

---

Agenda for a hearing by the Policy & Regulatory Committee (2019 Amendments to 2011 Speed Limit Bylaw) to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **MONDAY, 3 FEBRUARY 2020** commencing at **1.00pm**.

**1. APOLOGIES AND LEAVE OF ABSENCE**

**2. CONFIRMATION OF STATUS OF AGENDA**

**3. DISCLOSURES OF INTEREST**

**4. REPORTS**

- 4.1 Recommended 2019 Amendments to 2011 Speed Limit Bylaw Hearing 2

GJ Ion  
**CHIEF EXECUTIVE**

### **Open Meeting**

<b>To</b>	Policy & Regulatory Committee – Hearing
<b>From</b>	Roger McCulloch General Manager Service Delivery
<b>Date</b>	3 February 2020
<b>Prepared by</b>	Gareth Bellamy, Senior Transportation Engineer Janette Underwood, Consultant
<b>Chief Executive Approved</b>	Y
<b>DWS Document Set #</b>	P&R 2020 Hearing
<b>Report Title</b>	Recommended 2019 Amendments to 2011 Speed Limit Bylaw Hearing

## **I. EXECUTIVE SUMMARY**

On 17 September 2019 Council resolved to consider and approve the Proposed 2019 Amendments to the Waikato District Council Speed Limit Bylaw 2011 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 16 October 2019 with submissions closing on 17 November 2019. Council representatives attended drop-in sessions at Raglan Town Hall (24 October 2019) and Tuakau Hall (30 October 2019) to present information and answer any queries. In addition to this, a summary document and submission form was made publicly 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 2019 Amendments to the 2011 Speed Limit Bylaw.

In total, 81 submitters made submissions on the proposed bylaw (refer to Appendix I for the summary of submissions). Twelve submitters indicated that they wish to be heard. 1 in opposition, 11 in support.

The purpose of this meeting is to hear and consider submissions on the Proposed 2019 Amendments to Waikato District Council Speed Limit Bylaw 2011. A 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 1 .....	Timing list for submitters wishing to be heard
Appendix 2 .....	Submissions received including staff comments
Appendix 2A .....	Long submissions
Appendix 3 .....	Waikato District Council Speed Limit Bylaw 2011
Appendix 4 .....	Recommended 2019 Amendments to the 2011 Speed Limit Bylaw (maps)
Appendix 4A .....	Recommended 2019 Amendments to the 2011 Speed Limit Bylaw (list)

## 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 2019 Amendments to the Waikato District Council Speed Limit Bylaw 2011**;

**AND FURTHER THAT** subject to any amendments, the proposed bylaw will be considered by the Committee at its meeting on **16 March 2020** with a view to recommending the **2019 Amendments to the Waikato District Council Speed Limit Bylaw 2011** for adoption at the Council meeting on **6 April 2020**.

## 3. BACKGROUND

---

The content of the New Zealand Transport Agency (NZTA) Speed Management Guide ('Guide') was adopted by Council as part of a Programme in June 2017. Incorporating this information into a programme formalised the speed bylaw review process.

The Programme splits the district into three distinct areas. Each year of the review has addressed a different area with the appropriate roads being identified by the framework as high to medium-high self-explaining priority. As part of the review, Council has the ability to consider roads which are not identified by the framework.

2019 is the third year of the review which has targeted the Newcastle and Raglan wards (in accordance with the framework identification) as well as a section of Tuakau's existing residential area (currently under review to gauge community support for a slow speed area), together with some other roads across the District as a result of additional requests via community feedback.

The Government Policy Statement on Land Transport 2018/19-2027/28 (GPS) released in June 2018, indicated a desire by the central Government 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 contains the following information: 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, cycle ways, shared paths and roadways, and under what conditions; and*
- *reviewing regulatory barriers to accelerate the implementation of the speed management guide....'*

This stance is supported by the release of the Government's consultation document – Road to Zero: New Zealand's Road Safety Strategy 2020–2030, which outlines proposals for a new road safety strategy for New Zealand and includes some first actions. This document identifies five focus areas, one of which is infrastructure improvements and speed management. Submissions on the Road to Zero consultation closed and the initial action plan was released in December 2019.

A review of the most high risk routes within the district, the urban extents of local settlements and ad hoc sites, has been undertaken by Council staff. The additional ring-fencing of local settlements and the provision of a hierarchy of speed limits within country living zones has occurred as a result of requests from affected communities (including Whatawhata)

The 2019 amendments to the Bylaw have followed the same theme as last year with residential areas being targeted for 40km/h in line with our goal of safer speeds where we live. Rural residential areas are being targeted with 80km/hr speeds limits where either development levels or road conditions mean that a lower than open road speed is desirable.

Some of the rural roads have been identified on NZTA's Safer Journeys Risk Assessment Tool as having a safe and appropriate speed of 60km/h due primarily to the alignment and cross section of the road, however to maintain consistency with other areas within the district we are opting for 80km/h as the lower speed limit on these types of road.

The roads within the Raglan and Newcastle wards being targeted this year, in broad terms, are the roads within the residential areas which are proposed to be reduced to 40km/h, while those roads within rural residential environments are proposed to be reduced to 80km/h.

In previous years the 40km/h areas have been focused in areas where the geometry of the roading network is supportive of the reduced speed limit and considered to be self-explaining. This year we are targeting a section of Tuakau's older residential area where the roading network is currently a grid network and as such, engineering features including traffic calming methods ie Islands and/or speed tables will be installed to manipulate the roading environment to support the proposed lower speed limit.

### **3.1 PRE-CONSULTATION CARRIED OUT**

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 commenced an early engagement process with key stakeholders such as NZTA, adjacent local authorities, Road Transport Association, Police, AA, and Community Boards and Committees between 26 June and 24 July 2019.

During the early engagement process, Council staff held discussions with NZTA regarding the effectiveness of implementing speed management facilities on three key routes, as opposed to reducing the speed limit. In order to properly determine the effectiveness of the changes on driver behaviour, NZTA will undertake before and after surveys of vehicle speeds on the following roads:



- Buckland Road – from Tuakau Road to 650m north of Geraghty Road;
- Hakarimata Road – from 300m north of Brownlee Road to Riverview Road; and
- Harrisville Road – Mill Road to 320m south of Pook Road.

Other feedback received by Council included requests from the Whatawhata Residents and Ratepayers Association for a reduced speed limit on the local roads within Whatawhata and the higher density developed areas of Maori Point Road.

Hamilton City Council as part of its Speed Limit review has made some changes to River Road, as a result, a reduction in speed limit in part to support those changes and provide route consistency.

This feedback informed the drafting of the 2019 Amendments to 2011 Waikato District Council Speed Limit Bylaw.

### **3.2 CONSULTATION**

The Special Consultative Procedure was followed to advise the public of the proposed changes and staff used the following communication methods:

- Media Release/Public Notice
- Online tools, including maps and schedules
- Letters to stakeholders
- Information to Community Boards and Committees
- Information in the Oct/Nov Link
- Open Days

### **3.3 PROPOSED BYLAW**

On 16 October 2019, the proposed bylaw was publicly notified in accordance with section 83 of the Local Government Act 2002, with submissions closing on 16 November 2019. During the submission period a total of 81 submitters made submissions.

A summary document was produced and distributed to key stakeholders including NZ Police, NZ Automobile Association, 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 Raglan Town Hall (24 October 2019) and Tuakau Hall (30 October 2019) to present information and answer any queries.

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 2019 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

Submissions were received on 116 roads with 35 submissions being blanket submissions covering all roads either in the whole district or a geographical area. There were also 14 submissions received on roads that were not being consulted.

### 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 31 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.

#### Summary

81 submissions - 64 in favour (79%), 14 against (17%), 3 related to non-Council owned roads (4%).

The comments for submissions are summarised below.

	No	In Part	Yes	Total
Support proposed changes		7	18	25
Disagree with proposed changes	14	7		7
Further reduction requested		8	1	9
New reduction request		5	7	12
NZTA Road	1	2		2
Private Road		1		1
Blank	2	1	7	8
<b>TOTAL</b>	<b>17</b>	<b>31</b>	<b>33</b>	<b>81</b>

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 as follows:

	<b>No. of submitters</b>
Will result in safer roads around where we live and work	52
Will result in safer roads where our children go to school	41
Will reduce crashes and crash severity	32
Will give a consistent speed message where we live and work	35
I am not happy that speed reduction will result in increased travel time	14
Current speed is ok but the road needs to be improved	18
Current speed is ok but drivers are at fault	20
Proposed speed needs to be reduced further	21

### **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. Following the success of the 2018 feedback form in gauging community support for the proposed changes a similar format was used for the 2019 consultation process.

### **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 Bruntwood Road and Tauwhare Road in Tamahere. As these extensions have not been consulted on they cannot be given effect in this bylaw change. These roads will be added to the list of roads to be considered in the 2020 speed limit bylaw review process.

### **Roads not included in 2019 consultation or other authorities**

Fourteen submissions were received about roads that are not within the 2019 consultation list. The submissions covered 7 roads or sections of road that submitters would like the speed limit to be lowered on, a further 7 roads were State Highways for which Council has no jurisdiction. These suggestions will also be considered in the 2020 speed limit bylaw review process.

## **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 s145 of the Local Government Act 2002 and the Land Transport Rule Setting of Speed Limits 2017 Rule 54001/2017 to make a Speed Limit Bylaw for the safety of the public.

When making or amending a bylaw, the special consultation procedure under the Local Government Act 2008 has to be observed.

Making a speed limit bylaw is the most effective way of ensuring reasonable speed limits for the safety of the public.

Public notification provisions and the special consultative requirements set out in s156 of the Act do not apply to a resolution to amend a schedule under the authority of s151(2) of the Act. However, the decision-making provisions within sections 76-81 of the Act still apply. This means that before amending the schedules to the Bylaw, Council must still consider the views of interested or affected persons.

Council staff have determined that the procedure as detailed in the special consultative procedure under s83 of the Act would be appropriate in the circumstances as it enables the community to respond to the proposed amendments and Council to hear any concerns that may be held in a public hearing.

### 5.3 STRATEGY, PLANS, POLICY AND PARTNERSHIP ALIGNMENT

Staff have identified that there are no specific policies, plans or strategies relating to the proposed 2019 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 2019 Amendments to the Waikato District Council Speed Limit Bylaw 2011 have been notified for public consultation. 81 submissions were received and are summarised in this report, with 79% in support of the changes. Council staffs recommended changes to the bylaw are included in Appendix 4 and 4A.

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 ..... Schedule of Speakers
- Appendix 2 ..... Submissions received and staff comments
- Appendix 2A ..... Long submissions
- Appendix 3..... Waikato District Council Speed Limit Bylaw 2011
  
- Appendix 4..... Recommended amendments to the Waikato District Council Speed Limit Bylaw 2011 (maps)
- Appendix 4A ..... Recommended amendments to the Waikato District Council Speed Limit Bylaw 2011 (list)

## **Appendix I: Schedule of Speakers**

### **Waikato District Council Speed Limit Bylaw Hearing**

**3 February 2020**

<b>Submission No.</b>	<b>Speaker</b>	<b>Appendix 2, page:</b>	<b>Time</b>
81	Murray Rounthwaite	36	1.10 pm
65	Davina Crouch and Glenn McLennan on behalf of Whatawhata Residents and Ratepayers Association	27	1.20 pm
67	Alan Arnold	28	1.30 pm
68	Tim Newton	30	1.40 pm
70	Steve Griffiths	33 & Appendix 2A	1.50 pm
66	John Lawson on behalf of Whaingaroa Environmental Defence		2.00 pm
72	Paul Cronin	33	2.10 pm
73	Anindita Sinha	33	2.20 pm
79	Katja Jenkins	35	2.30 pm
78	Susanne Geissen-Prinz	35	2.40 pm
64	Robyn Denton on behalf of Hamilton City Council	26 & Appendix 2A	2.50 pm
69	Joanne Wallace	30	3.00 pm

## Appendix 2: Submissions Received with Staff Comments

#	Name	Feedback provided	Support proposal?	Result in safer roads where we live and work	Result in safer roads around schools	Reduce crashes / crash severity	Consistent speed message	Unhappy-will result in increased travel time	Speed is ok, road needs improvement	Speed is ok but drivers at fault	Speed needs to be reduced further	Other	Other reasons or comments	Staff
I	Michael Becker	General Comments	No						Agree				I tried to make a submission on the lower speed limits, but I was kicked out after I had typed my piece by trying to go back to a previous question. I was too disheartened to type it all again. The form design should have included a back-arrow to cater for this. My message was that, in the absence of any data on actual speeds and accidents in Raglan, this is a bureaucratic exercise and a waste of effort and money. Why stop at 30? Isn't 20 better? Who decides? I thought that the consensus from actual and trustworthy research is that the only effective mitigation for traffic and pedestrian injury rates (in the absence of self-driving cars) is better road design and improvements.	Disagree with proposed changes

2	<p>Caroline Conroy</p> <p>on behalf of Onewhero-Tuakau Community Board</p>	Comments overall	Yes	Agree	Agree							Other	<p>This submission is written on behalf of the Onewhero-Tuakau Community Board. All Onewhero-Tuakau Community Board members contributed to the discussion on this submission except Councillors Henderson and Eyres.</p> <p>All comments enclosed in this submission related to proposed road speed changes in the Tuakau area. The Onewhero-Tuakau Community Board support the efforts the council is making to improve the safety of roads in the District and the principle of reducing speed limits in urban areas and around school areas. We support the proposed speed limit changes for the Tuakau area as outlined in the consultation document. One concern the Community Board does have about the proposed road speed changes is the ability to enforce them as changing the speed signs alone does not necessarily change driver behaviour. Whilst the Onewhero-Tuakau Community Board appreciates this opportunity to provide</p>	Support proposed changes
---	--	------------------	-----	-------	-------	--	--	--	--	--	--	-------	---	--------------------------



													a submission on the proposed road speed changes we would like the opportunity to have more involvement earlier in the process of determining what roads are to be included in any speed changes and any traffic calming measures proposed. Onewhero-Tuakau Community Board members	
3	Dennis Amoore	Main road Government Rd, Wainui rd	In Part						Agree	Agree			The three roads mentioned are main routes and if drains and footpaths were tidied up and filled in would alleviate some of the problem Main road should remain 50km, Wainui rd from Bankart st RAB should stay at 50 and 80km past Marae, Govt Rd from wallis st to Bankart st should stay at 50km	Disagree with proposed changes
4	Jonathan Lovatt	all roads that are being reduced	Yes		Agree				Agree	Agree			I believe a higher focus needs to be on driver attitude, this stems from first obtaining a license and then throughout life. My wife was recently in an accident which was not caused by speed but by someone not taking notice of what they were doing - she is paying the price for	Disagree with proposed changes

													someones lack of attitude - why is this fair!!!		
5	Angela Grey	In general, and also Limmer Road and SH/39	No					Agree					Other	Current Speed is OK. Cars are improving in safety, roads are also improving. It seems you think people are dumber now. Dropping the speeds is a slowing down of the nation. It will increase driver frustration and attention to details will be compromised as drivers will fall asleep. This is a big step backwards. Limmer Road - SH39 the speed drops to 80km for no apparent reason. the road is better in that section than further south where it is 100km. Driver frustration very apparent	Disagree with proposed changes

6	Gerald and Jenny Bailey	Our submission relates to Duck Road and the short distance of approximately 300 metres between the existing 100 km sign in Rotokauri Road and the intersection of Duck Road, Laxon Road and Rotokauri Road.	In Part								Agree		See Appendix 2A	Support proposed changes
7	Jo Kukutai	Bell Road, harihari Lane, Houkura Rise, Makarini Road, Maori Point Road, Miriama Way.	In Part								Agree		See Appendix 2A	Further reduction requested (proposed 60 - 50)
8	Julie Mitchell	Bruntwood road	Yes	Agree	Agree	Agree						Other	High volume crash area also further more it should continue for the hole road to meet Peake road intersection that has just been made a high crash area with red paint on road on 4 exits plus 80km limit to	New reduction request - Rest of Bruntwood Road to 80km/hr

													wipe boundary, Livestock escaping onto road several times a year posing a risk also people wanting to walk and bike as no footpaths are close proximity to road multiple people made submission to Raglan meeting see councilor Askil	
9	Marc Dresser	Platt Road Tauwhare Road	In Part	Agree			Agree	Agree				Other	the limit in Tauwhare Pa needs to be reduced to 50, as per the proposal and I support this. Lowering the limit on platt road, and the non Pa area from 100 to 80 is not warranted. the roads are in good condition. the visibility is good. the issue is the trees between Ringer and Victoria roads that are constantly causing branches and debris to fall into the road.	Disagree with proposed changes
10	George Dale	All of them, the present and the future roads in all areas of the Waikato and surrounding district.	No						Agree			Other	Stop the PC approach and interference in our lives and travel to and from all work, events and our usage of our roads.	Disagree with proposed changes
11	Shannon Thickpenny	Waikato firstly but all New Zealand roads in general	No							Agree			Slow drivers and those who do not keep left unless passing are a more common problem, causing frustration and	Disagree with proposed changes

													consequently dangerous moves by other drivers. Education is key - Most other countries have higher speed limits, how about looking internationally at how countries approach road safety like "keep left unless passing" on your electronic signs rather than having them switched off unless there is an incident.	
12	David Manson	Tauwhare Rd	No					Agree	Agree	Agree				
13	Matt Dallimore		No					Agree	Agree	Agree			See Appendix 2A* please note – a petition was also uploaded with this submission, however this was addressed at the last speed hearing.	
14	Anindita Dey Sinha	Bruntwood Road	Yes	Agree	Agree	Agree	Agree					Other	Entire section of Bruntwood Road should have speed limit of 80km, preferably 70km. There are many properties opening into the main road. People take dangerous overtaking maneuvers around slowing vehicles as they are preparing to make turn into their properties ahead of them.	New reduction request - Rest of Bruntwood Road to 80km/hr
15	Jarod Tootill	Butcher Road	Yes	Agree				Agree			Agree		Butcher road population has grown and there are a lot more school kids on the road, reducing the speed limit to 60kph to be more inline with	Further reduction requested (proposed 80 -

													other parts of Matangi would be safer and the same for Woodside road.	60)
16	Dr Sanjay Sinha	Bruntwood Road	In Part	Agree	Agree	Agree	Agree				Agree	Other	The entire section of Bruntwood road should have a 80km speed limit. There are many residential properties with driveways opening on to the main road and have to face speeding traffic.	Further reduction requested - full length
17	Dianne Pitts	Mercer Ferry Clark and Denize	Yes	Agree		Agree							Speed from highway 22 through Clark and Denize road should stay at 70 until the road straightens out and there are no dips and hills	New reduction request - Clark and Denize
18	Ronel Jacobs	Pokeno - Helenslee Road	No						Agree			Other	Invest rather in sidewalks for the majority of Helenslee Road	Disagree with proposed changes
19	Natan Latham		No						Agree				The condition of the road surface is terrible in a lot of places in Tuakau and the Waikato area. The roads have just been patched up and as a result the road is so bumpy and uneven. In places the chip has worn away leaving a slippery surface even in the dry. A lower speed will not solve this issue. With the increase of housing in the area the roads are now busy all day and are no longer country lanes and need to be updated to a	Disagree with proposed changes

													better standard. The roads need to be widened for the increased traffic flow as well as the rural vehicles. The biggest issue to road safety is the shockly bad driving standard in NZ.	
20	Anna Tootill	Woodside Road, Butcher Road, Bird Lane, Trentham Road	In Part	Agree	Agree		Agree				Agree		Butcher Road and Bird Land should be reduced to 60	Further reduction requested (proposed 80 - 60)
21	Andrew Kramer	Wainui Road	In Part					Agree	Agree	Agree			Do not support the reductions from 100 km/h to 60 km/h. The roads are capable of supporting at least 80 km/h safely	Disagree with proposed changes
22	Simon Longdill	Within Raglan, and also SH23	In Part	Agree				Agree	Agree	Agree			I support tighter speed limits within the Raglan town area, due to the relatively narrow roads and high levels of pedestrians (and kids often on bikes). Often cars travel faster than I feel is acceptable. I think the SH23 speed limits should stay at 100kph in open areas as the road is generally in good condition with good visibility. It does get a lot of a slow traffic (60-70kph!) during some times of the year and overtaking can be limited due to	Support proposed changes

													the corners. A lower speed limit would both cause increased travel time losses, plus make it harder to safely overtake very slow traffic without going over the speed limit.	
23	Rodrick Staheli	Raglan - Hamilton	No					Agree				Other	Roads have been improved in the last 12 month odd safety improvements plan. Additional slow/passing Lanes would improve safety more than dropping speed limits. Almost zero pedestrians and few cyclists use this road routinely. The only school on this road is at TeUku which is already an 80km limit reducing to 60km at school scheduled times. Decreased overall limits will cause increased driver frustration especially with daily commuters who may take more chances passing on dangerous corners.	NZTA Road
24	Jacob Quinn	Glentui Lane	Yes	Agree									I also support the proposals (speed reductions) for Waitetuna Road and associated roads, where my children go to school.	Support proposed changes
25	Suzanne Kok	all the roads in the waikato	No						Agree	Agree			i think there should be more passing lanes. if speed is reduced, people will start to	Disagree with proposed changes



													drive even slower, which results in more frustration and even more dangerous overtaking from other drivers	
26	Ian McLennan	Horotiu Road General comments about speeds on all roads Raglan	No							Agree		Other	See Appendix 2A	Disagree with proposed changes
27	Claudia Romano	Tauwhare Road	Yes	Agree	Agree	Agree	Agree				Agree	Other	I would like to extend speed limit reduction further to the part of Tauwhare Road between Matangi Road and Platt Road	New reduction request - Tauwhare Road - Matangi Road to Platt Road (80)
28	Lynne Frederickson	Woodside Road Matangi	Yes	Agree	Agree	Agree	Agree						The current speed limit of 100km is too fast for a road which is used by a lot of children going to and from school, cyclists and people exercising. There are areas where you cannot get off the road because of long grass when walking. The road has blind corners where you can not see oncoming traffic. Cars travelling at 100km around these corners often cross the white line because the corners can not handle	Support proposed changes

													these speeds and the cars can not see any hazards. One particular corner is used by large cattle trucks often up to 20 times a day. This is of great concern because they take up most of the road and when cars are travelling at high speed around this corner it means they move onto the grass verge. It is very dangerous if you are walking or cycling.	
29	Nick Lascelles	Platt and Tauwhare Roads	In Part						Agree		Other	I dont see any benefit in reducing Platt or Tauwhare Roads to 80, they are not built up and traffic flows well there at varying speeds based on conditions at the time (including children, cycles etc). The one glaring exception is the Tauwhare Pa stretch, defintely needs to be 50km as is often young children by the side of the road, and dogs wandering.	Disagree with proposed changes	
30	Geert Meijer	sh23, sh39 and any other road around NZ	No					Agree	Agree		Other	People need to learn to drive , if the they are not confident they should not be on the road.	Disagree with proposed changes	

31	penny hibberd	main road	In Part	Agree	Agree	Agree	Agree				Agree	Other	I am concerned that the speed limit will not be reduced along SH23 before Greenslade Road. Traffic entering Raglan along SH23 is very fast still at this junction where there have been some bumps and scrapes in the past. Housing is increasing in Greenslade Road so the risk of accidents at the junction are likely to rise. There are no footpaths or safe cycle paths along this section either making access or leaving town hazardous for pedestrians and cyclists. I suggest a gradual reduction to 50 and then 40 before getting to Greenslade Road with clear signage to motorists warning them that they are entering a built up area. Maybe staggered hatching painted on the road which I have seen working well in Europe.	NZTA Road
32	William Adams	SH1B Whitikahu road RDI Taupiri	Yes	Agree		Agree	Agree		Agree				Hi there I would like to see a reduced speed limit to 60/70KPH at the SH1B end onto Whitikahu road as there is the woodlands homestead there and driveways and houses in close proximity and just up the road from there is a 90 degree bend.	New reductio n request - Whitikah u Road

													There is out of town visitors to Woodlands homestead and the people that visit there dont expect cars to be going 100KPH past there. We live just down the road from there and on occsions have near misses with cars speeding around the corner.	
33	Chris Norris	Tuakau and Buckland	In Part					Agree	Agree	Agree		Other	Reduced speed within towns are fine - most people go this speed anyway. 80km on roads around the town, is unnecessary and achieves nothing but more police tickets. Focus on reducing the number of incidents - which means improving the roads. Not slowing people down further - don't follow the absurd decisions from Auckland council.	Disagree with proposed changes
34	Natalie Mapp	Platt road, tauwhare road, sh26, all others to be reduced from 100 to 80	No					Agree		Agree		Other	Reducing speed limits are pointless as the people already breaking them will continue to do so. To reduce road speeds you need to police the current speed limit, increased cameras and officer presence and increase penalties for those who break the current speed limits	Disagree with proposed changes
35	Ewan Ross	Raglan area	Yes	Agree	Agree	Agree	Agree						None	

36	Shaun Jackson	Buckville road Buckland road Harrisville road and general comments on all res roads	In Part	Agree	Agree	Agree			Agree			Other	I would prefer all residential roads within towns had the same limits rather than some 40 and some 50.I would suggest that Buckville is a main arterial road and the road needs improving rather than the speedlimit being reduced..Also would like to see Buckland and Harrisville road included in this review as two of the main arterial routes	New reduction request - Buckland Road and Harrisville Road
37	Shane Bolton	State highway 26,platt road,tauwhare road	No					Agree	Agree	Agree		Other	Speeders will still speed, reducing the speed limits does nothing towards safety when driver attitude and road quality is more of an issue, I see this as a feel good token which will only cause more time wasted in travel, I've seen no accident or fatality statistics on these roads to support the need for speed reductions	Disagree with proposed changes
38	Carl Ammon	Wainui and Upper Wainui, Te Ahiawa and the main centre (town) - Bow, Wi Neera and Electric Ave	Yes	Agree	Agree								Thank you for the work done and the opportunity to comment. Speed Limits: The changes seem to reflect the recent changes to housing and business density as well as tourism and changed recreational patterns of road environment use.	Support proposed changes

													<p>I acknowledge the inclusion of Te Ahiawa as was discussed earlier this year. Having talked to neighbours this change is well supported. Will there be signage on side roads to make the changes obvious? Wainui and Upper Wainui are busy and pedestrians and cyclists are at risk so the changes are also welcomed.</p> <p>Making the town centre more pedestrian friendly is a good decision - can I suggest Wi Neera be made the same as Bow (30 kph) as it's congested, near back packers, cafes and pedestrian access streets (Electric Ave).</p> <p>General Comment: Has council considered promoting scooter parking and tuk tuk services to ease parking pressures.</p> <p>When will the extension of Hills Road to Rangitahi be reconsidered ... it will be sorely needed as Rangitahi comes on stream?</p>	
39	David Guest	Raglan	Yes	Agree	Agree						Agree		<p>Speed in the raglan bow street to the wharf and all side residential roads should be 30km - the wainui road past rock-it</p>	Support proposed changes

													can remain at 80km.	
40	Chris Cooper	Tauwhare Road Platt Road	In Part	Agree	Agree	Agree	Agree					Agree	The amount of traffic on Platt Road has significantly increased, particularly heavy truck and trailer units and the speed of all vehicles is excessive. Vehicles travelling on Tauwhare Road from Tauwhare Pa into Platt Road toward SH26 travel at excessive speed and frequently cross the double yellow lines on the corner. Several accidents have occurred where vehicles have crashed through the fence of the house on the corner of Tauwhare and Platt Roads. I recommend a further speed limit reduction to 70Km/hr on Tauwhare Road from western end of Tauwhare Pa through Platt Road to SH26.	Further reduction requested (proposed 80 - 70)
41	Rodger Gallagher	All roads in Raglan ward	In Part	Agree	Agree		Agree					Agree	I would like to see speed limit in Bow Street, Raglan set at 20 K	Further reduction requested (proposed 30 - 20)
42	Terence Ryan	Wainui Road	Yes	Agree	Agree	Agree	Agree						Area is a recreational zone, with people running, walking, bicycling etc on or near the road. Also traffic	Support proposed changes

													volumes especially in weekends & holidays very high. Many drivers exceed speed limit (80 km/hr). Likely that any accident with result in deaths.	
43	Craig witters	Raglan Wide Speed reduction	No							Agree		Other	the reason given for the speed reductions are that we have a large number of cyclists and walkers and it will be safer for them if we reduce speeds. We do not have large numbers of cyclists and walkers. In fact for 10 months of the year we have hardly any. Numbers raise slightly at peak times only. The reasoning for the reductions is flawed. How about diverting the ratepayer provided budget for this exercise into funding the land based sewage solution Raglan needs.	Disagree with proposed changes
44	Lotte Bowers	Pokeno Road	In Part	Agree	Agree	Agree	Agree					Agree	The pokeno road from Pokeno to Tuakau needs to have speed restrictions. We need speed bumps leading up to the school or other strict regulations. Too many trucks using that road at great speed	New reduction request - Pokeno Road
45	Greg Clark	Waitetuna Valley Rd and Old Mountain Rd	Yes	Agree	Agree	Agree	Agree						This is a true rural road where young children walk and cycle to school and horses are used as a mode of transport. Slower	Support proposed changes



													speeds for motor vehicles will result in a safer experience	
46	John Patterson	Duck Fullerton Hawkesgrip Laxon Lindsay Perkins Rotokauri	Yes	Agree	Agree	Agree	Agree						100 Km just to fast on these rural windy roads	Support proposed changes
47	Jacque Patterson	Duck Rd Fullerton Rd Hawkesgrip Rd Laxon Rd Lindsay Rd Perkins Rd Rotokauri Rd	Yes	Agree	Agree	Agree	Agree						Many of these roads have tight bends and numerous driveways so current speed limits are far to high to navigate these. Experience boy racers at night on Duck Rd area.	Support proposed changes
48	William Haverland	Buckville Road Jellicoe Avenue Gibson Road	No					Agree		Agree		Other	Main arterial roads should be kept at higher speed limits to ensure traffic flows quickly & well and reduce driver frustration. Where the speed limits have been reduced dramatically already in this area, I have seen a lot more overtaking, tail-gating & driving old speed limits/ any speed. This is due to the new speed limits not representing the fact that these roads are in good condition and safe. There may be certain times of day (around schools) where reduced speeds may be appropriate but to make this a blanket	Disagree with proposed changes

													speed 24/7 is not appropriate. Most of my travel is at commuter times - before 7, after 5.30 - and we are all after the same thing - getting to our destination safely and timely	
49	Jo Latimer	Tauwhare Rd, Through Tauwhare Pa	In Part	Agree	Agree		Agree		Agree	Agree		Other	Reducing the speed is good, but its 70 through here now and drivers still do 100+, its scarily dangerous for all parents when they do, you see/hear them daily. We have had our fence crashed into by drivers speeding and losing control, would hate to think of a child or an adult being the next to be hit for this reason. I believe the only course of action is to put judder bars through this section of road to slow drivers down, of course you wont do it because it upsets the trucking companies arounds here. But its either that or we start losing lives. Whether its 70km/hr through here or 50km/hr. Drivers dont slow down for signs, they slow down to protect their cars.	Support proposed changes

50	Sarah Roberts	Raglan Town Centre	In Part	Agree	Agree	Agree	Agree				Agree		Wainui Road needs the 100k zone changed. The road shifts to 100k right on a blind corner. It's one of the sharpest bends on the road. I've seen numerous cars in the ditch due to not anticipating such a sharp corner by a 100k marker. We also need better footpaths. There is no footpath from Norrie Ave linked to Stewart Street. The footpath starts half way down the road. This isn't safe especially for children walking to Art centre. We need more footpaths on Wainui Road to link the beaches, lots of locals and backpackers regularly walk along a dangerous section of road to get to the beach. Cycling is also dangerous. It would be great if WDC can do more to promote sustainable transport. We have no bike parking/bike racks in town, safe places to lockup bikes when shopping. With lower speeds there will need to be supporting infrastructure to highlight opportunities to cycle, scooter and walk. Please consult with aged care and disability groups as I am	Support proposed changes
----	---------------	--------------------	---------	-------	-------	-------	-------	--	--	--	-------	--	---	--------------------------

													sure they will also be assisted by reduced speeds in town. If putting in changes to road please learn from mistakes other Councils have made and ensure plenty of education, lead in to changes and where needed enforcement and police support. We also have high levels of tourists who do not understand our road rules. More needs to be done to support safe driving.	
51	Cornelia Regnier	Wainui Rd, Whaanga Rd	Yes	Agree			Agree				Agree		Safer for cyclists and walkers	Support proposed changes
52	Louise Mercer	Bruntwood Road Tauwhare Woodside Road	Yes	Agree	Agree	Agree	Agree				Agree		Tamahere currently includes many houses down bruntwood road. Reducing the speed to 80kph may make walking on the verges possible however a path from Bruntwood Road that joins to the one on the corner of Woodside Road and Tauwhare Road would allow me, and my neighbours, to walk my kids to school. At present the double lorries passing even at 80kph is very frightening.	Support proposed changes



		Road												
55	Keegan Stewart	Old mountain road	Yes	Agree	Agree								Na	
56	Craig Witters	Raglan town Roads	In Part	Agree	Agree					Agree		Other	We don't have large numbers of cyclists and walkers. Numbers do increase at peak holiday times but for the other nine or ten months its really pretty quiet here. During these peak times our local roads are already heavily congested and one can seldom reach then gazetted speed limits. I question the reasoning for the proposed changes as the reason given doesn't actually exist. 30kph in Bow Street is not needed. 40kph would be tolerable.	Disagree with proposed changes
57	Tony Oosten	All Raglan roads	In Part	Agree	Agree		Agree						Why has the boundary of Raglan not been moved to 250 meters east of Greenslade road on State highway 23.	NZTA Road
58	Linda Silvester	All roads in raglan, Bow street, violet street, main road, government road, wallis street, norrie ave, wainui road	Yes	Agree	Agree	Agree	Agree					Other	Too many vehicles are parked on roadsides and footpaths thus need a lower speed limit in Raglan and over the divvy	Support proposed changes
59	Charlene Bowie	Māori Point Road	In Part	Agree							Agree		There are many small children on Māori Point Road, as well as Marae.	Further reduction

													Many young people walk to catch their buses down that road. 50km would be better and some signs warning people to look out for children.	requested (proposed 60 - 50)
60	Grant and Sharon Cushman	All roads in Raglan	Yes	Agree	Agree	Agree	Agree							
61	Brian Cox	All	Yes	Agree	Agree	Agree	Agree						country road speed limits are too high	Support proposed changes
62	Anna Gwynne	Horotiu Rd	In Part	Agree	Agree	Agree					Agree		I'm in favor of the speed restrictions as proposed but think they should be extended to include the remainder of Horotiu Rd. With these changes the current 100km speed is inconsistent and confusing. Change horotui rd from Horotiu to Te Kowhai to 80kms please	New reduction request - Rest of Horotiu Road to 80km/hr
63	Jodi Bell	Amani Lane, Beoley Lane	In Part								Agree		lane speeds should be reduced to 40km also	Private Road
64	Hamilton City Council HCC	River Road, Onion Road, Gordonton, Ruakura Road	Yes				Agree					Other	See Appendix 2A	New reduction request - Gordonton Road

65	Whatawhata Residents and Rate Payers Association (WRRRA)	<p>1. Te Pahu Road reduce in part to 80k/h from Ferguson Road to SH23</p> <p>2. School Road, Store Road and Kura Street reduced to 40km/h</p> <p>3. Maori Point Road proposed reduction to 60km/h;</p>	In Part	Agree	Agree	Agree	Agree					Other	See Appendix 2A	Further reduction requested (proposed 60 - 50)
66	John Lawson on behalf of WED (Whaingaroa Environmental Defence Inc)	Several. See comments	Yes	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Other	See Appendix 2A	Support proposed changes



67	Alan Arnold	Residential roads in Tuakau	In Part		Agree							Other	<p>If Council is serious in reducing speed limits in residential areas then using the final year of a three- year plan to propose a partial change makes no sense. Either a general 50km/h limit is acceptable or residential areas should be reduced to 40km/h. The proposed plan imposes a new 40km/h limit on nearly all streets in Tuakau which are to the west of George Street, south of Liverpool Street and to the north of Buckland Road. However, Henderson Street, Hall Street and West Street are excluded. West Street includes a children's playschool and entrances to shopping carparks. All other residential roads remain at 50km/h. Having an irrational mixture of speed limits in the town will only cause confusion. A more sensible approach would be to keep Buckland Road, George Street (excluding the town centre), Liverpool Street, Bollard Road and Harrisville Road as 50km/h main roads and to make ALL other streets 40km/h roads. Assuming these changes go ahead, changes need</p>	
----	-------------	-----------------------------	---------	--	-------	--	--	--	--	--	--	-------	---	--

												<p>to be made to road layouts to slow traffic and to draw the speed limits to the attention of drivers. Speed humps are not the answer. Even going over these at extremely slow speeds can cause considerable distress to drivers or passengers with spinal problems, arthritis, etc. The most effective means I have encountered is road narrowing, allowing only a single lane and where the approach to that lane is on the wrong side of the road. This is not really suitable, however, for roads with bus routes. I have found several local residents/drivers who, even after two years, were unaware of the 40km/h limit through Tuakau town centre. The speed limit signs are elevated at a point where drivers are concentrating on the road immediately in front of them (speed humps and busy intersections). Signage actually on the road itself should complement the speed signs. Prominent signs advising changes to traffic conditions should be placed for a period of time at all</p>	
--	--	--	--	--	--	--	--	--	--	--	--	--	--

													approaches to Tuakau. Finally, I ask that proper attention be paid to the actual introduction of any changes. My experience of changes made in 2018 and 2019 was that details were overlooked resulting in incomplete and confusing implementation. I note Council this year said changes became operative once signage was in place, an improvement from 2018 when changes became operative in April when signage was not introduced in some places until July. Changes to the introduction of the 40km/h school zone area on Buckland Road in 2019 are still incomplete.	
68	Tim Newton	Whaanga Road Wallis st bow st	In Part	Agree							Agree		Need a limit on Whaanga Road as its narrow windy with significant number of collisions and many cyclists.. Road is rough and many hazards especially speeding drivers. Its unsafe to exceed 40 km in most parts and some parts 20 km. Suggest a 40 or 50 km speed limit.	Support proposed changes
69	Joanne Wallace	Ringer Road Tauwhare	In Part	Agree			Agree					Other	On Ringer Road, the placing of the current	New reductio

		Road												speed restriction from 100km/h to 70 km/h is too close to the intersection of Ringer Road and Tauwhare Road. Vehicles start to slow down as they approach the sign, or as they actually pass the sign, so many are still travelling at close to 100km/h as they pass increasing numbers of residences. There has been considerable development in this small area, with an increasing concentration of young families building. As things currently are, there is a family living outside the speed restriction zone with four children who walk down along Ringer Road, in the 100km/h zone, to the Tauwhare pa to catch the school bus. There is also a goat farm and kiwifruit orchard just outside the speed restriction zone which generate significant traffic volumes at specific times. There is a blueberry orchard at the sign which also has considerable traffic volumes entering and exiting during the season. Extending the zone and placing the sign indicating the	n request - Ringer Road - extend south from Tauwhare Pa
--	--	------	--	--	--	--	--	--	--	--	--	--	--	---	---

													<p>speed restriction zone further down Ringer Road towards Cambridge would make the road much safer for all.</p> <p>The speed restriction zone along Tauwhare road from Kahui Avenue should be extended all the way to the Matangi-Hillcrest Recreational park and Rugby Ground so as to reduce the speed limit to 70 or 80km/h. The grounds are well used by many members of the community. The gate should be opened for all, not just a key given to a few. Because the gate is locked, cars park along the roadside and big rural and commercial vehicles and cars pass at 100km/h. The families that live at the pa often run down from the pa to the rugby club. The exercise is fantastic but it is extremely dangerous for the kids.</p>	
70	Steve Griffiths	Rotokauri Rd	In Part	Agree	Agree	Agree	Agree				Agree		<p><b>See Appendix 2A</b></p> <p>The speed limit from 70 m west Pheasant Close to Duck Rd intersection and through to Lindsay Rd intersection should be set at 70 KM</p>	Further reduction requested (proposed 80 - 70)
71	Claudia	Tauwhare	In Part	Agree	Agree	Agree	Agree					Other	I would like to see the	New

	Romano	Road											speed decrease to the whole of Tauwhare Road, especially near where I live and the IB.	reduction request - Tauwhare Road - Matangi Road to Platt Road (80)
72	Paul Cronin	Residential Roads, Woodside Road, Raglan, Rotokauri, Tamahere, Taupiri, Tauwhare, Te Kowhai, Waitetuna, Whatawhata,	Yes	Agree	Agree	Agree	Agree						Slower speeds result in less trauma should a crash occur. Children and the elderly are vulnerable children because of their underdeveloped reasoning and the elderly who have delayed reaction times. Lowered speeds also send a message that the roads are not engineered for higher speeds.	Support proposed changes
73	Anindita Sinha	Bruntwood Road	Yes	Agree	Agree	Agree					Agree		I feel the speed limit for the whole of Bruntwood Road should not exceed 80km/hour	New reduction request - Rest of Bruntwood Road to 80km/hr
74	Kiri Binnersley	Raglan Main Rd, between Simon rd and Manukau Rd	Yes	Agree		Agree							Overall there are two areas that need to be revised, one is the main road between Manukau rd and Simon road, this is a busy intersection and I notice many drivers speeding up before the 100kms sign, I believe this road needs to be reduced to	Support proposed changes

													80kms to minimise the risk. I also believe strongly the road from Upper Wainui Rd to Manu Bay needs to be at least a minimum of 80kms.	
75	Charlie Young	Raglan Town and Wainui Road	Yes	Agree		Agree						Other	The reductions will greatly enhance pedestrian and cycle safety...especially on Wainui Road from Town to Whale Bay.	Support proposed changes
76	Kim Jenkins	old mountain road/Waitetuna valley road	Yes	Agree	Agree	Agree	Agree						Speed humps would assist in controlling outrageous current driving/motorcycle riding.	
77	Oli Ryks	Waitetuna Valley Road and Old Mountain Road	In Part									Other	I support the reduction outside of Waitetuna School, dropping to 60km. I also support the 80km up Old Mountain Road. My query is why it has stayed at 100km for the remainder of Waitetuna Valley Road when there are more and more lifestyle blocks being built and children living at these properties. Many of the properties have driveways that cannot be seen from a distance at speed. There is also no footpath posing a risk to children and adults that walk, cycle or run. That is why I think the reduction along Waitetuna Valley Road should come down to	Support proposed changes

													80km as it has on Old Mountain Road.	
78	Susanne Giessen-Prinz	Wallis Street, Bow Street, Main Road, Wainui Road	Yes	Agree	Agree	Agree	Agree						For example Wallis Street raglan needs to have natural speed reducing structures included to make it a recreational street for locals ,residents and visitors.	
79	Katja Jenkins	Waitetuna	Yes	Agree	Agree								As well as children travelling to and from the school, the roads are used by cyclists, horse riders and recreational trampers. The road is windy and there is poor visibility. Currently vehicles travel at 100km and more through that area with no thought to the other types of road users. It's dangerous. I think that the change is a real positive for safety (as long as it is enforced to bring actual behavioural change).	Support proposed changes
80	Renae Smart	All roads in the Rotokauri area	Yes	Agree			Agree							
81	Murray Rounthwaite	Rotokauri & Te Kowhai	No					Agree	Agree	Agree			We live "in the country". I didn't move out of town to have to drive at town speeds to get all the way there. Suddenly it becomes a long painful journey to work every day.	Disagree with proposed changes



**Appendix 2A: Long Submissions**

**Submission regarding proposal to impose a speed limit of 80 kms an hour on certain roads in the Waikato District.**

**Our submission relates to Duck Road and the short distance of approximately 300 metres between the existing 100 km sign in Rotokauri Road and the intersection of Duck Road, Laxon Road and Rotokauri Road.**

**We make the following points:-**

- **When Te Kowhai Road was upgraded, at the time it was designated part of State Highway 39, a speed limit of 80 kms an hour was imposed.**
- **That speed limit remains in force.**
- **As a result of the construction of the Waikato Expressway, Te Kowhai Road was closed, east of the Brylyn Rest Home, thereby preventing direct access from Te Kowhai Village to the former State Highway 1.**
- **As a further result, Duck Road became a significant short cut for traffic heading from Te Kowhai Village to the city.**
- **Duck Road has, for many years, had a speed limit of 100 kms an hour, despite its being considerably narrower than State Highway 39, with sharper corners.**
- **Traffic turning into Duck Road, from State Highway 39, can immediately increase speed on an inferior road, thereby causing a significant hazard.**
- **Rotokauri Road, from its intersection with Avalon Drive, to where it becomes Laxon Road, has a speed limit of 80 kms an hour (reduced in built-up areas and in the vicinity of the school) except for the short distance of approximately 300 metres at the Laxon Road end, which has a limit of 100 kms an hour. Given the fact that those 300 metres are part of the short cut mentioned above, it makes sense for that distance to have a speed limit of 80 kms an hour.**

**We, being residents of Dromara Drive, which intersects with Duck Road, earnestly request the Waikato District Council to impose a speed limit of 80 kms an hour, for the whole length of Duck Road and for the short distance of 300 metres mentioned above.**

**Gerald and Jenny Bailey**

12 November 2019

## Submission 7

Email: [consult@waidc.govt.nz](mailto:consult@waidc.govt.nz)

Waikato District Council  
Waikato District Council Office  
15 Galileo Street  
Ngaruawahia

BY EMAIL ONLY

Tēnā koe,

### Re: Speed Limits Bylaw - Submission

1. The Ngāa Uri o Maahanga Trust (Board) members write this submission in support of reducing the speed limits on the Whatawhata roads.
2. We make this submission on behalf of the three marae and many hapuu members that we represent. The safety of our people: koroheke & ruruhi (elderly), pakeke (adults), rangatahi (youth) and pepi (children) is paramount to us, and their safe access to and from marae on these roads is crucial.
3. Therefore, we would like the speed limits to be reduced to **50km** for all the roads listed below:
  - a. Bell Road, Whatawhata
  - b. Harihari Lane, Whatawhata
  - c. Houkura Rise, Whatawhata
  - d. Makarini Road, Whatawhata
  - e. Maori Point Road, Whatawhata
  - f. Miriama Way, Whatawhata

4. We believe this maintains consistency for those Ngaati Maahanga residents and tribal members who travel in and around Whatawhata. A 50km limit would provide consistency throughout Whatawhata.

Ngā manaakitanga



Warren Williams

Mobile: 022 172 9694

Email: [warren@digitaltaniwha.com](mailto:warren@digitaltaniwha.com)

### Speed Limit

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 should be reduced to a more sensible range of 70 KM for the following reasons.

- 1) Rotokauri / Laxon Rds are becoming an alternative route from Whatawhata & Te Kowhai into TeRapa (The Base). 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
- 3) The current Rotokauri Rd 100 KM zone begins before a rise where there is a reasonably busy intersection to Duck Road with multiple driveways. This is extremely dangerous for the driveways prior to the intersection and walkers to the local Lake reserve and cyclists etc
- 4) Most of the local residence in the area have indicated 70 KM as the preferred speed limit – refer petition below
- 5) Rotokauri Rd is now becoming more popular with Boy racers with the higher speed limit at 100 KM, narrow roads and some tight corners.
- 6) Rotokauri / Laxon / Duck Road is becoming a more intensive Lifestyle area with multiple driveways onto narrow roads.

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.

## Road Speed Limit Proposals Waikato District Council

Having studied the recent proposals I am appalled that the speed limit on any road should be less than 50 K. A Lime scooter can do 35K on the footpath  
I would like cars to go 10KPH past my gate with a man in front waving a red flag to warn of the dangerous motor vehicle coming along behind. I then want to be able to go 120KPH past your gate in my very safe car.

It may be speed that kills but it is the mistake made by the driver prior that is the real issue. There are a lot of dick heads on the road and that's because the law allows them to get a licence with out a decent set of skill requirements.

All drivers tests are done in a town or city and when they get their licence .None ,are open road savvy. They also don't teach cornering or how to control a skid.  
No reduction of speed is going to sort that out.  
I assume a university degree roading engineer has done a report on this. Just check if he's old enough to actually have a full drivers licence, or in fact drives.

The pace of life has increased considerably in the past 50 years and yet you want to slow us all down. I see one TLA has seen through the mist of the intellectual who though this up, and decided productivity is going to be compromised by speed reduction.  
There used to be 3 speed limits 50K 70 K and 100K. Now we have a range from 30-110 in 10K increments. This is getting far to complex and with small round signs easy to miss when you are doing 140k trying to avoid the law.  
Policing will be spasmodic and unless there is revenue to be gained it won't happen.I've seen the advert where the cop doesn't want us to see what he see's . I don't want to see it either, but he's paid to do the job and if he doesn't like it, he could leave and be come a roading engineer instead.

I happen to live at a point where the speed changes from 100K – 70K. SH 39 . Not your problem .I'm well aware that those speeds are seldom adhered to and I adjust how I exit and enter my property accordingly. And in fact use due caution on how I cross the road to put my rubbish out. Most of these problems you are trying to address is caused by a dickhead or two going fast down a road and the property owner takes this as requiring a lower speed limit. You are sensible people !!. This won't stop the dickhead. So again we legislate for the lowest common denominator.

As for the argument about children and pets. Maybe you should look at a fencing by law to ensure all people contain these precious items within there property. Whats 10 k difference going to make. virtually none.

Go back to built up areas 50K, limited speed zone either 60 or 70 and open road 100K.  
There will always be people who exceed the speed limit at times and I'd be the first to put my hand up for that as probably most of you reading this have at some point.Let the saint stand up now so we can see the glow from the halo.

Raglan Main street, make it a pedestrian Mall in part from the Hotel back to garage . Not a big area but stops through traffic and it would be difficult to go over 30k in a confined area like that. You already have bypass's in place.The business's in that small area have rear access.

Now that I've got that off my chest, keep up the good work councillors.

Ian McLennan  
1228 Horotiu Rd  
Whatawhata  
ianmcclennan@xtra.co.nz

Submission by

**Submission 64**

**Hamilton City Council Staff**

## **PROPOSED 2019 AMENDMENTS TO THE WAIKATO DISTRICT COUNCIL SPEED LIMITS BYLAW 2011**

**20 November 2019**

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

### **1.0 INTRODUCTION**

- 1.1 Hamilton City Council (HCC) staff welcome the opportunity to make a submission to the Proposed 2019 Amendments to the Waikato District Council Speed Limits Bylaw 2011.
- 1.2 HCC staff are supportive of the approach being taken by Waikato District Council in reviewing its speed limits in accordance with the New Zealand Transport Agency's Speed Management Guide over a three-year period.
- 1.3 The proposed changes have good alignment with the Hamilton City Speed Management Plan and are a positive step towards consistent and safe speed limits in the greater Waikato Region.
- 1.4 It is recognised that Waikato District Council has had significant growth in many urban and country living zones.
- 1.5 HCC staff are 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.

### **2.0 SPEED LIMITS BEING REVIEWED ON THE OUTSKIRTS OF HAMILTON CITY**

- 2.1 HCC staff are therefore very pleased to support the proposed changes to speed limits in this area, which ties into the recent change made within the city to lower the speed limit to 60km/h:
  - River Road – Kay Road to 300m north of Kay Road – reduced from 80km/h to 60km/h.
- 2.2 Further to HCC's 9 November 2018 submission (refer [here](#)) requesting that the speed limit on Onion Road to be lowered, HCC staff are also very pleased to support the following proposed change:
  - Onion Road – from Horotiu Road to the district boundary (with HCC) a reduction 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 staff would also request that the following roads be considered in the next round of reviews:
  - Gordonton Road – request a reduction to 80km/h. It is noted that there is a short section of 80km/h being introduced just south of State Highway 1B intersection. We would like to see this lower limit extended to the HCC boundary.

- 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 (Operations Team Leader, City Transportation) on 07 838 6910, email [robyn.denton@hcc.govt.nz](mailto:robyn.denton@hcc.govt.nz) in the first instance.
- 4.2. HCC staff **do wish to speak** at the Waikato District Council hearing in support of this written submission.

Yours faithfully



**Richard Briggs**  
**CHIEF EXECUTIVE**





ECM project # PR-1389-02

ECM # .....

Submission # .....

Customer # ..... Property # .....

# Proposed Speed Bylaw Amendment 2019

Submission form (please provide feedback by **Sunday 17 November 2019**)

**PLEASE NOTE: WE ARE ONLY SEEKING FEEDBACK ON THE ROADS LISTED WITHIN THIS CONSULTATION.**

**Name/Organisation** Whatawhata Residents and Ratepayers Association (WRRRA)

**Physical address**

**Postal address** C/o Secretary 131 Walsh Road, Whatawhata, RD 10 Hamilton **Postcode** 3290

**Email** [whatawhatawrra@gmail.com](mailto:whatawhatawrra@gmail.com) **Phone.** Secretary, Davina Crouch 078298798 or Chair, Glenn McLennan 021637507

**Would you like to present your submission to Council at the Hearing? Yes**

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

**Do you support the proposed speed amendments? Partially**

**Please tell us why; (tick any boxes you feel relevant or add**

**comments to "Other")**

- ✓ Will result in safer roads around where we live and work
- ✓ Will result in safer roads where our children go to school
- ✓ Will reduce crashes and crash severity
- ✓ Will give a consistent speed message where we live and work


~~Speed reduction will result in increased travel time~~

~~Current speed is ok but the road needs to be improved~~

~~Current speed is ok but drivers are at fault~~

Other;

WRRRA fully support proposed speed changes which will fulfil the above ticked results;

1. Te Pahu Road reduce in part to 80k/h from Ferguson Road to SH23
2. School Road, Store Road and Kura Street reduced to 40km/h

Maori Point Road proposed reduction to 60km/h;

This has our partial support. WRRRA support the reduction of speed from 80km/h to 60 km/h however we seek to have a consistent speed message where we live and therefore maintain that to achieve this, Maori Point Road should have the same speed limit as Awatea. We believe that reducing the limit to 50km/h will ensure safer roads where we live, safer roads where our children are travelling to and from school, and give a consistent speed message.

**Additional Comments regarding particular roads:**

With regard Maori Point Road does not have the same density of development as Highbrook or the alignment of Ferguson Road which is narrow and winding. Maori Point Road has up to 22 lots fronting Maori Point Road between SH23 and Bell Road, one of which is the Oomaero Paa. Combined with the average number of occupants living in the properties on this road, this would indicate that the density of development is at least equal to Highbrook, Lockerbie Lane or Ferguson Road. The footpath link from Awatea, through Maori Point Road to the Oomaero Paa, Pehi Houkura Urupa, Whatawhata village businesses, school, day care and sports grounds, increases the need for a reduced speed to enable safe passage for all of the community. If we are to truly have a consistent speed message in our community, reducing Maori Point Road to match the Awatea housing development accessed via Maori Point Road is essential.

**Prefer to do it online?**

You can complete the submission form online at [www.waikatodistrict.govt.nz/sayit](http://www.waikatodistrict.govt.nz/sayit)

**Need more information**

For more information, visit our website [www.waikatodistrict.govt.nz/2019-speed-review](http://www.waikatodistrict.govt.nz/2019-speed-review)

**Privacy statement**

The contents of your submission (not including your address and contact details) will be made public through Council agendas and as result will be published on our website. If you would like your name also kept confidential, please let us know on your submission form.

PLEASE NOTE: WE ARE ONLY SEEKING FEEDBACK ON THE ROADS LISTED WITHIN THIS CONSULTATION.

Name/Organisation Whaingaroa Environmental Defence Inc

Physical address

Postal address

51 Cliff St, Raglan

Postcode 3225

Email

[johnragla@gmail.com](mailto:johnragla@gmail.com)

Phone 825 7866

**Submission 66**

Would you like to present your submission to Council at the Hearing? Yes

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

Do you support the proposed speed amendments? **Fully** Partially Not at all

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

1. Will result in safer roads around where we live and work
  - a. Probably, though no injury figures are given in the consultation document, nor any speed surveys. A 30kph limit in Bow St may raise speeds, as drivers may feel they're holding up others if travelling at less than 30kph, which nearly all traffic currently does.
  - b. Bow St should be reconfigured to become a [shared zone](#) pedestrian priority area, with a lower limit and possibly extending into parts of Wainui Rd, Wallis St and Cliff St.

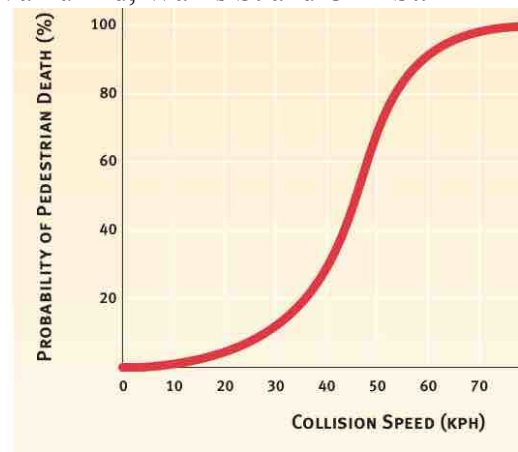
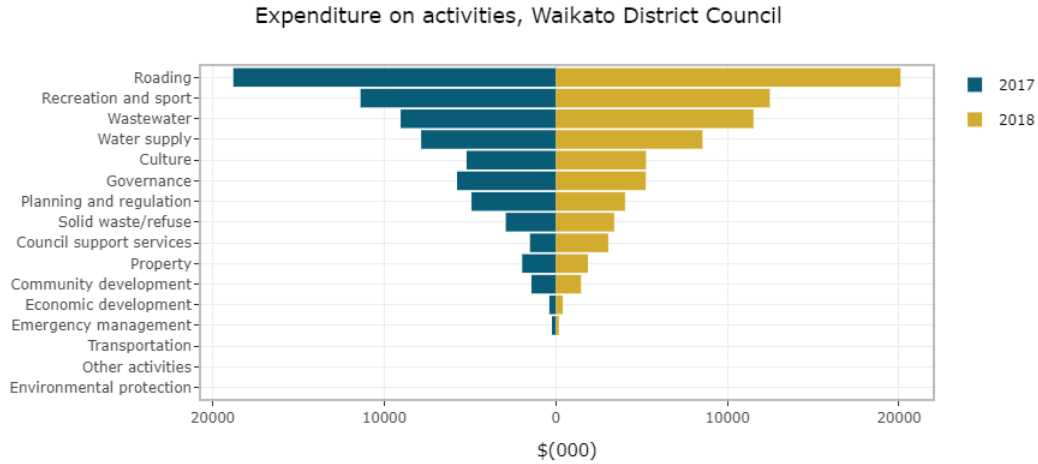


Figure A15 – The influence of the collision speed on the probability of death of a pedestrian

- Will result in safer roads where our children go to school
- a. Yes, if the roads are redesigned to support the lower limits.  
Will reduce crashes and crash severity
  - a. No figures are given for crash numbers or severity, but this graph indicates that risk of death for pedestrians rises rapidly above 30kph. The 30% death rate shown at 40kph in [Myths and Misconceptions About Speed](#) is still too high.  
Will give a consistent speed message where we live and work
  - a. Rather less than the current uniform 50kph.  
Speed reduction will result in increased travel time
  - a. [Myths and Misconceptions About Speed](#) gives two examples, but doesn't relate them to these proposals. Google maps says Whale Bay to SH23 is 8.9km and takes 12 minutes. Of that, 5.8km, taking 8 minutes at an average 43.5kph, will have a 60kph limit. Even if it were possible to drive all the way at the current 80kph limit, the time difference would be 1 minute 27 seconds. At 80kph the 5.8km would take 4 minutes 21 seconds. The NZTA map at the drop in session showed a 19 second delay for Wainui Rd journeys. These NZTA timings should be publicised. In town the 10kph reduction would cover 3.1km of the journey, currently taking 4 minutes at 46.5kph. At 40kph it would take about 56 seconds longer. Therefore the extra journey time from Whale Bay to Hamilton would be about 90 seconds, possibly extending a 51 minute journey to 52 or 53 minutes. This is clearly within the current variability. Whether it takes 51, or 53 minutes, this is time could largely be saved by providing a frequent bus service, which would allow those

travelling to use the travel time more productively and with less stress and danger, as well as lower emissions.

Current speed is ok but the road needs to be



improved

a. As this [graph](#) shows, far too much of our rates already goes to roading and too little to transportation and environmental protection.

Current speed is ok but drivers are at fault

a. Hardly anything can be done at district level to improve that, so, to cut Waikato’s road toll, speed needs to be reduced, so as to minimise the effect of bad drivers.

Other - buses are over 10 times safer than cars, so the largest improvement could be achieved by increasing Raglan’s bus travel from the current 2% or so of journeys.

Additional Comments regarding particular roads: none

# 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.

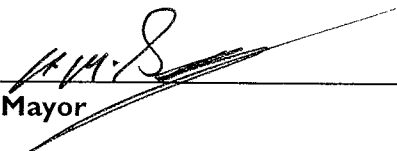
## 8 Setting of Additional Speed Limits on Council Controlled Roads

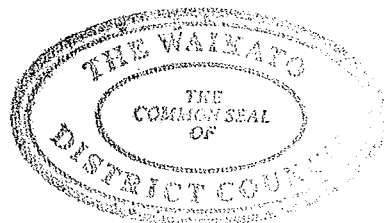
Pursuant to Section 151(2) of the Local Government Act 2002, the Waikato District Council may from time to time by way of resolution set additional speed limits for additional Council controlled roads.

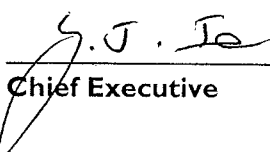
## 9 Date bylaw made

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

**Appendix 4: Reccomended 2019 Amendments to the**  
**2011**  
**Speed Limit Bylaw**

**Waikato District Council Speed Limits Bylaw Hearing**  
**3 February 2020**

## GORDONTON

Road	Current speed limit	Proposed speed limit
GORDONTON RD - from 800M STH OF TAYLOR RD to 150M STH OF TAYLOR RD	100	80
GORDONTON RD - from 150M STH OF TAYLOR RD to SH1B (RIAWS)	60/100	60/80



## HOROTIU

Road	Current speed limit	Proposed speed limit
ANZAC ST EAST - entire road	100	80
ANZAC ST WEST - entire road	100	80
HOROTIU RD - from 140m west of Law Cres to 700m west of Law Cres	80	60
HOROTIU RD - from 940m west of Law Cres to 100m west of Onion Road	100	80
ONION RD - from HOROTIU RD to DISTRICT BOUNDARY (CENTRE OF OVERBRIDGE)	100	80
PARK RD - from 470M SOUTHWEST OF GREAT SOUTH ROAD to 340M NORTHWEST OF HOROTIU ROAD	100	80
RIDGE PARK DR- entire road	100	80





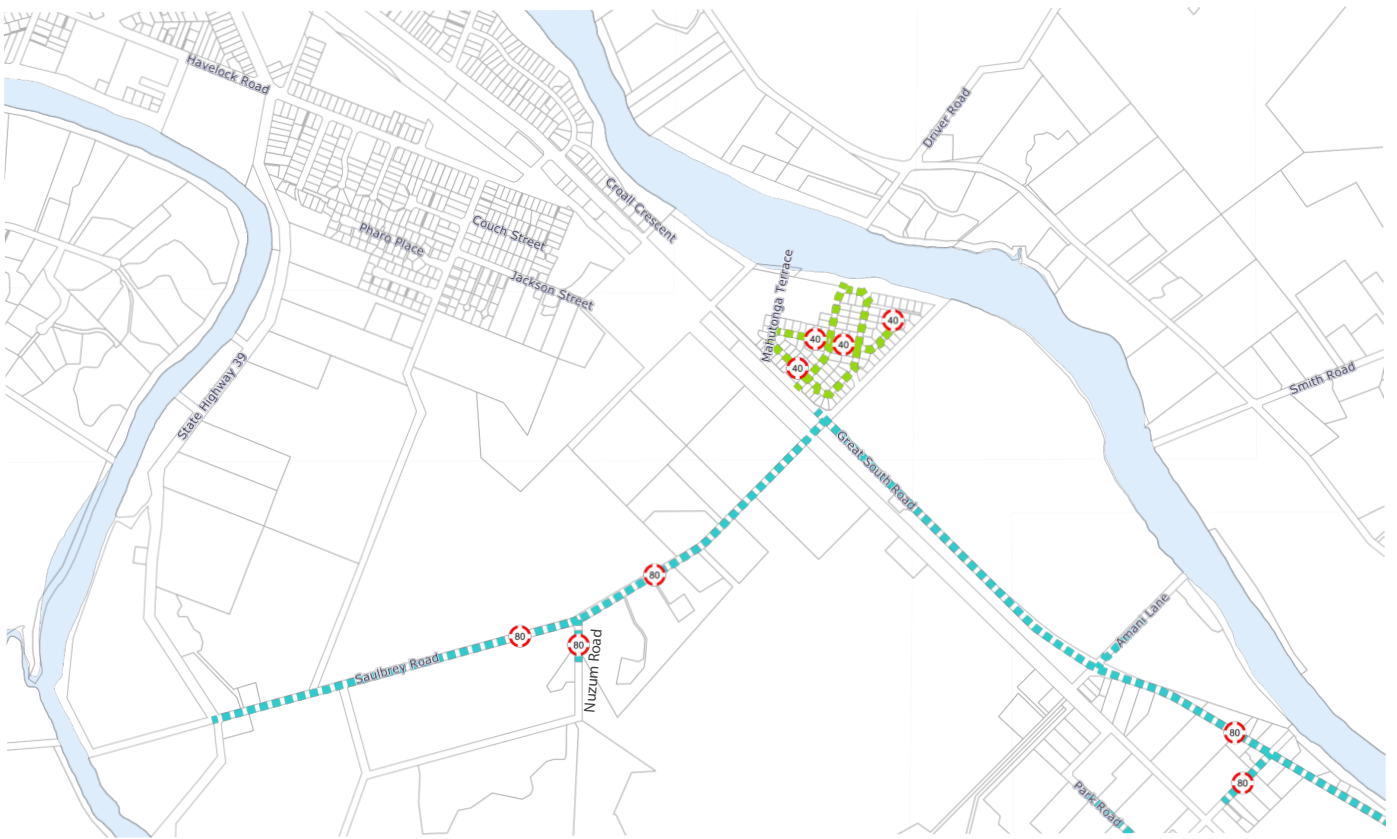
## MATANGI

Road	Current speed limit	Proposed speed limit
BIRD LANE - entire road	100	80
BUTCHER RD - entire road	100	80
TRENTHAM RD - entire road	100	80
WOODSIDE RD - from SH 1B to 600m north of Matangi Rd	100	80



## NGARUAWAHIA

Road	Current speed limit	Proposed speed limit
AMANI LANE - entire road	100	80
GREAT SOUTH RD (NGARUAWAHIA) from SAULBREY RD to 350M SOUTH OF SAULBREY ROAD	100	80
MATARIKI TCE - entire road	50	40
MATAWHERO PL - entire road	50	40
NUZUM RD - entire road	100	80
RANGAWHENUA ST - entire road	50	40
REHUA DR - entire road	50	40
RIVER RD (NGARUAWAHIA) - from KAY RD to 300M NORTH OF KAY ROAD	80	60
SAULBREY RD - entire road	100	80



# OKETE

Road	Current speed limit	Proposed speed limit
------	---------------------	----------------------

NAU MAI RD - entire road

50

40

OKETE RD - from SH 23 (EAST) to SH 23 (WEST)

100

80

THREE STREAMS RD - from BRIDLE CREEK RD to CUL-DE-SAC

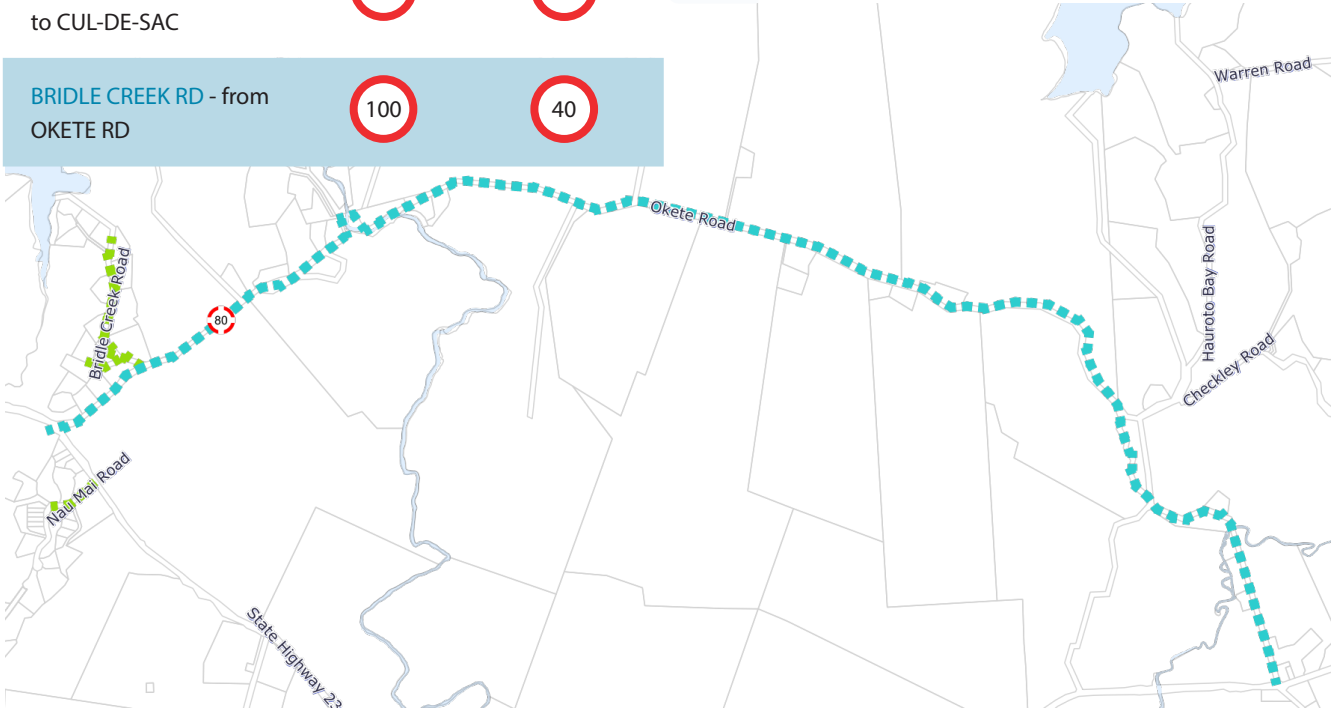
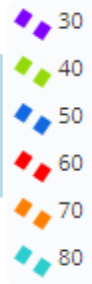
100

40

BRIDLE CREEK RD - from OKETE RD

100

40



# POKENO

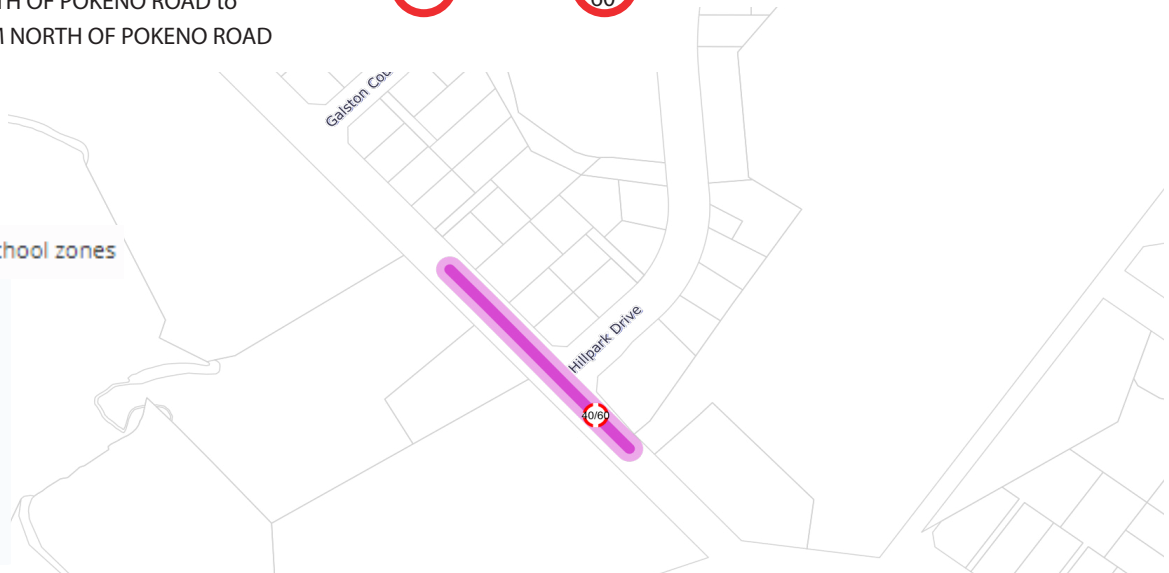
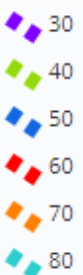
Road	Current speed limit	Proposed speed limit
------	---------------------	----------------------

HELENSLEE RD - from 95M NORTH OF POKENO ROAD to 240M NORTH OF POKENO ROAD

60

40/60

School zones



## RAGLAN

Road	Current speed limit	Proposed speed limit
BANKART ST - entire road	50	40
BAYVIEW RD - entire road	50	40
BOW ST - entire road	50	30
CALVERT RD - entire road	50	40
CAMBRAE RD - entire road	50	40
CLIFF ST - entire road	50	40
CORNWALL RD - entire road	100	40
CROSS ST - entire road	50	40
DAISY ST - entire road	50	40
EARLES PL - entire road	50	40
EAST ST - entire road	50	40
GILMOUR ST	50	40
GOODARE RD - from OPOTORU RD	50	40
GOVERNMENT RD - from WALLIS ST to BAY VIEW RD	50	40
GREENSLADE RD - from SH 23 to 670m northeast of SH23	100	40
GREENSLADE RD - from 670m northeast of SH23	50	40
HARAKEKE PL - entire road	100	40
HILLS RD - entire road	100	40
JAMES ST - entire road	50	40
JOHN ST - entire road	50	40
KAITOKE ST (EAST) - entire road	50	40
KAITOKE ST (WEST) - entire road	50	40

Road	Current speed limit	Proposed speed limit
KAREKARE AVE - entire road	50	40
KARIOI CRES - entire road	50	40
LANGLEY PL - entire road	50	40
LILY ST - entire road	50	40
LONG ST - entire road	50	40
LORENZEN BAY RD - from SH 23 to 90m northwest of SH23	100	40
LORENZEN BAY RD - 90m northwest of SH23	50	40
MAHANA PL - entire road	50	40
MAIN RD (RAGLAN) - from SH 23 (SPEED RESTRICTION) to NORRIE AVE	50	40
MANUKAU RD - entire road	50	40
MARINE PDE - from WAINUI RD to BRIDGE (2ND ABUTMENT)	50	40
NIHINIHI AVE - entire road	50	40
NIKAU PARK - entire road	50	40
NORRIE AVE - entire road	50	40
OPOTORU RD - entire road	50	40
PARK DR - entire road	50	40
POINT ST - entire road	50	40
POKOHUI AVE - entire road	50	40
PRIMROSE ST - entire road	50	40
PUKA PL - entire road	50	40
PURIRI ST - entire road	50	40

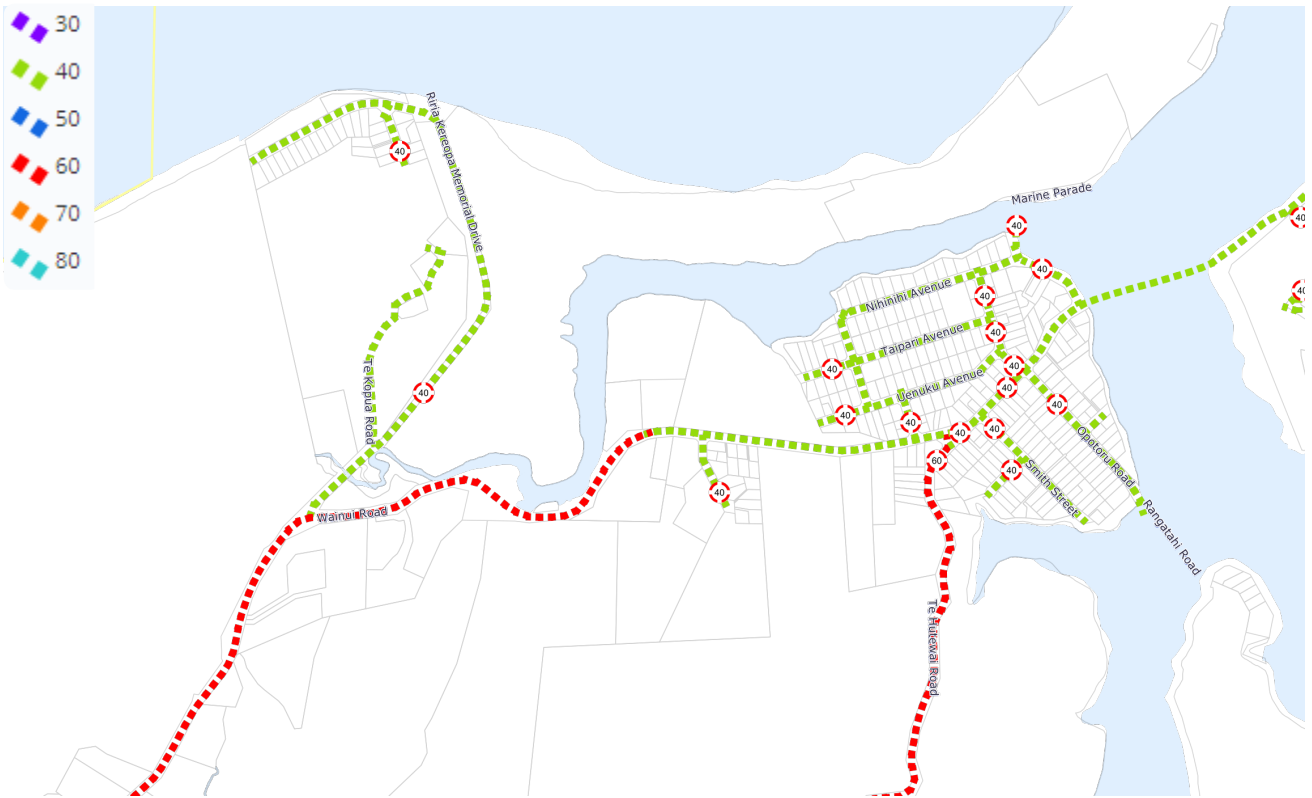
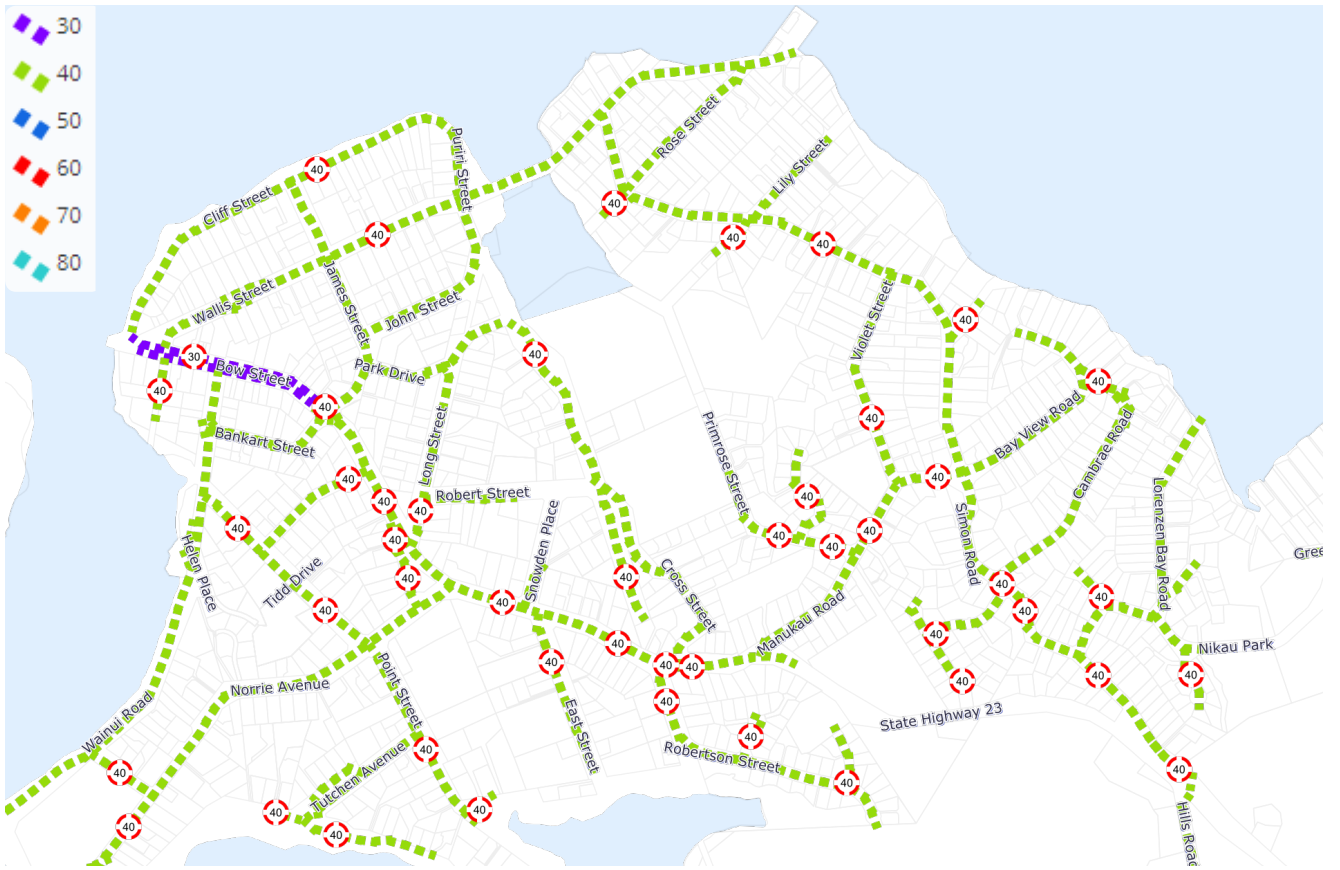
Road	Current speed limit	Proposed speed limit
RAKAUNUI ST - entire road	50	40
RIRIA KEREOPA MEMORIAL DR - entire road	50	40
ROBERT ST - entire road	50	40
ROBERTSON ST - entire road	50	40
ROSE ST - entire road	50	40
SEABREEZE WAY - entire road	50	40
SIMON RD - entire road	50	40
SMITH ST - entire road	50	40
SNOWDEN PL - from MAIN RD to END	50	40
STEWART ST - entire road	50	40
SUNSHINE RISE - entire road	50	40
TAHUNA AVE - entire road	50	40
TAIPARI AVE - entire road	50	40
TE AHIWA RD - entire road	80	40
TE HUTEWAI RD -from WAINUI RD	50	60
TE HUTEWAI RD - from speed restriction to east of Xtreme Waste	100	60
TE HUTEWAI RD/WAINUI RD BUS LOO - from TE HUTEWAI RD to WAINUI RD	50	40
TE KOPUA RD - entire road	50	40
TE WHARE HAUORA PL - entire road	50	40
TOHORA CL - entire road	50	40
TUTCHEN AVE - entire road	50	40
UENUKU AVE - entire road	50	40
UPPER BOW ST - entire road	50	40

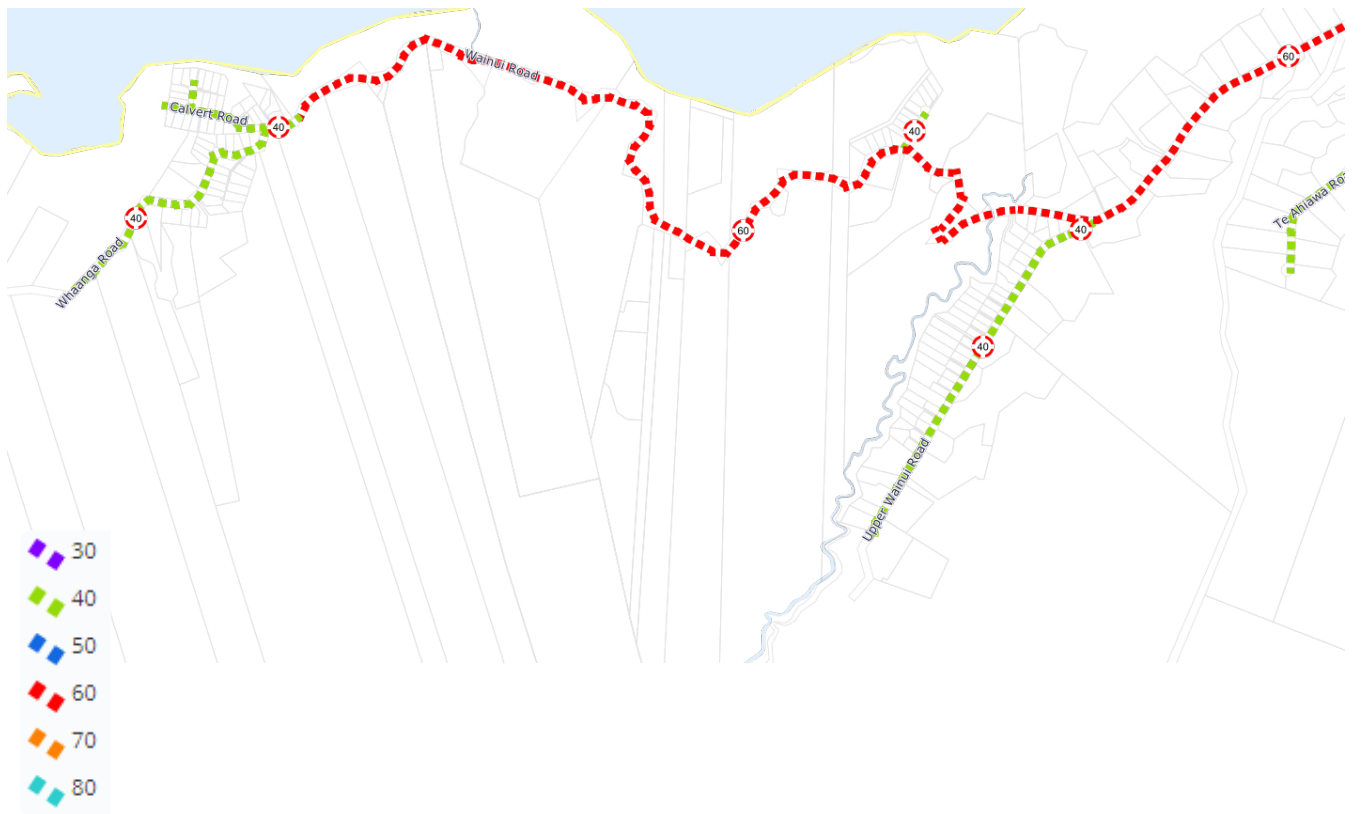
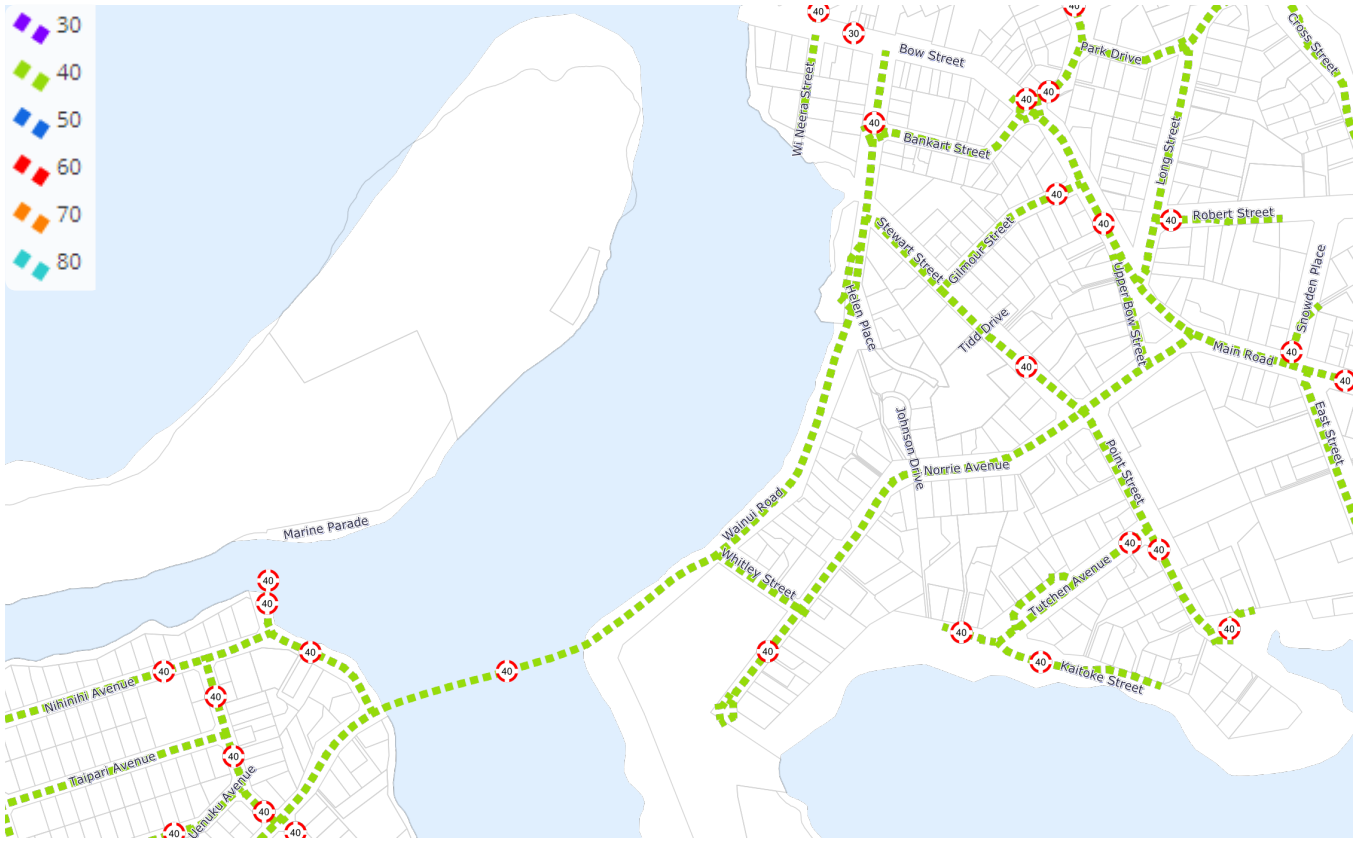
Road	Current speed limit	Proposed speed limit
UPPER CROSS ST - entire road	50	40
UPPER WAINUI RD - from WAINUI RD (START K&C RHS) to SPEED RESTRICTION	80	40
UPPER WAINUI RD - from SPEED RESTRICTION	50	40
VIOLET ST - entire road	50	40
WAIKOWHAI PL- entire road	50	40
WAINAMU RD - entire road	50	40
WAINUI RD - from BOW ST to 105m west of Rakanui Street	50	40
WAINUI RD - from 105m west of Rakanui Street to 200m west of Upper Wainui Road	80	60
WAINUI RD - from 200m west of Upper Wainui Road to 100m east of Whaanga Road	100	60
WAINUI RD - from 100m east of Whaanga Road WHAANGA RD	50	40
WAINUI RD LLA - from WAINUI RD STH to WAINUI RD NTH (MUSEUM)	50	40
WAINUI RD/BANKART ST RAB - from WAINUI RD (NORTH) to WAINUI RD (NORTH)	50	40
WALLIS ST - entire road	50	40
WHAANGA RD - from WAINUI RD to 700m southwest of Calvert Road	50	40
WHITLEY ST - entire road	50	40
WI NEERA ST - entire road	50	40





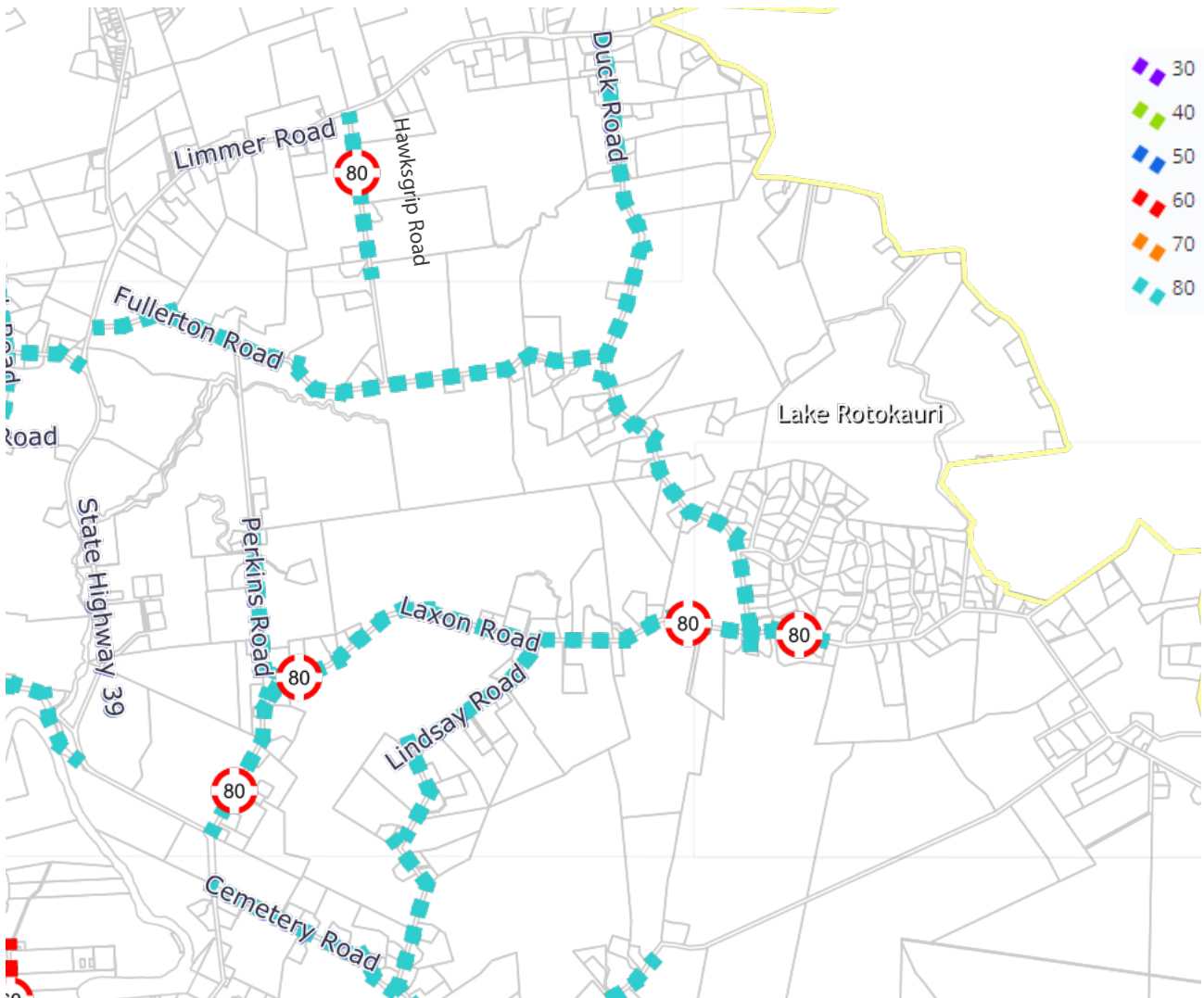






# ROTOKAURI

Road	Current speed limit	Proposed speed limit
DUCK RD - entire road	100	80
FULLERTON RD - entire road	100	80
HAWKSGRIP RD - entire road	100	80
LAXON RD - entire road	100	80
LINDSAY RD - entire road	100	80
PERKINS RD - entire road	100	80
ROTOKAURI RD - from 70m west of Pheasant Close to DUCK RD	100	80



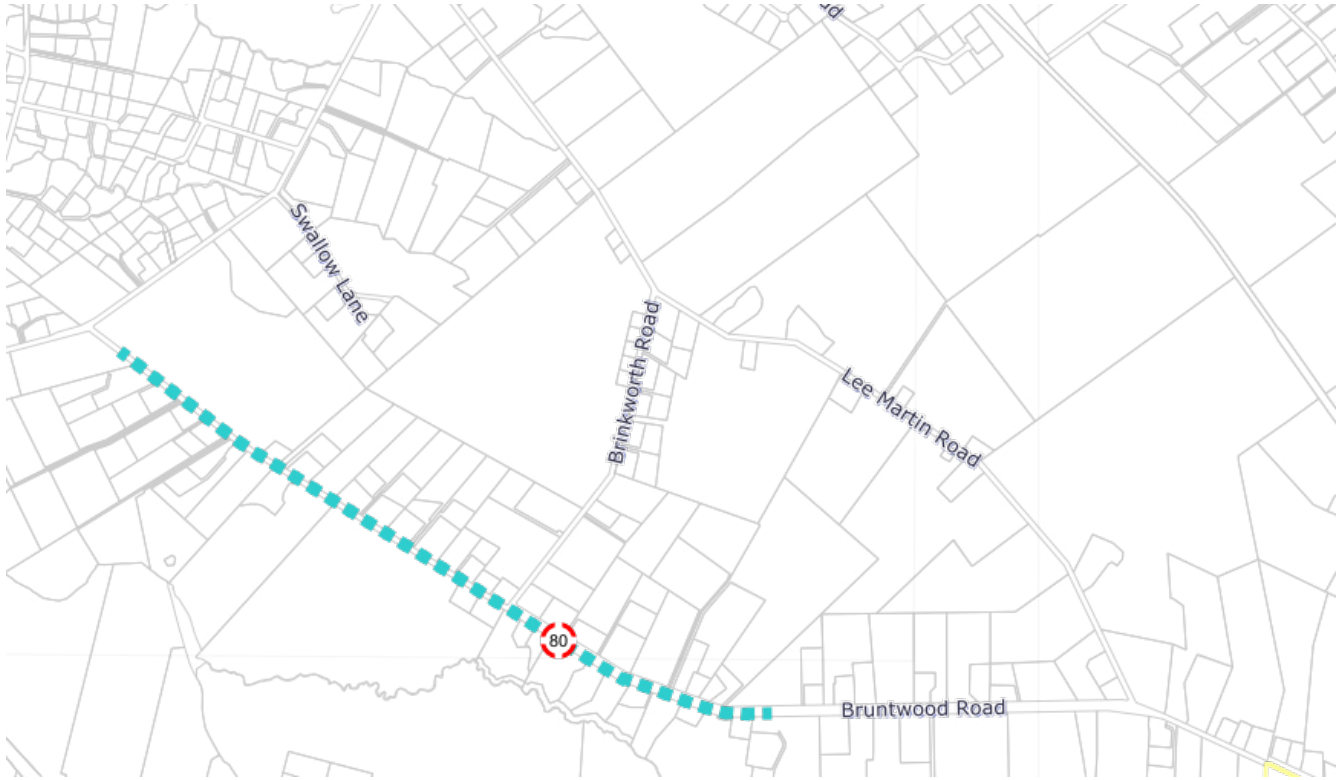
# TAMAHERE

Road	Current speed limit	Proposed speed limit
------	---------------------	----------------------

BRUNTWOOD RD - from 150M SOUTH OF TAUWHARE RD to 2.9KM SOUTH OF TAUWHARE ROAD

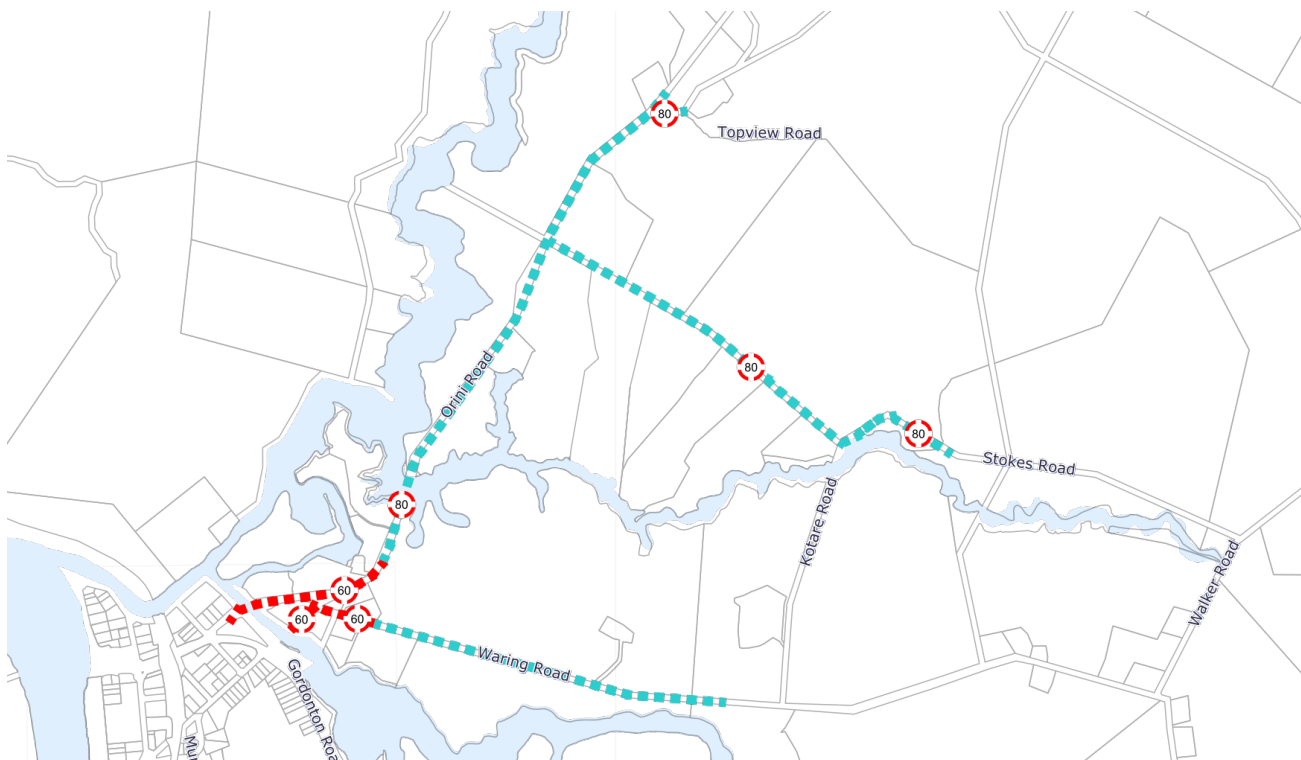
100

80



## TAUPIRI

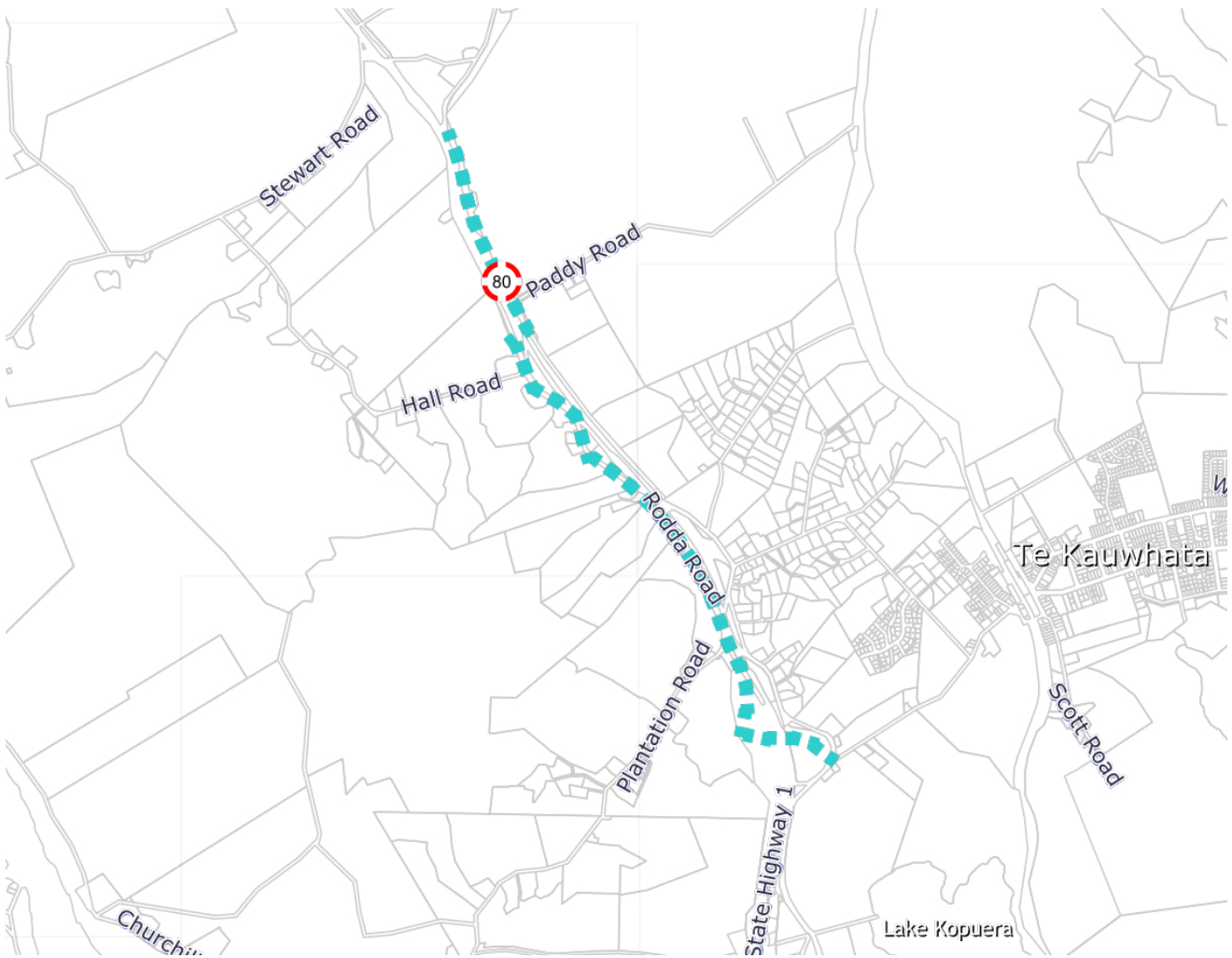
Road	Current speed limit	Proposed speed limit
OLD BRIDGE RD - entire road	70	60
ORINI RD - from END OF ISLAND	70	60
ORINI RD - Near topview road to end of island	100	80
STOKES RD - entire road	70	60
TOPVIEW RD - entire road	100	80
WARING RD - from 250M EAST OF ORINI ROAD to ORINI RD	70	60
WARING RD - to 250M EAST OF ORINI ROAD	100	80





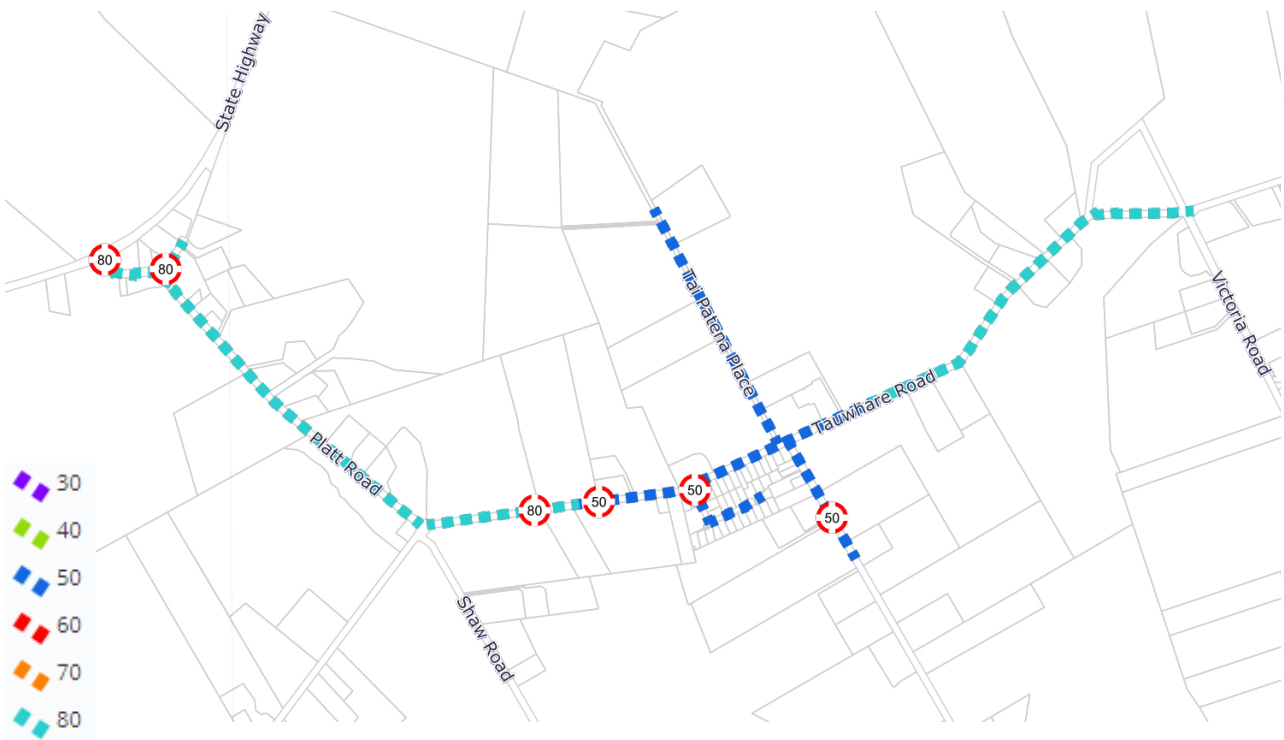
## TE KAUWHATA

Road	Current speed limit	Proposed speed limit
RODDA ROAD - existing speed intersection	100	80
WHANGAMARINO ROAD - Rodda Road to 600m North of Paddy Road	100	80



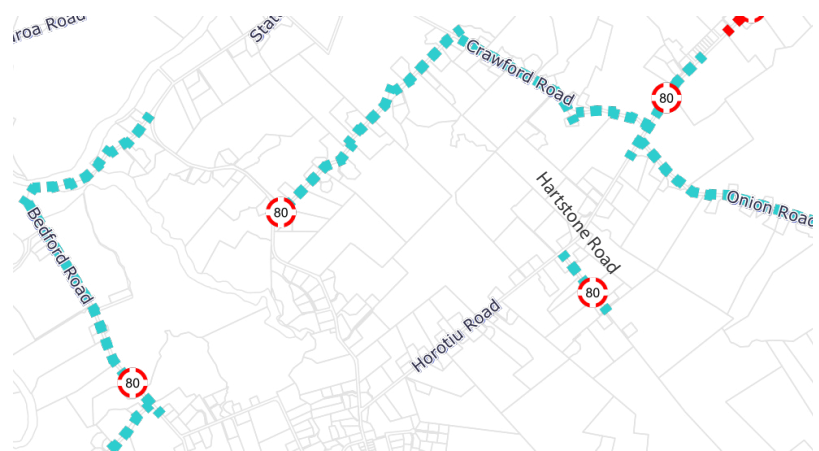
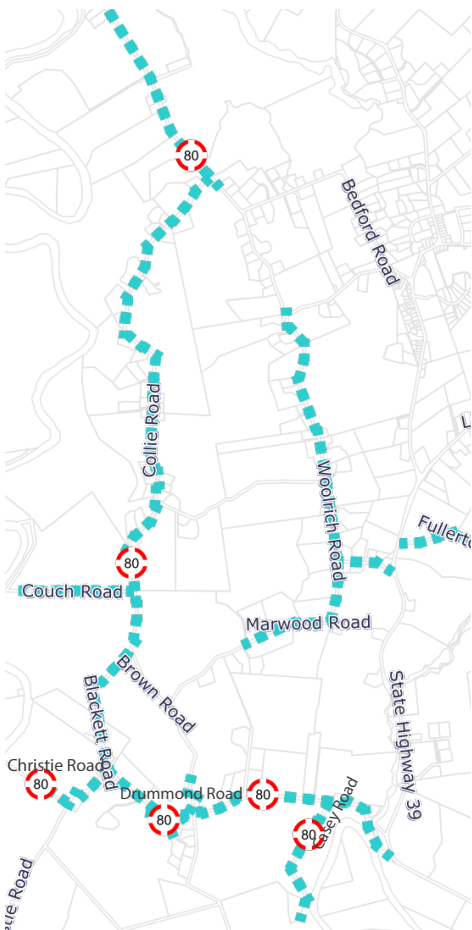
## TAUWHARE

Road	Current speed limit	Proposed speed limit
KAHUI AVE - entire road	70	50
OAK VIEW PL - entire road	100	80
PLATT RD - from SH 26 to TAUWHARE RD	100	80
RINGER RD - from TAUWHARE RD to SPEED DESTRUCTION	70	50
TAI PATENA PL - entire road	100	50
TAUWHARE RD - from PLATT RD to 335 WEST OF KAHUI AVENUE	100	80
TAUWHARE RD - from 335m west of Kahui Avenue to 275m northeast of Ringer Road	70	50
TAUWHARE RD - from 275m northeast of Ringer Road to VICTORIA RD	100	80



## TE KOWHAI

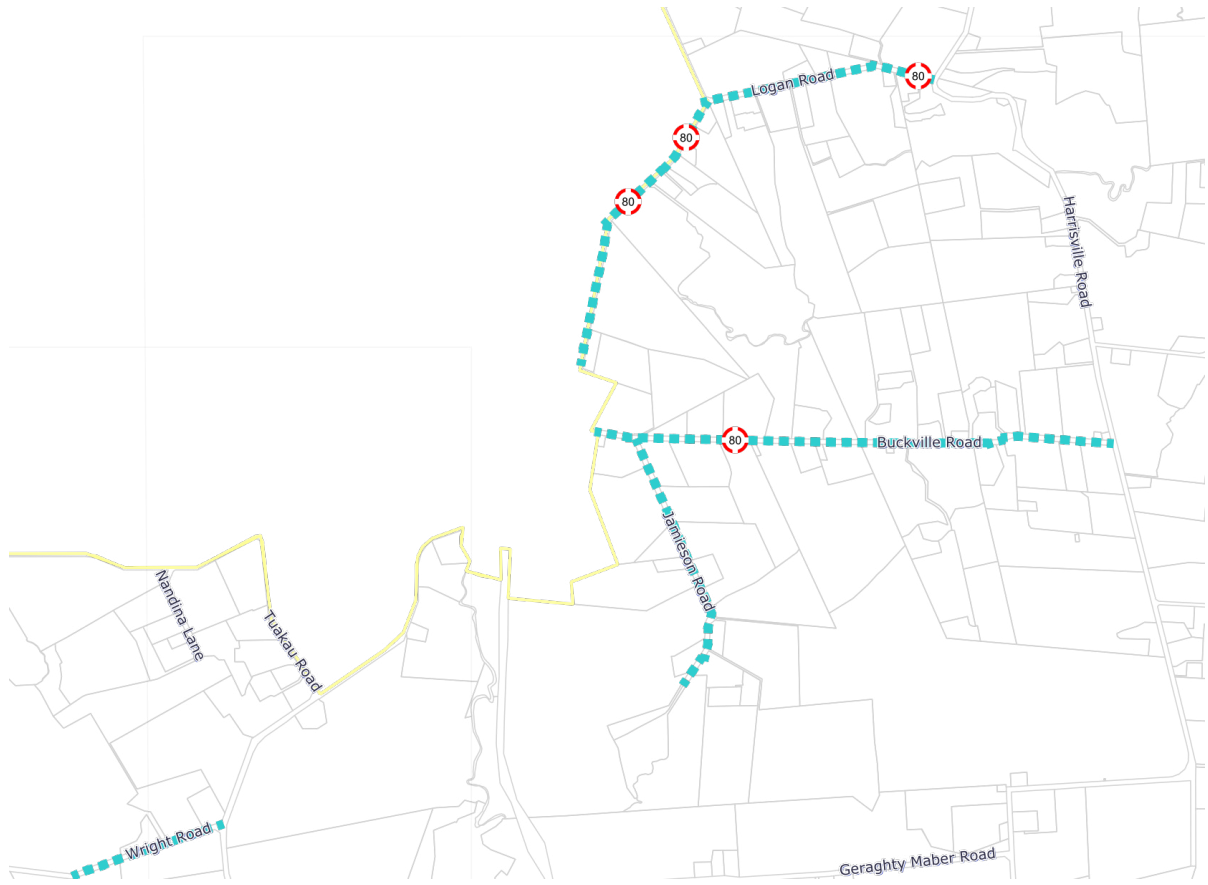
Road	Current speed limit	Proposed speed limit
BEDFORD RD - from NGARUAWAHIA RD to 30m south of Collie Road	100	80
BLACKETT RD - entire road	100	80
BROWN RD - entire road	100	80
CASEY RD - entire road	100	50
CHRISTIE RD - entire road	100	80
COLLIE RD - entire road	100	80
COUCH RD - entire road	100	80
CRAWFORD RD - entire road	100	80
DRUMMOND RD - entire road	100	80
HARTSTONE RD - entire road	100	80
MARWOOD RD - entire road	100	80
WOOLRICH RD - entire road	100	80





## TUAKAU

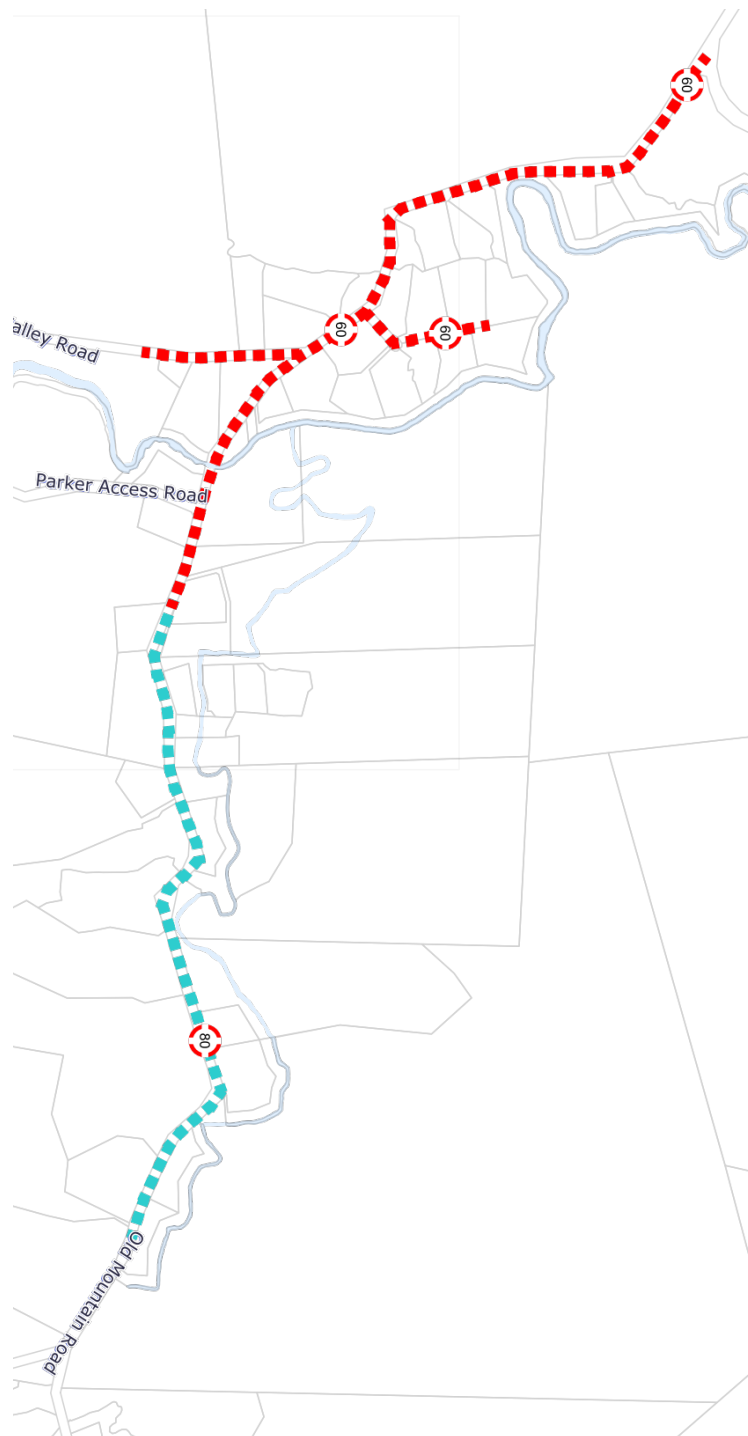
Road	Current speed limit	Proposed speed limit
BOOTH CRES - entire road	50	40
BUCKVILLE RD - from HARRISVILLE RD to DISTRICT BOUNDARY	100	80
CHERRY GR- entire road	50	40
CHURCH ST - entire road	50	40
DELPHI GR - entire road	50	40
EDINBURGH ST- entire road	50	40
ELIZABETH ST - entire road	50	40
FRIEDLANDER RD - entire road	100	80
GIBSON RD - entire road	50	40
HUA PL - entire road	50	40
JAMIESON RD - entire road	100	80
JELLICOE AVE - entire road	50	40
LILI RD - entire road	50	40
LOGAN RD	100	80
MARTINDALE LANE - entire road	50	40
MCGOWAN RISE - entire road	50	40
PARKER LANE entire road	100	80
SCHOOL ROAD - from BUCKLAND RD to CHURCH ST	50	40
TRILLICK PL - from WESTHAVEN PL to END ISLAND RHS	50	40
VILLAGE PL - entire road	50	40
WESTHAVEN PL LOOP - entire road	50	40
WRIGHT RD - entire road	100	80





# WAITETUNA

Road	Current speed limit	Proposed speed limit
OLD MOUNTAIN RD - from WAITETUNA VALLEY ROAD to 600M EAST OF WAITETUNA VALLEY ROAD	100	60
OLD MOUNTAIN RD - from 600M EAST OF WAITETUNA VALLEY ROAD to END OF SEAL	100	80
TOTARA GR - entire road	100	60
WAITETUNA VALLEY RD - from SH 23 to TOTARA GR	100	60
WAITETUNA VALLEY RD - from TOTARA GR to 340m south of Old Mountain Road	80	60

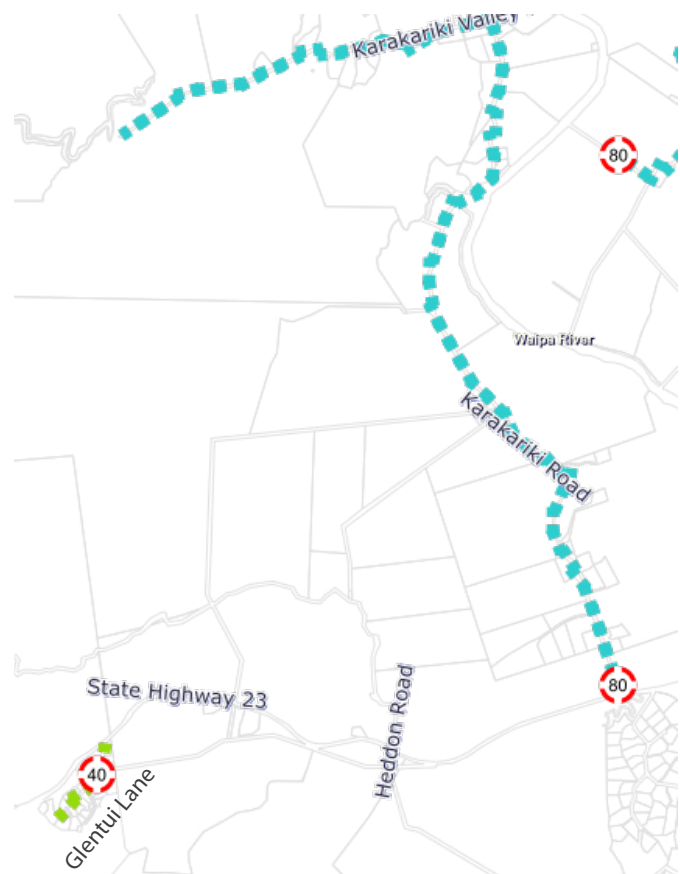


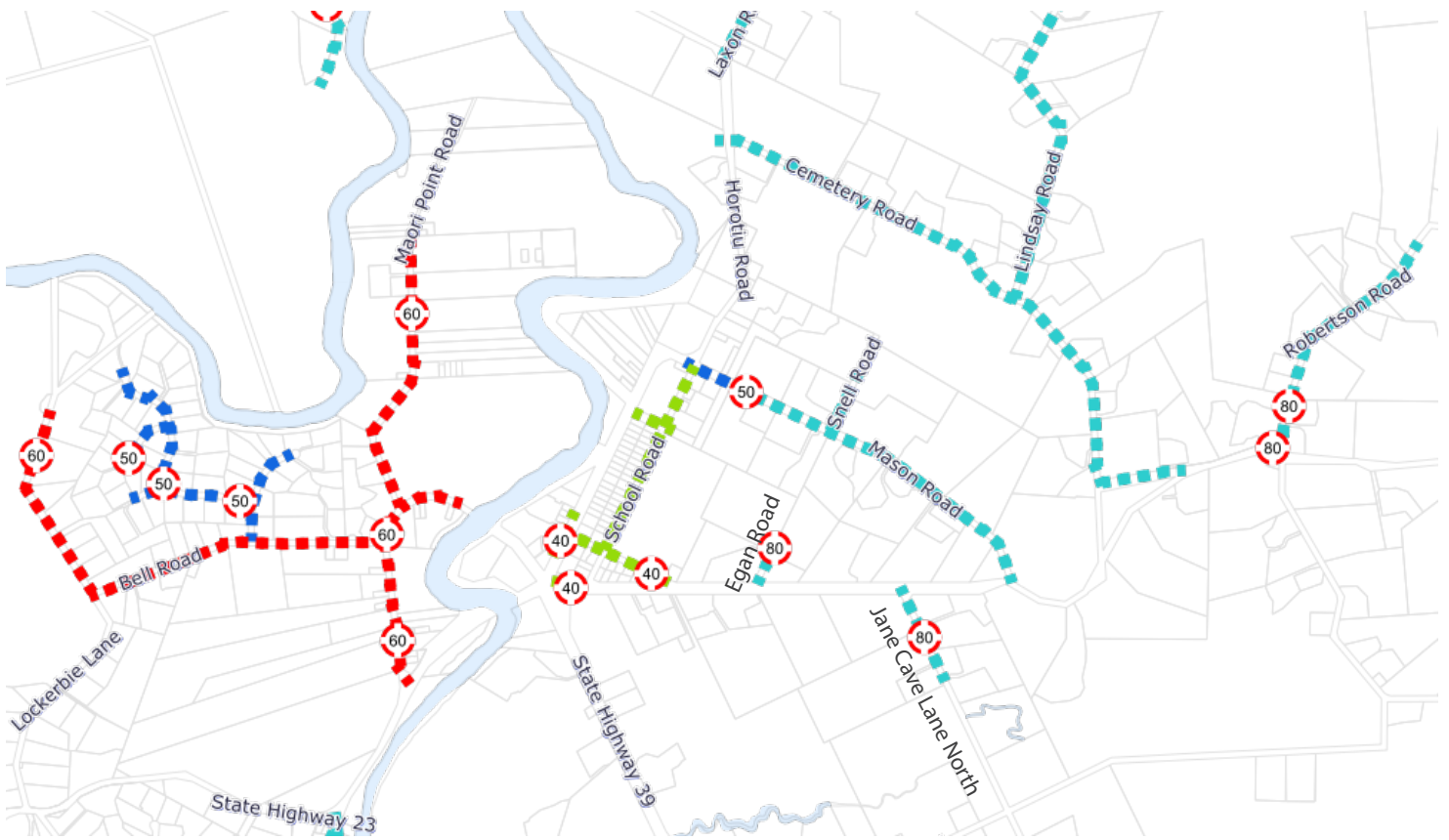
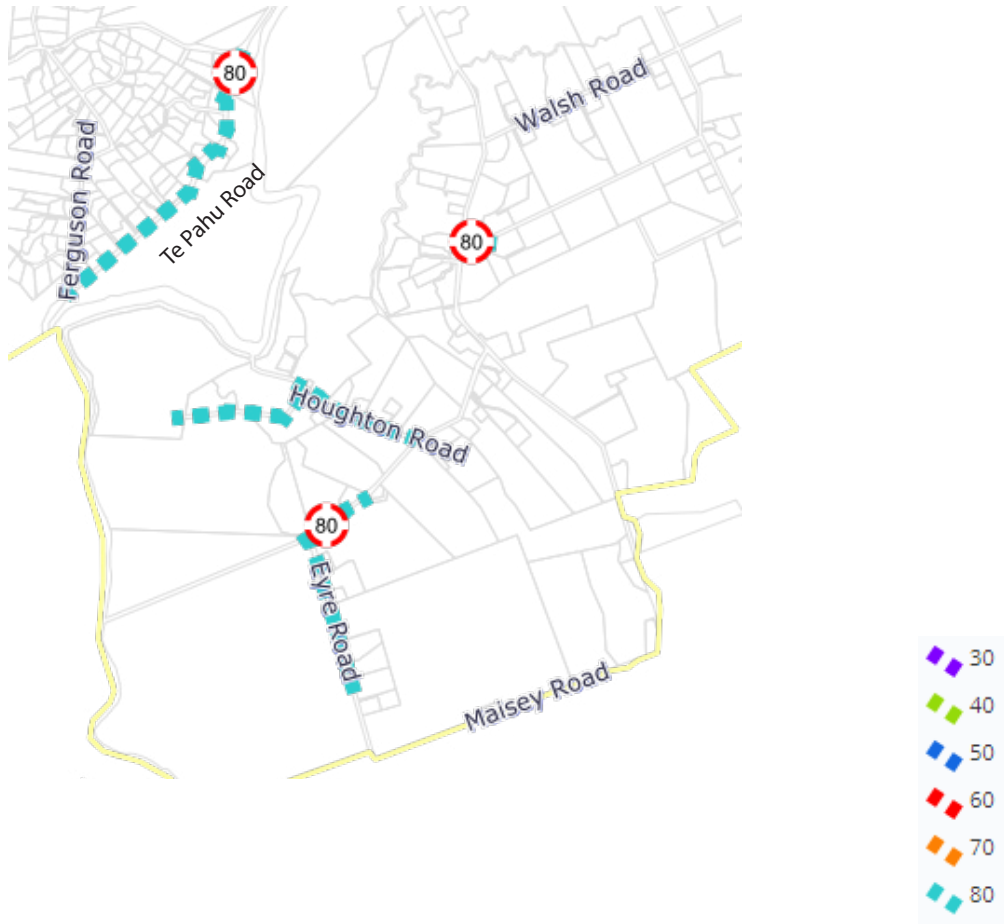
## WHATAWHATA

Road	Current speed limit	Proposed speed limit
AWATEA RD - entire road	80	50
BELL RD (WHATAWHATA) - entire road	80	60
BEOLEY LANE - entire road	100	80
CEMETERY RD - entire road	100	80
EGAN RD - entire road	100	80
EYRE RD - entire road	100	80
GLENTUI LANE - entire road	100	40
HARIHARI LANE - entire road	80	50
HIGGINSON RD - From 375m west of Houghton Road to EYRE RD (POWERPOLE LHS)	100	80
HOUGHTON RD - entire road	100	80
HOUKURA RISE - entire road	80	50
JANE CAVE LANE (NORTH) - entire road	100	80
KARAKARIKI RD - entire road	100	80
KARAKARIKI VALLEY RD - entire road	100	80
KURA ST - entire road	50	40
MAKARINI RD - entire road	80	60
MAORI POINT RD - entire road	80	60
MASON RD - from SH 23 to 250m east of School Road	100	80
MASON RD - from 250m east of School Road to SCHOOL RD	70	50
MIRIAMAMA WAY - entire road	80	50
ROBERTSON RD - entire road	100	80
ROTHWELL LANE - entire road	50	40

## WHATAWHATA

Road	Current speed limit	Proposed speed limit
SAGER RD - entire road	100	80
SCHOOL RD (WHATAWHATA) - entire road	50	40
SH 39/SH 23 SLIP - from SH 39 to SH 23 (END CRIB WALL)	100	80
SNELL RD - entire road	100	80
STORE RD - entire road	50	40
TE PAHU RD - from SH023 to FERGUSON ROAD	100	80





Road Name	Start	Start Name	End	End Name	Posted Speed Limit	Proposed Speed Limit	Reason for Change	School Zone
AMANI LANE	0	GREAT SOUTH RD	170	END	100km/hr	80km/hr	Safe and appropriate speed	No
ANZAC ST EAST	0	GREAT SOUTH RD	199	END	100km/hr	80km/hr	Safe and appropriate speed	No
ANZAC ST WEST	0	PARK RD	117	END	100km/hr	80km/hr	Safe and appropriate speed	No
AWATEA RD	0	BELL RD	380	CUL-DE-SAC	80km/hr	50km/hr	Safer speeds where we live	No
BANKART ST	0	BOW ST RAB	197	WAINUI RD RAB	50km/hr	40km/hr	Safer speeds where we live	No
BAYVIEW RD	0	SIMON RD	415	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
BEDFORD RD	0	NGARUAWAHIA RD	3027	30m south of Collie Road	100km/hr	80km/hr	Safe and appropriate speed	No
BELL RD (WHATAWHATA)	0	MAORI POINT RD	1683	END (GATE)	80km/hr	60km/hr	Safer speeds where we live	No
BEOLEY LANE	0	SH39 (KAKARAMEA RD)	88	CUL-DE-SAC	100km/hr	80km/hr	Safe and appropriate speed	No
BIRD LANE	0	BUTCHER RD	229	END	100km/hr	80km/hr	Safe and appropriate speed	No
BLACKETT RD	0	SH 39	3857	COUCH RD	100km/hr	80km/hr	Safe and appropriate speed	No
BOOTH CRES	0	ELIZABETH ST	256	CHURCH ST	50km/hr	40km/hr	Safer speeds where we live	No
BOW ST (EASTBOUND)	0	CLIFF ST (START DIVIDED MEDIAN)	343	BANKART ST RAB	50km/hr	30km/hr	CBD Zone	No
BOW ST (WESTBOUND)	378	BANKART ST RAB	691	CLIFF ST (END DIVIDED MEDIAN)	50km/hr	30km/hr	CBD Zone	No
BOW ST/BANKART ST RAB	0	BANKART ST	70	BANKART ST	50km/hr	40km/hr	Safer speeds where we live	No
BRIDLE CREEK RD	0	OKETE RD	540	END	100km/hr	40km/hr	Safer speeds where we live	No
BROWN RD (WHATAWHATA)	0	BLACKETT RD	199	END	100km/hr	80km/hr	Safe and appropriate speed	No
BRUNTWOOD RD	150	150M SOUTH OF TAUWHARE RD	2900	2.9KM SOUTH OF TAUWHARE ROAD	100km/hr	80km/hr	High Risk Rural Road	No
BUCKVILLE RD	0	HARRISVILLE RD	2115	DISTRICT BOUNDARY	100km/hr	80km/hr	Safe and appropriate speed	No
BUTCHER RD	0	WOODSIDE RD	1083	END	100km/hr	80km/hr	Safe and appropriate speed	No
CALVERT RD	0	WHAANGA RD	254	END	50km/hr	40km/hr	Safer speeds where we live	No
CAMBRAE RD	0	SIMON RD	464	BAY VIEW RD	50km/hr	40km/hr	Safer speeds where we live	No
CAMBRAE RD LLA (#4 - #16)	0	CAMBRAE RD (NORTH)	99	CAMBRAE RD (SOUTH)	50km/hr	40km/hr	Safer speeds where we live	No
CASEY RD	0	BLACKETT RD	1035	END (CATTLESTOP)	100km/hr	80km/hr	Safe and appropriate speed	No
CEMETERY RD	0	SH 23	2117	SH 39	100km/hr	80km/hr	Safe and appropriate speed	No
CHERRY GR	0	JELICOE AVE	160	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
CHRISTIE RD	0	BLACKETT RD	699	END (GATE)	100km/hr	80km/hr	Safe and appropriate speed	No
CHURCH ST (TUAKAU)	0	BUCKLAND RD	613	GEORGE ST	50km/hr	40km/hr	Safer speeds where we live	No
CLIFF ST	13	BOW ST (END DIVIDED MEDIAN)	745	PURIRI ST (POWERPOLE RHS)	50km/hr	40km/hr	Safer speeds where we live	No
COLLIE RD	0	BEDFORD RD	3385	COUCH RD	100km/hr	80km/hr	Safe and appropriate speed	No
CORNWALL RD	0	HILLS RD (POLE LHS)	175	END	100km/hr	40km/hr	Safer speeds where we live	No
COUCH RD	0	BLACKETT RD	782	END	100km/hr	80km/hr	Safe and appropriate speed	No
CRAWFORD RD	0	NGARUAWAHIA RD	3663	HOROTIU RD	100km/hr	80km/hr	Safe and appropriate speed	No
CROSS ST	0	MAIN RD	718	PARK DR (POWERPOLE RHS)	50km/hr	40km/hr	Safer speeds where we live	No
DAISY ST	0	GOVERNMENT RD	81	END	50km/hr	40km/hr	Safer speeds where we live	No
DELPHI GR	0	HENDERSON AVE	93	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
DRUMMOND RD	0	BLACKETT RD	282	CUL-DE-SAC	100km/hr	80km/hr	Safe and appropriate speed	No
DUCK RD	0	SH 39A	3476	LAXON RD	100km/hr	80km/hr	High Risk Rural Road	No
EARLES PL	0	WAINUI RD	120	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
EAST ST	0	MAIN RD	280	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
EDINBURGH ST	0	ELIZABETH ST	273	CHURCH ST	50km/hr	40km/hr	Safer speeds where we live	No
EGAN RD	0	SH 23	172	END (GATE)	100km/hr	80km/hr	Safe and appropriate speed	No
ELIZABETH ST	0	GEORGE ST	768	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
EYRE RD	0	HIGGINSON RD (POWERPOLE LHS)	754	END (GATE)	100km/hr	80km/hr	Safe and appropriate speed	No
FRIEDLANDER RD (TUAKAU)	0	BUCKLAND RD	864	END (QUARRY GATE)	100km/hr	80km/hr	Safe and appropriate speed	No
FULLERTON RD	0	SH 39	2835	DUCK RD	100km/hr	80km/hr	Safe and appropriate speed	No
GIBSON RD	0	GEORGE ST	788	END	50km/hr	40km/hr	Safer speeds where we live	No
GILMOUR ST	0	BOW ST	226	STEWART ST	50km/hr	40km/hr	Safer speeds where we live	No
GLENTUI LANE	0	SH 23	516	END (GATE)	100km/hr	40km/hr	Safer speeds where we live	No
GOODARE RD	0	OPOTORU RD	69	END	50km/hr	40km/hr	Safer speeds where we live	No



GORDONTON RD	4642	800M STH OF TAYLOR RD	5274	150M STH OF TAYLOR RD	100km/hr	80km/hr	High Risk Rural Road	No
GORDONTON RD	5274	150M STH OF TAYLOR RD	5424	SH1B	60/100 RIAWS	60/80 RIAWS	High Risk Rural Road	No
GOVERNMENT RD	0	WALLIS ST	1001	BAY VIEW RD	50km/hr	40km/hr	Safer speeds where we live	No
GREAT SOUTH RD (NGARUAWAHIA )	10016	SAULBREY RD	12652	105M NORTHWEST OF HOROTIU BRIDGE RD	100km/hr	80km/hr	High Risk Rural Road	No
GREENSLADE RD	0	SH 23	670	670m northeast of SH23	100km/hr	40km/hr	Safe and appropriate speed	No
GREENSLADE RD	670	670m northeast of SH23	1202	END	50km/hr	40km/hr	Safer speeds where we live	No
HARAKEKE PL	0	ROBERTSON ST	99	END ISLAND RHS	100km/hr	40km/hr	Safer speeds where we live	No
HARIHARI LANE	0	MIRIAMA CLOSE	220	CUL DE SAC	80km/hr	50km/hr	Safer speeds where we live	No
HARTSTONE RD	0	HOROTIU RD	551	END	100km/hr	80km/hr	Safe and appropriate speed	No
HAWKSGRIP RD	0	SH 39	793	END	100km/hr	80km/hr	Safe and appropriate speed	No
HELENSLEE RD	95	95M NORTH OF POKENO ROAD	240	240M NORTH OF POKENO ROAD	60km/hr	40/60 School Zone	Safer speeds around schools	Yes
HIGGINSON RD	998	375m west of Houghton Road	1370	EYRE RD (POWERPOLE LHS)	100km/hr	80km/hr	Safe and appropriate speed	No
HILLS RD	0	SH 23	2454	END (GATE)	100km/hr	40km/hr	Safer speeds where we live	No
HOROTIU RD	940	140m west of Law Cres	1500	700m west of Law Cres	80km/hr	60km/hr	Safe and appropriate speed	No
HOROTIU RD	1740	940m west of Law Cres	2650	100m west of Onion Road	100km/hr	80km/hr	Safe and appropriate speed	No
HOUGHTON RD	0	HIGGINSON RD	1308	END	100km/hr	80km/hr	Safe and appropriate speed	No
HOUKURA RISE	0	AWATEA	414	CUL-DE-SAC	80km/hr	50km/hr	Safer speeds where we live	No
HUA PL	0	JELICOE AVE	92	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
JAMES ST	0	BOW ST RAB	422	CLIFF ST	50km/hr	40km/hr	Safer speeds where we live	No
JAMIESON RD (TUAKAU)	0	BUCKVILLE RD	1075	END	100km/hr	80km/hr	Safe and appropriate speed	No
JANE CAVE LANE (NORTH)	0	SH 23	310	END (GATE)	100km/hr	80km/hr	Safe and appropriate speed	No
JELICOE AVE	0	GEORGE ST	1060	END	50km/hr	40km/hr	Safer speeds where we live	No
JOHN ST	0	WALLIS ST	347	JAMES ST	50km/hr	40km/hr	Safer speeds where we live	No
KAHUI AVE	0	TAUWHARE RD	249	CUL-DE-SAC	70km/hr	50km/hr	Safer speeds where we live	No
KAITOKE ST (EAST)	0	TUTCHEN AVE	225	END	50km/hr	40km/hr	Safer speeds where we live	No
KAITOKE ST (WEST)	0	KAITOKE ST (EAST)	59	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
KARAKARIKI RD	0	SH 23	7978	END (DAIRY ENTRANCE #3195)	100km/hr	80km/hr	High Risk Rural Road	No
KARAKARIKI VALLEY RD	0	KARAKARIKI RD	2440	END	100km/hr	80km/hr	Safe and appropriate speed	No
KAREKARE AVE	0	WAINUI RD	94	UENUKU RD	50km/hr	40km/hr	Safer speeds where we live	No
KARIOI CRES	0	SMITH ST	99	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
KURA ST	0	SH 39	119	SCHOOL RD	50km/hr	40km/hr	Safer speeds around schools	No
LANGLEY PL	0	LORENZEN BAY RD	72	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
LAXON RD	0	SH 39	3525	DUCK RD	100km/hr	80km/hr	Safe and appropriate speed	No
LILI RD	0	JELICOE AVE	215	END	50km/hr	40km/hr	Safer speeds where we live	No
LILY ST (NORTH)	0	GOVERNMENT RD	174	END	50km/hr	40km/hr	Safer speeds where we live	No
LILY ST (SOUTH)	0	GOVERNMENT RD	73	END	50km/hr	40km/hr	Safer speeds where we live	No
LINDSAY RD	0	CEMETERY RD	2265	LAXON RD	100km/hr	80km/hr	Safe and appropriate speed	No
LOGAN RD (BUCKLAND)	0	HARRISVILLE RD	947	GOLDING RD (SHARED BOUNDARY)	100km/hr	80km/hr	Safe and appropriate speed	No
LOGAN RD (SHARED)	947	GOLDING RD (WDC BOUNDARY)	2190	DISTRICT BOUNDARY	100km/hr	80km/hr	Safe and appropriate speed	No
LONG ST	0	BOW ST	310	PARK DR	50km/hr	40km/hr	Safer speeds where we live	No
LORENZEN BAY RD	0	SH 23	90	90m northwest of SH23	100km/hr	40km/hr	Safe and appropriate speed	No
LORENZEN BAY RD	90	90m northwest of SH23	819	END	50km/hr	40km/hr	Safer speeds where we live	No
MAHANA PL	0	NIKAU PARK	99	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
MAIN RD (RAGLAN)	0	SH 23 (SPEED RESTRICTION)	623	NORRIE AVE	50km/hr	40km/hr	Safer speeds where we live	No
MAKARINI RD	0	MAORI POINT RD	196	END	80km/hr	60km/hr	Safer speeds where we live	No
MANUKAU RD	0	MAIN RD (RHS)	491	GOVERNMENT RD	50km/hr	40km/hr	Safer speeds where we live	No
MAORI POINT RD	0	SH 23	1640	END	80km/hr	60km/hr	Safer speeds where we live	No
MARINE PDE	0	WAINUI RD	260	BRIDGE (2ND ABUTMENT)	50km/hr	40km/hr	Safer speeds where we live	No
MARTINDALE LANE	0	JELICOE AVE	291	END ISLAND RHS	50km/hr	40km/hr	Safer speeds where we live	No
MARWOOD RD	0	WOOLRICH RD	1091	END	100km/hr	80km/hr	Safe and appropriate speed	No
MASON RD	0	SH 23	1071	250m east of School Road	100km/hr	80km/hr	Safe and appropriate speed	No

MASON RD	1071	250m east of School Road	1321	SCHOOL RD	70km/hr	50km/hr	Safe and appropriate speed	No
MATARIKI TCE	0	GREAT SOUTH RD	767	END OF CONSTRUCTION	50km/hr	40km/hr	Safer speeds where we live	No
MATAWHERO PL	0	TAWERA LANE	168	MATARIKI TERRACE (EAST)	50km/hr	40km/hr	Safer speeds where we live	No
MATAWHERO PL	168	MATARIKI TERRACE (EAST)	248	MATARIKI TERRACE (WEST)	50km/hr	40km/hr	Safer speeds where we live	No
MCGOWAN RISE	0	MARTINDALE LANE	140	END ISLAND RHS	50km/hr	40km/hr	Safer speeds where we live	No
MIRIAMA WAY	0	HOUKURA	465	CUL-DE-SAC	80km/hr	50km/hr	Safer speeds where we live	No
NAU MAI RD	0	SH 23	222	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
NIHINIHI AVE	0	MARINE PDE	398	POKOHUI AVE (SUMP LHS)	50km/hr	40km/hr	Safer speeds where we live	No
NIKAU PARK	0	LORENZEN BAY RD	102	END	50km/hr	40km/hr	Safer speeds where we live	No
NORRIE AVE	0	MAIN RD RAGLAN	838	END ISLAND RHS	50km/hr	40km/hr	Safer speeds where we live	No
NUZUM RD	0	SAULBREY RD	102	END (GATE)	100km/hr	80km/hr	Safe and appropriate speed	No
OAK VIEW PL	0	PLATT RD	129	END	100km/hr	80km/hr	Safer speeds where we live	No
OKETE RD	0	SH 23 (EAST)	6275	SH 23 (WEST)	100km/hr	80km/hr	High Risk Rural Road	No
OLD BRIDGE RD	0	WARING RD	89	END	70km/hr	60km/hr	Safer speeds where we live	No
OLD MOUNTAIN RD	0	WAITETUNA VALLEY ROAD	600	600M EAST OF WAITETUNA VALLEY ROAD	100km/hr	60km/hr	Safer speeds around schools	No
OLD MOUNTAIN RD	600	600M EAST OF WAITETUNA VALLEY ROAD	2077	END OF SEAL	100km/hr	80km/hr	Safer speeds where we live	No
ONION RD	0	HOROTIU RD	3402	DISTRICT BOUNDARY (CENTRE OF OVERBRIDGE)	100km/hr	80km/hr	Safe and appropriate speed	No
OPOTORU RD	0	WAINUI RD	384	END	50km/hr	40km/hr	Safer speeds where we live	No
ORINI RD	14	END OF ISLAND	607		70km/hr	60km/hr	Safer speeds where we live	No
ORINI RD	607		2500		100km/hr	80km/hr	Safer speeds where we live	No
PARK DR	0	JAMES ST	265	CROSS ST (POWERPOLE LHS)	50km/hr	40km/hr	Safer speeds where we live	No
PARK RD	470	470M SOUTHWEST OF GREAT SOUTH ROAD	1536	340M NORTHWEST OF HOROTIU ROAD	100km/hr	80km/hr	Safe and appropriate speed	No
PARKER LANE	0	BUCKLAND RD	3387	END	100km/hr	80km/hr	Safe and appropriate speed	No
PERKINS RD	0	LAXON RD	922	END (CATTLESTOP)	100km/hr	80km/hr	Safe and appropriate speed	No
PLATT RD	0	SH 26	1230	TAUWHARE RD	100km/hr	80km/hr	Safer speeds where we live	No
POINT ST	0	NORRIE AVE	409	END	50km/hr	40km/hr	Safer speeds where we live	No
POKOHUI AVE	0	UENUKU ST	194	NIHINIHI AVE (SUMP RHS)	50km/hr	40km/hr	Safer speeds where we live	No
PRIMROSE ST	0	MANUKAU RD	97	SEABREEZE WAY	50km/hr	40km/hr	Safer speeds where we live	No
PRIMROSE ST	97	SEABREEZE WAY	290	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
PUKA PL (NORTH)	0	WAIKOWHAI PL	83	END ISLAND RHS	50km/hr	40km/hr	Safer speeds where we live	No
PUKA PL (SOUTH)	0	WAIKOWHAI PL	113	END ISLAND RHS	50km/hr	40km/hr	Safer speeds where we live	No
PURIRI ST	0	WALLIS ST	95	CLIFF ST (POWERPOLE LHS)	50km/hr	40km/hr	Safer speeds where we live	No
RAKAUNUI ST	0	WAINUI RD	172	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
RANGAWHENUA ST	0		153		50km/hr	40km/hr	Safer speeds where we live	No
REHUA DR	0		160		50km/hr	40km/hr	Safer speeds where we live	No
RIDGE PARK DR	0	ONION RD	621	CUL-DE-SAC	100km/hr	80km/hr	Safe and appropriate speed	No
RINGER RD	0	TAUWHARE RD	350	SPEED DESTRUCTION	70km/hr	50km/hr	Safer speeds where we live	No
RIRIA KEREOPA MEMORIAL DR	0	WAINUI RD	1406	END	50km/hr	40km/hr	Safer speeds where we live	No
RIVER RD (NGARUAWAHIA)	0	KAY RD	300	300M NORTH OF KAY ROAD	80km/hr	60km/hr	Safe and appropriate speed	No
ROBERT ST	0	LONG ST	159	END	50km/hr	40km/hr	Safer speeds where we live	No
ROBERTSON RD (WHATAWHATA)	0	SH 23	899	END (GATE)	100km/hr	80km/hr	Safe and appropriate speed	No
ROBERTSON RD SLIP (WHATAWHATA)	0	SH 23	82	ROBERTSON RD (POWERPOLE LHS)	100km/hr	80km/hr	Safe and appropriate speed	No
ROBERTSON ST	0	MAIN RD	150	150m south of Main Road	50km/hr	40km/hr	Safer speeds where we live	No
ROBERTSON ST	150	150m south of Main Road	503	CUL-DE-SAC	100km/hr	40km/hr	Safer speeds where we live	No
RODDA RD		Existing Speed restriction		WHANGAMARINO RD	100km/hr	80km/hr	Safe and appropriate speed	No
ROSE ST	0	WALLIS ST	350	END	50km/hr	40km/hr	Safer speeds where we live	No
ROTHWELL LANE	0	SOUTH END	164	NORTH END	50km/hr	40km/hr	Safer speeds where we live	No
ROTOKAURI RD	1860	70m west of Pheasant Close	2283	DUCK RD	100km/hr	80km/hr	Safe and appropriate speed	No
SAGER RD	0	KARAKARIKI RD	855	END (GATE)	100km/hr	80km/hr	Safe and appropriate speed	No
SAULBREY RD	0	GREAT SOUTH RD	1924	NGARUAWAHIA RD	100km/hr	80km/hr	Safe and appropriate speed	No
SCHOOL RD (TUAKAU)	0	BUCKLAND RD	161	CHURCH ST	50km/hr	40km/hr	Safer speeds where we live	No

SCHOOL RD (WHATAWHATA)	0	STORE RD	680	MASON ROAD	50km/hr	40km/hr	Safer speeds around schools	No
SEABREEZE WAY	0	PRIMROSE ST	185	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
SH 39/SH 23 SLIP	0	SH 39	99	SH 23 (END CRIB WALL)	50km/hr	40km/hr	Safer speeds where we live	No
SIMON RD	0	LORENZEN BAY RD	405	BAY VIEW RD	50km/hr	40km/hr	Safer speeds where we live	No
SMITH ST	0	WAINUI RD	319	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
SNELL RD	0	MASON RD	179	END (GATE)	100km/hr	80km/hr	Safe and appropriate speed	No
SNOWDEN PL	0	MAIN RD	93	END	50km/hr	40km/hr	Safer speeds where we live	No
STEWART ST	0	WAINUI RD	378	NORRIE AVE	50km/hr	40km/hr	Safer speeds where we live	No
STOKES RD	0	ORINI RD	1643	END (GATE)	100km/hr	80km/hr	Safe and appropriate speed	No
STORE RD	0	SH 23	362	SH 39	50km/hr	40km/hr	Safer speeds where we live	No
SUNSHINE RISE	0	LORENZEN BAY RD	70	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
TAHUNA AVE	0	WAINUI RD	235	NIHINIHI AVE	50km/hr	40km/hr	Safer speeds where we live	No
TAI PATENA PL	0	TAUWHARE RD	730	END (GATE)	100km/hr	50km/hr	Safer speeds where we live	No
TAIPARI AVE	0	TAHUNA AVE	408	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
TAUWHARE RD	6980	PLATT RD	7405	335 WEST OF KAHUI AVENUE	100km/hr	80km/hr	Safe and appropriate speed	No
TAUWHARE RD	7405	335m west of Kahui Avenue	8315	275m northeast of Ringer Road	70km/hr	50km/hr	Safer speeds where we live	No
TAUWHARE RD	8315	275m northeast of Ringer Road	9430	VICTORIA RD	100km/hr	80km/hr	High Risk Rural Road	No
TE AHIAWA RD	0	WAINUI RD	784	CUL-DE-SAC	80km/hr	40km/hr	Safer speeds where we live	No
TE HUTEWAI RD	0	WAINUI RD	80		50km/hr	60km/hr	Safer speeds where we live	No
TE HUTEWAI RD	80		1900		100km/hr	60km/hr	High Risk Rural Road	No
TE HUTEWAI RD/WAINUI RD BUS LOOP	0	TE HUTEWAI RD	45	WAINUI RD	50km/hr	40km/hr	Safer speeds where we live	No
TE KOPIA RD	0	RIRIA KEREOPA MEMORIAL DR	520	END	50km/hr	40km/hr	Safer speeds where we live	No
TE PAHU RD	0	SH023	1600	FERGUSON ROAD	100km/hr	80km/hr	Safer speeds around schools	No
TE WHARE HAUORA PL	0	ROBERTSON ST	95	CUL-DE-SAC	100km/hr	40km/hr	Safer speeds where we live	No
THREE STREAMS RD	0	BRIDLE CREEK RD	114	CUL-DE-SAC	100km/hr	40km/hr	Safer speeds where we live	No
TOHORA CL	0	CALVERT RD	61	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
TOPVIEW RD	0	ORINI RD	127	END	100km/hr	80km/hr	Safe and appropriate speed	No
TOTARA GR	0	WAITETUNA VALLEY RD	284	END	100km/hr	60km/hr	Safer speeds where we live	No
TRENTHAM RD	0	WOODSIDE RD	491	END	100km/hr	80km/hr	Safe and appropriate speed	No
TRILLICK PL	0	WESTHAVEN PL	146	END ISLAND RHS	50km/hr	40km/hr	Safer speeds where we live	No
TUTCHEN AVE	0	POINT ST	238	KAITOKE ST (EAST)	50km/hr	40km/hr	Safer speeds where we live	No
TUTCHEN AVE LLA	0	TUTCHEN AVE (EAST)	117	TUTCHEN AVE (WEST)	50km/hr	40km/hr	Safer speeds where we live	No
UENUKU AVE	0	TAHUNA ST	416	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
UPPER BOW ST	0	NORRIE AVE	130	END	50km/hr	40km/hr	Safer speeds where we live	No
UPPER CROSS ST	0	CROSS ST	231	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
UPPER WAINUI RD	0	WAINUI RD (START K&C RHS)	55	SPEED RESTRICTION	80km/hr	40km/hr	Safer speeds where we live	No
UPPER WAINUI RD	55	SPEED RESTRICTION	975	END	50km/hr	40km/hr	Safer speeds where we live	No
VILLAGE PL	0	JELICOE AVE	77	CUL-DE-SAC	50km/hr	40km/hr	Safer speeds where we live	No
VIOLET ST	0	MANUKAU RD	380	GOVERNMENT RD	50km/hr	40km/hr	Safer speeds where we live	No
WAIKOWHAI PL	0	SIMON RD	166	PUKA PL	50km/hr	40km/hr	Safer speeds where we live	No
WAINAMU RD	0	RIRIA KEREOPA MEMORIAL DR	120	RAU O TE HUIA RISE	50km/hr	40km/hr	Safer speeds where we live	No
WAINUI RD	0	BOW ST	2216	105m west of Rakanui Street	50km/hr	40km/hr	Safer speeds where we live	No
WAINUI RD	2216	105m west of Rakanui Street	5388	200m west of Upper Wainui Road	80km/hr	60km/hr	Safe and appropriate speed	No
WAINUI RD	5388	200m west of Upper Wainui Road	8034	100m east of Whaanga Road	100km/hr	60km/hr	High Risk Rural Road	No
WAINUI RD	8034	100m east of Whaanga Road	8134	WHAANGA RD	50km/hr	40km/hr	Safer speeds where we live	No
WAINUI RD LLA	0	WAINUI RD STH	83	WAINUI RD NTH (MUSEUM)	50km/hr	40km/hr	Safer speeds where we live	No
WAINUI RD/BANKART ST RAB	0	WAINUI RD (NORTH)	62	WAINUI RD (NORTH)	50km/hr	40km/hr	Safer speeds where we live	No
WAITETUNA VALLEY RD	0	SH 23	1018	TOTARA GR	100km/hr	60km/hr	Safer speeds where we live	No
WAITETUNA VALLEY RD	1018	TOTARA GR	1528	340m south of Old Mountain Road	80km/hr	60km/hr	Safer speeds around schools	No
WALLIS ST	0	BOW ST	1204	END K&C RHS	50km/hr	40km/hr	Safer speeds where we live	No
WALLIS ST HLA (NORTH)	0	CAR PARK #18	89	WALLIS ST EAST #24	50km/hr	40km/hr	Safer speeds where we live	No

WALLIS ST HLA (SOUTH)	0	WALLIS ST #9	47	END #13	50km/hr	40km/hr	Safer speeds where we live	No
WARING RD	5990	250M EAST OF ORINI ROAD	6241	ORINI RD	70km/hr	60km/hr	Safe and appropriate speed	No
WARING RD	4750		5990	250M EAST OF ORINI ROAD	100km/hr	80km/hr	Safer speeds where we live	No
WESTHAVEN PL	0	WEST ST	103	TRILLICK PL	50km/hr	40km/hr	Safer speeds where we live	No
WESTHAVEN PL LOOP	0	WESTHAVEN PL (EAST)	66	WESTHAVEN PL (WEST)	50km/hr	40km/hr	Safer speeds where we live	No
WHAANGA RD	0	WAINUI RD	700	700m southwest of Calvert Road	50km/hr	40km/hr	Safer speeds where we live	No
WHANGAMARINO RD		RODDA RD		600m NORTH OF PADDY ROAD	100km/hr	80km/hr	Safe and appropriate speed	No
WHITLEY ST	0	WAINUI RD	128	NORRIE AVE	50km/hr	40km/hr	Safer speeds where we live	No
WI NEERA ST	0	BOW ST	124	END	50km/hr	40km/hr	Safer speeds where we live	No
WOODSIDE RD	0	SH 1B	2366	600m north of Matangi Rd	100km/hr	80km/hr	Safe and appropriate speed	No
WOOLRICH RD	0	SH 39	2295	RICHARDS RD	100km/hr	80km/hr	High Risk Rural Road	No
WRIGHT RD	0	BUCKLAND RD	638	END	100km/hr	80km/hr	Safe and appropriate speed	No