

Agenda for a hearing by the Policy & Regulatory Committee (to hear and consider submissions and make recommendations on the Proposed Waikato District Council Speed Limit Bylaw 2011) to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **MONDAY 27 NOVEMBER 2017** commencing at **9.00am**

Information and recommendations are included in the reports to assist the Board in the decision making process and may not constitute Council's decision or policy until considered by the Board.

1. APOLOGIES AND LEAVE OF ABSENCE

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CHIEF EXECUTIVE

Agenda2017/P&R Hearing Bylaw

Open Meeting

To	Policy & Regulatory Committee
From	Tim Harty General Manager Service Delivery
Date	21 November 2017
Prepared by	Gareth Bellamy, Safety Engineer, Roading Janette Underwood, Consultant
Chief Executive Approved	Y
Reference #	TTR0706/GOV1318
Report Title	Recommended 2017 Amendments to 2011 Speed Limit Bylaw Hearing

I. EXECUTIVE SUMMARY

On 4 September 2017 Council resolved to consider and approve the Proposed 2017 Amendments to 2011 Waikato District Council Speed Limit Bylaw for public notification and consultation, in accordance with section 83 of the Local Government Act 2002 (special consultative procedure).

The proposed bylaw was notified for public consultation on 13 September 2017 with submissions closing on 13 October 2017. Public notices were placed in the Waikato Times, North Waikato News, Franklin County News, Te Kauwhata Chatter and Waiuku Post. All Community Boards and Committees were provided with information regarding the proposed speed limit changes and the submission process. A Council representative attended Onewhero Tuakau Community Board meeting, Te Kauwhata, Meremere and Pokeno Community Committees and the North West Waikato Residents and Ratepayers Association and Port Waikato Residents and Ratepayers meetings to present information and answer any queries. In addition to this, a summary document and submission form was made publically available via our Waikato District offices, libraries and website. An online tool was available for those who wanted to provide feedback online. Key Stakeholders were also sent information about the Proposed 2017 Amendments to the 2011 Speed Limit Bylaw.

In total, 141 submissions have been received on the proposed bylaw (refer to Appendix I for the issues that were raised), with a further 15 submissions received for roads outside of the consultation process. Three submitters indicated that they wish to be heard.

The purpose of this meeting is to hear and consider submissions on the Proposed 2017 Amendments to 2011 Waikato District Council Speed Limit Bylaw. A list of submitters who wish to be heard and their initial submissions are included in Appendix A.

The following documents are included as appendices to this report:

Appendix A Timing list for submitters wishing to be heard and details of their initial submissions

Appendix B	A summary spreadsheet incorporating staff comments on submissions to the Proposed 2017 Amendments to 2011 Waikato District Council Speed Limit Bylaw.
Appendix C	Copy of Petition referring to Submitter No. 10 and Submission Reference A and B
Appendix D	Crash data and summary on Tuakau Bridge – Port Waikato Road
Appendix E	Speed Limits options for Tuakau Bridge – Port Waikato Road maps
Appendix F	Waikato District Council Speed Limit Bylaw 2011 - Current
Appendix G	Recommended 2017 Amendments to the 2011 Speed Limit Bylaw. Based on changes recommended by staff to the proposed bylaw following the special consultative procedure. Including Bylaw, Schedules and maps
Appendix H	Summary Tables of Consultation

2. RECOMMENDATION

THAT the report of the General Manager Service Delivery be received;

AND THAT pursuant to sections 83 of the Local Government Act 2002, the Committee consider and, where requested, hear submissions on the notified Proposed 2017 Amendments to the Waikato District Council Speed Limit Bylaw 2011;

AND FURTHER THAT subject to any amendments, the proposed bylaw be further considered by the Committee at its meeting on 27 November 2017 with a view to recommending to the Council at its meeting on 11 December 2017, that the 2017 Amendments to the WDC Speed Bylaw 2011 be adopted;

AND FURTHER THAT the Waikato District Council Speed Limit Bylaw Amendment 2015 be revoked on the day the Waikato District Council Speed Limit Bylaw Amendment 2017 comes into effect.

3. BACKGROUND

The NZTA Speed Management Guide (“the Guide”) was released by NZTA in November 2016. The Guide is a tool designed to help Road Controlling Authorities, such as Council, determine objective road risks and work with communities to develop speed management approaches to address those risks and meet their needs. The Guide provides a framework to identify roads offering the greatest benefit from speed management, and assess the safe and appropriate speed on them. The new approach is underpinned by the Government’s Safer Journeys Strategy 2010-2020 which seeks to reduce death and serious injury on New Zealand roads.

Council adopted the guidance provided in the Guide as part of a new Speed Bylaw Review Policy (“the Policy”) in June 2017. Adopting this Policy formalised the Speed Bylaw Review process. The Policy sets out an approach that splits the District in three areas, with the roads identified as being high to medium-high risk and self-explaining priority by the NZTA Speed Management Framework maps addressed one area per year over a three year time frame.

Council staff recommended that the high risk roads in the northern area of the district be addressed first. As this process represents a fundamental shift in the way that roads are assessed and speed limits applied, the Guide recommends early engagement with affected communities to gauge the level of support for these types of speed limit alterations. The results of this engagement were incorporated into the decisions and the recommended changes to the proposed bylaw which went out for public consultation.

As part of the review of the Awaroa ki Tuakau, Onewhero and Whangamarino wards the existing urban extents for the main settlements have also been looked at. Where significant areas of residential development are zoned the Urban Traffic Areas have been extended to cover these zones. This is to ensure that any future roading development in these areas will have a default speed limit of 50km/hr.

In addition each year a number of sections of road are identified by members of the public, Councillors and Council staff where for a variety of reasons the existing speed limit is considered to be inappropriate. These sections were reviewed and added to the proposed changes for consultation as appropriate.

3.1 CONTENT OF THE BYLAW

The 2017 Speed Limit Bylaw Review has been undertaken in three parts. Part 1 is the identification of high risk roads within the Awaroa ki Tuakau, Onewhero and Whangamarino wards, Part 2 is the review of ad hoc locations that have been requested throughout the district, while Part 3 is to review the urban extents of the significant settlements within the Awaroa ki Tuakau, Onewhero and Whangamarino wards.

3.2 PRE-CONSULTATION CARRIED OUT

Council commenced an early engagement process to seek community feedback between 23 May and 23 June 2017 on the identified High Risk Roads. This was done by letters to residents on the identified roads, Police, NZTA and environmental groups. This was supported by Councillor use of social media to widen the engagement. Community Boards were also advised of this early engagement and provided feedback.

This feedback informed the drafting of the 2017 Amendments to 2011 Waikato District Council Speed Limit Bylaw.

3.3 PROPOSED BYLAW

On 13 September 2017, the proposed bylaw was publically notified in accordance with section 83 of the Local Government Act 2002, with submissions closing on 13 October 2017. During the submission period a total of 156 individual submissions were received.

A summary document was produced and distributed to key stakeholders including NZ Police, NZAA, NZTA, Road Transport Association NZ, Hamilton City Council, Waipa District Council, Matamata Piako District Council, Hauraki District Council, Otorohanga District Council and Auckland Transport as well as other interest groups, and information was made available via our Waikato District offices, libraries and website. An online tool was available for those who wanted to provide feedback online.

A Council representative attended meetings of the Onewhero Tuakau Community Board, Te Kauwhata, Meremere and Pokeno Community Committees and the North West Waikato and Port Waikato Residents and Ratepayers Associations to present information and answer any queries.

Staff have separated out the submissions based on the road.

Appendix B of this report provides a list of submitters and the issues raised by submitters with an accompanying staff comment (where appropriate).

Council must consider each submission, and make a determination on each of the issues raised. Each submitter is entitled to be informed of the outcome of their submission, including the reasons for the decision.

All submissions to the proposed 2017 Amendments to the 2011 Waikato District Council Speed Limit Bylaw have been acknowledged and each submitter will receive a written response following Council's adoption of the Bylaw amendments.

4. DISCUSSION AND ANALYSIS

4.1 SUMMARY OF SUBMISSIONS RECEIVED

Of the 83 roads that went out for consultation, submissions were received on 40 individual roads, 2 on the Urban Traffic Areas and a further 4 submissions covering all roads under consultation. In addition 15 submissions were received about roads that were not part of the consultation process.

While the submission points are addressed in Appendix B, the summary of support or not are shown in Table 1 Appendix H which also includes the latest consultation vs the results from our early engagement on these roads.

In addition to the roads noted in the table 1, and as part of the NZTA guidelines, Council has previously undertaken an informal pre-engagement process. The purpose of this is to develop the process for the Speed Management Framework. The result of this consultation on these roads is show in Table 2 Appendix H.

4.2 ANALYSIS OF RESULTS

The majority of the proposed changes had no or few submissions; this has resulted in a skewed response to the proposal. Council staff recommendations are therefore generally based on sound technical judgement for those roads.

In contrast, the urban roads of Port Waikato and the Tuakau Bridge-Port Waikato Road received a large response to the request for submissions which was primarily in opposition to the proposed changes. Further discussion were held between Council staff, our road safety engineer and traffic engineering consultant and representatives from the New Zealand Automobile Association, regarding all the roads but these two locations in particular.

Port Waikato Urban Area Discussion

It was felt that within Port Waikato there were insufficient road safety issues / features to support the lowering of the speed limit in the area; also the traffic is by and large seasonally influenced. As there is little to no community support for the change to 40km/hr for these roads this is likely to lead to poor compliance and increasing the risk to other road users.

Recommendation

As a result of these discussions it is recommended that the proposed 40km/hr speed limit for the urban roads within Port Waikato be rejected and the existing 50km/hr speed remain.

Tuakau Bridge-Port Waikato Road Discussion

The proposed 80km/hr speed limit on Tuakau Bridge-Port Waikato Road from 1200m east of Maunsell Road to Highway 22 has raised a number of discussions and varied views. Discussions with road users and road safety engineers agree that speed management is required on Tuakau Bridge-Port Waikato Road and that some sections of the route require safety improvements to ensure route consistency and road user readability. The crash data and summary for the period 2010–2017 for Tuakau Bridge-Port Waikato Road is attached as Appendix D.

The proposed 80km/h speed limit for the full length will likely have poor compliance due to the large variation in the topography of the route. However, compared to the existing condition, these will be likely confined to the 2 straight sections of the alignment. It is anticipated that the likely 85thtile overtaking speed will be reduced by 15-20km/h.

There are some varying professional views on the recommended speed, Interim speeds such as 90km/h are seen as short term reactions to safety issues pending the outcome of any investigation and are not considered as long term solutions. The speed management guideline has recommended the national speed limits that are to be adopted in the even range (40, 60, 80km/h).

As a result of the comments received and professional views, there are 4 options to consider, all options will require safety improvements to improve delineation and protection of roadside hazards throughout the route:

1. Adopt the proposed 80km/h speed limit in line with the NZTA demonstration project committee and route analysis. The benefits of this option are anticipated to be a significantly reduced crash severity. The dis-benefits of this option are that the majority of the road users, community residents and NZAA do not support the reduction in speed as they believe road is by and largely self-explaining and the current crashes are due to drivers not driving to the conditions. As a result the proposed speed limit is likely to have poor compliance on some sections.
2. Reduce the length of the 80km/hr speed limit. This option proposes an 80km/hr speed from Klondyke Road to the 60km/hr speed limit east of Port Waikato to create a transition to the 60km/h speed limit only. Safety improvements would then be undertaken on the rest of the route (delineation, signage and roadside hazard removal) followed by review of the speed for the remaining section of road in year 3.
3. Adopt a 90km/h safer speed whole route (similar to SH2). This option has been promoted by the NZAA who believe that it would be more palatable option with the public. The dis-benefits of this option is that it does not quite achieve the level of speed management required, and does not follow the Speed Management guidelines of adopting a speed not in the even range (40, 60, 80km/h). This will result in a route that will be out of step with the intention to create national consistency of speed limits and will require further consultation/by-law consideration.
4. Adopt 3 sections of 80km/h along the route encompassing the locations where speed related crashes have occurred. The sections to be reduced to 80km/hr are 1) From Highway 22 to a point 1.3km west of the Highway 22, 2) a 800m section centred around Kohanga Store Road intersection, to cover the school, club and residential area; and 3) Klondyke Road to the to the 60km/hr speed limit east of Port Waikato. The benefits of this option are that speed limit reduction is targeting areas where speed is an issue. The dis-benefits are that the route is split into different speed

environments and results in 6 speed limit changes along this route and could be considered confusing.

Speed limits maps for the four options discussed above are shown in Appendix E.

Recommendation

It is accepted speed management is required and route consistency/readability is important. Therefore if the NZTA speed management guidelines are to be followed, it is recommended the proposed speed limit of 80km/h is adopted throughout the route length, supported by delineation and signage safety improvements that provide route consistency and readability.

4.3 70KM/HR SPEED LIMITS

A number of submissions requested that speed limits be lowered even further to 70km/hr. NZTA are moving away from the provision of 70km/hr as a permanent speed limit with them now classified as “Interim Interventions”. The justification for this is shown below from the Speed Management Guide.

Table 2.4 Interim speed limits

Interim Speed limit	Conditions for use
70 and 90 ⁹	<p>The tables above do not include permanent 70km/h or 90km/h speed limits as these are interim interventions where:</p> <ul style="list-style-type: none"> • The crash risk is sufficiently high to justify a temporary change in the speed limit until safety improvements or perceptual countermeasures can be made. • Investment cannot be justified and if existing speeds are sufficiently high that a drop to 80km/h (from 100) or to 60km/h (from 80) cannot be practically achieved in the short-term. <p>70km/h and 90km/h speed limits are interim interventions only because:</p> <ul style="list-style-type: none"> • At higher travel speeds, people have trouble differentiating speed limit differences of just 10km/h. The advantage of using 20 km/h increments between 60 and 100 km/h are that fewer and more recognisable speed categories are easier for people to understand and recall¹⁰. This should mean less need for speed limit changes and repeater signs. • We need to create a more consistent and intuitive speed management system across the whole network, where people have a greater understanding and appreciation of risk than is manifest at present and there is a greater differentiation between levels of the speed limit hierarchy. Countries which have fewer speed limit options tend to have a greater differentiation of road environments than New Zealand.

5. CONSIDERATION

5.1 FINANCIAL

It is not envisaged that the proposed Bylaw will require any extra funding over that which is currently provided in operational budgets.

Review of fees and charges associated with the bylaw will follow the special consultative procedure and are incorporated into Council’s fees and charges schedule.

5.2 LEGAL

Council is authorised under S.145 of the Local Government Act 2002 and the Land Transport Rule Setting of Speed Limits 2017 Rule 54001/2017 to make a Speed Limit Bylaw for the safety of the public. When making or amending a bylaw, the special consultation procedure under the Local Government Act 2008 has to be observed. Making a speed limit bylaw is the most effective way of ensuring reasonable speed limits for the safety of the public.

5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

Staff have identified that there is no specific policies, plans or strategies relating to the proposed 2017 Amendments to the 2011 Speed Limit Bylaw.

5.4 ASSESSMENT OF SIGNIFICANCE AND ENGAGEMENT POLICY AND OF EXTERNAL STAKEHOLDERS

This bylaw triggers Council's Significance and Engagement Policy as the Special Consultative Procedure was required and undertaken.

Highest levels of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i>	see below				

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
		✓	Internal
		✓	Community Boards/Community Committees
		✓	Waikato-Tainui/Local Iwi Environmental Groups
		✓	Households
		✓	Business
			Other Please Specify

6. CONCLUSION

The proposed 2017 Amendments to the 2011 Waikato District Council Speed Limit Bylaw have been notified for public consultation. 156 submissions were received and are summarised in this report.

Council staff recommended changes to the bylaw are tabled below:

Map	Road Name	Start	End	Current Speed Limit	Proposed Speed Limit	Recommendation	Recommended Speed Limit
1	Ashwell Drive	Maunsell Road	End	50	40	No change	50
1	Centreway Road	Mission Road	Maunsell Road	50	40	No change	50
1	Cordyline Road	Mission Road	End	50	40	No change	50
1	Maunsell Road	Tuakau Bridge-Port Waikato Road	End	50	40	No change	50
1	Mission Road	Maunsell Road	Oceanview Road	50	40	No change	50
1	Ocean View Road	Centreway Road	End	50	40	No change	50
1	Port Waikato - Waikaretu Road	Maunsell Road	900m south of Maunsell Road	70	60	Reduce as proposed	60
1	Stack Road	Maunsell Road	End	50	40	No change	50
1	Tuakau Bridge-Port Waikato Road	Maunsell Road	1200m east of Maunsell Road	70	60	Reduce	60
1	Tuakau Bridge-Port Waikato Road	1200m east of Maunsell Road	Highway 22	100	80	Reduce as proposed	80
1	Westside Road	Mission Road	End	50	40	No change	50
2	Bayly Road	Top Road	Upper Queen Street	100	80	Reduce	80
2	Burrow Road	Attewell Road	Top Road	100	80	Reduce	80
2	George Street (Tuakau)	Liverpool Street	Henderson Avenue	50	40	Reduce	40
2	Hill Top Road East	Upper Queen Street	End	100	80	Reduce	80
2	Lawrence Road	Ridge Road	End	100	80	Reduce	80
2	Nandina Lane	Ray Wright Road	End	100	80	Reduce	80
2	Ray Wright Road	Upper Queen Street	Tuakau Road	100	80	Reduce	80
2	Ridge Road	Pokeno Road	Huia Road	100	80	Reduce	80
2	Tuakau Road	Ray Wright Road	Buckland Road	100	80	Reduce	80

Map	Road Name	Start	End	Current Speed Limit	Proposed Speed Limit	Recommendation	Recommended Speed Limit
	(Shared)						
2	Upper Queen Street	Attewell Road	Woodlands Road	100	80	Reduce	80
3	Avon Road	State Highway 2	Fraser Road	100	80	Reduce	80
3	Baird Road	Avon Road	End	100	80	Reduce	80
3	Balmore Place	Westmuir Crescent (East)	Westmuir Crescent (West)	100	40	Reduce	40
3	Bluff Road	Pioneer Road	End	100	80	Reduce	80
3	Camburn Court	Hillpark Drive	End	100	40	Reduce	40
3	Canmore Street	Mark Ball Drive	Kilbryde Crescent	100	40	Reduce	40
3	Crosshill Court	Kilbryde Cres	End	100	40	Reduce	40
3	Dean Road	State Highway 1 Off ramp	End	100	80	Reduce	80
3	Dornal Place	Glenkirk Cres	End	100	40	Reduce	40
3	Fernan Street	Hillpark Drive	Westmuir Crescent	100	40	Reduce	40
3	Fraser Road	Market Street	End	100	80	Reduce	80
3	Galston Court	Helenslee Road	End	100	40	Reduce	40
3	Gateshead Road	Helenslee Road	Mark Ball Drive	100	40	Reduce	40
3	Glenkirk Crescent	Mark Ball Drive	Hillpark Drive	100	40	Reduce	40
3	Gulland Road	Avon Road	End	100	80	Reduce	80
3	Helenslee Road	Pokeno Road	State Highway 1 northbound on ramp	100	60	Reduce	60
3	Hillpark Drive	Helenslee Road	Helenslee Road (Sth)	100	40	Reduce	40
3	Kilbryde Crescent	Mark Ball Drive	Canmore Street	100	40	Reduce	40
3	Kirklee Lane	Westmuir Crescent (North)	Westmuir Crescent (South)	100	40	Reduce	40
3	Lower Church Road	Avon Road	End	100	80	Reduce	80

Map	Road Name	Start	End	Current Speed Limit	Proposed Speed Limit	Recommendation	Recommended Speed Limit
3	Mark Ball Drive	Helenslee Road	Hillpark Drive	100	40	Reduce	40
3	Market Street	Fraser Road	End	100	80	Reduce	80
3	McGill Road	Fraser Road	End	100	80	Reduce	80
3	McIntosh Drive	Market Street	End	100	80	Reduce	80
3	McNeish Place	Mark Ball Drive	End	100	40	Reduce	40
3	Millbrae Place	Hillpark Drive	End	100	40	Reduce	40
3	Miller Road	Pioneer Road	End	100	80	Reduce	80
3	Munro Road	Pokeno Road	Helenslee Road	100	60	Reduce	60
3	O'Leary Road	State Highway 2	End	100	80	Reduce	80
3	Parkgrove Crescent	Hillpark Drive	Millbrae Place	100	40	Reduce	40
3	Pioneer Road	State Highway 1	State Highway 1	100	80	Reduce	80
3	Pokeno Road	100m west of Munro Road	Existing 70/100	100	80	Reduce	80
3	Pyne Crescent	Mark Ball Drive (South)	Mark Ball Drive (North)	100	40	Reduce	40
3	Raithburn Terrace	Mark Ball Drive	Hillpark Drive	100	40	Reduce	40
3	Southbrae Lane	Hillpark Drive	Camburn Court	100	40	Reduce	40
3	Springburn Place	Hillpark Drive	End	100	40	Reduce	40
3	Upper Church Road	Avon Road	End	100	80	Reduce	80
3	Westmuir Crescent	Hillpark Drive	Westmuir Crescent (South)	100	40	Reduce	40
4	Aislabie Road	Onewhero-Tuakau Bridge Road	End	100	80	Reduce	80
4	Onewhero-Tuakau Bridge Road (Section I)	Te Awe Kite Road	Existing 50/100	100	80	Reduce	80

Map	Road Name	Start	End	Current Speed Limit	Proposed Speed Limit	Recommendation	Recommended Speed Limit
4	Onewhero-Tuakau Bridge Road (Section 2)	Hall Road	Kohanga Road	70	50	Reduce	50
4	Te Awa Kite Road	Onewhero-Tuakau Bridge Road	End	100	80	Reduce	80
5	Hampton Downs Road	State Highway 1	Landfill Access	100	80	Reduce	80
6	Pendergrast Road	State Highway 2	End	100	80	Reduce	80
7	Chapman Road	Highway 22	Ramsey Road	100	80	Reduce	80
7	Hall Road (Te Kauwhata)	State Highway 1	End	100	80	Reduce	80
7	Ramsey Road	Churchill Road	End	100	80	Reduce	80
7	Rodda Road	Hall Road	End	100	80	Reduce	80
7	Stewart Road	Hall Road	End	100	80	Reduce	80
7	Summertime Lane	Hall Road	End	100	80	Reduce	80
8	Hoheria Road	Wayside Road	End	100	80	Reduce	80
8	Josephine Lane	Wayside Road	End	100	80	Reduce	80
8	Te Kauwhata Road	State Highway 1	Travers Road	100	80	Reduce	80
8	Te Kauwhata Road Extension	Wayside Road	320m west of State Highway 1 northbound off ramp	100	80	Reduce	80
8	Wayside Road	Te Kauwhata Road	Northern end	100	80	Reduce	80
9	Glen Murray Road	Murphy Street	180m south of Horahora Road	100	50	Reduce	50
9	Te Wharepu Road	Te Kauwhata Road	Murphy Street	100	80	Reduce	80
9	Te Wheoro Road	Te Wharepu Road	End	100	50	Reduce	50
9	Vineyard Road	Wayside Road	End	100	80	Reduce	80

Map	Road Name	Start	End	Current Speed Limit	Proposed Speed Limit	Recommendation	Recommended Speed Limit
14	Horotiu Bridge Road	Washer Road	River Road	100	80	Reduce	80
14	Horotiu Bridge Road	Evolution Drive	Washer Road	70	60	Reduce	60
15	Rotokauri Road	Exelby Road	Bagust Road	100	80	Reduce	80

Map	Urban Traffic Area	Recommendation
3	Pokeno Urban Traffic Area	Create Urban Traffic Area
2	Tuakau Urban Traffic Area	Create Urban Traffic Area
8	Te Kauwhata Urban Traffic Area	Create Urban Traffic Area

Council will decide the final bylaw following consideration of all submissions.

7. ATTACHMENTS

- Appendix A - Timing list for submitters wishing to be heard and details of their initial submissions
- Appendix B - A summary report incorporating staff comments on submissions to the Proposed 2017 Amendments to 2011 Waikato District Council Speed Limit Bylaw. (attached separately)
- Appendix C - Copy of Petition referring to Submitter No. 10 and Submission Reference A and B
- Appendix D - Crash data/summary on Tuakau Bridge – Port Waikato Road
- Appendix E - Speed Limits options for Tuakau Bridge – Port Waikato Road maps
- Appendix F - Waikato District Council Speed Limit Bylaw 2011
- Appendix G - Recommended 2017 Amendments to the 2011 Speed Limit Bylaw. Based on changes recommended by staff to the proposed bylaw following the special consultative procedure. (Break down Bylaw, Schedules and Maps)
- Appendix H - Summary Tables of Consultation

Submitters timing and details

Bruce Cameron 9:10am

Submitter No. 69

Submission Reference - All Roads

In support: No

Submission details:

The confusion that will be created by having varying speed limits over a multiple of roads, will have motorists not sure of what speeds they are supposed to be doing. Miss a speed sign on an open road and it can be only long time before you see the next one.

Onewhero – Community Board 9:20am

Representative - Bruce Cameron

Submitter No. 18

In support: No

Submission Reference: A, Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)

Submission details:

The Tuakau Bridge to Port Waikato road proposes a reduction for it's entire length. This road has a section with a very long straight, and motorists are not going to stick to 80km/hr. Signs in places where there are dangers would be much more effective.

Submission Reference: B, George Street (Tuakau) Map 2 (Start Liverpool Street - End Henderson Avenue)

In support: No

Submission details:

Changing the speed limit on Tuakau main street down to 40km for such a short distance, and then having to put change of speed signs at each end is unnecessary as speed has not been a problem. There are speed humps at each end and one in the middle.

Submission Reference: C, Chapman Road Map 7 (Start Highway 22 - End Ramsey Road)

In support: No

Submission details:

Chapman Road is a low vehicle count rural area. If roads like this are going to have speed restrictions, then motorists are going to be totally confused about what roads and what speeds they are supposed to be doing.

Submission Reference: D, All Roads

In support: No

Submission details:

The Board held a workshop on this bylaw, and came to a very clear conclusion that the status quo should remain. Where there are hazards like sharp corner, windy roads, schools etc, signage or a chevron is considered more appropriate. Talking with the local police constable, it was felt that speed restrictions would not stop a lot of the accidents, as many of the idiots driving take no notice of them anyway. The other problem that arises is, if you have all these different speed limits, who is going to police them? Police resources are stretched dealing with other issues ie crime. It was felt that by creating a much greater range of varying speed limits over both rural and urban roads would create confusion as to which speed zone they are in and is taking away peoples' ability to make their own judgement.

NZAA 9:40am

Representative – Trevor Follows

Submitter No. 31

Submission Reference: A, Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)

In support: No

Submission details:

The AA requests that a 90kph speed limit will be the most appropriate on this route due to the 'open rural' environment and the function of the road connecting communities together. Also, the AA suggests that this route should be audited to ensure appropriate traffic signs and road markings are in place, and as appropriate roadside hazards removed

Submitter No. 31

In support: Yes

Submission Reference: B, George Street (Tuakau) Map 2 (Start Liverpool Street - End Henderson Avenue)

Submission details: The AA will only support this speed limit change if appropriate speed management/engineering measures are put in place to ensure the lower operating speed is achieved

Submitter No. 31

In support: Yes

Submission Reference: C, All Roads

Submission details:

This submission is being made by the Waikato District Council of the New Zealand Automobile Association (the Association or AA). The Association represents over 1.6 million members nationwide, with over 50000 members in the Waikato region. The Association is a signatory to the Speed Management Guide, and also appreciates the benefit of well-planned and managed transport networks which are both safe and efficient.

The Association thanks WDC for the being consulted on this current bylaw review, the extension in time to prepare and make this submission. Our submission is based on the information provided by the WDC, and importantly the productive meeting with WDC staff. The Association notes that the environment for reviewing speed limits in NZ has changed significantly with the recent adoption of the new Speed Management Rule.

The Association is comforted that firstly WDC staff are well informed about the application of the Speed Management Guide and the need and importance of early engagement of stakeholders like the AA. Further and importantly so was WDC staff demonstrating an appreciation of the guide and the need to work with communities to build an understanding and consensus around the often vexed consultation of a safety focused approach to speed management.

The Association is confident that the agreements reached in our meeting with WDC staff will ensure that any future speed management changes will include early engagement with the AA. We would like to emphasise that is not criticism from the association of council as the SMG is new process. And whilst there were some teething issues this time, the AA is happy that council staff have worked fast and well to overcome these early start up issues.

Having met with Council staff to discuss each site, and the important data made available using the NZTA provided tools developed to support the recently adopted Speed Management Guide 2017, the Association is generally in support of the proposed speed limit changes.

We understand that the WDC is having to manage huge growth in the northern part of the District and that this is causing strain on the existing transport network and infrastructure. Population growth means more vehicles on roads that in some cases are near capacity and in other instances on roads that were not designed for the increases or changing mix in traffic flows.

The Association is aware that the changing traffic flows increase the risk for motorists. The Association is also certain that by adjusting speed limits alone in some locations will not reduce the safety risk, but may be in fact part of a number of treatments to address a issue or problem.

Taking into account the above, the Association supports in principle the speed limit changes included in the consulted Speed Limit Bylaw review, with the exception to the following over leaf.

Submitter No. 31

In support: N/A

Submission Reference: D, River Road (NOTE: This road is not up for consultation/change this year and will be added to the adhoc list for 2018 for review and consideration.)

Submission details:

This length of River Road is open, with driveways and houses well set back from the road. To ensure motorists understand that the road environment is different, WDC must implement a 'self-explaining' roads approach to managing this corridor to ensure that motorists travel within the proposed speed limit.

This may be achieved by any number of treatments including changes to the road form, road markings etc.

Submitters

Submitter No.	Submission Ref	First Name	Last Name	Map No	What road are you commenting on?
1	A	David	Craddock	1	Ashwell Drive Map 1 (Start Maunsell Road - End)
1	B	David	Craddock	3	Avon Road Map 3 (Start State Highway 2 - End Fraser Road)
1	C	David	Craddock	4	Aislabie Road Map 4 (Start Onewhero - Tuakau Bridge Road - End)
2	A	Carolyn	Edwards	1	Ashwell Drive Map 1 (Start Maunsell Road - End)
2	B	Carolyn	Edwards	1	Centreway Road Map 1 (Start Mission Road - End Maunsell Road)
2	C	Carolyn	Edwards	1	Cordyline Road Map 1 (Start Mission Road - End)
2	D	Carolyn	Edwards	1	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)
2	E	Carolyn	Edwards	1	Mission Road Map 1 (Start Maunsell Road - End Oceanview Road)
2	F	Carolyn	Edwards	1	Ocean View Road Map 1 (Start Centreway Road - End)
2	G	Carolyn	Edwards	1	Port Waikato-Waikaretu Road Map 1 (Start Maunsell Road - End 900m south of Maunsell Road)
2	H	Carolyn	Edwards	1	Stack Road Map 1 (Start Maunsell Road - End)
2	I	Carolyn	Edwards	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
2	J	Carolyn	Edwards	1	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)
2	K	Carolyn	Edwards	1	Westside Road Map 1 (Start Mission Road - End)
2	L	Carolyn	Edwards	4	Onewhero-Tuakau Bridge Road (Section 1) Map 4 (Start Highway 22 - End Existing 50/100)
2	M	Carolyn	Edwards	4	Onewhero-Tuakau Bridge Road (Section 2) Map 4 (Start Hall Road - End Kohanga Road)
3	A	Steve	Edwards	1	Ashwell Drive Map 1 (Start Maunsell Road - End)
3	B	Steve	Edwards	1	Centreway Road Map 1 (Start Mission Road - End Maunsell Road)
3	C	Steve	Edwards	1	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)
3	D	Steve	Edwards	1	Ocean View Road Map 1 (Start Centreway Road - End)
3	E	Steve	Edwards	1	Port Waikato-Waikaretu Road Map 1 (Start Maunsell Road - End 900m south of Maunsell Road)
3	F	Steve	Edwards	1	Stack Road Map 1 (Start Maunsell Road - End)
3	G	Steve	Edwards	1	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)
3	H	Steve	Edwards	1	Westside Road Map 1 (Start Mission Road - End)
3	I	Steve	Edwards	4	Onewhero-Tuakau Bridge Road (Section 1) Map 4 (Start Highway 22 - End Existing 50/100)
3	J	Steve	Edwards	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
3	K	Steve	Edwards	4	Onewhero-Tuakau Bridge Road (Section 2) Map 4 (Start Hall Road - End Kohanga Road)
4	A	Leah	Fry	1	Ashwell Drive Map 1 (Start Maunsell Road - End)
4	B	Leah	Fry	1	Centreway Road Map 1 (Start Mission Road - End Maunsell Road)
4	C	Leah	Fry	1	Cordyline Road Map 1 (Start Mission Road - End)
4	D	Leah	Fry	1	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)
4	E	Leah	Fry	1	Mission Road Map 1 (Start Maunsell Road - End Oceanview Road)
4	F	Leah	Fry	1	Ocean View Road Map 1 (Start Centreway Road - End)
4	G	Leah	Fry	1	Stack Road Map 1 (Start Maunsell Road - End)
4	H	Leah	Fry	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
4	I	Leah	Fry	1	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)

Submitters

Submitter No.	Submission Ref	First Name	Last Name	Map No	What road are you commenting on?
4	J	Leah	Fry	1	Westside Road Map 1 (Start Mission Road - End)

Submitters

Submitter No.	Submission Ref	First Name	Last Name	Map No	What road are you commenting on?
5		Kevin	Waters	1	Ashwell Drive Map 1 (Start Maunsell Road - End)
6	A	Elsa	Basevi	1	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)
6	B	Elsa	Basevi	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
7	A	Jane	Bethell	1	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)
7	B	Jane	Bethell	1	Port Waikato-Waikaretu Road Map 1 (Start Maunsell Road - End 900m south of Maunsell Road)
7	C	Jane	Bethell	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
7	D	Jane	Bethell	1	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)
7	E	Jane	Bethell	3	Helenslee Road Map 3 (Start Pokeno Road - End State Highway 1 northbound on ramp)
7	F	Jane	Bethell	3	Munro Road Map 3 (Start Pokeno Road - Helenslee Road)
8		Alan	Binnie	1	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)
9		Michelle	Chaproniere	1	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)
10	A	Leah Fry	Community Petition	1	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)
10	B	Leah Fry	Community petition	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
11	A	Cushla	Cruickshank	1	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)
11	B	Cushla	Cruickshank	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
11	C	Cushla	Cruickshank	1	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)
12		Jason	Lim	1	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)
13		Simon	Macrae	1	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)
14	A	pete	pleydell	1	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)
14	B	pete	pleydell	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
14	C	pete	pleydell	1	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)
15	A	Okapu	Tini	1	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)
15	B	Okapu	Tini	1	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)
16	A	Unknown	Unknown	1	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)
16	B	Unknown	Unknown	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
16	C	Unknown	Unknown	1	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)
17		Simon	Cave	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)

Submitters

Submitter No.	Submission Ref	First Name	Last Name	Map No	What road are you commenting on?
18	A	Onewhero Tuakau	Community Board	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
18	B	Onewhero Tuakau	Community Board	2	George Street (Tuakau) Map 2 (Start Liverpool Street - End Henderson Avenue)
18	C	Onewhero Tuakau	Community Board	7	Chapman Road Map 7 (Start Highway 22 - End Ramsey Road)
18	D	Onewhero Tuakau	Community Board		Other
18	E	Onewhero Tuakau	Community Board		Harrisville Road
19		Jonathan	Ferrier	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
20		Jonti	Haines	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
21		Jordan	Haines	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
22		Jonelle	Hewitt	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
23		Matthew	Hewitt	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
24		Lindy	Hodgson	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
25		Hamish	Imrie	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
26		Kate	Lobb	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
27	A	Clyde	McCabe	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
27	B	Clyde	McCabe	3	Pokeno Road Map 3 (Start 100m west of Munro Road - End Existing 70/100)
27	C	Clyde	McCabe	5	Hampton Downs Road Map 5 (Start State Highway 1 - End Landfill Access)
28		Trudy	Miljak	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
29		John	Missen	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
30		Maria	Moselen	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
31	A	Cathy McDonald	NZ AA	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
31	B	Cathy McDonald	NZ AA	2	George Street (Tuakau) Map 2 (Start Liverpool Street - End Henderson Avenue)
31	C	Cathy McDonald	NZ AA		Other
31	D	Cathy McDonald	NZ AA		River Road

Submitters

Submitter No.	Submission Ref	First Name	Last Name	Map No	What road are you commenting on?
32		Brad	Pinkney	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
33		kara	robertson	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
34	A	Melissa	Rouse	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
34	B	Melissa	Rouse	1	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)
35		Claire	Smith	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
36		Katrina	Tumata	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
37		Unknown	Unknown	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
38		Matt	Vogels	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)
39		Sandy	Booker	1	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)
40		Brent	Phillips	1	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)
41	A	Karen	Gadomski	2	Bayly Road Map 2 (Start Top Road - End Upper Queen Street)
41	B	Karen	Gadomski	2	Ray Wright Road Map 2 (Start - Upper Queen Street - End Tuakau Road)
41	C	Karen	Gadomski	2	Tuakau Road Map 2 (Shared) (Start Ray Wright Road - End Buckland Road)
41	D	Karen	Gadomski	2	Upper Queen Street Map 2 (Start Attewell Road - End Woodlands Road)
42	A	Adam	Moller	2	Bayly Road Map 2 (Start Top Road - End Upper Queen Street)
42	B	Adam	Moller	2	Burrows Road Map 2 (Start Attewell Road - End Top Road)
42	C	Adam	Moller	2	Ray Wright Road Map 2 (Start - Upper Queen Street - End Tuakau Road)
42	D	Adam	Moller	2	Tuakau Road Map 2 (Shared) (Start Ray Wright Road - End Buckland Road)
42	E	Adam	Moller	2	Upper Queen Street Map 2 (Start Attewell Road - End Woodlands Road)
43		Maria	Mccann	3	Bluff Road Map 3 (Start Pioneer Road - End)
44		Craig	Jenkins	3	Fraser Road Map 3 (Start Market Street - End)
45	A	Bronwyn	Willmot	3	Galston Court Map 3 (Start Helenslee Road - End)
45	B	Bronwyn	Willmot	3	Helenslee Road Map 3 (Start Pokeno Road - End State Highway 1 northbound on ramp)
45	C	Bronwyn	Willmot	3	Hillpark Drive Map 3 (Start Helenslee Road - End Helenslee Road (Sth))
45	D	Bronwyn	Willmot	3	Mark Ball Drive Map 3 (Start Helenslee Road - End Hillpark Drive)

Submitters

Submitter No.	Submission Ref	First Name	Last Name	Map No	What road are you commenting on?
46	A	RONEL	JACOBS	3	Glenkirk Crescent Map 3 (Start Mark Ball Drive - End Hillpark Drive)
46	B	Ronel	Jacobs	3	Hillpark Drive Map 3 (Start Helenslee Road - End Helenslee Road (Sth))
46	C	Ronel	Jacobs	3	Helenslee Road Map 3 (Start Pokeno Road - End State Highway 1 northbound on ramp)
46	D	RONEL	JACOBS	3	Westmuir Crescent Map 3 (Start Hillpark Drive - End Westmuir Crescent (South))
47		Abigail	Baltzer	3	Helenslee Road Map 3 (Start Pokeno Road - End State Highway 1 northbound on ramp)
48		Anne	Jarvis	3	Helenslee Road Map 3 (Start Pokeno Road - End State Highway 1 northbound on ramp)
49		Blair	Johnston	3	Helenslee Road Map 3 (Start Pokeno Road - End State Highway 1 northbound on ramp)
50		Sarah	Kull	3	Helenslee Road Map 3 (Start Pokeno Road - End State Highway 1 northbound on ramp)
51		Chris	Walden	3	Helenslee Road Map 3 (Start Pokeno Road - End State Highway 1 northbound on ramp)
52		serena	currie	3	Pokeno Urban Traffic Area Map 3
53		Hayley	Kirwan	3	Raithburn Terrace Map 3 (Start Mark Ball Drive - End Hillpark Drive)
54		Rachelle	Baker	3	Westmuir Crescent Map 3 (Start Hillpark Drive - End Westmuir Crescent (South))
55		Martin	Lempriere	4	Aislabie Road Map 4 (Start Onewhero - Tuakau Bridge Road - End)
56		Sarah	Shephard	4	Aislabie Road Map 4 (Start Onewhero - Tuakau Bridge Road - End)
57		Joel	Stutter	4	Aislabie Road Map 4 (Start Onewhero - Tuakau Bridge Road - End)
58		Joanne	Pinkney	4	Onewhero-Tuakau Bridge Road (Section 1) Map 4 (Start Highway 22 - End Existing 50/100)
59		John	Stapleford	5	Hampton Downs Road Map 5 (Start State Highway 1 - End Landfill Access)
60		Diane	Beguely	8	Te Kauwhata Road Map 8 (Start State Highway 1 - End Travers Road)
61	A	Tony	Cox	8	Te Kauwhata Road Map 8 (Start State Highway 1 - End Travers Road)
61	B	Tony	Cox	8	Wayside Road Map 8 (Start Te Kauwhata Road - End Northern End)
62	A	Toni	Grace	8	Te Kauwhata Road Map 8 (Start State Highway 1 - End Travers Road)
62	B	Toni	Grace	8	Te Kauwhata Urban Traffic Area Map 8
62	C	Toni	Grace	8	Wayside Road Map 8 (Start Te Kauwhata Road - End Northern End)

Submitters

Submitter No.	Submission Ref	First Name	Last Name	Map No	What road are you commenting on?
63		Sarah	Toggenbotham	9	Glen Murray Road Map 9 (Start Murphy Street - End 180m south of Horahora Road)
64	A	Robyn	Bennett	14	Horotiu Bridge Road (Section 1) Map 14 (Start Washer Road - End West of Evolution Drive)
64	B	Robyn	Bennett	14	Horotiu Bridge Road (Section 2) Map 14 (Start Washer Road - End River Road)
65		Joanna	Eastwood	14	Horotiu Bridge Road (Section 1) Map 14 (Start Washer Road - End West of Evolution Drive)
66		Leo Spanns	Horotiu School	14	Horotiu Bridge Road (Section 1) Map 14 (Start Washer Road - End West of Evolution Drive)
67	A	Robyn Denton	Hamilton City Council	15	Rotokauri Road Map 15 (Start Excelby Road - End Bagust Road)
67	B	Robyn Denton	Hamilton City Council		Kay Road
68		Glenn	Bunting	All	
69		Bruce	Cameron	All	
70	A	Elisabetta	Premoli		Newell Road
70	B	Elisabetta	Premoli		Birchwood Lane
71		Kate	Thomas		Rotowaro Road-Waingaro Road
72		Mandy Boyd &	Terry Mackel		Mangatawhiri Road
73		Northwest Waikato	Community Group		Wily Road
74	A	Tod	Kirker		Harrisville Road
74	B	Tod	Kirker		River Road Tuakau
75		Karyn	Willoughhby		State Highway 3
76		Rishi	Naidu		Friedlander Road
77		Phill Houben	Fulton Hogan ltd		Friedlander Road
78		Frazier	Jamieson		Harrisville Road
79		Chris and Heather	McGuire		Alexandra Redoubt Road

Submissions - Roads under consultation

NOTE: 0 = do not support, 1 = support

Map No	Submitter No.	Submission Ref	First Name	Last Name	Would you like to present your submission at the Hearing on 27 November 2017?	What road are you commenting on?	Current Speed Limit	Proposed Speed Limit	Do you support this change?	What do you think the speed limit should be?	Comments	Staff Comments
1	1	A	David	Craddock	0	Ashwell Drive Map 1 (Start Maunsell Road - End)	50	40	0	Leave as is		There is little to no support for the change to 40km/hr for these roads from the local community. A review of the roads in the Port Waikato settlement show that there are no engineering features to support the lower of the speed limit in the area. This will lead to poor compliance and increasing the risk to other road users.
1	2	A	Carolyn	Edwards	0	Ashwell Drive Map 1 (Start Maunsell Road - End)	50	40	0			
1	3	A	Steve	Edwards	0	Ashwell Drive Map 1 (Start Maunsell Road - End)	50	40	0	Leave as is	Leave all speed limits as they are	
1	4	A	Leah	Fry	0	Ashwell Drive Map 1 (Start Maunsell Road - End)	50	40	0	Leave as is	How ridiculous it's a village population of 600 people, it's a dead end street & there's never been a single motor vehicle accident on it.	
1	5		Kevin	Waters	0	Ashwell Drive Map 1 (Start Maunsell Road - End)	50	40	1		Maunsell road is treated like a racetrack by many drivers. Reducing the speed by installing speed humps would be a more effective solution as no one will be available to ensure speed compliance, regardless if the speed is set at 50 or 40.	
1	2	B	Carolyn	Edwards	0	Centreway Road Map 1 (Start Mission Road - End Maunsell Road)	50	40	0			
1	3	B	Steve	Edwards	0	Centreway Road Map 1 (Start Mission Road - End Maunsell Road)	50	40	0	Leave as is	Leave all speed limits as they are	
1	4	B	Leah	Fry	0	Centreway Road Map 1 (Start Mission Road - End Maunsell Road)	50	40	0	Leave as is	How ridiculous it's a village population of 600 people, & there's never been a single motor vehicle accident on it.	
1	2	C	Carolyn	Edwards	0	Cordylone Road Map 1 (Start Mission Road - End)	50	40	0			
1	4	C	Leah	Fry	0	Cordylone Road Map 1 (Start Mission Road - End)	50	40	0	Leave as is	How ridiculous it's a village population of 600 people, it's a dead end street & there's never been a single motor vehicle accident on it.	
1	6	A	Elsa	Basevi	0	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)	50	40	0	Leave as is	As weekend residents we know that there can be more foot traffic and bicycles around but we also know this is the same for most residential areas where a 50 km / hour limit is in place. Please let us use our common sense as adults and drive according to the conditions be they foot traffic, weather, live stock or what ever.	
1	7	A	Jane	Bethell	0	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)	50	40	0	Leave as is	This is the main road through the Port Waikato village to Sunset Beach. Although it is residential and has quite a high volume of foot traffic, there is a good footpath on one side and I feel that lowering the speed limit will only encourage reckless driving of those in a hurry to get somewhere. Also, as there is no school in the vicinity, it could be confusing to have a 'non-standard' speed limit in this area to "out-of-towners". I feel that more prominent signage promoting the current 50km speed limit would be more effective.	
1	8		Alan	Binnie	1	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)	50	40	0	Leave as is	Leave the 50 as 50 and leave the 100 on the tuakau bridge Port Waikato rd leave it as 100	
1	9		Michelle	Chaproniere	0	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)	50	40	0	Leave as is	Leave the speed limit alone it's an open road there are enough idiots dawdling at 70k and causing mahem has it is	
1	10	A	Leah Fry	Community Petition	0	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)	50	40	0	Leave as is	Please see original submission for the petition details, with 17 signatures. (Appendix C)	
1	11	A	Cushla	Cruickshank	1	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)	50	40	0	Leave as is	Leave port road and port Waikato limits the same	
1	2	D	Carolyn	Edwards	0	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)	50	40	0			
1	3	C	Steve	Edwards	0	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)	50	40	0	Leave as is	Leave all speed limits as they are	
1	4	D	Leah	Fry	0	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)	50	40	0	Leave as is	How ridiculous it's a village population of 600 people, & there's never been a single motor vehicle accident on it.	
1	12		Jason	Lim	1	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)	50	40	0	Leave as is		
1	13		Simon	Macrae	0	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)	50	40	0	Leave as is	Speeds dont need to be reduced people need better driving skills and put signs in places that need more advanced warning for tight or slow corners needed	
1	14	A	pete	pleydell	1	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)	50	40	1			
1	15	A	Okapu	Tini	0	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)	50	40	0	Leave as is		
1	16	A	Unknown	Unknown	0	Maunsell Road Map 1 (Start Tuakau Bridge-Port Waikato Road - End)	50	40	1		I am a Resident at Port Waikato Village and travel on the Port Waikato Road on a regular basis. I note W.D.C is looking into the question of having a lower road speed limit on the Port Waikato road from the Tuakau river bridge thru to the Port Waikato village area and to finish at Sunset beach Port Waikato. I further note to my dismay that a protest petition is underway at Port Waikato village demanding that the existing road speed limits from Tuakau bridge thru to Sunset beach are not changed and left as is, this find not acceptable. From Tuakau river bridge thru to Sunset beach is sign posted as 27 kilometers, there are two short sections on the Port road total of 5 kilometres, the most of the remaining port road is not suitable for high speed traffic at 100 KLM plus. I look forward to seeing the speed limits reduced from Tuakau bridge thru to Sunset beach. My name is not important but the question of speed limits. Thank you.	
1	2	E	Carolyn	Edwards	0	Mission Road Map 1 (Start Maunsell Road - End Oceanview Road)	50	40	0			
1	4	E	Leah	Fry	0	Mission Road Map 1 (Start Maunsell Road - End Oceanview Road)	50	40	0	Leave as is	How ridiculous it's a village population of 600 people, & there's never been a single motor vehicle accident on it.	
1	2	F	Carolyn	Edwards	0	Ocean View Road Map 1 (Start Centreway Road - End)	50	40	0			
1	3	D	Steve	Edwards	0	Ocean View Road Map 1 (Start Centreway Road - End)	50	40	0	Leave as is	Leave all speed limits as they are	
1	4	F	Leah	Fry	0	Ocean View Road Map 1 (Start Centreway Road - End)	50	40	0	Leave as is	How ridiculous it's a village population of 600 people, & there's never been a single motor vehicle accident on it.	
1	7	B	Jane	Bethell	0	Port Waikato-Waikaretu Road Map 1 (Start Maunsell Road - End 900m south of Maunsell Road)	70	60	1		This part of the road carries foot traffic from the Port Waikato School Camp and there is no footpath! Large groups of children regularly walk along here on their way to and from the camp. It can be a very dangerous walk for them. There needs to be a footpath and more signage to ensure their safety, as well as a lower speed limit!! Should be 50km	
1	2	G	Carolyn	Edwards	0	Port Waikato-Waikaretu Road Map 1 (Start Maunsell Road - End 900m south of Maunsell Road)	70	60	1			
1	3	E	Steve	Edwards	0	Port Waikato-Waikaretu Road Map 1 (Start Maunsell Road - End 900m south of Maunsell Road)	70	60	0	Leave as is	Leave all speed limits as they are	
1	2	H	Carolyn	Edwards	0	Stack Road Map 1 (Start Maunsell Road - End)	50	40	0	Leave as is		
1	3	F	Steve	Edwards	0	Stack Road Map 1 (Start Maunsell Road - End)	50	40	0	Leave as is	Leave all speed limits as they are	
1	4	G	Leah	Fry	0	Stack Road Map 1 (Start Maunsell Road - End)	50	40	0	Leave as is	How ridiculous it's a village population of 600 people, it's a dead end street & there's never been a single motor vehicle accident on it.	
1	6	B	Elsa	Basevi	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is	Please allow drivers some common sense. We learn to drive according to traffic and weather and can adjust our speed as necessary. Just as 100km can sometimes be too fast, 80km can sometimes be too slow.	
1	7	C	Jane	Bethell	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is	I drive this road every day in my commute to work from Port Waikato. The current speed limit is just fine if you drive with due care and attention to the road conditions, as per the road code! Lowering the speed limit on this road is just 'dumbing it down' to meet the inability of some drivers to drive safely. You can cruise this road comfortably at 90kms and almost not have to change gear the entire length of it if you are driving well. Also, lowering the speed limit is not consistent with national standards and could be confusing to tourists (national and international) who are travelling out to the Port.	
1	17		Simon	Cave	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	It's a 100 km/h road at pr	As a local of short duration but long association, I hear the real reasons behind crashes , These are Speeds in excess of 100kmh Poor weather conditions and over 100kmh speeds A disproportionate number of stock on road accidents that you as a council are all too aware of Drivers doing 60 kmh and other drivers getting frustrated, And alcohol and drug drivers,, [REDACTED]	
1	18	A	Onewhero Tuakau	Community Board	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0		The Tuakau Bridge to Port Waikato road proposes a reduction for it's entire length. This road has a section with a very long straight, and motorists are not going to stick to 80km/hr. Signs in places where there are dangers would be much more effective.	

Submissions - Roads under consultation

												NOTE: 0 = do not support, 1 = support	
Map No	Submitter No.	Submission Ref	First Name	Last Name	Would you like to present your submission at the Hearing on 27 November 2017?	What road are you commenting on?	Current Speed Limit	Proposed Speed Limit	Do you support this change?	What do you think the speed limit should be?	Comments	Staff Comments	
1	10	B	Leah Fry	Community petition	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is	see original submission. Petition information included with 39 signatures. this is for PW village area of Tuakau Bridge-Port Waikato road.		
1	11	B	Cushla	Cruickshank	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is	Leave as it is along with road to port Waikato and roads in and around Port Waikato to remain same speeds		
1	2	I	Carolyn	Edwards	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	1		Should be 50km		
1	3	J	Steve	Edwards	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is	Leave all speed limits as they are		
1	19		Jonathan	Ferrier	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	1		Also support the other speed changes from Tuakau Bridge to Port Waikato and for Port Waikato village to 40 and the short stretch before the dairy to whatever is proposed		
1	4	H	Leah	Fry		Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is	As a senior firefighter from the Port fire brigade, the vast majority of accidents I have attended on this road are alcohol, drug or fatigue related. A substantial number of drivers drive this road in and out everyday at the current speed limit with no problem. I do not believe there is sufficient reason to believe a reduction in the speed limit will make a difference to current accident rates given the state of the majority of those drivers.		
1	20		Jonti	Haines	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is	it should stay at 100k, plus all side roads are 100k, the majority of people travel this road every day to work etc are quite capable of driving at 100k, to slow it down will probably create more hazards, as people will not recognise the 80 k, if you do insist on changing to 80 k then change it from Klondike rd into the Port only		
1	21		Jordan	Haines	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is			
1	22		Jonelle	Hewitt	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	1		We have to deal with a huge amount of crashes on this road, people need to SLOW DOWN!!!! There have already been fatalities....we don't want anymore.		
1	23		Matthew	Hewitt	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	1		We live 25mtrs from the road.Daily we witness very dangerous high speed maneuvers on this 2km straight along side our dairy farm! Plus, on one side of this section there is a deep drainage canal running the length of the straight. Accidents do happen here frequently!		
1	24		Lindy	Hodgson	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is			
1	25		Hamish	Imrie	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is	I drive this road regularly, the traffic is often light and sometimes non existent. The road is safe and flows well. The proposed speed limit of 80Ks would be far to slow especially at night and during early morning and evening when this particular road has very little traffic.		
1	26		Kate	Lobb		Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is	It is not necessary to reduce the speed of the entire 20km of road to 80km. There just needs to be bright signage making drivers aware of any sharp corners etc. The issue with the Port Road is the lack of proper maintenance! Once a year someone will come and chuck some tar and loose metal down but the road isn't actually fixed or properly resurfaced/flattened out. Leaving the loose metal on the road makes it dangerous and the uneven and patchy surface. Reducing it to 80km will cause more accidents as people will try to overtake out of frustration in dumb areas; ie blind corners, brows of hills. More brighter signage that warns drivers of sharp corners, dangerous areas to overtake and bad surface area is what is required. Is the council proposing these changes as it can't be bothered with fixing the existing road and bringing it up to a safer standard and reducing the speed is a cheaper option? Not good enough! I have lived at the port for 14 years. It's time the Waikato council stepped up and did some proper maintenance. I thought Auckland council were slack but Waikato has not kept the roads safe and has done lots of 1/2 pai patch up jobs. The poor maintenance is what makes the road unsafe. We need lots more fluoro safety signs out (Australia does this well!) lots and lots of warning in advance of the dangerous places and high accident areas. There are some particular areas on slippery corners that have an accident nearly every month but where are the signs to let out of towners know this?		

Submissions - Roads under consultation

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Map No	Submitter No.	Submission Ref	First Name	Last Name	Would you like to present your submission at the Hearing on 27 November 2017?	What road are you commenting on?	Current Speed Limit	Proposed Speed Limit	Do you support this change?	What do you think the speed limit should be?	Comments	Staff Comments
1	27	A	Clyde	McCabe	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is		
1	28		Trudy	Miljak		Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is		
1	29		John	Missen		Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	1		If a change happens it would be best at 90....	
1	30		Maria	Moselen	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is	Although there are several areas where 100kmh is possible this road in general would be far safer for everyone with a 80kmh speed limit	
1	31	A	Cathy McDonald	NZ AA	1	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0		Stop punishing us and get the drivers to actually follow the road code we are not children and stop treating us as such The AA requests that a 90kph speed limit will be the most appropriate on this route due to the 'open rural' environment and the function of the road connecting communities together. Also, the AA suggests that this route should be audited to ensure appropriate traffic signs and road markings are in place, and as appropriate roadside hazards removed	
1	32		Brad	Pinkney	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is	On the long, straight period of roading, 80km/h would be too slow.	
1	14	B	pete	pleydell	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is	change it and there will be more accidents as people try to overtake the slower [80km]cars...	
1	33		kara	robertson	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is		
1	34	A	Melissa	Rouse	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is	Instead of 100km/h signs you could change to open road signs as some stretches of the road are best down at 80km/h but "The Straight" as it's called just before Te Kohanga can be done safely at 100km/h. Making the whole road 80km/h will just result in people continually breaking the speed limit. If you must, make it 80km/h from Klondyke Road to the Wharf Store	
1	35		Claire	Smith	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is	This is a country road that needs to be used with respect. It has areas of the road where it would be difficult to stay under 100 kms. If a speed limit is needed then 90 km/hr would be better. More and more people are commuting this road for their employment. I sometimes travel to my work at Middlemore from there in the very early morning. It would not be ideal for me if the speed limit was changed.	
1	36		Katrina	Tumata	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is	Theres nothing wrong with the given speed limit of 100km, i drive to and from port waikato everyday, and dont see why the speed needs to be reduced, other than the very few livestock accidents that have occured over the past months, has not happened because of speed, its simply because the local farmers fencing is broken and needs fixing.	
1	16	B	Unknown	Unknown	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	1		I am a Resident at Port Waikato Village and travel on the Port Waikato Road on a regular basis. I note W.D.C is looking into the question of having a lower road speed limit on the Port Waikato road from the Tuakau river bridge thru to the Port Waikato village area and to finish at Sunset beach Port Waikato. I further note to my dismay that a protest petition is underway at Port Waikato village demanding that the existing road speed limits from Tuakau bridge thru to Sunset beach are not changed and left as is, this find not acceptable. From Tuakau river bridge thru to Sunset beach is sign posted as 27 kilometers, there are two short sections on the Port road total of 5 kilometres, the most of the remaining port road is not suitable for high speed traffic at 100 KLM plus. I look forward to seeing the speed limits reduced from Tuakau bridge thru to Sunset beach. My name is not important but the question of speed limits. Thank you.	
1	37		Unknown	Unknown	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is		
1	38		Matt	Vogels	0	Tuakau Bridge-Port Waikato Road Map 1 (Start 1200m east of Maunsell Road - End Highway 22)	100	80	0	Leave as is	Those who speed will still speed. Those who drive tired will still drive tired Same with drunks Those who drive along at 50kph still will It is an easy road to drive, follow the recommended speeds around corners and it is perfectly safe. Lowering the speed limit won't change anything except for making longer commute times. How many accidents have been caused only because of the 100kph speed limit?	

Submissions - Roads under consultation

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Map No	Submitter No.	Submission Ref	First Name	Last Name	Would you like to present your submission at the Hearing on 27 November 2017?	What road are you commenting on?	Current Speed Limit	Proposed Speed Limit	Do you support this change?	What do you think the speed limit should be?	Comments	Staff Comments	
1	7	D	Jane	Bethell	0	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)	70	60	1		This is a residential area and lowering the speed limit here can only be a good thing. It is a bendy road with a narrow footpath that carries a lot of foot traffic, particularly in the holidays (we are a largely bach community). Fast moving traffic is a hazard to pedestrians, and road traffic turning into driveways.	This section has been the subject of a number of historical requests to lower the speed limit, which have been declined due to the lack of flexibility in the previous legislation. The new speed management guide allows for the topography of the area to be better considered and due to the tight alignment of the road the lower speed limit will provide a better fit for the alignment and the increased urbanisation and potential for encounters with vulnerable road users.	
1	39		Sandy	Booker	0	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)	70	60	0	Leave as is			
1	11	C	Cushla	Cruickshank	1	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)	70	60	1				
1	2	J	Carolyn	Edwards	0	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)	70	60	0	Leave as is			
1	3	G	Steve	Edwards	0	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)	70	60	0	Leave as is	Leave all speed limits as they are		
1	4	I	Leah	Fry		Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)	70	60	0	50	It's a residential area and should be 50 like the rest of the port		
1	40		Brent	Phillips	0	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)	70	60	1		I support lowering the speed limit for the short distance with residential properties approaching the wharf and on westwards to Maunsell road.		
1	14	C	pete	plydell	1	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)	70	60	1		I also support lowering the speed limit on all 50kph roads in Pt Waikato down to 40kph to improve safety around children and slow-moving road users (tractors, bikes etc)		
1	34	B	Melissa	Rouse	0	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)	70	60	0	Leave as is	needed		
1	15	B	Okapu	Tini	0	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)	70	60	0	Leave as is	The 70km/h speed limit here works well - there's no need to change it.		
1	16	C	Unknown	Unknown	0	Tuakau Bridge-Port Waikato Road Map 1(Start Maunsell Road - End 1200m east of Maunsell Road)	70	60	1		I am a Resident at Port Waikato Village and travel on the Port Waikato Road on a regular basis.		
1	2	K	Carolyn	Edwards	0	Westside Road Map 1 (Start Mission Road - End)	50	40	0	Leave as is	I note W.D.C is looking into the question of having a lower road speed limit on the Port Waikato road from the Tuakau river bridge thru to the Port Waikato village area and to finish at Sunset beach Port Waikato.		
1	3	H	Steve	Edwards	0	Westside Road Map 1 (Start Mission Road - End)	50	40	0	Leave as is	I further note to my dismay that a protest petition is underway at Port Waikato village demanding that the existing road speed limits from Tuakau bridge thru to Sunset beach are not changed and left as is, this find not acceptable.		
1	4	J	Leah	Fry		Westside Road Map 1 (Start Mission Road - End)	50	40	0	Leave as is	From Tuakau river bridge thru to Sunset beach is sign posted as 27 kilometers, there are two short sections on the Port road total of 5 kilometres, the most of the remaining port road is not suitable for high speed traffic at 100 KLM plus.		
2	41	A	Karen	Gadomski	0	Bayly Road Map 2 (Start Top Road - End Upper Queen Street)	100	80	1		I look forward to seeing the speed limits reduced from Tuakau bridge thru to Sunset beach. My name is not important but the question of speed limits. Thank you.		
2	42	A	Adam	Moller	0	Bayly Road Map 2 (Start Top Road - End Upper Queen Street)	100	80	1		Franklin Local Board has considered the proposed amendments to the Waikato District Council Speed Limit Bylaw 2011 and is generally supportive of its intent. Notwithstanding its general support, Franklin Local Board is concerned that the bylaw review has not included necessary collaboration with Auckland Transport and therefore some of the proposed speed limit changes cannot be implemented unless also approved by Auckland Transport, otherwise they will not be legally enforceable. In particular, Tuakau Road, Ray Wright Road and Bayly Road are along the shared district boundary between Auckland Council (Franklin Ward) and Waikato District. Any changes to the legal speed limits on these roads must be consistently applied. The proposed amendments also include a speed change on part of Upper Queen Street, Pukekohe, which is outside Waikato District and wholly within Auckland Transport's jurisdiction. Franklin Local Board therefore requests that any decisions regarding speed limit changes along the shared boundary roads and on other adjoining roads in the area be put on hold until such time as discussions are held with Auckland Transport and both authorities can reach agreement on and implement a consistent approach to speed management in the Pukekohe south area.	Consultation has been undertaken with Auckland Transport and as noted in Submitter No. 42 and Ref A, they are supportive of this change as it will match with their proposal to provide transitional speed limits from rural to the urban areas of Buckland and Pukekohe.	
2	42	B	Adam	Moller	0	Burrows Road Map 2 (Start Attewell Road - End Top Road)	100	80	1		We note that your proposed speed limit changes are consistent with the new Speed Management Guide and the recommendations from the NZTA speed management mapping tool.		
2	18	B	Onewhero Tuakau	Community Board	1	George Street (Tuakau) Map 2 (Start Liverpool Street - End Henderson Avenue)	50	40	0		As the adjacent Road Controlling Authority to Waikato District we have an interest in ensuring speed limit changes are consistent and coordinated at the boundary of our road networks. We consider that the only part of your proposal likely to impact on us is the proposal at the southern edge of Pukekohe, in the area of Burrows Road, Bayly Road, Ray Wright Road, Tuakau Road and Upper Queen Street. As this proposal crosses the boundary of Waikato District Council and Auckland Council there is a need for Auckland Transport to make corresponding changes to the speed limits on the shared boundary roads and some roads to the north of the boundary in our area.	The speed limit change is proposed to be within the section between the speed tables to support these speed management features and discourage drivers from 'racing' between the speed tables.	
2	31	B	Cathy McDonald	NZ AA	1	George Street (Tuakau) Map 2 (Start Liverpool Street - End Henderson Avenue)	50	40	1		We attach a map indicating the draft changes that we will be proposing for the speed limits on our network. Please note that this is still subject to a consultation process to be carried out in the next few months.		
2	41	B	Karen	Gadomski	0	Ray Wright Road Map 2 (Start - Upper Queen Street - End Tuakau Road)	100	80	1		We encourage Waikato District to proceed with its speed limit proposals for the roads in this area. However we ask that the Council makes its bylaw changes for these roads conditional on Auckland Transport approving the corresponding changes to our network as it would not be practical to implement the changes to the boundary roads until both Road Controlling Authorities have approved them.		
2	42	C	Adam	Moller	0	Ray Wright Road Map 2 (Start - Upper Queen Street - End Tuakau Road)	100	80	1		See Submitter No 42, Submission Ref A		
2	41	C	Karen	Gadomski	0	Tuakau Road Map 2 (Shared) (Start Ray Wright Road - End Buckland Road)	100	80	1		See Submitter No 41, Submission Ref A		
2	42	D	Adam	Moller	0	Tuakau Road Map 2 (Shared) (Start Ray Wright Road - End Buckland Road)	100	80	1		See Submitter No 42, Submission Ref A		
2	41	D	Karen	Gadomski	0	Upper Queen Street Map 2 (Start Attewell Road - End Woodlands Road)	100	80	1		See Submitter No 41, Submission Ref A		
2	42	E	Adam	Moller	0	Upper Queen Street Map 2 (Start Attewell Road - End Woodlands Road)	100	80	1		See Submitter No 42, Submission Ref A		
3	1	B	David	Craddock	0	Avon Road Map 3 (Start State Highway 2 - End Fraser Road)	100	80	0	Leave as is		Previous stakeholder engagement for this area, showed 100% support from the 15 residents who responded to our survey.	
3	43		Maria	Mccann		Bluff Road Map 3 (Start Pioneer Road - End)	100	80	1		No one can do a 100kms down this road anyway, drop it to 60-70km	see report recommendation	
3	44		Craig	Jenkins	0	Fraser Road Map 3 (Start Market Street - End)	100	80	1		I have lived on Fraser road for 14 years now, and have seen significant growth of housing and population over the years. Many of these houses and people, are situated in Kowhai Downs, Children now walk down Fraser road, from the bus stop, which intersects at Dean and Fraser Road. I've seen family's walking dogs, Mothers pushing baby's in strollers, and cars going past at a deadly, 100kph speed. Ideally the road speed in my opinion should be reduced to 70kph or even better still, 50kph. 80kph is too, fast. Both Dean and Fraser / Market road ends are no exit roads. Their is no benefit for anyone to be travelling at more than 50kph as there is no time advantage of getting there quicker than 50 seconds. Also, Market road, (east) that leads on from Fraser road, should be re named to Fraser. As a Volunteer with in the Mercer Brigade, it can often become confusing, if calls are to Market road. Market road is intersected by the motorway, and we could be responding, to the west end, via Great South road, or the east end via Fraser Road. If we get it wrong, the consequence, is the loss of valuable time. Please consider renaming market street (east)	70km/hr speed limits are no longer supported by NZTA, hence the proposal for 80km/hr which are primarily used for rural residential development roads with lower housing densities and road alignments that do not support higher speeds. There is currently insufficient development and urban features to support a lower speed limit.	

Submissions - Roads under consultation

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3	45	A	Bronwyn	Willmot		Galston Court Map 3 (Start Helenslee Road - End)	100	40	1		Agree completely	Support for the 40km/hr is split. The intensity of the development and the alignment of the roads within the Pokeno north development area are compatible with the proposed 40km/hr speed limit. In addition the lower speed limit will provide a greater distinction between Helenslee Road, which is the main arterial route, and the local residential streets reducing the potential for vehicles to rat run through the development.			
3	46	A	RONEL	JACOBS		Glenkirk Crescent Map 3 (Start Mark Ball Drive - End Hillpark Drive)	100	40	0	50					
3	46	B	Ronel	Jacobs		Hillpark Drive Map 3 (Start Helenslee Road - End Helenslee Road (Sth))	100	40	0	70					
3	45	C	Bronwyn	Willmot		Hillpark Drive Map 3 (Start Helenslee Road - End Helenslee Road (Sth))	100	40	1		Agree, there are 2 crèches on this road, small people, cars in and out, needs to be 40km				
3	45	D	Bronwyn	Willmot		Mark Ball Drive Map 3 (Start Helenslee Road - End Hillpark Drive)	100	40	1		Agree, main road through the new subdivision, playground etc, needs to be 40km				
3	53		Hayley	Kirwan		Raithburn Terrace Map 3 (Start Mark Ball Drive - End Hillpark Drive)	100	40	1		All roads in the new subdivision should have their speed reduced as is appropriate for residential development.				
3	54		Rachelle	Baker		Westmuir Crescent Map 3 (Start Hillpark Drive - End Westmuir Crescent (South))	100	40	0	50km as it already is.	You show all the streets in the new Pokeno subdivision as currently 100km speed limit...but there are clearly signs saying 50km on our streets and they have been there for the past 2 years! Perhaps you need to update your records before going ahead with this??				
3	46	D	RONEL	JACOBS		Westmuir Crescent Map 3 (Start Hillpark Drive - End Westmuir Crescent (South))	100	40	0	60					
3	47		Abigail	Baltzer	0	Helenslee Road Map 3 (Start Pokeno Road - End State Highway 1 northbound on ramp)	100	60	1						
3	7	E	Jane	Bethell	0	Helenslee Road Map 3 (Start Pokeno Road - End State Highway 1 northbound on ramp)	100	60	1		This is a residential area and a lower speed limit makes sense from a safety point of view.				
3	46	C	Ronel	Jacobs		Helenslee Road Map 3 (Start Pokeno Road - End State Highway 1 northbound on ramp)	100	60	0	70					
3	48		Anne	Jarvis	0	Helenslee Road Map 3 (Start Pokeno Road - End State Highway 1 northbound on ramp)	100	60	1		We strongly support reducing the speed limit to 60 kph. We believe it should be 50 kph. This road is now in a residential area, with adults and children walking on this road. It is used by the school bus to drop students off. There are also trucks and construction vehicles using it. The corner between the offramp and Munro road needs to be upgraded with a footpath. Thank you!!				
3	49		Blair	Johnston	0	Helenslee Road Map 3 (Start Pokeno Road - End State Highway 1 northbound on ramp)	100	60	1		As Principal of Pokeno School, my comment is in relation to the designated school zone. This needs to be extended. The school zone signs in Helenslee Road were originally installed prior to the road and footpath work being completed and therefore are not in the correct place. I was told at the time, that once the work was completed the signs would be moved further north. This, unfortunately, has never happened. We currently cross children outside of the school zone as the temporary path and crossing point WDC put in for us is outside of the zone. I also believe that the school zone should be extended into Hillpark Drive. The majority of children walking to and from the new subdivision need to cross at the end of Hillpark Drive. This is a major safety concern. It is also increased as an Early Childhood centre is on the corner of Hillpark and Helenslee which often means a further increase of traffic around this area at 3pm. I would welcome anyone from WDC to visit our school site to see the current safety concerns we have. I understand these submissions are in relation to speed but as the school zone is clearly marked on the map I felt it was appropriate to use this forum.				
3	50		Sarah	Kull	0	Helenslee Road Map 3 (Start Pokeno Road - End State Highway 1 northbound on ramp)	100	60	1		School, daycare and new homes on the road = higher risk of children and accidents.				
3	51		Chris	Walden		Helenslee Road Map 3 (Start Pokeno Road - End State Highway 1 northbound on ramp)	100	60	0	50km/h	I live at 172 Helenslee Road. The amount of speeding cars doing over 60km/h has reached unacceptable levels. There have been numerous cats killed on this road & on nearby roads (including one of mine). It's only going to be a matter of time before a small child is bowled over. I propose a speed limit of 50km/h and speed humps to make an effort to slow down those who think that Helenslee Road is part of the Pukekohe race track.				
3	45	B	Bronwyn	Willmot		Helenslee Road Map 3 (Start Pokeno Road - End State Highway 1 northbound on ramp)	100	60	1		Agreed completely				
3	7	F	Jane	Bethell	0	Munro Road Map 3 (Start Pokeno Road - Helenslee Road)	100	60	1		This road is narrow, uneven and on a slope, with a one way bridge at the bottom. If you travel down it at 100kms an hour you are likely to kill yourself or someone else. The same applies driving up it from the bridge towards Helenslee Rd - there is not clear visibility for what is coming down the road. ALSO, in its current condition, I feel that large trucks should be banned from using this road - it is too narrow! I use this road every day to access the motorway during my commute to work from Port Waikato.				
3	27	B	Clyde	McCabe	0	Pokeno Road Map 3 (Start 100m west of Munro Road - End Existing 70/100)	100	80	0	Leave as is					
3	52		serena	currie	0	Pokeno Urban Traffic Area Map 3		50	1		my decision is based on the growing growth occurring in Pokeno and would like this brought down.				
4	1	C	DAVID	Craddock	0	Aislabie Road Map 4 (Start Onewhero - Tuakau Bridge Road - End)	100	80	0	Leave as is					
4	55		Martin	Lempriere	0	Aislabie Road Map 4 (Start Onewhero - Tuakau Bridge Road - End)	100	80	0	Leave as is	These changes make no sense, not to the situation or that of surrounding roads. There needs to be more consultation with the users and less reliability for the rates payers to know about and chase these important issues				
4	56		Sarah	Shephard	0	Aislabie Road Map 4 (Start Onewhero - Tuakau Bridge Road - End)	100	80	1		My parents live on that road and there's a crash outside there nearly every week! They don't sleep well because cars race along at high speeds from 4 am until late at night, especially in summer months. Please reduce the limit.				
4	57		Joel	Stutter	0	Aislabie Road Map 4 (Start Onewhero - Tuakau Bridge Road - End)	100	80	1						
4	2	L	Carolyn	Edwards	0	Onewhero-Tuakau Bridge Road (Section 1) Map 4 (Start Highway 22 - End Existing 50/100)	100	80	0						
4	3	I	Steve	Edwards	0	Onewhero-Tuakau Bridge Road (Section 1) Map 4 (Start Highway 22 - End Existing 50/100)	100	80	0	Leave as is	Leave all speed limits as they are				
4	58		Joanne	Pinkney	0	Onewhero-Tuakau Bridge Road (Section 1) Map 4 (Start Highway 22 - End Existing 50/100)	100	80	0	Leave as is					
4	2	M	Carolyn	Edwards	0	Onewhero-Tuakau Bridge Road (Section 2) Map 4 (Start Hall Road - End Kohanga Road)	70	50	0	Leave as is					
4	3	K	Steve	Edwards	0	Onewhero-Tuakau Bridge Road (Section 2) Map 4 (Start Hall Road - End Kohanga Road)	70	50	0	Leave as is	Leave all speed limits as they are				
5	27	C	Clyde	McCabe	0	Hampton Downs Road Map 5 (Start State Highway 1 - End Landfill Access)	100	80	0	110					
5	59		John	Stapleford	0	Hampton Downs Road Map 5 (Start State Highway 1 - End Landfill Access)	100	80	0	Leave as is					
7	18	C	Onewhero Tuakau	Community Board	1	Chapman Road Map 7 (Start Highway 22 - End Ramsey Road)	100	80	0		Chapman Road is a low vehicle count rural area. If roads like this are going to have speed restrictions, then motorists are going to be totally confused about what roads and what speeds they are supposed to be doing.				
											The initial stakeholder engagement on this road showed a 71% support for reducing the speed limit from the 24 respondents. This route has been the site of a number of crashes with drivers attempting to take the curves faster than advisable. The				
											The initial stakeholder engagement on this road showed a 91% support for reducing the speed limit from the 21 respondents.				
											This speed reduction was proposed due to high risk of turning movement crashes involving vehicles accessing leisure activities and heavy vehicles accessing quarry and				
											The initial stakeholder engagement had a 83% support from the 6 respondents. The only no came from the Onewhero-Tuakau Community Board submission. There was 100% support from the residents. As the road is located between 2 through routes and has no other access signage will be able to be well placed and specific to the road. A large section of the road is unsealed for which the current open road speed limit is inappropriate.				

Submissions - Roads under consultation

										NOTE: 0 = do not support, 1 = support						
										Current Speed Limit	Proposed Speed Limit	Do you support this change?	What do you think the speed limit should be?	Comments	Staff Comments	
Map No	Submitter No.	Submission Ref	First Name	Last Name	Would you like to present your submission at the Hearing on 27 November 2017?	What road are you commenting on?										
8	60		Diane	Beguely	1	Te Kauwhata Road Map 8 (Start State Highway 1 - End Travers Road)	100	80	1		Needs to be lowered to even 70k . This would make it safer for cyclists and walkers as there is no designated path for either of these	70km/hr speed limits are no longer supported by NZTA, hence the proposal for 80km/hr which are primarily used for rural residential development roads with lower housing densities and road alignments that do not support higher speeds. Unfortunately this will result in a 10km/hr speed limit change in some areas between the proposed 80km/hr and current 70km/hr. As the level of development increases it is anticipated that the majority of the 70km/hr areas will be changed to 60km/hr with some lower density areas having their speed limit raised to 80km/hr for consistency.				
8	61	A	Tony	Cox		Te Kauwhata Road Map 8 (Start State Highway 1 - End Travers Road)	100	80	1		I believe the maximum speed along Te Kauwhata Road should be 70kmph, reducing to 50kmph at the intersection with Travers Road.					
8	62	A	Toni	Grace	0	Te Kauwhata Road Map 8 (Start State Highway 1 - End Travers Road)	100	80	1		The Te Kauwhata Community Committee (TKCC) support a reduced speed limit for Te Kauwhata Rd including extension and Wayside Rd, however we highlight the following points: If the speed limit for Te Kauwhata Rd is lowered to 80km/h as proposed, this will lead to speed differential anomalies with respect to a key intersecting road, namely Travers Rd which has a speed limit of 70km/h. Both Wayside and Travers Rd are currently undergoing intense subdivision growth, with access to residential streets leading from these roads also. Ideally we would propose that speed limits be 50km/h for the urban streets and 70km/h elsewhere, ie Te Kauwhata Rd, Travers Rd and Wayside Rd. This means amending the proposed speed reduction to 70km/h (not 80km/h) and that this be applied to both Te Kauwhata Rd and Wayside Rd, including all intersecting roads, ie Vineyard Rd, Hoheria Rd, Josephine Lane. It is worth noting also that direct access to Wayside Rd from SH1 no longer exists, meaning entry is via either Te Kauwhata Rd or Travers Rd, both of which have (or are proposed to have) reduced speed limits. Logic suggests that speed anomalies in these areas are best avoided. Therefore the TKCC propose that the Te Kauwhata-Wayside-Travers Rd loop (including Vineyard Rd) speed limit be amended to 70km/h for the entire route, which will remove any anomalies in this area, and help ensure the safety of the large volume of pedestrian and cycle traffic who utilise this circuit.					
8	62	B	Toni	Grace	0	Te Kauwhata Urban Traffic Area Map 8		50	1		See Submitter No 62, Submission Ref A					
8	61	B	Tony	Cox		Wayside Road Map 8 (Start Te Kauwhata Road - End Northern End)	100	80	1		I believe the speed limit along the whole of Wayside Road should be reduced to 70kmph.	Refer to comments on Te Kauwhata Road				
8	62	C	Toni	Grace	0	Wayside Road Map 8 (Start Te Kauwhata Road - End Northern End)	100	80	1		See Submitter No 62, Submission Ref A					
9	63		Sarah	Toggenbotham		Glen Murray Road Map 9 (Start Murphy Street - End 180m south of Horahora Road)	100	50	0	Leave as is	There are no houses on this stretch and it's a one lane bridge controlled by traffic lights. There have been no accidents caused by speed on this stretch of road in the past 7 years. The only accidents have been with people driving off the edge of the road on the approach from the Glen Murray side of the bridge due to stupidity and the lack of a barrier. The barrier should have been put in place years ago when the bridge was built. If it was a deck on your house council would have insisted on a barrier as the drop is greater than 900mm - shame it doesn't apply it's rules to itself!	While there are no residences in the proposed area there are a number of significant hazards such as the tight curve (35km/hr speed advisory) and the one lane bridge. Managing vehicle speeds with a lower speed limit into these hazards is considered appropriate.				
14	64	A	Robyn	Bennett		Horotiu Bridge Road (Section 1) Map 14 (Start Washer Road - End West of Evolution Drive)	70	60	1		No need to be 70k on such a small busy road in a built up/school area and with the new cycle lane from NGA opening soon a lot more traffic around.	see report recommendations				
14	65		Joanna	Eastwood	0	Horotiu Bridge Road (Section 1) Map 14 (Start Washer Road - End West of Evolution Drive)	70	60	0	Leave as is						
14	66		Leo Spanns	Horotiu School	0	Horotiu Bridge Road (Section 1) Map 14 (Start Washer Road - End West of Evolution Drive)	70	60	1		As you are well aware the Horotiu Staff, Students and Parent Community is highly concerned about the significant increase in traffic volume in, and around Horotiu Bridge Road over the last 3-5 years. We are particularly fearful and anxious around the high levels of speed being demonstrated by the wide majority of drivers transitioning through our community towards the State Highway or the by-pass. It is not uncommon to have vehicles doing in excess of 80-100kmph outside our front school gates. We are hoping that with the pending crossing being installed, that this will serve as a catalyst for some change. The potential for disaster is significant, and action is definitely required. This is evidenced by the fact that we have had two sets of pedestrian bars outside the school smashed in the last year. We are also aware of several signifiant crashes on the corner of River Road and Horotiu Bridge Road in 2017 alone. (We have logged at least 6 during school term time.) Horotiu School is duly mindful of the rapid increase in heavy vehicles and trucks using Horotiu Bridge Road as a short cut to avoid lights and delays. These vehicles are large, slow to stop and often unaware that a school limited speed zone exists on this route. Horotiu would sincerely appreciate any support the WDC can provide in reducing speed, improving safety outcomes for whaanau and addressing our need for an improved crossing provision. Should you or any member of your team want to talk this through in more detail, please do not hesitate in contacting me directly.					
14	64	B	Robyn	Bennett		Horotiu Bridge Road (Section 2) Map 14 (Start Washer Road - End River Road)	100	80	1		Go further and keep it at 60ks from Washer rd to River Rd - could never understand why the speed went up to 100ks for a couple of hundred metres	see to report recommendations				
15	67	A	Robyn Denton	Hamilton City Council		Rotokauri Road Map 15 (Start Excelby Road - End Bagust Road)	100	80	1		Hamilton City is fully supportive of all of the proposed speed limit amendments and acknowledge the work that has been done to development these amendments in accordance with the Speed Management Guidelines to target high risk roads. We particularly note the section of Rotokauri Road (which has a shared boundary) being lowered to 80km/h which will better reflect the nature of this road, and provide greater consistency with the adjacent speed limits on roads that are both within the city and the district.	refer to report recommendations				
	68		Glenn	Bunting	0	Other			1		The new Setting of Speed Limits Rule came into force on 21 September 2017. We confirm that your proposals align with the requirements of the new Rule. We also agree that your proposals generally align with the safe and appropriate travel speeds as detailed in the NZTA online mapping tool (https://nzta.abley.com/megamaps/). We note your proposals include 40km/h speed limits on the residential access roads within Pokeno. However your proposed Pokeno Urban Traffic Area provides for a 50km/h speed limit – we would encourage you to consider applying a 40km/h speed limit to your three proposed Urban Traffic Areas to reflect your best practice proposals for new roads in Pokeno. We note your formal consultation with the neighbouring Road Controlling Authorities (including the Transport Agency as the state highway RCA). As you will be aware, the Transport Agency released the Speed Management Guide at the end of 2016. The Guide encourages: • early engagement with our local staff, Police, AA and the RTF to ensure a collaborative one-network approach to speed management is taken; and • engagement with your communities on road risk, well before any proposals on speed limit changes are formally consulted on for public feedback. The Transport Agency has developed a range of resources to help RCAs engage effectively with their communities on road risk. You can find these resources at https://www.nzta.govt.nz/safety/speed-management-resources/ . We look forward to supporting the Council in its early sector and community engagement to address your high benefit opportunities in the next two areas over the next two years.					

Submissions - Roads under consultation

NOTE: 0 = do not support, 1 = support

Map No	Submitter No.	Submission Ref	First Name	Last Name	Would you like to present your submission at the Hearing on 27 November 2017?	What road are you commenting on?	Current Speed Limit	Proposed Speed Limit	Do you support this change?	What do you think the speed limit should be?	Comments	Staff Comments
	69		Bruce	Cameron	1	Other			0		The confusion that will be created by having varying speed limits over a multiple of roads, will have moterists not sure of what speeds they are supposed to be doing. Miss a speed sign on an open road and it can be only long time before you see the next one.	
	18	D	Onewhero Tuakau	Community Board	1	Other			0		The Board held a workshop on this bylaw, and came to a very clear conclusion that the status quo should remain. Where there are hazards like sharp corner, windy roads, schools etc, signage or a chevron is considered more appropriate. Talking with the local police constable, it was felt that speed restrictions would not stop a lot of the accidents, as many of the idiots driving take no notice of them anyway. The other problem that arises is, if you have all these different speed limits, who is going to police them? Police resources are stretched dealing with other issues ie crime. It was felt that by creating a much greater range of varying speed limits over both rural and urban roads would create confusion as to which speed zone they are in and is taking away peoples' ability to make their own judgement.	
	31	C	Cathy McDonald	NZ AA	1	Other			1		<p>This submission is being made by the Waikato District Council of the New Zealand Automobile Association (the Association or AA). The Association represents over 1.6 million members nationwide, with over 50000 members in the Waikato region. The Association is a signatory to the Speed Management Guide, and also appreciates the benefit of well-planned and managed transport networks which are both safe and efficient.</p> <p>The Association thanks WDC for the being consulted on this current bylaw review, the extension in time to prepare and make this submission. Our submission is based on the information provided by the WDC, and importantly the productive meeting with WDC staff. The Association notes that the environment for reviewing speed limits in NZ has changed significantly with the recent adoption of the new Speed Management Rule.</p> <p>The Association is comforted that firstly WDC staff are well informed about the application of the Speed Management Guide and the need and importance of early engagement of stakeholders like the AA. Further and importantly so was WDC staff demonstrating an appreciation of the guide and the need to work with communities to build an understanding and consensus around the often vexed consultation of a safety focused approach to speed management.</p> <p>The Association is confident that the agreements reached in our meeting with WDC staff will ensure that any future speed management changes will include early engagement with the AA.</p> <p>We would like to emphasise that is not criticism from the association of council as the SMG is new process. And whilst there were some teething issues this time, the AA is happy that council staff have worked fast and well to overcome these early start up issues.</p> <p>Having met with Council staff to discuss each site, and the important data made available using the NZTA provided tools developed to support the recently adopted Speed Management Guide 2017, the Association is generally in support of the proposed speed limit changes.</p> <p>We understand that the WDC is having to manage huge growth in the northern part of the District and that this is causing strain on the existing transport network and infrastructure. Population growth means more vehicles on roads that in some cases are near capacity and in other instances on roads that were not designed for the increases or changing mix in traffic flow.</p>	

Submissions - New roads for consideration

As agreed in the Speed Limit Bylaw process, these roads will be added to the Ad Hoc list for review/consideration in 2018

Submitter No.	Submitter Ref	First Name	Last Name	What road are you commenting on?	Was there a road not listed that you would like to comment on? If so tell us the name of the road.	What is the current speed limit of that road?	What do you think the speed limit should be?	Comments
70	A	Elisabetta	Premoli	Other	Newell Road			Does this mean that WDC will look into the speed limit for Newell Rd. and Birchwood Lane. Every single day I see cars speeding past 80km p/h on both roads where kids bike to go to school, my own son once got almost run over just outside our driveway, please consider the safety of the children and lower the limit please...
70	B	Elisabetta	Premoli	Other	Birchwood Lane			Does this mean that WDC will look into the speed limit for Newell Rd. and Birchwood Lane. Every single day I see cars speeding past 80km p/h on both roads where kids bike to go to school, my own son once got almost run over just outside our driveway, please consider the safety of the children and lower the limit please...
71		Kate	Thomas	Other	Rotowaro Road-Waingaro Road	100km after Huntly township,50km..then 80km then 100km just before a dangerous corner	80km until waikokowai road turn off	The number of speeding cars that nearly collude at the intersection of weavers crossing road and Rotowaro Road and hillside heights is scary! Then travelling west to Rotowaro the road is narrow and busy with trucks,and it is an accident waiting to happen,it should be 80km instead of 100
72		Mandy Boyd &	Terry Mackel	Other	Mangatawhiri Road	100kph		<p>According to us the suggested starting point is called Bell Road (not Homestead Road) and east of that is called Mangatawhiri Road (not Mangatangi Road) until the Mangatangi/Rawiri Road interchange. Therefore your photo Figure 1 is Mangatawhiri/Mangatangi/Rawiri Road interchange and Figure 2 is actually looking back west on Mangatawhiri Road. Yes, we totally support lowering the speed limit to 80kph for several reasons:</p> <ul style="list-style-type: none"> •Many drivers use Mangatawhiri Road and Mangatangi Road to avoid SH2 speed limit of 90 kph because they can legally travel at 100kph before rejoining the highway heading to Bay of Plenty/Matamata etc or continuing on to Miranda (avoiding SH2 altogether) on their way to Coromandel/Thames coast. This is particularly noticeable Friday, Saturday and Sundays. It is not safe to go that fast on that stretch of road. This will be even more of a problem during reconstruction of SH2 east of Maramarua. •The intersection of Mangatawhiri/Mangatangi/ Rawiri Roads is very dangerous at the 100kph speed limit. Many cars do not indicate their intentions so lowering the speed limit might lessen the impact to a degree. Also, when heading west off Mangatangi Road onto Mangatawhiri road it is very difficult to see oncoming traffic from Rawiri Road because of the angle of the road, in particular in heavy vehicles that rely on side mirrors. •Our property is located approximately 50 metres east and opposite Bell Road turn off. 433 Mangatawhiri Road. There is a hill and blind corner a little further on. There is a long straight leading to this rise that has double yellow lines. Almost every day we see traffic coming from both directions and overtaking on the double yellow lines, endangering those coming towards them, but in particular those vehicles turning into Bell Road; often large truck and trailers heading to Green Valley Milk factory. We have witnessed many near misses and several accidents at this intersection. As we approach our own gateway (shared by neighbours 435) the traffic nearly always crosses these yellow lines to speed by as we turn in. We believe placing the 80 kph sign at Bell Road will encourage people to try to pass at the turn off further endangering lives in both directions. We suggest placing the sign back before or at the start of the double yellow lines (west of Jeff Road) where there is a blind rise when heading east. This would encourage the traffic to slow before Bell Road. And heading west discourage them from taking off in front of Bell Road if it were to change back to 100kph at that point. •We have witnessed several accidents including motorbikes at Bell Road and the power pole has been broken twice in recent times (though drivers have fallen asleep and crossed centre line rather than speed). I cannot comment about the boy racers who frequently use this stretch of road during the night as I believe no rules will alter their behaviour. <p>In addition to the previous comments I would suggest a contributing factor adding to accidents on SH2 between State Highway One and Maramarua may be because of the narrow roads especially bridges, sunstrike east mornings/west</p>
73		Northwest Waikato	Community Group	Other	Wily Road			We want this to be looked at again in the next review as there is increasing traffic on this road an increasing number of houses!
74	A	Tod	Kirker	Other	Harrisville Road	70	50	<p>I would recommend Harrisville Road should be changed to 50kph from George Street to the existing 100kph sign. I believe the 70kph area along Harrisville Rd is too fast for the following reasons: It is a busy stretch of road with some residential houses, businesses and ultimately a Primary School. There is a high amount of foot traffic along this stretch of road with both children and parents walking to and from school.</p> <p>I would also recommend that the current 100kph on Harrisville Road through to Mill Rd should be reduced to 80kph for the following reasons: The stretch of road is undulating and winding in many areas. There is a number of high risk intersections on this stretch of road. The stretch of road is a high crash area and with many of the crashes resulting in serious injuries given the current speed limit.</p>

Submissions - New roads for consideration

As agreed in the Speed Limit Bylaw process, these roads will be added to the Ad Hoc list for review/consideration in 2018

Submitter No.	Submitter Ref	First Name	Last Name	What road are you commenting on?	Was there a road not listed that you would like to comment on? If so tell us the name of the road.	What is the current speed limit of that road?	What do you think the speed limit should be?	Comments
74	B	Tod	Kirker	Other	River Road Tuakau	100	70	I would recommend that River Rd speed limit be changed to 70kph in its entirety. The current 100kph area is adjacent to a public reserve where the public come in and out of and is especially busy over summer months and weekends. Many users are towing boats which is a hazard being 100kph area. Traffic needs to slow down when approaching the Tuakau Bridge giving its narrowness so a 70kph makes sense.

Submissions - New roads for consideration

As agreed in the Speed Limit Bylaw process, these roads will be added to the Ad Hoc list for review/consideration in 2018

Submitter No.	Submitter Ref	First Name	Last Name	What road are you commenting on?	Was there a road not listed that you would like to comment on? If so tell us the name of the road.	What is the current speed limit of that road?	What do you think the speed limit should be?	Comments
18	E	Onewhero Tuakau	Community Board	Other	Harrisville Road			One road of concern is Harrisville Road, which is the main road north out of Tuakau to Auckland. This road has Harrisville School on it, and there is a lot of congestion at school drop off and pick up times. Also, the intersection of Harrisville and Buckville Roads is very dangerous as it is on top of a rise. This road, from the town boundary of Tuakau to Mill Road needs more in-depth research to improve it's safety
75		Karyn	Willoughby	Other	State Highway 3	100	70	I would like to see the speed limit on SH23 from Greenslade to Raglan reduced to 70km/hr
67	B	Robyn Denton	Hamilton City Council	Other	Kay Road	100	80	It is understood that Waikato District has a programme for future reviews in place, and we would request that at the next possible opportunity, the section of Kay Road between Osborne Road and River Road be reviewed . Hamilton City lowered the speed limit on the remaining (shared) section of Kay Rd (Osborne Road to Horsham Downs Road on 1 March 2013 to 80km/h. Since that time there has continued to be growth in the traffic volumes and speeds on the section that is wholly within Waikato District Council, which has resulted in safety concerns being expressed by residents in both districts. Hamilton City believe it would be desirable to address the current inconsistency in speed limit along this road with some urgency.
76		Rishi	Naidu	Other	Friedlander Road	100	50	This should be Changed to 50 kms as we have kids and that speed is too high for this short road .Friedlander Road gets fully loaded trucks doing high speeds .
31	D	Cathy McDonald	NZ AA	Other	River Road	100	80	This length of River Road is open, with driveways and houses well set back from the road. To ensure motorists understand that the road environment is different, WDC must implement a 'self-explaining' roads approach to managing this corridor to ensure that motorists travel within the proposed speed limit. This may be achieved by any number of treatments including changes to the road form, road markings etc.
77		Phill Houben	Fulton Hogan Ltd	Other	Friedlander Road			FREIDLANDERS ROAD Please note this road is not on the schedule of changes and it was only brought to our(landowners) attention at a community meeting in August when Councillor Church attended.
78		Frazier	Jamieson	Other	Harrisville Road	70	40	Thursday, 9 November 2017 Regarding: Amendments to speed limit bylaw To whom it may concern, I realise this submission might be a bit late. I hope you can please include it before the council meeting on the 27th November. On behalf of the Harrisville School Board of Trustee I would like to request that you consider reducing the speed along Harrisville road along the school boundary. Currently the speed limit is 70 which is way too fast. There is inherent danger on this road twice daily due to school time drop offs and pickups and when school events are on. The Board are extremely concerned that one day something serious will happen, which could be avoided due to a lower speed limit. We believe that the speed limit should be 40 kph past the school. We need this reduction to keep our kids and parents safe. The urban speed limit is 40 kph past schools now. A semi-rural school should have the same safety considerations.
79		Chris and Heather	McGuire	Other	Alexandra Redoubt Road	100	50 or 70	The Speed limit in Alexandra Redoubt Road is 100kph which is inappropriate and unsafe for the narrow country road that it is. The speed limit should be 50 or 70kph.



Petition to Waikato District Council concerning the Speed Bylaw Review

We, the undersigned, want the speed limit on the Tuakau Bridge-Port Waikato Road from the Tuakau Bridge to the PW Village entrance to remain at 100 km/hr and not be reduced to 80 km/hr.

Principal Petitioner:

Leah Fry
171 Maunsell Road, Port Waikato
027 276 1403
Signature:

ENTERED
Fry 17/10.

Full Name	Address	Phone Number
Andrew Hope	170 Maunsell Rd Port Waikato	021 367 533
Khuys Epina	186 " " "	0210 8191778
STEVE McCRAITH	9 CENTREWAY RD, PORT WAIKATO	021540677
Tyron Foster	6 Meroetai Place, port waikato	092329775
Susan Taylor	5 Ashwell Drive Port Waikato	2329904
HARRY TAYLOR	5 ASHWELL DRIVE, PORT WAIKATO	2329904
Keith Townsend	326 Waikaretu Rd	2329905
V. Feehan	326 Waikaretu Rd	232 9905.
Dane Foster	150 Maunsell Rd,	2329949
Vanessa Foster	150 Maunsell Rd	2329969.
Kimi Avery	18 Ocean View Rd	027 228 5440
Jenny Butler	129 Maunsell Rd	232 9719

Petition to Waikato District Council concerning the Speed Bylaw Review

We, the undersigned, want the speed limit on the Tuakau Bridge-Port Waikato Road from the Tuakau Bridge to the PW Village entrance to remain at 100 km/hr and not be reduced to 80 km/hr.

Full Name	Address	Phone Number
Zuleb Wilson	16 Centreway Rd port waikato	0211045923
Deon Samuels	16 Centreway Rd " "	0211753779
Jude Bonehill	77 Maunsell Rd	—
Hayley Samuels	16 Centreway Rd. Port Waikato	021 0268 5078
Dave Samuels	16 Centreway Rd. Port Waikato	027 278 0692
Tania Samuels	16 Centreway Rd Port Waikato	09 232 9612.
DANIEL MCCORMACK	1 Centreway Rd Port Waikato	022 0066425
greg Steiner	142 Maunsell Rd Port Waikato	0275800600
Kim Hansen	15 Ashwell Drive, Port Waikato	021609369
Rob. Keckelaar.	15. Tuakau Bridge Port Waikato B40 -	0278443668.
Paetriot Ashby	29 Stack Road RDS Port Waikato	—
Tania Collins	158 Maunsell Rd Port Waikato	0211217197
DeeP	1340 PORT WAIKATO - WAIKERTU RD, RDS	02040132430
Paula Uptold	2555 Port Waikato - Tuakau Brg Rd	0272287760
Connor Harkin	158 MAUNSELL RD port waikato	0212631400
Kyran Speir	16 Mission RD port waikato	02102805199
Hayley Purdon	1393 Port Waikato, Waikato RD	0210686774.
Christine Cole	1392 Port Waikato, Waikato RD	021 2329855.
Marie Purdon	1393 Port Waikato, Waikato RD	2329855.
Tabor Purdon	1393 Port Waikato, Waikato RD	2329855.

Petition to Waikato District Council concerning the Speed Bylaw Review

We, the undersigned, want the speed limit on the Tuakau Bridge-Port Waikato Road from the Tuakau Bridge to the PW Village entrance to remain at 100 km/hr and not be reduced to 80 km/hr

Full Name	Address	Phone Number
Brent Speir	16 Mission Rd	021 02615886
Jacob Pallen	121 Maunsell road	021 0339995
Eli Voszczang	121 Maunsell road	Keep it 100 -
Tom Tiritawa	122 "	6210852730
PAM TIRITAWA	122 "	02041051456
Chris Streamer	17 Mission Road	
KAYLEANNE MERCER	24 CENTREWAY ROAD	0223533985
Andy Munday	24 Centreway Rd	0274992351
Justin Ororo	18 Mission Rd	0211669932
Wendy Ororo	18 Mission Rd	0210614462
Ben Williams	13 Stack Road	0275370672
Sam Houghton	13 Stack Road	0211115851
Gill Tomdale	171 Maunsell Rd	021753640
Shana Larsen	137A Maunsell Rd	0210527634
Lisa Nicol	73 Tuakau Bridge - Port Waikato Road	0220887838
David Louie	757 Port Waikato Waikareta Rd Port Waikato	0273653725
Jed Wilson	18 centreway road	02108443862
Emma Turner	24 Cordyline Road	02102445077
Joshua Benny	24 Cordyline Road	0212090442
James Talbot	222 Maunsell Road, PW	027-232-9778

Petition to Waikato District Council concerning the Speed Bylaw Review

We, the undersigned, want the speed limit on the Tuakau Bridge-Port Waikato Road from the Tuakau Bridge to the PW Village entrance to remain at 100 km/hr and not be reduced to 80 km/hr

Full Name	Address	Phone Number
Janice Wright	10 Mission Rd Port Waikato	09 2329494
Michael Wright	10 Mission Rd Port Waikato	09 2329494
Chanell Dawson	186 Maunsell Road Port Waikato	02107406944
Loy Russell	129 MAUNSELL ROAD PORT WAIKATO	021 346 755
Jayne Russell	129 maunsell Road Port Waikato	0211254906
Hannah Johnson	2/108 Meled road to state South	0211330618
Colo Kerlake	158 maunsell Road port Waikato	0212164080
Sally Keira	9 Maraerai Pl. Port Waikato	0212303577
Diane McCormack	107 Maunsell Rd, Port Waikato	012329605
Mike McCormack	" " " "	09 2329605
Shamrock Ashby	29 Stack Road, Port Waikato	0211654726
Dejen Hanara	29 Stack Road Port Waikato	02102463697
Jipene Ashby	29 Stack Road Port Waikato	
Selena Kawhero	1077 Port WAIKATO - WAIKARETU RD P.O.W	092329963
Rose Wilson	1077. Rd. Waikaretu Rd	" "
Ed Kafa	" " " "	" "
Jackie Chapman	" " " "	" "
Pam Vuglar	170 Maunsell Rd. Port Waikato	092329435
Brenda Green	224 Maunsell Rd Port Waikato	09 23 29 852
Joshua Green	224 Maunsell Rd Port Waikato	09 23 29 852

Petition to Waikato District Council concerning the Speed Bylaw Review

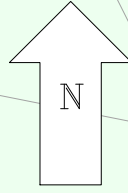
We, the undersigned, want the speed limit in all the Port Waikato Village area roads including all of Maunsell Road, to remain at 50 km/hr and not be reduced to 40 km/hr.

Principal Petitioner:

Leah Fry
171 Maunsell Road, Port Waikato
027 276 1403
Signature:

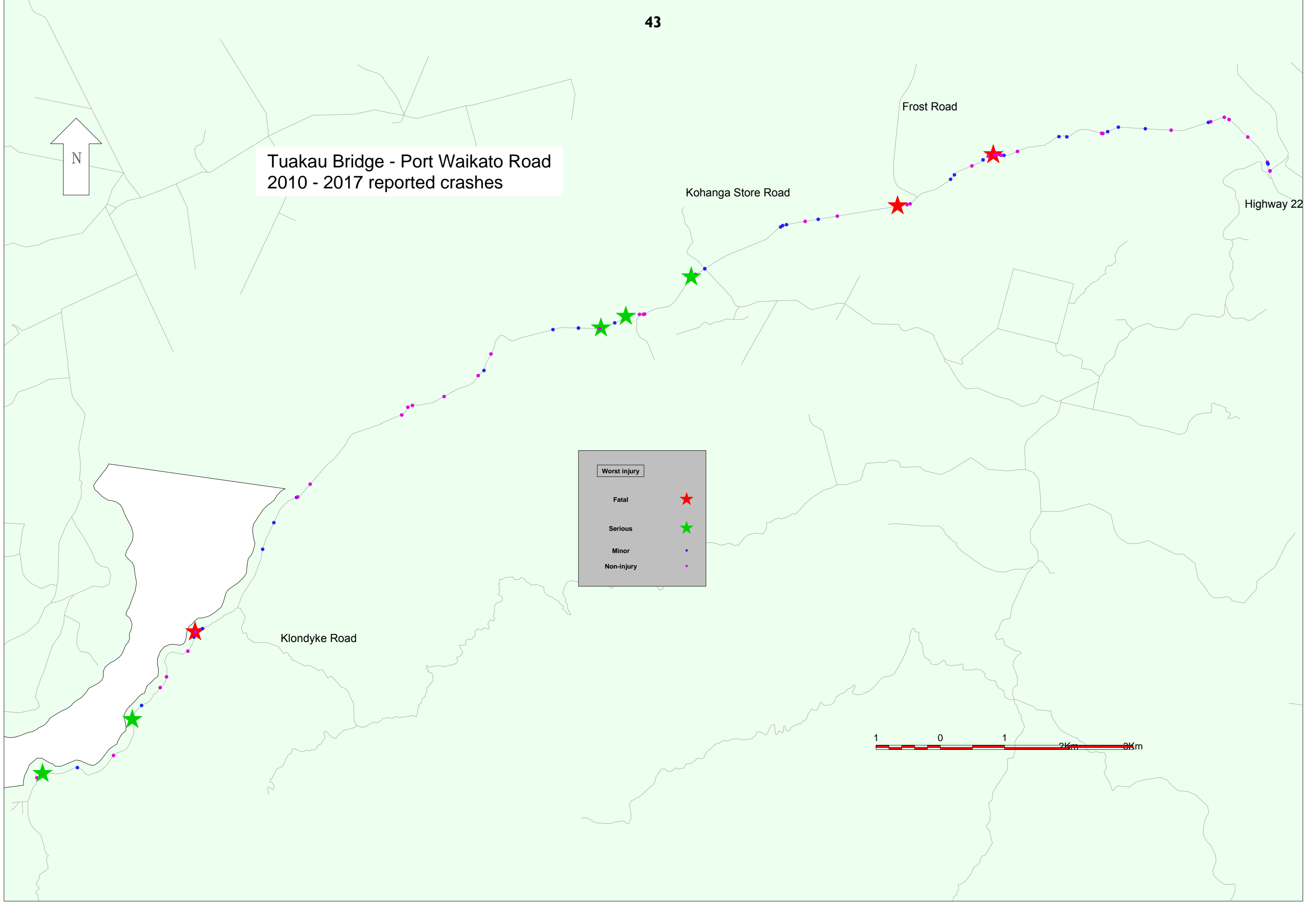
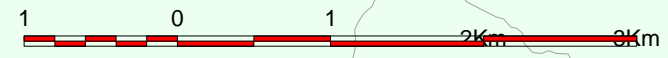
ENTERED
Fry 17/10

Full Name	Address	Phone Number
Andrew Hape	170 Maunsell Rd Port Waikato	021 307833
Rhys Epiha	186 " " "	02108191778
Tyrod Foster	5 Maraetai Place, Port Waikato	09 2329 775
Rini Avery	18 Ocean View	027 228 5440
Deon Samuels	16 Centreway Rd portwaikato	021 753 779
Kaleb Wilson	16 Centreway Rd port waikato	0211095923
greg slovic	142 Maunsell rd port waikato	0275800600
Trudy Miljak	142 Maunsell road port Waikato	09 2329605
Diane McCormack	107 Maunsell Rd, Port Waikato	09 2329605
Mike McCormack	" " " "	
Dean Johnson	17 Mission Rd Port Waikato	021 056 9906
ROGER MURTAGH	230 Maunsell Rd Port Waikato	021 709662



Tuakau Bridge - Port Waikato Road
2010 - 2017 reported crashes

Worst injury	
Fatal	★
Serious	★
Minor	•
Non-injury	•



Frost Road

Kohanga Store Road

Highway 22

Klondyke Road

Crash List: ju_TB_PW Rd

Overall Crash Statistics

Crash Severity	Number	%	Social cost (\$m)
Fatal	3	3	14.92
Serious	5	6	2.87
Minor Injury	39	43	4.02
Non-injury	43	48	1.63
	90	100	23.44

Crash Numbers

Year	Fatal	Serious	Minor	Non-inj
2013	0	0	5	3
2014	1	0	8	4
2015	1	2	4	1
2016	0	2	4	8
2017	0	0	3	13
TOTAL	2	4	24	29
Percent	3	7	41	49

Note: Last 5 years of crashes show n

Overall Casualty Statistics

Injury Severity	Number	% all casualties
Death	3	5
Serious Injury	9	14
Minor Injury	51	81
	63	100

Casualty Numbers

Year	Fatal	Serious	Minor
2013	0	0	7
2014	1	0	8
2015	1	3	7
2016	0	2	5
2017	0	0	4
TOTAL	2	5	31
Percent	5	13	82

Note: Last 5 years of casualties show n

Crash Type and Cause Statistics

Crash Type	All crashes	% All crashes
Overtaking Crashes	2	2
Straight Road Lost Control/Head On	9	10
Bend - Lost Control/Head On	75	83
Rear End/Obstruction	3	3
Crossing/Turning	1	1
Pedestrian Crashes	0	0
Miscellaneous Crashes	0	0
TOTAL	90	100

Crash factors (*)	All crashes	% All crashes
Alcohol	11	12
Too fast	26	29
Failed Give way/Stop	1	1
Failed Keep Left	6	7
Overtaking	1	1
Incorrect Lane/posn	9	10
Poor handling	55	61
Poor Observation	15	17
Poor judgement	16	18
Fatigue	8	9
Disabled/old/ill	1	1
Vehicle factors	3	3
Road factors	19	21
Weather	9	10
Other	8	9
TOTAL	188	209

Crashes with a:

Driver factor	149	166
Environmental factor	28	31

(*) factors are counted once against a crash - ie two fatigued drivers count as one fatigue crash factor.

Note: Driver/vehicle factors are not available for non-injury crashes for Northland, Auckland, Waikato and Bay of Plenty before 2007.

This will influence numbers and percentages.

Note: % represents the % of crashes in which the cause factor appears

Number of parties in crash	All crashes	% All crashes
Single party	79	88
Multiple party	11	12
TOTAL	90	100

Driver and Vehicle Statistics

Note: Driver information is not computerised for non-injury crashes

Drivers at fault or part fault in injury crashes

Age	Male	%	Female	%	Total	%
15-19	3	11	5	28	8	18
20-24	8	30	2	11	10	22
25-29	4	15	4	22	8	18
30-39	3	11	2	11	5	11
40-49	3	11	4	22	7	16
50-59	5	19	0	0	5	11
60-69	0	0	0	0	0	0
70+	1	4	1	6	2	4
TOTAL	27	100	18	100	45	100

Drivers at fault or part fault in injury crashes

Licence	Male	Female	Total	%
Full	15	6	21	46
Learner	3	2	5	11
Restricted	5	6	11	24
Never licensed	1	1	2	4
Disqualified	0	0	0	0
Overseas	1	2	3	7
Expired	1	0	1	2
Other/Unknown	1	2	3	7
TOTAL	27	19	46	100

Vehicles involved in injury crashes

	No. of vehicles	% Injury crashes
SUV	5	11
Car/Stn Wagon	41	81
Motor Cycle	2	4
Other	1	2
Truck	2	4
Van Or Utility	3	6
TOTAL	54	108

Note: % represents the % of injury crashes in which the vehicle appears

Crash List: ju_TB_PW Rd

Road Environment Statistics

Road Type	Local road	%	State highway	%	Total	%
Urban	1	1	0	0	1	1
Open Road	89	99	0	0	89	99
TOTAL	90	100	0	0	90	100

Time Period Statistics

Day/Period	All crashes	% All crashes
Weekday	59	66
Weekend	31	34
TOTAL	90	100

Conditions	Injury	Non-injury	Total	%
Light/overcast	29	25	54	60
Dark/twilight	18	18	36	40
TOTAL	47	43	90	100

Day/Period	0000-0259	0300-0559	0600-0859	0900-1159	1200-1459	1500-1759	1800-2059	2100-2400	Total
Weekday	1	5	16	12	7	4	12	2	59
Weekend	1	1	4	4	4	2	9	6	31
TOTAL	2	6	20	16	11	6	21	8	90

Note: Weekend runs from 6 pm on Friday to 6 am on Monday

Conditions	Injury	Non-injury	Total	%
Dry	27	19	46	51
Wet	20	24	44	49
Ice/snow	0	0	0	0
TOTAL	47	43	90	100

Intersection/mid-block	All crashes	% All crashes
Intersection	6	7
Midblock	84	93
TOTAL	90	100

Day/Period	0000-0259	0300-0559	0600-0859	0900-1159	1200-1459	1500-1759	1800-2059	2100-2400	Total
Mon	0	2	1	1	1	0	4	0	9
Tue	0	0	5	6	4	0	1	0	16
Wed	0	0	3	1	0	2	4	0	10
Thu	0	0	3	3	0	1	2	1	10
Fri	1	3	4	1	2	1	1	1	14
Sat	0	0	4	2	2	1	4	4	17
Sun	1	1	0	2	2	1	5	2	14
TOTAL	2	6	20	16	11	6	21	8	90

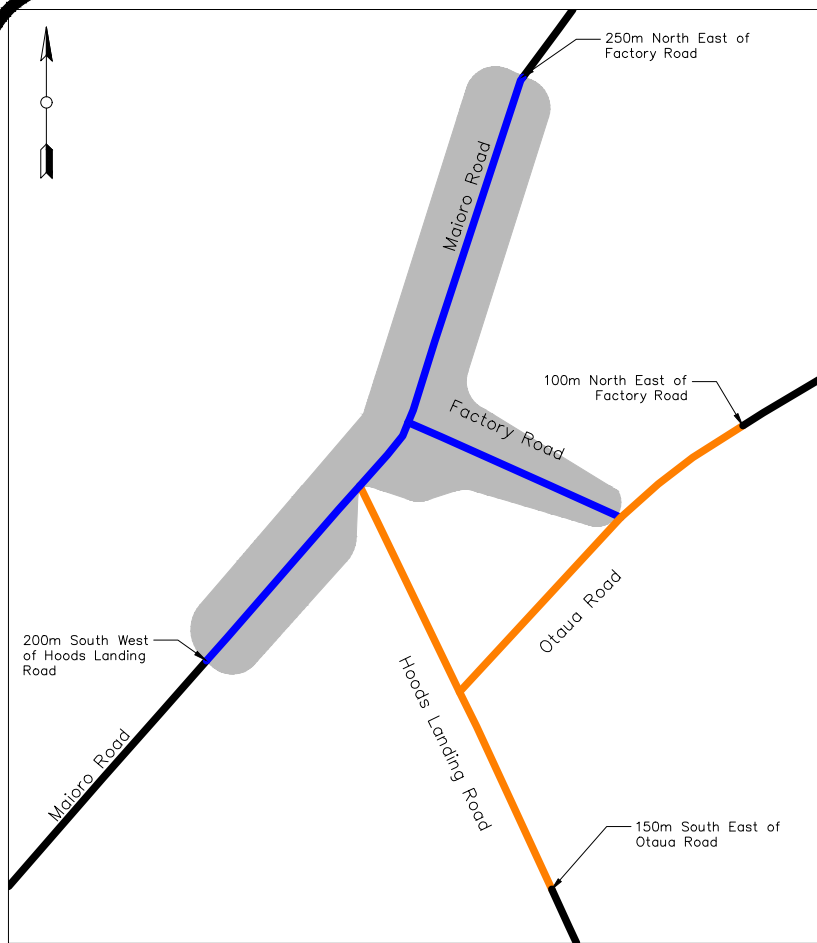
Objects Struck	Injury crashes	%	Non-injury crashes	%
Crashes w/obj.struck	35	74	38	88

Object Struck	Injury crashes	%	Non-injury crashes	%
Cliff Bank	9	19	12	28
Over Bank	4	9	2	5
Fence	10	21	7	16
Guard Rail	0	0	1	2
Post Or Pole	2	4	5	12
Traffic Sign	1	2	1	2
Tree	4	9	5	12
Ditch	15	32	11	26
Stray Animal	1	2	2	5
Other	1	2	0	0
Water/River	2	4	1	2
TOTAL	49		47	

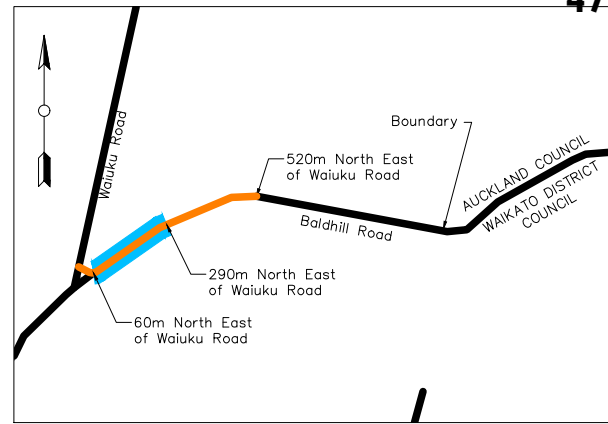
Note: % represents the % of crashes in which the object is struck

Month	Injury	%	Non-injury	%	Total	%
Jan	6	13	4	9	10	11
Feb	5	11	7	16	12	13
Mar	3	6	0	0	3	3
Apr	6	13	3	7	9	10
May	4	9	7	16	11	12
Jun	3	6	3	7	6	7
Jul	2	4	3	7	5	6
Aug	3	6	3	7	6	7
Sep	2	4	4	9	6	7
Oct	5	11	2	5	7	8
Nov	3	6	3	7	6	7
Dec	5	11	4	9	9	10
TOTAL	47	100	43	100	90	100

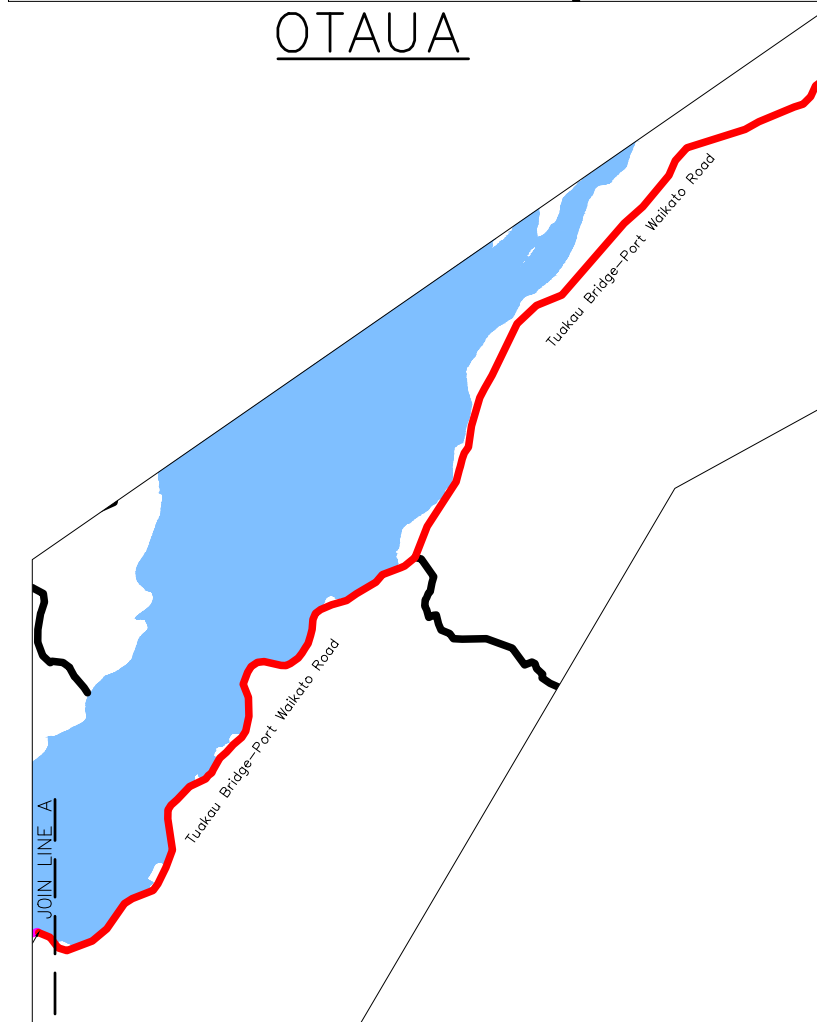
Crashes Tuakau Bridge Road to Port Waikato between 2010-2017				
Total number of people killed or injured			61	
number of deaths			3	
number of serious injuries			9	
number of injured people			49	
total number of crashes			87	
likelihood of a crash resulting in an injury			53	% (one of the country's highest rates)
likelihood of sustaining a serious injury in a crash			10	%
crashes during daylight			67	%
crashes during darkness			33	%
even split dry/wet crashes			50	%
predominate crash causes =speed/loss of control on curve/head-on				
crashes where alcohol/drugs is attributed			13	%
social cost of crashes		per injury	total	
death		\$4,730,000.00	\$14,190,000.00	
serious		\$912,000.00	\$8,208,000.00	
injury		\$99,000.00	\$4,851,000.00	
			\$27,249,000.00	TOTAL



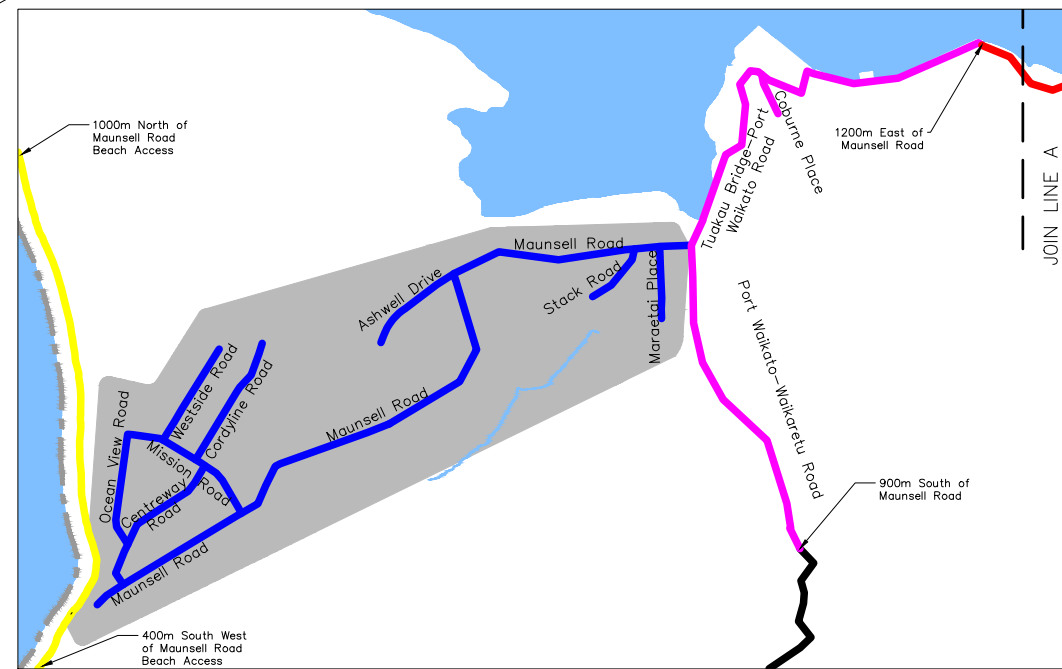
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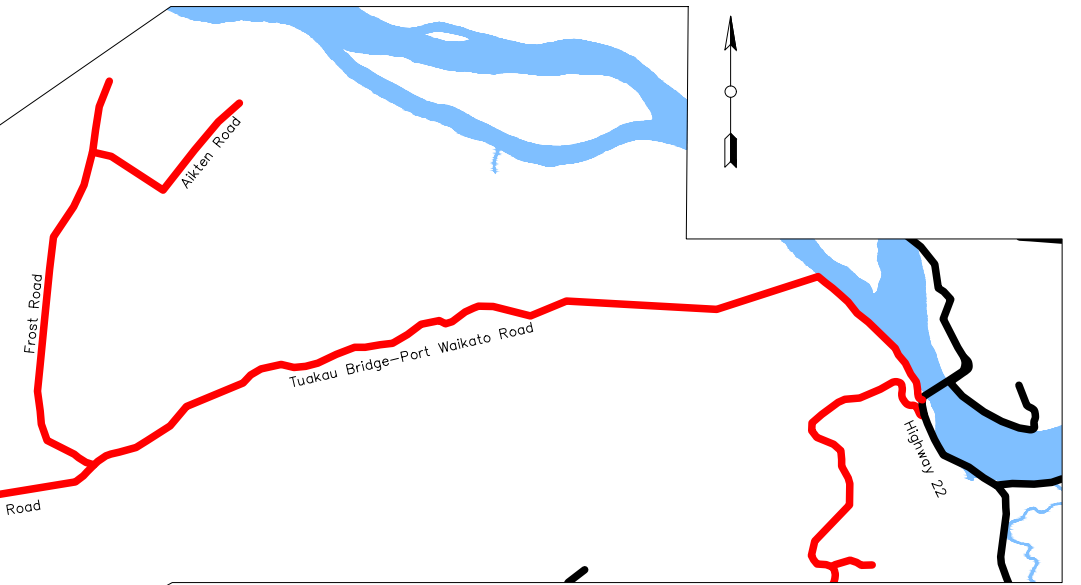
PUKEOWARE



TUAKAU BRIDGE-
PORT WAIKATO ROAD



PORT WAIKATO



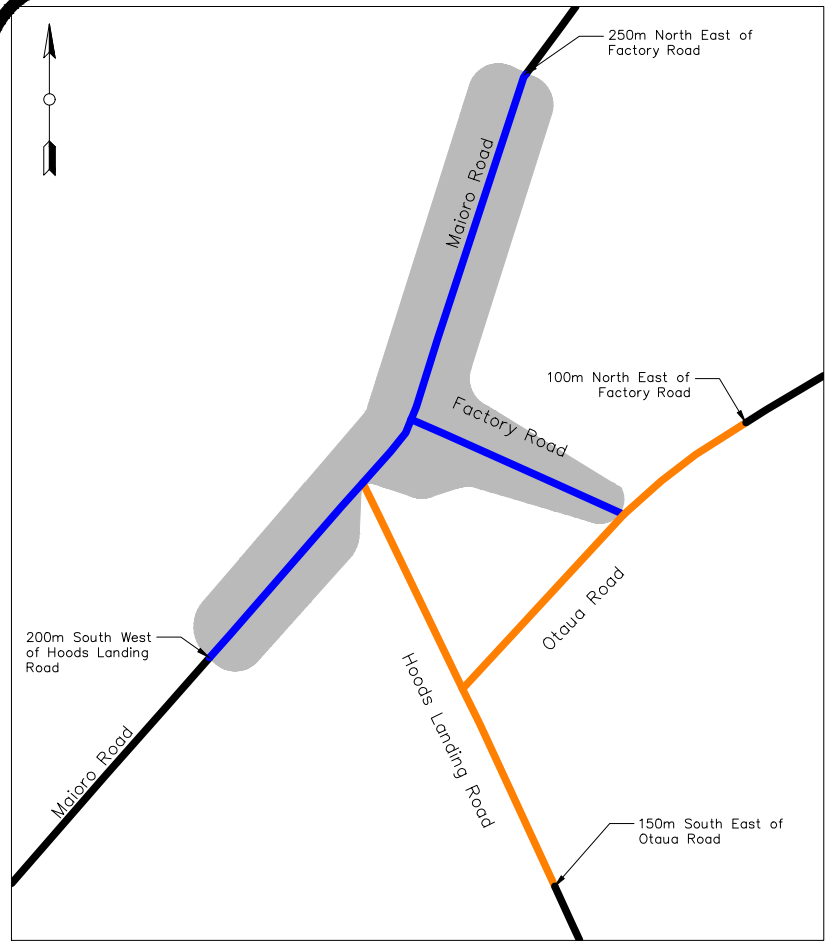
LEGEND

	100	100Km/Hr SPEED LIMIT
		NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
Existing Speed		
	20	ROAD DECLARED TO BE 20Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW
	40	ROAD DECLARED TO BE 40Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW
	40	SCHOOL SPEED ZONES DECLARED TO BE 40Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
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	80	ROAD DECLARED TO BE 80Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
		EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.

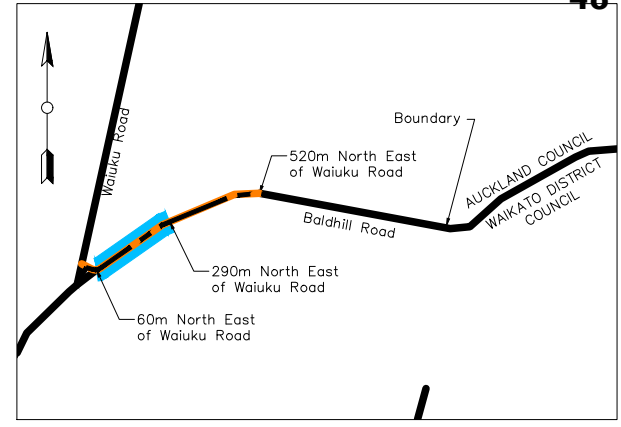
Waikato District
Speed Limit Bylaw 2011

2017
Recommended Amendments
OPTION 1

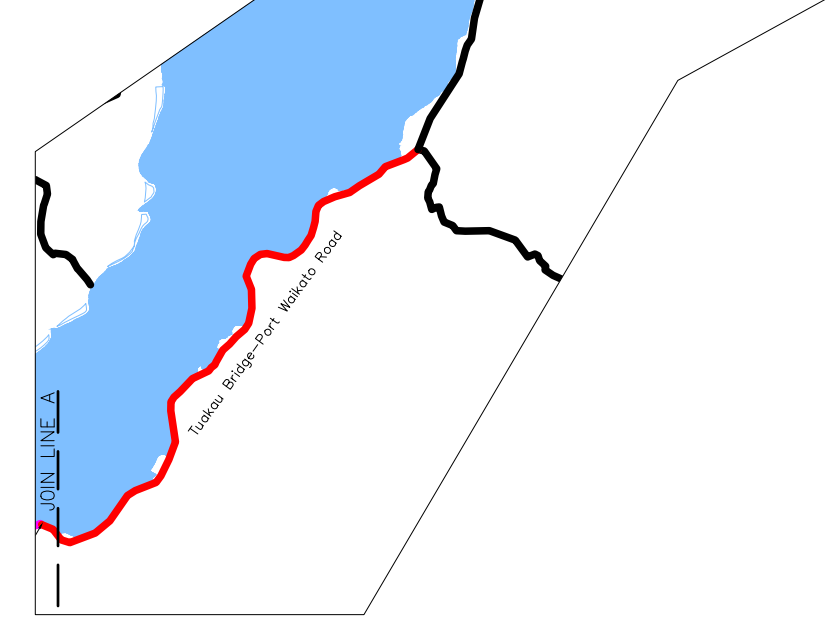




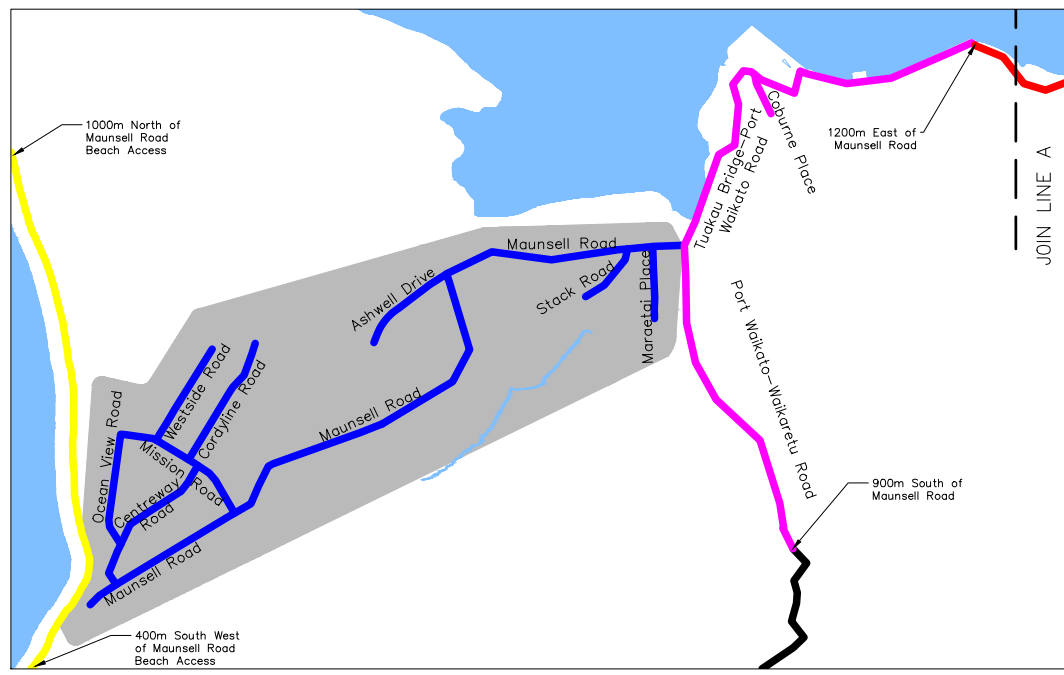
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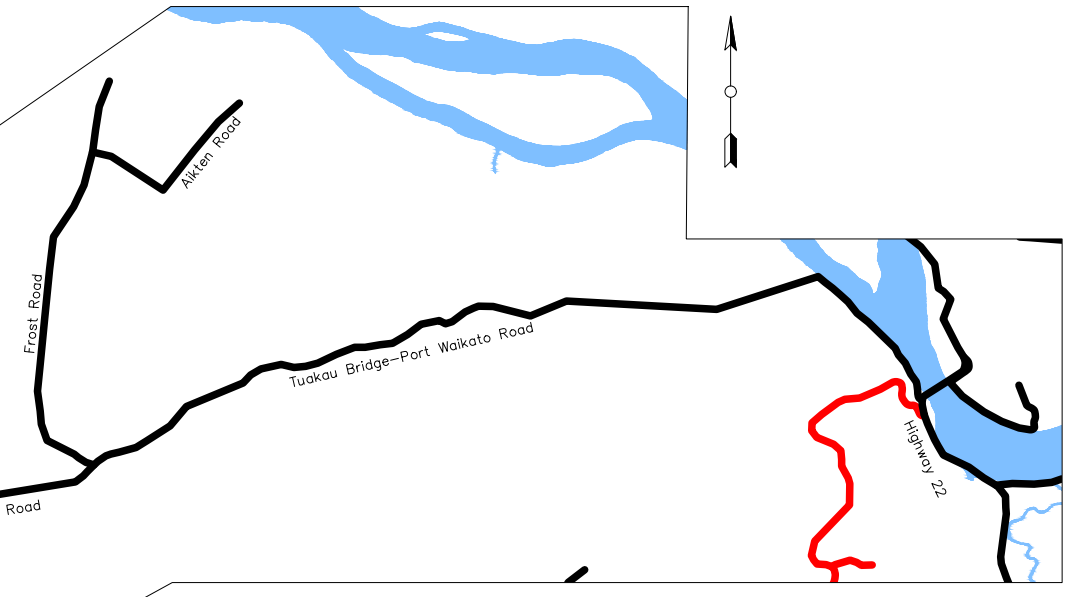
PUKEOWARE



TUAKAU BRIDGE—
PORT WAIKATO ROAD



PORT WAIKATO

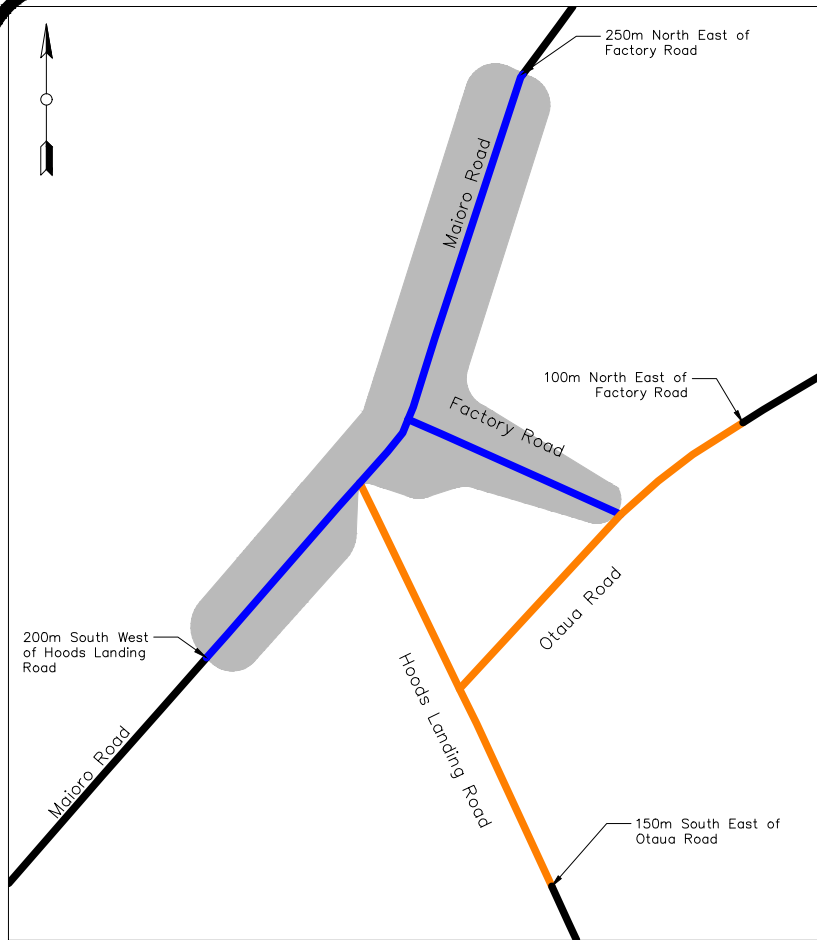


LEGEND	
	100 100Km/Hr SPEED LIMIT
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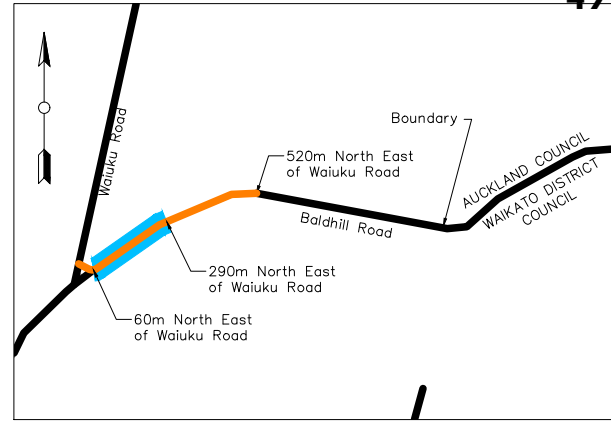
Waikato District
Speed Limit Bylaw 2011

2017
Recommended Amendments
OPTION 2

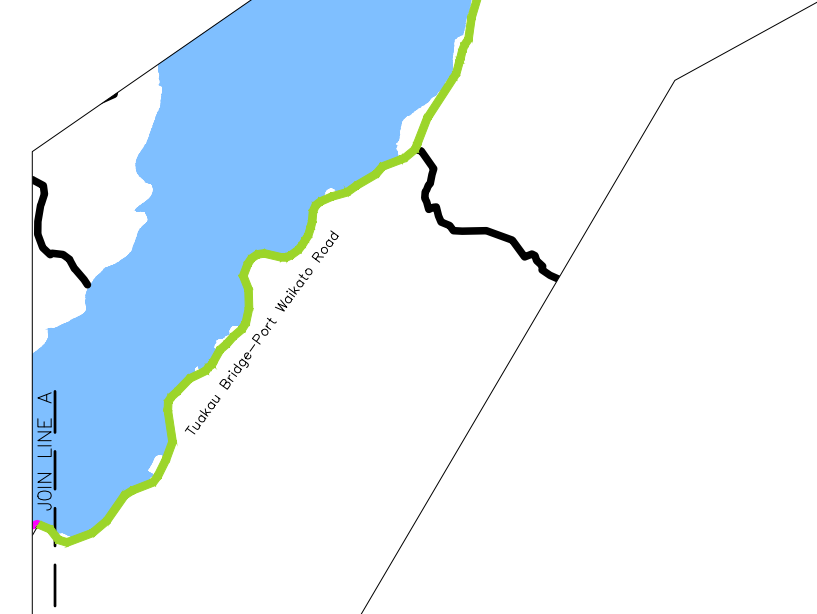




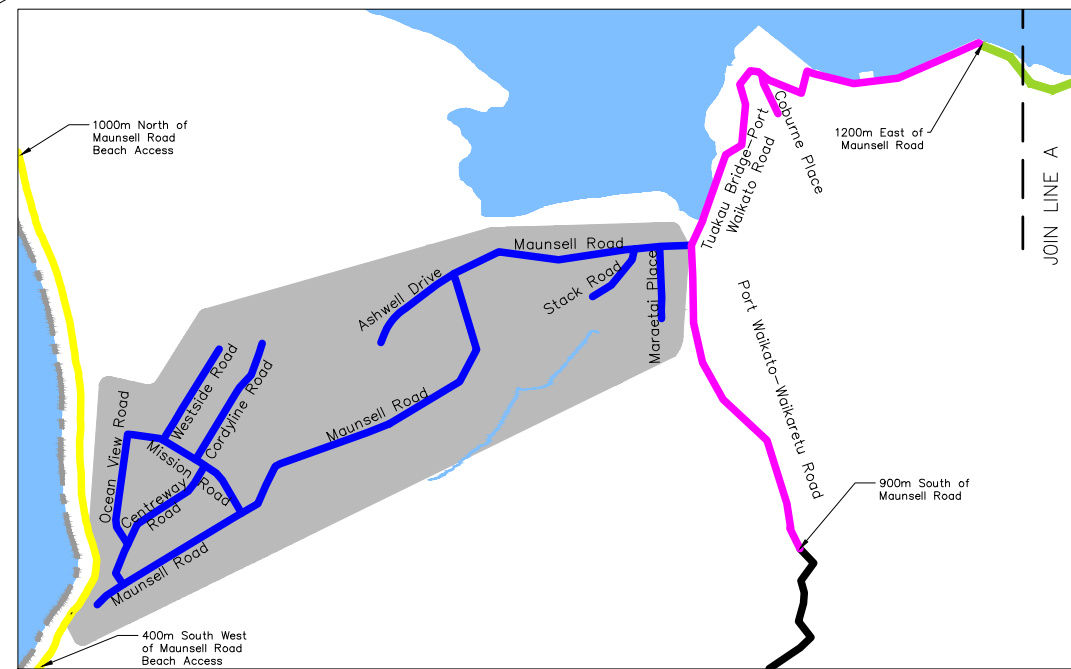
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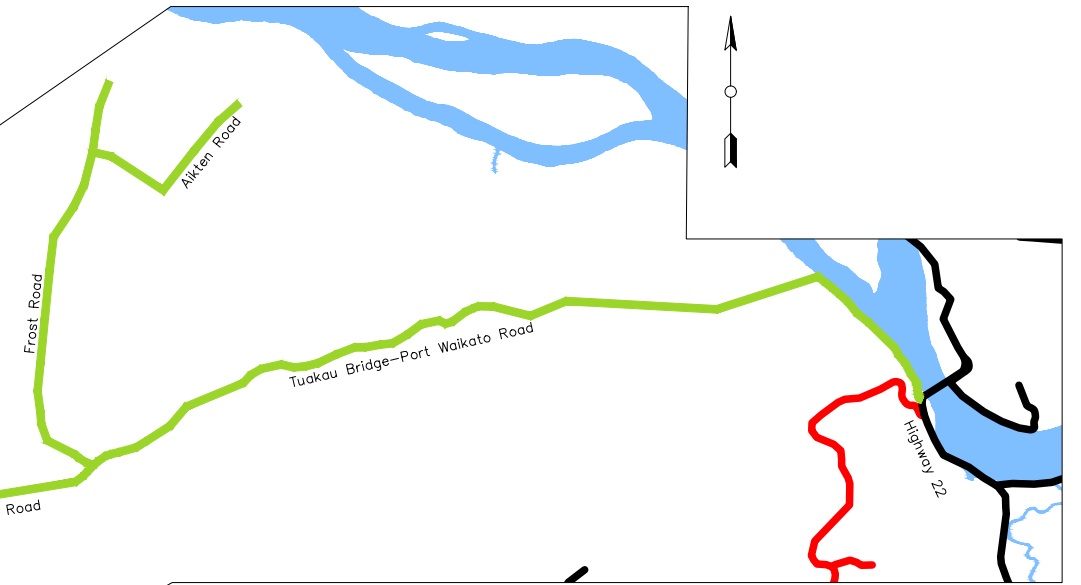
PUKEOWARE



TUAKAU BRIDGE-
PORT WAIKATO ROAD



PORT WAIKATO



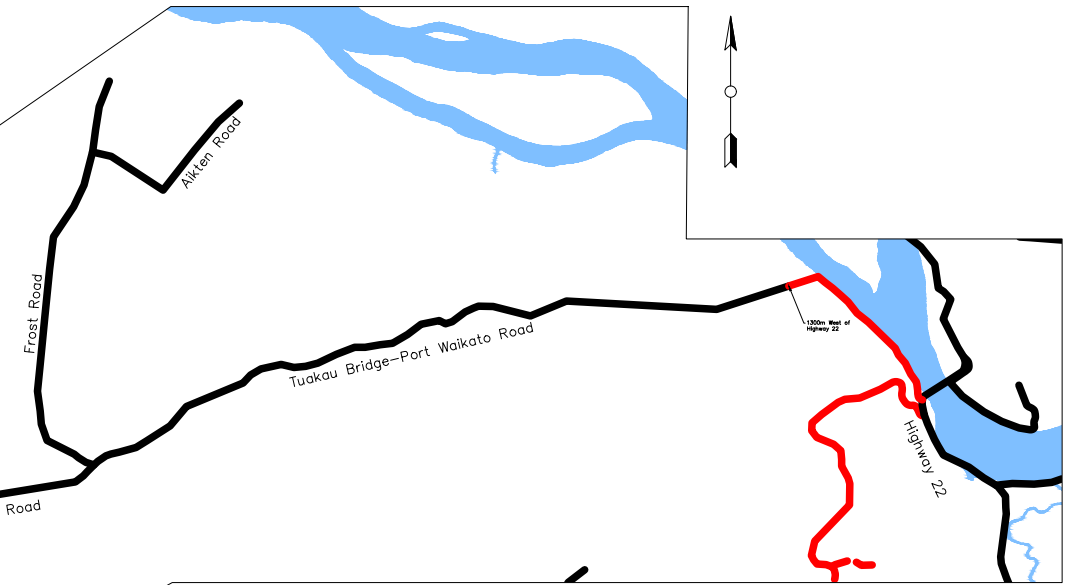
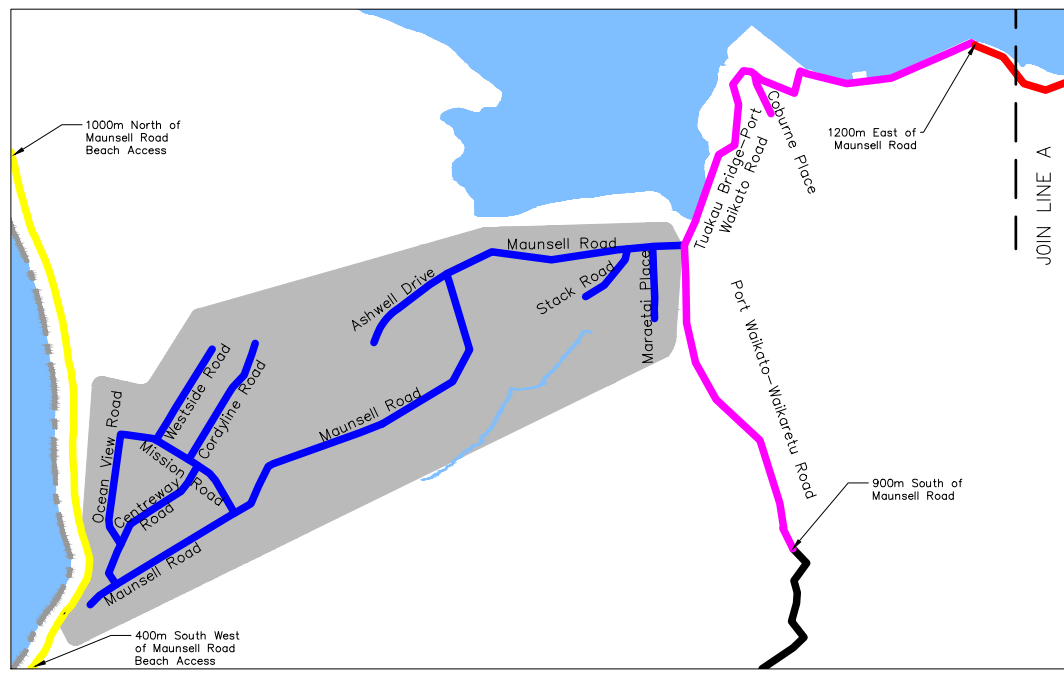
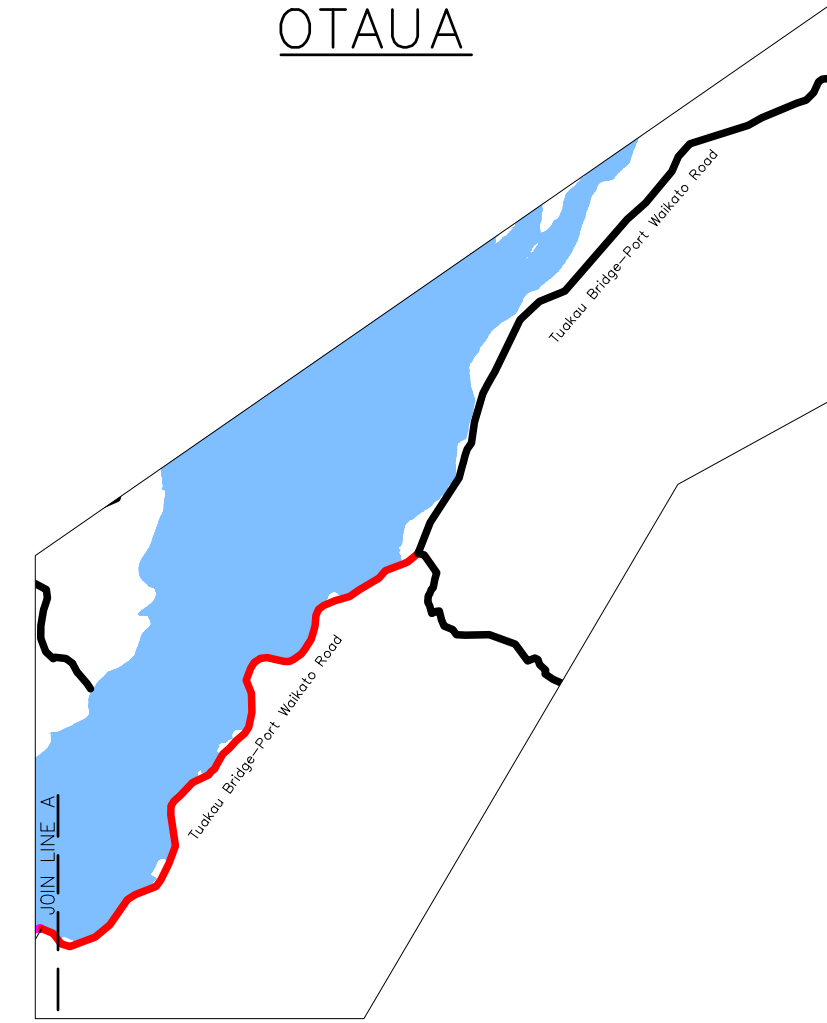
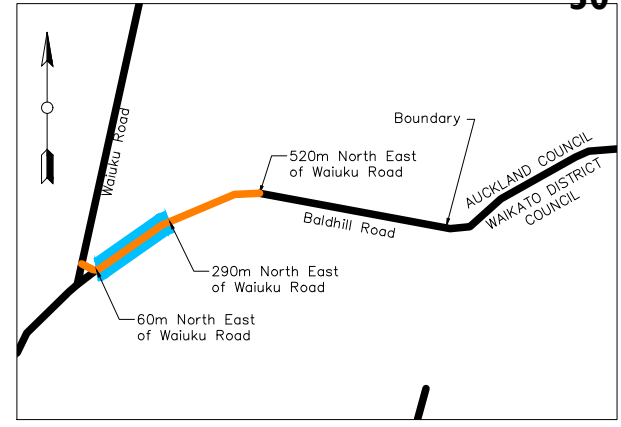
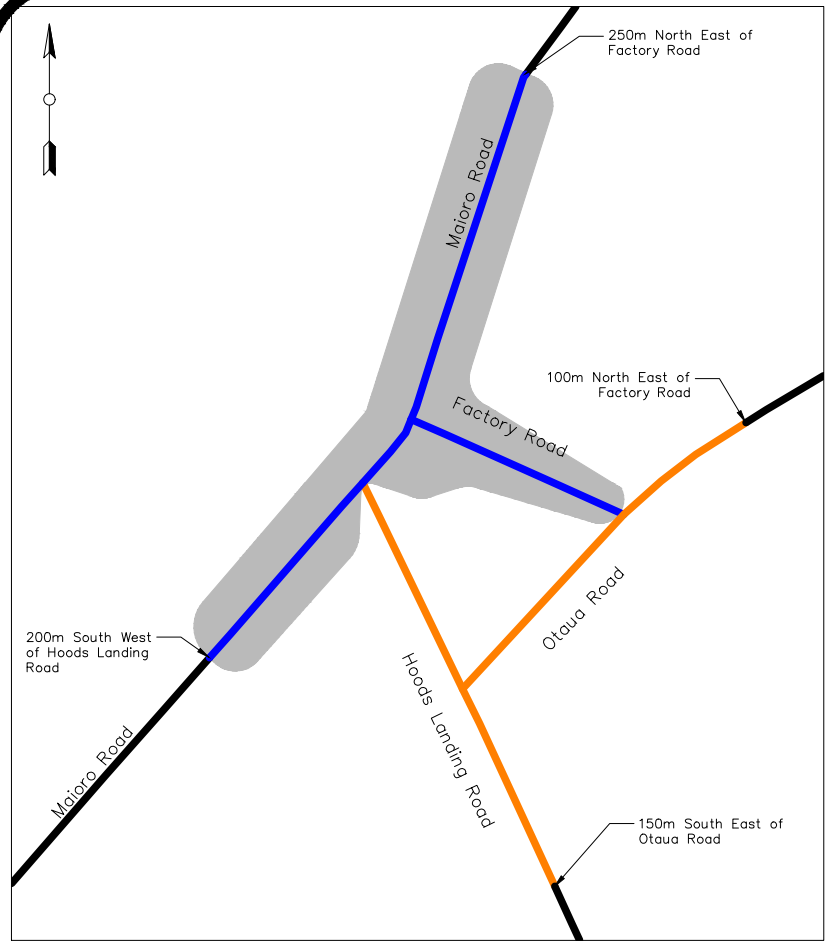
LEGEND

	100	100Km/Hr SPEED LIMIT
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Waikato District
Speed Limit Bylaw 2011

2017
Recommended Amendments
OPTION 3





LEGEND

	100	100Km/Hr SPEED LIMIT
		NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
Existing Speed		
	20	ROAD DECLARED TO BE 20Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW
	40	ROAD DECLARED TO BE 40Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW
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Waikato District
Speed Limit Bylaw 2011

2017
Recommended Amendments
OPTION 4



WAIKATO DISTRICT COUNCIL SPEED LIMITS BYLAW 2011

1 Introduction

Pursuant to Section 684(1)(13) of the Local Government Act 1974, the Local Government Act 2002 and *Land Transport Rule 54001: Setting of Speed Limits 2003* the Waikato District Council makes this bylaw to set speed limits as specified in the Schedules attached.

2 Title

The title of this bylaw is the "Waikato District Council Speed Limits Bylaw 2011".

3 Date the by-law comes into force

The bylaw comes into force on 1 June 2011

4 Revocation of Waikato District Council Speed Limit Bylaw 2005

The above bylaw is hereby revoked as from the date the new bylaw comes into force.

5 Interpretation

"Road"

(a) includes:

- (i) a street; and
- (ii) a motorway; and
- (iii) a beach; and
- (iv) a place to which the public have access, whether as of right or not; and
- (v) all bridges, culverts, ferries and fords forming part of a road or street or motorway, or a place referred to in (iv); and
- (vi) all sites at which vehicles may be weighed for the purpose of the *Land Transport Act 1998* or any other enactment;

and

(b) includes a section of a road

"Speed limit" means:

- (a) the maximum speed at which a vehicle may legally be operated on a particular road, but does not mean the maximum permitted operating speed for classes or types of vehicles specified in any Act, regulation or rule;

- (b) for a minimum speed limit, the minimum speed at which a vehicle may be legally operated in a specified lane of a road;
- (c) an urban, rural, permanent, holiday, temporary, variable or minimum speed limit.

“Urban traffic area” means an area designated under this rule that consists of one or more specified roads or a specified geographical area, to which the urban speed limit generally applies.

6 Speed Limits

The roads or areas described in the schedules specified in paragraph 7 or as shown on a map referenced in the schedules are declared to have the speed limits specified in the attached schedules and maps, which are part of this bylaw.

7 Schedules

- Schedule 1: Urban traffic areas – roads that have a speed limit of 50 km/h.
- Schedule 2: Roads that have a speed limit of 70 km/h.
- Schedule 3: Roads that have a speed limit of 80 km/h.
- Schedule 4: Roads that have a Variable Speed School Zone
- Schedule 5: Roads that have a speed limit of 100km/h.

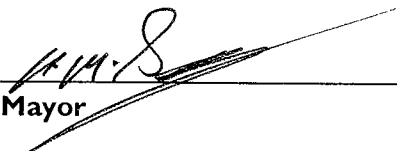
8 Setting of Additional Speed Limits on Council Controlled Roads

Pursuant to Section 151(2) of the Local Government Act 2002, the Waikato District Council may from time to time by way of resolution set additional speed limits for additional Council controlled roads.

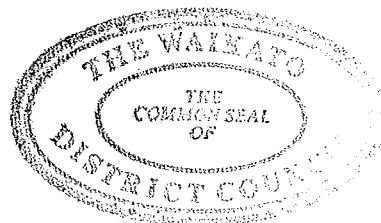
9 Date bylaw made

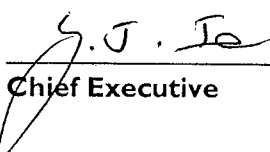
The above bylaw was made pursuant to a resolution passed by the Waikato District Council on 26 April 2011.

**The Common Seal of Waikato District Council
was hereto affixed in the presence of:**



Mayor





Chief Executive

Waikato District Council

Amendment to the Waikato District Council Speed Limits Bylaw 2011

Pursuant to Part 8 of the Local Government Act 2002 the Waikato District Council amends the Waikato District Council Speed Limits Bylaw 2011 as set out below:

The amendment shall be read together with the deemed part of the Waikato District Council Speed Limits Bylaw 2011, and shall come into force on [date].

Amendment

- 1) Replace all schedules and maps attached to the bylaw with the attached schedules and maps.
- 2) Add Schedule 8 to the list of Schedules.

The above Amendment was made pursuant to a resolution passed by the Waikato District Council on [date].

The Common Seal of the Waikato)
District Council was hereto affixed)
In the presence of:)

Mayor

Chief Executive

WAIKATO DISTRICT COUNCIL SPEED LIMITS BYLAW 2011

1 Introduction

Pursuant to Section 684(1)(13) of the Local Government Act 1974, the Local Government Act 2002 and ~~Land Transport Rule 54001: Setting of Speed Limits 2003~~ Land Transport Rule 54001/2017: Setting of Speed Limits 2017 the Waikato District Council makes this bylaw to set speed limits as specified in the Schedules attached.

2 Title

The title of this bylaw is the “Waikato District Council Speed Limits Bylaw 2011”.

3 Date the by-law comes into force

The bylaw comes into force on 2011

4 Revocation of Waikato District Council Speed Limit Bylaw 2005

The above bylaw is hereby revoked as from the date the new bylaw comes into force.

5 Interpretation

“Road”

(a) includes:

- (i) a street; and
- (ii) a motorway; and
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and

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6 Speed Limits

The roads or areas described in the schedules specified in paragraph 7 or as shown on a map referenced in the schedules are declared to have the speed limits specified in the attached schedules and maps, which are part of this bylaw.

7 Schedules

Schedule 1: Urban traffic areas – roads that have a speed limit of 50 km/h.

Schedule 2: Roads that have a speed limit of 70 km/h.

Schedule 3: Roads that have a speed limit of 80 km/h.

Schedule 4: Roads that have a Variable Speed School Zone of 40 km/h.

Schedule 5: Roads that have a Variable Speed School Zone of 60 km/h.

Schedule 6: Roads that have a speed limit of 100km/h.

Schedule 7: Roads that have a speed limit of 20km/h.

Schedule 8: Roads that have a Variable intersection Speed Zone of 70 km/h.

Schedule 9: Roads that have a speed limit of 40 km/h.

Schedule 10: Roads that have a speed limit of 60 km/h.

8 Setting of Additional Speed Limits on Council Controlled Roads

Pursuant to Section 151(2) of the Local Government Act 2002, the Waikato District Council may from time to time by way of resolution set additional speed limits for additional Council controlled roads.

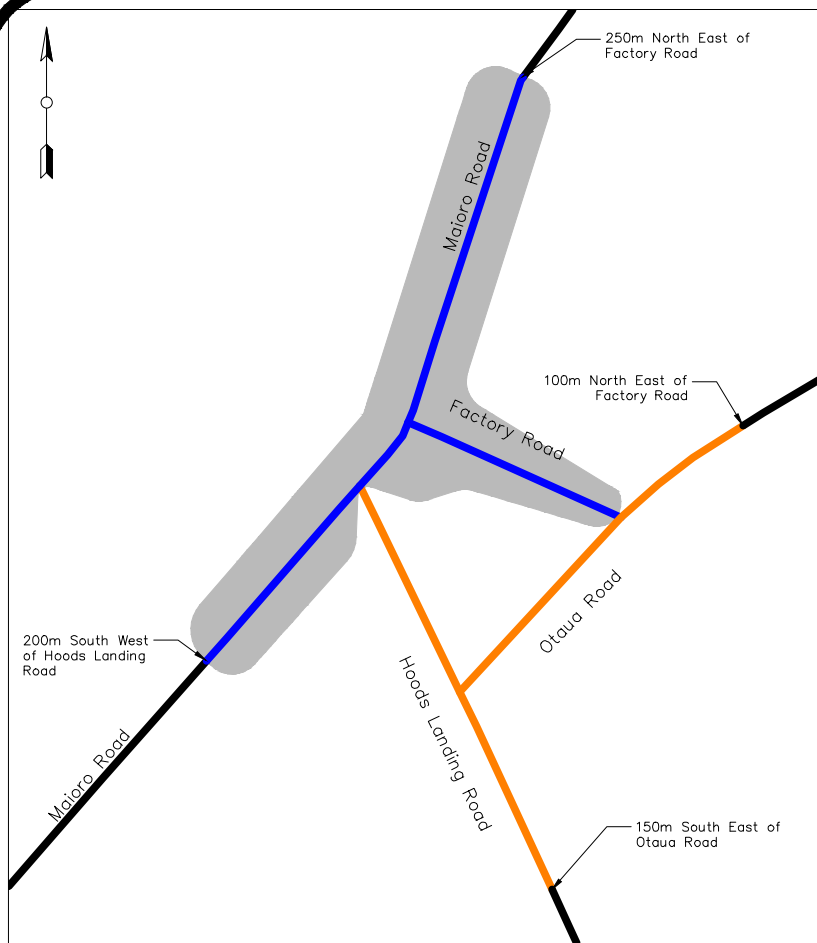
9 Date bylaw made

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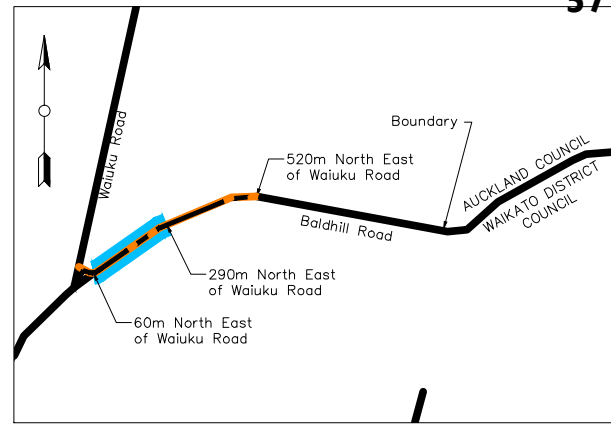
**The Common Seal of Waikato District Council
was hereto affixed in the presence of:**

Mayor

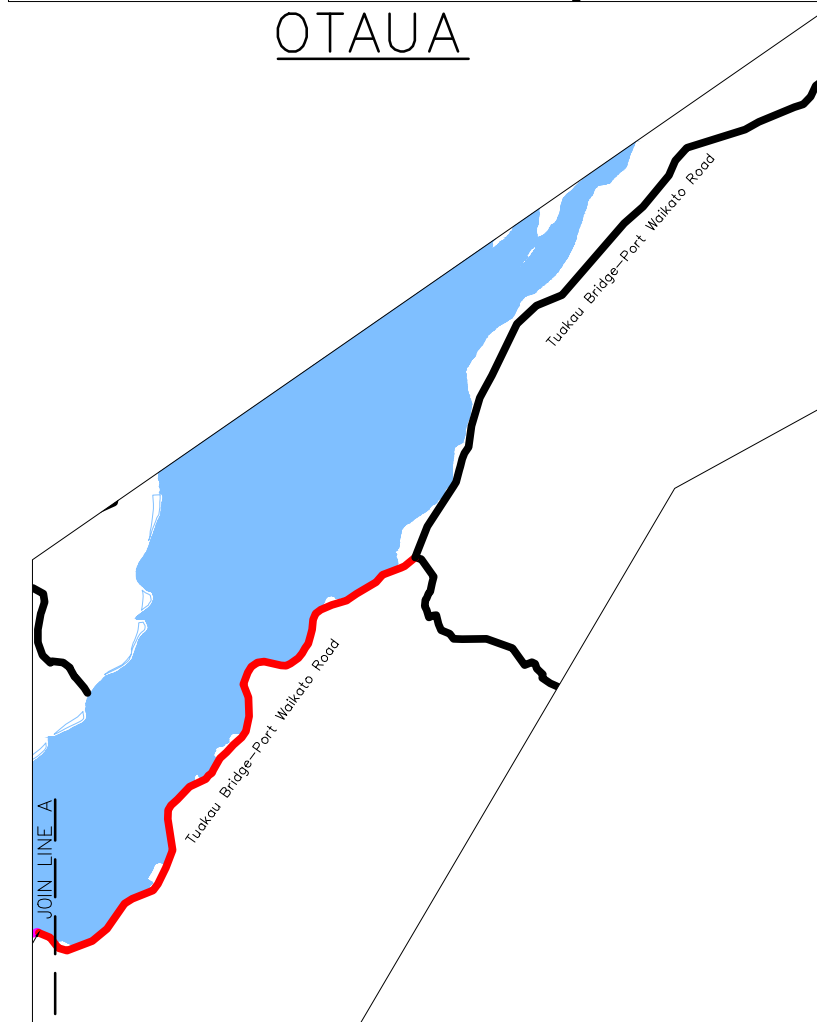
Chief Executive



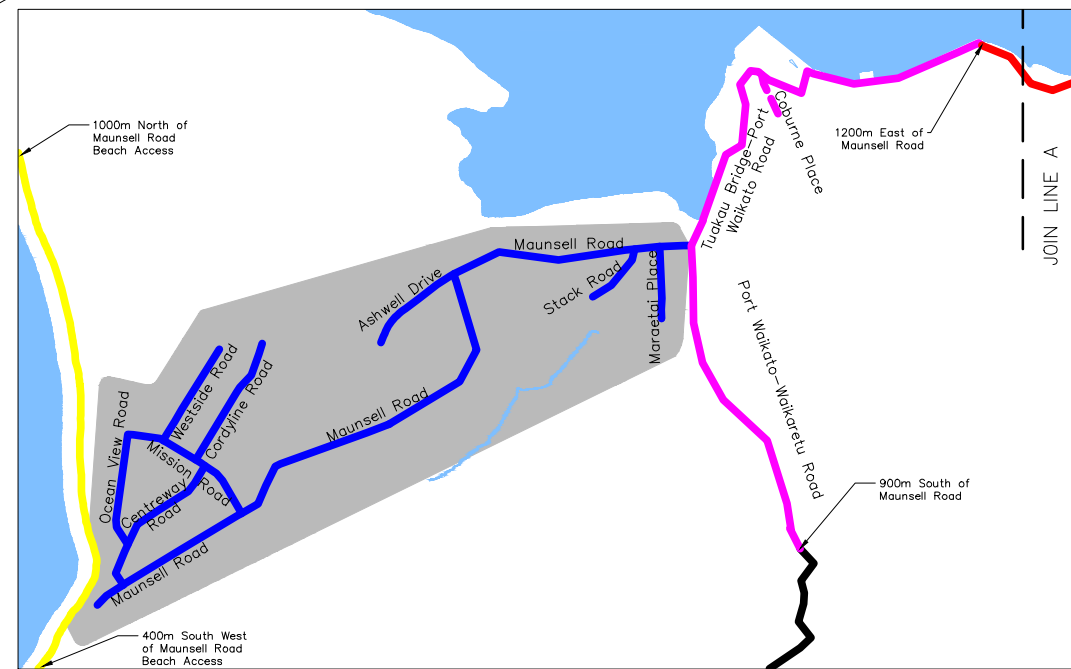
OTAUA



PUKEOWARE



TUAKAU BRIDGE—
PORT WAIKATO ROAD



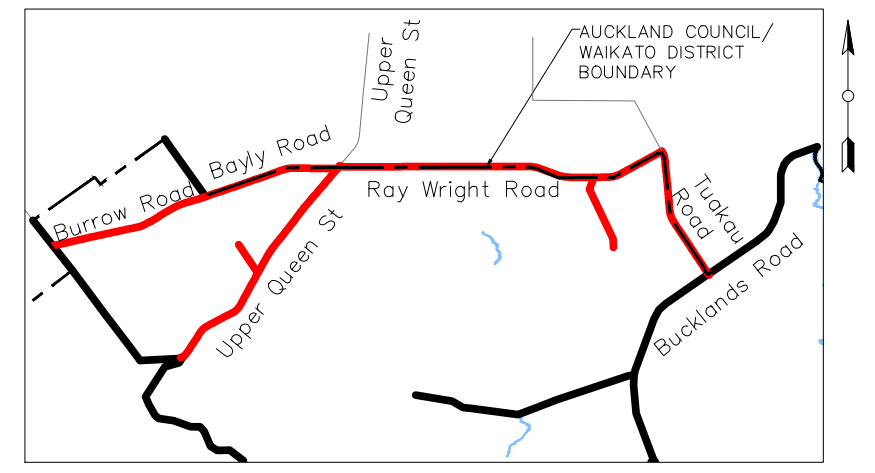
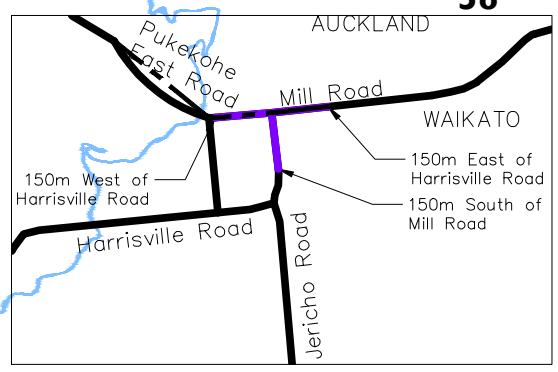
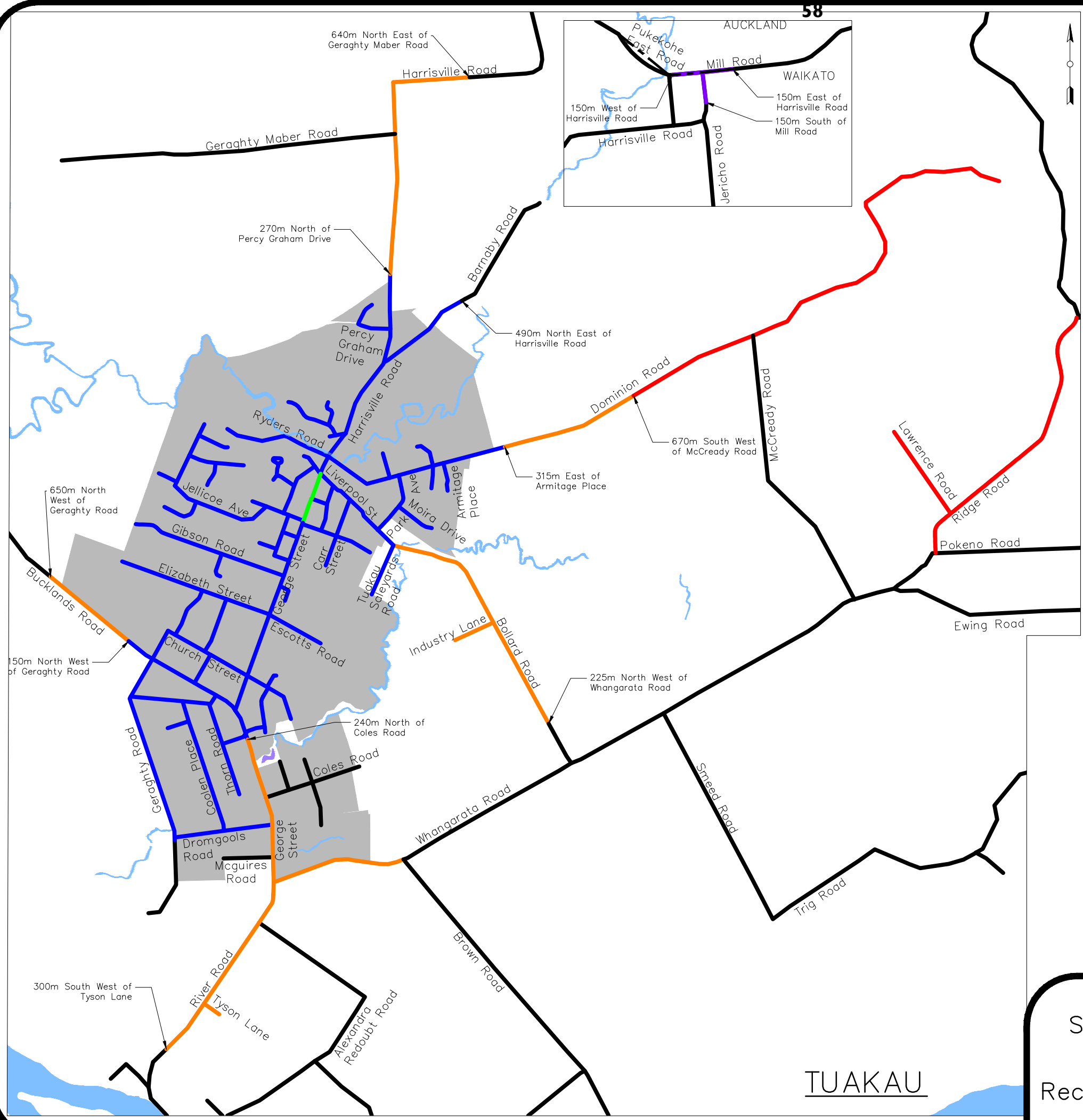
PORT WAIKATO

LEGEND	
	100 100Km/Hr SPEED LIMIT
	NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
Existing Speed	
	20 ROAD DECLARED TO BE 20Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW
	40 ROAD DECLARED TO BE 40Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW
	40 SCHOOL SPEED ZONES DECLARED TO BE 40Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	50 ROAD DECLARED TO BE 50Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
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	60 SCHOOL SPEED ZONES DECLARED TO BE 60Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70 ROAD DECLARED TO BE 70 Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	RURAL INTERSECTION ACTIVATED WARNING ZONES DECLARED TO BE 70Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	80 ROAD DECLARED TO BE 80Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.

Waikato District
Speed Limit Bylaw 2011

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PUKEKOHE

LEGEND

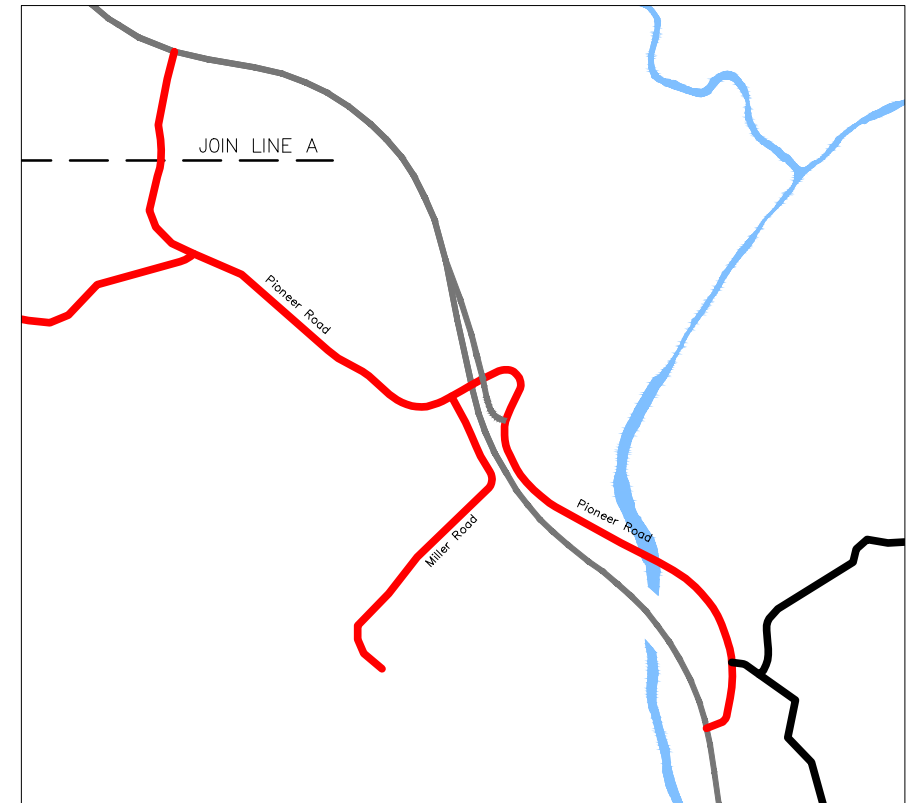
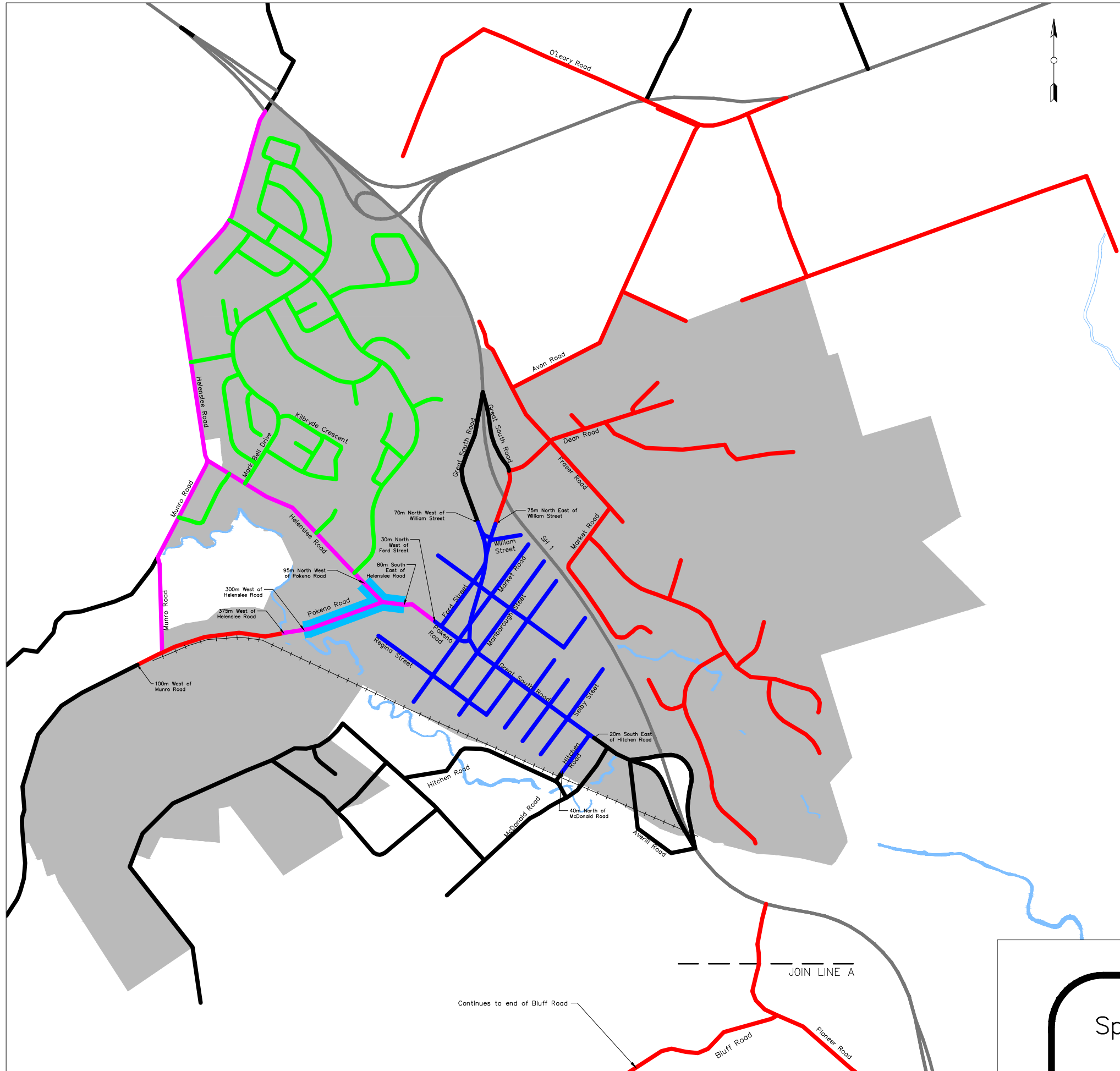
	100	100Km/Hr SPEED LIMIT
		NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
Existing Speed		
	20	ROAD DECLARED TO BE 20Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW
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	80	ROAD DECLARED TO BE 80Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
		EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.

Waikato District
Speed Limit Bylaw 2011

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TUAKAU



LEGEND	
	100 100Km/Hr SPEED LIMIT
	NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
Existing Speed	
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	EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.

Continues to end of Bluff Road

JOIN LINE A

Bluff Road

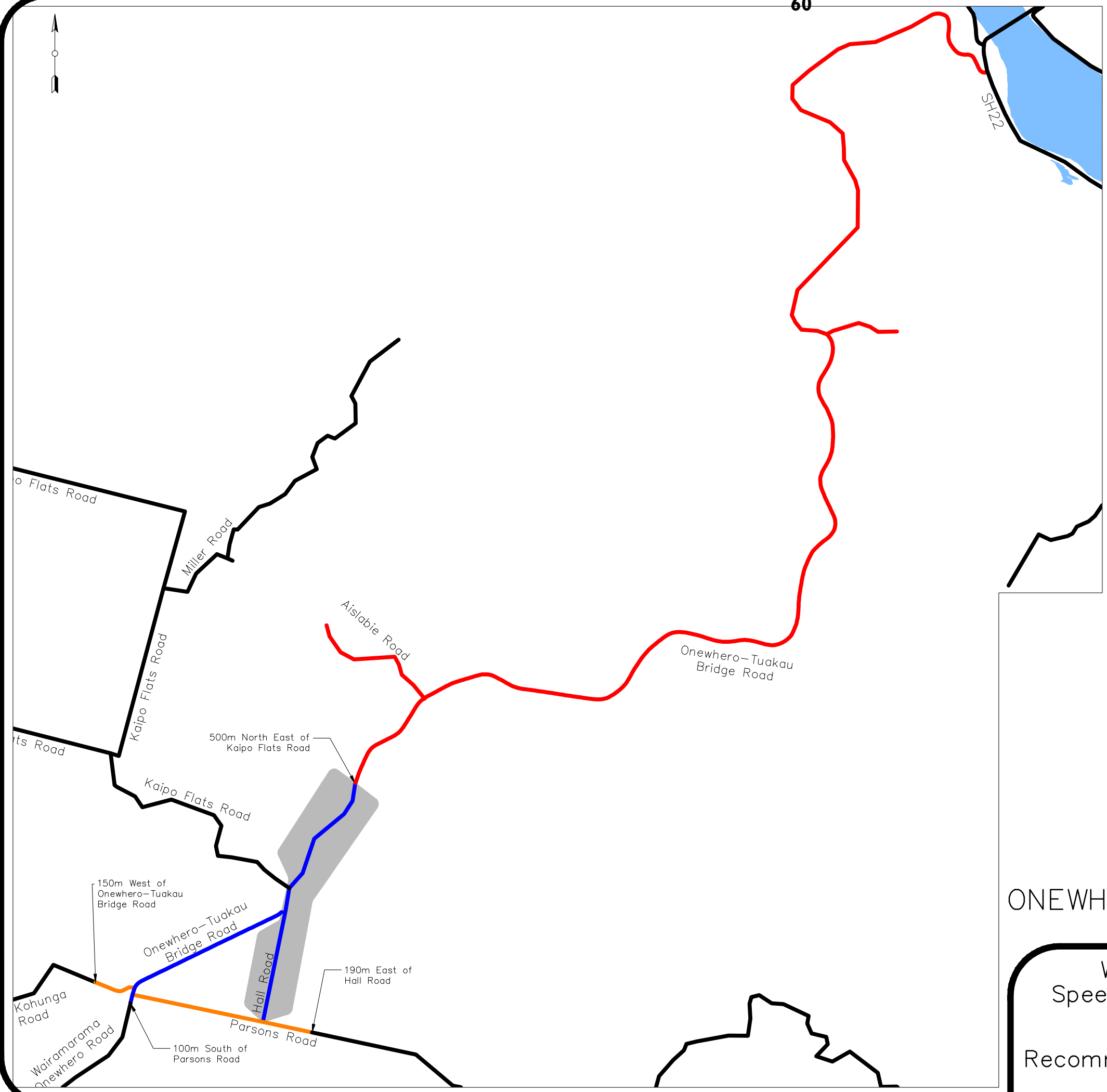
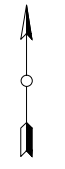
Pioneer Road

POKENO

Waikato District
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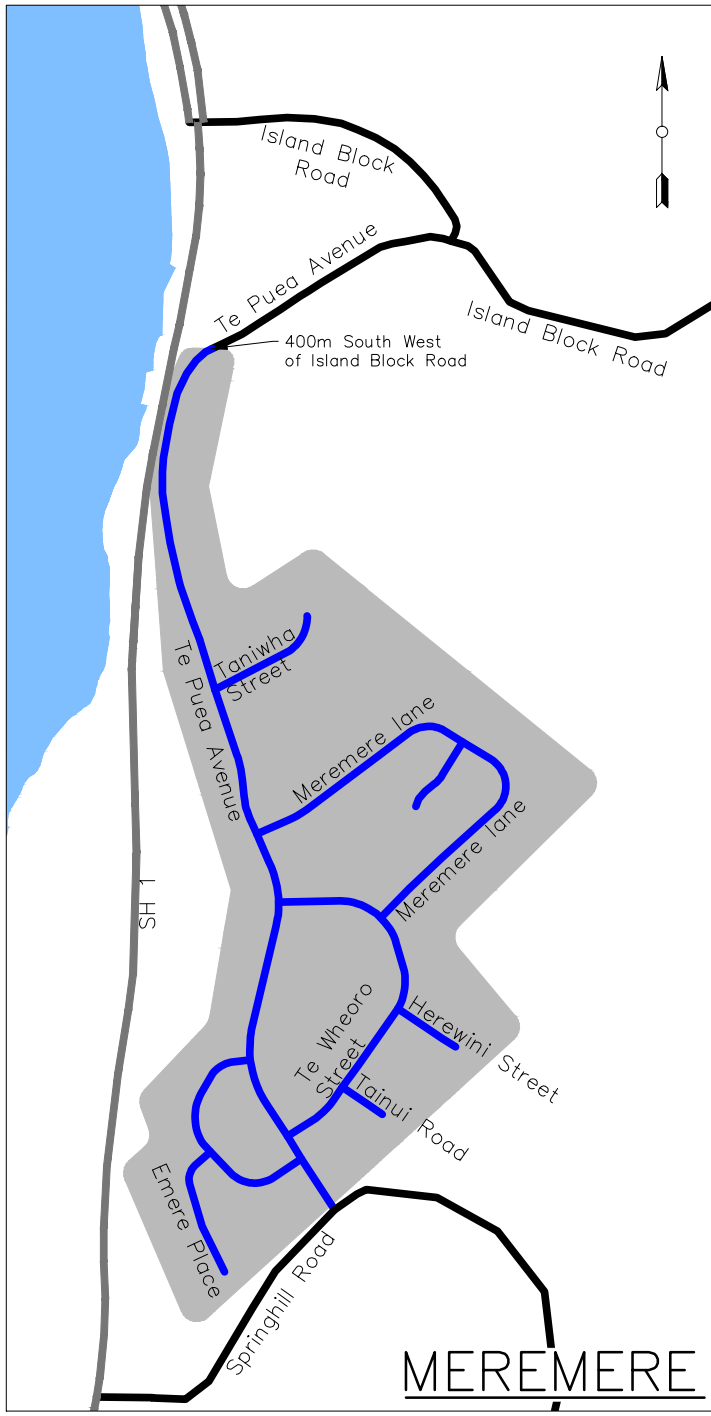
LEGEND

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		NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
Existing Speed		
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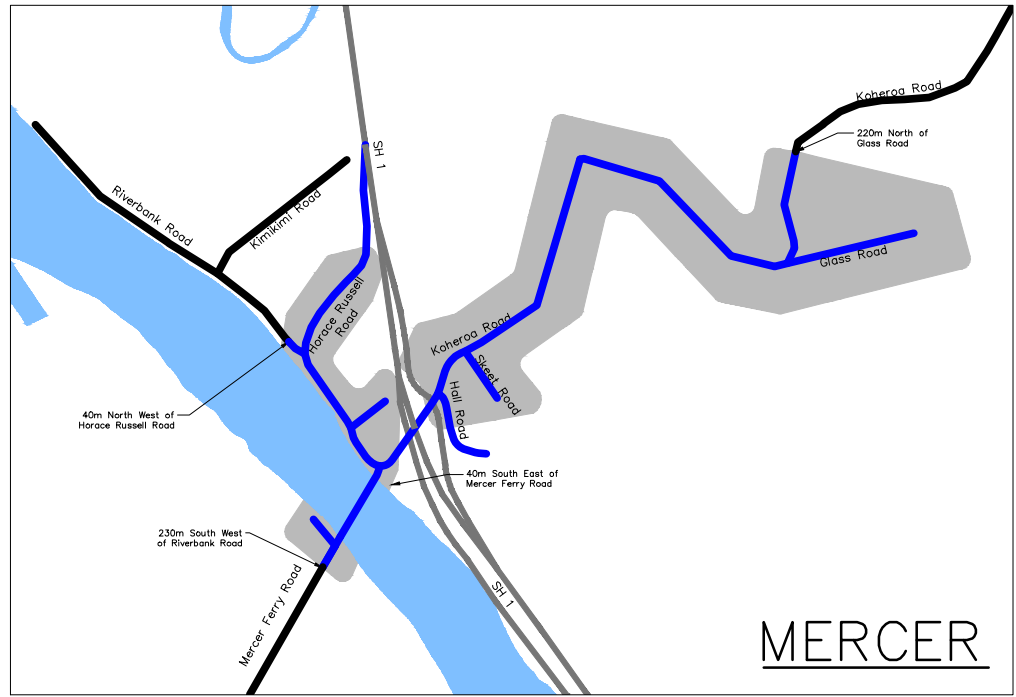
ONEWHERO

Waikato District
 Speed Limit Bylaw 2011
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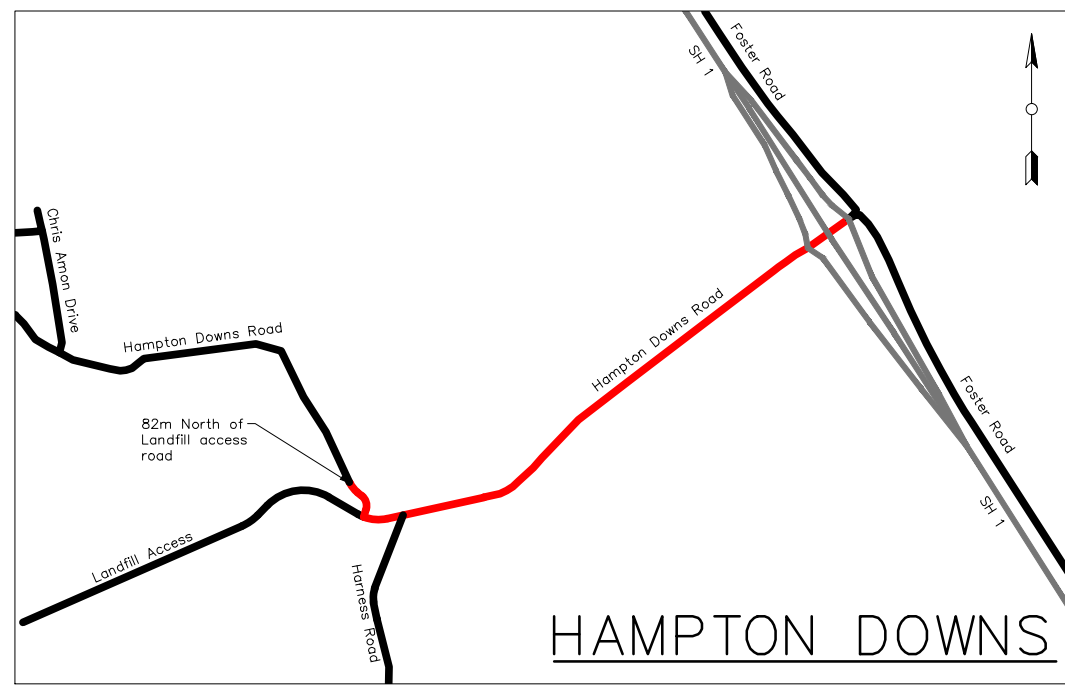




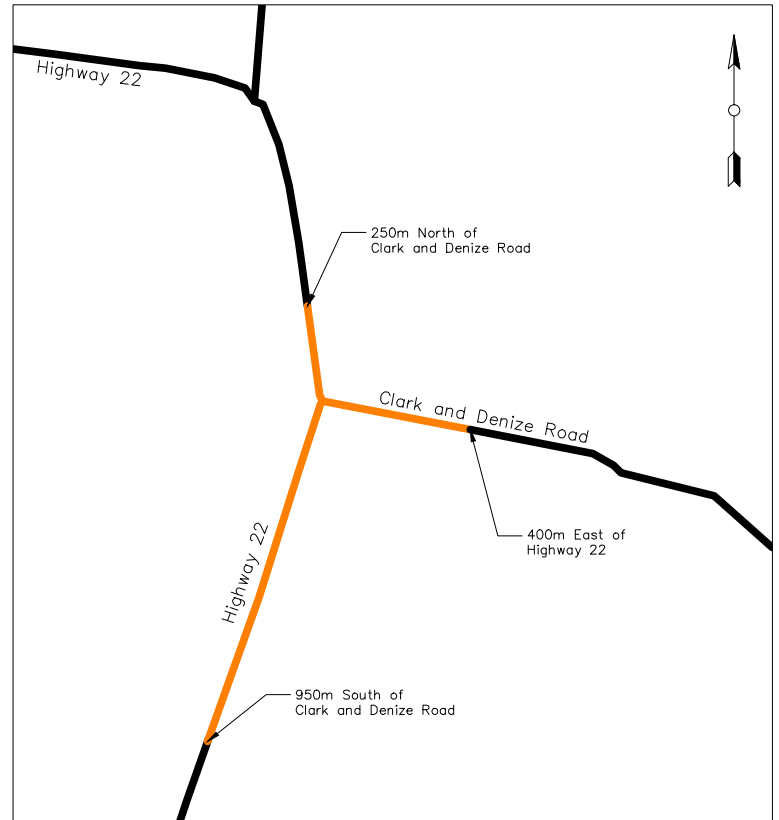
MEREMERE



MERCER



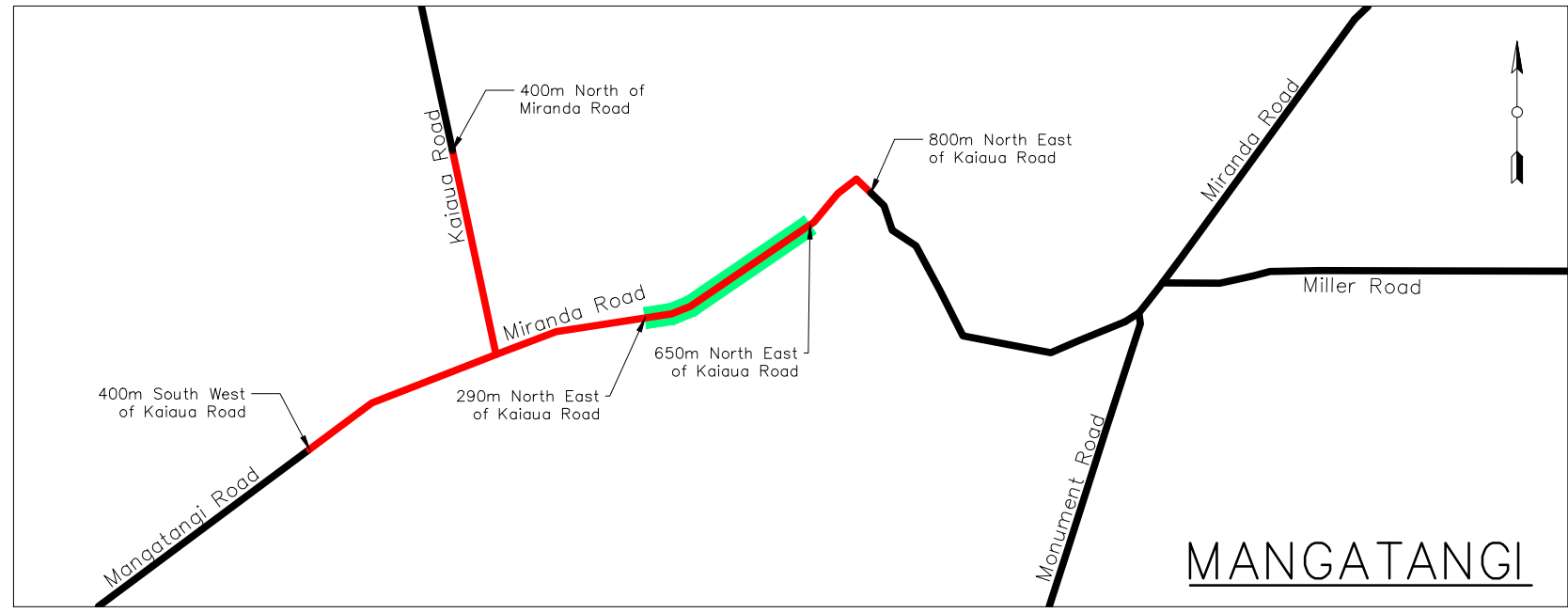
HAMPTON DOWNS



PUKEKAWA

LEGEND

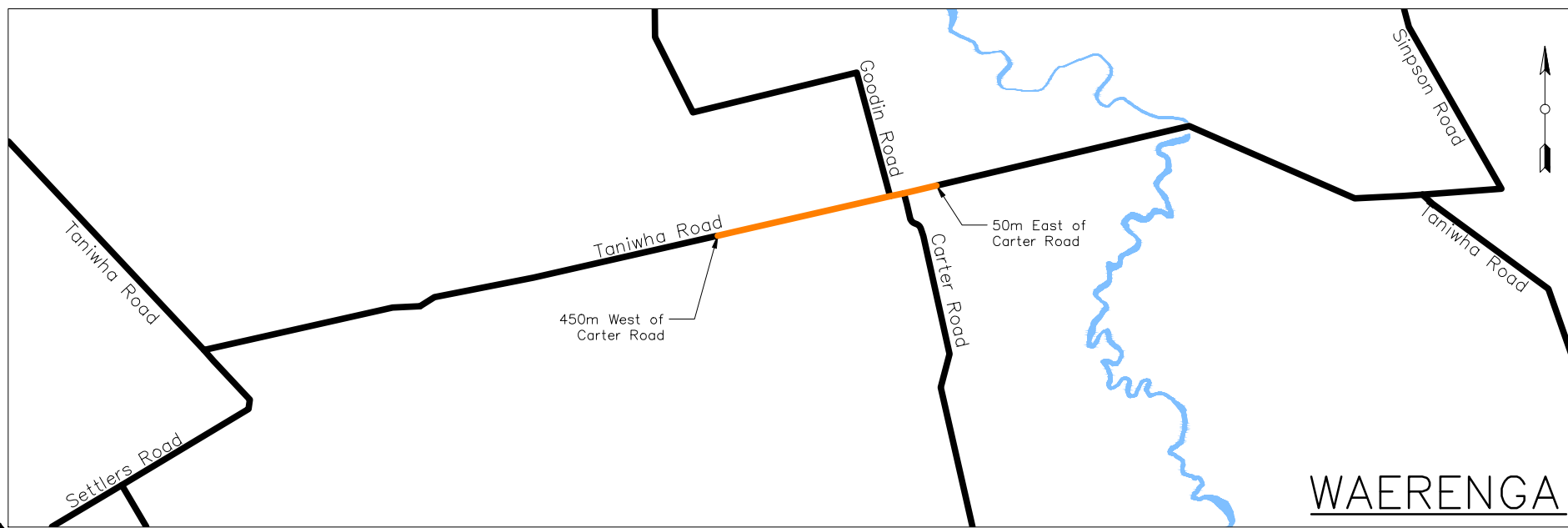
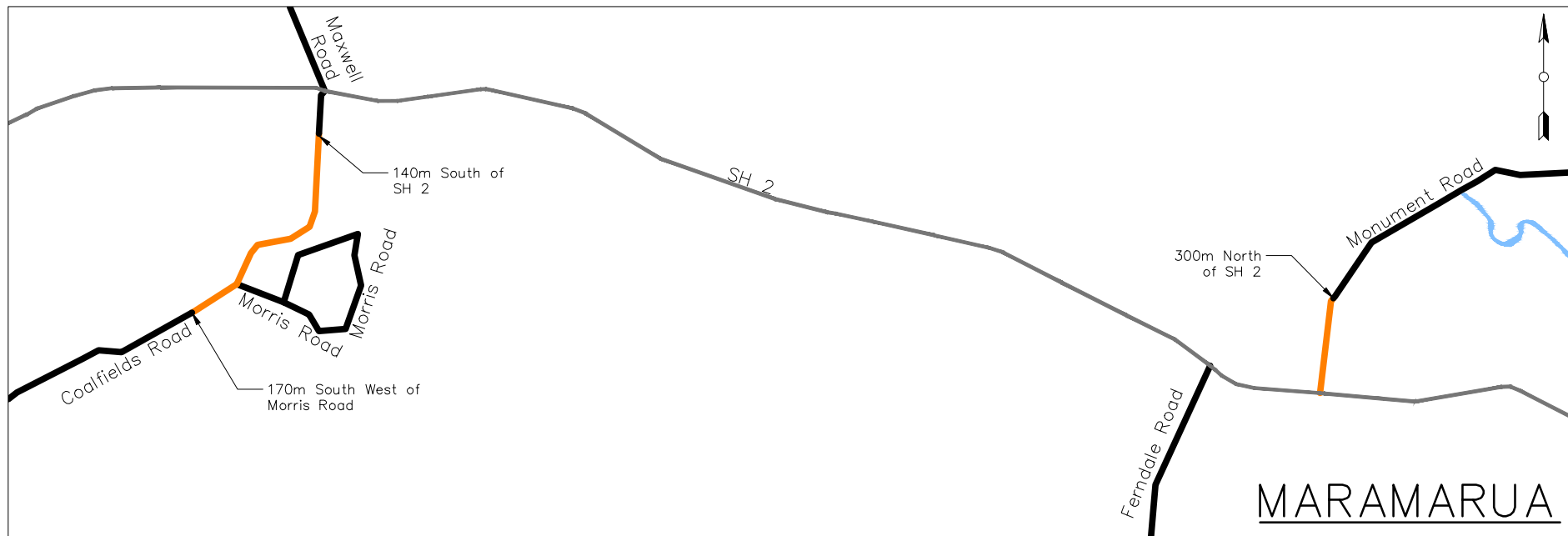
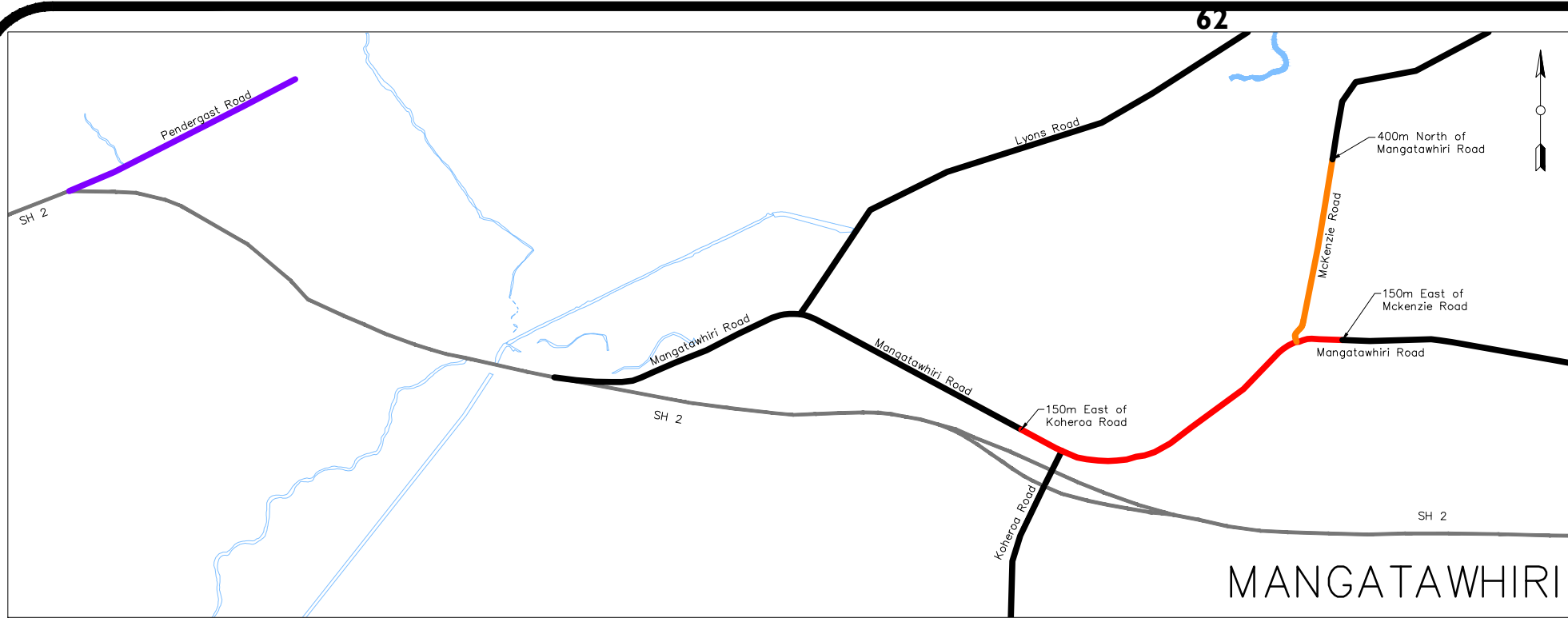
	100	100Km/Hr SPEED LIMIT
		NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
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MANGATANGI

Waikato District
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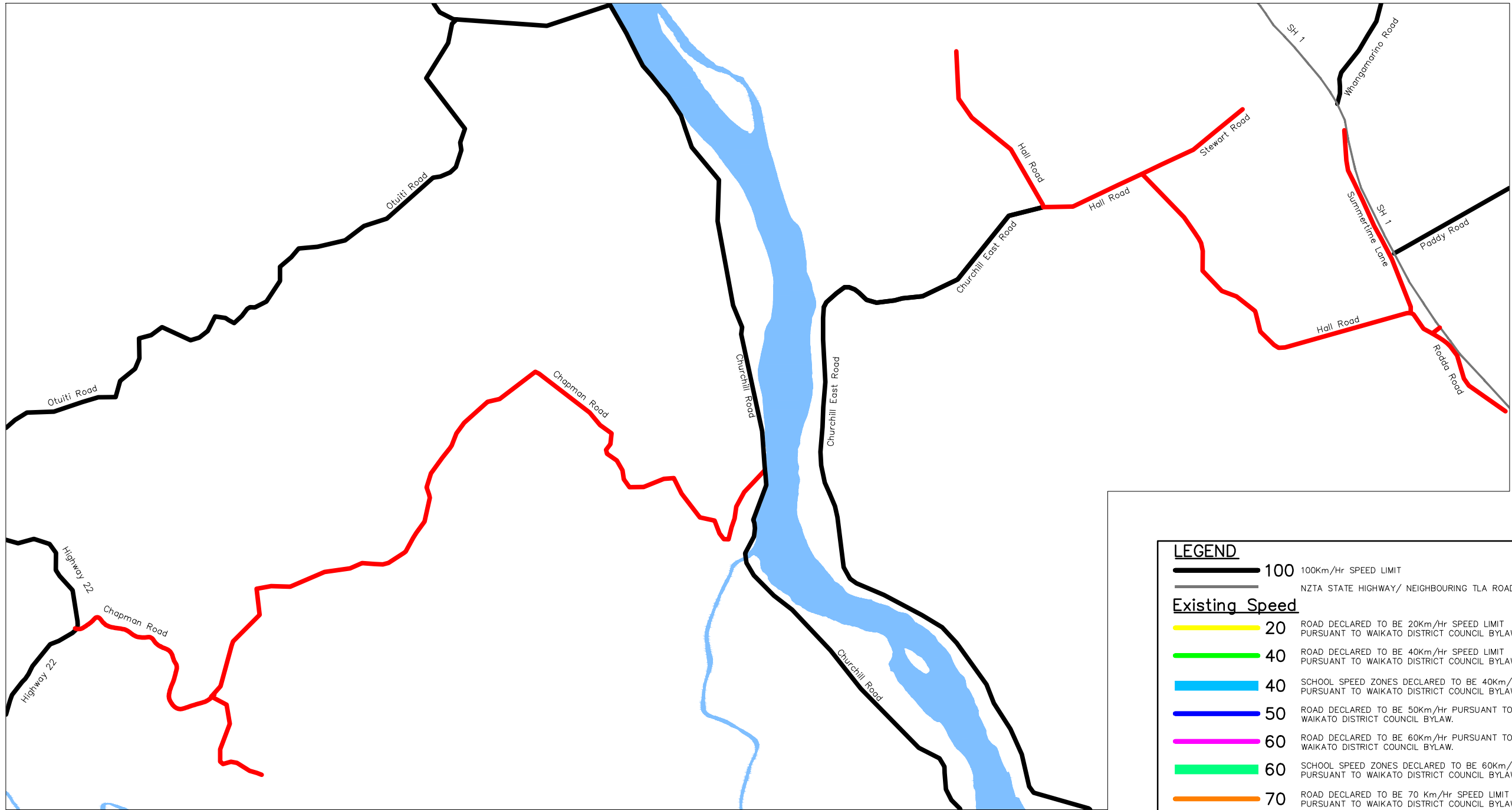


LEGEND	
	100 100Km/Hr SPEED LIMIT
	NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
Existing Speed	
	20 ROAD DECLARED TO BE 20Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW
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Waikato District
Speed Limit Bylaw 2011

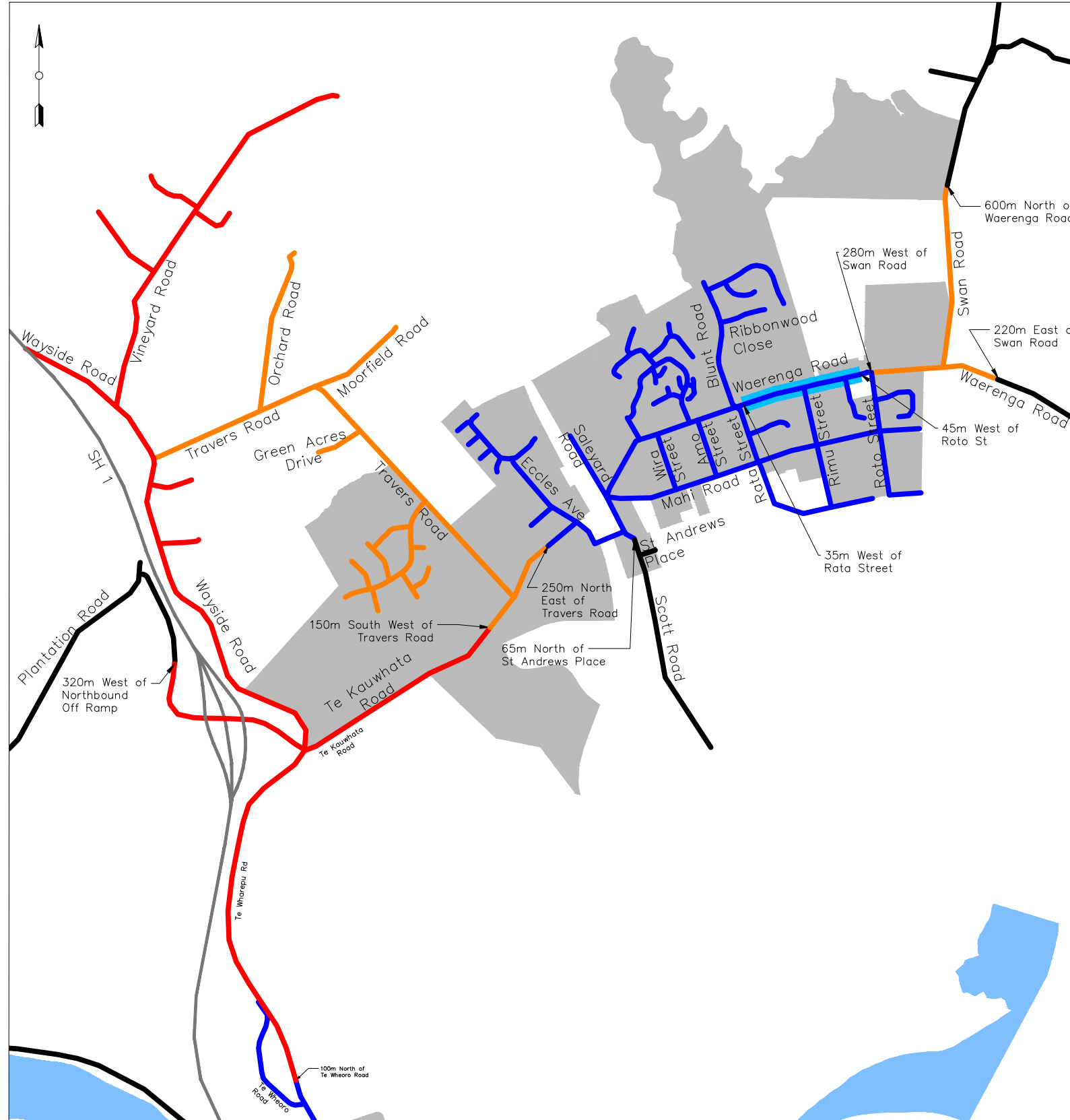
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Chapman Road , Pukekawa

LEGEND	
	100 100Km/Hr SPEED LIMIT
	NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
Existing Speed	
	20 ROAD DECLARED TO BE 20km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW
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	EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.

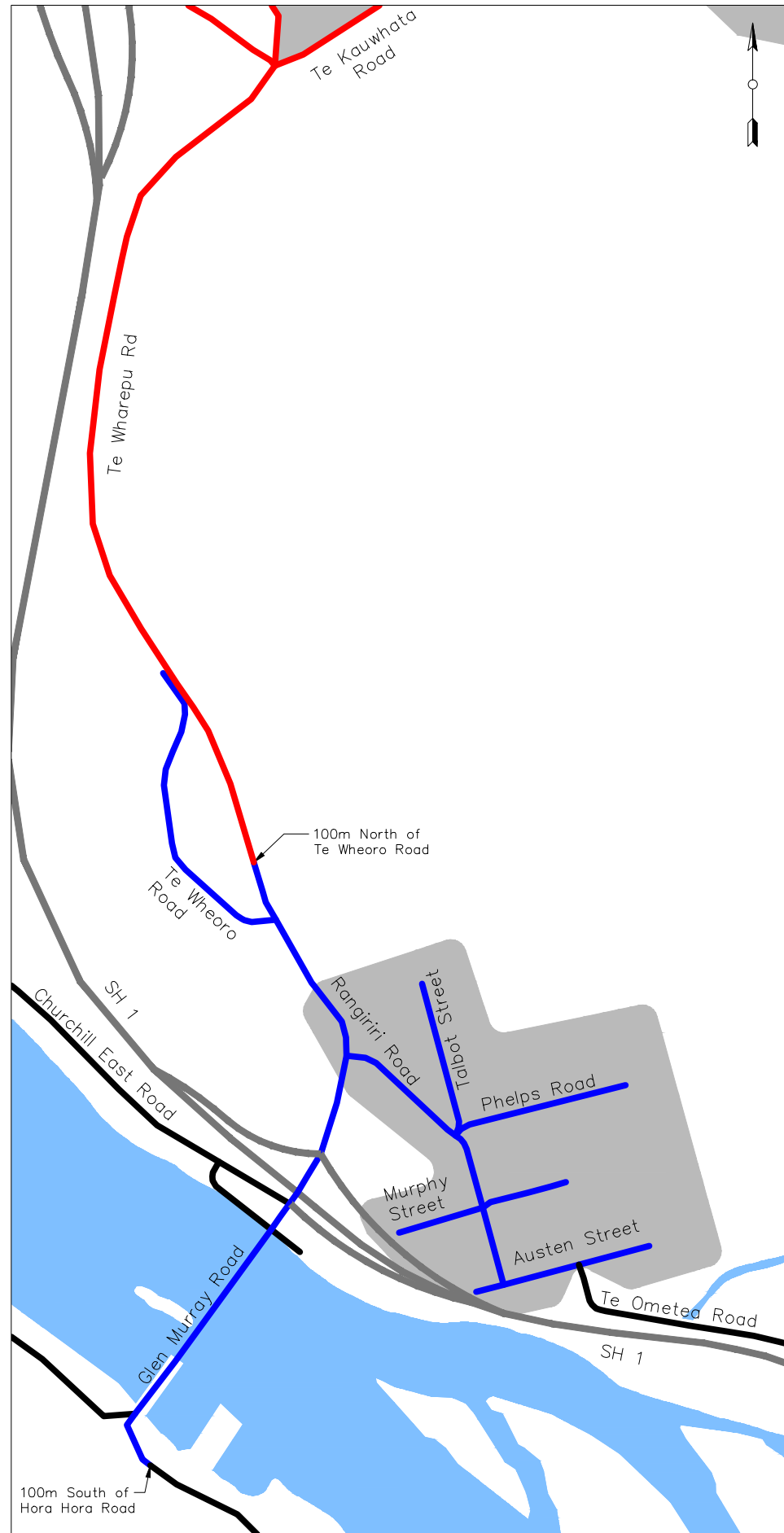


TE KAUWHATA

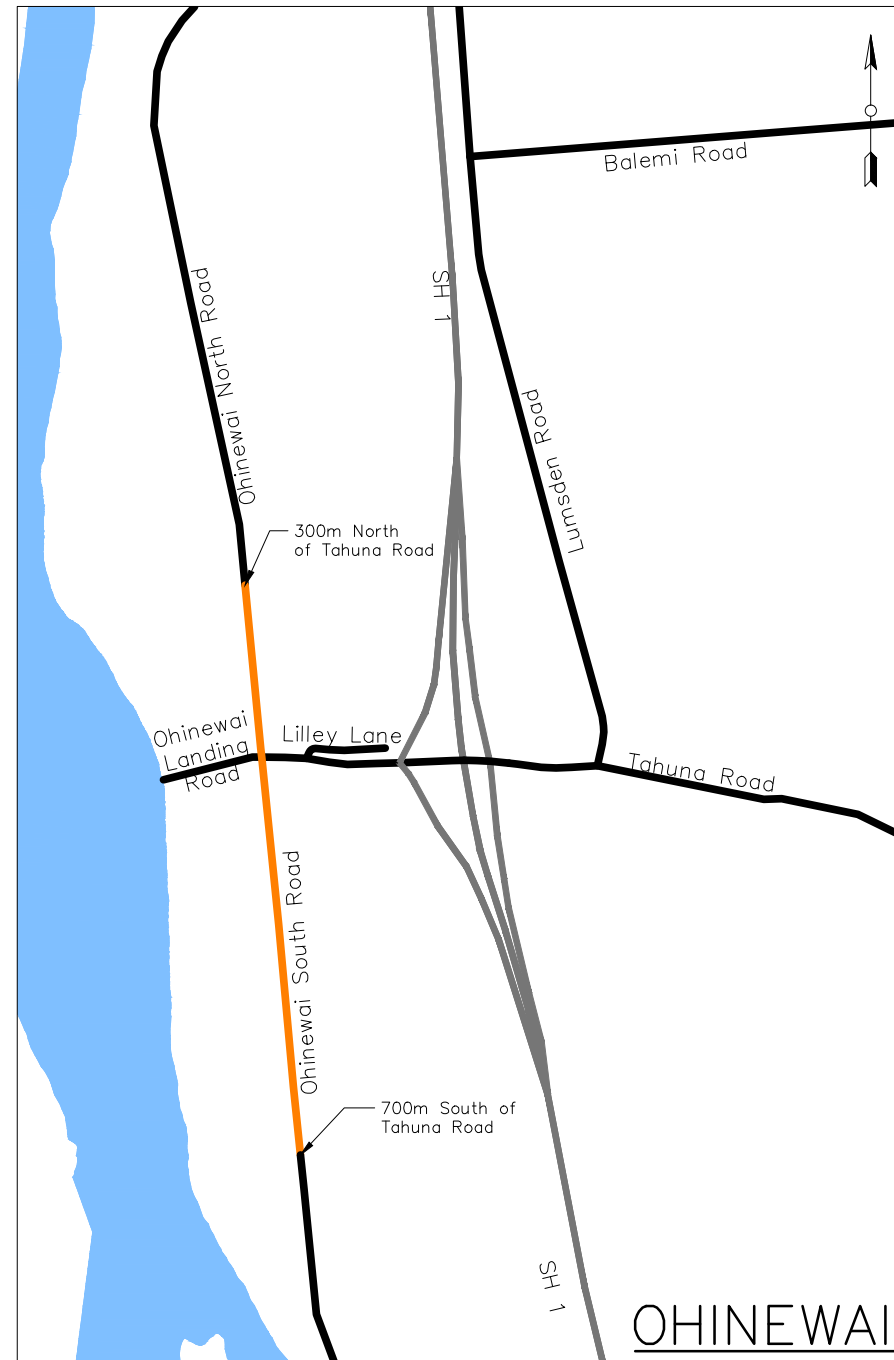
LEGEND

- 100 100km/Hr SPEED LIMIT
- NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
- Existing Speed**
- 20 ROAD DECLARED TO BE 20km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW
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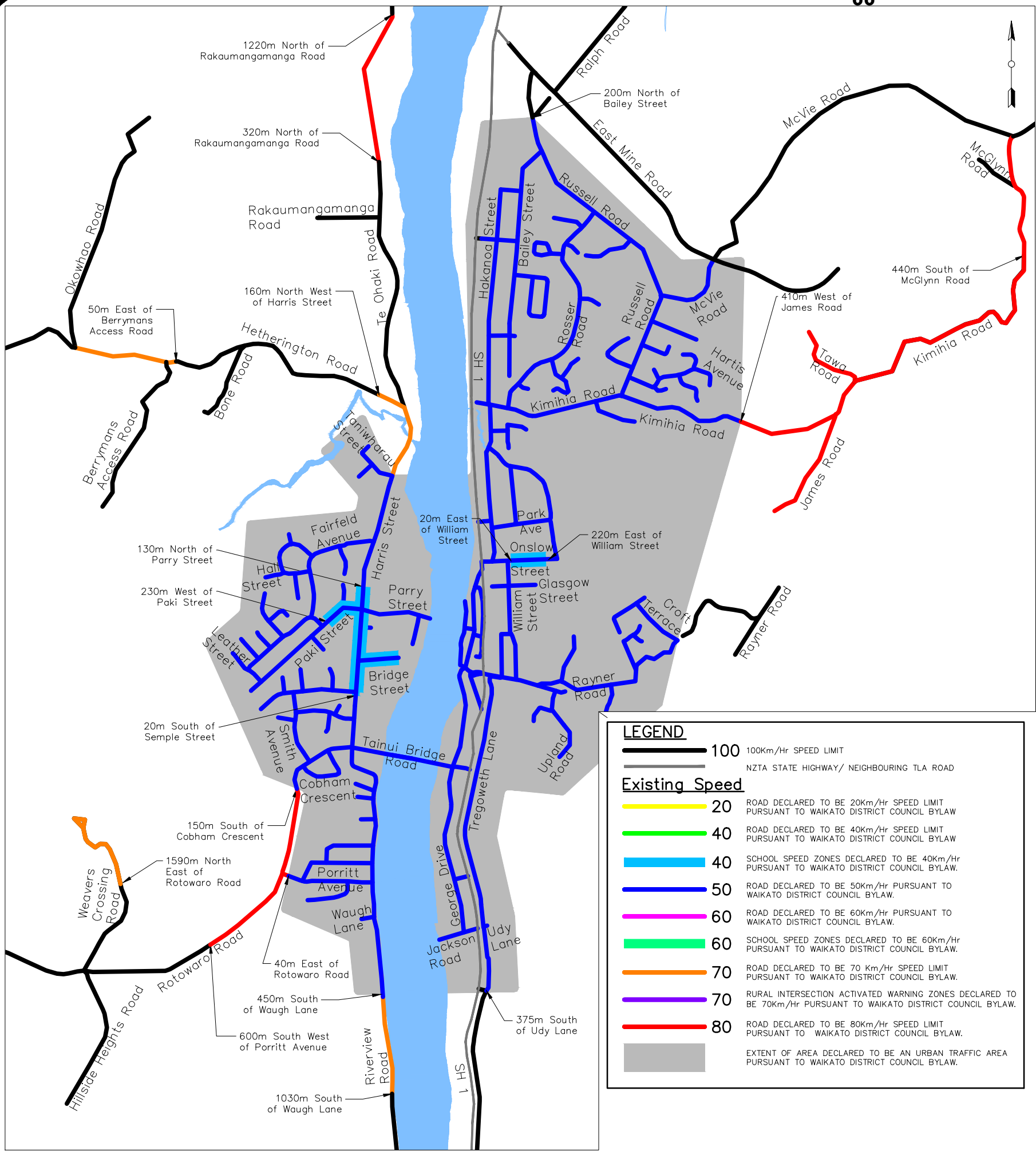


RANGIRIRI

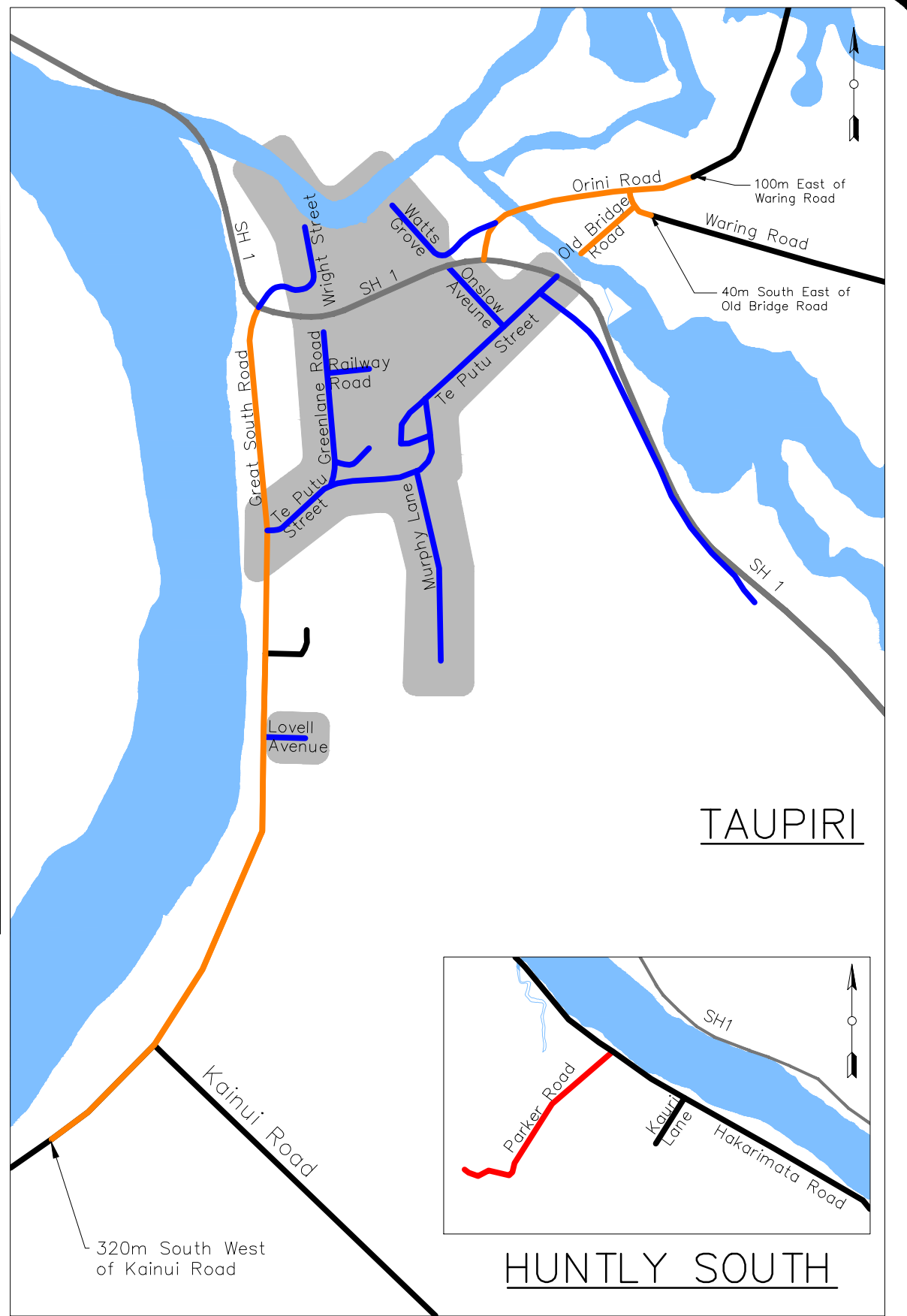


OHINEWAI

LEGEND	
	100 100km/Hr SPEED LIMIT
	NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
Existing Speed	
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	40 ROAD DECLARED TO BE 40km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	40 SCHOOL SPEED ZONES DECLARED TO BE 40km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
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	70 ROAD DECLARED TO BE 70 Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	70 RURAL INTERSECTION ACTIVATED WARNING ZONES DECLARED TO BE 70km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	80 ROAD DECLARED TO BE 80km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
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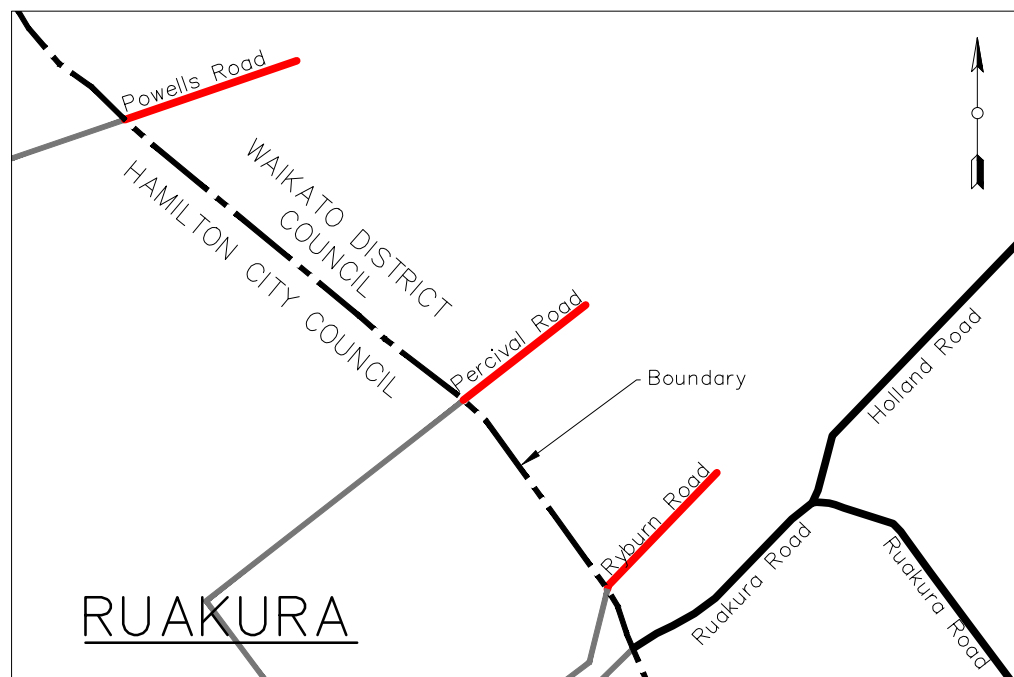
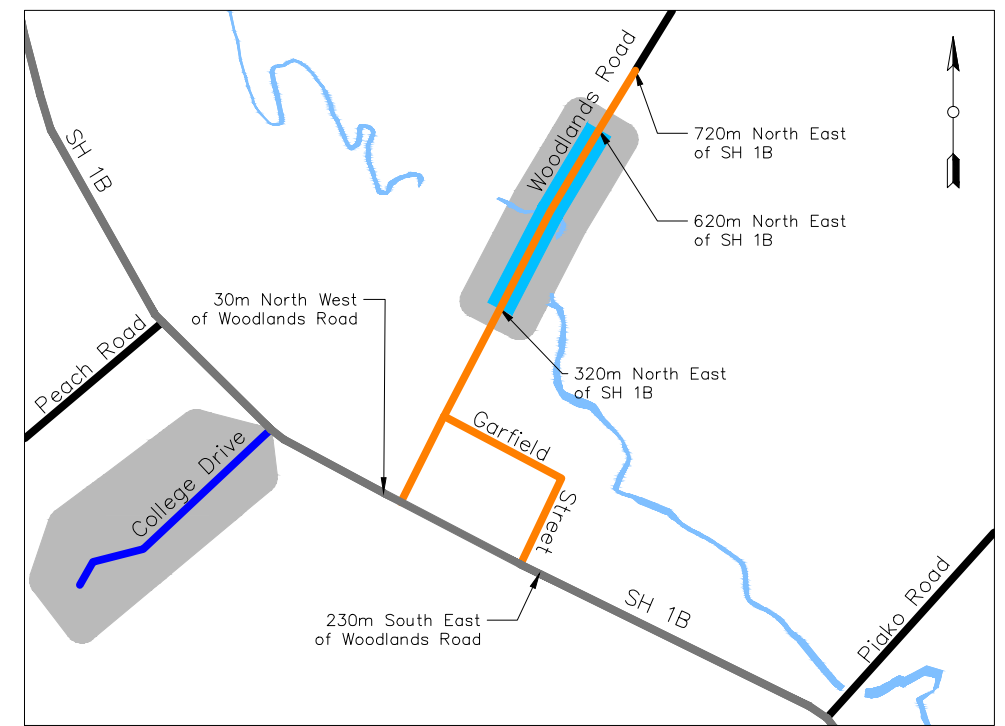
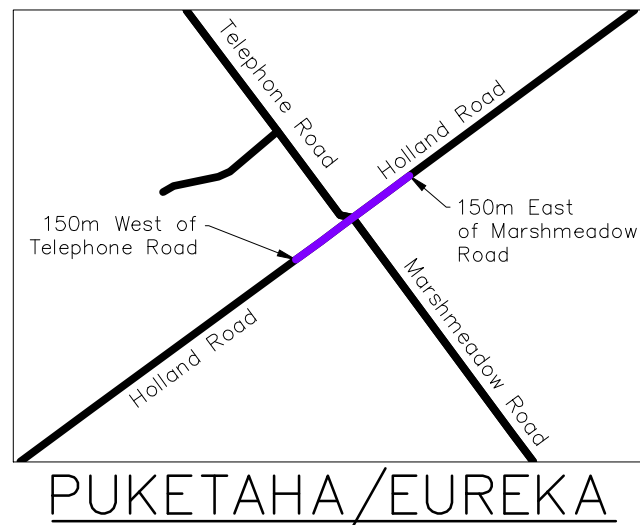
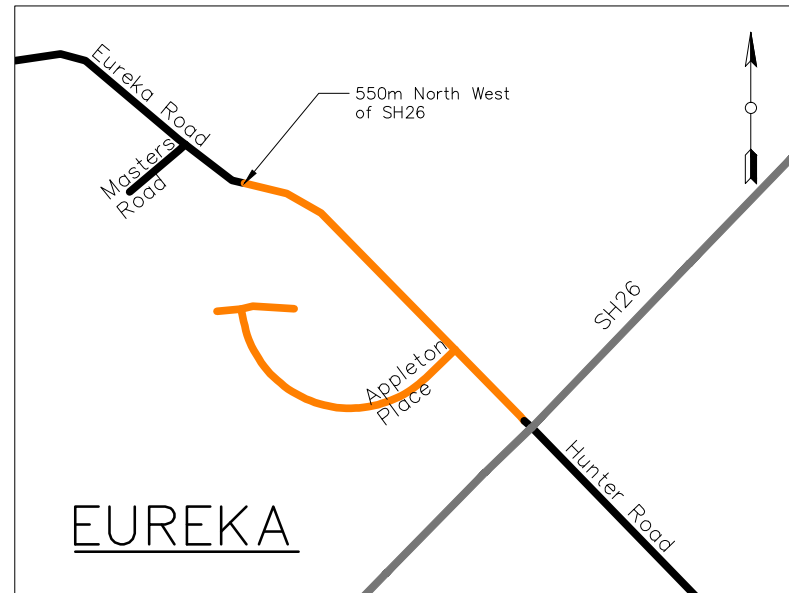
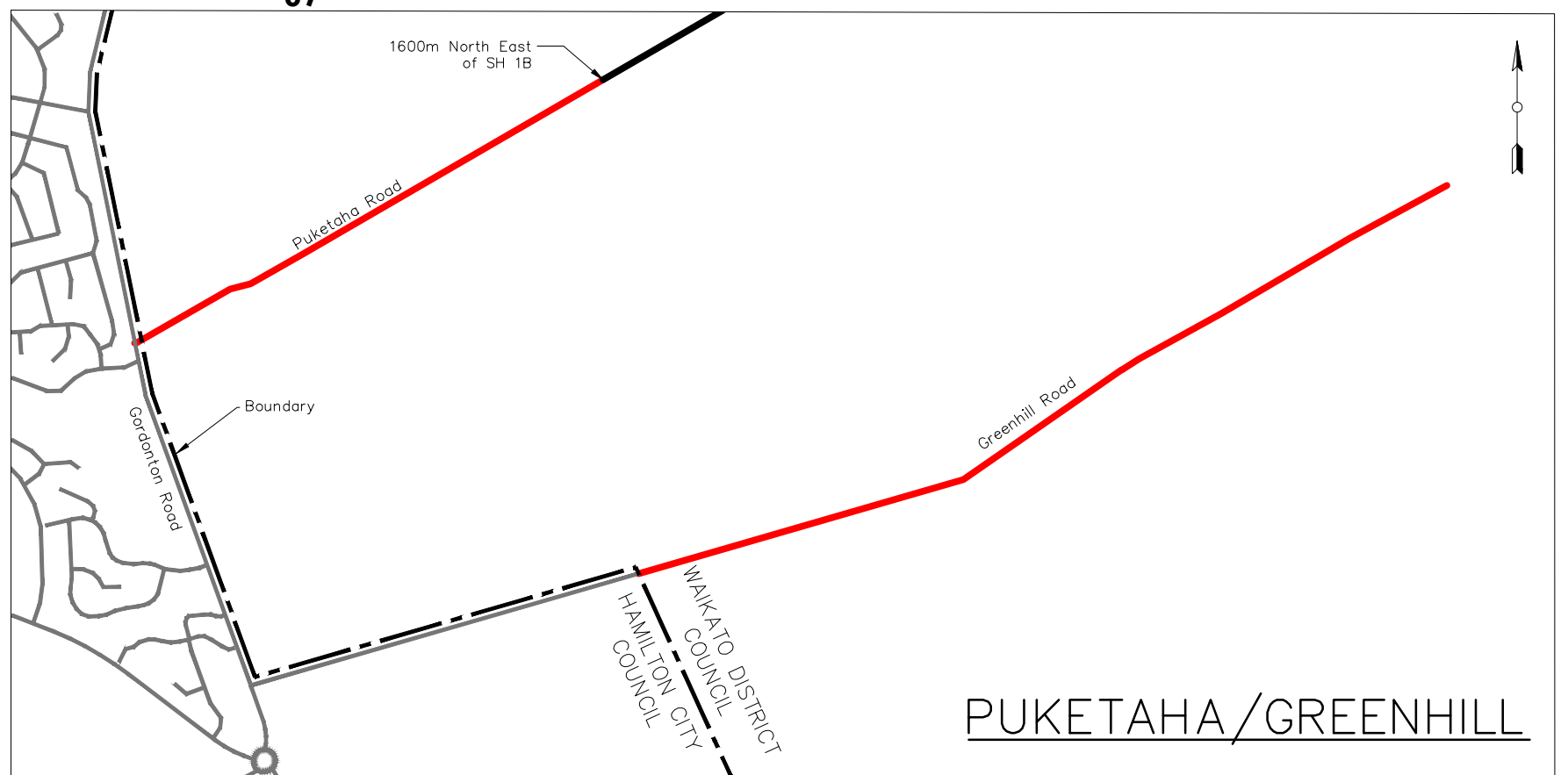
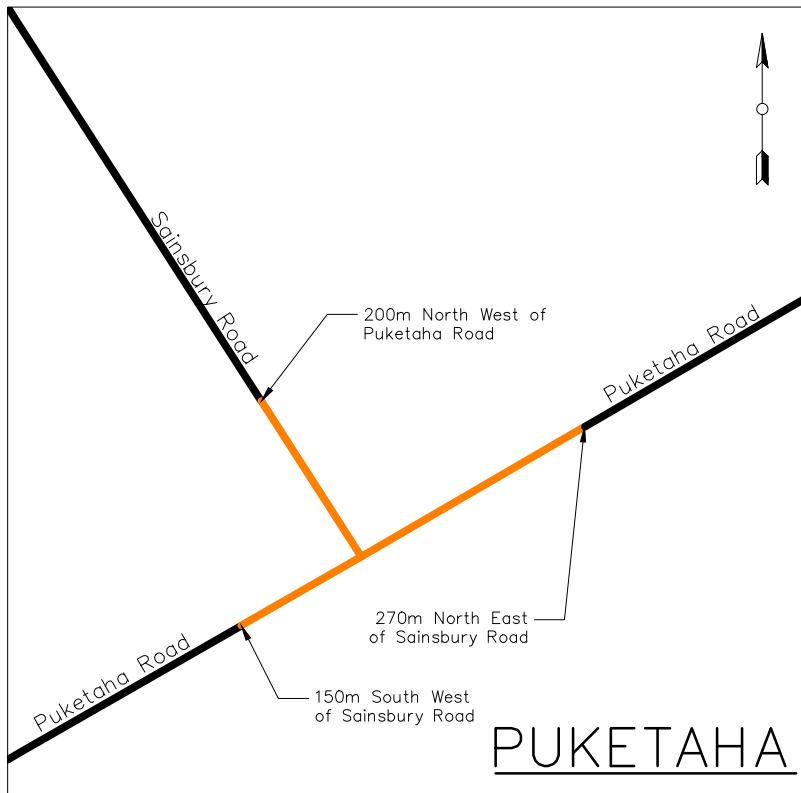
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TAUPIRI

HUNTLY SOUTH



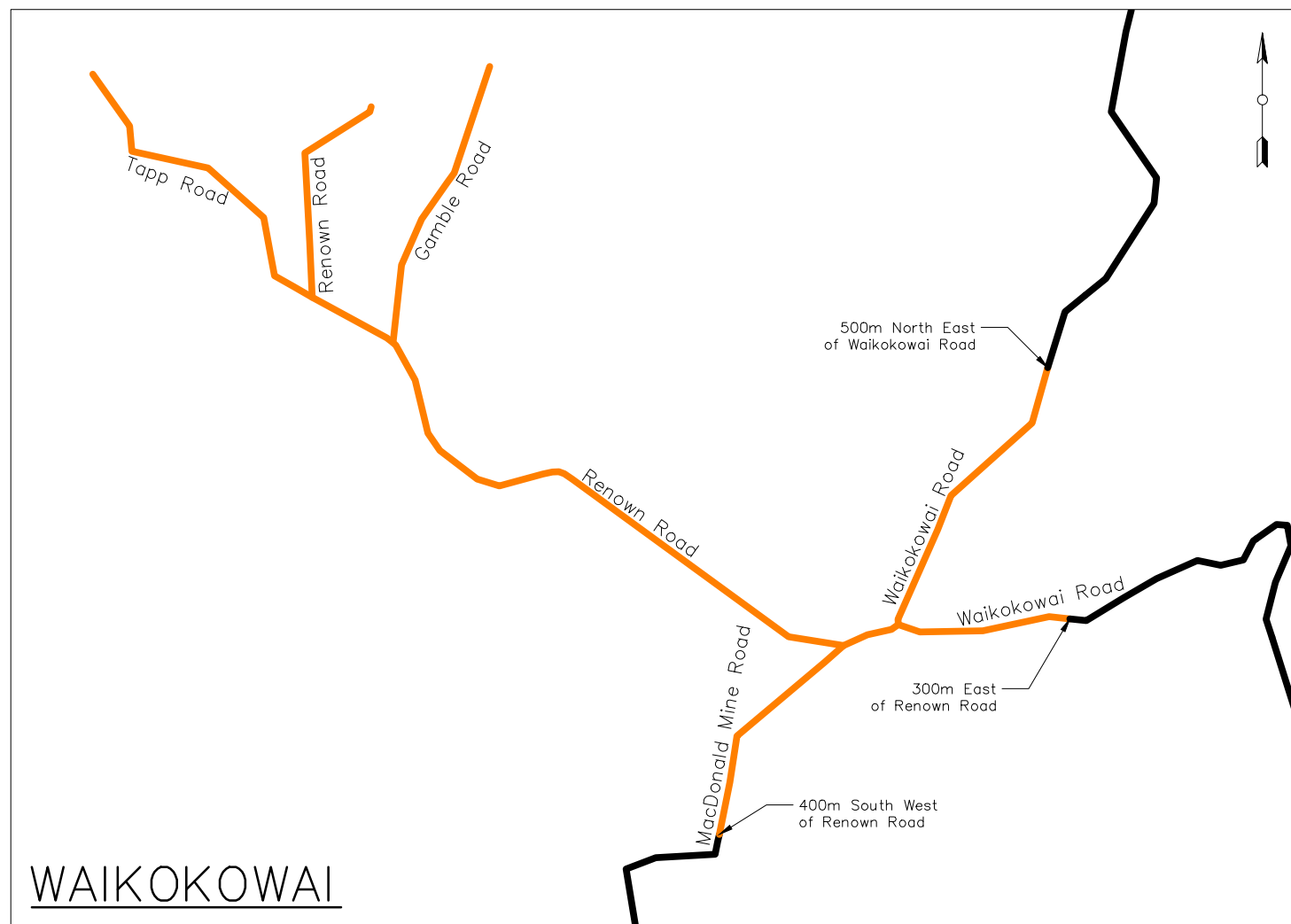
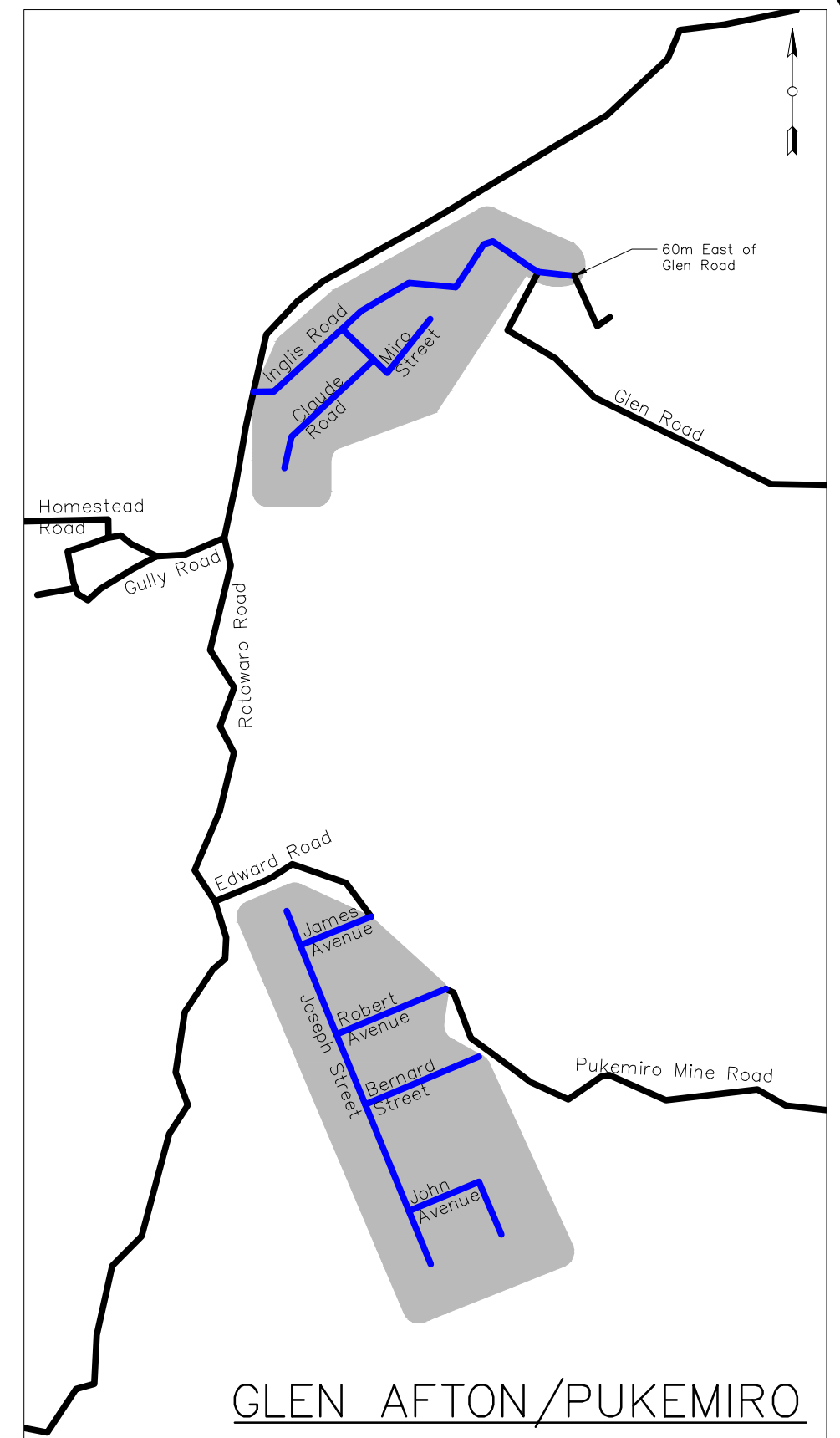
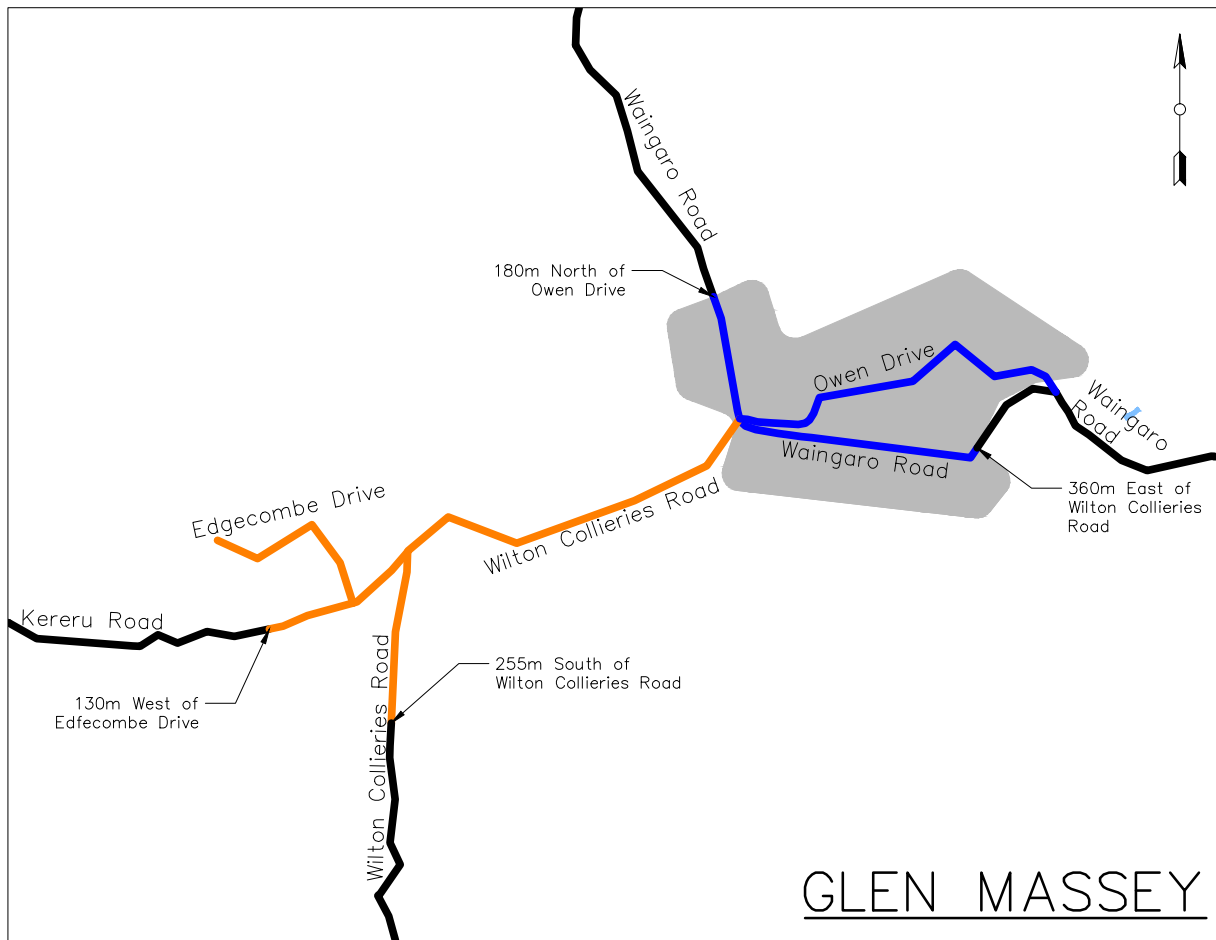


LEGEND

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		NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
Existing Speed		
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	40	SCHOOL SPEED ZONES DECLARED TO BE 40km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
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		EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.

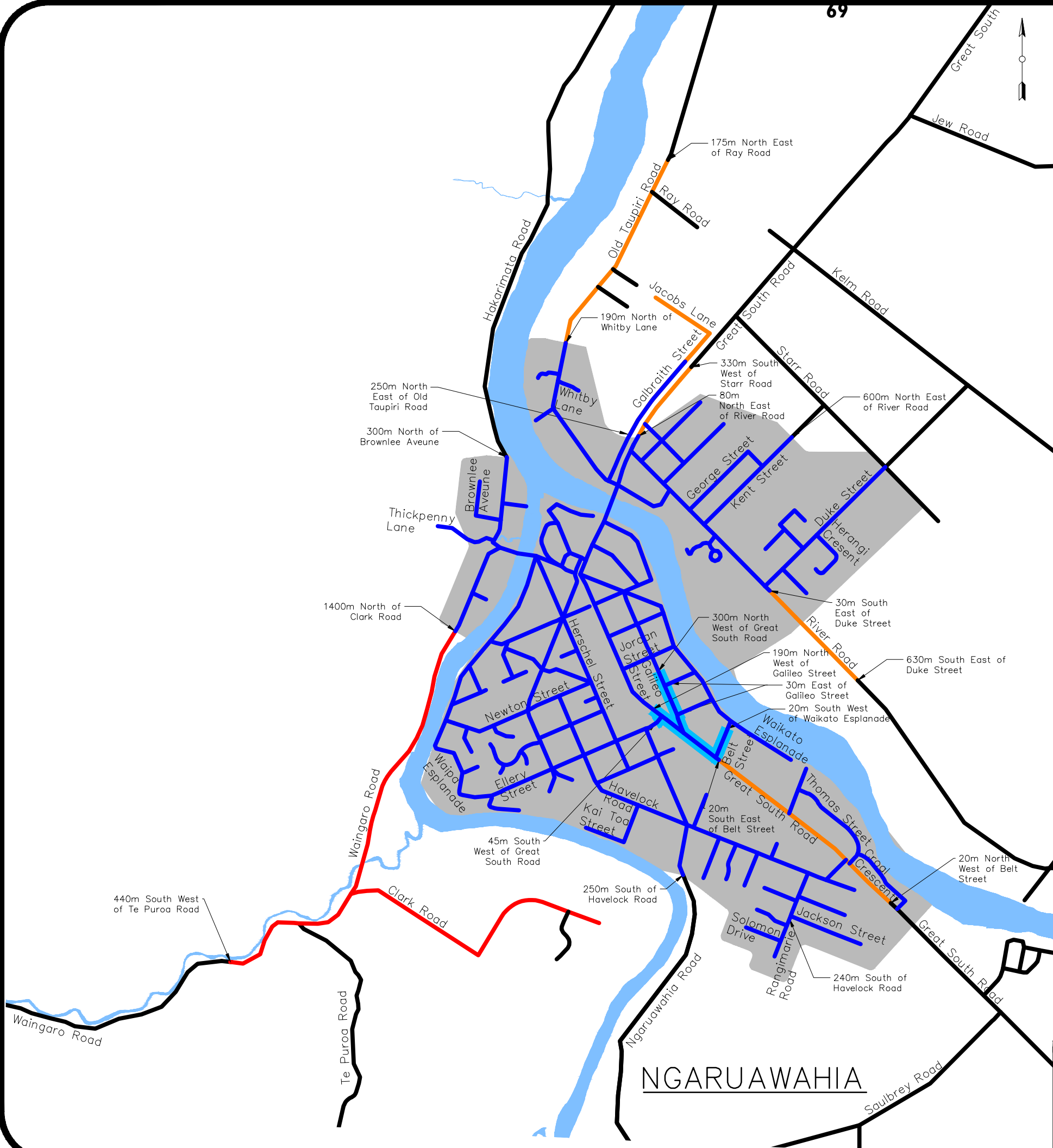
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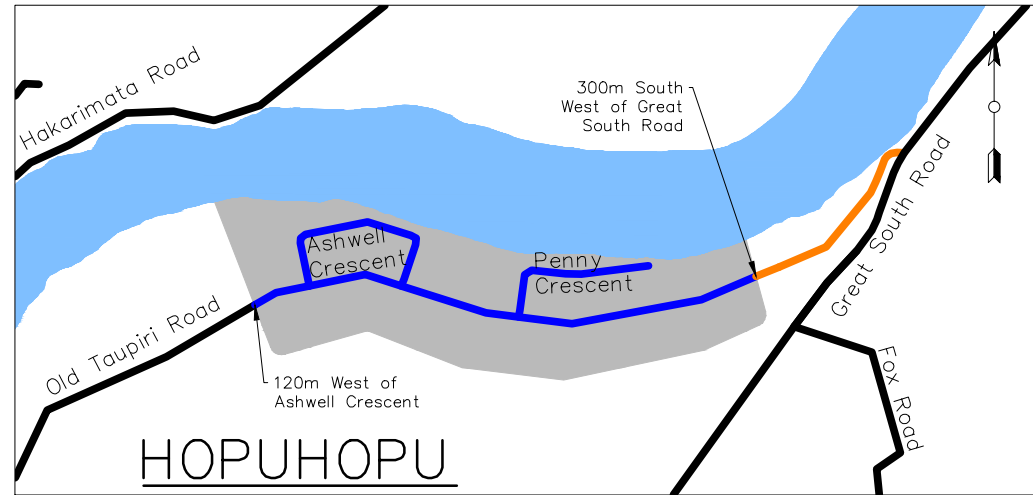
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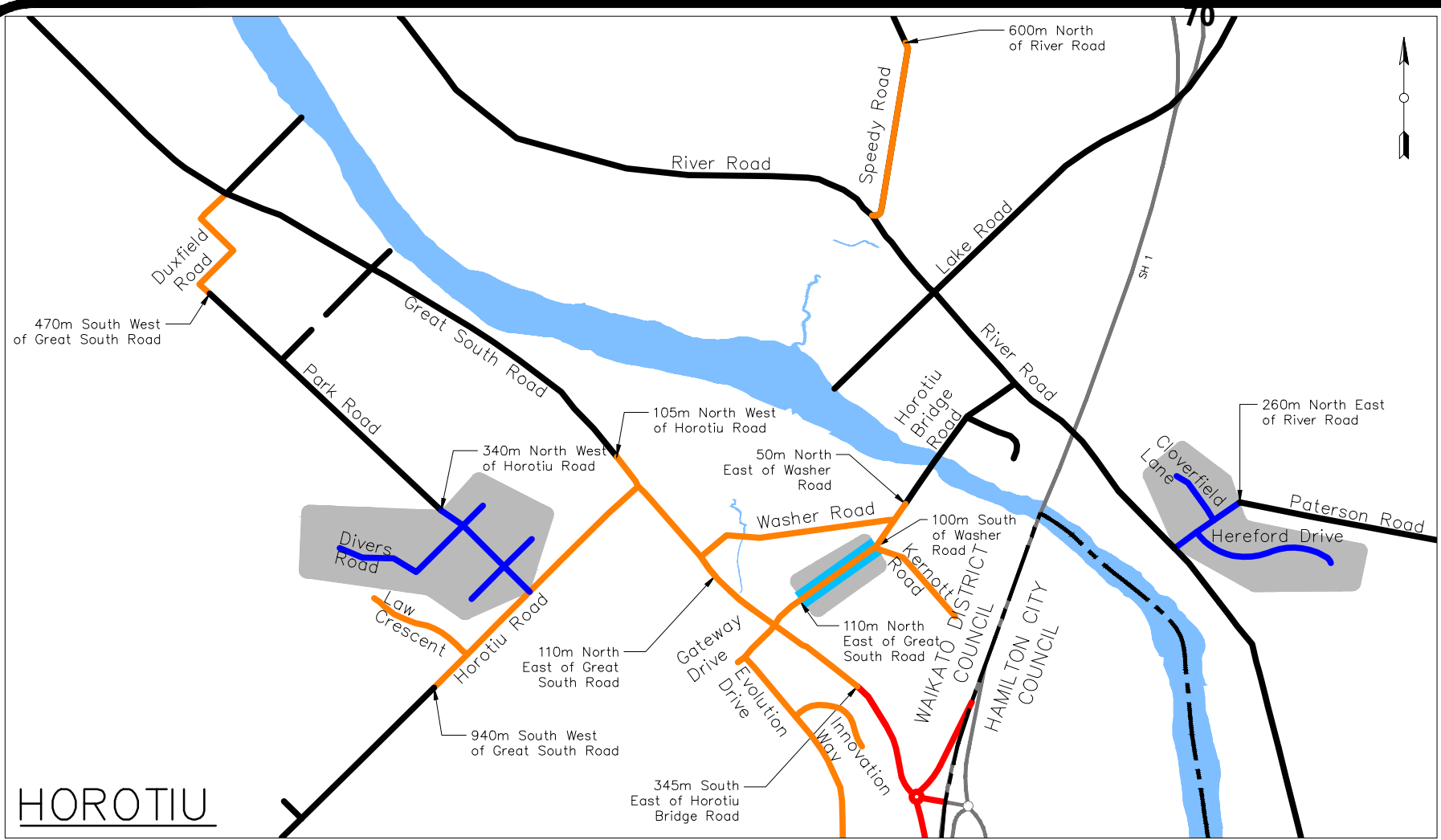
LEGEND

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		NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
Existing Speed		
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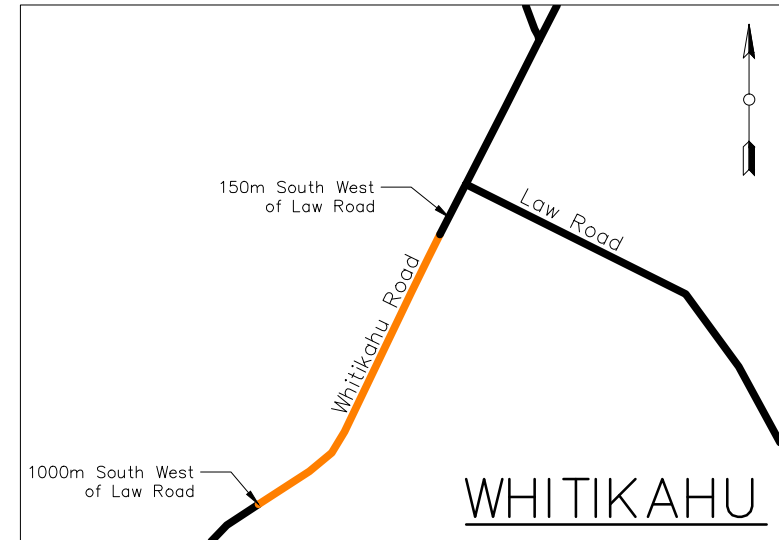


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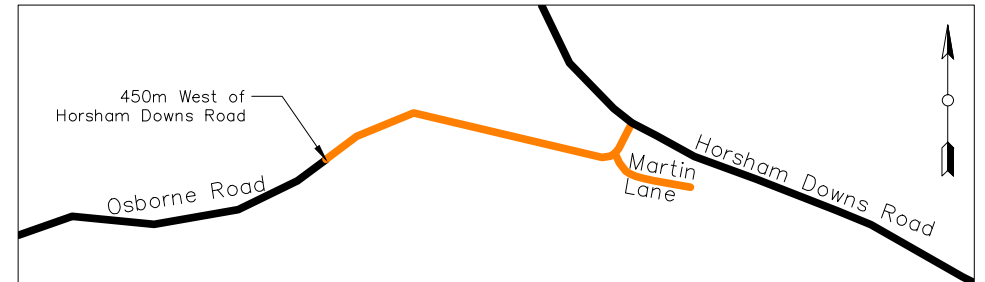




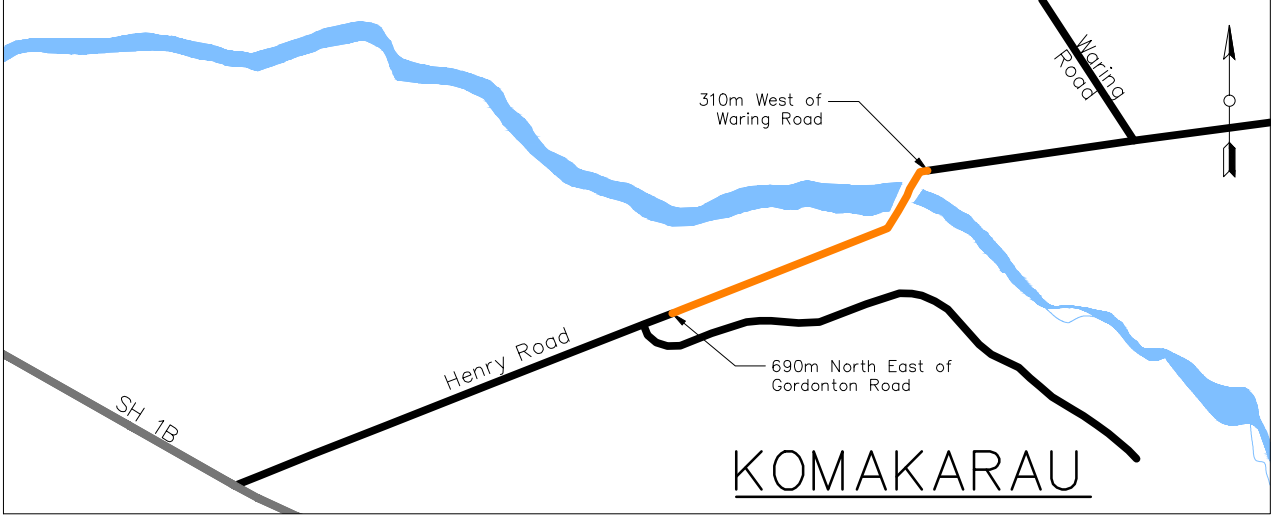
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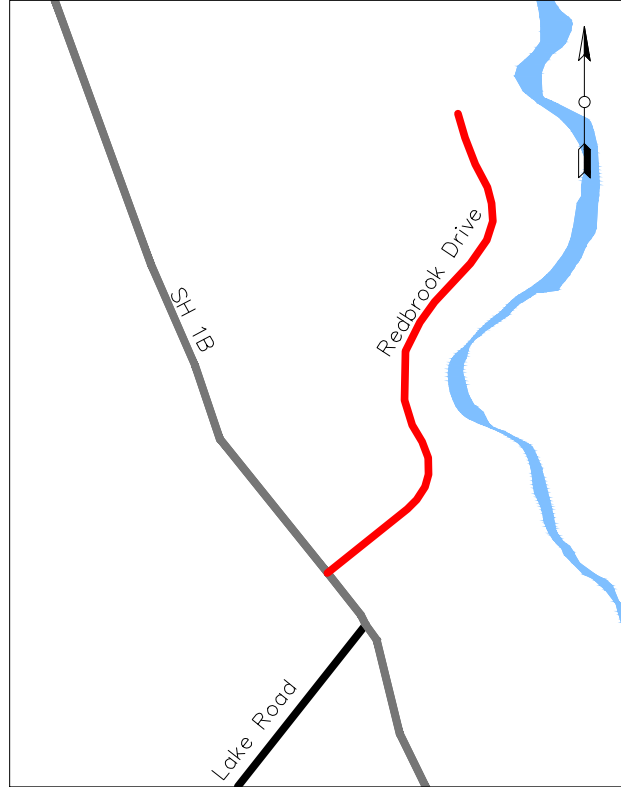
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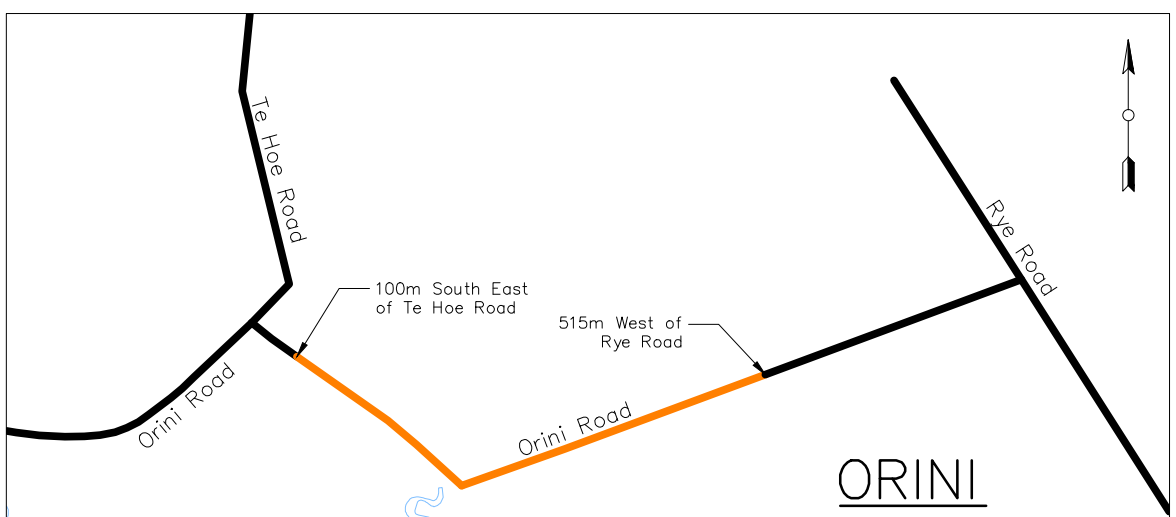
HORSHAM DOWNS



KOMAKARAU



TAUPIRI/
GORDONTON



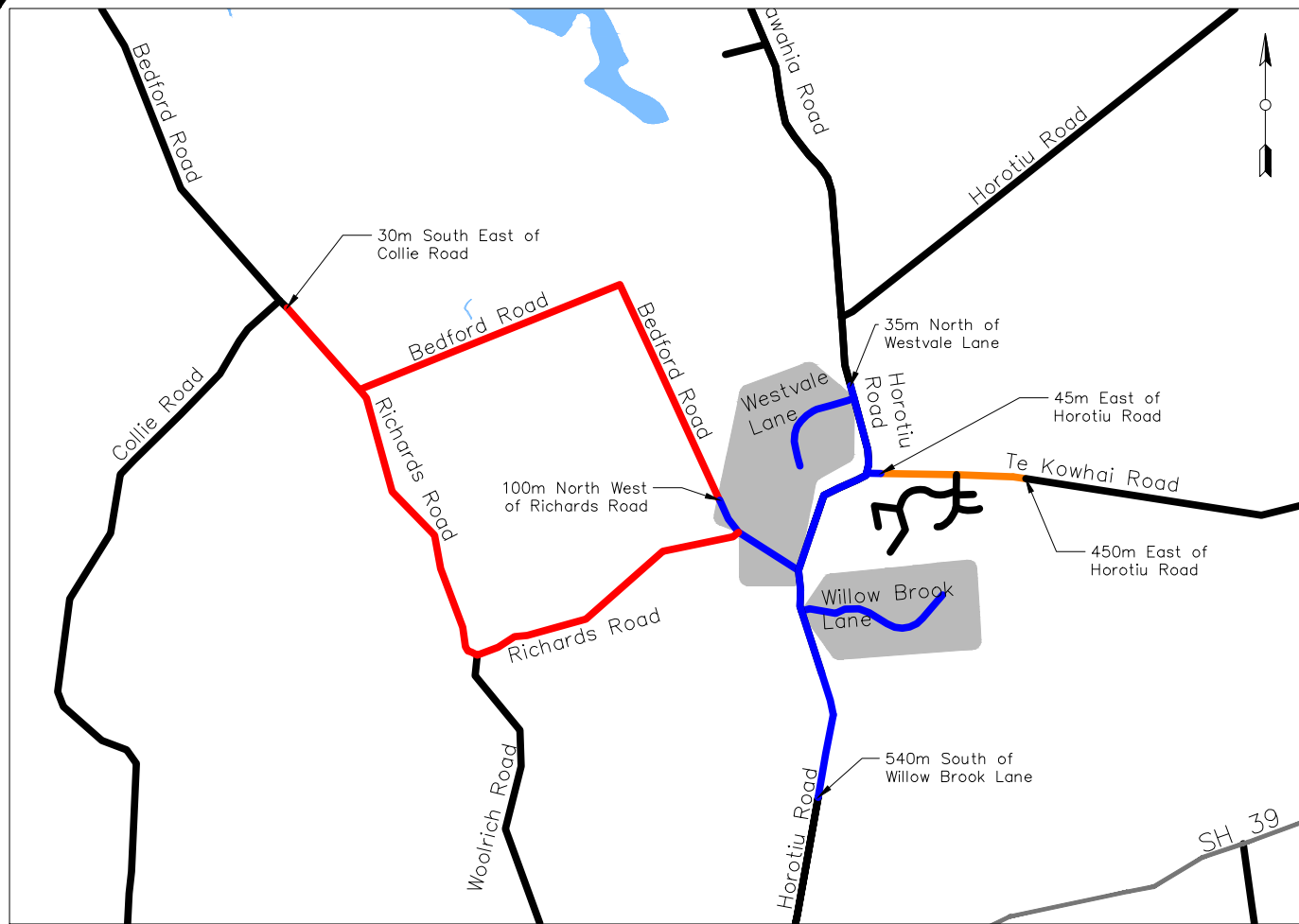
ORINI

LEGEND

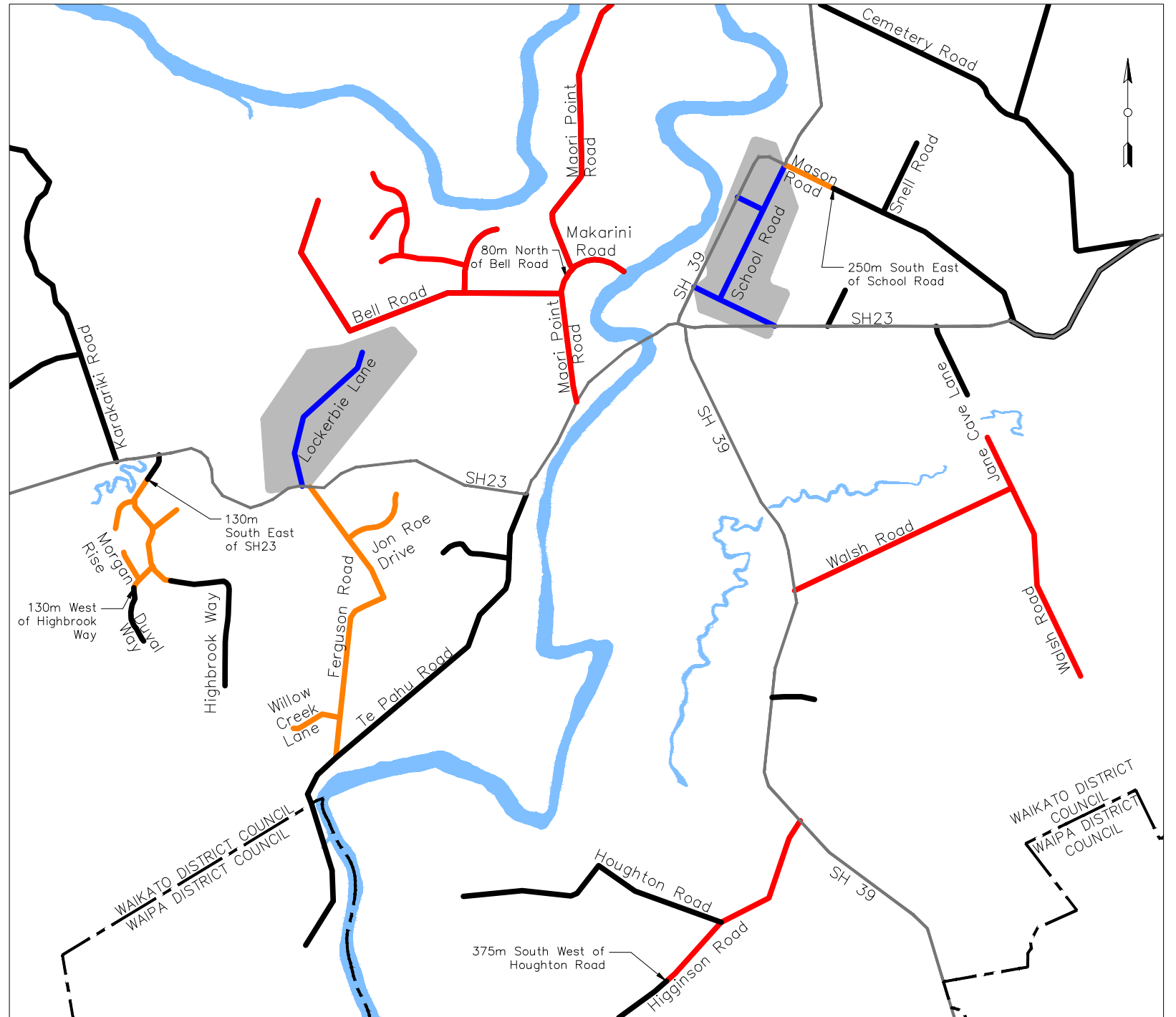
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		NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
Existing Speed		
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		EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.

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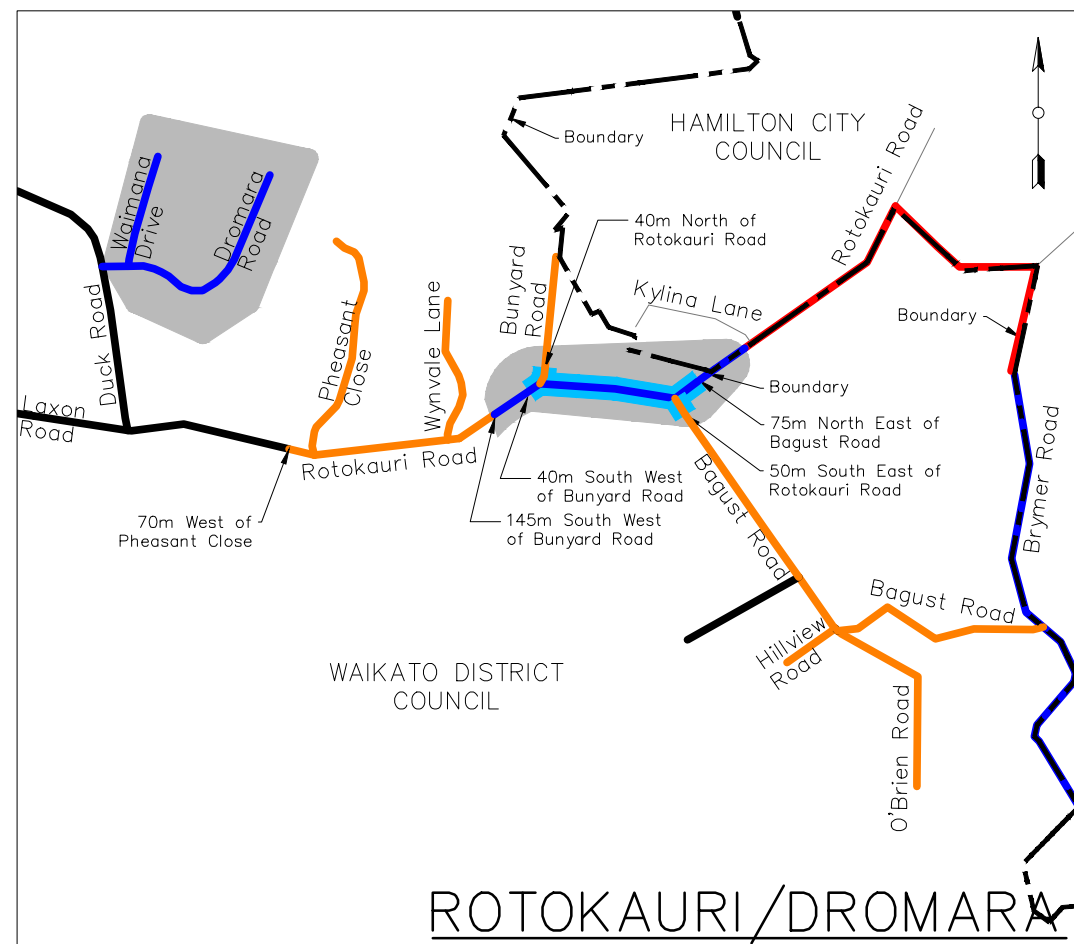




TE KOWHAI



WHATAWHATA

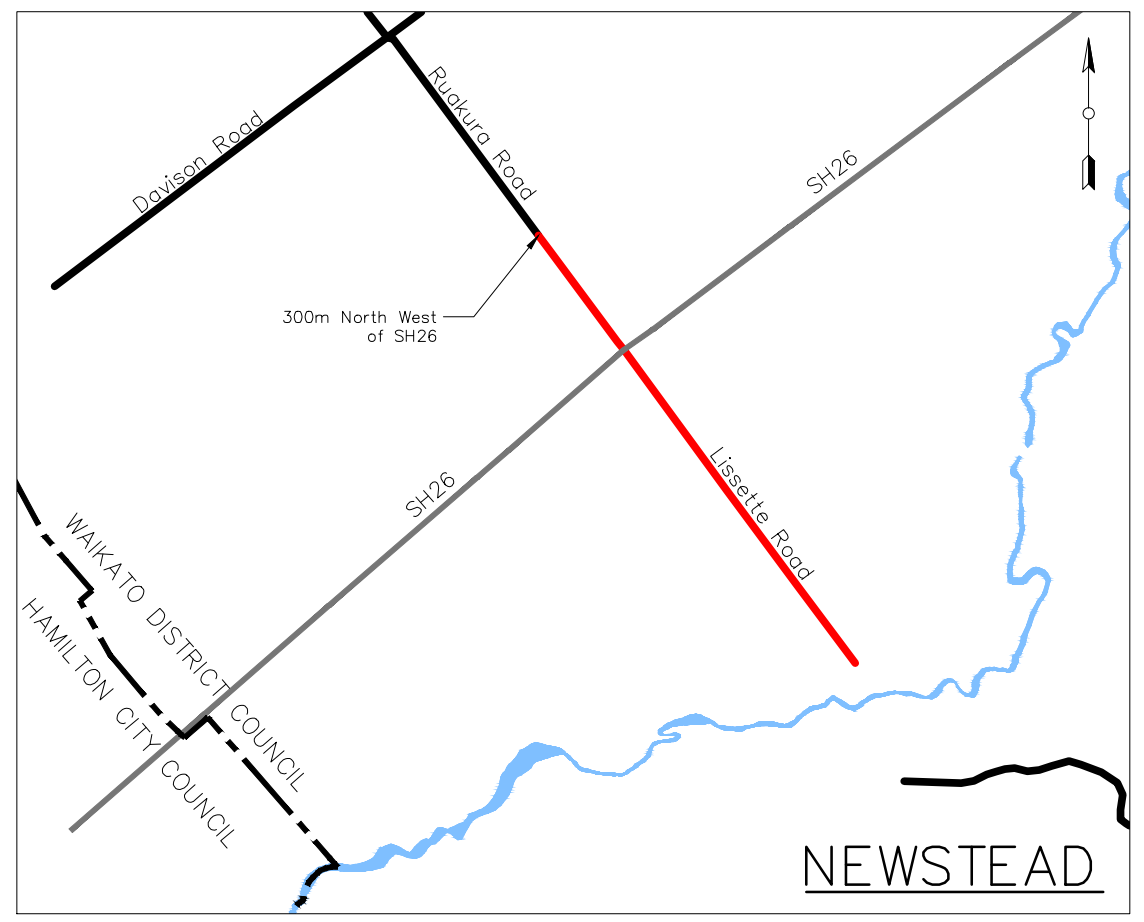
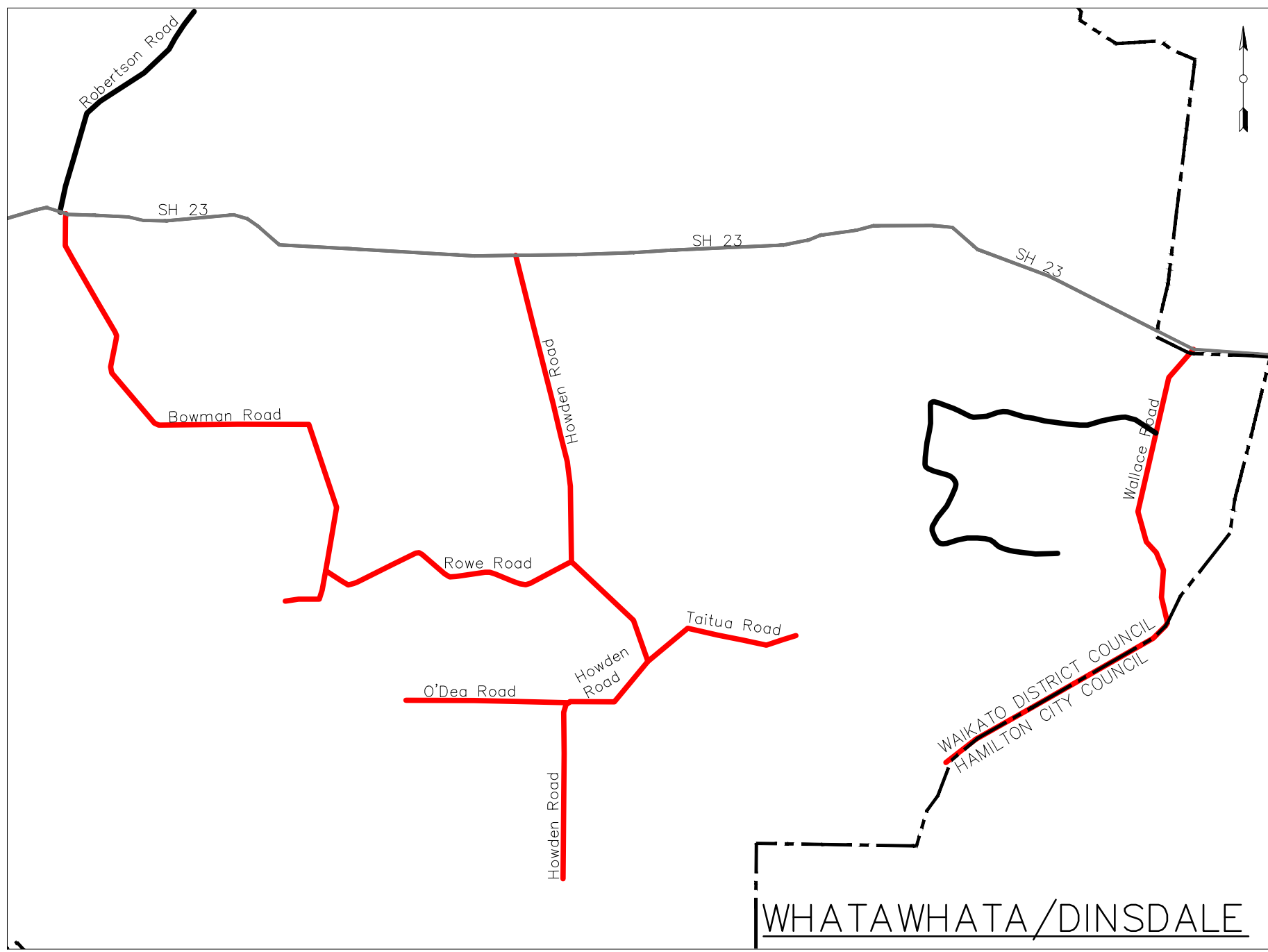


ROKOKAURI/DROMARA

LEGEND	
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	NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
Existing Speed	
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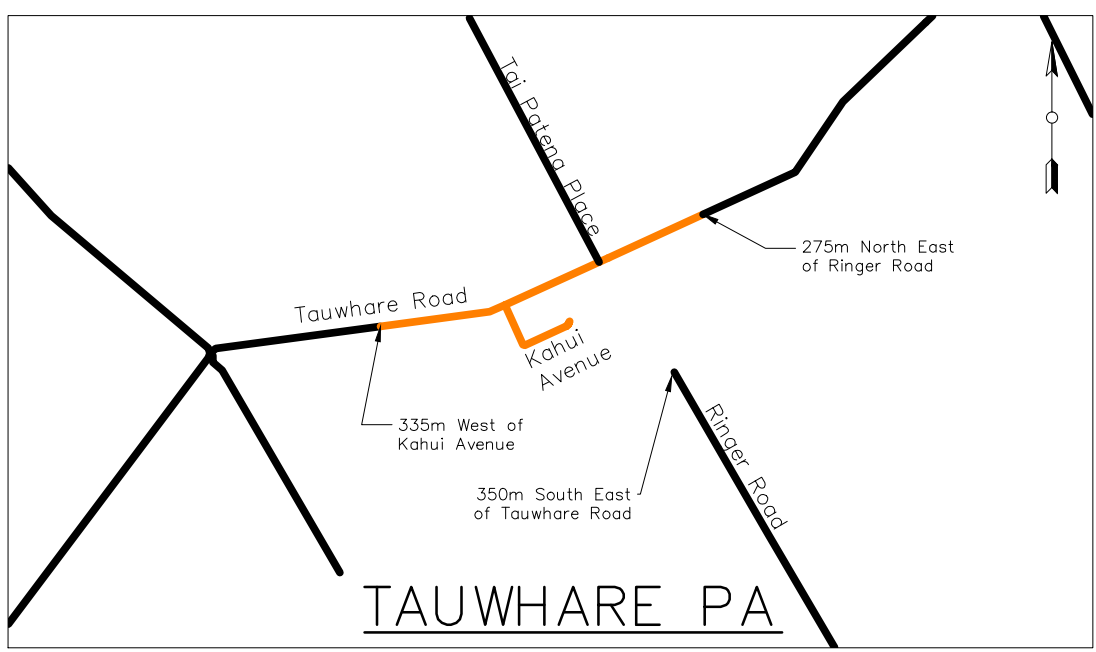
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LEGEND

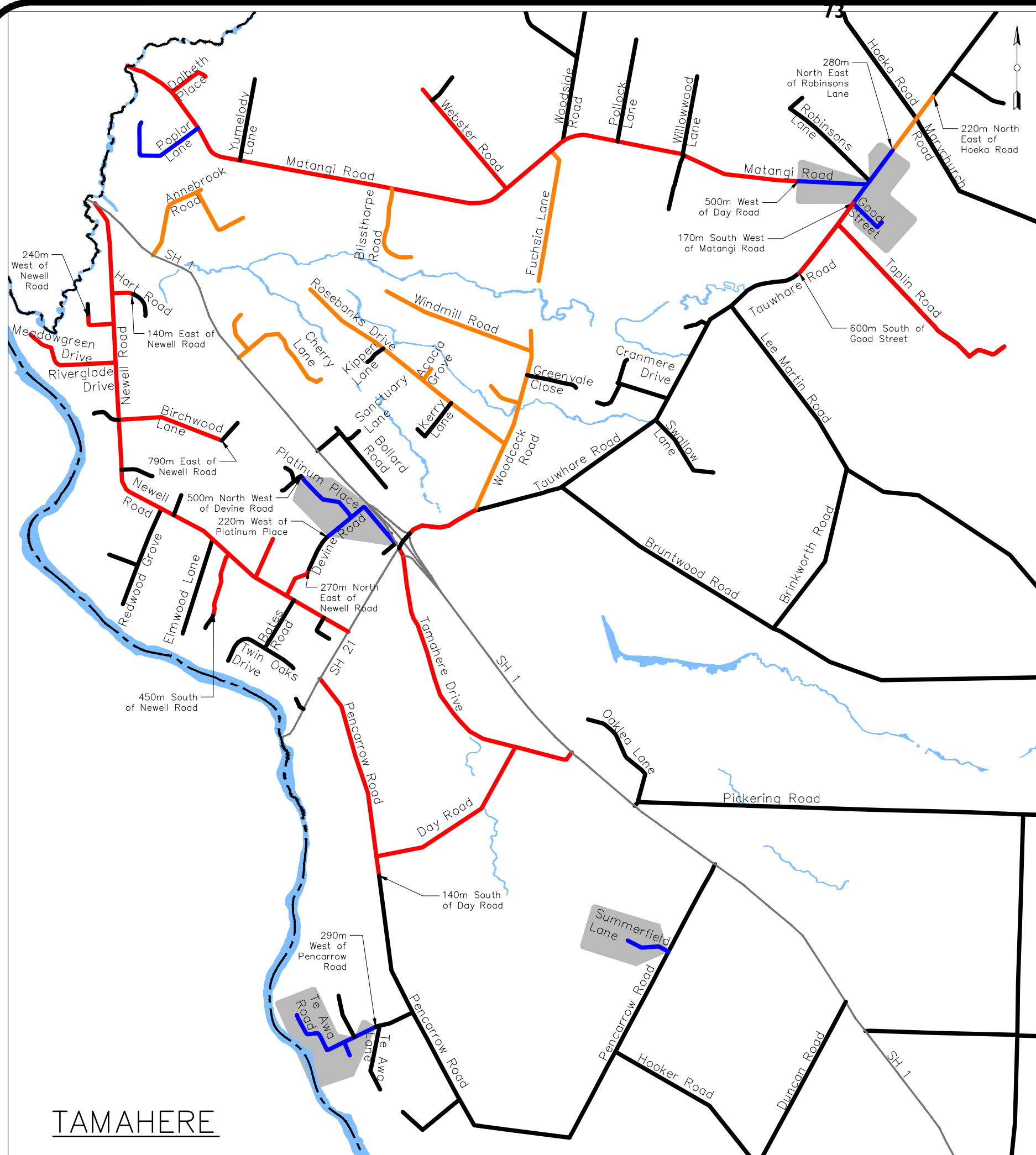
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		NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
Existing Speed		
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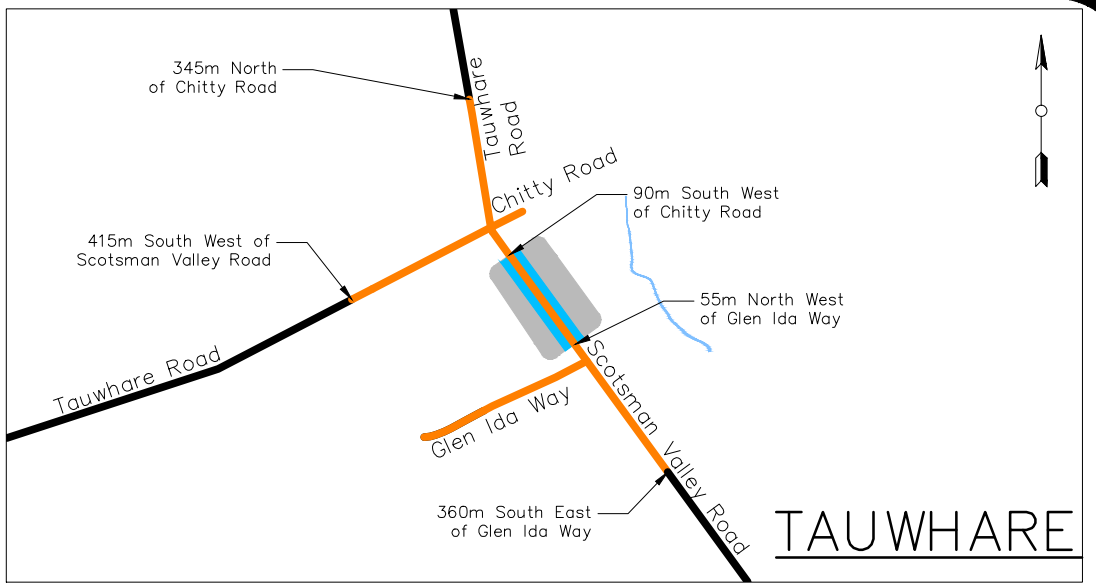
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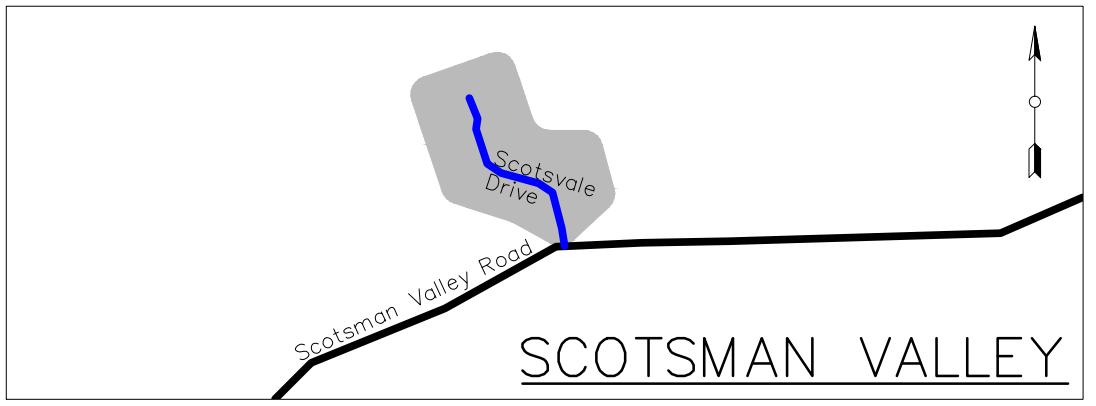




TAMAHERE



TAUWHARE

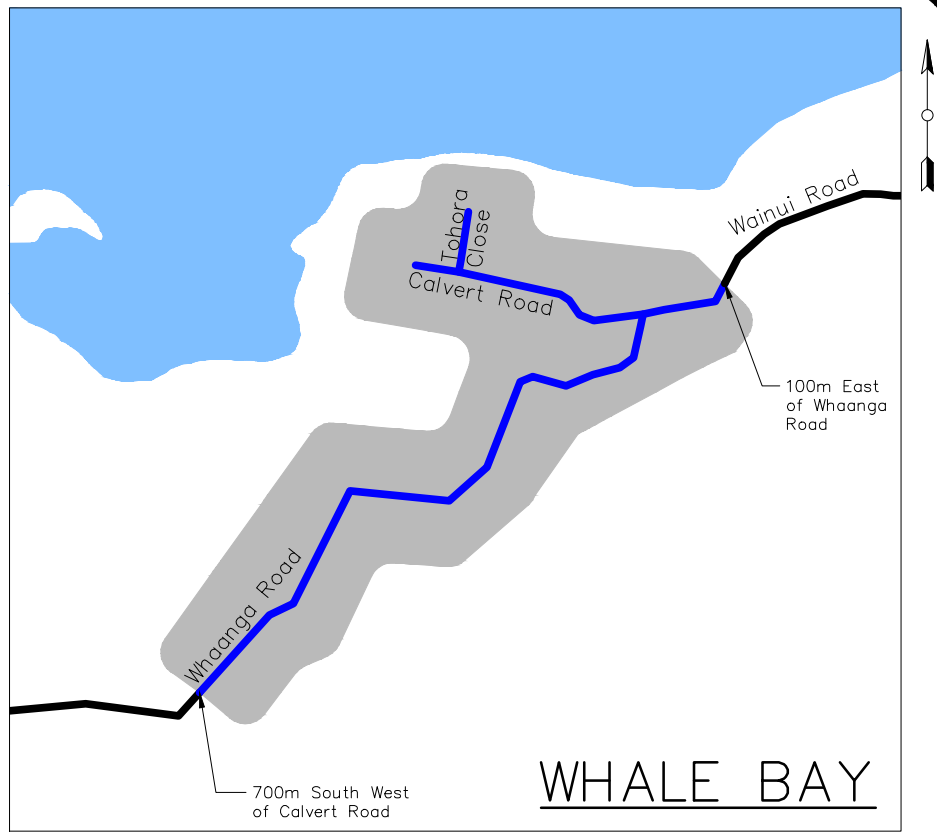
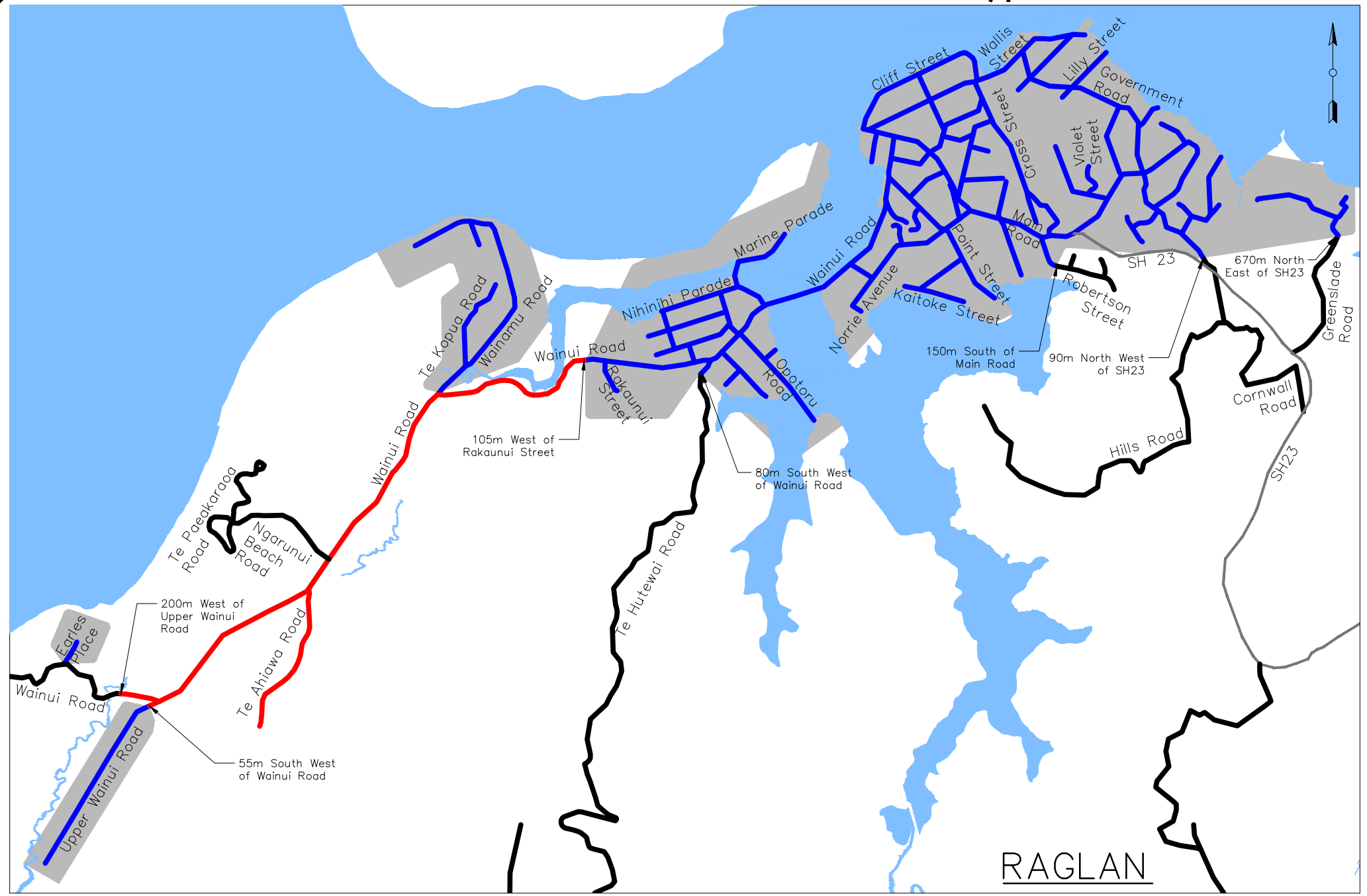


SCOTSMAN VALLEY

LEGEND	
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	NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
Existing Speed	
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	40 ROAD DECLARED TO BE 40Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW
	40 SCHOOL SPEED ZONES DECLARED TO BE 40Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
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	60 ROAD DECLARED TO BE 60Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	60 SCHOOL SPEED ZONES DECLARED TO BE 60Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
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	70 RURAL INTERSECTION ACTIVATED WARNING ZONES DECLARED TO BE 70Km/Hr PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	80 ROAD DECLARED TO BE 80Km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
	EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.

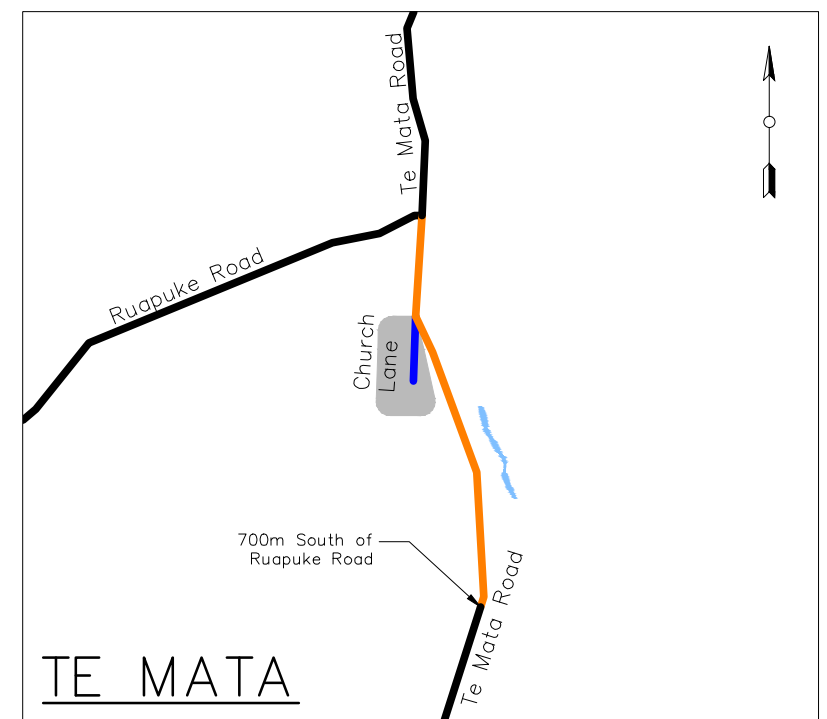
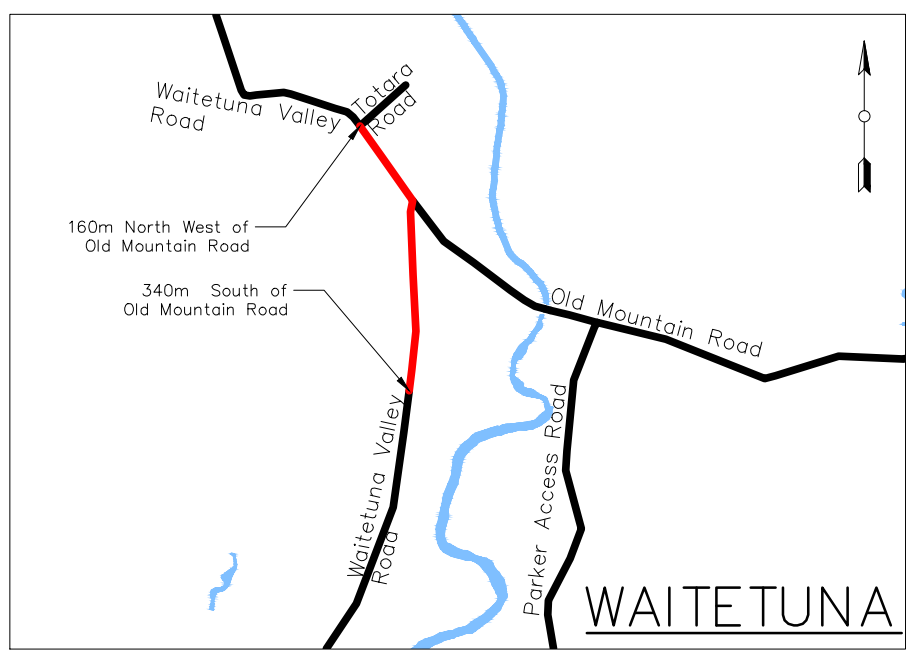
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LEGEND

	100	100Km/Hr SPEED LIMIT
		NZTA STATE HIGHWAY/ NEIGHBOURING TLA ROAD
Existing Speed		
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	80	ROAD DECLARED TO BE 80km/Hr SPEED LIMIT PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.
		EXTENT OF AREA DECLARED TO BE AN URBAN TRAFFIC AREA PURSUANT TO WAIKATO DISTRICT COUNCIL BYLAW.



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Schedule 1	Speed Limit	Description
Sheet 1	50km/h	<u>At Port Waikato:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Port Waikato, on Sheet 1 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 1	50km/h	<u>At Otaua:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Otaua, on Sheet 1 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 2	50km/h	<u>At Tuakau:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tuakau, on Sheet 2 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 42	50km/h	<u>At Onewhero:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Onewhero, on Sheet 24 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 3	50km/h	<u>At Pokeno:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno, on Sheet 3 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 45	50km/h	<u>At Mercer:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Mercer, on Sheet 35 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 5	50km/h	<u>At Meremere:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Meremere, on Sheet 5 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 68	50km/h	<u>At Te Kauwhata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kauwhata, on Sheet 68 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 69	50km/h	<u>At Rangiriri:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Rangiriri, on Sheet 69 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 710	50km/h	<u>At Huntly:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Huntly, on Sheet 710 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 710	50km/h	<u>At Taupiri</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Taupiri, on Sheet 710 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 811	50km/h	<u>At Gordonton:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Gordonton on Sheet 811 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 1	Speed Limit	Description
Sheet 912	50km/h	<u>At Glen Massey:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Glen Massey, on Sheet 912 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 912	50km/h	<u>At Glen Afton/Pukemiro:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Glen Afton/Pukemiro on Sheet 912 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4013	50km/h	<u>At Hopuhopu:</u> All the road within the area marked on the map entitled "Waikato District Speed Limits", at Hopuhopu, on Sheet 4013 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 4013	50km/h	<u>At Ngaruawahia:</u> All the road within the area marked on the map entitled "Waikato District Speed Limits", at Ngaruawahia, on Sheet 4013 and identified in the legend as an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4414	50km/h	<u>At Horotiu:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Horotiu, on Sheet 4414 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4215	50km/h	<u>At Whatawhata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whatawhata on Sheet 4215 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4215	50km/h	<u>At Rotokauri/Dromara:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Rotokauri/Dromara on Sheet 4215 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4215	50km/h	<u>At Te Kowhai:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kowhai on Sheet 4215 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4417	50km/h	<u>At Tamahere:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tamahere, on Sheet 4417 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4417	50km/h	<u>At Scotsman Valley:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Scotsman Valley, on Sheet 4417 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4518	50km/h	<u>At Raglan:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Raglan, on Sheet 4518 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4518	50km/h	<u>At Whale Bay:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whale Bay, on Sheet 4518 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 1	Speed Limit	Description
Sheet 4518	50km/h	At Te Mata: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Mata, on Sheet 4518 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Legal Instruments: 50km/h		New Zealand Gazette Notice, 24 May 2001, No. 52, page 1185; NZ Gazette Notice, 14 Feb 1985, No. 24, p 539; NZ Gazette Notice, 5 March 1964, No.11, p 320; NZ Gazette Notice, 5 April 1984, No. 56, p 1096; NZ Gazette Notice, 11 January 1968, No. 1, p 8; NZ Gazette Notice, 16 November 1975, No. 87, p 2286; NZ Gazette Notice, 12 March 1992, No. 33, p 761; Waikato District Council Speed Limits Bylaw 2005; NZ Gazette Notice, 13 June 1963, No. 34, p 803; NZ Gazette Notice, 25 October 1984, No. 195, p 4613; Franklin District Council Speed Limits Bylaw 2005.

Schedule 2	Speed Limit	Description
Sheet 1	70km/h	<u>At Port Waikato</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Port Waikato, on Sheet 1 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 1	70km/h	<u>At Otatau:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Otatau, on Sheet 1 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 1	70km/h	<u>At Pukeoware:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pukeoware, on Sheet 1 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 2	70km/h	<u>At Tuakau:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tuakau, on Sheet 2 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 24	70km/h	<u>At Onewhero:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Onewhero, on Sheet 24 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 3	70km/h	<u>At Pokeno:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno, on Sheet 3 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 36	70km/h	<u>At Mangatawhiri:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Mangatawhiri, on Sheet 36 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 45	70km/h	<u>At Pukekawa:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pukekawa, on Sheet 45 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 56	70km/h	<u>At Maramarua:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Maramarua, on Sheet 56 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 56	70km/h	<u>At Waerenga:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Waerenga, on Sheet 56 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 68	70km/h	<u>At Te Kauwhata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kauwhata, on Sheet 68 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 69	70km/h	<u>At Ohinewai:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Ohinewai, on Sheet 69 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 710	70km/h	<u>At Huntly:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Huntly on Sheet 710 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 2	Speed Limit	Description
Sheet 710	70km/h	<u>At Taupiri:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Taupiri, on Sheet 710 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 811	70km/h	<u>At Eureka:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Eureka, on Sheet 811 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 811	70km/h	<u>At Gordonton:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Gordonton, on Sheet 811 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 811	70km/h	<u>At Puketaha:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Puketaha, on Sheet 811 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 912	70km/h	<u>At Glen Massey:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Glen Massey, on Sheet 912 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 912	70km/h	<u>At Waikokowai:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Waikokowai, on Sheet 912 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4013	70km/h	<u>At Hopuhopu:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Hopuhopu, on Sheet 4013 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4013	70km/h	<u>At Ngaruawahia:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Ngaruawahia, on Sheet 4013 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4414	70km/h	<u>At Horotiu:</u> All the roads marked on the map entitled "Waikato District Speed Limits", at Horotiu, on Sheet 4414 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4414	70km/h	<u>At Horsham Downs:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Horsham Downs, on Sheet 4414 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4414	70km/h	<u>At Komakarau:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Komakarau, on Sheet 4414 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4414	70km/h	<u>At Orini:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Orini, on Sheet 4414 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4414	70km/h	<u>At Whitikahu:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whitikahu on Sheet 4414 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 2	Speed Limit	Description
Sheet 4215	70km/h	<u>At Whatawhata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whatawhata, on Sheet 4215 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4215	70km/h	<u>At Rotokauri/Dromara:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Rotokauri/Dromara, on Sheet 4215 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4215	70km/h	<u>At Te Kowhai:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kowhai, on Sheet 4215 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4316	70km/h	<u>At Tauwhare Pa:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tauwhare Pa, on Sheet 4316 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4417	70km/h	<u>At Tamahere:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tamahere, on Sheet 4417 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4417	70km/h	<u>At Tauwhare:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tauwhare, on Sheet 4417 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4518	70km/h	<u>At Te Mata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Mata, on Sheet 4518 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Legal Instruments: 70km/h	New Zealand Gazette Notice, 24 May 2001, No. 52, page 1185; NZ Gazette Notice, 5 April 1984, No. 56, p 1096; NZ Gazette Notice, 4 December 1980, No. 141, p 3816; NZ Gazette Notice 13 November 2003, No. 154, p 4314; NZ Gazette Notice, 12 March 1992, No. 33, p 761; Waikato District Council Speed Limits Bylaw 2005, NZ Gazette Notice, 25 October 1984, No. 195, p 4613; Franklin District Council Speed Limits Bylaws 2005.	

Schedule 3	Speed Limit	Description
<u>Sheet 1</u>	<u>80km/h</u>	<u>At Tuakau Bridge - Port Waikato</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tuakau Bridge - Port Waikato, on Sheet 1 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 2	80km/h	At Tuakau: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tuakau, on Sheet 2 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
<u>Sheet 2</u>	<u>80km/h</u>	<u>At Pukekohe:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pukekohe, on Sheet 2 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
<u>Sheet 3</u>	<u>80km/h</u>	<u>At Pokeno:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno, on Sheet 3 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
<u>Sheet 4</u>	<u>80km/h</u>	<u>At Onewhero:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Onewhero, on Sheet 4 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 6	80km/h	At Mangatawhiri: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Mangatawhiri, on Sheet 6 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 5	80km/h	At Mangatangi: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Mangatangi, on Sheet 5 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet <u>7</u> 10	80km/h	At Huntly South : All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Huntly South , on Sheet <u>7</u> 10 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
<u>Sheet 7</u>	<u>80km/h</u>	<u>At Chapman Road/Pukekawa:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Chapman Road/Pukekawa, on Sheet 7 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
<u>Sheet 8</u>	<u>80km/h</u>	<u>At Te Kauwhata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kauwhata, on Sheet 8 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
<u>Sheet 9</u>	<u>80km/h</u>	<u>At Rangiriri:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Rangiriri, on Sheet 9 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 10	80km/h	At Huntly South: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Huntly South, on Sheet 10 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet <u>8</u> 11	80km/h	At Puketaha/Greenhill: All the roads marked on the map entitled "Waikato District Speed Limits", at Puketaha/Greenhill, on Sheet <u>8</u> 11 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.

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Sheet 811	80km/h	<u>At Ruakura:</u> All roads within the area marked on the map entitled "Waikato District Speed Limits", at Ruakura, on Sheet 811 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4013	80km/h	<u>At Ngaruawahia:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Ngaruawahia, on Sheet 4013 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4414	80km/h	<u>At Horotiu:</u> All roads within the area marked on the map entitled "Waikato District Speed Limits", at Horotiu, on Sheet 4414 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4414	80km/h	<u>At Taupiri/Gordonton:</u> All roads within the area marked on the map entitled "Waikato District Speed Limits", at Taupiri/Gordonton, on Sheet 4414 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4215	80km/h	<u>At Whatawhata:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whatawhata, on Sheet 4215 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw
Sheet 4215	80km/h	<u>At Te Kowhai:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kowhai, on Sheet 4215 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw
Sheet 15	80km/h	<u>At Rotokauri/Dromara:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Rotokauri/Dromara, on Sheet 15 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4316	80km/h	<u>At Whatawhata/Dinsdale:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whatawhata/Dinsdale, on Sheet 4316 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4316	80km/h	<u>At Newstead:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Newstead, on Sheet 4316 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4316	80km/h	<u>At Tauwhare Pa:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tauwhare Pa, on Sheet 4316 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4417	80km/h	<u>At Tamahere:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tamahere, on Sheet 4417 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw. Note: Waikato District Council has delegated authority from Hamilton City Council to set an 80km/h speed limit in respect of that length of Matangi Road, which is situated within the Hamilton City boundary.
Sheet 4518	80km/h	<u>At Waitetuna:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Waitetuna, on Sheet 4518 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4518	80km/h	<u>At Raglan:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Raglan, on Sheet 4518 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.

	<p>80 km/h</p>	<p><u>At Hautapu - Hautapu Road:</u> Note: Waipa District Council has delegated authority from Waikato District Council to set an 80 Km/h speed limit in respect of 450m of Hautapu Road, which is situated within the Waikato District Council boundary.</p>
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<p>Legal Instruments: 80km/h</p>	<p>New Zealand Gazette Notice, 8 January 2004, No. 1, page 46; Waikato District Council Speed Limits Bylaw 2005; NZ Gazette Notice, 12 March 1998, p 919; NZ Gazette Notice, 19 November 1998, No. 6, p 4408; Franklin District Council Speed Limits Bylaw 2005.</p>
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Schedule 4	Speed Limit	Description
	40kph Variable Speed School Zones	<p>Variable Speed School Zones:</p> <p>School zones marked on the map and identified in the legend as having a variable speed limit of 40kph, subject to the following conditions:</p> <ol style="list-style-type: none"> 1. The speed limit is 40kph when the variable speed limit signs are operating and the numerals “40” are displayed. 2. The times during which the variable speed limit signs are permitted to operate are limited to: <ol style="list-style-type: none"> (a) 35 minutes before the start of school until the start of school. (b) 20 minutes after the end of school commencing no earlier than 5 minutes before the end of school. (c) 10 minutes at any other time during a school day when at least 50 children cross the road or enter or leave a vehicle at the roadside. 3. The speed limit is the posted speed limit at all times when the variable speed limit signs are not operating.
Sheet 1	40kph Variable	<p><u>Pukeoware School – Baldhill Road:</u> From a point of 60 metres north east of Waiuku Road for a distance of 230 metres in a north easterly direction.</p>
Sheet 3	40kph Variable	<p><u>Pokeno School – Pokeno Road:</u> From a point of 80 metres west of Helenslee Road for a distance of 380 metres in a westerly direction.</p>
Sheet 3	40kph Variable	<p><u>Pokeno School – Helenslee Road:</u> From the intersection of Pokeno Road for a distance of 95 metres in a north westerly direction.</p>
Sheet 68	40kph Variable	<p><u>Te Kauwhata College – Merlot Place:</u> From the intersection of Waerenga Road for a distance of 25 metres in a southerly direction.</p>
Sheet 68	40kph Variable	<p><u>Te Kauwhata College – Rimu Street:</u> From the intersection of Waerenga Road for a distance of 30 metres in a southerly direction.</p>
Sheet 68	40kph Variable	<p><u>Te Kauwhata College – Waerenga Road:</u> From a point 35 metres east of Rata Street Road to a point 45 metres west of Roto Street.</p>
Sheet 710	40kph Variable	<p><u>Huntly College – Harris Street:</u> From a point of 40 metres south of Semple Street to a point 125 metres north of Paki Street .</p>
Sheet 710	40kph Variable	<p><u>Huntly College – Bridge Street:</u> From the intersection of Harris Street to the eastern end of Bridge Street.</p>
Sheet 710	40kph Variable	<p><u>Huntly College – Semple Street:</u> From the intersection of Harris Street for a distance of 60 metres in a westerly direction.</p>
Sheet 710	40kph Variable	<p><u>Huntly College – Parry Street:</u> From the intersection of Harris Street for a distance of 40 metres in an easterly direction.</p>
Sheet 710	40kph Variable	<p><u>Huntly Primary School – Onslow Street:</u> From a point of 20 metres east of William Street for a distance of 200 metres in an easterly direction</p>
Sheet 710	40kph Variable	<p><u>Huntly West School – Paki Street:</u> From the intersection of Harris Street to a point 30 metres north east of Baker Street.</p>
Sheet 811	40kph Variable	<p><u>Gordonton School –Woodlands Road:</u> From a point of 320 metres north east of State Highway 1B (Gordonton Road) for a distance of 300 metres in a north easterly direction.</p>

Sheet 4013	40kph Variable	<u>Ngaruawahia Primary School – Galileo Street:</u> From the intersection of Great South Road for a distance of 300 metres in a north easterly direction.
Sheet 4013	40kph Variable	<u>Ngaruawahia Primary School – Ellery Street East:</u> From the intersection of Galileo Street for a distance of 30 metres in a north easterly direction.
Sheet 4013	40kph Variable	<u>Ngaruawahia Primary School – Carlton Avenue:</u> From the intersection of Galileo Street for a distance of 30 metres in a north easterly direction.
Sheet 4013	40kph Variable	<u>Ngaruawahia Primary School – Great South Road:</u> From the intersection of Jordan Street to a point 20m south east of Belt Street.
Sheet 4013	40kph Variable	<u>St Pauls School – Belt Street:</u> From the intersection of Great South Road to a point 20 metres south east of Waikato Esplanade.
Sheet 4013	40kph Variable	<u>Ngaruawahia Primary School – Ngaruawahia Road:</u> From the intersection of Great South Road for a distance of 45 metres in a south westerly direction.
Sheet 4414	40kph Variable	<u>Horotiu School – Horotiu Bridge Road:</u> From a point of 100 metres north east of Great South Road for a distance of 300 metres in a north easterly direction.
Sheet 4215	40kph Variable	<u>Rotokauri School – Rotokauri Road:</u> From the intersection of Bagust Road for a distance of 70 metres in an easterly direction and for a distance of 300 metres in a westerly direction.
Sheet 4415	40kph Variable	<u>Tauwhare School – Scotsman Valley Road:</u> From a point of 80 metres south east of Tauwhare Road for a distance of 300 metres in a south easterly direction

Schedule 5	Speed Limit	Description
	60kph Variable Speed School Zones	<p>Variable Speed School Zones:</p> <p>School zones marked on the map entitled “Waikato District Council as at 1 May 2010 and identified in the legend as having a variable speed limit of 60kph, subject to the following conditions:</p> <ol style="list-style-type: none"> 1. The speed limit is 60kph when the variable speed limit signs are operating and the numerals “60” are displayed. 2. The times during which the variable speed limit signs are permitted to operate are limited to: <ol style="list-style-type: none"> (a) 35 minutes before the start of school until the start of school. (b) 20 minutes after the end of school commencing no earlier than 5 minutes before the end of school. (c) 10 minutes at any other time during a school day when at least 50 children cross the road or enter or leave a vehicle at the roadside. 3. The speed limit is the posted speed limit at all times when the variable speed limit signs are not operating.
Sheet 45	60kph Variable	<u>Mangatangi School – Miranda Road:</u> From a point of 290 metres north east of Kaihua Road for a distance of 360 metres in a north easterly direction.

Schedule 6	Speed Limit	Description
	100km/h	All Waikato District roads outside an urban traffic area listed in Schedule 1 have a speed limit of 100 km/h, except for those roads or areas that are: (a) described as having a different speed limit in the appropriate schedule of this bylaw; or (b) shown on a map as having a different speed limit, as referenced in the appropriate schedule of this bylaw.

Schedule 7	Speed Limit	Description
Sheet 1	20km/h	<u>Port Waikato:</u> The area marked on the map entitled "Waikato District Speed Limits", at Port Waikato, on Sheet 1 and identified in the legend as having a speed limit of 20 km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 8	Speed Limit	Description
	70kph Variable Intersection Speed Zones	<u>Variable Intersection Speed Zones:</u> Variable Intersection Speed Zones are subject to the following conditions: 1. The speed limit is 70kph when the variable speed limit signs are operating and the numerals "70" are displayed. 2. The variable speed limit signs are activated by vehicles approaching the intersection from a side road. 3. The variable speed limit applies on the main road(s) of the intersection only. 4. The speed limit is the posted speed limit at all times when the variable speed limit signs are not operating.
Sheet 2	70kph Variable	<u>Mill Road:</u> From the intersection of Harrisville Road for a distance of 190 metres in an easterly direction.
Sheet 2	70kph Variable	<u>Pukekohe East Road:</u> From the intersection of Harrisville Road for a distance of 200 metres in a westerly direction.
Sheet 11	70kph Variable	<u>Holland Road:</u> From a point 150 metres north east of Marshmeadow Road to a point 150 metres south west of Telephone Road.

Schedule 9	Speed Limit	Description
Sheet 1	40km/h	<u>At Port Waikato:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Port Waikato, on Sheet 1 and identified in the legend as having a speed limit of 40 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 2	40km/h	<u>At Tuakau:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tuakau, on Sheet 2 and identified in the legend as having a speed limit of 40 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 3	40km/h	<u>At Pokeno:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno, on Sheet 3 and identified in the legend as having a speed limit of 40 km/h, as referenced in the appropriate schedule of this bylaw.

Comment [GB1]: this is to remain at 50km/h?

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<u>Schedule 10</u>	<u>Speed Limit</u>	<u>Description</u>
<u>Sheet 1</u>	<u>60km/h</u>	<u>At Port Waikato:</u> <u>All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Port Waikato, on Sheet 1 and identified in the legend as having a speed limit of 60 km/h, as referenced in the appropriate schedule of this bylaw.</u>
<u>Sheet 3</u>	<u>60km/h</u>	<u>At Pokeno:</u> <u>All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno, on Sheet 3 and identified in the legend as having a speed limit of 60 km/h, as referenced in the appropriate schedule of this bylaw.</u>

Note: Hamilton City Council is responsible for setting speed limit restrictions on those parts of Ruakura Road and Silverdale Road that share a common boundary with Waikato District Council.

Table I

The following table shows the support indicated in the latest consultation vs the results from our early engagement on these roads. Blanks indicate no submissions made.

Road	Early Engagement		Current Consultation	
	Total	% in support	Total	% in support
Avon Road	15	100%	1	0%
Bayly Road	21	95%	2	100%
Burrow Road	21	95%	1	100%
Chapman Road	6	83%	1	0%
George St (Tuakau)	13	62%	2	50%
Glen Murray Road	15	67%	1	0%
Hall Road (Te Kauwhata)	26	88%		
O'Leary Road	6	100%		
Onewhero-Tuakau Bridge Road (Section 1)	24	71%	3	0%
Onewhero-Tuakau Bridge Road (Section 2)	21	90%	3	0%
Pioneer Road	4	100%		
Ray Wright Road	21	76%	2	100%
Ridge Road	6	100%		
Te Kauwhata Road	18	83%	3	100%
Tuakau Road (Shared)	24	75%	2	100%
Upper Queen St	21	95%	2	100%

No previous engagement has been undertaken on the roads in the table below. These roads were ad hoc roads or those that were consulted on as a result of proposed changes from the previous engagement.

Road	No Support	Support	Total	% in Support
Aislabie Road	2	2	4	50%
Baird Road				
Bluff Road		1	1	100%
Dean Road				
Fraser Road		1	1	100%
Gulland Road				
Hampton Downs Road	2		2	0%
Hill Top Road East				
Hoheria Road				
Horotiu Bridge Road (Start Washer Road - End West of Evolution)		1	1	100%

Road	No Support	Support	Total	% in Support
Drive)				
Horotiu Bridge Road (Start Washer Road - End River Road)	1	2	3	67%
Josephine Lane				
Lawrence Road				
Lower Church Road				
Market Street				
McGill Road				
McIntosh Drive				
Miller Road				
Munro Road		1	1	100%
Nandina Lane				
Pendergrast Road				
Pokeno Road	1		1	0%
Ramsey Road				
Rodda Road				
Rotokauri Road		1	1	100%
Stewart Road				
Summertime Lane				
Te Awa Kite Road				
Te Kauwhata Road Extension				
Te Wharepu Road				
Te Wheoro Road				
Upper Church Road				
Vineyard Road				
Wayside Road		2	2	100%

The urban traffic areas that received submission are shown in the following table.

Urban Traffic Area	No Support	Support	Total	% in Support
Pokeno Urban Traffic Area		1	1	100%
Te Kauwhata Urban Traffic Area		1	1	100%
Tuakau Urban Traffic Area				

Table 2

In addition to the above roads and as part of the NZTA guidelines, Council has previously undertaken an informal pre-engagement process. The purpose of this is to develop the process for the Speed Management Framework. The result of this consultation on these roads is show in the table below.

Road	No Support	Support	Total	% in Support
Ashwell Drive	4	1	5	20%
Centreway Road	3		3	0%
Cordyline Road	2		2	0%
Maunsell Road	12	2	14	14%
Mission Road	2		2	0%
Ocean View Road	3		3	0%
Port Waikato - Waikaretu Road	1	2	3	67%
Stack Road	3		3	0%
Tuakau Bridge-Port Waikato Road (Start 1200m east of Maunsell Road - End Highway 22)	25	6	31	19%
Tuakau Bridge-Port Waikato Road (Start Maunsell Road - End 1200m east of Maunsell Road)	6	5	11	45%
Westside Road	3		3	0%
Balmore Place				
Camburn Court				
Canmore Street				
Crosshill Court				
Dornal Place				
Fernan Street				
Galston Court		1	1	100%
Gateshead Road				
Glenkirk Crescent	1		1	0%
Helenslee Road	2	6	8	75%
Hillpark Drive	1	1	2	50%
Kilbryde Crescent				
Kirklee Lane				
Mark Ball Drive		1	1	100%
McNeish Place				
Millbrae Place				

Road	No Support	Support	Total	% in Support
Parkgrove Crescent				
Pyne Crescent				
Raithburn Terrace		1	1	100%
Southbrae Lane				
Springburn Place				
Westmuir Crescent	2		2	0%