



SH5/SH30 OLD TAUPŌ ROAD / HEMO ROAD ROUNDABOUT SPEED REVIEW

Speed Review Consultation Summary Report

WAKA KOTAHI NZ TRANSPORT AGENCY

JUNE 2022

TABLE OF CONTENTS

1. INTRODUCTION	2
1.1 PROJECT BACKGROUND	2
1.2 CONSULTATION TIMELINE	3
1.3 CONSULTATION QUESTIONS	3
2. SUMMARY AND RESPONSE TO SUBMISSIONS	4
3. DECISION	10
4. SUBMISSIONS	13

LIST OF TABLES

Table 1 Current and proposed speed limits for urban Rotorua	2
Table 2 Factors raised and responses from Waka Kotahi	6
Table 3 New speed limits	11

1. INTRODUCTION

1.1 PROJECT BACKGROUND

During March and April 2021, 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 5 (SH5) and State Highway 30 (SH30), Rotorua Old Taupō Road/Hemo roundabout.

It followed on from historical data between 2009 and 2018, where reportedly 629 crashes took place, six people were killed and 26 were seriously injured on these roads. 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 July and August 2020, both the local community and Waka Kotahi recognised the need for some form of change/s to the current speed limits in urban Rotorua. From specific feedback gained, Waka Kotahi is proposing the following safer speed limits as set out in Table 1.

Table 1 Current and proposed speed limits for urban Rotorua

#	Location	Location description	Current speed limit (km/h)	Proposed new speed limit (km/h)
1	Old Taupō Road /Hemo Road	SH5: 70m northwest of Malfroy Road (existing speed limit change point) to 258m southwest of the SH5/SH30 Old Taupō Road/Hemo Road roundabout.	50, 80	50
2	Waipā	SH5: 258m south of the SH5/SH30 Old Taupō Road/Hemo Road roundabout to 400m south of Waipā State Mill Road.	80, 100	80
3	SH5/SH30 roundabout – Tarawera Road	SH30: from the centre of SH5/SH30 Old Taupō Road/Hemo Road roundabout to 100m northeast of Tarawera Road.	80, 60, 50, 70,	50
4	South of SH5/SH30 roundabout	SH30: 193m southwest of SH5/SH30 intersection to the SH5/SH30 intersection.	80, 100	80
5	Whakarewarewa School variable school speed zone	SH30: Whakarewarewa electronic variable school speed zone, 50m west of McIntyre Avenue to 200m south of Scott Street intersection.	50	50, 30
6	Tarawera Road – Coulter Road	SH30: 100m northeast of Tarawera Road to 90m north of Coulter Road.	60	No change
7	Coulter Road – Alfred Road	SH30: 90m north of Coulter Road to 185m north of Alfred Road.	70	No change
8	Alfred Road – Rotokawa Road	SH30: 185m north of Alfred Road to 140m northeast of Rotokawa Road.	80	No change

9	SH30/SH30A intersection	SH30A: 150m west of the SH30/SH30A intersection to the SH30A eastern termination point.	70	50
---	-------------------------	--	----	-----------

Waka Kotahi has other projects in the immediate area, including works on the SH30 Eastern Corridor (as part of the Connect Rotorua programme) and know there are other changes people want to see, like making some busy roads four lanes or constructing a bypass. Reviewing the current speed limits is one of the best things that can be done to prevent people from dying or being seriously injured. This doesn't mean Waka Kotahi can't or won't make any other changes, but ultimately safer speed limits are safer for all road users involved.

1.2 CONSULTATION TIMELINE

Prior to undertaking the formal consultation process, Waka Kotahi completed numerous steps, including a speed management technical assessment of urban roads in Rotorua. This takes into account crash history, average vehicle speeds, volume of vehicles on the road and development of surrounding areas. It identified various existing speed limits on the roads that were not safe and appropriate for the current road characteristics and roadside environments along these state highways.

An important step in the speed review process includes community and road user engagement. In 2020, Waka Kotahi engaged with Iwi, local stakeholders including Rotorua Lakes Council, community groups, schools, businesses and a range of road user groups including the Automobile Association (AA), freight, NZ Police, New Zealand Fire and Emergency and other industry groups.

Waka Kotahi further intended to meet face to face with the public at events in late March 2020, although due to the COVID-19 pandemic they were cancelled. Public engagement continued via online and electronic methods between Monday 13 July and Monday 10 August 2020.

The engagement process provided 109 pieces of feedback which contained valuable local knowledge on how people use the road and their concerns. This helped to determine if a speed limit change was 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 24 March 2021, Waka Kotahi started formal consultation (stage 3 of the 5-stage speed review process) on the proposed new speed limits for SH5 and SH30, Rotorua Old Taupō Road/Hemo roundabout. The consultation was open for four weeks and closed 21 April 2021.

Consultation materials provided evidence to support the proposed safe and appropriate speed limits. This also included current travel speeds and the current characteristics of the road.

The consultation was advertised in local papers (Rotorua Daily Post, Rotorua Weekender) on local radio stations (Te Arawa FM, Heat and the Radio Bureau), the Waka Kotahi website and Rotorua Lakes Council website. A media release was issued on 22 March 2021 and resulted in online and print media coverage. It was also seen posted on social media platforms such as the Rotorua Lakes Council and Facebook page.

People were able to submit their views through the electronic feedback form; hard copy submission forms which were available from locations such as the Rotorua Lakes Council, and through the social pinpoint online mapping tool or via email.

1.3 CONSULTATION QUESTIONS

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 two questions:

- 1) *Based on what we know and what you've told us, are there any other factors we should consider when making our decision regarding the proposed speed limit changes on State Highway 5 and State Highway 30 Rotorua Old Taupō Road / Hemo Road Roundabout?*
- 2) *Whakarewarewa electronic variable school speed zone. A proposed new electronic variable speed limit of 30km/h along State Highway 30 / Sala Street that extends from 50m west of McIntyre Avenue to 200m south of Scott Street intersection during school start and finish times. The proposed variable 30km/h is a reduction from the current speed limit of 50km/h on this section of state highway. When the Whakarewarewa School electronic variable school speed zone is active the proposed speed limit is 30km/h and will be displayed on an electronic sign. At all other times, when the sign is blank, the speed limit is 50km/h. The electronic variable school speed zone will operate from 35 minutes before school until the start of school, and from five minutes before school ends until 20 minutes after school ends. It may also operate for 10 minutes at any other time when there is school related activity on the road. Are there any other factors that we should consider when making our decision?*

We consider all factors raised during formal consultation when making our decision on new permanent speed limits.

2. SUMMARY AND RESPONSE TO SUBMISSIONS

During the consultation period we received 206 submissions. We appreciated the responses from the community and thank all those who provided their feedback.

While a number of submissions did include factors that were taken into consideration when setting the new permanent speed limits, a proportion of the submissions expressed only a general opinion about speed reviews. These included issues about driver behaviour, current improvements, and enforcement.

The key feedback themes across the speed review were:

- Overall majority **supports Option 1, 2, 4 and 5** proposed speed limit changes.
- Many **do not support a full reduction in the speed limit for the whole Te Ngae Road section of corridor (Option 3)** to 50km/h.
- **Other speed limits suggested.** If a reduction is to be implemented, most will support 60km/h through the middle sections e.g. 70km/h towards the end of the Te Ngae Road corridor.
- **Current safety improvement work reduces the need for speed reductions.** People feel the Eastern Corridor upgrade work along Te Ngae Road was making it safer without the need for further speed reductions.
- **Strong support for Whakarewarewa School electronic variable school speed zone** at 30km/h during school start and finish times and a 50km/h during all other times.
- **Call for proper signage, policing and enforcement.** These measures are paramount for people to adhere to the various speed limits proposed.

Speed review feedback from the public is summarised in

Table 2. 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

#	Location	Factors / comments raised	Waka Kotahi response
0	All options	<ul style="list-style-type: none"> • More education work needs to be done on driver behaviour. • As a cyclist, with the safety barriers there is nowhere to go if vehicles swerve too close. The slower the speed or the wider the road, or dedicated cycle lane/s, the better. • When the speeds do change, please make sure the relevant 3rd parties like ERoad, Navman, iBright etc are made aware. • Add larger and more speed signs. • As the maximum speed limit in NZ is 110 km/h – all vehicles should be fitted with a speed limiter set at 115 km/h. 	<ul style="list-style-type: none"> • The Waka Kotahi Education programme aims to influence road user behaviour and encourage the correct behaviour on our roads. This programme takes its direction from Road to Zero, New Zealand’s road safety strategy. It includes initiatives such as driver fatigue and distraction, medication impaired driving, senior drivers, helping new drivers with their licence, cycling education, and working with schools teaching about road and rail safety. However this programme in isolation will not achieve the death and serious casualty targets of the Road to Zero Strategy and needs to be done in conjunction with making vehicles more safe, making the roads and roadsides safer through infrastructure improvements, and having safe and appropriate speed limits on roads. • Lower speed limits and dedicated cycle lanes do reduce the likelihood of a crash occurring between cyclists and vehicles. • Third party service providers are made aware of any setting of new speed limits along state highways. • All signage associated with the setting of new speed limits is specifically designed to best practice guidelines and verified in terms of compliance with the Setting of Speed Limits Rule. • Waka Kotahi is looking at raising the safety standards for vehicles entering the fleet. The latest technology that will have the greatest safety benefit is constantly being identified. These are further investigated for the potential of being regulated into new vehicles, along with methods to increase the uptake of vehicle safety technology that improves both safety and emission outcomes.
1	Old Taupō/Hemo	<ul style="list-style-type: none"> • General support of ‘no speed change’. • Poor roundabout design (entry and exit paths) is more likely an underlying cause of accidents. • Speed should rather be 70km/h. 	<ul style="list-style-type: none"> • The Old Taupō Road / Hemo Road roundabout design is in accordance with best practice guidelines and reviewed at the time by subject matter experts. Since the completion of the roundabout there have been no reported injury crashes at this location.

			<ul style="list-style-type: none"> In accordance with the Setting of Speed Limits Rule, when reviewing the speed limit at this location, Waka Kotahi took into account 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 recent modifications to the highway. As part of the formal consultation process, we reviewed all of the submissions to see if any noted safety concerns about changing the speed limit at this location. After reviewing the submissions, no significant safety concerns were raised, and 50km/h is considered the safe and appropriate speed limit to be set for this location.
2	Waipā	<ul style="list-style-type: none"> Majority support the proposed 80km/h speed limit. Some proposed even lower speeds, such as 60km/h along Waipā State Mill Road. There needs to be a second lane so traffic in the left lane can turn freely onto Old Taupō Road and traffic in the right lane can continue easily onto Hemo Road. Would like to see other measures included to reinforce the speed reduction, such as removing the passing lane area through the Waipā intersection. 	<ul style="list-style-type: none"> Waka Kotahi is aware there are operational issues with the current lane arrangement between the SH5/SH30 roundabout and Waipā State Mill Road. Any improvements to the operational performance of the state highway at this location will be a separate project to the speed review. In accordance with the Setting of Speed Limits Rule, when reviewing the speed limit at this location, Waka Kotahi took into account 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 any recent modifications to the highway. As part of the formal consultation process, we reviewed all of the submissions to see if any noted safety concerns about changing the speed limit at this location. After reviewing the submissions, no significant safety concerns were raised, and 80km/h is considered the safe and appropriate speed limit to be set for this location.
3	SH5/SH30 roundabout – Tarawera Road	<ul style="list-style-type: none"> General opposition based on safety issues caused by driver frustration (this is consistent across Option 6 also). 	<ul style="list-style-type: none"> 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 Eastern Corridor Stage 1, and Phase One of the Stage 2 project, are setting in place supporting infrastructure for people who wish to travel differently. It provides a

			<p>shift to public transport and active use with dedicated walking and cycling facilities and connections, including shared pathways. Several intersections will also be signalled to improve the crossing capability for pedestrians and cyclists across Te Ngae Road.</p> <ul style="list-style-type: none"> • In accordance with the Setting of Speed Limits Rule, when reviewing the speed limit at this location, Waka Kotahi took into account 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 of the submissions to see if any noted safety concerns about changing the speed limit at this location. After reviewing the submissions, and although concerns were raised regarding possible driver frustration to lower speed limits, there is no evidence that this results in an increase in death and serious injury crashes. Setting a 50km/h speed limit is considered safe and appropriate for this location.
4	South of SH5/SH30 roundabout	<ul style="list-style-type: none"> • Majority support the speed change. • A proposal to reduce to 80km/h by the old Moore and Chapman yard or where the fuel stop is now. • Some propose 80km/h is still too high with two busy intersections (SH30/SH5 and SH5/Waipā State Mill Road) and cycling facilities. 70km/h or even 60km/h would be more appropriate. 	<ul style="list-style-type: none"> • Waka Kotahi is aware there are operational issues with the current lane arrangement between the SH5/SH30 roundabout and Waipā State Mill Road. Any improvements to the operational performance of the state highway at this location will be a separate project to the speed review. • In accordance with the Setting of Speed Limits Rule, when reviewing the speed limit at this location, Waka Kotahi took into account 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 any recent modifications to the highway. As part of the formal consultation process, we reviewed all of the submissions to see if any noted safety concerns about changing the speed limit at this location. After reviewing the submissions, no significant safety concerns were raised, and 80km/h is considered the safe and appropriate speed limit to be set for this location.

5	Whakarewarewa School Variable school speed zone	<ul style="list-style-type: none"> Majority supports the variable school speed zone, during school peak times. Some mentioned the crossing was put in the wrong place as it's not visible until you are right on top of it. Noted traffic builds up very quickly along Sala Street during school peak times, which makes it very difficult for cars to pull out of Scion and Scott streets. 	<ul style="list-style-type: none"> The 30km/h variable school speed zone is the safe and appropriate speed limit during peak school traffic times. This will be from 35 minutes before school, until the start of school, and from five minutes before school ends until 20 minutes after school ends. It may also operate for 10 minutes at any other time when there is school related activity on the road.
6	Tarawera Road – Coulter Road	<ul style="list-style-type: none"> The variable speed changes along Te Ngae Road make it difficult for people to adhere to. Either keep it consistent at 60km/h or 70km/h or add larger and more speed signs. The current road safety improvements underway should already address some of the concerns along Te Ngae Road, which does not a reduction in speed. This includes the future roundabout proposed at the airport. Lower speed limits cause driver frustration and crashes. Lowering the speed limit on Te Ngae Road would increase the number of vehicles using Vaughan Road. If both roads have the same speed limit, it will mean more traffic will use the minor road. A number of comments expressed concern at the condition and design of the road as a safety concern – particularly potholes and the narrowness of the road in a number of areas and a lack of space for heavy vehicles to safely pull over or turn in and off the main road. Other road design options were proposed rather than speed reductions such as widening the centre median or building a proper highway or bypass. Road noise and vibrations are bad at current speeds, by dropping the speed, it will make it significantly safer and a more pleasant suburb to live in. 	<ul style="list-style-type: none"> The intersections at Basley Road and Ōwhata Road are being widened to provide two through lanes and two exit lanes (essentially four-lanes). The two exit lanes drop to one lane prior to the next nearest intersection (e.g. Tennyson Drive). Intersections are the main capacity constraints along this corridor, not the mid-block section between intersections (as those areas are free-flow). However, the majority of Te Ngae Road from Basley Road to Rotorua Airport will remain in its current form. Any further progression of the Stage 2 project will be dependent on future growth and development along the corridor. A shared path for Vaughan Road is currently underway and will connect neighbourhoods in the Eastside. This work aims to help tamariki, students, elderly, new bike riders and those on mobility devices feel safer while moving around their neighbourhood because they are separated from traffic. The mostly three-metre-wide shared path will run along Vaughan Road, from Ōwhata Road to Te Ngae Road, and will include safer crossing points and a link through Puketāwhero Park. This work is expected to encourage a lower speed limit through the settlement and provide visual cues (i.e. shared path) that drivers associate with lower speed limits. As there will be no changes to the form of the road or roadside environment in the short term, it is agreed that the existing 60km/h speed limit will remain
7	Coulter Road – Alfred Road	<ul style="list-style-type: none"> The variable speed changes along Te Ngae Road make it difficult for people to adhere to. Either keep it consistent at 60km/h or 70km/h or add larger and more speed signs. 	<ul style="list-style-type: none"> As there will be no changes to the form of the road or roadside environment in the short term, it is agreed that the existing 70km/h speed limit will remain

		<ul style="list-style-type: none"> Most would support a speed reduction to 60km/h, but not 50km/h. 	
8	Alfred Road – Rotokawa Road	<ul style="list-style-type: none"> The future roundabout proposed at the airport should be done now, as this will solve the problem without having to reduce the speeds as people will naturally reduce their speed as they approach the roundabout. The section of road past the airport and business park (Rotokawa) is a straight road with rural/semi-rural properties which does not necessitate a lower speed limit, as opposed to denser residential areas. 	<ul style="list-style-type: none"> Based on current traffic demands and from an operations perspective, an agreed intervention in the form of a roundabout at Rotorua Airport/Eastgate Business Park is not required at this point in time. As agreed by Rotorua Lakes Council and Waka Kotahi, with land developments progressing in the area, response triggers outlined in the Detailed Business Case will bring construction of the roundabout forward, as traffic demands evolve and degrade road user safety. This includes implementation of parts of Rotorua Airport's 30 year masterplan. As there will be no changes to the form of the road or roadside environment in the short term, and with this section of state highway being within a rural environment, the existing 80km/h speed limit will remain. The existing speed limit will be reviewed when warranted, i.e. when future significant changes to road form or additional development adjacent to the state highway are made.
9	SH30/SH30A intersection		<ul style="list-style-type: none"> The speed of this section of SH30A remains unchanged. The sign is 150m before the 30/30A intersection

3. DECISION

Waka Kotahi formally consulted on proposed new speed limits for State Highway 5 (SH5) and State Highway 30 (SH30), Rotorua Old Taupō Road/Hemo roundabout between 24 March and 21 April 2021..

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

As part of the formal consultation process, we reviewed all of 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 in relation to options 1, 2, 3, 4 and 5. The outcome of the overall speed review for these were in line with the proposed speed limit changes.

Option 6, Tarawera Road to Coulter Road – the existing 60km/h speed limit will remain.

Option 7, Coulter Road to Alfred Road – the existing 70km/h speed limit will remain.

Option 8, Alfred Road to Rotokawa Road - the existing 80km/h speed limit will remain and will be revisited in the future, when needed.

Stakeholders will be notified by letter and the public notified via media release, newspaper and radio advertising, and social media 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 below will come into effect on **Monday 3 October 2022**.

Table 3 New speed limits

#	Location	Location description	Current speed limit (km/h)	Proposed new speed limit (km/h)
1	Old Taupō Road /Hemo Road	SH5: 70m north of Malfroy Road (existing speed limit change point) to 258m southwest of the SH5/SH30 Old Taupō Road/Hemo Road roundabout.	50, 80	50
2	Waipā	SH5: 258m southwest of the SH5/SH30 Old Taupō Road/Hemo Road roundabout to 400m south of Waipā State Mill Road.	80, 100	80
3	SH5/SH30 roundabout – Tarawera Road	SH30: from the centre of the SH5/SH30 Old Taupō Road/Hemo Road roundabout to 100m northeast of Tarawera Road.	80, 60, 50, 70	50
4	South of SH5/SH30 roundabout	SH30: 193m southwest of the SH5/SH30 intersection to the SH5/SH30 intersection.	80, 100	80
5	Whakarewarewa School variable school speed zone	SH30: Whakarewarewa School electronic variable school speed zone, 50m west of McIntyre Avenue to 200m south of Scott Street intersection.	50	50, 30
6	Tarawera Road – Coulter Road	SH30: 100m northeast of Tarawera Road to 90m north of Coulter Road.	60	No change
7	Coulter Road – Alfred Road	SH30: 90m north of Coulter Road to 185m north of Alfred Road.	70	No change
8	Alfred Road – Rotokawa Road	SH30: 185m north of Alfred Road to 140m northeast of Rotokawa Road.	80	No change
9	SH30/SH30A intersection	SH30A: 150m west of the SH30/SH30A intersection to the SH30A eastern termination point.	70	50

5 30 SH5 and SH30 Rotorua new permanent speed limits



4. SUBMISSIONS

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