
Supplementary agenda for the hearings and deliberations by the Policy & Regulatory Committee (to consider submissions and make recommendations on the Speed Limit By-Law Review) to be held via Audio Visual Conference on **WEDNESDAY, 2 MARCH 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 and submissions (part of agenda 17 February 2022)

4.2 Deliberations Report for the 2022 Speed Limits Bylaw Consultation

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GJ Ion
CHIEF EXECUTIVE

POLICY & REGULATORY COMMITTEE

Reports to:	Council
Chairperson:	Cr Jan Sedgwick
Deputy Chairperson:	Cr Noel Smith
Membership:	The Mayor, all Councillors and Mrs Maxine Moana-Tuwahangi (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.

To	Policy & Regulatory Committee
Report title	Deliberations report for the 2022 Speed Limits Bylaw consultation

1. Purpose of the report

Te Take moo te puurongo

The purpose of this report is to provide the Committee with submission points and staff assessments to assist with their deliberations on the Proposed Speed Limits Bylaw 2022 amendments.

AND

To seek recommendations for the final amended version of the Speed Limits Bylaw and schedules.

2. Executive summary

Whakaraapopotanga matua

The Speed Limits Bylaw 2021 amendments were open for consultation from 1 December 2021 to 23 January 2022. 247 submissions were received, and 21 submitters were heard at a Hearing held on 17 February 2022.

The submissions show majority support for the proposed speed limits together with requests for additional roads and extensions. Staff have assessed those additional roads and extensions, providing comment to help elected members in their decision making.

Following deliberations, a report will be presented to the 3 May 2022 Policy and Regulatory Committee meeting with a recommendation for Council to adopt the Speed Limits Bylaw amendments 2022.

3. Staff recommendations Tuutohu-aa-kaimahi

That the Policy & Regulatory Committee:

- a. makes decisions on matters raised in submissions; and
- b. provides staff with recommendations for the Speed Limits Bylaw 2021.

4. Background Koorero whaimaarama

At the 13 October 2021 Policy and Regulatory Committee meeting, the Committee approved the proposed Speed Bylaw 2021 amendments for consultation.

Public consultation for the proposed Speed limits Bylaw 2022 was undertaken between 1 December 2021 and 23 January 2022 and 247 submissions were received. A Hearing was held on 17 February 2022 where 21 submitters were heard.

5. Discussion and analysis Taataritanga me ngaa tohutohu

5.1 Submissions Summary

During the consultation period 247 submissions were received:

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

On closer analysis staff found that:

- 168 can be considered in support (with minor changes or additional roads included)
- 74 were not in support of the proposal (generally without specific commentary on roads in the proposal)
- 5 did not relate to Waikato District Council Roads.

There is majority support for the proposed speed limits with various minor changes to start/end locations, and some additional roads which have been individually assessed by staff for consideration in section 5.3

Some submitters requested speed management measures in support of speed limits such as in Port Waikato. Staff recommend that any new speed limit changes are monitored for effectiveness before considering any additional measures.

For Rural Schools there is majority support for 40km/h variable speed limits that align with school start and end times.

For Urban Schools located in a 50km/h speed limit, there is majority support for 40km/h variable speed limits that align with school start and end times.

For the Te Kowhai option on Horotiu Road, submitters generally supported changes to the proposed speed limits, **without** the extension on Te Kowhai and Ngaruawahia Roads proposed by staff.

For the Tamahere option, submitters supported the proposed speed limits, with some additional roads to be considered.

5.2 Schools

There is support for reduced speed limits and consistency around schools in the district. Suggestions were made through submissions and are outlined below:

Rural School options

- Keep variable speeds around schools at school start and end times only
- Extend (where possible) school speed areas to account for pedestrian activity
- Extend the proposed school zone hours to 8.30am-3.30pm to allow time for children to arrive and leave school.

Waitetuna Primary School and Whitikahu School require minor changes to the school zone extents based on topography, visibility and feedback from submitters. The maps and schedules will be updated to show these extended areas.

The following rural school options have been identified:

Rural School Zones	
Option 1	Keep the proposed school hours (variable 8am-3pm) with minor extension in afternoon to 3:30pm, 60km/h other times
Option 2	Keep the proposed school hours variable to school start and end only 8am-9am and 2:30-3:30 pm, 60km/h other times
Option 3	Make the School Zone speeds permanent (all hours)

Submissions are generally in support of Option 2.

Urban School options (where the school is located in a 50km/h speed limit)

Submissions supported variable speed limits during school start and end times.

Requests for road safety measures such as pedestrian crossings were received and are included in attachment 3. These and other speed calming and road maintenance requests will be assessed by Council staff outside of deliberations.

The following urban school options have been identified:

Urban School Zones	
Option 1	Keep the proposed urban school speeds (Permanent 40km/hr)
Option 2	Variable 40km/hr speed past schools during school hours only 8am-9am and 2:30-3:30 pm, 50km/h other times

Submissions are generally in support of Option 2.

For Urban Schools located within and existing 40km/h speed limit, school zone markings and signage without any variable messaging is supported.

Schools that were not included in the proposal

The following are schools that were omitted in error in the proposal. Given the majority support for speed around our schools to be reduced, staff recommend they are included:

School Name	Locality	Road Frontage	Existing Speed Limit	Recommended speed limit
Eden Christian Academy (rural)	Tuakau	Dominion Road	70	60/40
Matangi School (urban)	Matangi	Matangi Road	50	50/40
St Anthony's Catholic School (Huntly) (urban)	Huntly	Bailey Street	50	50/40
Te Akau School (rural)	Te Akau	Te Akau Road	100	60/40
Te Wharekura o Rakaumanga (urban)	Huntly	McDiarmid Crescent	50	50/40
Waikaretu School (rural)	Waikaretu	Waikaretu Valley Road	100	60/40
Te Kura o Ngati Haua School	Tauwhare	Hautapu Road	100	60/40

5.3 Additional roads and edits requested to be included in submissions

Several submitters proposed other roads to be included in the proposal and extended lengths of proposed speed reduction areas.

Staff have looked at these roads and differentiated roads that could be considered for inclusion in these amendments, and those that require future consideration and consultation or are not Council roads.

Additional roads that staff consider should be included are:

- roads that adjoin our partner boundaries
- roads that are affected because of the Waikato expressway such as near interchanges and closed roads
- roads that are in isolated communities and therefore effect only those that live there and have less effect on the wider community
- roads adjoining a school zone
- roads adjoining a proposed road that would make sense for inclusion for consistency such as a no exit side road
- Roads (usually short no exit roads) that were not included in previous speed limit changes and "orphaned" by past changes

Additional roads that staff consider not to be considered are:

- roads that are currently state highways
- roads that are not included in the proposal that affect a wider community and therefore consultation is required to give our community opportunity to make submissions.

These roads have been sorted by town/locality and are listed in the tables below:

Eureka

Road Name	Proposal	Submitters	Staff Assessment
Holland Road	Holland Road between Telephone Road to Ruakura Road to be 80km/Hr	#3169	Staff Assessment: this is supported as it aligns with Hamilton City Council speed limit changes and opening of expressway interchange. Staff recommend that the length of speed limit change is to be from the intersection to Ruakura Road to 200m east of the existing rail crossing.
State Highway 26	State Highway 26 at Eureka should be 70km Maximum 80km.	#3186	Staff Assessment: this is not a Council road.
Powells Road	Request that a 60km/h speed limit be introduced Powells Road (shared) from City boundary to end	#3186	Staff Assessment: this is supported as it aligns with Hamilton City Council speed limit changes and opening of expressway.

Gordonton

Road Name	Proposal	Submitters	Staff Assessment
Gordonton Road	Reduce Gordonton Road to 80km	#3198, #3193, #3070	Staff Assessment: this is supported by analysis and safer roads recommendations; however, it was not included in the proposal and as such did not allow our community to provide commentary, staff recommendation is not to support this and to consider it under the new speed limits rule.
Gordonton Road	Gordonton Road near Willow Glen Café needs to be reduced to 60 or 70km	#2885 #3193	Staff Assessment: this is currently a state highway (1B), staff support the 60km/h speed limit changes, but it is not in our jurisdiction. However, once the road becomes a local road it will be considered at that time.
Woodlands Road	Woodlands Road variable speed should be 40/60km	#3193	Staff Assessment: this location is the intersection to a state highway (1B), staff support RIAWS at this intersection, but it is not in our jurisdiction. However, once the road becomes a local road it will be considered at that time.

Hampton Downs

Road Name	Proposal	Submitters	Staff Assessment
Hampton Downs Road	Extend proposed 60km to east of the Waikato Expressway	#2998	Staff Assessment: staff support the extension of the proposed 60km/h to encompass the interchange and 100m east along Hampton Downs Road east.

Hautapu

Road Name	Proposal	Submitters	Staff Assessment
Hautapu Road	Hautapu Road on the Waikato boundary approaching Hautapu school needs to be lowered to 60km	#2419	Staff Assessment: staff support this change only in conjunction with Waipa District Council decision on the boundary to ensure consistency.

Hopuhopu

Road Name	Proposal	Submitters	Staff Assessment
Great South Road	Reduce Speed on Great South Road Hopuhopu overbridge area to 80km	#2295	Staff Assessment: staff recommend 80km/h speed limit change just south of the overbridge to the 60km/h speed limit thresholds at Taupiri, this is to reduce speed across the intersection to Old Taupiri Road.

Horotiu

Road Name	Proposal	Submitters	Staff Assessment
Horotiu Bridge Road	Variable 40/60 for Horotiu Bridge Road (schools speed) not permanent	#3193	Staff Assessment: this is a rural school so will have variable speed limits 60/40.
River Road – Horotiu Bridge Road to Ngaruawahia	River Road should be 80km from Horotiu to River Road	#2816 #3070	Staff Assessment: this was not included in the proposal and therefore there was no opportunity for our community to provide focussed responses. The speed limit near Horotiu bridge road is proposed to be reduced to 60km/h. It is recommended to leave the speed limit on River Road as-is.

Horsham Downs

Road Name	Proposal	Submitters	Staff Assessment
Horsham Downs Road	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.	#3198	Staff Assessment: Kay Road is already 60km/h within the Waikato District Boundary and will be closed to through traffic on completion of Resolution Drive Extension

Huntly

Road Name	Proposal	Submitters	Staff Assessment
Harris Street	Don't recommend permanent 40km	#3193	Staff Assessment: this is an urban school proposed 40km/h variable, school times, 50km/h other time
Paki Street	Don't recommend permanent 40km	#3193	Staff Assessment: this is an urban school proposed 40km/h variable, school times, 50km/h other times
Riverview Road	Wants the proposed reduced speed on Riverview Road to be extended 500m towards the Quarry and to be reduced to 50km.	#3107	Staff Assessment: this location is rural and it is proposed to reduce the speed limit to 60km/h, staff do not support 50km/h as the road is not self-explaining at that speed
Rotowaro Road, Weavers Crossing	Reduce Speed on Rotowaro Road between Cobham Crescent and Smith Ave.	#2631	Staff Assessment: currently 50km/h, staff do not support this change
Rayner Road	Rayner road to 30km only by the round about	#3038 #3196	Staff Assessment: this is a short section of Rayner Road that includes the roundabout, support this as it's a technicality
Riverview Road	Reduce speed limit from 70km to 50 Km along the length of Riverview Rd, ending at the one lane bridge.	#3107	Staff Assessment: this location is rural, it is proposed to reduce the speed limit to 60km/h, staff do not support 50km/h as the road is not self-explaining at that speed
Te Ohaki Road	Te Ohaki Road to 70km	#3196	Staff Assessment: this road is not in the proposal, however there are submissions that have identified the existing speed limit of 80km/h near Te Ohaaki marae is too fast. Staff recommend changing the speed limit from 80km/h to 60km/h near Te Ohaaki Marae as it directly affects that community.

Newcastle

Road Name	Proposal	Submitters	Staff Assessment
Wallace Road	50km for the whole length	#3198	Staff Assessment: this road is on the Hamilton City fringe and is progressively being developed, staff recommend a 50km/h speed limit along this no exit road

Ngaruawahia

Road Name	Proposal	Submitters	Staff Assessment
Croall Crescent	Reduce Croall Crescent Speed to 30 or 40km	#2982	Staff Assessment: This was not included in the proposal and as such there has been no opportunity for submissions to be received. The speed limit change is not supported but could be considered later.
Duke Street	50/40 variable not a permanent 40km/hr	#3193	Staff Assessment: this is an urban school variable 40/50 is supported
Duke Street	Reduce speed - Permanent 40km/hr	#2973 #2857 #2924	
Great South Road - Township area	<ul style="list-style-type: none"> Don't reduce Great South Road speed from Regents Street to Galileo Street If Great South Road is to be reduced to 40km the surrounding commuter roads need to be reduced also. 	#2927 #2982	Staff Assessment: the speed limit along the commercial street is proposed to be 40km/h, staff support this change, however some additional speed management measures are required such as new threshold markings to make the road self-explaining
Great South Road Ngaruawahia (South End)	Great South Road from Ngaruawahia to Hamilton boundary to all be 60km	#3198	Staff Assessment: this is not in the proposal and staff consider the changes made in previous years have been successful, therefore not supported
Havelock Road	Reduce speed to 40km or introduce speed calming	#2982 #2860	Staff Assessment: at the primary school it is proposed to have a 50/40 school zone, no further changes are supported as this was not included in the proposal and as such there has been no opportunity for submissions to be received. The speed limit change is not supported but could be considered at a later date.
Ngaruawahia Road	60km/h with threshold infrastructure treatment to encourage compliance	#3193	Staff Assessment: it is proposed to extend the existing 50km/h south along Ngaruawahia Road to encompass new residential areas, higher speed is not recommended. Further changes to this road were not included in the proposal and as such there has been no opportunity for submissions to be received. The speed limit change is not supported but could be considered at a later date.
Ngaruawahia Road to 650m south of Havelock Road	Ngaruawahia Road speed reductions to be extended to new residential zones	#2979	

Road Name	Proposal	Submitters	Staff Assessment
River Road - urban south end of Ngaruawahia	The River Road 50km should be extended 1km towards Hamilton past the River Road estate.	#2857	Staff Assessment: this is not in the proposal and was included in previous bylaw changes. Staff consider the existing speed limit safe and do not support the changes
River Road residential area	Reduce residential area to 40km/hr/reduce existing speed	#2973 #2857 #2924 #2982	Staff Assessment: This was not included in the proposal and as such there has been no opportunity for submissions to be received. The speed limit change is not supported but could be considered at a later date.
River Road (West of Speedy Road)	The Speed Limit on River Road west of Speedy Road should be Increased to 80km (currently 60)	#2328	Staff Assessment: the proposed speed limit supports the new roundabout and increased traffic growth at this location. Within 8 months the connection to SH1 will be complete from lake road and increased traffic is expected. Staff do not support increase in speed limit
Waingaro Road	Do not raise the Waingaro Road Speed Limit	#2851	Staff Assessment: it is proposed to change the existing speed limit as part of the existing 50km/h does not align with the rural environment. Staff recommend the changes within the proposal.
Waingaro Road	Recommended: 60km/h speed limit for entire length of Waingaro Road	#31930	

Hakarimata Road – Ngaruawahia/Huntly

Road Name	Proposal	Submitters	Staff Assessment
Hakarimata Road	Reduce the speed to 80 Hakarimata Road between the proposed 50km areas.	#2914, #2991 #2992, #2532 #3193, #3004, #2930, #3056, #3040, #3064, #3025, #3070, #2796, #3105,	Staff Assessment: Staff have reviewed the submissions and recommend that the speed limit changes to 80km/h from south of the one-way bridge at the northern end, to the proposed 50km/h in the southern end. The reasons are that there is an extensive crash history along this road and whilst safety upgrades have been implemented the crash risk remains high and there is significant community support for this change.
Hakarimata Road	Do not reduce speed on length of Hakarimata Road.	#3021,	Staff Assessment: Staff Assessment: Staff have reviewed the submissions and recommend that the speed limit changes to 80km/h from south of the one-way bridge at the northern end, to the proposed 50km/h in the southern end. There is an extensive crash history along this road and whilst safety upgrades have been implemented the crash risk remains high and there is significant community support for this change.

Road Name	Proposal	Submitters	Staff Assessment
Hakarimata Road	Do not support an extension to the 50Km area as proposed	#2793,	Staff Assessment: it is proposed to extend the 50km/h southern section to incorporate the constrained geometry of the road and proximity of the riverbank to the road edge. Staff support the proposed changes
Hakarimata Road	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 approximately 400m to the north	#2970, #3043	Staff Assessment: Staff have reviewed the submissions and raising the speed limit on river road is not supported, there is support for the existing speed limit to reduce to 60 to the one-way bridge. For the rest of Hakarimata road, staff recommend that the speed limit changes to 80km/h from south of the one-way bridge at the northern end, to the proposed 50km/h in the southern end. There is an extensive crash history along this road and whilst safety upgrades have been implemented the crash risk remains high.

Ohinewai

Road Name	Proposal	Submitters	Staff Assessment
Lumsden Road	Lumsden Rd be made 70 km/hr	#3198	Staff Assessment: this road was noting the proposal and whilst a no exit road, does have a number of developments that would be considered as affected and opportunity to make submissions. As a result, staff do not support inclusion of this road.
Ohinewai South Road	Lower speeds around Ohinewai School Road permanently	#3198	Staff Assessment: staff are proposing to change the speed limit to 50km/h in the village and school to a 50/40
Ohinewai South Road	Variable 40/50km/h school speed limit	#3193	
Tahuna Road	Proposed 50km/h speed limit on Tahuna Road should be extended east of the Waikato Expressway interchange	#2998	Staff Assessment: staff support the extension of the 50km/h speed limit to encompass the interchange. Staff consider this to improve safety and reduce severity of impact collisions.

Pokeno

Road Name	Proposal	Submitters	Staff Assessment
Beaver Road	Beaver Road should be 60km	#3193	Staff Assessment: it is proposed to change the speed limit to 80km/h, 60km/h is not supported as the road is not self-explaining and the proposed speed ties into our Auckland Regional Neighbour's proposed changes
Great South Road (At Averill Road)	Extend 40km speed limit to interchange at Averill Rd	#2998	Staff Assessment: proposed and recommended by staff – 40km/h and extend to the south at the boundary to the state highway interchange.
Great South Road - Pokeno	Lower the speed limit on Great South Road Pokeno	#2334	Staff Assessment: proposed and recommended by staff – 40km/h
Helenslee Road	Supports 40km but only with Infrastructure	#3193	Staff Assessment: proposed urban school zone within 40km/h perm speed limit, remainder of Helenslee road recommended to remain at 60km/h until west side is developed.
Nikau Road and Jimedra Road	Extend 60km to east of the expressway interchange	#2998	Staff Assessment: it is proposed as 80km/h, however on further analysis, it is a short no exit road, therefore a 60km/h speed limit is appropriate and supported
Pinnacle Road	60km for entire road	#3193	Staff Assessment: staff support 80km/h change for this road as the road is not self-explaining at a lower speed
Pokeno Road	Reduce the speed at the Pokeno Entrance/Exit.	#2958	Staff Assessment: proposed and recommended to reduce to 60km/h
Pokeno Road 100m west of Munroe	Locate 80/60 change point at obvious change of environment	#3193	Staff Assessment: proposed and recommended to reduce to 60km/h approx. 100m west of Munroe Road.
Razorback Road	60km for entire road	#2998, #3193	Staff Assessment: it is proposed to align with Auckland Region proposed changes to 80km/h for consistency, 60km/h is not supported as the road is not self-explaining at 60km/h
Ridge Road	60km for entire road	#3193	Staff Assessment: recommended to reduce in part to 60km/h as proposed

Port Waikato

Road Name	Proposal	Submitters	Staff Assessment
Maraetai Bay Reserve	Reduce Maraetai Road Speed to 20km	#2686	Staff Assessment: recommend inclusion into proposal and supported to align with other roads within reserves

Pukekawa

Road Name	Proposal	Submitters	Staff Assessment
Highway 22 Pukekawa	Extend the reduced speed area on HW22 Pukekawa past 1028.	#2955	Staff Recommendations: This section of highway 22 is outside the proposed area of Pukekawa. As this road was not included in the proposal and affects a wider community, therefore staff do not consider this for inclusion into the proposed changes as our community has not had opportunity to make submissions
Highway 22 Pukekawa	Only lower speed near school not whole road	#2182	Changes to H22 only effect the existing 70km/h section and the school
Pukekawa Township	Extend 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. Also supports reducing the speed limit through Pukekawa to 50km until past the primary school.	#2315	Staff Assessment: extension not supported as the distance from the residential area is too far and not self-explaining, school will be included as a rural school with 60/40 variable
Highway 22 Pukekawa	Speed Limit on Pukekawa Road should be 80km/h for entire length and variable 60/40 speed by school	#3193	Staff Assessment: the existing speed limit is 70km/h and it proposed to change to 60km/h and a 60/40 variable near the school. As the rest of H22 was not included in the proposal and affects a wider community, staff do not consider this for inclusion into the proposed changes as our community has not had opportunity to make submissions

Puketaha

Road Name	Proposal	Submitters	Staff Assessment
Puketaha Road	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	#3198	Staff Assessment: staff recommended and included in the proposal as a rural school with variable speed limits 60/40
Puketaha Road	Speed Limit on Puketaha Road should be 80km/h for entire length	#3193, #2803	Staff Assessment: reviewing the submissions there is support for changes in part, this road is included in the proposal so can be considered for inclusion. Staff support to include 400m of Puketaha Road from the intersection of Gordonton Road and NOT the whole road.
Sainsbury Road	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	#3198, #3193	Staff Assessment: recommended and included in the proposal as a rural school with variable speed limits 60/40

Raglan

Road Name	Proposal	Submitters	Staff Assessment
Cliff Street	Reduce Cliff Street Speed to 20km	#2352	Staff Assessment: Not included in the proposal and affects a wider community and requires further consultation, not recommended for inclusion
Greenslade Road	Reduce Speed on SH 23- Greenslade Rd	#2818	Staff Assessment: proposed and recommended 60km/h, however 200m of this section is still state highway and not included for consideration
Main Road between Manukau and Hills Road	Reduce Main Road Raglan speed to 40km	#2352	Staff Assessment: proposed and recommended 60km/h
Rau O te Huia Drive	15km speed near the campground	#2546, #2539	Staff Assessment: support reduction in speed to 20km/h 50m prior to campsite entrance and for rest of Riria Kereopa Memorial Drive/beach, remainder to stay as-is (40km/h)

Road Name	Proposal	Submitters	Staff Assessment
Riria Kereopa Drive	60km Riria Kereopa Drive entirety and 40km at the camp area	#2600	Staff Assessment: not supported, support reduction in speed to 20km/h 50m prior to campsite entrance and for rest of Riria Kereopa Memorial Drive/beach, remainder to stay as-is (40km/h)
SH23	Reduce to 80km Whatawhata to Raglan	#2503, #2855	Staff Assessment: this is a State Highway not Council road.
SH23	The speed limit at Te Uku needs to be reduced to 60km/hr fixed, coming down to 40km/hr during school hours	#3057	Staff Assessment: this is a State Highway not Council road.
Wainui Road	Lower the Speeds through to Greenslade Road (from town)	#2859, #2298, #2357, #2859	Staff Assessment: this refers to old sh23, proposed and recommended 60km/h
Whaanga Road	Reduce Speed on Whaanga Road	#3321	Staff Assessment: this is a metal road and not recommended to propose speed limits on this type of road due to the variable road surface, driver experience and vehicle types

Rotokauri

Road Name	Proposal	Submitters	Staff Assessment
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.	#3198	Staff Assessment: To align with neighbouring boundary roads, staff support these changes in speed limit to 60km/h
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.	#3198	Staff Assessment: To align with neighbouring boundary roads, staff support these changes in speed limit to 60km/h

Ruakura

Road Name	Proposal	Submitters	Staff Assessment
Ruakura Road	80km/h for the section of road between the realigned SH26 and the Hamilton City Council boundary	#3198	Staff Assessment: this road is affected by the Waikato expressway interchange and ties into the Hamilton City boundary. Staff support the change in speed limit to 80km/h.

Tamahere

Tamahere residents were asked what they thought of the proposed 60km/hr speed limit reduction on Tauwhare Road from Woodcock Road to the interchange and along Tamahere Drive.

26 submitters provided feedback. 10 supported, 8 did not support (without specifics), 4 supported in-part and 4 submitters did not make a selection and their answer was recorded as 'other'.

Submitters also provided additional roads they would like to see speed amendments on.

Submissions generally support the Tamahere speed option with the inclusion of additional roads and roads affected by the expressway works.

Road Name	Proposal	Submitters	Staff Assessment
Airport Road	Reduce the speed limit on Airport Road from SH1 to the Narrows bridge to 80km.	#3071	Staff Assessment: this is a state highway, staff support a speed limit reduction on this road, but it is outside the scope of this proposal
Bollard Road	Bollard Road to be 50km	#2897	Staff Assessment: this is a no exit road off an existing 50km/h road, and part of the expressway works, and staff support the change
Sanctuary Lane	Sanctuary Lane to be 50km	#2897	Staff Assessment: this is a no exit road off an existing 50km/h road that was orphaned under previous speed limit changes and staff support the change.
Tamahere Drive	Extend the proposed 60km area from the Country club to around 134 Tamahere Drive	#2463	Staff Assessment: this was supported by the community and recommended by staff as the Tamahere option
Tamahere Lane	Tamahere Lane to be 50km	#2897	Staff Assessment: this is a no exit road off an existing 50km/h road that was orphaned under previous speed limit changes and staff support the change
Vinters Lane	Vinters Lane to be 50km	#2897	Staff Assessment: this is a no exit road off an existing 50km/h road that was orphaned under previous speed limit changes and staff support the change

Taupiri

Road Name	Proposal	Submitters	Staff Assessment
Great South Road - Taupiri	Reduce speed in Taupiri Township/main road	#2368, #2369	Staff Assessment: this is included in the proposal and is staff recommended to be 60km/h.
Kainui Road	Reduce speed on Kainui road by the marae	#3062	Staff Assessment: Kainui Road is a side road from a proposed 60km/h change on Great South Road. The marae is located a short distance along Kainui Road from the intersection to Great South Road. Staff support a 60km/h section 100m east of the marae to the intersection to Great South Road.
Olds Road (Taupiri),	Olds Road - Reduce Speed to 80 or 70km.	#2797	Staff Assessment: Taupiri old road is already 80km/h.

Tauwhare

Road Name	Proposal	Submitters	Staff Assessment
Hautapu Road	Reduce Hautapu Road speed to 60km	#2466	Staff Assessment: this is not included in the proposed speed limits and borders to Waipa district and any changes are to be in conjunction with our partner neighbours. At this time is not supported by staff
Pukemoremore Road	Reduce speed on Pukemoremore Road	#2495	Staff Assessment: staff have identified that the Te Kura o Ngati Haua School is located on this road, therefore the section near the school is to be added as a rural school zone 60/40
Ringer Road, Tauwhare Road	Reduce the speed on Tauwhare road to 60 or 80km.	#2503	Staff Assessment: It is proposed to reduce the speed on Tauwhare Road to 80km/h to reduce the number of speed limit changes
Scotsman Valley Road	Variable 50/40 school speed limit, including infrastructure	#3193	Staff Assessment: this is an urban school and recommended to have a 50/40 variable speed limit
Tauwhare Road	The 60km limit should start well before Woodcock Road as you head along Tauwhare Road.	#2426	Staff Assessment: agree with the submitter, location of commencement of 60km/h to be at least 100m east of Woodcock Road

Road Name	Proposal	Submitters	Staff Assessment
Tauwhare Road (Village to Tahuroa Road and Hiwi Road)	Some 100km/hr sections to be changed to 80km/hr. This is the section from the village to the corner of Tahuroa Rd and the section from the village to Hiwi Rd	#3007	Staff Assessment: this section of Tauwhare Road was not included, however the road can be further considered especially given the strong community support. Recommend an 80km/h section out of the village to a point 50m north of Tahuroa Road to the existing 50km/h thresholds, the location of the 50km/h thresholds are to be relocated 50m further north.
Tauwhare Road	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.	#2185	Staff Assessment: it is proposed to be reduced to provide a consistent speed limit and has community support.

Te Kauwhata

Road Name	Proposal	Submitters	Staff Assessment
Scott Road and surrounds	Lakeside should be 40km	#2858	Staff Assessment: the lakeside development is proposed to be 40km/h, Scott Road at present does not have full development and is not explaining at a lower speed than 50km/h. When future roadside development occurs a speed limit change could be considered
Swan Road	Swan Road should be 40km	#2858	Staff Assessment: Part of Swan Road was considered in previous changes and reduced to 50km/h at the urban area, the rest of the road serves a limited number of properties and is a no exit rd. Additional changes are considered not necessary
Travers Road	Travers Road should be 40km	#2858	Staff Assessment: this road is proposed to reduce in speed to 60km/h, it is a collector for the area and requires a higher level of service and has wider road widths and not self explaining at lower speeds
Waerenga Road	Speed needs to go to 70 before it drops to 50 from 100km	#2817	Staff Assessment: Existing speed limit into Urban area on Waerenga Road has clear thresholds and located at a suitable location for deacceleration, changes /increase in speed is considered unnecessary.

Te Kowhai

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'. Additionally, some feedback was provided in the general comments section.

Submissions generally support the 40km/h speed proposal **without** the extension recommended by staff.

Road Name	Proposal	Submitters	Staff Assessment
Horotiu Road outside Waikeri Marae	Reduce Speed on Horotiu Road outside Waikeri Marae	#2875	Staff Assessment: whilst this section of road was not included, the roadside residential and marae at this location supports a lower speed limit. It is recommended this section of road be 80km/h from 200m south of the Waikere Marae and 200m north from the last residential property.
Horotiu Road	Reduce speed on Horotiu Road between Onion and Ngaruawahia Roads	#2578	Staff Assessment: there is inconsistent speeds which leave a short section of 100km/h, it is recommended the road is provided with consistency and reduce the number of changes. Staff recommend the road is 80km/h for its length from Onion Rd to the 50km/h at Te Kowhai.
Horotiu Road Te Kowhai	Retain 50km/h speed limit together with variable 50/40 school speed limit outside school	#3193	Staff Assessment: recommended as urban school zone within proposed 40km/h perm speed limit.

Te Mata

Road Name	Proposal	Submitters	Staff Assessment
Te Mata Road	Variable 50/40 school speed limit, including infrastructure to reduce high mean speeds	#3193	Staff Assessment: recommended as urban school 50/40 school times only, school zone markings and signage to be included.

Te Ohaki

Road Name	Proposal	Submitters	Staff Assessment
Harris Street to Te Ohaki	Consistent speeds wanted to Te Ohaki	#3038	Staff Assessment: with the exception of the speed limit at Te Ohaaki Marae, the road was not included in the proposal and affects a wider community, therefore staff do not consider this for inclusion into the proposed changes as our community has not had opportunity to make submissions.

Tuakau

Road Name	Proposal	Submitters	Staff Assessment
Alder Road	recommend considering 40km/h	#3193	Staff Assessment: Alder Rd is a metal road and Council does not address speed limits on metal roads as it is difficult to enforce and relevant driving experience, as such drivers drive to conditions and their own experience levels.
Buckland Road/George Street	Keep The road from Tuakau Primary to College at 40km not change to urban permanent and rural variable	#3024	Staff Assessment: the location of the college is in the rural area however there is significant growth in the location and it is proposed to classify the collage as an urban school in a 50km/h zone. So will be a 50/40 variable school zone located 100m either side of the college entrance.
Cameron Road (including Clifford and Knight)	Recommended: 60km/h	#3193	Staff Assessment: Staff support a lower speed limit at the end of Cameron Rd starting 50m north of Clifford Rd and include Clifford and knight Rd at 60km/h, the rest of Cameron Rd to remain at 80km/h as proposed. The reason for this is there are residential properties and poor visibility.
Clark and Denize Road	Reduce the speed on Clark and Denize Road	#2175	Staff Assessment: this road was not included in the proposal and affects a wider community; therefore, staff do not consider this for inclusion into the proposed changes as our community has not had opportunity to make submissions.
George Street	George Street should be 30 shopping centre, 40 surrounding it and 50km	#3024	Staff Assessment: recommended as proposed – 30km/h and surrounding roads 40km/h
George Street Tuakau	Introduce infrastructure to enable 40km/h speed limit	#3193	Staff Assessment: additional markings are proposed on George street to reinforce the proposed lower speed limit.
George Street, River Road, Whangarata Road	south from Coles Road should become 60km/h but the sections currently posted 70km/h should be retained	#3024	Staff Assessment: it is proposed to change the speed limit to 60km/h along the length to minimise speed limit changes.
Harrisville Road 300m south of Pook Road	80km/h for entire length of Harrisville Road	#3193	Staff Assessment: this road was not included in the proposal and affects a wider community; therefore: staff do not consider this for inclusion into the proposed changes as our community has not had opportunity to make submissions.

Road Name	Proposal	Submitters	Staff Assessment
Jericho Road	Recommended: 60km/h	#3193	Staff Assessment: this road was not included in the proposal and affects a wider community, therefore staff do not consider this for inclusion into the proposed changes as our community has not had opportunity to make submissions
Kohanga Store Road	Speed Limit on Kohanga Store Road should be 60km/h or 40km/h for entire length	#3193	Staff Assessment: This is a side road to the school zone, and it is recommended it is included in the rural school zone of 60/40
Pooke Road, Harrisville Road	Keep the 50 all the way to end of school zone then to Isz.	#2058	Staff Assessment: this road is not in the proposal except for the rural school zone of 60/40. this road was not included in the proposal and affects a wider community, therefore staff do not consider this for inclusion into the proposed changes as our community has not had opportunity to make submissions
Ruebe Road	Recommended: 60km/h	#3193	Staff Assessment: this road was not included in the proposal and affects a wider community, therefore staff do not consider this for inclusion into the proposed changes as our community has not had opportunity to make submissions
Tramway Road	Recommended: 60km/h	#3193	Staff Assessment: this road was not included in the proposal and affects a wider community, therefore staff do not consider this for inclusion into the proposed changes as our community has not had opportunity to make submissions
Tuakau Bridge-Port Waikato Road	Speed Limit on Tuakau Bridge-Port Waikato Road should be 80km/h for entire length. School speed limit should then be 80/60 variable	#3193	Staff Assessment: this road was not included in the proposal and affects a wider community; therefore staff do not consider this for inclusion into the proposed changes as our community has not had opportunity to make submissions. Previous consultation did not support changes. Te Kohanga school is a rural school and the 60/40 variable speed limit is recommended.

Waerenga

Road Name	Proposal	Submitters	Staff Assessment
Taniwha Road	Speed Limit on Taniwha Road should be 80km/h for entire length	#3193	Staff Assessment: this road was not included in the proposal and affects a wider community; therefore: staff do not consider this for inclusion into the proposed changes as our community has not had opportunity to make submissions

Waiuku

Road Name	Proposal	Submitters	Staff Assessment
Aka Aka Road	Speed Limit on Aka Aka Road should be 80km/h for entire length, School speed limit should then be 80/60 variable	#3193	Staff Assessment: The school has previously requested safer speeds. The existing speed limit is 100km/h. staff recommend that consistency is applied across all our rural schools, therefore a 60/40 variable is recommended. Additional markings for school zone will be applied to all schools to reinforce messaging to drivers.

Whitikahu

Road Name	Proposal	Submitters	Staff Assessment
Whitikahu Road	100km/h speed Limits on Whitikahu Road should be 80km/h, Whitikahu School, infrastructure will be required to reduce high mean speeds and enable 60/40 variable speed limit	#3193	Staff Assessment: existing speed limit at Whitikahu School is 70km/h. Waka Kotahi has advised that 70km/h will be phased out over time. Staff have recommended 60km/h in line with guidance and a variable 60/40 rural school speed.
Whitikahu Road	Don't reduce speeds, only the variable school speeds	#2864	Variable speed requires an appropriate underlying speed of 60km/h

6. Next steps Ahu whakamua

Following deliberations, a final proposal will be presented to the Policy and Regulatory Committee on 3 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 (*Section 5.1*). Confirmed

Staff assessment of the level of significance of the issues in the report after consideration of the Council's Significance and Engagement Policy (*Section 6.1*). 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 – Submissions received for specific roads by town

Attachment 2 – Submissions received on roads – general comments

Attachment 3 – Submissions received for road calming and enforcement

Attachment 4 – Submissions received for road works required

Attachment 5 – Submissions received out of the district

Attachment 6 – Statement of Proposal

Date:	2 March 2022
Report Author:	Jodi Bell-Wymer, Corporate Planner Gareth Bellamy, Senior Transportation Engineer
Authorised by:	Roger MacCulloch, General Manager Service Delivery

Attachment 1 – Submissions on roads sorted by town

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3193	Waka Kotahi (NZTA)	Glen Bunting	Bombay	Beaver Road	Bombay: Beaver Road – 60km	Bombay: Beaver Road – 60km
3169	Ben	Jones	Eureka	Holland Road	<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 it's 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 street the road is also a well-known boy racer speed area with constant speeding etc occurring, the 80m/hr area will act further to discourage this behaviour.</p>	Holland Road between Telephone Road to Ruakura Road to be 80km/Hr
3186	Makaila	Quin	Eureka	State Highway 26	<p>Eureka on the main Morrinsville / Hamilton Road. Entry to a number of 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>	State Highway 26 at Eureka should be 70km Maximum 80km.

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3198	Hamilton City Council	Robyn Denton	Eureka	Powells Road	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.	Request that a 60km/h speed limit be introduced Powells Road (shared) from City boundary to end
3198	Hamilton City Council	Robyn Denton	Gordonton	Gordonton Road	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).	Reduce Gordonton road to 80km
2885	Suzie	Simmonds	Gordonton	Gordonton Road	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.	Gordonton Road near Willow Glen Café needs to be reduced to 60 or 70km
3193	Waka Kotahi (NZTA)	Glen Bunting	Gordonton	Gordonton Road	Proposed: 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). Recommended: Gordonton Road is not yet revoked and cannot be included in Council's bylaw until this occurs.	60 and 80km/h permanent speed limits
3193	Waka Kotahi (NZTA)	Glen Bunting	Gordonton	Woodlands Road	Gordonton: Woodlands Road variable 40/60km. A permanent 40km/hr speed limit will not comply with clause 4.4(2)c	Woodlands Road variable 40/60km
3070	Nicola	Maplesden	Gordonton Road	Horsham Downs Road	Hakarimata Road should never have been that speed as it is narrow and winding. There are new subdivisions planned.	Reduce speed on Hakarimata Road

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3070	Nicola	Maplesden	Gordonton Road	Horsham Downs Road	Please consider reducing the speed limit to 80kmh on the main rural thoroughfare roads between Hamilton and Horsham Downs Road. The roads are not suitable for 100kmh with the current volumes of traffic.	Reduce Speed on Gordonton Road to 80km
2998	Mark	Liley	Hampton Downs	Hampton Downs Road	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).	Extend proposed 60km to east of the Waikato Expressway
2391	Nadia	Retzlaff	Harrisville Road	Tuakau Road	<p>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.</p> <p>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.</p> <p>More work on the shrub around mirrors and even a bigger mirror or light system in future would be an immense help!</p>	More work on the shrub around mirrors Bigger mirror or light system

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2419	Rosanna	Dickson	Hautapu	Hautapu Road	<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>	Hautapu Road on the Waikato boundary approaching Hautapu school needs to be lowered to 60km
2826	Megan	Parker	Horotiu	General - Schools	<p>Why are the school zone hours from 8:30-3? Other than Horotiu School, most 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?</p>	Increase School speed reduction times to before and after school hours when children are arriving and leaving
3193	Waka Kotahi (NZTA)	Glen Bunting	Horotiu	Horotiu Bridge Road	<p>Horotiu: Horotiu bridge road 40/60km. A permanent 40km/hr speed limit will not comply with clause 4.4(2)c</p>	Variable 40/60 for Horotiu Bridge Road
2816	Dilpreet	Singh	Horotiu/ Ngaruawahia	River Road	<p>Please do 80k zone from Horotiu all the way to river road thanks</p>	River Road should be 80km from Horotiu to River Road

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3198	Hamilton City Council	Robyn Denton	Horsham Downs	Horsham Downs Road	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.	
2631	Hine	Carmichael	Huntly	Rotowaro Road, Weavers Crossing	<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. 	Reduce Speed on Rotowaro Road between Cobham Crescent and Smith Ave.

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3107	Lonnie	Johnston	Huntly	Riverview Road	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.	Wants the proposed reduced speed on Riverview Road to be extended 500m towards the Quarry and to be reduced to 50km.
3193	Waka Kotahi (NZTA)	Glen Bunting	Huntly	Bain Road: Ruawaro Combined School	Huntly/Rotowaro Bain Road.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.	Don't recommend extending the 60km area
3193	Waka Kotahi (NZTA)	Glen Bunting	Huntly	Harris Street	Huntly: Harris Street permanent 40km not recommended as it will not comply with clause 3.3(3). A variable speed of 40/50km school speed limit is recommended.	Don't recommend permanent 40km
3193	Waka Kotahi (NZTA)	Glen Bunting	Huntly	Paki Street	Huntly: Paki Street permanent 40km not recommended as it will not comply with clause 3.3(3). A variable speed of 40/50km school speed limit is recommended.	Don't recommend permanent 40km
3038	Huntly Community Board	David Whyte	Huntly	Rayner Road	RAYNER RD 50 to 30. Rayner Rd is listed in the list, but seemingly excluded from the maps. One could assume that the tiny bit of Rayner Rd just before the CBD roundabout is going to 30 if it turns out all of Rayner Road is 30, then the HCB and community at large would have conniptions about this.	Rayner road to 30km only by the round about

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3038	Huntly Community Board	David Whyte	Huntly	East Mine Road	EAST MINE RD (160m east of SH1) 70 to 60 This is not marked on any map supplied by the council This caused a few scratched heads. Since the majority of East Mine Rd is a 100km/hr zone. 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 makes sense and we would agree with it.	Supports Eastmine road reductions only if the old SH1 is changing to 70km
3038	Huntly Community Board	David Whyte	Huntly	Riverview Road	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.	Support changes
3038	Huntly Community Board	David Whyte	Huntly	Tregoweth Lane	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	Support changes
3196	Greg McCutchan		Huntly	Rayner Road	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.	Don't change all of Rayner Road speeds
3196	Greg McCutchan		Huntly	Te Ohaki Road	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 100kpm zone.	Te Ohaki Road to 70km

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
					This multiple change in speed zones makes no sense and the whole section should have been a proposed 70 KPH zone.	
3198	Hamilton City Council	Robyn Denton	New Castle	Wallace Road	<p>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.</p> <p>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.</p>	50km for the whole length
2979	Andrew	Wood	Ngaruawahia	Ngaruawahia Road	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.	Ngaruawahia Road speed reductions to be extended to new residential zones
3108	Andy	Holdsworth	Ngaruawahia	Hakarimata Road	<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 Hakarimata 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>	Hakarimata Road to be 80km between the 50km areas

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2857	Chanel	Naera	Ngaruawahia	River Road	<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 its new residents/kids using River Road to walk, YOU NEED to move the 50km sign back FURTHER.</p> <p>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 grandchildren 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 and council.</p> <p>Please MOVE 50km sign 1km towards HAMILTON to keep our families/town SAFE 😊👍😊</p>	Wants the River Road 50km extended 1km towards Hamilton past the River Road estate.
2927	Greg	Wiechern	Ngaruawahia	Great South Road Regent Street to Galileo St	<p>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.</p> <p>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.</p>	Do not lower the speed on Great South Road

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2449	Jennifer	Schimanski	Ngaruawahia	Galileo Street, town centre	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.	Keep town road speeds consistent
3026	Joseph	Rankin	Ngaruawahia	Hakarimata Road	<p>Drivers not knowing the road speeds, Ngaruawahia end is worse as the speed sign has been changed to an 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.</p> <p>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 their 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 least 50m either side of their gate.</p>	Wants the speed to stay and the open road sign to be changed to the speed limit.

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2903	Josh & Shelley	Keighley	Ngaruawahia	Great South Road, General	<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.</p> <p>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.</p> <p>These new limits are also going 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.</p>	Don't lower the Great South Road Speeds
2452	Kate	Holdsworth	Ngaruawahia	Hakarimata Road	<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. Absolutely gutted it has again been overlooked.</p>	Hakarimata Road to be 80km the entire length.
3197	Ken and Sandra	Gillard	Ngaruawahia	Hakarimata Road	<p>We would like to suggest that the speed limit for Hakarimata Road from Ngaruawahia beyond the 50km.</p>	Hakarimata Road to be 80km between the 50km areas

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					zone to the 50 km zone in Huntly be reduced from 100km per hour to 80 kmph.	
	Nicola	Maplesden	Ngaruawahia	Hakarimata Road	Hakarimata Road should never have been that speed as it is narrow and winding. There are new subdivisions planned.	Reduce speed on Hakarimata Road to 80km
3070	Nicola	Maplesden	Ngaruawahia	River Road	Please consider reducing the speed limit to 80kmh on the main rural thoroughfare roads between Hamilton and the satellite townships River Road. The roads are not suitable for 100kmh with the current volumes of traffic.	Reduce River Road Speed to 80km
2924	Nicola	Panapa	Ngaruawahia	Jesmond Street and surrounds	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.	Supports safer speeds initiatives
2924	Nicola	Panapa	Ngaruawahia	River Road to Horotiu	<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.</p> <p>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>	River Road entirety. More speed signs needed

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3198	Hamilton City Council	Robyn Denton	Ngaruawahia	Great South Road Ngaruawahia	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.	Great South Road from Ngaruawahia to Hamilton boundary to all be 60km
3198	Hamilton City Council	Robyn Denton	Rotokauri	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.	Rotokauri Road to be 60km between Bunyard and Pheasant Close
3198	Hamilton City Council	Robyn Denton	Rotokauri	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.	Bagust Road to be 60km between Rotokauri and Brymer Roads
3038	Huntly Community Board	David Whyte	Te Ohaki	Harris Street to Te Ohaki	HCB have been approached by residents of Te Ohaki settlement asking for a simplification of the road speeds at this end of Huntly.	Consistent speeds wanted in Te Ohaki
2982	Trish	Forsyth	Ngaruawahia	Croall Crescent	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. 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.	Reduce Croall Crescent Speed to 30 or 40km

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2982	Trish	Forsyth	Ngaruawahia	Great South Road - Township area	<p>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).</p> <p>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 have been any fatalities on this stretch of road.</p> <p>If Great South Road is to stay at 40 kph then Council should seriously consider the above roads as well.</p>	If Great South Road is to be reduced to 40km the surrounding commuter roads need to be reduced also.
2982	Trish	Forsyth	Ngaruawahia	Havelock Road	Havelock Road is a commuter road 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.	Reduce speed to 40km or introduce speed calming
2982	Trish	Forsyth	Ngaruawahia	River Road	2. River Road is an 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.	Reduce speed to 40km or introduce speed calming
2982	Trish	Forsyth	Ngaruawahia	Waikato Esplanade	Waikato Esplanade is a commuter road 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.	Reduce speed to 40km or introduce speed calming
2982	Trish	Forsyth	Ngaruawahia	Waipa Esplanade	Waipa Esplanade is a commuter road 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.	Reduce speed to 40km or introduce speed calming

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2982	Trish	Forsyth	Ngaruawahia	Whatawhata Avenue	Whatawhata Avenue is a commuter road 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.	Reduce speed to 40km or introduce speed calming
3193	Waka Kotahi (NZTA)	Glen Bunting	Ngaruawahia	Duke Street	Proposed: 40km/h permanent speed limit - will not comply with clause 3.3(3) of the Rule Recommended: Variable 50/40 school speed limit	Duke Street should stay 50/40 variable
3193	Waka Kotahi (NZTA)	Glen Bunting	Ngaruawahia	Great South Road	Proposed: 40km/h permanent speed limit: 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. Recommended: Variable 40/50km/h school speed limit with infrastructure to reduce very high mean speeds before and after school (54km/h and 55km/h) to Safe System speeds	Variable 40/50km/h school speed limit with infrastructure to reduce very high mean speeds before and after school (54km/h and 55km/h) to Safe System speeds
3193	Waka Kotahi (NZTA)	Glen Bunting	Ngaruawahia	Hakarimata Road	Proposed: 50km/h permanent speed limit: very high mean free flow speed so will not comply with clause 4.4(2)(c) of the Rule. Recommended: 80km/h with change points that meet requirements of clause 3.3(3)	80km/h with change points that meet requirements of clause 3.3(3)
3193	Waka Kotahi (NZTA)	Glen Bunting	Ngaruawahia	Kent Street	Proposed: 40km/h permanent speed limit - does not comply with clause 3.3(3) of the Rule. Recommended: Variable 50/40 school speed limit	Variable 50/40 school speed limit
3193	Waka Kotahi (NZTA)	Glen Bunting	Ngaruawahia	Ngaruawahia Road to 650m south of Havelock Road	Proposed: 50km/h permanent speed limit: very high mean free flow speed so will not comply with clause 4.4(2)(c) of the Rule. Recommended: 60km/h with threshold infrastructure treatment to encourage compliance	60km/h with threshold infrastructure treatment to encourage compliance

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3193	Waka Kotahi (NZTA)	Glen Bunting	Ngaruawahia	Waingaro Road	Proposed 80/60km/h change point does not comply with clause 3.3(3). Recommended: 60km/h speed limit for entire length of Waingaro Road	60km/h speed limit for entire length of Waingaro Road
2861	Amy	Hopa	Ngaruawahia	Duke Street	Judder bars be put on Duke Street stop the speedsters using our Street like a racing track soon a fatality will happen	Speed calming required on Duke Street
2328	Antony	Kerr-Bell	Ngaruawahia	River Road (West of Speedy Road)	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 drivers aren't going to want to drive such a distance at slow speeds.	The Speed Limit on River Road west of Speedy Road should be Increased to 80km (currently 60)
2851	Mark	Karena	Ngaruawahia	Waingaro Road	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!	Do not raise the Waingaro Road Speed Limit

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2295	Cassandra	White	Ngaruawahia/ HopuHopu	Great South Road	<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 whatever newspaper will listen.</p>	Reduce Speed on Great South Road HopuHopu overbridge area to 80km
3004	Antony	Clark	Ngaruawahia/ Huntly	Hakarimata Road	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.	Reduce the full length of Hakarimata to 80km
2793	Charles	Dodds	Ngaruawahia/ Huntly	Hakarimata Road	Hakarimata road, there is no need to change, there are no accidents and traffic flows well. It isn't broken 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 roundabout 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.	Do not reduce speed on Hakarimata Road.

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2970	Derek	Tate	Ngaruawahia/ Huntly	Hakarimata Road	<p>Drease 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.</p> <p>I do not support an extension to 50Km.</p> <p>With the council placing a barrier on the corner between 185 Hakarimata Road and 171 Hakarimata Road, the road has narrowed - leaving nowhere for vehicles to go when cars cut the corner heading south or when overtaking heading north on the straight between the two corners.</p> <p>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 driveways.</p> <p>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.</p>	<p>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.</p> <p>I do not support an extension to 50Km.</p>
2930	Geraldine	Webby	Ngaruawahia/ Huntly	Hakarimata Road	<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>	Reduce the full length of Hakarimata to 80km

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
					<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.</p> <p>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!</p> <p>This happens regularly on both yellow and white lines. With overtaking opportunities being limited motorists</p>	

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
					<p>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. 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. 	

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3195	Hannah	Henderson	Ngaruawahia/ Huntly	Hakarimata Road	<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.</p> <p>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 unnecessary 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>	90kmph along the main stretch would be far more tolerable than unnecessary extra zones of 50 and 70

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3056	Jennifer	Nickel	Ngaruawahia/ Huntly	Hakarimata Road	<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>	Reduce the speed limit along the middle length of Hakarimata Road to 80km/hr

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					<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 resident's 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>	
3201	Kerry	McGregor	Ngaruawahia/ Huntly	Hakarimata Road	<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>	Do not change Hakarimata Road Speeds

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3107	Lonnie Johnston		Ngaruawahia/ Huntly	Hakarimata Road/Riverview Road	<p>Recommendations</p> <p>1) Reduce speed limit from 70km to 50 Km along the length of Riverview Rd, ending at the one lane bridge.</p> <p>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.</p> <p>3) No" Engine Braking "sign at both ends of the one lane bridge.</p>	Reduce speed limit from 70km to 50 Km along the length of Riverview Rd, ending at the one lane bridge.

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
040	June	Rowland	Ngaruawahia/ Huntly	Hakarimata Road	<p>80 KPH Speed required on full length of Hakarimata Road. To whom it may concern, 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> <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</p> <p>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.</p> <p>2020/21 there was another crash resulting in serious injuries.</p> <p>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.</p> <p>Statistics from Waka Kotahi's Crash Analysis System (CAS) 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>	Hakarimata Road reduce to 80km full length (between 50km areas)

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					<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>	

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3064	Mark	Fendall	Ngaruawahia/ Huntly	Hakarimata Road	<p>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.</p> <p>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. 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) • 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 	80 KPH Speed required on full length of Hakarimata Road

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
					<ul style="list-style-type: none"> 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. <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>	

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
					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.	
3025	MARTY	KAMPMAN	Ngaruawahia/ Huntly	Hakarimata Road	<p>RE HAKARIMATA ROAD, I support speed limit to 80km/h on Hakarimata road between Ngaruawahia 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 increases in traffic using this road, as access to Huntly as the old SHY1 is too slow and congested at Taupiri especially morning and afternoons (information from truck drivers)</p> <p>3 Increase in walkers, runners, cyclists 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>	Reduce the full length of Hakarimata to 80km
3070	Nicola	Maplesden	Ngaruawahia/ Huntly	Hakarimata Road	Please consider reducing the speed limit to 80kmh on the main rural thoroughfare roads between Hamilton and Hakarimata 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.	Reduce Speed to 80km

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2796	Roy	Baker	Ngaruawahia/ Huntly	Hakarimata Road	<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.</p> <p>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 these is a fatality.</p> <p>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>	80 KPH Speed required on full length of Hakarimata Road

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3105	Roy	Baker	Ngaruawahia/ Huntly	Hakarimata Road	<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.</p> <p>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 these is a fatality.</p> <p>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 trunks at least 100 kph pounding the road surface and requiring repair.</p>	Reduce Speed to 80km

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3023	Sharlene	Lilley	Ngaruawahia/ Huntly	Hakarimata Road	The quarry should have a slip lane 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. 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.	Put speed signs instead of open road signs and clean up roads by Quarry
2914	Susan	Sale	Ngaruawahia/ Huntly	Hakarimata Road	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 through here like a bat out of hell,	Reduce the speed to 80 or 70 Hakarimata Road between the proposed 50km areas.
2991	Tibor	Kiss	Ngaruawahia/ Huntly	Hakarimata Road	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 Ngaruawahia to Huntly. Widen the road with a turning lane in front of the new subdivision area to improve safe turning.	Reduce the full length of Hakarimata to 80km
2992	Timea	Kiss	Ngaruawahia/ Huntly	Hakarimata Road	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 Ngaruawahia to Huntly. Widen the road with a turning lane in front of the new subdivision area to improve safe turning.	Reduce the full length of Hakarimata to 80km

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2532	Tracey	Oakes	Ngaruawahia/ Huntly	Hakarimata Road	<p>The proposed changes on Hakarimata road are a start. would like to see the whole of Hakarimata Road reduced to 80km.</p> <p>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.</p> <p>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>	80 KPH Speed required on full length of Hakarimata Road
3043	Wayne	Rendall	Ngaruawahia/ Huntly	Hakarimata Road	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.	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

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2875	Manihera	Forbes	Ngaruawahia/ Waikeri	Horotiu Road outside Waikeri Marae	There should be speed reductions in other areas where there is built up living or activity on the roadside. 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!	Reduce Speed on Horotiu Road outside Waikeri Marae
3198	Ohinewai Area Committee	David Whyte	Ohinewai	Lumsden Road	<p>Missing Speed Limit</p> <p>The last time speed limits were reviewed, OAC made a submission asking for Lumsden road to be changed to 70km/hr. Using the new district plan one can see that Lumsden Rd has Settlement Zone (gross green-yellow color). One 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.</p> <p>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.</p> <p>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.</p>	Lumsden Rd be made 70 km/hr

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3198	Ohinewai Area Committee	David Whyte	Ohinewai	Ohinewai South Road	<p>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 general feedback is that lower speeds, especially around the school is a wise step.</p> <p>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 – i.e. being overtaken in the 70km/hr zone even though travelling close to the speed limit.</p>	Lower speeds around Ohinewai School Road
2998	Mark	Liley	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).	Proposed 50km/h speed limit on Tahuna Road should be extended east of the Waikato Expressway interchange
3193	Waka Kotahi (NZTA)	Glen Bunting	Ohinewai	Ohinewai South Road	<p>Proposed: 40km/h permanent speed limit:</p> <p>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</p> <p>Recommended: 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</p>	Variable 40/50km/h school speed limit
2882	Angie	Vessey	Onewhero	General - road conditions	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.	Fix road condition

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2240	Nicola	Nicholson	Onewhero	Hall Road - and schools in general	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	School road speed times should include before and after times
3193	Waka Kotahi (NZTA)	Glen Bunting	Orini	Orini Road	Proposed: 40km/h permanent speed limit: 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. Recommended: 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	Variable 40/50km/h school speed limit
2234	Ben	Monk	Pokeno	Great South Road -Pokeno	From the roundabout at the intersection of Dean Road and Great south 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/hr. 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. Please see attached map images for reference.	Lower the speed limit on Great South Road Pokeno

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2239	Benjamin	Monk	Pokeno	Great South Road -Pokeno and surrounds	<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.</p> <p>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 Great south 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. 	<p>Reduce speed or add speed calming.</p> <ol style="list-style-type: none"> 1.) Pokeno Main Street - raised pedestrian crossing between the shops and Countdown and new roads 2.) From the roundabout at the intersection of Dean Road and Great south 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.
2963	Emily	Hodgson	Pokeno	General	<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 potholes that haven't been fixed in the last 2 years I have lived here.</p>	Road repair needed
2998	Mark	Liley	Pokeno	Great South Road (At Averill Road)	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).	Extend 40km speed limit to interchange at Averill Rd

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2998	Mark	Liley	Pokeno	Nikau Road and Jimeda Road	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).	Extend 60km to east of the expressway interchange
2998	Mark	Liley	Pokeno	Razorback Road	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.	Razorback Road should be 60km
2244	Michelle	Zuze	Pokeno	General	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.	Reduce speeds on narrow roads
2958	Stephen	Pole	Pokeno		<p>Vehicles are leaving and entering Pokeno from the South side at excessive speeds. 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. 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>	Reduce the speed at the Pokeno Entrance/Exit.

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
					<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>	
3193	Waka Kotahi (NZTA)	Glen Bunting	Pokeno	Beaver Road	<p>Proposed: 80km/h - not SAAS and will encourage increase in mean speeds</p> <p>Recommended: 60km/h</p>	Beaver Road should be 60km
3193	Waka Kotahi (NZTA)	Glen Bunting	Pokeno	Helenslee Road	<p>Proposed: 40km/h permanent speed limit does not comply with clause 3.3(3) of the Rule.</p> <p>Recommended: Permanent 40km/h speed limit together with infrastructure to create an obvious change of environment</p>	Supports 40km but only with Infrastructure
3193	Waka Kotahi (NZTA)	Glen Bunting	Pokeno	Pinnacle Road	<p>Proposed 80/60km/h change point does not comply with clause 3.3(3).</p> <p>Recommended: 60km/h for entire length of Pinnacle Road as mean speeds are less than those on Auckland Transport's length (62km/h)</p>	60km for entire road
3193	Waka Kotahi (NZTA)	Glen Bunting	Pokeno	Pokeno Road 100m west of Munroe	<p>Proposed: Proposed 80/60km/h change point does not comply with clause 3.3(3). Length of 60km/h speed limit</p>	Locate 80/60 change point at obvious

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					<p>may not comply with 500m minimum length in Schedule 1 of the Rule.</p> <p>Recommended: Locate 80/60 change point at obvious change of environment or development and ensure 500m minimum length requirement</p>	change of environment
3193	Waka Kotahi (NZTA)	Glen Bunting	Pokeno	Pokeno Road	<p>Proposed: 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.</p> <p>Recommended: Locate 80/60 change point at obvious change of environment or development and ensure 500m minimum length requirement</p>	Locate 80/60 change point at obvious change of environment
3193	Waka Kotahi (NZTA)	Glen Bunting	Pokeno	Razorback Road	<p>Proposed: 80km/h - not SAAS and will encourage increase in mean speeds</p> <p>Recommended: 60km/h</p>	60km for entire road
3193	Waka Kotahi (NZTA)	Glen Bunting	Pokeno	Ridge Road	<p>Proposed 100/60km/h change point does not comply with clause 3.3(3).</p> <p>Recommended: 60km/h for entire length of Ridge Road as mean speeds are low</p>	60km for entire road
2686	Russell	Paton	Port Waikato	Maraetai Bay Reserve	<p>Maraetai Bay Reserve speed limit proposed at 40km is way too 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>	Reduce Maraetai Road Speed to 20km

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2315	Alitia	Lynch	Pukekawa	Pukekawa Township	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, an increasing number of trucks use their engine brakes to slow down and the Council says they cannot 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.	Extend 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. Also supports reducing the speed limit through Pukekawa to 50km until past the primary school.
2182	Jodi	Milne	Pukekawa	Highway 22	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 grievances from locals, any lower is just unnecessary. Thankyou.	Only lower speed near school not whole road

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3193	Waka Kotahi (NZTA)	Glen Bunting	Pukekawa	Highway 22 Pukekawa	<p>Proposed: 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).</p> <p>60/40 variable within permanent 60km/h within 100km/h:</p> <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. <p>Recommended: Speed Limit on Pukekawa Road should be 80km/h for entire length, confirmed by free flow speed.</p> <p>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.</p> <p>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.</p>	Speed Limit on Pukekawa Road should be 80km/h for entire length and variable 60/40 speed by school
2955	Holly	Thompson	Pukekawa/ Onewhero	Highway 22	<p>Extend the restrictions speed area on HW22 Pukekawa 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.</p> <p>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>	Extend the reduced speed area on HW22 Pukekawa

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2472	Christine	Jeffery	Puketaha	Puketaha Road	<p>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.</p> <p>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.</p>	Supports lowering speeds for schools
3198	Hamilton City Council	Robyn Denton	Puketaha	Puketaha Road	<ul style="list-style-type: none"> 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. 	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
3198	Hamilton City Council	Robyn Denton	Puketaha	Sainsbury Road	<ul style="list-style-type: none"> 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. 	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

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2803	Sarah	Kington	Puketaha	Puketaha Road	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 & accelerate 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.	Reduce 100km Speeds on Puketaha Road
3193	Waka Kotahi (NZTA)	Glen Bunting	Puketaha	Puketaha Road	<p>Proposed: 60/40 variable within 'extended' permanent 60km/h within 100km/h: 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 100/60 speed limit change point is not at a change in environment.</p> <p>Recommended: 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 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.</p>	Speed Limit on Puketaha Road should be 80km/h for entire length

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3193	Waka Kotahi (NZTA)	Glen Bunting	Puketaha	Sainsbury Road	<p>Proposed: 60/40 variable within 'extended' permanent 60km/h within 100km/h</p> <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. <p>Recommended: 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.</p>	60/40 variable within 'extended' permanent 60km/h within 100km/h
2450	Amanda	Nasilasila	Raglan	Waitetuna School Road	I am the Principal of Waitetuna school, and we need to see 40 kilometres speed limit roads around our school	Supports Waitetuna School speed reductions
2357	Carolyna	Hart-meade	Raglan	Wainui Road	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.	Raglan town to Greenslade Road - reduce to 50km
2298	Denise	Overendclarke	Raglan	SH23 Raglan between Greenslade and Lorenzen Bay Road	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.	Lower the Speeds through to Greenslade Road

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2546	Elsa	Lye	Raglan	Rau O te Huia Drive	<p>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.</p> <p>This is a very dangerous road as the left bend hides all activity on the road along the waterfront.</p> <p>We recommend a 15km speed limit from the top of the camping ground.</p> <p>Thank you for your consideration. Elsa and Ray Lye</p>	15km speed near the campground
2908	Frank	Laurie	Raglan	Te Uku School Road	A reduction of speed limits around rural schools is required urgently and must include Te Uku School.	Supports lowering speeds for schools
2818	Jacqui	Malpas	Raglan	Greenslade Road	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.	Reduce Speed on SH 23-Greenslade Rd

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2919	Jacqui	Swain	Raglan	Waitetuna Valley Road	<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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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. Ngā mihi nui, Jacqui Swain</p>	<p>Supports speed reduction near Waiteuna school at all times. Wants footpaths on Waitetuna Valley Road.</p>

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2425	Jason	Cann	Raglan	Waitetuna Valley Road	<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 after school 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 gravel and sealed sections. <p>These larger vehicles in particular are travelling well above their 80kph limit on the seal and on the gravel, road is not driving to the conditions. It has become 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>The Waitetuna School speed limit should be reduced to 40kph at all times not just during School hours. The entire length of Waitetuna Valley Road south of the school both up to and particularly including the gravel section needs to be upgraded and the speed limit reduced.</p>

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
					<p>Not only is this excessive/unsafe heavy vehicle speed a documented safety issue for residents and other road users, 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>	
3321	Jeff	Lim	Raglan	Whaanga Road	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	Reduce Speed on Whaanga Road
	Joanne	Wallace	Raglan	SH23	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.	Reduce to 80km
2352	John	Lawson	Raglan	Cliff Street	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.	Reduce Cliff Street Speed to 20km
2352	John	Lawson	Raglan	Main Road between Manukau and Hills Road	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. Reduced speed will reduce air drag and therefore carbon emissions by around 9% for each 10kph.	Reduce Main Road Raglan speed to 40km

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2492	Libby	Jordan	Raglan	Waitetuna School Road	Waitetuna Valley is a quiet rural community. Expect for all the various trucks (logging, heavy metal, livestock, Fonterra 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.	Supports Waitetuna School speed reductions
2859	Michael	Mackinnon	Raglan	SH23	<p>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.</p> <p>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.</p> <p>I suggest one right by the exit of the carpark and a couple some 100m either side toilet block</p>	Reduce speed on SH23 from Greenslade road to town. Install speed bumps on Riria Kereopa Drive.
2539	Phil	McCabe	Raglan	Riria Kereopa Memorial Drive, Wainui Road	<p>In many cases speeds are appropriate if adhered to but too often limits are not being adhered to. 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.</p> <p>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.</p> <p>All of these activities require more than normal movement around parked vehicles.</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.

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
					<p>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.</p> <p>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'.</p> <p>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>	

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2600	Tim	Stace	Raglan	Riria Kereopa Drive	<p>Raglan speed limited are confusing, there is no consistency to speed limits around the town. 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.</p> <p>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.</p> <p>This seems absurd to me. I propose 60km for the duration of Riria Kereopa Memorial Drive until abeam the campground entrance where it reduces to 40kmh for the duration of the road.</p>	60km Riria Kereopa Drive entirety and 40km at the camp area
3193	Waka Kotahi (NZTA)	Glen Bunting	Raglan	Main Road - Raglan	<p>Proposed: Proposed 100/60 change point does not comply with clause 3.3(3) as there is no obvious change of environment or development.</p> <p>Recommended: Relocate change point to location of obvious change of environment or development.</p>	

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3057	Megan	Wood	Raglan Te Uku	SH23	<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 manoeuvring areas at the coffee shop and petrol station at Te Uku, and the impacts on this on road safety in general at Te Uku.</p> <p>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>	The speed limit at Te Uku needs to be reduced to 60km/hr fixed, coming down to 40km/hr during school hours
2855	Liz	Bennett	Raglan/ Whatawhata	SH23 Raglan between Whatawhata and Raglan	<p>80 km all the way to raglan. The idiots aren't seen until too late.</p> <p>A bus stop out side highbrook way. One kid already hit with the speed. Not safe at all.</p> <p>People are still stopping in the bus area which is a turning bay into highbrook. No one minds 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.</p>	80km from Whatawhata to Raglan

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3198	Hamilton City Council	Robyn Denton	Ruakura	Ruakura Road	<ul style="list-style-type: none"> • Ruakura Road – request a reduction to 80km/h for the section of road between the realigned SH26 and the Hamilton City Council boundary. 	80km/h for the section of road between the realigned SH26 and the Hamilton City Council boundary
3193	Waka Kotahi (NZTA)	Glen Bunting	School Zones	School Zones	<p>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:</p> <p>(a) 35 minutes before the start of school until the start of school.</p> <p>(b) 20 minutes after the end of school, commencing no earlier than 5 minutes before the end of school.</p> <p>(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.</p> <p>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.</p>	General comment on School Zones

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2892	Brent	Middlemiss	Tamahere	General	<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>	Wants more speed consistency along road routes in Tamahere (less speed changes)
3071	David	Ralfe	Tamahere	Airport Road	<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 neighbouring property @ 576B Airport Road, Tamahere, also occupied by a young family.</p> <p>We support the proposed speed reductions. 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>	Reduce the speed limit on Airport Road from SH1 to the Narrows bridge to 80km.

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
					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. Regards	
2463	Diana	Jones	Tamahere	Tamahere Drive	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.	Extend the proposed 60km area from the Country club to around 134 Tamahere Drive
2897	Janis	Swan	Tamahere	Bollard Road	2. similar consideration for Bollard Road (currently 100 kph under the 2011 schedule) 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)	Bollard Road to be 50km
2897	Janis	Swan	Tamahere	Sanctuary Lane	4. Similar consideration for Sanctuary Lane (currently 100 kph under the 2011 schedule) 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)	Sanctuary Lane to be 50km
2897	Janis	Swan	Tamahere	Tamahere Lane	3. similar consideration for Tamahere Lane (currently 100 kph under the 2011 schedule) 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)	Tamahere Lane to be 50km

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2897	Janis	Swan	Tamahere	Vinters Lane	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)	Vinters lane to be 50km
2313	Joanne	Lovell	Taupiri	Button Lane	Button lane requires speed signs currently nothing there and speeds are excessive at times from neighbours	Signs for Button Lane required
3062	Barry	George	Taupiri	Kainui Road	Theirs a kohanga and a marae on Kainui road the speed limit needs , drastically reduced in line with passing public schools e.g. 10klms	Reduce speed on Kainui road by the marae
2368	Chris	MacDonald	Taupiri	Great South Road - Taupiri	Great south road in Taupiri requires a pedestrian crossing near the school or further south. Speed is far too fast through great south road. All other areas are 50 or 60 but yet we seem to have a 70km speed limit.	Reduce Speed main road Taupiri and install pedestrian
	Dorothy	Lovell	Taupiri	Orini Road, Olds Road (Taupiri), Gordonton Road	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 too high.	Olds Road - Reduce Speed to 80 or 70km.
2369	Kovo	MacDonald	Taupiri	Great South Road, Taupiri	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 won't listen until a child is killed. Taupiri main road speed us far too high for 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.	Reduce speed in Taupiri Township/main road

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
					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	
2373	Sylvia	O'Leary	Taupiri	General	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	Make speeds consistent on Taupiri
3007	Adrian	Pyne	Tauwhare	Tauwhare Road (Village to Taharoa Road and Hiwi Road)	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.	Some 100km/hr sections to be 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
2530	Anna	Armstrong	Tauwhare	Tauwhare Road	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 traffic too.	Supports

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2426	Belinda	Goodwin	Tauwhare	Tauwhare Road	<p>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.</p> <p>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.</p> <p>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.</p>	The 60km limit should start well before Woodcock Road as you head along Tauwhare Road.
2466	Charlotte	Quinn	Tauwhare	Hautapu Road	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.	Reduce Hautapu Road speed to 60km

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2503	Joanne	Wallace	Tauwhare	Ringer Road, Tauwhare Road	<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.</p> <p>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 someone is going to be killed.</p> <p>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>	Reduce the speed on Tauwhare road to 60 or 80km.
2495	Mandy	Hotene	Tauwhare	Pukemoremore Road	<p>Other important roads have not been considered. Pukemoremore Rd needs to be included in the plan.</p> <p>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.</p> <p>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.</p>	Reduce speed on Pukemoremore Road
3193	Waka Kotahi (NZTA)	Glen Bunting	Tauwhare	Scotsman Valley Road	Proposed: Proposed permanent 40km/h speed limit will not comply with clause 4.4(2)(c).	Variable 50/40 school speed limit, including infrastructure

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					Recommended: 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.	
2185	Jo	McCracken	Tauwhare/ Newstead	Tauwhare Road	<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.</p> <p>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 are 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>	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.

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2840	Derek	Peel	Te Kauwhata	Main Road/ General	<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 categorised as Safe Roads or part of the One Road Network Classification.</p> <p>Having attended several hundred fatal crashes and even more serious injury I have learnt to consider the road and the environment as well as the driver and the vehicle. I have sat on Road Safety Groups in Manukau and Auckland where targeted 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 separating pedestrian from traffic, with no sharp corners or hidden access, and well-lit by streetlights. 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.</p>	Doesn't agree with reducing speed limits

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
					<p>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 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).</p> <p>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 i.e. 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>	

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2817	Emma	Turner	Te Kauwhata	Waerenga Road	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 50	Speed needs to go to 70 before it drops to 50 from 100km
2858	Jenny	Kelly	Te Kauwhata	Main Road Te Kauwhata	Consistency is lacking. It would make logical sense to make Te Kauwhata village and residential area a consistent 40km.	40km speeds in Te Kauwhata village and residential areas
2858	Jenny	Kelly	Te Kauwhata	Scott Road and surrounds	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.	Lakeside should be 40km
2858	Jenny	Kelly	Te Kauwhata	Swan Road	Swan Road is not listed when there are streets in subdivisions off it that are changing to 40km	Swan Road should be 40km
2858	Jenny	Kelly	Te Kauwhata	Travers Road	Travers Road is not listed when there are streets in subdivisions off it that are changing to 40km	Travers Road should be 40km
2502	Michelle	Croucher	Te Kauwhata	General	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.	In support
2835	Dave	Moore	Te Kowhai	Te Kowhai Road/ Limmer Road	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!	Doesn't support speed reductions

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
					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.	
2578	Michael	Cosgrove	Te Kowhai	Horotiu Road	<p>Could you please also look at removing (lowering the speed) the 100km/hr section on Horotiu Road between Onion Road and Ngaruawahia Road. Currently if traveling from Horotiu towards Te Kowhai, the speed limits are 60 -> 80 -> 100 -> 80 -> 50.</p> <p>The 100km/hr section is about 1 kilometre long.</p>	Reduce speed on Horotiu Road between Onion and Ngaruawahia Roads
2611	Richard	Campbell	Te Kowhai	Horotiu Road, General	<p>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.</p> <p>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.</p> <p>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.</p>	Reduce speeds around Te Kowhai

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3193	Waka Kotahi (NZTA)	Glen Bunting	Te Kowhai	Horotiu Road Te Kowhai	<p>Proposed: Permanent 40km/h speed limit:</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. •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) <p>Recommendation: 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.</p>	Retain 50km/h speed limit together with variable 50/40 school speed limit outside school or introduce infrastructure to reduce high mean speeds
3193	Waka Kotahi (NZTA)	Glen Bunting	Te Kowhai	Te Kowhai Road	<p>Proposed: Permanent 40km/h speed limit:</p> <ul style="list-style-type: none"> •Proposed permanent 40km/h speed limit will not comply with clause 4.4(2)(c) <p>Recommendation: 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.</p>	Retain 50km/h speed limit together with variable 50/40 school speed limit outside school or introduce infrastructure to reduce high mean speeds

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3193	Waka Kotahi (NZTA)	Glen Bunting	Te Mata	Te Mata Road	<p>Proposed: Permanent 40km/h</p> <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: <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>Recommended: Note current speed limit change point does not comply with the Rule and must be moved to a complying location.</p> <p>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>	Variable 50/40 school speed limit, including infrastructure to reduce high mean speeds
3024	Alan	Arnold	Tuakau	Bollard Road	<p>Bollard Road</p> <p>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.</p>	Supports changes

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3024	Alan	Arnold	Tuakau	Buckland Road – Current Open Road	<p>Buckland Road – Current Open Road</p> <p>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.</p> <p>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.</p> <p>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.</p>	Leave Speed as is
024	Alan	Arnold	Tuakau	Buckland Road/George Street	<p>Buckland Road/George Street</p> <p>The proposal simplifies the speed limits in those areas to reduce the number of speed limit changes” (Statement of Proposals)</p> <p>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.</p> <p>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.</p>	Keep The road from Tuakau Primary to College at 40km not change to urban permanent and rural variable

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
					<p>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.</p> <p>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.</p> <p>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.</p>	
3024	Alan	Arnold	Tuakau	George Street	<p>George Street</p> <p>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.</p> <p>South of Henderson Avenue George Street can be classed as a collector road and the 50km/h limit should be retained.</p>	George Street should be 30 shopping centre, 40 surrounding it and 50km

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3024	Alan	Arnold	Tuakau	George Street, River Road, Whangarata Road	<p>George Street, River Road, Whangarata Road</p> <p>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.</p> <p>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.</p>	south from Coles Road should become 60km/h but the sections currently posted 70km/h should be retained
3024	Alan	Arnold	Tuakau	Harrisville Road – Current Open Road	<p>Harrisville Road – Current Open Road</p> <p>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.</p>	Don't reduce the speed
3024	Alan	Arnold	Tuakau	Tuakau residential areas	<p>Residential Roads</p> <p>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).</p> <p>To date I am unaware of anything that has been done other than install speed limit signs.</p>	Supports 40km residential zones
2985	Colin	Hanrahan	Tuakau	General - Schools, education	<p>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.</p>	Supports reduction on school road speeds

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2508	Barry	Hewitt	Tuakau	Pooke Road, Harrisville Road	<p>Tuakau to Harrisville is 50 then 60 to Pooke rd. then Isz, the 50 to the Tuakau boundary works, the 60 to Pooke rd. is treated as a Isz, 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.</p> <p>My proposal is keeping the 50 all the way to end of school zone then to Isz. the 50 on the Buckland Rd past the college at Tuakau and keeping it going to Pokeno rd works really well [why one speed no excuse to accelerate].</p> <p>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>	Keep the 50 all the way to end of school zone then to Isz.
2175	Diane	Brown	Tuakau	Clark and Denize Road	<p>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.</p> <p>Our road is regularly used like a racetrack. 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?</p>	Reduce the speed on Clark and Denize Road
2802	Grady	Connell	Tuakau	Tuakau Road	<p>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</p>	Don't reduce roads improve visibility

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2218	Janice	Breddy	Tuakau	General	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.	Do not support reductions in Tuakau
2684	Lorraine and Brian	Grant	Tuakau	Tuakau Bridge Port Waikato Road	Tuakau Bridge Port Waikato rd. is extremely dangerous it's an accident waiting to happen every day, not sure if it's related to all the drugs in the area but corners are cut with regular monotony please get the road or the people sorted	Enforcement needed
3193	Waka Kotahi (NZTA)	Glen Bunting	Tuakau	Alder Road	Proposed: 80km/h Recommended: Strongly disagree that SAAS is 80km/h - road is unsealed and mean speeds are only 33km/h - SAAS is 60km/h - would recommend considering 40km/h considering nature of road.	Recommend considering 40km/h
3193	Waka Kotahi (NZTA)	Glen Bunting	Tuakau	Cameron Road (including Clifford and Knight)	Proposed 80km/h - not SAAS and will encourage increase in mean speeds Recommended: 60km/h	Recommended: 60km/h
3193	Waka Kotahi (NZTA)	Glen Bunting	Tuakau	George Street Tuakau	Proposed: 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. Recommended: Introduce infrastructure to enable 40km/h speed limit to comply with Rule and best practice requirements, and to reduce mean speeds down to Safe System speeds.	Introduce infrastructure to enable 40km/h speed limit
3193	Waka Kotahi (NZTA)	Glen Bunting	Tuakau	Harrisville Road 300m south of Pooke Road	Proposed 100/60km/h change point does not comply with clause 3.3(3)	80km/h for entire length of Harrisville Road

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
					Recommended: 80km/h for entire length of Harrisville Road as mean speeds are low	
3193	Waka Kotahi (NZTA)	Glen Bunting	Tuakau	Jericho Road	Proposed 80km/h - not SAAS and will encourage increase in mean speeds Recommended: 60km/h	Recommended: 60km/h
3193	Waka Kotahi (NZTA)	Glen Bunting	Tuakau	Kohanga Store Road	Proposed: 60 permanent speed limit within 100km/h speed limit: •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. Recommended: Speed Limit on Kohanga Store Road should be 60km/h or 40km/h for entire length, confirmed by free flow speed of 20km/h.	Speed Limit on Kohanga Store Road should be 60km/h or 40km/h for entire length
3193	Waka Kotahi (NZTA)	Glen Bunting	Tuakau	Ruebe Road	Proposed 80km/h Recommended: 60km/h	Recommended: 60km/h
3193	Waka Kotahi (NZTA)	Glen Bunting	Tuakau	Tramway Road	Proposed 80km/h - not SAAS and will encourage increase in mean speeds Recommended: 60km/h	Recommended: 60km/h
3193	Waka Kotahi (NZTA)	Glen Bunting	Tuakau	Tuakau Bridge-Port Waikato Road	Proposed: 60 permanent speed limit within 100km/h speed limit: 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. Recommended: Speed Limit on Tuakau Bridge-Port Waikato Road should be 80km/h for entire length, confirmed by free flow speed.	Speed Limit on Tuakau Bridge-Port Waikato Road should be 80km/h for entire length. School speed limit should then be 80/60 variable

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
					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 80 and 81km/h). Note 80/60km/h variable would receive Waka Kotahi approval under Rule.	
3193	Waka Kotahi (NZTA)	Glen Bunting	Waerenga	Taniwha Road	<p>Proposed: 60 permanent speed limits within 100km/h speed limit:</p> <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. <p>Recommended: Speed Limit on Taniwha 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 70 and 69km/h). Note 80/60km/h variable would receive Waka Kotahi approval under Rule.</p>	Speed Limit on Taniwha Road should be 80km/h for entire length
2921	Daniel	Beijerling	Waitetuna	Waitetuna Valley Road	<p>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.</p> <p>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.</p>	Increase School speed reduction times to before and after school hours by an hour

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
					I would therefore suggest that the reduced speed times be extended to at least an hour before the start and an hour after the end of school.	
2946	Jacob	Quinn	Waitetuna	Waitetuna Valley Road Fillary where the surface is metal	<p>1. 530 Waitetuna Valley Road / Fillary where the surface is metal.</p> <p>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.</p> <p>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 matter of time before someone is seriously injured.</p> <p>This section of road is unsuitable for the current 100km and having it as such invites users to drive it at unsafe speeds.</p> <p>We request that the council consider reducing the speed limit of from 100km down to 70km.</p>	

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2946	Jacob	Quinn	Waitetuna	Waitetuna Valley Road from the current 60km sign to 530	<p>We request that council also consider further speed reductions along both roads as permanent reductions.</p> <p>1. Waitetuna Valley road from the current 60km sign to 530 (where the road becomes metal)</p> <p>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.</p> <p>Although many of the truck drivers are courteous some are not and drive a speed 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.</p>	80km
2946	Jacob	Quinn	Waitetuna	Waitetuna Valley Road/Old Mountain Road	<p>The area of amendments that we are interested is Waitetuna Valley Road/ Old Mountain Road.</p> <p>Previous 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.</p>	Proposed further reduction from 60km variable limit of 40km during school hours/ school days and 200 meters either side of the school.

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2424	Jake	Overton	Waitetuna	Waitetuna School Road	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 manoeuvres but there is no line marking prohibiting overtaking	Supports Reduced speed by Waitetuna School and put speed bumps in
2923	Jessica	Otton	Waitetuna	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.	reduce speed both sides of the school
2428	Kat	Jenkins	Waitetuna	Old Mountain Road	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.	Need speed bumps
2976	Kim	Young	Waitetuna	Waitetuna Valley Road	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 weekdays 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.	Reduce speed by Waitetuna School at all times

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
					<p>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.</p> <p>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.</p>	
3193	Waka Kotahi (NZTA)	Glen Bunting	Waitetuna	Old Mountain Road (Waitetuna School)	<p>Proposed: 60/40 variable school speed limit:</p> <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: This speed limit change point must be moved to a complying location. <p>Recommended: Note current speed limit change point does not comply with the Rule and must be moved to complying location.</p> <p>Agree with 60/40 variable school speed limit under Rule provided 100/60 change points comply with clause 3.3(3).</p>	60/40 variable school speed limit
3193	Waka Kotahi (NZTA)	Glen Bunting	Waitetuna	Waitetuna Valley Road (Waitetuna School)	<p>Proposed: 60/40 variable school speed limit:</p> <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: This existing speed limit change point must be moved to a complying location. <p>Recommended: 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).</p>	60/40 variable school speed limit

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3193	Waka Kotahi (NZTA)	Glen Bunting	Waiuku	Bald Hill Road	<p>Proposed: 60km/h permanent speed limit and a 70/40km/h variable speed limit outside Pukeoware School</p> <p>Recommended: 60km/h with 60/40 variable outside the school</p>	60/40 variable school speed limit
3193	Waka Kotahi (NZTA)	Glen Bunting	Waiuku	Aka Aka Road	<p>Proposed: 60 permanent speed limit within 100km/h speed limit:</p> <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. <p>Recommended: Speed Limit on Aka Aka Road should be 80km/h for entire length, confirmed by free flow speed.</p> <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 83 and 84km/h).</p> <p>Note 80/60km/h variable would receive Waka Kotahi approval under Rule.</p>	<p>Speed Limit on Aka Aka Road should be 80km/h for entire length</p> <p>School speed limit should then be 80/60 variable</p>

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2984	Ian	McLennan	Whatawhata	General	<p>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. Whitikahu 70K Tauhei (not yours but on same route 80K). Wharepapa Sth (Waipa) 60K - there is no consistency.</p> <p>There should be a criteria not just some minority whingers 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 shouldn't have been in the road in the first place.</p> <p>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.</p> <p>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 themselves.</p> <p>Pedestrian education is required Roads are for cars. We all want 20K speed limit past our gate but nowhere else.</p> <p>A speed limit doesn't stop the idiot, and again we are regulating to the lowest common denominator, specifically the IDIOT.</p>	Speed consistency is needed in the area

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
2864	Matthew	Fyfe	Whitikahu	Whitikahu Road	<p>Speed Limits:</p> <p>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 isn't specific issues to my route but a fairly common occurrence.</p> <p>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.</p> <p>The problem contributes bigger ones, i.e. 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>	Don't reduce speeds, only the variable school speeds

Contribution ID	First Name	Last Name	Town	Road	Comments	Request
3193	Waka Kotahi (NZTA)	Glen Bunting	Whitikahu	Whitikahu Road	<p>Proposed: 60/40 variable speed limit within 60km/h 'extension' within 100km/h speed limit: 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 northeast as per maps?) beyond existing 100/70km/h change point does not comply with clause 3.3(3) of the Rule.</p> <p>Recommended: 100km/h speed Limits on Whitikahu Road should be 80km/h, confirmed by free flow speed.</p> <p>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.</p>	100km/h speed Limits on Whitikahu Road should be 80km/h, Whitikahu School, infrastructure will be required to reduce high mean speeds and enable 60/40 variable speed limit
2580	Brent	Harper	Whitikahu	Whitikahu School Road	<p>I am the Principal at Whitikahu School.</p> <p>Our rural school needs a 40km/h speed zone.</p> <p>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.</p>	Supports school speed reduction

Attachment 2: Submissions received - general comments

Contribution ID	First Name	Last Name	Town	Road	Comments
2176	Melita	Hambrook	General	General	<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.</p> <p>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.</p> <p>Lowered speed limits are ambulance at the bottom of the hill. Not effective in treating the real cause of problems on NZ roads.</p>
2177	Murray	Wymer	General	General	dangerous overtaking crashes will be more frequent because of daydreaming incompetent driving.
2181	Ronel	Jacobs	General	General	<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 lower it, it won't fix the root cause and will only punish and frustrate drivers who obey the laws.</p>
2255	George	Murray	General	General	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 motorists who prefer to go over the speed limit anyway, it won't take long for the changes to be excepted.
2303	Kynan	McCracken	General	General	Speed limit is already too slow does not need to be any slower

Contribution ID	First Name	Last Name	Town	Road	Comments
2305	Marianne	Goodridge	General	General	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.
2316	Sabine	King	General	General	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.
2330	Susann	Winter	General	General - School	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
2342	Lee	Garrett	General	General	No
2346	Jacob	Barry	General	General	Not necessary at all.
2361	Tiffany	Oldham	General	General	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
2365	Merimeri	Anania	General	General	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, autocades, 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.
2366	Kayleigh	Philburn	General	General	I believe the speed limits are fine how they are, but the roads need to be improved as they are in shocking condition.

Contribution ID	First Name	Last Name	Town	Road	Comments
2375	Kelly	Doxo	General	General	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
2394	Justin	Trousdale	General	General	Road quality in the region is poor. Lowering posted speed limits won't stop the drivers who don't obey them anyway.
2464	Tim	Manukau	General	General	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.
2498	Evelyn	van Ommen	General	General	In general we drive too fast on rural roads.
2504	Natalie	Mapp	General	General	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.

Contribution ID	First Name	Last Name	Town	Road	Comments
2506	Nigel	meeke	Raglan	SH23	<p>Cars are built to travel comfortable and consistently at speeds far greater than speed limits rule. Road 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. 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>
2541	Ben	Suffield	General	General	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.
2594	Christine	Bertrand	General	General	If drivers were careful, reduction in speed limit not warranted.
2612	Dominic	Toon	General	General	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 Bellamy 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.

Contribution ID	First Name	Last Name	Town	Road	Comments
2683	Hayley	Samuels	General	General	Need Judder bars. The speed of vehicles are fine. Townies that come down to the port over summertime 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 don't 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 straight and down some roads.
2724	Rachel	Lobb	General	General	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	General	General	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 driving 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 behaviour on Waikato Roads.
2804	Michael	Bird	General	General	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).
2806	Mark	Jepson	General	General	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. 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.

Contribution ID	First Name	Last Name	Town	Road	Comments
2810	Graeme	Schultz	General	General	Drivers need to exercise common sense which these days are becoming more & more less common
2812	Jo	Buttery	General	General	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	General	General	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!
2814	Marvin	Casimiro	General	General	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
2815	Cody	Welch	General	General	I think you are going the wrong way about this driver training is more essential than changing the speed limits
2819	David	Millar	General	General	The general public should not be effectively punished for the council's 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	General	General	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.
2824	Vaughn	Bruce	General	General	Stop Lowering our speed Limits Leave our [] Speed Limits Alone You Pen Pushing []. How about you fix potholes and the [] roads, Your Good For Nothing

Contribution ID	First Name	Last Name	Town	Road	Comments
2825	Gordon	Inglis	General	General	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.
2827	Journie	Yee	General	School Zones	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. Will result in frustrated motorists which will make them not safe
2828	Mary	Lyall-Brennan	General	General	<p>100% believe our country kids deserve better and all schools should have a 40km speed limit passing them. Should have had this years ago.</p> <p>There are currently 8 speed limit changes on Gordonton road which is simple ridiculous and you're 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 companies 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. Whitiakahu road has potholes in the area that was fixed a few months back. That's criminal Believe council should be putting their effort into fixing degraded roads not spending ratepayers money on the amount of signage you're going to need to post all the different limits.</p>

Contribution ID	First Name	Last Name	Town	Road	Comments
2829	Tim	Adkins	General	General	Stop reducing speed limits. Fix the roads. Fix intersections and roundabouts where foliage and signs are unnecessarily blocking the view.
2830	Sarah	Frank	General	General	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!
2831	Michael	Dickason	General	General	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	General	General	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 streetlights! Freaking streetlights make a huge difference!!! Not a resident but friend of residents and I travel there often!
2834	Donna	Henton	General	General	Speed on rural roads needs to be addressed. I would like to see all rural roads to be at 80klm/h
2836	Erin	T	General	General	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	General	General	lowering the speed limits does not decrease accidents it's proved that it actually increases

Contribution ID	First Name	Last Name	Town	Road	Comments
2838	Sheree	Bennett	General	General	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
2839	Chris	Lane	General	General	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.
2841	Sarah	Warwick	General	General	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?
2842	Megan	Paul	General	General	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.
2844	Karen	Edgecombe	General	General	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 drivers 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.
2845	Shannon	Thickpenny	General	General	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

Contribution ID	First Name	Last Name	Town	Road	Comments
2846	Stef	Bell	General	General	<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 band aid on a bullet wound.</p> <p>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>
2847	Alex	Connor	General	General	Vision Zero sounds great on paper but is completely unrealistic if you live in the real world.
2850	James	Kerr	General	General	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.
2852	Valentina	Leon	Te Kauwhata	Chardonnay Way	<p>What are the costs involved in doing this project?? 300 roads= 600 new signs minimum</p> <ul style="list-style-type: none"> 600 pieces of 100x100 6 STMS workers 3 STMS vehicles 1000 road cones 1 Hire pool digger 5 Council workers 2 Council trucks/Utes <p>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 year's work for the above listed people and equipment. That sounds very expensive to me... \$\$\$\$\$\$ not well spent.</p> <p>Brilliant bureaucratic pincer movement, more infringement notices for speeding while not having to spend on roading repairs/upgrades.</p>

Contribution ID	First Name	Last Name	Town	Road	Comments
2865	Arbana	Levande	General	General	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.
2866	Logan	Anderson	General	General	Instead of reducing speed limits, maybe fix the roads
2873	Kelsey	Beck	General	General	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.
2874	Chris	Jones	General	General	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	General	General	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
2877	Rachael	Collins	General	General	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.
2878	Tiffany	Brown	General	School Hours	Support a reduction during school hours outside of this is not necessary
2879	Grant	Matthews	General	General	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

Contribution ID	First Name	Last Name	Town	Road	Comments
2880	Denise	Lamb	General	General	I think it's important we do all we can to ensure there are less crashes injuries and deaths on our roads.
2881	DREW	FIELDING	General	General	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.
2888	Mary	Streeter	General	General	Fix the roads
2890	Karen	Osborne	General	General	The roads are appalling around NZ. This government needs to do get on with it and fix them.
2893	Fiona	Rhodes	General	General	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.
2918	Ashley	Renall	General	General	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 weebix 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 racetrack 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!

Contribution ID	First Name	Last Name	Town	Road	Comments
2948	Grace	Tema-Liapaneke	Tuakau	General	<p>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 slowly, 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.</p> <p>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 sometimes doesn't work in reality.</p> <p>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 it's not adhered to properly of course I would be all for the speed changes.</p>
2950	Sabine	King	General	General	<p>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.</p> <p>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.</p>

Contribution ID	First Name	Last Name	Town	Road	Comments
2951	Karyn	Vickers	General	General	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 there 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 arses and fix the bloody roads properly.
2954	Kent	Weir	General	General	We need to maintain our roads properly and educate our drivers better not lower the speed limit for all
2969	Udo	Streifer	General	General	Support 80km/h Safety, traffic increase, Auckland traffic, rat run and increase in heavy trucks, new sub-division proposed that will increase risk.
2989	Federated Farmers	Shaun Hazelton	General Comment	General Comment	Urban Changes Support 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.
2989	Federated Farmers	Shaun Hazelton	General Comment	General Comment	Rural Changes Neutral 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.

Contribution ID	First Name	Last Name	Town	Road	Comments
2989	Federated Farmers	Shaun Hazelton	General Comment	General Comment	<p>School Speed Zones Support</p> <p>We support reductions of speed around rural and urban school zones.</p> <p>In rural areas more signage and visible signals need to be introduced particularly around peak school traffic.</p> <p>Work with community, schools, clubs and bus services to offer more efficient and effective bus services.</p>
2989	Federated Farmers	Shaun Hazelton	General Comment	General Comment	<p>Additional comment</p> <p>Work with NZ Police to ensure an effective monitoring program is in place.</p> <p>Review the speed changes after 12 months to ensure changes are effective.</p>
3068	Spencer	Raynel	General	General	The current speeds are acceptable. Roads need repairs
3193	Waka Kotahi (NZTA) Glen Bunting		General Comment	General Comment	<p>The majority of the non-compliances are related to two clauses in the 2017 Rule:</p> <ol style="list-style-type: none"> 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." <p>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.</p>
3196	Greg	McCutchan	General	General	Errors in the maps and consultation documents Please see long submission.

Contribution ID	First Name	Last Name	Town	Road	Comments
3204	Peter	Jackson	General	General	<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 flawed. 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. 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	General	General	<p>Stick to your core business i.e. delivery services not making Laws. Every person knows that this is about road maintenance not road safety. Unaccountable scumbags the lot of you. Imagine if you had to make money by driving around your backward looking town, it doesn't take much disruption cost everyone more.</p>

Attachment 3: Submissions received for speed calming and enforcement

Submitter ID	First Name	Last Name	Town	Road	Comment	Request
2368	Chris	MacDonald	Taupiri	Great South Road - Taupiri	Great south road in Taupiri requires a pedestrian crossing near the school or further south. Speed is far too fast through great south road. All other areas are 50 or 60 but yet we seem to have a 70km speed limit.	Reduce Speed main road Taupiri and install pedestrian
3198	Hamilton City Council	Robyn Denton	Horsham Downs	Horsham Downs Road	Horsham Downs Road –north of Osborne Road is supported for improved safety around the school.	Improves safety
3038	Huntly Community Board	David Whyte	Huntly	General Comment	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	Speed calming measures wanted in Huntly residential areas

Submitter ID	First Name	Last Name	Town	Road	Comment	Request
2447	Craig	Richardson	Huntly	Tamihana Avenue/ Russell Road	<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.</p> <p>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>	Wants urgent review of Russell Ave/Tamihana Road area for the school children. Urgent request for speed bumps and a pedestrian crossing.

Submitter ID	First Name	Last Name	Town	Road	Comment	Request
2891	Ingrid	Howard	Ngaruawahia	Galbraith Street	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.	Needs Speed Limit signs and Speed Bumps
2924	Nicola	Panapa	Ngaruawahia	River Road outside Tuurangawaewae Marae	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.	Speed calming measures needed around Tuurangawaewae Marae and Paterson Park
2860	Roger	Kennard	Ngaruawahia	Havelock Road	As this road is a bypass of great south road, (Havelock road southern end) and a long straight stretch of road we have frequent speedsters, motorbikes are always speeding and overtaking cars, we have a lot 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.	Wants speed bumps on Havelock Road to reduce speed
2692	Catherine	Rivers-Smith	Port Waikato	Maunsell Road	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.	Speed calming needed on Maunsell Road
2973	Tineka	Wymer	Ngaruawahia	Duke Street, River Road	Specifically for River Road, Ngaruawahia.	Wants speed bumps on River Road near Paterson Park/Marae wants pedestrian crossing with lights and

Submitter ID	First Name	Last Name	Town	Road	Comment	Request
					<p>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 Tuurangawaewae marae or lights for pedestrians In This area.</p> <p>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 Ngā Miro health centre patients and recently covid testing station and vaccination.</p> <p>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.</p> <p>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.</p> <p>Bernard Fergusson and Ngaruawahia high school need something similar. Both Bernard and NHS schools barely have a footpath to cross to. In order</p>	<p>speed bumps on Duke Street and Kent Street near the schools</p>

Submitter ID	First Name	Last Name	Town	Road	Comment	Request
					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.	
2696	Jo	Davies	Port Waikato	Maunsell Road	Maunsell Road in port Waikato also need judder bars, too many idiots hooning up the road in the middle of the night disturbing the neighbourhood. Some of us work for a living and have small children who need to be kept SAFE	Speed calming needed on Maunsell Road
2688	Ross	Millen	Port Waikato	General	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.	Speed calming needed on Maunsell Road
2682	Barrie	Pinkney	Port Waikato	General	Present 50km speed limit at Port Waikato is not adhered too by reckless motor bike rides and boy racers. Better solution for Port Waikato township would be to install judder bars on main roads.	Speed calming needed on Maunsell Road

Submitter ID	First Name	Last Name	Town	Road	Comment	Request
2680	Leah	Fry	Port Waikato	General	<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>	Speed calming needed on Maunsell Road
2687	Linda	Paton	Port Waikato	Maunsell Road	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.	Speed calming needed on Maunsell Road
2516	Russell	Davis	Port Waikato	General	<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.</p> <p>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>	Speed calming needed on Maunsell Road

Submitter ID	First Name	Last Name	Town	Road	Comment	Request
2853	Denise	Fort	Raglan	Wainui Road	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 going to make people listen, understand and follow the rules ?	Speed enforcement needed
2598	Charlie	Watt	Raglan	Riria Kereopa Memorial Drive, Wainui Road	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.	Speed Bumps needed
2875	Manihera	Forbes	Raglan	Riria Kereopa Drive	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.	Needs Speed Bumps

Submitter ID	First Name	Last Name	Town	Road	Comment	Request
2539	Phil	McCabe	Raglan	Riria Kereopa Memorial Drive, Wainui Road	<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>	<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.
2702	Kirsten	Mattyssen	Tauwhare	Tauwhare Road	<p>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. 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.</p>	Speed enforcement needed
2848	Temujina	Pullum	Te Kauwhata	Travers Road	<p>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</p>	Enforcement needed
2297	Belinda	Murrell	Te Kowhai	General	<p>Not enough signage or police presence to catch speeding drivers changing from 80 to 50 zone</p>	Enforcement needed

Submitter ID	First Name	Last Name	Town	Road	Comment	Request
2705	Pauline	Hendrikse	Te Kowhai	General	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!	Need speed calming measures
2427	Fiona	Gott	Te Mata	Te Mata Road	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.	Speed calming measures needed
2424	Jake	Overton	Waitetuna	Waitetuna School Road	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 manoeuvres but there is no line marking prohibiting overtaking	Supports Reduced speed by Waitetuna School and put speed bumps in
2861	Amy	Hopa	Ngaruawahia	Duke Street	Judder bars be put on Duke Street stop the speedsters using our Street like a racing track soon a fatality will happen	Speed calming required on Duke Street

Submitter ID	First Name	Last Name	Town	Road	Comment	Request
2684	Lorraine and Brian	Grant	Tuakau	Tuakau Bridge Port Waikato Road	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	Enforcement needed
2428	Kat	Jenkins	Waitetuna	Old Mountain Road	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.	Need speed bumps
2239	Benjamin	Monk	Pokeno	Great South Road -Pokeno and surrounds	Reduce speed or add speed calming.1.) Pokeno Main Street - raised pedestrian crossing between the shops and Countdown and new roads 2.) From the roundabout at the intersection of Dean Road and Great south 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.	Need speed bumps

Attachment 4 – Submission received for road works

Submitter ID	First Name	Last Name	Town	Road	Comment	Category
3043	Wayne	Rendall	Huntly	Hakarimata Road	<p>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 and their vehicle as they have no alternative road to Huntly. 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 downhill 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>	Quarry complaint – refer to monitoring

Submitter ID	First Name	Last Name	Town	Road	Comment	Category
3026	Joseph	Rankin	Huntly	Hakarimata Road	I 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 their 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 least 50m either side of their gate.	Quarry complaint – refer to monitoring
3328	Matangi Community Committee	DJ Taylor	Matangi	Matangi Road	4. Kerbing to be installed at the intersection of Taplin Road and Matangi Road. Currently there is a bad situation there. Vehicles cut the corner, tyre marks are frequently evident on the footpath, creating an obviously dangerous situation for pedestrians.	Road Works
3325	Matangi Community Committee	DJ Taylor	Matangi	Tauwhare Road, Matangi Road	1. Extending the three village entries into Matangi: A. on Matangi Road to include an additional 15 houses or so. B. on Tauwhare Road in the direction of State Highway 1B, an entry way much closer to State Highway 1 B so that vehicles turning toward Matangi do not have the opportunity to accelerate to speed before they need to slow before they enter the village. C. moving the southern entrance on Tauwhare Road to before the Taplin Road, Tauwhare Road intersection. The Taplin Road subdivision now forms part of the village and naturally there is a significant increase in pedestrian traffic.	Road Works
3326	Matangi Community Committee	DJ Taylor	Matangi	Tauwhare Road, Matangi Road.	2. The entry ways are to be built out with kerbing which intrudes into the road as a traffic quieting measure. Updating them with the standard visible triggers to slow traffic, such as the larger shield backings behind the posted speed logo along with dragon's teeth markings on the road.	Road Works

Submitter ID	First Name	Last Name	Town	Road	Comment	Category
3329	Matangi Community Committee	DJ Taylor	Matangi	Tauwhare Road, Matangi Road.	<p>At the Matangi Hillcrest Sports Club Grounds which are outside the village there is a dangerous traffic situation developing because those rounds are used far more extensively now than they were in the past when they were used essentially just for rugby.</p> <p>They now have rugby, league, netball, and fishing clubs are using them for weigh in on the way back from trips. Vehicles turning into the Matangi Hillcrest Sports Club often stop before they turn into the club and following vehicles sometimes overtake them creating a dangerous situation for anyone leaving the club and anyone turning in.</p> <p>A yellow no passing line has been suggested and would appear long overdue.</p>	Road Works
3327	Matangi Community Committee	DJ Taylor	Matangi	Matangi Road.	3. A new crossing outside the Matangi village hall to be installed with built out kerbing so that Matangi village residents, in particular children, can cross the road with greater safety and use the hall and take advantage of the footpath that now extends to the hall.	Road Works
2927	Greg	Wiechern	Ngaruawahia	Great South Road/Princess Street intersection	On behalf of the Ngaruawahia Community Board and after discussions at a Board workshop, we are in agreement with the proposed changes. 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.	Nga comm board suggest a roundabout at the Princess Street/Great South Road intersection
2891	Ingrid	Howard	Ngaruawahia	Galbraith Street	There are also no speed limit road signs along the road.	Needs Speed Limit signs

Submitter ID	First Name	Last Name	Town	Road	Comment	Category
3197	Ken and Sandra	Gillard	Ngaruawahia	Morepork Road - Signs in the way	<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.</p> <p>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.</p> <p>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.</p> <p>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>	Remove or move the speed signs on Morepork lane
2924	Nicola	Panapa	Ngaruawahia	River Road urban extent	In addition, there are two schools; Ngaruawahia College and Te Kura Kaupapa Maaori o Bernard Ferguson located on Kent and Duke Street respectively, and a kindergarten 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.	River Road and surrounds to be made more pedestrian friendly.
2380	Leigh	Chisholm	Pokeno	General	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	Fix road conditions

Submitter ID	First Name	Last Name	Town	Road	Comment	Category
2338	Mad Peter	Gunther	Pokeno	Fraser Road	<p>You proposing to reduce the speed on Fraser Road, Yet I have been complaining since 2016 about the STATE of the road, and it's 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 turns out to be the neighbours 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.</p> <p>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!</p> <p>So how about fixing the road condition not the speed. it was an open road limit before and you have slowly reduced it, next you make it 15kph, i can pedal faster than 50kph when i train on my bike so i be breaking the speed ever time i got out on a training ride!! too</p>	Repairs needed on Fraser Road
2386	Jessica	De Villiers	Pokeno	Fraser Road	We NEED a pathway from Fraser Road top of the hill to the town, so many kids in primary and high school 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	Pathway needed on Fraser Road

Submitter ID	First Name	Last Name	Town	Road	Comment	Category
2892	Brent	Middlemiss	Tamahere	General - incorrect signs	<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.</p> <p>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>	Wants the speed signs to align with what is gazetted.
2732	Mieczyslaw (Danny) M.	Roguski	Tamahere	Tamahere Drive	<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 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.</p> <p>The directional signage needs to be upgrade and positioned. 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>	Upgrade signage

Submitter ID	First Name	Last Name	Town	Road	Comment	Category
2797	Dorothy	Lovell	Taupiri	Orini Road, Olds Road (Taupiri), Gordonton Road	<p>Consistent speed overall roads as mentioned is why this needs to happen.</p> <p>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 it meant for. If this speed limit is for the Gordonton Rd, the placement of the signs requires moving.</p> <p>To the speed limit changes being made in around the Taupiri village and area, I agree with the changes.</p>	Speed signs placement need reviewing.
2659	David	Manson	Tauwhare	Tauwhare Road	<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>	Install footpath between Victoria Road and the village
2503	Joanne	Wallace	Tauwhare	Ringer Road, Tauwhare Road	<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.</p>	Move speed sign on Ringer Road
2526	Paul	Dixon	Tauwhare	Tauwhare Road	<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. 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>	More road signs needed and a walking/cycleway connecting Matangi and Tauwhare

Submitter ID	First Name	Last Name	Town	Road	Comment	Category
2822	Andre	Morris-Eyton	Te Kauwhata	General	Road condition is poor, always has been since I have lived in the area. half arse pothole repairs throughout Te Kauwhata.	Road repair needed
2211	Luke	Jones	Tuakau	General	Utilize more open road signs as people see the 100 and act like it's 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 isn't 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 (e.g., when the 70km limit past Tuakau college was moved towards Buckland it was hammered daily with speed cameras as revenue gathering)	More open road signage needed
2862	Rebecca	Wylie	Whitikahu	Whitikahu Road	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.	Fix Whitikahu Road
3026	Joseph	Rankin	Ngaruawahia	Hakarimata Road	<p>Drivers not knowing the road speeds, Ngaruawahia end is worse as the speed sign has been changed to an 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.</p> <p>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 their 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 least 50m either side of their gate.</p>	Wants the speed to stay and the open road sign to be changed to the speed limit.

Submitter ID	First Name	Last Name	Town	Road	Comment	Category
2924	Nicola	Panapa	Ngaruawahia	River Road to Horotiu	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).	River Road entirety. More speed signs needed
2391	Nadia	Retzlaff	Harrisville Road	Tuakau Road	<p>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.</p> <p>Even though suggested speed around our tight bend low, some drivers still go faster than the recommendation, making it a close call on judgement at times.</p> <p>More work on the shrub around mirrors and even a bigger mirror or light system in future would be an immense help!</p>	More work on the shrub around mirrors bigger mirror or light system
3023	Sharlene	Lilley	Ngaruawahia/ Huntly	Hakarimata Road	The quarry should have a slip lane 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. 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.	Put speed signs instead of open road signs and clean up roads by Quarry
2882	Angie	Vessey	Onewhero	General - road conditions	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.	Fix road condition
3193	Waka Kotahi (NZTA)	Glen Bunting	Raglan	Main Road - Raglan	Proposed: 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

Submitter ID	First Name	Last Name	Town	Road	Comment	Category
					Recommended: Relocate change point to location of obvious change of environment or development	
2313	Joanne	Lovell	Taupiri	Button Lane	Button lane requires speed signs currently nothing there and speeds are excessive at times from neighbours	Signs for Button Lane required
2963	Emily	Hodgson	Pokeno	General	Most accidents are caused by people speeding and this is still going to occur even if the limits are reduced. Fix the roads too, the main road in Pokeno has potholes that haven't been fixed in the last 2 years I have lived here.	Road repair needed

Attachment 5 – Out of District (These submissions have been referred to their local authority)

Contribution ID	First Name	Last Name	Town	Road	Comments
2809	Esti	Storm	Out of District	Out of District	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.
2978	Sharon	Rakena	Out of District	Out of District	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 street Our daughters home is at ** Rukuhia Road RD2 Ohaupo Down the street from her is a school ... the speed limit on this road is 80 kms as well ... there are several homes on this street and we cannot understand why the speed limit is not lower
2986	Christie	Hendy	Out of District	Out of District	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
3242	Duncan	Cook	Out of District	Out of District	Hi Guys Can you please consider lowering the speed limit on Forest Lake Road, Hamilton This road has become very busy with most vehicles traveling at 70kms and above , this includes large trucks and trade vans etc There are multiple schools in the area along with the Hamilton City Netball Centre, which means we have a large amount of pedestrians that are at a very high risk not sure exactly who to contact on this but found this website so have tried here thanks for your time

2868	Deborah	Welson	Out of District	Out of District	Roads around the university, should have speed bumps. I live on May Street. The number of times I'm fearing someone will crash is ridiculous. They speed sooo fast down here! I have 3 children at home. 2 with disabilities. The loudness of these vehicles scares my children.
2843	Blake	Clarke	Out of Jurisdiction	Out of Jurisdiction	Raise the motorway speed to 110 from mercer to new section of motorway where is 110 by Hamilton/Cambridge



HAVE
YOUR SAY
ON THE
PROPOSED SPEED
AMENDMENTS

STATEMENT OF PROPOSAL

PROPOSED 2021 AMENDMENTS TO
THE SPEED BYLAW 2011

waikatodistrict.govt.nz

0800 492 452

This Statement of Proposal is made for the purposes of Sections 83, 86 and 156 of the Local Government Act 2002.

IT INCLUDES:

- Background to the proposal
- Reasons for the proposal
- Summary of the proposed changes
- Relevant determinations
- Submission details

BACKGROUND

The Government Policy Statement (GPS) for Land Transport, released in June 2018, has indicated the desire to reduce road trauma on New Zealand roads. This will be achieved by investing in road safety improvements by ensuring safe and appropriate travel speeds, and improving roads, roadsides, and intersections.

Our communities have requested further changes for safer speeds in and around residential areas, near schools, town centers and places where people work. All roads have been assessed against the criteria in the New Zealand Transport Agency (NZTA) Speed Management Guide, and feedback on the recommended changes was sought from Council, and community boards and committees. The feedback received has resulted in proposed amendments to the bylaw.

Reasons for the proposal;

- to effectively deal with issues associated with the management of speed limits in the District
- to align our speed limits with those of other local authorities and NZTA's Speed Management Guide
- in response to the New Zealand Government's requirement to reduce road trauma on local roads

KEY CHANGES WE'RE PROPOSING TO MAKE



- We're proposing to change the speeds on over 300 roads in the Waikato District, with the main focus areas being residential zones, school roads and town centres.



CHANGES ON OUR RESIDENTIAL ROADS

What we're proposing

Speed limits of 40km are proposed for some residential roads to create safer speeds where we live, work, and go to school. Focus areas for the proposed 40km speeds are in communities that have had strong growth such as Tuakau, Pokeno, Te Kowhai and Te Kauwhata. Newly formed residential roads have speed limits of 40km and the proposed reduced speed limits will align the speed limits between old and new roads.

Other towns proposed to have speeds amended to 40 km/hr are Port Waikato, Tuakau, Pokeno, Mercer, Meremere, Taupiri, Matangi, Horsham Downs and Gordonton.



CHANGES ON OUR COLLECTOR ROADS

What we're proposing

Speed limits are proposed to be increased on some of our collector roads. These increases have been assessed as being efficient for travel while still maintaining road safety. The proposal simplifies the speed limits in those areas to reduce the number of speed limit changes.

These roads include:

- Tuakau - Buckland Road and George Street 60km/h (in part)
- Ngaruawahia Great South Road 60 km/h (in part)
- Te Kowhai - Horotiu Road and Ngaruawahia Rd 60km/h (in part)
- Old SH1 north of Huntly 80km/h (in part)



CHANGES ON OUR SOUTHERN BOUNDARIES

What we're proposing

Hamilton City Council have made speed limit changes to Horsham Downs Road, Rotokauri road and other roads near the zoo in our districts' southern boundary. Reductions in our speed limits to match Hamilton City's are proposed for speed consistency.



CHANGES ON OUR NORTHERN BOUNDARIES

What we're proposing

Auckland Council are currently reviewing the speed limits on roads that adjoin and cross into the Waikato district. Staff have reviewed the proposed changes, provided feedback and proposed the same speed limit changes to the roads that cross into the Waikato boundary.



STATE HIGHWAY SH23 - REVOKED IN PART AT RAGLAN

What we're proposing

In early 2021 part of SH23 was revoked and has now become a local road. It is proposed to change the speed of this revoked section from 100km/h to 60km/h from the existing 40km/h signs to 200m west of Greenslade road.



CHANGES ON OUR TOWN CENTRE ROADS

What we're proposing

We would like our town centre speeds to be consistent. Our town centres have a high volume of pedestrians, pedestrian crossings, shops and slow vehicle turning movements. For the safety of all road users the following town centres are proposed to become 30km/h:

Tuakau - George Street

Te Kauwhata - Main Road

Huntly - Main Street, Shand Lane, Venna Fry Lane

Ngaruawahia - Jesmond Street



CHANGES ON OUR SCHOOL ROADS

What we're proposing

All school roads are proposed to become 40km speed areas. For safe and consistent speeds around the schools in our district, we are proposing the following:

- Urban school roads are proposed to have a permanent 40km/h permanent speed limit with school zone signs/markings to identify a school is near. Schools within an existing 40km/h speed limit area will also have signs/markings installed.
- Rural schools are proposed to become variable speeds with 40km/h during school hours of 8.30-3.00pm Monday to Friday and 60km/hr outside of those hours. Rural schools will also have permanent signs, controlled electronic signs and markings installed to clearly identify what the speeds are. For extra safety and smoother transitions, 60km/hr is also proposed to be set 200 metres either side of the schools.



ADDITIONAL PROPOSALS IN TE KOWHAI AND TAMAHERE

What we're proposing

Te Kowhai

The Te Kowhai community have shown support for lower speed limits of 40km/hr on the section of Horotiu Road between the education centres on Bedford and Te Kowhai Roads. Council is further proposing to extend the 40km speed 200m south from Bedford Road to encompass the shopping complex (under construction) and the church café and 200m North to include the existing pedestrian crossing point and the proposed playing field facilities. This will reduce the number of speed limit changes, increase pedestrian safety, and incorporate local facilities.

Tamahere

To support Pedestrian crossing safety in Tamahere, we would like your feedback on reducing the speed limit to 60km/h on Tamahere drive between the country club and the SH1 Interchange, and Tauwhare road between woodcock road and the SH1 interchange.

These additional options have been identified as needing local feedback and are specifically included in the submission form.



RELEVANT DETERMINATIONS

This Statement of Proposal has been prepared in accordance with the requirements set out in s.83 of the Local Government Act 2002 (LGA).

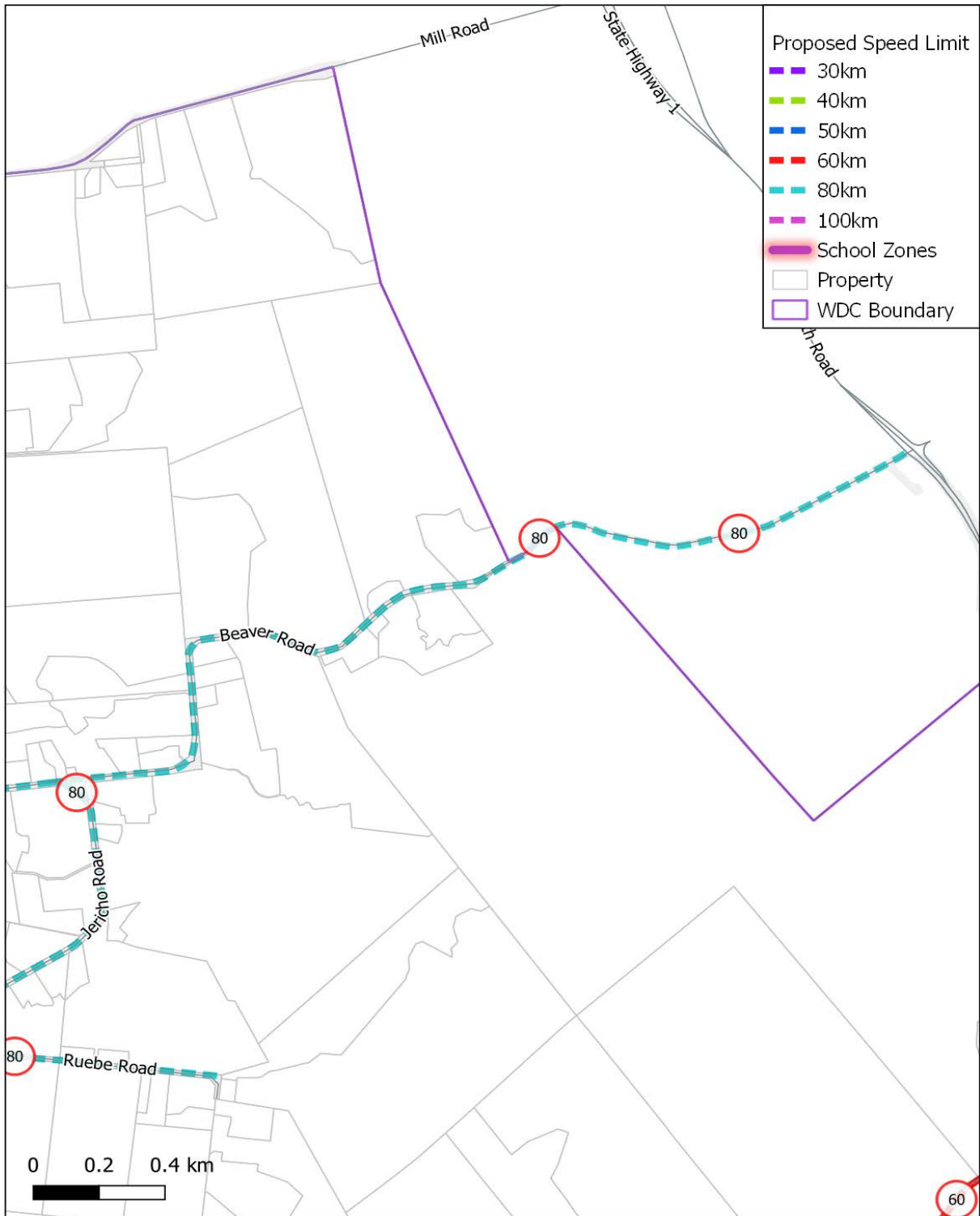
Council has determined as required by s.155 of the LGA that:

- This Bylaw is the most appropriate way of addressing the perceived problem
- This is the most appropriate form of the Bylaw
- This Bylaw does not give rise to any implications under the New Zealand Bill of Rights Act 1990.

THE MAPS ON THE FOLLOWING PAGES ARE AN OVERVIEW OF THE PROPOSED SPEED CHANGES. PLEASE USE THE **ONLINE INTERACTIVE MAPS** ON OUR CONSULTATION WEBPAGE FOR MORE DETAIL.

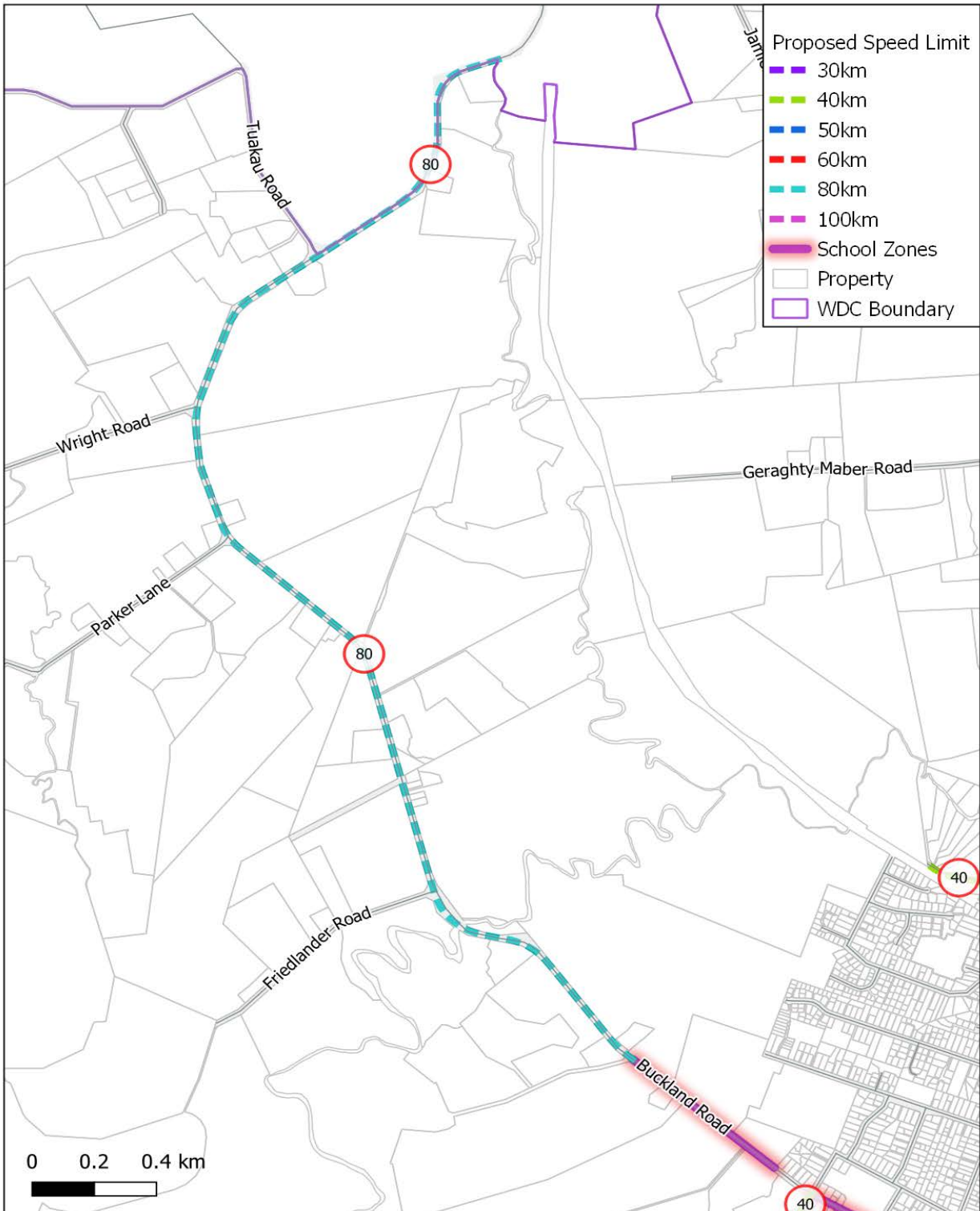
BOMBAY

Road	Current speed limit	Proposed speed limit
BEAVER RD	100	80
GRAHAM RD (PAPARATA)	100	80



BUCKLAND

Road	Current speed limit	Proposed speed limit
BUCKLAND RD (650m north of Geraghty Road to boundary)	100	80
BUCKLAND RD (150m north of Geraghty Road - School Zone to 650m north)	50/40	60/40



GLEN AFTON

Road	Current speed limit	Proposed speed limit
CLAUDE ROAD	50	40
INGLIS ROAD	50	40
MIRO ROAD	50	40



GORDONTON

Road	Current speed limit	Proposed speed limit
COLLEGE DRIVE	50	40
GARFILED STREET	50	40
WOODLANDS ROAD (School Zone)	50/40	40



HAMPTON DOWNS

Road	Current speed limit	Proposed speed limit
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HAMPTON DOWNS RD (82m north of Landfill Access Road)

80

60



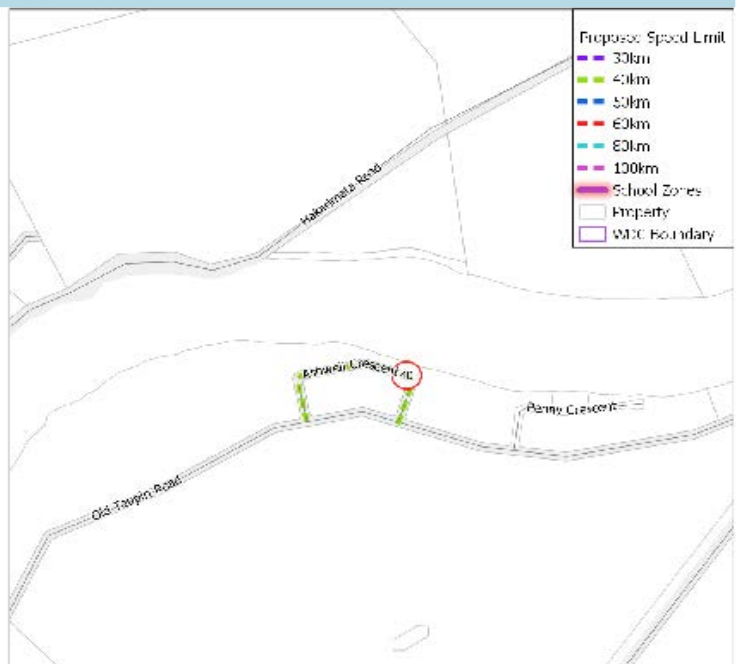
HOPUHOPU

Road	Current speed limit	Proposed speed limit
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ASHWELL CRESCENT

50

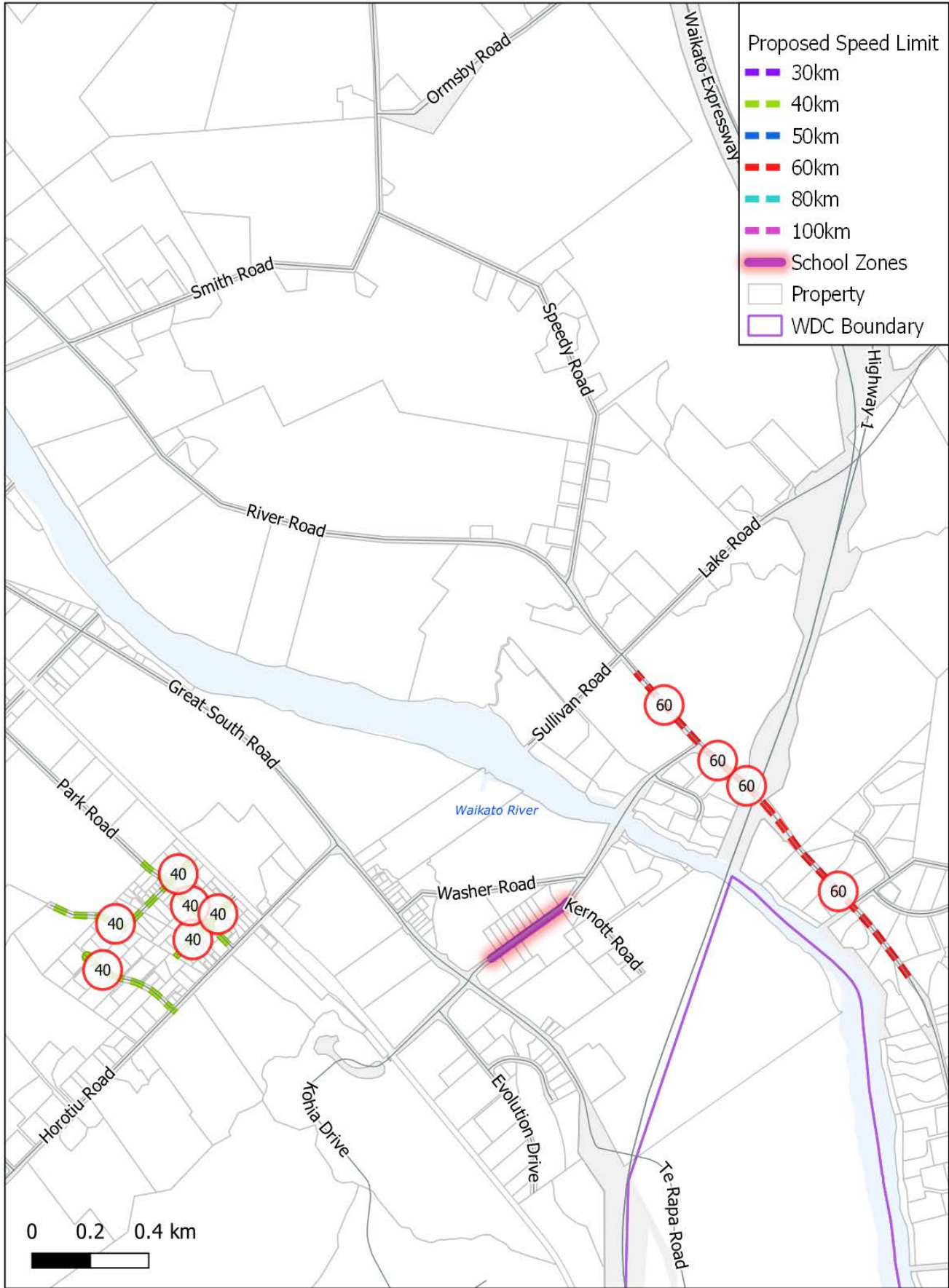
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HOROTIU

Road	Current speed limit	Proposed speed limit
BIRDWOOD RD	50	40
DIVERS RD (EAST)	50	40
DIVERS RD (WEST)	50	40
HOLMES RD	100	80
HOROTIU RD	50	40
HOROTIU BRIDGE ROAD (School Zone)	60	40
LAW CRES	50	40
MATHERS RD	100	80
PARK RD	50	40
SPENCE RD	50	80



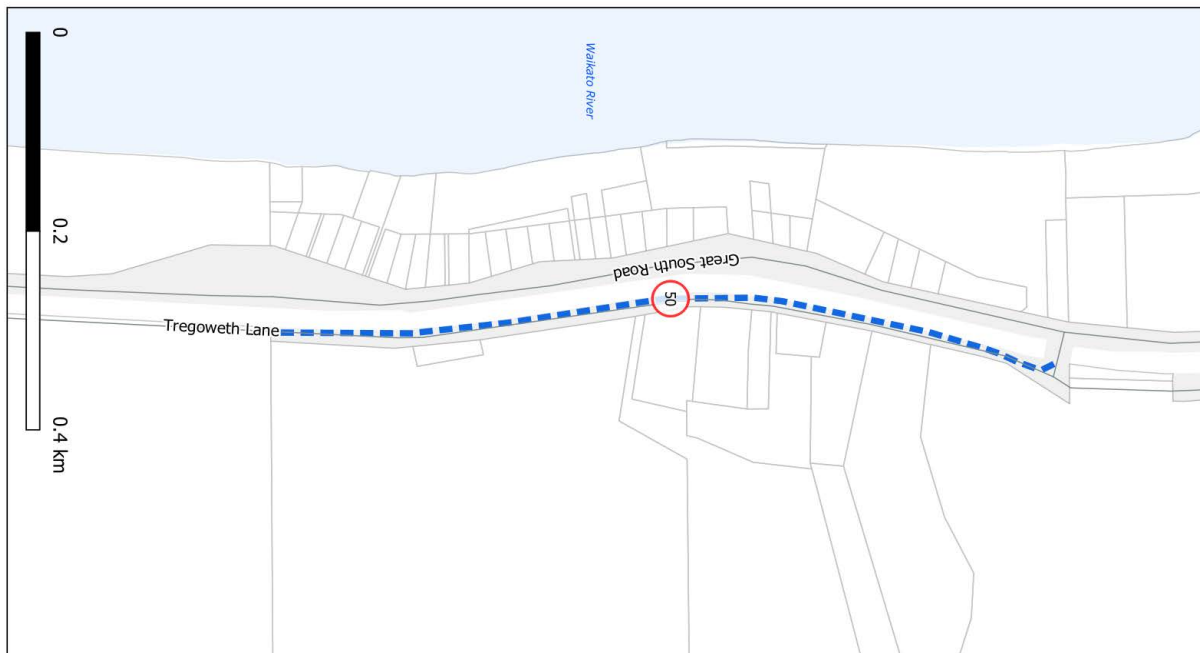


Road	Current speed limit	Proposed speed limit
HORSHAM DOWNS RD	80	60
MARTIN LANE (School Zone)	60	40
OSBORNE RD (School Zone)	60	40

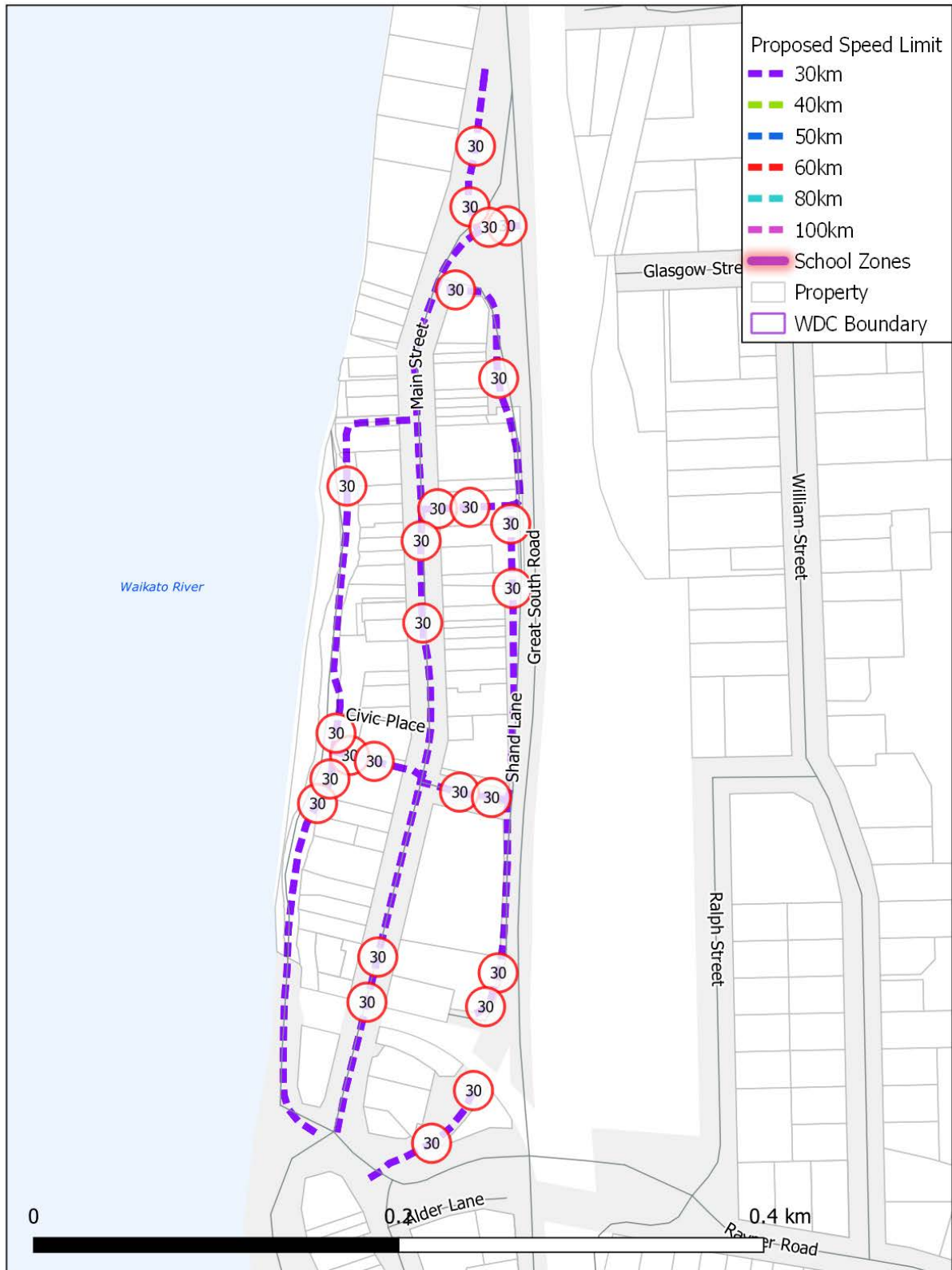


Road	Current speed limit	Proposed speed limit
BAIN RD (Rotowaro School Zone)	100	60/40
BRIDGE ST (School Zone)	40/50	40
CIVIC PL	50	30
EAST MINE RD (160m east of SH1)	70	60
HARRIS ST (School Zone)	40/50	40
MAIN ST (HUNTLY)	50	30
MINE SQ	50	30
ONSLOW ST (School Zone)	40/50	40
PAKI ST (School Zone)	40/50	40
RAYNER RD	50	30
RIVERVIEW RD (1030m south of Waugh Lane)	100	60
RIVERVIEW RD (450m south of Waugh Lane)	70	60
SHAND LANE	50	30
STATION PL	50	30
TAMIHANA AVE (School Zone)	50	40
TAIHUA RD (School Zone)	50	40
TREGOWETH LANE	100	50
VENNA FRY LANE	50	30

HUNTLY



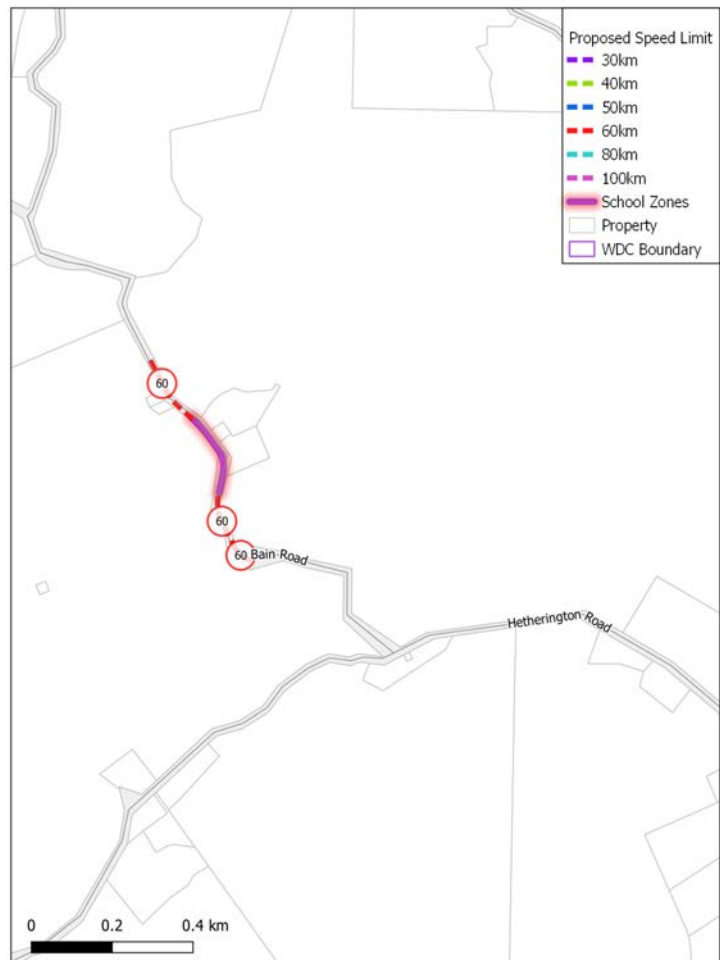
HUNTLY



HUNTLY



HUNTLY/ROTOWARO



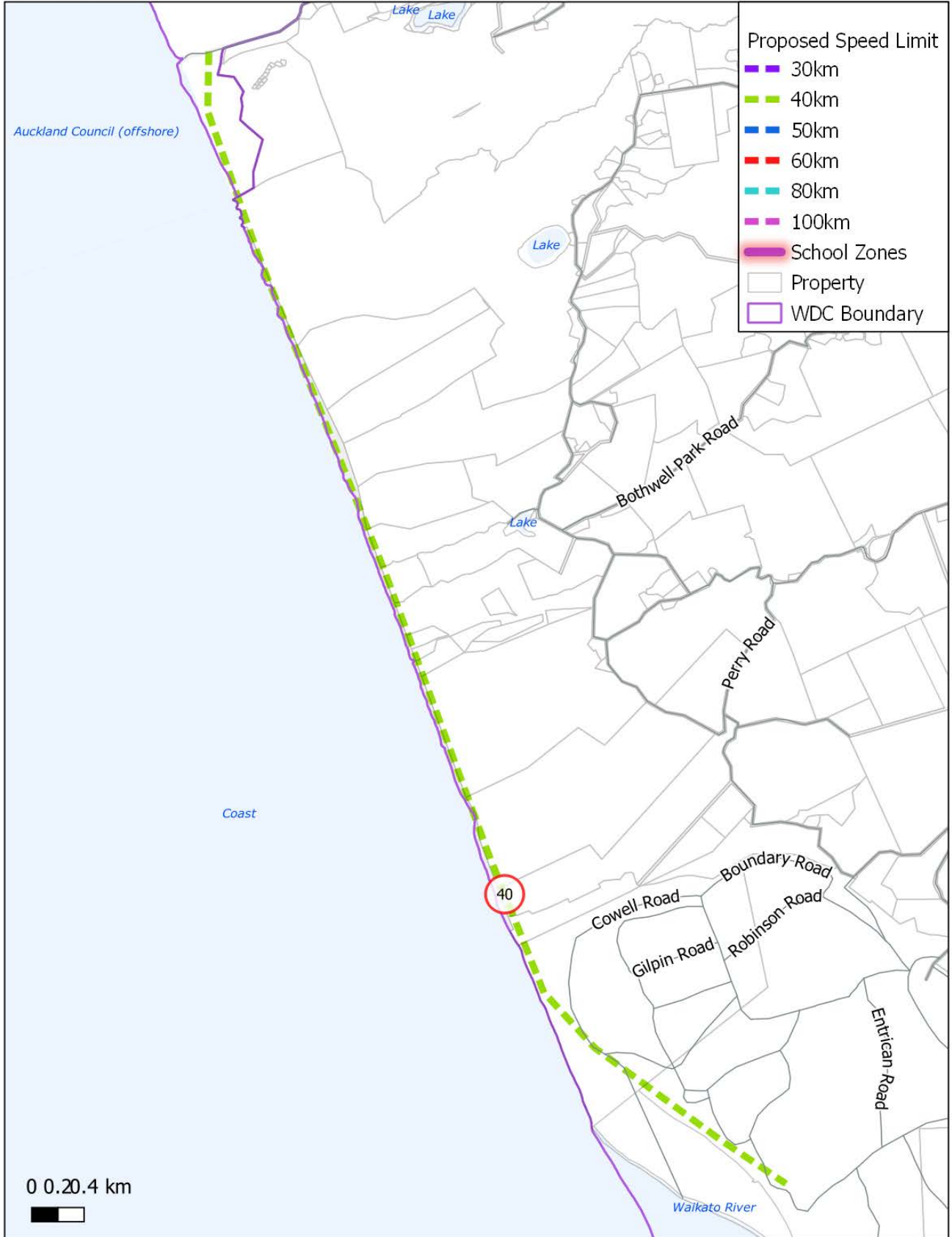
KARIOTAHI

Road	Current speed limit	Proposed speed limit
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KARIOITAH BEACH

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40



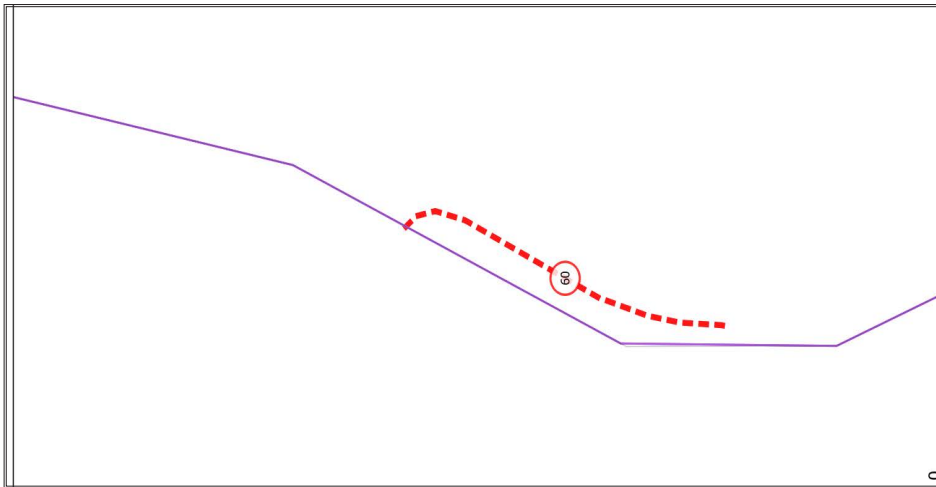
MOUMOUKAI

Road	Current speed limit	Proposed speed limit
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MOUMOUKAI RD (Align with Auckland transport)

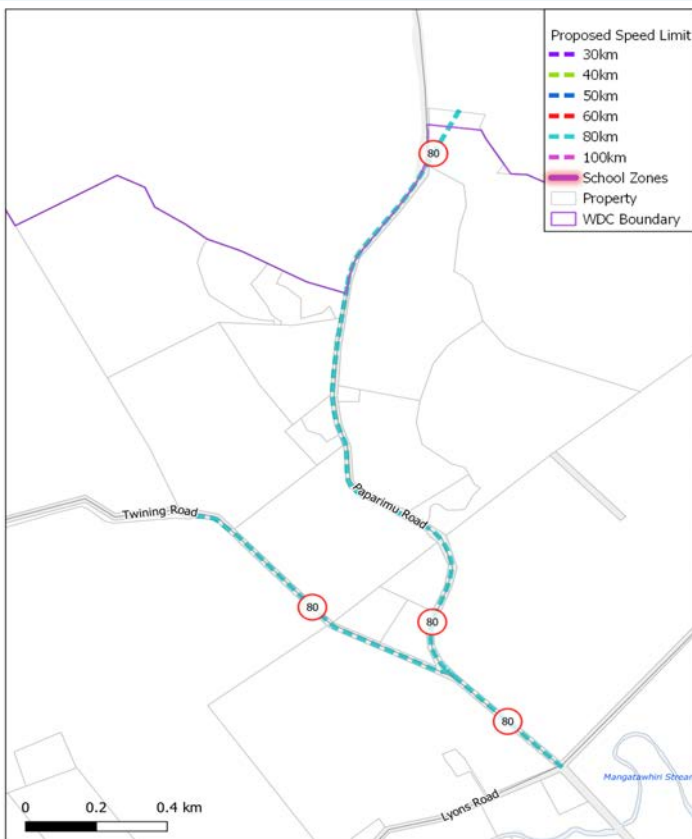
100

60



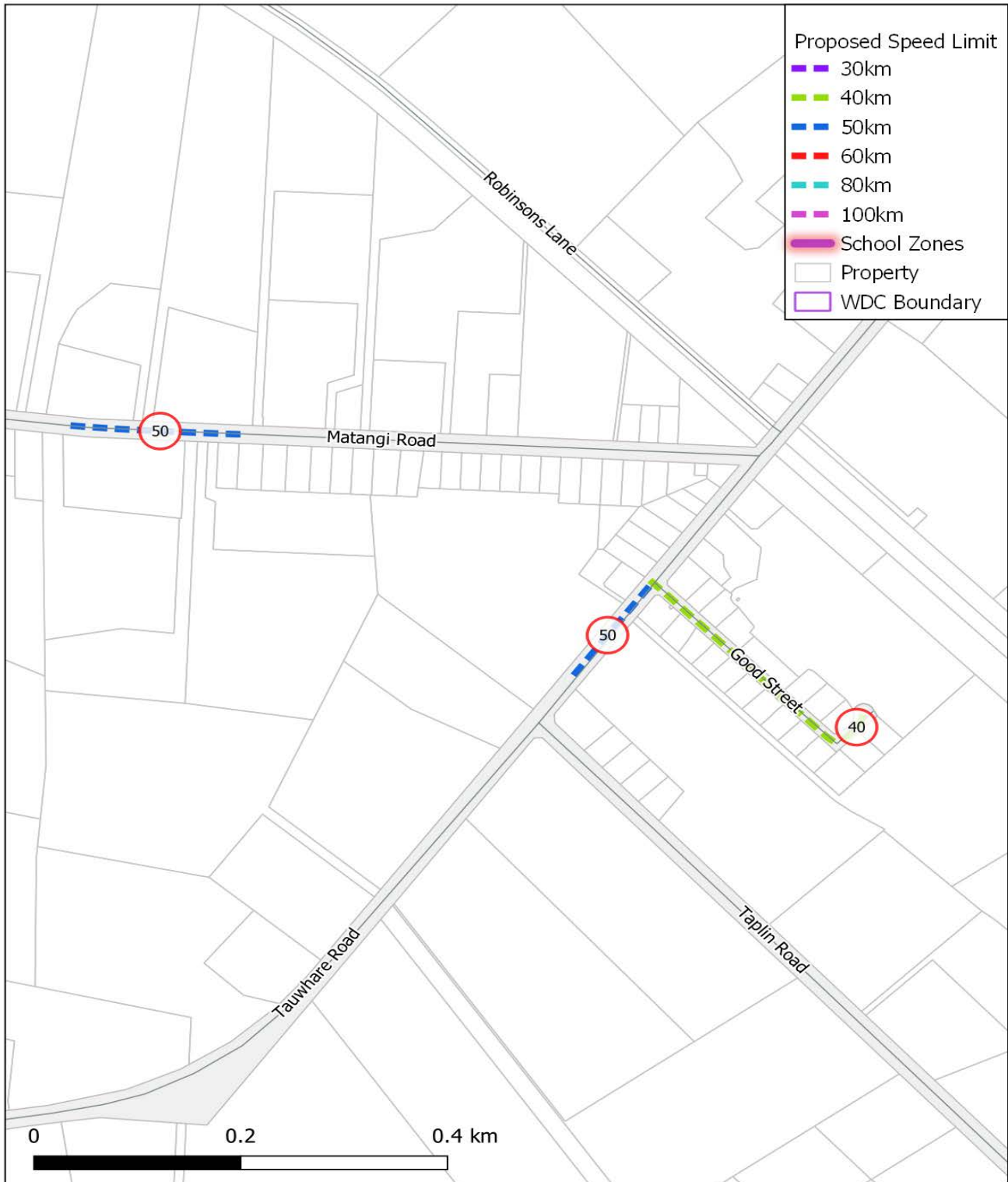
MANGATAWHIRI

Road	Current speed limit	Proposed speed limit
BRLJEVICH RD	100	80
MCKENZIE RD	70	40
PAPARIMU RD	100	80
TWINING RD	100	80

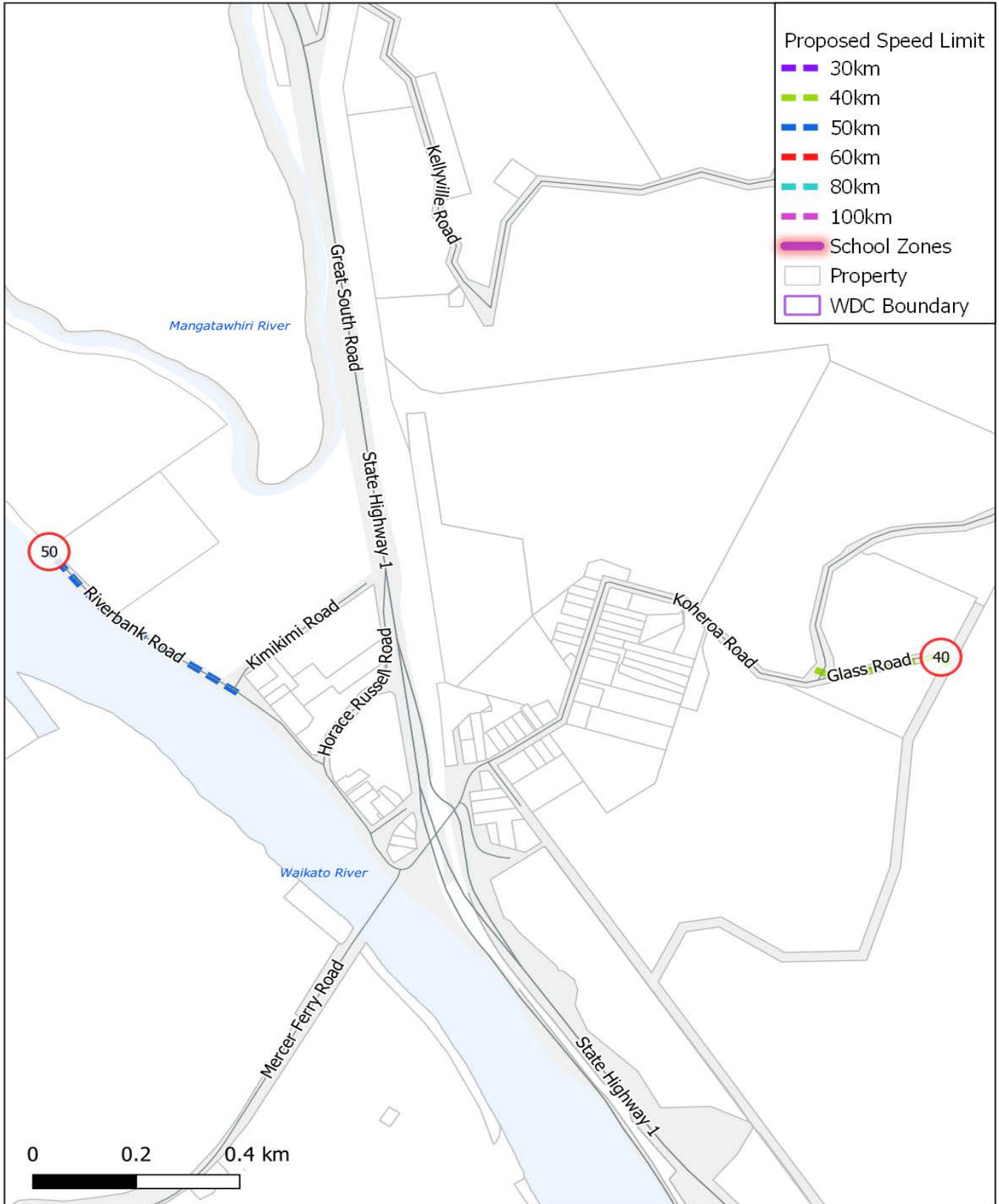


MATANGI

Road	Current speed limit	Proposed speed limit
GOOD ST	50	40
MATANGI RD (500m north of Matangi Road)	80	50
TAUWHARE RD	80	50

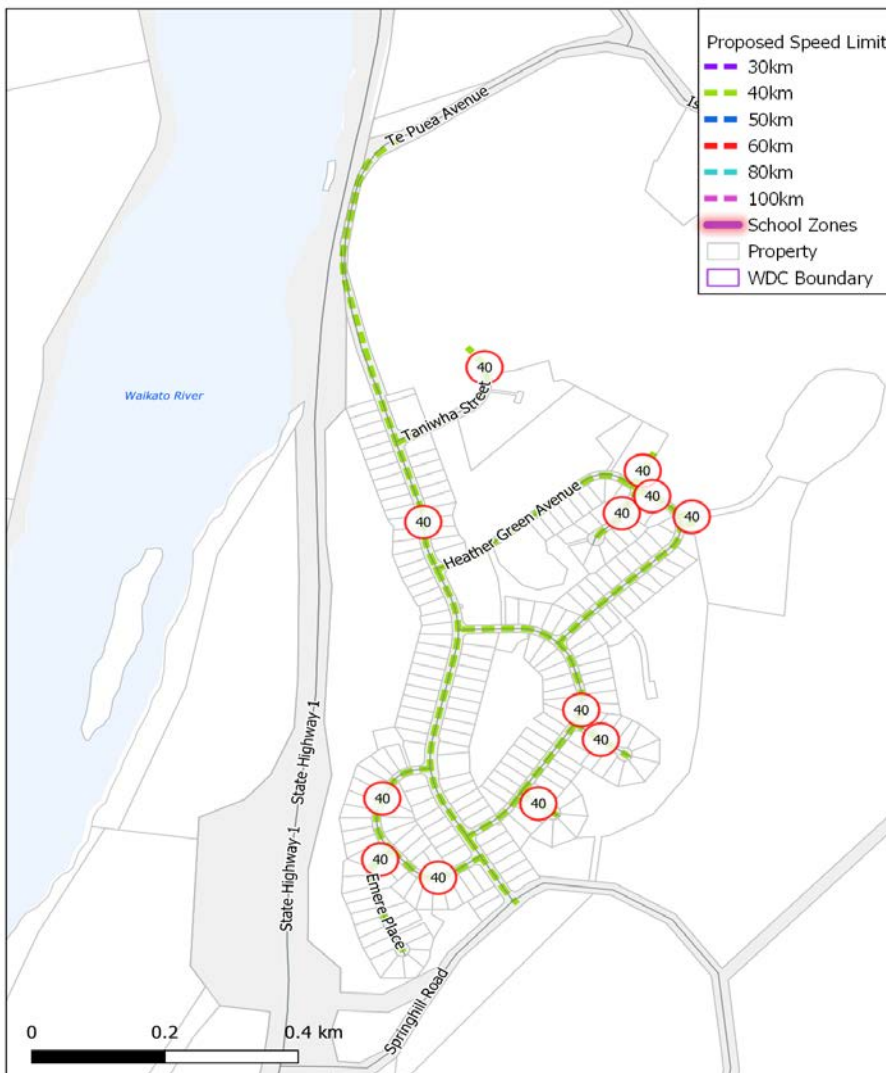


Road	Current speed limit	Proposed speed limit
GLASS RD (School Zone)	50	40
RIVERBANK RD	100	50



MEREMERE

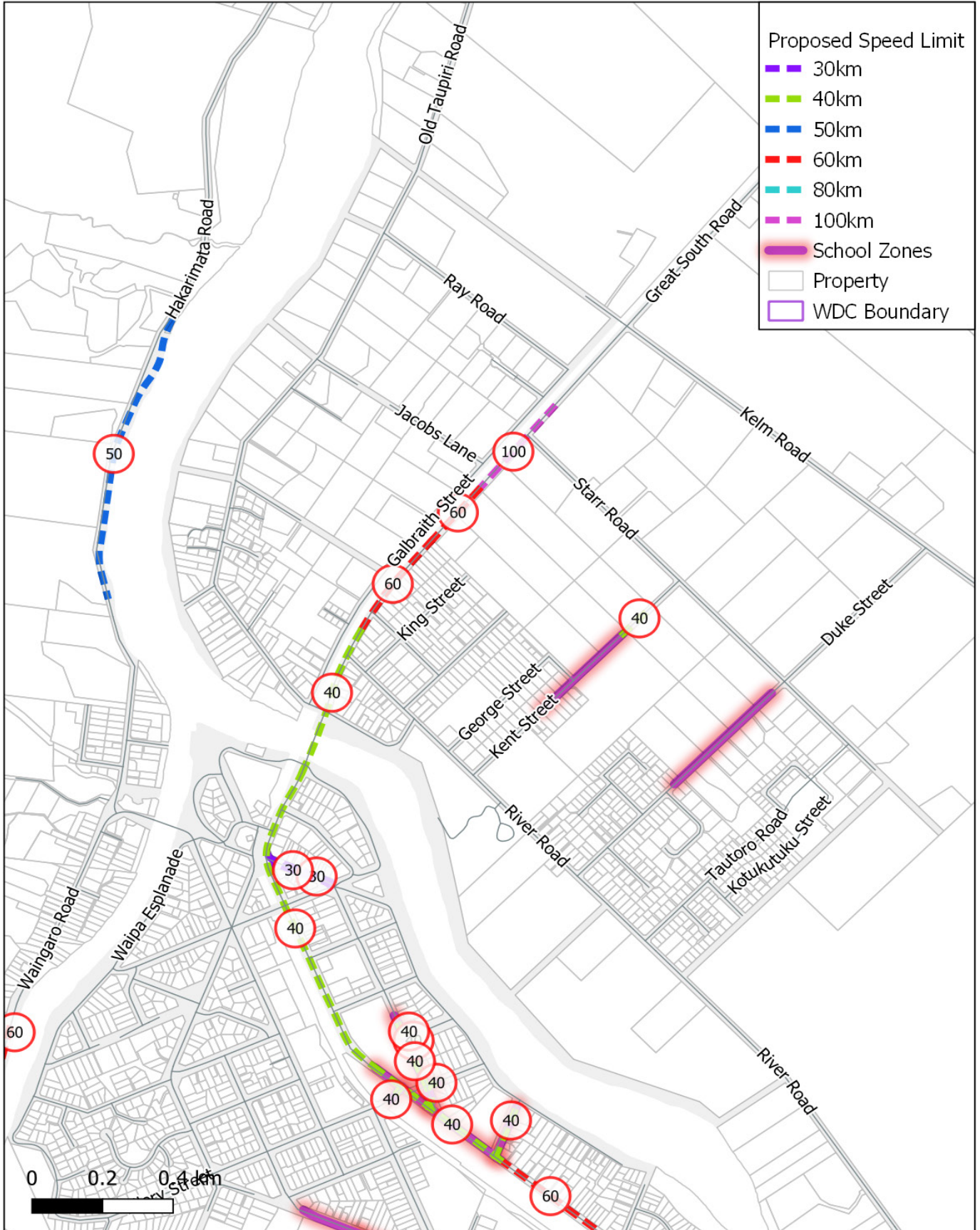
Road	Current speed limit	Proposed speed limit
EMERE PL	50	40
HEATHER GREEN AVE	50	40
HEATHER GREEN AVE LOOP	50	40
HEREWINI ST	50	40
KOHEKOHE CRES	50	40
MEREMERE HALL ACCESS RD	50	40
NAHO PL	50	40
TAINUI ST	50	40
TANIWHA ST	50	40
TE PUEA AVE	50	40



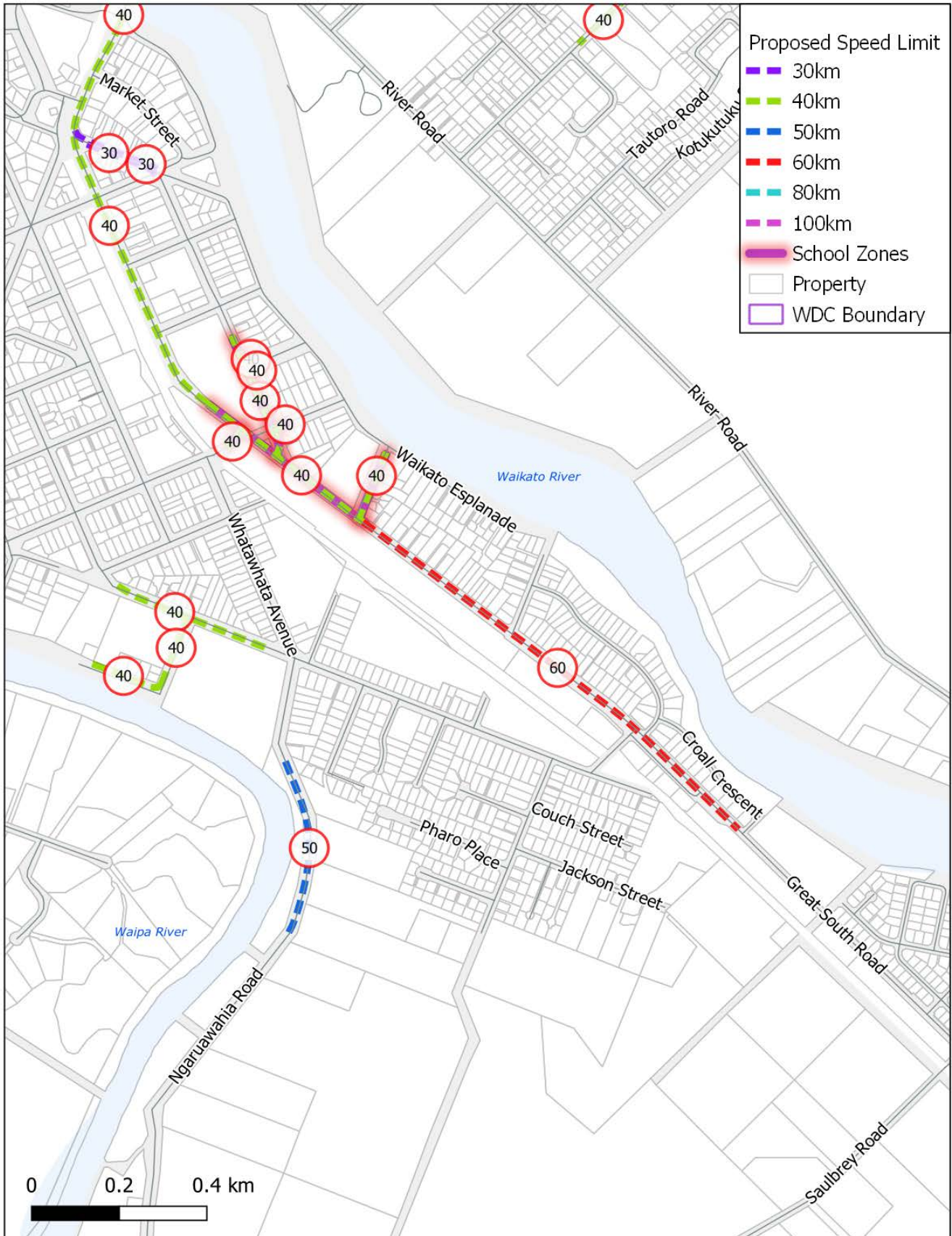
NGARUAWAHIA

Road	Current speed limit	Proposed speed limit
BELT ST (School Zone)	40/50	40
CARLTON AVE (School Zone)	40/50	40
DUKE ST	50	40
ELLERY ST (School Zone)	40/50	40
ELLERY ST EAST (School Zone)	40/50	40
GALILEO ST (School Zone)	40/50	40
GREAT SOUTH RD (School Zone)	50	40
GREAT SOUTH RD (School Zone)	40/50	40
GREAT SOUTH RD (47m North West of Croall Cres)	50	60
GREAT SOUTH RD (330m North of Starr Road)	80	100
HAKARIMATA RD	100	50
HAVELOCK RD	50	40
JESMOND ST	50	30
KENT ST	50	40
KIA TOA ST	50	40
NGARUAWAHIA RD (150m north of Coombes Road)	100	50
NGARUAWAHIA RD	50	60
NGARUAWAHIA RD (300m north of Horotiu Road)	80	60
NGARUAWAHIA RD	50	40
RIVER RD (150m west of Speedy Road)	80	60
WAINGARO RD	80	60

NGARUAWAHIA



NGARUAWAHIA

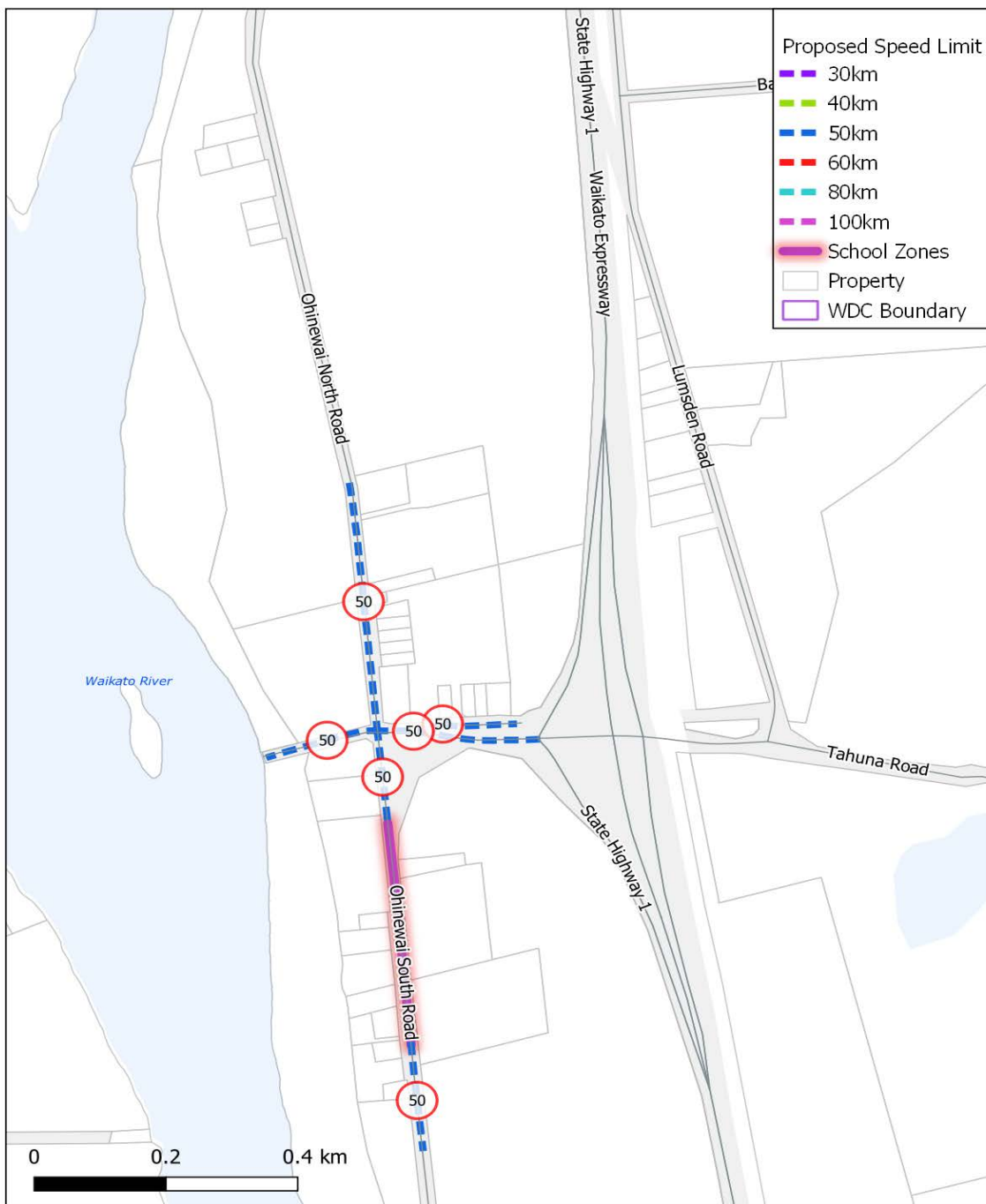


NGARUAWAHIA



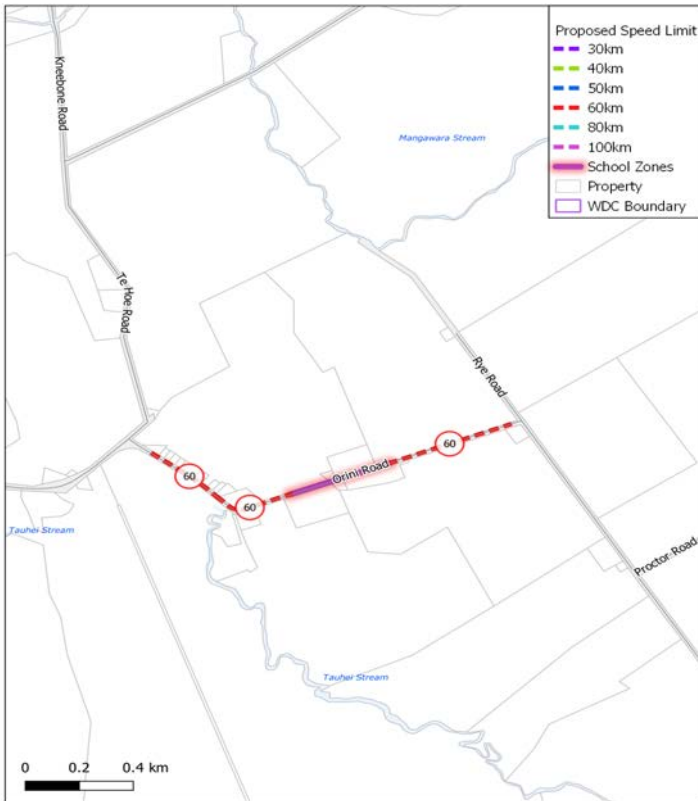
OHINEWAI

Road	Current speed limit	Proposed speed limit
LILLEY LANE	100	50
OHINEWAI LANDING RD	100	50
OHINEWAI NORTH RD (300m north of Tahuna Road)	70	50
OHINEWAI SOUTH RD (700m south of Tahuna Road)	70	50
OHINEWAI SOUTH RD (School zone)	70	40
TAHUNA RD	100	50



ORINI

Road	Current speed limit	Proposed speed limit
ORINI ROAD	100	60
ORINI ROAD	70	60
ORINI RD (School)	70	60/40



ONEWHERO

Road	Current speed limit	Proposed speed limit
HALL RD (School)	50	40
Parsons Rd (School)	50	40



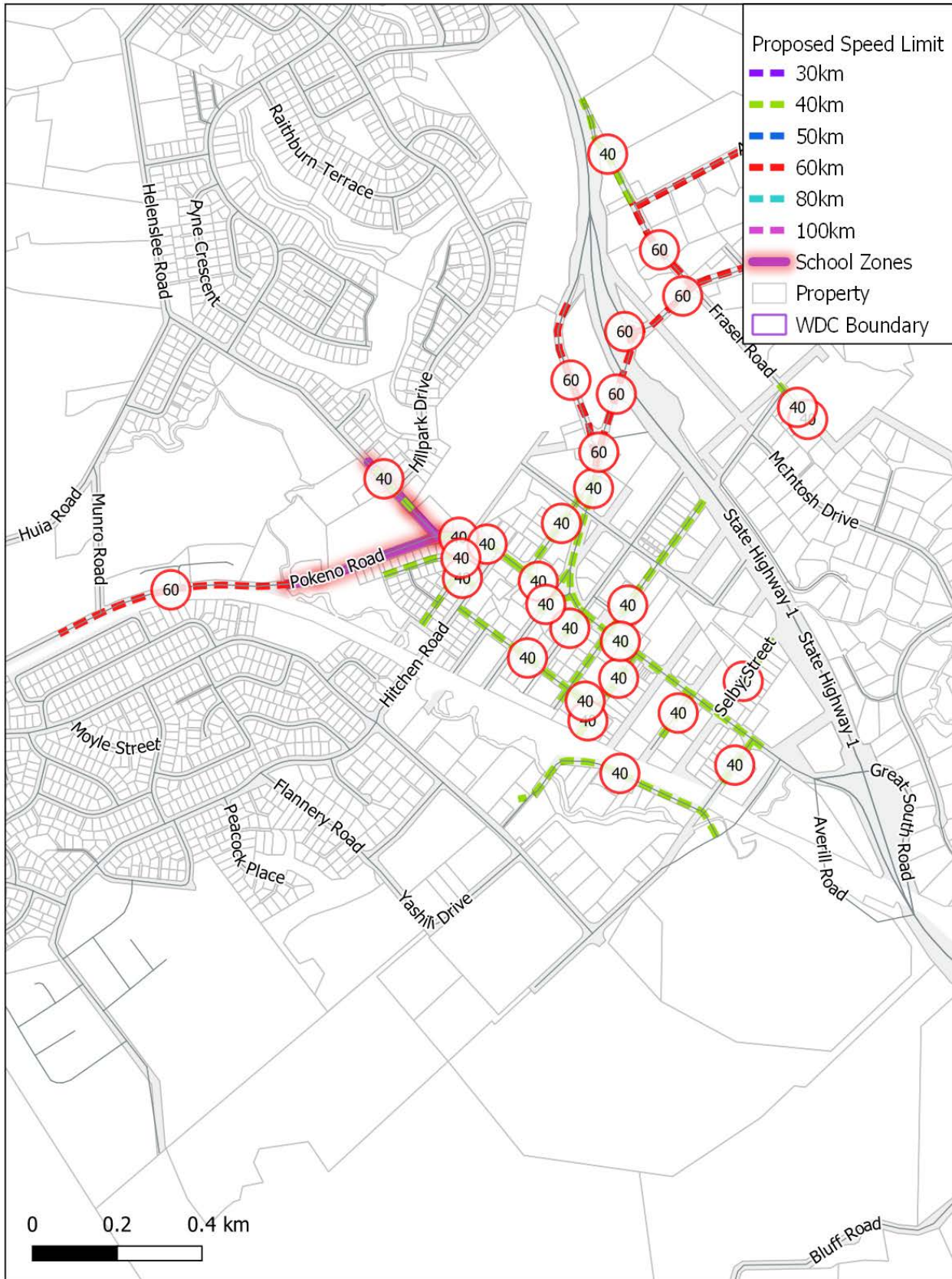
Road	Current speed limit	Proposed speed limit
AVON RD	80	60
BAIRD RD	80	60
CAMBRIDGE ST	50	40
CHURCH ST	50	40
DEAN RD	80	40
DEAN RD	80	60
DEAN RD/SH 1 OFF RAMP RAB	80	60
FORD ST	50	40
FRASER RD	80	40
FRASER RD	80	60
GREAT SOUTH RD (20m south of Hitchen Road)	50	40
GULLAND RD	80	60
HELENSLEE RD (School Zone)	40/60	40
HIGH ST	50	40
JIMEDA RD	100	80
LOWER CHURCH RD	80	60
MACKS RD	80	60
MARKET ST	50	40
MARLBOROUGH ST	50	40
MCGILL RD	60	40
MCLEAN ST	50	40
MCLEAN ST EXT	50	40
MEDHURST RD (to align with Auckland Transport)	100	60
NIKAU RD	100	80

POKENO

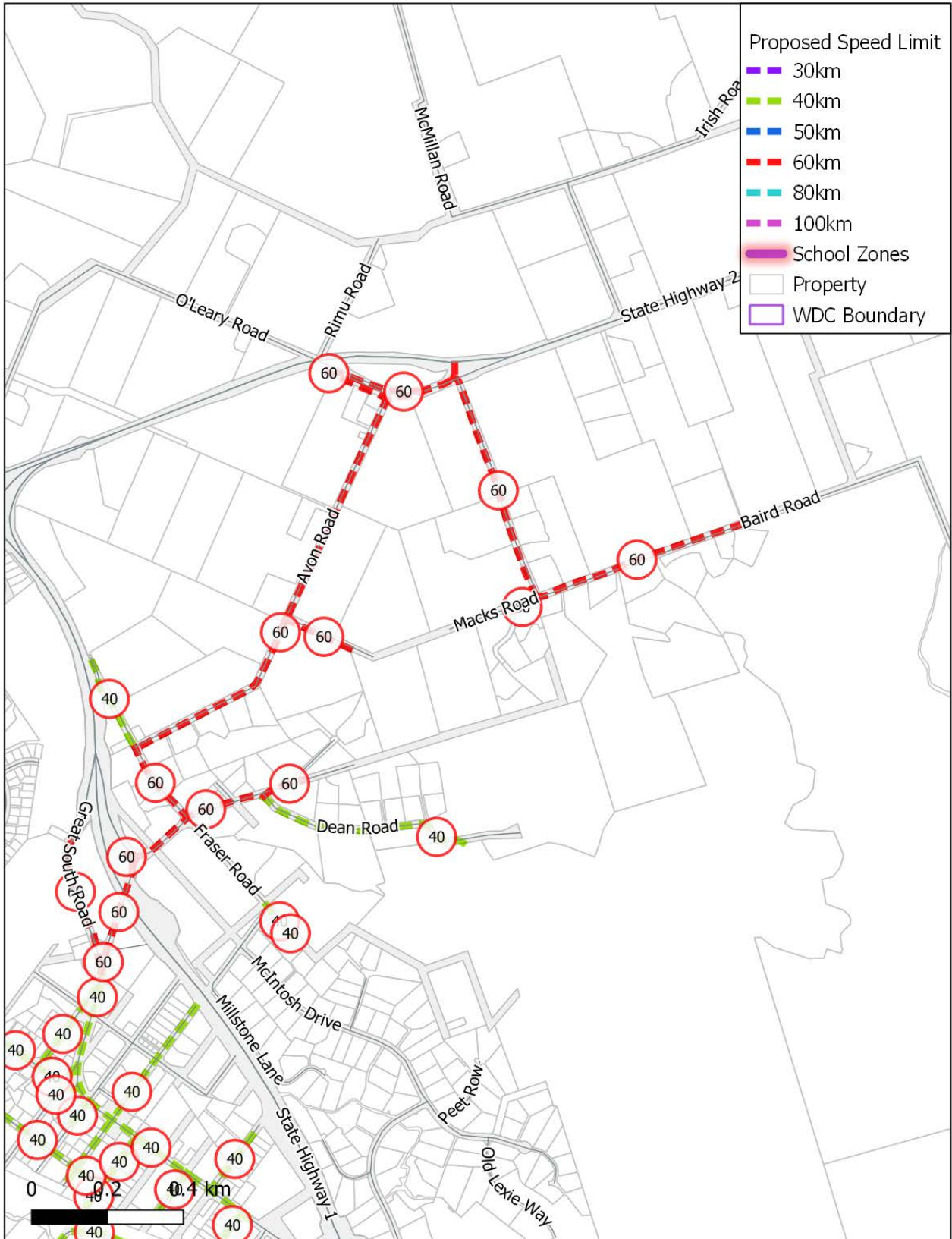
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Road	Current speed limit	Proposed speed limit
NIKAU RD	100	80
PINNACLE HILL RD (to align with Auckland Transport)	100	60
PINNACLE HILL RD	100	80
PIRRIT RD	100	80
POKENO RD(30m north of Ford Street)	50	40
POKENO RD (School Zone)	40/60	40
POKENO RD(80m south of Helenslee Road)	60	40
POKENO RD (100m west of Munro Road)	80	60
RAZORBACK RD	100	80
REGINA ST	50	40
SELBY ST	50	40
SHARP WAY	100	80
SWIFT RD	80	60
WALTER RODGERS RD	50	40
WILLIAM MCROBBIE RD	50	40

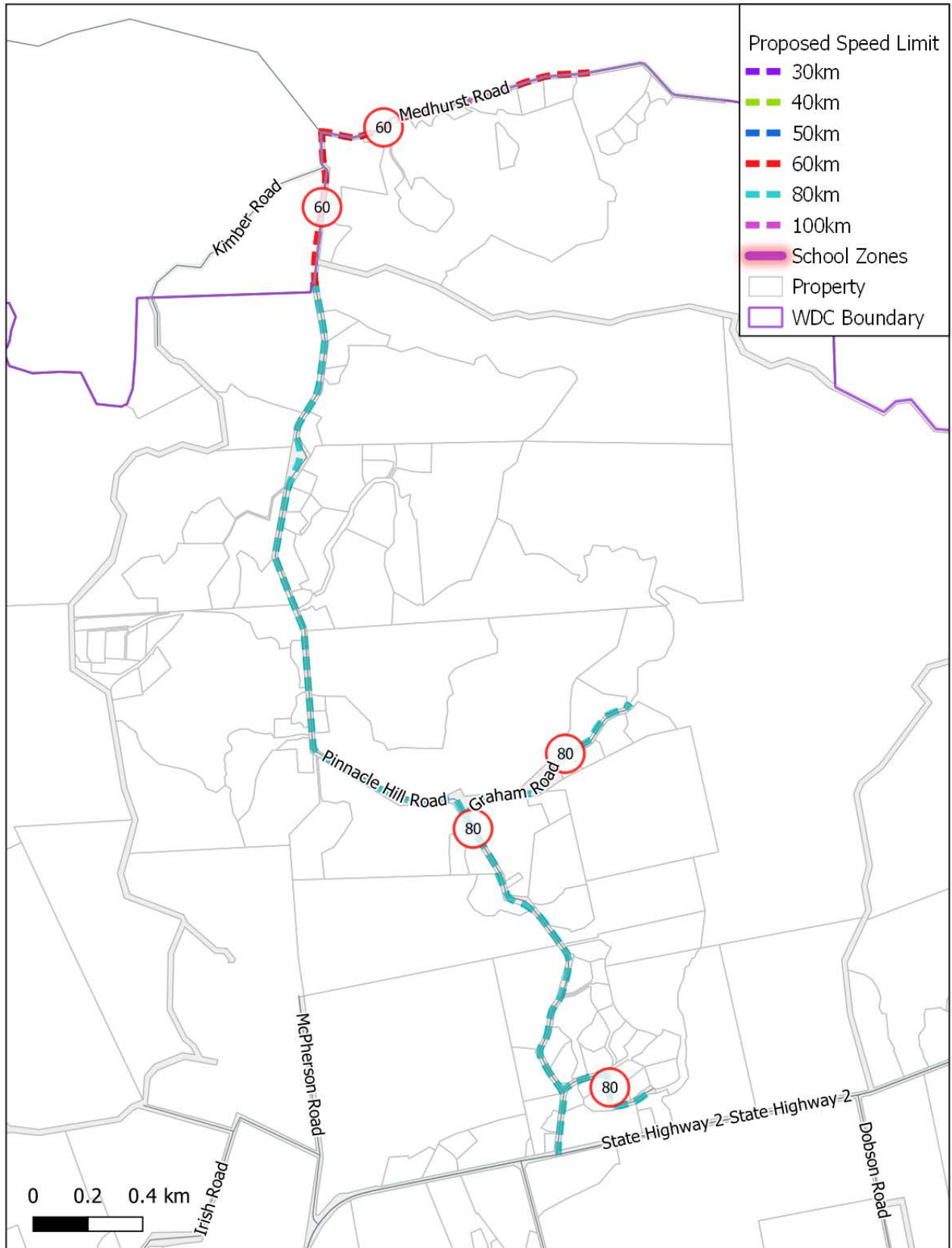
POKENO



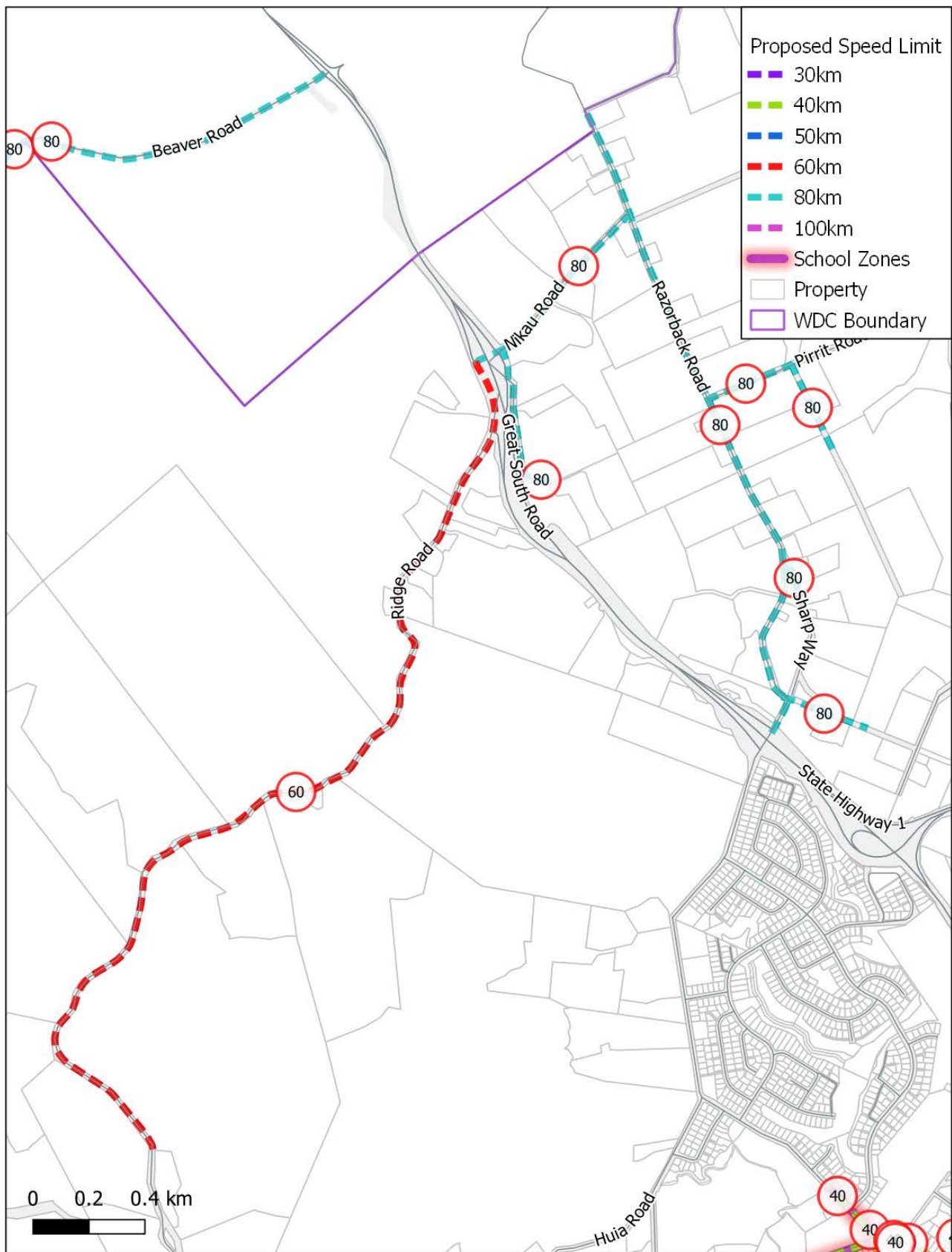
POKENO



POKENO

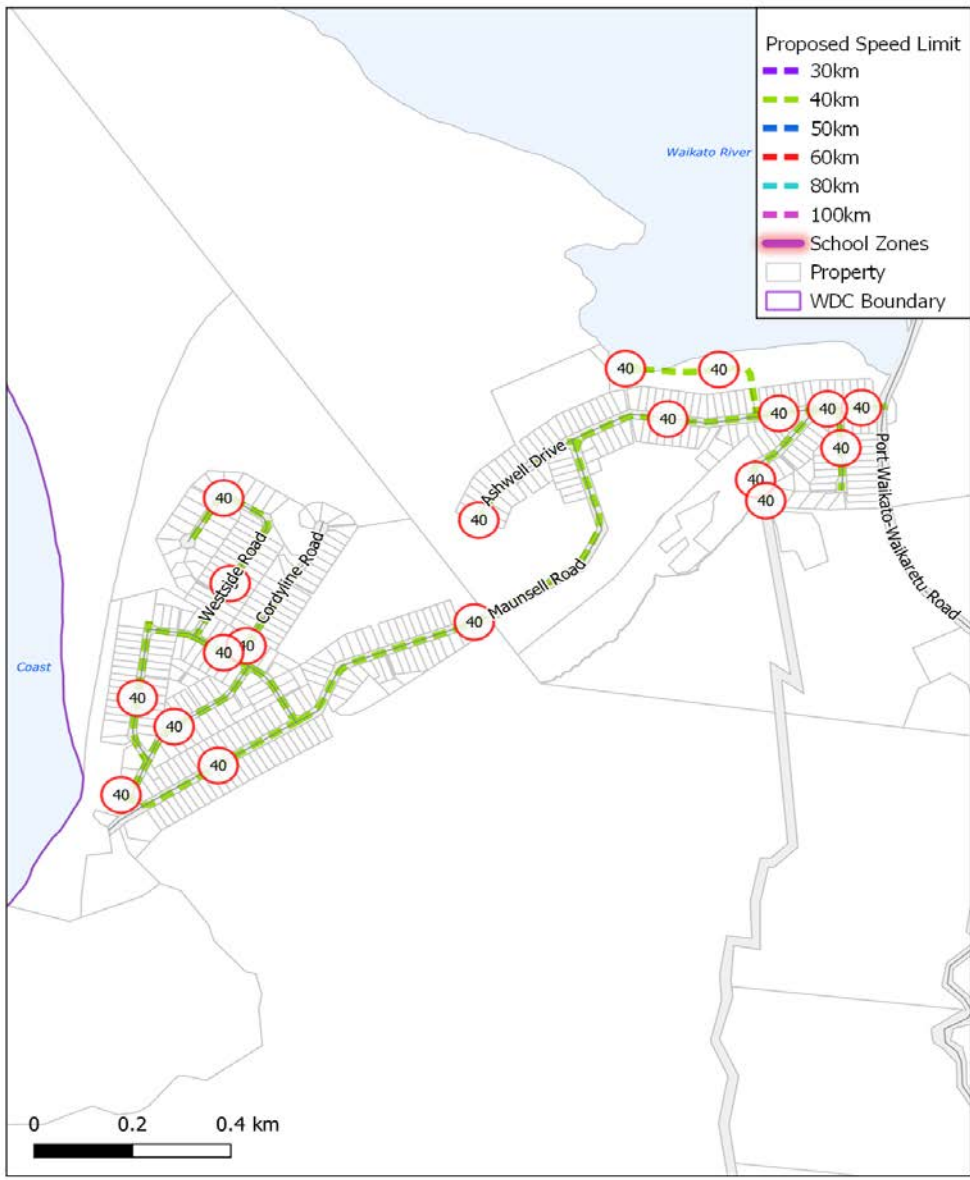


POKENO



PORT WAIKATO

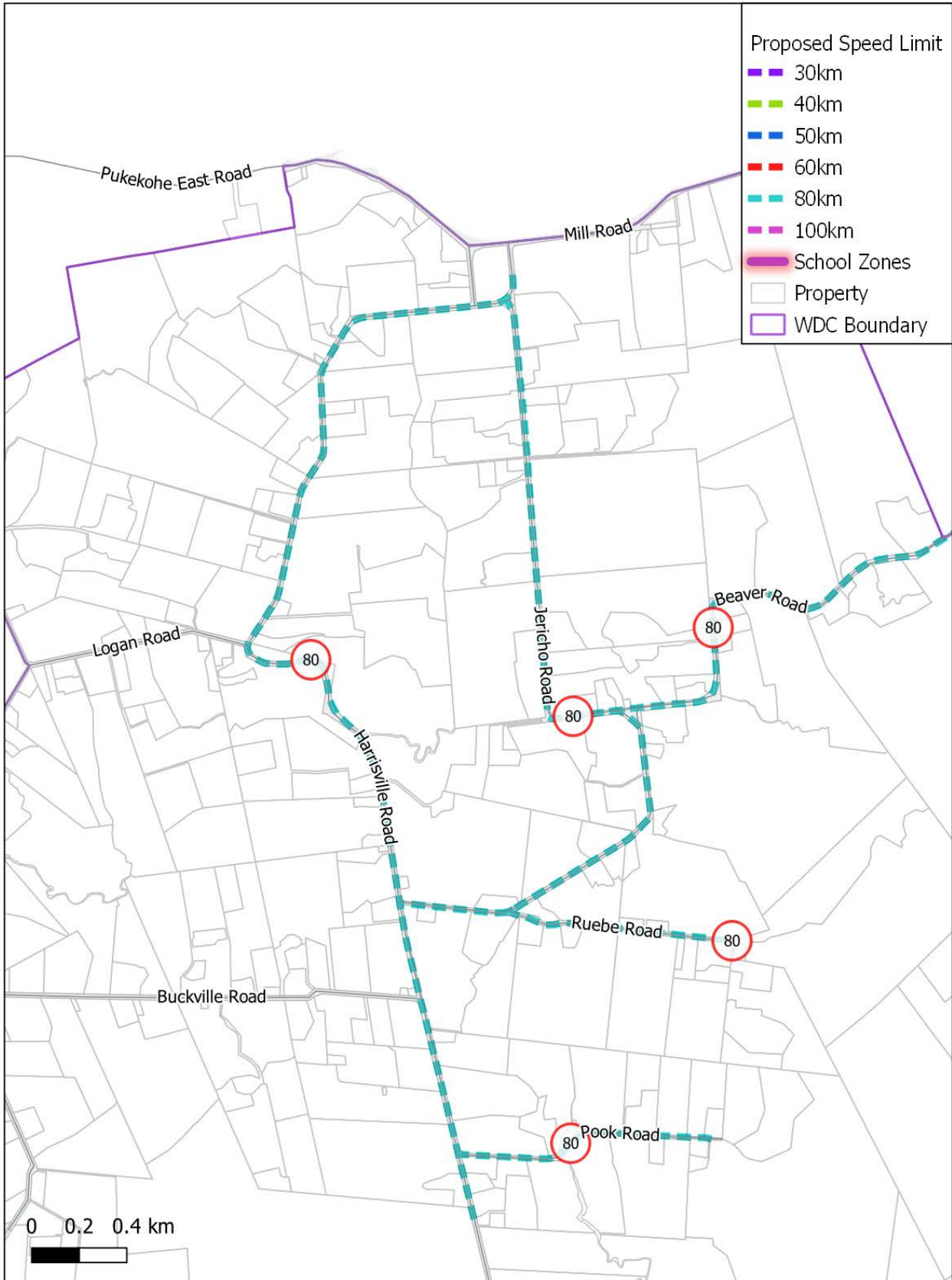
Road	Current speed limit	Proposed speed limit
MAUNSELL RD	50	40
ASHWELL DR	50	40
CENTREWAY RD	50	40
CORDYLINE RD	50	40
MARAETAI PL	50	40
OCEAN VIEW RD	50	40
STACK RD	50	40
WESTSIDE RD	50	40



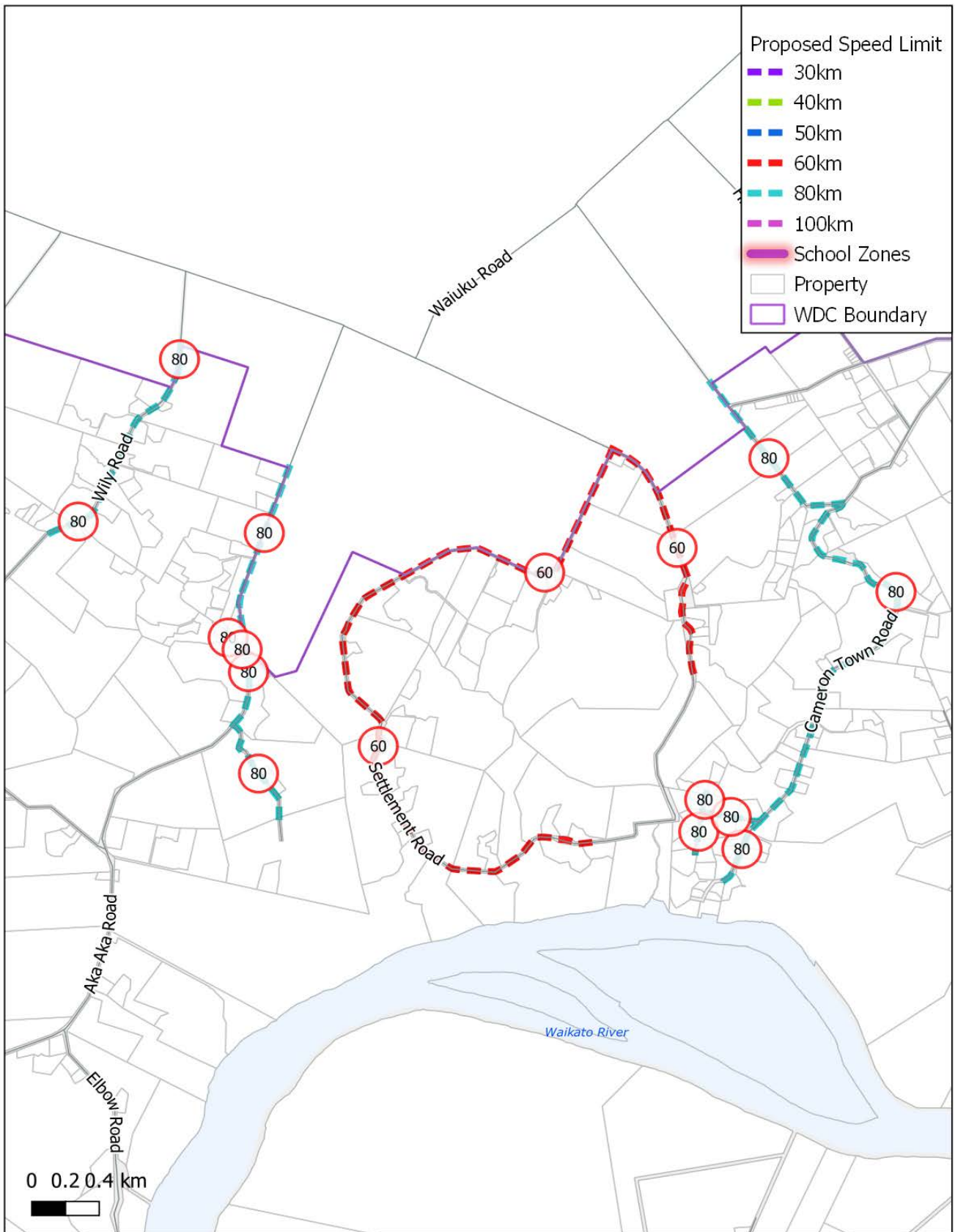
PUKEKOHE

Road	Current speed limit	Proposed speed limit
AKA AKA RD (to align with Auckland Transport)	100	80
ATTEWELL RD	100	80
CAMERON TOWN RD	100	80
CLIFFORD RD	100	80
HARRISVILLE RD (320m south of Pook Road)	100	80
JERICO RD	100	80
KNIGHT LANE	100	80
POOK RD	100	80
RIVERVIEW RD	100	80
RUEBE RD	100	80
SETTLEMENT RD	100	60
SHIPHERD RD	100	80
TRAMWAY RD	100	60
WILY RD (to align with Auckland Transport)	100	80

PUKEKOHE



PUKEKOHE



PUKEMIRO

Road	Current speed limit	Proposed speed limit
BERNARD ST	50	40
EDWARD AVE	50	40
JAMES AVE	50	40
JOHN AVE	50	40
JOSEPH ST	50	40
ROBERT AVE	50	40



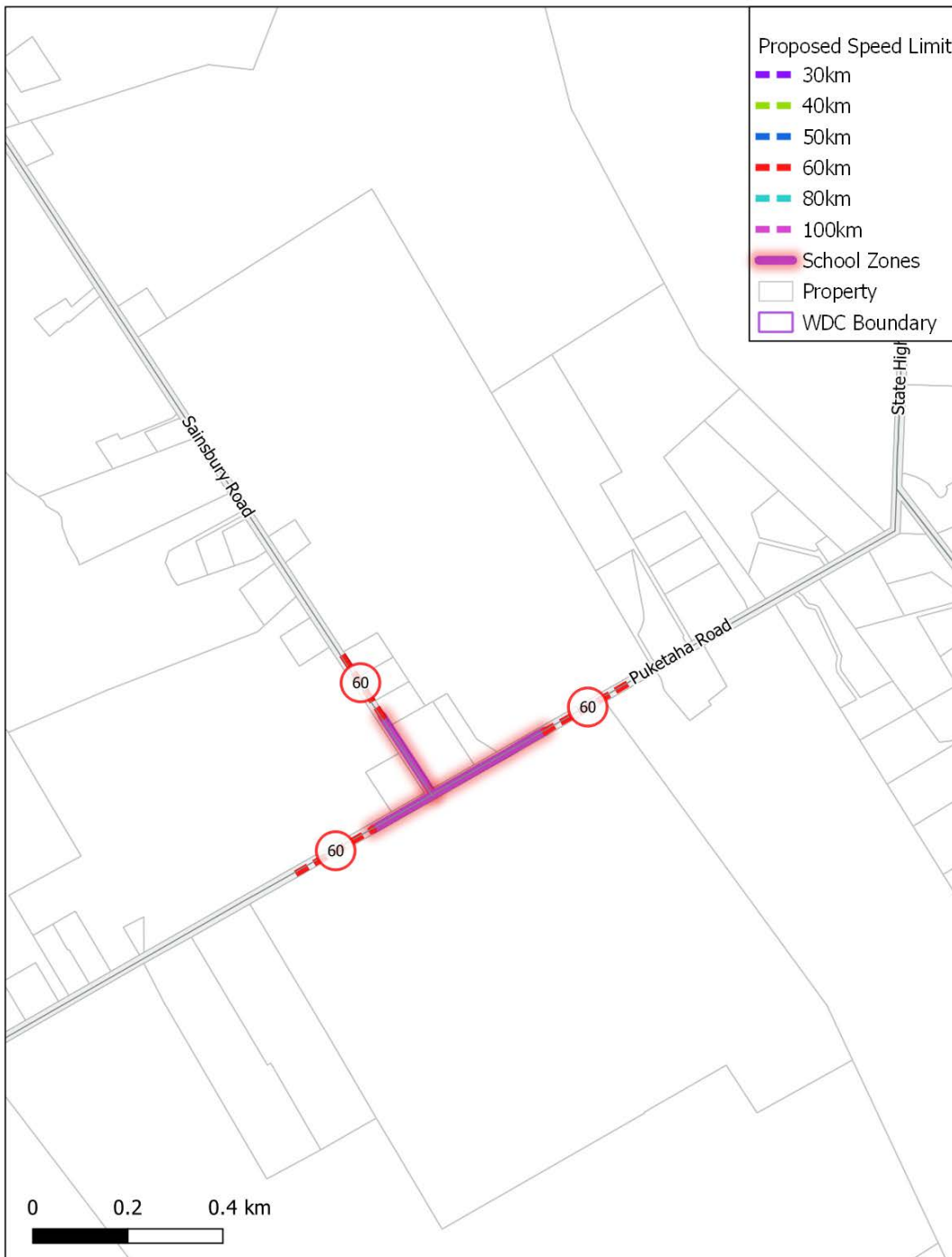
PUKEKAWA

Road	Current speed limit	Proposed speed limit
HIGHWAY 22 (School Zone)	70	60/40
HIGHWAY 22	100	60



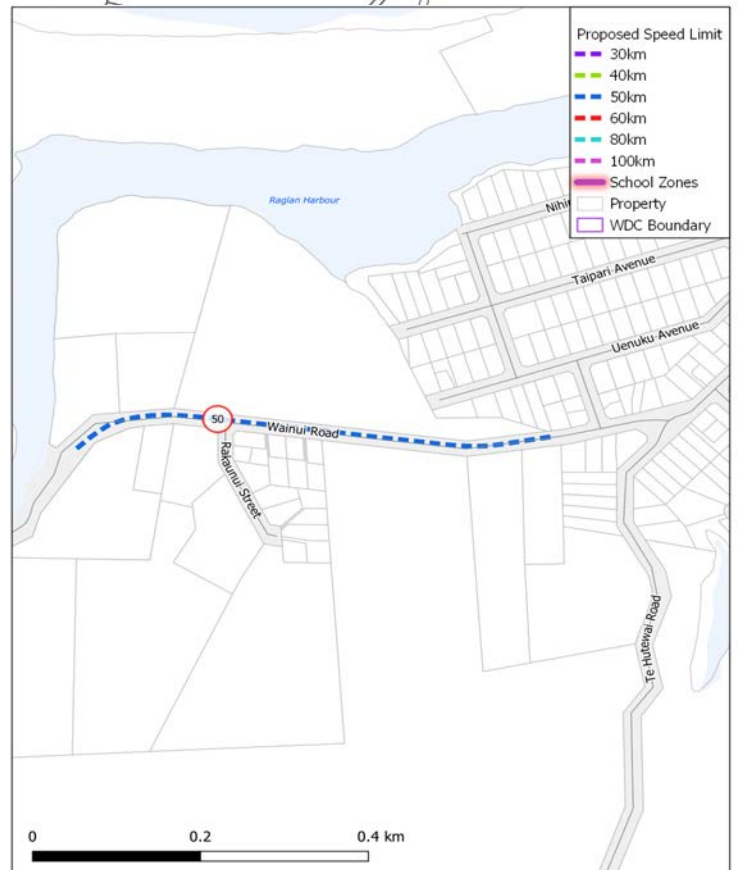
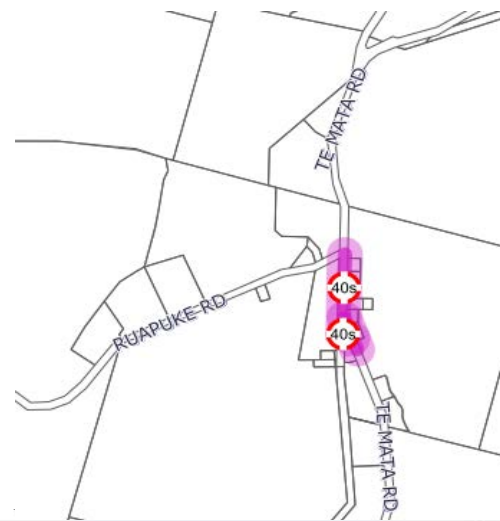
PUKETAHA

Road	Current speed limit	Proposed speed limit
PUKETAHA RD	100	60
PUKETAHA RD (School Zone)	70	60/40
SAINSBURY RD (School Zone)	70	60/40
SAINSBURY RD	100	60



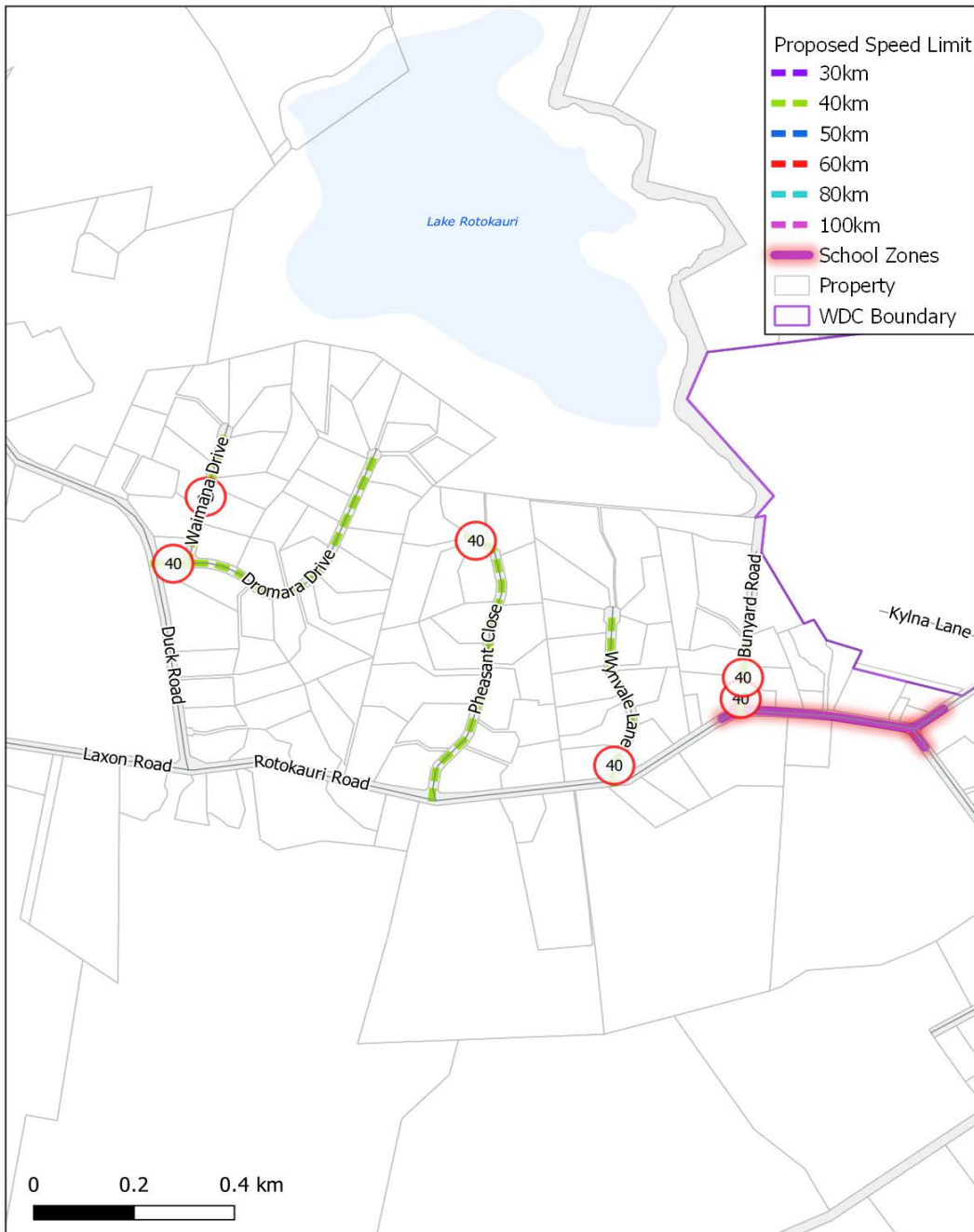
RAGLAN AND SURROUNDS

Road	Current speed limit	Proposed speed limit
CHURCH LANE	50	40
MAIN RD (OLD SH23)	100	60
OLD MOUNTAIN RD (Waitetuna School)	60	60/40
TE MATA RD (Te Mata School)	50	40
WAINUI RD (105m west of Rakanui Street)	40	50



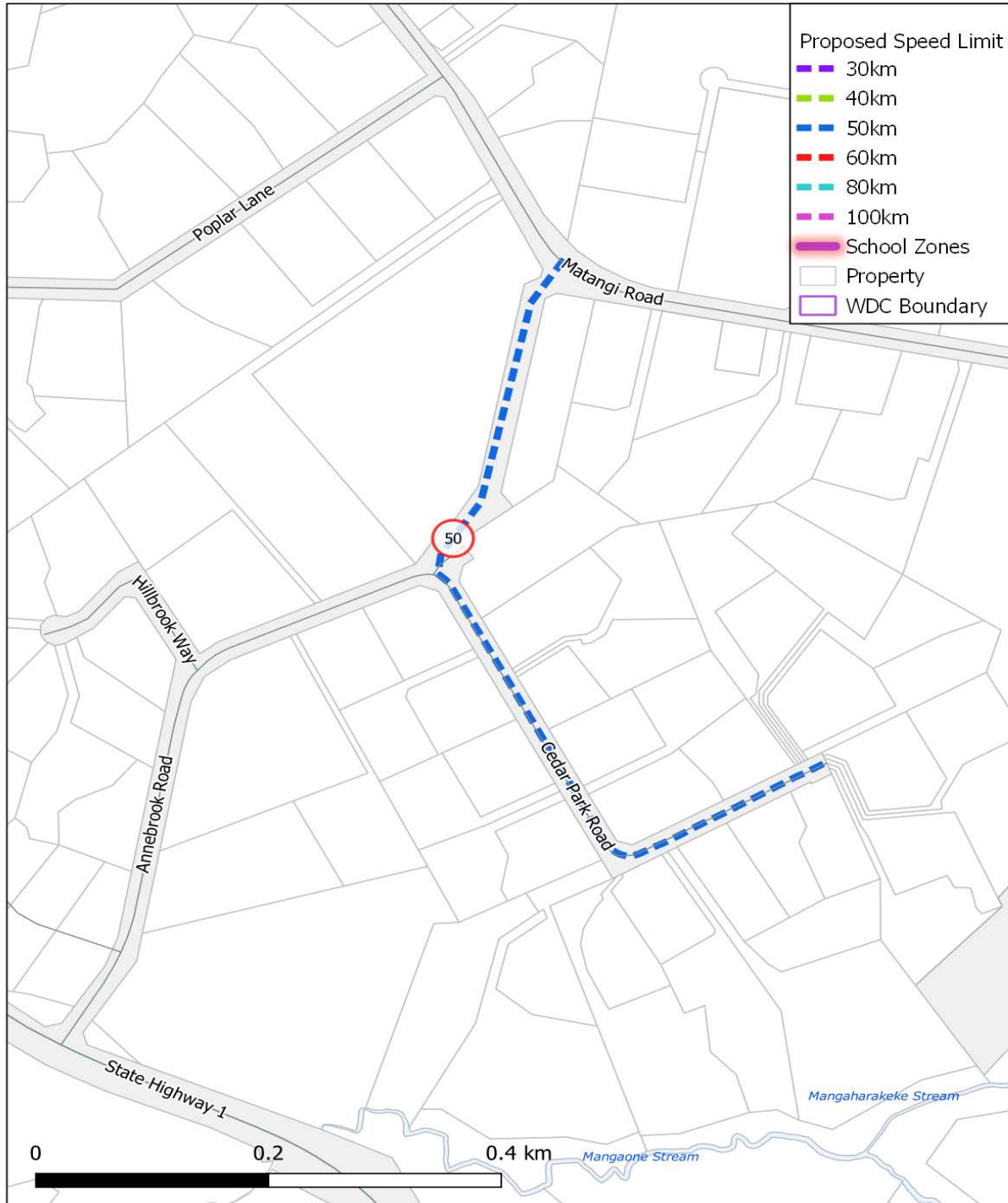
ROKOKAURI

Road	Current speed limit	Proposed speed limit
BUNYARD RD	70	40
BUNYARD RD (School Zone)	40/50	40
DROMARA DR	50	40
PHEASANT CL	70	40
WAIMANA DR	50	40
WYNVALE LANE	70	40



TAMAHERE

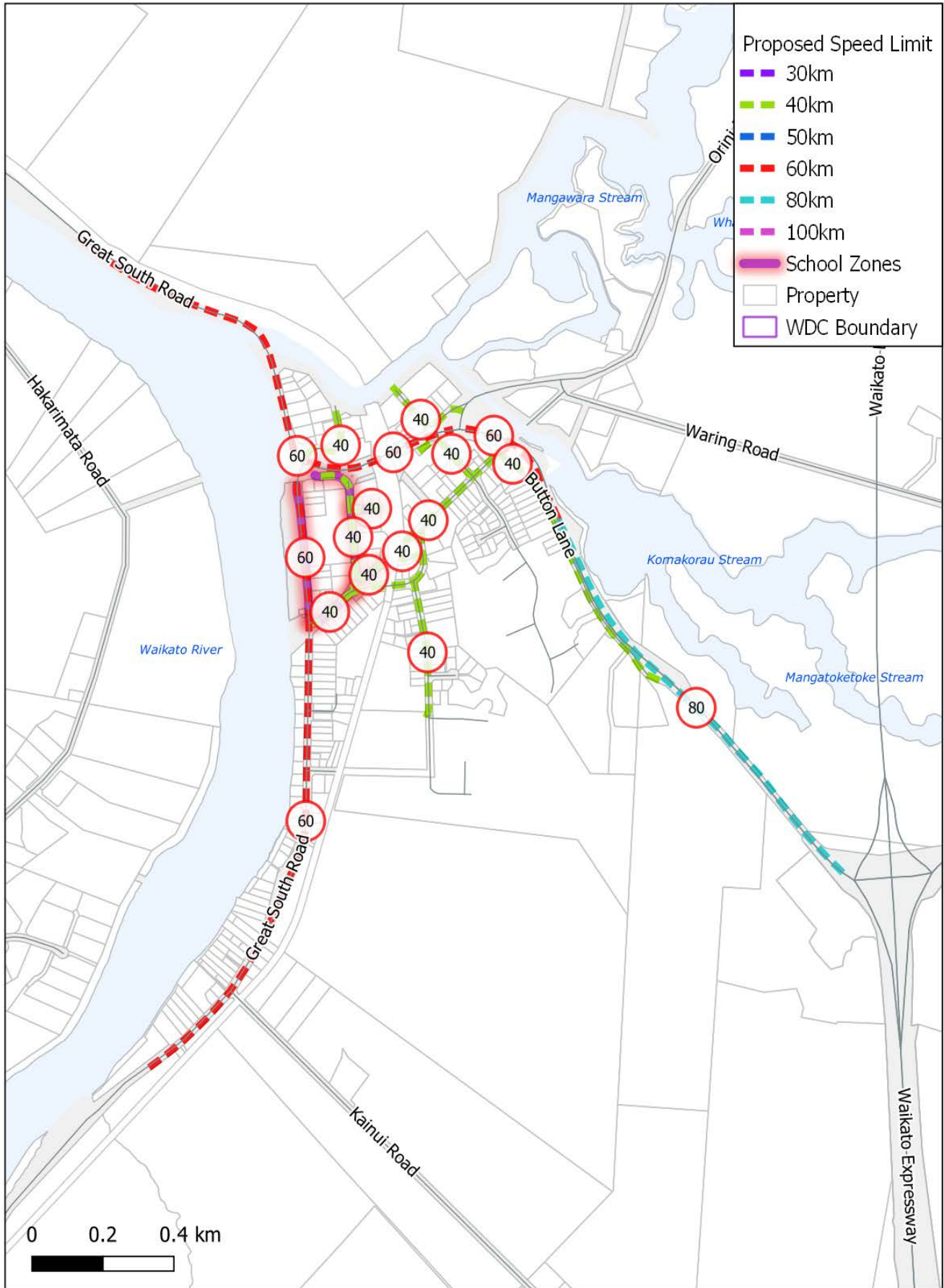
Road	Current speed limit	Proposed speed limit
CEDAR PARK RD	100	50



TAUPIRI

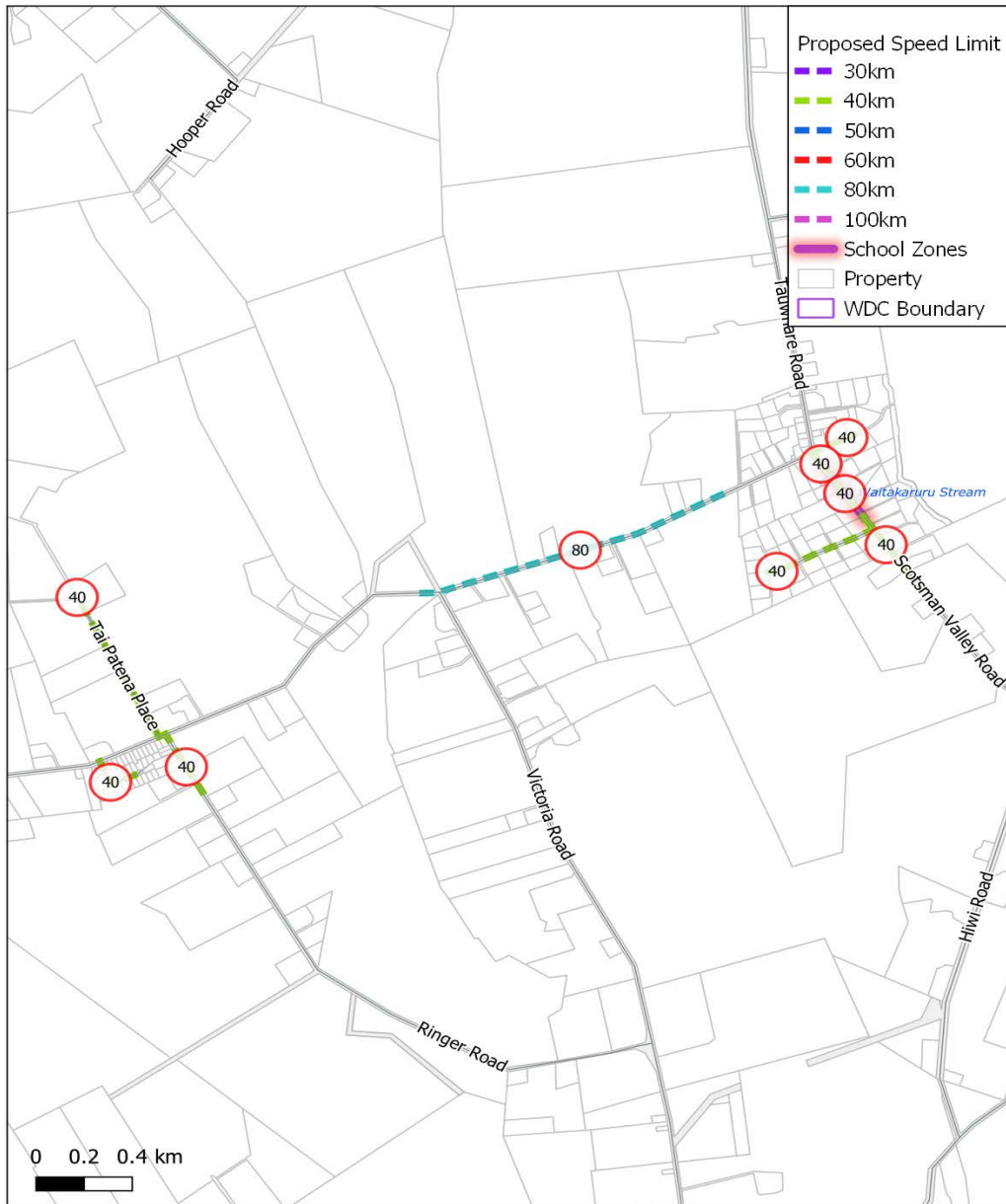
Road	Current speed limit	Proposed speed limit
BUTTON LANE	50	40
GLEESON PL	40/50	40
GREAT SOUTH RD	50	40
GREAT SOUTH RD	50	60
GREAT SOUTH RD (320m south of Kainui Road)	70	60
GREAT SOUTH RD	70	60
GREENLANE RD	40/50	40
MURPHY LANE	50	40
ONSLow AVE	50	40
RAILWAY RD	40/50	40
TE PUTU ST	50	40
THE CRESCENT	50	40
WATTS GR	50	40
WRIGHT ST	50	40

TAUPIRI



TAUWHARE

Road	Current speed limit	Proposed speed limit
CHITTY RD	50	40
GLEN IDA WAY	50	40
KAHUI AVE	50	40
RINGER RD	50	40
SCOTSMAN VALLEY RD (School zone)	50	40
TAI PATENA PL	50	40
TAUWHARE RD	100	80



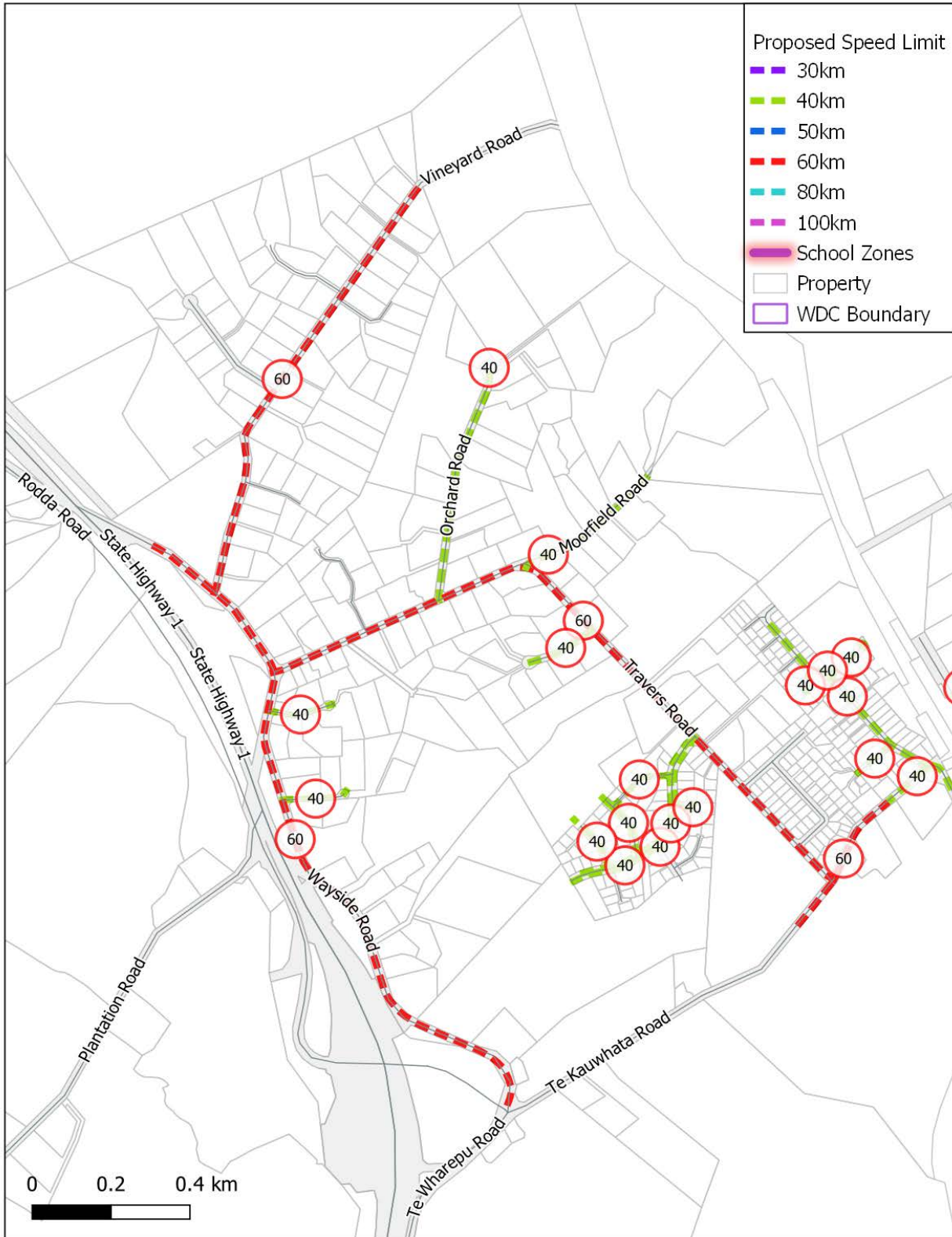
TE KAUWHATA

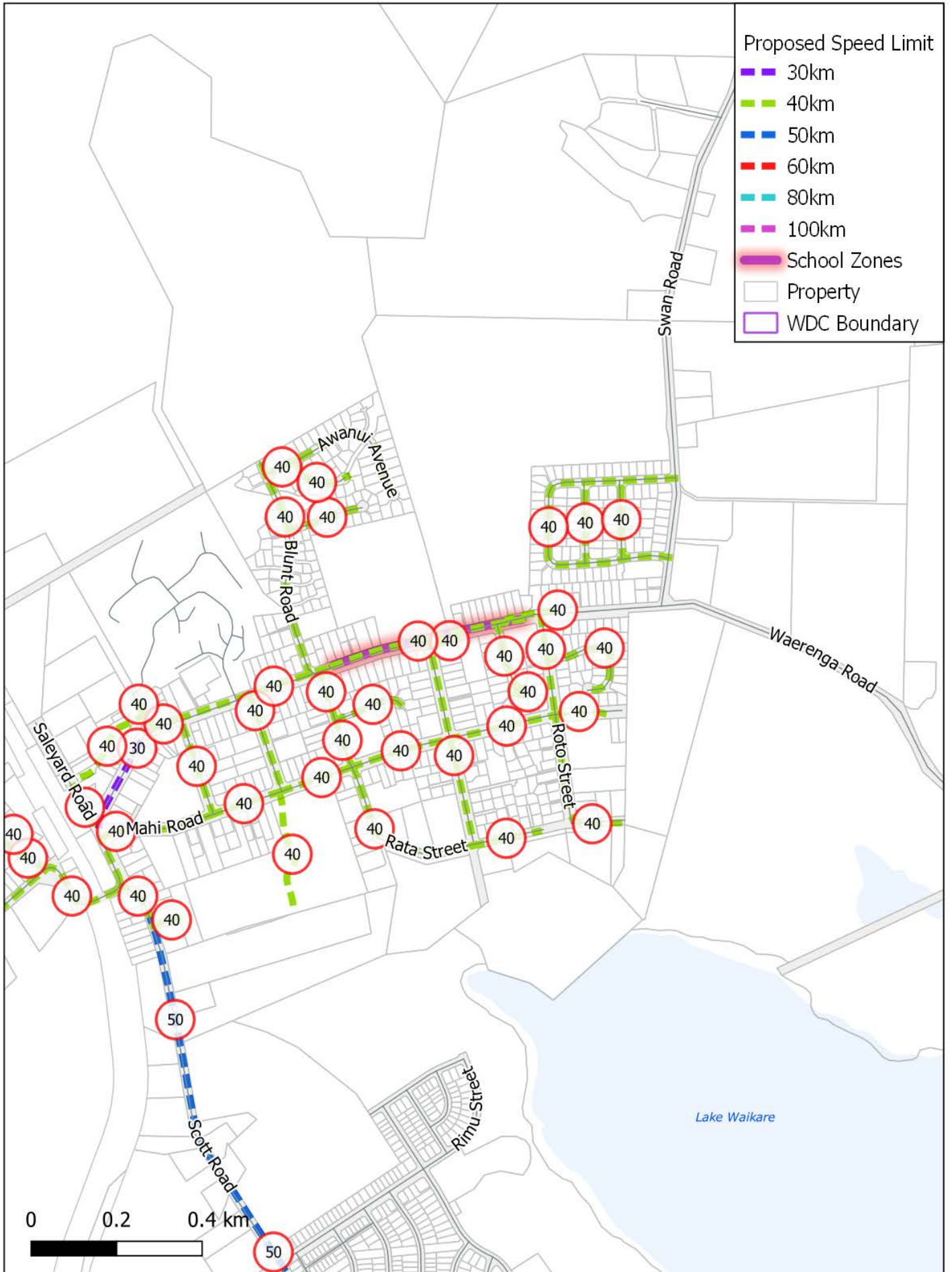
Road	Current speed limit	Proposed speed limit
AMO ST	50	40
ARKLE AVE	50	40
AWANUI AVE	50	40
BAIRD AVE	50	40
BALLANTYNE AVE	50	40
BLUEBELL PL	50	40
BLUNT RD	50	40
BRAGATO WAY	50	40
ECCLES AVE	50	40
FERNBIRD AVE	50	40
GREEN ACRES DR	70	40
HOHERIA PL	80	40
JACKWAY RISE	50	40
JOSEPHINE PL	80	40
KOWHAI PL	50	40
LAMBRUSCO ST	50	40
MAGNOLIA CL	50	40
MAHI RD	50	40
MAIN RD (TE KAUWHATA)	50	30
MATAU CL	50	40
MERLOT PL	50	40

TE KAUWHATA

Road	Current speed limit	Proposed speed limit
MOORFIELD RD	70	40
MURRAY WARD DR	50	40
ORCHARD RD	70	40
RATA ST	50	40
RIBBONWOOD CL	50	40
RIMU ST	50	40
RONGOPAI CL	50	40
ROTO ST	50	40
RYLSTONE WAY	50	40
SALEYARD RD	50	40
SCOTT RD (within subdivision)	50	40
ST ANDREWS PL	50	40
SYRAH GROVE	50	40
TAVERN PARK LANE	50	40
TE KAUWHATA DOMAIN	50	40
TE KAUWHATA RD	50	40
TE KAUWHATA RD (250m northeast of Travers Road)	70	60
TOTARA PL	50	40
TRAVERS RD	70	60
VINEYARD RD	80	60
WAERENGA RD (Incl School Zone)	50	40
WAYSIDE RD	80	60
WIRA ST	50	40

TE KAUWHATA



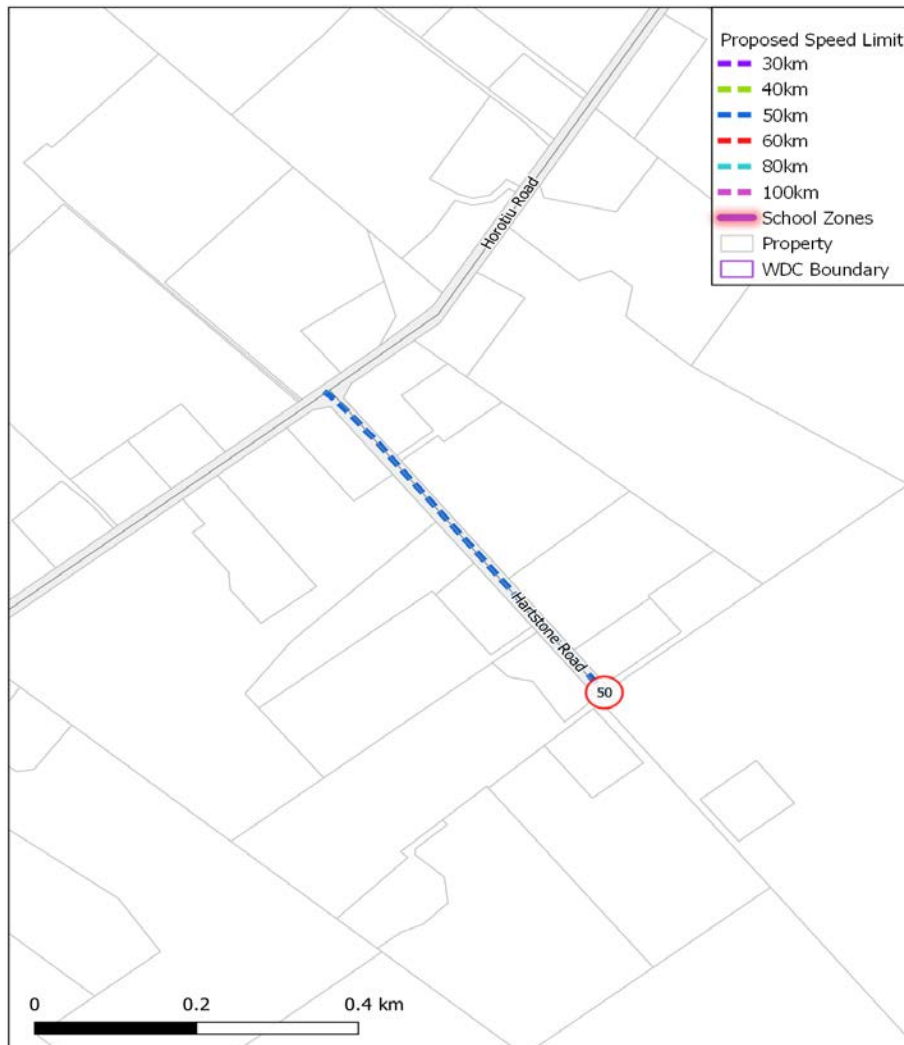


TE KAUWHATA

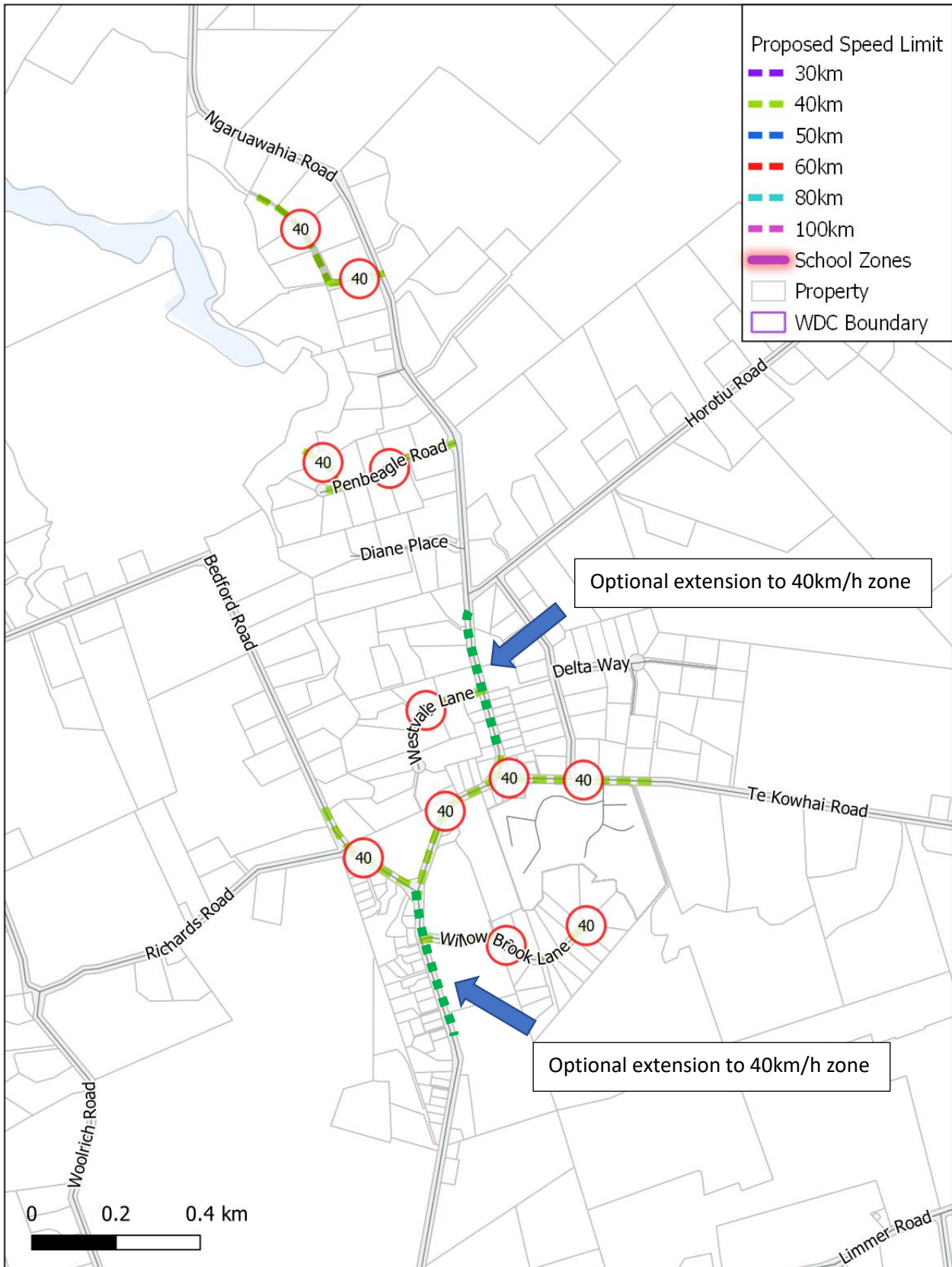


TE KOWHAI

Road	Current speed limit	Proposed speed limit
BEDFORD RD (School Zone)	50	40
CARTER LANE	100	40
COOMBES RD	80	40
HARTSTONE RD	80	50
HOROTIU RD (School Zone)	50/40	40
PENBEAGLE RD	100	40
TE KOWHAI RD (450m east of Horotiu Road - School Zone)	50	40
WESTVALE LANE	50	40



TE KOWHAI



TUAKAU

Road	Current speed limit	Proposed speed limit
ALDER RD	100	80
ALEXANDRA REDOUBT RD	50	60
ARMITAGE PL	50	40
BARNABY RD	50	40
BOLLARD RD	100	60
BOLLARD RD	70	60
BRIAN COWLEY PL	50	40
CARR ST	50	40
CLAYTON PL	50	40
COLES RD	50	40
COLES RD	50	60
COOK DR	50	40
COOLEN PL	50	40
COTTLE LANE	50	40
DOMINION RD	50	40
DROMGOOLS RD	50	40
ESCOTTS RD	50	40
FERMANAGH GRV	50	40
GEORGE ST (TUAKAU)	50	60
GEORGE ST	50	40
GEORGE ST	40	30
GERAGHTYS RD	50	40
GORDON PAUL PL	50	40

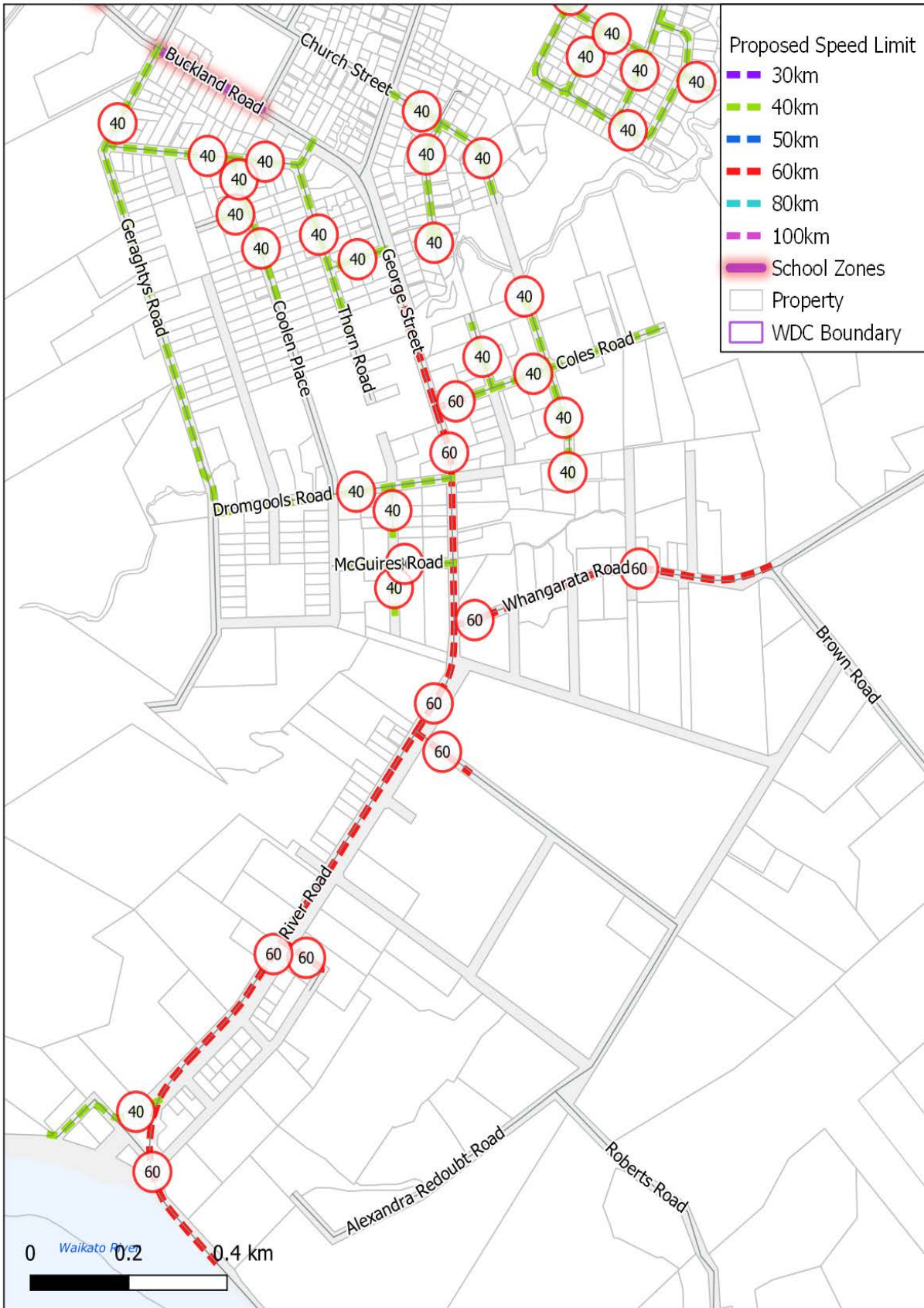
TUAKAU

Road	Current speed limit	Proposed speed limit
HALL ST	50	40
HARRISVILLE RD	100	80
HENDERSON AVE	50	40
JOHNSON ST	50	40
KAIROA CRT	50	40
KOHANGA STORE RD (School Zone)	100	60
KOWHAI ST	50	40
LAPWOOD RD	50	40
LIVERPOOL ST	50	40
LIVERPOOL ST EXTENSION	50	40
MADILL ST	50	40
MADILL ST SERV LANE	50	40
MAGUIRES LANE	50	40
MATIPO DR	50	40
MCEVOY AVE	50	40
MCGUIRES RD	50	40
MISSION RD	50	40
MOIRA DR	50	40
MORGANS RD	50	40
MYSTIC PL	50	40

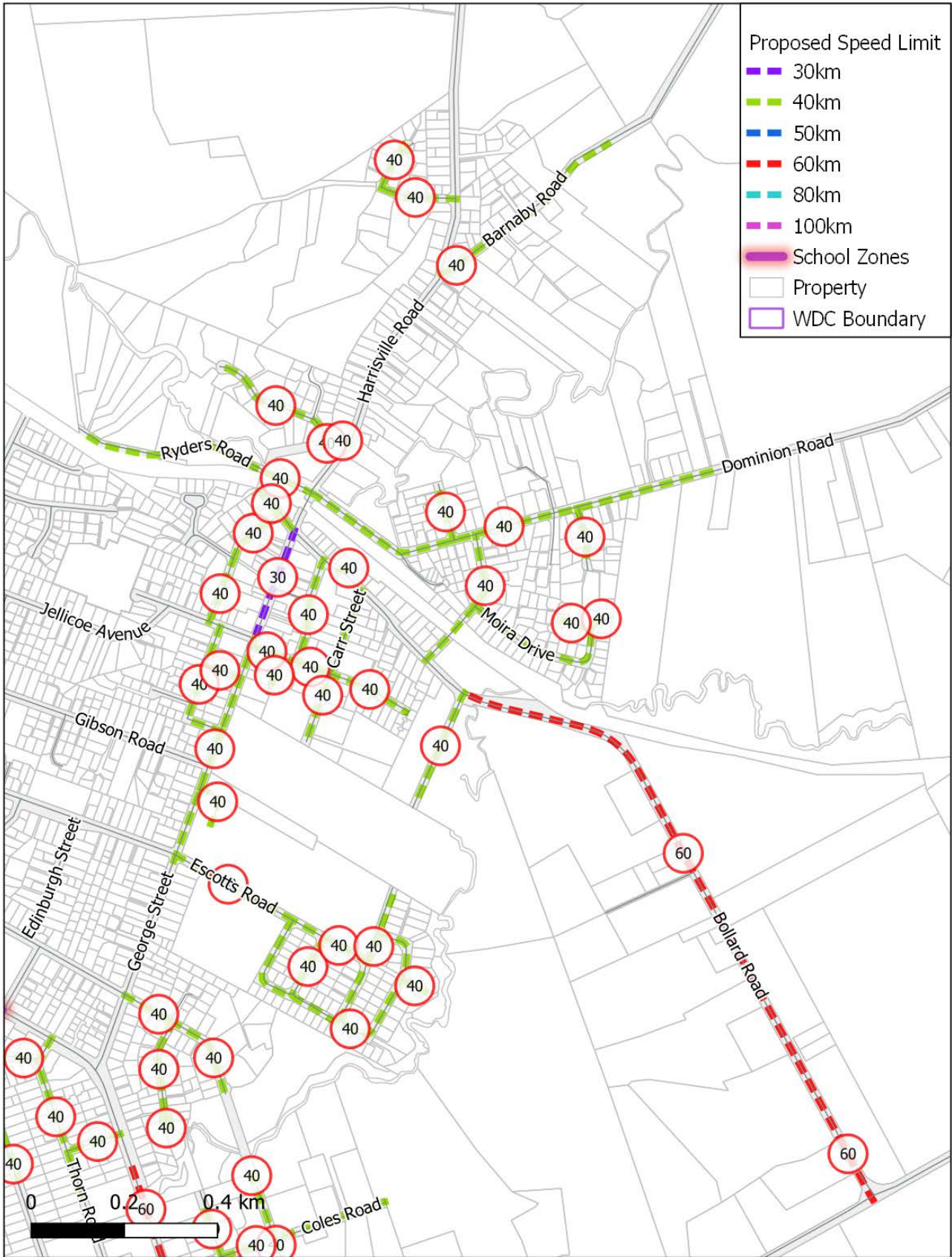
TUAKAU

Road	Current speed limit	Proposed speed limit
OAK ST	50	40
PARK AVE	50	40
PARSONS RD	50	40
PERCY GRAHAM DR	50	40
RAPANA DR	50	40
RIDGE RD	80	60
RIVER RD	70	60
RIVER RD	50	60
RYDERS RD	50	40
ST JOHNS AVE	50	40
ST STEPHENS AVE	50	40
TAUROA DR	50	40
THORN RD	50	40
TUAKAU BRIDGE-PORT WAIKATO RD (School Zone)	100	60
TUAKAU SALEYARDS RD	50	40
TYSON LANE	70	60
WEST ST	50	40
WEST ST	50	40
WESTLAND RD	50	40
WHANGARATA RD	50	60
WHANGARATA RD	70	60

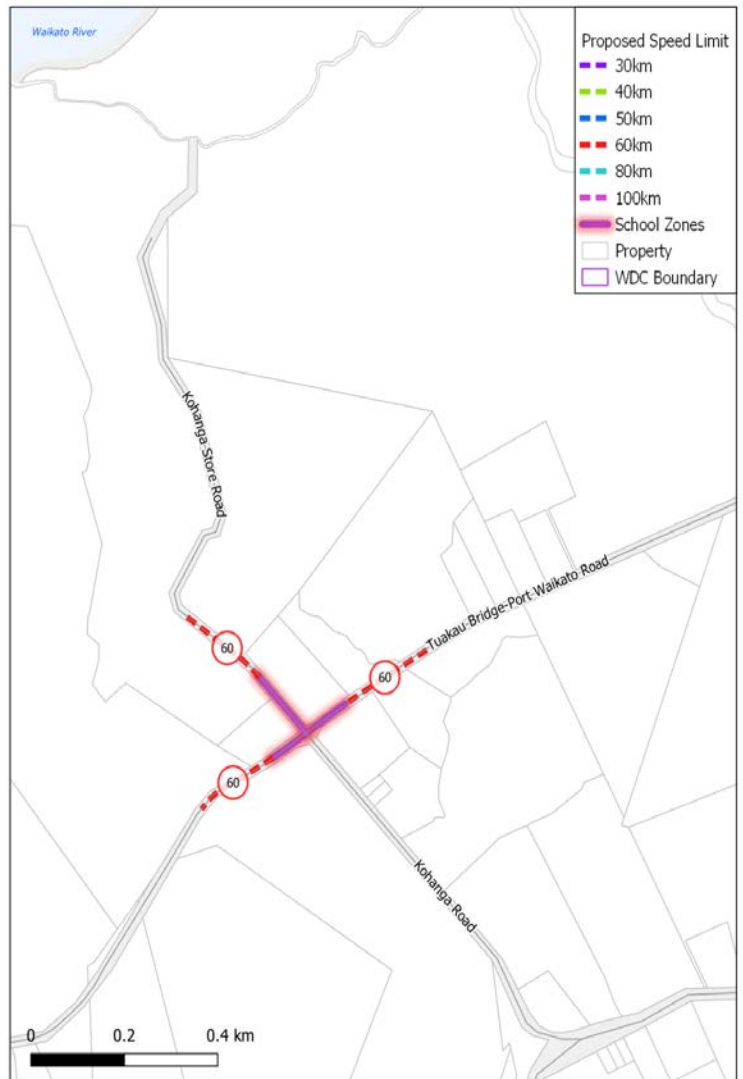
TUAKAU



TUAKAU

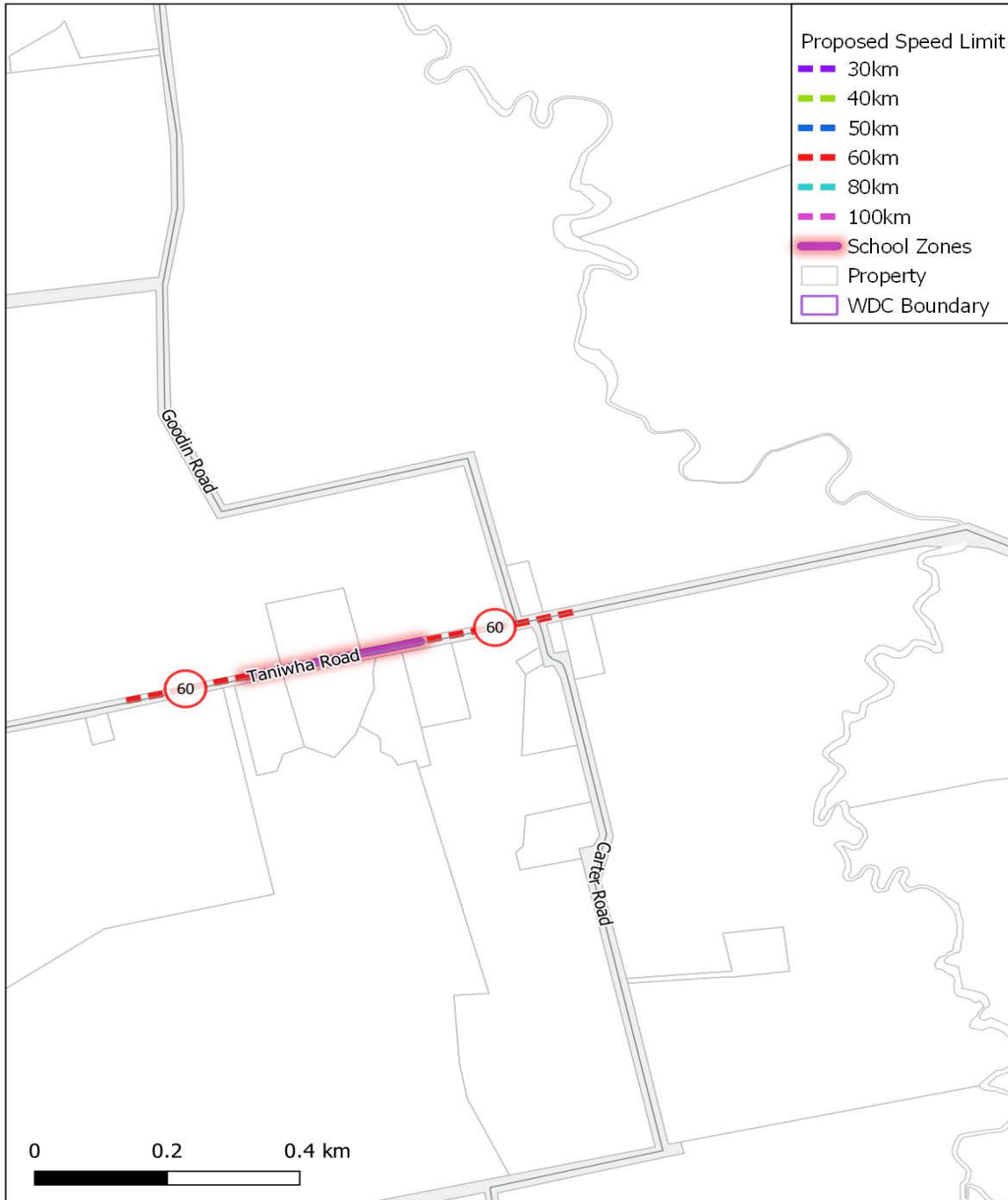


TUAKAU



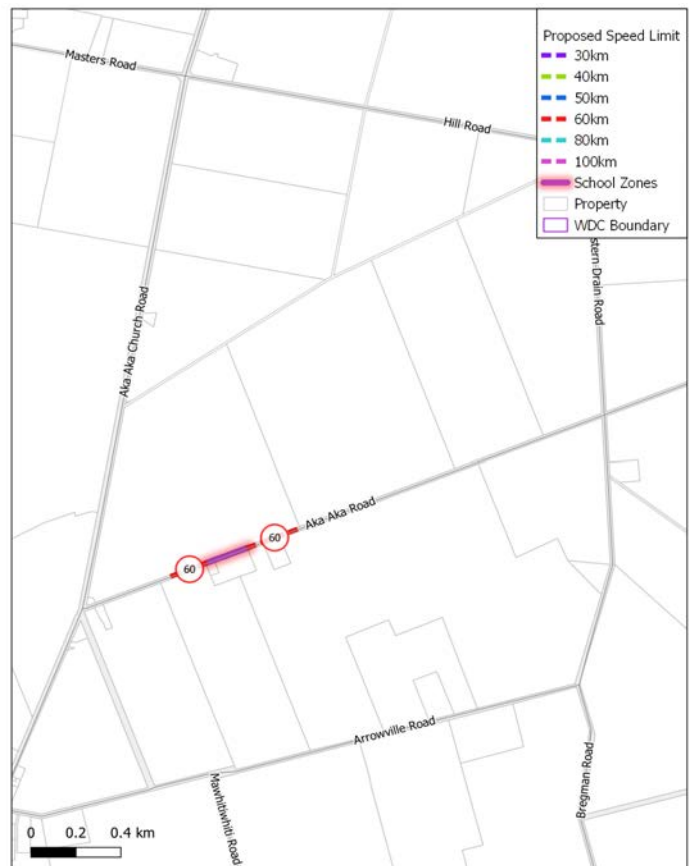
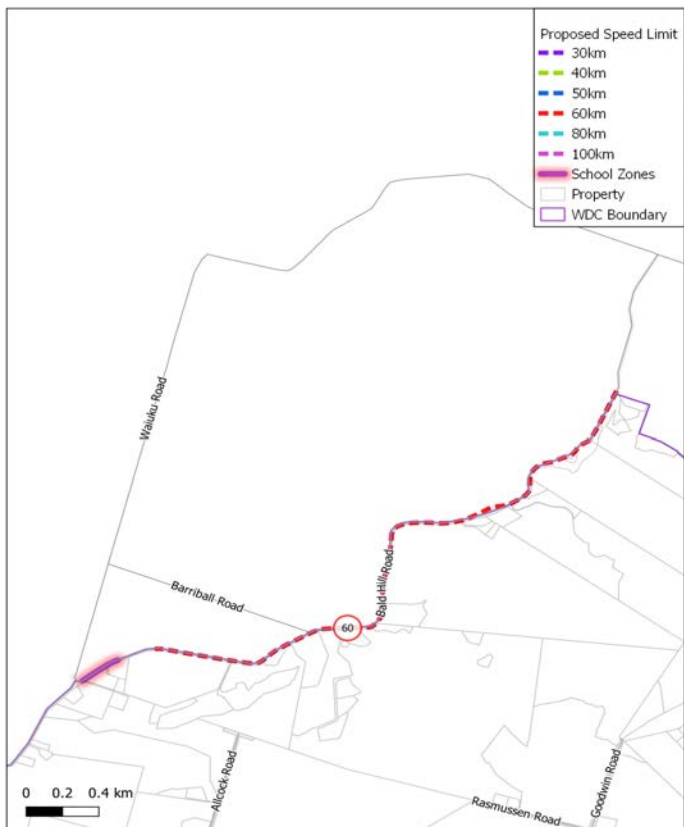
WAERENGA

Road	Current speed limit	Proposed speed limit
TANIWHA RD	100	60
TANIWHA RD (School Zone)	70	60/40



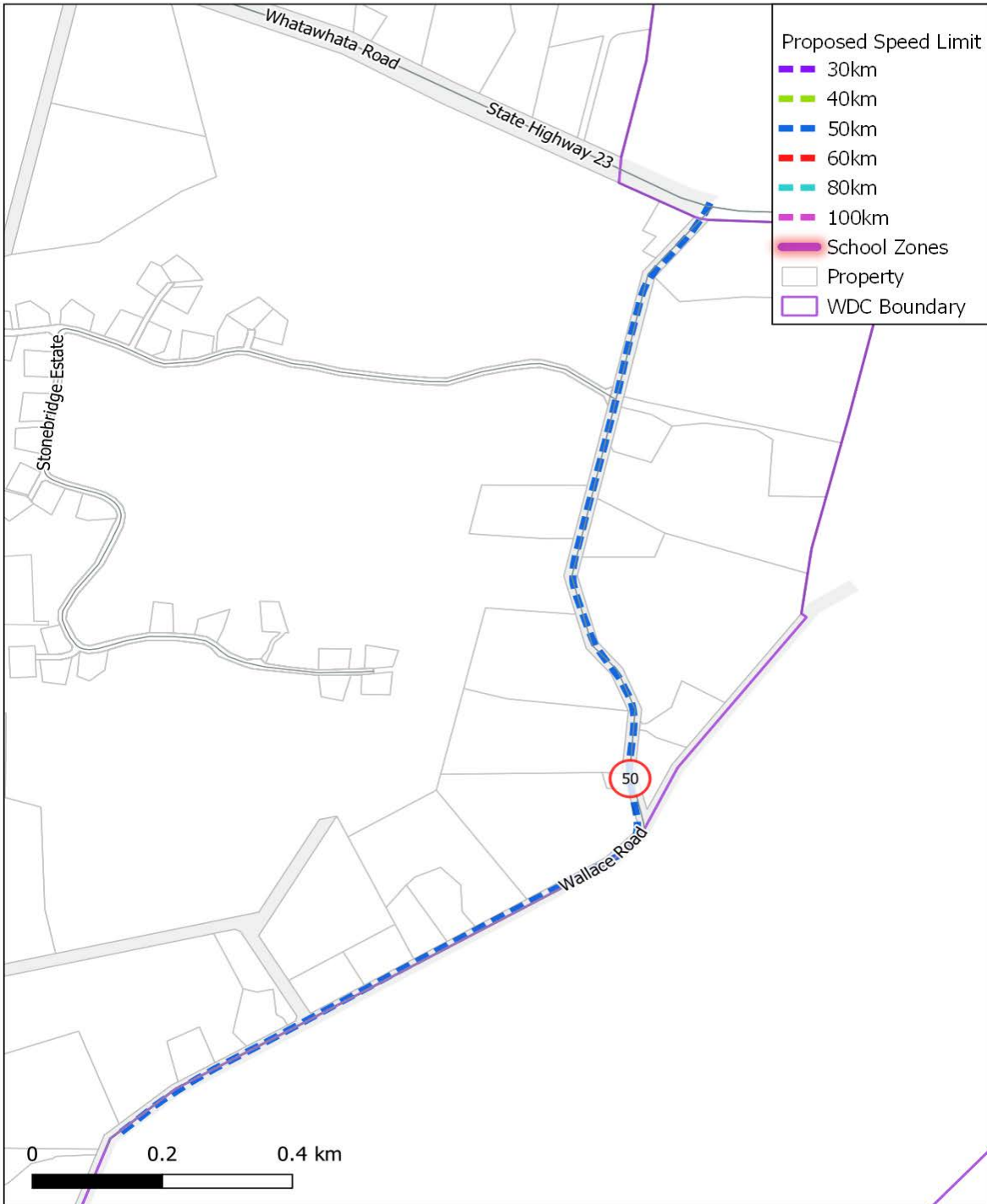
WAIUKU

Road	Current speed limit	Proposed speed limit
AKA AKA RD	100	60
AKA AKA RD (School)	100	60/40
BALD HILL RD	100	60
FACTORY RD WEST (Otaua School)	50	40
MAIORO RD (Otaua School)	50	40



WHATAWHATA

Road	Current speed limit	Proposed speed limit
WALLACE RD	80	50



WHITIKAHU

Road	Current speed limit	Proposed speed limit
WHITIKAHU RD	100	60
WHITIKAHU RD (Whitikahu School)	70	60/40



SUBMISSIONS CAN BE:

ONLINE:

www.waikatodistrict.govt.nz/sayit



POSTED:

Waikato District Council
Private Bag 544
Ngaruawahia 3742

DELIVERED:

Waikato District Council
Attn: Corporate Planner
15 Galileo Street, Ngaruawahia 3742



EMAILED:

consult@waidc.govt.nz
Subject heading should read:
"Speed Limits Bylaw – Submission"

Huntly Office
142 Main Street, Huntly 3700

Raglan Office
7 Bow Street, Raglan 3225

Tuakau Office
2 Dominion Rd, Tuakau 2121

Te Kauwhata Office
1 Main Road, Te Kauwhata 3710

WHAT HAPPENS NEXT?

Council will acknowledge each submission received in writing, either by letter or email.

Following the closing of submissions on 23 January 2022 all submissions will be reviewed. Verbal submissions will be heard and all submissions formally considered at a Council meeting in February (Please note that due to the recent elections a date for the hearing has not yet been scheduled) This meeting is open to both submitters and the public to attend.

IMPORTANT DATES TO REMEMBER:

SUBMISSIONS OPEN – 01 December 2021

SUBMISSIONS CLOSE – 23 January 2022

HEARING OF SUBMISSIONS – February 2022

If you have any further queries or would like further copies of the proposed Bylaw, please contact Jodi Bell-Wymer on 0800 492 452.





For internal use only:

ECM project # PR-21363-01

ECM #

Submission #

Customer #

Property #

Proposed 2021 Amendments to the Speed Bylaw

Submission form (please provide feedback by **Sunday 23 January 2021**)

Name/Organisation

Physical address

Postal address **Postcode**

Email **Phone**

Would you like to present your submission to Council at the Hearing? Yes No

If you would like to present at this hearing, please ensure that the details section above has been completed and we will be in touch to arrange a time for your to be heard.

Do you support the proposed speed amendments? Yes No Not at all

Please tell us why; (tick any boxes you feel relevant or add comments to "Other comments")

Will result in safer roads around where we live and work

Will result in safer roads where our children go to school

Will reduce crashes and crash severity

Will give a consistent speed message where we live and work

Speed reduction will result in increased travel time

Current speed is ok but the road needs to be improved

Current speed is ok but drivers are at fault

Other comments

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.....

Submission form continued (please provide feedback by **Sunday 23 January 2022**)

Are you a resident of Te Kowhai? Yes No

If yes, do you support the proposed 40km/hr extension on Horotiu Road? Yes No In part

Please tell us why/why not.....
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.....

Are you a resident of the Tamahere/Tauwhare area? Yes No In part

If yes, do you support the proposed 60km/hr speed reductions on Tauwhare and Tamahere road?

Yes No In part

Please tell us why/why not.....
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Are there any other roads that we should consider for speed amendments? if so, where and why?

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Please attach additional pages if required.

<p>Prefer to do it online? You can complete the submission form online at www.waikatodistrict.govt.nz/sayit</p> <p>Need more information For more information, visit our website www.waikatodistrict.govt.nz</p>
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Privacy statement
The contents of your submission (not including your address and contact details) will be made public through Council agendas and as a result will be published on our website. If you would like your name also kept confidential, please let us know on your submission form.