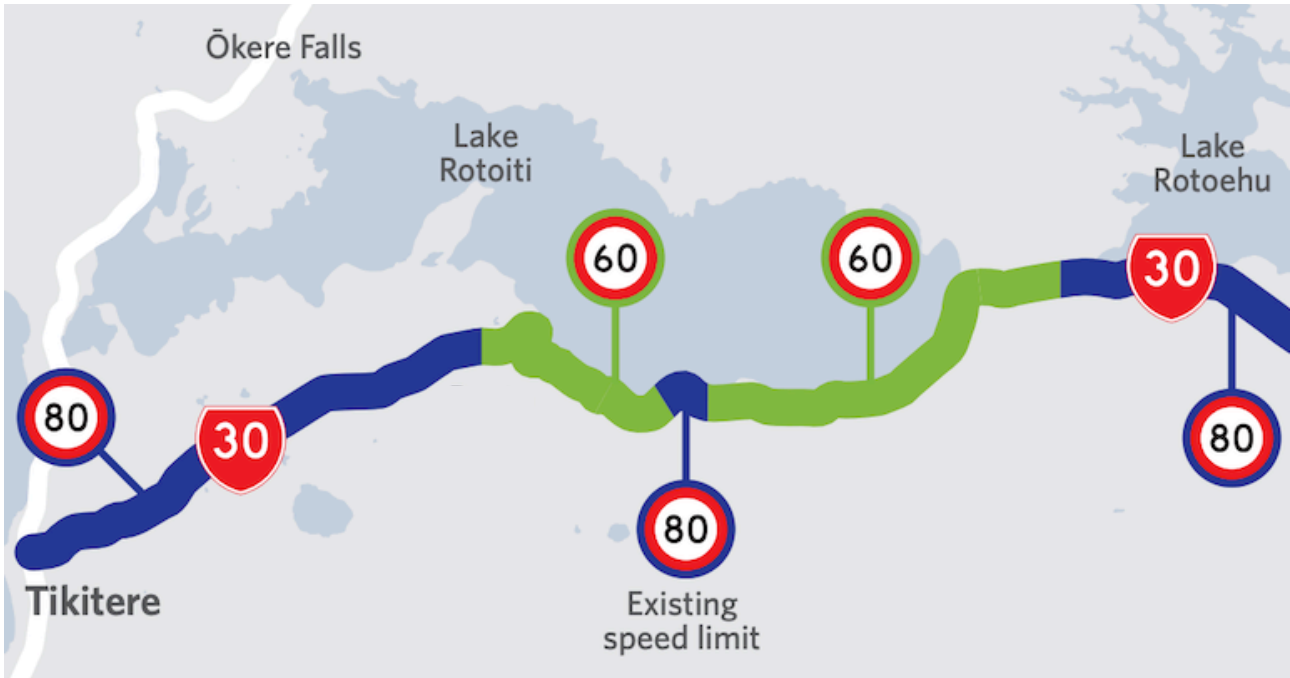


Morena Tara,

Our community has a major concern regarding the potential implementation of a speed limit of 80kph for a 1.15 km section of SH30. We are extremely concerned that our submissions may be overlooked and that this 80kph section may be retained. We seek your assistance to make sure 60 kph is implemented!

The Image below shows the new 11 km of 60kph proposed for the Eastern edge of Lake Rotoiti and the proposed 1.15 km of “existing” 80kph speed section which is proposed to be sandwiched in the middle of it between the Ruato Bay and Gisborne Pt communities.



The next image shows the position of the section which is proposed to be retained at 80kph, the Ruato Bay and Gisborne Point communities, Ruato Bay residences on this section and the 3 Marae within 150m of each side of this proposed 80kph section.



We believe the retention of the 80kph speed limit between Ruato Bay and Gisborne Point - 1.15km sandwiched within 11km of 60kph road - is inconsistent with **Waka Kotahi's** strategy for:

- More consistent speeds without changes over short distances,
- Safe speed limits around Marae,
- Less serious injuries or fatalities from lower speed limits,
- Responding to local community requests/submissions for lower consistent speeds over many years and in response to this proposal and
- A multitude of other reasons as per Lake Rotoiti Community Association's submission - see submission attached.

We request that this 80kph section proposal be corrected to 60kph prior to the safer speeds for SH30 being implemented. Further detail on the comments above vs Waka Kotahi's Road to Zero Strategy follow:

1. **More Consistent Speeds.** In advocating and justifying safer speeds Waka Kotahi comments: *"People asked for more consistent and safer speeds to slow down traffic, to discourage drivers from accelerating and decelerating at tight corners and along the straights"*. Maintaining this section at 80kph goes directly against the stated strategy. Both Internal & External Reviews recommended a speed limit of 60 kph stating: External Review - *"Short section, (500m), therefore recommend 60kph to reflect adjoining sections and maintain consistent corridor"*, Internal Review - *"Short section, (1,150m), therefore recommend 60kph to reflect adjoining sections and maintain consistent corridor"*.
2. **Proximity of Marae.** In Ruato Bay Waikohatu Marae is just 75m from the proposed end of the 80kph section and Te Hiukura Marae about 150m. In Gisborne Pt Punawahakareia Marae is about 100m away. These are hardly safe margins from an 80kph speed zone given the government's stated goal of making speeds safer around marae.
3. **Submissions against the proposed 80kph speed between Ruato Bay & Gisborne Pt.** Reviewing the submission analysis received under the Official Information Act there is overwhelming opposition to the retention of the 80kph speed between Ruato Bay & Gisborne Point - see spreadsheet attached.
4. **Respected Organisation Submissions Against the proposal to maintain the 80kph speed limit.**
 - **Whakatane District Council.** *Section SH30: From approximately 140m east of Lake Okataina Road to approximately 366m west of Te Urumahue Road. – This is an approximate 1.5km section of road which under the proposal will be 80kph bounded by 60kph road sections. As per previous feedback Council does not support short sections of speed limits of increased speed as this can increase driver confusion as speeds constantly change. We would like to see this section reduced to 60kph.*
 - **Log Transport Safety Council.** *Parts of this proposal do not make sense especially the fact that intermittent changes to speed limits can cause*

confusion and the driver can spend more time looking out for road limit signs than focusing on defensive driving as they should.

- **Ministry of Education.** *Please include Ruato Bay in the 60km speed zone. Residents walk to the local store and kura. Also reduce end of Ruato Bay to Te Puna Whakareia.*
- **Automobile Association.** *AA supports all areas with housing settlements have been reduced to 60km Ruato, Lake Rotoiti, Lake Rotoma and Awakeri. Signage should be made clear at entry and exit points.*
- **Ngati Pikia, members of the local Waikohatu, Te Hiukura and Punawhakareia marae.** *"Road is unsafe for home owners off SH30 entering and leaving SH30 from these houses when vehicles come up the hill at 80kph. The speed limit needs to be 60kph for it to be safe. There have been a number of accidents because cars are going too fast on this section of road. If the limit is 80kph outside these houses, cars will continue at 80kph through the Ruato bay to endangering everyone in the bay just like they do at Okere Falls. So please reduce the speed between Ruato Bay and Gisborne Point to to 60kph like the rest of the edge of the lake to save lives!" "OKATAINA RD TO TE URUMAHUE ROAD SHOULD BE 60. PUNAWHAKAREIA MARAE IS INCLUDED IN THIS AREA AND HIGH SPEED PAST MARAE CAN BE AN ISSUE WHEN THE MARAE IS IN USE WITH A LOT OF TRAFFIC COMING AND GOING. It is also a bit stupid to speed up and slam on anchors at the corner to comply". "The speed reductions at kura, kohanga and marae are necessary. The failure by NZTA to reduce the speed limit from 80 to 60 between Ruato and Puna Whakareia is a mistake". The average proposed 80kph section in SH30 is 9km with the longest being 15km and the next shortest being 4km. A 1 km section with dwellings on it with an 80kph speed limit sandwiched between 2 communities where 60kph applies does not make sense.*

5. **High Rate of Serious Accidents.** If the fatality, (2), and serious injury, (4), rates for the 11km around the shores of East Rotoiti over the last 18 months were applied to SH30 between Tikitere and Whakatane instead of 7 fatalities over the last 10 years there would have been **88** and instead of 45 serious accidents there would have been **177**. With the continuing growth of our community and ever increasing traffic on the highway this accentuates the need to apply all sensible safety measures to make this East Rotoiti section of SH30 as safe as possible.
6. **Travel Time Lost to Achieve Safer Outcome.** Based on Google travel time predictions the average speed for this section of road is 69kph. It doesn't make sense to set a speed limit above this. In the Waka Kotahi Internal Review the mean speed for the 1.15km was stated at just 65kph - seems to be an error! Even at the Google prediction the travel time at 60kph would only be increased by 9 seconds over this 1.15km which is insignificant over the 74 km between Tikitere and Whakatane.

Thank you for your time in reading this letter and any assistance you can provide to make the road around the side of Lake Rotoiti safer for our community by implementing continuous 60 kph speed limit.

Nga mihi,

Tom Macky - Road Safety - Lake Rotoiti Community Association

Mob 022 606 2259, Email temacky@gmail.com

Roy Duffy - Vice Chairperson - Lake Rotoiti Community Association

Reina Engelen - Chairperson - Lake Rotoiti Community Association Email

lrca@rotoiti.co.nz

Lake Rotoiti Community Association

REGISTERED CHARITY CC11386

Mail Address: PDC Mourea, Rotorua, 3074 Email: lrca@rotoiti.co.nz

Attachments:

OIA Submissions Objecting to Ruato Bay to Gisborne Point retention of 80kph Speed Limit - Feb 2022

Lake Rotoiti Community Association Submission re Proposed Speed Limits - Feb 2022