Communities came together last weekend to celebrate the opening of Ngā Hau Māngere, the new walking and cycling connection spanning the Manukau Harbour. Designed in collaboration with mana whenua and locals, the new bridge will be a community space for whānau and friends to gather, sit and enjoy a spot of fishing.

WEEKLY REPORT TO THE MINISTER OF TRANSPORT

Week ending 2 September 2022

#297

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New Zealand Government

1. CURRENT BRIEFINGS (BRI) AND MINISTER QUERIES (MIN)

REFERENCE	TITLE	DUE DATE
Minister Wood		
BRI-2537	s 9(2)(f)(iv) [redacted]	TBC
BRI-2568	s 9(2)(f)(iv) [redacted]	TBC
BRI-2569	s 9(2)(f)(iv) [redacted]	TBC
BRI-2570	s 9(2)(f)(iv) [redacted]	TBC
BRI-2567	s 9(2)(f)(iv) [redacted]	TBC
BRI-2571	s 9(2)(f)(iv) [redacted]	TBC
MIN-3945	Severe weather event response update	Ongoing as required
MIN-3924	Security resilience in the transport sector	TBC
MIN-3914	Lifting of the SH22 Bridge over Ngākōroa stream	1 September 2022
MIN-3950	s 9(2)(f)(iv) [redacted]	1 September 2022
MINO-443	Update on the Proposed Interim Speed Plan	1 September 2022
BRI-2566	LGWM: Partners' Meeting, 5 September 2022	2 September 2022
MINO-446	Information regarding the 2012 changes to the driver licensing system	2 September 2022

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MIN-3949	Update on the Eskdale Bridge business case	5 September 2022
MINO-371	Follow up to meeting with the NZ Equestrian Advocacy Network	6 September 2022
MINO-377	Speed review statistics for State Highways identified in MIN-3827	6 September 2022
MIN-3946	s 9(2)(f)(iv) [redacted]	7 September 2022
BRI-2501	LGWM: Advice on next steps to improve LGWM governance	7 September 2022
MIN-3953	Waka Kotahi organisational resilience/business continuity plan for extreme natural event in Wellington	8 September 2022
MINO-445	Regional active mode project summaries	8 September 2022
MIN-3952	Follow up questions regarding 2021/22 Annual Report on the Rail Investment Programme	14 September 2022
MIN-3887	WPQ-16049 follow up – DSI 2021 statistics	29 September 2022
MIN-3839	National Ticketing Solution monthly report	30 September 2022
N/A	LGWM Monthly Report for September 2022	7 October 2022
Minister McAnulty		
MIN-3951	Overview of investment in state highway and local road maintenance	1 September 2022
MINO-455	Application of Funding Assistance Rate for public transport services	2 September 2022
MINO-456	Masterton to Carterton speed limit review	6 September 2022

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2. ACTIONS ARISING FROM PREVIOUS MEETINGS

REFERENCE	TITLE	DUE DATE
BRI-2585	Briefing on the Clean Car Standard	1 September 2022

3. MEETINGS WITH OTHER MINISTERS

REFERENCE	DATE
N/A	N/A

4. SELECT COMMITTEE MEETINGS

REFERENCE	DATE
N/A	N/A

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5. KEY UPDATES

TITLE	UPDATE
Motorcycle Awareness Month	Motorcycle Awareness Month started on 1 September 2022. This is a Ride Forever Accident Compensation Corporation (ACC) initiative which Waka Kotahi NZ Transport Agency supports. In the month of September, there is often an increase in motorcycle riders getting back on the road after the winter break. Motorcycle Awareness Month encourages riders to get 'ride-ready' and encourages drivers to look out for riders on the road. There are around 130,000 active motorcyclists on New Zealand's roads, which accounts for approximately three percent of all road users. Yet motorcyclists account for 20 percent of people being killed and seriously injured. ACC has a range of activities planned during the month, including a ministerial photocall with Associate Minister for ACC, Hon Willie Jackson. Waka Kotahi will support this initiative by running a series of internal and external activities, including a social media campaign and running the 'Respect Every Ride' motorcycling campaign on TV, with the Motorcycle Awareness Month logo for the first two weeks of September 2022.
Ghost Bike Installation	Bike Action Hamilton has informed Waka Kotahi that it plans to install Hamilton's first 'Ghost Bike' in front of the local Waka Kotahi office on 9 September 2022. Ghost bikes are painted white and placed in locations where someone has been killed or seriously injured while riding a bike, and also locations that raise awareness about the safety of people who ride bikes. Bike Action Hamilton is promoting the event via its social channels and media have been invited, along with Hamilton City Councillors as well as other cyclists. The group believes Waka Kotahi should be fast-tracking funding and prioritising cycleway projects.
Results of Partner and Stakeholder Survey 2022	In July 2022, Waka Kotahi updated you with an early summary of results from the annual partner and stakeholder survey. Waka Kotahi has now received confirmation of the full results. Overall partner and stakeholder satisfaction with Waka Kotahi has been confirmed at 56 percent – a small increase from the previous two years where it had remained steady at 54 percent. Correspondingly, the number of partners and stakeholders dissatisfied with Waka Kotahi has dropped from 27 percent in 2021 to 21 percent in 2022. Local government satisfaction has increased from 11 percent to 53 percent. The survey highlighted some areas of success and some areas for improvement for Waka Kotahi in 2022. Partners and

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TITLE	UPDATE
	stakeholders believe Waka Kotahi staff are knowledgeable, professional and show an interest in the work of others. Respondents have said that Waka Kotahi could better prioritise the needs of their organisations as well as improve its internal systems and processes. Waka Kotahi is developing an action plan to address the areas identified for improvement in the survey. The full survey report is attached for your reference, please refer to **Appendix A**. The report will be published on the Waka Kotahi website during the week beginning 5 September 2022. Partners and stakeholders will be notified of the results and thanked for their input.
Sustainable Public Transport Framework (SPTF) – Update on Operational Policy Development	Waka Kotahi received your letter of 30 August 2022, confirming the direction of reforms and your expectations for the development of the SPTF operational policy. Waka Kotahi is working with Te Mānatu Waka Ministry of Transport to assume responsibility for chairing and providing secretarial support to the SPTF Steering Group, established by Te Mānatu Waka and operational policy sub-groups. Waka Kotahi is working on establishing the resourcing required to develop operational policy and implement the SPTF in parallel to the legislative process. This piece of work will inform ongoing engagement with public transport authorities, public transport operators and unions. Waka Kotahi will continue to work closely and involve Te Mānatu Waka in the development of operational policy.

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6. REGULAR UPDATES

TITLE	UPDATE
Te Huia Update	KiwiRail is trialling push-pull capability on Te Huia. This is a significant improvement as only one locomotive is required rather than the current two. Te Huia has only three dedicated locomotives available to it, so needing two for every service is constraining current operations and future service increases. Waikato Regional Council, working with KiwiRail, is looking at options for how additional services could be configured within the approved funding envelope. This work means that a push-pull operation should be operational by the end of September 2022 (if the trial continues as planned, and subject to completion of driver training). The trials can be viewed here on YouTube: www.youtube.com/watch?v=XTNFTfk-kkw
Public Transport (PT) Patronage	PT patronage since the end of the July 2022 school holidays remains fairly consistent each week. The latest trends are provided in **Appendix B.**

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7. GENERAL UPDATES

TITLE	UPDATE
Research Notes on Vehicle Kilometres Travelled (VKT) and Green House Gas (GHG) Emissions	Waka Kotahi will shortly be publishing research notes relating to the modelling of vehicle kilometres travelled (VKT) and greenhouse gas (GHG) emissions. **Vehicle kilometres travelled** This work involved the development of time series econometric models to understand past trends of vehicle kilometres travelled by different modes, and to forecast likely trends based on current policy settings. The models will be used by Waka Kotahi and other agencies as a resource to inform policy development. **Greenhouse gas emissions** This research establishes a baseline for light vehicle use and emissions - to inform strategy, policy and activities to reduce car dependency. The findings set up a consistent methodology for distributing national-level light vehicle VKT and GHG emissions estimates across 26 baseline spatial areas, representing the Tier 1 and 2 urban environments and the rest of New Zealand. The findings have informed Te Manatū Waka Ministry of Transport's sub-national target setting for light vehicle use and these will in turn inform VKT-reduction planning. **Expected media/stakeholder interest** There is a medium likelihood of media / stakeholder interest in the publication of these research notes, in the context of the ERP. The research will be of interest to Te Manatū Waka, local government, transport consultants and modellers.
Drive NZ Classic Limited Case	A case was brought against Waka Kotahi by Drive NZ Classic Limited alleging negligence in dealings around a number of disability vehicles which were substantially modified by Drive NZ Classics around 2012/2013. The Court of Appeal found there was no case against Waka Kotahi as the purpose of the regulatory regime was to advance the public interest in road user safety and the regulators (including Low Volume Vehicle Technical Association incorporated who is contracted by Waka Kotahi to carry out a significant role in the regulation of low volume vehicles) did not owe a duty to protect the economic interests of Drive NZ Classic Limited. s 9(2)(g)(i) [redacted]

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TITLE	UPDATE
Weather and Unplanned Road Closures	As a result of the recent severe weather, please refer to the below summary of road closures on the state highway network: **23 August 2022** • SH94 Te Anau to Milford - Closed due to snow for 21 hours. • SH56 Opiki (south of Palmerston North), between Tane Road and Alve Road - Closed due to flooding for 7 hours. **24 August 2022** • SH2 – north of Greytown, Wairarapa – The road was closed following a motorcycle fatality for approximately 5 hours to allow the serious crash using to complete an investigation. A detour was available. **26 August 2022** • SH1N – Due to a crash, the northbound lane was blocked on the East Taupo Arterial just after the Centennial Drive off-ramp for 2 hours. • SH2 - A serious crash on SH2 in Upper Hutt, resulting in moderate injuries. The road was closed for approximately 3 hours, during the morning of 26 August 2022, to allow the serious crash using to complete an investigation. A detour was available. **Northland** • SH 1N through the Mangamuka's – The road remains closed with land significantly impacted by wet weather and saturated soil, as well as ongoing movement. There are an estimated 19 slips (four new ones). • SH 10 – This is the alternative route to the Far North however, it is vulnerable due to the impact of increased traffic and bridge limitations. **Auckland** • SH 1 interchange Mt Wellington (Sylvia Park) - There has been an Auckland Transport Project that has been built through Waka Kotahi which changed the intersection dynamics. This has caused some unintentional consequences and a letter has been written to Waka Kotahi stating that the intersection changes have reduced the capacity of people exiting the shopping centre, as well as causing traffic jams in their internal roads.

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TITLE	UPDATE
	Waka Kotahi have been looking at different options and will have more information today on what can be done to address the issues.

Central Waikato

- SH 1 Desert Rd near Tree Trunk Gorge Road – There is a wash out under slip into the live lane. The road is down to a single lane with traffic light lights. The issue is on-going, and the site is being monitored.

Wellington

- SH59, just North of Pukerua Bay - The highway remains closed whilst a large slip was stabilised and made safe. Progress is now evident to work towards removal of the hillock. The opportunity has been taken to complete all known maintenance for the year, whilst the road is closed to reduce the long-term impact. See photo below.

Marlborough

- SH 63 (Renwick to St Arnaud) – The road remains closed at the Branch River Bridge approach. River diversion work is successful, and the focus is now on installing rock to build up the approach. Road surface repairs further south at The Wash are yet to be undertaken.
- SH 6 (Blenheim to Havelock) – The road is open to traffic to provide access to Havelock, with local access to Rai Valley.

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TITLE	UPDATE
	• Local Marlborough District Council roads – While access is being re-established to communities around Linkwater, work continues along Queen Charlotte Drive. However, the middle section remains challenging. The outer sounds roads have had the majority of the impact with numerous slips, especially Keneperu Road and the French Pass roads. **Nelson/Tasman** • SH 6 (Nelson to Havelock) – The road is open from Nelson to Hira. Good progress is being made to clear slips in the Rai Valley and Whangamoa's, with two notable underslips, along with removal of loose slip material. Waka Kotahi is looking to open around the middle of the week beginning 5 September 2022, weather permitting. • SH 6 Rocks Road – The road is now fully opened to two lanes. Some restrictions still remain. • SH 60 (Birds Hill, Takaka to Collingwood) – The road is open to vehicles and trucks up to 26 tonnes (8 wheelers), with intermittent closures during the day.

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8. REGIONAL UPDATES

REGIONAL AREA	UPDATE
Auckland/Northland	**Ara Tūhono-Pūhoi to Warkworth Project** Planning is underway for a public open day in October 2022. The event will be ticketed with those who secured tickets to last year's event, having an opportunity to reserve tickets in advance of them being released to the general public. The 2021 public open day was postponed twice due to COVID-19 restrictions. Open days are a requirement under the Public Private Partnership agreement, and Waka Kotahi does not have visibility of the costs associated with the event as they are born by the contractor, Northern Express Group (NX2).
Waikato/Bay of Plenty	**SH30 Rotorua - Eastern Corridor – Stage 2** As you are aware from your site visit on 17 August 2022, this project will support growth and development in Eastside Rotorua. The project addresses safety and connectivity, while accommodating for future growth and providing better travel choices. Stage 2 of this project has a budget of $35 million, funded through Crown Infrastructure Partners. Stage 2 was previously planned for completion in April 2023. Since the project was initially funded, the delivery programme and methodology have significantly changed to support Rotorua Lakes Council works and other infrastructure providers. Changes in the delivery approach (including lessons from stage 1) to minimise disruption and drive efficiency through alignment of timelines with utilities providers will delay the completion date. Waka Kotahi is working closely with Crown Infrastructure Partners to mitigate any further delays and confirm the updated delivery programme for this project.

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REGIONAL AREA	UPDATE
	Speed and Infrastructure Programme - Speed Review Announcement – SH5 and SH30 Rotorua Consultation on safer speed limits for state highways in urban Rotorua took place between March and April 2021. On 14 September 2022, Waka Kotahi will publicly announce the decision on the SH5 and SH30 urban Rotorua speed limit review. The decision will be welcomed, especially by Whakarewarewa School and those concerned about the speed limit south of the Old Taupō Road/Hemo Road roundabout. As a result of the consultation, some speed limits will not change as the current road environment does not support a lower speed limit. The new speed limits will be implemented on 3 October 2022. The public and stakeholders will be notified of the changes and advised of the date the new speed limits take effect. The new permanent speed limits for SH5 and SH30 are provided in **Appendix C**.
Wellington/Top of South 	**Let's Get Wellington Moving (LGWM)** You requested advice on whether the Disabled Persons Assembly (DPA) has been consulted as part of the recent engagement on accessibility for the Golden Mile (refers MIN-3922). The Programme has confirmed that the DPA made a submission on the Golden Mile, along with a number of other disability groups. s 9(2)(g)(i) [redacted] **Peka Peka to Ōtaki Expressway** With an improved weather forecast for the week, laying of the top layer of Epoxy Modified Open Graded Asphalt (EMOGPA) has started up again and is progressing well. The Higgins team is working hard to get the quality of the asphalt right. Innovations to the asphalt laying process are being implemented to provide both quality as well as health and safety benefits. These innovations include using a special Material Transfer Vehicle (MTV) to eliminate the need for the trucks to back up to the asphalt laying machine, a process which often causes the wheels of the trucks to bump the machine. This is anticipated, but if the machine is jolted too hard, it can result in isolated 'bumps' in the finished road surface. The use of the MTV eliminates this risk and also provides the added benefit of additional storage capacity (around 30 tonnes) for the asphalt, which mitigates any delay in the arrival of the asphalt trucks.

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In addition, trucks which are fitted with conveyor systems or 'walking floors' are being used, which tip the asphalt into the MTV. This eliminates the risk associated with raising the heavily laden truck deck, which is susceptible to uneven ground and high winds. In the most severe circumstances, the trucks can overturn.

Some of the asphalt remedial work is still to be completed but good progress has been made. The Expressway remains on track for opening before Christmas 2022.

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9. MEDIA UPDATES

REGIONAL AREA	UPDATE
Auckland/Northland	**Mangamuka Gorge Update** An update is planned for release during the week beginning 5 September on the assessment of damage to SH1 through the Mangamuka Gorge, following last month's severe weather event.
Waikato/Bay of Plenty	**Regional Summer works** A media statement will be released during the week beginning 5 September about what to expect on the roads over the summer with the upcoming maintenance season. **Tamahere Interchange** A media statement will be released during the week beginning 5 September outlining the work that is about to start to improve access and safety under the Tamahere Interchange for pedestrians, bike and mobility scooter users. **Minden Gully Bridge** A media statement will be released during the week beginning 5 September detailing work starting at Minden Gully bridge on the Takitimu North Link Stage One project. **SH35 Motu River Bridge** A media statement will be released during the week beginning 5 September to let drivers know that SH35, near the Motu River Bridge, will be opening back up to two lanes.
Central North Island	**Saddle Road** A media statement will be released during the week beginning 5 September announcing that a new temporary road near the summit of the Saddle Road is operational. The temporary road will take traffic away from an area of cracking in the road. Following the heavy rain experienced by the region in July, a gabion basket retaining wall near the summit was identified as showing signs of slipping into the valley below. Following further

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REGIONAL AREA	UPDATE
	monitoring, increasing movement was noted with large cracks forming on the road.
Wellington/Top of South	**Top of South highways update** An update is planned for release during the week beginning 5 September on the next steps for repairing and rebuilding the region's state highway network following last month's severe weather event.
General	**Streets for People Launch** A media statement is planned for release on 6 September 2022 announcing that 13 councils will receive new funding to implement accelerated street change projects for walking and cycling as part of the Waka Kotahi Streets for People programme 2021-24. You are speaking at the launch event at Newtown Primary School on 6 September 2022. Supporting material and a draft ministerial press release has been provided to your office.

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10. STATE HIGHWAY CLOSURES

REGIONAL AREA	UPDATE
Auckland/Northland	**SH1 Mangamuka Gorge** Due to multiple large slips and dropouts, SH1 is closed between Kitchen Road and Makene Road, through the Mangamuka Gorge. Travellers are advised to use an alternative route until further notice.
Wellington/Top of South	**SH 59 Pukerua Bay to Paekakariki** Due to a slip, SH59 is closed between Pukerua Bay and Paekakariki. There is a detour route, travellers are advised to allow extra time for travel. **SH60 Takaka** Due to severe weather damage and ongoing repairs, this road is closed in both directions between Rangihaeata and Takaka until further notice. Each day, one lane will open intermittently under a 30km/h temporary speed limit for all traffic between 8am-9am, 12pm-1pm, 3pm-4pm and 6pm-7pm. There is no detour available for heavy vehicles. **SH 63 St Arnaud** Due to flood damage, SH63 is closed between Leatham Road and St Arnaud. This road is expected to reopen the week beginning 12 September 2022, weather permitting. Once open, there will be temporary traffic restrictions with delays expected when travelling. There is no detour available.

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11. ROAD DEATH UPDATE – WEDNESDAY 24TH TO TUESDAY 30TH AUGUST 2022

Key: SAAS: Safe and Appropriate Speed. SH: State highway. IRR: Infrastructure Risk Rating. UCSR: Used Car Safety Rating. ANCAP: Australasian New Car Assessment Program. CWR: Crash Worthiness Rating. VSRR: Vehicle Safety Risk Rating. Top 10%: the 10% of regional networks assessed to deliver the greatest DSI savings through Speed Management.

Crash description		Speeds			Roads & Roadsides			People			Vehicles		
What happened (NZ Police description)	Date of crash Time of crash Local Council	Speed limit km/h	SAAS km/h	SAAS Top 10%	SH	IRR Land use and risk rating: low, medium, high	Road conditions	Deceased details Gender, Age, User	Deceased drivers' licence status	Restraint or helmet worn	Vehicle type where occupant died	UCSR/ANCAP/ CWR (light vehicles only)	Other vehicles involved
s 9(2)(a)	s 9(2)(a) Christchurch	50	30	No	No	Medium Commercial Big box/ Industrial	Wet Objects hit: Other	s 9(2)(a) Cyclist	Not applicable for Cyclist	None	Bicycle	Not applicable for bicycles	Car
	s 9(2)(a) Western Bay of Plenty	100	80	No	No	Medium High Rural Residential	Dry Objects hit: Pole, Fence	s 9(2)(a) Passenger	Not applicable for Passenger	No	Van	5*VSRR	None
	s 9(2)(a) Whangarei	70	50	No	No	Medium High Rural Town	Wet Objects hit: Tree	s 9(2)(a) Passenger	Not applicable for Passenger	Not applicable for Passenger	Car	1*UCSR	None
	s 9(2)(a) Christchurch	50	30	No	No	Low Rural Residential	Wet Objects hit:	s 9(2)(a) Driver	Full-Current	No	SUV	5*ANCAP	None
	s 9(2)(a) Southland	100	60	No	No	Medium high Rural Residential	Dry Objects Hit: Ditch	s 9(2)(a) Driver	Full-Current	Yes	Car	1*VSRR	None

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Crash description		Speeds			Roads & Roadsides			People			Vehicles		
What happened (NZ Police description)	Date of crash Time of crash Local Council	Speed limit km/h	SAAS km/h	SAAS Top 10%	SH	IRR Land use and risk rating: low, medium, high	Road conditions	Deceased details Gender, Age, User	Deceased drivers' licence status	Restraint or helmet worn	Vehicle type where occupant died	UCSR/ANCAP/ CWR (light vehicles only)	Other vehicles involved
s 9(2)(a)	s 9(2)(a) Taupo	100	80	Yes	No	Low Medium Remote Rural	Dry Objects hit: Tree, Fence	s 9(2)(a) Rider	Full -Expired	Yes	Motorcycle	Not applicable for motorcycles	None
	s 9(2)(a) Papakura	50	Not available	Not available	No	Not available	Dry Objects hit; Other	s 9(2)(a) Pedestrian	Not applicable for Pedestrians	Not applicable for Pedestrian	Bus	Not applicable for Pedestrians	None

About the information:
Data is taken from NZ Police fatal crash notifications, Rightcar (https://rightcar.govt.nz/) and Mega Maps as at 8 am 31/08/2022.
Fatal crash notifications are received within 24 hours of a death by NZ Police. Therefore, a recent crash may not be included in the report. Any subsequent death, within thirty days of the crash, will be recorded when received.
Deaths already excluded from the road toll based on Ministry of Transport assessment are not included in the data. Fatal crashes may be excluded from the road toll because the deaths may be caused by medical events, suicide, homicide, "Acts of God", be off-road or non-motor vehicle crashes, or the death may occur more than thirty days after the crash.
Fatal crashes may have occurred within the period for which notifications may be received later.
Traffic crash data covers all NZ roadways or places where the public have legal access with a motor vehicle.

- In some cases, the NZ Police description of what happened has been altered to change the tense and to protect the privacy of individuals.

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Appendix B – Patronage Update – Public Transport

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Appendix C – New Permanent Speed Limits for SH5 and SH30

#	Location	Location description	Current speed limit (km/h)	Proposed new speed limit (km/h)
1	Old Taupō/Hemo	**SH5:** 70m north of Malfroy Road (existing speed limit change point) to 258m south west of the SH5/SH30 Old Taupō Road/Hemo Road roundabout.	50	**No change**
2	Waipā	**SH5:** 258m south west 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 Rd	**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 south west 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	**Variable speed limit 30**
6	Tarawera Rd – Coulter Rd	**SH30:** 100m north east of Tarawera Road to 90m north of Coulter Road.	60	**No change**
7	Coulter Rd – Alfred Rd	**SH30:** 90m north of Coulter Road to 185m north of Alfred Street.	70	**No change**
8	Alfred Rd – Rotokawa Rd	**SH30:** 185m north of Alfred Road to 140m north east 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**

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