safe and appropriate speed of 80km/h is considered appropriate.
12	Whakatāne bridge	<ul style="list-style-type: none"> Support lower speed limit of 60km/h. 	The safe and appropriate speed of 60km/h is proposed as identified in the technical assessment. This is well supported by the community.

3. DECISION

Waka Kotahi formally consulted on proposed new speed limits for State Highway 30 Tikitere and Whakatāne between 21 January 2022 and 28 March 2022. 14 August 2023.

Table 3 below shows the outcome of the speed review consultation.

As part of the formal consultation process, we reviewed all the submissions to see if any noted safety concerns about changing the speed limit at the various locations.

The submissions did not identify any issues that Waka Kotahi had not already considered, however, there was feedback supporting lower speeds where they had not been proposed or at townships threshold points (i.e., speed limit change point).

1. Te Puna Whakareia (Section 3) – Most submissions did not support Section 3 remaining at 80km/h, citing safety and consistency concerns. Waka Kotahi investigated this further and, based on community concern and feedback received, support implementing the lower speed limit of 60km/h for this section.
2. Te Teko (Section 7/8) – Waka Kotahi acknowledges the submissions and strong community support to extend the 50km/h speed limit threshold so it's safer for people entering and exiting Eivers Park.
3. Awakeri School (Section 10/11) - Waka Kotahi acknowledges the submissions raising concerns about the speed limit outside Awakeri School and support extending the lower speed limit of 60km/h approximately 290m towards Whakatāne.

Stakeholders will be notified by letter and the public notified via media release, newspaper, and radio advertising, ahead of the new speed limits taking effect. When the new speed limits take effect, the area will be monitored to ensure the new permanent speed limits and supporting treatments are working effectively and to determine if any further changes are required.

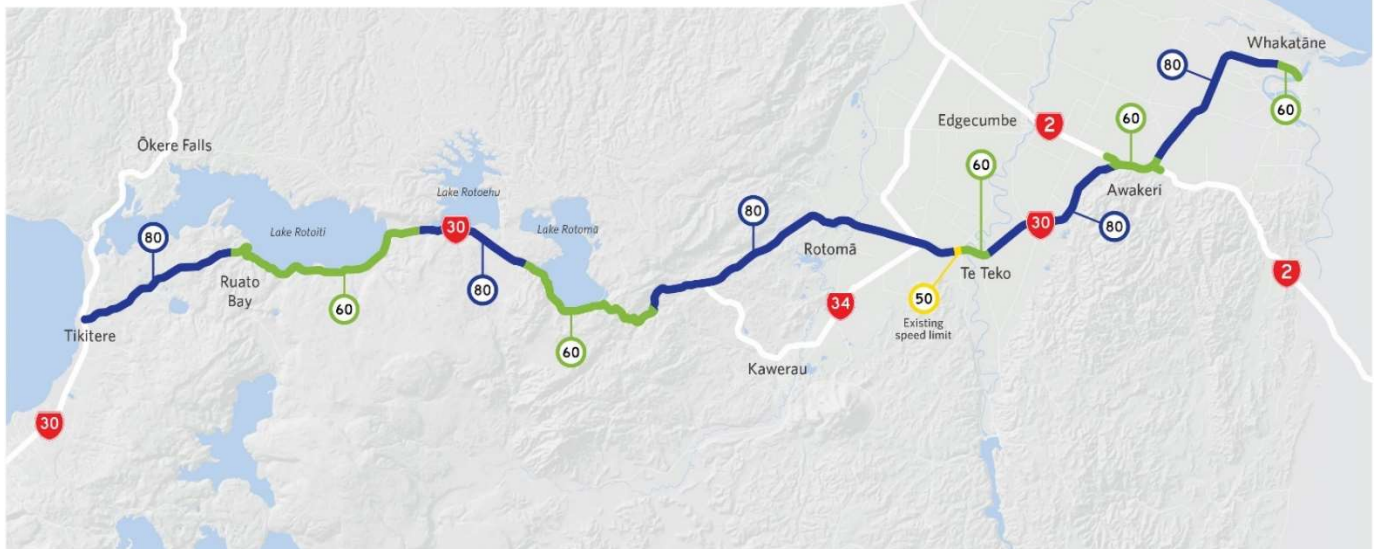
The following new permanent speed limits will come into effect on 14 August 2023.

Table 3 New speed limits

Section	Location	Description	New speed limit (km/h)
1	Tikitere	From 353m east of SH30/SH33 Te Ngae Junction to 650m east of Curtis Road.	80
2,3,4	Ruatō Bay/ Lake Rotoiti	From 650m east of Curtis Road to 905m west of Morehu Road West.	60
5	Lake Rotoehu	From 905m west of Morehu Road West to 120m west of Oxford Road.	80

6	Lake Rotomā	From 120m west of Oxford Road to 2460m west of SH30/SH34 Kawerau Junction West.	60
7	Rotomā	From 2460m west of SH30/SH34 Kawerau Junction West to 412m west of Huia Crescent.	80
8	Rangitāiki River bridge	From 412m west of Huia Crescent to 325m east of Te Teko Road.	50
8	Te Teko	From 325m east of Te Teko Road to 100m north-east of Galatea Road.	60
9	Te Teko East	From 100m north-east of Galatea Road to 185m south-west of SH2/SH30 Awakeri Junction West.	80
10	Awakeri	From 185m south-west of SH2/SH30 Awakeri Junction West to 705m north-east of the SH2/30 Awakeri Junction East.	60
10	Awakeri	From 100m west of the SH2/30 Awakeri Junction West to 80m east of the SH2/SH30 Awakeri Junction East.	60
11	Whakatāne	From 705m north-east of the SH2/30 Awakeri Junction East to 310m west of the centre of the SH30/Gateway Drive/Phoenix Drive roundabout.	80
12	Whakatāne bridge	From 310m west of the centre of SH30/Gateway Drive/Phoenix Drive roundabout to 100m north of northern abutment of the Whakatāne Bridge.	60

SH30 Tikitere to Whakatāne new speed limits



4. SUBMISSIONS

You can view the submissions we received for this speed review [here](#).