

Agenda for a hearing by the Policy & Regulatory Committee (to hear and consider submissions and make recommendations on the Waikato District Council Recommended 2018 Amendments to 2011 Speed Limit Bylaw) to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **WEDNESDAY 12 DECEMBER 2018** commencing at **12.30pm**

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

Open Meeting

To	Policy & Regulatory Committee
From	Ian Cathcart General Manager Service Delivery
Date	4 December 2018
Prepared by	Gareth Bellamy – Safety Engineer, Roading Janette Underwood – Consultant
Chief Executive Approved	Y
DWS Document Set #	P&R2018
Report Title	Recommended 2018 Amendments to 2011 Speed Limit Bylaw Hearing

I. EXECUTIVE SUMMARY

On 18 September 2018 Council resolved to consider and approve the Proposed 2018 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 9 October 2018 with submissions closing on 9 November 2018. 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. Council representatives attended drop in sessions at Onewhero Tuakau Hall, Ngaruawahia Hall and Tamahere Hall 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 2018 Amendments to the 2011 Speed Limit Bylaw.

In total, 113 submissions have been received on the proposed bylaw (refer to Appendix I for the summary of submissions), with a further 33 submissions received for roads outside of the consultation process. Seventeen submitters indicated that they wish to be heard.

The purpose of this meeting is to hear and consider submissions on the Proposed 2018 Amendments to 2011 Waikato District Council Speed Limit Bylaw. List of submitters who wish to be heard and their initial submissions are included in Appendix I.

The following documents are included as appendices to this report:

Appendix I - Timing list for submitters wishing to be heard and details of their initial submissions.

- Appendix 2 - A summary report incorporating staff comments on submissions to the Proposed 2018 Amendments to 2011 Waikato District Council Speed Limit Bylaw (attached separately).
- Appendix 3 - 2011 Waikato District Council Speed Limit Bylaw.
- Appendix 4 - Recommended 2018 Amendments to the 2011 Speed Limit Bylaw. Based on changes recommended by staff to the proposed bylaw following the special consultative procedure.
- Appendix 5 – Maps showing recommended speed limit changes.

2. RECOMMENDATION

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

AND THAT pursuant to sections 83 and 150 of the **Local Government Act 2002**, the **Committee** consider and, where requested, hear submissions on the notified **Proposed 2018 Amendments to the Waikato District Council Speed Limit Bylaw 2011**;

AND FURTHER THAT subject to any amendments, the proposed bylaw will be further considered by the **Committee** at its meeting on **12 December 2018** with a view to recommending the **2018 Amendments to the Waikato District Council Speed Limit Bylaw 2011** for adoption at the **Council** meeting on **11 February 2018**.

3. BACKGROUND

Council adopted the guidance provided in the NZTA Speed Management 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 self-explaining priority by the NZTA Speed Management Framework maps addressed one area per year over a three year time frame with the ability to consider ad hoc roads as required. The wards to be reviewed in 2018 are Huntly; Hukanui-Waerenga; and Ngaruawahia.

In June 2018 the New Zealand Government indicated in its Government Policy Statement on Land Transport 2018/19-2027/28 a desire to reduce road trauma on New Zealand roads. To this end the GPS states that:

“Investment should improve safety for all users through ensuring safe and appropriate travel speeds, and improving roads, roadsides and intersections. In particular, GPS 2018 supports investment in state highways and local roads to accelerate the implementation of the new Speed Management Guide, focusing on treating the top 10 percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible (such as reviewing speed limits and/or making engineering improvements to make a road safe for its current speed limit)....”

In addition the

“GPS 2018 supports policy development in key areas, including:

- *ensuring safer and appropriate speeds, including around schools;*
- *improving the safety of active transport modes, including rules for what types of vehicles should be allowed on footpaths, cycleways, shared paths and roadways, and under what conditions; and*
- *reviewing regulatory barriers to accelerate the implementation of the speed management guide....’*

The original intent of the Speed Bylaw Review Policy was to:

1. Focus on the top 5-10% High Risk Routes within the District – Self Explaining Roads;
2. Consolidate Urban Extents by ring fencing the areas already currently under development and those identified as where development is most likely to occur in the near future; and
3. Review the ad-hoc sites which have been raised during the previous consultation process and area of localised growth/ increased risk in the Huntly; Hukanui-Waerenga; and Ngaruawahia wards.

In response to the direction given by the government as part of GPS, community feedback and significant areas of development in both urban and country living zones, Council staff have elected to accelerate the review/implementation plan. This has resulted in some of the Year 3 wards being brought forward to cover issues such as the New Plan changes (Pokeno) developer led growth (eg Te Kowhai), Consolidate Urban Extents (Ring-Fencing), Rural Residential Zone Benchmark Area (Tamahere). In addition the effects of Waikato Expressway, and the HCC North Eastern area (Resolution/Borman Road/Kay Rd/River Rd) need to be addressed.

The review of the top high risk routes, the urban extents of local settlements and ad hoc sites, has been undertaken. This additional ring-fencing of the local settlements and the provision of a hierarchy of speed limits within country living zones has been undertaken as a result of community led requests and has resulted in these being extended to cover the Tamahere, and some of the Newcastle and Eureka Wards.

The Guide recommends early engagement with key stakeholders and affected communities to gauge the level of support for these types of speed limit alterations. Council undertook an early engagement process to seek community feedback between June and August 2018.

3.1 CONTENT OF THE BYLAW

The 2018 Speed Limit Bylaw Review was originally proposed to cover the identification of high risk roads and urban extents within the Huntly, Hukanui-Waerenga, and Ngaruawahia, wards. Due to public interest in the process following the 2017 review, requests have been made to Council to review the speed limits within the urban extents and country living zones in the Tamahere, Newcastle and Eureka Wards as well.

From the NZTA Speed Management Framework maps, a number of roads in the Waikato district have been identified as high risk with their current speed limits in place. Assessment criteria used to determine roads that fall into the high risk category by the Speed Management Framework tool include: alignment; carriageway width; roadside hazards; land

use; traffic volume; crash history and the suitability of the existing speed limit. The sections of road identified in this proposal as being high risk, and therefore where the most safety gains could be made by reducing their speed limit were:

Buckland Rd Tuakau, Harrisville Rd Tuakau, Whangarata/Pokeno Rd, Ridge Rd Pokeno, River Road Horotiu, Horsham Downs Rd, Great South Rd Ngaruawahia, Hakarimata Rd Huntly, Osborne Rd, Kay Rd and Lake Rd.

3.2 PRE-CONSULTATION CARRIED OUT

Early engagement feedback was sought from key stakeholders such as NZTA, adjacent local authorities, Road Transport Association, Police, AA, with representation of local communities from Waikato District Community Boards and Committees. The feedback received in this early engagement has been summarised in Appendix I of this report.

During the early engagement process, four roads were identified as having limited public support for speed reduction. A further review of these roads identified that additional safety improvements should be undertaken in the interim, to reduce the risk to road users in lieu of any proposal to reduce the speed limit. With the exception of transition speed reduction into some urban areas, it was considered the roads required a greater level of signage, delineation and sight distance improvements, followed by 12 month monitoring period, prior to any speed limit consideration.

These roads were:

- Buckland Road – from Tuakau Road to 650m north of Geraghty Road.
- Hakarimata Road – from 300m north of Brownlee Road to Riverview Road. (However, the existing 50km/h speed limit thresholds at the Ngaruawahia end are proposed to be extended north along Hakarimata Rd)
- Harrisville Road – Mill Road to 320m south of Pook Road. (However, the existing speed limit is proposed to be reduced along Harrisville Rd adjacent to the school from 70km/h to 60km/h and is being extended along Harrisville road).
- Great South Road between Ngaruawahia and Horotiu. (However, a 80km/h transition speed into Ngaruawahia is proposed)

In addition to the above, Waipa District Council requested that Bruntwood Road from Tauwhare Road to Mills Road be reduced from 100km/hr to 80km/hr to align with their proposed changes on the adjacent section of Bruntwood Road. However, Council staff considered that only a transition length of 80km/h onto Tauwhare road was justifiable at this time.

This feedback informed the drafting of the 2018 Amendments to 2011 Waikato District Council Speed Limit Bylaw.

3.3 PROPOSED BYLAW

On 9 October 2018, the proposed bylaw was publically notified in accordance with section 83 of the Local Government Act 2002, with submissions closing on 9 November 2018. During the submission period a total of 146 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.

Council representatives attended drop in sessions at Onewhero Tuakau Hall, Ngaruawahia Hall and Tamahere Hall, to present information and answer any queries.

Staff have separated out the submissions based on the road.

Appendix 2 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 2018 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 OF OPTIONS

4.1 SUMMARY OF SUBMISSIONS RECEIVED

Of the 177 roads that went out for consultation, submissions were received on 54 roads with 10 submissions being blanket submissions covering all roads either in the whole district or a geographical area. There were also 32 submissions received on roads that were not being consulted on covering 58 roads.

4.2 ANALYSIS OF RESULTS

The overwhelming majority of the proposed changes were fully supported, and the submissions received were detailed and focussed. Council staff recommendations are therefore generally based on not only sound technical judgement for those roads, but in tune with the community voice.

There were 36 submissions that stated they supported the proposed changes in part. A review of these comments showed that this related to either a request for a lower speed limit than proposed, or for the speed reduction limit to be extended further along the roads. In these instances the submissions were included as being in the support for the purposes of this analysis.

Submissions from residents on some roads expressed that the speed limit did not go far enough either in length of coverage or wanting a lower speed limit. The comments for submissions on roads that are under consultation are summarised below.

	No	Yes	Total
Support Speed Reduction Proposal	8	136	144
Greater reduction in speed limit wanted		17	17
Extend extents of speed limit reduction		23	23
Higher speed limit wanted	5		5
Total	13	176	189

Submitters were asked to indicate their main reason for their support (or not) of the proposed changes. The majority of submitters appear to understand the primary reason for reducing speeds and speed limits, and that is to improve safety and reduce trauma. The summary of the responses is below.

	No. of submissions
Will result in safer roads around where we live and work	107
Will result in safer roads where our children go to school	82
Will reduce crashes and crash severity	62
Will give a consistent speed message where we live and work	68
I am not happy that speed reduction will result in increased travel time	7
Current speed is ok but the road needs to be improved	2
Current speed is ok but drivers are at fault	9
No response	23

Tamahere

A significant number of submissions were received from the Tamahere Community, where there are a significant number of roads being considered. These submitters overwhelmingly support a reduction in speed particularly in the rural living zones. During the early engagement phase in June 2018, the proposed changes were presented to the Tamahere Community Board (TCB) and a sub-committee was subsequently set up to undertake a review and feedback.

The subcommittee generally agreed with staff proposals ie the main collector roads of Matangi Rd and Tauwhere Rd changed to 80km/h, and Newell Road to be changed to 60km/h. However, the TCB did not support all other roads (local roads where people lived) to be changed to 60km/h as the speed management guide suggested. They believe that the road environment and geometry was not appropriate to support 60km/h, often stating that “you can’t drive at 60km/hr on these roads”. The community wanted consistency and a speed of 50km/h was suggested to align with other similar roads in the locality. A review was undertaken by staff and agreed a 50km/h throughout this living zone was appropriate, would provide consistency, less changes in speed limits, and has been overwhelmingly supported in subsequently submissions.

Subsequent feedback from NZTA suggested that that the 50km/h proposed in these locations was not in accordance with speeds suggested in the Speed Management Guide for this type of area. Council staff advised NZTA that the proposed speed reduction of 50km/h

instead of 60km/h would achieve the desired outcomes of a significant reduction in crashes, lower speeds where people live, appropriate for the road environment and geometry, provide consistency with other locations in the locality and overwhelming supported by the community who live there in the consultation process. It should be noted that while 50km/hr has typically seen as an urban speed limit and only applicable where there are urban features such as footpaths and streetlight present the speed management guide gives more weight to speeds limit appropriate to the overall environment. As such the speed limit in a number of urban areas are being dropped to either 40 or 30km/hr and being supported with speed management features such as speed humps. In the more densely populated living zone areas such as Tamahere there is an expectation from residents that their roads are treated like urban roads as they provide access to multiple houses and have pedestrians using the berm area. To this end the risks associated with these activities lend credence to the use of the lower speed limit of 50km/hr on short cul de sacs that only provide access to private properties in these areas.

Consultation Process and Consideration of the voice of the Community

The speed by-law process requires council to consult and receive submissions, the NZTA Speed Management Guide requires council to consult, but does not give guidance how this consultation is considered, weighted and how it may affect the proposals. During the 2017 Speed Bylaw Review, there was a considerable split in the views expressed in the submissions from the community, this was largely due to the feedback sought requiring only a simple yes/no answer as to whether they supported the proposal. The recommendations report did not address how the submissions were weighted or evaluated, and as a result caused some conflict in the subsequent decision making process.

It was noted at the hearing and subsequent council meeting, that in the future more work needed to be undertaken to ensure feedback was more focussed to the desired outcome, that community engagement needed to be strengthened and that submissions were considered in the final recommendations otherwise there was no point in undertaking a consultation process.

The feedback form was comprehensively revised for the 2018 Speed By-law and significant early engagement was undertaken, this has resulted in community by-in, detailed and focussed feedback and overwhelming support.

Extensions to proposed changes

A number of submissions were received requesting that the proposed reduction be extended to include longer lengths of road such as Woodside Road in Tamahere. As these extensions have not been consulted on they cannot be given effect to in this bylaw change. As result these roads will be added to the list of roads to be considered in the 2019 speed limit bylaw review process.

Roads not included in 2018 consultation

Twenty-seven submissions were received about roads that are not within the 2018 consultation list. The submissions covered 59 roads or sections of road that submitters would like the speed limit to be lowered on, a further 15 roads were identified as roads for consideration in the 2019 review. These roads will be added to the list for consideration in the 2019 speed limit bylaw review.

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 2003 Rule 54001 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 2018 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>					

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 2018 Amendments to the 2011 Waikato District Council Speed Limit Bylaw have been notified for public consultation. 146 submissions were received and are summarised in this report. Council staff recommended changes to the bylaw are tabled below:

Road Name	Start Name	End Name	Posted Speed Limit (km/hr)	Recommended Speed Limit (km/hr)	Recommendation	Map
Acacia Gr	Rosebanks Dr	End	70	50	Reduce speed limit	35
Alisha Pl	Cranmere Dr	End	100	50	Reduce speed limit	35
Annebrook Rd	State Highway 1	Cedar Park Rd	70	50	Reduce speed limit	35
Aspenleigh Dr	Newell Rd	End	80	50	Reduce speed limit	35
Ballantyne Ave	Murray Ward South	End		50	Reduce speed limit	13
Bates Rd	Newell Rd	Twin Oaks Dr	100	50	Reduce speed limit	35
Beckside Cl	Webster Rd	End	100	50	Reduce speed limit	35
Bellenden Cres	Hitchen Rd	Wingfield Rd		40	Reduce speed limit	7
Bilthorpe Lane	Matangi Rd	End	70	50	Reduce speed limit	35
Birchwood Lane	Newell Rd	Vintners Lane	80	50	Reduce speed limit	35
Birchwood Lane	Vintners Lane	Devine Rd	100	50	Reduce speed limit	35
Bollard Rd (Tamahere)	State Highway 1	Bollard Rd Hammerhead	100	50	Reduce speed limit	35
Bollard Hammerhead (Tamahere) Rd	Start (North End)	Sanctuary Lane	100	50	Reduce speed limit	35
Bruntwood Rd	Tauwhare Rd	150m South of Tauwhare Rd	100	80	Reduce speed limit	35
Buckland Rd	690m North of Geraghty Rd	450m North of Geraghty Rd	100	50	Reduce speed limit	5
Buckland Rd	450m North of Geraghty Rd	150m North of Geraghty Rd	70	40/50 School Zone	Install school zone	5
Buckland Rd	150m North of Geraghty Rd	50m North of Thorn Rd	50	40/50 School Zone	Install school zone	5
Camdon Pl	Koppens Rd	End	100	50	Reduce speed limit	35
Cedar Park Rd	Annebrook Rd	End	70	50	Reduce speed limit	35
Cherry Lane	State Highway 1	End	70	50	Reduce speed limit	35
Chitty Rd	Scotsman Valley Rd	End	70	50	Reduce speed limit	36
Clover Cl	Meadowpark Way	END	80	50	Reduce speed limit	35

Road Name	Start Name	End Name	Posted Speed Limit (km/hr)	Recommended Speed Limit (km/hr)	Recommendation	Map n
Cloverfield Lane	Paterson Rd	End	50	40	Reduce speed limit	26
Coles Rd	George St	End	100	50	Reduce speed limit	5
Coombes Rd	Ngaruawahia Rd	Madison Lane	100	80	Reduce speed limit	27
Cottle Lane	Coles Rd	End	100	50	Reduce speed limit	5
Cranmere Dr	Tauwhare Rd	Alisha Pl	100	50	Reduce speed limit	35
Culvertwell Cres	Harriet Johnston Dr	End		40	Reduce speed limit	7
Dalbeth Pl	Matangi Rd	End	80	50	Reduce speed limit	35
Davidson Lane	Newell Rd	End	100	50	Reduce speed limit	35
Devine Rd	State Highway 1 Onramp	220m West of Koppens Rd	50	40/50 School Zone	Install school zone	35
Devine Rd	220m West of Koppens Rd	150m West of Wiremu Tamihana Dr	100	50	Reduce speed limit	35
Devine Rd	150m West of Wiremu Tamihana Dr	Newell Rd	80	50	Reduce speed limit	35
Dominion Rd	670m west of McCreedy Rd	End	80	70	Reduce speed limit	5
Duval Way	Highbrook Way	130m South of Highbrook Way	70	50	Reduce speed limit	29
Duval Way	130m South of Highbrook Way	End	100	50	Reduce speed limit	29
Edgecombe Dr	Kereru Rd	End	70	50	Reduce speed limit	18
Evolution Dr	Gateway Dr	End	70	60	Reduce speed limit	26
Ewins Lane	Wingfield Rd	End		40	Reduce speed limit	7
Ferguson Rd	State Highway 23	Te Pahu Rd	70	50	Reduce speed limit	29
Fernbird Ave	Murray Ward Sth	End		50	Reduce speed limit	13
Flannery Rd	Yashili	Hitchen Rd	100	40	Reduce speed limit	7
Fraser Rd	McGill Rd	Dean Rd	80	60	Reduce speed limit	7
Fuchsia Lane	Matangi Rd	End	70	50	Reduce speed limit	35
Galbraith St	250m North of Old Taupiri	Jacobs Lane	70	50	Reduce speed limit	25

Road Name	Start Name	End Name	Posted Speed Limit (km/hr)	Recommended Speed Limit (km/hr)	Recommendation	Map
	Rd					
Garfield St	State Highway 1B	Woodlands Rd	70	50	Reduce speed limit	22
Gateway Park Dr	McDonald Rd	End	100	50	Reduce speed limit	7
Genevieve Way	Highbrook Way	End	70	50	Reduce speed limit	29
George St (Tuakau)	240m North of Coles Rd	Whangarata Rd	70	50	Reduce speed limit	5
Geraghty Maber Rd	Harrisville Rd	End	100	60	Reduce speed limit	5
Gibboney Pl	Harriet Johnston Dr	End		40	Reduce speed limit	7
Gleeson Pl	Greenlane Rd	End	50	40/50 School Zone	Install school zone	24
Glen Ida Way	Scotsman Valley Rd	End	70	50	Reduce speed limit	36
Great South Rd (Ngaruawahia)	20m south of Belt Street	47m North West of Croall Cres	70	50	Reduce speed limit	25
Great South Rd (Ngaruawahia)	47m North West of Croall Cres	Saulbrey Rd	100	80	Reduce speed limit	25
Great South Rd (Ngaruawahia)	105m North of Horotiu Rd	345m South of Horotiu Bridge Rd	70	60	Reduce speed limit	25
Great South Rd (Taupiri)	End of Island	Te Putu St	70	40/70 School Zone	Install school zone	24
Great South Rd (Taupiri)	150m North of Kelm Rd	330m South of Starr Rd	100	80	Reduce speed limit	24
Great South Rd (Taupiri)	330m South of Starr Rd	80m North of River Rd	70	50	Reduce speed limit	24
Green Haven Lane	Redwood Grv	End	100	50	Reduce speed limit	35
Greenlane Rd	Te Putu St	End	50	40/50 School Zone	Install school zone	24
Greenvale Cl	Woodcock Rd	End	100	50	Reduce speed limit	35
Hakarimata Rd	300m North of Brownlee Avenue	570m North of Brownlee Avenue	100	50	Reduce speed limit	25
Harriet Johnston Dr	Gateway Park Dr	End		40	Reduce speed limit	7

Road Name	Start Name	End Name	Posted Speed Limit (km/hr)	Recommended Speed Limit (km/hr)	Recommendation	Map
Harrisville Rd	300m South of Pook Rd	640m North East of Geraghty Maber Rd	100	60	Reduce speed limit	5
Harrisville Rd	640m North East of Geraghty Maber Rd	Geraghty Maber Rd	70	40/60 School Zone	Install school zone	5
Harrisville Rd	Geraghty Maber Rd	270m North of Percy Graham Drive	70	60	Reduce speed limit	5
Harry Richards Way	Culvertwell Cres	End		40	Reduce speed limit	7
Hart Rd	Newell Rd	140m West of Newell Rd	80	50	Reduce speed limit	35
Hart Rd	140m West of Newell Rd	End	100	50	Reduce speed limit	35
Hereford Dr	Paterson Rd	End	50	40	Reduce speed limit	26
Highbrook Way	State Highway 23	130m South of Sh23	100	50	Reduce speed limit	29
Highbrook Way	130m South of State Highway 23	710m South of SH23	70	50	Reduce speed limit	29
Highbrook Way	710m South of State Highway 23	End	100	50	Reduce speed limit	29
Highway 22	Tuakau Bridge	Onewhero-Tuakau Bridge Rd	100	80	Reduce speed limit	5
Hitchen Rd	Flannery Rd	End	100	40	Reduce speed limit	7
Horotiu Bridge Rd	River Rd	50m North of Washer Rd	80	60	Reduce speed limit	26
Horotiu Rd	Great South Rd	940m South West of Great South Rd	70	60	Reduce speed limit	26
Horotiu Rd	940m South West of Great South Rd	940m West Of Law Cres	100	80	Reduce speed limit	26
Horotiu Rd	1100m East of Ngaruawahia Rd	300m East of Ngaruawahia Rd	100	80	Reduce speed limit	26
Horotiu Rd	300m East of Ngaruawahia Rd	Ngaruawahia Rd	100	50	Reduce speed limit	26
Horotiu Rd	Ngaruawahia Rd	35m North of Westvale Lane	100	50	Reduce speed limit	26
Horotiu Rd	540m South of Willow Brook Lane	State Highway 39	100	80	Reduce speed limit	26

Road Name	Start Name	End Name	Posted Speed Limit (km/hr)	Recommended Speed Limit (km/hr)	Recommendation	Map
Horsham Downs Rd	Kay Rd	Lake Rd	100	80	Reduce speed limit	26
Innovation Way	Evolution Dr	End	70	60	Reduce speed limit	26
Jacobs Lane (East)	Galbraith St	End	70	50	Reduce speed limit	25
Jacobs Lane (West)	Old Taupiri Rd	End	100	50	Reduce speed limit	25
Jon Roe Dr	Ferguson Rd	End	70	50	Reduce speed limit	29
Kaiaua Rd	Mangatangi Rd	400m North of Mangatangi Rd	80	60	Reduce speed limit	9
Kauri Lane	Hakarimata Rd	End	100	50	Reduce speed limit	24
Kauri Ridge Dr	Clark Rd	End	100	80	Reduce speed limit	25
Kay Rd	River Rd	To road severance at Resolution Drive (Under Construction)	100	60	Reduce speed limit	26
Kent St	600m Northeast of River Rd	Starr Rd	100	50	Reduce speed limit	25
Kereru Rd	Wilton Collieries Rd	130m West of Edgecombe Dr	70	50	Reduce speed limit	18
Kernott Rd	Horotiu Bridge Rd	End	70	60	Reduce speed limit	26
Kew Pl	Cranmere Dr	End	100	50	Reduce speed limit	35
Kimikimi Rd	Riverbank Rd	End	100	50	Reduce speed limit	7
Kirriemuir Cl	Birchwood	End	80	50	Reduce speed limit	35
Kohanga Rd	150m West of Onewhero-Tuakau Bridge Rd	Onewhero-Tuakau Bridge Rd	70	50	Reduce speed limit	6
Lake Rd	River Rd	1000m North of Horsham Downs Rd	100	80	Reduce speed limit	26
Lapwood Rd	River Rd	End	100	50	Reduce speed limit	5
Law Cres	Horotiu Rd	End	70	50	Reduce speed limit	26
Lee Martin Rd	Tauwhare Rd	End	100	50	Reduce speed limit	35
Lippiatt Cres	Harriet Johnston Dr	Wingfield Rd		40	Reduce speed limit	7
Llennoc Lane	Taplin Rd	End	100	50	Reduce speed limit	35
Loader Pl	Wingfield Rd	End		40	Reduce speed limit	7

Road Name	Start Name	End Name	Posted Speed Limit (km/hr)	Recommended Speed Limit (km/hr)	Recommendation	Map
Mangatangi Rd	Kaiaua Rd	Kaiaua Rd	80	60	Reduce speed limit	9
Margot Lane	Meadowpark Way	End	80	50	Reduce speed limit	35
Market St East (Pokeno)	Fraser Rd	McIntosh Dr	80	60	Reduce speed limit	7
Market St East (Pokeno)	McIntosh Dr	End	80	40	Reduce speed limit	7
Martin Lane	Osborne Rd	End	70	60	Reduce speed limit	26
Masters Rd (Waiuku)	Waiuku Rd	Hermitage Rd	100	80	Reduce speed limit	3
Matangi Rd	District Boundary	400m North West of Bilsthorpe Ln	80	60	Reduce speed limit	35
Matariki Tce	Great South Rd	End	100	50	Reduce speed limit	25
Matawhero Pl	Matariki Terrace (East)	Matariki Terrace (East)	100	50	Reduce speed limit	25
Mccready Rd	Dominion Rd	End	100	70	Reduce speed limit	5
Mcdonald Rd	Great South Rd	Gateway Park Dr	100	50	Reduce speed limit	7
Mcdonald Rd	Gateway Park Dr	End	100	40	Reduce speed limit	7
Mcgill Rd	Fraser Rd	End	80	40	Reduce speed limit	7
Mcguires Lane	McGuire Rd	End	100	50	Reduce speed limit	5
Mcguire Rd	George St	End	100	50	Reduce speed limit	5
Mcintosh Dr	Market St East	End	80	40	Reduce speed limit	7
Meadowgreen Dr	Newell Rd	End	80	50	Reduce speed limit	35
Meadowpark Way	Taplin Rd	Clover Cres	80	50	Reduce speed limit	35
Miranda Rd (West)	Kaiaua Rd	290m North of Kaiaua Rd	80	60	Reduce speed limit	9
Miranda Rd (West)	290m North of Kaiaua Rd	650m Northeast of Kaiaua Rd	60/80 School Zone	40/60 School Zone	Adjust school zone	9
Miranda Rd (West)	650m Northeast of Kaiaua Rd	800m East of Kaiaua Rd	80	60	Reduce speed limit	9
Morepork Lane	Hakarimata Rd	End	100	50	Reduce speed limit	24
Moyle St	Peter Bourne Rd	End		40	Reduce speed limit	7

Road Name	Start Name	End Name	Posted Speed Limit (km/hr)	Recommended Speed Limit (km/hr)	Recommendation	Map
Murray Ward Dr	Swan Rd	End		50	Reduce speed limit	13
Newell Rd	100m south of AspenLeigh Dr	End	80	50	Reduce speed limit	35
Ngaruawahia Rd	150m North of Coombes Rd	300m North of Horotiu Rd	100	80	Reduce speed limit	27
Ngaruawahia Rd	300m North of Horotiu Rd	Horotiu Rd	100	50	Reduce speed limit	27
Oaklea Lane	Pickering Rd	End	100	50	Reduce speed limit	35
Oaktree Lane	Kay Rd	End	100	40	Reduce speed limit	26
Old Taupiri Rd	190m North of Whitby Close	175m Northeast of Ray Rd	70	50	Reduce speed limit	25
Old Taupiri Rd	175m Northeast of Ray Rd	120m West of Ashwell Crescent	100	80	Reduce speed limit	25
Old Taupiri Rd	300m South of Great South Rd	Great South Rd (North)	70	50	Reduce speed limit	25
Olsen Cl	Dalbeth Pl	End	100	50	Reduce speed limit	35
Osborne Rd	Kay Rd	Reynolds Rd	100	80	Reduce speed limit	26
Osborne Rd	Reynolds Rd	450m West of Horsham Downs Rd	100	80	Reduce speed limit	26
Osborne Rd	450m West of Horsham Downs Rd	Horsham Downs Rd	70	60	Reduce speed limit	26
Parker Rd	Hakarimata Rd	End	80	50	Reduce speed limit	23
Parklea Dr	Newell Rd	End	100	50	Reduce speed limit	35
Parsons Rd	Wairamarama-Onewhero Rd	190m East of Hall Rd	70	50	Reduce speed limit	6
Paterson Rd	River Rd	260m Northeast of River Rd	50	40	Reduce speed limit	26
Paterson Rd	260m Northeast of River Rd	End	100	40	Reduce speed limit	26
Peter Bourne Rd	Hitchen Rd	End		40	Reduce speed limit	7
Piriti Lane	Horotiu Bridge Rd	End	70	50	Reduce speed limit	26

Road Name	Start Name	End Name	Posted Speed Limit (km/hr)	Recommended Speed Limit (km/hr)	Recommendation	Map
Platinum Pl	Koppens Rd	End	100	50	Reduce speed limit	35
Pokeno Rd	400m East of Ridge Rd	Ridge Rd	100	80	Reduce speed limit	5
Railway Rd	Greenlane Rd	End	50	40/50 School Zone	Install school zone	24
Ray Rd	Old Taupiri Rd	End	100	50	Reduce speed limit	25
Redbrook Dr	State Highway 1B	End	80	50	Reduce speed limit	21
Redwood Gr	Newell Rd	End	100	50	Reduce speed limit	35
Reynolds Rd	Osborne Rd	End	100	80	Reduce speed limit	26
Ridge Rd	Huia Rd	Nikau Rd	100	80	Reduce speed limit	5
River Downs	River Rd	End	100	40	Reduce speed limit	26
River Rd (Ngaruawahia)	Kay Rd	150m West of Speedy Rd	100	80	Reduce speed limit	26
River Rd (Ngaruawahia)	1430m Southeast of Duke Street	630m Southeast of Duke Street	100	80	Reduce speed limit	26
River Rd (Ngaruawahia)	630m Southeast of Duke Street	30m Southeast of Duke Street	70	50	Reduce speed limit	26
River Rd (Tuakau)	Whangarata Rd	80m South of Alexandra Redoubt Rd	70	50	Reduce speed limit	5
River Rd (Tuakau)	300m Sth of Tyson Lane	300m South of Lapwood Rd	100	70	Reduce speed limit	5
River Rd (Tuakau)	300m South of Lapwood Rd	Tuakau Bridge	100	80	Reduce speed limit	5
Riverbank Rd	End of Seal	End	100	50	Reduce speed limit	7
Riverfields Lane	Newell Rd	End	100	50	Reduce speed limit	35
Riverglade Dr	Newell Rd	End	80	50	Reduce speed limit	35
Riverside Way	Hakarimata Rd	End	100	50	Reduce speed limit	24
Rosebanks Dr	Woodcock Rd	End	70	50	Reduce speed limit	35
Ruapuke Rd	Te Mata Rd	150m West of Te Mata Rd	100	50	Reduce speed limit	32
Ryvington Lane	Newell Rd	End	80	50	Reduce speed limit	35
Sanctuary Lane	Bollard Rd	End	100	50	Reduce speed limit	35

Road Name	Start Name	End Name	Posted Speed Limit (km/hr)	Recommended Speed Limit (km/hr)	Recommendation	Map n
School Rd (Tuakau)	Buckland Rd	Church St	50	40/50 School Zone	Install school zone	5
Scotsman Valley Rd	Tauwhare Rd	90m South of Tauwhare Rd	70	50	Reduce speed limit	36
Scotsman Valley Rd	90m South of Tauwhare Rd	55m North of Glen Ida Way	40/70 School Zone	40/50 School Zone	Adjust school zone	36
Scotsman Valley Rd	55m North of Glen Ida Way	380m South of Glen Ida Way	70	50	Reduce speed limit	36
Seabrook Lane	Cherry Lane	End	70	50	Reduce speed limit	35
Shelby Lane	Windmill Rd	End	70	50	Reduce speed limit	35
Skiffington Rd	Peter Bourne Rd	End		40	Reduce speed limit	7
Stableford Lane	Redwood Gr	End	100	50	Reduce speed limit	35
Starr Rd	Great South Rd	End	100	50	Reduce speed limit	25
Sullivan Rd	River Rd	End	100	80	Reduce speed limit	26
Swallow Lane	Tauwhare Rd	End	100	50	Reduce speed limit	35
Swan Rd	Waerenga Rd	600m North of Waerenga Rd	70	50	Reduce speed limit	13
Tamahere Lane	Devine Rd	End	100	50	Reduce speed limit	35
Tanaka Dr	Newell Rd	End	100	50	Reduce speed limit	35
Taplin Rd	Tauwhare Rd	Llennoc Lane	80	50	Reduce speed limit	35
Tauwhare Rd	Woodcock Rd	600m South of Good Street	100	80	Reduce speed limit	35
Tauwhare Rd	415m West of Scotsman Valley Rd	345m North of Scotsman Valley Rd	70	50	Reduce speed limit	35
Te Ara Aukati Tce	McIntosh Drive	End	80	40	Reduce speed limit	7
Te Awa Lane	Te Awa Rd	End	100	50	Reduce speed limit	35
Te Awa Rd	Pencarrow Rd	290m West of Pencarrow Rd	100	50	Reduce speed limit	35
Te Kowhai Rd	45m East of Horotiu Rd	450m East of Horotiu Rd	70	50	Reduce speed limit	27
Te Kowhai Rd	450m East of Horotiu Rd	State Highway 39 (Limmer Rd)	100	80	Reduce speed limit	27
Te Mata Rd	150m North of Ruapuke Rd	700m South of Ruapuke Rd	70	50	Reduce speed limit	32

Road Name	Start Name	End Name	Posted Speed Limit (km/hr)	Recommended Speed Limit (km/hr)	Recommendation	Map
Te Putu St	Great South Rd	Greenlane Rd	50	40/50 School Zone	Install school zone	24
Twin Oaks Dr	Cul-De-Sac (West)	Cul-De-Sac (East)	100	50	Reduce speed limit	35
Ulcoats Ln	Hitchen Rd	End	100	40	Reduce speed limit	7
Vintners Lane	Birchwood Lane	End	100	50	Reduce speed limit	35
Wadham Rd	Hakarimata Rd	End	100	50	Reduce speed limit	24
Waerenga Rd	280m West of Swan Rd	220m East of Swan Rd	70	50	Reduce speed limit	13
Waingaro Rd	1400m North of Clark Rd	160m North of Clark Rd	80	50	Reduce speed limit	25
Waingaro Rd	Owen Drive	360m East of Wilton Collieries Rd		50	Reduce speed limit	18
Washer Rd	Great South Rd	Horotiu Bridge Rd	70	60	Reduce speed limit	26
Webster Rd	Matangi Rd	End	80	50	Reduce speed limit	35
Whangarata Rd	900m West of Ridge Rd	Ridge Rd	100	80	Reduce speed limit	5
Willowcreek Lane	Ferguson Rd	End	70	50	Reduce speed limit	29
Wilton Collieries Rd	Waingaro Rd	255m South of Kereru Rd	70	50	Reduce speed limit	18
Windmill Rd	Woodcock Rd	End	70	50	Reduce speed limit	35
Wingfield Rd	Harriet Johnston Dr	End		40	Reduce speed limit	7
Wiremu Tamihana Dr	Devine Rd	Airport Rd (SH21)	100	50	Reduce speed limit	35
Woodcock Rd	Tauwhare Rd	End	70	50	Reduce speed limit	35
Woodlands Rd	State Highway 1B	320m North of Sh 1b	70	50	Reduce speed limit	22
Woodlands Rd	320m North of SH1B	620m North of SH1B	40/70 School Zone	40/50 School Zone	Adjust school zone	22
Woodlands Rd	620m North of SH1B	720m North of SH1B	70	50	Reduce speed limit	22
Woodside Rd	600m North of Matangi Rd	Matangi Rd	100	80	Reduce speed limit	35
Yashili Dr	Gateway Park Dr (Sth)	Gateway Park Dr (Nth)	100	40	Reduce speed limit	7
Yumelody Lane	Matangi Rd	End	100	50	Reduce speed limit	35

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

7. ATTACHMENTS

The following documents are included as appendices to this report:

- Appendix 1 - Timing list for submitters wishing to be heard and details of their initial submissions
- Appendix 2 - A summary report incorporating staff comments on submissions to the Proposed 2018 Amendments to 2011 Waikato District Council Speed Limit Bylaw. (attached separately)
- Appendix 3 - 2011 Waikato District Council Speed Limit Bylaw.
- Appendix 4 - Recommended 2018 Amendments to the 2011 Speed Limit Bylaw. Based on changes recommended by staff to the proposed bylaw following the special consultative procedure.
- Appendix 5 – Maps showing recommended speed limit changes

Proposed Speed Limit Bylaw Amendment Hearing Schedule

12 December 2018, 12:30pm

Council Chambers
15 Galileo Street
Ngaruawahia

Time	Name
12:40	Cathy McDonald (Trevor Follows speaking)
12:50	Steve Griffiths
1:00	Peter Egan
1:10	Peter Tait
1:20	Bevin Coley
1:30	Stephanie Holmes
1:40	Catherine Maher
1:50	
2:00	Richard Briggs/Mark Brougham(HCC)
2:10	Chris Rayner

Cathy McDonald (Trevor Fellows presenting)

Submitter No. 136

Submission Reference / Road Names: All roads

In support: Yes

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 60,000 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 with on this current bylaw review and 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 on Friday 9 November.

Having met with Council staff to discuss each site, and the important data made available at the meeting based on 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.

Further, at the meeting on the 9 November it was confirmed that the Association can submit it's 1 submission on Monday 12 November.

Again as we did with the last WDC speed limit review, the Association understands why the speed management approach has been taken by WDC. However; while the Association generally supports

the approach taken by WDC, it remains of the view that by adjusting speed limit alone, in some locations this approach may not reduce the safety risk, as operating speeds do not reduce.

The Association expects that WDC will monitor the operating speeds on several of the more strategic routes across the District where changes are proposed under this amendment to the WDC bylaw to confirm that motorists are travelling at speeds consistent with or less than the speeds listed in the Speed Management Guide.

Routes that fall into this situation include, but are not limited to;

- Devine Road Tamahere
- Newall Road Tamahere
- Woodcock Road Tamahere
- Birchwood Lane Tamahere
- Tauwhare Road Matangi
- Lee Martin Road Matangi
- Great South Road Ngaruawahia
- Great South Road Taupiri
- Horotiu Road Horotiu
- Kay Road Horsham Downs
- Lake Road Horsham Downs
- Woodlands Rd Gordonton
- Masters Road Pukeoware

Taking into account the above routes as examples where ongoing monitoring is expected to be carried out by WDC to confirm that the proposed speed limits once implemented are consistent with the Speed Management Framework.

Where it is found that the operating speeds do not reflect the implemented changes the Association will expect WDC to review the environment, engineering and the speed limit.

Based on the above, the Association supports in principle the speed limit changes included in the 2018 consulted Speed Limit Bylaw review.

The AA wishes to be heard at the upcoming Council hearing on this matter.

Thank you for engaging with the NZ Automobile Association

Steve Griffiths

Submitter No. 117

Submission Reference / Road Names – A: Rotokauri Road; B: Laxon Road; C: Duck Road

In support: N/A – Roads are not in 2018 Consultation

Submission details:

The speed limit zones along Rotokauri Rd have changed multiple times over the last few years from the Hamilton City boundary end which is due to residential growth. Speed limits are currently more sensible for the narrow rural roads up to the Rotokauri School area. However, beyond the school

and from Pheasant close towards Duck road the speed limit increases to 100 KM which needs to be reduced to a more sensible range of 70 to 80 KM for the following reasons;

- 1) Rotokauri / Laxon Rds are becoming an alternative route from Whatawhata & Te Kowhai into TeRapa (The Base) as the speed limit is 100 KM. Note " The main State Highway 39 route (Limmer Rd) has been upgraded, similar to an expressway level (wider with verges) but is speed limited to 80 KM ??
- 2) Rotokauri / Laxon road is considered a minor rural road which is narrow with essentially no verge areas and is not even close to the standard of State Highway 39 but is still at 100 KM ??
- 3) The current Rotokauri Rd 100 KM zone begins before a rise where there is a reasonably busy intersection to Duck Road. This is extremely dangerous for the walkers to the local Lake reserve and cyclists etc
- 4) Rotokauri Rd is now becoming more popular with Boy racers with the higher speed limit at 100 KM, narrow roads and some tight corners.
- 5) Rotokauri / Laxon / Duck Road is becoming a more intensive Lifestyle area with multiple driveways onto a narrow 100 KM zone

In summary I submit the speed limit along Rotokauri / Laxon / Duck roads should be reduced to 70 KM to encourage the primary route to the city from Whatawhata / Te Kowhai via State Highway 39.

Peter Egan

Submitter No. 32

Submission Reference / Road Names: Duck Road

In support: N/A – Roads are not in 2018 Consultation

Submission details:

Duck Road has a 100 speed limit at one end coming off Te Kowhai which has a speed limit of 80 and at the other end coming off a speed limit of 70. Duck road has a one way bridge speed limit 100!! tight corners and a road that just is not safe cars doing 100. Safety must come first - if council does not agree please give your reasons.

Peter Tait

Submitter No. 73

Submission Reference / Road Names: -A: Horsham Downs Road; B: Lake Road

In support: Yes

Submission details:

On behalf of the Lake Kainui Management Committee I would like to lodge a submission to endorse the proposed speed reduction in the Lake Road and Horsham Downs sector for 100kmh to 80kmh. The Lake Rd and Horsham Downs Rd are shared by a variety road users, more so than other rural roads. This includes cycling groups that use the area for social, training and tournament activities with not just single riders, but whole groups of riders that ride in packs and occupy the majority of the road.

Note: These cyclist that ride two or more abreast are also to blame as they have little or no consideration to the motorists that share the road with them. I feel that notices stating safe cycling

techniques along road rules should also be erected in this area to ensure that these people are also behaving responsible. You often see the reverse signage (with a single rider and car) to be aware of cyclist activities and to provide space but never the opposite.

With tight corners and high speeds there is limited opportunity to brake safely. In addition to the cyclist hazard Lake Kainui provides a recreational resource for boaties (water skiing), canoeist's, dog walkers, horse riding, picnicker's, duck shooters, coarse fisher people and so on. The access to this facility is directly of Lake Road (with a slight easement) which requires traffic to slow for entry and exiting. This is not always easy when towing a boat and swing through wide arc's.

I travel these roads every day and I am aware of the cornering speed and visibility that these roads afford regardless of the weather conditions. It would be on rare stretches of these roads that I would even consider travelling at speeds above 80kph as it is not safe and the hazards are too numerous.

With milk tankers, farm vehicles, cyclists, walkers, high speed motorist, high speed motor cyclists etc it is just a matter of time before another accident happens on this stretch of road.

I would like to be able to present this submission on behalf of the Lake Kainui Management Committee as well as myself as a resident (200 meters from the lake entrance and impacted party of the cyclist activity) at the Hearing on 12 December 2018.

The committee members all look forward to seeing this passed and the roads made safer

Bevan Coley

Submitter No. 134

Submission Reference / Road Names: - Tamahere zone

In support: -

Submission details:

Tamahere zone predominatly all roads in country living zone should be one consistent speed limit- probably 70km. The main through links Wirmu Tamahere/Birchwood/new link and school zone are the only ones the need to be lower

if limit is too low compliance will be low. Newell road is wide with few entrances, and wide adjoining path. Traffic volumes will soon be significantly lower so no need to excessively reduce limit below 70km/h lower limit on Birchwood will discourage through traffic.

Stephanie Holmes

Submitter No. 6

Submission Reference / Road Names : – Woodside Road

In support: No

Submission details:

The small token extension proposed of the 80km limit at the Matangi end of the road from the present 500m to 600m is not enough, the whole of Woodside Road needs to be reduced to 80 km or even less! The road usage has grown, very popular for recreation with joggers, cyclists, horse riders and dog walkers etc even though unfortunately there is no official footpath so safety is a big issue in certain parts. There have been incidents over the years with a number of animals dying and with the present 100 km speed it really is only a question of time before more casualties...

Catherine Maher (David Whyte presenting on behalf)

Submitter No. 89

Submission Reference / Road Names: – Ohinewai South Road, RD 1, Huntly

In support: N/A – Road is not in 2018 Consultation

Submission details:

I see that the speed zone outside the Ohinewai School is not listed. I request that this is listed as it is still 70kms outside a busy school. Can you please add this to your list of roads needing this to be revisited.

Richard Briggs/Mark Brougham(HCC)

Submitter No. 106

Submission Reference / Road Names: A: Horsham, Downs Road; B: Kay Road; C: Osborne Road; D: Reynolds Road; E: River Road

In support: Yes

Submission details:

1.0 INTRODUCTION

1.1 Hamilton City Council (HCC) welcomes the opportunity to make a submission to the 2018 Amendments to the Waikato District Council Speed Limits Bylaw 2011.

1.2 HCC is supportive of the approach being taken by Waikato District Council in reviewing its speed limits in accordance with the New Zealand Transport Agency Speed Management Guide over a three-year period.

1.3 It is recognised that Waikato District Council has had significant growth in many urban and country living zones.

1.4 HCC is keen to see reviews of speed limits in these areas along side the top10 percent high-risk routes and intersections being implemented in order to reduce the deaths and serious injuries being currently suffered on the Waikato and Hamilton networks.

1.5 Please note that this submission is to be formally approved by HCC at the 6 December 2018 Growth and Infrastructure Committee meeting. We will advise Waikato District Council if there are any changes to this submission as a result of that meeting.

2.0 SPEED LIMITS BEING REVIEWED ON THE OUTSKIRTS OF HAMILTON CITY

2.1 HCC has received a lot of expressions of concern by the residents in the Rototuna roads that sit in the vicinity of the boundary between HCC and Waikato District.

2.2 HCC is therefore very pleased to support the proposed changes to speed limits in this area, including:

- Horsham Downs Road – Kay Road to Lake Road – reduced from 100km/h to 80km/h.
- Kay Road – River Road to Osborne Road – reduced from 100km/h to 60km/h.
- Kay Road – Osborne Road to Resolution Drive – reduced from 80km/h to 60km/h.
- Osborne Road – Kay Road to 450m west of Horsham Downs Road – reduced from 100km/h to 80km/h.
- Reynolds Road – Osborne Road to end – reduced from 100km/h to 80km/h.
- River Road – Kay Road to 150m west of Speed Road – reduced from 100km/h to 80km/h.

3.0 REQUEST FOR CONSIDERATION OF FURTHER ROADS IN NEXT REVIEW

3.1 While the proposed speed limit reviews being considered this year are fully supported, HCC would also request that the following roads be considered in the next round of reviews:

- Gordonton Road – request a reduction to 80km/h.
- Onion Road – request a reduction to 80km/h.
- Ruakura Road – request a reduction to 80km/h.

Chris Rayner

Submitter No. 102

Submission Reference / Road Names : State Highway 23

In support: Yes

Submission details:

I support the proposed changes to improve safety on our roads. However I do not think there has been enough consideration on improving the entrance to Raglan on State Highway 23 from Greenslade Rd until the end of SH23! We are sick of hearing the Council continuing to say 'It's not our problem, go talk to Transit NZ.' It is time for the Waikato District council to address this very dangerous section of Rd at the entrance to our community, before someone is hurt or killed.

The entrance to Raglan on State highway 23 - from Greenslade Rd, past the Lorenzen Bay Rd / Hills Rd intersection and along Main Rd until the end of SH23 - is extremely dangerous and contains 11 existing driveways to private residences and three small businesses, all of which pull out directly on to SH23 where traffic is often traveling at or above 100kph! There is also a growing number people, especially children and young people that risk their lives every day walking along this section of road with no foot path or street lighting.

Many people in Raglan agree that State Highway 23 needs to end just before Greenslade Rd, where there should be a proper turning bay built for traffic turning into Greenslade Rd, with enough space for other vehicles going straight ahead to get past. The speed limit at this intersection needs to be reduced to 60 or 70 Kph. Then, as traffic approaches the Hills Rd / Lorenzen Bay Rd intersection, the speed limit should reduce again down to 50 Kph and the road, drainage, lighting and foot path from here on should be built to the same standard as any other main council owned road in Raglan.

It is well known in Raglan that the Waikato District Council is reluctant to take over management of this section of road from Transit NZ, because Transit has not maintained or improved this very dangerous section of Highway for many years. It appears Transit realise that as Raglan grows and the Council has over the years rezoned more rural land to the east of Raglan into new living zone, at some point in time the Waikato District council will be forced to take over the last 1.2km section of State Highway 23 and convert it to the standards of a regular Council road. This could not be more obviously reflected in the fact that Transit's latest round of extensive road works to improve State Highway 23 between Raglan & Waitetuna actually started from just after Greenslade Rd. Transit have spent millions on SH23 and improved every driveway entrance along it but ignored the last 1.2km of highway as it comes into Raglan! Waikato District Council & Transit NZ need to sit down and work this out together urgently and come up with plan before someone is seriously injured or killed.

The response I have received from Waikato District Council is that first and foremost its not their problem and to contact Transit NZ. Secondly, the process of reclaiming the end of SH23 and making it a Council managed road is going to be 'Developer Driven' dependent on the timing of the Moon light bay subdivision. I am disgusted and appalled by this attitude towards road safety, these improvements have been needed for many years as the number of houses on Hills Rd and Greenslade road as grown exceptionally and while the population and visitor numbers into Raglan has also exploded, we have seen no consideration by Council or Transit to improve safety at the entrance to Raglan.

The most realistic solution is to completely rebuild the Hills Rd / Lorenzen Bay Rd intersection with SH 23 and create a large roundabout. This would allow local traffic priority over traffic coming in from Hamilton, forcing fast moving traffic to stop at the roundabout and then start again along the section of main road that already has many driveways and houses along it. From this new roundabout it would be very easy to re-align the end of Lorenzen Bay road and create a new road to connect it to the cul-de-sac far end of Greenslade road along the already marked out paper road. This would enable Greenslade Road traffic to access their properties safely and connect Greenslade road to the rest of the urban Raglan area. Once this is completed it would be practical to put in a concrete traffic island from the new roundabout back along the main road to the current entrance of Greenslade road to stop traffic coming from Hamilton turning right into the current entrance of Greenslade road. This means it would not be necessary to close the current entrance of Greenslade road, instead allowing traffic to turn left into it coming from Raglan or turn left out of Greenslade heading towards Hamilton. I understand a large rebuild like this will take time, money and would need to be planned and built to work in with any future developments or subdivisions. So before that time we urgently need to create proper turning bays on SH23 at Greenslade Rd and Lorenzen Bay Rd / Hills Rd intersections and have State Highway 23 end before Hills Rd. This work is most urgent to provide a safe entrance into Raglan before someone is seriously injured!

Surely the responsibility of public safety has to be the paramount concern of any publicly owned organization no matter if it's Council, Transit or any other form of governance, and the responsibility to identify obvious hazards and come up with timely solutions should not be dependent on the commercial interests of property developers. We need our public bodies to work together rather than kicking problems into the long grass, passing the buck between one another. Please take this submission as serious warning that we the residence of Raglan, and especially those that live along this dangerous section of road at the entrance to our community, do not want to see a serious accident or fatality in front of our homes before action to improve the road is taken !

Kind Regards

Chris Rayner
39 Main Rd
Raglan

Submitter Number and Submission reference					
Submitter No.	Submission Ref	First Name	Last Name	Road Name	Map Ref
1		Mark	Fendall	Hakarimata Road	N/A
2		June	Rowland	Hakarimata Road	N/A
3		Chris	Thompson	Lake Road	26
4		Fraser	Graham	Horsham Downs Road	26
5		Mike	Mike	Newell Road	35
6		Stephanie	Holmes	Woodside Road	35
7		Mark	Holmes	Woodside Road	35
8		Sue	Robertson	All	All
9 A		Renee	Ward	Tauwhare Road	35
9 B		Renee	Ward	Titoki Drive	35
10 A		Val	Nixon	Woodcock Road	35
10 B		Val	Nixon	Rosebanks Drive	35
11		John	Wolff	SH1B - Gordonton Road within Gordonton Village	N/A
12		George	Coalter	Newell Road	35
13		Darryl	Coalter	Newell Road	35
14		Anna	Keucke	Newell Road	35
15		Hazel	Coalter	Newell Road	35
16		Annemieke	Smit	Newell Road	35
17		Carol	Fleetwood	Woodside Road	35
18		James	Burnett	All	All
19		Carol	Fleetwood	Woodside Road	35
20 A		Carol	Williamson	Birchwood Lane	35
20 B		Carol	Williamson	Newell Road	35
21		Julie	Zame	Great South Road between Horotiu and Ngaruawahia	N/A
22		Suzanne	Colson	Tauwhare Road	35
23		Nigel	Forte	Fuchsia Lane	35
24		Paul	Huggan	Newell Road	35
25		Carlos	Galceran	Woodside Road	35
26		Laura	Lopez	Woodside Road	35
27		Kirsten	Hickey	Woodcock Road	35
28 A		Louise	Hunter	Fuchsia Lane	35
28 B		Louise	Hunter	Woodcock Road	35
29		Sarah	Elliott	Woodcock Road	35
30 A		Robyn	Denton	Bollard Road	35
30 B		Robyn	Denton	Sanctuary Lane	35
31 A		Keith	Walters	Hermitage Road	N/A
31 B		Keith	Walters	Masters Road	3
32		Peter	Egan	Duck Road	N/A
33		Jasmine	Hayward	Waiuku-Otaua Road	N/A
34		Garry	Snape	Tauwhare Village	35
35		Fiona	Snape	Tauwhare Village	35
36 A		Tracey	King	Fuchsia Lane	35
36 B		Tracey	King	Matangi Road	35
36 C		Tracey	King	Windmill Road	35
36 D		Tracey	King	Woodcock Road	35
37 A		Pippa	Berry-Cope	Chitty Road	36
37 B		Pippa	Berry-Cope	Glen Ida Way	36
37 C		Pippa	Berry-Cope	Scotsman Valley Road	36
37 D		Pippa	Berry-Cope	Tauwhare Road	35
38		Dion	Hardy	Platt Road	N/A
38		Dion	Hardy	Tauwhare Road	35
39		barry	hewitt	Harrisville Road	5

Submitter Number and Submission reference					
Submitter No.	Submission Ref	First Name	Last Name	Road Name	Map Ref
40	A	Stacey	Green	Horoitu Road	27
40	B	Stacey	Green	Te Kowhai Road	27
41		Steven	Green	Te Kowhai Road	27
42	A	Jacqueline	Jones	Scotsman Valley Road	36
42	B	Jacqueline	Jones	Tauwhare Road	35
43		Sarah	Peterson	Newell Road	35
44		Stephen	Pole	Great South Road - Pokeno	N/A
45	A	Dee	Bond	Mercer Area	7
45	B	Dee	Bond	River Road - Tuakau	5
45	C	Dee	Bond	Tuakau Area	5
46		Bram cleland	Cleland	Scotsman Valley Road	36
47		Natalie	Mapp	Tauwhare Road	35
48	A	Sarah	Harrison	Glen Ida Way	36
48	B	Sarah	Harrison	Scotsman Valley Road	36
48	C	Sarah	Harrison	Tauwhare Road	35
49		Marc	Dresser	Tauwhare Road	35
50	A	Jen	Jackson	Glen Ida Way	36
50	B	Jen	Jackson	Scotsman Valley Road	36
50	C	Jen	Jackson	Tauwhare Road	35
51	A	Annette	Pellowe	Rosebanks Drive	35
51	B	Annette	Pellowe	Tauwhare Road	35
51	C	Annette	Pellowe	Woodcock Road	35
52		Nitin	Bansal	Scotsman Valley Road	36
53	A	Stuart	Murphy	Scotsman Valley Road	36
53	B	Stuart	Murphy	Tauwhare Road	35
54		Elisabetta	Premoli	Birchwood Lane	35
55	A	Luke	McCarthy	Glen Ida Way	36
55	B	Luke	McCarthy	Scotsman Valley Road	36
55	C	Luke	McCarthy	Tauwhare Road	35
56		Stephen	Darby	Te Kowhai Road	27
57	A	Ronel	Jacobs	Fraser Road - McGill Road - Dean Road	7
57	B	Ronel	Jacobs	Market Steet East (Pokeno) - McIntosh Drive to End	7
57	C	Ronel	Jacobs	Market Street East (Pokeno) - Fraser Road to McIntosh Drive	7
57	D	Ronel	Jacobs	Pokeno Road - 400m East of Ridge Road to Ridge Road	5
57	E	Ronel	Jacobs	Ridge Road - Huia Road to Nikau Road	5
57	F	Ronel	Jacobs	Yashili Drive - Gateway Park Drive (Nth) to Gateway Park Drive (Sth)	7
58		Liz	Bouda	Matangi Road	35
59	A	Megan	Quinn	Matangi Road	35
59	B	Megan	Quinn	Taplin Road	35
59	C	Megan	Quinn	Tauwhare Road	35
60	A	Sandra	Sharp	Newell Road	35
60	B	Sandra	Sharp	Tamahere Area	35
61		Rebecca	Thompson	Ohinewai Road	N/A
62		Anatassia	Robust	Ohinewai Road	N/A
63		Cathy	Shaw	Te Kowhai Road	27
64	A	Vicky	Causar	Devine Road	35
64	B	Vicky	Causar	Newell Road	35
64	C	Vicky	Causar	Ryvington Lane	35
64	D	Vicky	Causar	Tanaka Drive	35
64	E	Vicky	Causar	Wiremu Tamihana Drive	35
65	A	Philip	Child	Rosebanks Drive	35
65	B	Philip	Child	Woodcock Road	35
66	A	Hamish	Lala	Newell Road	35

Submitter Number and Submission reference					
Submitter No.	Submission Ref	First Name	Last Name	Road Name	Map Ref
66	B	Hamish	Lala	Redwood Grove	35
67		Simon	Peterson	Newell Road	35
68		nicola	lee	Newell Road	35
69		Kathryn	Downey	Newell Road	35
70		John	Lee	Newell Road	35
71		Janice	Kemp	Tauwhare Road	35
72	A	Anna	Armstrong	Rosebanks Drive	35
72	B	Anna	Armstrong	Windmill Road	35
72	C	Anna	Armstrong	Woodcock Road	35
73	A	Peter	Tait	Horsham Downs Road	26
73	B	Peter	Tait	Lake Road	26
74		Carla	Smith	Newell Road	35
75		Elizabeth Foo	Foo	SH21 - Airport Road	N/A
76	A	Sue	Beadle	Tauwhare Road	35
76	B	Sue	Beadle	Woodcock Road	35
77	A	Paula	Jenner	Devine Road	35
77	B	Paula	Jenner	Newell Road	35
78		Nicky	Lee	Newell Road	35
79		Anthony	Smith	Tauwhare Road from Matangi to Platt Road	N/A
80		Glenda	Taylor	Newell Road	35
81		Lynne	Fredericksen	Woodside Road	35
82		Cam	Bourke	Tamahere Area	35
83		Carol	Fleetwood	Woodside Road	35
84		Linda	Beattie	Newell Road	35
85	A	Jason	Win	Birchwood Lane	35
85	B	Jason	Win	Newell Road	35
86	A	Sarah	Tucker	Rosebanks Drive	35
86	B	Sarah	Tucker	Woodcock Road	35
87	A	Vannesa	Davison	Matangi Road	35
87	B	Vannesa	Davison	Tauwhare Road	35
88	A	Susan	Shaw	Fuchsia Lane	35
88	B	Susan	Shaw	Matangi Road	35
89		Catherine	Maher	Ohinewai Road	N/A
90		Deon	Bossenger	Tauwhare Road	35
91		Neroli	Henwood	Horoitu Road	27
92	A	Katherine	Leamy	Cranmere Drive	35
92	B	Katherine	Leamy	Kew Place	35
92	C	Katherine	Leamy	Tauwhare Road	35
93		Monique	Goodson	Rukuhia Road	N/A
94		Stephen	O'Sullivan	Taplin Road	35
95		Rob	Ford	Bald Hill Road	N/A
96	A	Mike	Slack	Horsham Downs Road	26
96	B	Mike	Slack	Lake Road	26
97	A	Anthony	Henry	Mangatangi Road	N/A
97	B	Anthony	Henry	Kaiaua Road	N/A
97	C	Anthony	Henry	Miranda	N/A
98		Ashley	Best	Woodcock Road	35
99		Graham	Manning	Travers Road	N/A
100	A	Robert	Barlow	Kay Road	26
100	B	Robert	Barlow	Osborne Road	26
100	C	Robert	Barlow	River Road	26
101	A	Amanda	Schaake	Horoitu Road	27
101	B	Amanda	Schaake	Te Kowhai Road	27
102		Chris	Rayner	Unknown	N/A
103		gareth	bellamy	Te Mata Road	32
104		Andrew	Hill	All	All
105		Ohinewai Area Committee	Catherine Maher	Ohinewai Road	N/A

Submitter Number and Submission reference					
Submitter No.	Submission Ref	First Name	Last Name	Road Name	Map Ref
106	A	Richard	Briggs	Horsham Downs Road	26
106	B	Richard	Briggs	Kay Road	26
106	C	Richard	Briggs	Osborne Road	26
106	D	Richard	Briggs	Reynolds Road	26
106	E	Richard	Briggs	River Road	26
107		Belinda	Skinner	All	All
108		Terry	Gore	Onion Road	N/A
109	A	Greg	Finch	Scotsman Valley Road	N/A
109	B	Greg	Finch	Pukemoromoro Road between Victoria Road and Scotsman Valley Road	N/A
109	C	Greg	Finch	Hiwi Road between Victoria Road and Scotmans Valley Road	N/A
109	D	Greg	Finch	Ringer Road	N/A
109	E	Greg	Finch	Hunter Road	N/A
109	F	Greg	Finch	Puketaha Road from Gordonton road up to where it connects to SH1B	N/A
109	G	Greg	Finch	Sainsbury Road from Puketaha Road to Gordonton road	N/A
109	H	Greg	Finch	Tahuroa Road from Tauwhare road to end	N/A
109	I	Greg	Finch	Speedy Road	N/A
109	J	Greg	Finch	Smith Road	N/A
109	K	Greg	Finch	Driver Road	N/A
109	L	Greg	Finch	Vaile Road	N/A
109	M	Greg	Finch	Kainui Road	N/A
109	N	Greg	Finch	Kerie Road between Kainui and SH1B	N/A
109	O	Greg	Finch	Waring Road	N/A
109	P	Greg	Finch	Gower Road	N/A
109	Q	Greg	Finch	Gower Road	N/A
109	R	Greg	Finch	Henry Road	N/A
110	A	Donna	Dick	Birchwood Lane	35
110	B	Donna	Dick	Devine Road	35
111		David	Gray	Whangarata Road	5
112	A	Michelle	White	Horsham Downs Road	26
112	B	Michelle	White	Kay Road	26
112	C	Michelle	White	Osborne Road	26
112	D	Michelle	White	River Road	26
113		Daniel	Holmes	Lumsden road	N/A
114	A	Bruce Holmes	Holmes	Lumsden road	N/A
114	B	Bruce Holmes	Holmes	Ohinewai Road	N/A
115		Todd	Brensell	Vaile Road	N/A
116		Susan Martin	Martin	Old Taupiri Road	25
117	A	Steve	Griffiths	Rotokauri Road	N/A
117	B	Steve	Griffiths	Laxon Rd	N/A
117	C	Steve	Griffiths	Duck Road	N/A
118	A	Toni	Grace	Ballantyne Avenue	N/A
118	B	Toni	Grace	Fernbird Avenue	N/A
118	C	Toni	Grace	Murray Ward	N/A
118	D	Toni	Grace	Swan Road	13
118	E	Toni	Grace	Waerenga Road	13
119		Richard	Benton	River Road	26
120		Robert	Howlett	Cherry Lane	35
121	A	James	Ward	All 50km/hr roads	Various
121	B	James	Ward	Bruntwood Road	35
121	C	James	Ward	Horotiu Bridge	26
121	D	James	Ward	Horsham Downs Road	26
121	E	James	Ward	Kay Road	26
121	F	James	Ward	Lake Road	26

Submitter Number and Submission reference					
Submitter No.	Submission Ref	First Name	Last Name	Road Name	Map Ref
121	G	James	Ward	Matangi Road	35
121	H	James	Ward	Newell Road	35
121	I	James	Ward	Osborne Road	26
121	J	James	Ward	Reynolds Road	26
121	K	James	Ward	River Road	26
121	L	James	Ward	Scotsman Valley Road	36
121	M	James	Ward	Tauwhare Road	35
122		Melanie	Hunkin	Brown Road, Tuakau	N/A
123		Ann-Maree	Byrne	Horsham Downs Road	26
124		Hugh	Goodman	Ruakura Road	N/A
125		Bhaady	Miller	Great South	N/A
126		Wobinda Farm Ltd (D Spencer)	Spencer	Golding Road, Pukekohe	N/A
127	A	Seb	Bartley	Aspin Road	N/A
127	B	Seb	Bartley	Flume Road	N/A
127	C	Seb	Bartley	Fencourt Road	N/A
127	D	Seb	Bartley	Hogan Road	N/A
127	E	Seb	Bartley	Zig Zag Road	N/A
127	F	Seb	Bartley	Maungakawa Rd	N/A
127	G	Seb	Bartley	French Pass Road	N/A
127	H	Seb	Bartley	Victoria Road	N/A
127	I	Seb	Bartley	Te Miro Road	N/A
127	J	Seb	Bartley	Brunskill Rd	N/A
127	K	Seb	Bartley	Swayne Road	N/A
128		Kiwi	Searancke	Birchwood Lane	35
129	A	Kitty	Burton	Tauwhare Road	35
129	B	Kitty	Burton	Woodside Road	35
130		Graham	McAdam	Hooker Road	N/A
131		Phil	Bertrand	Woodside Road	35
132		Christine	Bertrand	Woodside Road	35
133		Leo	Koppens	Newell Road	35
134		Bevin	Coley	Tamahere Area	35
135		Anomonyus	Anomonyus	Newell Road	35
136		Cathy	McDonald	All	All
137		Neal	Russell Ltd	River Road - Tuakau	5
138		Cass	Bayley Pie Properties	River Road - Tuakau	5
139		Renee	Twidle	River Road - Tuakau	5
140		Graeme	Callander	River Road - Tuakau	5
141		Murray	Kneale	River Road - Tuakau	5
142		Shane	Groom	George Street - Tuakau	5
143		Tuakau	Hotel	George Street - Tuakau	5
144	A	Paul	Massey	River Road - Tuakau	5
144	B	Paul	Massey	George Street - Tuakau	5
145		Mark	Dunseath	Lee Martin Road	35
146	A	Gary	Mc Guire	River Road - Tuakau	5
146	B	Gary	Mc Guire	George Street - Tuakau	5

Submissions - Roads under consultation																		
Map Ref	Submitter No.	Submission Ref	First Name	Last Name	Which roads are you providing feedback on?	Would you like to present your submission at the Hearing on 12 December 2018?	Support	Support clarification	Other reasons or comments	Other roads to be considered in 2019?	Will result in safer roads around where we live and work	Will result in safer roads where our children go to school	Will reduce crashes and crash severity	Will give a consistent speed message where we live and work	I am not happy that speed reduction will result in increased travel time	Current speed is ok but the road needs to be improved	Current speed is ok but drivers are at fault	Staff Comments
3	31	B	Keith	Walters	Masters Road	Yes	Yes			No	Agree		Agree	Agree				
5	39		barry	hewitt	Harrisville Road	No	Yes	Lower speed limit wanted	turning into drive. 2 cars damaged one written off in last year alone speed needs to be 50 max, as we live in a dip cars from both direction accelerate well past the 70. trucks are even worse to say we live by a school zone its beyond belief that its not 50 also 2yrs ago i asked for no engine breaking and was told incorrectly that they can only be put where there is a speed change. i also asked for the speed to be altered to 50 on more than one occasion no luck there. trucks regular create minor earth quakes for years we go passed the drive and come back in both direction if a car is in view, unfortunately visitors dont		Agree	Agree	Agree					Not on this years consultation list. Will be considered in 2019
5	57	D	Ronel	Jacobs	Pokeno Road - 400m East of Ridge Road to Ridge Road	No	Yes		Speed limit changes will help with keeping our community on the roads a bit safer, however, I feel strongly that the biggest issues for these roads are that the roads need to be improved (often hot holes or construction / trades vehicles illegally parked without any road signs or warnings) and there are still a lot of drivers who are talking or texting on their mobile devices whilst driving and I don't see any police for reducing this.	No	Agree							
5	57	E	Ronel	Jacobs	Ridge Road - Huia Road to Nikau Road	No	Yes		Speed limit changes will help with keeping our community on the roads a bit safer, however, I feel strongly that the biggest issues for these roads are that the roads need to be improved (often hot holes or construction / trades vehicles illegally parked without any road signs or warnings) and there are still a lot of drivers who are talking or texting on their mobile devices whilst driving and I don't see any police for reducing this.	No	Agree							
5	45	B	Dee	Bond	River Road - Tuakau	No	Yes	Lower speed limit wanted	I generally agree with the changes proposed to speed limits in Tuakau and Mercer. However, I believe the speed limit proposed for River Rd, Tuakau of 80km does not go far enough. I believe that due to the increased business and recreational activity on both sides of this narrow stretch of road along the river and over the Tuakau Bridge, that the speed limit should be reduced from 100km to 70km, not just to 80km. Access to Les Batkin Reserve is currently very scary. Traffic already slows to cross the Tuakau Bridge, so it is not a huge burden to maintain the speed limit from the bridge to the existing 70km area. This would also provide a consistent speed zone. Over the summer months there is significant car & trailer, and campervan traffic along this stretch of road and reducing the speed to 70km will make it safer for these vehicles to enter and exit Les Batkin Reserve and the newly formed Tuakau Bridge Motorcamp, as well as the recently opened River Rd Nursery immediately opposite at 2759 River Rd. With the improvements to the Les Batkin Reserve, it is becoming a very popular recreational destination, for families with young children and animals. Reducing the speed limit along this stretch of road will make it safer for pedestrians, as there is no formed footpath, and for vehicles as they enter and exit these facilities. The Bridge provides a natural point to slow the traffic to 70km going north from 80km coming off Onewhero. By keeping the 70km speed limit from the Domain going north as it travels down the hill and along the River will reduce the tendency for the traffic to speed up, as it currently does now, coming down the hill to the River which encourages the traffic to go over the speed limit as they pick up speed. By keeping the speed limit at 70km for the entire stretch to the Bridge will help keep drivers to the speed limit.		Agree	Agree	Agree	Agree				70km/hr speed limits are not supported by NZTA. Preference is for 80km/hr if there is limited development or 60/50 km/hr for higher development density
5	137		Neal	Russell Ltd	River Road - Tuakau	No	Yes	Lower speed limit wanted	Batkin Reserve, Tuakau Motor home Park, River road nursery, Waka Ama sports training. All of the areas bring slow moving Traffic, children, pets, Trailing, Camper vans. I know of one person getting killed in car accident on this road Mr Carl Flavells brother. This road should be 70KPH not any faster! Less confusion.		Agree		Agree	Agree	Agree			70km/hr speed limits are not supported by NZTA. Preference is for 80km/hr if there is limited development or 60/50 km/hr for higher development density
5	138		Cass	Bayley Pie Property	River Road - Tuakau	No	Yes		This road is becoming very busy in traffic bikes, sport facilities, necessary motorhome park. People will be stopping/starting crossing in many places within this Road/area. By making the road a slow, consistent speed will help reduce accidents & make people more aware will be easier for slow moving vehicles to maneuver.		Agree		Agree	Agree				
5	139		Renee	Twidle	River Road - Tuakau	No	Yes		The oradh which I am speaking about is the only access to the waka ama arena as well as the boat ramp. Your safety is compromised when you have cars travelling at 100km/h around bends when you are trying to pull out. You are even more at risk if you are towing a boat or waka! It only makes sense to reduce the speed limit so cars can access there grounds safely. It also allows for cars to slow down and evaluate the bridge before crossing as you are more likely to see wide loads coming the opposite way.		Agree		Agree	Agree	Agree			
5	140		Graeme	Callander	River Road - Tuakau	No	Yes				Agree	Agree	Agree	Agree	Agree			
5	141		Murray	Kneale	River Road - Tuakau	No	Yes		The area around the Wakarama Reserve and around the river through to the Tuakau Bridge is becoming a popular recreational area with many families utilizing it during the day and evenings during summer. Traffic at present is too fast to allow people turning into and out of the reserve safely and should be reduced to 70kmhr to prevent accidents.		Agree			Agree				70km/hr speed limits are not supported by NZTA. Preference is for 80km/hr if there is limited development or 60/50 km/hr for higher development density
5	144	A	Paul	Massey	River Road - Tuakau	No	Yes	Lower speed limit wanted			Agree		Agree					
5	146	A	Gary	Mc Guire	River Road - Tuakau	No	Yes	Lower speed limit wanted	I wish to see speed limit reduced to 70 Kph on River Road, Tuakau Bridge to the 50 Kph zone. I wish to see Tuakau Main Street from town Hall to railway crossing reduced to 20 kph		Agree		Agree	Agree				70km/hr speed limits are not supported by NZTA. Preference is for 80km/hr if there is limited development or 60/50 km/hr for higher development density
5	45	C	Dee	Bond	Tuakau Area	No	Yes		I generally agree with the changes proposed to speed limits in Tuakau and Mercer. However, I believe the speed limit proposed for River Rd, Tuakau of 80km does not go far enough. I believe that due to the increased business and recreational activity on both sides of this narrow stretch of road along the river and over the Tuakau Bridge, that the speed limit should be reduced from 100km to 70km, not just to 80km. Access to Les Batkin Reserve is currently very scary. Traffic already slows to cross the Tuakau Bridge, so it is not a huge burden to maintain the speed limit from the bridge to the existing 70km area. This would also provide a consistent speed zone. Over the summer months there is significant car & trailer, and campervan traffic along this stretch of road and reducing the speed to 70km will make it safer for these vehicles to enter and exit Les Batkin Reserve and the newly formed Tuakau Bridge Motorcamp, as well as the recently opened River Rd Nursery immediately opposite at 2759 River Rd. With the improvements to the Les Batkin Reserve, it is becoming a very popular recreational destination, for families with young children and animals. Reducing the speed limit along this stretch of road will make it safer for pedestrians, as there is no formed footpath, and for vehicles as they enter and exit these facilities. The Bridge provides a natural point to slow the traffic to 70km going north from 80km coming off Onewhero. By keeping the 70km speed limit from the Domain going north as it travels down the hill and along the River will reduce the tendency for the traffic to speed up, as it currently does now, coming down the hill to the River which encourages the traffic to go over the speed limit as they pick up speed. By keeping the speed limit at 70km for the entire stretch to the Bridge will help keep drivers to the speed limit.		Agree	Agree	Agree	Agree				70km/hr speed limits are not supported by NZTA. Preference is for 80km/hr if there is limited development or 60/50 km/hr for higher development density

Submissions - Roads under consultation																				
Map Ref	Submitter No.	Submission Ref	First Name	Last Name	Which roads are you providing feedback on?	Would you like to present your submission at the Hearing on 12 December 2018?	Support	Support clarification	Other reasons or comments	Other roads to be considered in 2019?	Will result in safer roads around where we live and work	Will result in safer roads where our children go to school	Will reduce crashes and crash severity	Will give a consistent speed message where we live and work	I am not happy that speed reduction will result in increased travel time	Current speed is ok but the road needs to be improved	Current speed is ok but drivers are at fault	Staff Comments		
5	111		David	Gray	Whangarata Road	No	Yes	Extend reduction	The proposal to reduce the speed limit to 80 kms for a distance of approximately 900 m west of Ridge Road is welcomed, as it is long overdue. However, we would urge Council to extend westward by roughly 100 metres the length of the proposed change. This is to ensure that the speed limit outside 271A and 271B is reduced. The entrance to these two properties is perhaps the most dangerous of all the entrances on Whangarata Road in the vicinity of the proposed change, as it is located in a dip in the road which creates very short sight-lines. To overlook this danger would be a grave error, in our view. Our submission is that the reduced speed limit begin at a point roughly halfway along the northern boundary of 248 Whangarata Road, so that traffic heading east towards Pokeno has plenty of time to slow down from the fast, straight stretch of the road between Bollard Road and the entrance to 271A/B. Many thanks.	Don't know.	Agree									Extension to the changes proposed must be consulted on. Add to 2019 list for consideration.
7	57 A		Ronel	Jacobs	Fraser Road - McGill Road - Dean Road	No	Yes		Speed limit changes will help with keeping our community on the roads a bit safer, however, I feel strongly that the biggest issues for these roads are that the roads need to be improved (often hot holes or construction / trades vehicles illegally parked without any road signs or warnings) and there are still a lot of drivers who are talking or texting on their mobile devices whilst driving and I don't see any police for reducing this.	No	Agree									
7	57 B		Ronel	Jacobs	Market Steet East (Pokeno) - McIntosh Drive to End	No	Yes		Speed limit changes will help with keeping our community on the roads a bit safer, however, I feel strongly that the biggest issues for these roads are that the roads need to be improved (often hot holes or construction / trades vehicles illegally parked without any road signs or warnings) and there are still a lot of drivers who are talking or texting on their mobile devices whilst driving and I don't see any police for reducing this.	No	Agree									
7	57 C		Ronel	Jacobs	Market Street East (Pokeno) - Fraser Road to McIntosh Drive	No	Yes		Speed limit changes will help with keeping our community on the roads a bit safer, however, I feel strongly that the biggest issues for these roads are that the roads need to be improved (often hot holes or construction / trades vehicles illegally parked without any road signs or warnings) and there are still a lot of drivers who are talking or texting on their mobile devices whilst driving and I don't see any police for reducing this.	No	Agree									
7	45 A		Dee	Bond	Mercer Area	No	Yes		I generally agree with the changes proposed to speed limits in Tuakau and Mercer. However, I believe the speed limit proposed for River Rd, Tuakau of 80km does not go far enough. I believe that due to the increased business and recreational activity on both sides of this narrow stretch of road along the river and over the Tuakau Bridge, that the speed limit should be reduced from 100km to 70km, not just to 80km. Access to Les Batkin Reserve is currently very scary. Traffic already slows to cross the Tuakau Bridge, so it is not a huge burden to maintain the speed limit from the bridge to the existing 70km area. This would also provide a consistent speed zone. Over the summer months there is significant car & trailer, and campervan traffic along this stretch of road and reducing the speed to 70km will make it safer for these vehicles to enter and exit Les Batkin Reserve and the newly formed Tuakau Bridge Motorcamp, as well as the recently opened River Rd Nursery immediately opposite at 2759 River Rd. With the improvements to the Les Batkin Reserve, it is becoming a very popular recreational destination, for families with young children and animals. Reducing the speed limit along this stretch of road will make it safer for pedestrians, as there is no formed footpath, and for vehicles as they enter and exit these facilities. The Bridge provides a natural point to slow the traffic to 70km going north from 80km coming off Onewhero. By keeping the 70km speed limit from the Domain going north as it travels down the hill and along the River will reduce the tendency for the traffic to speed up, as it currently does now, coming down the hill to the River which encourages the traffic to go over the speed limit as they pick up speed. By keeping the speed limit at 70km for the entire stretch to the Bridge will help keep drivers to the speed limit. https://admin.typeform.com/form/OrW7E5/field/qyyekilT23bu/results/b76ad39dab5b-Submission_to_Speed_Limit_Changes_2018_Map_DBond.pdf/download	Agree	Agree	Agree	Agree					7km/hr speed limits are not supported by NZTA. Preference is for 8km/hr if there is limited development or 6/5 km/hr for higher development density		
7	57 F		Ronel	Jacobs	Yashili Drive - Gateway Park Drive (Nth) to Gateway Park Drive (Sth)	No	Yes		Speed limit changes will help with keeping our community on the roads a bit safer, however, I feel strongly that the biggest issues for these roads are that the roads need to be improved (often hot holes or construction / trades vehicles illegally parked without any road signs or warnings) and there are still a lot of drivers who are talking or texting on their mobile devices whilst driving and I don't see any police for reducing this.	No	Agree									
13	118 D		Toni	Grace	Swan Road	No	Yes		Reasons for requesting review of the additionally named roads within Waikare Estate subdivision: - this is a residential subdivision and therefore, by definition, should be considered an "urban traffic area" with a speed limit of 50km/h; - the number of occupied new dwellings and rate of development is significant, and is already contributing to the growth of the "urban extent of the local settlement"; - these roads are "affected by rapid growth in the district" and should have appropriate "speed limits to reflect where our community lives, works and goes to school".	The new residential roads within the Waikare Estate subdivision, (entrance off Travers Rd 70km/h), namely: Bragato Way, Rongopai Close, Syrah Grove, Rylstone Way, Muscat Place, Lubrasca Avenue, Maggie Lane. NB: Due to the rate of growth, development and habitation of this subdivision we request that these be included in this current 2018 review if possible.	Agree	Agree		Agree				Additional roads will be added to 2019 for review		
13	118 E		Toni	Grace	Waerenga Road	No	Yes		Reasons for requesting review of the additionally named roads within Waikare Estate subdivision: - this is a residential subdivision and therefore, by definition, should be considered an "urban traffic area" with a speed limit of 50km/h; - the number of occupied new dwellings and rate of development is significant, and is already contributing to the growth of the "urban extent of the local settlement"; - these roads are "affected by rapid growth in the district" and should have appropriate "speed limits to reflect where our community lives, works and goes to school".	The new residential roads within the Waikare Estate subdivision, (entrance off Travers Rd 70km/h), namely: Bragato Way, Rongopai Close, Syrah Grove, Rylstone Way, Muscat Place, Lubrasca Avenue, Maggie Lane. NB: Due to the rate of growth, development and habitation of this subdivision we request that these be included in this current 2018 review if possible.	Agree	Agree		Agree				Additional roads will be added to 2019 for review		
25	116		Susan Martin	Martin	Old Taupiri Road	No	Yes				Agree									
26	121 C		James	Ward	Horotiu Bridge	No	Yes		Will improve safety for cyclists/horse riders in the areas where the roads are reduced from 100 kmh. Some of the roads are used as short cuts. Lower speed limits will encourage drivers to stick to the new expressways. As Hamilton city has grown and areas have changed from farming to residential, the speed limit needs to reflect this.	Main Road Whatawhata Road SH39 Horotiu Road	Agree	Agree	Agree	Agree						
26	4		Fraser	Graham	Horsham Downs Road	No	Yes			Tregoworth Road sign post 70K but warranted 50km Taupiri Kainui Road. Reduce to 70 to match Taupiri			Agree	Agree						
26	73 A		Peter	Tait	Horsham Downs Road	Yes	Yes		https://admin.typeform.com/form/OrW7E5/field/qyyekilT23bu/results/66bd4649dd0d-Speed_Reduction_Submission.pdf/download		Agree	Agree	Agree	Agree	Agree					
26	96 A		Mike	Slack	Horsham Downs Road	Yes	No		The roads are, on the whole, not at fault. They are usually in good condition, well-drained, good visibility, etc. Over the last few years they have suffered a little with increased heavy truck traffic due to the expressway works. Bearing in mind that the amount of traffic will be reduced on these road on the completion of the Hamilton Section and the Resolution Drive extension should also see a reduction in heavy traffic. Damage to the roads should therefore also be reduced so a reduction in speed limit is NOT warranted.	No!						Agree	Agree			
26	106 A		Richard	Briggs	Horsham Downs Road	Yes	Yes		Horsham Downs Road – Kay Road to Lake Road – reduced from 100km/h to 80km/h. https://admin.typeform.com/form/OrW7E5/field/qyyekilT23bu/results/79289805422f-HCCs_Submission_to_the_2018_Amendments_to_the_Waikato_District_Council_Speed_Limits_Bylaw_2011_9_November_2018_.pdf/download	Gordonton Road – request a reduction to 80km/h. Onion Road – request a reduction to 80km/h. Ruakura Road – request a reduction to 80km/h.	Agree	Agree	Agree							
26	112 A		Michelle	White	Horsham Downs Road	No	Yes				Agree	Agree	Agree							
26	121 D		James	Ward	Horsham Downs Road	No	Yes		Will improve safety for cyclists/horse riders in the areas where the roads are reduced from 100 kmh. Some of the roads are used as short cuts. Lower speed limits will encourage drivers to stick to the new expressways. As Hamilton city has grown and areas have changed from farming to residential, the speed limit needs to reflect this.	Main Road Whatawhata Road SH39 Horotiu Road	Agree	Agree	Agree	Agree						
26	123		Ann-Maree	Byrne	Horsham Downs Road	No	Yes	Extend reduction	I would like to see the speed limit from on Horsham Downs Road from Henderson Road (South) to say Bankier Road (North) be reduced even further as this is an area where many cars collecting children from the local school are travelling and quite a number of children walk along this section of the road. If the speed limit was lower, it may encourage more children that live in the immediate area to walk or ride a bike to and from school.									Location will be reconsidered in 2020 once initial speed limit reduction has been implemented		

Submissions - Roads under consultation																			
Map Ref	Submitter No.	Submission Ref	First Name	Last Name	Which roads are you providing feedback on?	Would you like to present your submission at the Hearing on 12 December 2018?	Support	Support clarification	Other reasons or comments	Other roads to be considered in 2019?	Will result in safer roads around where we live and work	Will result in safer roads where our children go to school	Will reduce crashes and crash severity	Will give a consistent speed message where we live and work	I am not happy that speed reduction will result in increased travel time	Current speed is ok but the road needs to be improved	Current speed is ok but drivers are at fault	Staff Comments	
26	100	A	Robert	Barlow	Kay Road	No	Yes	Lower speed limit wanted	It is a start in reducing speed to create a safer environment for all road/pavement users. My submission is that they should be lower. River Road from Hamilton up to Horotui Bridge has no pavement and used by many people riding bikes, walking, and jogging to the new River bike walkway. Kay Road is now residential and has children walking on the Road to get to Rototuna Junior High School. Osbourne Road has primary age children walking to school and going on walking school trips; a gentleman was killed recently here where early there had been a class of children walking in the same spot. We need to be proactive and not wait for injuries and death of adults and children by reducing the speed limits further so that pedestrians are safe and are encouraged to walk to school or to access the river walkway. Could council roadways used by the local farmer between Osbourne Road and River Rd/Hereford Dr be opened up as a walkway to allow access between Horsham Downs Primary and a link to the River cycle walkway?		Agree	Agree	Agree						
26	106	B	Richard	Briggs	Kay Road	Yes	Yes		Kay Road – River Road to Osbourne Road – reduced from 100km/h to 60km/h. Kay Road – Osbourne Road to Resolution Drive – reduced from 80km/h to 60km/h. https://admin.typeform.com/form/OrW7E5/field/qyqekllT23bu/results/79289805422f-HCCs_Submission_to_the_2018_Amendments_to_the_Waikato_District_Council_Speed_Limits_Bylaw_2011_9_November_2018_.pdf/download	Gordonton Road – request a reduction to 80km/h. Onion Road – request a reduction to 80km/h. Ruakura Road – request a reduction to 80km/h.	Agree	Agree	Agree						
26	112	B	Michelle	White	Kay Road	No	Yes				Agree	Agree	Agree						
26	121	E	James	Ward	Kay Road	No	Yes		Will improve safety for cyclists/horse riders in the areas where the roads are reduced from 100 kmh. Some of the roads are used as short cuts. Lower speed limits will encourage drivers to stick to the new expressways. As Hamilton city has grown and areas have changed from farming to residential, the speed limit needs to reflect this.	Main Road Whatawhata Road SH39 Horotiu Road	Agree	Agree	Agree	Agree					
26	3		Chris	Thompson	Lake Road	No	Yes											Agree	
26	73	B	Peter	Tait	Lake Road	Yes	Yes		https://admin.typeform.com/form/OrW7E5/field/qyqekllT23bu/results/66bd4649dd0d-Speed_Reduction_Submission.pdf/download		Agree	Agree	Agree	Agree	Agree				
26	96	B	Mike	Slack	Lake Road	Yes	No		The roads are, on the whole, not at fault. They are usually in good condition, well-drained, good visibility, etc. Over the last few years they have suffered a little with increased heavy truck traffic due to the expressway works. Bearing in mind that the amount of traffic will be reduced on these roads on the completion of the Hamilton Section and the Resolution Drive extension should also see a reduction in heavy traffic. Damage to the roads should therefore also be reduced so a reduction in speed limit is NOT warranted.	No!								Agree	
26	121	F	James	Ward	Lake Road	No	Yes		Will improve safety for cyclists/horse riders in the areas where the roads are reduced from 100 kmh. Some of the roads are used as short cuts. Lower speed limits will encourage drivers to stick to the new expressways. As Hamilton city has grown and areas have changed from farming to residential, the speed limit needs to reflect this.	Main Road Whatawhata Road SH39 Horotiu Road	Agree	Agree	Agree	Agree					
26	100	B	Robert	Barlow	Osborne Road	No	Yes	Lower speed limit wanted	It is a start in reducing speed to create a safer environment for all road/pavement users. My submission is that they should be lower. River Road from Hamilton up to Horotui Bridge has no pavement and used by many people riding bikes, walking, and jogging to the new River bike walkway. Kay Road is now residential and has children walking on the Road to get to Rototuna Junior High School. Osbourne Road has primary age children walking to school and going on walking school trips; a gentleman was killed recently here where early there had been a class of children walking in the same spot. We need to be proactive and not wait for injuries and death of adults and children by reducing the speed limits further so that pedestrians are safe and are encouraged to walk to school or to access the river walkway. Could council roadways used by the local farmer between Osbourne Road and River Rd/Hereford Dr be opened up as a walkway to allow access between Horsham Downs Primary and a link to the River cycle walkway?		Agree	Agree	Agree						
26	106	C	Richard	Briggs	Osborne Road	Yes	Yes		Osborne Road – Kay Road to 450m west of Horsham Downs Road – reduced from 100km/h to 80km/h. https://admin.typeform.com/form/OrW7E5/field/qyqekllT23bu/results/79289805422f-HCCs_Submission_to_the_2018_Amendments_to_the_Waikato_District_Council_Speed_Limits_Bylaw_2011_9_November_2018_.pdf/download	Gordonton Road – request a reduction to 80km/h. Onion Road – request a reduction to 80km/h. Ruakura Road – request a reduction to 80km/h.	Agree	Agree	Agree						
26	112	C	Michelle	White	Osborne Road	No	Yes				Agree	Agree	Agree						
26	121	I	James	Ward	Osborne Road	No	Yes		Will improve safety for cyclists/horse riders in the areas where the roads are reduced from 100 kmh. Some of the roads are used as short cuts. Lower speed limits will encourage drivers to stick to the new expressways. As Hamilton city has grown and areas have changed from farming to residential, the speed limit needs to reflect this.	Main Road Whatawhata Road SH39 Horotiu Road	Agree	Agree	Agree	Agree					
26	121	J	James	Ward	Reynolds Road	No	Yes		Will improve safety for cyclists/horse riders in the areas where the roads are reduced from 100 kmh. Some of the roads are used as short cuts. Lower speed limits will encourage drivers to stick to the new expressways. As Hamilton city has grown and areas have changed from farming to residential, the speed limit needs to reflect this.	Main Road Whatawhata Road SH39 Horotiu Road	Agree	Agree	Agree	Agree					
26	106	D	Richard	Briggs	Reynolds Road	Yes	Yes		Reynolds Road – Osborne Road to end – reduced from 100km/h to 80km/h. https://admin.typeform.com/form/OrW7E5/field/qyqekllT23bu/results/79289805422f-HCCs_Submission_to_the_2018_Amendments_to_the_Waikato_District_Council_Speed_Limits_Bylaw_2011_9_November_2018_.pdf/download	Gordonton Road – request a reduction to 80km/h. Onion Road – request a reduction to 80km/h. Ruakura Road – request a reduction to 80km/h.									
26	100	C	Robert	Barlow	River Road	No	Yes	Lower speed limit wanted	It is a start in reducing speed to create a safer environment for all road/pavement users. My submission is that they should be lower. River Road from Hamilton up to Horotui Bridge has no pavement and used by many people riding bikes, walking, and jogging to the new River bike walkway. Kay Road is now residential and has children walking on the Road to get to Rototuna Junior High School. Osbourne Road has primary age children walking to school and going on walking school trips; a gentleman was killed recently here where early there had been a class of children walking in the same spot. We need to be proactive and not wait for injuries and death of adults and children by reducing the speed limits further so that pedestrians are safe and are encouraged to walk to school or to access the river walkway. Could council roadways used by the local farmer between Osbourne Road and River Rd/Hereford Dr be opened up as a walkway to allow access between Horsham Downs Primary and a link to the River cycle walkway?		Agree	Agree	Agree						
26	112	D	Michelle	White	River Road	No	Yes				Agree	Agree	Agree						
26	119		Richard	Benton	River Road	No	Yes		I would be happy if the area from the end of the current 70 km zone to Driver Rd were reduced to 70 km (the current proposal is to reduce it to 80 kmph): motorists at present treat this stretch of road, which starts 300m north of our gate, as a speedway – several times a year I see cars 3-abreast passing our place, and turning south from our driveway is always dicey, with the prospect of cars hurtling round the corner from the direction of Ngaruawahia.	I am not aware of any, but I do not live in that area and have used only the main road.	Agree			Agree					
26	121	K	James	Ward	River Road	No	Yes		Will improve safety for cyclists/horse riders in the areas where the roads are reduced from 100 kmh. Some of the roads are used as short cuts. Lower speed limits will encourage drivers to stick to the new expressways. As Hamilton city has grown and areas have changed from farming to residential, the speed limit needs to reflect this.	Main Road Whatawhata Road SH39 Horotiu Road	Agree	Agree	Agree	Agree					
26	106	E	Richard	Briggs	River Road	Yes	Yes		River Road – Kay Road to 150m west of Speed Road – reduced from 100km/h to 80km/h. https://admin.typeform.com/form/OrW7E5/field/qyqekllT23bu/results/79289805422f-HCCs_Submission_to_the_2018_Amendments_to_the_Waikato_District_Council_Speed_Limits_Bylaw_2011_9_November_2018_.pdf/download	Gordonton Road – request a reduction to 80km/h. Onion Road – request a reduction to 80km/h. Ruakura Road – request a reduction to 80km/h.									
27	40	A	Stacey	Green	Horotiu Road	No	Yes				Agree	Agree	Agree	Agree					
27	91		Neroli	Henwood	Horotiu Road	No	Yes	Extend reduction	Horotiu Road has become much busier in the last 5 years due to increased number of dwellings in the neighbourhood, huge increase in truck numbers and the lack of compliance with current speed limit. I would like the speed limit to be reduced between Horotiu and TE Kowhai villages to 80 km as is Limmer Road and proposal for Te Kowhai Road. If this is not possible then there needs to be sensible policing of the speed limit. It is like a race track! It is very common to find police ticketing Limmer Road but never Horotiu Road?		Agree			Agree				Agree	Extension to the changes proposed must be consulted on. Add to 2019 list for consideration.

Submissions - Roads under consultation																														
Map Ref	Submitter No.	Submission Ref	First Name	Last Name	Which roads are you providing feedback on?	Would you like to present your submission at the Hearing on 12 December 2018?	Support	Support clarification	Other reasons or comments	Other roads to be considered in 2019?	Will result in safer roads around where we live and work	Will result in safer roads where our children go to school	Will reduce crashes and crash severity	Will give a consistent speed message where we live and work	I am not happy that speed reduction will result in increased travel time	Current speed is ok but the road needs to be improved	Current speed is ok but drivers are at fault	Staff Comments												
27	101 A		Amanda	Schaake	Horoitu Road	No	Yes		Saw the aftermath of the triple fatality on Horotiu Road a couple of years ago. My baby is in nursery at Te Kowhai Road and my 82yo mother regularly zimmer-frames across the current 100km/hr Te Kowhai Road to visit her in nursery when she can. These roads NEED to be reduced in speed for consistency, safety, and common sense. Really pleased to see this being reviewed.		Agree	Agree	Agree																	
27	40 B		Stacey	Green	Te Kowhai Road	No	Yes		.		Agree	Agree	Agree	Agree																
27	41		Steven	Green	Te Kowhai Road	No	Yes		I fully support the proposal in the Te Kowhai region. But I have not reviewed other areas so have any opinion regarding those.			Agree		Agree																
27	56		Stephen	Darby	Te Kowhai Road	No	Yes		It would be great to see a small footpath extension and pedestrian crossing linking the existing footpath outside Perrin Park Retirement Village in Te Kowhai to the new Gumboots and Grasshoppers Daycare at 708 Te Kowhai Rd and the new subdivision at 714 Te Kowhai Rd that are both opposite the retirement home. It would make sense to do that around the same time as the proposed speed reduction from 70km to 50km on this stretch of road if one of our targets is safer roads where our children go to school.		Agree	Agree																		
27	63		Cathy	Shaw	Te Kowhai Road	No	No		Current speed limit is good and this Road is not a high crash area. Reducing speed limits to 80km just to fit in with other roads is ridiculous. It is also unnecessary for the state highway part of Te Kowhai Road limited to 80km as it is a very good road.	No																				
27	101 B		Amanda	Schaake	Te Kowhai Road	No	Yes		Saw the aftermath of the triple fatality on Horotiu Road a couple of years ago. My baby is in nursery at Te Kowhai Road and my 82yo mother regularly zimmer-frames across the current 100km/hr Te Kowhai Road to visit her in nursery when she can. These roads NEED to be reduced in speed for consistency, safety, and common sense. Really pleased to see this being reviewed.		Agree	Agree	Agree																	
32	103		gareth	bellamy	Te Mata Road	No	Yes		well done	whole of raglan needs to be lower speed limit area as as raglan has a very high walking and cycling community, need footpaths across town and to the beach	Agree	Agree	Agree	Agree																
35	20 A		Carol	Williamson	Birchwood Lane	No	Yes		The map does not show the speed of the Birchwood Lane/State Highway 1 connection. Can you please confirm that this will be 50km as well in line with the Birchwood Lane speed limit.	See above re query about the speed of the Birchwood Lane connection to State highway 1, this should be 50km in line with Birchwood Lane	Agree	Agree	Agree	Agree				WDC are working with NZTA regarding the designation and speed limits in this area.												
35	54		Elisabetta	Premoli	Birchwood Lane	No	Yes		Safer roads for kids biking to school		Agree	Agree	Agree	Agree																
35	85 A		Jason	Win	Birchwood Lane	No	Yes				Agree	Agree	Agree	Agree																
35	110 A		Donna	Dick	Birchwood Lane	No	Yes	Lower speed limit wanted	There is no mention of the new cul-de-sac off birchwood (figmartin place) as this too will need to have a 50km speed limit like the surrounding roads. I also feel that when the through road goes in to connect Birchwood with Devine then this end of Birchwood lane needs to be considered the school zone and be 40km. For all the children using this area to get to and from school. As there are currently lots of kids on bikes and walking this already. I also feel that it would be safer to drop the speed limit around the school (devine road, wiremu tamihana drive, koppens etc) from 50 to 40 km to be in line with other school safety zones. I would also like to see all of Newell Road dropped to 50km. Due to the increase in cars and housing development in this area.	no	Agree	Agree																		
35	128		Kiwi	Searancke	Birchwood Lane	No	Yes	Extend reduction	I believe the School Speed zone should be extended to include Birchwood Lane extension. In the past 2 years I have noted an increase of children using that road cycling/walking to Tamahere Primary School, that will increase with the extension of Birchwood Lane & along with the increased numbers of vehicles, the safety of children using the road to go to school will need to be considered. I am also concerned about the speed of vehicles using Birchwood Lane as a Rat Run especially from the extension from Devine Rd to the first sweeping right hand bend on Birchwood Lane. A 4-500 meter straight that will encourage those users to increase their speed along that part of Birchwood Lane. I would also recommend because of my first point that making the footpath a shared footpath along Birchwood Lane would help keep children in particular cycling/walking to school safer.	no	Agree	Agree		Agree					School zones must be related to the school frontage.											
35	30 A		Robyn	Denton	Bollard Road	No	Yes		I think that this is consistent with other parts of the roading network - and a more applicable speed limit than is currently in place		Agree	Agree	Agree	Agree																
35	121 B		James	Ward	Bruntwood Road	No	Yes		Will improve safety for cyclists/horse riders in the areas where the roads are reduced from 100 kmh. Some of the roads are used as short cuts. Lower speed limits will encourage drivers to stick to the new expressways. As Hamilton city has grown and areas have changed from farming to residential, the speed limit needs to reflect this.	Main Road Whatawhata Road SH39 Horotiu Road	Agree	Agree	Agree	Agree																
35	120		Robert	Howlett	Cherry Lane	No	Yes		Access to Eventide Retirement Village has increased significantly over the years and a recent traffic survey showed just under 1,000 vehicle movements along the Cherry Lane every day. https://admin.typeform.com/form/OrW7E5/field/qyyekIT23bu/results/4b1a890dc42b-Cherry_Lane_Safe_Speed_Limit.pdf/download		Agree	Agree		Agree																
35	92 A		Katherine	Leamy	Cranmere Drive	No	Yes		Would like to see safe cycle/paths along Tauwhare Rd. This would encourage children and adults to bike to school /Town. I currently have teenagers that I won't let cycle on Tauwhare or Matangi Rd. I think speed cameras should be installed. A camera should be set up at the Bruntwood /Tauwhare Rd stop sign. So many near misses there, especially when it's a busy intersection for the school bus route.		Agree	Agree	Agree	Agree																
35	64 A		Vicky	Causar	Devine Road	No	Yes		I think the speed limit around the school should be 50km/hr or less, including Wiremu Tamihana and especially around the Newell/Devine bend. However, I don't think it needs to drop to 50km/hr all along +-4km of Newell. I would extend the 50km/hr from the school, around the abovementioned bend, past the Punnet and to at least Ryvington road to make sure cars are slow BEFORE they reach the bend. But between Ryvington and the current Newell entry at SH1, I would keep the limit between 70-80km/hr. All smaller roads coming off Newell can be kept at a max of 50-60km/hr though.	yes - the part from the SH21 interchange onto Tauwhare road and up the little hill to Woodcock. The speed limit on that little stretch of road is too high and should be brought down to 60-70km/hr due to limited visibility when turning out of Woodcock onto Tauwhare.	Agree	Agree			Agree	Agree	Agree													
35	77 A		Paula	Jenner	Devine Road	No	Yes		Drivers are not dropping their speed in the school zone. If they are already doing 50, a drop to 40 is not much.	n/a	Agree	Agree		Agree																
35	110 B		Donna	Dick	Devine Road	No	Yes	Lower speed limit wanted	There is no mention of the new cul-de-sac off birchwood (figmartin place) as this too will need to have a 50km speed limit like the surrounding roads. I also feel that when the through road goes in to connect Birchwood with Devine then this end of Birchwood lane needs to be considered the school zone and be 40km. For all the children using this area to get to and from school. As there are currently lots of kids on bikes and walking this already. I also feel that it would be safer to drop the speed limit around the school (devine road, wiremu tamihana drive, koppens etc) from 50 to 40 km to be in line with other school safety zones. I would also like to see all of Newell Road dropped to 50km. Due to the increase in cars and housing development in this area.	no	Agree	Agree																		
35	23		Nigel	Forte	Fuchsia Lane	No	Yes				Agree																			
35	28 A		Louise	Hunter	Fuchsia Lane	No	Yes		With the wonderful Allan Turner Walkway we now have large amounts of pedestrians including very young children walking and cycling on Fuchsia lane. Which is fantastic. But we either need a footpath which would be ideal or a reduction in speed. The stretch of Tauwhare Rd from the interchange up to Woodcock also needs a reduction in speed. Many young school children use the footpath that has no verge or barrier between it and speeding traffic. Traffic also includes high volumes of trucks.	The section of Tauwhare from the interchange up to Woodcock road.	Agree	Agree		Agree																
35	36 A		Tracey	King	Fuchsia Lane	No	Yes		There are children , cyclists and walkers on these roads . Traffic speed is variable and often dangerously fast with drivers seeming to not take into account these factors . I feel strongly that the speeds need to reflect a residential and pedestrian friendly zone . Footpaths in some areas would also help but would not negate the need for slower speed limits . Thank you. Tracey King		Agree	Agree		Agree																
35	88 A		Susan	Shaw	Fuchsia Lane	No	Yes		Matangi road bridge also needs double yellow lines	N/A	Agree		Agree																	
35	92 B		Katherine	Leamy	Kew Place	No	Yes		Would like to see safe cycle/paths along Tauwhare Rd. This would encourage children and adults to bike to school /Town. I currently have teenagers that I won't let cycle on Tauwhare or Matangi Rd. I think speed cameras should be installed. A camera should be set up at the Bruntwood /Tauwhare Rd stop sign. So many near misses there, especially when it's a busy intersection for the school bus route.		Agree	Agree	Agree	Agree																

Submissions - Roads under consultation																					
Map Ref	Submitter No.	Submission Ref	First Name	Last Name	Which roads are you providing feedback on?	Would you like to present your submission at the Hearing on 12 December 2018?	Support	Support clarification	Other reasons or comments	Other roads to be considered in 2019?	Will result in safer roads around where we live and work	Will result in safer roads where our children go to school	Will reduce crashes and crash severity	Will give a consistent speed message where we live and work	I am not happy that speed reduction will result in increased travel time	Current speed is ok but the road needs to be improved	Current speed is ok but drivers are at fault	Staff Comments			
35	84		Linda	Beattie	Newell Road	No	Yes		Newell road is currently 80 km which locals adhere to, it is all the people cutting through that speed and the tradies. But if you are suggesting that all roads off Newell are reduced to 50km, why on earth are you not making Newell road 50 or 60 km as well??								Agree	Newell Road is proposed to be 60/50 depending on its function.			
35	85 B		Jason	Win	Newell Road	No	Yes				Agree	Agree	Agree	Agree							
35	121 H		James	Ward	Newell Road	No	Yes		Will improve safety for cyclists/horse riders in the areas where the roads are reduced from 100 kmh. Some of the roads are used as short cuts. Lower speed limits will encourage drivers to stick to the new expressways. As Hamilton city has grown and areas have changed from farming to residential, the speed limit needs to reflect this.	Main Road Whatawhata Road SH39 Horotiu Road	Agree	Agree	Agree	Agree							
35	133		Leo	Koppens	Newell Road	Yes	Yes	Lower speed limit wanted	Speed on Birchwood rd from Devine rd. Suggest that the roundabout be built at Devine road and to lower the entry speed onto Birchwood. Newell road should be 50 so that the whole area is consistent this are told will have up to 2000 cyclists per day on the weekends in summer.		Agree	Agree		Agree							
35	135		Anomonyus	Anomonyus	Newell Road	No	No		Too many speed zones causes confusion and increases accidents					Agree	Agree						
35	66 B		Hamish	Lala	Redwood Grove	No	Yes	Lower speed limit wanted	Newell Road should be reduced to 50kph throughout (not 50/60 split). Redwood Grove is a purely residential road and should be 40kph due to children walking along the berm catching school buses in the morning and afternoon (no footpath).										The 5/6 split recognises the differing functions of Newell Road. Once the access to SH1 is closed speed limit will be reconsidered.		
35	10 B		Val	Nixon	Rosebanks Drive	No	No	Higher speed limit wanted	I feel 50km is going to be too slow. Since seeing the proposed change I have noted that most times when I drive down our roads, there is not a car or person in sight. Therefore I think 60km would be more appropriate.												
35	51 A		Annette	Pellowe	Rosebanks Drive	No	Yes		There are limited footpaths on these roads, and not all verges are large enough or easy to use. There is a significant amount of foot traffic using the margins of the roads as a result, and reduced speed limits would help with the safety aspects for vehicle and pedestrian users. This is particularly so for Rosebanks Drive where the road itself is also quite narrow for two cars.		Agree	Agree		Agree							
35	65 A		Philip	Child	Rosebanks Drive	No	Yes		Woodcock & Rosebanks Drive there are no footpaths and in parts the road is quite narrow. There are also numerous school buses with drop offs at various points resulting in a large number of children on a road with an excessive speed limit and narrow roads. There are also a large number of walkers who use the roads. Some of these walkers seem to think the road is theirs and they dont need to move off the road when cars approach, so a lower speed limit is also safer for these people.		Agree	Agree		Agree							
35	72 A		Anna	Armstrong	Rosebanks Drive	Yes	Yes				Agree										
35	86 A		Sarah	Tucker	Rosebanks Drive	No	Yes		Many people in our street already travel below the speed limit to be safer so while I agree with formalising this I think the main issue is a need for footpaths for pedestrians, pushchairs and kids on bikes. I used to be opposed to this as wanted a rural feel but as our community is growing one of the most unsafe things on our road are walkers with their dogs at night who do not seem to realise they're impossible to see until you've nearly hit them even if you're going slow. Kids walking and cycling are also at risk particularly on the corner of Rosebanks and woodcock which has little space for both cars and people on foot and bad visibility as cars turn. I've always walked on the grass but it is annoying in winter getting cold wet grassy or muddy feet on every walk. It's also tricky with a pushchair. There are places on our roads (Rosebanks and woodcock) where there's hardly any verge due to plants so have to walk on road in those spots. Shared footpath/cycling path would enable more children to walk to school and all the keen walkers and runners in our road to do so safely and help promote a safe way to be active in our community. Thank you for the opportunity to give feedback.		Agree	Agree		Agree							
35	64 C		Vicky	Causar	Ryvington Lane	No	Yes		I think the speed limit around the school should be 50k/hr or less, including Wiremu Tamihana and especially around the Newell/Devine bend. However, I don't think it needs to drop to 50km/hr all along +4km of Newell. I would extend the 50km/hr from the school, around the abovementioned bend, past the Punnet and to at least Ryvington road to make sure cars are slow BEFORE they reach the bend. But between Ryvington and the current Newell entry at SH1, I would keep the limit between 70-80km/hr. All smaller roads coming off Newell can be kept at a max of 50-60km/hr though.	yes - the part from the SH21 interchange onto Tauwhare road and up the little hill to Woodcock. The speed limit on that little stretch of road is too high and should be brought down to 60-70km/hr due to limited visibility when turning out of Woodcock onto Tauwhare.	Agree	Agree			Agree	Agree	Agree				
35	30 B		Robyn	Denton	Sanctuary Lane	No	Yes		I think that this is consistent with other parts of the roading network - and a more applicable speed limit than is currently in place		Agree	Agree	Agree	Agree							
35	60 B		Sandra	Sharp	Tamahere Area	No	Yes		Newell Road currently used as a through road by some drivers. Can this be reduced.	No	Agree	Agree	Agree								
35	82		Cam	Bourke	Tamahere Area	No	Yes		Tamahere has become increasing busier with increased dwellings. Once it was a 'rural' road but now it needs to be treated more like an 'urban' road community. There's schools and day cares in throwing distance of roads with speed limits hitting 70 to 80km. We need roundabouts, zebra crossings or speed bumps to discourage speeding drivers.		Agree	Agree	Agree	Agree							
35	134		Bevin	Coley	Tamahere Area	Yes	No	Higher speed limit wanted	if limit is too low compliance will be low. Newell road is wide with few entrances, and wide adjoining path. Traffic volumes will soon be significantly lower so no need to excessively reduce limit below 70km/h lower limit on Birchwood will discourage through traffic.										70km/hr speed limits are not supported by NZTA. Preference is for 80km/hr if there is limited development or 60/50 km/hr for higher development density		
35	64 D		Vicky	Causar	Tanaka Drive	No	Yes		I think the speed limit around the school should be 50k/hr or less, including Wiremu Tamihana and especially around the Newell/Devine bend. However, I don't think it needs to drop to 50km/hr all along +4km of Newell. I would extend the 50km/hr from the school, around the abovementioned bend, past the Punnet and to at least Ryvington road to make sure cars are slow BEFORE they reach the bend. But between Ryvington and the current Newell entry at SH1, I would keep the limit between 70-80km/hr. All smaller roads coming off Newell can be kept at a max of 50-60km/hr though.	yes - the part from the SH21 interchange onto Tauwhare road and up the little hill to Woodcock. The speed limit on that little stretch of road is too high and should be brought down to 60-70km/hr due to limited visibility when turning out of Woodcock onto Tauwhare.	Agree	Agree			Agree	Agree	Agree				
35	59 B		Megan	Quinn	Taplin Road	No	No	Higher speed limit wanted	I believe the current 80km speed limit for Matangi Road should remain unchanged. This is a semi-rural area and as part of living in these areas we travel further and in general at higher speeds due to the much less densely populated land. If council was planning on changing the rules to change the density of housing allowed along this road, then I would understand imposing urban limits in a semi-rural area. However, since you are not I do find it highly frustrating that the council is attempting to imposing urban speed limits in our area. The proposed 60km limit for a section of Matangi Road will cause a significant amount of frustration among residents, increasing our commute times which will cost in excess of \$100,000 per year. A more reasonable adjustment would be to have the 60km speed limit go from the intersection of Matangi Rd and Morrinsville Road only to Dalbeth place. This would slow cars down approaching the intersection but not cause the frustration of the slow limit all the way from the freeway overpass.												Commute times will not be increased to the extents suggested as they result in increase of seconds not hours. 90km/hr speed limits are not supported on local roads by NZTA.
35	94		Stephen	O'Sullivan	Taplin Road	No	Yes		Regarding Taplin Road, a 60km/hr speed limit up to the new developments (Margot Lane) would be better, then 80km/hr for the rest of the road.	no	Agree			Agree							
35	9 A		Renee	Ward	Tauwhare Road	No	Yes	Extend reduction	Increased housing in Taplin Road, more pedestrians		Agree	Agree	Agree	Agree							

Submissions - Roads under consultation																									
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35	22		Suzanne	Colson	Tauwhare Road	No	Yes	Extend reduction	I would like to see the proposed 80kmph speed limit on Tauwhare Road extended from SH1 to Platt Road. Obviously the existing 50kmph speed limit in the village would remain in place. This would provide a more consistent speed message and result on safer roads. The stretch of road from Matangi Village to Platt Road has hosted a number of near misses, which could be avoided with a reduced speed limit. One of the most common near misses I witness is a car turning left out of their driveways to discover that the car (travelling from the left) is about to pass traffic and enter the right lane where the driveway car is about to enter. When the car is passing a truck it can be difficult to see the car about to enter the wrong lane. I believe that by reducing the speed limit, cars and trucks will be encouraged to stick to the main roads. Reducing the traffic, and speed of the traffic on local roads where additional subdivisions are increasing the amount of driveways and families in the area. Ideally I would like to be able to feel safe walking to the village or strawberry farm. Or cycling to the sports ground or school with my children. Currently I fear the speeding traffic, and large trucks. There are a number of gully walks, fuchsia lane / woodcock road and the tamahere reserve, which we need to drive to to enjoy. The enjoyment would be much greater if we could feel safer cycling. Reducing the speed limit, and reducing the traffic for the entire stretch of road will have a flow on effect of making the village safer. Currently vehicles fail to slow down at the shops which are becoming increasingly busy. The addition of the strawberry farm, new subdivisions, the popularity of the bus cafe, as well as the existing playground, 4 square, takeaways, hall and school (and the sports ground further down the road) have all contributed to our small but very busy community. Anyway to make it safer would be appreciated.	Catra Place does not require an open road (100kmph) speed limit. It is a no exit road with a number of houses, and is often frequented by walkers, runners and cyclists who do not feel safe on Tauwhare road. A 50kmph or 80kmph speed limit would make more sense.	Agree			Agree											
35	37 D		Pippa	Berry-Cope	Tauwhare Road	No	Yes		I think reducing the speed to 50kmh is a good idea through Tauwhare village, as it has become more residential in the last 10 years, with more pedestrians and cyclists using the roads and footpaths. I think it will also prevent crashes at the junction of Tauwhare and Scotsman Valley road, which is a t-junction.	No	Agree	Agree	Agree	Agree											
35	38		Dion	Hardy	Tauwhare Road	No	Yes	Extend reduction	I would also propose an 80k restriction on Platt road and Tauwhare Road from the Platt Road intersection to Tauwhare Village. There are several low speed corners and few straight areas where the 100k limit is actually achievable. It would also make the transition to 50k easier		Agree	Agree	Agree	Agree											
35	42 B		Jacqueline	Jones	Tauwhare Road	No	Yes				Agree	Agree	Agree	Agree											
35	47		Natalie	Mapp	Tauwhare Road	No	No		I travel this road 2x each day. I very rarely see a single person on the side walk or a vehicle pulling out of driveways. The speed limit is already reduced around school times and I see no reason to increase this	No															
35	48 C		Sarah	Harrison	Tauwhare Road	No	Yes		Would like to see speed bumps on Scotsman Valley Road near the school in particular- reducing the speed limit will not reduce all speeding. Something physical to slow them down is needed. On Glen Ida Way perhaps a limit of 30 should be considered with signage. This is a road but has no footpaths, therefore a lower limit needs to be investigated to keep ourselves and our children safe.	No	Agree	Agree						Speed humps are not considered to be a suitable speed management measure in this area. Will add to location for review of additional features.							
35	49		Marc	Dresser	Tauwhare Road	No	Yes		Please also consider installing speed reduction humps at all 3 entrances to the village. Tauwhare Road is used to get from Morrinsville to Cambridge. I live in the village, opposite the hall. Vehicles frequently are all ready or still doing 100 or over as they go past my place. There needs to be something to make them slow down. Thank you!	Not aware of any	Agree	Agree		Agree				Speed humps are not considered to be a suitable speed management measure in this area. Will add to location for review of additional features.							
35	50 C		Jen	Jackson	Tauwhare Road	No	Yes				Agree	Agree		Agree											
35	51 B		Annette	Pellowe	Tauwhare Road	No	Yes		There are limited footpaths on these roads, and not all verges are large enough or easy to use. There is a significant amount of foot traffic using the margins of the roads as a result, and reduced speed limits would help with the safety aspects for vehicle and pedestrian users. This is particularly so for Rosebanks Drive where the road itself is also quite narrow for two cars.		Agree	Agree	Agree	Agree											
35	53 B		Stuart	Murphy	Tauwhare Road	No	Yes				Agree	Agree	Agree	Agree											
35	55 C		Luke	McCarthy	Tauwhare Road	No	Yes				Agree	Agree		Agree											
35	59 C		Megan	Quinn	Tauwhare Road	No	No	Higher speed limit wanted	I believe the current 80km speed limit for Matangi Road should remain unchanged. This is a semi-rural area and as part of living in these areas we travel further and in general at higher speeds due to the much less densely populated land. If council was planning on changing the rules to change the density of housing allowed along this road, then I would understand imposing urban limits in a semi-rural area. However, since you are not I do find it highly frustrating that the council is attempting to impose urban speed limits in our area. The proposed 60km limit for a section of Matangi Road will cause a significant amount of frustration among residents, increasing our commute times which will cost in excess of \$100,000 per year. A more reasonable adjustment would be to have the 60km speed limit go from the intersection of Matangi Rd and Morrinsville Road only to Dalbeth place. This would slow cars down approaching the intersection but not cause the frustration of the slow limit all the way from the freeway overpass. Regarding Tauwhare Road, a speed limit of 90km/hr rather a much slower 80km/hr would be a much better proposal. Regarding Taplin Road, a 60km/hr speed limit up to the new developments (Margot Lane) would be better, then 80km/hr for the rest of the road.						Agree				Commuter times will not be increased to the extents suggested as they result in increase of seconds not hours. 90km/hr speed limits are not supported on local roads by NZTA.						
35	71		Janice	Kemp	Tauwhare Road	No	Yes		There are far more houses with entrances onto Tauwhare Road and also a lot more lorries than there were when we moved here 20 years ago. There have been two accidents at our gate and our neighbours have had several people knock down their fence. The repairs to our fences have all been at our own expense as people don't have insurance.			Agree													
35	76 A		Sue	Beadle	Tauwhare Road	No	Yes		I would like the intersection of Tauwhare & Woodcock Rd changed. Coming from Matangi there is no right turning bay into Woodcock Rd. Cars and trucks coming up (currently at 100km as the 80km sign is right on the intersection) do not always have room to pull left if someone is stopped to turn right. You have to stop to turn right as otherwise you can't see what is coming up the hill towards you. I'm wondering if a roundabout would be viable with the increased number of residents in the Woodcock Rd area. I have already contacted the council about this earlier in the year and would be happy to speak about this particular part of the submission.	No	Agree		Agree												
35	87 B		Vannesa	Davison	Tauwhare Road	Yes	Yes	Extend reduction	Need to put a school zone in for Matangi. Cars speed past the school irrespective of speed limit. Also need to change the Tauwhare road from proposed 80 to 50 where it joins Taplin as changing from 50 to 80 then 50 again makes no sense and will irritate drivers. Also need footpaths to extend further along Tauwhare from Matangi as more and more families move into the area so that families and children can walk safely to and from the village shops and school.	No	Agree		Agree					School will be added to list for consideration of School Zone							
35	90		Deon	Bossenger	Tauwhare Road	No	Yes	Extend reduction	I'd like to see the 80kmph speed limit for Tauwhare road extended from Matangi Village to Platt Road	No								Extension to the changes proposed must be consulted on. Add to 2019 list for consideration.							
35	92 C		Katherine	Leamy	Tauwhare Road	No	Yes		Would like to see safe cycle/paths along Tauwhare Rd. This would encourage children and adults to bike to school /Town. I currently have teenagers that I won't let cycle on Tauwhare or Matangi Rd. I think speed cameras should be installed. A camera should be set up at the Bruntwood /Tauwhare Rd stop sign. So many near misses there, especially when it's a busy intersection for the school bus route.		Agree	Agree	Agree	Agree											
35	121 M		James	Ward	Tauwhare Road	No	Yes		Will improve safety for cyclists/horse riders in the areas where the roads are reduced from 100 kmh. Some of the roads are used as short cuts. Lower speed limits will encourage drivers to stick to the new expressways. As Hamilton city has grown and areas have changed from farming to residential, the speed limit needs to reflect this.	Main Road Whatawhata Road SH39 Horotiu Road	Agree	Agree	Agree	Agree											

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35	129 A		Kitty	Burton	Tauwhare Road	No	Yes	Extend reduction	Tauwhare road- Movement of 50km speed-This needs to be beyond Taplin Road toward Tamahere to ensure better safety for pedestrians and vehicles entering and leaving Taplin Road. This area of the road is becoming increasingly busy with traffic movement in and out of Taplin and the utilisation of the pull over area by motorists to stop, make phone calls etc. Woodside Road- the current look speed limit on woodside Road is unrealistic given the twists and turns of the road and the compulsory stop for the railway line. Encouraging higher speeds than 80kms is dangerous.		Agree	Agree		Agree				Extension to the changes proposed must be consulted on. Add to 2019 list for consideration.	
35	34		Garry	Snape	Tauwhare Village	No	Yes		Currently dangerous for pedestrians		Agree	Agree	Agree	Agree					
35	35		Fiona	Snape	Tauwhare Village	No	Yes		Incredibly dangerous I have seen several near misses with drivers speeding and overtaking through village next to school children walking to school and crossing roads. Very scary.		Agree	Agree	Agree	Agree					
35	9 B		Renee	Ward	Titoki Drive	No	Yes				Agree	Agree	Agree	Agree					
35	36 C		Tracey	King	Windmill Road	No	Yes		There are children , cyclists and walkers on these roads . Traffic speed is variable and often dangerously fast with drivers seeming to not take into account these factors . I feel strongly that the speeds need to reflect a residential and pedestrian friendly zone . Footpaths in some areas would also help but would not negate the need for slower speed limits . Thank you. Tracey King		Agree	Agree		Agree					
35	72 B		Anna	Armstrong	Windmill Road	Yes	Yes				Agree								
35	64 E		Vicky	Causar	Wiremu Tamihana Drive	No	Yes		I think the speed limit around the school should be 50k/hr or less, including Wiremu Tamihana and especially around the Newell/Devine bend. However, I don't think it needs to drop to 50km/hr all along +4km of Newell. I would extend the 50km/hr from the school, around the abovementioned bend, past the Punnet and to at least Ryvington road to make sure cars are slow BEFORE they reach the bend. But between Ryvington and the current Newell entry at SH1, I would keep the limit between 70-80km/hr. All smaller roads coming off Newell can be kept at a max of 50-60km/hr though.	yes - the part from the SH21 interchange onto Tauwhare road and up the little hill to Woodcock. The speed limit on that little stretch of road is too high and should be brought down to 60-70km/hr due to limited visibility when turning out of Woodcock onto Tauwhare.	Agree	Agree			Agree	Agree	Agree		
35	10 A		Val	Nixon	Woodcock Road	No	No	Higher speed limit wanted	I feel 50km is going to be too slow. Since seeing the proposed change I have noted that most times when I drive down our roads, there is not a car or person in sight. Therefore I think 60km would be more appropriate.										
35	27		Kirsten	Hickey	Woodcock Road	No	Yes		I would like to see other road safety features to ensure speeds are reduced as drivers turn off tauwhare rd onto Woodcock rd - eg speed bump. I would also like to see footpath or cycle path continued the length of Woodcock rd so kids can safely access cycle routes to school and elsewhere.	No	Agree	Agree							
35	28 B		Louise	Hunter	Woodcock Road	No	Yes		With the wonderful Allan Turner Walkway we now have large amounts of pedestrians including very young children walking and cycling on Fuchsia lane. Which is fantastic. But we either need a footpath which would be ideal or a reduction in speed. The stretch of Tauwhare Rd from the interchange up to Woodcock also needs a reduction in speed. Many young school children use the footpath that has no verge or barrier between it and speeding traffic. Traffic also includes high volumes of trucks.	The section of Tauwhare from the interchange up to Woodcock road.	Agree	Agree		Agree					
35	29		Sarah	Elliott	Woodcock Road	No	Yes		Road is used by a lot of pedestrians and there are no footpaths so lower speed limit much safer for all users		Agree	Agree							
35	36 D		Tracey	King	Woodcock Road	No	Yes		There are children , cyclists and walkers on these roads . Traffic speed is variable and often dangerously fast with drivers seeming to not take into account these factors . I feel strongly that the speeds need to reflect a residential and pedestrian friendly zone . Footpaths in some areas would also help but would not negate the need for slower speed limits . Thank you. Tracey King		Agree	Agree		Agree					
35	51 C		Annette	Pellowe	Woodcock Road	No	Yes		There are limited footpaths on these roads, and not all verges are large enough or easy to use. There is a significant amount of foot traffic using the margins of the roads as a result, and reduced speed limits would help with the safety aspects for vehicle and pedestrian users. This is particularly so for Rosebanks Drive where the road itself is also quite narrow for two cars.		Agree	Agree		Agree					
35	65 B		Philip	Child	Woodcock Road	No	Yes		Woodcock & Rosebanks Drive there are no footpaths and in parts the road is quite narrow. There are also numerous school buses with drop offs at various points resulting in a large number of children on a road with an excessive speed limit and narrow roads. There are also a large number of walkers who use the roads. Some of these walkers seem to think the road is theirs and they dont need to move off the road when cars approach, so a lower speed limit is also safer for these people.		Agree	Agree		Agree					
35	72 C		Anna	Armstrong	Woodcock Road	Yes	Yes				Agree								
35	76 B		Sue	Beadle	Woodcock Road	No	Yes		I would like the intersection of Tauwhare & Woodcock Rd changed. Coming from Matangi there is no right turning bay into Woodcock Rd. Cars and trucks coming up (currently at 100km as the 80km sign is right on the intersection) do not always have room to pull left if someone is stopped to turn right. You have to stop to turn right as otherwise you can't see what is coming up the hill towards you. I'm wondering if a roundabout would be viable with the increased number of residents in the Woodcock Rd area. I have already contacted the council about this earlier in the year and would be happy to speak about this particular part of the submission.	No	Agree		Agree						
35	86 B		Sarah	Tucker	Woodcock Road	No	Yes		Many people in our street already travel below the speed limit to be safer so while I agree with formalising this I think the main issue is a need for footpaths for pedestrians, pushchairs and kids on bikes. I used to be opposed to this as wanted a rural feel but as our community is growing one of the most unsafe things on our road are walkers with their dogs at night who do not seem to realise they're impossible to see until you've nearly hit them even if you're going slow. Kids walking and cycling are also at risk particularly on the corner of Rosebanks and woodcock which has little space for both cars and people on foot and bad visibility as cars turn. I've always walked on the grass but it is annoying in winter getting cold wet grassy or muddy feet on every walk. It's also tricky with a pushchair. There are places on our roads (Rosebanks and woodcock) where there's hardly any verge due to plants so have to walk on road in those spots. Shared footpath/cycling path would enable more children to walk to school and all the keen walkers and runners in our road to do so safely and help promote a safe way to be active in our community. Thank you for the opportunity to give feedback.		Agree	Agree		Agree					
35	98		Ashley	Best	Woodcock Road	No	Yes		Thank you for finally looking to address the speed limit along Woodcock Road. Time and time again I see children almost hit by vehicles tearing down our road while they wait for their buses in the morning.		Agree	Agree							
35	6		Stephanie	Holmes	Woodside Road	Yes	Yes	Extend reduction	The small token extension proposed of the 80km limit at the Matangi end of the road from the present 500m to 600m is not enough, the whole of Woodside Road needs to be reduced to 80 km or even less! The road usage has grown, very popular for recreation with joggers, cyclists, horse riders and dog walkers etc even though unfortunately there is no official footpath so safety is a big issue in certain parts. There have been incidents over the years with a number of animals dying and with the present 100 km speed it really is only a question of time before more casualties... https://admin.typeform.com/form/OrW7E5/field/qyeki1T23bu/results/4b922bd7c67c-8572754C_AC08_4ED4_A5FB_B3EA8BCDD08.jpeg/download										Extension to the changes proposed must be consulted on. Add to 2019 list for consideration.
35	7		Mark	Holmes	Woodside Road	No	Yes	Extend reduction	The speed limit on the vast majority of Woodside Road is too high at 100 kmh. Woodside Road has become an increasingly popular residential area, and has attracted greater numbers of cyclists, horse riders and walkers. There is no pedestrian walkway on Woodside Road. Traffic speed needs to be significantly reduced to no more than 70 kmh in order to make things safer for all road users.		Agree		Agree					Extension to the changes proposed must be consulted on. Add to 2019 list for consideration.	
35	17		Carol	Fleetwood	Woodside Road	No	Yes	Extend reduction	I would like the speed limit to be reduced to 80km along the full length of the road. We live on the blind corner of Woodside, and directly on this corner there is an entrance to stock yards. There are around 20-30 large stock trucks entering and exiting this driveway daily, right onto the road. My thoughts are it is only a matter of time before there is an accident as vehicles coming from either side do not have a good line of vision. Trentham Road also has large vehicles from its businesses down its road, entering and exiting, and this road is not seen from the Hoeka end of the road. A vehicles travelling at 100+ coming around the corner which in itself is dangerous, may have problems if a large vehicle is exiting Trentham and turning right.									Extension to the changes proposed must be consulted on. Add to 2019 list for consideration.	

Submissions - Roads under consultation																				
Map Ref	Submitter No.	Submission Ref	First Name	Last Name	Which roads are you providing feedback on?	Would you like to present your submission at the Hearing on 12 December 2018?	Support	Support clarification	Other reasons or comments	Other roads to be considered in 2019?	Will result in safer roads around where we live and work	Will result in safer roads where our children go to school	Will reduce crashes and crash severity	Will give a consistent speed message where we live and work	I am not happy that speed reduction will result in increased travel time	Current speed is ok but the road needs to be improved	Current speed is ok but drivers are at fault	Staff Comments		
35	19		Carol	Fleetwood	Woodside Road	No	Yes	Extend reduction	Woodside Road has no pavements along its entirety. It is used all day and evening by walkers, bikers, dog walker, runners, horse riders, joggers etc. The road is not too wide and the large vehicles that frequent this road don't always give consideration to the above. There are a lot of business around this area, who use large vehicles, trucks, stock trucks etc and it is actually a busy road now. There are also no street lights, so walking etc when the light is fading is not recommended, but we should be able to do this. There is building homes etc going on now throughout the day and trucks carrying large loads are also using the road. The bend we live on is a blind bend, with stock trucks entering and exiting regularly directly onto this bend, carrying their driveway gravel onto the bend. This is dangerous and there have been vehicles skidding on this. If the speed was less, there would be less chance of an accident.										Extension to the changes proposed must be consulted on. Add to 2019 list for consideration.	
35	25		Carlos	Galceran	Woodside Road	Yes	Yes	Extend reduction	Extending the 80 Km zone along Woodside Road all the way to Hoeha Road(SH 18) will increase safety for all along Woodside Road. There are a number of people leaving along this road and offshoots of it (Mangaonua, Butcher, Trentham). There are also some sections of the road with poor visibility and a railroad crossing. All these situations has been marked in the attached map. The area around Trentham and the immediate curve in the Woodside Road is in particular dangerous as it is becoming more populated and has poor visibility. That in addition to commercial truck trailers accessing Woodside Road at #232, between the Trentham intersection and the curve. https://admin.typeform.com/form/OrW7E5/field/qyyekllT23bu/results/6e90b04578c6-WoodsideRd.JPG/download	Woodside Road	Agree	Agree	Agree	Agree					Extension to the changes proposed must be consulted on. Add to 2019 list for consideration.	
35	26		Laura	Lopez	Woodside Road	Yes	Yes	Extend reduction	We live in 243 Woodside Road very close to a curve and the speed limit of 100 km. per hour is unacceptable and very RISKY for us when we are getting out in our car. We and our neighbors would benefit from a speed reduction of 100 k/h to an 80k/h. And there are more houses being built around us and they may have small children too. Please consider our cause. This is a safety concern.	Not at the moment.	Agree	Agree						Extension to the changes proposed must be consulted on. Add to 2019 list for consideration.		
35	81		Lynne	Fredericksen	Woodside Road	No	Yes	Extend reduction	RE: Woodside Road I am a resident on Woodside road and very disappointed that it is not on the plan for a speed reduction. Woodside road is used a lot for walkers, cyclists horse riders and many children are picked up by school busses daily. In some areas it is not possible to walk off the road as there is long grass which makes it difficult to get out of the way of oncoming cars. It is not cut by property owners and it only gets mown a few times a year. Towards Hoeka road end there is a very dangerous corner where I have often seen cars cross the centre line to dodge walkers, children and animals. On this particular corner is a bus stop as well as large cattle trucks entering and exiting a property numerous times a day. These trucks take up the entire road which leaves no room on this already dangerous corner. There is no way this corner should be approached at 100km an hour when there is no visibility around it, and because Woodside road is used as a short cut off St Highway 1B to Matangi road there are a lot of motorists that don't know how many local people use it for exercising. Because we are surrounded by highways this road gets more foot traffic because it is less busy but by no means safer.	Please review Woodside road Matangi										Extension to the changes proposed must be consulted on. Add to 2019 list for consideration.
35	83		Carol	Fleetwood	Woodside Road	No	Yes	Extend reduction	The speed needs to be 80 maximum as there are no footpaths and the road is used frequently for walkers, runners, horse riders and children		Agree							Extension to the changes proposed must be consulted on. Add to 2019 list for consideration.		
35	129 B		Kitty	Burton	Woodside Road	No	Yes	Extend reduction	Tauwhare road- Movement of 50km speed-This needs to be beyond Taplin Road toward Tamahere to ensure better safety for pedestrians and vehicles entering and leaving Taplin Road. This area of the road is becoming increasingly busy with traffic movement in and out of Taplin and the utilisation of the pull over area by motorists to stop, make phone calls etc. Woodside Road- the current look speed limit on woodside Road is unrealistic given the twists and turns of the road and the compulsory stop for the railway line. Encouraging higher speeds than 80kms is dangerous.		Agree	Agree		Agree					Extension to the changes proposed must be consulted on. Add to 2019 list for consideration.	
35	131		Phil	Bertrand	Woodside Road	No	Yes	Extend reduction	The whole of Woodside Road should be reduced to 80 kms as there are many bikers, horse riders, joggers, runners, people walking their dogs and school children catching buses that are using Woodside Road and it is not safe. There are stock trucks using this road day and night and they pull into farms close by our property and there are many driveways coming off Woodside Road this will only get worse as more people subdivide and build.	No								Extension to the changes proposed must be consulted on. Add to 2019 list for consideration.		
35	132		Christine	Bertrand	Woodside Road	No	Yes	Extend reduction	The whole of Woodside Road should be 80km. People have to stop for railway line so the transitioning down to 80 kms in preparation for Matangi Road reasoning is not valid. There are stock trucks coming out of driveways opposite our property day and night. During the day many people walk their dogs, bike, jog and run and ride horses along Woodside Road and cars speed along this road. There are more and more driveways coming off Woodside Road.	No									Extension to the changes proposed must be consulted on. Add to 2019 list for consideration.	
36	37 A		Pippa	Berry-Cope	Chitty Road	No	Yes		I think reducing the speed to 50kmh is a good idea through Tauwhare village, as it has become more residential in the last 10 years, with more pedestrians and cyclists using the roads and footpaths. I think it will also prevent crashes at the junction of Tauwhare and Scotsman Valley road, which is a t-junction	No	Agree	Agree	Agree	Agree						
36	37 B		Pippa	Berry-Cope	Glen Ida Way	No	Yes		I think reducing the speed to 50kmh is a good idea through Tauwhare village, as it has become more residential in the last 10 years, with more pedestrians and cyclists using the roads and footpaths. I think it will also prevent crashes at the junction of Tauwhare and Scotsman Valley road, which is a t-junction	No	Agree	Agree	Agree	Agree						
36	48 A		Sarah	Harrison	Glen Ida Way	No	Yes	Lower speed limit wanted	Would like to see speed bumps on Scotsman Valley Road near the school in particular- reducing the speed limit will not reduce all speeding. Something physical to slow them down is needed. On Glen Ida Way perhaps a limit of 30 should be considered with signage. This is a road but has no footpaths, therefore a lower limit needs to be investigated to keep ourselves and our children safe.	No	Agree	Agree						Speed humps are not considered to be a suitable speed management measure in this area. Will add to location for review of additional features.		
36	50 A		Jen	Jackson	Glen Ida Way	No	Yes				Agree	Agree		Agree						
36	55 A		Luke	McCarthy	Glen Ida Way	No	Yes				Agree	Agree		Agree						
36	37 C		Pippa	Berry-Cope	Scotsman Valley Road	No	Yes		I think reducing the speed to 50kmh is a good idea through Tauwhare village, as it has become more residential in the last 10 years, with more pedestrians and cyclists using the roads and footpaths. I think it will also prevent crashes at the junction of Tauwhare and Scotsman Valley road, which is a t-junction	No	Agree	Agree	Agree	Agree						
36	42 A		Jacqueline	Jones	Scotsman Valley Road	No	Yes				Agree	Agree	Agree	Agree						
36	46		Bram Cleland	Cleland	Scotsman Valley Road	No	Yes				Agree	Agree		Agree						
36	48 B		Sarah	Harrison	Scotsman Valley Road	No	Yes		Would like to see speed bumps on Scotsman Valley Road near the school in particular- reducing the speed limit will not reduce all speeding. Something physical to slow them down is needed. On Glen Ida Way perhaps a limit of 30 should be considered with signage. This is a road but has no footpaths, therefore a lower limit needs to be investigated to keep ourselves and our children safe.	No	Agree	Agree						Speed humps are not considered to be a suitable speed management measure in this area. Will add to location for review of additional features.		
36	50 B		Jen	Jackson	Scotsman Valley Road	No	Yes				Agree	Agree		Agree						
36	52		Nitin	Bansal	Scotsman Valley Road	No	Yes				Agree	Agree	Agree	Agree						
36	53 A		Stuart	Murphy	Scotsman Valley Road	No	Yes				Agree	Agree	Agree	Agree						
36	55 B		Luke	McCarthy	Scotsman Valley Road	No	Yes				Agree	Agree		Agree						
36	121 L		James	Ward	Scotsman Valley Road	No	Yes		Will improve safety for cyclists/horse riders in the areas where the roads are reduced from 100 kmh. Some of the roads are used as short cuts. Lower speed limits will encourage drivers to stick to the new expressways. As Hamilton city has grown and areas have changed from farming to residential, the speed limit needs to reflect this.	Main Road Whatawhata Road SH39 Horotiu Road	Agree	Agree	Agree	Agree						
All	8		Sue	Robertson	All	No	Yes				Agree			Agree						
All	18		James	Burnett	All	No	No		The speed reductions are an over reaction by the Council to a few who caused crashes under the influence of drugs. Solve the REAL PROBLEM, don't punish the rest of us who drive safely!	No, certainly not							Agree			

Submissions - Roads under consultation																		
Map Ref	Submitter No.	Submission Ref	First Name	Last Name	Which roads are you providing feedback on?	Would you like to present your submission at the Hearing on 12 December 2018?	Support	Support clarification	Other reasons or comments	Other roads to be considered in 2019?	Will result in safer roads around where we live and work	Will result in safer roads where our children go to school	Will reduce crashes and crash severity	Will give a consistent speed message where we live and work	I am not happy that speed reduction will result in increased travel time	Current speed is ok but the road needs to be improved	Current speed is ok but drivers are at fault	Staff Comments
All	104		Andrew	Hill	All	No	Yes											
All	107		Belinda	Skinner	All	No	Yes											
All	136		Cathy	McDonald	All	Yes	Yes		https://admin.typeform.com/form/OrW7E5/field/qyyekllT23bu/results/2a85df4eac58-NZAA_Submission_WDC_speed_limit_review_2018_TF_response.docx/download		Agree	Agree	Agree	Agree				
Various	121	A	James	Ward	All 50km/hr roads	No	Yes		Will improve safety for cyclists/horse riders in the areas where the roads are reduced from 100 kmh. Some of the roads are used as short cuts. Lower speed limits will encourage drivers to stick to the new expressways. As Hamilton city has grown and areas have changed from farming to residential, the speed limit needs to reflect this.	Main Road Whatawhata Road SH39 Horotiu Road	Agree	Agree	Agree	Agree				

Appendix 2

Submission No. 1 – Andrew Hill on behalf of Ministry of Education

Submission No. 2 – Ohinewai Area Committee

Submission No. 3 – Hamilton City Council

Submission No. 105 – Peter Tait

Submission No. 136 – NZ Automobile Association



6 November 2018

Waikato District Council
Private Bag 544
Ngaruawahia 3742

2018 Amendment to the Waikato District Council Speed Limits Bylaw 2011 – Ministry of Education Submission

The Ministry of Education ('the Ministry') welcomes the opportunity to provide feedback on the 2018 Amendment to the Waikato District Council Speed Limits Bylaw 2011

Background:

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing. The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in Waikato District.

The 2018 Amendment to the Waikato District Council Speed Limits Bylaw 2011 in relation to the Ministry's interests:

Council has previously adopted the guidance provided in the New Zealand Transport Agency (NZTA) Speed Management Guide as part of a new Speed Bylaw Review Policy. As a result, Council decided to review all speed limits within the district over a 3 year period.

The Ministry of Education supports strong transport links to schools including walking, cycling and public transport and supports the proposed bylaw review of speeds around schools. The Ministry has previously made a submission on behalf of Horotiu School (May 2016), requesting a reduction in speed limits around the school. We note that the proposed speed limit around this school has been reduced and the Ministry also supports this change. The proposed bylaw will also affect the following schools in the District, including; Tuakau College, Tuakau School, Tamahere Model Country School, Taupiri School, Harrisville School, Mangatangi School, Tauwhare School, Gordonton School, Te Kauwhata School and Pokeno School.

Relief Sought:

The Ministry requests that the Council undertake early engagement when planning for speed limit reviews in the future. The Ministry also requests that Council liaise with them to discuss new growth areas and consider measures to calm and control increased traffic impacts that residential growth will have in the District and support a comprehensive walking and cycling strategy. This may include further speed limit reviews and providing pedestrian crossings around schools.

The Ministry would welcome any opportunity to discuss this approach further with Council. Should you wish to discuss any aspect of this feedback please do not hesitate to contact the undersigned as consultant to the Ministry.



Andrew Hill, Planner (Beca Ltd)

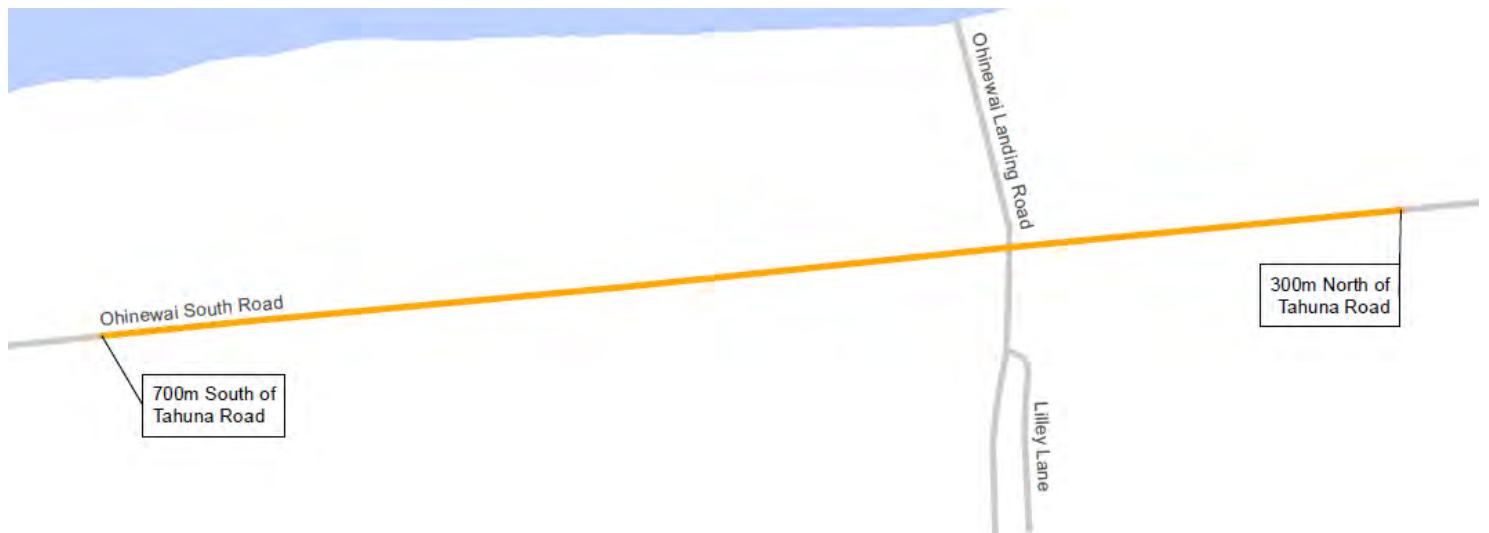
P: 07 577 3938

E: andrew.hill@beca.com

2018 Speed Limits By-law Review Submission by Ohinewai Area Committee

Council staff please do not reformat this submission.

Currently there are no proposed changes to the Ohinewai speed limits. With no proposed change in speed limits (Sheet 15). Snapshot of current speed limits in Ohinewai is shown below.



The Ohinewai Area Committee has liaised with residents and request the following modifications.

Ohinewai North 70km/hr extended to at least 1050m North of Tahuna Road.

The residents of this road have noticed an increase in traffic volumes. They overwhelmingly requested that all houses, of which there are many, outside the current 70m/hr zone, be rezoned as 70km/hr. The last resident is at 105, thus we request that the 70km/hr zone be extended such that all traffic does 70km/hr passed 105 ie that the speed limit change

Ohinewai South Road 1. Variable 40km/hr speed zone be set up around the school (39 Ohinewai South) for school times.

The Ohinewai School as a very positive reputation and thus a full school roll. School drop off and pick up times are hectic. Furthermore trucks from both fertilizer business and Gas business also pass during these times. It is an unsafe speed for trucks to be travelling at 70 km/hr during these times.

Ohinewai South Road 2. 70km/hr extended to 850 meters.

There are two houses just outside the current 70km/hr zone change. Thus it is appropriate that the zone is pushed out to include these two dwellings.

Lumsden Road 70km/hr zone created for residential area. Suggestion from start to lumsden road, through to Balemi road.

There is a stretch at the start of Lumsden road which is zoned residential (living). At the end of Lumsden road is an industrial complex with a number of businesses focusing on wood and wood products. Therefore trucks regularly use this road, as well as other vehicles. Given this is a residential (living) zone, it creates an unsafe environment. So hence this request for a new 70km/hr zone.

Sincerely

Ohinewai Area Committee.

Chairperson: Peter Brown
Secretary/Treasurer: Catherine Maher
Elected members:
Joy Dugdale
David Whyte
Bruce Bateup
Bruce Holmes
Doug Dodds
John Hill
Graham Dwight
Neil Dwight
Lyn Welch

Submission by

Hamilton City Council

2018 AMENDMENTS TO THE WAIKATO DISTRICT COUNCIL SPEED LIMITS BYLAW 2011

9 November 2018

1.0 INTRODUCTION

- 1.1 Hamilton City Council (HCC) welcomes the opportunity to make a submission to the 2018 Amendments to the Waikato District Council Speed Limits Bylaw 2011.
- 1.2 HCC is supportive of the approach being taken by Waikato District Council in reviewing its speed limits in accordance with the New Zealand Transport Agency Speed Management Guide over a three-year period.
- 1.3 It is recognised that Waikato District Council has had significant growth in many urban and country living zones.
- 1.4 HCC is keen to see reviews of speed limits in these areas alongside the top 10 percent high-risk routes and intersections being implemented in order to reduce the deaths and serious injuries being currently suffered on the Waikato and Hamilton networks.
- 1.5 **Please note that this submission is to be formally approved by HCC at the 6 December 2018 Growth and Infrastructure Committee meeting. We will advise Waikato District Council if there are any changes to this submission as a result of that meeting.**

2.0 SPEED LIMITS BEING REVIEWED ON THE OUTSKIRTS OF HAMILTON CITY

- 2.1 HCC has received a lot of expressions of concern by the residents in the Rototuna roads that sit in the vicinity of the boundary between HCC and Waikato District.
- 2.2 HCC is therefore very pleased to support the proposed changes to speed limits in this area, including:
 - Horsham Downs Road – Kay Road to Lake Road – reduced from 100km/h to 80km/h.
 - Kay Road – River Road to Osborne Road – reduced from 100km/h to 60km/h.
 - Kay Road – Osborne Road to Resolution Drive – reduced from 80km/h to 60km/h.
 - Osborne Road – Kay Road to 450m west of Horsham Downs Road – reduced from 100km/h to 80km/h.
 - Reynolds Road – Osborne Road to end – reduced from 100km/h to 80km/h.
 - River Road – Kay Road to 150m west of Speed Road – reduced from 100km/h to 80km/h.

3.0 REQUEST FOR CONSIDERATION OF FURTHER ROADS IN NEXT REVIEW

- 3.1 While the proposed speed limit reviews being considered this year are fully supported, HCC would also request that the following roads be considered in the next round of reviews:
 - Gordonton Road – request a reduction to 80km/h.

- Onion Road – request a reduction to 80km/h.
- Ruakura Road – request a reduction to 80km/h.

4.0 FURTHER INFORMATION AND HEARINGS

- 4.1. Should Waikato District Council require clarification of the above, or additional information, please contact Robyn Denton (City Transportation Manager) on 07 838 6910, email robyn.denton@hcc.govt.nz in the first instance.
- 4.2. HCC **does wish to speak** at the Waikato District Council hearing scheduled for 12 December 2018 in support of its written submission.

Yours faithfully



Richard Briggs
CHIEF EXECUTIVE

12th October 20018

Waikato District Council
15 Galileo St/Private Bag 544
Ngaruawahia 3742
New Zealand

Re: Proposed speed limit changes

To whom it may concern

On behalf of the Lake Kainui Management Committee I would like to lodge a submission to endorse the proposed speed reduction in the Lake Road and Horsham Downs sector for 100kmh to 80kmh.

The Lake Rd and Horsham Downs Rd are shared by a variety road users, more so than other rural roads. This includes cycling groups that use the area for social, training and tournament activities with not just single riders, but whole groups of riders that ride in packs and occupy the majority of the road.

Note: These cyclist that ride two or more abreast are also to blame as they have little or no consideration to the motorists that share the road with them. I feel that notices stating safe cycling techniques along road rules should also be erected in this area to ensure that these people are also behaving responsible. You often see the reverse signage (with a single rider and car) to be aware of cyclist activities and to provide space but never the opposite.

With tight corners and high speeds there is limited opportunity to brake safely. In addition to the cyclist hazard Lake Kainui provides a recreational resource for boaties (water skiing), canoeist's, dog walkers, horse riding, picnicker's, duck shooters, coarse fisher people and so on. The access to this facility is directly of Lake Road (with a slight easement) which requires traffic to slow for entry and exiting. This is not always easy when towing a boat and swing through wide arc's.

I travel these roads every day and I am aware of the cornering speed and visibility that these roads afford regardless of the weather conditions. It would be on rare stretches of these roads that I would even consider travelling at speeds above 80kph as it is not safe and the hazards are too numerous. With milk tankers, farm vehicles, cyclists, walkers, high speed motorist, high speed motor cyclists etc it is just a matter of time before another accident happens on this stretch of road.

I would like to be able to present this submission on behalf of the Lake Kainui Management Committee as well as myself as a resident (200 meters from the lake entrance and impacted party of the cyclist activity) at the Hearing on 12 December 2018.

The committee members all look forward to seeing this passed and the roads made safer

Kind Regards

Peter Tait

Chair person of the Lake Kainui Management Committee

Chief Executive
 Waikato District Council
 Private Bag 544
 Ngaruawahia 3742

Dear Sir

Submission to the Statement of Proposal: 2018 Amendment to Waikato District Council Speed Limits Bylaw 2011

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 60,000 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 with on this current bylaw review and 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 on Friday 9 November.

Having met with Council staff to discuss each site, and the important data made available at the meeting based on 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.

Further, at the meeting on the 9 November it was confirmed that the Association can submit it's submission on Monday 12 November.

Again as we did with the last WDC speed limit review, the Association understands why the speed management approach has been taken by WDC. However; while the Association generally supports the approach taken by WDC, it remains of the view that by adjusting speed limit alone, in some locations this approach may not reduce the safety risk, as operating speeds do not reduce.

The Association expects that WDC will monitor the operating speeds on several of the more strategic routes across the District where changes are proposed under this amendment to the WDC bylaw to confirm that motorists are travelling at speeds consistent with or less than the speeds listed in the Speed Management Guide.

Routes that fall into this situation include, but are not limited to;

- Devine Road Tamahere
- Newall Road Tamahere
- Woodcock Road Tamahere
- Birchwood Lane Tamahere
- Tauwhare Road Matangi

- Lee Martin Road Matangi
- Great South Road Ngaruawahia
- Great South Road Taupiri
- Horotiu Road Horotiu
- Kay Road Horsham Downs
- Lake Road Horsham Downs
- Woodlands Rd Gordonton
- Masters Road Pukeoware

Taking into account the above routes as examples where ongoing monitoring is expected to be carried out by WDC to confirm that the proposed speed limits once implemented are consistent with the Speed Management Framework.

Where it is found that the operating speeds do not reflect the implemented changes the Association will expect WDC to review the environment, engineering and the speed limit.

Based on the above, the Association supports in principle the speed limit changes included in the 2018 consulted Speed Limit Bylaw review.

The AA wishes to be heard at the upcoming Council hearing on this matter.

Thank you for engaging with the NZ Automobile Association

Yours faithfully

Cathy McDonald
District Manager

Submissions - Roads NOT under consultation																	
Submitter No.	Submission Ref	First Name	Last Name	Which roads are you providing feedback on?	Would you like to present your submission at the Hearing on 12 December 2018?	Do you support the 2018 proposed amendments	Other	Other reasons or comments	Other roads to be considered in 2019?	Will result in safer roads around where we live and work	Will result in safer roads where our children go to school	Will reduce crashes and crash severity	Will give a consistent speed message where we live and work	I am not happy that speed reduction will result in increased travel time	Current speed is ok but the road needs to be improved	Current speed is ok but drivers are at fault	
1		Mark	Fendall	Hakarimata Road	No		Yes	Hakarimata Road. The transition from 80km/hr to 100km to be @ about 200 Hakarimata Road. Existing 50km to 100km transition changed to 50km to 80km.	Existing 100km/hr limit is excessive given the number of trucks, and cyclists. The road in this area is narrow with no berm, and some slips, numerous driveways with limited visibility, and existing 65km/h concerns. reducing the limit to 80km/hr will improve safety.	Agree		Agree					
2		June	Rowland	Hakarimata Road	No		In Part	Hakarimata Road - That there be a transition from the 50l limit to 80k at least until around 200 Hakarimata Road - I believe that the speed is too high with the windy road, trucks and cars speeding taking the back route. There are many cyclists that also use the road and we are noticing more walkers as well.		Agree		Agree					
11		John	Wolff	SH1B - Gordonton Road within Gordonton Village	No	Yes	Other	With the ca. 50-tonne load on many commercial vehicles, and the road through the Gordonton Village being built on peat, the current speed limit of 70 KmPH results in severe vibration being transmitted to neighbouring homes that could ultimately result in structural weakening. If the Speed Limit was reduced to 50 KmPH the transmitted vibration would be substantially reduced and traffic noise would also be made bearable for Gordonton residents.		Agree	Agree	Agree	Agree				
21		Julie	Zame	Great South Road between Horotiu and Ngaruawahia	Yes	Yes		I would like the speed limit reduced to 80km all the way from Ngaruawahia to Horotiu - there is alot more housing and business in the area now and as it is no longer the state highway think it is high time the speed was reduced before too many more accidents happen	Great South Road between Ngaruawahia and Horotiu the attached photo is of a car that lost control and nearly landed in our lounge	Agree							
31 A		Keith	Walters	Hermitage Road	Yes	Yes			No	Agree		Agree	Agree				
32		Peter	Egan	Duck Road	Yes	Yes	Other	Duck Road has a 100 speed limit at one end coming off Te Kowhai which has a speed limit of 80 and at the other end coming off a speed limit of 70. Duck road has a one way bridge speed limit 100!! tight corners and a road that just is not safe cars doing 100. Safety must come first - if council does not agree please give your reasons.		Agree		Agree	Agree				
33		Jasmine	Hayward	Waluku-Otaua Road	No	Yes		With the increase of "townies" venturing to Otaua School the road is very busy. I think the speed limit should be changed to 70 or 80 from the current 70 speed by Misa Road to the "Otaua straight" just past Whiriwhiri" road. This will enable the residents to safely turn into their driveway on Waluku-Otaua Road or one of the streets off Waluku-Otaua Road. The road in general is really busy not just during the school drop off/pick up times and I think the residents will appreciate cars not right up their bumpers as they try to go home.	No	Agree							
38		Dion	Hardy	Platt Road	No	Yes	Other	I would also propose an 80k restriction on Platt road and Tauwhare Road from the Platt Road intersection to Tauwhare Village. There are several low speed corners and few straight areas where the 100k limit is actually achievable. It would also make the transition to 50k easier								Agree	
44		Stephen	Pole	Great South Road - Pokeno	No	Yes		There is an existing 100km/h speed limit sign board placed 30-50metres from the last residential property going Southwards out of the town. 30-50 meters from there is another recommended speed limit board indicating 45km/h for the sharp bend before entering onto the main road going South. By having a 100km/h board so close to the 50km/h residential speed area is not a good idea. Some motorists will be accelerating to 100km/h long before they reach the 100km/h speed limit board. And ridiculous because a short distance ahead of them they have to slow down drastically as the 45km/h board suggests. What about the safety of pedestrians, children, etc?? Pokeno as we know is a very popular place for people to have an ice cream and even the Sunday market and just everyday public/pedestrians. Why is the 50 km/h speed limit not kept in place up to and around the corner before entering the Expressway road Southbound? I just hope that nobody is going to be injured or killed because of this present speed limit that is now in place. The cars and trucks seem to think that Pokeno is a speedway place. Pokeno has many pedestrians in this Great South Road. I am suprised that there is not speed monitoring/checks enforced in Pokeno. The way I see if this continues then this town is ready for speed humps instead of being a speedway type norm for many motorists. I hope and trust that my recommendation for immediate change of excessive speeding is going to be accepted by you and changed to suit the safety of pedestrians and the public. I was waiting for any upcoming Pokeno meeting for residents but luckily I have come across your website.	As previously mentioned...Great South Road especially near the Queens Redoubt building in Pokeno.	Agree							
61		Rebecca	Thompson	Ohinewai Road	No	Yes		This road is currently 70km around a school! This is NOT safe for our children!		Agree	Agree	Agree					
62		Anatassia	Robust	Ohinewai Road	No	Yes			No.	Agree	Agree	Agree					
75		Elizabeth Foo	Foo	SH21 - Airport Road	No	No		The section of Airport rd from the Tamahere interchange west to newel bridge should be 80km/hr as it will make crossing the bridge safer and the areas around the school safer to enter and exit	No	Agree	Agree	Agree	Agree				
79		Anthony	Smith	Tauwhare Road from Matangi to Platt Road	No		In Part	I feel that the 80 speed limit from matangi tauwhare road to Platt road should be 80kph all the way. So many lifestyle homes and family's across this stretch and loads of kids and family's walk or exercise across this area. Including a popular biking route that's very busy in weekends. Also the fact that the matangi sports grounds are on a 100kph road is crazy, the grounds are always busy with kids and family's, very often gets to busy that there is no room left for parking at people have to park on roadside and it's a matter of time before an incident occurs. Why this area is not lower than 100kph I do not know. If your looking to reduce the speed limit on the other side of matangi how can you not do it at the sports club side? Please think about this carefully	Tauwhare road fro. Matangi to platt road	Agree	Agree	Agree	Agree				
89		Catherine	Maher	Ohinewai Road	No	Yes		I see that the speed zone outside the Ohinewai School is not listed. I request that this is listed as it is still 70kms outside a busy school. Can you please add this to your list of roads needing this to be revisited.	Ohinewai South Road outside the Ohinewai School.								Agree
93		Monique	Goodson	Rukuhia Road	No		In Part	Other	Currently the speed limit at the beginning of Rukuhia Road is 70, this goes past Rukuhia School and finishes about 200mtrs down the road. We do not have any safe places to cross the road or even a footpath on the western side of the school. There is children walking to school from Herman Road and also from the houses just west of the school, this is an accident waiting to happen.	Rukuhia Road	Agree	Agree					
95		Rob	Ford	Bald Hill Road	No	Yes		Bald Hill Road currently has a speed limit of 100kph. It is a rural road and sometimes animals do escape. Certain people drive cars and motorbikes very fast along this wrong. It is a potential accident waiting to happen. This road it narrow and has several sharp corners. Also, we have had power cuts at least twice in recent years due to power poles being hit by cars. I suggest making the speed limit on our road 80kph to make it safer for those of us living here and others using the road.		Agree		Agree					
97 A		Anthony	Henry	Mangatangi Road	No	Yes		Due to increased population growth in the immediate village vicinity, lowering of the speed limit needs to be done in the interests of locals, especially due to a lot of thoroughfare traffic bypassing SH2, during holiday, weekend periods.	Yes, remainder of Mangatangi Rd to Rawiri & Mangatawhiri Rd's, reduce to 80km/hr. Montana Rd, reduced to 60km/hr. Bell Rd to 80km/hr. Mackenzie Rd, past the school 60km/hr. Mackenzie to Cai Rd and Jeffs Rd to 80/km/hr. Remainder of Miranda Rd up to Monument Rd intersection to 60km/hr.	Agree	Agree		Agree				
97 B		Anthony	Henry	Kaiaua Road	No	Yes		Due to increased population growth in the immediate village vicinity, lowering of the speed limit needs to be done in the interests of locals, especially due to a lot of thoroughfare traffic bypassing SH2, during holiday, weekend periods.	Yes, remainder of Mangatangi Rd to Rawiri & Mangatawhiri Rd's, reduce to 80km/hr. Montana Rd, reduced to 60km/hr. Bell Rd to 80km/hr. Mackenzie Rd, past the school 60km/hr. Mackenzie to Cai Rd and Jeffs Rd to 80/km/hr. Remainder of Miranda Rd up to Monument Rd intersection to 60km/hr.	Agree	Agree		Agree				
97 C		Anthony	Henry	Miranda	No	Yes		Due to increased population growth in the immediate village vicinity, lowering of the speed limit needs to be done in the interests of locals, especially due to a lot of thoroughfare traffic bypassing SH2, during holiday, weekend periods.	Yes, remainder of Mangatangi Rd to Rawiri & Mangatawhiri Rd's, reduce to 80km/hr. Montana Rd, reduced to 60km/hr. Bell Rd to 80km/hr. Mackenzie Rd, past the school 60km/hr. Mackenzie to Cai Rd and Jeffs Rd to 80/km/hr. Remainder of Miranda Rd up to Monument Rd intersection to 60km/hr.	Agree	Agree		Agree				

Submissions - Roads NOT under consultation																
Submitter No.	Submission Ref	First Name	Last Name	Which roads are you providing feedback on?	Would you like to present your submission at the Hearing on 12 December 2018?	Do you support the 2018 proposed amendments	Other	Other reasons or comments	Other roads to be considered in 2019?	Will result in safer roads around where we live and work	Will result in safer roads where our children go to school	Will reduce crashes and crash severity	Will give a consistent speed message where we live and work	I am not happy that speed reduction will result in increased travel time	Current speed is ok but the road needs to be improved	Current speed is ok but drivers are at fault
99		Graham	Manning	Travers Road	Yes	Yes	Other	Please implement a reduction in speed limit along Travers Road from Te Kauwhata Road from 70km/h to 50km/h. There is significant development taking place in this area, and there has been a dramatic increase in the number of vehicles using the road at (measured) speeds in excess of 100km/h. This presents an obvious danger to animals (domestic and agricultural), residents, and other road users. There is also no footpath along much of the road meaning pedestrians are forced to walk along the roadside.	Travers Road!							
102		Chris	Rayner	State Highway 23	Yes											
105		Ohinewai Area Committee	Catherine Maher	Ohinewai Road	Yes											
108		Terry	Gore	Onion Road	No				Onion Road Undulating contour Used as a through road Lots of truck and trailer movements Lots of dangerous entrance ways							
109	A	Greg	Finch	Scotsman Valley Road	No	Yes		I would like to see the following speed changes for the following roads. Many of these roads are of a winding nature not suitable for 100km/h, and would offer consistency to the list of roads already proposed in the 2018 amendment.		Agree	Agree	Agree	Agree			Agree
109	B	Greg	Finch	Pukemoromoro Road between Victoria Road and Scotsman Valley Road	No	Yes		I would like to see the following speed changes for the following roads. Many of these roads are of a winding nature not suitable for 100km/h, and would offer consistency to the list of roads already proposed in the 2018 amendment.		Agree	Agree	Agree	Agree			Agree
109	C	Greg	Finch	Hiwi Road between Victoria Road and Scotmans Valley Road	No	Yes		I would like to see the following speed changes for the following roads. Many of these roads are of a winding nature not suitable for 100km/h, and would offer consistency to the list of roads already proposed in the 2018 amendment.		Agree	Agree	Agree	Agree			Agree
109	D	Greg	Finch	Ringer Road	No	Yes		I would like to see the following speed changes for the following roads. Many of these roads are of a winding nature not suitable for 100km/h, and would offer consistency to the list of roads already proposed in the 2018 amendment.		Agree	Agree	Agree	Agree			Agree
109	E	Greg	Finch	Hunter Road	No	Yes		I would like to see the following speed changes for the following roads. Many of these roads are of a winding nature not suitable for 100km/h, and would offer consistency to the list of roads already proposed in the 2018 amendment.		Agree	Agree	Agree	Agree			Agree
109	F	Greg	Finch	Puketaha Road from Gordonton road up to where it connects to SH1B	No	Yes		I would like to see the following speed changes for the following roads. Many of these roads are of a winding nature not suitable for 100km/h, and would offer consistency to the list of roads already proposed in the 2018 amendment.		Agree	Agree	Agree	Agree			Agree
109	G	Greg	Finch	Sainsbury Road from Puketaha Road to Gordonton road	No	Yes		I would like to see the following speed changes for the following roads. Many of these roads are of a winding nature not suitable for 100km/h, and would offer consistency to the list of roads already proposed in the 2018 amendment.		Agree	Agree	Agree	Agree			Agree
109	H	Greg	Finch	Tahuroa Road from Tauwhare road to end	No	Yes		I would like to see the following speed changes for the following roads. Many of these roads are of a winding nature not suitable for 100km/h, and would offer consistency to the list of roads already proposed in the 2018 amendment.		Agree	Agree	Agree	Agree			Agree
109	I	Greg	Finch	Speedy Road	No	Yes		I would like to see the following speed changes for the following roads. Many of these roads are of a winding nature not suitable for 100km/h, and would offer consistency to the list of roads already proposed in the 2018 amendment.		Agree	Agree	Agree	Agree			Agree
109	J	Greg	Finch	Smith Road	No	Yes		I would like to see the following speed changes for the following roads. Many of these roads are of a winding nature not suitable for 100km/h, and would offer consistency to the list of roads already proposed in the 2018 amendment.		Agree	Agree	Agree	Agree			Agree
109	K	Greg	Finch	Driver Road	No	Yes		I would like to see the following speed changes for the following roads. Many of these roads are of a winding nature not suitable for 100km/h, and would offer consistency to the list of roads already proposed in the 2018 amendment.		Agree	Agree	Agree	Agree			Agree
109	L	Greg	Finch	Vaile Road	No	Yes		I would like to see the following speed changes for the following roads. Many of these roads are of a winding nature not suitable for 100km/h, and would offer consistency to the list of roads already proposed in the 2018 amendment.		Agree	Agree	Agree	Agree			Agree
109	M	Greg	Finch	Kainui Road	No	Yes		I would like to see the following speed changes for the following roads. Many of these roads are of a winding nature not suitable for 100km/h, and would offer consistency to the list of roads already proposed in the 2018 amendment.		Agree	Agree	Agree	Agree			Agree
109	N	Greg	Finch	Kerie Road between Kainui and SH1B	No	Yes		I would like to see the following speed changes for the following roads. Many of these roads are of a winding nature not suitable for 100km/h, and would offer consistency to the list of roads already proposed in the 2018 amendment.		Agree	Agree	Agree	Agree			Agree
109	O	Greg	Finch	Waring Road	No	Yes		I would like to see the following speed changes for the following roads. Many of these roads are of a winding nature not suitable for 100km/h, and would offer consistency to the list of roads already proposed in the 2018 amendment.		Agree	Agree	Agree	Agree			Agree
109	P	Greg	Finch	Gower Road	No	Yes		I would like to see the following speed changes for the following roads. Many of these roads are of a winding nature not suitable for 100km/h, and would offer consistency to the list of roads already proposed in the 2018 amendment.		Agree	Agree	Agree	Agree			Agree
109	Q	Greg	Finch	Gower Road	No	Yes		I would like to see the following speed changes for the following roads. Many of these roads are of a winding nature not suitable for 100km/h, and would offer consistency to the list of roads already proposed in the 2018 amendment.		Agree	Agree	Agree	Agree			Agree
109	R	Greg	Finch	Henry Road	No	Yes		I would like to see the following speed changes for the following roads. Many of these roads are of a winding nature not suitable for 100km/h, and would offer consistency to the list of roads already proposed in the 2018 amendment.		Agree	Agree	Agree	Agree			Agree
113		Daniel	Holmes	Lumsden road	No	Yes		With more houses on Lumsden road the limit needs to be reduced.		Agree	Agree	Agree	Agree			
114	A	Bruce Holmes	Holmes	Lumsden road	No	Yes		The 100 kph speed at the moment is dangerous. There are now 8 houses many of which have children . A slower speed limit would go a long way to making it a safer place		Agree	Agree		Agree			
114	B	Bruce Holmes	Holmes	Ohinewai Road	No	Yes		The 100 kph speed at the moment is dangerous. There are now 8 houses many of which have children . A slower speed limit would go a long way to making it a safer place		Agree	Agree		Agree			
115		Todd	Brensell	Vaile Road	No	Yes		100kph on vaile road is too high. It is very dangerous to walk. You cannot walk a dog safely. Have had to dive for the grass many times as people don't care. Residents all drive slow on vaile road but non residents use it as a faster through road. It is now unsafe to walk as there is only about 300 meters of footpath.		Agree	Agree	Agree	Agree			
117	A	Steve	Griffiths	Rotokauri Road	Yes	Yes		The speed limit zones along Rotokauri Rd have changed multiple times over the last few years from the Hamilton City boundary end which is due to residential growth. Speed limits are currently more sensible for the narrow rural roads up to the Rotokauri School area. However, beyond the school and from Pheasant close towards Duck road the speed limit increases to 100 KM which needs to be reduced to a more sensible range of 70 to 80 KM for the following reasons; 1)Rotokauri / Laxon Rds are becoming an alternative route from Whatawhata & Te Kowhai into TeRapa (The Base) as the speed limit is 100 KM. Note â€” The main State Highway 39 route (Limmer Rd) has been upgraded, similar to an expressway level (wider with verges) but is speed limited to 80 KM ?? 2)Rotokauri / Laxon road is considered a minor rural road which is narrow with essentially no verge areas and is not even close to the standard of State Highway 39 but is still at 100 KM ?? 3)The current Rotokauri Rd 100 KM zone begins before a rise where there is a reasonably busy intersection to Duck Road. This is extremely dangerous for the walkers to the local Lake reserve and cyclists etc 4)Rotokauri Rd is now becoming more popular with Boy racers with the higher speed limit at 100 KM, narrow roads and some tight corners. 5)Rotokauri / Laxon / Duck Road is becoming a more intensive Lifestyle area with multiple driveways onto a narrow 100 KM zone In summary I submit the speed limit along Rotokauri / Laxon / Duck roads should be reduced to 70 KM to encourage the primary route to the city from Whatawhata / Te Kowhai via State Highway 39.		Agree	Agree	Agree	Agree			

Submissions - Roads NOT under consultation																
Submitter No.	Submission Ref	First Name	Last Name	Which roads are you providing feedback on?	Would you like to present your submission at the Hearing on 12 December 2018?	Do you support the 2018 proposed amendments	Other	Other reasons or comments	Other roads to be considered in 2019?	Will result in safer roads around where we live and work	Will result in safer roads where our children go to school	Will reduce crashes and crash severity	Will give a consistent speed message where we live and work	I am not happy that speed reduction will result in increased travel time	Current speed is ok but the road needs to be improved	Current speed is ok but drivers are at fault
117	B	Steve	Griffiths	Laxon Rd	Yes	Yes		<p>The speed limit zones along Rotokauri Rd have changed multiple times over the last few years from the Hamilton City boundary end which is due to residential growth. Speed limits are currently more sensible for the narrow rural roads up to the Rotokauri School area. However, beyond the school and from Pheasant close towards Duck road the speed limit increases to 100 KM which needs to be reduced to a more sensible range of 70 to 80 KM for the following reasons;</p> <p>1) Rotokauri / Laxon Rds are becoming an alternative route from Whatawhata & Te Kowhai into TeRapa (The Base) as the speed limit is 100 KM. Note 3€ The main State Highway 39 route (Limmer Rd) has been upgraded, similar to an expressway level (wider with verges) but is speed limited to 80 KM ??</p> <p>2) Rotokauri / Laxon road is considered a minor rural road which is narrow with essentially no verge areas and is not even close to the standard of State Highway 39 but is still at 100 KM ??</p> <p>3) The current Rotokauri Rd 100 KM zone begins before a rise where there is a reasonably busy intersection to Duck Road. This is extremely dangerous for the walkers to the local Lake reserve and cyclists etc</p> <p>4) Rotokauri Rd is now becoming more popular with Boy racers with the higher speed limit at 100 KM, narrow roads and some tight corners.</p> <p>5) Rotokauri / Laxon / Duck Road is becoming a more intensive Lifestyle area with multiple driveways onto a narrow 100 KM zone</p> <p>In summary I submit the speed limit along Rotokauri / Laxon / Duck roads should be reduced to 70 KM to encourage the primary route to the city from Whatawhata / Te Kowhai via State Highway 39.</p>		Agree	Agree	Agree	Agree			
117	C	Steve	Griffiths	Duck Road	Yes	Yes		<p>The speed limit zones along Rotokauri Rd have changed multiple times over the last few years from the Hamilton City boundary end which is due to residential growth. Speed limits are currently more sensible for the narrow rural roads up to the Rotokauri School area. However, beyond the school and from Pheasant close towards Duck road the speed limit increases to 100 KM which needs to be reduced to a more sensible range of 70 to 80 KM for the following reasons;</p> <p>1) Rotokauri / Laxon Rds are becoming an alternative route from Whatawhata & Te Kowhai into TeRapa (The Base) as the speed limit is 100 KM. Note 3€ The main State Highway 39 route (Limmer Rd) has been upgraded, similar to an expressway level (wider with verges) but is speed limited to 80 KM ??</p> <p>2) Rotokauri / Laxon road is considered a minor rural road which is narrow with essentially no verge areas and is not even close to the standard of State Highway 39 but is still at 100 KM ??</p> <p>3) The current Rotokauri Rd 100 KM zone begins before a rise where there is a reasonably busy intersection to Duck Road. This is extremely dangerous for the walkers to the local Lake reserve and cyclists etc</p> <p>4) Rotokauri Rd is now becoming more popular with Boy racers with the higher speed limit at 100 KM, narrow roads and some tight corners.</p> <p>5) Rotokauri / Laxon / Duck Road is becoming a more intensive Lifestyle area with multiple driveways onto a narrow 100 KM zone</p> <p>In summary I submit the speed limit along Rotokauri / Laxon / Duck roads should be reduced to 70 KM to encourage the primary route to the city from Whatawhata / Te Kowhai via State Highway 39.</p>		Agree	Agree	Agree	Agree			
118	A	Toni	Grace	Ballantyne Avenue	No	Yes		<p>Reasons for requesting review of the additionally named roads within Waikare Estate subdivision:</p> <ul style="list-style-type: none"> - this is a residential subdivision and therefore, by definition, should be considered an "urban traffic area" with a speed limit of 50km/h; - the number of occupied new dwellings and rate of development is significant, and is already contributing to the growth of the "urban extent of the local settlement"; - these roads are "affected by rapid growth in the district" and should have appropriate "speed limits to reflect where our community lives, works and goes to school". 	The new residential roads within the Waikare Estate subdivision, (entrance off Travers Rd 70km/h), namely: Bragato Way, Rongopai Close, Syrah Grove, Rylstone Way, Muscat Place, Lubrasca Avenue, Maggie Lane.	Agree	Agree	Agree	Agree			
118	B	Toni	Grace	Fernbird Avenue	No	Yes		<p>Reasons for requesting review of the additionally named roads within Waikare Estate subdivision:</p> <ul style="list-style-type: none"> - this is a residential subdivision and therefore, by definition, should be considered an "urban traffic area" with a speed limit of 50km/h; - the number of occupied new dwellings and rate of development is significant, and is already contributing to the growth of the "urban extent of the local settlement"; - these roads are "affected by rapid growth in the district" and should have appropriate "speed limits to reflect where our community lives, works and goes to school". 	The new residential roads within the Waikare Estate subdivision, (entrance off Travers Rd 70km/h), namely: Bragato Way, Rongopai Close, Syrah Grove, Rylstone Way, Muscat Place, Lubrasca Avenue, Maggie Lane.	Agree	Agree	Agree	Agree			
118	C	Toni	Grace	Murray Ward	No	Yes		<p>Reasons for requesting review of the additionally named roads within Waikare Estate subdivision:</p> <ul style="list-style-type: none"> - this is a residential subdivision and therefore, by definition, should be considered an "urban traffic area" with a speed limit of 50km/h; - the number of occupied new dwellings and rate of development is significant, and is already contributing to the growth of the "urban extent of the local settlement"; - these roads are "affected by rapid growth in the district" and should have appropriate "speed limits to reflect where our community lives, works and goes to school". 	The new residential roads within the Waikare Estate subdivision, (entrance off Travers Rd 70km/h), namely: Bragato Way, Rongopai Close, Syrah Grove, Rylstone Way, Muscat Place, Lubrasca Avenue, Maggie Lane.	Agree	Agree	Agree	Agree			
122		Melanie	Hunkin	Brown Road, Tuakau	No		Other	<p>I am only submitting on Brown Road, Tuakau, which is not one of the roads on the list. I would like the speed limit on Brown Road reduced from 100km, as the road surface has not been adequately maintained and is dangerous at 100km. Also there is a steep, blind hill just before the intersection of Brown/Roberts Road which is very dangerous - people either drive through too fast, and/or they don't slow down enough at the intersection of the two roads. Added to this is the fact that the end part of Brown Road, from the hill onwards, is not wide enough for two vehicles to pass. When trucks are on the steep hill other vehicles have to stop and wait for them to pass.</p> <p>Brown Road is a narrow rural road with a speed limit of 100km/hr. Over the last few years the number of users of the road has increased considerably. Bromley Park has increased the number of chicken sheds hugely over the last few years, and PPP Industries on the corner of Brown / Roberts Road have increased their output of large chicken feed storage tanks (which are loaded on big trucks on the side of the road near the Brown Road/ Roberts Road intersection, narrowing down the thoroughfare to a single lane).</p> <p>As a result of the recent construction of Bromley Park's new chicken sheds the condition of Brown Road at the Whangarata Road end, and the stretch from Roberts Road to the end of Brown Road, has deteriorated considerably. Along the whole length of the road there are dips on the eastern side of the road - with a couple of especially bad ones at the end near Whangarata Road. At the top end from Roberts Road to the end of Brown Road there are multiple potholes, raised areas across the road itself where heavy trucks have turned into sites, and multiple dips on the side of the road. This forces vehicles to drive on one side of the road to avoid them.</p> <p>I hope that consideration will be given to this in the future. It would be a shame if anyone were to be hurt on this dangerous 100km/hr stretch of road in the meantime.</p>		Agree	Agree	Agree	Agree			

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.

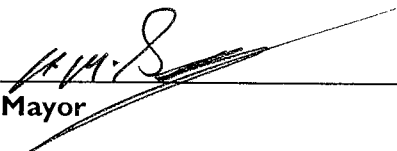
8 Setting of Additional Speed Limits on Council Controlled Roads

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.

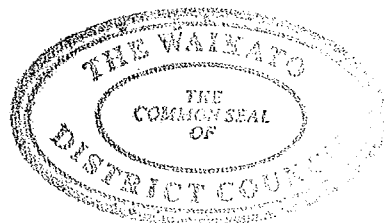
9 Date bylaw made

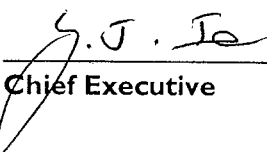
The above bylaw was made pursuant to a resolution passed by the Waikato District Council on 26 April 2011.

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



Mayor





Chief Executive

Waikato District Council

2018 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 **XX XXXX 2019**.

Amendment

1) Replace all schedules and maps attached to the bylaw with the attached schedules and maps.

The above Amendment was made pursuant to a resolution passed by the Waikato District Council on **11 February 2018**.

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

Mayor

Chief Executive

Schedule 1	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.
Legal Instruments		
20km/hr	Waikato District Council Speed Limit Bylaw 2011	

Schedule 2	Speed Limit	Description
Sheet <u>25</u>	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 <u>2-5</u> and identified in the legend as having a speed limit of 40 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet <u>37</u>	40km/h	<u>At Pokeno / Mercer:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno / <u>Mercer</u> , on Sheet <u>3-7</u> and identified in the legend as having a speed limit of 40 km/h, as referenced in the appropriate schedule of this bylaw.
Legal Instruments		
40km/h	Waikato District Council Speed Limit Bylaw 2011: 2017 amendments	

Schedule 3	Speed Limit	Description
	40 km/hr 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"> The speed limit is 40km/hr when the variable speed limit signs are operating and the numerals “40” are displayed. The times during which the variable speed limit signs are permitted to operate are limited to: <ol style="list-style-type: none"> 35 minutes before the start of school until the start of school. 20 minutes after the end of school commencing no earlier than 5 minutes before the end of school. 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. The speed limit is the posted speed limit at all times when the variable speed limit signs are not operating.
Sheet 43	40 Variable	<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.
Sheet 37	40 Variable	<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.
Sheet 37	40 Variable	<u>Pokeno School – Helenslee Road:</u> From the intersection of Pokeno Road for a distance of 95 metres in a north westerly direction.
<u>Sheet 9</u>	<u>40 Variable</u>	<u>At Mangatangi: Mangatangi School – Miranda Road:</u> <u>From a point of 290 metres north east of Kaiaua Road for a distance of 360 metres in a north easterly direction.</u>
Sheet 813	40 Variable	<u>Te Kauwhata College – Merlot Place:</u> From the intersection of Waerenga Road for a distance of 25 metres in a southerly direction.
Sheet 813	40 Variable	<u>Te Kauwhata College – Rimu Street:</u> From the intersection of Waerenga Road for a distance of 30 metres in a southerly direction.
Sheet 813	40 Variable	<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.
Sheet 4023	40 Variable	<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 .
Sheet 4023	40 Variable	<u>Huntly College – Bridge Street:</u> From the intersection of Harris Street to the eastern end of Bridge Street.
Sheet 4023	40 Variable	<u>Huntly College – Semple Street:</u> From the intersection of Harris Street for a distance of 60 metres in a westerly direction.
Sheet 4023	40 Variable	<u>Huntly College – Parry Street:</u> From the intersection of Harris Street for a distance of 40 metres in an easterly direction.
Sheet 4023	40 Variable	<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
Sheet 4023	40 Variable	<u>Huntly West School – Paki Street:</u> From the intersection of Harris Street to a point 30 metres north east of Baker Street.

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Schedule 3	Speed Limit	Description
Sheet 4422	40 Variable	<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.
Sheet 4325	40 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 4325	40 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 4325	40 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 4325	40 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 4325	40 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 4325	40 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 4426	40 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 4528	40 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 35	40 Variable	<u>Tamahere Model Country School – Devine Road:</u> <u>From a point of 100 metres north of Tamahere Interchange to Birchwood Lane.</u>
Sheet 4736	40 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.
Legal Instruments		
40km/h Variable	Waikato District Council Speed Limit Bylaw 2011. Waikato District Council Speed Limit Bylaw 2011: 2014 amendments. Waikato District Council Speed Limit Bylaw 2011: 2018 amendments	

Schedule 4	Speed Limit	Description
Sheet 1	50km/h	At Port Waikato: 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 4 <u>2</u>	50km/h	At Otatau: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Otatau, on Sheet 4 <u>2</u> 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 <u>5</u>	50km/h	At Tuakau: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tuakau, on Sheet 2 <u>5</u> 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 <u>7</u>	50km/h	At Pokeno / Mercer: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno / Mercer, on Sheet 3 <u>7</u> 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 4 <u>6</u>	50km/h	At Onewhero: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Onewhero, on Sheet 4 <u>6</u> 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	At Mercer: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Mercer, 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 5 <u>11</u>	50km/h	At Meremere / Hampton Downs / Pukekawa: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Meremere / Hampton Downs / Pukekawa <u>Meremere</u> , on Sheet 5 <u>11</u> 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 8 <u>13</u>	50km/h	At Te Kauwhata / Rangiriri: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kauwhata / Rangiriri, on Sheet 8 <u>13</u> 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 9	50km/h	At Rangiriri: 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 an urban traffic area having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 40 <u>23</u>	50km/h	At Huntly: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Huntly, on Sheet 40 <u>23</u> 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 10	50km/h	At Taupiri: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Taupiri, on Sheet 10 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.

Schedule 4	Speed Limit	Description
Sheet 4422	50km/h	At Gordonton: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Gordonton on Sheet 44-22 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4218	50km/h	At Glen Massey: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Glen Massey, on Sheet 42-18 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 4217	50km/h	At Glen Afton/Pukemiro: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Glen Afton/Pukemiro on Sheet 42-17 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 21	50km/h	At Komakarau / Taupiri / Gordonton: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Komakarau / Taupiri / Gordonton, on Sheet 21 and identified in the legend as having a speed limit of 50km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4324	50km/h	At Hopuhopu / Huntly South / TaupiriHopuhopu: All the road within the area marked on the map entitled "Waikato District Speed Limits", at Hopuhopu / Huntly South / TaupiriHopuhopu , on Sheet 43-24 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 4325	50km/h	At Ngaruawahia: All the road within the area marked on the map entitled "Waikato District Speed Limits", at Ngaruawahia, on Sheet 43-25 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 4426	50km/h	At Horotiu / Horsham DownsHorotiu: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Horotiu / Horsham DownsHorotiu , on Sheet 44-26 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4529	50km/h	At Whatawhata / Dinsdale: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Whatawhata / Dinsdale on Sheet 45-29 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4528	50km/h	At Rotokauri/Dromara: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Rotokauri/Dromara on Sheet 45-28 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4527	50km/h	At Te Kowhai: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kowhai on Sheet 45-27 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4735	50km/h	At Tamahere: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tamahere, on Sheet 47-35 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.

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Schedule 4	Speed Limit	Description
Sheet 4736	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 47-36 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4831	50km/h	<u>At Raglan / Whale Bay:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Raglan / <u>Whale Bay</u> , on Sheet 48-31 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 48	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 18 and identified in the legend as having a speed limit of 50 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4832	50km/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 48-32 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; Waikato District Council Speed Limit Bylaw 2011, Waikato District Council Speed Limit Bylaw 2011: 2014 Amendments, Waikato District Council Speed Limit Bylaw 2011: Feb 2018 Amendments; Waikato District Council Speed Limit Bylaw 2011: 2018 amendments	

Schedule 5	Speed Limit	Description
Sheet 1	60km/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 60 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 37	60km/h	<u>At Pokeno / Mercer:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno / <u>Mercer</u> , on Sheet 3-7 and identified in the legend as having a speed limit of 60 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 9	60km/h	<u>At Mangatangi:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Mangatangi, on Sheet 9 and identified in the legend as having a speed limit of 60 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4426	60km/h	<u>At Horotiu / Horsham Downs</u> Horotiu: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at <u>Horotiu / Horsham Downs</u> Horotiu , on Sheet 44-26 and identified in the legend as having a speed limit of 60 km/h, as referenced in the appropriate schedule of this bylaw.

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<u>Sheet 35</u>	<u>60km/h</u>	<u>At Tamahere:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tamahere, on Sheet 35 and identified in the legend as having a speed limit of 60 km/h, as referenced in the appropriate schedule of this bylaw.
Legal Instruments		
60km/hr	Waikato District Council Speed Limit Bylaw 2011: 2017 amendments; Waikato District Council Speed Limit Bylaw 2011: 2018 amendments	

Schedule 6	Speed Limit	Description
	<p align="center">60km/hr Variable Speed School Zones</p>	<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 60km/hr, 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 5	60 Variable	<p>At Mangatangi: Mangatangi School — Miranda Road: From a point of 290 metres north east of Kaiaua Road for a distance of 360 metres in a north easterly direction.</p>
Legal Instruments		
60km/h Variable	Waikato District Council Speed Limit Bylaw 2011. Waikato District Council Speed Limit Bylaw 2011: 2014 amendments.	

Schedule 7	Speed Limit	Description
Sheet 42	70km/h	<u>At Otaua:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Otaua, on Sheet 4-2 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 43	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 4-3 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 25	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 2-5 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 37	70km/h	<u>At Pokeno / Mercer:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno / Mercer, on Sheet 3-7 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 46	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 4-6 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 511	70km/h	<u>At Meremere / Hampton Downs / PukekawaPukekawa:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Meremere / Hampton Downs / PukekawaPukekawa, on Sheet 5-11 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 Mangatawhiri:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Mangatawhiri, on Sheet 6-8 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 610	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 6-10 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 614	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 6-14 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 813	70km/h	<u>At Te Kauwhata / Rangiriri:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kauwhata / Rangiriri, on Sheet 8-13 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 915	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 9-15 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 4023	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 40-23 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 10	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 10 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 7	Speed Limit	Description
Sheet 11	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 11 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 11	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 11 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 11 4433	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 11 44-33 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 12	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 12 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 12 4216	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 12 42-16 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 13 4324	70km/h	<u>At Hopuhopu / Huntly South / TaupiriHopuhopu:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Hopuhopu / Huntly South / TaupiriHopuhopu , on Sheet 13 43-24 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 13 4325	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 13 43-25 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14	70km/h	<u>At Horotiu:</u> All the roads marked on the map entitled "Waikato District Speed Limits", at Horotiu, on Sheet 14 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14 4426	70km/h	<u>At Horotiu / Horsham Downs:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Horotiu / Horsham Downs Horsham Downs, on Sheet 14 44-26 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14 4421	70km/h	<u>At Komakarau / Taupiri / GordontonKomakarau:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Komakarau / Taupiri / Gordonton Komakarau, on Sheet 14 44-21 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14 4419	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 14 44-19 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14 4420	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 14 44-20 and identified in the legend as having a speed limit of 70km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 7	Speed Limit	Description
Sheet 4529	70km/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 4529 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4528	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 45-28 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 15	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 15 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4735	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 47-35 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4736	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 47-36 and identified in the legend as having a speed limit of 70 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4832	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 48-32 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; NZ Gazette Notice, 25 October 1984, No. 195, p 4613; Waikato District Council Speed Limit Bylaw 2011. Waikato District Council Speed Limit Bylaw 2011: 2014 amendments. Waikato District Council Speed Limit Bylaw 2011: 2017 amendments	

Schedule 8	Speed Limit	Description
	70km/hr Variable Intersection Speed Zones	<p>Variable Intersection Speed Zones:</p> <p>Variable Intersection Speed Zones are subject to the following conditions:</p> <ol style="list-style-type: none"> 1. The speed limit is 70km/hr 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 25	70km/hr Variable	<p><u>At Tuakau: Mill Road:</u> From the intersection of Harrisville Road for a distance of 190 metres in an easterly direction.</p>
Sheet 25	70km/hr Variable	<p><u>At Tuakau: Pukekohe East Road:</u> From the intersection of Harrisville Road for a distance of 200 metres in a westerly direction.</p>
Sheet 4433	70km/hr Variable	<p><u>At Puketaha/Eureka: Holland Road:</u> From a point 150 metres north east of Marshmeadow Road to a point 150 metres south west of Telephone Road.</p>
Legal Instruments		
70km/h Variable	Waikato District Council Speed Limit Bylaw 2011. Waikato District Council Speed Limit Bylaw 2011: 2014 amendments.	

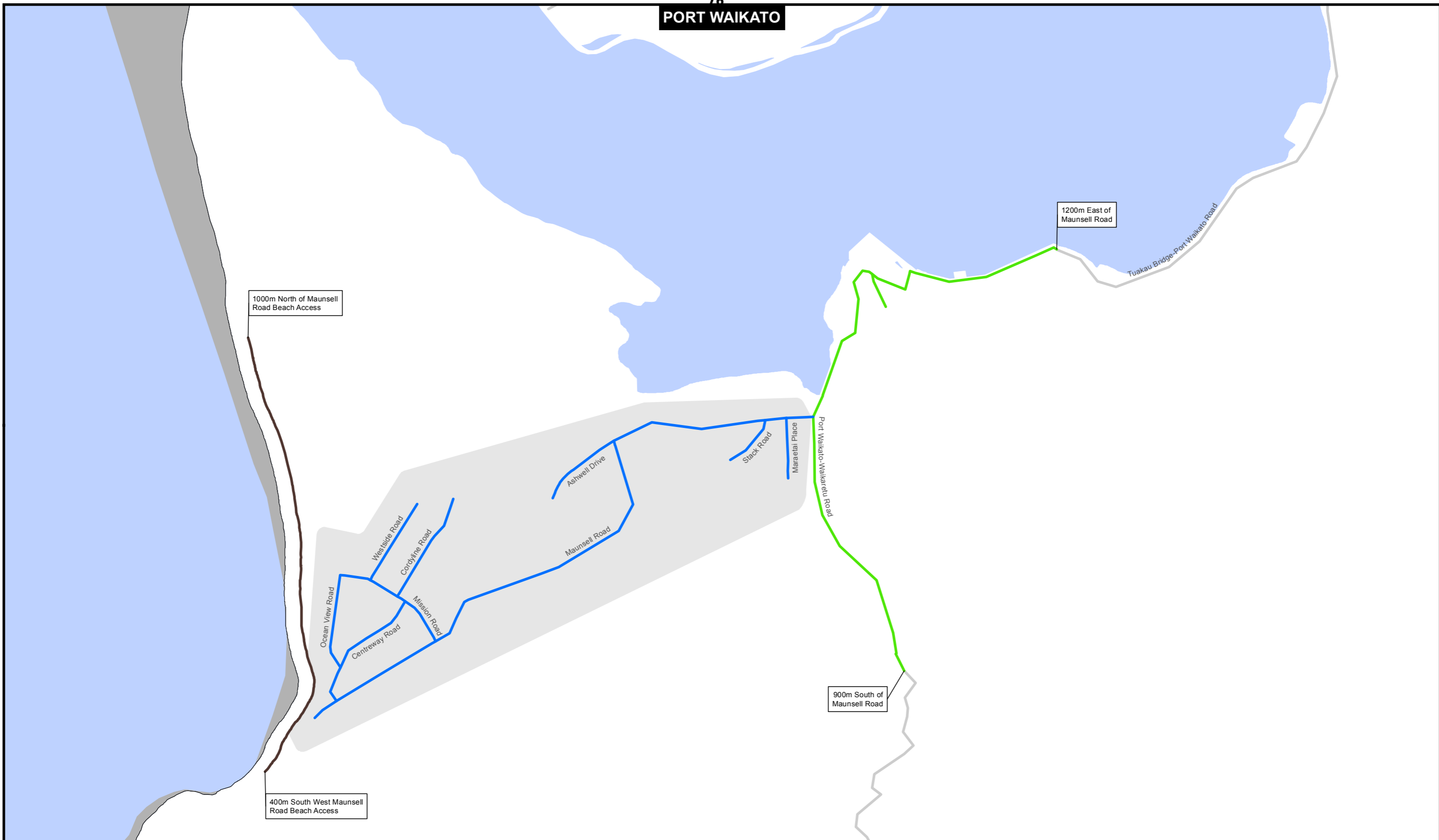
Schedule 9	Speed Limit	Description
Sheet 1	80km/h	At Tuakau Bridge—Port Waikato All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tuakau Bridge—Port Waikato, on Sheet 1 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 25	80km/h	At Tuakau: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Tuakau, on Sheet 2-5 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 24	80km/h	At Pukekohe: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pukekohe, on Sheet 2-4 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 37	80km/h	At Pokeno Mercer: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Pokeno / Mercer, on Sheet 3-7 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 46	80km/h	At Onewhero: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Onewhero, on Sheet 4-6 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 511	80km/h	At Meremere / Hampton Downs / Pukekawa Hampton Downs: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Meremere / Hampton Downs / Pukekawa Hampton Downs on Sheet 5-11 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 68	80km/h	At Mangatawhiri: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Mangatawhiri, on Sheet 6-8 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw
Sheet 7	80km/h	At Pukekawa / West Te Kauwhata: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at At Pukekawa / West Te Kauwhata 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.
Sheet 12	80km/h	At Chapman, Pukekawa: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Chapman Road, Pukekawa, on Sheet 12 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 813	80km/h	At Te Kauwhata / Rangiriri: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Te Kauwhata / Rangiriri, on Sheet 8-13 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 9	80km/h	At Rangiriri: 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 4023	80km/h	At Huntly: All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Huntly, on Sheet 40-23 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 9	Speed Limit	Description
Sheet 4024	80km/h	<u>At Hopuhopu / Huntly South / Taupiri:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Hopuhopu / Huntly South / Taupiri 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 4433	80km/h	<u>At Puketaha/Greenhill:</u> All the roads marked on the map entitled "Waikato District Speed Limits", at Puketaha/Greenhill, on Sheet 44-33 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4434	80km/h	<u>At Ruakura / Newstead:</u> All roads within the area marked on the map entitled "Waikato District Speed Limits", at Ruakura / Newstead , on Sheet 44-34 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4325	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 43-25 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4426	80km/h	<u>At Horotiu / Horsham Downs</u> Horotiu : All roads within the area marked on the map entitled "Waikato District Speed Limits", at Horotiu / Horsham Downs Horotiu , on Sheet 44-26 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 14	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 14 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4529	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 45-29 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw
Sheet 4527	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 45-27 and identified in the legend as having a speed limit of 80km/h, as referenced in the appropriate schedule of this bylaw
Sheet 4528	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 45-28 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4629	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 46-29 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 16	80km/h	All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Newstead, on Sheet 16 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4636	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 36-46 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.

Schedule 9	Speed Limit	Description
Sheet 4735	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 47-35 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 4830	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 48-30 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
Sheet 4831	80km/h	<u>At Raglan / Whale Bay:</u> All the roads within the area marked on the map entitled "Waikato District Speed Limits", at Raglan/ Whale Bay , on Sheet 48-31 and identified in the legend as having a speed limit of 80 km/h, as referenced in the appropriate schedule of this bylaw.
	80 km/h	<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.
Legal Instruments		
80km/h	NZ Gazette Notice, 12 March 1998, p 919; NZ Gazette Notice, 19 November 1998, No. 6, p 4408; New Zealand Gazette Notice, 8 January 2004, No. 1, page 46. Waikato District Council Speed Limit Bylaw 2011. Waikato District Council Speed Limit Bylaw 2011: 2014 amendments. Waikato District Council Speed Limit Bylaw 2011: 2017 amendments; Waikato District Council Speed Limit Bylaw 2011: 2018 amendments	

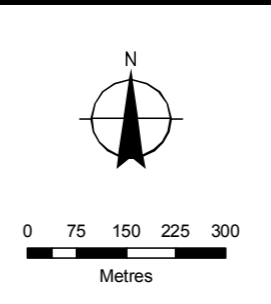
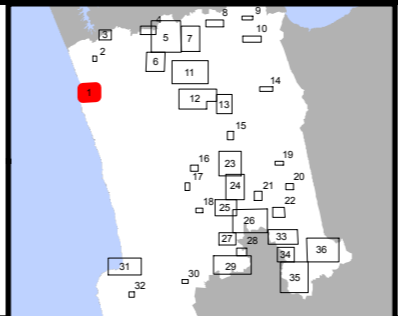
Schedule 10	Speed Limit	Description
	100km/h	All Waikato District roads outside an urban traffic area listed in Schedule 4 have a speed limit of 100 km/h, except for those roads or areas that are: (a) described as having a different speed limit in the appropriate schedule of this bylaw; or (b) shown on a map as having a different speed limit, as referenced in the appropriate schedule of this bylaw.

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.



LEGEND

- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water
- Existing speed**
- Road declared to be 20km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 60km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit

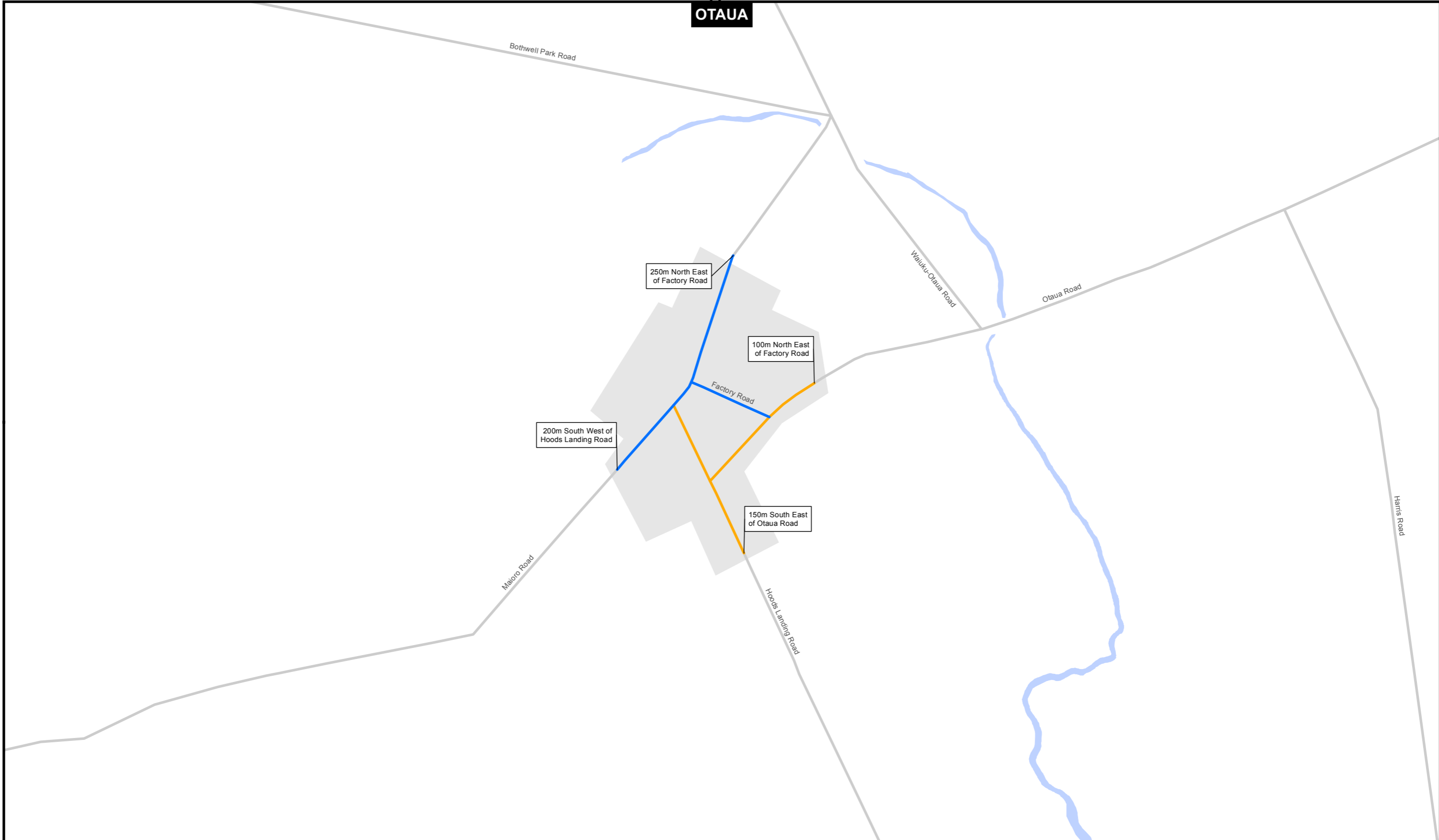


**Waikato District
Speed Limit Bylaw 2011**

**Recommended
2018 Amendments**

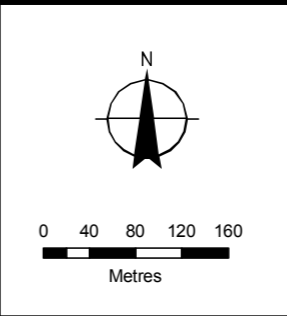
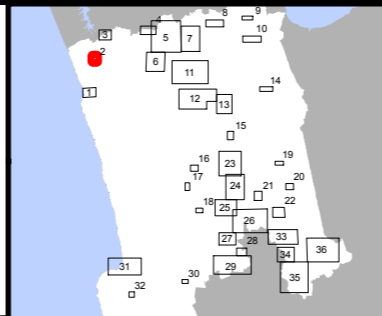
Sheet 1 of 36





LEGEND

- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water
- Existing speed**
- Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit

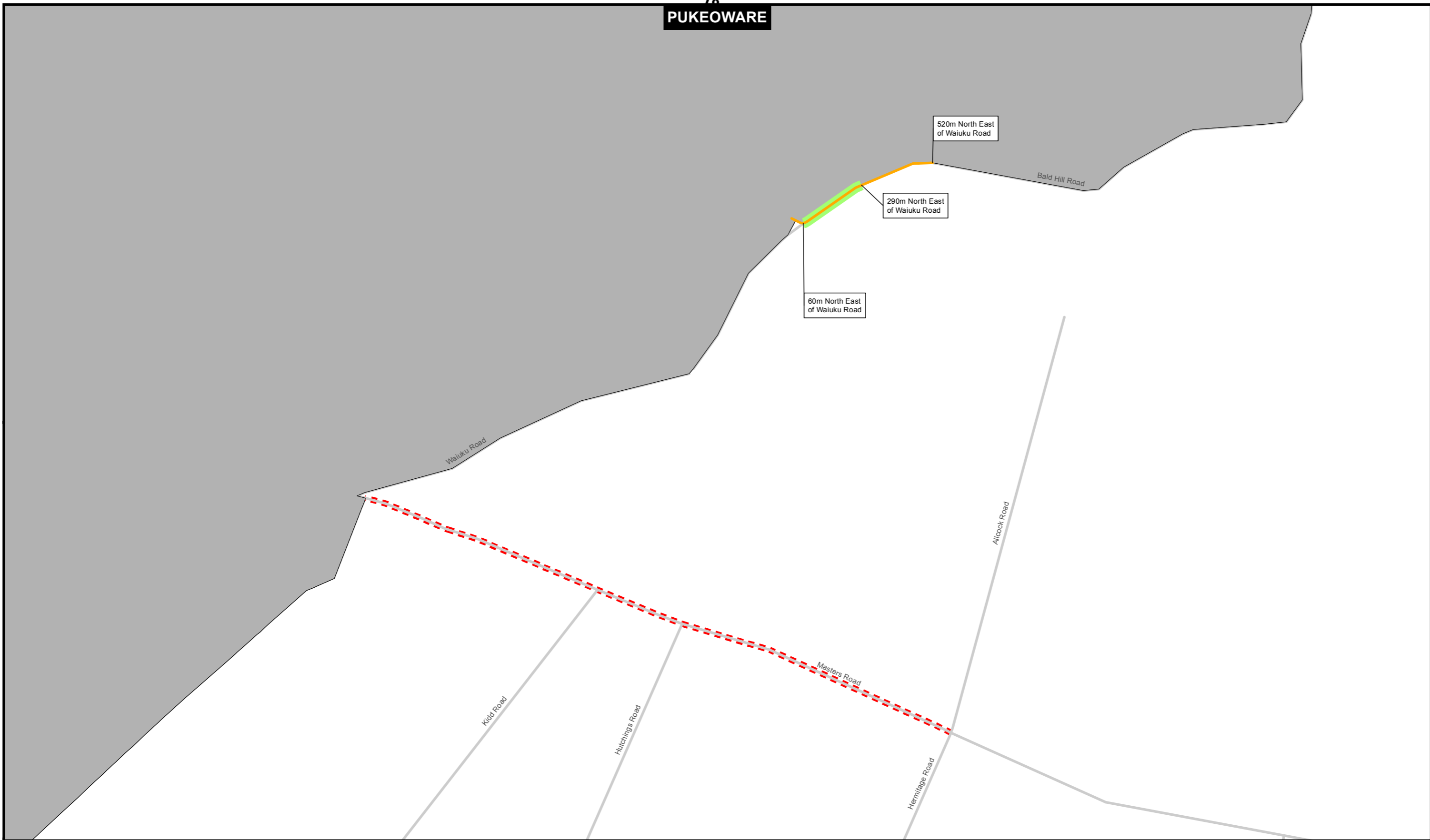


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LEGEND

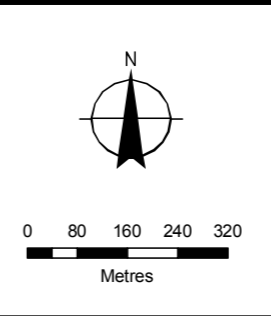
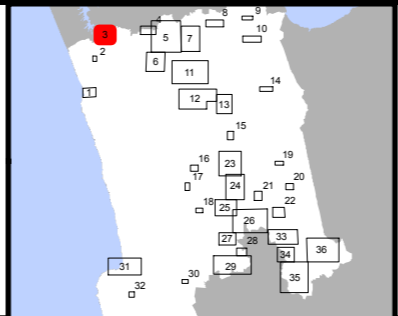
Study area

Existing speed

- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Road declared to be 40km/h speed limit in school zone pursuant to Waikato District Council bylaw

Proposed speed

- Road proposed to have 80km/h speed limit (2018)

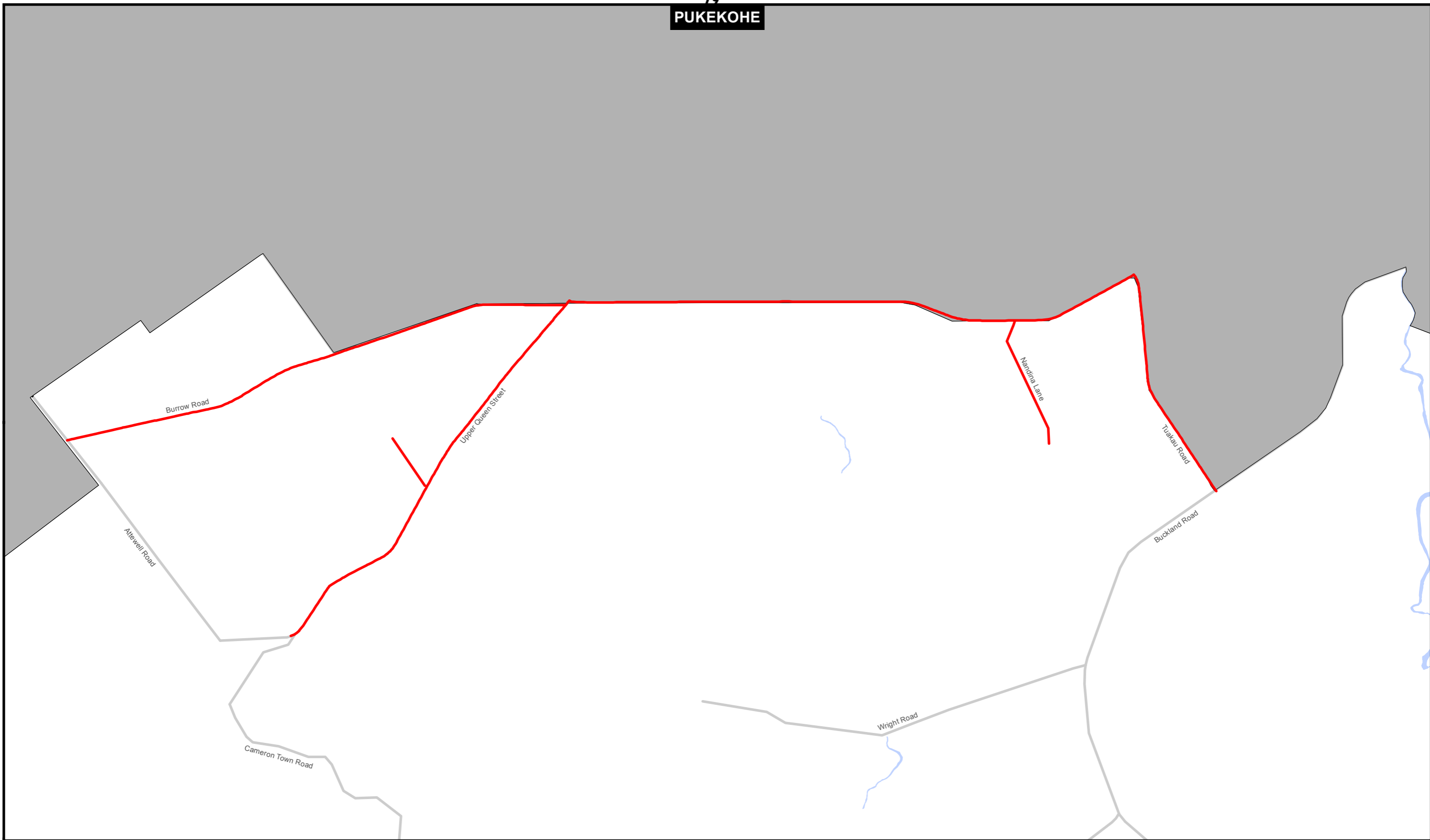


**Waikato District
Speed Limit Bylaw 2011**

**Recommended
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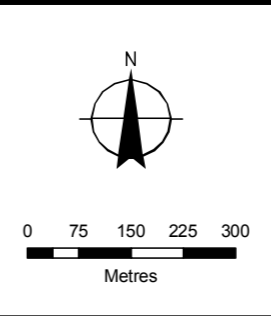
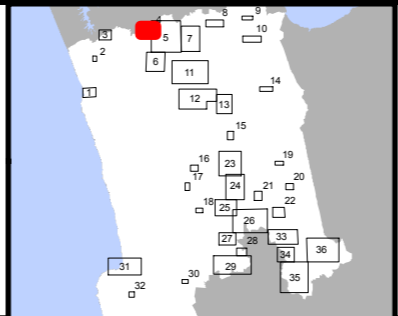
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LEGEND

- Study area
- Water
- Existing speed**
- Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH

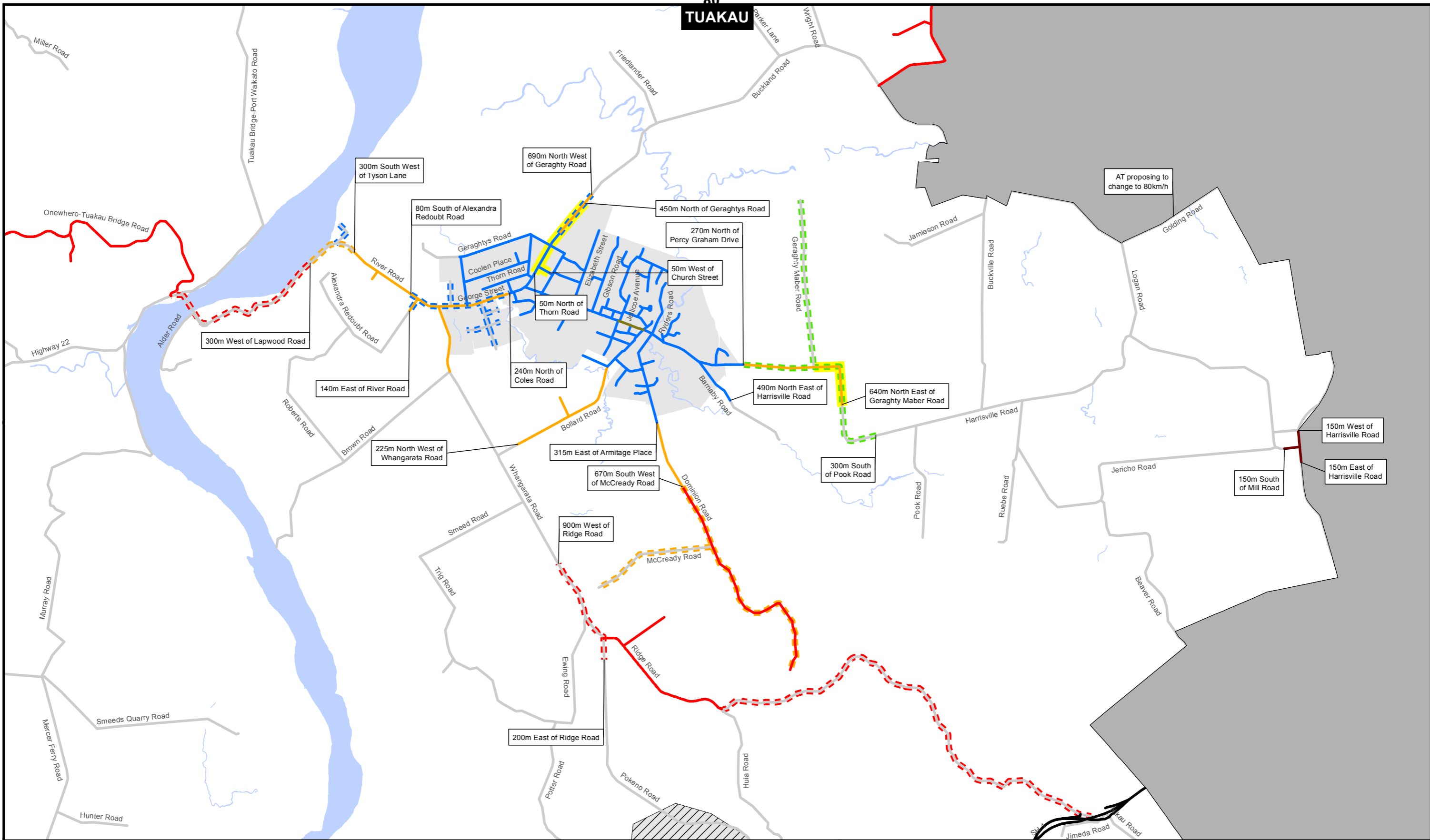


**Waikato District
Speed Limit Bylaw 2011**

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LEGEND

- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Urban 40km/h
- Water

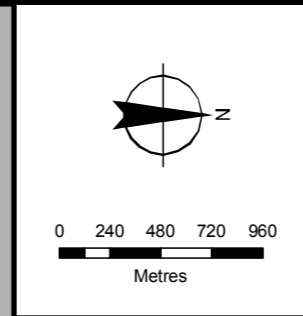
Existing speed

- Road declared to be 40km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- Rural intersection activated warning zones declared to be 70km/h pursuant to Waikato District Council bylaw
- Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw

Proposed speed

- Road proposed to have 50km/h speed limit (2018)
- Road proposed to have 60km/h speed limit (2018)
- Road proposed to have 70km/h speed limit (2018)
- Road proposed to have 80km/h speed limit (2018)
- Road proposed to be 40km/h speed limit in school zone

100km/h speed limit
Speed Bylaw SH

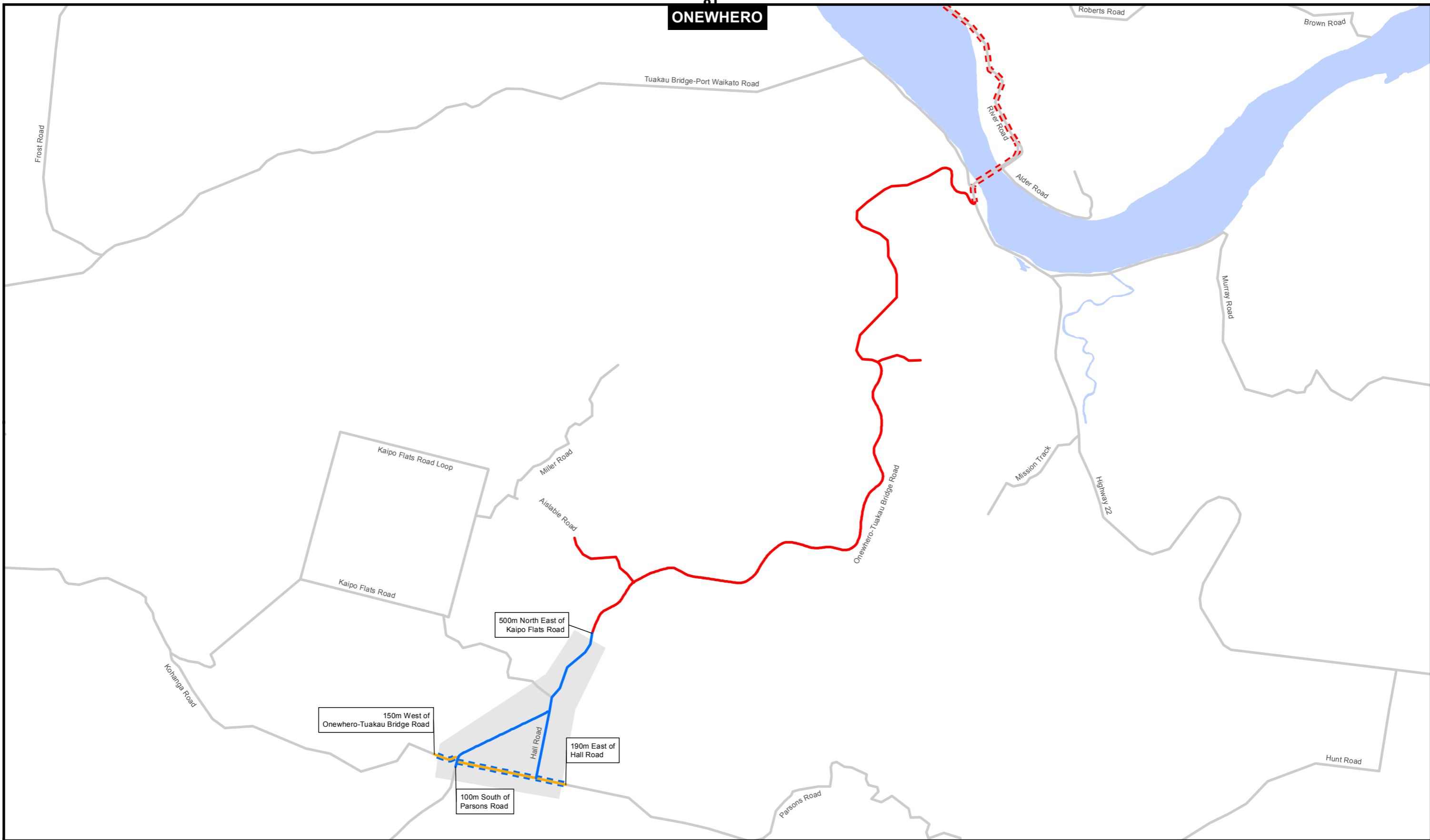


**Waikato District
Speed Limit Bylaw 2011**

**Recommended
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LEGEND

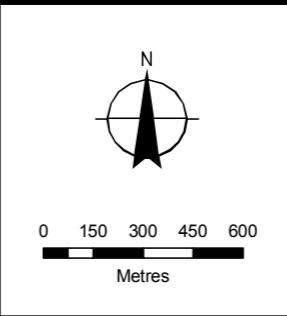
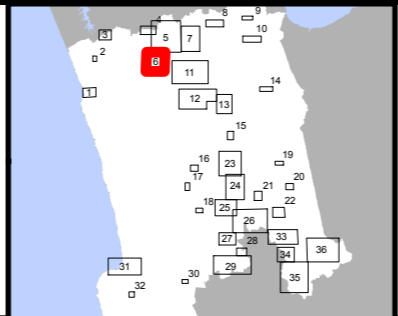
- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water

Existing speed

- Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH

Proposed speed

- Road proposed to have 50km/h speed limit (2018)
- Road proposed to have 80km/h speed limit (2018)



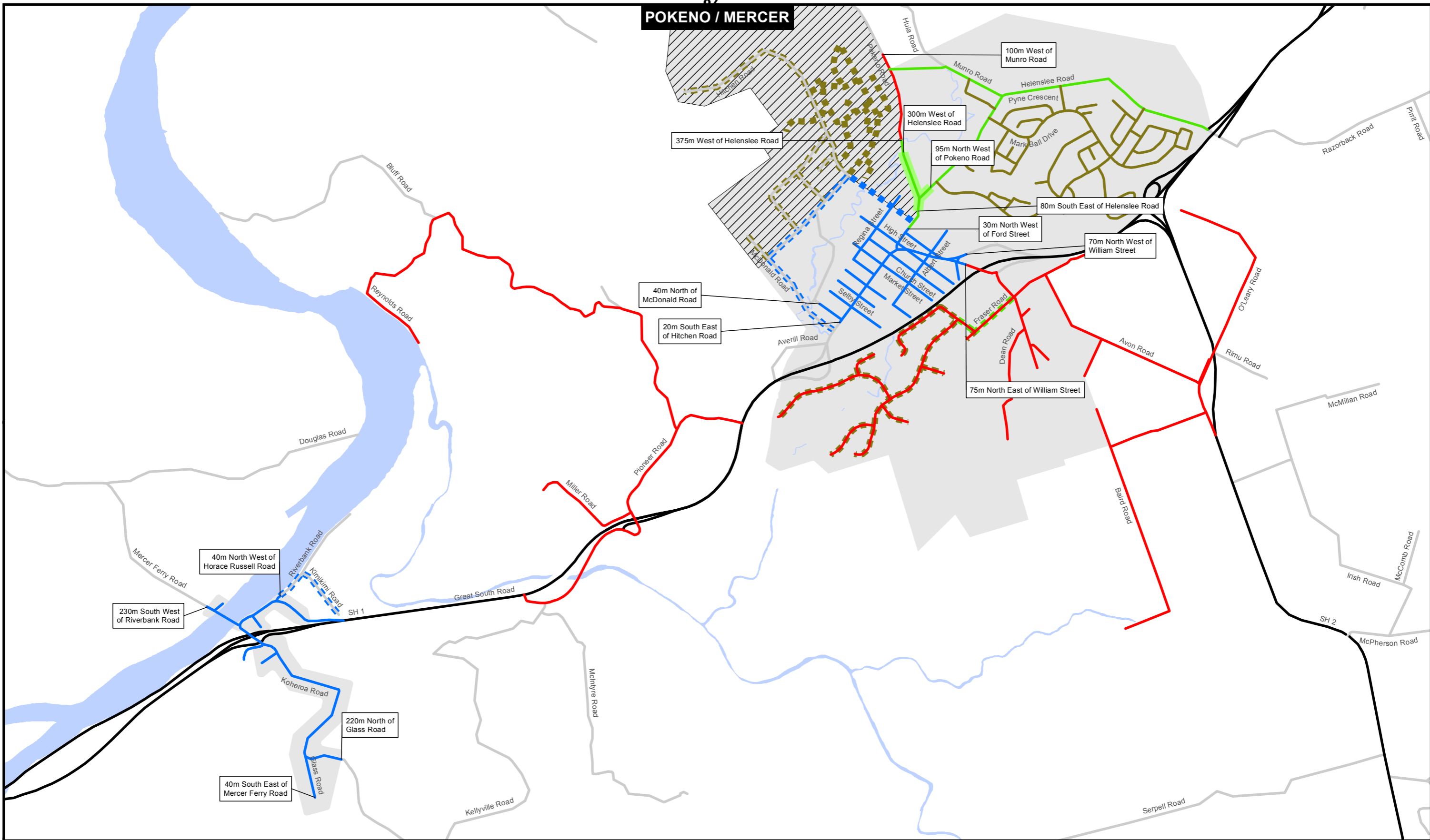
**Waikato District
Speed Limit Bylaw 2011**

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POKENO / MERCER



LEGEND

- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Urban 40km/h
- Water

Existing speed

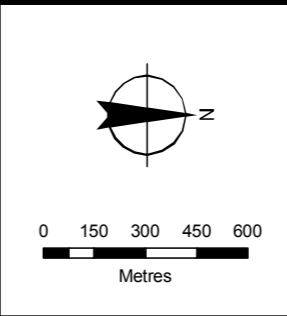
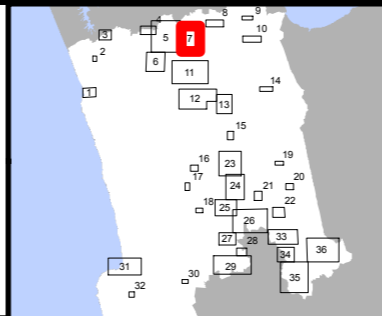
- Road declared to be 40km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 60km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit

Proposed speed

- Road declared to be 40km/h speed limit in school zone pursuant to Waikato District Council bylaw
- Road proposed to have 40km/h speed limit (2018)
- Road proposed to have 50km/h speed limit (2018)
- Road proposed to have 60km/h speed limit (2018)

Speed Bylaw SH

- Speed Bylaw SH

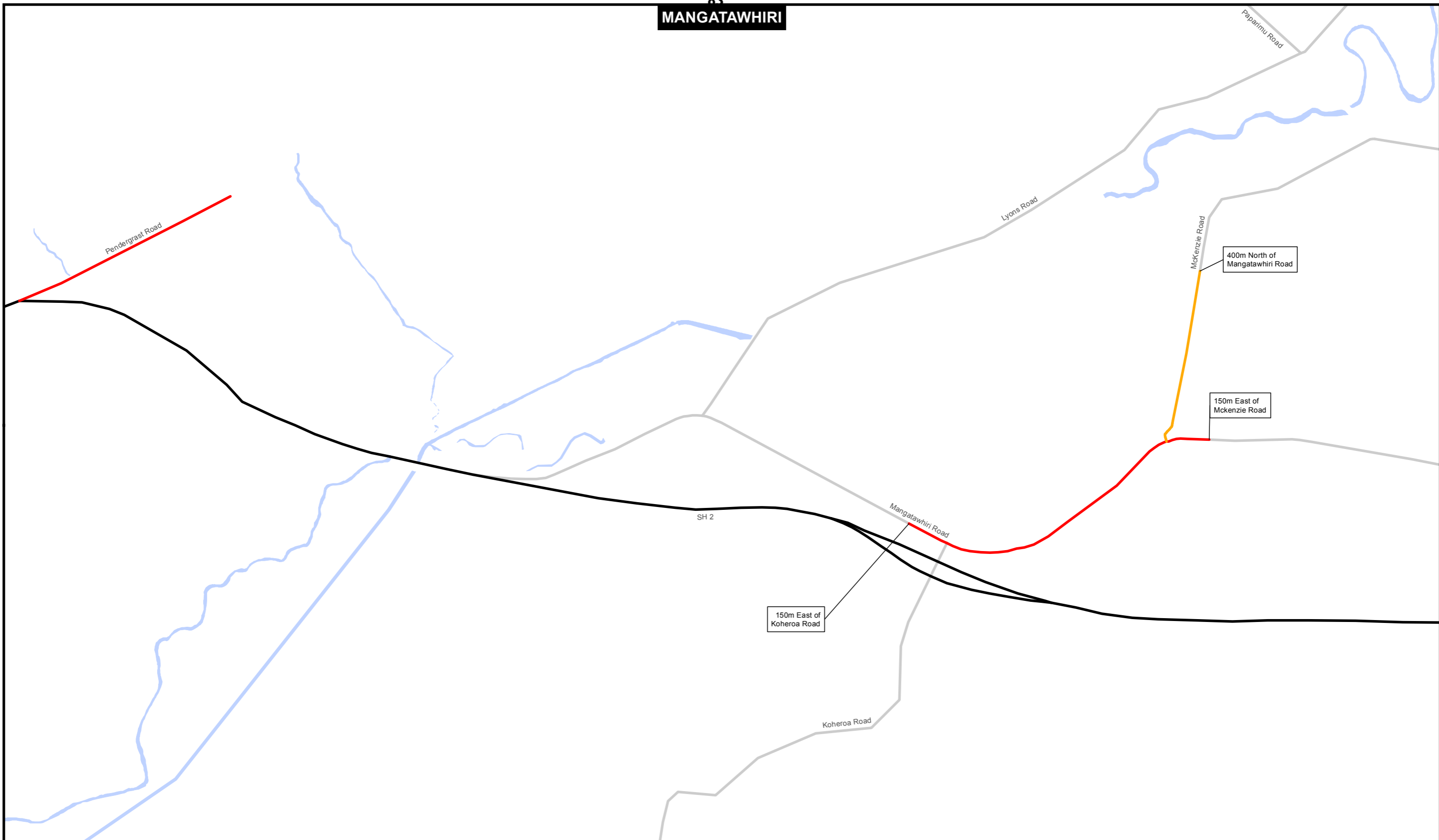


**Waikato District
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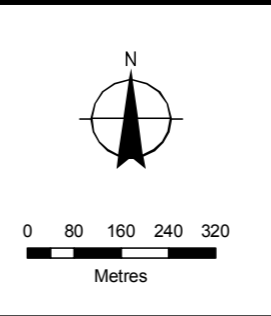
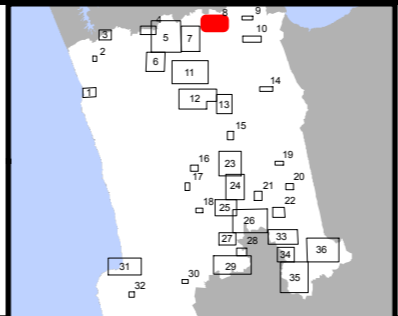
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LEGEND

- Study area
- Water
- Existing speed**
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH

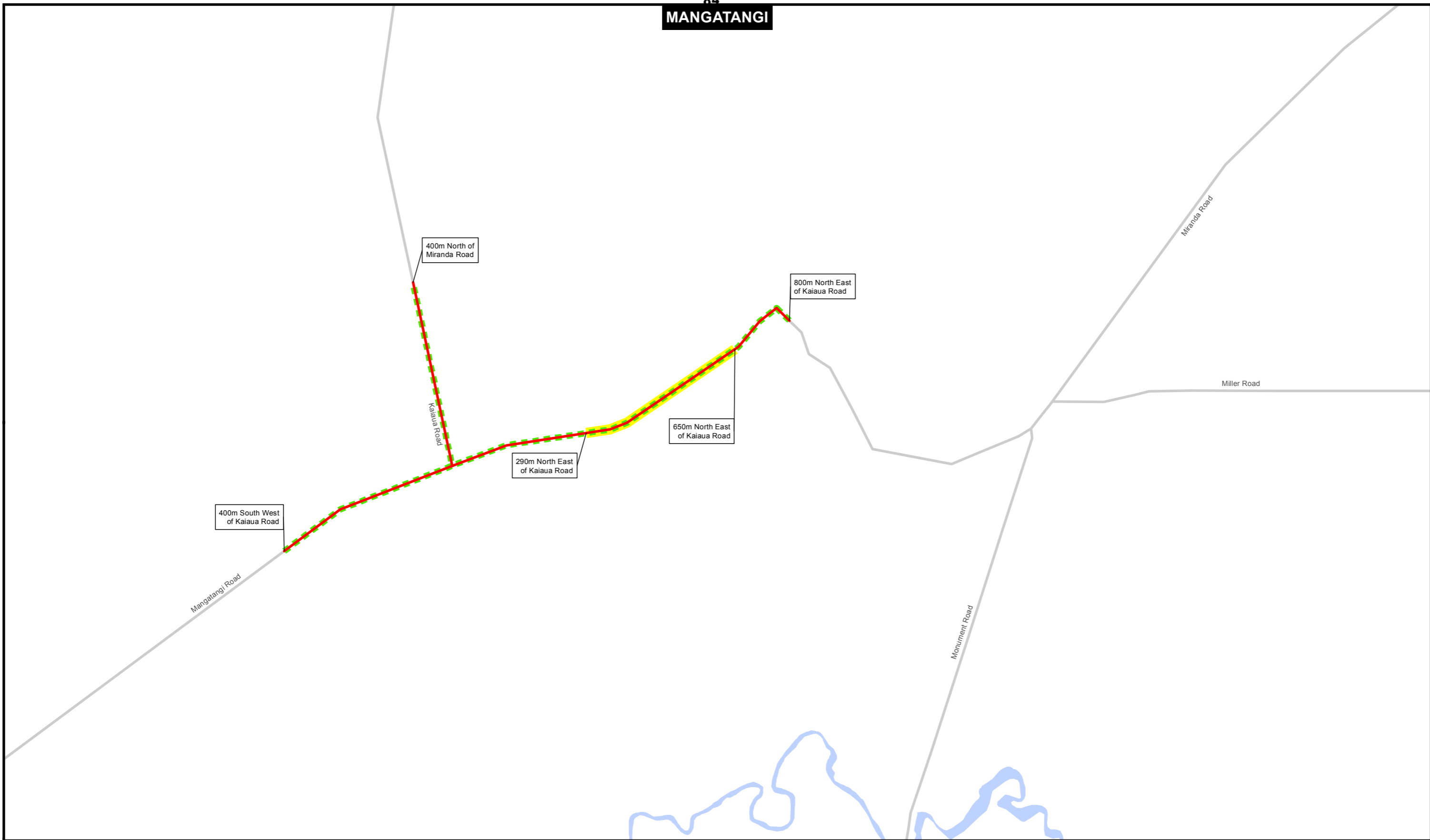


**Waikato District
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2018 Amendments**

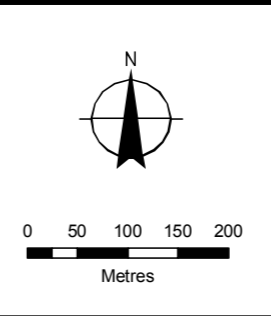
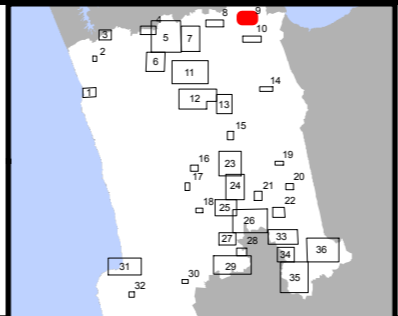
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LEGEND

- Study area
- Water
- Existing speed**
 - Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
 - 100km/h speed limit
 - Speed Bylaw SH
- Proposed speed**
 - Road proposed to have 60km/h speed limit (2018)
 - Road proposed to be 40km/h speed limit in school zone

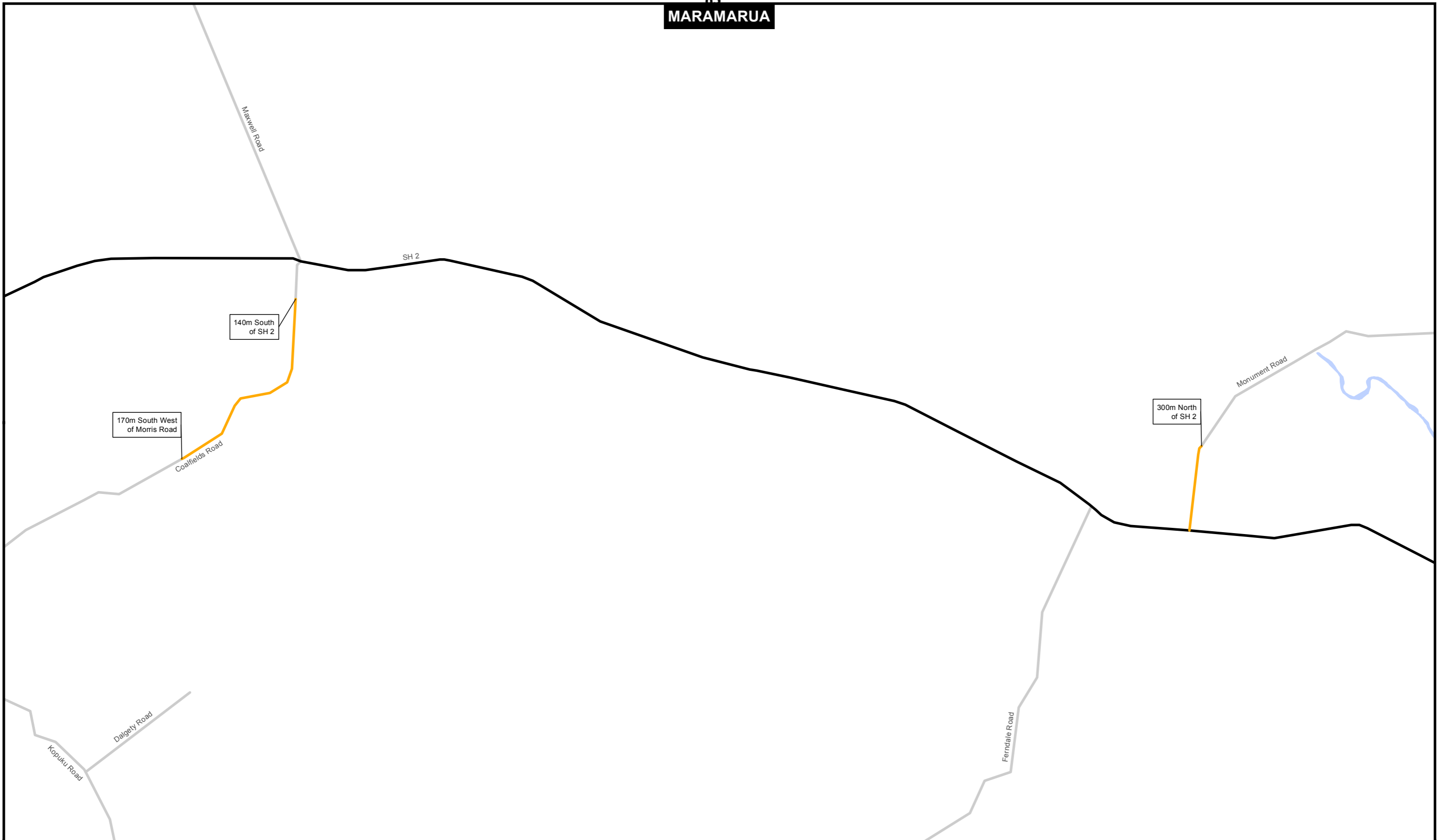


**Waikato District
Speed Limit Bylaw 2011**

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2018 Amendments**

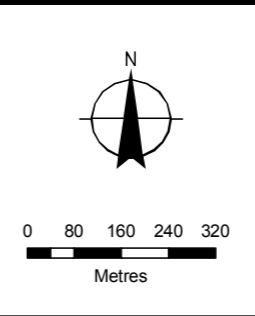
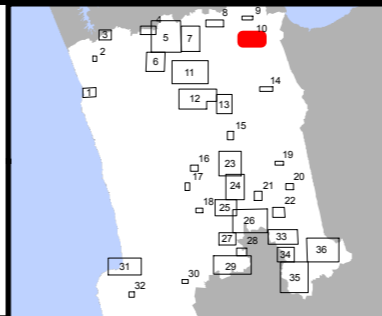
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LEGEND

- Study area
- Water
- Existing speed**
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH



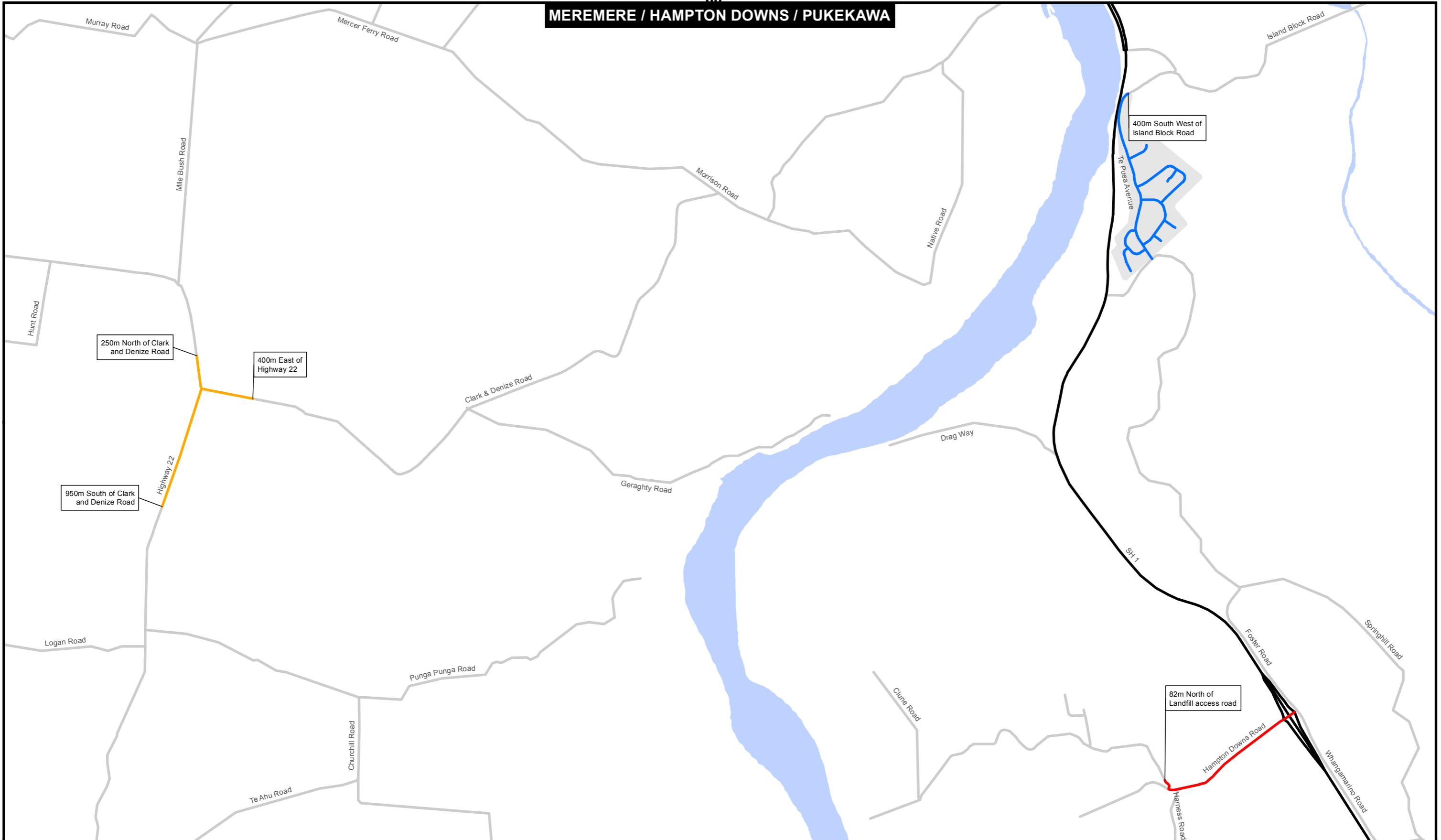
**Waikato District
Speed Limit Bylaw 2011**

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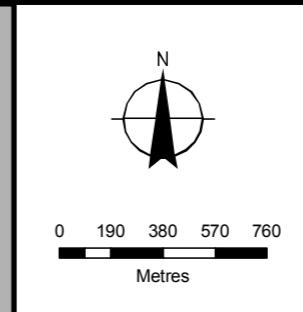
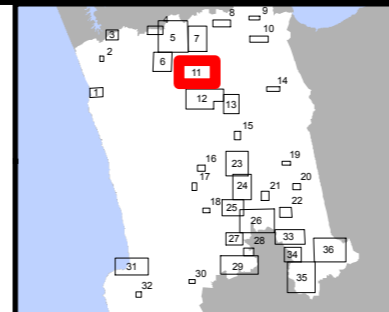


MEREMERE / HAMPTON DOWNS / PUKEKAWA



LEGEND

- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water
- Existing speed**
- Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH



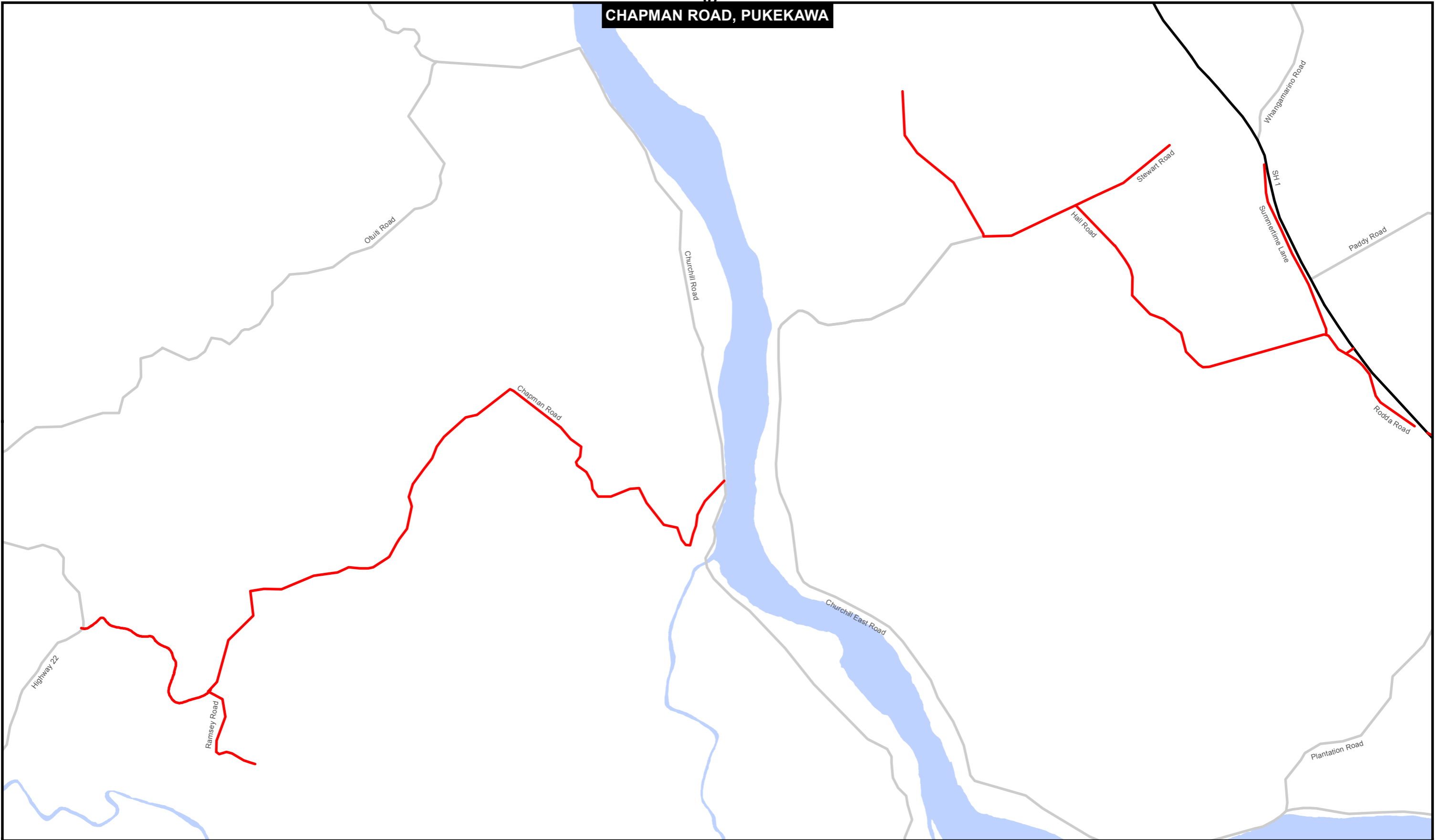
**Waikato District
Speed Limit Bylaw 2011**

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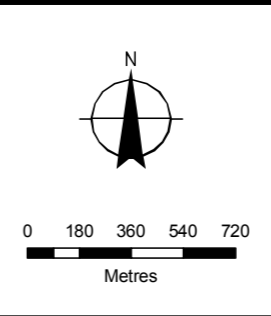
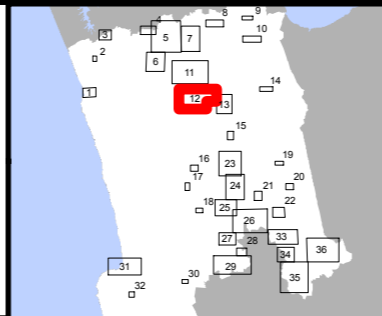


CHAPMAN ROAD, PUKEKAWA



LEGEND

- Study area
- Water
- Existing speed**
- Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH



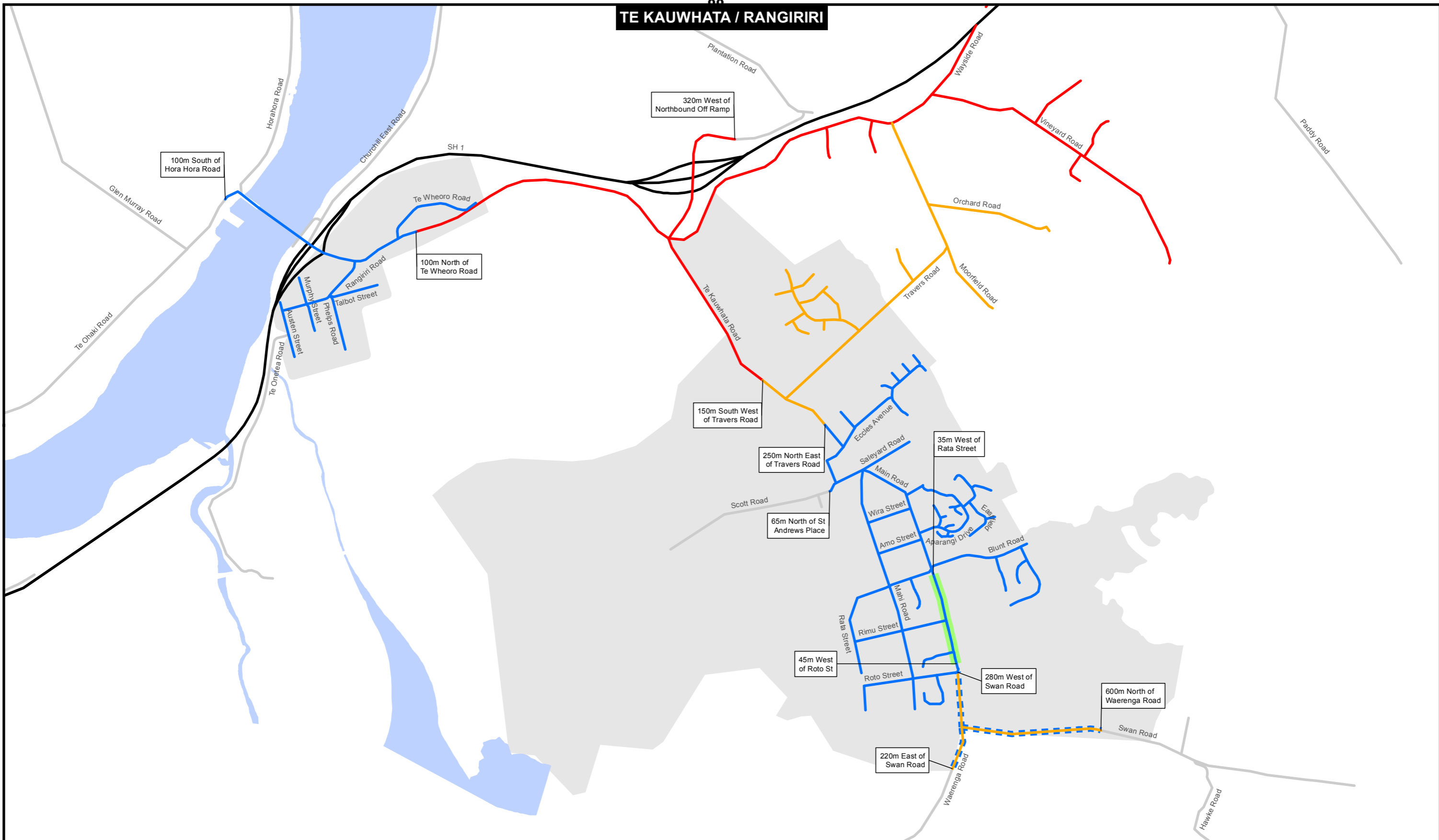
**Waikato District
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TE KAUWHATA / RANGIRIRI



LEGEND

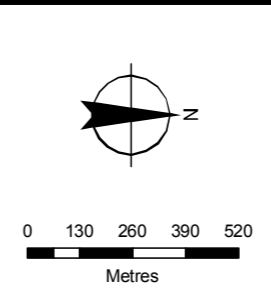
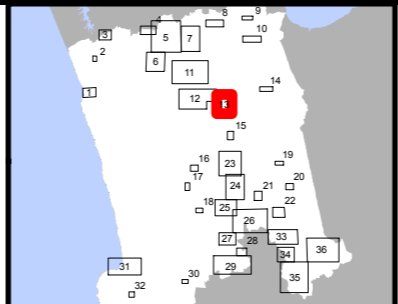
- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water

Existing speed

- Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH
- Road declared to be 40km/h speed limit in school zone pursuant to Waikato District Council bylaw

Proposed speed

- Road proposed to have 50km/h speed limit (2018)



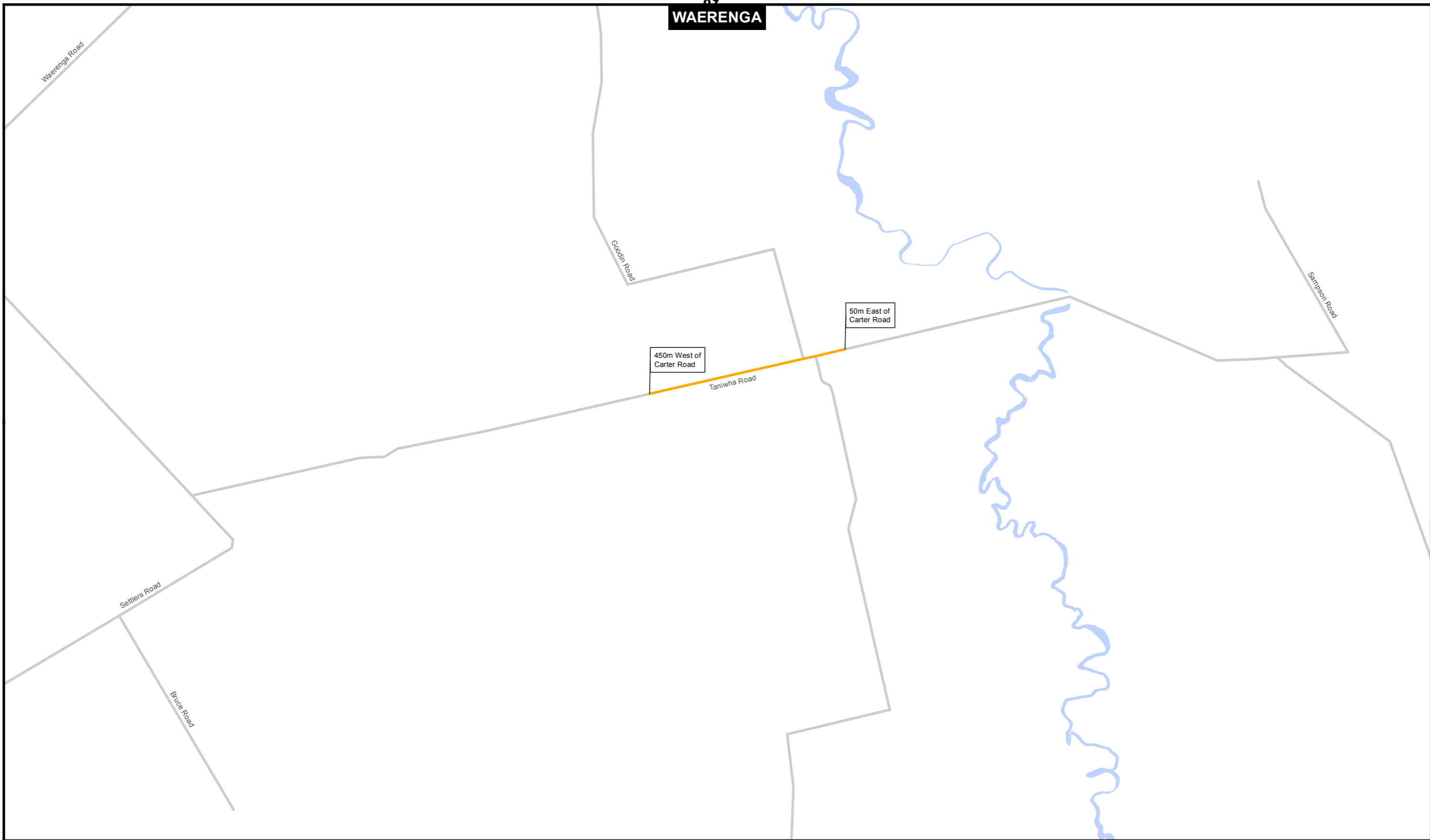
**Waikato District
Speed Limit Bylaw 2011**

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2018 Amendments**

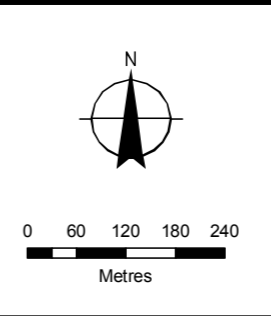
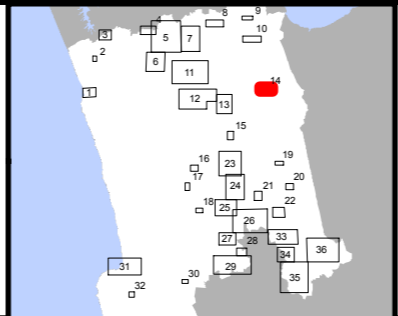
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WAERENGA



- LEGEND**
- Study area
 - Water
 - Existing speed**
 - Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
 - 100km/h speed limit
 - Speed Bylaw SH

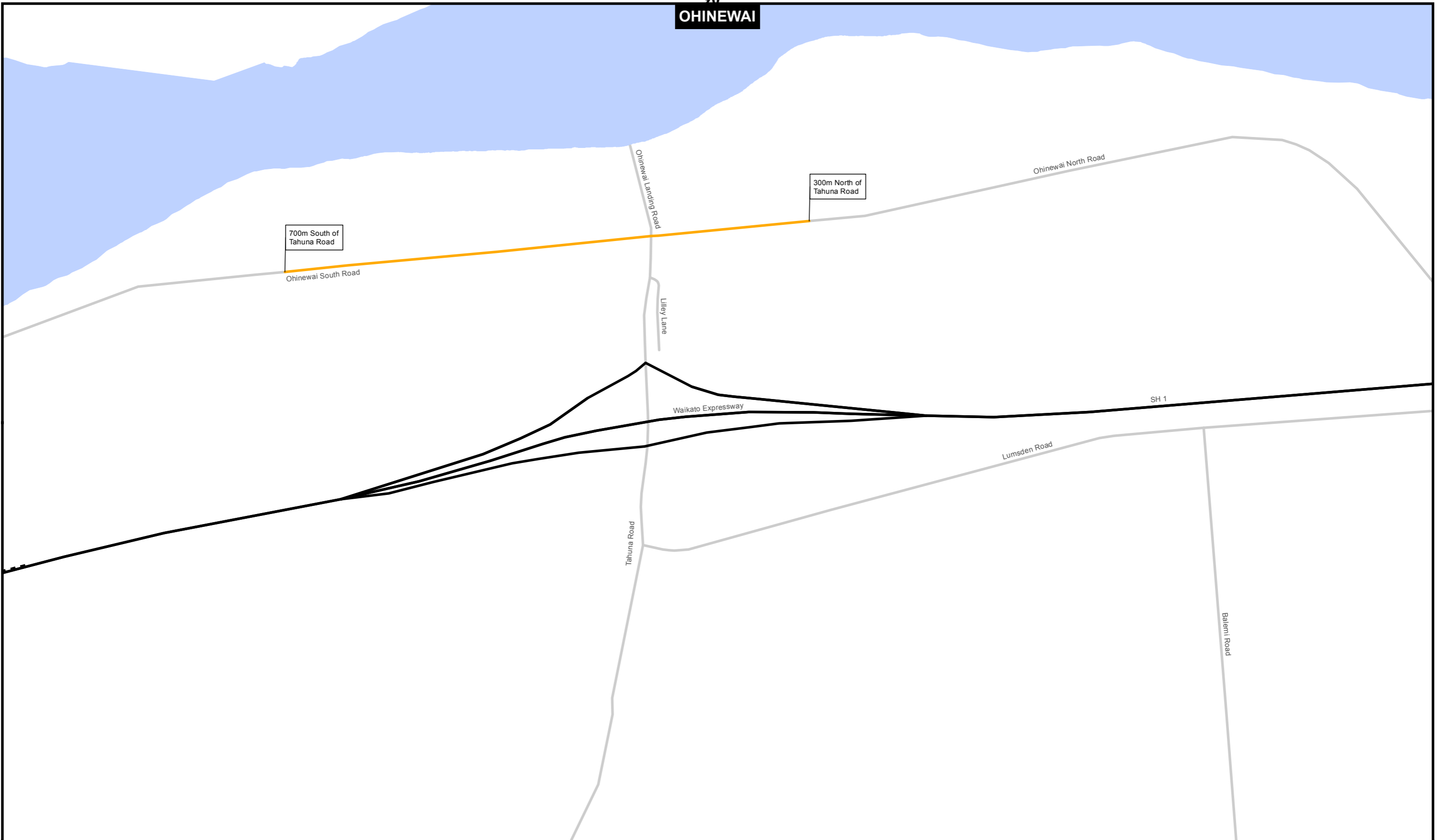


**Waikato District
Speed Limit Bylaw 2011**

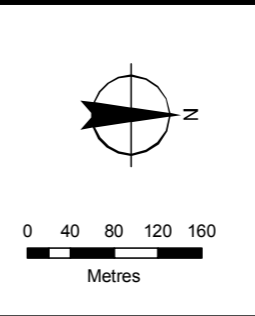
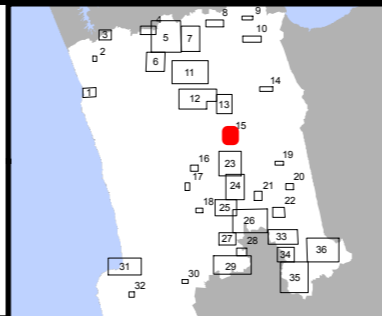
**Recommended
2018 Amendments**

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- LEGEND**
- Study area
 - Water
 - Existing speed**
 - Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
 - 100km/h speed limit
 - Speed Bylaw SH
 - Tamahere Proposed Centerline



**Waikato District
Speed Limit Bylaw 2011**

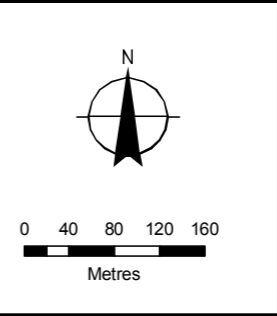
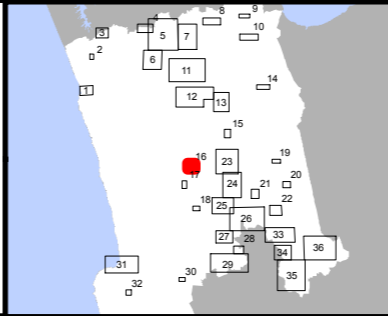
**Recommended
2018 Amendments**

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- LEGEND**
- Study area
 - Existing speed**
 - Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
 - 100km/h speed limit
 - Speed Bylaw SH



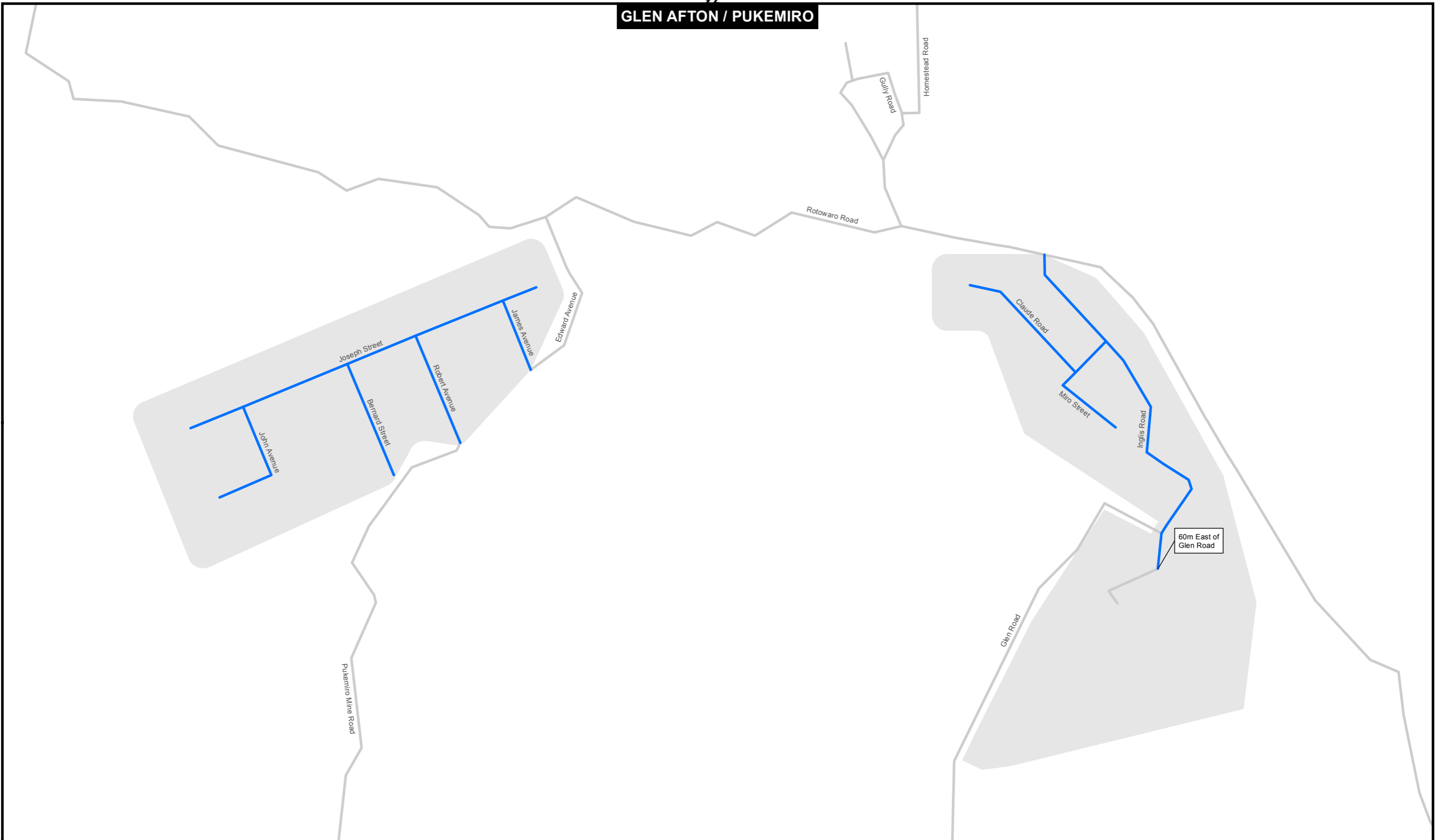
**Waikato District
Speed Limit Bylaw 2011**

**Recommended
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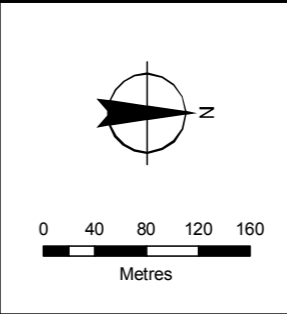
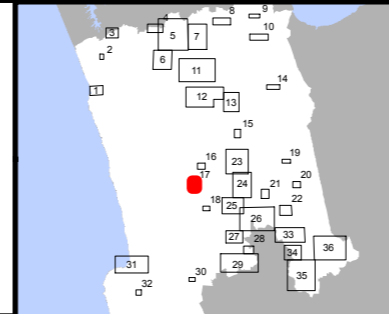


GLEN AFTON / PUKEMIRO



LEGEND

- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water
- Existing speed**
- Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH

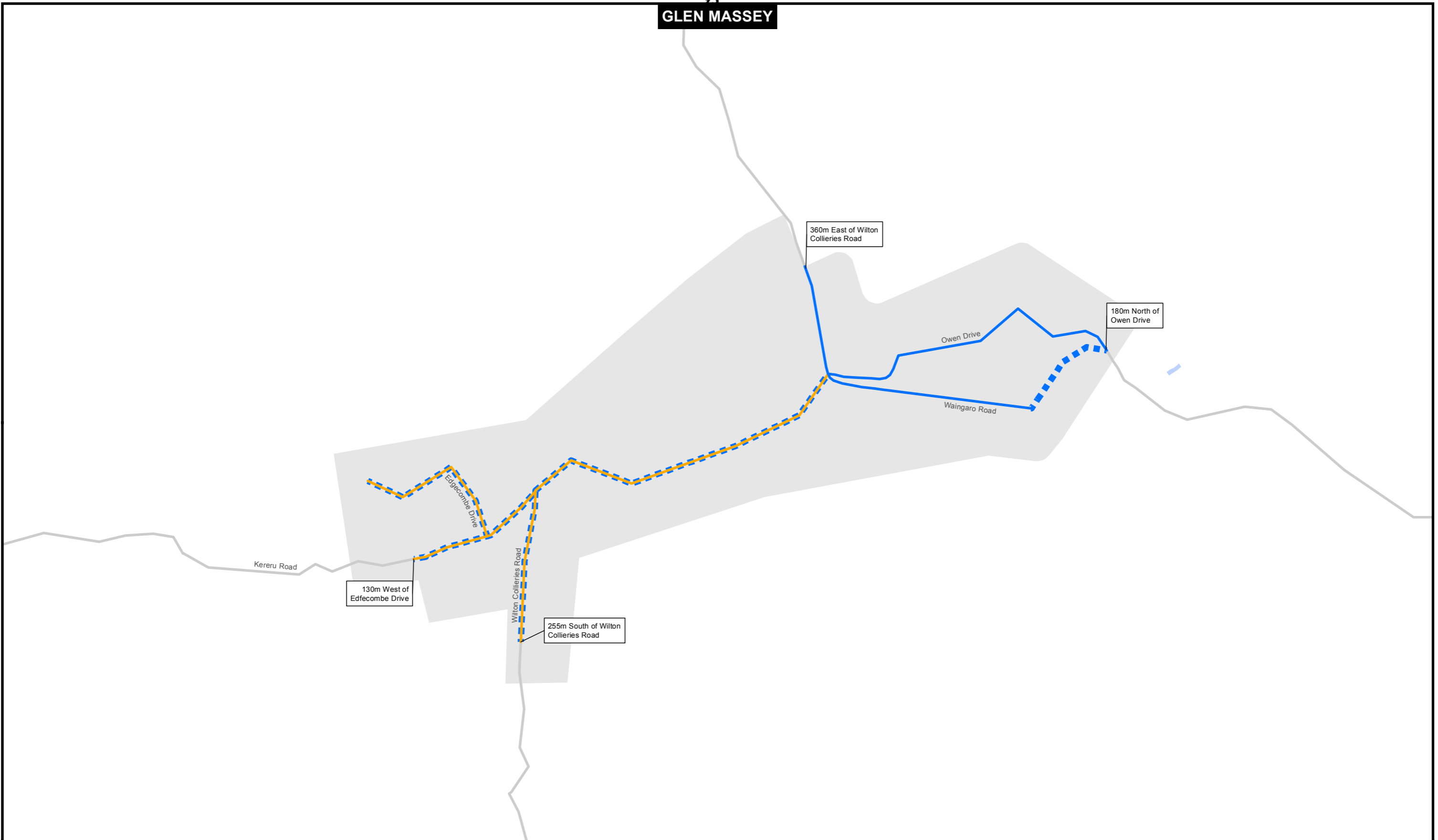


**Waikato District
Speed Limit Bylaw 2011**

**Recommended
2018 Amendments**

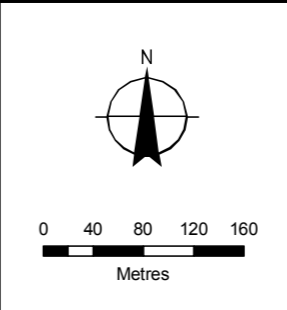
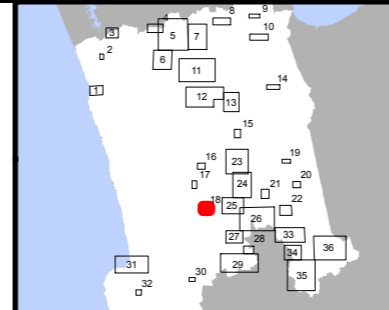
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LEGEND

- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water
- Existing speed**
 - Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
 - Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
 - 100km/h speed limit
 - Speed Bylaw SH
- Proposed speed**
 - Road proposed to have 50km/h speed limit (2018)

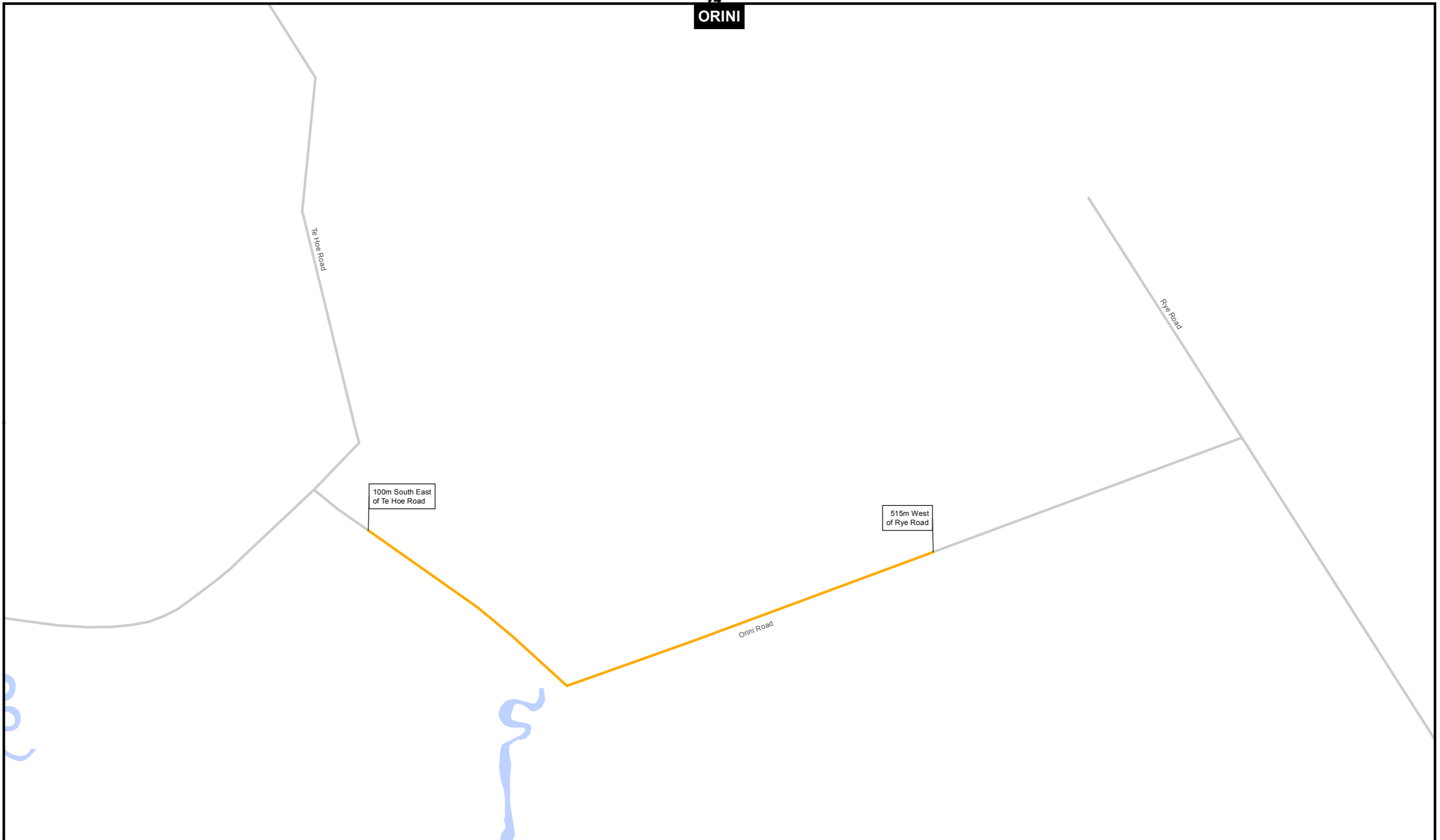


**Waikato District
Speed Limit Bylaw 2011**

**Recommended
2018 Amendments**

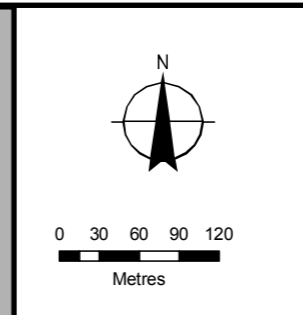
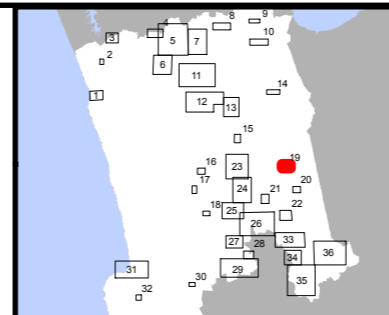
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LEGEND

- Study area
- Water
- Existing speed**
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH

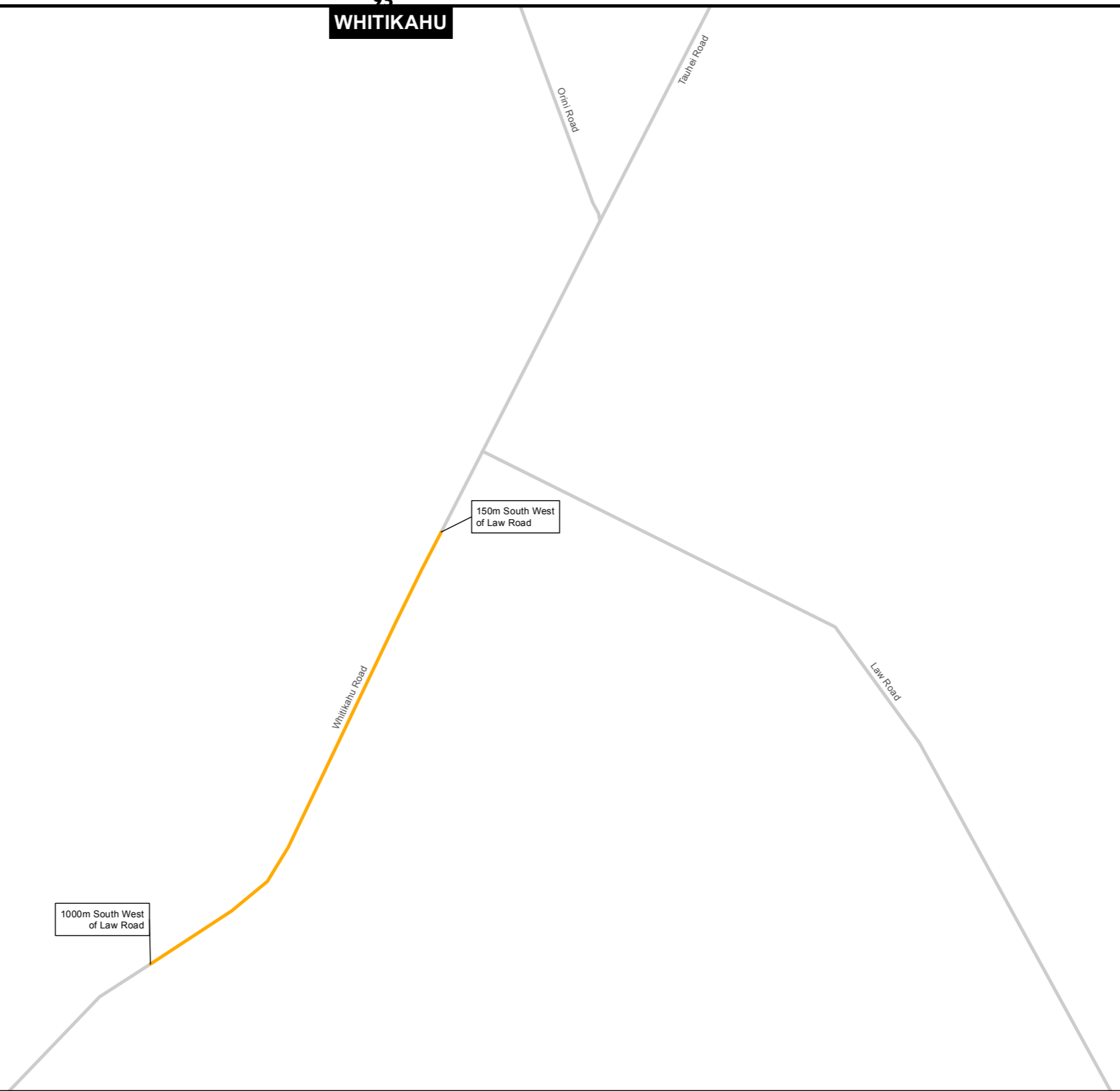


**Waikato District
Speed Limit Bylaw 2011**

**Recommended
2018 Amendments**

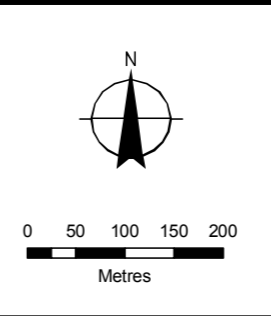
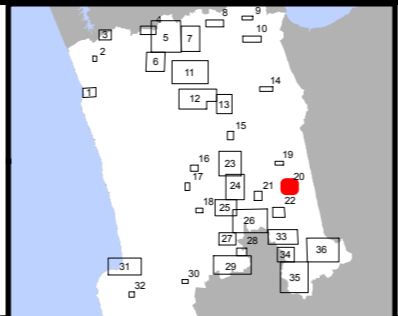
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LEGEND

- Study area
- Water
- Existing speed**
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH



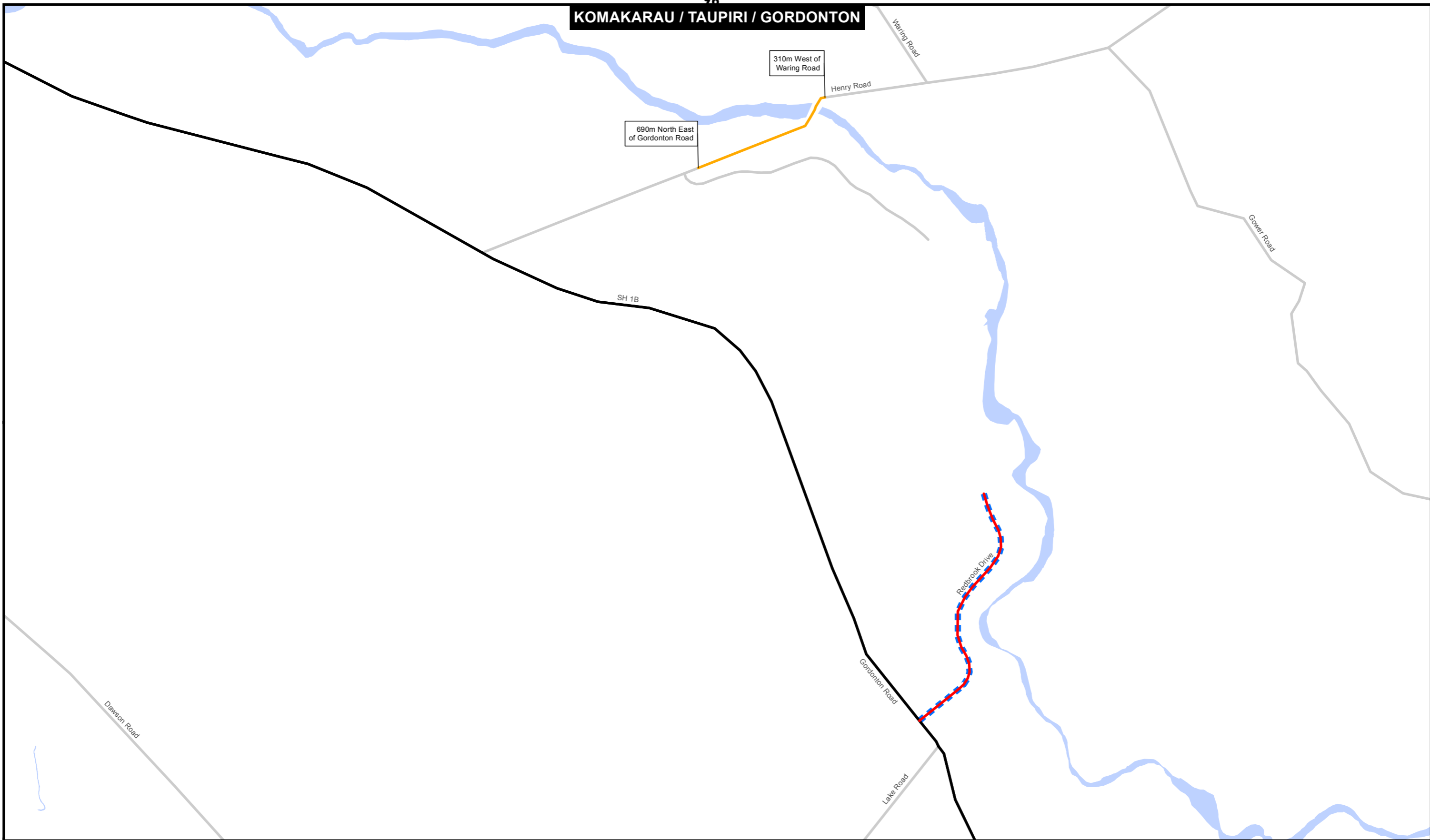
**Waikato District
Speed Limit Bylaw 2011**

**Recommended
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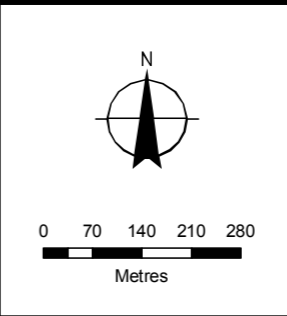
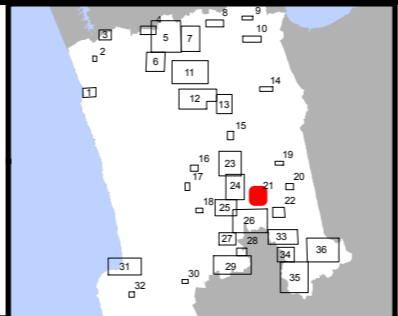


KOMAKARAU / TAUPIRI / GORDONTON



LEGEND

- Study area
- Water
- Existing speed**
 - Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
 - Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
 - 100km/h speed limit
 - Speed Bylaw SH
- Proposed speed**
 - Road proposed to have 50km/h speed limit (2018)
 - Tamahere Proposed Centerline

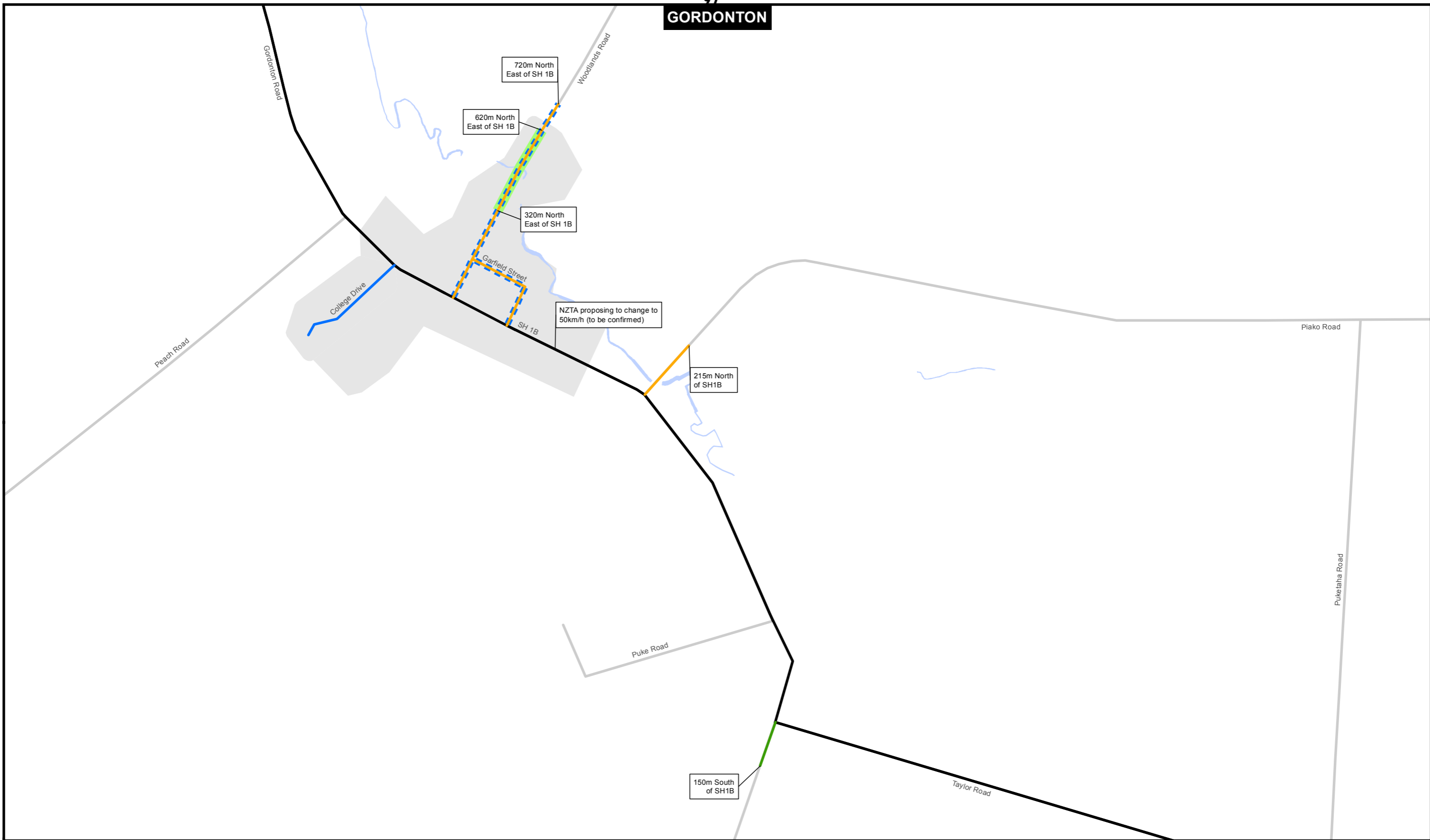


**Waikato District
Speed Limit Bylaw 2011**

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LEGEND

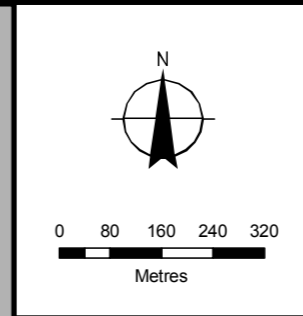
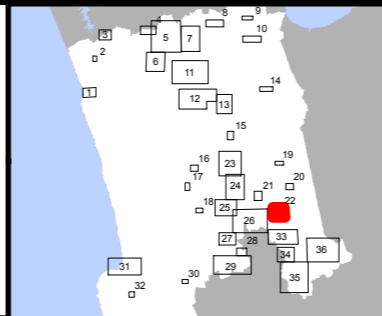
- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water

Existing speed

- Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- Rural intersection activated warning zones declared to be 60km/h pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH
- Road declared to be 40km/h speed limit in school zone pursuant to Waikato District Council bylaw

Proposed speed

- Road proposed to have 50km/h speed limit (2018)
- Tamahere Proposed Centerline

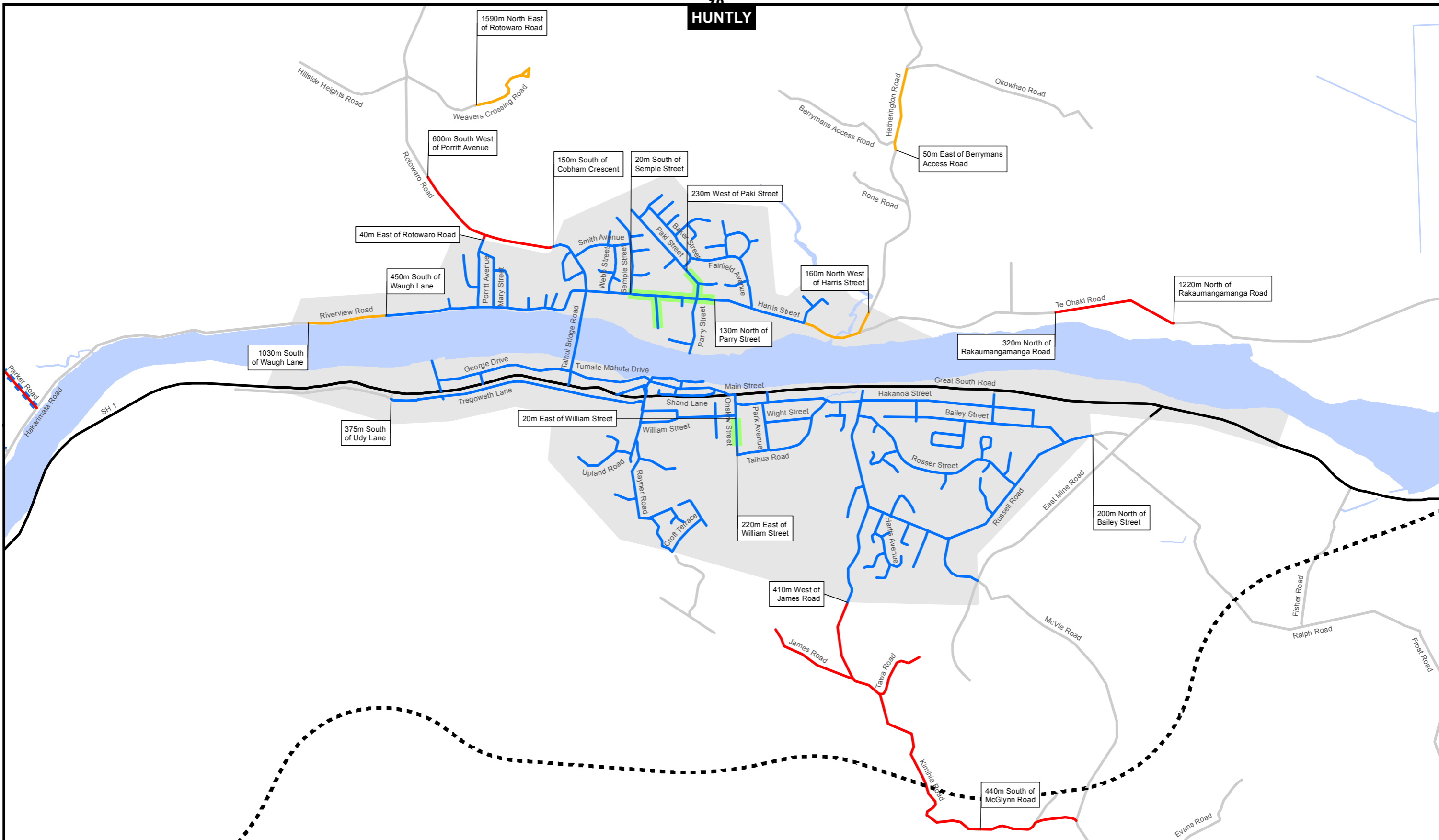


**Waikato District
Speed Limit Bylaw 2011**

**Recommended
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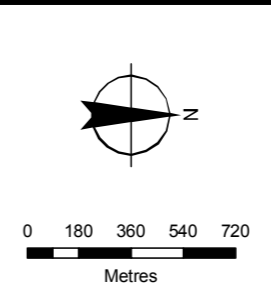
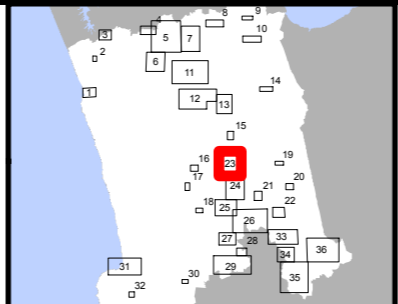


LEGEND

- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water
- Existing speed**
- Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH
- Road declared to be 40km/h speed limit in school zone pursuant to Waikato District Council bylaw

Proposed speed

- Road proposed to have 50km/h speed limit (2018)
- Tamahere Proposed Centerline



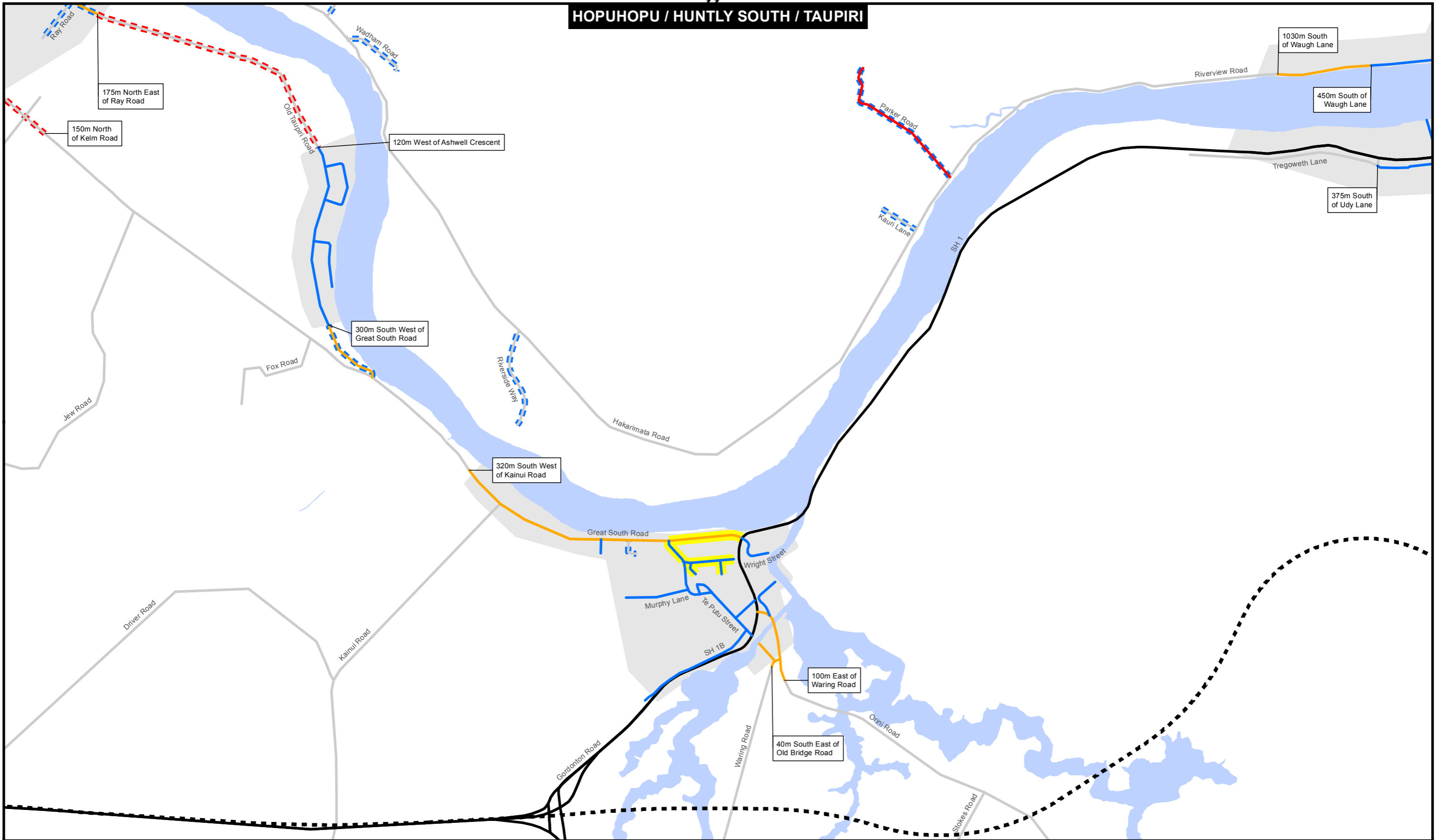
**Waikato District
Speed Limit Bylaw 2011**

**Recommended
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HOPUHOPU / HUNTLY SOUTH / TAUPIRI

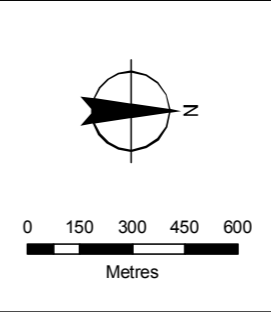
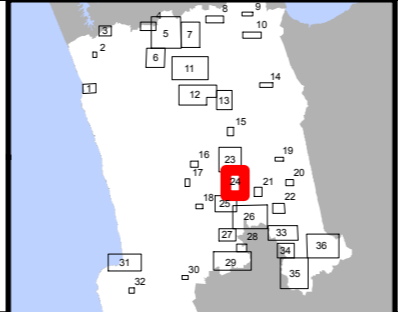


LEGEND

- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water
- Existing speed**
- Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH

Proposed speed

- Road proposed to have 50km/h speed limit (2018)
- Road proposed to have 80km/h speed limit (2018)
- Road proposed to be 40km/h speed limit in school zone
- Tamahere Proposed Centerline
- Tamahere Proposed Centerline



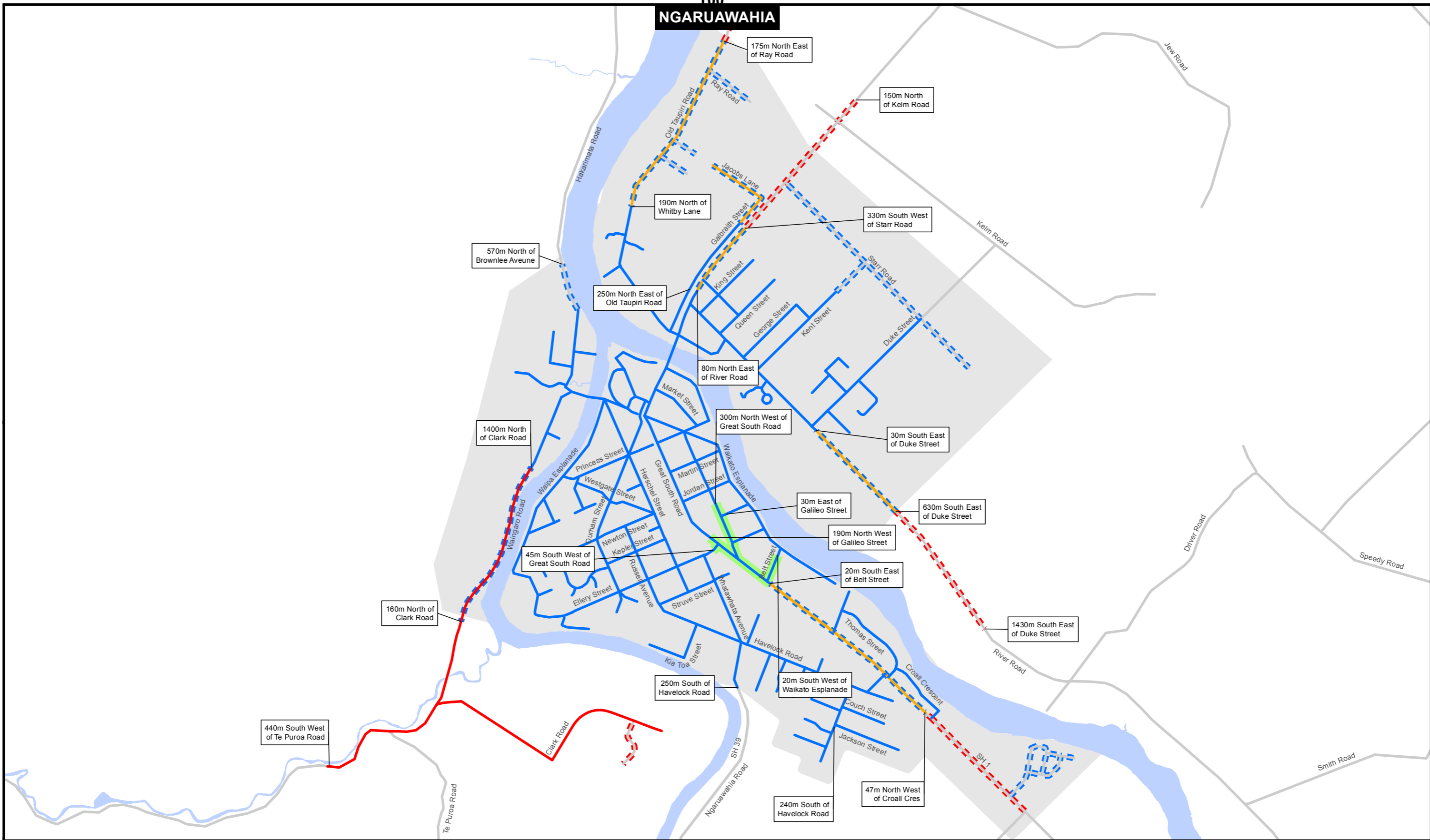
**Waikato District
Speed Limit Bylaw 2011**

**Recommended
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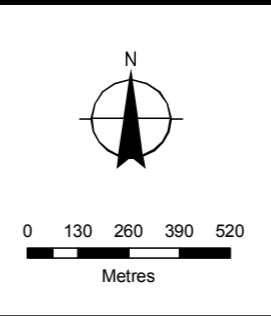
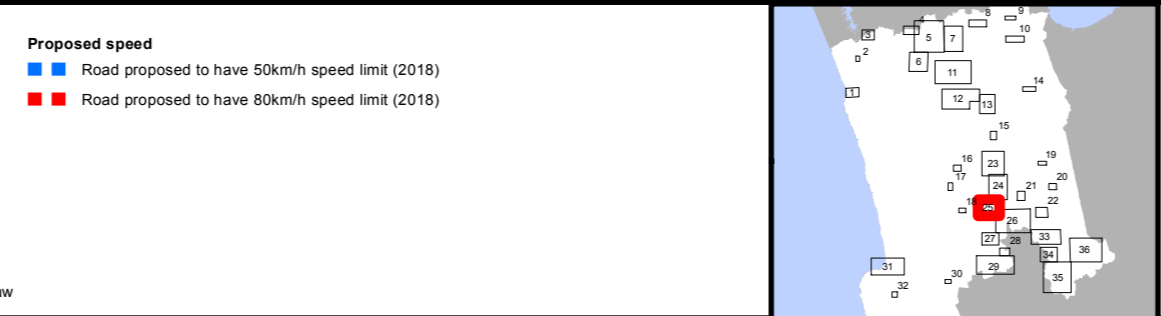


100
NGARUAWAHIA



LEGEND

- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water
- Existing speed**
 - Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
 - Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
 - Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
 - 100km/h speed limit
 - Speed Bylaw SH
 - Road declared to be 40km/h speed limit in school zone pursuant to Waikato District Council bylaw
- Proposed speed**
 - Road proposed to have 50km/h speed limit (2018)
 - Road proposed to have 80km/h speed limit (2018)



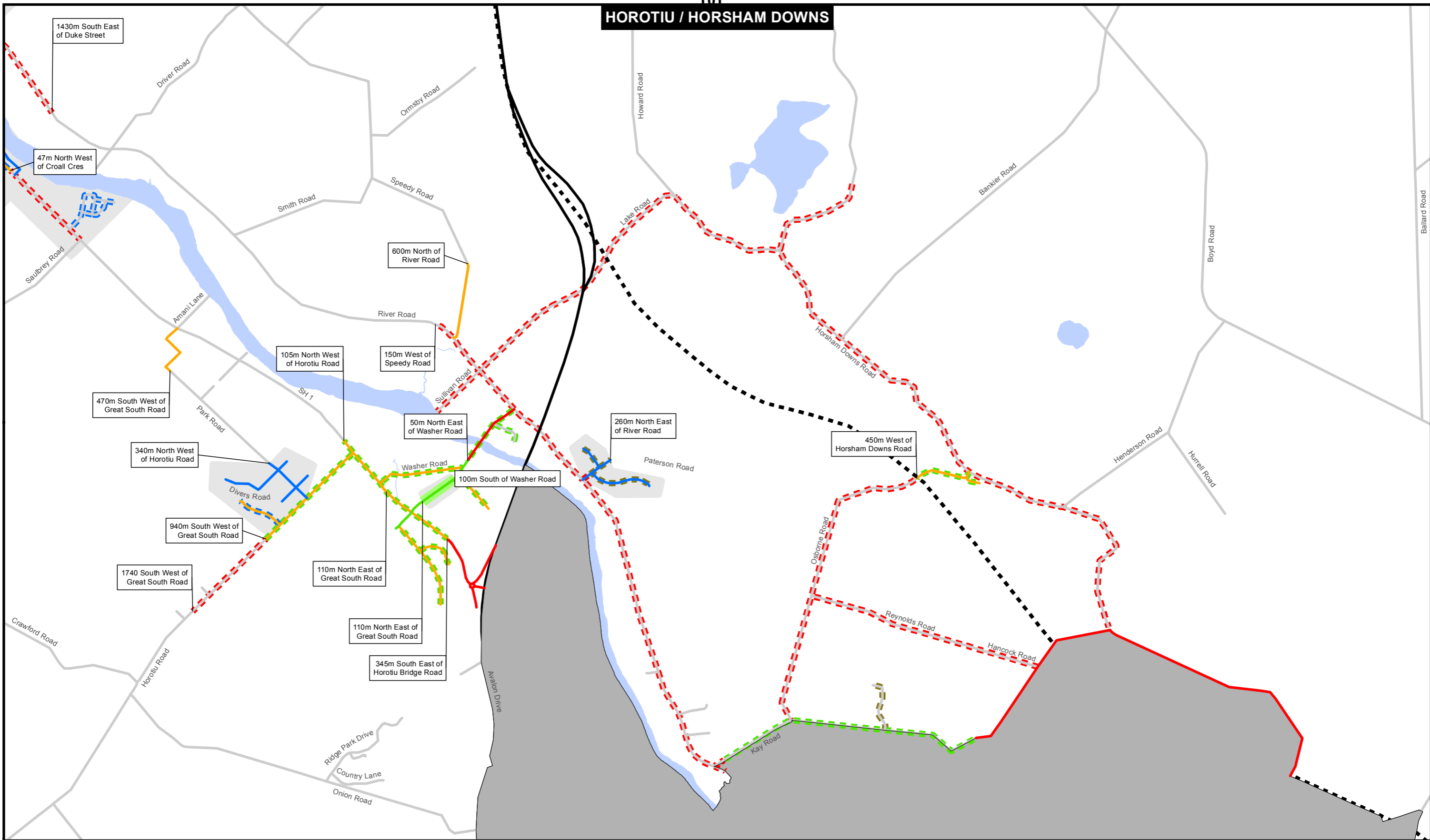
**Waikato District
Speed Limit Bylaw 2011**

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2018 Amendments**

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101
HOROTIU / HORSHAM DOWNS

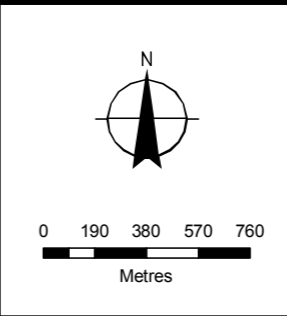
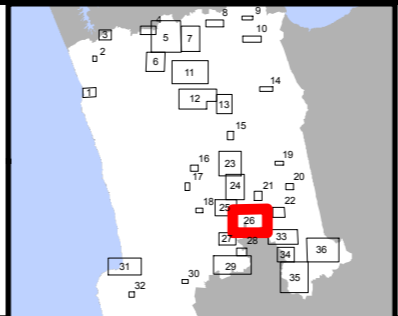


LEGEND

- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water
- Existing speed**
 - Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
 - Road declared to be 60km/h speed limit pursuant to Waikato District Council bylaw
 - Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
 - Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
 - 100km/h speed limit
 - Speed Bylaw SH

Proposed speed

- Road declared to be 40km/h speed limit in school zone pursuant to Waikato District Council bylaw
- Road proposed to have 40km/h speed limit (2018)
- Road proposed to have 50km/h speed limit (2018)
- Road proposed to have 60km/h speed limit (2018)
- Road proposed to have 80km/h speed limit (2018)
- Tamahere Proposed Centerline



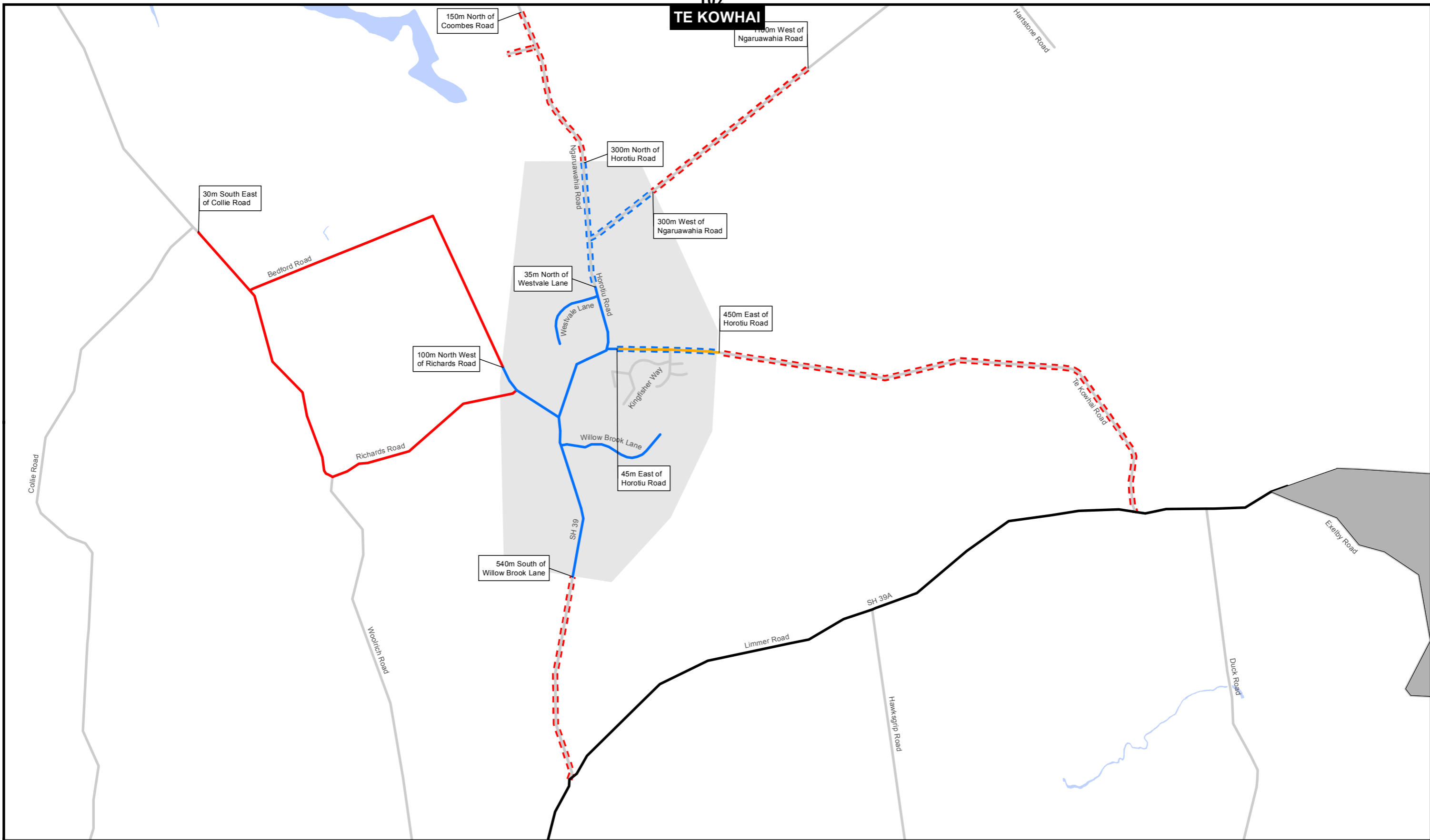
**Waikato District
Speed Limit Bylaw 2011**

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102
TE KOWHAI

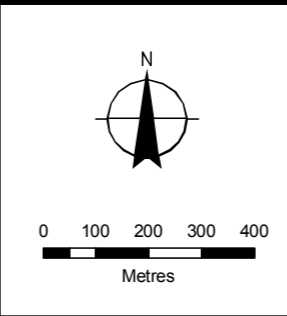
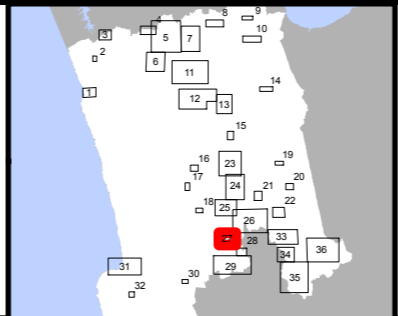


LEGEND

- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water
- Existing speed**
- Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH

Proposed speed

- Road proposed to have 50km/h speed limit (2018)
- Road proposed to have 80km/h speed limit (2018)



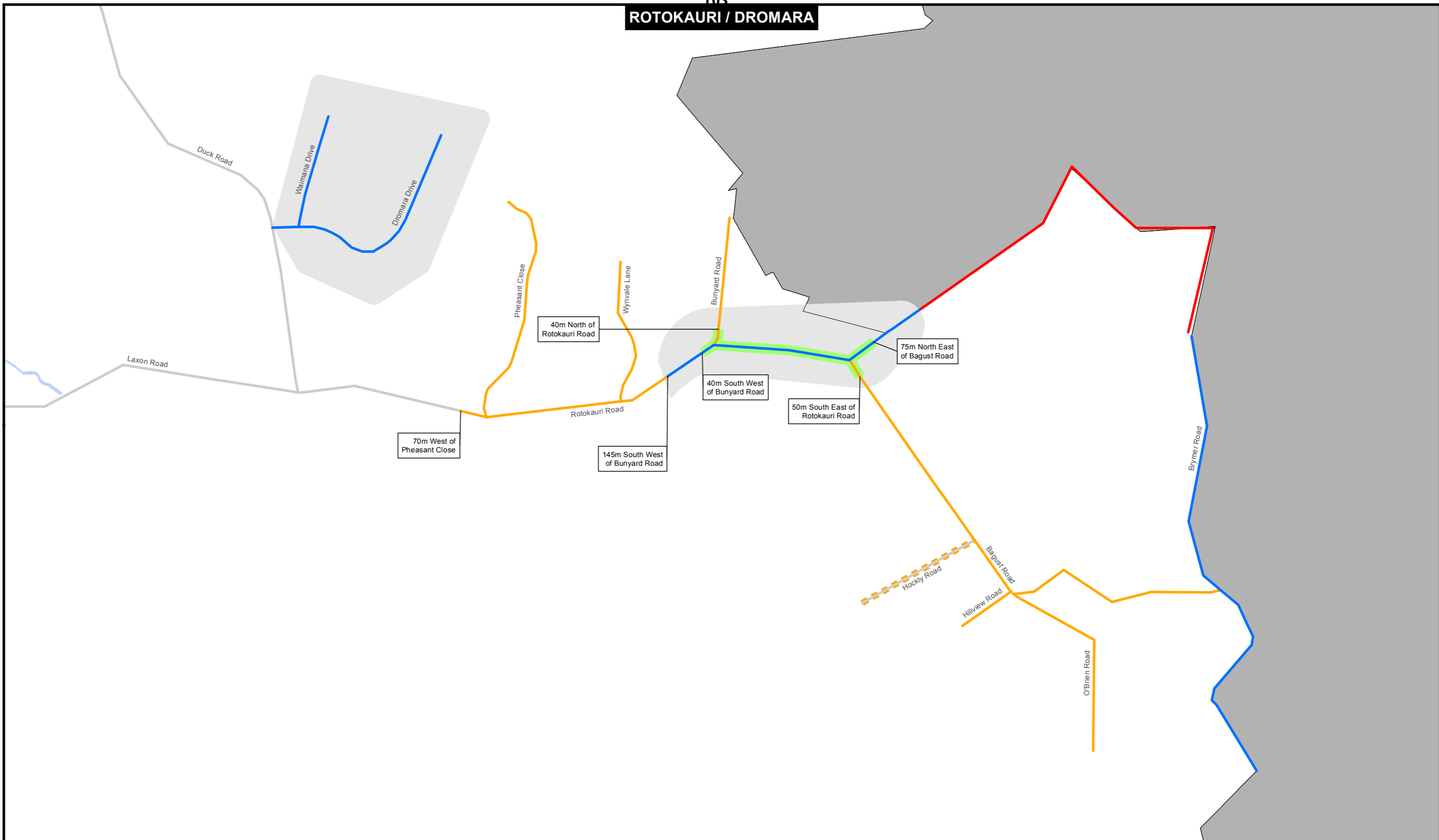
**Waikato District
Speed Limit Bylaw 2011**

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103
ROKOKAURI / DROMARA



LEGEND

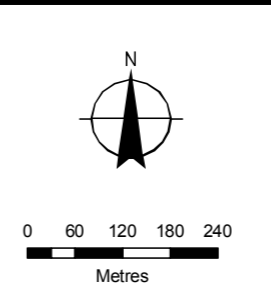
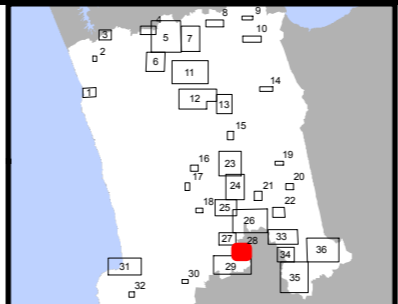
- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water

Existing speed

- Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH
- Road declared to be 40km/h speed limit in school zone pursuant to Waikato District Council bylaw

Proposed speed

- Road proposed to have 70km/h speed limit (2018)
- Tamahere Proposed Centerline



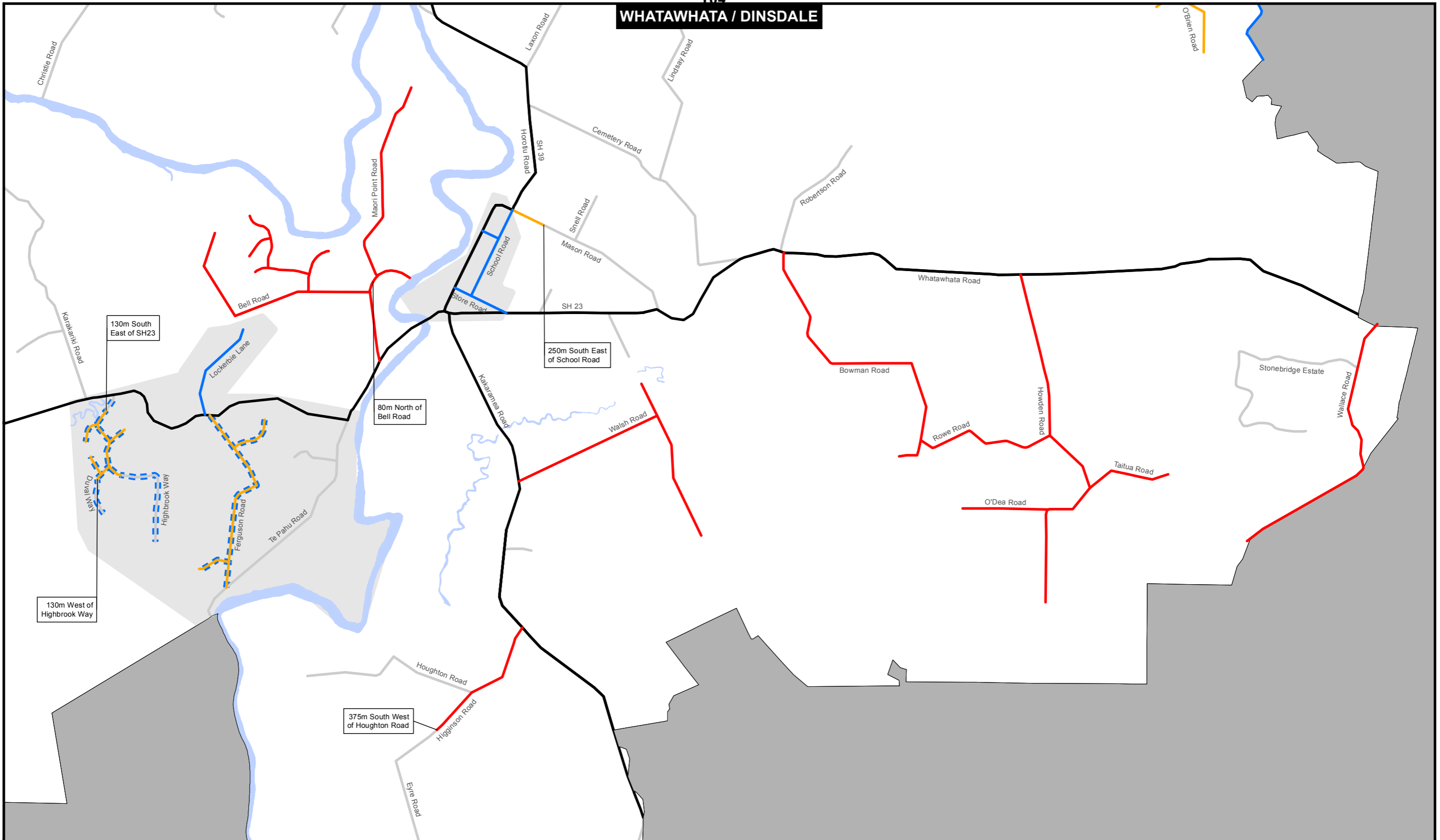
**Waikato District
 Speed Limit Bylaw 2011**

**Recommended
 2018 Amendments**

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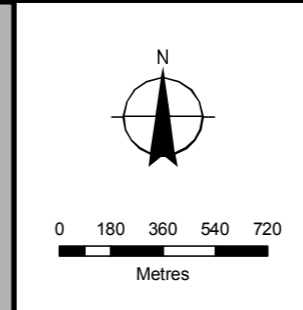
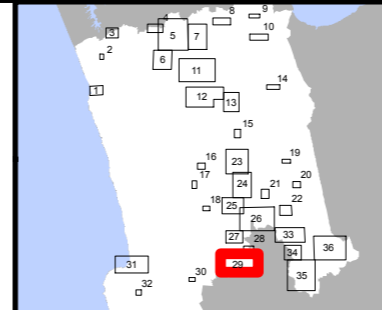
WHATAWHATA / DINSDALE



LEGEND

- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water
- Existing speed**
- Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH

- Proposed speed**
- Road proposed to have 50km/h speed limit (2018)
- Tamahere Proposed Centerline



**Waikato District
Speed Limit Bylaw 2011**

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WAITETUNA






Totara Grove
160m North West of
Old Mountain Road

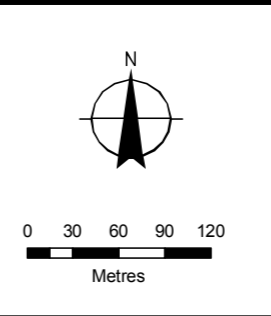
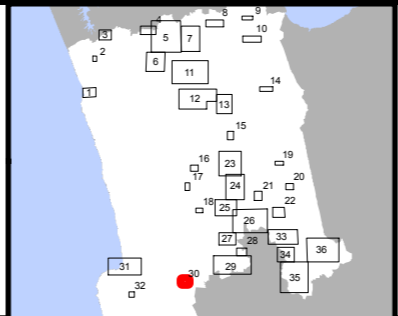
Waitehuna Valley Road

340m South of Old
Mountain Road

Parker Access Road

Old Mountain Road

- LEGEND**
-  Study area
 -  Water
 - Existing speed**
 -  Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
 -  100km/h speed limit
 -  Speed Bylaw SH



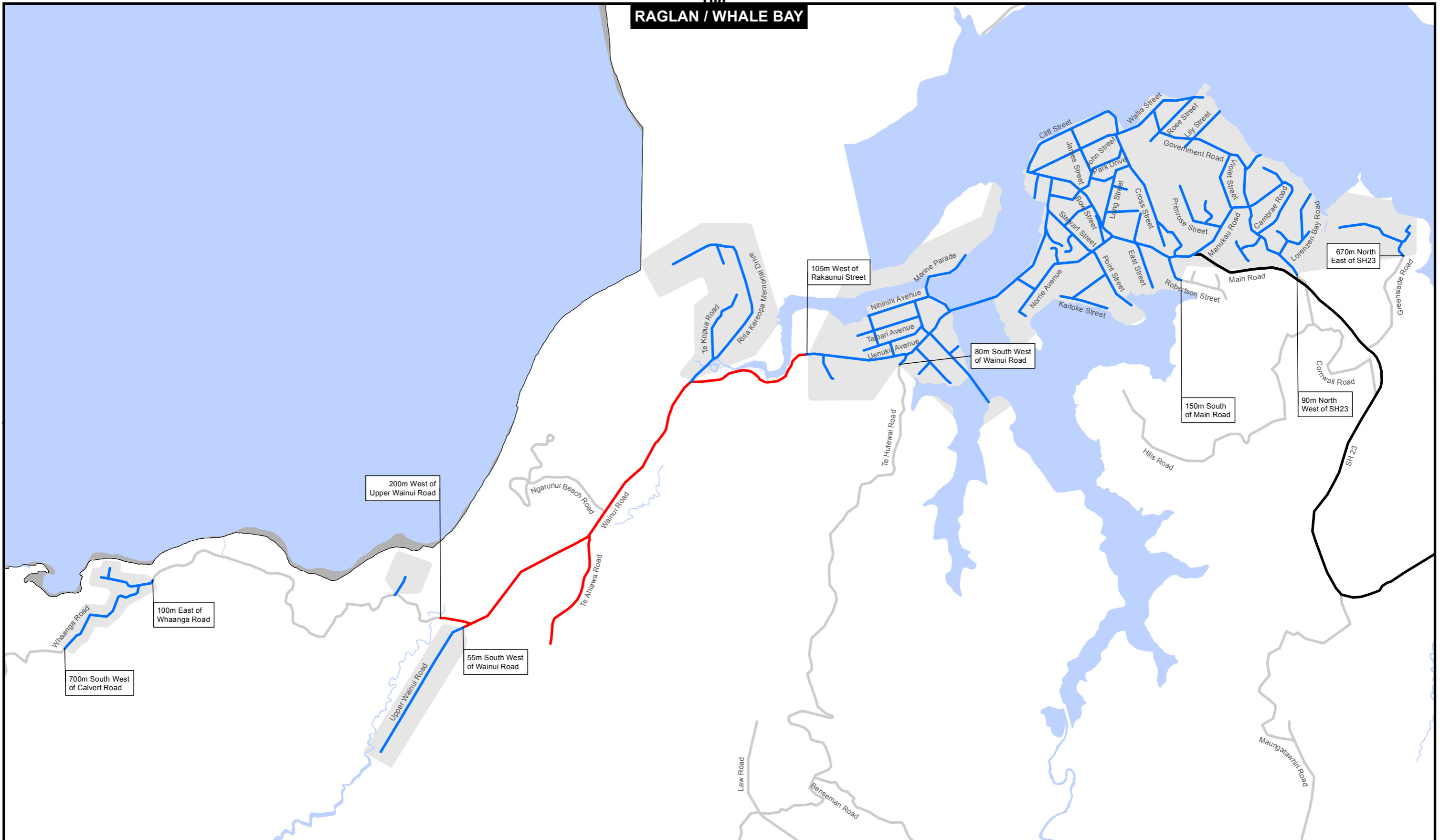
**Waikato District
Speed Limit Bylaw 2011**

**Recommended
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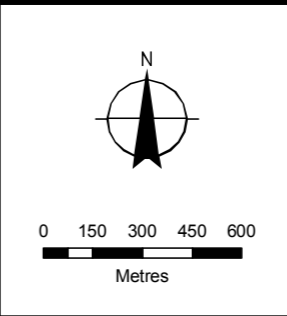
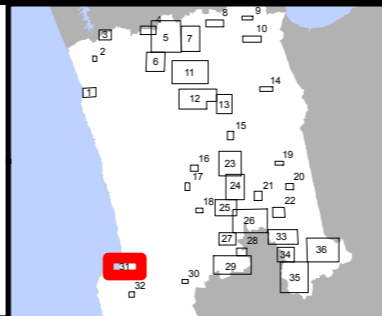


RAGLAN / WHALE BAY



LEGEND

- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water
- Existing speed**
- Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH



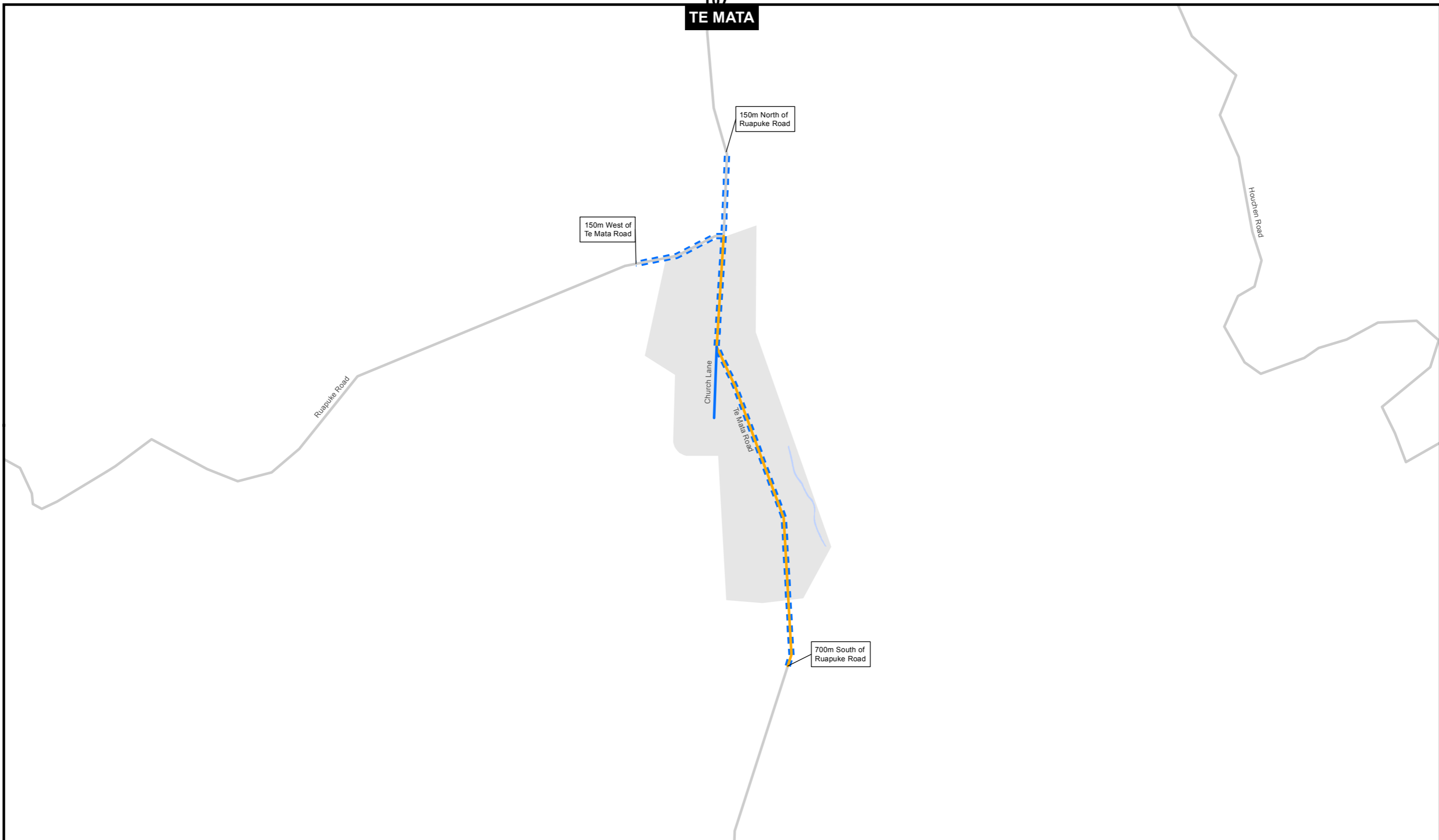
**Waikato District
Speed Limit Bylaw 2011**

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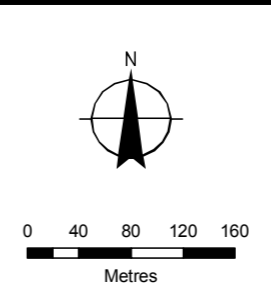
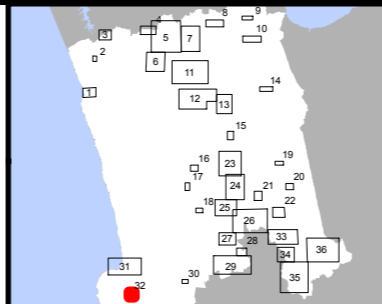


107
TE MATA



LEGEND

- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water
- Existing speed**
- Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH
- Proposed speed**
- Road proposed to have 50km/h speed limit (2018)



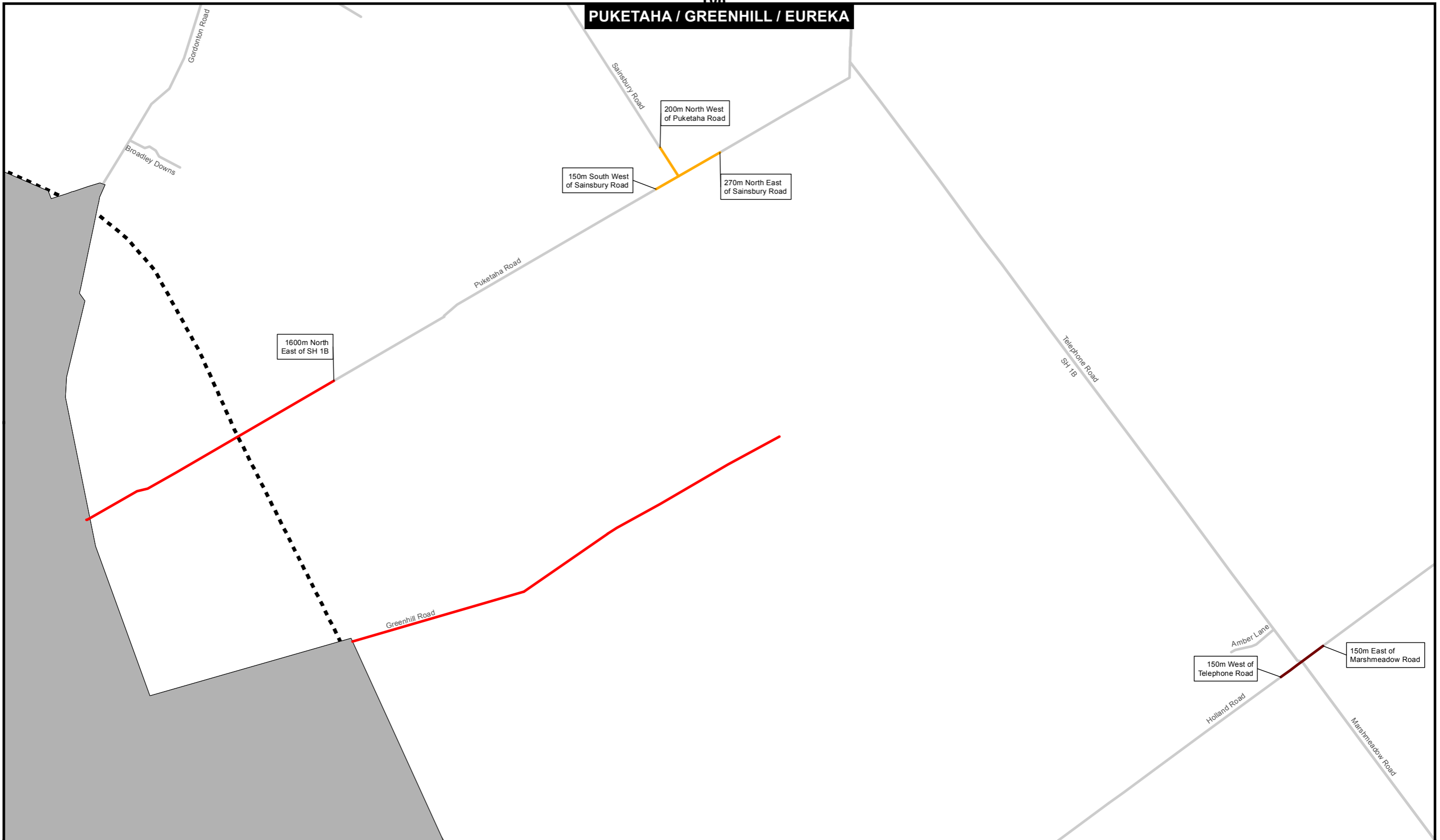
**Waikato District
Speed Limit Bylaw 2011**

**Recommended
2018 Amendments**

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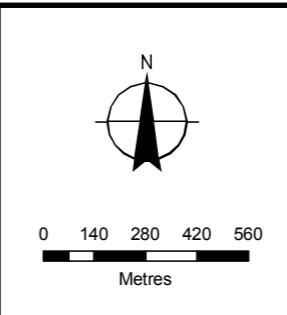
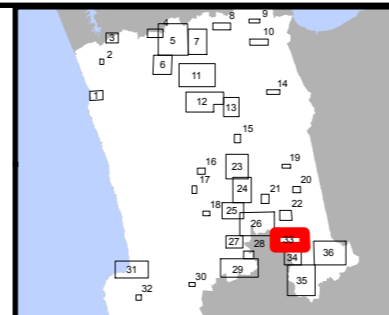


PUKETAHA / GREENHILL / EUREKA



LEGEND

- Study area
- Existing speed**
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- Rural intersection activated warning zones declared to be 70km/h pursuant to Waikato District Council bylaw
- Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH
- Tamahere Proposed Centerline



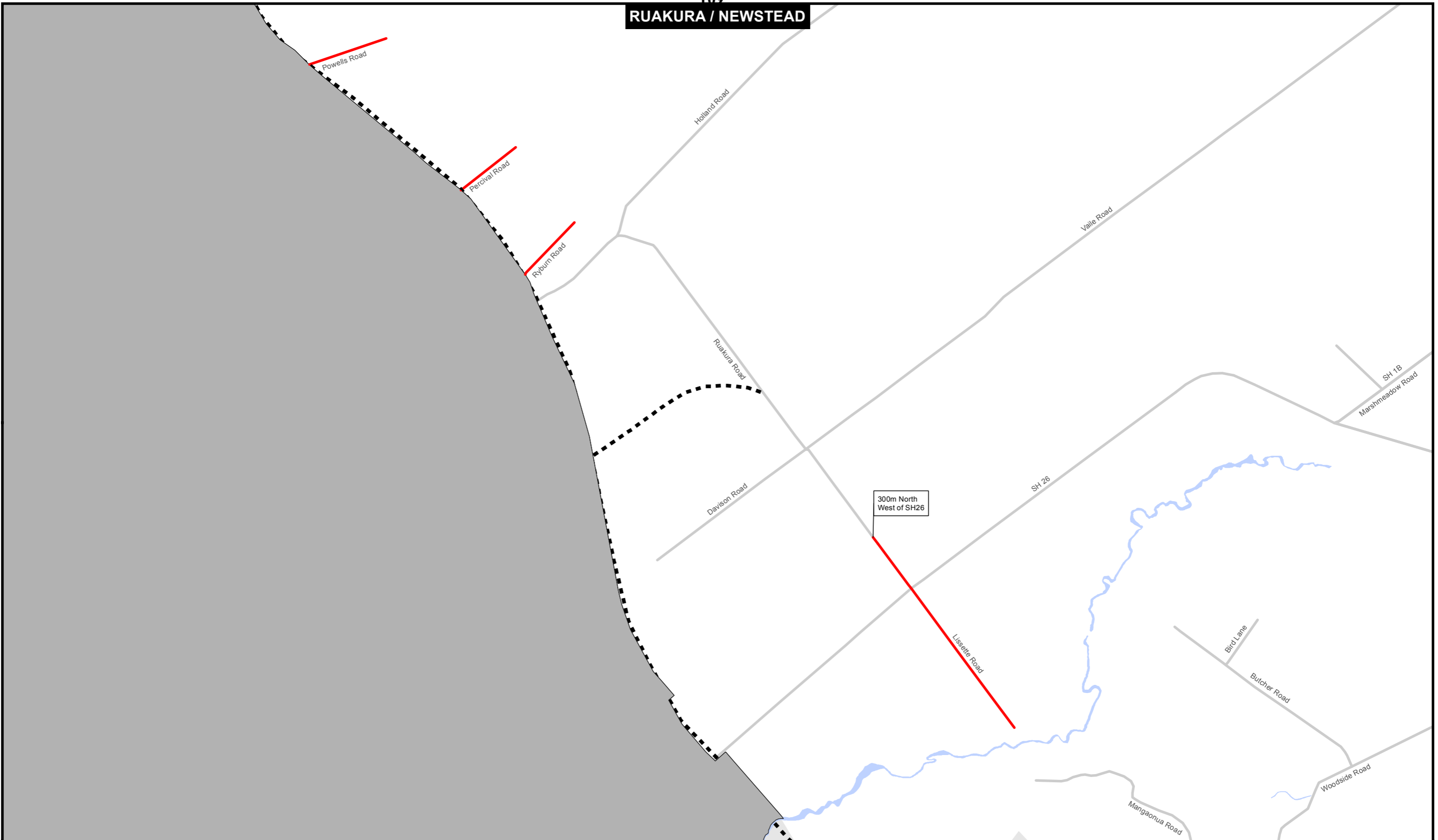
**Waikato District
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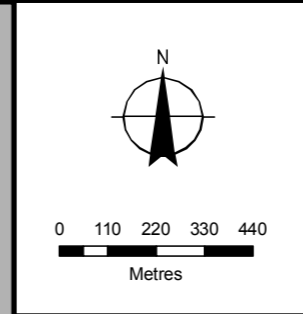
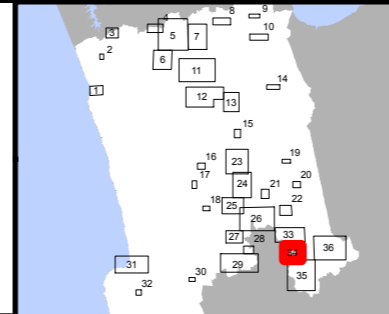


RUAKURA / NEWSTEAD



LEGEND

- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water
- Existing speed**
- Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH
- Tamahere Proposed Centerline

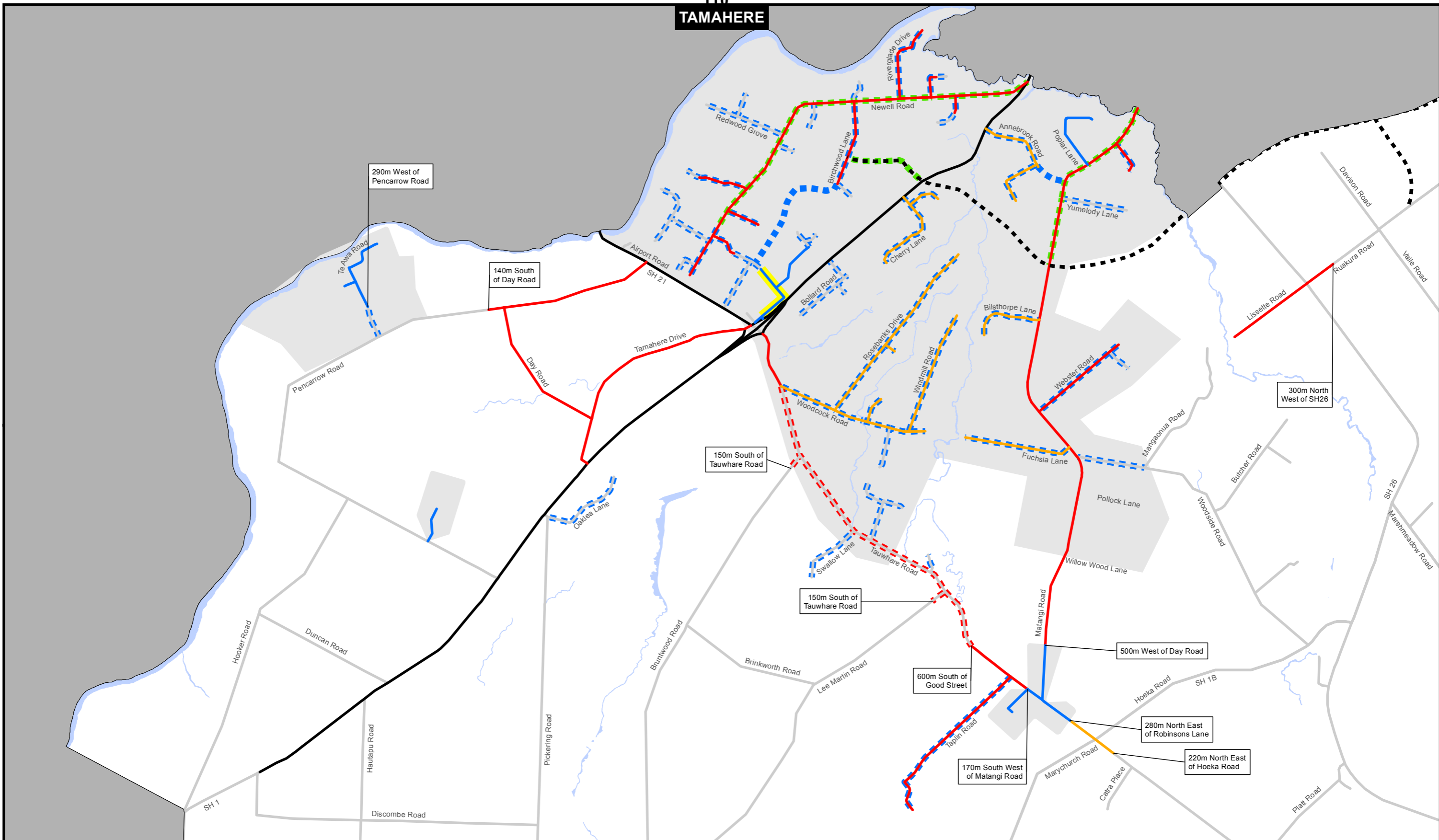


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LEGEND

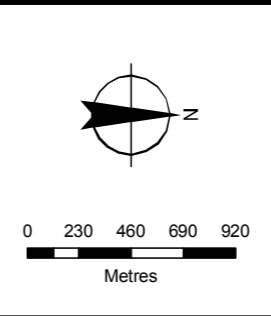
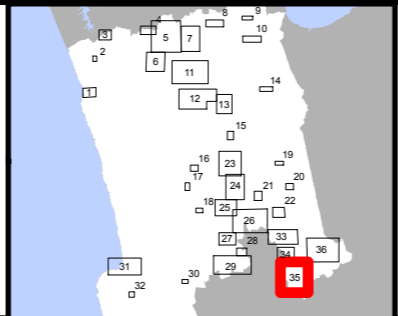
- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water

Existing speed

- Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH

Proposed speed

- Road proposed to have 50km/h speed limit (2018)
- Road proposed to have 60km/h speed limit (2018)
- Road proposed to have 80km/h speed limit (2018)
- Road proposed to be 40km/h speed limit in school zone
- Tamahere Proposed Centerline



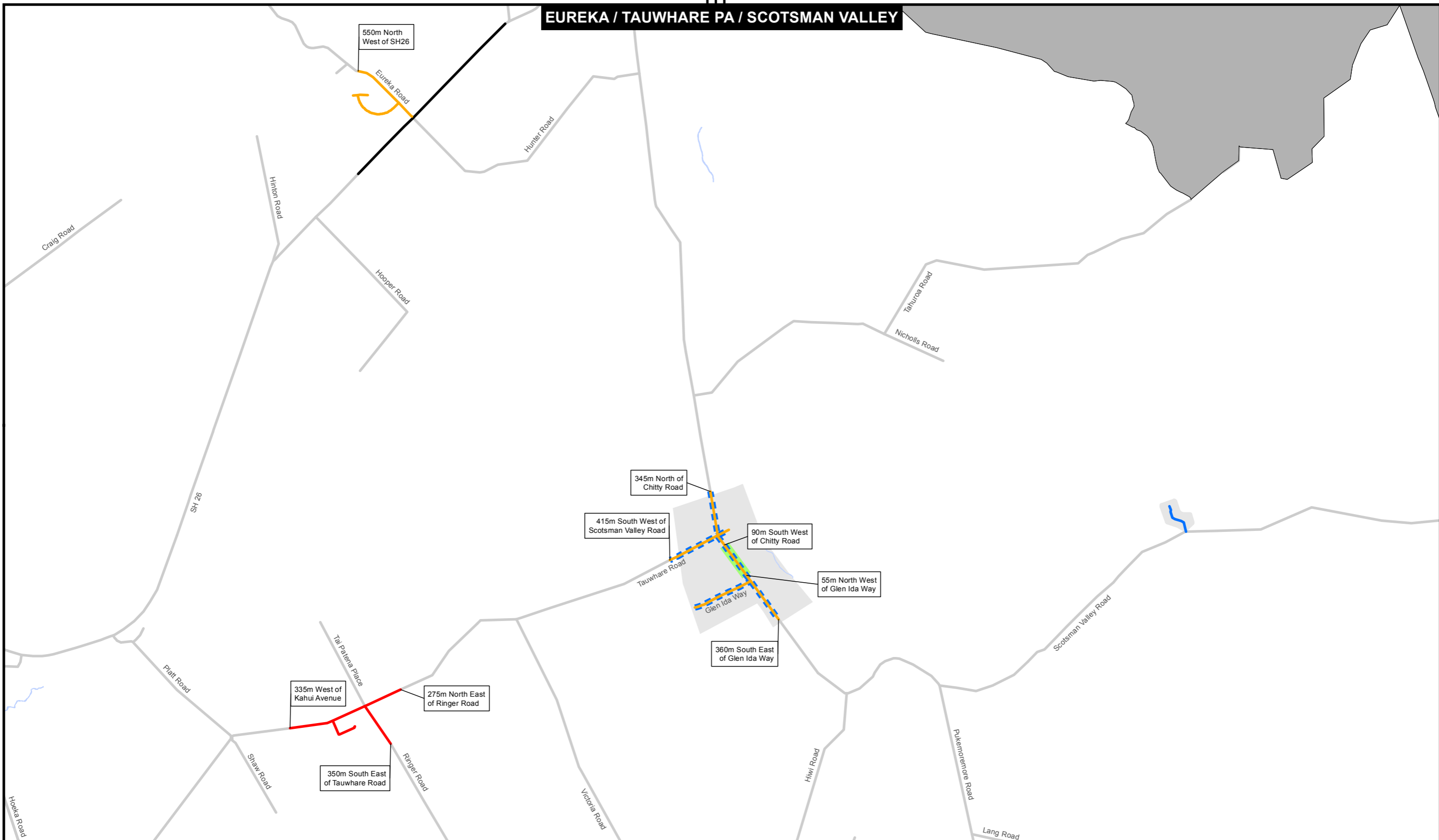
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EUREKA / TAUWHARE PA / SCOTSMAN VALLEY



LEGEND

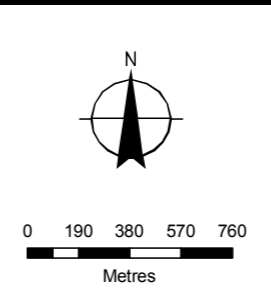
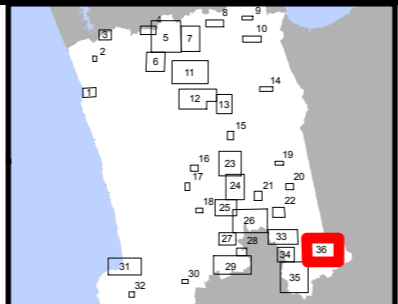
- Study area
- Extent of area declared to be urban traffic area pursuant to Waikato District Council Bylaw
- Water

Existing speed

- Road declared to be 50km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 70km/h speed limit pursuant to Waikato District Council bylaw
- Road declared to be 80km/h speed limit pursuant to Waikato District Council bylaw
- 100km/h speed limit
- Speed Bylaw SH
- Road declared to be 40km/h speed limit in school zone pursuant to Waikato District Council bylaw

Proposed speed

- Road proposed to have 50km/h speed limit (2018)



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