
Agenda for a hearing by the Policy & Regulatory Committee (to hear and consider submissions and make recommendations on the Speed Limit By-Law Review) to be held via Audio Visual Conference on **THURSDAY, 17 FEBRUARY 2022** commencing at **9.30am**.

1. APOLOGIES AND LEAVE OF ABSENCE

2. CONFIRMATION OF STATUS OF AGENDA

3. DISCLOSURES OF INTEREST

4. REPORTS

- 4.1 Hearings Report on submissions to the Proposed Speed Limit By-law Review 5
- 4.2 Deliberations Report (to be circulated under separate cover)

GJ Ion
CHIEF EXECUTIVE

POLICY & REGULATORY COMMITTEE

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| Reports to: | Council |
| Chairperson: | Cr Jan Sedgwick |
| Deputy Chairperson: | Cr Noel Smith |
| Membership: | The Mayor, all Councillors and Mrs Maxine Moana-Tuwhangai (Maangai Maaori) |
| Meeting frequency: | Six-weekly |
| Quorum: | Majority of the members (including vacancies) |

Purpose

The Policy & Regulatory Committee is responsible for the Council's governance policies and bylaws, reviewing the District Plan and overseeing civil defence and emergency management issues.

In addition to the common delegations on page 10, the Policy & Regulatory Committee is delegated the following Terms of Reference and powers:

Terms of Reference:

1. To establish, implement and review the governance policy framework that will assist in achieving the Council's strategic priorities and outcomes.
2. To develop, review and approve the consultation process for Council bylaws.
3. To consider and determine changes to the schedules and parking restrictions in the Public Places Bylaw 2016, including hearing any submissions relating to those proposed changes.
4. To hear and determine matters arising under current bylaws, including applications for dispensation from compliance with the requirements of bylaws, unless such matters are otherwise delegated by Council.
5. To administer the Council's District Plan in accordance with the Resource Management Act 1991.
6. To monitor the performance of regulatory decision-making by the District Licensing Committee¹, Regulatory Subcommittee and officers under their respective delegations.
7. To monitor the Council's Civil Defence and Emergency Management framework.

¹ For clarity, the District Licensing Committee is a committee of Council under the Sale and Supply of Alcohol Act 2012.

The Committee is delegated the following powers to act:

Governance Policies

- Develop and agree governance policies for the purpose of consultation/engagement.
- Recommend to Council policy for adoption, amendment or revocation.
- Monitor and review policy, including recommending amendments to any policy as and when required.

Bylaws

- Develop and approve the statement of proposal for new or amended bylaws for consultation.
- Recommend to Council new or amended bylaws for adoption.

District Plan

- Review and approve for notification a proposed district plan, a proposed change to the District Plan, or a variation to a proposed plan or proposed plan change (excluding any plan change notified under clause 25(2)(a), Schedule 1 of the Resource Management Act 1991)
- Withdraw a proposed plan or plan change under clause 8D, Schedule 1 of the Resource Management Act 1991.
- Make the following decisions to facilitate the administration of plan changes, variations, designation and heritage order processes:
 - a. To decide whether a decision of a Requiring Authority or Heritage Protection Authority will be appealed to the Environment Court by the Council and authorise the resolution of any such appeal, provided such decisions are consistent with professional advice.
 - b. To consider and approve Council submissions on a proposed plan, plan changes, and variations.
 - c. To monitor the private plan change process.
 - d. To accept, adopt or reject private plan change applications under clause 25, Schedule 1, Resource Management Act 1991.

Other Resource Management Issues

- Pursuant to Section 34(1) of the Resource Management Act 1991, to exercise all of the Council's functions, powers and duties under that Act, except the functions, powers and duties:
 - a. that cannot be delegated or that are otherwise retained by the Council under its terms of reference; or
 - b. expressly delegated to other Council committees or decision-making bodies, or officers.

- Monitor and approve submissions in relation to National Policy Statements.

Civil Defence and Emergency Management

- Monitor the performance of Waikato District's civil defence and emergency management response against Council's requirements under the Civil Defence and Emergency Management Act including:
 - a. implementation of Government requirements; and
 - b. co-ordinating with, and receiving reports from, the Waikato Region Civil Defence and Emergency Management Group Joint Committee.

Other Delegations

- Exercise all of the Council's functions, powers and duties under the Building Act 2004, the Health Act 1956, and the Food Act 2014, and the respective regulations made under these Acts, except the functions, powers and duties:
 - a. that cannot be delegated or that are otherwise retained by the Council under its terms of reference; or
 - b. expressly delegated to other Council committees or decision-making bodies, or officers.
- Approval of attendance of elected members at conferences, seminars, training or events, in accordance with Council policy.

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| To | Policy and Regulatory Committee |
| Report title | Hearings report on submissions to the Proposed Speed Limits Bylaw amendments 2021 |

1. Purpose of the report

Te Take moo te puurongo

To present, hear and consider the submissions received on the proposed Speed Limits Bylaw amendments.

2. Executive summary

Whakaraapopotanga matua

The Speed Limits Bylaw determines the speed limits of all the roads in the district. At the request of our community, speed limit changes were proposed on over 300 roads. Specific questions were asked on speed limit changes to Te Kowhai and Tamahere. Consultation was open from 1 December 2021 to 23 January 2022.

During the consultation period 246 submissions were received.

- 71 in support of the proposed amendments,
- 90 supporting in-part, and
- 85 not in support of the proposed changes.

49 submitters want to speak to their submissions at the hearing, to be held on 17 February 2022.

Following the hearing, deliberations will be held on 02 March 2022 and the final proposed 2021 Speed Limits Bylaw amendments will be presented to the Policy and Regulatory Committee at their meeting on 03 May 2022.

The purpose of this report is to advise the Policy and Regulatory Committee of the nature of the submissions received in preparation for the hearing to be held on 17 February 2021.

3. Staff recommendations Tuutohu-aa-kaimahi

That the Policy and Regulatory Committee:

- a. receive and consider all oral and written submissions on the notified *Proposed Speed Limits Bylaw amendments 2021* pursuant to section 83 and 150 of the Local Government Act 2022,**
- b. provide staff with direction on any further information required for the deliberations meeting to be held on Wednesday, 2 March 2021.**

4. Background Koorero whaimaarama

The content of the New Zealand Transport Agency Speed Management Guide ('Guide') was adopted through the Waikato District Speed Limit Review Policy in May 2017 ('Policy').

Through the Policy, a speed limit review programme was implemented, and road speed limits were amended around the district through the Speed Limits Bylaw 2011 ('Bylaw') over a three-year period, completed in 2020.

Following that programme, several communities requested speed limit changes on other roads in the district. A review of the Bylaw clauses was undertaken by staff in July 2021 during which the date of the 'Setting of Speed Limits' document (2017) was recommended to be updated, and over 300 roads were identified where various stakeholders wanted speed limits amended in the Bylaw schedules.

Staff presented those changes to Councillors at a workshop held on 09 August 2021. Councillors provided feedback and the final consultation documents were approved by the Policy and Regulatory Committee at their meeting on 24 November 2021.

Consultation was open from 01 December 2021 to 23 January 2022.

5. Discussion Matapaki

Public consultation was undertaken to inform the public of the proposed speed limit amendments and invite them to make submissions. Staff used the following communication methods:

- Public notice/media release*
- Social media
- Information to Community Boards and Committees*
- Information to Iwi*
- Council's Facebook page
- Information to Schools in the district

* These methods were combined with two other consultations occurring during the same period to ensure efficient communication.

Consultation was open from 1 December 2021 and closed on 23 January 2022. A total of 246 submissions were received.

Submitters were asked if they support the proposed speed limit amendments. 71 are in support, 90 support in-part and 85 are not in support.

- The 90 submitters who support the recommended changes in-part have requested speed limit changes on other roads and suggested alternative start and end points to the proposed speed limits. With these changes, some have indicated that they would be supportive of the proposal.
- Of the 85 not in support, 6 supported changes on other roads, 2 suggested speed management works could be implemented such as speed humps, and 3 comments were made that related to state highways/roads not in the Waikato District.

Common Themes and Analysis

Submitter's comments further explained their thoughts around the proposal and their reasons whether in support, in-part or not supportive. Analysis of these comments provided valuable insights, general themes, and opportunity to confirm the submitters position. As an example, some submitters had selected "not in support", however, on reading the comments, they were supportive but wanted other roads to be included.

Schools

There is clear support for reduced speed limits around the schools in the district. Many of those submissions requested extended times for the variable speeds around rural schools, to allow time for children to be collected or walk home. Some comments also suggested extending the school zone speed areas. A detailed analysis of the school submissions will be provided with the deliberations report.

General Concerns

Of the 85 'not in support' submissions, 74 are not supportive of the proposal and made comments such as "leave speed as-is", "poor driving", "improve the roads", "fix the roads" and other anecdotal comments such as "speed is not the issue".

The 74 submissions summarised:

- 44 submitters noted the problem was down to poor driving, poor licensing arrangements and anecdotal comments.
- 19 submitters noted poor road maintenance such as "fix the potholes"
- 11 submitters noted alternative road configurations/options rather than speed limit changes

On examination of the 11 remaining 'not in support' submissions

- 8 are supportive of changes, including requests for speed changes to other roads that were not in the proposal such as Hakarimata Road, and other submissions supported improved enforcement, and speed management measures such as "speed humps"
 - 3 relate to state highways or roads in other districts.
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Some of the 'supported in-part' submissions requested speed limits on other roads not included in the proposal, changes to the location of start and start/ end of speed limits changes and additional speed management such as "speed humps". The in-part submissions are considered as supportive of speed limit changes with some changes to the proposal.

Staff summary of submissions

- 167 can be considered in support, which include the supported in-part submissions wanting changes, and 6 not in support submitters that on analysis, were not against but wanted other roads to be included such as Hakarimata Road.
- 2 not in support submitters requested changes that included physical speed management such as "speed humps" and enforcement.
- 74 were not in support of the proposal.
- 3 did not relate to Waikato District Council Roads.

Extensions to proposed changes

Submissions were received requesting the proposed speed reductions be extended to include longer lengths of road. There are a number of these requests, and they will be analysed further by staff using the Setting of Speed Limits rule and Megamaps analysis. The results of this analysis will be available for discussion during deliberations.

Additional Roads Recommended in submissions

Several submitters proposed other roads to be included in the speed limit changes. Notably there were 27 submissions discussing the speed limit on Hakarimata Road. Most were in favour of reducing the speed on the entire road, others suggested alternative lengths of speed reductions and a small number did not want any speed reductions.

There were a large number of other speed limit changes suggested which will also be further analysed by staff using the Setting of Speed Limits rule and Megamaps analysis. A detailed report with staff comments will be provided for the deliberations.

Te Kowhai Targeted Area

Te Kowhai residents were asked for their views on the proposed 40km/hr extended section of Horotiu Road. 15 submitters provided feedback. 4 supported, 8 did not support, 1 supported in-part and 2 submitters did not make a selection and their answer was recorded as 'other'.

Some of the in-part submitters made comments on having additional speed management measures like raised crossing points near the schools and between the day care centres, and changes to the start and end of the proposed speed limit.

Graph 2: Do you support the proposed 40km/hr extended section of Horotiu Road?



Submissions for the Te Kowhai proposal can be found in attachment 1c

Tamahere Targeted Area

Tamahere residents were asked what they thought of the proposed 60km/hr speed limit reduction on Tauwhare Road from Woodcock Road to the interchange. 26 submitters provided feedback. 10 supported, 8 did not support, 4 supported in-part and 4 submitters did not make a selection and their answer was recorded as 'other'.

Some of the in-part support and other submitters have proposed different locations to the start and ends of the proposal, additional roads to consider and requested improved pedestrian linkages and crossing points.

Graph 3: Do you support the proposed 60km/hr speed reduction on Tauwhare road from Woodcock Road to the interchange?



Submissions for this proposal can be find in attachment 1c.

6. Next steps Ahu whakamua

Following the hearing, deliberations will be held on 02 March 2022. The final proposal will be presented to the Policy and Regulatory Committee on 03 May with a recommendation for Council to adopt at their meeting on 23 May 2022.

7. Confirmation of statutory compliance Te Whakatuuturutanga aa-ture

As required by the Local Government Act 2002, staff confirm the following:

| | |
|---|----------------|
| The report fits with Council's role and Committee's Terms of Reference and Delegations. | Confirmed |
| The report contains sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages (<i>Section 5.1</i>). | Confirmed |
| Staff assessment of the level of significance of the issues in the report after consideration of the Council's Significance and Engagement Policy (<i>Section 6.1</i>). | Moderate |
| The report contains adequate consideration of the views and preferences of affected and interested persons taking account of any proposed or previous community engagement and assessed level of significance (<i>Section 6.2</i>). | Confirmed |
| The report considers impact on Maaori (<i>Section 5.5</i>) | Not applicable |
| The report and recommendations are consistent with Council's plans and policies (<i>Section 5.4</i>). | Confirmed |
| The report and recommendations comply with Council's legal duties and responsibilities (<i>Section 5.3</i>). | Confirmed |

8. Attachments Ngaa taapirihanga

Attachment 1 – All submissions

Attachment 1a – Submission attachments

Attachment 1b – Te Kowhai specific submissions

Attachment 1c – Tamahere specific submissions

Attachment 2 – Schedule of speakers

| | |
|----------------|--|
| Date: | 17 February 2022 |
| Report Author: | Jodi Bell-Wymer, Corporate Planner Gareth Bellamy, Senior Transportation Engineer |
| Authorised by: | Roger McCulloch, General Manager Service Delivery |

Attachment 1

ALL SUBMISSIONS

Speed Limits Bylaw Hearing Report

*Please note [] has been used in place of explicit language.

| Submissions that SUPPORT the proposed amendments to the Speed Limits Bylaw | | | | | |
|--|------------|-----------|------------------|--|------------|
| Submitter ID | First Name | Last Name | Support Proposal | Comments | Attachment |
| 2234 | Ben | Monk | Yes | <p>From the roundabout at the intersection of Dean Road and Greatsouth Road, Pokeno, up the hill and right onto Fraser Road ending on Market Street is a high-risk area. It is currently a semi-rural road with no footpaths. Children regularly walk / bike on the roads here traveling to and from school, additionally, it is regularly used by runners and pedestrians in the morning and afternoon too. Turning right from McDonald on to Great South Road, Pokeno towards the SH1 South exit past, Averill Road and just through the underpass is a short-cut regularly used for the above-mentioned reasons too. There is no footpath and it is only a matter of time before a child taking a shortcut is hit. The current speed limit through here is 100km/h</p> <p>I ask for consideration to either lower the speed limit in these areas or improve the pedestrian access through these areas before someone is seriously hurt. Currently, Pokeno has absolutely NO safe pedestrian access to the Kowhai Downs subdivision.</p> <p>Please see attached map images for reference.</p> | Yes |
| 2239 | Benjamin | Monk | Yes | <p>The Pokeno main street is in dire need of a revamp, I would like the council to consider new fit-for-purpose roads and pedestrian crossings between the shops and Countdown, this is an accident waiting to happen.</p> <p>Additionally, Kowhai Downs has ZERO safe pedestrian/cycling access paths. My greatest concern is children and other pedestrians having to regularly travel on high-speed roads to and from school, etc.</p> <p>Please consider either fit-for-purpose pedestrian/cycling facilities be installed or, a reduced speed limit for the following areas:</p> <ol style="list-style-type: none"> 1.) Pokeno Main Street - raised pedestrian crossing between the shops and Countdown and new roads made to sustain trucks. 2.) From the roundabout at the intersection of Dean Road and Greatsouth Road, Pokeno, up the hill and right onto Fraser Road ending on Market Street 3.) Turning right from McDonald onto Great South Road, Pokeno towards the SH1 South exit past, Averill Road and just through the underpass is a short-cut regularly used. | |

| Submissions that SUPPORT the proposed amendments to the Speed Limits Bylaw | | | | | |
|--|------------|---------------|------------------|---|------------|
| Submitter ID | First Name | Last Name | Support Proposal | Comments | Attachment |
| 2244 | Michelle | Zuze | | I think we definitely need safe speed limits. In some areas the speed is 80 but the road is narrow. Therefore I believe the speed should be drop so we can stay safe and people can stop overtaking cars that want to be safe. | |
| 2247 | ala | john | | no | |
| 2255 | George | Murray | | I think that reducing the speed is the correct option my reason being that most rural road were never designed for the 100 kph open road speed limit . Although decreasing the speed limit may seem unfair on those motorist who prefer to go over the speed limit anyway ,it won't take long for the changes to be excepted. | |
| 2297 | Belinda | Murrell | | Not enough signage or police presence to catch speeding drivers changing from 80 to 50 zone | |
| 2298 | Denise | Overendclarke | | The Greenslade road intersection close to a 65k corner plus Hill Rd and Lorenzen Bay plus Simon Te Whero studio means it's a busy section makes sense to lower the speed through this section. | |
| 2313 | Joanne | Lovell | | Button lane require speed signs currently nothing there and speeds are excessive at times from neighbours | |

| Submissions that SUPPORT the proposed amendments to the Speed Limits Bylaw | | | | | |
|--|------------|------------|------------------|--|------------|
| Submitter ID | First Name | Last Name | Support Proposal | Comments | Attachment |
| 2315 | Alitia | Lynch | Yes | We live on a 100km/hr road. Vehicles use it as an opportunity to go as fast as possible, often well in excess of 100km. More and more rural properties in the North Waikato are being developed into housing and there are more children and animals about. The road is very narrow with no footpath and there is a school bus stop across the road, forcing children to cross the road. Slow Vehicles such as tractors are very common and drivers can round corners at 100km and suddenly come upon a tractor. We have a T intersection with low visibility to oncoming 100km traffic, making the turns very dangerous as we can only see about 100m in either direction. Also, ab increasing number of trucks use their engine brakes to slow down and the Council says they can not erect No Engine Braking signs on any road designated for more than 70km/hr. We strongly support extending the 70km speed limit from Pukekawa township to include the intersection of Mile Bush Rd and Highway 22, as well as all of Mile Bush Rd, as the road is too narrow and bumpy for 100 kms. I also support reducing the speed limit through Pukekawa to 50km until past the primary school. | |
| 2330 | Susann | Winter | Yes | Speed limits around school areas are a must, as well as going through settlements. Roads need to be improved though, too. They are often not suitable for higher speeds, especially in rural areas | |
| 2357 | Carolyna | Hart-meade | Yes | Inside the Raglan town urban growth area. As we live to the west of raglan and travel Wainui Road to go through raglan town to go to Hamilton the stretch of road from raglan town to Greenslade road is similar to Wainui road which goes from 70, to 50 to 40kph. Seems logical to change the raglan town to Greenslade road 50kph. | |
| 2368 | Chris | MacDonald | Yes | Great south road in Taupiri requires a pedestrian crossing near the school or further south. Speed is far to fast through great south road. All other areas are 50 or 60 but yet we seem to have a 70km speed limit. | |

| Submissions that SUPPORT the proposed amendments to the Speed Limits Bylaw | | | | | |
|--|------------|-----------|------------------|--|------------|
| Submitter ID | First Name | Last Name | Support Proposal | Comments | Attachment |
| 2391 | Nadia | Retzlaff | Yes | Very pleased with the speed reduction on our road. Traffic has increased significantly and is very scary getting out/into our driveway with kids in the car. Even though suggested speed around our tight bend low, some drivers still go faster then the recommendation, making it a close call on judgement at times. More work on the shrub around mirrors and even a bigger mirror or light system in future would be an immense help! | |
| 2424 | Jake | Overton | Yes | I just want to support the reduced speed limit at Waitetuna School. Also please to ask for speed bumps or other traffic calming measures. Also I would appreciate someone contact me to explain to me the road marking of rural roads because we have some very unsafe overtaking maneuvers but there is no line marking prohibiting overtaking | |
| 2426 | Belinda | Goodwin | Yes | I fully support the reduction of speeds on roads, especially in areas around Tamahere. This area has grown considerably and we need safe access to amenities. Currently the Tauwhare Road area from Woodcock Road and then along Airport Road is far too fast. I want to walk and ride my bike to my local amenities in an effort to reduce my carbon footprint, however feel unsafe walking along the footpath on Tauwhare Road. I am also concerned for my daughter walking to and from the bus stop daily. She finds the trucks hurtling along here scary as she walks to School. A major speed reduction here is vital. People are also crossing this road to access the reserve opposite Woodcock Road. I think the 60km limit should start well before Woodcock Road as you head along Tauwhare Road for safety. | |
| 2427 | Fiona | Gott | Yes | I would love a speed camera near the school and flashing lights to show the school is approaching. Many people ignore the current road signs and I feel that around a school a bigger restriction needs to be implemented as an accident could be potentially fatal. | |

| Submissions that SUPPORT the proposed amendments to the Speed Limits Bylaw | | | | | |
|--|------------|------------|------------------|--|------------|
| Submitter ID | First Name | Last Name | Support Proposal | Comments | Attachment |
| 2428 | Kat | Jenkins | Yes | There are no footpaths and kids walking on the road and a single lane bridge with no pedestrian path. It's a basic safety issue. It would be great if speedbumps were considered to support people complying. There was a change to 60km last year. I've seen no change in driver behaviour other than from the locals who have kids in the school. | |
| 2449 | Jennifer | Schimanski | Yes | Keep road speeds uniform. Enter a town 50 middle of town and built up area near schools etc 30. Too many changes will make it impossible to police and confusing. | |
| 2450 | Amanda | Nasilasila | Yes | I am the Principal of Waitetuna school and we need to see 40 kilometers speed limit roads around our school | |
| 2464 | Tim | Manukau | Yes | I support reducing speeds around our schools to make for safer roads. I support road safety and any initiatives to improve defensive driving skills and licensing of drivers, in particular youth drivers. I project managed the establishment of the successful Waikato-Tainui Driver Licence Grant subsidy "Kia Haere Tuu". I am not a resident of Te Kowhai, Tauwhare or Tamahere, however, I drive through these communities regularly and I support these communities to reduce speeds on their roads. | |
| 2466 | Charlotte | Quinn | Yes | Hautapu school sits just on the edge of Waikato district council. It is vital to keep speed low around our schools to keep our children safe and encourage them to use transport alternative to cars. I would like to see the speed limit around the school reduced to 60kmph to keep whammy safe. Waikato district council is responsible for the speed limit leading up to the school. | |

| Submissions that SUPPORT the proposed amendments to the Speed Limits Bylaw | | | | | |
|--|------------|-----------|------------------|---|------------|
| Submitter ID | First Name | Last Name | Support Proposal | Comments | Attachment |
| 2472 | Christine | Jeffery | Yes | This submission is on behalf of the Puketaha Board of Trustees, as Board Secretary. Puketaha School Board of Trustees fully supports lowering the speed around Puketaha School. There have always been safety concerns at the approach to Puketaha School. This has been mitigated in part by flashing signs and road markings outside the main entrance, however a lowered speed zone would provide a safer environment for our children and families. | |
| 2492 | Libby | Jordan | Yes | Waitetuna Valley is a quiet rural community. Expect for all the various trucks (logging, heavy metal, livestock, fronterra etc) racing up and down our road 100km an hour. Very dangerous speeds for going around the corners and past Waitetuna school. Speed limit needs to be reduced for the safety of our community. Also SH23, a very dangerous road with lots of accidents and speeding/aggressive drivers needs consideration. | |
| 2498 | Evelyn | van Ommen | Yes | In general we drive too fast on rural roads. | |
| 2502 | Michelle | Croucher | Yes | I am submitting this on behalf of Te Kauwhata Primary School as the chairperson of the Board of Trustees. The school is in full support of the changes proposed. | |

| Submissions that SUPPORT the proposed amendments to the Speed Limits Bylaw | | | | | |
|--|------------|-----------|------------------|---|------------|
| Submitter ID | First Name | Last Name | Support Proposal | Comments | Attachment |
| 2503 | Joanne | Wallace | Yes | <p>1. The Tauwhare Road/Ringer Road proposed reduction to 40km is great. But the speed sign on Ringer Road should be moved 200m further south down Ringer Road, away from the intersection with Tauwhare Rd. Vehicles travelling at 100kms START braking at the sign so are still going very fast well into the reduced speed limit area. Young children walk along Ringer Road for the school bus on Tauwhare Rd at the Pa.</p> <p>2. Tauwhare Rd is still very dangerous from the Pa to Matangi/Hillcrest rugby/recreation grounds. Large numbers of children run/bike etc from the pa to the grounds to play touch etc... which is fantastic but some one is going to be killed. There should be a pathway all the way, like the residents along Matangi Road enjoy now. And the speed reduced to 80 if not 60km.</p> <p>3. Please unlock the gates for the rugby grounds too. It's a public recreation area yet remains locked unless you have a key.</p> <p>4. I support a speed reduction for SH23 to 80kms. I've seen far too many near misses and lost people. We have lived in and had a house in raglan for 19 years so have travelled that road thousands of times. It's going to get busier and busier.</p> | |
| 2508 | barry | hewitt | Yes | <p>tuakau to harrisville is 50 then 60 to pooke rd then lsz,the 50 to the tuakau boundary works,the 60 to pooke rd is treated as a lsz,the harrisville school has after school care so the 40 school zone only covers some of the time thus some children have to cross the road at normal speeds,my proposal is keep the 50 all the way to end of school zone then to lsz. the 50 on the buckland rd passed the collage at tuakau and keeping it going to pokeno rd works real well [why one speed no excuse to accelerate],i can assure you hands down that there is far more foot traffic and bikes from tuakau to harrisville school than on buckland rd ta barry</p> | |

| Submissions that SUPPORT the proposed amendments to the Speed Limits Bylaw | | | | | |
|--|------------|-----------|------------------|---|------------|
| Submitter ID | First Name | Last Name | Support Proposal | Comments | Attachment |
| 2530 | Anna | Armstrong | Yes | Great idea to reduce speed limits. It's dangerous coming out of woodcock rd onto Tauwhare. Really good to have reduced speed around the country club too. Lots of school kids are around. The cycle way has increased foot t affix too. | |
| 2539 | Phil | McCabe | Yes | <p>In many cases speeds are appropriate if adhered to but too often limits are not being adhered to.</p> <p>I wish to highlight regular observations from my home at 131 Riria Kereopa Memorial Drive, Raglan of extreme breaches of the speed limit of 40km/p/hr. The road runs alongside the beach, so is very popular at times with walkers, cyclists, horse riders and all kinds of motorists. It is a destination recreation area with beach activities, swimming, fishing, kite surfing and picnicking. All of these activities require more than normal movement around parked vehicles. Removing gear from vehicles, preparing for activities and general congregation of people. There is a Mountain bike track at the end of the road so has many cyclists riding from town along the road to access the track. There is a campground and Kohanga Reo education centre before the road reaches the coast. Essentially, at some point along the road after it departs from Wainui Road, it could be said that it feels much like a 'nature and recreation reserve area'. On a daily basis I witness multiple moderate breaches of 20-30kms above the speed limit in front of my home. And on a weekly basis, a number of extreme breaches, 30+kms above the 40km limit.</p> <p>I recommend a few things.</p> <ol style="list-style-type: none"> 1. From the campground a reduced speed limit to 15 or 20km/p/hr 2. Construction of 3 speed bumps located near the campground, near the beach toilets and close to the end of the road. 3. Further signage showing speed limits. <p>I would be happy to speak further to this submission if helpful. In a hearing or over the phone.</p> | |

| Submissions that SUPPORT the proposed amendments to the Speed Limits Bylaw | | | | | |
|--|------------|-----------|------------------|--|------------|
| Submitter ID | First Name | Last Name | Support Proposal | Comments | Attachment |
| 2546 | Elsa | Lye | Yes | Rau O Te Hui Rise Raglan is off Kereopa memorial drive which is a very busy Rd with a camping ground and an actively used beach. Children, bikes and walkers frequent this road, which also attracts its fair share of hoons tearing around in the dirty parking lot by the toilets. Which needs immediate attention please. This is a very dangerous road as the left bend hides all activity on the road along the water front. We recommend a 15km speed limit from the top of the camping ground. Thank you for your consideration. Elsa and Ray Lye | |
| 2578 | Michael | Cosgrove | Yes | Could you please also look at removing (lowering the speed) the 100km/hr section on Horitiu Road between Onion Road and Ngaruwahia Road. Currently if traveling from Horitiu towards Te Kowhai, the speed limits are 60 -> 80 -> 100 -> 80 -> 50. The 100km/hr section is about 1 kilometer long. | |
| 2580 | Brent | Harper | Yes | I am the Principal at Whitikahu School. Our rural school needs a 40km/h speed zone. We have a very high volume of road users using the road in front of our school. A reduction in speed would create a far safer environment for our growing school. We have had two accidents involving cars, recently, in front of our school - where speed was a factor. We have over 800 trucks a day, speed by our school, as they move to and from Tauhei Quarry. A reduction in speed would make our school environment safer for all road users, safer for our school bus, and safer for our community to transport their children to and from our school. | |

| Submissions that SUPPORT the proposed amendments to the Speed Limits Bylaw | | | | | |
|--|------------|-----------|------------------|--|------------|
| Submitter ID | First Name | Last Name | Support Proposal | Comments | Attachment |
| 2598 | Charlie | Watt | Yes | Speed bumps needed at the entrance of the Wainamu parking lot at the end of Riria Kereopa Memorial Drive. Multiple cars a day spin tires and race into and out of parking lot. Children play in this street and it is incredible unsafe. Police have to be called regularly. People also come from miles around to spin donuts in the parking lot many times with cars and children around. | Yes |
| 2611 | Richard | Campbell | Yes | Please reduce the speeds in Te Kowhai as much as feasible in as many areas as possible. There are an increasing number of children and families in the area and the speed limits as they currently are, are far too high. As the district plan calls for more development of family homes and shops/restaurants in the area the current speeds are a tragedy waiting to happen. Please reduce the speed limits and extend the area that they apply to north of Horotiu Road. Additional variable speed signs as well as "no engine breaking" in the village would be helpful too. Thank you. | |
| 2613 | Stuart | Armstrong | Yes | no | |

| Submissions that SUPPORT the proposed amendments to the Speed Limits Bylaw | | | | | |
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| 2631 | Hine | Carmichael | Yes | <p>Are there any other roads that we should consider for speed amendments? if so, where and why?</p> <p>We are fortunate to live opposite Lake Puketirini. This lake is popular for walking, biking, swimming and recreational water sports. Tamariki walk to the lake on a daily basis. This road is the main thoroughfare that provides access to businesses like the Rotowaro Coalfield and opencast mine, Te Whare Wananga o Aotearoa, and Slater Cartage to name a few. It's a gateway to places like Glen Afton, Pukemiro, Glen Massey, Waingaro and Raglan.</p> <p>My submission refers to the stretch of road 300m west of Cobham Crescent to the 80km speed sign at 49 Rotowaro road and 700m west of this sign to Porrit Avenue, approximately 1km in length.</p> <p>My concern is the speed, the blind corner and the amount of car crashes we are aware of since residing in our property. There have been 3 incidences where a car has crashed into our property. We have had a number of near misses leaving our driveway to the point that we now exit from our neighbour's driveway. The speed on this road impacts not only ourselves and our immediate neighbours but also whanau who live in Cobham Crescent and Smith Ave.</p> <p>To make this road safer, I urge the Waikato District Council to reduce the speed on the above-mentioned road from 80km to 50km and/or consider the following options:</p> <ol style="list-style-type: none"> 1. Insert Speed Humps 2. Erect Signage i.e., concealed driveways 3. Install a safety mirror. <p>Thank you for the opportunity to submit my concerns.</p> <p>Ngaa mihi Hine Carmichael</p> | |

| Submissions that SUPPORT the proposed amendments to the Speed Limits Bylaw | | | | | |
|--|------------------------|--------------|------------------|---|------------|
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| 2684 | Lorraine and Brian | Grant | Yes | Tuakau Bridge Port Waikato rd is extremely dangerous its an accident waiting to happen every day,not sure if its related to all the drugs in the area but corners are cut with regular monotony please get the road or the people sorted | |
| 2692 | Catherine | Rivers-Smith | Yes | Speed bumps needed to slow down traffic. Speed bumps along Maunsell Road, Port Waikato and a few speed bumps on all other roads within the Port Waikato area. | |
| 2696 | Jo | Davies | Yes | Maunsell Road in port Waikato also need judder bars, too many idiots hooning up the road in the middle of the night disturbing the neighborhood. Some of us work for a living and have small children who need to be kept SAFE | |
| 2732 | Mieczyslaw (Danny) M. | Roguski | Yes | <p>I am shifting the Tamahere Country Club in the near future . As the TCC grows there will be more and more older persons using Tamahere Drive to enter and egress the TCC. The Drive is not overly wide and speeding cars and other larger vehicles will be are a danger.</p> <p>I frequently travel down Airport Road and use the Tamahere intersection when traveling to and from Cambridge . The large trucks and speeding utes are a danger as they appear to be exempt from safe driving and safe speed rules. The directional signage needs to be upgrade and positioned.i.e The sign to Cambridge is positioned several meters up the on ramp whereas it should at the entrance and visible before entering the on ramp.</p> | |

| Submissions that SUPPORT the proposed amendments to the Speed Limits Bylaw | | | | | |
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| 2797 | Dorothy | Lovell | Yes | <p>Consistent speed overall roads as mentioned is why this needs to happen. Within the Taupiri area - speed limit re; roundabout, Gordonton Rd off onto Orini Rd, speed limit is at 60kpm to 80kpm sign going east of Taupiri (all good with this) - however heading west on Orini Rd, towards the roundabout on Orini Rd - speed limit on outskirts of Taupiri read 60kpm (fine) but once over the Orini Rd bridge speed limit changes to 70kpm just before the roundabout. Consistency and people understanding speed limit for which road its ment for. If this speed limit is for the Gordonton Rd, the placement of the signs require moving.</p> <p>Speed Limit on Olds Rd, Taupiri - current speed limit 100kpm - would like to see this reduced to 80kpm or even 70kpm. There are residents plus a chicken farm on Olds Rd and 100kpm is presently to high.</p> <p>To the speed limit changes being made in around the Taupiri village and area, I agree with the changes.</p> | |
| 2803 | Sarah | Kington | Yes | <p>Can you please urgently review the speed limit of Puketaha Road, especially past the school which is currently 70km, too fast when you are stuck in the middle of the rd to turn into Puketaha hall to drop & pick kids up. Also we & many other families live just beyond this 70 km zone in the 100 km zone heading towards telephone rd. 100km is way too fast for this area with this many residents in the vicinity. At least 2/3 times a day drivers exit the 70km zone by the school & excelebrate impatiently past others into the 100km zone taking them onto the wrong side of the rd directly outside our home. I have to remind my elderly parents to look 3 times when exiting our drive as these drivers do not see us sitting in our drive waiting to exit.. one second they are on the correct side the next on ours...</p> | |

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| 2809 | Esti | Storm | Yes | Could an investigation please be lodged to add speed bumps and limit speed in Fifth Avenue. There is a school, cars park on the road - however this road is used for racing and an accident waiting to happen. | |
| 2814 | Marvin | Casimiro | Yes | Policing needs to be more consistent and if only more speed cameras will be installed particularly near schools then this will yield a great success | |
| 2816 | Dilpreet | singh | Yes | Please do 80k zone from horotiu all the way to river road thanks | |
| 2818 | Jacqui | Malpas | Yes | The SH 23-Greenslade Rd, Raglan is very dangerous. Accidents are common as the turning is concealed on entering the built-up part Raglan on the 23. Slower speeds are essential to increase the safety of the junction. | |
| 2830 | Sarah | Frank | Yes | Definitely 100% support lowering speed limits for everyone's safety. My daughter is 17 and new to driving. She's safe and careful but I worry about others. The message needs to get through - the faster people drive the worse it can be! | |
| 2834 | Donna | Henton | Yes | Speed on rural roads needs to be addressed. I would like to see all rural roads to be at 80km/h | |
| 2855 | Liz | Bennett | Yes | 80 km all the way to raglan. The idiots aren't seen until too late. A bus stop out side highbrook way. One kid already hit with the speed. Not safe at all. People are still stopping in the bus area which is a turning bay into highbrook. No one minds the the bus, but people stop to talk on the phone. The need to more up more. They need to put in yellow lines. Then there is the Whatawhata intersection which needs sorting out. Sure you have submissions for that. The Te Kowhai speed limit fine. | |
| 2860 | Roger | Kennard | Yes | As this road is a bypass of great south road, (Havlock road sothern end) and a long straight stretch of road we have frequent speedsters, motorbikes are always speeding and overtaking cars, we have alot of children walking along our road and my fear is that one day there will be an accident. I would like speed bumps put in place. | |

| Submissions that SUPPORT the proposed amendments to the Speed Limits Bylaw | | | | | |
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| 2861 | Amy | Hopa | Yes | Judder bars be put on Duke Street stop the speedsters using our Street like a racing track soon a fatality will happen | |
| 2862 | Rebecca | Wylie | Yes | Our road (Whitikahu Road) also needs to be fixed, it is very bumpy, especially near our house and the bridge by Ten Foot Road intersection, there is a large amount of rubbish that falls off trucks and trailers, trailers come off, rocks come off from the quarry and the noise from trucks going over the bridge and bumps is very loud and disruptive. | |
| 2880 | Denise | Lamb | Yes | I think it's important we do all we can to ensure there are less crashes injuries and deaths on our roads. | |
| 2885 | Suzie | Simmonds | Yes | I would like to see the speed limit outside where I live, Willow Glen café on Gordonton Rd, reduced to 60 or 70 km/hr. It would make the speed more consistent on this stretch of 1B. | |
| 2891 | Ingrid | Howard | Yes | Please could some speed bumps be added to Galbraith street as there are several people in cars & motorbikes that drive past at an incredible speed. One of my pets got killed in December. What would happen if it's a toddler that runs into the road? There are also no speed limit road signs along the road. | |
| 2893 | Fiona | Rhodes | Yes | The current speed limits are inconsistent and confusing. The changes will hopefully improve the message to drivers that they need to slow down on rural roads. The speed limit should be reduced to 80 km/h for all of Scotsman Valley Road. | |
| 2908 | Frank | Laurie | Yes | A reduction of speed limits around rural schools is required urgently and must include Te Uku School. | |

| Submissions that SUPPORT the proposed amendments to the Speed Limits Bylaw | | | | | |
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| 2919 | Jacqui | Swain | Yes | <p>Kia ora, Thank you for giving me the opportunity to have a voice in the decision making that effects my community. I live opposite the Waitetuna school on Waitetuna Valley road. Even with the speed reduction to 60km/hr, I see many times a day, logging trucks, metal trucks and other vehicles driving past the school. As they approach the bend at the junction with Old Mountain Road they rarely slow down even though it would take these heavy vehicles much longer to slow down if a car or child were spotted. Please be aware that there are no pedestrian footpaths on the Waitetuna Valley roads and walking for exercise of self or pets is becoming a hazard. I have concern also for the children walking to the bus stop near SH23 in the winter when it is dark. Please, please consider making a footpath along Waitetuna Valley road. I support a reduction in speed to 40km/hr in the area of the school, not just before and after school but at all times. If drivers know that they are to slow down to 40kms/hr when driving near the school they will be more likely to be consistent in their approach. The school is the only public building in our community and as such is often used outside of school hours. Please also consider that we have people in our community who ride horses on the roads in the Valley, especially at weekends.</p> <p>Ngā mihi nui, Jacqui Swain</p> | |
| 2955 | Holly | Thompsom | Yes | <p>Extend the restrictions speed area on HW22 Pukekawa. I think the Pukekawa speed limit should be extended just past my place at 1028 HW22 as there have been a number of speed related crashes on the corner I live on, potentially some not reported to police as some have just driven off. The school bus also collects a lot of children down the road as there are plenty of small lifestyle properties around us and it worries me seeing the speed people go past school buses</p> | |

| Submissions that SUPPORT the proposed amendments to the Speed Limits Bylaw | | | | | |
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| 2958 | Stephen | Pole | Yes | <p>Vehicles are leaving and entering Pokeno from the South side at excessive speeds.</p> <p>There is an existing 100km/h speed limit signboard very close within the residential area.</p> <p>Then after that signboard is a 45km/ recommended speed sign just after that because there is a very sharp bend under the tunnel which then leads onto the Southern motorway.</p> <p>So from a 50km/h limit to a 100km/h limit then a recommended 45km/h limit...</p> <p>So when people are driving through Pokeno towards the Southern Motorway direction (Hamilton direction) they see the 100km/h signboard ahead of them and some seem to think they are allowed to travel 100km/h before they get to that board.</p> <p>Why would there be a 100km/h speed limit board when there's no way you can achieve that speed because you have to slow down for the very sharp bend before entering the Southern Motorway (Hamilton direction)?</p> <p>I request that the persons responsible for monitoring speed limits take this exact route that I am talking about.</p> <p>So what does it take for this to come to the attention of the responsible Council,etc...?</p> <p>Do we wait for injury or death?</p> <p>There are many houses in this exact area that I am referring to.</p> <p>It is a residential zone not a Motorway.</p> <p>I have sent Jacqui Church photos showing the speed signs.</p> <p>Regards Stephen Pole.</p> | |

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| 2959 | Stephen | Pole | Yes | This is a continuation of the first message I sent stating speed limit issues in Pokeno (Great South Road) from area 26 Great South Road,Pokeno towards the Southern Motorway (leaving Pokeno towards Hamilton. Regards Stephen Pole. | Yes |
| 2968 | Abbey | Raroa | Yes | Kao | |
| 2969 | Udo | Streifer | Yes | Support 80km/h Safety, traffic increase, Auckland traffic, rat run and increase in heavy trucks, new sub-division proposed that will increase risk. | |
| 2973 | Tineka | Wymer | Yes | Specifically for River Road, ngaruawahia. Speeds reduced will be good for River road ngaruawahia. The concern is it won't stop cars driving dangerously and fast. Suggestion of adding speed bumps right by the Tūrangawaewae marae or lights for pedestrians In This area. It has high pedestrian traffic for school kids ages 5-18, marae events, sports events at Paterson park, safely accessing trainings for the local league, rugby, softball, netball, touch and waka ama, stop area for kids for ngaruawahia and close surrounding area schools, ease of access for nga miro health centre patients and recently covid testing station and vaccination. Specifically for Kent street and duke street ngaruawahia - support the reduced speed for both roads. Same as above speed bumps or lights pedestrians for both roads right where the schools are. I feel with the increase of housing in the area the need to cut through starrs road to avoid the river road congestion encourages speeding. Bumps will ensure vehicles to deliberately slow down. Waipa school has speed bumps and a safe crossing path to cross the road. Ngaruawahia primary school have a designated crossing and safe path to cross. Bernard Fergusson and ngaruawahia high school need something similar. Both Bernard and NHS schools barely have a footpath to cross to. | |

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| | | | | In order for speeds to truly slow down on the above named roads I'm suggesting further investment in these areas. Lowering speed will help but being a resident who hears the speeding all day all night, it's a busy road and it will only get busier. | |
| 2978 | Sharon | Rakena | Yes | Our street has several homes on it and it is still classed as a rural street the speed limit is 80ks ... we have stock truck cement trucks and tractors speeding past our house day and night ... our house shakes ... please lower the speed limit ... cars come past at 90ks its terrifying ... Our children are not allowed to even go for walks on our streetOur daughters home is at **Rukuhia Road RD2 Ohaupo Down the street from her is a school ... the speed limit on this road is 80 ks as well ... there are several homes on this street and we canno understand why the speed limit is not lower | |
| 2986 | Christie | Hendy | Yes | Please reduce the speed limit on Morrinsville Road through Hinton's Gully from the current 80kph to 60kph to harmonize with the speed limit on the adjoining Matangi Road, and reduce the risk and severity of accidents at the intersections with Silverdale and Matangi Roads where there have already been fatalities. These two intersections have a lot of commuter traffic and school children crossing them | |
| 3005 | Haupai | Montgomery | Yes | Happy with 40km along Pokeno Rd School & residences | |
| 3062 | Barry | George | Yes | Theirs a kohanga and a marae on Kainui road the speed limit needs , drastically reduced in line With passing public schools eg 10klms | |

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| 3071 | David | Ralfe | Yes | <p>I live @ 576A Airport Road, Tamahere with my wife and sons aged 7 and 9 years, who attend the Tamahere Primary School. We also own the neighboring property @ 576B Airport Road, Tamahere, also occupied by a young family. We support the proposed speed reductions.</p> <p>However, as detailed in the attached submission, we would request consideration also be given to reducing the speed limit on Airport Road from SH1 to the Narrows bridge.</p> <p>This area remains predominantly 100km/hr (except for a short 80km/hr section) which is far too fast considering the local population, that children regularly cross Airport Road and a school bus stops to drop off school children in our drive.</p> <p>We acknowledge the new underpass, however, understand that there will be no footpath along Airport Road. That being the case, children from our area including Pencarrow Road will continue to cross Airport Road in a 100km/hr speed zone.</p> <p>We thank you for consideration of our proposal and hope that we can collectively make Airport Road safer. I fear that if we do not, that it is only a matter of time before an unthinkable incident occurs.</p> <p>Regards</p> | Yes |
| 3206 | Tony | Oosten | Yes | | |
| 3242 | Duncan | Cook | Yes | | |

| Submissions that DO NOT SUPPORT the proposed amendments to the Speed Limits Bylaw | | | | | |
|---|------------|-----------|------------------|--|------------|
| Submitter ID | First Name | Last Name | Support Proposal | Comments | Attachment |
| 2176 | Melita | Hambrook | No | <p>The biggest issue NZ faces is poorly kept roads. Destroying tyres, shocks, suspension and engine mounts regularly. Costing those using the roads thousands in extra car maintenance every year.</p> <p>The next biggest issue is a lack of driver skill. Immigrants that don't have to pass a license to drive and potentially the age of starting license is just too young and immature. Under 20 should require a defensive driver course and all Immigrants should have to as well to protect our people from their lack of driver skill and road code understanding. None of this is ever considered. Lowered speed limits is ambulance at the bottom of the hill. Not effective in treating the real cause of problems on NZ roads.</p> | |
| 2177 | Murray | Wymer | No | dangerous overtaking. crashes will be more frequent because of day dreaming incompetent driving. | |

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| 2185 | Jo | McCracken | No | <p>Current speed is Ok in these areas and the roads are well maintained, with good visibility, and are not unsafe. I agree the school could have a 40km limit during school times, alerted by electronic signs like Newstead School, but at other times there is little danger when the limit is already 50km. Outside school time there are very few pedestrians in the whole of Tauwhare Village, including Glen Ida Way. By the school the road is straight with wide verges on both sides so it has good visibility for pedestrians and drivers, and the pedestrians are not close to the road.</p> <p>Glen Ida way is also straight with very little foot or vehicular traffic.</p> <p>In the Pa area, the proposed limits seem unnecessary due to the limited number of people using these areas especially during the day when kids are at school.</p> <p>I don't support 80km from Victoria Rd to Tauwhare Village except that it would be less confusing for motorists if it was a consistent speed along the whole road from Platt Rd, to Pa and Pa to Village.</p> <p>There are already too many speed changes from Platt Road onwards. Too many changes in an area is simply confusing and frustrating and leads to people ignoring them, as we have seen when the 70km limit was reduced to 50km, and the 100km to 80km.</p> | |
| 2218 | Janice | Breddy | No | The speed limits around Tuakau have already been reduced down. If you reduce them further I may as well get out of my car and walk. How many accidents have there been since the last reduction in Tuakau? It's the roads that need repairing, not a reduced speed limit. | |
| 2303 | Kynan | McCracken | No | Speed limit is already too slow does not need to be any slower | |
| 2305 | Marianne | Goodridge | No | Don't change the speed limits. People already are impatient as it is and making it slower will only increase speeding to get to places on time. | |

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| 2316 | Sabine | King | No | People should be better educated how to behave around traffic that is for drivers as well as pedestrians. Look after yourself and don't rely on other people looking after you. | |
| 2338 | Mad Peter | Gunther | No | you proposing to reduce the speed on Fraser road, Yet I have been complaining since 2016 about the STATE of the road , and its NEVER been addressed the growth of the SH1 side has made the road almost a donkey trail. the end of it by our driveway entry is like the moon landing , i saw 2 ears popping out of 1 hole thinking it was a rabbit ,, it turn out to be the neighbors lost horse in the pothole! only 3/4 residents use that road and from #60 onwards only 2. yet you wanting to reduce it to 40 ??? but leave the road in a bad state of disrepair , also the signage on the road is useless as we still get people coming onto on property looking for the road to SH2 ... How about fixing the roads first .. or is it easy to just put another sigh up its cost a lot less,..... since WDC has continually ignored my calls to have the road fixed. would you like the phone recording to listen to? can provide them.... took me over 2years to get the embankment on the driveway sorted with WDC ACC NZTA messing me around as who was responsible to maintain the embankment . not until i said i would chainsaw ALL the signage down on it did someone come and see who was responsible for it and then was still a battle getting it sorted but it now is down regularly ! So how about fixing the road condition not the speed. it was an open road limit before and you have slowly reduced it, nnnn next you make it 15kph , i can pedal faster then 50kph when i train on my bike so i be breaking the the speed ever time i got out on a training ride!! too | |
| 2342 | Lee | Garrett | No | No | |
| 2346 | Jacob | Barry | No | Not necessary at all. | |
| 2365 | Merimeri | Anania | No | No. Speed limit is ok as is. There have been no car accidents or deaths on great south road for a long time so speed limit works for locals. Unless the Council can come up with a long list of near misses, car accidents, bike accidents, auticides, traffic deaths around Taupiri village itself in the last 10 years, no need to change anything. Obviously Council is looking to reduce speed limits for the subdivisions. Not supporter. Leave limits as is. | |

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| 2366 | Kayleigh | Philburn | No | I believe the speed limits are fine how they are but the roads need to be improved as they are in shocking condition. | |
| 2375 | Kelly | Doxo | No | I don't agree to any of it, it's the taxpayers paying for this and this will be on our future generations too - not corporations who run this show! Waste of money. Fix yourselves and stop being greedy with ripping taxpayers off | |
| 2386 | Jessica | De Villiers | No | We NEED a pathway from fraser road top of the hill to the town, so many kids in primary and highschool and mums and people with pets walk to the town and almost get hit by trucks and have to walk in muddy pools to not get hit | |
| 2392 | Joe | Clifton | No | Please advise the last fatal that would have been avoided in main rd te kauwhata | |
| 2394 | Justin | Trousdale | No | Road quality in the region is poor. Lowering posted speed limits won't stop the drivers who don't obey them anyway. | |
| 2504 | Natalie | Mapp | No | Current speed limits are too slow, the last speed reductions were ridiculous and the speed limits should be increased. Speed limits should not be continuously reduced in rural areas that are not town. The continual reduction of speed limits everywhere is madness and frustrating and is resulting in more road rage and more unsafe overtaking from frustrated drivers being on roads that do not require restrictions. People who drive fast and unsafely continue to do so regardless to the speed limit. | |
| 2541 | Ben | Suffield | No | Too many speed variations in a short distance and lower speed not required. Slower speeds where not necessary leads to less attentive and 'bored' drivers and increased risk of accidents just at a lower speed, thus not reported. | |

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| 2600 | Tim | Stace | No | I use Riria kereopa Memorial Drive as an example. As you come over the one lane bridge the limit is current 40kmh per house, this increases to 50kmh as you depart the built up area (bar a few houses) passing the Marae where you can increase to 60kmh. You can turn onto Riria Kereopa Memorial drive at 60km where you pass a cafe, childcare centre, commercial premises but as you hit the "open road" where there are no houses and it is open land either side you have to again reduce to 40kmh. This seems absurd to me. I propose 60km for the duration of Riria Kereopa Memorial Drive until abeam the camp ground entrance where it reduces to 40kmh for the duration of the road. | Yes |
| 2612 | Dominic | Toon | No | If the roads are unsafe at the current nominated speed, fix the roads. The current speed limit is way too low on many Waikato roads and the roads need to be improved so speed limits can be increased. We can easily see that this is a mere PR exercise - The questions are biased - The "Please tell us why?" survey questions have FIVE questions in favour of speed reduction versus TWO for the status quo. NONE for the alternate! (Speed INCREASE). Why does Gareth Bellami say in one breath, and I quote - "Public are not involved in decision making", yet is now asking for submissions? Just a whole heap of PR. | |
| 2683 | Hayley | Samuels | No | Need Judder bars. The speed of vehicles are fine. Townies that come down to the port over summer time on their motorbikes ruin everything for the locals. The only conclusion i can think of is not reducing the speed as the cars are not the problem. The speeding of 2 wheel motorbike riders who dont know how to ride on soft sand all they can do is speed on the road. Only way to slow it down is to add judder bars on both sides of the road on the straighs and down some roads. | |
| 2688 | Ross | Millen | No | 40km for Port Waikato will be ineffectual. Most people are driving to the road at a sensible speed. There are a small percentage that speed above this already in their cars and bikes. These people will continue to speed regardless of any limits. What is needed is some speed bars is something. Changing the limits is not going to stop the problem drivers or make anything safer. Other action should be taken. | |

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| 2705 | Pauline | Hendrikse | No | Te kowhai area. There are huge verges where council could widen the road width and make turning bays etc especially at Gumboots and Grasshoppers and the new under construction shops to enhance traffic flow. 40km hr limits will not stop idiots flying through these locations or nose to tails by daydreamers. Proper pedestrian crossings are non existent so obviously council is not really concerned with safety or there would be multiple safe crossing areas for Pedestrians especially the children..speed signs are a cheap non effective option as unless continuously policed the problem drivers just ignore and issues are not solved, unless of course the plan is to install static speed cameras! | |
| 2724 | Rachel | Lobb | No | Speed limits keep being reduced which is not necessary and don't believe this will improve safety in most cases. And this is penalising the already good drivers that don't speed. Better to spend the money on driver education | |
| 2791 | Robert | Hastie | No | Poor drivers are the fault, they do not obey the speed limits anyway and will still have accidents.The anxiety created by slow speed limits, slow drivers , poor diving skills, incessant road cones and maintenance signs left out at times of no work action, slow EV drivers with range anxiety and poor road conditions due to deferred maintenance are the major causes of unsafe behavior on Waikato Roads. | |
| 2793 | Charles | Dodds | No | Hakarimata road, there is no need to change, there are no accidents and traffic flows well. It isn't broke so don't try to fix it. Extending the zones where speeds reduce frustrates drivers and leads to people not following the speeds. Better to have more defined speed reduction zones but shorter ones. Nobody has a hard time slowing down to a round about or intersection so they can slow down to a speed change. It's doesn't need to be 1km long. All that does is frustrate the good drivers and doesn't slow down the bad ones. | |
| 2801 | Angela | Kimber | No | The speed limit is not the problem on the drive Raglan. It is the terrible driving. | |
| 2804 | Michael | Bird | No | Will further reduce rational behind safety improvements, as speed of road is a component in safety score regardless of the speed, Enforcement is impossible on these additional areas, Punitive measures of those that drive safely (irrespective of speed) | |

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|---|------------|-----------|------------------|---|------------|
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| 2805 | Nic | Wetere | No | No | |
| 2806 | Mark | Jepson | No | Reducing speeds just increases frustrations. These speed limits have been in force since cars didn't have seatbelts. Cars are many times safer with better stopping distances and safety. The speed limit changes are just knee jerk reactions and will have little to no effect. Fix the roads. | |
| 2808 | Steve | Lowe | No | Just fix our roads | |
| 2810 | Graeme | Schultz | No | Drivers need to exercise common sense which these days are becoming more & more less common | |
| 2811 | Lynne | Maynard | No | . | |
| 2812 | Jo | Buttery | No | Speed limits are fine, it's just the council that need to repair the roads, and properly, not just a "quick fix" | |
| 2813 | Naiomi | Ferguson | No | Our area has low to no issues!! look at the main roads in Hamilton and expressways for racing and out of Waikato driver's speeding due to get there quicker! | |
| 2815 | Cody | Welch | No | I think you are going the wrong way about this driver training is more essential than changing the speed limits | |
| 2817 | Emma | Turner | No | The speed is fine. However coming into Te Kauwhata from Waerenga there needs to be a 100metre area on the road that moves to 70 before the speed drops to 50z | |
| 2819 | David | Millar | No | The general public should not be effectively punished for the councils inability to provide safe up to standard roads. Cars themselves have never been safer largely due to technology. The fact the road toll hasn't dropped is partly due to 2 things. 1 More vehicles on the road partly due to population growth and 2 the Local and Central governments lack of upkeep of existing roads, and lack of foresight in building new quality roads. | |
| 2820 | Chris | Sloper | No | It's driver impulse linked with lack of training that leads to accidents. You can halve speed limits but you'll still have accidents caused by those who are not trained, aware of the potential dangers and who consequently can't curb their impulses. It's not a speed thing, it's a lack of training and skill. | |
| 2821 | Neil | Guy | No | No | |

| Submissions that DO NOT SUPPORT the proposed amendments to the Speed Limits Bylaw | | | | | |
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| 2822 | Andre | Morris-Eyton | No | Road condition is poor, always has been since I have lived in the area. half [] pothole repairs throughout te kauwhata. | |
| 2823 | Amelia | Lategan | No | No | |
| 2824 | Vaughn | Bruce | No | Stop Lowering our speed Limits. Leave our [] Speed Limits Alone You Pen Pushing []. How about you fix pot holes and the [] roads, Your Good For Nothing | |
| 2825 | Gordon | Inglis | No | Lowering the speed is not the fix. The roads are not the issue people behaviour is and reducing the speed will add more frustration and as a result be the case of people taking more risks to pass and cause more incidents. | |
| 2829 | Tim | Adkins | No | Stop reducing speed limits. Fix the roads. Fix intersections and roundabouts where foliage and signs are unnecessarily blocking the view. | |
| 2831 | Michael | Dickason | No | The roads are the problem, the money should be spent on them across the region (and country) to make them safe and future proof for more traffic and policing for poor driving not only speeding but slow and dangerous driving. | |
| 2832 | Dana | Manning | No | On small side roads and around schools - fair, go ahead. But other main roads, just leave them alone!!!Residents are annoyed by the road speed changed and I personally don't see any issue with the current speeds. I am a 25 year old female driving on these roads at random on different days and nights. But I will tell you. The quality of road and I he loose gravel on the sides do need to be changed. That is hazardous!! Also street lights! Freaking street lights make a huge difference!!! Not a resident but friend of residents and I travel there often! | |
| 2833 | Komal | Totlani | No | N.A | |

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| 2835 | Dave | Moore | No | I am \$50,000 out due to an absolute rubbish road. You don't want to know about it. Speed was not a factor even though there was no road sign stating the speed limit on the section of road. You think dropping the speed limit is the answer well that's just a cop out to save time and resources the roads are the problem! You have changed the speed limit on sh39 to 80kph it is clearly a 100kph road and the revenue gathering on this road is beyond a joke. I and many other residents are sick and tired of hearing sirens all day and night! If this is your solution to drop speed limits further the residents will protest with spray cans. | |
| 2836 | Erin | T | No | It will result in speeding tickets. It's too slow for the road. If the speed limit is reduced and it's actually about the road safety, then don't have the police monitoring it. When speed limits are lowered and there is a heavy police presence it appears that it was just about revenue. | |
| 2837 | Janie | Denny | No | lowering the speed limits does not decrease accidents it's proved that it actually increases | |
| 2838 | Sheree | Bennett | No | Many drivers are already doing under posted speeds so with new speed limits they will again adjust & drive even slower. Extremely frustrating on open roads with no passing | |
| 2841 | Sarah | Warwick | No | Slowing traffic, will lead to congestion (and therefore poor decision making due to frustration), poorer air quality due to higher/more concentration of car emissions. This decision/action did not work before under a previous Labour government, so why should it work now? | |
| 2843 | Blake | Clarke | No | Raise the motorway speed to 110 from mercer to new section of motorway where is 110 by Hamilton/cambridge | |
| 2844 | Karen | Edgecombe | No | The roads are in a bad way, by putting up barriers and reducing the speed limit. Is frustrating, especially on straight Motorways. Need to look at the whole thing, not focusing on a small aspect. A lot of passing lanes have been removed, which is creating driver's to take more risks. Widen the roads, double lanes were possible with better maintenance and product. Repairing the same part of road, time and time again. | |

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| 2845 | Shannon | Thickpenny | No | Driver education needs to be improved rather than penalising everyone who can drive well by reducing speeds to compensate for poor / careless drivers, in my opinion | |
| 2847 | Alex | Connor | No | Vision Zero sounds great on paper but is completely unrealistic if you live in the real world. | |
| 2850 | James | Kerr | No | There is nothing wrong with the speed limits in place currently. The leading in question is in a terrible state of repair, and many drivers are seemingly incapable of driving to the conditions. Lowering the limit will not fix these issues. | |
| 2851 | Mark | Karena | No | We already have trucks and traffic exceeding 50km along waingaro road, especially entering the built up area from the quarry. Heavy trucks often don't start engine braking until they have reached the waingaro dairy, especially the logging and cattle trucks. A majority of the houses along waingaro road have young children and aren't fully fenced or have gates. I've personally witnessed a 2 year old escape his section and end up in the road, luckily he was spotted and removed. If cars and trucks are already doing 60-70 as they enter when the speed limit is 50, what do you think raising it to 60 will do? I guarantee they'll start doing 70-80 because that's how idiots operate, that 10-20km above the limit mentality. You always know when there is a police car somewhere on waingaro road because of the massive change in traffic behaviour. Do not raise the limit to 60! | |

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| 2857 | Chanel | Naera | No | <p>I have owned and lived in my grandparents house for 26 years and the SPEED is DANGEROUS. Nothing has changed since I was a toddler. The 50km sign needs to be pushed back another kilometre towards Hamilton, so traffic is travelling at a safer speed past our RESIDENTIAL area. With the new development of River Road Estate and it's new residents/kids using River Road to walk, YOU NEED to move the 50km sign back FURTHER. It is definitely unsafe for our children to walk to school. I have informed other River Road residences to submit their views as well. whether they do or not, is up to them. I have 6 children and 2 grand children who used our road daily. Please CHANGE where the 50km sign is and HELP keep our residents SAFE.</p> <p>Do know that the speed and the storm drain that was recently installed out the front of my house, is shaking the hell out of my home. Moving the 50km sign back a kilometre which reduce my house falling apart as well. But, that's a matter I have to have with developer n council.</p> <p>Please MOVE 50km sign 1km towards HAMILTON to keep our families/town SAFE 😊🙏😊</p> | |

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| 2864 | Matthew | Fyfe | No | <p>Speed Limits: The current speed limits in my area are sufficient, however i know a permanent speed limit change in Whitikahu will not help with safety. The priority must be with the school. Improving the temp speed limit signage during school days will help slow the traffic.</p> <p>The rural roads I travel to work on very day are frequented by many drivers who feel as though they want to drive up to 30km/h slower than the speed limit. This isnt specific issues to my route but a fairly common occurrence. The roads seem to get patched in a few areas but a portion of my travel route which was recently resealed, was done next to a far more severe stretch with big holes and warps. the distraught section of roads remains in disrepair. ; this may directly relate to driver mentality, switching to driving slow on these very busy roads. The problem contributes bigger ones, ie recently there was a near miss near my residence where a milk tanker was over taking unsafely. while dangerous driving is never the answer, people being educated to share the roads considerately, and a focus on repairing the worst/most dangerous pieces of road, most definitely will help this, ultimately reducing the road toll and keeping everyone safer.</p> | |
| 2866 | Logab | Anderson | No | Instead of reducing speed limits, maybe fix the roads | |
| 2874 | Chris | Jones | No | No need for it. Stop all this nanny state stupidity! Cars are safer now than they have ever been, the idiots that drive too fast for the conditions will always do so, changing limits will only affect law abiding drivers and affect the enjoyment of the open road. I drive a 40+ year old classic comfortably and safely at the 100k limit, I also drive a modern car with all the safety bells and whistles on the same roads and it's like operating an appliance. We have some great rural roads that are perfectly safe at 100k and it's like a blanket 80k limit is being imposed by stealth | |
| 2876 | Rosane | Pellew | No | Roads need to be improved, there are more people in N Z yet not more money spent on improving roads because they want us to ride bikes. This consultancy is a sham anyway because you do what you set out to do | |

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| 2877 | Rachael | Collins | No | How about you put in more passing lanes, so that slower drivers can comfortably drive without hindering more confident drivers. Not everyone has the same skillet and confidence so put options in for everyone. | |
| 2879 | Grant | Matthews | No | 95% of speed limits are fine. Fix the roads and drive to the conditions and your capabilities. Lowering speed limits is punishing the 90% of drivers that can drive. Better driver education is required, you should have to reset your license every 10 years | |
| 2881 | DREW | FIELDING | No | There are billions of dollars being spent improving roads and routes, now you want to reduce speeds - doesn't make sense. We need to travel to Hamilton on a regular basis to the Hospital - the day is long enough without reducing the speed. Make sure drivers understand the open road driving, many spend most of their time in the cities. | |
| 2883 | Aaron | Botherway | No | No | |
| 2890 | Karen | Osborne | No | The roads are appalling around NZ. This government needs to do get on with it and fix them. | |

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| 2903 | Josh & Shelley | Keighley | No | <p>We believe that most of the proposed speed limit changes in the Ngaruawahia area are completely unnecessary. Lowering the speed limit to 40km/h of the current 50km/h stretch of Great South Road will not only cause congestion but that congestion will then lead to impatient drivers to make poor decisions. 50km/h on this stretch of road is very sufficient for any capable law abiding driver to make a quick reaction to anything that happens if needed. Furthermore the 80km/h part of Great South Road changing to 60km/h shouldn't even be a consideration. The few driveways/side roads in this straight stretch of road have clear visibility in both directions and a shoulder on either side of the road making the current 80km/h limit easily sufficient in our opinion. These new limits are also going to increase travel time which was already increased in the recent past from the lowering of the speed limit from 100km/h to 80km/h on Great South road between Ngaruawahia and Horotiu. Slowing the country down isn't going to solve the issues, it's up to the drivers to be properly educated in basic driving.</p> <p>Josh & Shelley</p> | |
| 2910 | Lyn | Scott | No | Indicating a intersection will indicate a need to slow down anyway | |
| 2918 | Ashley | Renall | No | <p>Driver Training needs to be improved and road Conditions need to be looked at! The lack of training a driver has to do nowadays seems to be slim to none, pass a written test and you get your weetbix box license, drive around in circles and pass a test! that is all that is needed, the kids these days have no proper training or know-how to control a car in an accident at all. they need to be set up in a paddock or on a race track and let loose and forced into controlled stops and emergency braking! harsher penalties for people who are on mobile phones whilst driving, as every 2nd or 3rd car someone is on their phone!</p> | |

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| 2948 | Grace | Tema-Liapaneke | No | The problem is that there are drivers from the city that think everywhere is 40 - 50km and even when it's at 60km or 80km they are the ones that are causing the constant delays and accidents as they drive super slow, they won't let others pass when they can do safely and then blame others when they are the ones that are to blame. I really believe the speed limits are fine it's people and their misconception of sticking to the rules. A few years ago we didn't really have any problems but since the new property developments and out of towners who think they can just move in and change the rules to suit them are causing conflict in our lovely little town. What may look good on paper some times doesn't work in reality. Yes the figures and reports are somewhat why you need to change the rules but get out into the community and get people to try the roads instead of following an idea - speed kills but if its not adhered to properly of course I would be all for the speed changes. | |
| 2950 | Sabine | King | No | I don't understand why everybody who is driving responsible should be punished because people have no driving experience or don't care how they are driving. The road toll is as high as it is because people are using phones while driving or are simply not taught right how to drive. Also kids should be taught that they have to be road savvy and not that everybody is looking out for them. Kids should be taught to look out for cars should they want to play on the road. I see even adults just walking across the road without looking as they have not been taught proper or don't care. I am a home cleaner and have to drive from job to job. I never had any accident or even near accident and I am feeling punished. The traveling time to my customers will be longer and as the cost of living has gone up massively I cannot even pass the cost of the time it will take me on to my customers. A road toll of 0 is an unreachable target that is obviously set by people who don't understand traffic and drivers. I oppose all of the proposed speed limits. | |
| 2954 | Kent | Weir | No | We need to maintain our roads properly and educate our drivers better not lower the speed limit for all | |

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| 2963 | Emily | Hodgson | No | <p>Most accidents are caused by people speeding and this is still going to occur even if the limits are reduced.</p> <p>Fix the roads too, the main road in Pokeno has pot holes that havent been fixed in the last 2 years I have lived here.</p> | |
| 3023 | Sharlene | Lilley | No | I believe the open road signs confuse many urban drivers and this does cause more educated drivers frustration due to the fact they are driving well below the speed limit.The quarry should have a slip lanes for travel in both directions, and help maintain Hakarimata road. For example the white lines around this area are not visible and can be hard to navigate with oncoming traffic at night. | |
| 3026 | Joseph | Rankin | No | Drivers not knowing the road speeds, Ngaruwahia end is worse as the speed sign has been changed to a open road sign and people don't seem to know what the sign means and drive well under the speed limits and not pulling over to allow others to pass. I have lived on Hakarimata road for almost 14 years now and travel down the road at least two times a day and have no issue with the road speeds at either end of the road, I do have concerns about the quarry trucks pulling out into traffic without looking as I have almost driven into several during my daily trips the company should have a better way for there truck to access the traffic flow and not put other at risk reducing the speed would solve this, also the trucks from the quarry cover the road in dirt and on many occasions you can't see any lines on the roads for at lest 50m either side of there gate. | |
| 3040 | June | Rowland | No | <p>80 KPH Speed required on full length of Hakarimataa Road. To whom it may concern,</p> <p>I am a resident of Hakarimata Road. I drive the road daily. The people I love, my children and grandchildren also drive the road regularly. Pulling into and out of our driveway is problematic as pulling left is not an option as there is no shoulder on either side of the road to allow following vehicles to pass. This results in following drivers regularly coming to a stop or overtaking on double yellow lines approaching a blind bend.</p> | |

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| Submitter ID | First Name | Last Name | Support Proposal | Comments | Attachment |
| | | | | <p>My submission to the Council is that 80 KPH speed limit be implemented for the parts of Hakarimata Road that are currently designated 100 KPH.</p> <p>Hakarimata road falls into the High Risk category with the current speed limits of 100 km/h according to the NZTA Risk Assessment Tool and they recommend a 80kph speed limit across the full length In 2016/17 there was a crash resulting in serious injuries. In 2018/19 there were two separate crashes resulting in serious injuries and a crash resulting in someone being killed. 2020/21 there was another crash resulting in serious injuries. Over the last five years there have been 29 non injury and minor crashes. There have been several other crashes that I am aware of that are not captured in these statistics as the police did not attend. Statistics from Waka Kotahi's Crash Analysis System (CAS)</p> <p>Council have failed to act on the advice of NZTA and instead opted for minor safety improvements based on a report from their safety engineer, Gareth Bellamy, Dec 2018. The report stated that there was not enough support from the stakeholders that he consulted to reduce the speed limit. The residents of Hakarimata Road were not consulted in this decision process.</p> <p>This strategy has clearly been unsuccessful and that the incidents of serious crashes are not a decreasing trend. One death and four serious injuries since 2018</p> <p>The Council zoned the land along Hakarimata Road as 'Country Living'. The number of traffic movements are around 2000 per day and likely to increase due subdivisions and housing developments.</p> <p>Going forward Council does not have any capital plans to improve the safety of residents turning into or driving out of driveways or improve concealed</p> | |

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| | | | | <p>driveways and poor site lines. There is only provision for minor improvements \$500,000 LTP 2023/2024.</p> <p>A speed limit of 80km/h, consistent with the likes of River, Great South Road and Waingaro Roads, is the only effective and affordable way to protect the safety of residents and the travelling public of Hakarimata Road.</p> | |
| 3057 | Megan | Wood | No | <p>The speed limit at Te Uku needs to be reduced to 60km/hr fixed, coming down to 40km/hr during school hours. Te Uku School BOT has significant concerns about road safety associated with inadequate parking and maneuvering areas at the coffee shop and petrol station at Te Uku, and the impacts on this on road safety in general at Te Uku. We have had numerous conversations with WDC, NZTA, MoE, coffee shop owners about our concerns. Nevertheless, the hazards remain. Action needs to be taken immediately to reduce the risk at Te Uku for our school community dropping off and picking up children from our school and for all road users passing through the area. Speed limit reductions are required, policing of speed limits, physical works to improve road safety (widening the road, adding a turning bay into the school from the east), and the Te Uku business owners (coffee shop and service station) need to be made to provide adequate facilities to cater for the activities their businesses generate. It is only a matter of time before there will be a fatal accident at Te Uku.</p> | |

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| 3064 | Mark | Fendall | No | <p>80 KPH Speed required on full length of Hakarimataa Road. I am a resident of 161G Hakarimata Road. I drive the road daily. The people I love, my children and grandchildren also drive the road regularly. In spite of good sight lines, pulling into our driveway can be risky as pulling left is not an option as there is no shoulder on either side of the road to allow following vehicles to pass. This results in following drivers regularly coming to a stop or overtaking on double yellow lines approaching a blind bend.</p> <p>My submission to the Council is that 80 KPH speed limit be implemented for the parts of Hakarimata Road that are currently designated 100 KPH. And the speed limit be reduced to 60KPH from the southern end as far as 195 Hakarimata Road</p> <ul style="list-style-type: none"> • Hakarimata road falls into the High Risk category with the current speed limits of 100 km/h according to the NZTA Risk Assessment Tool and they recommend a 80kph speed limit across the full length • Hakarimata road has a history of accidents. <ul style="list-style-type: none"> o In 2016/17 there was a crash resulting in serious injuries. o In 2018/19 there were two separate crashes resulting in serious injuries and a crash resulting in someone being killed. o 2020/21 there was another crash resulting in serious injuries. o Over the last five years there have been 29 non injury and minor crashes. There have been several other crashes that I am aware of that are not captured in these statistics as the police did not attend. o Statistics from Waka Kotahi's Crash Analysis System (CAS) <ul style="list-style-type: none"> • In many areas Hakarimata road has no shoulder or berm and in places has shear banks or drop-offs to the Waikato river. Reducing the speed is the only way of ensuring improved safety without the investment of many millions of dollars to bring it up to the latest safety standards • NZTA have stated the introduction of an 80Km/h speed limit would have minimal impact on the overall travelling times, but the reduced speed limit would send a clear message to drivers that speed or drive faster than the road conditions warrant. | |

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| | | | | <p>Council have failed to act on the advice of NZTA and instead opted for minor safety improvements based on a report from their safety engineer, Gareth Bellamy, Dec 2018.</p> <p>The report stated that there was not enough support from the stakeholders that he consulted to reduce the speed limit. The residents of Hakarimata Road were not consulted in this decision process.</p> <p>This strategy has clearly been unsuccessful and that the incidents of serious crashes are not a decreasing trend. One death and four serious injuries since 2018</p> <p>The Council zoned the land along Hakarimata Road as 'Country Living'. The number of traffic movements are around 2000 per day and likely to increase due subdivisions and housing developments.</p> <p>Going forward Council does not have any capital plans to improve the safety of residents turning into or driving out of driveways or improve concealed driveways and poor site lines. There is only provision for minor improvements \$500,000 LTP 2023/2024.</p> <p>A speed limit of 80km/h, consistent with the likes of River, Great South Road and Waingaro Roads, is the only effective and affordable way to protect the safety of residents and the travelling public of Hakarimata Road.</p> <p>I understand there is a further proposal to reduce the speed to 50Km/h from the southern end to 151 Hakarimata road. I would recommend that this speed reduction should be to 60Km/h but extended to approximately 195 Hakarimata road which would include another corner with hidden driveways. This is basically the extent of the existing double yellow lines.</p> | |
| 3068 | Spencer | Raynel | No | The current speeds are acceptable. Roads need repairs | |

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| 3196 | Greg | McCutchan | No | Errors in the maps and consultation documents. Please see long submission | Yes |
| 3204 | Peter | Jackson | No | <p>Having been in the fire brigade at Mercer and attended many appalling accidents I began to realize that the whole speed control effort at colossal expense, is fundamentally floored. The speed at which vehicles stop (collide) certainly makes a great difference to the mess. Speed also affects the time there is to make decisions. Unfortunately statistics show speed involved in many incidents when speed was not the fundamental problem.</p> <p>My experience was that number one - poor overtaking decisions.</p> <p>2 Alcohol and drugs though drugs were guessed at.</p> <p>3 A collection of reasons.</p> <p>Speed often happened in the above especially when a car approached from the opposing direction and in statistics speed was blamed but the factual issue was a bad overtaking decision.</p> <p>I believe the majority of speed changes will be as successful as the new gun laws that were always going to be a total failure though speed control is needed in some places to assist traffic flow, pedestrian flow and some basic safety.</p> <p>Speed changes (reduction) will increase traffic congestion, frustration just as traffic lights do versus roundabouts do.</p> <p>What you are planning on doing is likely to achieve political goals with some locals but achieve little in the area it is designed for at great expense.</p> | |
| 3220 | Andrew | Hope | No | <p>Every person knows that this is about road maintenance not road safety. Unaccountable scumbags the lot of you. Imagine if you had make money by driving around your backward looking town, it doesn't take much disruption cost everyone more. Stick to your core business i.e. delivery services not making Laws.</p> | |

| Submissions that SUPPORT IN PART the proposed amendments to the Speed Limits Bylaw | | | | | |
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| 2930 | Geraldine | Webby | In part | <p>Any value of extending the 50km at the Ngaruawahia end and extending and reducing the 70km to 60km at the Huntly end I think will be outweighed by increased frustration and driving behaviour when motorists hit the 100km zone and the road would become more dangerous. It is widely accepted, and advertised by NZ Police, that in any crash – no matter what the cause – the outcome depends on speed. It's the single biggest determinant in whether anyone is killed, injured or walks away unharmed. Motorists speed along Hakarimata Rd and speed seems rarely enforced.</p> <p>IT IS FOR THIS REASON I WOULD TO SEE A MAXIMUM SPEED OF 80KM ALONG THE FULL LENGTH OF HAKARIMATA RD.</p> <p>The current 100km stretch of road provides driveway access to approximately 122 homes. In addition there are 10 homes on Kauri Ln, 18 on Parker Rd, 5 on Wadham Rd, 12 on Morepork Ln and 19 on Riverside Way. An approximate total of 186 households - with many more on the way.</p> <p>Hakarimata Rd is now one of the few rural/residential roads in the wider North Waikato area (between Huntly and Hamilton) that has a 100km/hour speed area. The other two relatively small stretches are on River Road between Ngaruawahia and Horotiu and Great South Road between Taupiri and Ngaruawahia. The road between Ngaruawahia and Horotiu is 80 km/hour and that road is straight and wide. Hakarimata Road is narrow, uneven and winding – there are many parts of the road that are not in a condition to travel at 100km/hour. I would be interested in the reasoning and rationale of the speed limit difference between the two roads.</p> <p>Hakarimata Rd is a gorgeous experience – but driving at a sedate speed, walking and cycling can be incredibly stressful. The day before yesterday was great and an enjoyed sense of shared use. Yesterday morning my personal space was invaded by a car overtaking a car and a truck from behind me (we were all heading north). I walk off the road when I can, and can move off the road, mostly, to oncoming traffic (although there are quite a number of places along the road where there is nowhere to go). I have no opportunity to do this and protect myself when vehicles are coming from behind – it is also incredibly frightening! This happens regularly, on both yellow and white lines. With</p> | |

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| | | | | <p>overtaking opportunities being limited motorists often need to travel in excess of 100km/hr when passing other vehicles. Just this morning I was precariously balanced on the edge of the white line and the loose gravel down the bank awaiting the car speeding through the 65km corner and hoping for the best. This is my reality. Tomorrow? You will help determine what that looks like for me.</p> <p>I also drive a car and like to travel at 100km/hour. When the speed reduced on the Ngaruawahia to Horotiu stretch (which I did not like at the time or comprehend why this was required on an ex-state highway). But my mindset changed for the better. For me the shift was not having a sole focus on getting to my destination in the best possible time. Travelling at 80km/hr allows me to be mindful – mindful of my speed and mindful of the things I need to consider around me like pets and livestock, cyclists and cars entering and exiting the road around me. I am also able to react in a more controlled manner when I need to. I think this mindset is also required along Hakarimata Road.</p> <p>Thank you for taking the time to read my story.</p> <p>My submission:</p> <ul style="list-style-type: none"> • Hakarimata Road to have a maximum speed of 80km/hour. • If this is not possible I would like no change to current speed limits as I think the decreased 100km/hour section will become more dangerous as a result of the proposed speed limit amendments. | |

| Submissions that SUPPORT IN PART the proposed amendments to the Speed Limits Bylaw | | | | | |
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| 2828 | Mary | Lyll-Brennan | In part | <p>Believe council should be putting there effort into fixing degraded roads not spending ratepayers money on the amount of signage your going to need to post all the different limits. 100% believe our country kids deserve better and all schools should have a 40km speed limit passing them. Should have had this years ago. There are currently 8 speed limit changes on gordonton road which is simple ridiculous and your proposing to replicate this through the region. Not smart.</p> <p>Speed limits should be: 40 passed schools. 50 in a settlement of over 20 houses. 70 through smaller settlements. 100 on the open roads.</p> <p>I work at Waikato hospital and am on call. My home is a 29 minute drive from the hospital your proposal puts me outside the allowed time frame. It's not the speed limit it's the condition of the roads that you have allowed to crumble under your care.</p> <p>Council should be spending rate payer money on roads and holding roading company's to account to build roads that don't fall apart months after they are built. So more roading inspections and fast fixes when an issue arises.</p> <p>I notified council every month for over a year and a half before shewan rd was patched up and not well. Whitikahu road has pot holes in the area that was fixed a few months back. That's criminal.</p> | |

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| 2840 | Derek | Peel | In part | <p>Blanket Imposition of Speed Limits Without Regard to Road Types or Conditions. With over 35 years in Traffic Enforcement and Accident Investigation with NZ Police I have learnt to evaluate roads and the conditions that lead them towards being catagorised as Safe Roads or part of the One Road Network Classification. Having attended several hundred fatal crashes and even more serious injury I have learnt to consider the road and the enviroment as well as the driver and the vehicle. I have sat on Road Safety Groups in Manukau and Auckland where targetted use of reduction in speed limits was used to mitigate poor road design, at least until the road design could be upgraded.</p> <p>The roads identified for reduction, in some areas are justified, but in others there appears no justification by usage or design. Some have wide grass areas seperating pedestrian from traffic, with no sharp corners or hidden access, and well lit by street lights. These have been designated as dropping to 40 km/hr with no history of traffic offending or crashes reported. I speak in particularly of the existing and new roads around Te Kauwhata.</p> <p>The roads are in decent condition to very good condition (apart from one poorly designed area near the Library) with some being only a few years old and no school nearby (or other entertainment to attract high numbers of children).</p> <p>The main roads into and out of the area are generally suited to an 80Km/hr (conservatively 70km/hr) as they have wide lanes, gentle corners (a few exceptions where warning signs/other traffic calming devices and speed restriction for that small area would be applicable) and lighting where applicable. The only non safe consideration is the normal NZ open drains on the left hand side of the road.</p> <p>The current speed limits do not seem to be the problem. The problem is that a decent % of the drivers fail to obey the speed limits and thus impose a higher</p> | |

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| | | | | <p>limit. What is needed is an increase in available enforcement of those danger areas (targeted by local knowledge and demonstrable crash data - the old crash maps). If sufficient enforcement, with traffic calming measures were implemented then you would have your reductions. Where is your roadside advertising of danger areas, where are your traffic calming measures, where is your enforcement and public education. Where are the people educating the youth that are riding around on dirt bikes (not street legal) in excess of the speed limits and with no safety equipment (Huntly especially and Te K)in residential areas.</p> <p>To just randomly use a paint brush to impose lower speed limits will accomplish nothing as those that exceeded it before will do so again. This is just an easy way to say you have done something towards lowering the road toll. The same easy way as it is to say that speed always has a place in road trauma , of course it does, but what is often ignored is the actual speed in relation to the speed limit ie speed as the driver was driving too fast to take the corner (yes he was 40 km/hr over the current speed limit). Would dropping the speed limit stop those crashes, No, he would just be further over the speed limit.</p> <p>The dropping of the speed limits, in such a blanket fashion, should be a last resort and not a first resort.</p> | |

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| 2858 | Jenny | Kelly | In part | Consistency is lacking. It would make logical sense to make Te Kauwhata village and residential area a consistent 40km. However Swan Road is not listed when there are streets in sub-divisions off it that are. The same applies to Travers Road. However the reverse is the case in the Lakeside development, where Scott Road is designated but not the streets within the development. A blanket designation would save later adjustments as house numbers grow. If leader roads, also with residential housing, are not given speeds consistent with the residential streets off them, it will lead to confusion and annoyance. Increasing numbers of people, dogs and amenities lead to a higher risk from also increasing traffic. | |
| 2970 | Derek | Tate | In part | decrease in speed to 151 Hakarimata Rd, then increase will result in accident at my gate. Either reduce the speed all the way to 80km from the 50 km to the one way bridge, OR reduce to 70 km from 50km sign to 195 Hakarimata Road. I do not support an extension to 50Km. With the council placing a barrier on the corner between 185 Hakarimata Road and 171 Hakarimata Road, the road has narrowed - leaving no where for vehicles to go when cars cut the corner heading south or when overtaking heading north on the straight between the two corners. Heading north to 185 Hakarimata Road, there is already potential for being rear-ended (near misses occur regularly), when indicating, slowing down and turning into 185 driveway. Heading north from 151 (reduced speed to 50Km) then cars speeding up to 100km/80km will result in cars rear ending vehicles turning into 185 Hakarimata Road. | |
| 3024 | Alan | Arnold | In part | Attached | Yes |

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| 3043 | Wayne | Rendall | In part | <p>Hakarimata road to huntly section should have at the Huntly end speed limit of 80km from Huntly to single lane bridge / the remainder of Hakarimata road should remain 100km. The 70km zone at NGARUAWAHIA should be extended approx 400m to the north. The Gleeson Cox quarry section is a mess / they have been made to put in the truck wash plant for truck exiting onto the road - this is not working properly, truck still carry excessive amounts of silica dust / mug onto the road / currently there is a 100km speed zone here. Presently this area only recently had all the road making repainted, approx 6 weeks. you can now only just see some road markings as dust has impregnated the road surface....</p> <p>Compounded in winter months when it is dark and or foggy drivers struggle the see the road lanes / with large numbers of heavy loaded truck trailers transitioning on and off the road</p> <p>To add to the problem is when the road gets wet from either water from the quarry or rain there is serious risk of an accident</p> <p>Additionally to this the silica dust or mud is a serious health concern,which eventually ends up in the Waikato river.</p> <p>Residents living along Hakarimata road are often making complaints to WDC about the dust / mud covering the road & their vehicle as the have no alternative road to Huntly</p> <p>The quarry often has a road sweeper trying to move the mud / realistically it is just spreading it out!</p> <p>The situation is made worst by the trucks traveling down hill to the quarry entrance which results in any water being tramped In the loaded trucks and when they start traveling to Huntly all the trapped water then exists the back of the trucks and ends up serval hundred meters up the road towards the Huntly end as there is an incline.</p> <p>I would like to think all parties would want a save interaction on the road. I am not against the quarry operating, far from it / but after living on Hakarimata road for six years and having to decide to take to long route if its wet via NGARUAWAHIA to get to Huntly so that ones vehicle doesn't get covered in mud on a daily base is really tracking the.?..... fun out of your day!</p> | |

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| 3004 | Antony | Clark | In part | I suggest a standardised limit of 80km along the whole length of Hakarimata Road. Different speeds will promote acceleration for overtaking on a road with a growing number of pedestrians and cyclists and which has a high level of heavy truck/trailers. The road is vindictive to 80km from the end of the residential area in NGA to the start of the residential area in Huntly. | |
| 2923 | Jessica | Otton | In part | I think the speed around Waitetuna School should be reduced at all times. I think just reducing the speed to 40kmh past at all times past our school is the best idea as we have children that may run out on the road if distressed or angry. Please consider reducing to 40ks on both sides of the school. It just the entrance side. | |
| 2495 | Mandy | Hotene | In part | Other important roads have not been considered. Pukemoremore Rd needs to be included in the plan. The Kura constantly has speeding traffic passing through the narrow road. It is extremely dangerous for the children, school buses, the cars leaving the kura. The signs and speed limits are ignored by many. There is constant traffic there now, including many trucks daily. Please include these roads in the plan. | |
| 2175 | Diane | Brown | In part | Other roads in the area need the speed revising. Please consider reducing the speed for Clark and Denize road. There are many residential homes and the current speed limit is 100km. Our road is regularly used like a race track. There are no footpaths and people have to walk on the road when taking exercise. Driving through the area there are many examples of roads with fewer houses and a lower speed limit. Why is Clark and Denize Rd the same speed limit as the state highways? | |

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| 2976 | Kim | Young | In part | Please reduce the speed in the vicinity of Waitetuna school to 40 km/hr during all times NOT just school times, and increase the area of reduced speed zone. Waitetuna School is accessed by children walking and biking to and from school and members of the public throughout week days and during weekends. There are no footpaths along the roads to school, there are many blind corners and blind dips and rises. The area around the school should be extended to 1 km at a minimum from the school along both Old Mountain road and Waitetuna valley road. The speed in this restricted zone should be 40km and along all the rest of old mountain road and waitetuna valley road to marae should be 60km/hour. Raglan is now 40km/hour within all the central Raglan area for reasons of safety and amenity. Reducing the speed as suggested will make the roads in the Waitetuna valley considerably safer for school children pedestrians and bikers and all residents and users (pedestrians and bikers) of these roads. | |
| 3038 | David | Whyte | In part | This submission is on behalf of the Huntly Community Board | Yes |
| 2998 | Mark | Lilley | In part | Please see attached submission. | Yes |
| 3037 | David | Whyte | In part | This submission is on behalf of the Ohinewai Area Committee. | Yes |
| 2921 | Daniel | Beijerling | In part | Proposed reduced speed times for Waitetuna school zone are insufficient Many children walk along Old Mountain Road and Waitetuna Valley Road on their way to and from Waitetuna School. Depending on the distance between their homes and the school, the walk can take some of them 30-45 minutes. And children don't start walking immediately at the end of school. I would therefore suggest that the reduced speed times be extended to at least an hour before tge start and an hour after the end of school. | |

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| 2352 | John | Lawson | In part | Reduced speed will reduce air drag and therefore carbon emissions by around 9% for each 10kph. The speed on Cliff St, Raglan should be reduced to 20kph, as many vehicles already travel at that speed, half of it has no footpath, the road is narrow and many people walk and cycle on it. It should become a shared street. Speed along Main Rd, Raglan, between Manukau Rd and Hills Rd should be reduced to 40kph, as it too has no footpath, or cycleway and Hills Rd is already limited to 40kph, which is inconsistent with a 60kph limit between there and Manukau Rd. | |
| 3105 | Roy | Baker | In part | <p>Reducing the speed will reduce road damage. I wish to disagree with the council present proposal and wish to reduce speed limit along the entire length of Hakarimata Road to 80 KPH.</p> <p>To reduce the speed limit on Hakarimata road to 80 KPH from Ngaruawahia to Huntly. Presently your proposal reduces speed at each end of the Road but leaves the majority at 100 kph.</p> <p>As Hakarimata road is the only 100 kph road between Ngaruawahia and Huntly it is used by those who wish to bypass the speed restriction on the old main highway of 80 kph. (Great South Road)</p> <p>Hakarimata road is winding and has heavy vehicle traffic to and from the quarry. In the time I have lived at this address (10 years) three cars have lost control on the corner outside my property and crashed while I have been at home. All these crashes have been caused by excessive speed on a winding and undulating road. With the increase in houses and the subsequent increase in people and traffic movement it is only a matter of time before there is a fatality. Why reduce speed to 80 KPH on Great south Road between Huntly and Ngaruawahia, a good road with passing lanes and well-engineered surface and keep the parallel road at 100 KPH when the mechanics Hakarimata Road do not support this speed.</p> <p>A bonus will be a saving in road repair from the heavy trucks at at least 100 kph pounding the road surface and requiring repair.</p> | |

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| 2924 | Nicola | Panapa | In part | <p>Safer speed for pedestrian traffic on Jesmond Street. School zones. I support the lowering of speed along Carlton Avenue and Galileo St as these streets provide entry and exit for traffic to Ngaruawahia Primary School.</p> <p>I am however more concerned that provision has not been made to address the high speed traffic that travels from Flagstaff and Horotiu, entering Ngaruawahia via River Road. I believe there are two traffic signs advising drivers of speed limits, however these by and large seem to be disregarded by many drivers especially as River Road provides a long stretch of road unhindered by traffic islands or speed bumps for would-be drag racers. I would encourage consideration being made to put in place measures to reduce traffic speeding along River Road (Ngaruawahia end).</p> <p>It's important to note that located on River Road within a zone of 100 meters is a health centre, a large marae with a kohanga reo, as well as a playground with sports facilities located at Patterson Park. These areas service the local community, young children and the elderly. Reducing speed zones and employing road safety measures to slow traffic will help create a safer environment for our vulnerable whaanau members.</p> <p>In addition, there are two schools; Ngaruawahia College and Te Kura Kaupapa Maori o Bernard Ferguson located on Kent and Duke Street respectively, and a kindergarden on the corner of Edward St and King St. If there is a desire to create safe roads for children to travel to and from school, then improvements must be made to make River Road pedestrian friendly, and encourage drivers to slow their speeds.</p> | |

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| 2927 | Greg | Wiechern | In part | On behalf of the Ngaruawahia Community Board and after discussions at a Board workshop, we are in agreement with the proposed changes, apart from the lowering of the speed limit to 40km/h on the section of Great South Road between Regent Street and Galileo Street. The Board don't see this as necessary as this is a major traffic route (ex SH1) and when busy, traffic travelling through the busiest section, Newcastle Street to Martin Street seldom travel at 50km/h. The lowered speed restriction is also for a 24 hour period each, yet for 14 out of 24 hours each day, there is very little business activity on this stretch of road. Other measures, such as a roundabout at the Princess Street/Newcastle Street/ Great South Road intersection would be far more effective to make this section of road safer. | |

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| 3201 | Kerry | McGregor | In part | <p>With regard to the proposed speed limit changes for Hakarimata Rd, I would prefer no change to be made as the speeds seem appropriate already to me although I don't live within the sections affected.</p> <p>I don't think there is any need to present this opinion in person as it is a fairly straight forward comment and I can't comment on the experience of those within the affected areas.</p> <p>I just make this comment for what it's worth, but what I am more concerned with is that I definitely don't think any further reductions in speed limits should be made such as the suggestions of reducing the whole road to 80km/hr or extending the 50km/hr limit further etc. Although these are not the changes proposed at this point, I just want to make comment anyway in case further reductions might be considered.</p> <p>I live along this road and I find the 100km/hr limit quite appropriate with no further reduction required. My wife and I also bike along this road at times. When we first moved here in February 2017, it was quite dangerous for biking as the road was quite narrow and needed work, but since the road works were undertaken widening the road it has been much better so that even biking I am quite okay with the limits as they are.</p> <p>I do have another request to make however. We live on (the corner of) Morepork Lane which had 50km/hr limit signs put in a while back which I believe are pointless and are just an inconvenience to mow around with my ride-on mower. Two signs were put in initially, one on each side of the road, and one disappeared a while back but the one on my side of the road still remains and is just a nuisance for mowing. I don't believe it has any impact on speed of cars in the street. Morepork Lane is not long enough for speeding to be a problem and most people/vehicles would be hard pressed to get over 50km/hr anyway with the length of road available even if they tried. As there is no issue with speeding and the length of road is not sufficient to make this an issue I would like to request that the sign be removed. It is me and not the council that mows and maintains around the sign and as it accomplishes nothing it is just an annoying obstacle.</p> | |
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| 2181 | Ronel | Jacobs | In part | <p>A huge problem is still driving under the influence of drugs or alcohol and/or talking/texting on mobile devices. Drivers who are already breaking these rules, won't obey speed limits in any case.</p> <p>Other than that, some people are suicidal and purposely drive over the speed limit, so no matter how much the council, government and transport authorities lowers it, it won't fix the root cause and will only punish and frustrate drivers who obey the laws.</p> | |
| 2892 | Brent | Middlemiss | In part | <p>Some of the proposed changes are good and are long overdue, however there is currently confusion with the multitude of different limits and this will not help with that problem. Reducing speed limits in towns on otherwise 100Km/h sections of road to 70 or below for short sections causes potential accident situations. Vehicles decelerating at these changes of speed are at real risk of being hit by others who have not (or do not) reduce to the same speed. A potential 40-50Km/hr speed differential is too great for reasonable reaction by drivers and could instigate more risk to pedestrians with drivers taking evasive action. Either stagger the reduction or limit the use of this differential.</p> <p>Also, I have noted several instances of speed signs being erected without actual changes to the gazetted speed limit. For example, Lee Martin road has 80k signs at one end and 80 Temporary at the other but is listed as 100km on your bylaw map. Brinkwork road has open road signs at one end and nothing at the other where it intersects with Lee Martin. Taplin road is signposted at 50 but is shown as 80 on your bylaw map. How are you ever going to gain buy in from the public if signs erected are confusing or plainly not correct?</p> | |

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| 2369 | Kovo | MacDonald | In part | <p>Taupiri community. Considering our road is used when the expressway is closed a lot. This needs to be considered for safety. No matter what people of the community say you'll do what you want. Council wont listen until a child is killed.</p> <p>Taupiri main road speed us far to high fir the amount of traffic and children that use it. There are no safe /well identified crossings for our tamariki to cross what feels like a main highway anytime if the day. Taupiri speed needs to be decreased (not hard considering a few signs need to be changed). Managed a 50 through ngaruawahia...if you need someone to change the signs and paint the roads and inform taupiri community I can have it done tomorrow quite easily without a child been killed</p> | |
| 2419 | Rosanna | Dickson | In part | <p>The speed limit past Hautapu School needs to be reduced and this has not been included. Hautapu School borders on the Waipa and Waikato boundary. The current speed is 80kms and there have been numerous near misses, especially as the school has grown. Since this expressway has been in place, Hautapu Road has become a thoroughfare to Hamilton and the growing industrial area means that heavy traffic has increased.</p> <p>This school has been trying to get the speed reduced past our rural school but neither Waipa or Waikato will own the situation. It has been passed from one council to the next given that the road is shared. To get this resolved we need both councils to work together to ensure our children's safety.</p> <p>Please reduce the speed to 60 kms the same as any other rural school, the same as Goodwood, the same as you are proposing for Tauwhare and all other schools.</p> | |

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| 2702 | Kirsten | Mattyssen | In part | We live on a particularly busy road that is 50km but you wouldn't know it as 80-90% travel at speeds exceeding 70km/hr with many, many going over 100. Big trucks hurtle past my children in their high vis vests on the side of the road with not a care in the world. I fail to see how reducing speed limits will change anything if it is never policed or any measures are taken to ensure the speed limit is adhered to. The cops are never here. I am all for speed limits being changed but we need more than just a speed limit change as that won't do anything and it's just a waste of money. People will still travel at the speeds they are now. | |
| 2827 | Journie | Yee | In part | Will result in frustrated motorists which will make them not safe. I don't think there is a need to lower the speed in school zones permanently, I think that should be only lowered during school hours | |

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| 2447 | Craig | Richardson | In Part | <p>With the significant increase of families moving into the rapidly growing subdivisions throughout</p> <p>Our school zone, including the various new subdivisions, our school has experienced a rapidly increasing number of students utilising the only available crossing on Russell Rd at the top end of Tamihana Avenue in order to get to and from school each day. Our roll now regularly hits 400 students so add whanau to this and there is likely 550+ people coming in and out of our school twice every day - the top of Tamihana Avenue is the only way out by vehicle.</p> <p>Currently we have teachers and students helping man the crossing at key times but it is not always able to be safely manned outside of the school warden timings, leaving large numbers of children left to cross the road at their own peril. The volume of traffic continues to increase week by week and as such we have had several near misses so feel it is only a matter of time before the near miss....isn't a miss. We have even taken steps to get Huntly Police involved but again having them there every day is untenable at best.</p> <p>The BOT would like to ask the Waikato District Council if they can please undertake a very urgent review of this situation that will show your reinforcement of the "Safer Communities" direction Waikato District Council push so hard, with a view to install a new Zebra Crossing with raised walking path (will slow traffic down) or even better a set of lights at this crossing.</p> | Yes |
| 2946 | Jacob | Quinn | In Part | I would like to add my personal support to the submission from Waitetuna Valley School, which i have attached. | Yes |
| 2989 | shaun | hazelton | In Part | Please refer to submission | Yes |

| Submissions that SUPPORT IN PART the proposed amendments to the Speed Limits Bylaw | | | | | |
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| 3107 | Lonnie | Johnston | In Part | <p>I wish to support the proposed speed limit reduction along Riverview Road, from Huntly West to the Quarry, however I would like to add to that and propose that:</p> <p>a) The speed limit reduction is extended another short 500 metres past the Quarry, ending at the one lane bridge.</p> <p>b) That the speed limit along all of Riverview road is reduced from 70km to 50km/hr from Huntly to the one lane bridge.</p> <p>**Please see long submission for detailed information</p> | Yes |
| 3193 | Glenn | Bunting | In Part | Please see attached | Yes |
| 3198 | Robyn Denton | Hamilton City Council | In Part | Please see long submission | Yes |
| 3197 | Ken and Sandra | Gillard | In Part | We would like to suggest that the speed limit for Hakarimata Road from Ngaruawahia beyond the 50km zone to the 50 km zone in Huntly be reduced from 100km per hour to 80 kmph. | |

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| 3195 | Hannah | Henderson | In Part | <p>I am a resident and I do agree there needs to be changes to the speed. However, in my experience, the issues and near misses have been along the turns quite far from either Huntly or Ngaruawahia. I am scared to walk/bike along the road, and never let my children. Coming into our driveway can be a bit nerve wracking as cars follow closely behind very quickly. I usually have to pull over to the left side of the road to let them pass before turning in right. With more development, this will only increase. I would propose a “safer speed zone” of 90kmph along the whole stretch. This would not only help with the “scary” stretches, but impact on the zones outlined closer to the towns as drivers would be slowing down from 90 - 70, rather than 100/120 - 70.</p> <p>I believe adding more, different speed zones would confuse and frustrate. The commute into Hamilton already feels long and changeable (60 in Horotiu, 80 along the stretch before etc). This commute will only get more common in recent developments, with more frustrated drivers pushing the limits if they feel they are unreasonable.</p> <p>In my experience, the danger I have seen is the cars doing 110, 120kmph along the main stretch, not so much either end. Adding a few minutes to my commute, which people in our home do usually 6 times a day (back and forth) would be annoying. But 90kmph along the main stretch would be far more tolerable than unnessecary extra zones of 50 and 70. And I believe this would make a difference either end as well. I’d rather be safe than fast in the long run.</p> | |
| 3186 | Makaila | Quin | In Part | <p>Eureka on the main Morrinsville / Hamilton road. Entry to a number properties including Shop, Petrol / service station, hall and school. The road through Eureka is a long straight road where traffic including large trucks etc. travel at maximum speed making it extremely dangerous at times to enter off and onto Hi-way 26.</p> <p>The road section should be maximum 80kmh or 70kmh speed limit as per other small towns like (Puketaha 70kmh) within the WDC.</p> | |

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| 3169 | Ben | Jones | In Part | <p>The proposed speed changes fail to consider the safety of the residents and traffic of Holland Road and surrounding area. The road is effectively a lifestyle area with a separate property every 70m or less long the entire stretch from Telephone road to ruakura road.</p> <p>Intersecting holland road and Telephone roads is one of New Zealand's worst crash rate intersections. We witness crashes on a weekly basis and its obvious that the speed along holland road is a huge contributor to this.</p> <p>It is proposed / requested that holland road from this intersection (telephone road) through to Ruakura road should be zoned at 80km/hr.</p> <p>To further support this there are in excess of 15 new houses planned to be constructed on this same stretch of road.</p> <p>the road is also a well known boy racer speed area with constant speeding etc occurring, the 80km/hr area will act further to discourage this behaviour.</p> | |
| 3108 | Andy | Holdsworth | In Part | <p>I would like to see the 100Km Speed Limit on the Hakarimata road reduced to 80Km. This is due to the large volume of trucks that use the road, the continued housing development occurring along the length of Hakimata road and the 50 new lifestyle blocks that are now being developed near Riverside Way, that will put an additional 100 cars (minimum) onto the Hakarimata road.</p> <p>With a lack of turning lanes or passing lanes on Hakarimata road and the increase in traffic volumes along with the current high speed limits, it is only a matter of time before someone else is seriously injured or killed.</p> | |

| Submissions that SUPPORT IN PART the proposed amendments to the Speed Limits Bylaw | | | | | |
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| 3070 | Nicola | Maplesden | In Part | <p>Please consider reducing the speed limit to 80kmh on the main rural thoroughfare roads between Hamilton and the satellite townships eg River Road, Hakarimata Road, Horsham Downs Road. The roads are not suitable for 100kmh with the current volumes of traffic. Hakarimata Road should never have been that speed as it is narrow and winding. There are new subdivisions planned.</p> <p>I agree with reducing some town center speeds on the narrow roads with shops but not on SH1 through Ngaruawahia.</p> <p>It would be much simpler if the speeds were consistent. It is confusing to have so many different zones.</p> <p>Thank you</p> | |

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| 3056 | Jennifer | Nickel | In Part | <p>I agree in part with the proposed speed reductions for Hakarimata Road, where it is proposed to have a slightly longer 60km/hr speed area at the Huntly end, and an extra extension of the 50km/hr speed area at the Ngaruawahia end. These are good suggestions and I support them as a minimum.</p> <p>In addition, I believe it is well overdue that the decision is made to reduce the speed limit along the middle length of Hakarimata Road to 80km/hr. It is currently 100km/hr like our state highways and many other dangerous rural roads, even though it is full of corners and many turn-offs into side roads or directly into driveways. Please consider what the primary purpose of this road is - which is to get those people who live on it to their homes and work and leisure activities safely and enjoyably. There are also some but few businesses, and then there are those who are only passing through going north or south, but they also have the option of the much larger/wider Great South Road on the other side of the river and the new expressway.</p> <p>To support the request to make this area 80km/hr I would like to point out that there are ever more subdivisions taking place and ever more residents moving in, and that there are increasing pressures on individuals to choose to walk or cycle (for health reasons, or to reduce emissions, or increasing cost of living) and that some residents are not able to drive (due to a disability, or lack of license). To reduce the speed from 100km/hr to 80km/hr would go a significant way to making the road a lot safer and a lot more enjoyable for anyone using it who is not in a car, van or a truck, while also protecting those who are much more.</p> <p>Unforeseen and unintended consequences while driving in a vehicle can happen to anyone, but they are less likely to occur and less likely to be severe the lower the speed. I am asking you to please put the residents health and wellbeing first for this area and make the middle of Hakarimata road a safer speed of 80km/hr for everyone.</p> <p>Thank you for your consideration.</p> | |

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| 3025 | MARTY | KAMPMAN | In Part | <p>RE HAKARIMATA ROAD , I support speed limit to 80km/h on Hakarimata road between Ngaruwahia and Huntly</p> <p>1 In the last 5 years a lot more houses and people are living along Hakarimata rd.</p> <p>2 Massive increase in traffic using this road ,as access to Huntly as the old SHY1 is to slow and congested at Taupiri especially morning and afternoons. (information from truck drivers)</p> <p>3 Increase in walkers runners cyclist and horse riders (pre Covid many trampers on the Te Araroa Trail) use this road.</p> <p>4 The road has a lot of non over taking lanes , most straights are short , it is not a safe road to maintain 100kp/h, .(in my view)</p> <p>5 I have attended many accidents , seen many near misses in this road.</p> <p>6 I use this road daily.</p> | |
| 3007 | Adrian | Pyne | In Part | <p>This submission is made on behalf of the Tauwhare Community Committee. We have reviewed the proposal that the Council have put forward. We are in agreement with it but would propose that some 100km/hr sections are changed to 80km/hr. This is the section from the village to the corner of Taharoa Rd and the section from the village to Hiwi Rd. This will provide a speed transition zone which we believe will reduce the speed in the 50km/hr & 40km/hr roads in the village.</p> | |
| 2992 | Timea | Kiss | In Part | <p>We are resident of Hakarimata Road and we would like to vote to keep Hakarimata Road 80 km/h speed for the whole road from Ngaruwahia to Huntly. Widene the road with a turning lane in front off the new subdivision area to improve safe turning.</p> | |
| 2991 | Tibor | Kiss | In Part | <p>We are resident of Hakarimata Road and we would like to vote to keep Hakarimata Road 80 km/h speed for the whole road from Ngaruwahia to Huntly. Widene the road with a turning lane in front off the new subdivision area to improve safe turning.</p> | |

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| 2985 | Colin | Hanrahan | In Part | I support a reduction of speed in residential and school areas but feel that a speed reduction on open roads will result in more risk taking and potentially higher accident rates. More effort should be placed on improving many of our roads and investing in driver education programs such as Auckland Transport's Te Ara Haepapa program to assist youth in gaining their correct licenses. | |
| 2984 | ian | Mclennan | In Part | We used to have 3 speed limits 100/70 & 50. When you were in a particular environment you could judge what speed. Now we have speed limits ranging from 30K to 110K in 10k increments and villages in particular could be anything between 40 -80. If you happened to miss the sign and they aren't that big then you can't judge the environment as it means nothing. Whitiakahu 70K Tauhei(not yours but on same route 80K). Wharepapa Sth (Waipa) 60K There is no consistency. There should be a criteria not just some minority windgers calling the shots. Pedestrians should stick to foot paths and cross where safe or where crossings are in place dropping a speed limit to 40 K may lessen the impact but the pedestrian should n't have been in the road in the first place. Dogs, Cats are owners responsibility not drivers. Our cars are much safer our roads are much safer you can't do much to make a pedestrian much safer if they just make bad decisions. I have no issue with reductions around schools. This is usually to make the access to the carpark easier for pick up. Not a lot of kids walk or bike to school any more by them selves. Pedestrian education is required Roads are for cars. We all want 20K speed limit past our gate but no where else. A speed limit doesn't stop the idiot, and again we are regulating to the lowest common denominator, specifically the IDIOT. | |

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| 2982 | Trish | Forsyth | In Part | <p>I have only looked at my local area. While I agree in part to the changes, some I feel are driver error reactions rather than unsafe roads.</p> <ol style="list-style-type: none"> 1. Croall Crescent Ngaruawahia (50 kph) is a single lane road - with curbing one side and grassed area and bank on riverside with no footpath (no practical area to place one) It is a short road (not straight) and for children and parents walking this road the speed limit should be 30 or 40 at the most. 2. River Road, Waipa Espalade, Waikato Esplanade, Whatawhata Avenue and Havelock Road are all commuter roads travelled at speed. Leaving these at 50 kph when reducing Great South Road is inviting the speedsters to continue using these roads at high speeds. 3. To reduce Great South Road down to 40kph (from bridge through town) seems a bit over the top when looking at my above comments (2). Incidents on this part of the road appear to be driver error, not speed limit or road faults. What consistency is there in having a "main road" reduced to 40 kph speed limit when the local roads have higher speed limits. I could not find on the NZTA site that there has been any fatalities on this stretch of road. If Great South Road is to stay at 40 kph then Council should seriously consider the above roads as well. | |
| 2979 | Andrew | Wood | In Part | <p>Support the speed reduction on Ngaruawahia Road from 100km/h to 50km/h. New 50km/h zone should be far enough westward to allow for any future road connections to nearby land zoned Residential under the PDP.</p> | |

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| 2951 | Karyn | Vickers | In Part | I can't see it reducing crashes as it will increase the frustration of drivers which will increase their risk taking which in turn increases crashes....the condition of the roads are unbelievably poor and it is extremely neglectful of our Council to put our lives and the lives of our children at risk by expecting us to drive on these roads every day, it is inexcusable and reprehensible that you allow this to happen !!! while you sit their taking our money every year and doing nothing to improve the quality of our roads....and rural residents are even more neglected when it comes to the state of their roads. Not only that but the poor road conditions are increasing the wear and tear on our vehicles and causing more damage and costly repairs....costs that should really be covered by the Council (legally if people knew they could actually send the bill to you)...maybe then you would get off your [] and fix the [] roads properly. | |
| 2914 | Susan | Sale | In Part | I agree with 50 to the eggs for sale sign, I then think it should 70 or 80 all the way to the Quarry, there after 50 or 60, Its alright changing the speed limit, but, are the Police going to in force it? something needs to be done about Hakarimata Road, they fly thro here like a bat out of hell, | |
| 2897 | Janis | Swan | In Part | My comments are for the roads in the Tamahere district. PLEASE NOTE 1. Vintners Lane (from Birchwood Lane to end) is currently listed as 100 kph and needs to be changed to 50 kph to be consistent with Birchwood Lane and because it is (a) a short lane and (b) has residents with young children who walk/cycle to Tamahere Country School (currently listed as 100 kph under the 2011 schedule) 2. similar consideration for Bollard Road (currently 100 kph under the 2011 schedule) 3. similar consideration for Tamahere Lane (currently 100 kph under the 2011 schedule) 4. Similar consideration for Sanctuary Lane (currently 100 kph under the 2011 schedule) Ditto for Sanctuary | |
| 2888 | Mary | Streeter | In Part | Fix the roads | |

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| 2882 | Angie | Vessey | In Part | Fix the roads properly instead of reducing limits to stupid speeds. Road conditions in this area are appalling. Constant roadworks done badly and needing to be redone all the time. | |
| 2878 | Tiffany | Brown | In Part | Support a reduction during school hours outside of this is not necessary | |
| 2875 | Manihera | Forbes | In Part | There should be speed reductions in other areas where there is built up living or activity on the road side. Two key examples are along the road by Waikeri Marae where there is often community activities and existing dwellings immediately adjacent to the road and parking in the road corridor but there are no proposals to reduce the current speed down from 100km/h! The other example is Riria Kereopa Memorial Drive along the waterfront where there is an excess of community parking for beach activities immediately adjacent to the road and built up housing, along a very narrow stretch of road, with community walking on the road due to no footpaths, but this area is still 40km/h with no speed reduction controls to stop drivers who speed along this road. There is no margin of error for kids or adults that walk out by their car or house into the road corridor. | |
| 2873 | Kelsey | Beck | In Part | Placement of turning lanes in high speed areas so it's is clear who is going straight and who is turning. Making reduced speeds ONLY at high crash areas. | |
| 2868 | Deborah | Welson | In Part 1 | Roads around the university, should have speed bumps. I live on May street. The amount of times im fearing someone will crash is ridiculous. They speed soooo fast down here! I have 3 children at home. 2 with disabilities. The loudness of these vehicles scare my children. | |
| 2865 | Arbana | Levande | In Part | Slow down everywhere, in towns, around schools, on country roads. Take main roads out of town, go around. Think of pedestrians and cyclist. Include this when getting licence. | |

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| 2859 | Michael | Mackinnon | In Part | The road from raglan to Hamilton needs to stay at 100kph. There are exceptions such as the stretch of road between Greenslade Rd and town. As a regular commuter, I can confirm that the only issue with the road is the drivers. Also on Riria Kereopa Memorial Drive, speed bumps need to be installed to slow down the hoons. They come flying out of the carpark, rising clouds of dust and seriously threatening anyone who happens to be walking along the stretch of Rd running parallel with the harbour I suggest one right by the exit of the carpark and a couple some... 100m either side toilet block | |
| 2853 | Denise | Fort | In Part | The speed limited in wainui road in raglan has been changed from 100 to 60 in 2020 but no one drives 60 , it's 100 or even faster most of the times . It's nice that you are recognizing the need of reducing the speed limit but how are you actually gonna make people listen , understand and follow the rules ? | |
| 2852 | Valentina | Leon | In Part | What are the costs involved in doing this project?? 300 roads= 600 new signs minimum <ul style="list-style-type: none"> 600 pieces of 100x100 6 STMS workers 3 STMS vehicles 1000 road cones 1 Hiirepool digger 5 Council workers 2 Council trucks/utes At least 300 days work to finish this as it will take STMS a day to set up on each road, so that's roughly a years work for the above listed people and equipment. That sounds very expensive to me... \$\$\$\$\$\$ not well spent. Brilliant bureaucratic pincer movement, more infringement notices for speeding while not having to spend on roading repairs/upgrades. | |
| 2848 | Temujina | Pullum | In Part | reduce speed , but also put in speed cameras, as no one does the speed limit as the road is long and straight, so reducing the limit wont stop the drivers from speeding, but getting a ticket will. Trucks do horrendous speeds. Travers Road Te Kauwhata | |

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| 2846 | Stef | Bell | In Part | <p>Will result in more congestion, increased travel time and frustration. Those who speed will speed.</p> <p>The roads need to be improved for the increase in population and heavy use. reducing speed in a bandaid on a bullet wound. Need more double lanes or at minimum slow vehicle bays, passing lanes and education on when to use a slow vehicle lane.</p> <p>A truck licence requires a 3day course in class theory, professional practical with guidance and practical test but not to operate a car?!</p> | |
| 2842 | megan | Paul | In Part | On roads where there are a few changes, there needs to be more signs- we often go- what are we meant to be doing here? This is more so for those of us who live out of town but travel over often. | |
| 2839 | Chris | Lane | In Part | No matter what you change the speed limits to .You will always get those problem drivers who don't care.So your changes really only affecting the ones who already drive safely.As the bad drivers will always speed. | |
| 2826 | Megan | Parker | In Part | Why are the school zone hours from 8:30-3? Other than Horotiu School, mist finish at 3pm. This means children will be on the footpaths near the roads after 3pm. Wouldn't it make more sense to extend these hours until say 3:15? | |
| 2802 | Grady | Connell | In Part | The Tuakau Rd reduction from 100-80 isn't needed, a number of safety improvements could be put in place including better lighting and better formed road edges and wider median will improve safety along this road. A foot path would be a nice addition as many people walk to pukekohe too | |

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| 2796 | Roy | Baker | In Part | <p>To reduce the speed limit on Hakarimata road to 80 KPH from Ngaruawahia to Huntly. Presently your proposal reduces speed at each end of the Road but leaves the majority at 100 kph.</p> <p>As Hakarimata road is the only 100 kph road between Ngaruawahia and Huntly it is used by those who wish to bypass the speed restriction on the old main highway of 80 kph. (Great South Road)</p> <p>Hakarimata road is winding and has heavy vehicle traffic to and from the quarry. In the time I have lived at this address (10 years) three cars have lost control on the corner outside my property and crashed while I have been at home. All these crashes have been caused by excessive speed on a winding and undulating road. With the increase in houses and the subsequent increase in people and traffic movement it is only a matter of time before there is a fatality. Why reduce speed to 80 KPH on Great south Road between Huntly and Ngaruawahia, a good road with passing lanes and well-engineered surface and keep the parallel road at 100 KPH when the mechanics Hakarimata Road do not support this speed.</p> | |
| 2687 | Linda | Paton | In Part | <p>Any speed limits do not stop the idiots on bikes tearing up and down, doing wheelies, having children on the front, along the main road which is Maunsell rd. If we can't have police here to keep these idiots away, then judder bars would be more relevant.</p> | |
| 2686 | Russell | Paton | In Part | <p>Maraetai Bay Reserve speed limit proposed at 40km is way to high, this should be max 20km. Also would like to see speed humps along the maraetai bay reserve road installed to prevent antisocial driving and riding of dirt bikes along the reserve.</p> | |
| 2682 | Barrie | Pinkney | In Part | <p>Present 50km speedlimit at Port Waikato is not adhered too by reckless motor bike rides and boy racers.</p> <p>Better solution for Port Waikato township would be to install judder bars on main roads.</p> | |

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| 2680 | Leah | Fry | In Part | <p>Changing the speed limit in Port Waikato to 40kph will make zero difference. There is absolutely NO compliance monitoring (policing) so it will be an extra cost to change out signs which will make no difference. Those that speed have no respect for speed limits anyway so a sign change will achieve nothing.</p> <p>The only true way to make a difference will be via engineering controls such as speed humps with the two main area of concern being the length of Maunsell Road and Maraetai Bay. The remainder of the roads are too short and not main roads making changes in speed irrelevant.</p> | |
| 2659 | David | Manson | In Part | <p>Reducing the speed limit on Tauwhare Road between Victoria and the Village is unnecessary as it is rural open road with very few houses. A much better way to invest in safety on this stretch of road would be to put in place a footpath that allows pedestrians to walk off the roadway itself. Also, any new residential housing developments proposed in this area should have to contribute to the cost of footpaths as currently there are virtually none outside the Village itself.</p> | |
| 2594 | Christine | Bertrand | In Part | <p>If drivers were careful, reduction in speed limit not warranted.</p> | |
| 2532 | Tracey | Oakes | In Part | <p>The proposed changes on Hakarimata road are a start. would like to see the whole of Hakarimata Road reduced to 80km. There is a straight just past our property which has limited visibility due to a bend and also houses and driveways at the northern end of it. A number of people pass in this area and it is only a matter of time before there is an accident with someone pulling out of a driveway and getting hit by a person overtaking and on the wrong side of the road.</p> <p>At the northern area of Ngaruawahia on Great south road it is proposed to increase this from 50km to 60km I believe this should stay at 50 km due to the number of children i have witnessed on the footpath on the eastern side of that road.</p> | |

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| 2526 | Paul | Dixon | In Part | <p>It gets really confusing as to what the speed limits actually are in an area... When there are basically limits from 20-110kph in 10kph increments. There needs to be more road marked speeds to help with this.</p> <p>What I really want to see is a walking / cycle path connecting Matangi and Tauwhare. My son didn't want to ride his bike to school due to the traffic on Tauwhare Road.</p> | |
| 2516 | Russell | Davis | In Part | <p>Port Waikato new speed limits are stupid. With no really active police presence, nor speed cameras , a posted speed limits IS NOT FOLLOWED, by the young or just about anyone else.</p> <p>What is required is speed bumps, sleeping policemen and speed trap cameras. Naturally this will cost money and most probably you will just opt to change signs, doesn't cost much, but will NOT solve the issue.</p> <p>So harden up and put your money where it is needed.</p> | |
| 2506 | nigel | meek | In Part | <p>Cars are built to travel comfortable and consistently at speeds far greater than speed limits rule. Roading infrastructure has failed to keep up with this trend. Similar examples of infrastructure lag can be found everywhere; ships too big for ports, sewage pipes too small for housing developments, bridges too narrow for traffic density, rail lines too sparse for public transport viability. Ultimately there is insufficient money available in NZ's tiny population. We want a first world infrastructure on a third world budget.</p> <p>I have travelled countless times between Raglan and Whatawhata in 26 years, on my way to and from Auckland. My newest car can be set to cruise control at 95kph and changed only once, for the Deviation switchbacks. It is capable of negotiating all other turns successfully but not necessarily safely, in terms of gazetted speed limits. 26 years ago I could not have contemplated such a thing, in that old car of its day.</p> <p>Changes are pointless unless policed, because a combination between human nature and modern motor vehicles will otherwise subvert the intent of the new limits.</p> | |

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| 2463 | Diana | Jones | In Part | The proposed speed limit change to 60kph should be extended much further back from the Tamahere Country Club to about 134 Tamahere Drive. There are many driveways on this stretch of road and the road is quite narrow in places. It is also a school bus route. | |
| 2452 | Kate | Holdsworth | In Part | <p>Disappointed despite continued lobbying of district councillors that Hakarimata Road is not on the schedule.</p> <p>With 2 hairpin bends in the first 3km, 52 new houses being constructed (100 extra vehicles) and over 30 gravel lorries per day, this 100k road is hazardous for cyclists, pedestrians and other motorists. We take our lives in our hands just turning right into Riverside Way.</p> <p>It should be 80km from end to end.</p> <p>Absolutely gutted it has again been overlooked.</p> | |
| 2425 | Jason | Cann | In Part | <p>Given that in the past 2 years there has been at least a 100% increase in heavy traffic on Waitetuna Valley Road due to the extension of the Quarry Operation and the Logging Operations taking place, I have two concerns regarding the proposed changes on Waitetuna Valley Road.</p> <ol style="list-style-type: none"> 1. In the immediate road zone surrounding the Waitetuna School the speed limit should be reduced to 40kph at all times not just during School hours. The School offers before and afterschool care from 7am until 5pm and is also used outside these times by the community. On the proposed plan this is what Te Mata School will be changed to and for consistency, fairness and transparency Waitetuna School should be zoned the same. It should be 40kph at all times. 2. Then entire length of Waitetuna Valley Road south of the school both up to and particularly including the gravel section needs to be not only physically upgraded, but also have its speed limit reduced from the current 'derestricted speed' designation. This derestricted speed sign allows the double truck and trailer units heavily loaded with gravel or logs to travel at 80kph on both the | |

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| | | | | <p>gravel and sealed sections. These larger vehicles in particular are travelling well above their 80kph limit on the seal and on the gravel road are not driving to the conditions. It has become a a safety issue whereby they take up most of the road and are unable to stop safely when an oncoming car approaches. There are numerous cars that leave the road and a double truck and trailer unit has rolled off the gravel road due to its inability to stop and allow other traffic through which caused a collapse of the road/bank structure. This incident was attended by police and will be recorded.</p> <p>Not only is this excessive/unsafe heavy vehicle speed a documented safety issue for residents and other roadusers, but the Waitetuna School Bus also uses this gravel road twice daily.</p> <p>I would like to have my concerns addressed via a return email by the appropriate person within the Waikato District Council as all of my earlier phone and email requests have been ignored.</p> <p>Respectfully - Jason Cann</p> | |
| 2380 | Leigh | Chisholm | In Part | Add speed bumps if speed is the issue , stop reducing speed limits it's in the country . And fix the roads ! Especially ones that just have cones around it as a "fix". Pokeno would benefit from adding traffic lights where the countdown intersection is | |
| 2373 | Sylvia | O'Leary | In Part | There are way too many different speed zones in the Taupiri area. Whatever happened to 40 school, 50 urban, 80 mixed, 100 open road?? Much more sensible and consistent | |
| 2361 | Tiffany | Oldham | In Part | It's the speeders that will drive whatever speed they want no matter whether it's 40 or 50kms. I live in the village and fear for my kids safety due to the speeders that go through constantly. Speed humps and pedestrian crossing are the key to safer roads around the school and village | |

| Submissions that SUPPORT IN PART the proposed amendments to the Speed Limits Bylaw | | | | | |
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| 2328 | Antony | Kerr-Bell | In Part | The speed limit west of Speedy Rd on River Rd has no reason to be 60. Travel time to Flagstaff is long enough with the southern end of River Rd being 80 and northern end before Nga (how about putting those sections back to 100?!) and with the roundabout being there safety has already improved. The speed limit on GSR shouldn't be lowered near the bridge or passed NGA school, there's a crossing by the school for a reason and is already 40 during start/end of school. You have to remember that GSR is a main road and driver's aren't going to want to drive such a distance at slow speeds. | |
| 2295 | Cassandra | White | In Part | <p>Please include outside my property. I've complained previously. Someone has died on my property, there are regular crashes we attend. We have had cars crash onto our property twice increasing the risk of stock escaping and it is not safe to drive at 100km/hr over the over bridge at hopuhopu.</p> <p>Speed limits have been reduced on much safer stretches of road but this area has been overlooked.</p> <p>The next time there is a serious crash outside my property I will bring up this submission and my previous complaint about the speed limit to wateva newspaper will listen.</p> | |
| 2240 | Nicola | Nicholson | In Part | The hours for the rural schools speed reduction needs to be 30 mins either side of school start/ finish. Onewhero Area School finishes at 3pm, so the 40km needs to be from 8.30am to 3.30pm | |
| 2211 | Luke | Jones | In Part | Utilize more open road signs as people see the 100 and act like its a target rather than a limit, and bring in restrictions on bikes on rural roads as they like to go ride in packs in places where there isnt the visibility to give them time to stop breaking the law and allow traffic past. Also where limits are changed there needs to be additional signage short term as people get used to the limits and stop reading the signs, resulting in huge numbers of fines (eg, when the 70km limit past tuakau college was moved towards buckland it was hammered daily with speed cameras as revenue gathering) | |

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|--|------------|-----------|------------------|--|------------|
| Submitter ID | First Name | Last Name | Support Proposal | Comments | Attachment |
| 2182 | Jodi | Milne | In Part | Changing pukekawa to 40/60km around the school zone makes sense, but lowering the rest of that road to 60km does not. 100km works good for this road safely as is, if you absolutely have to lower it 80km at the very lowest would be an adaptable change with minimal greivances from locals, any lower is just unnecessary. Thankyou. | |
| 3321 | Jeff | Lim | In Part | The 40k speed limit should be extended beyond the residential area on whaanga Rd. There are now several small children that are living in the area. Speed limit inappropriate for residential area. | |
| | | | | END | |

Attachment 1a

SUBMISSION ATTACHMENTS

Speed Limits Bylaw Hearing Report

| SUBMITTER ID | NAME | PAGE NUMBER |
|--------------|--|-------------|
| 2447 | Craig Richardson | 2 |
| 2598 | Charlie Watt | 4 |
| 2600 | Tim Stace | 5 |
| 2946 | Jacob Quinn | 6 |
| 2959 | Stephen Pole | 7 |
| 2989 | Shaun Hazelton - Federated Farmers | 8 |
| 2998 | Mark Lilley | 12 |
| 3024 | Alan Arnold | 13 |
| 3037 | David Whyte – Huntly Community Board | 15 |
| 3038 | David Whyte – Ohinewai Community Committee | 20 |
| 3071 | David Ralfe | 22 |
| 3107 | Lonnie Johnston | 23 |
| 3193 | Glenn Bunting - Waka Kotahi | 27 |
| 3196 | Greg McCutchan | 37 |
| 3198 | Robyn Denton - Hamilton City Council | 39 |

*Please note the **page numbers** are on the left of this attachment not the agenda page numbers



Kimihia Primary School
Tamihana Ave
Huntly 3700

26/08/2020

TO: Waikato District Council - Huntly
15 Galileo St,
Ngaruawahia 3720

RE: Request for new raised Zebra crossing on Russell Rd due to significant concerns for school children safety

Dear Sir/Madam,

On behalf of the Kimihia Board of Trustees we would like to bring a significant safety concern to the attention of the Waikato District Council regarding the safety of our Kimihia School children on their route to and from school across Russell Rd, at the top of Tamihana Avenue (See Pic #1).

With the significant increase of families moving into the rapidly growing subdivisions throughout our school zone, including the various new subdivisions, our school has experienced a rapidly increasing number of students utilising the only available crossing on Russell Rd at the top end of Tamihana Avenue in order to get to and from school each day. Our roll now regularly hits 400 students so add whanau to this and there is likely 550+ people coming in and out of our school twice every day - the top of Tamihana Avenue is the only way out by vehicle.

Currently we have teachers and students helping man the crossing at key times but it is not always able to be safely manned outside of the school warden timings, leaving large numbers of children left to cross the road at their own peril. The volume of traffic continues to increase week by week and as such we have had several near misses so feel it is only a matter of time before the near miss....isn't a miss. We have even taken steps to get Huntly Police involved but again having them there every day is untenable at best.

The BOT would like to ask the Waikato District Council if they can please undertake a very urgent review of this situation that will show your reinforcement of the "Safer Communities" direction Waikato District Council push so hard, with a view to install a new Zebra Crossing with raised walking path (will slow traffic down) or even better a set of lights at this crossing.

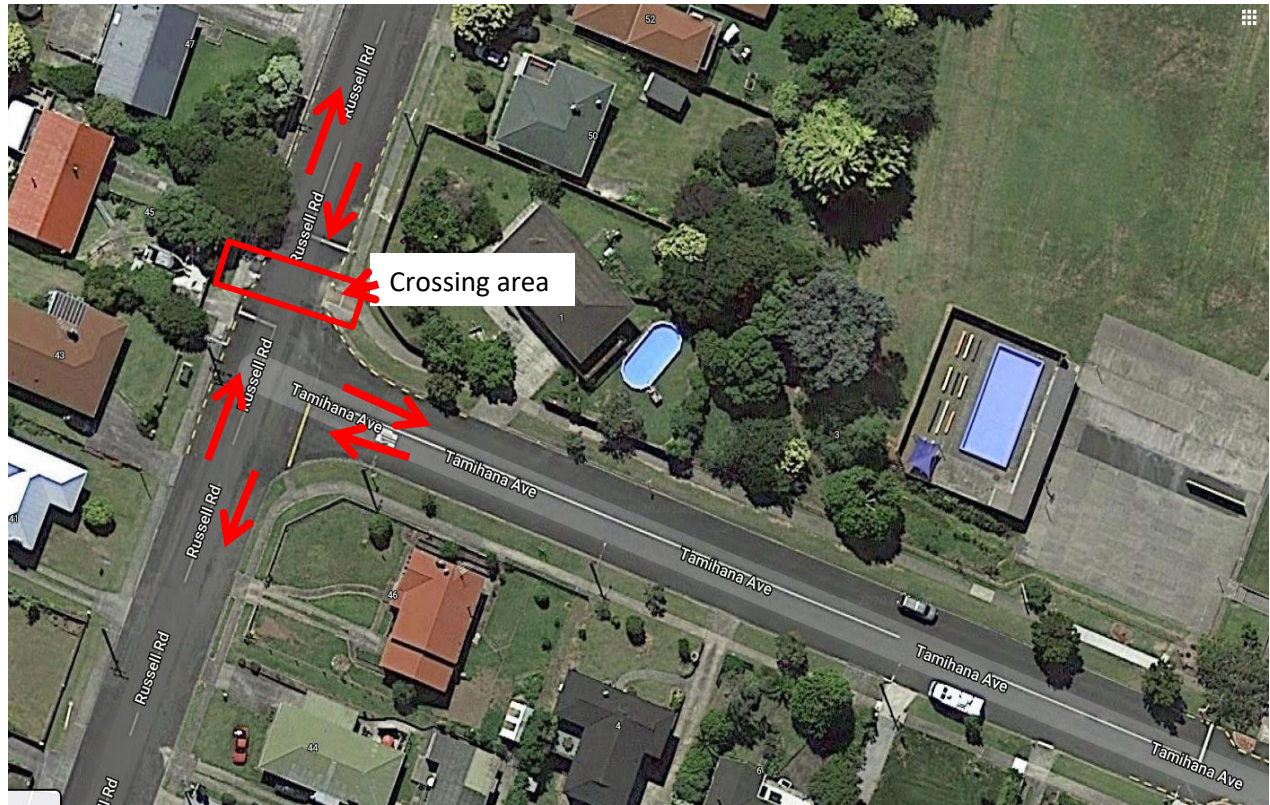
We appreciate your time and consideration and look forward to your favourable response

Kindest Regards

A handwritten signature in blue ink, appearing to read 'Richardson'.

CRAIG RICHARDSON
Chairperson





PIC #1 - Current only available crossing area is manned by staff and students together at key times but there are large numbers of students and whānau crossing this area outside of manned times



WAINAMU RESERVE

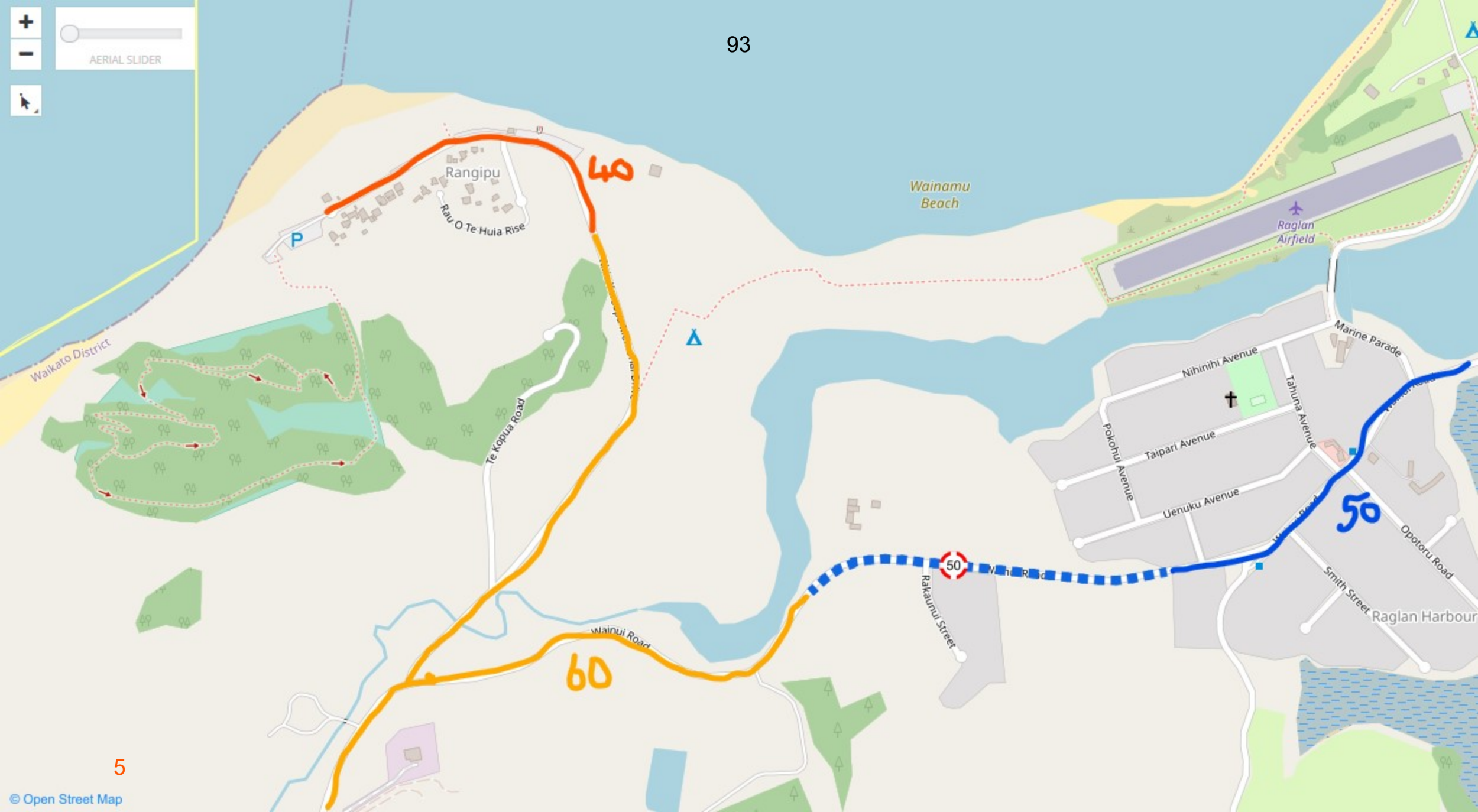
GATES CLOSED DAILY
AT 8.00PM



Haere mai, haere mai - Welcome to
Wainamu



93



P

Rangipu

40

Wainamu Beach

Raglan Airfield

Waikato District

Te Kopua Road

Wainui Road

60

50

Nihinihi Avenue

Taipari Avenue

Uenuku Avenue

Marine Parade

Tahuna Avenue

50

Oporuru Road

Smith Street

Raglan Harbour

5

Speed Limit bylaw amendment submission - Other comments box text.

Thank you for the opportunity to submit on the proposed amendments to the to the Waikato District Council Speed Limit Bylaw 2011. The area of amendments that we are interested is Waitetuna Valley Road/ Old Mountain Road.

Pervious amendments to the bylaw reduced the speed limits around the school to 60 km and from the school to the State highway which we support as it made it safer for both primary children when starting and finishing school and older kids catching the bus at the end of the road.

We support the proposed further reduction from 60km variable limit of 40km during school hours/ school days and 200 meters either side of the school.

We request that council also consider further speed reductions along both roads as permanent reductions.

1. Waitetuna Valley road from the current 60km sign to 530 (where the road becomes metal)
The last 2 years has seen a significant change in amounts and types of users on both Waitetuna Valley and Old Mountain road. In particular with change of ownership and use of the Quarry and the logging starting up we have large numbers of heavy trucks travelling along Waitetuna Valley Road from 4.30 in the morning to late in the afternoon every weekday. Although many of the truck drivers are courteous some are not and drive a speeds which are unsafe for other users of the road given its width, camber and road surface quality.

The road is well used by residents not only in vehicles but also walking, cycling and horse riding. It would be great if we could have more children able to walk and cycle the couple of Km's to school along these roads however the safety of these activities is questionable when sharing a 100km/hr road logging and quarry trucks.

We request that the council consider reducing the speed limit of from 100km down to 80km.

2. 530 Waitetuna Valley Road / Fillary where the surface is metal.
These parts of the road are metal, narrow winding and used by walkers, cyclists, cars and heavy trucks. The corner where the metal starts has multiple accidents from minor 1 vehicle accidents/ near hits of pedestrians, to serious ones where vehicles have been written off/ flipped and completely left the road. The majority of these accidents don't get reported and therefore I suspect WDC may not be aware of the scale of the issue. it is only a mater of time before someone is seriously injured. This section of road is unsuitable for the current 100km and having it as such invites users to drive it at unsafe speeds.

We request that the council consider reducing the speed limit of from 100km down to 70km.



SUBMISSION



To: Waikato District Council

Submission on: Speed Limits Review 2022

Date: 3 February 2022

Contact: Alan Cole – Auckland Provincial President

Jacqueline Hahn – Waikato Provincial President

Shaun Hazelton - Policy Advisor (primary contact)

Federated Farmers of New Zealand

PO Box 447, Hamilton 3240

444 Anglesea Street, Hamilton

m: 0273727330 | e: shazelton@fedfarm.org.nz

OUR SUBMISSION**General Comments**

1. Federated Farmers welcomes the opportunity to submit to Waikato District Council (WDC) on the Speed Limits Review.
2. We wish to remind council that the primary sector contributes heavily to the districts economy through high levels of exports and local employment. Rural businesses rely heavily on the roading systems to provide a safe and reliable means to transport goods and services in and out of the district and helping to connect the communities within the district.
3. Overall Federated Farmers supports the intent of the Speed Limits Bylaw 2021 and many of its proposals. However we do not support council relying on speed restrictions as a sole mode to reduce roading accidents.
4. Federated Farmers main concern is that the opportunity to create safer roads via speed setting comes at the cost of expenditure on roading infrastructure improvements. We have concerns that the strategic direction, as set by central government, will have a damaging effect on the roads current state increasing the amount of roading requiring lower speed limits. The third principle under the Road to Zero Strategy states, “we strengthen all parts of the road transport system” ensuring that speed setting is only one of the many factors to create a safer roading system.
5. Federated Farmers submits that if the amendments to the bylaw are undertaken, WDC monitor the roads where the speed limits have been reduced with a view to raising back to previous levels, if the reduction in speed has little or no improvements to road safety.

Proposed Changes**Proposed changes to Urban Traffic Areas**

6. The proposal to identify and set slower speeds on roads within Urban Traffic Areas is supported by Federated Farmers. These areas have the highest number of pedestrians that are likely to be crossing and travelling along roadsides.
7. Federated Farmers supports changes to urban traffic areas as there is little gain for roading infrastructure improvements in slower urban roads.
8. Reducing speeds within urban settings also has little impact on logistics movement of livestock and products in and out of or members rural properties.

Proposed changes to Individual Roads

9. Federated Farmers supports Council's objective to meet its Road to Zero goal, however, we do wish that this is done considering all options available to reduce roading deaths. Reducing speed limits should not be used as a first point of call.
10. A cost benefit analysis (CBA) should be considered prior to deciding to slow the individual roads outside of urban and school zones. These individual roads have the greatest use from the primary sector therefore have a large effect to our members.
11. Naturally, drivers should be driving to the condition of the roads. The type of vehicle also has a significant implication of the speed that the driver can go. Rural unsealed roads allow 4wd and most rural vehicles to drive at a faster pace than smaller cars and bikes at a safer pace. The slower speeds will also need to be enforced to ensure that the desired behaviour change is made. Without enforcing the proposed changes council will just be spending money to update signs without benefit.
12. Slowing down roads will create a safer roading system however, looking at a triple bottom line approach improving the quality of our single lane and unsealed roads will have a greater benefit improving drive times, reducing maintenance, emissions along with minimized sediment loads from our unsealed roads and creating a safer more efficient road to drive on.

School Speed Zones

13. Federated Farmers supports changing the speed zones around schools. This is of particular importance to ensure that the most vulnerable are safe around high traffic areas.
14. The ability to reduce speeds need to come hand in hand with appropriate roadside preventive measures such as pedestrian crossings and speed bumps to channel the foot traffic within the safe speed zones. We would also like to see additional roadside signage to capture users' vision particularly when changes have been made and regular users may not notice.
15. Federated Farmers additionally wishes that council engages further work to address the shortage of buses in rural schools and communities. More efficient bus services will increase safety, community engagement and reduce emissions. This will involve working with schools, bus zoning authorities, community clubs and sports groups and communities.

ABOUT FEDERATED FARMERS

Federated Farmers of New Zealand is a primary sector organisation that represents farmers, and other rural businesses. Federated Farmers has a long and proud history of representing the needs and interests of New Zealand farmers.

The Federation aims to add value to its members' businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their businesses in a fair and flexible commercial environment.

- Our members' families and their staff have access to services essential to the needs of the rural community; and
- Our members adopt responsible management and environmental practices.

Summary Table

| Topic | Support/oppose/neutral | Explanation |
|--------------------|------------------------|---|
| Urban Changes | Support | <ul style="list-style-type: none"> • Speed reduction on selected urban roads is supported by Federated Farmers for the reasons outlined above. • Work with Police to ensure speed changes are effective. |
| Rural Changes | Neutral | <ul style="list-style-type: none"> • Federated Farmers recommends council engage in a CBA prior to deciding to restrict speed or improve the road. • Infrastructure improvements need to be placed as a higher consideration. |
| School Speed Zones | Support | <ul style="list-style-type: none"> • We support reductions of speed around rural and urban school zones. • In rural areas more signage and visible signals need to be introduced particularly around peak school traffic. • Work with community, schools, clubs and bus services to offer more efficient and effective bus services. |
| Additional comment | | <ul style="list-style-type: none"> • Work with NZ Police to ensure an effective monitoring program is in place. • Review the speed changes after 12 months to ensure changes are effective |

Ends

| Statement of proposal page number | Locality | Road | Submission |
|-----------------------------------|---------------|---------------------------|--|
| 10 | Hampton Downs | Hampton Downs Road | The proposed 60km/h speed limit on Hampton Downs Road should be extended east of the Waikato Expressway interchange (to at least 50m along Whangamarino Road and at least 50m along Foster Road). |
| 27 | Ohinewai | Tahuna Road | The proposed 50km/h speed limit on Tahuna Road should be extended east of the Waikato Expressway interchange (to at least 50m east of the Lumsden Road roundabout, and at least 50m along Lumsden Road). |
| 31 | Pokeno | Great South Road | The proposed 40km/h speed limit on Great South Road should be extended south to the Waikato Expressway interchange (at Averill Road). |
| 34 | Pokeno | Nikau Road & Jimeda Road. | The proposed 60km/h speed limit on Ridge Road should be extended east of the Waikato Expressway interchange (to at least 50m east of the Jimeda Road intersection). |
| 34 | Pokeno | Razorback Road | The proposed 80km/h speed limit on Razorback Road should be changed to 60km/h (extend the 60km/h speed limit on Helenslee Road) to north of the Waikato Expressway interchange. |

Submission on 2021 Speed Limit Amendments

Buckland Road/George Street

“The proposal simplifies the speed limits in those areas to reduce the number of speed limit changes”
(Statement of Proposals)

The existing speed limits on Buckland Road, George Street and River Road entail three changes of limit from the point of entry 650m north-west of Geraghty’s Road to the 80km/h sign down by the river. During school start and finish periods a further two changes are required.

Under current speed limits, vehicles travelling from Pukekohe to Port Waikato or Onewhero encounter a 50km/h limit as they enter Tuakau. This covers all of Buckland Road and George Street and part of River Road. The limit is then 70km/h to the edge of Tuakau where it changes to 80km/h down by the river. On school days there is a single variable speed school zone stretching past both Tuakau College and Tuakau Primary School. Illuminated 40km/h signs define this zone. Other than making the entire road system from one side of Tuakau to the other a permanent 40km/h zone it is hard to see much scope for simplification.

The new proposals separate the two schools. Tuakau Primary School is considered “urban” and a fixed limit of 40km/h replaces the variable speed school zone. Tuakau College becomes a rural school with a variable 60/40km/h limit 100m each side of the entrance. There is then a 160m length of road with a 60km/h limit going towards Pukekohe to the start of the proposed 80km/h section and, going into Tuakau, there is a 140m section of 60km/h limit changing to about 250m of 50km/h limit up to the 40km/h limit outside the primary school. Thus, in Buckland Road alone there will be six changes of limit during the school day.

There is already rapid development in Tuakau and the areas beyond the College and those to the south of Buckland Road are zoned residential. Buckland Road has had a 50km/h limit past the College for four years and the single variable speed school zone has been in place for three years. I propose the single school zone be retained and with a permanent 40km/h limit.

Buckland Road – Current Open Road

In light traffic conditions traffic can flow safely at speeds up to the 100km/h limit. In heavier traffic conditions the speed tends to be self-regulating. Imposing a limit of 80km/h will, I believe, make no difference under heavy traffic conditions (rush hours) but will cause frustration at other times. Unless Council can produce data to show that there is a high accident incidence on this stretch caused by motorists driving at speeds in excess of 80km/h the limit should be left unchanged.

George Street, River Road, Whangarata Road

I believe the section currently posted as 50km/h south from Coles Road should become 60km/h but the sections currently posted 70km/h should be retained at that limit. Ideally it should never have been reduced from 70km/h previously and I realise that re-instating a limit of 70km/h is not feasible.

George Street

I agree with the proposal to reduce the limit to 30km/h through the shopping centre. I also agree that the section of George Street south of Jellicoe Avenue should be limited to 40km/h but only as far as Henderson Avenue. This covers an area with the Town Hall, library, GAS station, medical centre, shops and restaurants and four road junctions.

South of Henderson Avenue George Street can be classed as a collector road and the 50km/h limit should be retained.

Harrisville Road – Current Open Road

I see no reason to reduce the present open road limit on this road. The entire length (8km?) has double yellow lines which I know frustrates many regular users and the imposition of a reduced speed limit will only add to the frustration.

Bollard Road

I support the proposal for a 60km/h limit on Bollard Road from Saleyard Road to Whangarata Road. For the volume of traffic using this road, the width and general condition of the road together with the number of industrial premises and the Gull service station, make the present 70km/h limit too high.

Whangarata Road

The map shows Whangarata Road from Ridge Road to 900m west of Ridge Road to be currently 100km/h although it was made an 80km/h zone in 2018 amendments. The current proposal is to make an 80km/h limit from Ridge Road to 575m east of Smeed Road. This proposal looks as if made by someone believing the present limit was 100km/h. i.e. using the 2019 schedules. I see no reason to move the, signs a few metres westwards and use a different reference point.

I do see, however, a reason to reduce the limit on this section to 60km/h. On this section which is hilly and winding there are a number of property entrances and a joining road. There is also the entrance to the new recreation area/future cemetery. This entrance is close to a blind summit. Traffic at present tends to be travelling at over 80km/h through this section which connects two sections of open road.

Residential Roads

I support the proposal to extend to 40km /h residential zone in Tuakau. I note at the time the present zone was introduced in August 2020, Council proposed complementing this with means to slow traffic (I was assured this would not mean speed humps) To date I am unaware of anything that has been done other than install speed limit signs.

Alan Arnold
22 January 2022



Submission on Speed Bylaw 2015
By Huntly Community Board January 2022

In principle the HCB supports the proposal, specifically the lowering of speed limits around schools and the lowering of the CBD speed limits.

However the devil is in the detail, and the detail hasn't been thoroughly checked before release and not updated when issues raised. The council which is a multiple million dollar operation should have some kind of system in place to check the details so poor consultation documents are not released.

Going through the list of roads listed in Huntly on pg 14 in alphabetical order comments are made below. If a street isn't mentioned it means we support the change. Going through in alphabetical order:

EAST MINE RD (160m east of SH1) 70 to 60

This is not marked on any map supplied by the council - not in the PDF or the interactive map. This caused a few scratched heads. Since the majority of East Mine Rd is a 100km/hr zone. Thus if this change went ahead one would turn from a 70 (old SH1) to a 60 for 160 meters then up to 100. This does not many sense nor would it be simple to follow.

We suspect this change is tied into speed changes coming down the pipeline for the old SH1 corridor. And if the 70 though the old SH corridor is going to change to 60 in the next 6 months then possibly this make sense and we would agree with it. Supporting documentation for this change doesn't seem to be present, so making wise comment is impossible.

MINE SQ 50 to 30

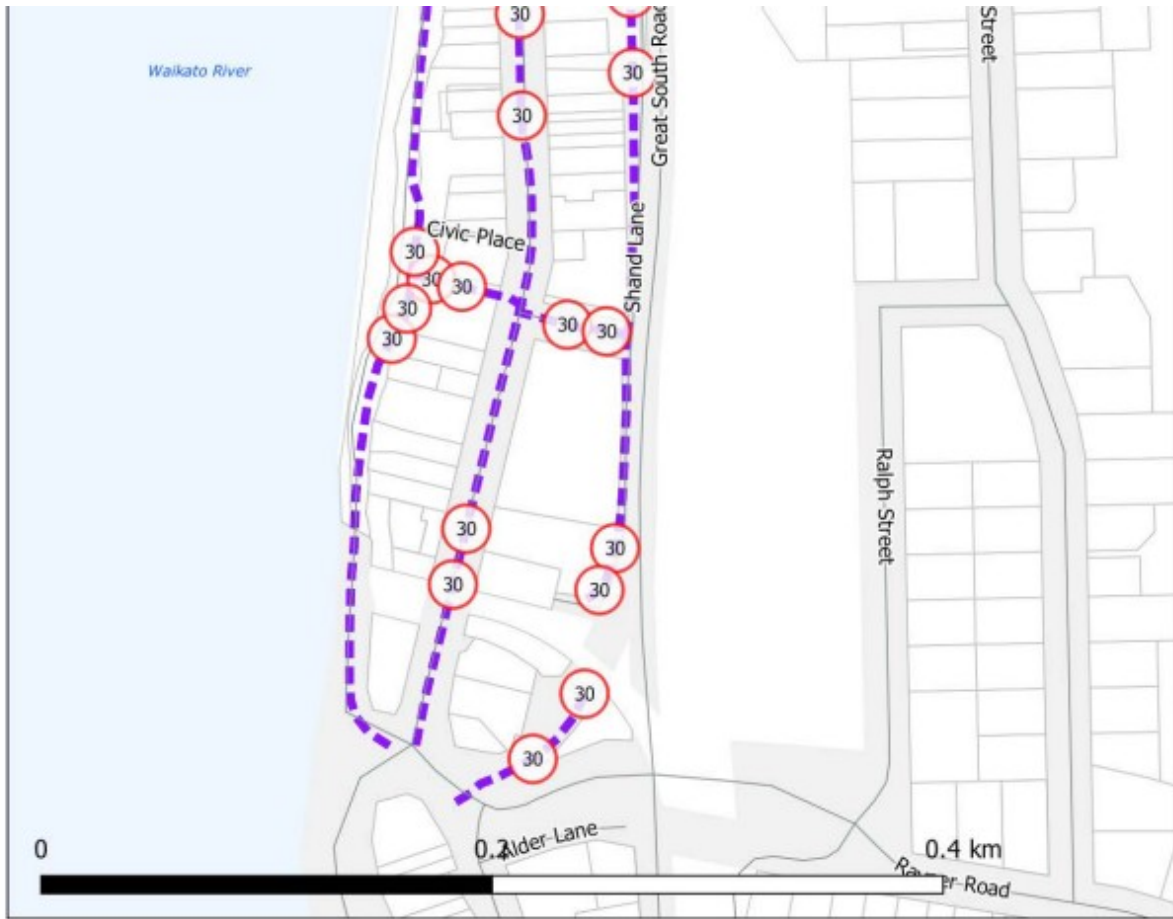
Interestingly Mine SQ isn't marked on any PDF, interactive Map and even google couldn't help. Strongly suspect that this is Mine Square and is a carpark or access route in the CBD area. It is hardly making council documents and public consultation publicly accessible when nouns are used that are not in the public domain.

RAYNER RD 50 to 30

Intriguingly Rayner Rd is listed in the list, but seemingly excluded from the maps. See over the page for the screen shots of the PDF in the consultation document, and the interactive map.

One could assume that the tiny bit of Rayner Rd just before the CBD roundabout is going to 30. It shocks us that such simple checking was not undertaken. The quality / standard of documentation produced by the council would not be acceptable if it was submitted to the council in a planning document, yet the council itself is producing this material. Serious questions need to be asked about the process since bylaws and consultation we think are a core part of councils business.

Since if it turns out all of Rayner road is 30, then the HCB and community at large would have conniptions about this. But hopefully the assumption we have made is correct.



RIVERVIEW RD 70 and 100 to 60

We fully support this change. The residents of this road have significant house shaking from heavy laden trucks leaving the quarry. A reduction in speed will be very welcomed by residents as this hopefully reduces the very negative impact of noise and vibration.

STATION PL 50 to 30

Again we assume this is part of the CBD given the speed change. However again neither maps list this as a road / place. And google isn't giving helping either. Therefore what map are council staff using to develop things, and is this a different map to what the public have access to? And if so that is a serious issue to have multiple maps. One would assume that Station Place was the access to the new railway station, however this doesn't appear to have a name. And the station in days of old would have been accessed from the mainstreet before the town bypass. So maybe one of the many access points in and around the CBD.

TREGOWETH LANE 100 to 50.

Given this is a gravel road, that has residential and business on one side (other side being railway) we support this change as folks can't drive at 100 safely on this road.

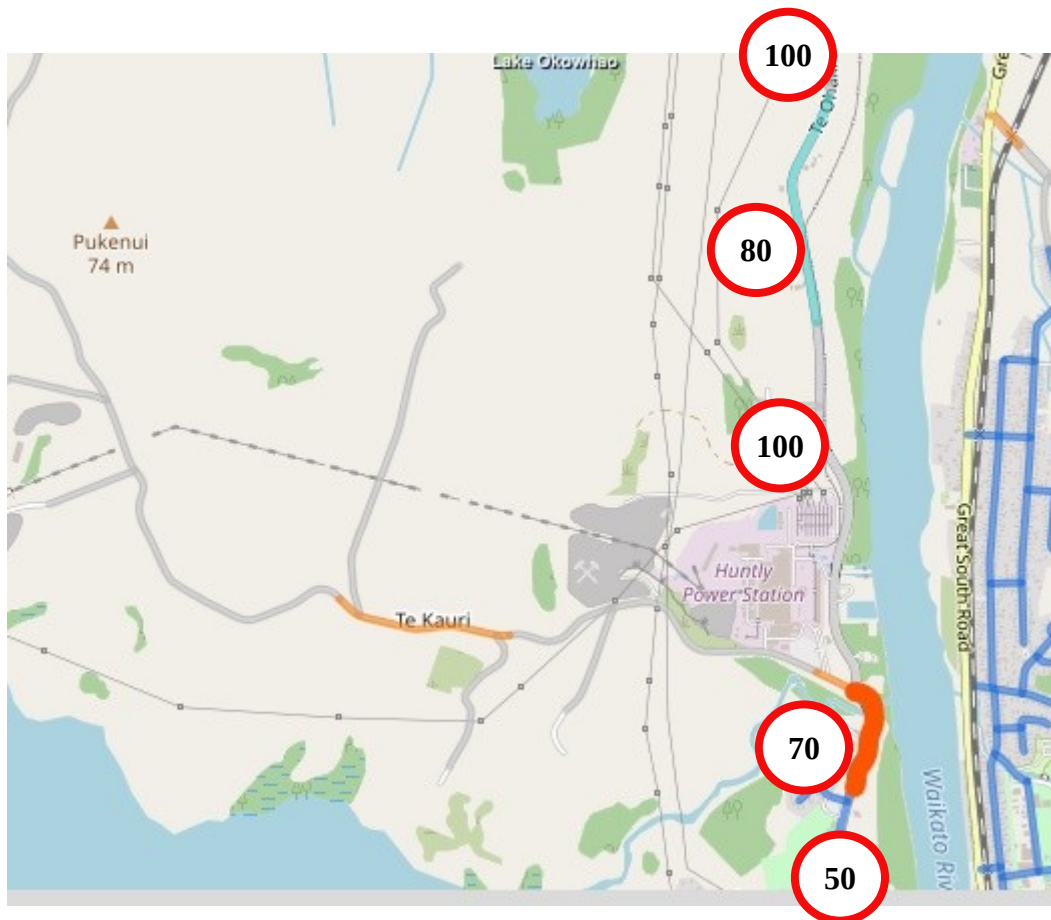
Roads missed / require changes

HCB have been approached by residents of Te Ohaki settlement asking for a simplification of the road speeds at this end of Huntly. Pulling up the council map for this area, the following is shown.



One would erroneously conclude that one goes 50-100-80 and back to 100 in short space of time. However continuing the theme of incorrect data, the council provided map is incorrect. The 50-70 transition occurs much sooner along Harris street. So the correct map is shown over the page.

Therefore travelling to Te Ohaki the speed changes 50-70-100-80 which is a mess. The additional information is that right in the middle of the 100 stretch there is a 75 corner.



Therefore simplifying this area would be wise. Either making it 70 km/hr all the way through to the end of Te Ohaki or pulling the 80 all the way forward so there is no 70km/hr zone at the end of Harris street.

The residents of Te Ohaki and HCB are open to suggestions of how to simply this area, it needs resolving, the exact way is major concern.

Speed limiting measures

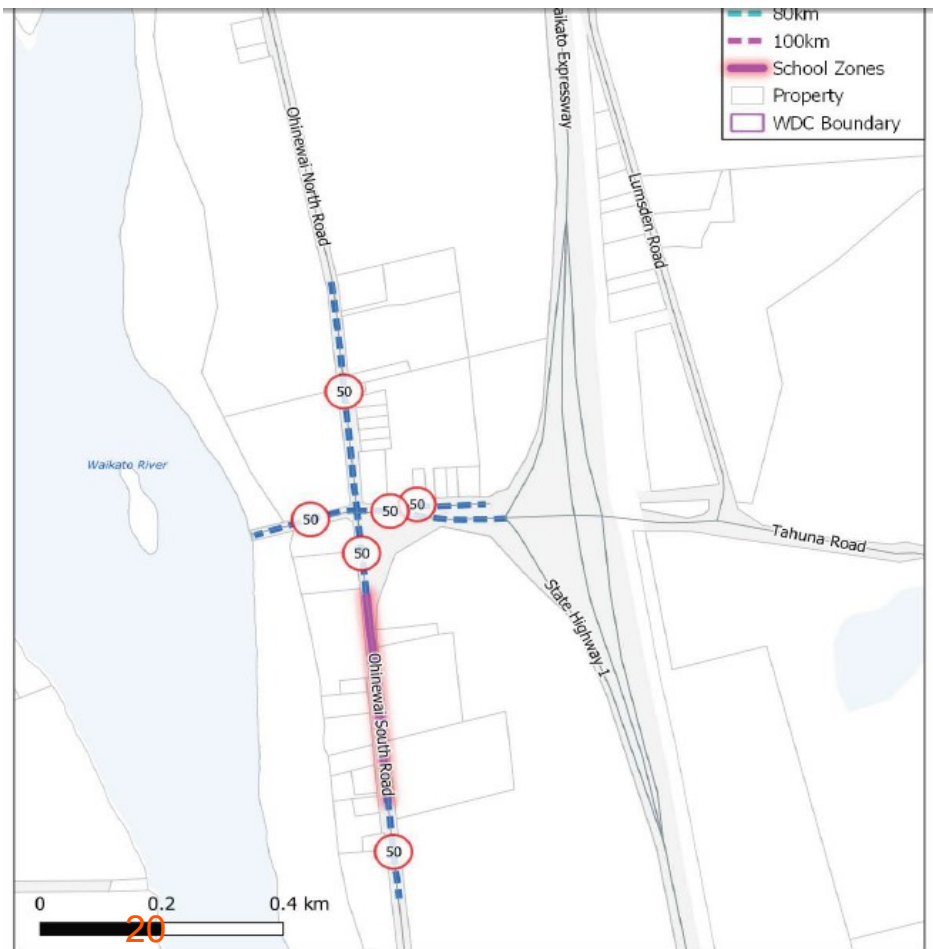
A major reason we are pleased that the residential areas of Huntly are not suggested to be lowered to 40km/hr is that it doesn't address the root issues of unsafe / reckless driving. Anyone who has driven around Huntly regularly will have been overtaken in residential areas by cars impatient to get past, even though one might be travelling above the current speed limit! So a lower speed limit would penalize the law abiding drivers, and create no behaviour change in the dangerous behaviours. And it is these types of illegal behaviours that lead to the complaints about noise, speed etc. that results in requests for speed humps.

What we would strongly request is that WDC investigate speed limiting measures / speed control measures on our residential streets. Huntly is dominated by wide straight roads. It is well known that wide straight roads result in increased speed, as humans brains perceive these to be safe and thus travel at speed down them.

Therefore strategically placing obstacles / structures such as traffic islands, narrowing of road for predestinarians, chicanes, speed humps of various types, gardens and green space etc. to slow the traffic down so that the visual impression of the road matches the set speed limit of 50km/hr would be the solution that HCB advocates to control speeds throughout the residential parts of Huntly.

**Ohinewai Area Committee
Speed limit bylaw review January 2022**

There was some confusion around what exactly the speed of the school zone would be. In the released interactive map the school zone was listed counter-intuitively as 60km/hr in a 50 km/hr zone. Thus allowing cars to speed up in a school zone!



The PDF, shown to the left states in the associated table “OHINEWAI SOUTH RD (School zone) 70 to 40”

So OAC will take this as what we are consulting on.

The general feedback is that lower speeds, especially around the school is a wise step. However questions were asked about who would enforce this, since parents running manic / late to school seem to be the major hazard. So will this change this behaviour.

Also we do have issues with burn outs, and thus the rogues who already disrespect the law are unlikely to change their behaviour – ie being overtaken in the 70km/hr zone even though travelling close to the speed limit.

Missing Speed Limit

The last time speed limits were reviewed, OAC made a submission asking for Lumsden Rd to be changed to 70km/hr. Using the new district plan one can see that Lumsden Rd has Settlement Zone (gross green-yellow color). On the other side of the expressway, the Settlement Zone has moved from 70 to 50, the rural zoned properties on Ohinewai South have moved from 70 to 50 and same can be said of Ohinewai North Rd. Yet the poor folks in Lumsden road are still in 100.

This is made worse as Lumsden Rd has industrial at the end of it, a massive lumber yard, a timber treatment processing company and other companies. Thus they have significant volumes of heavy traffic on their roads. Compared to the stock, LPG and other truck movements of the Ohinewai South/North roads.

Therefore we once again ask that the Lumsden Rd be made 70 km/hr. We have waited years since the last review, and know that Sleepyhead is some time away, so request an immediate change and not to be put off again.



Along with my wife and sons aged 9 and 7 we reside 576A Airport Road, Tamahere and have done so for over 9 years. Our sons both attend the Tamahere Primary School.

We also own the neighbouring property @ 576B Airport Road, Tamahere, which is occupied by a family with two children aged under six.

We support the proposed speed reductions to Tamahere Drive and Tauwhare Road but request that consideration also be given to reducing the speed limit on Airport Road from SH1 to the Narrows bridge.

The current speed limit is 80KM/HR from SH1 to immediately prior to the old Newell Road access to Airport Road (this has been blocked off to cars and is a walking path access to Airport Road).

The basis for our position is as follows:

1. The area has and continues to become significantly more populated with new builds on Airport Road, Pencarrow Road, the general area and the Tamahere Country Club.
2. The current transition from 80km/hr to 100km/hr is just prior to a pedestrian access from the old Newell Road.
3. A school bus makes a stop to drop off school kids in our shared drive (576a and b Airport Road). Cars park on the roadside awaiting the busses arrival and children cross the road to the cars and to their homes in a 100km/hr speed zone.
4. Immediately opposite Pencarrow Road, is a walkway into Twin Oaks Drive, this is used by many children to access the Tamahere Area.
5. Whilst it is a 100km/hr speed zone, vehicles generally do not travel at this speed in any event, due to congestion, however there are some very notable exceptions.

It makes no sense to have a speed limit increase to 100km/hr and within 100m of this having;

- a road walkway crossing (the old Newell Road walkway) and
- a school bus stopping to drop off school children.

Whilst acknowledging the underpass that is under construction, which will be great for the Tamahere Country Club, other residents in this area, and the cycleway. I understand that there will be no footpath link with Airport Road (west of the underpass) including Pencarrow Road. Therefore, the crossing over Airport Road around our property, within a zone whereby traffic is permitted to travel @ 100km/hr will continue.

I fear that at some point an accident involving a child will occur with a tragic outcome but sincerely hope this will not happen.

I have spoken with several residents in the area and have received unanimous agreement that the Airport Road speed limit between SH1 and the Narrows Bridge should be reduced. I would be happy to formally obtain this support if required.

I thank you for your time and consideration of this matter and look forward to your response.

David Ralfe,

576A Airport Road, Tamahere.

0274951099

1.

15-1-2020

Speed Limit Bylaw Proposed Amendment 2021

I wish to support the proposed speed limit reduction along Riverview Road, from Huntly West to the Quarry, however I would like to add to that and propose that:

- a) The speed limit reduction is extended another short 500 metres past the Quarry, ending at the one lane bridge.
- b) That the speed limit along all of Riverview road is reduced from 70km to 50km/hr from Huntly to the one lane bridge.

The reasons for these recommendations:

- It is unlikely that the width of this short stretch of narrow road has been increased over the last 40 years. However during this time, traffic volumes have not only increased, but also the types and size of vehicles using it has changed dramatically. With Quarry operators, Gleeson and Cox extending their operation, the road is now in constant daily use, with heavy trucking using this road from 6 am to 6pm, six days a week. Stock truck and trailer units regularly use Hakaramata Rd and Riverview Rd as a back way of getting from Ngaruawahia to Heatherington road and Rotowaro Rd in rural Huntly.
- The use of the road has also changed. Two National Events are now staged along this stretch of road. There is an increased Recreational Use of the road, with hikers, runners and cyclists.
- International hikers walking the National “Te Araroa Trail” which extends from Cape Reinga to the Buff, come down from Auckland along Te Ohake Rd, starting at Rangariri, then walk along Riverview Rd, over the one lane bridge to Hakaramata Rd as they go up towards the Hakaramata Scenic Reserve.

2.

- In the 2018/2019 summer, The Te Awaroa Trust counted 1,200 through walkers, from start to finish. There are also many uncounted walkers who walk parts of the Trail.
- The National Huntly Half Marathon is run along this road. Runners train on this stretch of road.
- Cyclists regularly bike along this road.
- NZTA recommends allowing at least 1.5 metres width when passing a pedestrian or cyclist. With modern trucks legally measuring up to 2.5metres in width, (8 foot 3 inches), any truck passing a pedestrian along this short, narrow stretch of road, will have to cross over into the oncoming traffic lane to pass a pedestrian or cyclist safely.
- There is no Road Signage indicating that hikers may be up ahead to warn traffic coming from the Huntly end. Many truck drivers are foreign nationals and may not appreciate New Zealand's ways.
- There is also the force of the wind buffeting effect of an overtaking truck as it pushes the air in front of it forward, creating a "bow wave" effect. As the truck overtakes a pedestrian, the suction of air behind the bow wave creates a vortex and suction effect. The greater the speed, the greater the suction effect. Anyone passing a truck is aware of this effect. There is a huge potential hazard of someone being sucked under the wheels of a truck where pedestrians and cyclists are inches away from traffic.

I once witnessed a family of hikers with three young school age children, all with backpacks, walking along Riverview rd, from Huntly, past the quarry towards the one lane bridge. As a narrow, winding road, with no clear visibility ahead, there was no space for them to get off the tiny overgrown, road shoulder. There is a step bank going down to the Waikato River beside it, on one side of the road is a near vertical bank on the other.

3.

The thought of one of those slight tired children, walking down that road in the heat of the day within inches of 44 Tonne passing truck, going 70 km /hr terrified me. One foot wrong and disaster. The margin of error is so slight. It would impossible for a truck to stop at that speed. Hence the need to reduce the speed limit to 50km/hr.

On a personal note, you would expect that living in Parker Rd, with the stunning Waikato River at our doorstep, that I would take every opportunity to bike or walk along that lovely stretch of road into Huntly. However, with the narrowness of Riverview Rd, and no designated walkway separating pedestrians from speeding vehicles, I know that my neighbours and I would never ever consider this. The only time my neighbours and I have done this was during lockdown, when there were no trucks on the road. It is like being in a prison. We effectively cannot use that stretch of road safely.

Trucks also come thundering down Hakaramata rd from Ngaruawahia and unnecessarily use their engine breaks to slow down, before the one lane bridge. As trucking movements often start in the small hours of the morning, it disturbs our quality of sleep as it can be very loud.

In order to feel safe and enjoy living along Hakaramata Rd., I recommend the following for Council's consideration.

Recommendations

- 1) Reduce speed limit from 70km to 50 Km along the length of Riverview Rd, ending at the one lane bridge.
- 2) Improved Visual Signage, alerting vehicle operators that there are hikers using the road up ahead, so that they slow down and can be expected to stop suddenly.
- 3) No" Engine Braking "sign at both ends of the one lane bridge.

Thank you for the opportunity to comment on the proposed changes.

Lonnie Johnston, 24 Parker Rd, Huntly.

pjohnston@xtra.co.nz, Mob: 0273137704

From: [Glenn Bunting](#)
To: [consult](#)
Cc: [Gareth Bellamy](#); [Mark Lilley](#); [Junine Stewart](#); [Jeanine Foster](#); [Michael Aitken](#)
Subject: Speed Limits Bylaw - Submission
Date: Thursday, 20 January 2022 12:58:20 pm
Attachments: [image023.png](#)
[image064.png](#)

Hi Gareth - this email is the formal Waka Kotahi response to Waikato District Council’s consultation on “Speed Limits Bylaw Proposed Amendments 2021”.

Waka Kotahi compliments Waikato District on the ambition of the changes.

Waka Kotahi has assessed Council’s 300+ proposals against the requirements of the Land Transport Rule: Setting of Speed Limits (2017) (the Rule) and the intent of the Speed Management Guide (the Guide) and agrees that the significant majority of the proposals meet the requirements of the Rule and the intent of the Guide. Rule related compliance issues have been identified related with 46 of the proposals. These issues are listed in the tables below.

The majority of the non-compliances are related to two clauses in the 2017 Rule:

1. Clause 4.4(2)(c) “...a road controlling authority— must aim to achieve a mean operating speed less than 10% above that speed limit”, and
2. Clause 3.3(3) “The point at which a speed limit changes must be at, or close to, a point of obvious change in the roadside development or the road environment.”

With regard to 4.4(2)(c), due to the (often extremely) high free flow mean speeds particularly past schools, just posting a lower speed limit will not deliver a safe outcome, and either an alternative solution (variable rather than permanent speed limits) or additional infrastructure to encourage compliance should be considered.

Finally, I note in the Statement of Proposal that rural schools are proposed to become variable speeds “during school hours of 8.30-3.00pm Monday to Friday”, however Schedule 10 of the bylaw retains the following operating times:

- (a) 35 minutes before the start of school until the start of school;
- (b) 20 minutes after the end of school, commencing no earlier than 5 minutes before the end of school;
- (c) 10 minutes at any other time during a school day when at least 50 children cross the road or enter or leave a vehicle at the roadside.

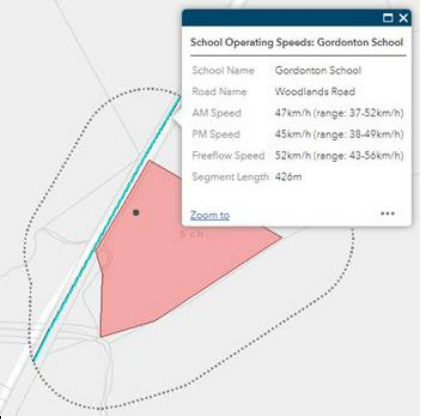
Only the operating times detailed in Schedule 10 align with the general approval for 40km/h variable speed limits in New Zealand Gazette, 21/4/2011, No. 55, p. 1284, although (c) should read “10 minutes at any other time when children cross the road or enter or leave vehicles at the roadside” for that operation to be legal and enforceable. Please ensure the operating times in Schedule 10 are retained.

Again, Waka Kotahi agrees that the significant majority of Council’s proposals meet the requirements of the Rule and the intent of the Guide, with just the proposals detailed in the following tables that do not align with the information provided by Waka Kotahi that Council must have regard to (clause 4.2(2)(a)&(b)) or will not comply with specific requirements of the Rule.

Bombay

| | IRR | Free Flow Speed | Proposed | Recommended Safe and Appropriate Speed |
|---------|---|-----------------|--|--|
| Beaver | 1.93 (cf 1.6 that allows 80km/h to be safe) | 63km/h | 80km/h - not SAAS and will encourage increase in mean speeds | 60km/h |
| Jericho | 1.64 | 62km/h | 80km/h - not SAAS and will encourage increase in mean speeds | 60km/h |
| Ruebe | 1.93 (cf 1.6 that allows 80km/h to be safe) | 23km/h | 80km/h | 60km/h |

Gordonton

| | | Free flow speed | Proposed | Recommended Safe and Appropriate Speed |
|----------------|---|-----------------|---|--|
| Woodlands Road |  | 52km/h | Permanent 40km/h - will not comply with clause 4.4(2)(c). | Variable 40/60km/h school speed limit |

Horotiu

| | | Free Flow Speed | Proposed | Recommended Safe and Appropriate Speed |
|------------------------------------|--|-----------------|--|--|
| Horotiu Bridge Road/Horotiu School | | 60km/h | Permanent 40km/h - will not comply with clause 4.4(2)(c) | Variable 40/60 |

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Huntly

| | | Proposed | Recommended Safe and Appropriate Speed |
|----------------------------|--|--|--|
| Harris Street, Paki Street | | 40km/h permanent speed limit - will not comply with clause 3.3(3) of the Rule. | Variable 40/50km/h school speed limit |


Huntly/Rotowaru

| | | Free flow speed | Proposed | Recommended Safe and Appropriate Speed |
|-------------------------------------|--|-----------------|---|--|
| Bain Road - Ruawaru Combined School | | 51km/h | 60/40 variable within 'extended' permanent 60km/h within 100km/h - 'extended' permanent 60km/h will not comply with clause 3.3(3) as 100/60 speed limit change point is not at a change in environment. | Speed Limit on Bain Road should be 60km/h for entire length, confirmed by free flow speed of only 58km/h - this would comply with clause 3.3(3) Agree with 60/40 variable within permanent 60km/h speed limit that complies with clause 3.3(3) |

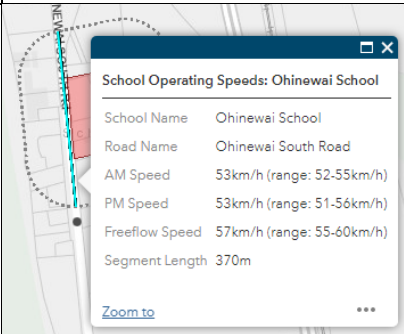
Ngaruawahia

| | | Free flow speed | Proposed | Recommended Safe and Appropriate Speed |
|------------------|--|-----------------|---|--|
| Duke Street | | | 40km/h permanent speed limit - will not comply with clause 3.3(3) of the Rule | Variable 50/40 school speed limit |
| Great South Road | | 58km/h | 40km/h permanent speed limit: <ul style="list-style-type: none"> Very high mean free flow speed so will not comply with clause 4.4(2)(c) of the Rule. does not comply with clause 3.3(3) of the Rule. | Variable 40/50km/h school speed limit with infrastructure to reduce very high mean |

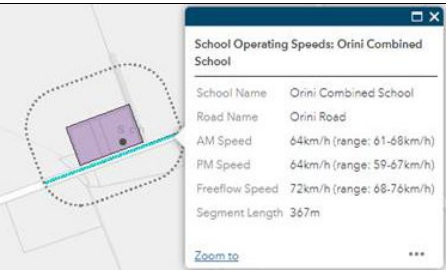
| | | | |
|--|--|---|---|
| | | | <p>speeds before and after school (54km/h and 55km/h) to Safe System speeds</p> |
| <p>Hakarimata Road</p> | | <p>84km/h 50km/h permanent speed limit:</p> <ul style="list-style-type: none"> very high mean free flow speed so will not comply with clause 4.4(2)(c) of the Rule. current <p>...and proposed</p> <p>change points do not comply with clause 3.3(3) as there is no obvious change in environment or development.</p> | <p>80km/h with change points that meet requirements of clause 3.3(3)</p> |
| <p>Kent Street</p> | | <p>40km/h permanent speed limit - does not comply with clause 3.3(3) of the Rule.</p> | <p>Variable 50/40 school speed limit</p> |
| <p>Ngaruawahia Road to 650m south of Havelock Road</p> | | <p>86km/h 50km/h permanent speed limit:</p> <ul style="list-style-type: none"> very high mean free flow speed so will not comply with clause 4.4(2)(c) of the Rule. current | <p>60km/h with threshold infrastructure treatment to encourage compliance</p> |

| | | | | |
|---------------|--|--------|---|---|
| | | | ...and proposed  ...100/50km/h change points do not comply with clause 3.3(3). | |
| Waingaro Road | | 73km/h | Proposed 80/60km/h change point does not comply with clause 3.3(3). | 60km/h speed limit for entire length of Waingaro Road |

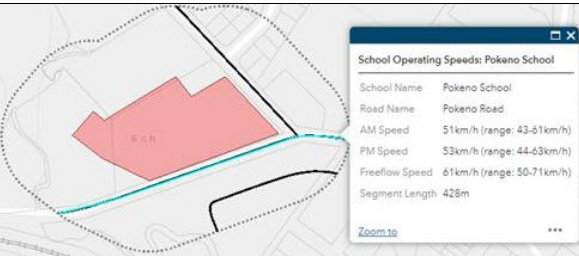
Ohinewai

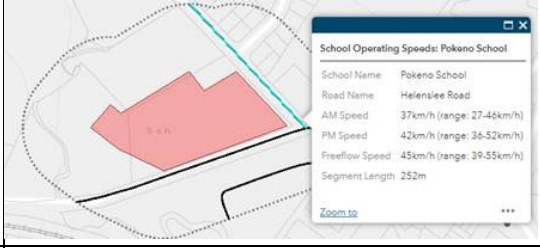
| | | Free flow speed | Proposed | Recommended Safe and Appropriate Speed |
|---------------------|---|-----------------|---|--|
| Ohinewai South Road |  | 57km/h | 40km/h permanent speed limit: <ul style="list-style-type: none"> Very high mean free flow speed so will not comply with clause 4.4(2)(c) of the Rule. does not comply with clause 3.3(3) of the Rule. | Variable 40/50km/h school speed limit with infrastructure to reduce very high mean speeds before and after school (53km/h) to Safe System speeds |

Orini

| | | Free flow speed | Proposed | Recommended Safe and Appropriate Speed |
|------------|---|-----------------|---|---|
| Orini Road |  | 72km/h | 60/40km/h variable speed limit: <ul style="list-style-type: none"> Extremely high mean free flow speed so does not comply with clause 4.4(2)(c) of the Rule or the general approval associated with Traffic Note 37 Permanent 60km/h speed limit eastern change point does not comply with clause 3.3(3) of the Rule. | If vulnerable road users are present on the road before and after school, infrastructure will be required to reduce extremely high mean speeds (64km/h) down to Safe System speeds and enable 60/40 variable speed limit to comply with Rule and best practice requirements |

Pokeno

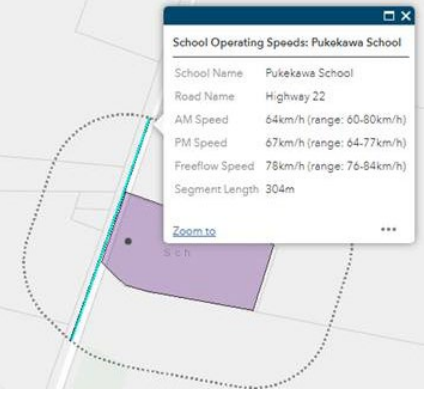
| | | Free flow speed | Proposed | Recommended Safe and Appropriate Speed |
|---------------------------------|---|-----------------|---|--|
| Pokeno Road 100m west of Munroe | | | 88km/h <ul style="list-style-type: none"> Proposed 80/60km/h change point does not comply with clause 3.3(3) Length of 60km/h speed limit may not comply with 500m minimum length in Schedule 1 of the Rule | Locate 80/60 change point at obvious change of environment or development and ensure 500m minimum length requirement |
| Pokeno Road |  | 61km/h | 40km/h permanent speed limit: <ul style="list-style-type: none"> Very high mean free flow speed so does not comply with clause 4.4(2)(c) of the Rule or the general approval associated with Traffic Note 37. | Permanent 40km/h speed limit together with infrastructure to reduce very high mean speeds to Safe System speeds |
| Helenslee | | 45km/h | 40km/h permanent speed | Permanent 40km/h |

| | | | | |
|----------------|---|-------------------|--|--|
| Road |  | | limit does not comply with clause 3.3(3) of the Rule. | speed limit together with infrastructure to create an obvious change of environment |
| Pinnacle Road | | 54km/h | Proposed 80/60km/h change point does not comply with clause 3.3(3). | 60km/h for entire length of Pinnacle Road as mean speeds are less than those on Auckland Transport's length (62km/h) |
| Razorback Road | IRR = 1.88 and 1.97 so well higher than 1.6 that allows 80km/h to be safe | 60km/h and 51km/h | 80km/h - not SAAS and will encourage increase in mean speeds | 60km/h |
| Ridge Road | | 64km/h | Proposed 100/60km/h change point does not comply with clause 3.3(3). | 60km/h for entire length of Ridge Road as mean speeds are low |


Pukekohe

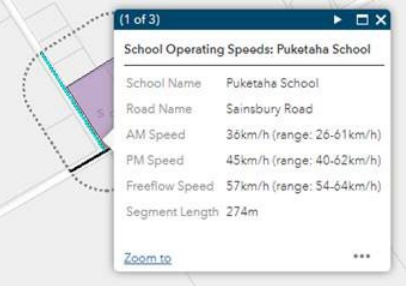
| | IRR | Free Flow Speed | Proposed | Recommended Safe and Appropriate Speed |
|---|---|-----------------|---|---|
| Beaver | 1.93 (cf 1.6 that allows 80km/h to be safe) | 63km/h | 80km/h - not SAAS and will encourage increase in mean speeds | 60km/h |
| Cameron (including Clifford and Knight) | 1.82 (cf 1.6 that allows 80km/h to be safe) | 44km/h | 80km/h - not SAAS and will encourage increase in mean speeds | 60km/h |
| Harrisville 300m south of Pook | | 76km/h | Proposed 100/60km/h change point does not comply with clause 3.3(3) | 80km/h for entire length of Harrisville Road as mean speeds are low |
| Jericho | 1.64 | 62km/h | 80km/h - not SAAS and will encourage increase in mean speeds | 60km/h |
| Ruebe | 1.93 (cf 1.6 that allows 80km/h to be safe) | 23km/h | 80km/h | 60km/h |
| Tramway | 1.88 (cf 1.6 that allows 80km/h to be safe) | 50km/h | 80km/h - not SAAS and will encourage increase in mean speeds | 60km/h |

Pukekawa

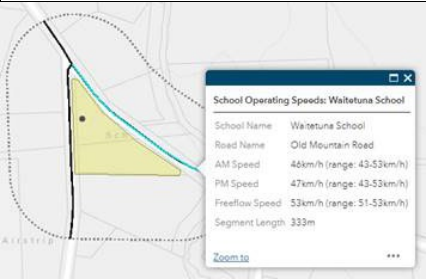

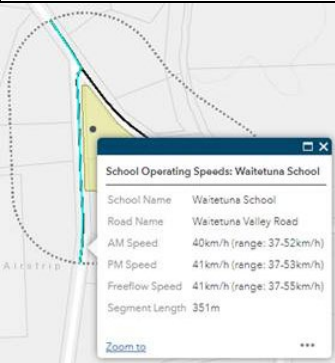

| | | Free flow speed | Proposed | Recommended Safe and Appropriate Speed |
|------------|---|-----------------|--|---|
| Highway 22 |  | 78km/h | <i>Note the comments below apply on the basis that the permanent 60km/h proposed replaces the current 70km/h speed limit, and not a 100km/h speed limit as described in the proposal.</i> 60/40 variable within permanent 60km/h within 100km/h: <ul style="list-style-type: none"> Very high mean free flow speed so 40km/h operation will not comply with clause 4.4(2)(c) of the Rule or the general approval associated with Traffic Note 37. | Speed Limit on Pukekawa Road should be 80km/h for entire length, confirmed by free flow speed. With regard to Pukekawa School, if vulnerable road users are present on the road before and after school, infrastructure will be required to reduce high mean speeds (64km/h and 67km/h) down to Safe System speeds and enable 60/40 variable speed limit to comply with Rule and best practice requirements. If children are not active road users and are taken to and from school by bus and cars, 60km/h is the Safe System speed. |

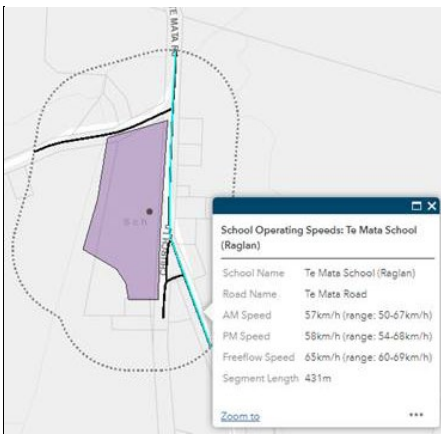

Puketaha

| | | Free flow speed | Proposed | Recommended Safe and Appropriate Speed |
|---------------|---|-----------------|---|---|
| Puketaha Road |  | 81km/h | 60/40 variable within 'extended' permanent 60km/h within 100km/h <ul style="list-style-type: none"> Extremely high mean free flow speed so 40km/h operation will not comply with clause 4.4(2)(c) of the Rule or the general approval associated with Traffic Note 37. 'extended' permanent 60km/h will not comply with clause 3.3(3) as | Speed Limit on Puketaha Road should be 80km/h for entire length, confirmed by free flow speed. With regard to Puketaha School, if vulnerable road users are present on the road before and after school, infrastructure will be required to reduce high mean speeds (75km/h) down to Safe System speeds |

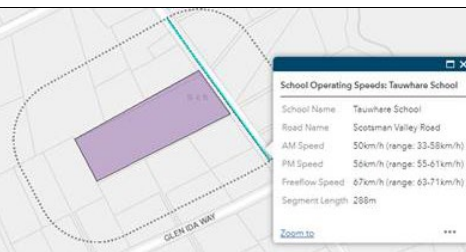
| | | | | |
|----------------|---|--------|---|--|
| | | | 100/60 speed limit change point is not at a change in environment. | and enable 60/40 variable speed limit to comply with Rule and best practice requirements. If children are not active road users and are taken to and from school by bus and cars, 60km/h is the Safe System speed. |
| Sainsbury Road |  | 57km/h | 60/40 variable within 'extended' permanent 60km/h within 100km/h <ul style="list-style-type: none"> High mean free flow speed so 40km/h operation will not comply with clause 4.4(2)(c) of the Rule or the general approval associated with Traffic Note 37. 'extended' permanent 60km/h will not comply with clause 3.3(3) as 100/60 speed limit change point is not at a change in environment. | Speed Limit on Sainsbury Road should be 80km/h for entire length, confirmed by free flow speed. With regard to Puketaha School, if children are not active road users and are taken to and from school by bus and cars, 60km/h is the Safe System speed. |

Raglan

| | | | | |
|--|---|-----------------|---|---|
| | | Free Flow Speed | Proposed | Recommended Safe and Appropriate Speed |
| Main Road | | | Proposed 100/60 change point does not comply with clause 3.3(3) as there is no obvious change of environment or development. | Relocate change point to location of obvious change of environment or development |
| Old Mountain Road (Waitetuna School) |  | 53km/h | 60/40 variable school speed limit: <ul style="list-style-type: none"> Existing southern 100/60km/h change point 600m south of Waitetuna Road does not comply with clause 3.3(3) as there is clearly no obvious change of environment at that location:  <p>This speed limit change point must be moved to a complying location.</p> | Note current speed limit change point does not comply with the Rule and must be moved to complying location. Agree with 60/40 variable school speed limit under Rule provided 100/60 change points comply with clause 3.3(3). |
| Waitetuna Valley Road (Waitetuna School) |  | 41km/h | 60/40 variable school speed limit: <ul style="list-style-type: none"> Existing southern 100/60km/h change point 340m south of Old Mountain Road does not comply with clause 3.3(3) as there is clearly no obvious change of environment at that location:  <p>This existing speed limit change point must be moved to a complying location.</p> | Note current speed limit change point does not comply with the Rule and must be moved to a complying location. Agree with 60/40 variable school speed limit under Rule provided 100/60 change points comply with clause 3.3(3). |
| Te Mata Road | | 65km/h | Permanent 40km/h <ul style="list-style-type: none"> Existing southern 100/50km/h change point 700m south of Ruapuke Road does not comply with clause 3.3(3) as there is clearly no obvious change of environment at that location: | Note current speed limit change point does not comply with the Rule and |

| | | |
|---|---|---|
|  |  <p>This existing speed limit change point must be moved to a complying location.</p> <ul style="list-style-type: none"> Proposed permanent 40km/h speed limit will not comply with clause 4.4(2)(c) . Proposed permanent 40km/h speed limit does not comply with clause 3.3(3) of the Rule. | <p>must be moved to a complying location. Recommend variable 50/40 school speed limit, including infrastructure to reduce high mean speeds before and after school (57 and 58km/h) down to Safe System speeds and enable 50/40 variable speed limit to comply with Rule and best practice requirements, and provided 100/50 change point complies with clause 3.3(3).</p> |
|---|---|---|

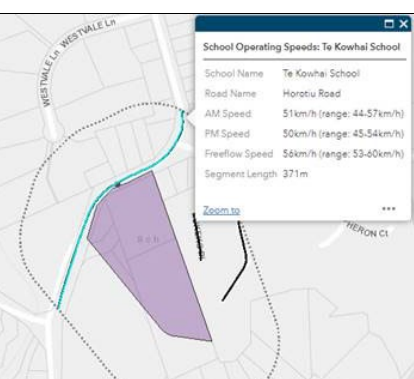
Tauwhare

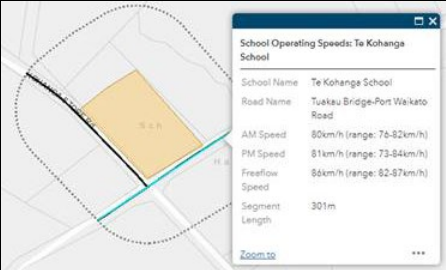
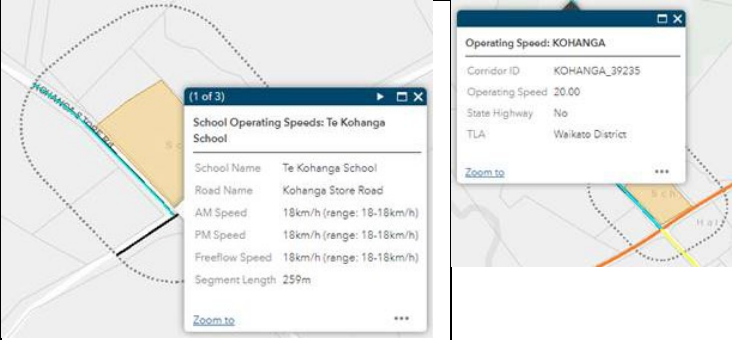
| | | Free Flow Speed | Proposed | Recommended Safe and Appropriate Speed |
|----------------------|---|-----------------|---|---|
| Scotsman Valley Road |  | 67km/h | 40km/h permanent speed limit: <ul style="list-style-type: none"> Proposed permanent 40km/h speed limit will not comply with clause 4.4(2)(c) . | Variable 50/40 school speed limit, including infrastructure to reduce high mean speeds before and after school (50 and 56km/h) down to Safe System speeds and enable 50/40 variable speed limit to comply with Rule and best practice requirements. |

Taupiri

| | | |
|----------------|--|--|
| Gordonton Road | 60 and 80km/h permanent speed limits - I note Schedule 1 shows Gordonton Road from Great South Road (Taupiri) to SH1 as 60km/h, yet the maps seem to show both 60km/h and 80km/h on this length (pg 46) but Gordonton Road is not listed in the table (pg 45). | Gordonton Road is not yet revoked and cannot be included in Council's bylaw until this occurs. |
|----------------|--|--|

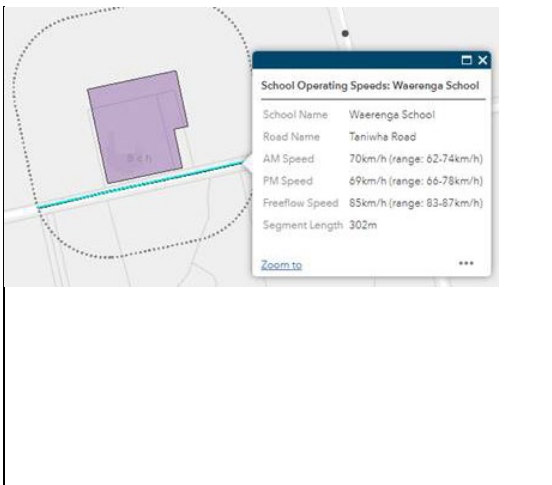
Te Kowhai

| | | Free Flow Speed | Proposed | Recommended Safe and Appropriate Speed |
|----------------|---|-----------------|---|---|
| Horotiu Road |  | 56km/h | Permanent 40km/h speed limit: <ul style="list-style-type: none"> Proposed permanent 40km/h speed limit will not comply with clause 4.4(2)(c) . Proposed permanent 40km/h speed limit does not comply with clause 3.3(3) of the Rule. Proposed permanent 40km/h optional extension to both the north and the south will not comply with clause 4.4(2)(c) or clause 3.3(3) | Either retain 50km/h speed limit together with variable 50/40 school speed limit outside school or introduce infrastructure to reduce high mean speeds down to Safe System speeds and enable 40km/h speed limit to comply with Rule and best practice requirements. |
| Te Kowhai Road | | 56km/h | Permanent 40km/h speed limit: <ul style="list-style-type: none"> Proposed permanent 40km/h speed limit will not comply with clause 4.4(2)(c) . | Either retain 50km/h speed limit or introduce infrastructure to reduce high mean speeds down to Safe System speeds and enable 40km/h speed limit to comply with Rule and best |

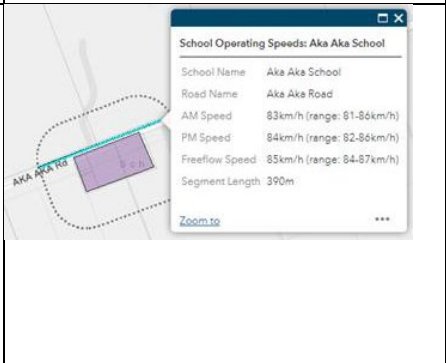
| | | practice requirements. | |
|---------------------------------|--|------------------------|--|
| Tuakau | | | |
| | | Free Flow Speed | Proposed |
| | | | Recommended Safe and Appropriate Speed |
| George Street | | 50km/h | 40km/h permanent speed limit: <ul style="list-style-type: none"> Proposed 50/40 change point south of Escotts Road does not comply with clause 3.3(3) of the Rule as there is no obvious change in environment or development. |
| Alder Road | IRR = 2.07 so well higher than 1.6 that allows 80km/h to be safe | 33km/h | 80km/h |
| Tuakau Bridge-Port Waikato Road |  | 86km/h | 60 permanent speed limit within 100km/h speed limit: <ul style="list-style-type: none"> Extremely high mean free flow speed so proposed permanent 60km/h speed limit will not comply with clause 4.4(2)(c). Proposed permanent 60km/h speed limit 'extensions' do not comply with clause 3.3(3) of the Rule. |
| Kohanga Store Road |  | | 60 permanent speed limit within 100km/h speed limit: <ul style="list-style-type: none"> Proposed permanent 60km/h speed limit does not comply with clause 3.3(3) of the Rule as there is no obvious change in environment or development. |

Waerenga

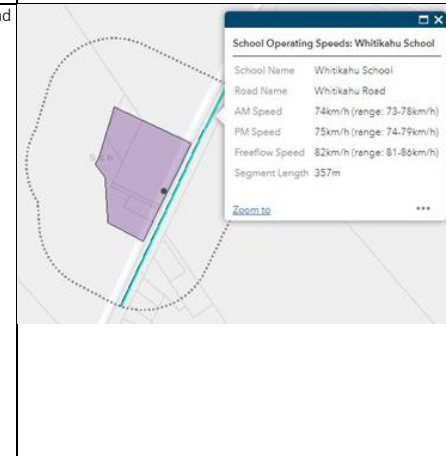
| | | Free Flow Speed | Proposed | Recommended Safe and Appropriate Speed |
|--------------|--|-----------------|--|---|
| Taniwha Road | | 85km/h | 60 permanent speed limit within 100km/h speed limit: <ul style="list-style-type: none"> Extremely high mean free flow speed so proposed | Speed Limit on Taniwha Road should be 80km/h for entire length, confirmed by free flow speed. |

| | | | |
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| |  | <p>permanent 60km/h speed limit will not comply with clause 4.4(2)(c) .</p> <ul style="list-style-type: none"> Proposed permanent 60km/h speed limit 'extensions' do not comply with clause 3.3(3) of the Rule. | <p>School speed limit should then be 80/60 variable which will be effective in reducing extremely high travel speeds past the school at the critical times before and after school (currently 70 and 69km/h). Note 80/60km/h variable would receive Waka Kotahi approval under Rule.</p> |
|--|---|--|---|

Waiuku

| | | Free flow speed | Proposed | Recommended Safe and Appropriate Speed |
|----------------|--|-----------------|---|--|
| Bald Hill Road | | 60km/h | 60km/h permanent speed limit and a 70/40km/h variable speed limit outside Pukeoware School | 60km/h with 60/40 variable outside the school |
| Aka Aka Road |  | 85km/h | 60 permanent speed limit within 100km/h speed limit: <ul style="list-style-type: none"> Extremely high mean free flow speed so proposed permanent 60km/h speed limit will not comply with clause 4.4(2)(c) . Proposed permanent 60km/h speed limit 'extensions' do not comply with clause 3.3(3) of the Rule. | Speed Limit on Aka Aka Road should be 80km/h for entire length, confirmed by free flow speed. School speed limit should then be 80/60 variable which will be effective in reducing extremely high travel speeds past the school at the critical times before and after school (currently 83 and 84km/h). Note 80/60km/h variable would receive Waka Kotahi approval under Rule. |

Whitikahu

| | | Free flow speed | Proposed | Recommended Safe and Appropriate Speed |
|----------------|---|-----------------|--|--|
| Whitikahu Road |  | 82km/h | 60/40 variable speed limit within 60km/h 'extension' within 100km/h speed limit: <ul style="list-style-type: none"> Extremely high mean free flow speed so proposed variable 60/40 and permanent 60km/h speed limit will not comply with clause 4.4(2)(c) . Proposed northern 'extension' for permanent 60km/h speed limit to 80m southwest (or 80m north east as per maps?) beyond existing 100/70km/h change point does not comply with clause 3.3(3) of the Rule. | 100km/h speed Limits on Whitikahu Road should be 80km/h, confirmed by free flow speed. With regard to Whitikahu School, if vulnerable road users are present on the road before and after school, infrastructure will be required to reduce high mean speeds (74km/h and 75km/h) down to Safe System speeds and enable 60/40 variable speed limit to comply with Rule and best practice requirements. If children are not active road users and are taken to and from school by bus and cars, 60km/h is the Safe System speed. |

Thank you for the opportunity to provide a response to the proposals.

Waka Kotahi does not wish to be heard at the associated hearings.

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Speed Limits Bylaw Proposed Amendments 2021 - Submission

Although my submission refers to the Huntly area, I am sure the issues raised affect all the communities in this proposed bylaw amendment.

I have had a close look and have noticed a number of errors that have been made in this proposal, if someone was to submit a proposal to council this laden with errors it would quickly be returned and soundly rejected by Council.

East mine Rd, not shown on any maps or detailed exactly what portion is proposed to change, current speed limit is 100 KPH

Mine SQ – again not shown on any maps – I mean any maps – Google Maps, Council supplied maps – Take a look for yourself. How does the council expect an interactive response from the public when non-existent place names are used.

Rayner Road, again missing from the maps, is the proposal for part of Rayner Rd, or all of it? – this road is about 2.3km long. If the reduced limit is for the whole of Rayner Rd can you imagine the uproar from the people who live on the road.

Station Place, again this is another one of these streets that do not appear on any maps, does council have a map with these missing streets on them that they are unwilling to share with the general public?

A notable exclusion is **Te Ohaki Rd**, there is a stretch of road which includes Harris St that goes from 50 up to 100 (via a 70kph portion) back down to 80 then back up to 100, as well as a 75kph corner in a 100kph zone. This multiple change in speed zones makes no sense and the whole section should have been a proposed 70 KPH zone.

The above items are the issues I have found within the proposed changes for the Huntly area, I'm sure there are just as many errors in the other areas and for a public consultation document this is extremely poor work.

One issue that Waikato DC have failed to address is enforcement of these speed limits, as we all know it is the responsibility of the Police to follow through with speeding enforcement, at the moment urban speed enforcement is practically non-existent, will Waikato DC be funding extra Police staff solely to enforce these reduced speeds, or will it simply be pushed on to the already overworked Police staff? I think we all know the answer to this question.

Overall, **this entire proposal should be rejected outright** and be sent back to the drawing board, if Waikato DC engaged outside contractors to assist in complying this proposal, they should ask for their money back as the work done is clearly not fit for its intended purpose.

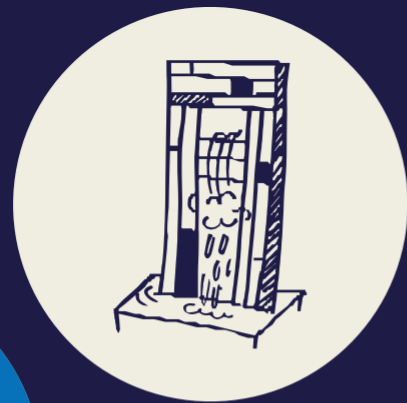
Greg McCutchan

Huntly

HAMILTON CITY COUNCIL STAFF SUBMISSION ON:

Speed Limits Bylaw Proposed Amendments 2021

Waikato District Council



21 January 2022



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

Improving the Wellbeing of Hamiltonians

Hamilton City Council is focused on improving the wellbeing of Hamiltonians through delivering to our five priorities of shaping:

- A city that's easy to live in
- A city where our people thrive
- A central city where our people love to be
- A fun city with lots to do
- A green city

The topic of this submission is aligned to the priority **'A city where our people thrive'**.

As a city we want to have safe routes for people to move around our city, alongside efficient transport connections to connect Hamilton to other places.

Council Approval and Reference

This submission by Hamilton City Council staff was approved by Hamilton City Council's Chief Executive on 21 January 2022.

Hamilton City Council Reference D-4052104 - submission # 675.

It should be noted that the following submission is from staff at Hamilton City Council and does not necessarily represent the views of the Council itself.

Key Messages

1. Hamilton City Council staff are generally supportive of Waikato District Council's Speed Limits Bylaw Proposed Amendments 2021.
2. However, we do have a number of recommendations for sites for inclusion in any future speed limit reviews and seek support for a number of changes that Hamilton City staff wish to make on roads that are jointly managed by both Waikato District Council and Hamilton City Council. These are outlined below.

Introduction and Specific Comments

3. Hamilton City Council staff would like to thank Waikato District Council for the opportunity to make a submission to the Speed Limits Bylaw Proposed Amendments 2021.
4. Hamilton City Council staff are supportive of the approach being taken by Waikato District Council in reviewing its speed limits in accordance with the Waka Kotahi New Zealand Transport Agency's Speed Management Guide.
5. The proposed changes have good alignment with the Hamilton City Speed Management Plan and are a positive step towards consistent and safe speed limits in the greater Waikato Region.
6. It is recognised that Waikato District Council has had significant growth in many urban and country living zones and support the introduction of 40km/h speed limits for some residential roads to create safer speeds where people live, work, and go to school.
7. Hamilton City Council staff are keen to see reviews of speed limits in these areas alongside the top 10 percent high-risk routes and intersections being implemented to reduce the deaths and serious injuries currently being suffered on the Waikato and Hamilton networks.
8. While Hamilton City Council staff are generally supportive of the Speed Limits Bylaw Proposed Amendments 2021, there are a number of recommendations for sites for inclusion in any future speed limit reviews. We are also seeking support for a number of changes Hamilton City Council wish to make on roads that are jointly managed by both Waikato District Council and Hamilton City Council.

Speed Limits Being Reviewed in Waikato District on the Outskirts of Hamilton City

9. Hamilton City Council staff are pleased to note the following proposed changes for Waikato District roads on the outskirts of Hamilton City:
 - **Wallace Road** – proposed reduction to 50km/h for the full length. Given the rural nature of this road, Hamilton City Council staff recommend that 60km/h would be more consistent with the speed limits in adjacent roads within Waikato District and Hamilton City. It is noted that the lower limit will improve safety for Hamilton City residents from the city who regularly use this road to walk and cycle to the Taitua Arboretum – but that a separate unsealed path has been provided for this purpose.
 - **Puketaha Road** – proposed introduction of a 60km/h speed limit between 330m south of Sainsbury Road to 480m north of Sainsbury Road supplemented by a variable 40km/h schools speed zone between 150m south of Sainsbury Road to 270m north of Sainsbury Road is supported for improved safety around the school.

- **Sainsbury Road** – proposed introduction of a 60km/h speed limit between Puketaha Road and 370m north of Puketaha Road supplemented by a variable 40km/h schools speed zone between Puketaha Road to 20m north of Puketaha Road is supported for improved safety around the school.
- **Horsham Downs Road** – proposed introduction of 60km/h between 130m south of Henderson Road to 350m north of Osborne Road is supported for improved safety around the school.
- **River Road (Ngaruawahia)** 300m south of Paterson Road to 90m west of Lake Road is supported in the vicinity of the recently completed rural roundabout at the River Road Horotiu Bridge Road intersection.

Request for Consideration of Further Roads in Next Review

10. While the proposed speed limit reviews being considered this year are fully supported, Hamilton City Council staff also request that the following roads be considered in the next round of reviews:

- **Bagust Road** – existing 70km/h between 50m south of Rotokauri Road and Brymer Road along with associated roads including O’Brien Road and Hillview Road. Request that these roads are lowered to 60km/h to be consistent with similar roads in both Waikato District and Hamilton City.
- **Rotokauri Road** – existing 70km/h between 145m southwest of Bunyard Road to 70m west of Pheasant Close. Request that this road is lowered to 60km/h to be consistent with similar roads in both Waikato District and Hamilton City.
- **Horsham Downs Roads** – existing 80km/h between Kay Road and 130m south of Henderson Road. Request reduction to 60km/h to reflect the substandard road alignment immediately south of this section and to tie in with proposed changes on the section between Kay Road and Borman Road as outlined in paragraph 13 below.

Please note also that the section of Kay Road between Resolution Drive and Horsham Downs Road has been recently renamed Ennion Rise. Further information on the change can be found [here](#)

- **Great South Road (Ngaruawahia)** – existing 80km/h speed limit from 345m south of Horotiu Bridge Road to SH1. Request that a 60km/h speed limit be considered for this section of road to tie into the proposed 60km/h speed limit on the northern section of Te Rapa Road within Hamilton City which is immediately south of this section. This will enable a consistent speed limit to be introduced across the two council boundaries.
- **Powells Road (shared)** from City boundary to end – currently 80 km/h. Given the short length, the recent introduction of an underpass as part of the Waikato Expressway and the unsealed surface, we request that a 60km/h speed limit be introduced to this section. The adjacent section within Hamilton City is currently 80km/h commencing 40m east of Aldona Place, but we would like to lower our section to 60km/h also.

11. Further to Hamilton City Council’s 20 November 2019 submission to the Proposed 2019 Amendments to the Waikato District Council Speed Limits Bylaw 2011 (refer [here](#)) we are still requesting speed limits reviews on the following roads:

- **Gordonton Road** – request a reduction to 80km/h from the Hamilton City boundary to join up with the section introduced in 2019 800m south of Taylor Road (State Highway 1B intersection).
- **Ruakura Road** – request a reduction to 80km/h for the section of road between the realigned SH26 and the Hamilton City Council boundary.

Request for Support of Roads to be Reviewed by Hamilton City Council

12. Finally, there are a number of roads on the immediate outskirts of Hamilton City where the legal road boundary results in shared responsibility between Waikato District and Hamilton City.
13. Hamilton City Council is proposing to complete a review of the speed limits on the following roads in early 2022 and will be seeking Waikato District Council support for these changes:

| Current SPEED LIMIT (km/h) | ROAD NAME | DESCRIPTION | Proposed SPEED LIMIT (km/h) |
|----------------------------|--------------------|--|-----------------------------|
| 80 | Brymer Road | 425m north of Baverstock Road to 75m south of Rotokauri Road | 60 |
| 80 | Ennion Rise | Resolution Drive to Horsham Downs Road | 60 |
| 80 | Exelby Road | 340m north west of Lee Road to Te Kowhai Road | 60 |
| 80 | Horsham Downs Road | Ennion Rise to 155m north of Borman Road | 60 |
| 80 | River Road | City boundary to Kay Road | 60 |
| 80 | Rotokauri Road | From a point 250m south west of Exelby Road to a point 235m northeast of Bagust Road | 60 |

14. These changes are being proposed as these are rural roads with increasing residential development accessing them and more people walking and cycling.
15. Other adjacent roads in Waikato District and Hamilton City need to reflect Hamilton City Council's desire to achieve consistency of both speed limits to the road environment and avoid frequently chopping and changing speed limits on roads that are on the Waikato District Council and Hamilton City Council boundary and the immediate surrounds.

Further Information and Hearings

16. Should Waikato District Council require clarification of the submission from Hamilton City Council staff, or additional information, please contact **Robyn Denton** (Acting City Transportation Unit Manager) on 07 838 6910 or 021 971 127, email robyn.denton@hcc.govt.nz in the first instance.
17. Hamilton City Council staff **do wish to speak** at the hearings in support of this submission.

Yours faithfully



Lance Vervoort
CHIEF EXECUTIVE

Hamilton City Council
Garden Place, Private Bag 3010, Hamilton

 /HamiltonCityCouncil

 @hamiltoncitycouncil

 07 838 6699

hamilton.govt.nz

Attachment 1b – Submissions for the proposed 40km/hr speed on Horotiu Road, Te Kowhai.

Speed Limits Bylaw 2011 – 2021 Amendments

| Submitter ID | First Name | Last Name | Support Proposal | Comments |
|--------------|----------------|-------------------|------------------|--|
| 2989 | shaun hazelton | Federated Farmers | yes | |
| 2883 | Aaron | Botherway | no | |
| 2878 | Tiffany | Brown | In Part | |
| 2877 | Rachael | Collins | no | |
| 2875 | Manihera | Forbes | no | Why is there a need for reduction from the current 50km/h when there are no activities adjacent to the road requiring a reduction. What is likely to happen is as soon as drivers exit the area and into the 100km/h zone they are more likely to speed up due to having been held back. The area along the marae is 100km/hr with no speed reductions proposed, yet we have activities and dwellings immediately fronting the road! |
| 2835 | Dave | Moore | no | |
| 2825 | Gordon | Inglis | no | |
| 2705 | Pauline | Hendrikse | no | |
| 2611 | Richard | Campbell | yes | |
| 2578 | Michael | Cosgrove | yes | |
| 2361 | Tiffany | Oldham | no | No because it's not the speed limit that's the problem. It's the drivers speeding through this area constantly, we need pedestrian crossings outside the school and by the shops and speed humps to slow the drivers through the village. |
| 2342 | Lee | Garrett | no | |
| 2305 | Marianne | Goodridge | no | |
| 2297 | Belinda | Murrell | yes | |
| 2244 | Michelle | Zuze | no | |

Attachment 1c – Submissions for the proposed 60km/hr speed at the Woodcock Road interchange

Speed Limits Bylaw 2011 – 2021 Amendments

| Submitter ID | Name/Organisation | Agree with the Proposal | Comments |
|--------------|------------------------------------|-------------------------|---|
| 2185 | Jo McCracken | Yes | I support a speed reduction in the approach to the round-about because visibility isn't very good from the Tauwhare Rd end to the intersection. |
| 2303 | Kynan McCracken | No | |
| 2375 | Kelly Doxo | No | |
| 2426 | Belinda Goodwin | Yes | |
| 2463 | Diana Jones | Yes | |
| 2495 | Mandy Hotene | In Part | |
| 2498 | Evelyn van Ommen | Yes | |
| 2503 | Joanne Wallace | Yes | |
| 2504 | Natalie Mapp | No | |
| 2526 | Paul Dixon | In part | |
| 2530 | Anna Armstrong | Yes | |
| 2541 | Ben Suffield | No | |
| 2594 | Christine Bertrand | No | Not warranted and too slow. |
| 2613 | Stuart Armstrong | Yes | |
| 2659 | David Manson | No | This is a very short length of road and a reduction to 60km/hr would have minimal impact on traffic flow. |
| 2702 | Kirsten Mattyssen | In part | |
| 2805 | Nic Wetere | No | |
| 2845 | Shannon Thickpenny | No | There is no point in doing this most accidents are either from bad decisions or reckless driving, not from driving at 80km/h |
| 2892 | Brent Middlemiss | No | |
| 2893 | Fiona Rhodes | Yes | |
| 2897 | Janis Swan | Yes | |
| 2910 | Lyn Scott | No | |
| 2986 | Christie Hendy | Yes | |
| 2989 | Shaun hazelton – Federated Farmers | In part | |
| 3007 | Adrian Pyne | No | |
| 3071 | David Ralfe | yes | |

135
ATTACHMENT 2
SCHEDULE OF SPEAKERS

PROPOSED SPEED LIMITS BYLAW AMENDMENTS

**Please note, submission page numbers refer to the page number on attachment 1/1a – not the agenda pages

This list is subject to change

| Submitter ID | Name | Last Name/ Organisation | Submission page Number ** | Support Proposal |
|--------------|----------------|----------------------------|------------------------------|---------------------|
| 2240 | Nicola | Nicholson | 79 | In-Part |
| 2303 | Kynan | McCracken | 23 | No |
| 2338 | Mad Peter | Gunther | 24 | No |
| 2342 | Lee | Garrett | 24 | No |
| 2464 | Tim | Manukau | 5 | Yes |
| 2580 | Brent | Harper | 9 | Yes |
| 2631 | Hine | Carmichael | 11 | Yes |
| 2680 | Leah | Fry | 75 | In part |
| 2686 | Russell | Paton | 74 | In part |
| 2801 | Angela | Kimber | 27 | No |
| 2816 | Dilpreet | singh | 14 | Yes |
| 2819 | David | Millar | 28 | No |
| 2832 | Dana | Manning | 29 | No |
| 2835 | Dave | Moore | 30 | No |
| 2844 | Karen | Edgecombe | 30 | No |
| 2855 | Liz | Bennett | 14 | Yes |
| 2864 | Matthew | Fyfe | 33 | No |
| 2875 | Manihera | Forbes | 71 | In part |
| 2919 | Jacqui | Swain | 16 | Yes |
| 2948 | Grace | Tema-Liapaneke | 36 | No |
| 2958 | Stephen | Pole | 17+18 | Yes |
| 2970 | Derek | Tate | 49 | In part |
| 2976 | Kim | Young | 52 | In part |
| 2978 | Sharon | Rakena | 20 | Yes |
| 2989 | Shaun Hazelton | Federated Farmers | Attachment 1a pg 8 | In part |
| 3007 | Adrian | Pyne | 67 | In part |
| 3024 | Alan | Arnold | Attachment 1a pg 13 | In part |
| 3040 | June | Rowland | 38 | No |
| 3043 | Wayne | Rendall | 50 | In part |
| 3056 | Jennifer | Nickel | 65 | In part |
| 3057 | Megan | Wood | 40 | No |
| 3062 | Barry | George | 20 | Yes |
| 3071 | David | Ralfe | 21 | Yes |
| 3169 | Ben | Jones | 63 | In part |
| 3196 | Greg | McCutchan | Attachment 1a pg 37 | No |
| 3198 | Robyn Denton | Hamilton City Council | Attachment 1a pg 39 | In part |