

SH5 SH30 Urban Rotorua Speed Review - Consultation Responses - September 2022

Method	Key Stakeholders	Reasons given	Other Comments
Survey Response		It's an awfully busy bit of road, the giveaway doesn't work as cars just keep on driving out from the Atiamuri road regardless of traffic coming from Taupo. Personally I think if you reduced from 100kph to 80kph by the old Moore & Chapman yard or where the fuel stop is now.	
Survey Response		Personally I think if you reduced to 50kph from the intersection of SH30 down to 30kph from approaching corner to the Hemo roundabout	
Survey Response		80kph outside Waipa state mill road needs to be the max	
Survey Response		Lower the better. Good plan - all of Sala St should be 50kph	
Survey Response		Te Ngae Road is becoming two lanes, why the heck would you change a two laned road with medians to 50km??? Fairy Springs is 60km, if you need it lower change to that but 50km is ridiculous	
Survey Response		This is a good idea but the crossing was put in the wrong place. Growing up you learn to not cross on a corner of a road because you can not see 100m both way, why would you build a primary scholl crossing right on that corner? So unsafe for the children	This is a good idea but the crossing was put in the wrong place.
Survey Response		Drivers making dangerous passing manouvres because of low speed limits. Speed limit is too low	
Survey Response		I think that it should be 70km - SH5 – 258m south of the SH5/SH30 Old Taupo Road/Hemo Road roundabout to 400 south of Waipa State Mill Road.	
Survey Response		I think 50km is way too slow for along Te Ngae road. No need to go that slow. 60km is fair.	
Survey Response		I think this is fair	
Survey Response		Great to see the speed reduced south of the roundabout to past the Waipa intersection. Too many close calls. 50k through the roundabout and town to airport long overdue. Roundabout is having cars and trucks approach too fast. When the NZ borders open up there will be a lot more traffic negotiating in and out of the Te Puia carpark entrances. With traffic lights now at Tarawera Rd and lles Rd intersections the speed being reduced makes total sense.	
Survey Response		As a frequent user of this road I would like to see the new speed limit 60kmh. I am often turning into and out of Waipa Mill road to go mountain biking and are aware of a lot of the hazards on this stretch of road but a lot of others aren't. With the traffic merging coming in from SH 5, people with insecure loads heading to the dump leaving debris on the road, slow vehicles pulling out of Waipa Mill Rd, lots of logging trucks and a high volume of traffic in general sometimes backing up coming in from the south I think 60kmh would be safer for all.	
Survey Response			I would like merge signs at the State Highway 30, State Highway 5 intersection (Hemo Gorge).
Survey Response		I support the above suggested speed limit changes on State Highway 5 and State Highway 30 Rotorua Old Taupō Road / Hemo Road Roundabout. All of them.	
Survey Response		Out of the 600 and something crashes how many of them were strictly related to speed only I asked you this question because I bet only 10% the rest were just dick head drivers not paying attention I drive all over the country and haven't crashed yet ask me why, it's because I pay attention when I'm behind the wheel.	You should factor in driver education with TV adverts radio adverts and signage all over New Zealand on our roads keep left unless passing use your mirrors don't hold up traffic keep a good Gap let people pass if they want to don't hog passing lanes if you can't do the speed limit or within 10 ks of it consider taking public transport
Survey Response			
Survey Response		This proposal is a great idea and would make it a safer place for the residents, community and school	
Survey Response		No, i think you have covered them all, safety first. Safety of our tamariki, mokopuna and whanau	

Survey Response		<p>Lowering the speed limit on Te Ngae road would not have much affect on the problem. Instead it will increase the number of vehiclces using Vaughn Road. Having both roads on the same speed will mean that more traffic uses the minor road.</p> <p>The larger issue is drivers who ignore the speed limits and drive dangerously. Drivers are ignoring the speeds that have already been lowered and the lack of policing means that they are unlikely to get caught. Also the number of vehicles driving dangerously has increased.</p> <p>Better policing of the existing speed limits, monitoring for dangerous driving and improvements on intersections would be a better solution.</p> <p>Lowering the speed will have a minimal impact. An example of this is with the road works with 30 km/hr speed restrictions. Vehicles still drive at the normal speed of 50, 60 or 70 on Te Ngae Road. Because there is no policing and no consequence for speeding these temporary limits are totally ignored.</p>	<p>Lowering the speed limit on Te Ngae road would not have much affect on the problem. Instead it will increase the number of vehiclces using Vaughn Road. Having both roads on the same speed will mean that more traffic uses the minor road.</p>
Survey Response		<p>This sounds great, but again police need to monitor and charge drivers for ignoring limits. Short term monitoring of the speed isn't enough. Drivers need to be reminded that they continue to monitor the speeds and an ongoing random schedule of monitor should be introduced.</p> <p>Even better, maybe install a permanent speed camera.</p>	
Email		<p>There is already roadworks being carried out on this stretch of road and has not been completed yet. Once this is completed, this should remedy most issues with the road and the lower 50 km/hr limit would not be needed. Also, the state of the roads is terrible with many pot holes and road subsidence. Cars often swerve to avoid the holes in the road.</p>	<p>Also, the state of the roads is terrible with many pot holes and road subsidence. Cars often swerve to avoid the holes in the road.</p>
Survey Response		<p>I support these proposed changes</p>	
Survey Response		<p>As a keen cyclist, I believe that reducing speed on these roads will improve the safety of those cycling in these areas. I think the varible limit at the scholl is a brilliant idea.</p>	
Survey Response		<p>I believe speed limits currently are fine and should not be reduced. It allows traffic to flow on an already congested road</p>	
Survey Response		<p>We think it is a good idea to have reduce speeds during school hours however we notice that traffic builds up very quickly along Sala street. It can make it very difficult for cars to pull out of scion and Scott street during this time.</p>	<p>We think it is a good idea to have reduce speeds during school hours however we notice that traffic builds up very quickly along Sala street. It can make it very difficult for cars to pull out of scion and Scott street during this time.</p>
Survey Response		<p>This sounds like a good proposal if one can get drivers to obey the displayed electronic limits.</p> <p>I have observed, both as a driver and pedestrian, the lack of observance (total disregard) of the pedestrian crossing signs/lights between Central Mall and Tutanekai St. To impatient to wait!</p>	<p>As a cyclist, with the safety barriers there is no where to go if vehicles swerve to close. Used to be able to dive/fall into ditch as alternative to being hit! Certainly the slower the speed or the wider the road, or dedicated cycle lane/s, the better</p>
Survey Response		<p>Near Scott St to Te Ngae Rd, maybe also reducing to 60km from 70km. Speed from 70km into 30km zone is a drastic drop.</p>	
Survey Response		<p>No, this is a sensible solution, albeit that school entrances (including parking, etc) should never be built on major throughfares in my opinion.</p>	
Survey Response		<p>I strongly support the proposed change and believe the following should also be considered: - Installation of speed camera. Traffic (trucks and cars) are often exceeding current speed limits and at times cars attempt to overtake - Reduce the 70km zone near Scott street to 50km. Traffic will increase speed in the 50km zone before entering the 70km zone</p>	
Survey Response		<p>Enforcement. Enforcement. Enforcement.</p>	<p>Oh also, when the speeds do change, please make sure the relevant 3rd parties like ERoad, Navman, iBright etc are made aware. There are lots of speed reviews and changes being made around the country and only some actually make it through to these services.</p>
Survey Response		<p>I have read the above recommendations and fully support them. My feeling is that speed limits in New Zealand are far too high for the conditions generally. As an example, I would support toll and similar roads having a limit of 120k/hr, Highways 100k, most rural roads a maximum of 80k and urban centres 30 to 40k, or less. There's not a day goes by on a return trip to work that I don't observe someone doing something stupid, usually involving speed.</p>	
Survey Response & email		<p>Te Ngae road is a main arterial road and 50km is far too slow. NZTA should be finding ways to make our speed limits faster not slower!! Our cars are safer than ever and NZTA should concentrate on making our roads safer with good engineering rather than the dimwitted idea that slower is always better. If this ridiculous speed gets implemented it will show what a joke these consultations are as every person that I can see who submitted on the map has been against dropping the speed limit.</p>	<p>Why are the Te Ngae road changes not listed on any of the documents online but only on the map??</p>

Survey Response & email	Whakarewarewa School	That's great news, will make crossing safer for our tamariki.	
Survey Response & email	Whakarewarewa School	I think the variable speed limit and flashing lights around school times will make it safer for our tamariki & whanau. On behalf of Whakarewarewa School I am in support of this proposal. Our tamariki are most at risk when they travel to/from school, this proposal will certainly help a safer road environment.	
Survey Response & email	Fire and Emergency NZ	The safety improvements done are not visible until you are just about on top of the crossing and the concrete areas and posts pushed out to the fog line have on numerous occasions being hit and driven over by heavy vehicles trying to negotiate this corner. We believe that if this is not addressed soon there will be a serious accident and the accident will not be in relation to speed because I would put it that the traffic wouldn't be doing 50 km if the school crossing was in use. The accident will be due to the design of what is called a safety improvement.	Crossing visibility needs to be addressed
Survey Response & email	Fire and Emergency NZ	The agency has proposed an roundabout during the consultation phases. It's been made quite clear to the Transport Agency that rather than waiting three or four years for the roundabout, put the roundabout in now and eliminate those hazards. Slow the traffic through a new roundabout and there would be no reason why that speed limit could not stay at 70 km through that area and if design requirements require a speed drop at the roundabout, then we would be happy with the 60 km restriction 150 m each side of the roundabout as traffic would naturally be slowing to negotiate a roundabout.	
Survey Response & email	Fire and Emergency NZ	Summary We want to work with Waka Kotahi, New Zealand Transport Agency in ensuring that what is imposed on our community is right for all our community and that we can stand up in our community and explain to our community with some confidence why we have done what we have done and the methodology behind those decisions. There are other alternatives to reducing speed and road engineering and design is key. However, the current agency go to method is speed restrictions and as we use the roads frequently not just for emergency response but getting around our community we know the pinch points. We know the issues, we see them all the time and simple road engineering can deal with so many of them. Yet the default is speed and yes, we fully acknowledge that its money as it is far cheaper, far easier to reduce the speed and expect the good old New Zealand Police to police a speed limit with limited resources because it's a quick win	Psychological well-being of Emergency response staff caused by delays from the transport network requires the agency to look at causation, not just speed. Not satisfied with the response of the agency to requests for data
Survey Response & email	Fire and Emergency NZ	Process discussions	More consultation needed with Fire and Emergency. Offer extended
Email	WK / NZTA	Waka Kotahi agrees that the speed limits proposed are safe and appropriate for the lengths of network concerned. However, the proposed speed limits change points: <ul style="list-style-type: none"> • 400m south of Waipa State Mill Road; • 258m south of the SH5/SH30 Old Taupo Road/Hemo Road roundabout; and • 85m southwest of SH5/SH30 intersection ...are not considered to be "at, or close to, a point of obvious change in the roadside development or the road environment", so do not meet the requirements of clause 3.3(3) of the Land Transport Rule: Setting of Speed Limits (2017).	Speed limits change points - need revision
email		There are too many different speed limits and, especially when in a town you don't know, it is often hard to remember which limit you are in. I suggest the only speed limits should be 110 (motorways only), 100, 70 and 50 kph.	As the maximum speed limit anywhere in New Zealand is 110 kph all vehicles should be fitted with a speed limiter set at 115 kph.
email	Road Transport Association	Likewise we have few issues around speed reductions in built up areas where congestion and road conditions general mean there will be little or no affect to journey times. These changes generally only reflect the actual speeds occurring in these areas. Perhaps the most frustrating issue the industry has is the plethora of constantly changing speed zones is the driver's ability to ensure compliance with the current posted zone. The many fluctuations in speed at some sites serves only to confuse drivers, especially those unfamiliar with the area. A more consider approach to the longer journey might be a more successful approach.	
email	Road Transport Association	We positively endorse lower speed limits around known safety areas (schools, kindergartens, etc) where young children with less road knowledge may be present. We would recommend the use of variable speed signs which operate at the time this vulnerable group is around.	

email	The Road Safety Charity	<p>Brake supports the reduction in speed limit around Rotorua town centre to 30km/h. We would like to see the whole town centre with a 30km/h limit, given the number of people that tend to walk and cycle in this area, and in line with WHO recommendations.</p> <p>☑ Brake supports lower speed limits around schools but wants to see these extended to all schools in the district, whether urban or rural. It is not acceptable to still have schools with a 100km/h speed limit outside them, when we know the forces involved in crashes even at 50km/h represent a significant risk of death or serious injury to a child. International best practice is to have 30km/h limits around schools, and we urge the implementation of more 30km/h speed limits around schools rather than 40km/h.</p> <p>As part of Auckland speed limit changes, connector roads were also considered alongside stretches of road that were earmarked for a change in speed, to help further improve safety and help motorists to recognise the change in speed limit.</p> <p>☑ Brake supports lower speeds on many of the other roads and State Highways around the district.</p>	<p>☑ Brake supports lowering the speed limit around Lake Rerewhakaaitu School, however recommends a permanent rather than variable lowering of this speed limit and a review of the road environment to ensure safe crossing places, given the regular need for children to cross the road outside this school to reach the hall opposite.</p> <p>☑ Brake supports a lower speed limit on Te Puakanga Road, roads around Gisborne Point and Rotoiti, however recommends these are 30km/h roads, not 50km/h roads.</p> <p>☑ Brake urges the Council to link the above roads into Waka Kotahi and recommends reviewing the speed along SH30 in this area, particularly given the residences, community facilities in the area and access to the lake, and the community support for a lower speed limit on this stretch of SH30.</p>
email		All of the other suggested reductions make sense	
email		Opose to the reduction to 50km/h out to 140m North of Rotokawa.	
email		As a long time resident of Te Ngae Road, I wholeheartedly endorse the proposal to reduce the speed limit on Te Ngae Road as far as Alfred Road to 50kph. A reduced speed limit will make our community safer and our lives more tolerable. However a speed limit is of little value if it is not enforced at all times. (I don't believe that the current speed limit is properly enforced).	
email	AA - Bay of Plenty Council	<p>- This information is partially wrong, as the existing (short) area from the Hemo Gorge roundabout until the southern speed limit sign is presently 80kmph. Therefore there will be a change involving the roundabout southern approaches. As it involves the roundabout and another intersection where speeds are curtailed anyway by the road environment a lower speed is logical.</p> <p>- Future 'plans' within the Rotorua District council (although not being articulated yet), are that truck traffic presently going through town will be redirected to use this area. That will mean the probability of four laning the rest of Old Taupo Road, and one would expect that the speed limit would then be set at 60kmph in accordance with the rest of the corridor.</p> <p>- The adjacent Fenton Street north of the roundabout has a limit of 60kmph for about 1km. This is entirely appropriate because of the limited entrances/open nature of the surrounds. The southern end of Old Taupo Road has a limit of 50 kmph, despite having only one cross road, bordering of open ground on both sides for its southern 500m. Hemo Gorge road from the roundabout to present signs is 80kmph. The three short areas therefore have three different limits. NZTA proposes bringing this to 50kmph, but the environment of all three short stretches does not support that low level, as does the current speeds of general traffic. In addition, the southern approach to Rotorua will be an 80 zone – dropping to 50 is likely to get little compliance, whereas 60 is more likely to.</p>	
email	AA - Bay of Plenty Council	We have consulted on this before – well over a year ago. Then, we asked that NZTA extend the southern boundary to cover the obvious commercial premises with truck refuelling /operating site, for safety to cover the turning into and out of. THUS: Agree, with modifications to extend to '450m south of Waipa Mill road'	It appears that this has been done, but I would suggest that they add another 50 metres to the southern end. Their proposal of 400 metres, gives JUST 120 metres for deceleration before the entrance. As much of the turning traffic is HMV's, this deceleration area should be slightly longer.

email	AA - Bay of Plenty Council	<p>- This is mainly the Te Ngae road corridor. This has an unusual mix of speed limits at present, but they accurately reflect the nature of the road and its environment when put against the necessity to have a higher speed corridor to assist in movement of traffic to/from the city.</p> <p>- The present regime works well, and most of the route is not identified as a high priority speed concern in Waka Kotahi's Mega Maps tool.</p> <p>- Remodelling, including turning this area almost completely into a four lane road, will take place over the next several years. During that time, the roadworks will be a natural brake to speeds.</p> <p>Once completed, this road will still be a major arterial, plus an 'intercity' state highway corridor, and in similarity with Old Taupo road, the obvious speed limit would be the same – i.e. at least 60kmph.</p> <p>- There is an area of Sala St included in this zone, which is presently 70kmph. Very similar comments apply to that part as it is really a part of the same corridor, and is currently working very well.</p>	In the meantime, the AA views it as inappropriate to make changes. Proposals for this corridor should be shelved until the construction work is fully complete and the effect of that work is able to be seen.
email	AA - Bay of Plenty Council	This zone would cover only the approaches to the intersection of SH5 + 30, which is within the area covered under our previous point #2	
email	AA - Bay of Plenty Council	The AA supports the use of variable speed signs to reduce limits outside schools temporarily at key times.	
email	AA - Bay of Plenty Council	This is also part of the Te Ngae road corridor. It covers the area that is going to be under construction, which will include, albeit some years into the future – a roundabout, and new entrance to the airport. While speeds will be limited due to that roundabout and a nearby intersection to the west, the rest of it will in fact be opened up more. The 'intersections' will act as their own 'brake' on speeds. Oppose on same grounds as point # 3	
email	Pukeroa Oruawhata Trust)	The board does not support the change in speed limit from 60km to 50km on Te Ngae Road.	
email	NZ Police	If we have interpreted the proposal correctly Police are, in principle, supportive of proposals 1, 2, 4, and 5	
email	NZ Police	<p>We have issues with options 3 (Alfred Rd) and 6 (Ruakawa). - Police are interested in a deeper analysis of the data that informs the decisions. What is the rationale and where is it derived from. ?</p> <p>- In particular of the crashes on that stretch of road, what is the number where the causative factor was inappropriate/excessive speed?</p> <p>- As an example I would suspect that are number of these crashes are lower speed nose to tail crashes travelling from the city approaching the Tarawera round about.</p> <p>- Without going into the data, my recollection of fatality crashes on this stretch of road since 2016 has been made up in large part by pedestrians v cars, where excessive speed was not an overriding factors. Has this been a consideration in the current planning/and upgrades? I would have also thought that your current engineering solutions would have meant that there is no need to reduce current speeds.</p> <p>- I am also interested in the community feedback. Some that I have seen recently is pretty rudimentary, i.e 'I think the traffic goes to fast "</p> <p>- Further the limits proposed under 3 & 6 are lower than what the road speaks too. This is problematic for us as once the limits are set Police are left to enforce and I am concerned that the limits proposed will be difficult if not impossible to consistently enforce. There is a significant potential here for the public to see the limits as un realistic therefore any enforcement activity could negatively impact on trust and confidence in Police. Especially during off peak times such as early hours of the morning.</p> <p>- Also In the absence of Police visibility the default setting becomes higher than the limit set.</p>	<p>Adam Francis (WK / NZTA) met with Brent Crowe and Simon Sinclair (20/4/2021) Their main concern that they outlined is that:</p> <ul style="list-style-type: none"> • WK are proposing in some locations a 20km/h reduction in the speed limit and the Police don't believe that there will be general compliance with such a significant reduction. They mentioned that they didn't see Te Ngae Road as being a high risk corridor and that they don't focus their enforcement activities along this highway. In their opinion if the speed limit is lowered and they receive complaints about non-compliance then they are bound to have resource present to enforce the speed limit, resource that will be taken away from higher risk sections of the region. • lowering the speed limit when WK are currently doing corridor efficiency improvements and doing future improvements through to the Airport seemed to be counter-intuitive and further exacerbate non-compliance.

email	NZ Police	<p>We have issues with options 3 (Alfred Rd) and 6 (Ruakawa). - Furthermore enhanced speed enforcement in areas such as this, which are a lower risk DSI areas, would take finite Police resource from areas of greater risk/concern, such as our rural State Highway network, where historically DSI is occurring.</p> <p>- An approach that would assist with speed management is enhanced motorist awareness of speed limits, such as more and/or larger signage – case in point SH1 Taupo-Turangi which has had a recent speed management overhaul however overwhelming feedback from the public we have received is they are confused as to what speed to travel at at any given point. This is completely contrary to what NZTA set out to achieve I am sure.</p> <p>- Police submission is a rethink of these proposals and would be interested in having more involvement in the process to ensure we get it right first time.</p>	<p>- If WK had more evidence that we will get good compliance with any lowered speed limits, and that this won't generate extra work for the Police and requiring them to reallocate resource to carry out enforcement along this corridor that may help to alleviate their concerns.</p> <p>- I will discuss this with our Planning and Standards team to understand what information we may have already to help address the Police's concerns.</p>
Post		Te Ngae road from Fenton St junction to Alfred Rd: Proposed 50km/h limit inconsistent with 60km/h limit in industrial area of old Taupo / Fairs Springs Rd. Believe this should be 50km/h due to the number of vehicles accessing businesses with insufficient kerbside parking.	
Post		Te Ngae road which has 4 lanes can easily cope with 60km/h (beyond the airport the 80km/h is widely ignored)	
Post		80km/h is still too high with two busy intersections (SH30/SH5 and SH5/Waipā Mill) and cycling facilities. 60km/h would be more appropriate	
Post		Variable school speed zone: is a practical solution for this crossing	
email		Driver frustration lead cause of accidents - because of lower speed limits. Poor design (entry and exit paths) are more likely an underlying cause of accidents	
email		Driver frustration lead cause of accidents - because of lower speed limits. Poor design (entry and exit paths) are more likely an underlying cause of accidents	
email		Slower speed limits on Te Ngae and Old Taupo roads will cause driver frustration and likely cause more accidents. It will further add to significant congestion during peak times. Poor design of entry and exits, e.g. Fresh Choice Supermarket are more likely the cause of accidents.	
email		Slower speed limits on Te Ngae and Old Taupo roads will cause driver frustration and likely cause more accidents. It will further add to significant congestion during peak times. Poor design of entry and exits, e.g. Fresh Choice Supermarket are more likely the cause of accidents.	
email		I accept the need for slow zone on Sala street during school hours.	
Pinpoint		With the by-pass now gone, reducing the speed on the only main route into town will drive everyone crazy and eventually make Rotorua an unfriendly place to visit.	Need a bypass
Pinpoint		<p>More ridiculousness!</p> <p>First no bypass, and now more obstructing of traffic?!?</p> <p>Council and Waka kotahi have lost their mind completely by proposing this.</p> <p>It's already a bottleneck the way it is, deciding against the bypass is the biggest mistake WK has made in Rotorua, probably ever, and now they'll make traffic even worse?!</p> <p>People hardly drive the limit anyway due to a lack of driving skills and thus we're doing 45 most of the time anyway. By reducing this further it'll make for absurd driving behaviour/ road safety and counter anything WK wants to achieve.</p> <p>It's about time we put some sense back into government agencies as the belittlement towards the people is appalling.</p> <p>One does not counter bad driving skills of some by treating all drivers like they're incapable morons.</p> <p>Stop this nonsense and improve something in Rotorua instead of making things worse by bad decision making.</p>	Need a bypass
Pinpoint		Its open road with good sight-lines and limited cross traffic. 80 KPH is an entirely appropriate speed for this stretch of road.	

Pinpoint		Is a major thoroughfare with a wide painted median, turn lanes and limited direct residential access. In my opinion the existing speed limit is appropriate and is unnecessary to reduce it to the same as a small street in a dense residential area.	
Pinpoint		I support the proposed change. Current speed limit is too fast for busy road, with traffic pulling out from mountain bike park and SH30.	
Pinpoint		Great	
Pinpoint		As a daily user, I support a lower speed limit past Waipa State Mill Road and the Tokoroa turn off. 80km/hr is still quite fast particularly approaching the new Hemo roundabout which has already had several incidents. As well the blindspot created by the double lane and turning traffic, for those turning north onto SH5 out of Waipa State Mill Road. This includes families, TITC students, tourists/visitors, MTB and BMX users, campervans, fully laden trucks and Red Stag Timber staff/contractors/service providers.	
Pinpoint		Speed limits recently imposed in this area are not supporting traffic flow. Again this is a main throughfare into Rotorua and dropping the speed limit again will impede traffic flow, create congestion and further frustration for traffic.	
Pinpoint		This is a main thoroughfare into Rotorua which is already constrained by the volume of traffic. Reducing the speed further will reduce traffic flow and bottle neck traffic more. Instead of reducing speed look at ways to improve traffic flow i.e. bypass!	Need a bypass
Pinpoint		There needs to be a second lane so that traffic in the left lane can turn freely onto old taupo road and traffic in the right lane can continue easily onto Hemo Road. Current layout creates significant congestion for what is supposed to be the main entrance into and exit out of Rotorua.	There needs to be a second lane so that traffic in the left lane can turn freely onto old taupo road and traffic in the right lane can continue easily onto Hemo Road.
Pinpoint		Further reducing the speed limit to 50 here adds to the already significant time it takes to get through Rotorua and out towards Tauranga. Reducing to 50 doesn't provide any benefit.	
Pinpoint		80 is perfectly fine for this section of road	
Pinpoint		Dropping the speed limit on Te Ngae from current is ridiculous, especially considering the current road improvements that are underway.	
Pinpoint		With recent improvements and double lanes Te Ngae road should be kept at 70kmph.	
Pinpoint		Current speed limit remains appropriate here.	
Pinpoint		Cycle path finishing opposite Te Puia main entrance means bike join traffic going towards the city. A very dangerous place with sunstrike potential in the morning. trucks cutting a corner in from of golf club entrance.	
Pinpoint		Many drivers don't slow down to 50kph when the speed limit reduces further down the road by residential, It does not feel safe walking and biking down the road when vehicles are travelling at 70kph+.especially given that the percentage of heavy vehicles is so high. Less ambiguity when driving for ppl who unintentionally speed. Heavy vehicles do not slow in the middle of night at the moment and causing bad vibration and noise for residents. Lower speeds reduce the shaking and vibration considerably. Police also need to monitor speeds at night, not just commute times. This area is a high use recreational area beside the forest and a school who don't feel safe encouraging kids to walk and bike to school.	
Pinpoint		One step to kids being safe walking and biking to Whakarewarewa school	
Pinpoint		50km/h for our main thoroughfare is ridiculous. With all the work being done currently to reduce accidents at roundabouts and widen lanes etc, there should be no need to further reduce the speed limit and create a crawl of traffic through Rotorua.	
Pinpoint		I support road changes that make the road environment safer for schools and children	
Pinpoint		I support road changes that make the road environment safer for people to get to work and school by bike	
Pinpoint		There is no need to drop the speed of our main thoroughfare, especially when its not through a dense urban or suburban area, 4 laned with large cycle lanes, marked pedestrian crossings, and sidewalks offset from the road. This will just make traffic worse than it all ready is.	
Pinpoint		School Zone so obvious choice	
Pinpoint		The mountain bike park has so much traffic coming and going I don't know why this hasn't been done already. Current speed is a hazard for bikers and motorists exiting the parks.	
Pinpoint		Happy to see speed limit dropped to 50km/h. As a resident driving in and out of driveway with trucks driving passed a 70km/h is dangerous especially with the increased traffic in the passed years and the proposed 4 laning of the road. Also road noise and vibrations is bad at current speed. Dropping the speed limit will make it significantly saver and a more pleasant suburb to live in.	Also road noise and vibrations is bad at current speed. Dropping the speed limit will make it significantly saver and a more pleasant suburb to live in.

Pinpoint		80km/hr is a safe speed for this straight road with good sight lines. 60km/hr will just frustrate motorists and slow traffic flow. Crazy idea!!	
Pinpoint		Fully support the speed reduction at this intersection down to Waipa State Mill road. I travel this road every day and there is constant traffic at these intersections making it dangerous to travel at 100km. 70km would be even better. Pity it wasn't done a long time ago.	
Pinpoint		Busy intersection, could consider lowering further to 70km	
Pinpoint		Suggest speed needs to be 60 until south of Waipa road. Very difficult for loaded trucks to turn out of highway 30 toward waipa because the field of vision is short looking north toward city. Often decide its clear so start moving out but vehicle come over rise. The truck is still turning or crossing the lane as the other vehicle passes on the left side. This can be more dangerous if truck needs to then turn left into Waipa road. High speed traffic on left side which has the biggest blind zones for the truck driver	
Pinpoint		Support this change BUT. please ensure signage is visible before turn at McIntyre Street. Vision distance will be too short and stacking of traffic will be caused around the corner. trucks need more distance to stop/slow	
Pinpoint		You are going to completely clog up the traffic on this main highway. Frankly ridiculous. 70 was fine, but if you must meddle, make it 60kmh.	
Pinpoint		60 from Airport to Tarawera RBT / Intersection please.	
Pinpoint		I think 80 km is a suitable speed limit for the road	
Pinpoint		I think there definitely needs to be a reduction because the waipa intersection is very dangerous being in a passing lane. I think 80km is suitable because it doesn't slow traffic down too much for getting in and out of town, especially for people that live rural and have to drive in daily, and it is also safer for turning vehicles	
Pinpoint		This area is entering the urban fringe and should be a safer speed. 80km/hr is too fast.	
Pinpoint		The speeds through here are too high and scary. lots of traffic and movements, reduce the speeds and crash severity.	Would like to see other measures add to reinforce this also such as the removal of the passing lane area through the Waipa intersection.
Pinpoint		60km is a much better speed to travel this road vs the current 80km. To pick up your speed from 50km to 80km when approaching this roundabout is just plain unsafe. Already many trucks have tipped over this roundabout onto the pedestrian walkway below as the speed to enter this roundabout is too high. The safety of those travelling on the roads should always be more important than how fast you can get from A to B	
Pinpoint		Given the amount of traffic: coming south from Rotorua; turning south from SH30; and turning out of the MTB park AND that the road has a passing lane I think the speed limit should be reduced to 70kph. Reducing it from the proposed 80 to 70 would not affect traffic too much because it is just delaying drivers' transition from 50kph (in town) to 100 kph (the open road)	
Pinpoint		The 60 kph limit is perfectly adequate. At busy times it is difficult obtaining that speed, at quieter times, i.e. going to airport to catch early flight 60 kph is safe.	
Pinpoint		70km/hr is suitable for the type of road. Slowing down this road will lead to longer commute times. I drive this road often, it feels safe. Suggest you improve the footpath to create a shared footpath/cycle-way off the road.	
Pinpoint		No need to reduce the speed limit - 60km/hr is currently safe, and will be better once 4-lane construction has been completed	
Pinpoint		This is a reasonable stretch of good road, and slowing this down will increase commute times. 60km/hr may be acceptable, but 50 is too slow.	
Pinpoint		50km/hr is too slow. 60km/hr would be a better speed, and would mesh nicely if Te Ngae was also 60 (not the proposed 50). There's not much else happening along this road (no houses), therefore we can justify a higher speed.	
Pinpoint		50 is just too slow along the main roads to get around Rotorua. 60km/hr would keep commute time reasonable	
Pinpoint		I support this change down to 80km/hr.. lots of people changing direction at SH30 and also at the Waipa Mill Rd. Sometimes feels dangerous. Can be difficult to get from Waipa Mill Rd onto SH5, so a slower speed here would be better.	
Pinpoint		Roads are straight and wide - no need to bring the speed limit down to 60. Should remain at 70 or 80 here.	

Pinpoint		Previous speed limits of 100km/hr were perfectly fine for this road. I completely agree with DennisM's comment "Speed limits recently imposed in this area are not supporting traffic flow. Again this is a main thoroughfare into Rotorua and dropping the speed limit again will impede traffic flow, create congestion and further frustration for traffic."	
Pinpoint		Traffic is clogged enough as it is	
Pinpoint		Oppose speed change	
Pinpoint		This is a long and busy stretch of road, and it's not residential and it doesn't have many roads intersecting it. If it can't be kept at 70 then at least 60 for the sake of smooth traffic flow.	
Pinpoint		I support the change down to 50 km/h. to start with the actual 70 km/h limit means most of the drivers feel they can drive at around 80 km/h. I am sure that the average driver feels safe at that speed, but they are not the only road users. If you have been cycling on this stretch of road you fear for your life. When you are cycling on the side of the road which is full of gravel with a heavy truck speeding next to you, you really wish the max speed would be 50km/h.	
Pinpoint		What's the point of investing so much rate payers money and still blocking the traffic	What's the point of investing so much rate payers money and still blocking the traffic
Pinpoint		Even 60 is less at this stretch	
Pinpoint		The LTSA and RLC is just clogging city with traffic instead of free moving. the heads should roll with unthoughtful ideas to comment on when common traffic Management Science should guide	
Pinpoint		Oppose change of speed limit to 50kph keep the 60kph limit - this will be a 4 lane road the same as Fairy Springs Rd which is fine.	
Pinpoint		This is an utterly preposterous proposed speed limit change, I absolutely and strongly would not like to see this imposed.	
Pinpoint		Definitely support the proposed changes north and south of the Hemo Gorge Roundabout	
Pinpoint		50km/hr on the main eastern feeder to the city is far too slow. The addition of several sets of traffic lights will slow this commute down enough. Planned roading improvements should have been sufficient to have a more sensible speed limit. 60km/hr is still too slow, but I would support that because at least it would be consistent. Certainly not 50Km/hr.	
Pinpoint		Keep it status quo if not faster to 675 or 70km	
Pinpoint		I oppose all of the suggested lower limits especially te ngae road, this is insanely ridiculous and over the top, it may be a hit with the retired who have all day to sit in traffic or go at snails pace but for those of us who work and have kids and places to be or travel back and fourth multiple times a day it's far from ideal.	time wasting
Pinpoint		Unnecessarily too slow commute. Put roundabout in for airport to improve safety.	Unnecessarily too slow commute. Put roundabout in for airport to improve safety.
Pinpoint		Unnecessarily too slow commute. Widen central median or other safety improvements instead. Or build a proper highway! Soo much traffic goes along this road.	Widen central median or other safety improvements instead. Or build a proper highway! Soo much traffic goes along this road.
Pinpoint		60 ok, 70 ok, 50 too slow. Two lanes and central median, or proper alternative highway!	Two lanes and central median, or proper alternative highway!
Pinpoint		The existing speed through this area feels safe. There are traffic controlled pedestrian crossings, pavements on both sides, and a bike lane, I don't support lowering the speed.	
Pinpoint		The current speed limit is suitable for this area.	
Pinpoint		There is no need to drop the speed of our main thoroughfare, especially when its not through a dense urban or suburban area, 4 laned with large cycle lanes, marked pedestrian crossings, and sidewalks offset from the road. 60kmph is a suitable speed.	
Pinpoint		This road has a separate cycle and foot path as well as 2 lanes with a barrier in the middle. I believe that a change to 50kmph is completely unnecessary and that the traffic currently flows fine at 70kmph.	
Pinpoint		The road is wide with plenty of shoulder, 50km is to slow	
Pinpoint		The road is double lane with a small with long slip lanes for merging traffic- the currently speed limit is suitable.	
Pinpoint		50km is to slow- one speed limit of 60km along Te Ngae would remove confusion	
Pinpoint		60km is a reasonable compromise.	
Pinpoint		As a resident on this section of Rotorua road, I do not agree that this speed limit needs to be reduced.	

Pinpoint		Due to very small amount of accidents that do occur on Te Ngae Rd why is the speed limit being changed? The limit should stay at 70 to allow a quick transition from the outskirts of town to the CBD due to the majority of the roading being two lanes or becoming two lanes each way in the near future. The focus should be on improving the areas around Rotorua as i see and hear sirens heading out towards Hells Gate all the time.	
Pinpoint		It will make traffic even slower and take longer to move through	
Pinpoint		Traffic would be too slow	
Pinpoint		The section of road past the airport and business park(Rotokawa) is a straight road with rural/semi rural properties. It is not a dense residential area, therefore I oppose a lower speed limit.	
Pinpoint		60km would be best for this stretch of road, including Vaughan Road up to Tennyson Drive. 50kms is not necessary as it is not a dense residential area, make all of Te Ngae Road 60kms from town to McDonalds. BE CONSISTENT and that will solve at least some of our traffic/speeding problems.	
Pinpoint		Someone keeps stealing the 80km sign heading north just before the passing lane. Although the limit was changed to 80kms, people are still booting it along the passing lane at well over 100kms. Put in huge heavy speed limit signs that can't be pinched or get rid of the passing lane.	Put in huge heavy speed limit signs that can't be pinched or get rid of the passing lane.
Pinpoint		I believe 70km is appropriate for this road and amount of traffic. Improve the quality of drivers rather than adjusting the road to bad drivers.	
Pinpoint		Current 70 km/h is too fast and increases the risk for cyclists. Also inconsistent with the rest of Sala St.	
Pinpoint		slowing the traffic is not going prevent accidents. People will just get impacient and it will increase road rage. the law abiding citizens get punished and the speedsters will still speed!	
Pinpoint		awaiting a 'statistic' could mean awaiting a tragic accident. ALL schools deserve a lower speed past their gate	
Pinpoint		I don't support the change. From the southern end of Fenton Street the speed limit through to at least the truck stop past Waipa Mill Road should be 60KPH. You have major tourist spots, TePuia, then the new traffic Island , State Highway 30 intersection, Waipa Mill Road with the busy MTB hub. The lower speed limit making it easier from vehicles turning right out of S/H30 onto S/H5, and the same for vehicles turning out of Waipa Mill Road.	
Pinpoint		It's not a built up area so no need to slow it down further.	