



te kaunihera ā-rohe o
matamata-piako
district council

Matamata-Piako District Council

Speed Management Plan

May 2023



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1. Why a Speed Management Plan?

This Speed Management Plan is being developed by Matamata-Piako District Council to support their short-term and long-term road safety goals. To achieve the desired goals a range of initiatives are required to be implemented such as speed limit changes and future improvements to roads to support either existing or changes in speed limits if and when required. These physical works will be undertaken in conjunction with education programmes and enforcement as required.

These works support Council's vision – "Matamata-Piako the place of choice" by ensuring that vehicle speeds are appropriate for the areas where we live, work and go to school.

1.1 Setting of Speed Limits Rule

The Land Transport Rule: Setting of Speed Limits was updated in 2022 and came into effect on 19 May 2022. This removes the requirement for Territorial Local Authorities¹ to set speed limits through bylaws, enabling a whole of network approach that considers safety-related infrastructure improvements, speed limit changes and safety camera placement together.

Speed limits will now be regularly reviewed, and any proposed speed limit changes and safety infrastructure improvements identified as part of the development and any future review of a Speed Management Plan for the Matamata-Piako district. These plans set out a 10-year vision with a 3-year implementation plan, and are to be reviewed in line with the National Land Transport Programme funding timelines.

The speed limit around schools must be reviewed and the road controlling authority must have made all reasonable efforts to reduce the speed limits in the vicinity of 40% of the schools directly accessed from their roading network by the 30th June 2024 and all schools compliant by the 31st December 2027.

All speed limit records are now held in the National Speed Limit Register (NSLR) and any change to an existing speed limit must conform to the changes proposed in a speed management plan to enable it to be certified and become operative after the appropriate signage has been installed.

1.2 Funding

The costs of implementing of road safety initiatives including speed management is a shared between Matamata-Piako District and Waka Kotahi as the agent for the New Zealand Government. The guidelines for receiving this funding include the requirements for projects identified to support speed management and a reduction in death and serious injuries.

The outputs from this speed management plan will be used to develop a forward works programme for the Road to Zero programme, and funding will be sought for works to support speed management on these roads.

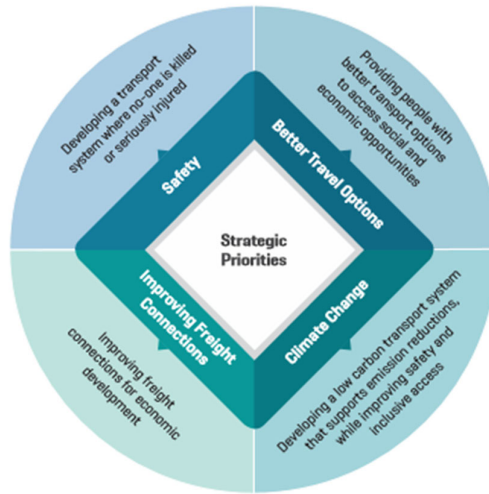
1.3 Government Policy Statement on Land Transport

The Ministry of Transport has released the Government Policy Statement (GPS) on land transport 2021/22 – 2030/31². The GPS provides direction and guidance to those who are planning, assessing and making decisions on Land Transport over the next 10 years. Safety

¹ Territorial Local Authorities means a city council or a district council. A Council controls local roads. Waka Kotahi is responsible for the State Highway roading network.

² <https://www.transport.govt.nz/assets/Uploads/Paper/GPS2021.pdf>

and climate change are two of the four strategic priorities for investment in Land Transport which speed management can have an effect on.



1.4 Road to Zero

The NZ Government is committed to tackling unsafe speeds as part of their vision of a New Zealand where no one is killed or seriously injured in road crashes. The risk of a crash occurring and the resulting severity of injury resulting from the crash depends significantly on the speed of vehicles involved.

To underline the commitment to safety and speed management the following Intervention Indicators have been proposed by the NZ Government:

- *Percentage of the highest risk roads addressed through speed management*
- *Percentage of Category 1 schools (30km/hr speed limit)*
- *Percentage of Category 2 schools (40 - 60km/h speed limits)*
- *Mobile speed camera deployment activity (hours)*
- *Number of police operations targeting speed*

1.5 Road Safety

Road safety goes beyond our obligation to prevent deaths and injuries to improving lives and lifestyles too. By ensuring that everyone feels safe to use our transport network we open up opportunities for a more diverse use of modes and opportunities for improvement in health such as letting children walk, bike or scooter to school. This creation of road networks that allow for easy and multimodal transport use connect people and communities rather than dividing them. This in turn gives effect to the Council's vision – "Matamata-Piako the place of choice."

Influencing road user behaviour and improving our driving culture will continue to be critical to making significant gains in road safety. All users of our roads, streets and footpaths have a responsibility to make good choices and follow the rules, while central and local government has a responsibility to support and enforce that behaviour.

2. What is speed management?

Speed management is about achieving safe and appropriate vehicle speeds on roads that reflect the roads function, design, safety and use. People and goods need to move efficiently around our transport network; however, aligned to the Road to Zero vision, we also need to see a reduction in deaths and serious injuries on our roading network. Additional benefits gained from the implementation of appropriate vehicle speeds is a reduction in noise and air pollution which results in healthier and safer communities.

Speed management is more than just setting or adjusting speed limits. It requires input from policy makers, engineers, educators and the police to educate, encourage and influence road users to adopt safe and appropriate speeds.

2.1 Crash survivability

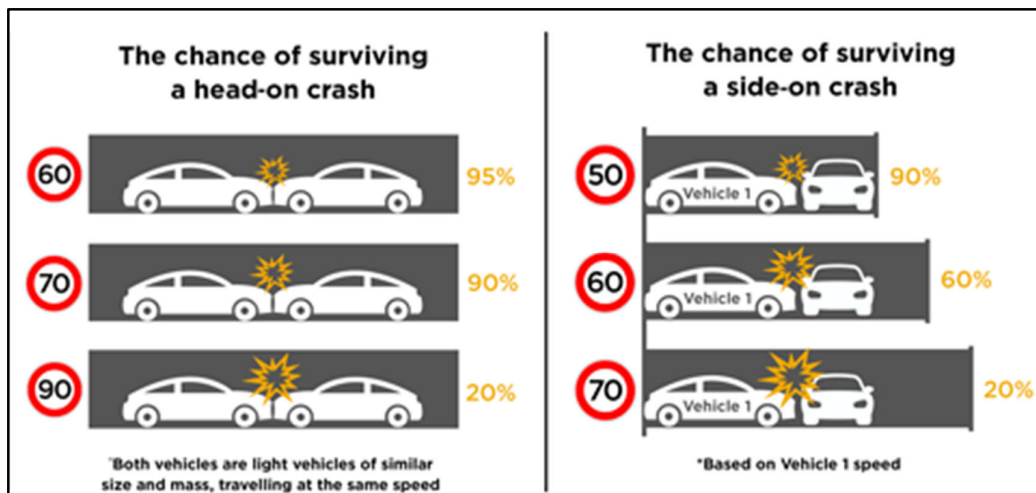
The role and impact of speed in crashes is often underestimated with the most common argument used against any reduction in speed limits being that “*vehicle speeds don’t cause crashes poor drivers do*”. This is correct in part.

The speed that a vehicle is traveling at does not cause the crash, however it has a direct effect on the severity of the crash and higher vehicle speeds increase the probability of a crash in several ways:

- by reducing the capacity of a driver/vehicle to stop in time;
- by reducing manoeuvrability in evading a problem;
- by making it impossible to negotiate curves and corners at speeds which are too high for the friction available;
- by reducing the driver’s field of vision; and
- by causing others to misjudge gaps.

Therefore, speed plays a significant role in the both the outcome of the crash as well as the potential for a crash to occur. The speed of the vehicle is the difference between a correctable mistake and a fatal error as illustrated in Figure 1.

Figure 1 Crash survivability³



³ Source - Centre for Road Safety – NSW Government

The Waka Kotahi crash database (CAS) holds information on all crashes that have been reported to the Police. This data can be broken down into the various local authority regions and separated into local roads and state highways. Contributing factors and crash types are some of the features that are analysed to develop a picture of the crash history within Matamata-Piako District.

2.2 Travel speed

Travel speed was indicated as being a contributing factor in 25% of all fatal and serious crashes on the Matamata-Piako local road network between 2012 and 2021. This indicates that inappropriate speed (not necessarily above the speed limit) continues to play a significant part in a number of crashes in this district.

2.3 Crash types

A review of the crash data for the ten year period 2012 – 2021, shows that there has been 32 fatal and 127 serious crashes on local roads within the Matamata-Piako District. The types of the crashes are shown in Table 1.

Table 1 Crash type: 2012 - 2021

Crash Type	Fatal	Serious	Minor	Non-injury	Total
Lost Control - Bend	9	46	120	296	471
Lost Control - Straight Road	4	19	112	215	350
Obstruction	1	7	31	75	114
Manoeuvring	2		13	60	75
Crossing not turning	2	8	21	38	69
Head on crash	7	15	18	21	61
Same direction turning	2	4	16	35	57
Crossing one turning	2	7	20	27	56
Rear end crash		4	18	28	50
Overtaking	1	5	7	17	30
One turns right	1	2	14	8	25
Miscellaneous			3	15	18
Merging			6	11	17
Pedestrian crossing road		4	10	1	15
Other pedestrian	1	6	6		13
Total	32	127	415	847	1421

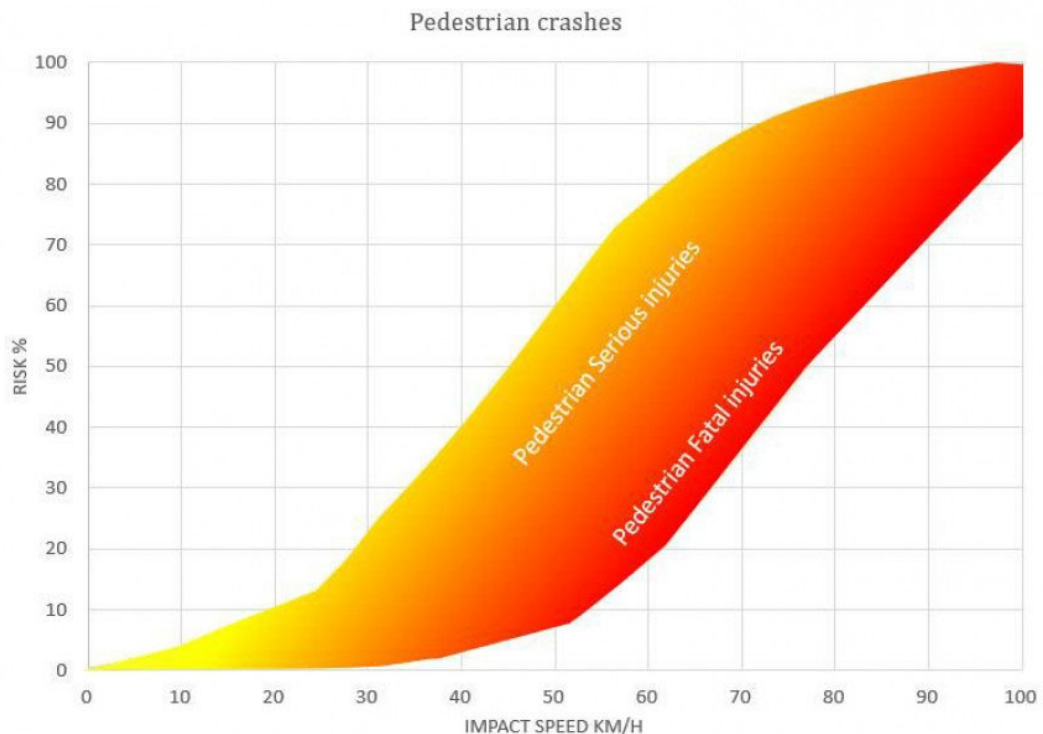
2.4 Pedestrians and Cyclists

Safer speed limits within town centres, around schools and for other high pedestrian and cyclist generating areas will help to support more liveable and thriving communities by improving safety and accessibility and encouraging more active modes of transport.

Pedestrian crashes can occur anywhere on the roading network, however there are opportunities to improve safety and accessibility, in particular around schools. Current speed limits within town centres and outside many schools do not make walking and cycling an appealing mode of transport and therefore increase the reliance on vehicles. Increased rates of children walking and cycling to school will reduce the level of congestion in the vicinity of schools, lowering the risk of crashes and stress to other road users. It may also have a range of co-benefits, including health and accessibility by helping people to feel safer to walk or bike to school which has benefits for the community as a whole.

Pedestrians and cyclists are particularly vulnerable in crashes involving vehicles. A crash with an impact speed of 50km/h is 70% more likely to result in death or serious injury than one with an impact speed of 30km/h. Research conducted by Mackie Research Ltd for Waka Kotahi developed the chart shown in Figure 2 for pedestrians struck by light vehicles. They also demonstrated that the severity curve for cyclist and pedestrians is very similar. The width of the bands indicates that the severity of injury in a pedestrian or bicycle crash is not just a function of collision speed, but the age of the person and the type of vehicle striking them also have major influences.

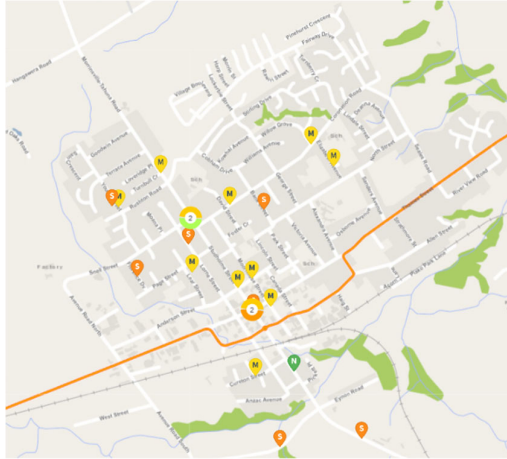
Figure 2 Pedestrian injury risk⁴



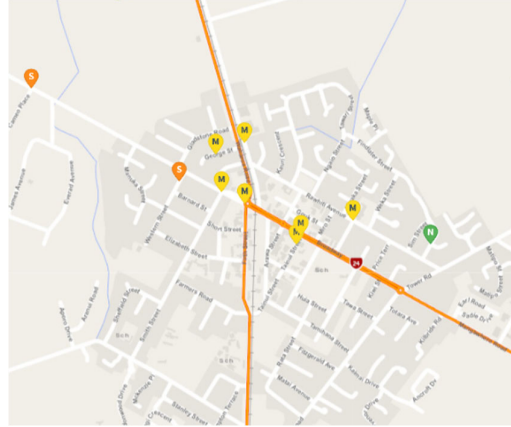
In the 10-year period of 2012 to 2021 inclusive there have been forty-seven crashes involving pedestrians or cyclists on local roads within the Matamata-Piako district. Of these, two have been fatal, with fifteen resulting in serious injuries. A further twenty-five resulted in minor injuries and five have been reported as non-injury crashes. The majority of the crashes have occurred in urban areas as shown below.

⁴ Source: Mackie Research Ltd

Figure 3 Urban pedestrian and cycle crashes



Morrinsville



Matamata

3. Speed Management Planning

3.1 Speed Management Plan

Speed Management Plans are required to be developed by Road Controlling Authorities⁵ to show their proposed short-term and long-term changes to the whole network with respect to speed management and identify future improvements to roads to support changes in speed limits if required. Due to the requirement for funding to support any engineering treatments that need to be implemented the plans are proposed to have a 10-year horizon. The plans will be reviewed every 3 years to ensure that they are being delivered as expected, are adapting to any network changes and align with the Long -Term Planning process for funding.

The intention of the implementation of a speed management plan is not to undertake wholesale changes to speed limits within the district.

The purpose of the speed management plan is to provide a structured and methodological process for the review and change of speed limits and/or the implementation of speed management treatments as required to reduce the risk to road users. Where the road environment needs to be modified to support the desired speed limit then physical works will need to be undertaken. The nature of these engineering treatments will depend on the road and the speed management goal to be achieved.

3.2 Speed Limits

Road controlling authorities currently have the ability to set speed limits in 10km/hr increments from 20km/hr to 100km/hr. This range of limits is significant, and guidance has been provided by Waka Kotahi on what speed limits should be used in which environments.

As a speed management tool, speed limits are used to align drivers' expectations with the reality of the road environment. Often lowering the speed limit will not significantly affect the travel time of vehicles but may stop a driver pushing the bounds on the speed that they think they can achieve on the road and hopefully reduce the risk of them losing control. This also works to provide better alignment of speeds between visitors (who are more cautious) and locals (who push the limits) by providing all drivers will a more accurate reflection of what speed they should be travelling at.

It is acknowledged that speed limits are an emotive topic and that the requirement for dramatic changes to speed limits from a risk management perspective is not fully understood by the community.

To this end Matamata-Piako District may look to take a staged approach to lowering speed limits in the district. The majority of changes proposed will result in a maximum of a 20km/hr drop in speed limit being implemented on a road in a single year. Should a larger decrease in the speed limit be desired, from an engineering perspective, or where there is significant resistance from the community, this will be addressed on a case-by-case basis and may result in the speed limit being reduced in stages. An initial drop in the speed limit with supporting engineering treatments would be implemented however if the risks continue to be present or the situation changes then a further reduction would be implemented as part of the next review.

Zones of influence

To ensure that the lower speed limits are applied where they will offer the greatest protection to vulnerable road users in the vicinity of high pedestrian usage areas such as schools a 'zone of

⁵ Road Controlling Authority – Council is the road controlling authority for local roads. Waka Kotahi manages the state highway network.

influence' is proposed to be used. This is to ensure that the length of any speed restriction is reasonable, and the purpose of the restriction is obvious to a driver so that there is a greater level of compliance.

Based on stopping distance calculations, the distances proposed ensures that the signs/restrictions are placed with sufficient distance from the likely area of conflict such that a driver can observe, react and stop prior to hitting the potential hazard.

Shared use

Pedestrians and cyclists are particularly vulnerable in crashes involving vehicles and as such are a key focus area for Matamata-Piako District Council.

In urban areas the ability to reduce the speed environment to 30km/hr is achievable and will be implemented where practical, however this is not possible in the rural environment due the competing requirements of users of these roads.

3.3 Megamaps

Waka Kotahi have developed a Speed Management Guide and the Safer Journeys Risk Assessment Tool (known as MegaMaps) for use by Council Staff that provides a range of technical information on each road within the Matamata-Piako District. This assessment tool is updated periodically, and the version used during the development phase of this Speed Management Plan was MegaMaps Edition 1. These metrics are used as a starting point to help to identify roads that are considered high risk and are likely to achieve the greatest benefit from speed management and assess the safe and appropriate speed for them. Each of the roads identified by the tool are then reviewed for appropriateness based on local knowledge of the area.

As a result of changing the speed limit effects associated with a number of factors can be calculated these include:

- Estimated death and serious injury savings per annum
- Travel time change per vehicle traversing the section of road
- Vehicle Operating Cost (VOC) change per vehicle traversing the section of road
- The change in CO2 emissions per annum

It is important to note that these effects assume that the speed limit will be lowered to the safe and appropriate speed, however for those sections of road where the decision is to invest in infrastructure improvements to bring the design and safety of the road to a level where the existing speed limit can be retained, then the travel time, vehicle operating, and CO2 emission changes will be zero. Safety savings from infrastructure improvements are expected to be greater than those achieved from lowering the speed limit alone.

3.4 Safe and appropriate speed

Due to the range of speed limits available for implementation by Councils, Waka Kotahi developed a process to determine the safe and appropriate speed (SAAS) for each road.

The SAAS for a section of road is derived from the combination of:

- Safe System speed thresholds for crash survivability,
- One Network Framework street categories,

- Infrastructure Risk Rating, and
- Presence or planned implementation of safety infrastructure.

The Infrastructure Risk Rating is based on road stereotype, horizontal alignment, volume, carriageway width, access density and land use.

The SAAS is based on a speed limit being appropriate for the road function, design, safety and use (i.e. it takes both safety and efficiency into account).

The use of these speeds as a speed limit is not compulsory, however they do assist with ensuring that speed limits are consistent across the country.

As a result of changing the speed limit, the following effects can be calculated:

- Estimated death and serious injury savings per annum
- Travel time change per vehicle traversing the section of road
- Vehicle Operating Cost (VOC) change per vehicle traversing the section of road
- The change in CO2 emissions per annum.

The tool estimates the effect of speed limit changes only. Safety savings from engineering improvements are expected to be greater than those achieved from lowering the speed limit alone.

3.5 Consultation

The development of the Speed Management Plan requires a formal consultation process as part of the communication and engagement with the community to assist with building public understanding and awareness of safe and appropriate speed limits. Engagement with schools/kura, Marae, Waka Kotahi and other key stakeholders on the development of speed management plans helps to ensure that this Speed Management Plan supports the desires of the community, improves road safety outcomes and reduce the impacts of unsafe speed limits on all communities.

Matamata-Piako District Council proactively engaged with all schools/kura in their district, establishing 1:1 meetings with school principals and when available also Board of Trustee representatives. These meetings were both an opportunity to educate schools on the process being followed by Council for local roads as well as by Waka Kotahi NZ Transport Agency (for State Highways), recognising the synergistic work of the respective RCAs.

A big part of what Matamata-Piako District Council termed “pre-consultation” involved listening, recording and engaging on the particular speed and safety concerns that each of the schools had experienced. Conversations were rich – facts on speeds prepared and presented to the schools, insights were openly shared and clarification provided on SMP procedures and processes.

The “pre-consultation” extended to Marae through the internal support of the Kaitakawaenga Māori - Iwi Liaison Officer, Strategic Partnerships and Governance. This internal relationship enabled contact with respective iwi in the district, offering them, each in turn, to engage with Matamata-Piako District Council staff and consultant for onsite marae meetings. Every effort was made to consult with iwi through this process. Staff also presented at Council’s Te Manawhenua Forum mō Matamata-Piako at the beginning of the process to request Iwi input to the process and also prior to public consultation to confirm that the decisions made by staff in the Speed Management Plan were supported.

For on-going engagement with Waka Kotahi NZ Transport Agency, Matamata-Piako District Council staff and consultant liaised throughout the development of the Speed Management Plan with Junine Stewart Waka Kotahi NZ Transport Area Programme Manager for Waikato/Bay of Plenty. This extended to regular road safety meetings where SMP progress was shared.

The draft SMP went out for community consultation (14 March to 21 April 2023). In total 69 SMP submissions were received (including one late submission from FENZ). At the Hearing held on 3 May 2023, Matamata-Piako District Council heard four verbal submissions and considered all of the 69 written submissions. Formal deliberations and SMP adoption took place on 24 May 2023.

Details on the submissions received are included in Appendix A.

4. 2023 Speed Management Review

4.1 Objectives and policies

The objective of this Speed Management Plan is to:

“Create a roading network where residents and visitors can travel safely and efficiently around the district, no matter how they travel”.

The policies underpinning this Speed Management Plan are:

- Speed limits will align with the layout of the road, the adjacent land use and the role of the road.
- Speed limit reductions will be supported by signage, infrastructure, and education.

4.2 Principles

Following discussion with Councillors the roads considered as part of the development of the inaugural speed management plan for Matamata-Piako District have been identified from the following areas:

- Schools/Kura and Maraes
- Town centre areas
- Local roads – review of 70km/hr areas and customer queries

Changes to speed limits will be on going as development in the district continues and to achieve alignment with the NZ Governments Road to Zero Action Plan with respect to speed management. The initial plan will provide guidance on when, how and why speed should be managed on each of the roads identified.

Details on the technical assessment of each of the roads selected are included in Appendix B.

4.2.1 Schools

The current speed limit on roads in the vicinity of urban schools within the Matamata-Piako District is 50km/hr and for rural schools either 70km/hr or 100km/hr depending on the location of the school. By 2027 Matamata-Piako District Council will be required to have reduced the speed limits in the vicinity of all twenty-one schools within its District to either 30 km/hr for urban schools or a maximum of 60km/hr for rural schools. These speed limits can be either variable or permanent.

Where schools are located on a no exit road or within residential neighbourhoods then permanent speed limits would be installed. For locations that are on through roads with higher speed limits then a variable speed limit is considered to be the most appropriate form of treatment.

The creation of 30km/hr residential areas would also assist the management of vehicle speeds in the vicinity of schools within these areas. As the speed limit would be consistent, no changes would be required reducing frustration regarding knowing what speed limit applies and when.

4.2.2 Town centres

Currently the default speed limit for all urban areas is 50km/hr, for locations such as town centres this speed is considered to be too high. Areas where pedestrians are likely to cross the road in multiple locations increase the risk of conflict, however often it is not practical to contain pedestrians to specific crossing points. Due to the high likelihood of pedestrians in these areas vehicles speeds should be in the order of 30km/hr to reduce the risk that a crash involving a pedestrian would be fatal. Crashes involving manoeuvring vehicles are not typically fatal however they do result in considerable cost and inconvenience to the parties involved. By reducing the speed limit in areas where these factors occur it creates a more inclusive atmosphere which then encourages further pedestrian use which is desired by retailers.

4.3 Engineering treatments

Supporting engineering treatments will be required regardless of where and what changes are made to speed limits in an area. Some treatments will be standard layouts such as the signs and markings used at threshold locations or in the vicinity of schools, while others will be more bespoke designs depending on the location and outcomes sought.

Portions of the Matamata-Piako District roading network are straight sections of road which provide little topographical constraints to a driver's speed, however the presence of power poles, trees and other hazards pose an increased risk to drivers should they leave the road. In these situations, there are a number of engineering works that can be implemented to manage the speed of vehicles.

Some features such as the installation of barriers are proposed to be implemented to support the existing speed limit by improving the safety of the route rather than lower the speed limit to match the existing environment.

4.4 Treatment lengths and adjacent roads

The Matamata-Piako District roading network is interlinked and as a result speed limits and treatments that are applied to one section of a road should be consistent with the adjacent sections of road.

Schedule 1 of the Setting of Speed Limits Rule sets the minimum length of road over which a speed limit must apply. Where roads are directly connected then consideration should be given to applying the same speed limit over both, especially where the adjacent road is a cul-de-sac.

Isolated sections of reduced speed limits are undesirable unless there is significant change in the environment unless there are other factors such as a school in the vicinity to support the change.

4.5 Future reviews

Future reviews of the Speed Management Plan may focus on the urban areas with a view to lowering speed limits on local streets..

The rural roading network will continue to be balance between safety and efficiency with speed limits required across local authority and regional boundaries to be consistent to avoid confusion and driver frustration. This will be a longer-term project requiring collaboration across the Waikato region with Waka Kotahi and neighbouring territorial authorities.

5. Implementation Plan

The technical review (of each road or section of road) identified a number of recommendations that have been collated to form an implementation plan. The full technical assessment is included in Appendix A.

The initial 10 year plan for implementation will be reviewed every three years in alignment with the Long-Term Plan funding cycle to provide alignment with funding opportunities. The Speed Management Plan will also be reviewed when significant changes in development or funding occur, necessitating a change to the implementation plan.

Due to funding limitations those locations that require physical works will need to be prioritised. The initial ranking has been undertaken based on the legislative requirements for changes around schools to be completed by December 2027.

5.1 Speed limits around schools

A summary of the proposed speed limits around schools in the Matamata-Piako District are shown in Table 2. The National Land Transport Programme (NLTP⁶) dates gives an indicative implementation date which is based on the prioritisation undertaken for all speed limit changes on local roads in the district.

Table 2 Speed Limits around schools

School Name	Category	Proposed Speed Limit	Comments	NLTP
David Street School	Cat 2	40	Area wide change	24-27
Elstow-Waihou Combined School	Cat 2	60 - variable	Rural school	24-27
Firth School	Cat 1	30 - variable		24-27
Hinuera School	Cat 1	30 - variable		24-27
Kiwitahi School	Cat 2	60 - variable	Rural school	21-24
Manawaru School	Cat 1	30 - variable		21-24
Matamata Christian School	Cat 1	30 - variable		24-27
Matamata College			Waka Kotahi is the road controlling authority for this school	
Matamata Intermediate	Cat 1	30 - variable		24-27
Matamata Primary School	Cat 1	30		24-27
Morrinsville College	Cat 2	40	Area wide change	24-27
Morrinsville Intermediate	Cat 2	40	Area wide change	24-27
Morrinsville School	Cat 2	40	Area wide change	24-27

⁶ NLTP – National Land Transport Programme is the funding period in which works are likely to be installed based in available funding.

School Name	Category	Proposed Speed Limit	Comments	NLTP
Motumaoho School			Waka Kotahi is the road controlling authority for this school	
Springdale School	Cat 2	60 - variable	Rural school	21-24
St Joseph's Catholic School (Matamata)	Cat 1	30		24-27
St Joseph's Catholic School (Morrinsville)	Cat 2	40	Area wide change	24-27
St Joseph's Catholic School (Te Aroha)	Cat 1	30		24-27
Stanley Avenue School	Cat 1	30-variable		24-27
Tahunā School	Cat 1	30-variable		24-27
Tatuanui School			Waka Kotahi is the road controlling authority for this school	
Tauhei combined School	Cat 2	60 - variable	Rural school	21-24
Te Aroha Collage	Cat 1	30-variable		24-27
Te Aroha Primary School	Cat 1	30		24-27
Te Kura o Waharoa School	Cat 1	30		24-27
Te Poi School	Cat 1	30 - variable		21-24
Te Wharekura o Te Rau Aroha School			Waka Kotahi is the road controlling authority for this school	
Wairere School	Cat 2	60 - variable	Rural school	21-24
Walton School	Cat 2	60	Rural school	21-24

5.2 Speed limit changes

A summary of each road where a speed limit change has been recommended in the 2022-2024 Speed Management Plan review process are tabled below. Due to funding limitations the locations have been prioritised for implementation with schools assigned the highest priority. Existing budgets have been used to determine a likely implementation time frame and these priorities will be reviewed each NLTP cycle as funding allocations are renegotiated.

Table 3 Speed Limit changes

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Indicative Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
6.1.6	Alamein Avenue	0	STUDHOLME ST	121	MOORHOUSE ST	50	40	Permanent	24-27	30	N	School and residential area	
6.1.6	Alexandra Avenue	0	THAMES ST	451	NORTH ST	50	40	Permanent	24-27	30	N	School and residential area	
6.2.0	Allen Street (SH26) Service Lane (Rp518 Lhs)	0	SH 26 (ALLEN ST)	122	CANADA ST SERVICE LANE	50	30	Permanent	27-30	30	Y		
4.1.2	Allenby Road	0	FARMERS RD	108	CUL-DE-SAC	50	30	Permanent	24-27	30	Y		
6.1.6	Anderson Street	1005	STUDHOLME ST	1308	LINCOLN ST	50	40	Permanent	24-27	30	N	School and residential area	
6.3.1	Avenue Road North	0	SH 26 (THAMES ST)	615	SNELL ST (CULVERT LHS)	70	60	Permanent	27-30	40	N	SAAS inappropriate for the function of the road	
11.3.1	Awaiti Road	0	PAEROA-TAHUNA RD	3040	DISTRICT BOUNDARY	100	80	Permanent	TBC	80	Y	Coordination required with Hauraki District Council	
6.1.6	Ballybunnion Crescent	0	FAIRWAY DR	249	CUL-DE-SAC	50	40	Permanent	24-27	30	N	School and residential area	
6.1.6	Bank Street	0	NORTH ST	480	WILLIAMS AVE	50	40	Permanent	24-27	30	N	School and residential area	
7.2.2	Bolton Road	0	KEREONE RD	900	900m south of Kereone Road	100	80	Permanent	24-27	80	Y		
10.3.1	Bossons Road	0	GORDON AVE	749	GRATTAN RD	70	50	Permanent	27-30	60	N	SAAS inappropriate for the function of the road and level of development	
10.2.0	Boundary Street	118	WHITAKER ST (SOUTH)	215	CHURCH ST (AT T)	50	30	Permanent	27-30	30	Y		

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Indicative Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
11.1.1	Bowler Road (Te Aroha)	3390	215m east of Ngutumanga Road	3605	NGUTUMANGA RD	70 - variable	60 - variable	Variable	24-27	60	Y		8:25 – 9am, 2:55 – 3:15pm, School Days
6.1.6	Breen Place	0	STIRLING DR	149	END OF ISLAND RHS	50	40	Permanent	24-27	30	N	School and residential area	
10.1.2	Brick Street	0	SH 26 (WHITAKER ST)	127	KOROMIKO ST	50	30	Permanent	24-27	30	Y		
6.1.6	Burmester Place	0	STIRLING DR	121	CUL-DE-SAC	50	40	Permanent	24-27	30	N	School and residential area	
7.3.1	Cameron Road	0	MORRINSVILLE-TAHUNA RD	100	100m west of Morrinsville -Tahuna Road	100	60	Permanent	27-30	80	N	SAAS inappropriate for the function of the road at this location	
6.2.0	Canada Street	0	ANDERSON ST	197	THAMES ST	50	30	Permanent	27-30	30	Y		
6.2.0	Canada Street Service Lane (Rp148 Rhs)	0	CANADA ST	129	MOORHOUSE ST	50	30	Permanent	27-30	30	Y		
6.2.0	Canada Street Service Lane (Rp237 Rhs)	0	CANADA ST	122	MOORHOUSE ST	50	30	Permanent	27-30	30	Y		
7.1.3	Card Road	0	TAUHEI RD	1195	END	100	80	Permanent	21-24	80	Y		
6.1.6	Carnoustie Place	0	LINKS RD	149	CUL-DE-SAC	50	40	Permanent	24-27	30	N	School and residential area	
4.3.1	Centennial Drive (South)	0	TAINUI ST	1051	SH 24 (BROADWAY SOUTH)	50	30	Permanent	27-30	30	Y		
7.1.1	Chepmell Road	0	MORRINSVILLE-WALTON RD	280	280m south of Morrinsville-Walton Rd	100	60 - variable	Variable	21-24	80	N	School area	8:25 – 9am, 2:55 – 3:15pm, School Days
10.2.0	Church Street	265	KENRICK ST	418	BOUNDARY ST (LHS)	50	30	Permanent	27-30	30	Y		
6.1.6	Cobham Drive	0	WILLIAMS AVE	334	END (END K&C)	50	40	Permanent	24-27	30	N	School and residential area	
4.1.2	College Street	0	SH 27 (FIRTH ST)	189	KOWHAI ST (P.POLE RHS)	50	30	Permanent	24-27	30	Y		

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Indicative Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
6.1.6	Cooper Crescent	0	STIRLING DR	125	END OF ISLAND RHS	50	40	Permanent	24-27	30	N	School and residential area	
6.1.6	Coronation Road	1025	40m west of Elizabeth Avenue	1300	30m west of Stirling Drive	50	40 - variable	Variable	24-27	40	Y		8:25 – 9am, 2:55 – 3:15pm, School Days
6.1.6	David Street	0	FOSTER CRES (RHS)	387	END (SCHOOL GATE)	50	40	Permanent	24-27	30	N	School and residential area	
6.1.6	Deanna Avenue	0	NORTH ST	502	LINDALE ST	50	40	Permanent	24-27	30	N	School and residential area	
5.2.1	Douglas Road	0	OLD TE AROHA RD	2120	END OF SEAL	100	60	Permanent	21-24	80	N	SAAS inappropriate for the function of the road	
6.1.6	Elizabeth Avenue	0	CORONATION RD	350	NORTH ST	50	40	Permanent	24-27	30	N	School and residential area	
10.1.2	Ema Street	306	SH 26 (WHITAKER ST NORTH)	541	RATA ST	50	30	Permanent	24-27	30	Y		
6.1.6	Fairway Drive	0	CORONATION RD	1445	END OF SEAL	50	40	Permanent	24-27	30	N	School and residential area	
6.1.6	Fergusson Grove	0	STIRLING DR	104	END OF ISLAND RHS	50	40	Permanent	24-27	30	N	School and residential area	
6.1.6	Foster Crescent	0	MOORHOUSE ST	220	CUL-DE-SAC	50	40	Permanent	24-27	30	N	School and residential area	
6.1.6	George Street (Morrinsville)	0	NORTH ST	764	STIRLING DR	50	40	Permanent	24-27	30	N	School and residential area	
6.1.6	Graham Place	0	FAIRWAY DR	106	CUL-DE-SAC	50	40	Permanent	24-27	30	N	School and residential area	
10.3.2	Grattan Road	1046	BOSSON RD	1529	POOLES RD (CULVERT RHS)	70	50	Permanent	27-30	80	N	Extension of existing speed limit	

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Indicative Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
4.1.2	Hampton Terrace	0	COLLEGE ST	202	STATION RD	50	30	Permanent	24-27	30	Y		
6.1.6	Hetherington Street	0	CORONATION RD	187	CUL-DE-SAC	50	40	Permanent	24-27	30	N	School and residential area	
5.3.1	Hinuera Road	0	STATE HIGHWAY 27	500	500m south of State Highway 27	70	TBC	Permanent	TBC	40		Coordination required with Waka Kotahi	
2.1.1	Hinuera Road	6090	420m north of SH 29	6510	STATE HIGHWAY 29	70	60	Permanent	24-27	80	N	SAAS inappropriate for the function of the road and level of development	
2.1.1	Hinuera Road	6200	310m north of SH 29	6470	40m north of SH29	40 - variable	30 - variable	Variable	24-27	80	N	School area	8:25 – 9am, 2:55 – 3:15pm, School Days
4.1.1	Hohaia Street	0	SH 24 (BROADWAY - C/L ISLAND)	343	HUIA ST	30 - variable	30	Permanent	24-27	30	Y		
6.1.6	Hoylake Place	0	TURNBERRY CRES	96	CUL-DE-SAC	50	40	Permanent	24-27	30	N	School and residential area	
4.1.1	Huia Street (Matamata)	0	HOHAIA ST	263	MEURA ST	50	30	Permanent	24-27	30	Y		
10.1.2	Jubilee Avenue	0	SH 26 (CENTENNIAL AVE)	76	END (SCHOOL GATES)	50	30	Permanent	24-27	30	Y		
7.2.2	Kereone Road	0	MORRINSVILLE-WALTON RD	740	170m east of Bolton Road	100	80	Permanent	24-27	80	Y		
10.1.2	Koromiko Street (North)	0	EMA ST	286	BURGESS ST	50	30	Permanent	24-27	30	Y		
6.1.6	Kowhai Avenue	0	COBHAM DR	332	GEORGE ST	50	40	Permanent	24-27	30	N	School and residential area	

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Indicative Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
4.1.2	Kowhai Street (Matamata)	0	STATION RD	193	COLLEGE ST (P.POLE LHS)	50	30	Permanent	24-27	30	Y		
15.2.0	Landsdowne Road	6741	250m south of Morrinsville-Walton Road	6991	MORRINSVILLE-WALTON RD	100	80	Permanent	24-27	80	Y		
6.1.6	Lincoln Street	0	NORTH ST	302	LINDEN ST	50	40	Permanent	24-27	30	N	School and residential area	
6.1.6	Lindale Street	0	CORONATION RD	403	NORTH ST	50	40	Permanent	24-27	30	N	School and residential area	
6.1.6	Linden Street	0	LINCOLN ST	161	END	50	40	Permanent	24-27	30	N	School and residential area	
6.1.6	Links Road	0	FAIRWAY DR	142	CUL-DE-SAC	50	40	Permanent	24-27	30	N	School and residential area	
6.2.0	Lorne Street Service Lane (Rp675 Rhs)	0	LORNE ST	138	STUDHOLME ST	50	30	Permanent	27-30	30	Y		
3.1.1	Manawaru Road	3680	140m north of School Road	4568	150m south of Shaftesbury Road	50	60	Permanent	21-24	50	N	SAAS inappropriate for the function of the road	
3.1.1	Manawaru Road	4150	270m north of Shaftesbury Road	4500	80m south of Shaftesbury Road	40 - variable	30 - variable	Variable	21-24	50	N	School area	8:25 – 9am, 2:55 – 3:15pm, School Days
7.3.1	Maungateparu Loop Road	0	MORRINSVILLE-TAHUNA RD	120	120m east of Morrinsville -Tahuna Road	100	60	Permanent	27-30	60	Y		
11.1.1	Mellon Road	0	TAUTITI RD	55	55m west of Tautiti Road	70 - variable	60 - variable	Variable	24-27	80	N	School area	8:25 – 9am, 2:55 – 3:15pm, School Days
4.1.1	Meura Street	0	SH 24 (BROADWAY - C/L ISLAND)	343	HUIA ST	50	30	Permanent	24-27	30	Y		
4.1.2	Mill Crescent	0	FARMERS RD	92	CUL-DE-SAC	50	30	Permanent	24-27	30	Y		
6.1.6	Moorhouse Street	0	CORONATION RD	888	SH 26 (ALLEN ST)	50	40	Permanent	24-27	30	N	School and residential area	
6.2.0	Moorhouse Street	525	ANDERSON ST	888	SH 26 (ALLEN ST)	50	30	Permanent	27-30	30	Y		

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Indicative Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
6.2.0	Moorhouse Street Service Lane (Rp654 Rhs)	0	MOORHOUSE ST	121	STUDHOLME ST	50	30	Permanent	27-30	30	Y		
6.2.0	Moorhouse Street Service Lane (Rp757 Rhs)	0	MOORHOUSE ST (RHS)	170	SH 26 (ALLEN ST)	50	30	Permanent	27-30	30	Y		
7.3.1	Morrinsville-Tahuna Road	6041	320m south of Cameron Road	6521	160m north of Cameron Road	70	60	Permanent	27-30	80	N	SAAS inappropriate for the function of the road at this location	
7.2.2	Morrinsville-Walton Road	0	KURANUI RD	1141	180m south of KEREONE RD	100	80	Permanent	24-27	80	Y		
7.1.1	Morrinsville-Walton Road	9900	280m south of Chepmell Road	10461	280m north of Chepmell Road	100	60 - variable	Variable	21-24	80	N	School area	8:25 – 9am, 2:55 – 3:15pm, School Days
15.2.0	Morrinsville-Walton Road	20683	260m west of Landsdowne Road	20943	LANDSDOWNE RD	100	80	Permanent	24-27	80	Y		
14.1.1	Ngarua Road	0	STATE HIGHWAY 26	600	600m south of State Highway 26	70	60	Permanent	27-30	40	N	SAAS inappropriate for the function of the road and level of development	
11.1.1	Ngutumanga Road	6374	140m south of Mellon Road	6514	MELLON RD	70 - variable	60 - variable	Variable	24-27	60	Y		8:25 – 9am, 2:55 – 3:15pm, School Days
11.1.2	No. 1 Road	9622	1970m north of No. 5 Road	10435	140m north of No.9 Road	70	60	Permanent	21-24	60	N	SAAS inappropriate for the function of the road and level of development	
11.1.2	No. 1 Road	9700	2045m north of No. 5 Road	9990	305m south of No.9 Road	70	30 - variable	Variable	21-24	60	Y		8:25 – 9am, 2:55 – 3:15pm, School Days
6.1.6	North Street	0	SEALES RD	1337	LINCOLN ST	50	40	Permanent	24-27	30	N	School and residential area	
5.3.2	Okauia Springs Road	0	TOWER RD	2027	150m west of SILK RD	100	80	Permanent	27-30	80	Y		

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Indicative Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
5.3.2	Okauia Springs Road	2027	150m west of SILK RD	3025	848m east of Silk Raod	80	60	Permanent	27-30	80	N	SAAS inappropriate for the function of the road and level of development	
6.1.6	Osborne Avenue	0	ALEXANDRA AVE	433	SANDERS AVE	50	40	Permanent	24-27	30	N	School and residential area	
6.1.6	Park Street	0	THAMES ST	434	NORTH ST	50	40	Permanent	24-27	30	N	School and residential area	
6.1.6	Parkvale Place	0	LINDALE ST	72	CUL-DE-SAC	50	40	Permanent	24-27	30	N	School and residential area	
6.1.6	Paul Avenue	0	LINDALE ST	163	DEANNA AVE	50	40	Permanent	24-27	30	N	School and residential area	
4.3.3	Peria Street	915	145m west of Manuka Street	1070	300m west of Manuka Street	80	50	Permanent	21-24	80	N	Extension of existing speed limit	
4.3.3	Peria Street	1070	300m west of Manuka Street	3014	GUNN RD	100	80	Permanent	21-24	80	Y		
4.3.4	Rawhiti Road	512	WEKA ST	697	KARAKA ST	50	30	Permanent	27-30	30	Y		
10.2.0	Rewi Street	286	ROLLESTON ST (RHS)	598	SH 26 (KENRICK ST)	50	30	Permanent	27-30	30	Y		
10.2.0	Rolleston Street	0	WHITAKER ST	210	END (PUMP CHAMBERS)	50	30	Permanent	27-30	30	Y		
6.1.6	Sanders Avenue	0	SH 26 (THAMES ST)	412	NORTH ST	50	40	Permanent	24-27	30	N	School and residential area	
3.1.1	Shaftesbury Road	0	MANAWARU RD	100	100m east of Manawaru Road	50	30 - variable	Variable	21-24	50	N	School area	8:25 – 9am, 2:55 – 3:15pm, School Days
3.1.1	Shaftesbury Road	0	MANAWARU RD	280	280m east of Manawaru Road	50	60	Permanent	21-24	50	N	Speed limit to match adjacent road	
4.1.2	Smith Street	815	368m north of Station Road	1183	STATION RD	40 - variable	30 - variable	Variable	24-27	40	N	School area	8:25 – 9am, 2:55 – 3:15pm, School Days
6.3.4	Snell Street	692	250m south of Young Street	1099	AVENUE RD (CULVERT RHS)	70	60	Permanent	27-30	40	N	SAAS inappropriate for the function of the road	

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10.1.1	Stanley Avenue	339	30m north of AROHA VIEW AVE	799	30m south of Ritchie Street	40-variable	30-variable	Variable	24-27	30	Y		8:25 – 9am, 2:55 – 3:15pm, School Days
10.1.1	Stanley Avenue	1124	POOLES RD	1398	HANNA ST	50	30-variable	Variable	24-27	30	Y		8:25 – 9am, 2:55 – 3:15pm, School Days
4.1.2	Station Road (Matamata)	564	268m south of Smith Street	868	36m north of Smith Street	40 - variable	30 - variable	Variable	24-27	40	N	School area	8:25 – 9am, 2:55 – 3:15pm, School Days
6.1.6	Stirling Drive	0	COBHAM DR	1295	CORONATION RD	50	40	Permanent	24-27	30	N	School and residential area	
7.3.2	Stockmans Road	0	KEREONE RD	610	END	100	60	Permanent	27-30	60	Y		
12.1.1	Stopford Road	0	STATE HIGHWAY 29	305	305m north of State Highway 29	70	60	Permanent	21-24	60	Y		
12.1.1	Stopford Road	0	STATE HIGHWAY 29	225	255m north of State Highway 29	70	30 - variable	Variable	21-24	60	N	School area	8:25 – 9am, 2:55 – 3:15pm, School Days
6.2.0	Studholme Street	857	THAMES ST ROTARY (START OF ISLAND)	1034	ANDERSON ST	50	30	Permanent	27-30	30	Y		
4.1.2	Sylvan Place	0	FARMERS RD	192	CUL-DE-SAC	50	30	Permanent	24-27	30	Y		
8.1.1	Tahuna-Ohinewai Road	330	50m west of Rimu Street	635	355m west of Rimu Street	40-variable	30-variable	Variable	24-27	50	N	School area	8:25 – 9am, 2:55 – 3:15pm, School Days
8.1.1	Tahuna-Ohinewai Road	820	540m west of Rimu Street	569	SCHOOL BDY FENCE (LHS)	100	50	Permanent	24-27	80	N	Extension of existing speed limit	
7.1.3	Tauhei Road	8435	745m west of Matuku Road	8910	150m east o Card Road	80	60 - variable	Variable	21-24	80	N	School area	8:25 – 9am, 2:55 – 3:15pm, School Days
11.1.1	Tautiti Road	0	MELLON RD	165	165m north of Mellon Road	70 - variable	60 - variable	Variable	24-27	80	N	School area	8:25 – 9am, 2:55 – 3:15pm, School Days
4.1.1	Tawa Street	190	CENTENNIAL DRIVE	275	HOHAIA ST	50	30	Permanent	24-27	30	Y		

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Indicative Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
12.2.0	Te Poi Road	0	STATE HIGHWAY 29	688	385m north of Temm Road	70	60	Permanent	27-30	60	Y		
12.2.0	Te Poi South Road	0	STATE HIGHWAY 29	226	225m south of State Highway 29	70	60	Permanent	27-30	80	N	Speed limit to match adjacent road	
12.2.0	Temm Road	0	TE POI RD	231	END	70	60	Permanent	27-30	60	Y		
6.2.0	Thames Street	355	THAMES/STUDHOLME RAB (START COBBLE)	578	CANADA ST (RHS)	50	30	Permanent	27-30	30	Y		
5.3.3	Tower Road	671	SPEED DERESTRICTION	3623	80m north of OKAUIA SPRINGS RD	100	80	Permanent	27-30	80	Y		
6.1.6	Tralee Place	0	LINKS RD	107	CUL-DE-SAC	50	40	Permanent	24-27	30	N	School and residential area	
6.1.6	Tui Crescent	0	LINDALE ST	107	CUL-DE-SAC	50	40	Permanent	24-27	30	N	School and residential area	
11.2.1	Tui Pa Road	0	STATE HIGHWAY 26	622	GATE ACROSS ROAD	100	60	Permanent	27-30	80	N	SAAS inappropriate for the function of the road and level of development	
6.1.6	Turnberry Crescent	0	STIRLING DR	324	FAIRVIEW DR	50	40	Permanent	24-27	30	N	School and residential area	
6.1.6	Victoria Avenue	0	THAMES ST	453	NORTH ST	50	40	Permanent	24-27	30	N	School and residential area	
5.3.4	Waharoa Road - East	820	535m north of Rawhiti Avenue	5096	CADMAN ST	100	80	Permanent	TBC	80	Y		
7.2.1	Waiti Road	0	TAHUNA-OHINEWAI RD	1470	1470m north of Tahuna-Ohinewai Road	100	60	Permanent	27-30	60	Y		
15.1.1	Walton Road	2360	1210m east of Landsdowne Road	3330	240m east of Landsdowne Road	70	60	Permanent	21-24	60	Y		
15.2.0	Walton Road	2360	1210m east of Landsdowne Road	3330	240m east of Landsdowne Road	70	60	Permanent	21-24	60	Y		
15.2.0	Walton Road	3330	240m east of Landsdowne Road	3571	LANDSDOWNE RD	100	80	Permanent	24-27	80	Y		

Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Indicative Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information	Dates / Times
13.1.1	Ward Street (Waharoa)	197	PITT ST (LHS)	408	MOWBRAY RD	50	30	Permanent	24-27	30	Y		
5.1.1	Wardville Road	3913	340m west of Costall Road	4343	90m east of Costall Road	100	60 - variable	Variable	21-24	80	N	School area	8:25 – 9am, 2:55 – 3:15pm, School Days
7.3.3	Waterworks Road	0	CHEPMELL RD	6020	6020m south of Chepmell Road	100	80	Permanent	27-30	60	N	SAAS inappropriate for the function of the road	
7.3.3	Waterworks Road	6020	6020m south of Chepmell Road	7586	DISTRICT BOUNDARY	100	60	Permanent	27-30	60	Y		
6.3.5	West Street	0	AVENUE RD SOUTH	574	END	70	60	Permanent	27-30	60	Y		
10.2.0	Whitaker Street	0	KENRICK ST (LHS)	310	ROLLESTON ST (L.POLE LHS)	50	30	Permanent	27-30	30	Y		
6.1.6	Williams Avenue	0	BANK ST	401	CUL-DE-SAC	50	40	Permanent	24-27	30	N	School and residential area	
6.1.6	Willow Grove	0	GEORGE ST	510	CORONATION RD	50	40	Permanent	24-27	30	N	School and residential area	
6.1.6	Woodside Close	0	WILLOW GR	108	CUL-DE-SAC	50	40	Permanent	24-27	30	N	School and residential area	

5.3 Safety Infrastructure

A summary of the initial safety infrastructure recommendations in the 2022-2024 Speed Management Plan review process is tabled below. This summary includes locations where safety infrastructure including speed limit signage and threshold improvements is required on a road with a proposed speed limit change as well as locations where safety infrastructure is required to support the existing speed limit. Existing budgets have been used to determine a likely implementation time frame and these priorities will be reviewed each NLTP cycle as funding allocations are renegotiated.

Table 4 Safety Infrastructure

Report Section	Road Name / Location	Proposed safety infrastructure	Indicative Implementation timeframe (NLTP Period)	Comments
6.3.1	Avenue Road North	Update speed limit signs on Avenue Road North to the new speed limit.	27-30	
11.3.1	Awaiti Road	Install speed limit signs on Awaiti Road at the intersection with Paeroa-Tahuna Road.	TBC	Requires coordination with Hauraki District Council
11.3.1	Awaiti Road	Install ATP on edgelines along the route.	TBC	Requires coordination with Hauraki District Council
10.3.1	Bossons Road	Upgrade the existing speed limit signs with additional roadmarking and update the signage to reflect the lower speed limit.	27-30	
4.3.1	Centennial Drive (South)	Install permanent speed limit signs on the approaches to Tainui Street, Rata Street, Tamihana Street, Tawa Street and State Highway 24.	27-30	Within a reserve area
6.1.6	David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College	Install speed limit signage on the David Street, Bank Street, George Street, Seales Road, Lindale Street, Elizabeth Street, Hetherington Street and Moorhouse Street approach to Coronation Road.	24-27	
6.1.6	David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College	Install speed limit signage on the Alamein Avenue and Anderson Street approaches to Studholme Street.	24-27	
6.1.6	David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College	Install speed limit signage on the Park Street, Victoria Avenue and Alexandra Avenue approaches to Thames Street.	24-27	
6.1.6	David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College	Develop an infrastructure improvement plan for the area considering the following features:	24-27	
6.1.6	David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College	– Upgrade the kea crossings on Moorhouse Street, Lincoln Street and Elizabeth Avenue to patrolled zebra crossing on a raised safety platform.	24-27	
6.1.6	David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College	– Install new patrolled crossing point on Coronation Road south of Lindale Street.	24-27	
6.1.6	David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College	– Install new crossing point on Coronation Road north of George Street.	24-27	

Report Section	Road Name / Location	Proposed safety infrastructure	Indicative Implementation timeframe (NLTP Period)	Comments
6.1.6	David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College	– Install raised safety platforms on North Street between Lincoln Street and Park Street; Alexandra Avenue north of Osborne Avenue; North Street between George Street and Alexandra Avenue; and North Street in the vicinity of No. 47 North Street	24-27	
6.1.6	David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College	– Remove the bus stop on North Street north of Alexandra Avenue and remark with on street parking	24-27	
6.1.6	David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College	– Mark a centreline and on street parking on the full length of Park Street, Victoria Avenue and Elizabeth Avenue; Alexandra Avenue between North Street and Osborne Avenue and North Street between Victoria Avenue and Elizabeth Avenue	24-27	
6.1.6	David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College	– Relocate the Bus Stop on Lincoln Street to east of the existing kea crossing	24-27	
6.1.6	David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College	– Upgrade the path on the northern side of Lincoln Street to create a shared path	24-27	
6.1.6	David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College	– Upgrade the path on North Street between Lincoln Street and Park Street to create a shared path	24-27	
6.1.6	David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College	– Upgrade the path on the northern side of Elizabeth Avenue to create a shared path.	24-27	
6.1.6	David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College	– Reconfigure the parking in Linden Street to create a pick up/drop off area	24-27	
6.1.6	David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College	– Install on street cycle lanes on Bank Street, George Street, Park Street and Victoria Avenue.	24-27	
11.1.1	Elstow-Waihou Combined School	Lower the existing variable speed limit to 60km/hr speed limit on all approaches.	24-27	
11.1.1	Elstow-Waihou Combined School	Upgrade the threshold treatments on all approaches with additional signage and roadmarking.	24-27	
11.1.1	Elstow-Waihou Combined School	Investigate suitable speed management infrastructure for a rural intersection such as a rural roundabout.	24-27	
4.1.2	Firth School, Matamata Christian School, Matamata Intermediate, and Matamata College	Upgrade the variable school threshold with additional pavement markings and signage on Smith Street south of Sheffield Street and Station Road north of Smith Street and Kowhai Street.	24-27	
4.1.2	Firth School, Matamata Christian School, Matamata Intermediate, and Matamata College	Install speed limit signage on the Hampton Terrace approach to Smith Street.	24-27	

Report Section	Road Name / Location	Proposed safety infrastructure	Indicative Implementation timeframe (NLTP Period)	Comments
4.1.2	Firth School, Matamata Christian School, Matamata Intermediate, and Matamata College	Upgrade existing variable speed limit signage on McKenzie Place	24-27	
4.1.2	Firth School, Matamata Christian School, Matamata Intermediate, and Matamata College	Consider upgrading the existing kea crossing on Smith Street to a patrolled zebra crossing on a raised safety platform.	24-27	
4.1.2	Firth School, Matamata Christian School, Matamata Intermediate, and Matamata College	Consider upgrading the existing kea crossing on Station Road to a patrolled zebra crossing with speed cushions on the approaches.	24-27	
4.1.2	Firth School, Matamata Christian School, Matamata Intermediate, and Matamata College	Install a new crossing point on Smith Street.	24-27	
10.3.2	Grattan Road	Upgrade the existing speed limit signs with additional roadmarking and update the signage to reflect the lower speed limit.	27-30	
5.3.1	Hinuera Road	Consider installing a 60km/hr Intersection Speed Zone on Hinuera Road at the intersection with Puketutu Road.	TBC	
2.1.1	Hinuera School	Install school threshold style treatment Hinuera Road.	24-27	
2.1.1	Hinuera School	Upgrade existing Settlement threshold with pavement markings	24-27	
2.1.1	Hinuera School	Consider installing two crossing points 1x near the existing service entrance and 1x in the midblock of the existing parking area.	24-27	
7.2.2	Kai a te Mata Marae	Install threshold style signage on the westbound approach to the speed limit change on Kereone Road and on the Morrinsville-Walton Road approach to Kereone Road. (Check to see if there is a name for this settlement area that we could use on the signs.)	24-27	
7.2.2	Kai a te Mata Marae	Install advance and directional marae signage on both approaches to the marae.	24-27	
7.2.2	Kai a te Mata Marae	Install additional signage and road marking to highlight the presence of the railway crossing and the intersection.	24-27	
7.1.1	Kiwitahi School	Install variable school threshold style treatments at the change in speed limit points on Morrinsville-Walton Road and Chepmell Road.	21-24	
7.1.1	Kiwitahi School	Investigate installing guardrail on Morrinsville-Walton Road to protect the school frontage.	21-24	
6.3.2	Lockerbie future development area	Install speed limit signage on the David Street, Bank Street, George Street, Willow Grove, Stirling Drive, Fairway Drive and Golf Course Road approach to Coronation Road.	27-30	
3.1.1	Manawaru School	Install school threshold treatments on all approaches to Manawaru School	21-24	
3.1.1	Manawaru School	Relocate the northern settlement threshold and upgrade the existing southern threshold and the threshold on Shaftesbury Road to include pavement markings	21-24	
3.1.1	Manawaru School	Install transverse rumble strips on northbound approach to the threshold on Manawaru Road	21-24	
3.1.1	Manawaru School	Install speed cushions on the approaches to the crossing point adjacent to Manawaru School	21-24	
4.1.1	Matamata Primary School and St Joseph's Catholic School (Matamata)	Install school threshold style treatment on Hohaia Street south of the intersection with State Highway 24 and north of Huia Street.	24-27	

Report Section	Road Name / Location	Proposed safety infrastructure	Indicative Implementation timeframe (NLTP Period)	Comments
4.1.1	Matamata Primary School and St Joseph's Catholic School (Matamata)	Mark a centreline on Hohaia Street between State Highway 24 and Huia Street.	24-27	
4.1.1	Matamata Primary School and St Joseph's Catholic School (Matamata)	Install speed limit signage on the Meura Street approach to State Highway 24, Tui Street approach to Meura Street and the Rata Street approach to Huia Street.	24-27	
4.1.1	Matamata Primary School and St Joseph's Catholic School (Matamata)	Install side and central islands at the Meura Street approach to State Highway 24 to assist with speed management.	24-27	
4.1.1	Matamata Primary School and St Joseph's Catholic School (Matamata)	Consider upgrading the existing pedestrian crossing on Hohaia Street onto a raised safety platform.	24-27	
4.1.1	Matamata Primary School and St Joseph's Catholic School (Matamata)	Consider installing a raised safety platform on the Tawa Street approach to Hohaia Street or investigate an urban roundabout for this intersection.	24-27	
4.1.1	Matamata Primary School and St Joseph's Catholic School (Matamata)	Install a new crossing point with side islands with side islands on Hohaia St in line with St Joseph's front entrance.	24-27	
4.1.1	Matamata Primary School and St Joseph's Catholic School (Matamata)	Install a new crossing point on Meura Street near Tui Street to provide footpath connectivity.	24-27	
4.2.0	Matamata town centre	No changes to speed limits are proposed within Matamata Town Centre, however additional signage should be installed to reinforce the existing speed limit.	21-24	
8.2.1	Morrinsville – Tahuna Road	Install transverse rumble strips on northbound approach to the threshold on Morrinsville-Tahuna Road approach to Tahuna.	24-27	
8.2.1	Morrinsville – Tahuna Road	Upgrade the threshold into Tahuna with red markings	24-27	
8.2.1	Morrinsville – Tahuna Road	Investigate treatment options for slowing vehicle speeds between Pioneer Road and Huia Street in Tahuna.	24-27	
7.3.1	Morrinsville - Tahuna Road	Upgrade the thresholds on all approaches to Maungateparu with new speed limit and red markings.	27-30	
6.2.0	Morrinsville town centre	Install speed limit signage at the intersections of Anderson Street and Thames Street with Studholme Street, and the Thames Street and Canada Street intersection.	27-30	
6.2.0	Morrinsville town centre	Upgrade the existing zebra crossing on Studholme Street to a raised safety platform.	27-30	
6.2.0	Morrinsville town centre	Upgrade the crossing points on Thames Street to zebra crossings	27-30	
6.2.0	Morrinsville town centre	Investigate installing a roundabout that the Studholme Street / Anderson Street intersection	27-30	
14.1.1	Ngarua Road	Upgrade the threshold on Ngarua Road into Waitoa with new speed limit and red markings.	27-30	
14.1.1	Ngarua Road	Investigate treatment options for slowing vehicle speeds on Ngarua Road between the threshold and State Highway 26.	27-30	
5.3.2	Okauia Springs Road	Install speed limit signs and pavement markings on the approaches to the 60km/hr section of Okauia Springs Road.	27-30	
4.3.3	Peria Road	Relocate the existing speed limit signage and update with additional roadmarking.	21-24	
4.3.4	Rawhiti Avenue	Install permanent speed limit signs and markings on Rawhiti Avenue, west of Weka Street and east of Karaka Street.	27-30	

Report Section	Road Name / Location	Proposed safety infrastructure	Indicative Implementation timeframe (NLTP Period)	Comments
4.3.4	Rawhiti Avenue	Install permanent speed limit signs on the Vosper Street approach.	27-30	
4.3.4	Rawhiti Avenue	Consider install a raised safety platform east of Karaka Street.	27-30	
7.2.3	Rukumoana Marae	Install advance and directional marae signage on both approaches to the marae on Morrinsville-Walton Road.	24-27	
12.2.0	Settlement – Te Poi	Update speed limit signs on Te Poi Road and Te Poi South Road to the new speed limit.	27-30	
15.2.0	Settlement - Walton	Lower the speed limit to 80km/hr on Landsdowne Road from Walton Road for a distance of 250m; Morrinsville-Walton Road from Walton Road for a distance of 260m; and Walton Road from Landsdowne Road for a distance of 240m.	24-27	
15.2.0	Settlement - Walton	Install large speed limit signs and roadmarkings on Landsdowne Road and Morrinsville-Walton Road approaches to Walton Road.	24-27	
15.2.0	Settlement - Walton	Reposition the threshold signs on the west of Walton to the new location and upgrade with additional roadmarking.	24-27	
15.2.0	Settlement - Walton	Upgrade the threshold signs on the east of Walton with the new speed limit and additional roadmarking.	24-27	
6.3.4	Snell Street	Update speed limit signs on Snell Street to the new speed limit.	27-30	
11.1.2	Springdale School	Reposition the settlement thresholds on No. 1 Road and upgrade with additional roadmarking.	21-24	
11.1.2	Springdale School	Install variable school threshold treatments on both approaches to Springdale School.	21-24	
11.1.2	Springdale School	Install transverse rumble strips on the approaches to the thresholds on No.1 Road	21-24	
10.1.2	St Joseph's Catholic School (Te Aroha) and Te Aroha Primary School	Install school threshold treatments on the northbound approach to St Joseph's Catholic School (Te Aroha) on Koromiko Street and the westbound approach to Te Aroha Primary School on Ema Street.	24-27	
10.1.2	St Joseph's Catholic School (Te Aroha) and Te Aroha Primary School	Install speed limit signs on Ema Street, Jubilee Avenue and Brick Street approaches to State Highway 26 and the Brick Street approaches to Koromiko Street.	24-27	
10.1.2	St Joseph's Catholic School (Te Aroha) and Te Aroha Primary School	Consider upgrading the existing zebra crossing on Brick Street onto a raised safety platform.	24-27	
10.1.2	St Joseph's Catholic School (Te Aroha) and Te Aroha Primary School	Consider installing a crossing point on Ema Street in the vicinity of the Dental Clinic.	24-27	
10.1.2	Stanley Avenue School and Te Aroha College	Update the school threshold treatments on both approaches to Stanley Avenue School and Te Aroha Collage on Stanley Avenue with additional roadmarking and signage.	24-27	
10.1.1	Stanley Avenue School and Te Aroha College	Develop an infrastructure improvement plan for the area considering the following features:	24-27	
10.1.1	Stanley Avenue School and Te Aroha College	– Upgrade the existing kea crossing to a patrolled crossing.	24-27	
10.1.1	Stanley Avenue School and Te Aroha College	– Install additional speed calming with either speed cushions or raised safety platforms to manage vehicle speeds.	24-27	
10.1.1	Stanley Avenue School and Te Aroha College	– Install a new crossing point with refuge islands on Stanley Avenue in the vicinity of the dairy.	24-27	
7.3.2	Stockmans Road	Install speed limit signs on the Stockmans Road approach to Kereone Road.	27-30	

Report Section	Road Name / Location	Proposed safety infrastructure	Indicative Implementation timeframe (NLTP Period)	Comments
8.1.1	Tahuna School	Reposition the settlement threshold on Tahuna-Ohinewai Road on the northbound approach to Tahuna.	24-27	
8.1.1	Tahuna School	Install school threshold treatments on both approaches to Tahuna School.	24-27	
8.1.1	Tahuna School	Install transverse rumble strips on northbound approach to the threshold on Tahuna-Ohinewai Road	24-27	
8.1.1	Tahuna School	Consider installing a raised safety platform with a zebra crossing on Tahuna-Ohinewai Road in the vicinity of No. 28 Tahuna-Ohinewai Road	24-27	
7.1.3	Tauhei Combined School	Install variable school threshold style treatments at the change in speed limit points on Tauhei Road.	21-24	
10.2.0	Te Aroha Town Centre	Install speed limit signage at the intersections of Rewi Street, Whitaker Street and Church Street with Kenrick Street, and the Rolleston Street and intersections with Rewi Street and Whitaker Street.	27-30	
13.1.1	Te Kura o Waharoa School	Install school threshold treatments on Ward Street.	24-27	
13.1.1	Te Kura o Waharoa School	Mark a centreline and edgelines for Ward Street between Pitt Street and Mowbray Road.	24-27	
13.1.1	Te Kura o Waharoa School	Investigate the creation of a suitable crossing points on Ward Street and Mowbray Road.	24-27	
5.2.1	Te Ōhaki Marae, Hinerangi Tāwhaki, Tamapango and Tangata Mara	Install speed limit signs on the approach to Old Te Aroha Road.	21-24	
5.2.1	Te Ōhaki Marae, Hinerangi Tāwhaki, Tamapango and Tangata Mara	Install advance and directional marae signage for each marae on the eastbound approaches to the marae.	21-24	
12.1.1	Te Poi School	Install settlement threshold treatment on the Stopford Road southbound approach to Te Poi.	21-24	
12.1.1	Te Poi School	Install variable school threshold treatments on the Stopford Road southbound approach to Te Poi School.	21-24	
12.1.1	Te Poi School	Mark a centreline and edgelines for full length of Stopford Road.	21-24	
5.3.3	Tower Road	Install speed limit signs on the approach to Okauia Springs Road.	27-30	
11.2.1	Tui Pa Marae	Install speed limit signs at the intersection with State Highway 26.	27-30	
11.2.1	Tui Pa Marae	Install advance and directional marae signage on the approach to the marae and at the intersection with State Highway 26.	27-30	
5.3.4	Waharoa Road - East	Upgrade the speed limit signs and pavement markings on the approaches to the urban areas of Waharoa and Matamata.	TBC	
5.3.4	Waharoa Road - East	Install speed limit signs on the Pohlen Road approach to Waharoa Road - East .	TBC	
5.1.1	Wairere School	Install variable school threshold style treatment at the change in speed limit points on Wardville Road.	21-24	
5.1.1	Wairere School	Install static signs on Costall Road on the approach to the intersection with Wardville Road	21-24	
5.1.1	Wairere School	Due to the high existing vehicle speeds and straight alignment of the road additional speed management features maybe required.	21-24	
7.2.1	Waiti Marae	Install speed limit signs at the changes in speed limit locations on Waiti Road.	27-30	

Report Section	Road Name / Location	Proposed safety infrastructure	Indicative Implementation timeframe (NLTP Period)	Comments
7.2.1	Waiti Marae	Install advance and directional marae signage on both approaches to the marae and at the intersection with Tahuna-Ohinewai Road.	27-30	
15.1.1	Walton School	Install school threshold treatments on both approaches to Walton School.	21-24	
7.3.3	Waterworks Road	Install threshold style signs south of Chepmell Road and at the speed limit change.	27-30	
7.3.3	Waterworks Road	Install edgelines and centreline markings where road width will allow.	27-30	
7.3.3	Waterworks Road	Review edge marker post locations and install new edge marker posts as needed.	27-30	
7.3.3	Waterworks Road	Install warning signs for pedestrians and cyclists.	27-30	
7.3.3	Waterworks Road	Review and upgrade curve warning and road narrows signage.	27-30	
6.3.5	West Street	Update speed limit signs on West Street to the new speed limit.	27-30	
4.3.5	Western Street	Mark a centreline and on street parking for the full length of Western Street.	27-30	
4.3.5	Western Street	Consider other safety improvements as part of a wider residential/neighbourhood investigation.	27-30	

Appendices

Appendix A – Submission details



Speed Management Plan
Local Alcohol Policy
Fees and Charges 2023/24
Policies on the Remission and Postponement of Rates
Solid Waste Management and Minimisation Bylaw

Submissions Hearing – 3 May 2023



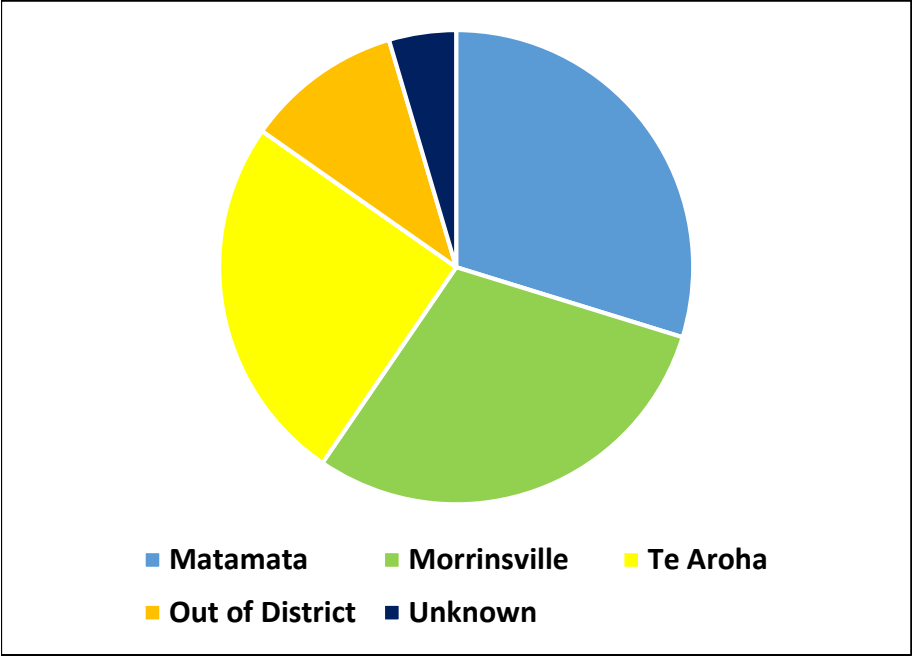
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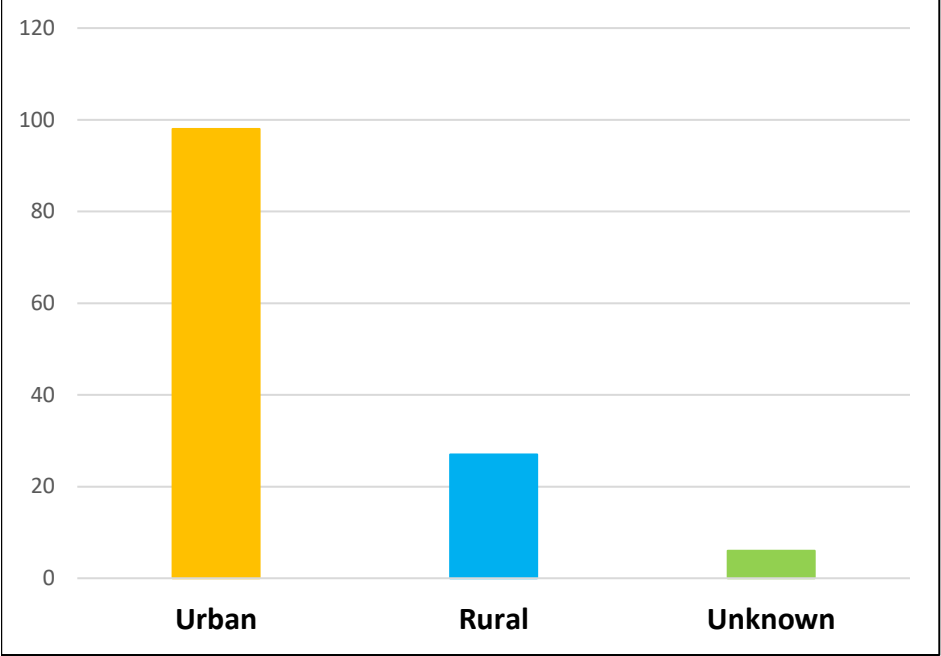
Consultation 2023 – Submission Statistics

Total Submissions – 157¹

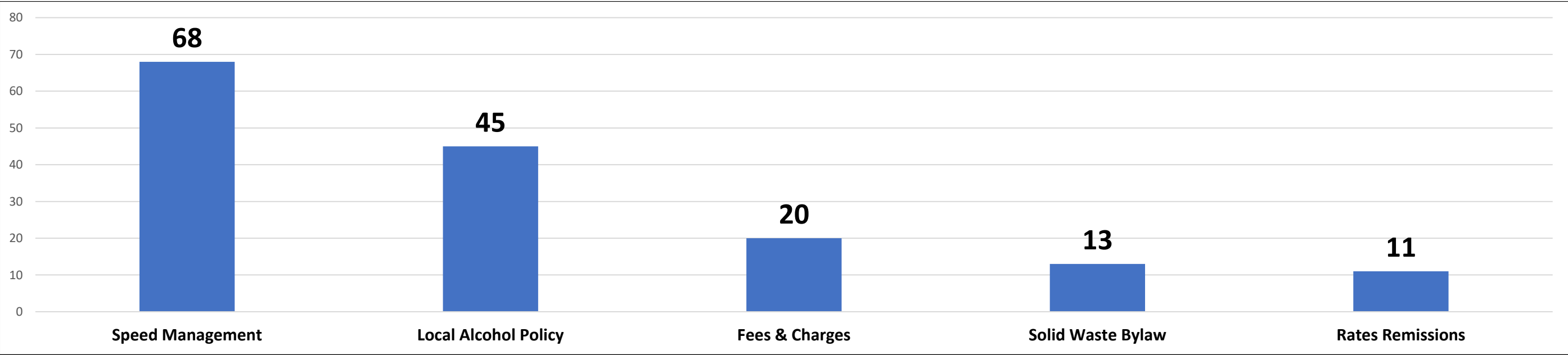
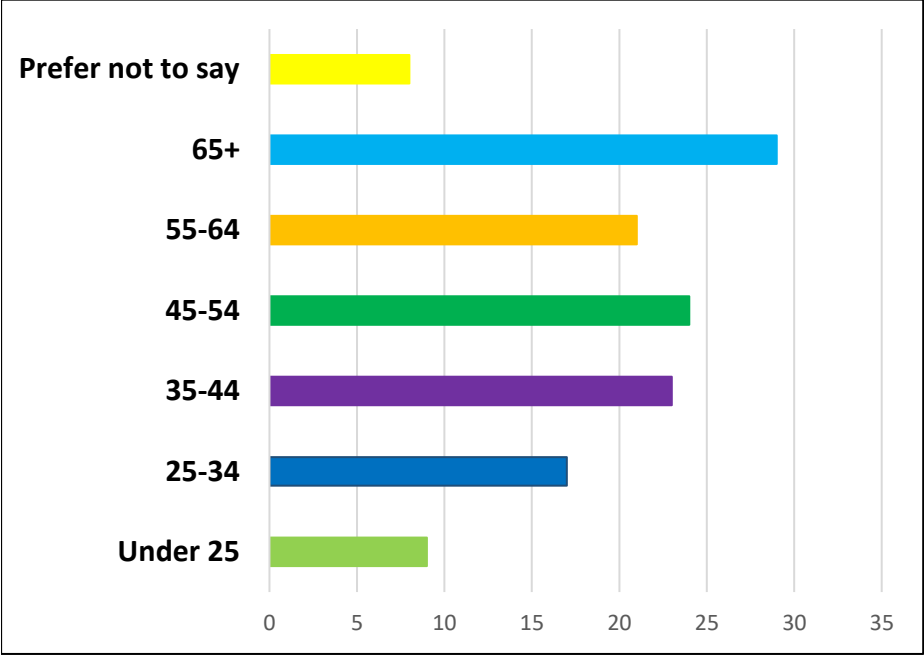
WARD



URBAN/RURAL SPLIT



AGE GROUP



¹ Five duplicate submissions were received. These are not included in the total number of submissions. If the same submitter has provided more than one different submission, these have been counted.

Submitters Attending Hearing – Wednesday 3 May 2023

Sub #	Name/Organisation	Topic	Submission
46.	Martijn Brinkhuis	Draft Speed Management Plan	Pages 23-25
18.	Jane Anderson	Draft Speed Management Plan	Page 14
33.	Alejandra Vergara	Draft Speed Management Plan	Page 20
67.	John Harris	Draft Speed Management Plan	Page 30-32 & Attachment 7.1 B (Pages 93-94)
21.	Teena Cornes The Old Forge Kitchen	Draft Local Alcohol Policy	Pages 48-49
31.	Greg Hoar Super Liquor Holdings Limited	Draft Local Alcohol Policy	Pages 53-56
33.	Paul Radich General Distributors Limited	Draft Local Alcohol Policy	Pages 56-57 & Attachment 7.2 C (Pages 95-97)
35.	Rebecca Williams Alcohol Healthwatch	Draft Local Alcohol Policy	Page 57 & Attachment 7.2 D (Pages 98-105)
36.	Ngair Te Ahu Community Action for Youth and Drugs (CAYAD)	Draft Local Alcohol Policy	Pages 57-58 Attachment 7.2 E (Pages 106-107)
15.	David Dennison Matamata Soaring Centre	Fees & Charges 2023/24	Page 66
5&6.	Rosemary Garaway	Policies on the Postponement and Remission of Rates	Page 90
4.	Steven Edwards Matamata Chamber of Commerce	Solid Waste Management and Minimisation Bylaw	Pages 75-76
10.	Kaaren Rosser EnviroWaste Services Ltd	Solid Waste Management and Minimisation Bylaw	Page 81 & Attachment 7.3 G (Pages 109-113)
6.	Shaun O'Neill Te Aroha Business Association	Solid Waste Management and Minimisation Bylaw	Pages 76-77
12.	Vincent Andersen Wheelie Bin Services Ltd	Solid Waste Management and Minimisation Bylaw	Pages 81-84

1. Speed Management Plan

Total submissions = 68

1.1 Background

As a Road Controlling Authority (RCA), Council is mandated under the Land Transport Rule Setting of Speed Limits 2022 to prepare a Speed Management Plan (SMP) for its district (Matamata-Piako).

A SMP is an action under the national *Road to Zero* road safety strategy and is intended to create behaviour change amongst drivers. The overall aim of the strategy is to reduce the number of deaths and serious injuries on our roads with a vision of a New Zealand where no one is killed or seriously injured in road crashes.

Road to Zero adopts an internationally tested and proven systems-based approach to speed management. Fundamental to the SMP is acknowledging that people make mistakes when driving and that they are vulnerable. By limiting speeds on select roads and matching this to required infrastructure improvements Council is best able to safeguard road users within the district.

Following Council direction, a draft SMP has been prepared with a targeted focus on schools, marae, town centres and select local roads. Between June and December 2022, staff undertook considerable pre-consultation discussion with schools/kura and marae across the district. There is strong public/community and iwi interest for this work and carefully chosen locations are where a safety focus is paramount.

The SMP programme highlights 10 years of planned works subject to three-yearly reviews and alignment with the National Land Transport Programme (NLTP).

1.2 Proposal

The draft SMP for the community to provide feedback on contained the following:

- **Speed management** - The draft SMP includes changes to speed limits on various roads to safeguard vulnerable road users - particularly reducing speeds around schools/kura, and marae and lowering speeds in our town centres.
- **Infrastructure improvements** – the draft SMP identifies a significant number of infrastructure improvements to support the reduction of speeds e.g. raised pedestrian platforms, road markings and signage. Council proposes to reduce speeds and implement associated improvements (as work streams) over the next ten years, focussing first on schools.

1.3 Speed Management Plan Submission Statistics

Council received 68 submissions on the draft SMP. 23 submitted in support the approach of Council’s draft SMP, 13 did not support, 24 required changes to be able to support it, 5 were not sure and 3 did not select an option. A summary of the themes is below. Note that comment have been reworded by staff to provide an indication of themes. Full submissions are replicated in this report.

Question 1: Do you agree with our approach to managing speeds outside and around schools within the district?			
Yes – 47	No – 15	I’m not sure – 3	No answer selected - 3
<p>Suggestion to add safety improvements where practical such as speed humps, electronic signage around schools, and cameras – 4</p> <p>Improving safety for students, including walking and cycling – 3</p> <p>The rules for schools should apply during peak drop off and pick up times/during school terms – 2</p> <p>The implementation plan is too slow and the SMP should be implemented faster - 2</p> <p>The speeds around schools should be consistent – 1</p> <p>Excessive speed observed is a concern – 1</p> <p>The speed limits within the plan need to be enforced for them to be effective – 1</p>	<p>The current provisions are ok, e.g. reduced speeds when passing a school bus and most schools have reduced speeds alongside awareness of the dangers – 7</p> <p>Schools need a safe place for children and other pedestrians to cross the road, often there are no pedestrian crossings – 4</p> <p>Speeds around school zones should only apply during school times – 3</p> <p>No aware of any reported accidents outside of schools – 3</p> <p>Proposal to lower some speeds to 40km is too slow. Driving too slow can also be dangerous/reducing speed causes congestion – 2</p> <p>Suggestion to add safety improvements where practical such as speed cameras, increased police patrols and electronic signage – 2</p> <p>Council should work with Waka Kotahi and address the State Highway system also -1</p>	<p>There is already a 20km speed limit when passing a school bus that is stopped to drop off/pick up students – 1</p> <p>Random patrols near schools should be carried out to deter unsafe driver behaviour – 1</p> <p>Council should work directly with other agencies when there is a safety issue raised – 1</p> <p>Speed management around stationary school buses is a concern - 1</p>	

Question 2: Do you agree with our approach to managing speeds outside marae within the district?

Yes - 31	No - 15	I'm not sure - 16	No answer selected - 6
<p>Suggestion to lower speeds outside particular marae – 7</p> <p>Safety hazard around current access to marae – 5</p> <p>Suggested safety improvements around marae located on main roads, e.g. speed reductions, turning bays – 4</p> <p>The implementation plan is too slow and the SMP should be implemented faster - 2</p> <p>Will help protect visitors to marae, particularly small children and elderly – 1</p> <p>There are a high number of deaths/accidents – 1</p>	<p>Could temporary speed limits be used when there are gatherings/events rather than a blanket speed limit? – 3</p> <p>Speed limit reductions will cause frustration and division – 2</p> <p>The speed limits are ok as they are and do not need to change – 2</p> <p>Suggestion to lower speeds outside particular marae – 1</p>	<p>Not sure what the concerns are – 1</p> <p>If kura are on the same site, they should be the same as the speed limits for schools – 1</p> <p>Could temporary speed limits be used when there are gatherings/events rather than a blanket speed limit? – 1</p> <p>A proliferation of signage may affect driver awareness and safety - 1</p>	<p>Suggestion to lower speeds outside particular marae – 1</p>

Question 3: Do you agree with our approach to managing speeds in town centres within the district?

Yes - 38	No - 18	I'm not sure - 8	No answer selected - 4
<p>Suggestion to add safety improvements where practical such as crossings, further speed signs, footpaths, one-way systems, flower boxes, seating areas and speed humps – 5</p> <p>Suggestion to reduce speeds in particular areas – 2</p> <p>Reduce speeds to consistent speed (30km; 40km) for whole CBD to improve safety for all pedestrians, cyclists and mobility scooters and avoid any confusion – 2</p> <p>The implementation plan is too slow and the SMP should be implemented faster – 2</p> <p>Dangerous to use the pedestrian crossings with the current speeds – 1</p> <p>Remove trucks from the main streets of our CBDs – 1</p> <p>Changes should be supported with data from accidents – 1</p> <p>Excessive speed observed is a concern – 1</p>	<p>Traffic does not speed around town currently due to speed humps/traffic/pedestrians. There is no need to change the speed limits – 7</p> <p>Suggestion to reduce speeds in particular areas – 3</p> <p>Suggestion to add safety improvements where practical such as one-way systems, and seating areas - 1</p> <p>Lowering speeds will increase driver frustration/road rage - 1</p> <p>The current speed limits should be enforced – 1</p> <p>Council should work with Waka Kotahi and address the State Highway system also - 1</p> <p>Heavy vehicles and agricultural traffic using roads in town centres is a concern - 1</p>	<p>Suggestion to reduce speeds in particular areas – 2</p> <p>Haven't seen where speed has been a factor in the CBDs – 1</p> <p>Concerned about ability to enforce the draft SMP – 1</p> <p>A proliferation of signage may affect driver awareness and safety – 1</p> <p>Reduce speeds to consistent speed (30km) to avoid confusion and reduce costs – 1</p> <p>Need for formal pedestrian crossings rather than 'courtesy crossings' - 1</p>	<p>Suggestion to reduce speeds in particular areas – 1</p>

Question 4: Do you support our draft Speed Management Plan in general?

Yes - 23	No - 13	Changes are required for me to support it – 24	I’m not sure - 5	No answer selected - 3
<p>Suggestion to add safety improvements where practical such as speed humps, cameras, barriers to entry to certain streets to prevent speeding/racing – 4</p> <p>Suggestion to reduce speeds in particular areas – 3</p> <p>Council needs to establish an implementation plan/timeframes when the changes will be made - 1</p>	<p>Improvements do not need to be made/leave roads as they are/there is no evidence to support the changes – 5</p> <p>Police should monitor for traffic flow and there should be better provision for traffic to pass slower vehicles – 2</p> <p>Concern regarding the cost of the proposal, e.g. signage – 2</p> <p>If safety improvements are to be made, consider the noise for residents, e.g. heavy vehicles going over speed humps – 1</p> <p>Driver education and empowerment is more important for safety on our roads – 1</p> <p>Suggestion to add safety improvements where practical such as lights and traffic islands– 1</p>	<p>Suggestion to reduce speeds in particular areas – 14</p> <p>Driver education and empowerment is more important for safety on our roads – 1</p> <p>Suggestion to add safety improvements where practical such as marking of roads, improving the condition of roads, footpaths, and adding signage – 1</p> <p>Reduce speeds to consistent speed (30km) for whole CBD to improve safety for all pedestrians, cyclists and mobility scooters and avoid any confusion - 1</p> <p>Council should work with Waka Kotahi and address the State Highway system also – 1</p> <p>Different speeds around the marae/town centres causes confusion and money spend on signage – 1</p> <p>The implementation plan is too slow and the SMP should be implemented faster – 1</p> <p>Known accident ‘hot spots’ should be included, not just marae, schools and town centres – 1</p> <p>The plan will only be effective if it is enforced – 1</p> <p>Reduce speed on roads entering and exiting a marae to 50km – 1</p> <p>Reduce speeds to consistent speed (40km) for whole CBD - 1</p>	<p>The current speed limits should be enforced – 1</p>	<p>Suggestion to reduce speeds in particular areas – 1</p> <p>Suggestion to add safety improvements where practical such as making areas pedestrian/cycle only – 1</p>

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1.4 Speed Management Plan Submissions						
1.	Derek Bown	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<p><i>No, I don't agree</i></p> <p>You don't go far enough. The whole of the Matamata CBD from Rawhiti Avenue to the junction Burwood Road and SH27 should be reduced speed as it is all residential and shoppers.</p> <p>Not only that Waharo Road West should not be 70 kph as that is residential as well. It should be 50kph from the Broadway Roundabout out to Big Paw Kennels (dangerous turn in where traffic is already at 70 kph and accelerating to 100 kph when pedestrians and cars are going to Big Paw</p>	<p><i>Changes are required for me to support it</i></p> <p>You don't go far enough. The whole of the Matamata CBD from Rawhiti Avenue to the junction Burwood Road and SH27 should be reduced speed as it is all residential and shoppers.</p> <p>Not only that Waharo Road West should not be 70 kph as that is residential as well. It should be 50kph from the Broadway Roundabout out to Big Paw Kennels (dangerous turn in where traffic is already at 70 kph and accelerating to 100 kph when pedestrians and cars are going to Big Paw</p> <p>(Comments relate to all roads).</p>	<p>Council is focussed on areas of high traffic movement and locations frequented by vulnerable pedestrians, rather than applying blanket restrictions.</p> <p>Some of the named roads aren't Council owned and managed e.g. some suggested changes apply to Waka Kotahi NZ Transport Agency state highways.</p>
2.	Karyn McQuade	<p><i>I'm not sure</i></p> <p>The query I have about speed limits around our schools - take Matamata College as an example - each morning and afternoon the buses are lined up to pick up/drop off school kids along Firth Street outside the school. My understanding is the speed limit when a school bus is stopped to drop off/pick up students is 20km/hr where ever this is on our roads. Therefore, shouldn't the speed limit directly outside the schools where these bus stops are be set at only 20km/hr? If a variable speed limit in the area is in place drivers will only drop (hopefully) to the posted limit, not the 20km/hr required by law around buses.</p>	<i>I'm not sure</i>	<p><i>I'm not sure</i></p> <p>I believe the speed limit through the central part of Broadway should be dropped to 30 or 40km/hr from at least Meura Street to the Peria Rd/Firth St roundabout. That is plenty fast enough with vehicles pulling into/out of the angled parking and pedestrians crossing the road</p>	<p><i>Changes are required for me to support it</i></p> <p>I also believe we need to look at the speed limits on our rural roads. Unlaned roads, which are too narrow to comfortably have vehicles passing side by side at speed should have limits lowered. Taihou South Rd would be a good case for lowering to approximately 80km/hr. Our own road (Davidson Rd) would be better at 60 or 70 km/hr. One vehicle has to pull off the side of the road to let an oncoming vehicle past - it is a dead end road, and has no need of having a 100km/hr posted limit.</p> <p>Vehicles and trucks hoon up here and shake the foundations of the house. It is only pure luck there hasn't been a head on crash. There have been a few close calls, squealing brakes, and a few vehicles bogged in the ditch on the side of the road. With no footpaths, residents walk/run on the road for exercise and it can get dangerous. Ours won't be the only rural road in the district that has these issues either. As mentioned the speed limits on narrower unlaned roads needs to be reduced.</p> <p>(Comments relate to all roads).</p>	<p>Council resolved to focus on schools, marae and town centres and acknowledges that some local rural roads could be considered as part of a later review.</p> <p>The retail areas of Broadway/SH24 will be examined by Waka Kotahi NZ Transport Agency in cooperation with Council.</p> <p>Matamata College (state highway 27) is another road that will need to be examined by Waka Kotahi NZ Transport Agency in cooperation with Council.</p> <p>The 30km/h speed limit applies to all traffic not just school buses in recognition that 20km/h may apply at select times for school buses only.</p>

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3.	David King	<i>Yes, I agree</i> I always wondered why speed limits around schools on Stanley Ave were different to schools on Whitaker St.	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>Yes, I support the approach of the Speed Management Plan</i> (Comments relate to all roads).	
4.	James Wix	<i>Yes, I agree</i> Yes I agree with the plans, particularly in the area that lies between or is bound by all the schools in Morrinsville - these are the streets that have the proposed 40km zone changes. These areas are where the majority of the students attending these schools live, so the safer we make it for them, whether cycling or walking, the better. Of course there will also be more students moving around in the near term with the houses in Lockerbie Estate becoming available. I also agree with the addition of the extra crossings and safety islands etc as detailed in the plan.	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>Yes, I support the approach of the Speed Management Plan</i> Further traffic calming solutions like rubber speed humps could also be investigated for the wider roads that are heavily used by students, for example the Western side of Stirling (from George), Willow Grove, and Kowhai Street. (Comments relate to Kowhai Avenue, Stirling Drive, Willow Grove).	Further speed related infrastructure improvements may be considered by Council as the programme of works takes place.
5.	Robert Edgar	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>Changes are required for me to support it</i> Speed is only one aspect of road safety management and as we have seen historically, it has a limited success. Reduction of speeds around schools and Marae is great but from the statistics given, this is not the major source of accidents, fatalities or injuries. Driver education has always been the primary method to change mindsets. Punitive speed fines have no place in this strategy. Marking of roads is terrible with blind rises, bridge crossings, corners having a lack of correct markings to indicate the no passing rule. Condition of roads is awful! Signage indicating speed is infrequent.	Council continues with driver education and other road safety campaigns. Speed Management is an integral part of the national road safety strategy (Road to Zero) that is being rolled out across the country. Enforcement through fines for traffic violations is also part of the government's campaign. Council's SMP aims to reduce serious injury and death statistics and we accept that road maintenance is also very important, as is road condition.

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					<p>Traffic cones are too numerous to mention and sometimes are there with speed reductions but no apparent reason for them.</p> <p>We seem to be concentrating on speed when there are other issues that require addressing more urgently!</p> <p>(Comments relate to all roads).</p>	
6.	Rosemary Garaway	<p><i>Yes, I agree</i></p> <p>Need to make it safer for children.</p>	<p><i>Yes, I agree</i></p> <p>Maraes usually have small children and elderly. They all need to be safe</p>	<p><i>Yes, I agree</i></p>	<p><i>Yes, I support the approach of the Speed Management Plan</i></p> <p>There's trucks using their jake brakes going past holmwood estate where people need to have quiet at night as these trucks are making enough noise to wake the deaf.</p> <p>A lot of people speed past trying to get to 100 before they have left town heading towards te aroha. There needs to be 2 fixed cameras there. One coming into town and one exiting town. They're definitely doing way more than the legal speed limit.</p> <p>(Comments relate to all roads).</p>	Information will be relayed to Waka Kotahi NZ Transport Agency the road controlling authority for state highways.
7.	Nick Jensen Kiwitahi School	<p><i>Yes, I agree</i></p>	<p><i>Yes, I agree</i></p>	<p><i>Yes, I agree</i></p>	<p><i>Yes, I support the approach of the Speed Management Plan</i></p> <p>(Comments relate to all roads).</p>	
8.	Peter Colmore-Williams	<p><i>No I don't agree</i></p> <p>Speed limits around towns should be 40 kms or lower in some cases with in 1km of a town center. Our towns are very busy places and a speed of 50kms allows for greater speeds than people can safely cross a road at. Many older people can not run across a road and with few crossings it is unsafe for them to do so . Children cross roads all over town and not just at crossings,</p>	<p><i>I'm not sure</i></p>	<p><i>No I don't agree</i></p> <p>Reduced speeds.</p>	<p><i>Changes are required for me to support it</i></p> <p>(Comments relate to all roads).</p>	Council is focussed on areas of high traffic movement and locations frequented by vulnerable pedestrians, rather than applying blanket restrictions.

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		again it's unsafe. We need to take a more responsible approach.				
9.	Heath Tapper	<i>Yes, I agree</i>	<i>No, I don't agree</i>	<i>No, I don't agree</i>	<i>No, I do not support the Speed Management Plan</i> (Comments relate to all roads).	
10.	Jeff Johnson	<i>Yes, I agree</i> Add speed bumps where practical	<i>Yes, I agree</i>	<i>Yes, I agree</i> More crossings as well, to affirm lower speeds	<i>Yes, I support the approach of the Speed Management Plan</i> Stop cars using Centennial and Tom Grant Drives; these are Boy Racer circuits at night. Put in barriers at all entry points. (Comments relate to all roads).	Further investigation of these points can be taken up by staff.
11.	Jolene Havenga	<i>Yes, I agree</i>	<i>No answer selected</i>	<i>Yes, I agree</i>	<i>Yes, I support the approach of the Speed Management Plan</i> Please will you consider to lower speed limits at Burwood Road. Children are struggling to cross the road to go to school. Or maybe a speed hump would be appreciated. Thank you (Comments relate to all roads).	Council staff appreciate that there are barriers to pedestrian movements between Burwood Road and schools further west e.g. College and Primary schools. Further investigation may warranted and can be investigated by staff.
12.	Bronwyn Stewart	<i>Yes, I agree</i>	<i>No, I don't agree</i>	<i>I'm not sure</i>	<i>Changes are required for me to support it</i> From the burwood roundabout to Rockford st on mangawhero rd should be 50km. (Comments relate to all roads).	These comments apply to SH24/Tauranga Road which is under the jurisdiction of Waka Kotahi NZ Transport Agency. Council staff will pass this information on.
13.	Irene Taylor	<i>No, I don't agree</i> You already have a 40 km zone around schools at school time. There doesn't need to be any changes for other times of the day. I have never noticed any problems around schools with this slower speed limit there now.	<i>No, I don't agree</i> Maybe temporary signs can be put up around tangi or other events. It does not need to be a blanket change of speed.	<i>No, I don't agree</i> No definitely not. People do not speed around town as the town now has a bigger population and more traffic. By lowering speeds you are going to get more frustrated drivers. Have you ever driven behind the yellow car that drives around town very slowly. Have you seen the frustration of motorists behind that man. If not you need to do so. This is what you are proposing. How many road rages are going to happen. It is getting dangerous on the roads now with road	<i>No, I do not support the Speed Management Plan</i> You are proposing to lower the speed limit on 50 roads which have tractors, cars and trucks who regularly use them. You want to put humps on those roads. Have you considered the poor homeowners some being retirees who are now not sleeping because of the consistent traffic noise of banging trucks, trailers, cars and tractors who use those roads and you want to put more in. If you need a pedestrian crossing use the normal painting on the road so the poor homeowner/tenant can at least sleep at night without worrying about the constant noise day	The SMP approach is to better align speed limits with the road environments and in doing so negate some of the concerns mentioned by the submitter. The SMP work is designed to reduce death and serious injury as much as possible and there are many secondary benefits in terms of facilitating the safe movements of adults, the elderly and children to/from schools, around towns etc.

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				rage. Do you really want a death on Matamata roads because of this. Roads should remain at 50. Put more cops on the roads watching drivers and if worried about speeding use them. Do not cause anger and road rage for the normal motorists driving around town who are careful drivers and maintain a good speed flow. It will not work. You will get more frustrated angry drivers, more accidents..	and night. Leave our roads as they are. They do not need changing. (Comments relate to all roads).	
14.	Greg McDonnell	<i>No, I don't agree</i> Zero is an impossible aim. Reducing speed is merely a sop, and increases congestion Most people drive tend to drive at least 3 to 4 km below the posted speed, and many speedometers read below the actual speed. A better option would be to revise the policies around traffic supervision of road works. The cost of compliance is huge, and must double the cost of road maintenance.	<i>No, I don't agree</i>	<i>No, I don't agree</i>	<i>No, I do not support the Speed Management Plan</i> (Comments relate to all roads).	Council acknowledges that Vision Zero is a vision not a target. The SMP approach is to better align speed limits with the road environments and as such is unlikely to have any negative effects on congestion. Temporary traffic management is outside of the scope of this work.
15.	Briar McGhie AllFord Mazda Auto Parts	<i>Yes, I agree</i>	<i>I'm not sure</i>	<i>I'm not sure</i>	<i>Changes are required for me to support it</i> With the ever growing houses on Grattan Road, I would love to see the beginning of Grattan Road and Gordon Ave, Te Aroha to be lowered to 70kms. People are often walking their dogs or biking with their families. As the area grows the walkers do as well. Thank you. (Comments relate to Grattan Road)	See Attachment 7.1 A within this document. Council can consider review of this suggestion at the next SMP iteration.
16.	Ryan Jackson	<i>Yes, I agree</i>	<i>No, I don't agree</i>	<i>No, I don't agree</i>	<i>Yes, I support the approach of the Speed Management Plan</i> Grattan Road has a lot more families and new houses on it now, there are a lot of young kids	Council can consider review of this suggestion at the next SMP iteration

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					<p>biking and walking to school every day along this 100k/hour road which has no footpath...this is an accident waiting to happen.</p> <p>This is definitely a road that's speed limit needs to be decreased to 70k or less. End of Gordon Ave and all of Grattan Road should be a 70km zone</p> <p>(Comments relate to Grattan Road; Walton Road)</p>	
17.	Jemma Van Eijk	<p><i>No, I don't agree</i></p> <p>St Joseph's Morrinsville needs a safe place for children to cross. Our main area of crossing is Victoria Ave, which is also our main bus stop and pick up area for parents. We currently have no set pedestrian crossing and a teacher in hi vis stands on the road to allow students to cross. A pedestrian crossing with working lights, and arms would be of huge benefit of safety to all. Even road signs to signal to drivers that there is a school on both Victoria and Park street with be an improvement. Cars drive so fast around this area and it would be great to see a reduced speed. We had one student hit by a car last year, luckily he had a helmet on and got away without serious injury.</p>	<p><i>Yes, I agree</i></p>	<p><i>Yes, I agree</i></p> <p>Although a few speed signs in the town area as a reminder would be great! On side streets etc.</p>	<p><i>I'm not sure</i></p> <p>(Comments relate to all roads).</p>	<p>This request is to be considered as part of a wider study into pedestrian movements and cycle facilities in the area.</p>
18.	Jane Anderson	<p><i>Yes, I agree</i></p> <p>It is not only schools. On Alexandra Road the 60km limit is rarely adhered to and trucks in particular consistently exceed the limit</p>	<p><i>No answer selected</i></p>	<p><i>Yes, I agree</i></p>	<p><i>Yes, I support the approach of the Speed Management Plan</i></p> <p>(Comments relate to all roads).</p>	<p>Wider enforcement issues are under consideration.</p>
19.	Clint Kati Te Kōingo Ltd	<p><i>No, I don't agree</i></p> <p>At present speed limit is 20km when passing a bus to let children off and on and most school areas in nz that I've seen have signs that</p>	<p><i>Yes, I agree</i></p> <p>Sadly alot of our Marae complexes in this area are adjacent to main roads where a lot of accidents have happened over the years,</p>	<p><i>I'm not sure</i></p> <p>As a local I haven't seen where speed has been a factor in and around the CBD</p>	<p><i>Changes are required for me to support it</i></p> <p>As stated above there has been numerous deaths/accidents outside marae, namely Raungaiti over the years</p>	<p>Staff have held a number of meetings at the marae in conjunction with Waka Kotahi NZ Transport Agency. Options are currently being considered to counter this speed issue.</p>

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		reduces speed down to 40km around school start and finish times any other time out side those hours it's 50km as per national policy ,There has been no reported deaths out side schools in Waharoa/Matamata that I am aware of	<p>speeds need to be reduced in these area as a means to slow vehicle traffic down .</p> <p>There are kids who are made to wait for school buses on the sides of these main roads and is NOT a good look for councils engagement with local iwi on safety around high foot traffic around marae (Papakainga)</p> <p>One big problem around these areas is around Tangihanga where traffic needs to turn or leave</p> <p>Traffic can atleast be reduced to 70km</p> <p>There has been reported deaths/accidents in thiese areas.</p>		<p>I acknowledge there has been a widening of the road and white lined turning bays with warning signs of turning vehicles</p> <p>Speeds need to be further reduced in this area for children awaiting school buses and furthermore for Tangihanga ,these are the main areas when foot traffic are high</p> <p>A reduced speed of 70km is proposed</p> <p>(Comments relate to all roads).</p>	
20.	Trevor Green	<i>Yes, I agree</i>	<i>No answer selected</i>	<p><i>Yes, I agree</i></p> <p>I don't actually need to see the speed limit change as it is almost impossible to do more than 30kph. during business hours</p>	<p><i>No answer selected</i></p> <p>Why are we trying to comply with this ridiculous road to Zero campaign, whilst ignoring the fact that we have a 70kph zone right outside a daycare centre on SH 27 in Matamata</p> <p>(Comments relate to all roads).</p>	<p>It is acknowledged that the Road to Zero programme will not meet every need in all cases, however the principles are sound.</p> <p>Waka Kotahi NZ Transport Agency has jurisdiction over state highways as the road controlling authority.</p>
21.	Katrina McIntyre	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<p><i>Yes, I agree</i></p> <p>However thefe needs to be more. I dont drive. Have never driven so to get my pet dog to big paw on waharoa road west i have to walk it. It is scarey as (1) speed limit is too high and (2) there is no footpath</p> <p>The speed limit should be 50kph to past big paw. Not 70kph and 100kph</p> <p>Why only reduce speeds at schools and marae. Reduce speed in whole cbd to</p>	<p><i>Changes are required for me to support it</i></p> <p>However thefe needs to be more. I dont drive. Have never driven so to get my pet dog to big paw on waharoa road west i have to walk it. It is scarey as (1) speed limit is too high and (2) there is no footpath</p> <p>The speed limit should be 50kph to past big paw. Not 70kph and 100kph</p> <p>Why only reduce speeds at schools and marae. Reduce speed in whole cbd to 30kph for benefit of all pedestrians, cyclists and mobility scooters</p>	<p>Council is focussed on areas of high traffic movement and locations frequented by vulnerable pedestrians, rather than applying blanket restrictions.</p> <p>Some of the named roads/suggested changes aren't Council owned and managed, and apply to Waka Kotahi NZ Transport Agency state highways.</p>

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				30kph for benefit of all pedestrians, cyclists and mobility scooters	(Comments relate to all roads).	
22.	Peter Smith	<i>Yes, I agree</i>	<i>I'm not sure</i>	<i>Yes, I agree</i>	<p><i>Yes, I support the approach of the Speed Management Plan</i></p> <p>Yes, as long as there is not a knee jerk response and enforcing lower speeds if there is a run of fatalities.</p> <p>On road near misses by idiots and teenage drivers is very scary, and far too common</p> <p>(Comments relate to all roads).</p>	The SMP approach is well considered and planned, and evidence based.
23.	Robert Witheford	<p><i>Yes, I agree</i></p> <p>I look forward to anything that will slow down the traffic on our street which has the main access to Morrinsville Intermediate on it.</p> <p>This has been raised with the Police & the school on a number of occasions but hasn't had much effect. Besides the excessive speed (mostly random & not only parent/caregivers) the use of cellphones by drivers after drop-off of children, is extremely concerning to the local residents. Perhaps a permanent speed camera would work???</p>	<i>I'm not sure</i>	<i>Yes, I agree</i>	<p><i>I'm not sure</i></p> <p>If we are unable to get driver to observe the 50km how are we going to get them to abide with even lower speeds.</p> <p>I am often overtaken when travelling at the limit.</p> <p>(Comments relate to all roads).</p>	It is recognised that the use of cell phones while driving is dangerous and that a separate action plan under Road to Zero is in place to deal with this matter.
24.	Steven Edwards Matamata Chamber of Commerce	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<p><i>Changes are required for me to support it</i></p> <p>On the whole, the Chamber agrees with the draft plan but following feedback from members and looking at the development of the town, there needs to be communication with Waka Kotahi on Waharoa West Rd (speed limit zones leading in to the town) and similarly Waharoa East Rd to create a greater buffer zone.</p> <p>(Comments relate to Waharoa Road - East).</p>	<p>Council staff have open communication with the Chambers of Commerce and share programme work.</p> <p>Discussions regarding Waharoa Road West have been had with the submitter with updates to be provided once Waka Kotahi NZ Transport Agency feedback their comments.</p>
25.	Bradley Hutton	<i>No, I don't agree</i>	<i>No, I don't agree</i>	<i>No, I don't agree</i>	<i>No, I do not support the Speed Management Plan</i>	

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					Stop the ridiculous tinkering with our roads (Comments relate to all roads).	
26.	Braden Waite	<i>Yes, I agree</i>	<i>I'm not sure</i>	<i>No, I don't agree</i> This review needs to extend to roads in close proximity to the town boundary e.g. Avenue Road South and West Street.	<i>Changes are required for me to support it</i> The speed limit changes / reduction's also need to apply to Avenue Road South and West Street which are currently 80km/h and 70km/h respectively. West streets sped limit of 70km/h is ridiculous. Moreover, it has multiple residents with school children often walking on the road after being picked up / dropped off to the school bus at the top of the road where it meets Avenue Road South. Both roads are in very close proximity to the main town centre and although have rural delivery addresses, are essentially more aligned to town than rural given their location. (Comments relate to all roads).	West Street has been included in the draft SMP, however Avenue Road South has not. Council could consider this at the next available iteration.
27.	Paul Hurrell	<i>Yes, I agree</i> Changing the speed limits around David St and Morrinsville Primary Schools, will have little overall affect on either child or parent safety. There are two large problems. Firstly David St School with all the parents coming in and out to drop of children from a small street creates havoc between 8 and 9am. I note that the school buses drop of children without entering the street, parking on non-designated areas on Coronation Road, For greater safety of all, entering David Street to drop off or pick up children should be banned and no-parking available between those school start and ending hours. Parents/council and the school should work to have children	<i>I'm not sure</i> Nil comment, not sure of the safety concerns expressed by Marae, however if Kura onsite then same as schools above.	<i>Yes, I agree</i> I think we need to starting thinking about making Thames Street a one way from Canada to Studholme and create spaces that slow traffic and creat seating areas in the central town.	<i>Changes are required for me to support it</i> See above. I would also like to see more work by council on bike lanes in and around the town and also reducing the speed limit leading out of Morrinsville to Te Aroha from 100 k's from town edge to 60 ks until the Railway bridge/Horrell Road. Happy to discuss any of my thoughts with planners. (Comments relate to all roads).	This request is to be considered as part of a wider study into pedestrian movements and cycle facilities in the area.

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		<p>dropped off near the school crossing on Studholme Street and the children walk the small distance to the school - a walking bus system could be arrange. Late parents speeding into David Street and not understanding the current give way laws is a far larger problem for all concerned.</p> <p>In relation to Morrinsville Primary I note that there is no LED lighting coming on to advise drivers they are in or approaching a school zone and this should be arrange for North St and Moorehouse Street (between Anderson and Coronation Road) so it is clear. In Australia during school start finish times, illumating and flashing lights were installed at the school crossings that have school crossing patrols as extra protection, I have actually witnessed late parents driving around the patrols signs when out on the road.</p> <p>The final area to consider is enforcement, the failure to enforce speed policy just creates a law for the few - the sound and sight of speeding cars along Coronation Road at all times of the day and night, especially tradies and their workers, delivery trucks, arriving at Locherbie in the morning and leaving in the evening as an ex-Police officer and member of the local Community Patrol, I get to witness cars doing closer to 80 kmph and have seen bikes using Coronation road as a testing ground.</p>				

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28.	Amanda Allan	<i>Yes, I agree</i> Walton School speed limit should be 50kms	<i>I'm not sure</i>	<i>I'm not sure</i>	<i>I'm not sure</i> (Comments relate to all roads).	Council could choose to review the proposed speed limit for Walton school in view of this request.
29.	Carol de Haas	<i>Yes, I agree</i>	<i>I'm not sure</i>	<i>Yes, I agree</i> Having escaped being bowled over (twice) while on the designated pedestrian crossing in the centre of Morrinsville on Thames Street, I wholeheartedly agree with the proposed changes I would like to see an extension of that from the roundabout to the Wallace Gallery corner or at least dropped to 40kph.	<i>Yes, I support the approach of the Speed Management Plan</i> (Comments relate to all roads).	Council could consider this request for an extension of the 30 km/h speed limit on Thames Street at the next review.
30.	Kelly Ward	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>Changes are required for me to support it</i> I would like to propose changes to the Bosson road speed limit changes to be extended further to the outer block (Grattan road to Gordon ave) with the potential of a footpath in coming years. This area is particularly busy with pedestrians, exercising dogs, bike and children walking to school. 60km would make a big difference to keeping everyone safer. (Comments relate to Bossons Road, Grattan Road)	Council could consider this suggestion at the next review.
31.	Kirsten Mattysen	<i>Yes, I agree</i> I agree but enforcing it is where there is a problem. It's all well and good having a sign that says 60km but most simply ignore. Sped limit around Kiwitahi school should have been changed YEARS AGO.	<i>I'm not sure</i>	<i>Yes, I agree</i>	<i>Yes, I support the approach of the Speed Management Plan</i> (Comments relate to all roads).	Wider enforcement issues are under consideration.
32.	Mark Ball	<i>No, I don't agree</i> We already have a reduced speed limit and an awareness of the dangers of traffic supported by the	<i>No, I don't agree</i> Why do we need to have a specific speed reduction outside a Marae? this is just another sign of	<i>Yes, I agree</i> There is no way the huge trucks should be going up our main street here, there needs to urgently be a loop road to take	<i>No, I do not support the Speed Management Plan</i> The government has the plan to reduce vehicles on the road and push people onto bikes which they will not achieve. All the money spent on	Speed limits around marae is about recognising the traffic generation from these known stopping places and that numerous activities can take place - from learning to meetings. There is cultural

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		road crossing people and the occasional attendance by the police.	the ever-increasing diversion between races that is being pushed by the government and facilitated by local councils. While there is vehicles on the roads you will never achieve zero deaths, we are humans and humans make mistakes. All you will achieve is frustration and division	the trucks away both for safety and noise reduction. Support your want to change with facts and figures or actual crashes and accidents involving harm and deaths do not just push a government agenda.	cycleways, reducing passing lanes, and lowering speed limits is not about safety its an agenda. Put more police on the roads to monitor flow and get on top of the slow drivers that have tails of traffic to ridiculous degrees (Comments relate to all roads).	appreciation for the activities that take place and presence of traffic. Heavy vehicles passing through town centres does impact the town centre environment and can be considered by Council separately and is planned for in cooperation with Waka Kotahi NZ Transport Agency.
33.	Alejandra Vergara	<i>No, I don't agree</i> When I am looking the map, Coronation Rd has not speed limit and kids from Intermedia and David street cross that road. Less speed is not needed outside school hours or holidays. It is only necessary to cross so it will be fixed with a pedestrian traffic light.	<i>No, I don't agree</i> 50 km/hr is ok	<i>Yes, I agree</i>	<i>Changes are required for me to support it</i> (Comments relate to all roads).	Council is not planning to change the existing speed on Coronation Road because of its road classification and one network framework function. The emphasis is on school speed reductions at set times before school opening and closing to support pedestrian movements to/from schools.
34.	Neville Te Hau Tanawhea	<i>I'm not sure</i>	<i>No, I don't agree</i> li want drop the speed limit to 50kmp on morrinsville Walton rd from the marae to rukumoana rd	<i>Yes, I agree</i>	<i>No answer selected</i> (Comments relate to all roads).	Council is in support of road safety near to the marae, therefore further investigation may be warranted.
35.	Emah Lane	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>Changes are required for me to support it</i> In the next round of Speed Management Planning please consider the residential streets on the other side of Studholme (Lorne, Page, Lear etc) where a reduced speed limit would be of community safety benefit. While I support most of these changes, I do not support the decrease on Morrinsville-Walton Road. I believe this should remain at 100kmph. (Comments relate to all roads).	Comments about residential streets on the western side of Studholme may be considered as part of the next iteration.
36.	Judy Hayes	<i>No, I don't agree</i> Has any of the Councilors driven the streets at 40km	<i>I'm not sure</i>	<i>No, I don't agree</i>	<i>No, I do not support the Speed Management Plan</i> (Comments relate to all roads).	Most residential streets included in the SMP are likely to have vehicle speeds lower than 50km/h already, so this is merely reinforcing vehicle speeds already being driven to.

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		I'd like to see them all do it in full view of the residents I then would be very interested to know what they think. For this I mean all the streets that are possibly being changed to the 40km speed limit. . Driving too slow can also be dangerous.				
37.	Holly McCaffrey	<i>No, I don't agree</i> Speeds are already slower outside schools/kura at times of pick ups/drop offs so I don't believe they need to be changed. We're a quiet town that doesn't have a lot of foot traffic. We don't need to change the speed.	<i>No, I don't agree</i>	<i>No, I don't agree</i> We're a quiet town that doesn't have a lot of foot traffic. We don't need to change the speed. The way our town centre's roads are laid out (not straight, slight bumps) ensures that people slow down and we do not need to lower the speed limit.	<i>No, I do not support the Speed Management Plan</i> I do not support the proposed changes. I do not think they are necessary or would be of any benefit. (Comments relate to all roads).	Speed limits around schools are targeted at reducing the impact on vulnerable road users. The aim is consistency of speed.
38.	Charlotte Cotter	<i>Yes, I agree</i>	<i>No, I don't agree</i>	<i>No, I don't agree</i>	<i>I'm not sure</i> (Comments relate to all roads).	
39.	Tuatahi Nightingale-Pene	<i>Yes, I agree</i> Can these rules apply during peak drop off and pick up hours.	<i>Yes, I agree</i> I would like the speeds around Kai a te mata to be lower but understand the complexities.	<i>I'm not sure</i> If there were plans in place to redirect heavy vehicles to by pass town centres, then I would agree to the proposed rules.	<i>Yes, I support the approach of the Speed Management Plan</i> (Comments relate to all roads).	Council staff appreciate that the redirection of heavy freight would be advantageous, however this issue is outside of the scope of the SMP.
40.	Cath Russell	<i>Yes, I agree</i>	<i>No, I don't agree</i>	<i>No, I don't agree</i>	<i>Changes are required for me to support it</i> I agree with lowering speed limits around schools but not on outer roads, around maraes or town centres. It gets confusing with so many different speed limits around the towns. It's also a lot of money to spend on extra signage not required currently. The two roads selected below in particular I feel do not need the speed limit lowering on. (Comments relate to Okauia Springs Road, Tower Road)	Staff appreciate that variation of speed limits can be frustrating however there is in these cases good reasons for the changes. Okauia Springs and Tower Road are linked to tourist attractions and command improved safety interventions.
41.	Shannon Clarke	<i>Yes, I agree</i>	<i>Yes, I agree</i> I agree with the approach. I whakapapa to Kai a te Mata Marae and I am concerned about	<i>Yes, I agree</i>	<i>I'm not sure</i> (Comments relate to all roads).	The success or otherwise of these works will be reviewed as part of the SMP. Should further speed reduction be warranted, this will be appraised then.

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			Trucks and other heavy vehicles zooming down that road because of its 100km speed limit and its a danger to whanau, tamariki, local pets and kaumatua who are turning in or out at the Marae. We support the changes to the approach, but I would ask the council to consider a 60km speed limit until it reached the Marae.			
42.	Hannah Ridling	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>Yes, I support the approach of the Speed Management Plan</i> Can you please look at implementing some speed reducing systems on Farmer Road because cars and trucks alike speed between 50km-100km at all times of the day when the speed limit is only 50km in the residential area. Perhaps a speed bump or speed camera will ensure the safety of our children and animals on these roads, along with protecting our houses as a lot of them shake heavily when the trucks speed through. Not sure why everyone thinks it's okay to speed down this road when it's clearly marked 50km. (Comments relate to all roads).	Wider enforcement issues are under consideration. Council could choose to review Farmer Road at the next available SMP review.
43.	Grant Summerell	<i>No, I don't agree</i> To my knowledge there is already signage around schools in Morrinsville and I do not see the need for the all the other speed changes proposed for Morrinsville, which be at considerable cost to the ratepayer. Further to that schools are not open every day of the year. I have not seen any reports from Council citing injuries outside schools as a result of a motorist driving at 50km.	<i>I'm not sure</i> I would have thought any major events at the Marae would require a traffic management plan possibly temporarily reducing speed for the event so that would negate the need for motorists to have a compulsory speed reduction outside Marae. By way of example why would we need to reduce speed outside a Marae at two o'clock in the morning.	<i>No, I don't agree</i> This is a timewasting venture, to fix a so called problem that does not exist. There are far more matters that need fixing that have been ignored for years than this issue. I have not seen any report that points to the need for a reduction of speed anywhere in the town centres or district.	<i>No, I do not support the Speed Management Plan</i> I have not seen any costs submitted for the numerous number of signs that would be required to give effect to Council's proposal, but can only guess it would be colossal. (Comments relate to all roads).	Speed limits around marae is about recognising the traffic generation from these known stopping places and that numerous activities can take place - from learning to meetings. There is cultural appreciation for the activities that take place and presence of traffic.
44.	Grant Summerell	<i>No, I don't agree</i>	<i>No, I don't agree</i>	<i>No, I don't agree</i>	<i>No, I do not support the Speed Management Plan</i>	

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		There are already signs outside schools that say reduce speed. I am not aware of the data you are using that says school children are getting injured but motorists travelling at 50km, or for that matter any report that states that reducing the speed limit to 40km will eliminate injuries.	I would have thought that any events held at a Marae would require a traffic management plan which would deal with traffic speeds.	No traffic in the town centre travel at a speed which relates to what is happening in town eg if it is busy people travel more slowly than if they are driving through at 10 o'clock at night with no traffic.	Aside from my comments above I would have guessed the cost of replacing all the signs suggested would be exorbitant and another unnecessary burden on the ratepayer. (Comments relate to all roads).	
45.	Rod Needham	<i>Yes, I agree</i> Should be during school terms	<i>Yes, I agree</i>	<i>No, I don't agree</i> It's not necessary. It's a storm in a tea cup. Wellington, again, stirring up trouble by do-gooders.	<i>No, I do not support the Speed Management Plan</i> Not necessary (Comments relate to all roads).	
46.	Martijn Brinkhuis	<i>Yes, I agree</i> Consideration could also be given here to the construction, for example, of speed bumps and large flower boxes to force motorists to drive slower in school areas.	<i>Yes, I agree</i>	<i>Yes, I agree</i> Consideration could also be given here to the construction, for example, of speed bumps and large flower boxes to force motorists to drive slower in town centres.	<i>Changes are required for me to support it</i> I would like to make a suggestion for a specific road situation. However, one of the suggestions can be drawn more broadly and applied to any State Highway that goes in and out of an urban area. The specific situation involves State Highway 26 Te Aroha inbound and outbound, connecting to Centennial Avenue, on the border of the 100 km/hr and 50 km/hr zones. Because Tui Pa Road is just outside the 50km/hr zone, it makes turning onto Tui Pa Road very dangerous for the following reasons. Te Aroha inbound: turning right into Tui Pa Road, following traffic is still travelling at 100km/hr, as most drivers only slow down at the 50km sign. Lining up is not possible and there is little room to pass on the left, forcing inattentive drivers to brake suddenly. Also, the speed of oncoming traffic is difficult to estimate because they are accelerating and some drivers are already at top speed. Coming out of Te Aroha, turning left into Tui Pa Road is even more dangerous. With the 50km/hr sign in sight, many drivers are already accelerating while the one who wants to enter Tui Pa road has to slow down sharply as the turn does not lend itself to be taken at higher speed. Also, the exit is	When it comes to the state highways Council are not the road controlling authority and therefore cannot address the concerns however we can pass the feedback on to Waka Kotahi NZ Transport Agency.

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					<p>hardly visible, so many drivers cannot anticipate turning traffic because they are not expecting that (yes, I do use my indicators!). On a personal note, it happens regularly that I get a middle finger pointed at me, that there is bumper sticking or that I am honked at, just because I am turning and the traffic behind me has to slow down or could not make speed because of my intention to turn, despite entering a 100km/hr zone.</p> <p>Both situations are even more dangerous with heavily loaded trucks, which frequently enter and exit Te Aroha on this road, given the significantly longer braking distance of such vehicles.</p> <p>Also coming from Tui Pa Road and turning left or right is not without danger. The speed of outbound traffic is difficult to estimate because of acceleration, poor visibility to the right which means you have to continue almost to the main road, and outbound traffic often does not realize there is another side road before exiting Te Aroha.</p> <p>The current situation also makes the speed limit 100km/hr for Tui Pa Road itself. This road is not suitable for such a high speed and creates dangerous situations when we as residents of Tui Pa Road walk our dog or drive down our driveway. This is apart from the nuisance it causes when motorists and especially motorcyclists fully open the throttle shortly after they entered Tui Pa Road. I am aware that an adjusted speed has been proposed in the current Interim Speed Management Plan.</p> <p>I am pleased to read that traffic safety around Marae is receiving attention. These unsafe traffic situations also concerns the visitors of the Tui Pa Marae. This outline of dangerous traffic situations also applies to some extent to the exit to the golf course, a little further along SH26.</p> <p>(Comments relate to Tui Pa Road)</p>	

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47.	Jason Tidmarsh	<i>No answer selected</i>	<i>No answer selected</i>	<i>No answer selected</i>	<i>No answer selected</i> Turn the Centennial Drives and Tom Grant Drive in Matamata into cycle and pedestrian only. Incorporate parking at the start points and then block vehicle access. (Comments relate to all roads).	The request is outside of the SMP scope.
48.	Andrea Jane	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>No answer selected</i> Limiting speed around the CBD is fine but 60-70ks would be suitable on the main roads out of Matamata in all directions.	<i>No, I do not support the Speed Management Plan</i> Speed on the open road needs to remain @100 - 110kms. Better provision needs to be made for those who prefer to travel at lower speed to be able to allow passing. This would improve traffic flow & lessen the pressure between those holding up traffic unnecessarily & the anxiety that comes with the time pressures of modern life that slow traffic induces (Comments relate to all roads).	Open road speed limits have not been reduced in the draft SMP, as the focus has been on schools, marae and town centres.
49.	Richard Worley	<i>Yes, I agree</i> The intention is good, but the timescale is far too slow. It is ironic that a 'speed management plan' implementation is stated as not starting until 2024. That would make a hard-hitting headline in the press and broadcast media!	<i>Yes, I agree</i> The intention is good, but the timescale is far too slow. It is ironic that a 'speed management plan' implementation is stated as not starting until 2024. That would make a hard-hitting headline in the press and broadcast media!	<i>Yes, I agree</i> The intention is good, but the timescale is far too slow. It is ironic that a 'speed management plan' implementation is stated as not starting until 2024. That would make a hard-hitting headline in the press and broadcast media!	<i>Changes are required for me to support it</i> 1. Much earlier implementation. After all, the road injuries and deaths have not suddenly appeared; we've known about the problem for decades. 2. Known accident hot-spots should be included, not just schools, marae and town centres. (Comments relate to all roads).	The SMP programme is substantial and technical, requiring long term funding and works programmes.
50.	Richard Worley	Please see below [staff note: this refers to the above comments]	Please see below [staff note: this refers to the above comments]	Please see below [staff note: this refers to the above comments]	<i>Changes are required for me to support it</i> Further to my accompanying recent submission, please note that nothing in the plan has any validity UNLESS it is supported by means of effective enforcement. Council must have this as an underlying prerequisite, otherwise the 'plan' is merely rhetoric. (Comments relate to all roads).	Wider enforcement issues are under consideration.
51.	Isobel Worley	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>Yes, I support the approach of the Speed Management Plan</i>	

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		Good	Good	Good	(Comments relate to all roads).	
52.	Marie Carter	<i>No, I don't agree</i> There are already reduced speed zones in place for schooling hours where they need to be. The whole road doesn't need to be reduced speed during other times when children aren't necessarily on that road. Where is the evidence to show that the whole roads need to be reduced eg North Street all the way to Seales Road with a variable speed zone outside the college. There are no pedestrian crossings for the college, Morrinsville school or St Joseph school so if children are the concern these should be in place before slowing the speed of traffic. If you are concerned cars are travelling too fast then why are there no police patrolling these areas or speed cameras in place.	<i>No, I don't agree</i> Why? Why does the speed need to change? If need be why is it not a variable speed which only happens when there is events or many whanau travelling in or out of the marae.	<i>No, I don't agree</i> The speeds don't need to be lower. No one travels fast as there are too many speed humps to slow you down as well as a pedestrian crossing.	<i>No, I do not support the Speed Management Plan</i> Sadly reducing the speed isn't going to do much but frustrate drivers who when they continue to "speed up" after passing the school areas, maraes or town centres. There are more concerning drivers who over take in 50km areas who won't give a toss about the reduced speeds. I have not seen any evidence to support the need for these changes and know the importance of educating young tamariki for their safety and ensuring drivers understand their role behind the wheel. Education and empowerment is more important than lowering the speed which is unnecessary. (Comments relate to all roads).	Efforts are being applied to areas of the road network where change can best be achieved (in cooperation with schools).
53.	Emma Warrender	<i>Yes, I agree</i> I feel this is a good thing to have in place to keep our children safe entering and leaving school grounds.	<i>I'm not sure</i>	<i>Yes, I agree</i> Yes as there is way to many dock head out there that drive way to fast on our town streets	<i>Yes, I support the approach of the Speed Management Plan</i> (Comments relate to all roads).	Efforts are being applied to areas of the road network where change can best be achieved (in cooperation with schools).
54.	Peter Hexter	<i>Yes, I agree</i>	<i>I'm not sure</i>	<i>Yes, I agree</i>	<i>Yes, I support the approach of the Speed Management Plan</i> I would tweak some of the speed limits, I believe Avenue Road should be reduced from 60 to 50. I would like to see the road speed drop on State Highway 26, the approach from Hamilton to Morrinsville drop from 70 to 50. In addition the 70km moved to around the corner - back 500 meters from where it is currently. This will help the the light industrial buildings and businesses along here, as well as the day care. There is a number of residences along this road, even though it is	Efforts are being applied to areas of the road network where change can best be achieved. Council could consider further speed reductions in the next review.

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					marked as rural residential, they still need to be taken into account. All service lanes should be reduced to 20 km per hour. (Comments relate to Avenue Road North)	
55.	Naretta Aspinall	<i>No, I don't agree</i> Speeds around schools in Matamata have only been addressed where the affected roads are not part of the State Highway System. If the MPDC has consulted with Waka Kotahi who are responsible for SH24 and SH27, where are the speed limit adjustments for Matamata College and Matamata Primary, the 2 largest schools in the area? Is the council advocating for the safety of all school children by way of their partnership with Waka Kotahi, or just in areas where it is convenient?	<i>I'm not sure</i>	<i>No, I don't agree</i> As above, speed limit reduction has only been addressed where the affected roads are not part of the State Highway System. As Broadway is part of SH24 it seems that the MPDC has deferred responsibility for it's speed to Waka Kotahi. (I have addressed this with the MPDC roading department and received a response to that end) It's unfathomable how the road through residential, retail, hospitality and SCHOOL zones in the centre of an increasingly busy town is not the priority. Broadway between Burwood Road and Firth Street should be 30km. Please refer to the Waipa DC and Cambridge speed restrictions. The excessive heavy vehicle and agricultural traffic using these roads are a fatality waiting to happen. Now the bypass has been scuttled, a fit for purpose, alternative traffic management plan must be put in place, starting with speed management on State Highway 24.	<i>Changes are required for me to support it</i> I also note that the speed through Centennial Drive is proposed to increase from 25 to 30? In addition there's no mention of changes to Tom Grant Drive, despite it being part of the Centennial Drive town belt walk? (Comments relate to all roads).	Staff are being proactive in their dealings with Waka Kotahi NZ Transport Agency and are openly advocating for change on state highways.
56.	Lisa Gardiner Ngāti Hauā Iwi Trust	<i>Yes, I agree</i> We support Council's approach to managing speeds outside and around schools within the district and we encourage direct engagement between Council and schools and school communities regarding these matters.	<i>Yes, I agree</i> We support Council's approach to managing speeds outside and around marae within the district and we expect Council to engage directly with affected marae and marae communities regarding these matters.	<i>Yes, I agree</i>	<i>Yes, I support the approach of the Speed Management Plan</i> (Comments relate to all roads).	Council looks forward to continued interactions with schools and marae as appropriate.
57.	Te Rauna Cawker	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>Changes are required for me to support it</i>	Staff will raise concerns with Waka Kotahi NZ Transport Agency at the next available opportunity.

Sub#	Name/ Organisation	Do you agree with our approach to managing speeds outside and around schools within the district?	Do you agree with our approach to managing speeds outside marae within the district?	Do you agree with our approach to managing speeds in town centres within the district?	Do you support our draft Speed Management Plan in general?	Staff comments
		Great idea to manage speeds outside and around schools.	Absolutely agree with your approach to managing speed outside all marae within the district.	In agreement to your approach to manage speeds in town centres	I've read through the document and I do not see Ukaipo Marae or Te Omeka Pa (Te Poi) on the proposed safety road locations. The two marae are the only two changes that I would like included on the proposed Speed Management plan. These marae are exposed to heavy traffic and speeding vehicles everyday. (Comments relate to all roads).	
58.	Hamuera Evans	<i>Yes, I agree</i>	<i>Yes, I agree</i> I would like to see 60-70km zone area 200m either side of Te Omeka Paa, as it's a dangerous corner pulling into the marae and out of, especially when Hui, Tangihanga, church services every Sunday. This created major hazards for traffic - haukainga, manuhiri, kaumatua & kuia. I hope I. Good faith something can be put into place to assist Te Omeka Pa. Lastly Ukaipo Marae is also in our area that would also be good for the very same reasons, as it's truly dangerous at various times to turn safely into the marae from the matamata direction. Thank you for your time I hope this submission is considered. Kind regards Hamuera Evans	<i>Yes, I agree</i>	<i>Changes are required for me to support it</i> I would like to see 60-70km zone area 200m either side of Te Omeka Paa, as it's a dangerous corner pulling into the marae and out of, especially when Hui, Tangihanga, church services every Sunday. This created major hazards for traffic - haukainga, manuhiri, kaumatua & kuia. I hope I. Good faith something can be put into place to assist Te Omeka Pa. Lastly Ukaipo Marae is also in our area that would also be good for the very same reasons, as it's truly dangerous at various times to turn safely into the marae from the matamata direction. Thank you for your time I hope this submission is considered. Kind regards (Comments relate to all roads).	Staff will raise concerns with Waka Kotahi NZ Transport Agency at the next available opportunity.
59.	Nicole Haumu	<i>Yes, I agree</i>	<i>Yes, I agree</i> Te Omeka pa, Ukaipo marae	<i>Yes, I agree</i>	<i>Yes, I support the approach of the Speed Management Plan</i> (Comments relate to all roads).	Staff will raise concerns with Waka Kotahi NZ Transport Agency at the next available opportunity.
60.	Manwell Haumu	<i>Yes, I agree</i>	<i>Yes, I agree</i> Te Omeka Paa	<i>Yes, I agree</i>	<i>Yes, I support the approach of the Speed Management Plan</i>	Staff will raise concerns with Waka Kotahi NZ Transport Agency at the next available opportunity.

Sub#	Name/ Organisation	Do you agree with our approach to managing speeds outside and around schools within the district?	Do you agree with our approach to managing speeds outside marae within the district?	Do you agree with our approach to managing speeds in town centres within the district?	Do you support our draft Speed Management Plan in general?	Staff comments
			Ukaipo Marae		(Comments relate to all roads).	
61.	Wayne Logan	<i>No, I don't agree</i> I disagree with this as it is a school zone and it is all ready 40km at certain times of the day now. When there is no school its back to 50km. I think the best way is to put lights for crossing the roads this works not only for school but also give our old members of the community somewhere to cross safely.	<i>No, I don't agree</i> No not at all if this is the case it should be done for every race / beliefs meeting house/ church not just one.	<i>No, I don't agree</i> I disagree as you just need to sit outside a coffee shop, and you won't see anyone speed as the main street is to tight and with the humps in the main street keeps it slow..	<i>No, I do not support the Speed Management Plan</i> I disagree as I think there can be better ideas to do that would be better long term. As I said before lights for schools & some childcare centres & outside the pharmacy on Studholme St. I also think an island on the OUT from the Warehouse on Studholme St. This would make it one way left turn only and stop traffic trying to beat the gaps only to have a car coming out off countdown doing the same. (Comments relate to all roads).	Efforts are being applied to areas of the road network where change can best be achieved. Additional points raised could be considered by Council at the next review.
62.	Jill Taylor Ngati Tumutumu Trust	<i>Yes, I agree</i> These are a priority and our only concern is that these do not have a specific detailed implementation plan. Implementation needs to occur immediately or within a year or adoption.	<i>Yes, I agree</i> Again, what are the priorities, when will this happen specifically for Marae on Main Roads and Highways. Set time frames need to be implemented by Council.	<i>Yes, I agree</i> Implementation and planning for priorities within the 10 year plan needs to occur.	<i>Yes, I support the approach of the Speed Management Plan</i> The 10 year plan needs to address the priorities and establish an implementation plan or timeframes within the 10 years that these will me made. Council needs to find the balance between planning and action. (Comments relate to all roads).	Efforts are being applied to areas of the road network where change can best be achieved. Timeframes in some cases have not been specified and/or are subject to change for reasons of funding and to coincide with future workloads.
63.	Te Whetu Marama Henare	<i>Yes, I agree</i>	<i>Yes, I agree</i> A reduction of traffic speed is desperately needed, accessing and departing our marae (Te Omeka Pā and Ūkaipō), cemetary and homes in Te Poi is horrifically dangerous. Turning bays would also be helpful.	<i>Yes, I agree</i>	<i>Yes, I support the approach of the Speed Management Plan</i> (Comments relate to all roads).	Staff will raise concerns with Waka Kotahi NZ Transport Agency at the next available opportunity.
64.	Kirika Anderson	<i>Yes, I agree</i>	<i>Yes, I agree</i> Yes, I would like the speeds to reduce to at least 50km around Tauranga Road, Te Poi - Ukaipo Marae (state highway 29) and Te Omeka Pā (State Highway 24) in Te Poi. It is highly dangerous as vehicles tend to speed through these roads especially heading up	<i>Yes, I agree</i>	<i>Changes are required for me to support it</i> Reduce speed on roads entering and exiting all marae at least to 50k (Comments relate to all roads).	Staff will raise concerns with Waka Kotahi NZ Transport Agency at the next available opportunity.

Sub#	Name/ Organisation	Do you agree with our approach to managing speeds outside and around schools within the district?	Do you agree with our approach to managing speeds outside marae within the district?	Do you agree with our approach to managing speeds in town centres within the district?	Do you support our draft Speed Management Plan in general?	Staff comments
			to the Kaimai hill and during huge gatherings at both marae.			
65.	Hariata Anderson	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>I'm not sure</i>	<i>Yes, I support the approach of the Speed Management Plan</i> (Comments relate to all roads).	
66.	Nikora Evans Te Omeka Marae / Ukaipo Marae	<i>No answer selected</i>	<i>No answer selected</i> I don't see Te Omeka Marae or Ukaipo Marae on your list of speed reduction?	<i>No answer selected</i>	<i>Yes, I support the approach of the Speed Management Plan</i> (Comments relate to all roads).	Staff will raise concerns with Waka Kotahi NZ Transport Agency at the next available opportunity.
67.	John Harris	<i>I'm not sure</i> Schools: Schools are highly emotive areas to deal with and the main offenders are often parents who are particularly concerned with their own child/children and not others. This may appear overly harsh but I have spent hundreds of hours in Schools throughout the Thames Valley, Bay of Plenty and Waikato observing traffic behaviour, including children and parents. The large SUVs prevalent around schools does not help the issue, as they do not have boots/trunks which can increase the chance of an approaching driver seeing a child coming out from behind a car. I have talked to numerous School Principals, Boards of Trustees (BOT) and Education Agency Representatives and often suggested that Principals ask the Police if they could carry out random patrols in the school vicinity and have a few tickets out to the parents. Nobody wants to do it, but it is effective and cheap. It was often suggested that	<i>I'm not sure</i> I have run out of time and thus cannot provide meaningful comments except the signage for Kai a te Mata Marae, as there will a proliferation of signs that could negatively impact on approaching driver awareness of the railway crossing. I was raised in the not too many signs period, as drivers can only take in a certain time period and the added signage could overwhelm a driver's ability to absorb it all and the other issue being that the physical signs could actually hide the more important railway signs.	<i>I'm not sure</i> I agree with the overall concept but have significant concerns about specifics, especially the level of confusion for both local and unfamiliar drivers, and the ability to enforce it, plus the proliferation of signs which will only reduce safety as the driver is distracted when looking for signs in every street. A logical and intuitively designed 30kph zone would mean the driver is able to concentrate on the environment around them. It would also reduce costs. Morrinsville: A number of roads that should be included, are not, particularly in Morrinsville, which has not included both Moorhouse St South and Lorne St South, both of which have central angle parking, with vehicles reversing directly into oncoming traffic. Thames St. zone should extend from Studholme St. west to the intersection with the SH26 Bypass. For consistency, Studholme St South should be 30kph to the Allen St roundabout, as it is an extremely busy road, almost always having stationary vehicles, especially service vehicles, but also short term parking with people going into the bakery, exacerbated by	<i>Changes are required for me to support it</i> General comments: I agree with the overall concept but have concerns over some of the individual details/projects and rationales, which are stated in the relevant questions in the submission form. There also appears to be a strong reliance on the use of Fatal and Serious injuries in calculating priority and understand the reasoning behind it, they are accurate. Minor and non-injury crashes are unreliable. Their unreliability is, however, on the conservative side, sometimes exceeding 50% in some regions, but the difference in potential outcomes of a fatal/serious injury crash and minor/non-injury crash can simply be a matter of chance or luck and there is anecdotal evidence from first responders to give this a high degree of validity. All crashes should be considered when setting priorities which be set by the level of risk to the public. Simply because it is perceived to be dangerous without evidence is dangerous, as it takes essential areas that are not obviously perceived to be dangerous but have crashes. Sometimes, half measure improvements can increase the risk of crashes, simply because the driver perceives that the area is safe. Ensure that the priorities are based on risk analysis, not convenience or any other reason.	See Attachment 7.1 B within this document. The concerns are acknowledged and are complex in nature. Best efforts have been applied to this programme of SMP work - acknowledging the pitfalls associated with it - including extensive consultation with schools/kura and marae. Suggested improvements and extensions to speed limit areas could be considered at the next available review.

Sub#	Name/ Organisation	Do you agree with our approach to managing speeds outside and around schools within the district?	Do you agree with our approach to managing speeds outside marae within the district?	Do you agree with our approach to managing speeds in town centres within the district?	Do you support our draft Speed Management Plan in general?	Staff comments
		<p>ticketed parents would be very angry with the school and my counter to that was those particular people would be the most harsh and accusatory towards the school, in the event of their child being injured or killed.</p> <p>Various Education related agencies have developed programmes for this general issue, one aptly called "Chaos at the School Gate", now not politically correct but still directly relevant.</p> <p>There were various agendas by different people at the schools, often with the Council being the meat in the sandwich. MPDC has a policy, probably now collecting dust, which requires a meeting with the BOT, Principal, Ministry of Education and Council, whenever there is safety issue and Council is expected to pay for it. The Ministry, BOT and Council all have a duty and responsibility of care, so can also be joint funding parties to keep Council's costs down.</p> <p>One aspect that was not discussed, in terms of children travelling by bus, are that more children have died as a result of getting on or off a school bus, and while I understand that it is beyond the obvious scope of this project, but is a case of speed management around stationary school buses and possibly thinking outside the square. I have prepared reports on this issue for Council and the biggest hurdle, for bus companies, is money and it might be</p>		<p>vehicles reversing out of the Hospiceshop carpark, the service lane, etc.</p> <p>This would also allow a uniform speed from all directions of the Studholme St./ Studholme St. roundabout, again removing the necessity of requiring multiple speed signs. Unfortunately the Allen St Roundabout will have one speed change for entering and exiting Studholme Street CBD length.</p> <p>With regard to pedestrian movements, there used to be, from memory, formal pedestrian crossings in either each block, or most of them. They were removed and replaced with poorly designed informal raised platforms. A very large number of Morrinsville petitioned for the formal pedestrian crossings be reinstated and it took years to get just one. A significant number of children from Studholme Street South area have to cross both Allen Street and Thames Street, as all the schools are on the northern side of Morrinsville.</p> <p>The precinct or zone system automatically covers any confusion with the service lanes, unless they are required to have an even lower speed but, ultimately they are public roads.</p> <p>In terms of the residential areas of Morrinsville, I have no problems with the 40kph, apart from suggesting that for continuity, plus reduced signage and distractions, that Golfcourse Road, Pinehurst Cres, plus all the other no exit roads off the 40kph ring road in the Lockerbie Development, shown in the plans, be incorporated in the 40kph speed zone.</p>	<p>I have long suspected that our climbing crashes are, in part, to the constant reminder that if you have a 5 star vehicle, you will be safe, as well as an increasing reliance on electronic signage. It is taking the responsibility away from the driver and I wonder when the road controlling authorities will be sued for crashes that may have occurred as a result of an electronic sign fault or failure. "I didn't slow down because it didn't tell me to" and before anyone rubbishes that statement, I have talked to people that he travels around all corners at 100kph, if there is no sign to tell me to go slower. He was, by chance, an insurance salesman, and my only comment, after I explained to him that it was a total impossibility to signpost every corner and that you are expected to be aware of and drive to the conditions, that it was a miracle that he was still alive. I have not seen him since.</p> <p>I have also talked to people that have vehicles with autonomous braking and have had near crash experience. One driver told me that, while driving along a highway at night, his car braked before he was aware of a cow on the road, thus avoiding a serious crash. Another had seen that his car had decided to respond itself to a possible impending crash, but it was not necessarily the way he would have handled it. I'm not sure who won, be the crash was avoided.</p> <p>Unfortunately, there are still only a small portion of these vehicles on the road, and we still have to be acutely aware of what is going on around us and work on the theory that every other driver on the road is an idiot, you may live longer.</p> <p>(Comments relate to Ballybunnion Crescent)</p>	

Sub#	Name/ Organisation	Do you agree with our approach to managing speeds outside and around schools within the district?	Do you agree with our approach to managing speeds outside marae within the district?	Do you agree with our approach to managing speeds in town centres within the district?	Do you support our draft Speed Management Plan in general?	Staff comments
		interesting if Council went into a partnership with NZTA, Government Education and Transport Agencies and bus companies to find a method of funding alterations to buses and amending the necessary legislation. Good look for Council.		<p>In terms of Snell St., outside the residential areas, and Avenue Road North might be further reduced to 50kph. Given the amount of industry, and still growing, plus the 45kph tight bend, it is possible that a large amount of the heavy vehicles may not reach 60kph before they have to slow down for the corner and SH26 roundabout.</p> <p>There is also the issue of truck and trailer units, either entering or exiting the road also take a lot longer than smaller vehicles.</p> <p>Similarly, the existing 50kph sign could be moved further south to south of West St. which would allow it to be 50kph and would also include the access to the Morrinsville Recreation Reserve, thus creating a safer entrance and would, like Studholme St.</p>		
68.	Hamilton Wright	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>Yes, I agree</i>	<i>Changes are required for me to support it</i> <i>As said all the town 40kph . It is logical</i> <i>(Comments relate to all roads).</i>	Council is focussed on areas of high traffic movement and locations frequented by vulnerable pedestrians, rather than applying blanket restrictions.

1.5 Facebook Comments

Reach: 2,427

Reactions: 3

Comments: 5

Chris Tily: I live at the Matamata end of studholme st which is suppose to be 50km. Apart from a few most cars & trucks fly by. I would love to see more police cars outside with speed cameras

Maxine Schultz: Wouldnt we all .Like to see more Police cars on our road. Be more safer for everyone . To much speed on our road as well.

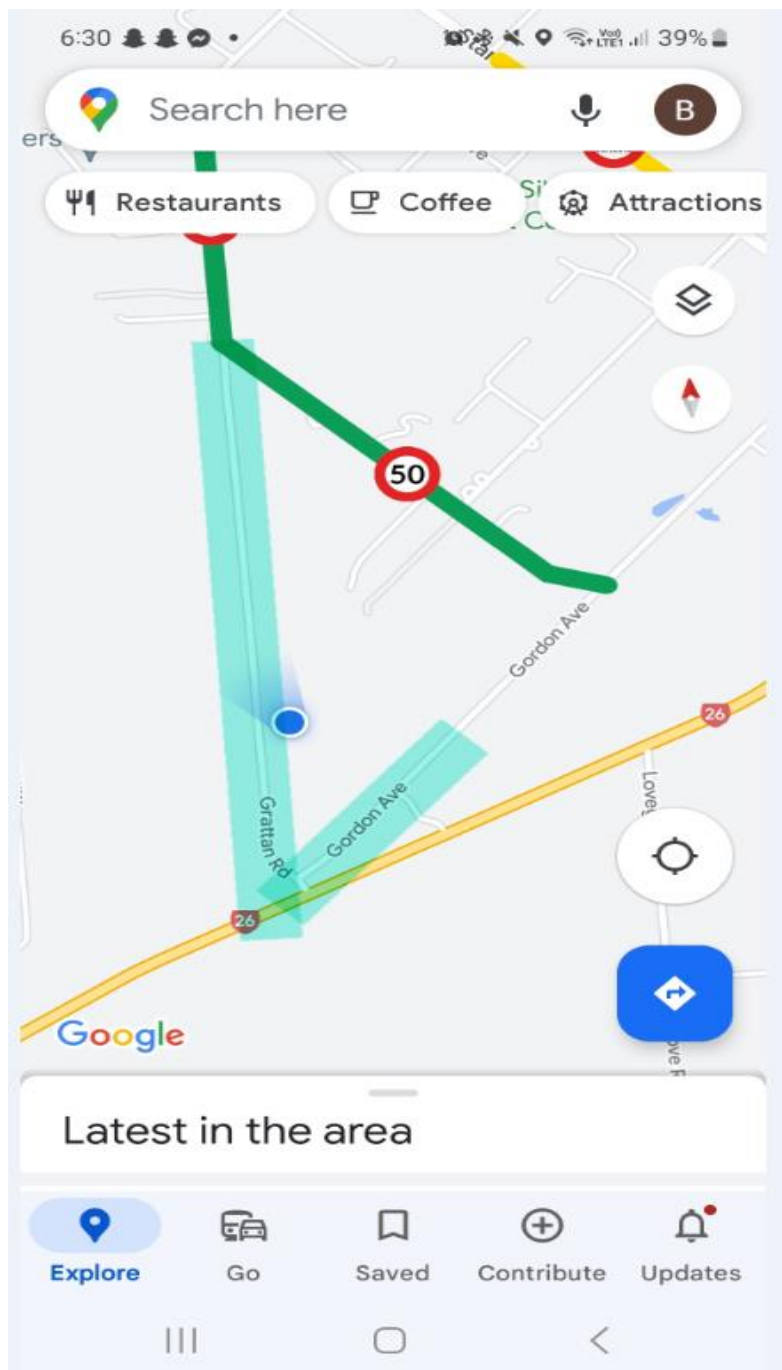
Christopher Randal: I thought that the Prime Minister had ordered an end to this speed reduction stupidity?

Rowena Randell: Waharoa East Rd has so many speeding vehicles

7. Attachments

7.1 Draft Speed Management Plan

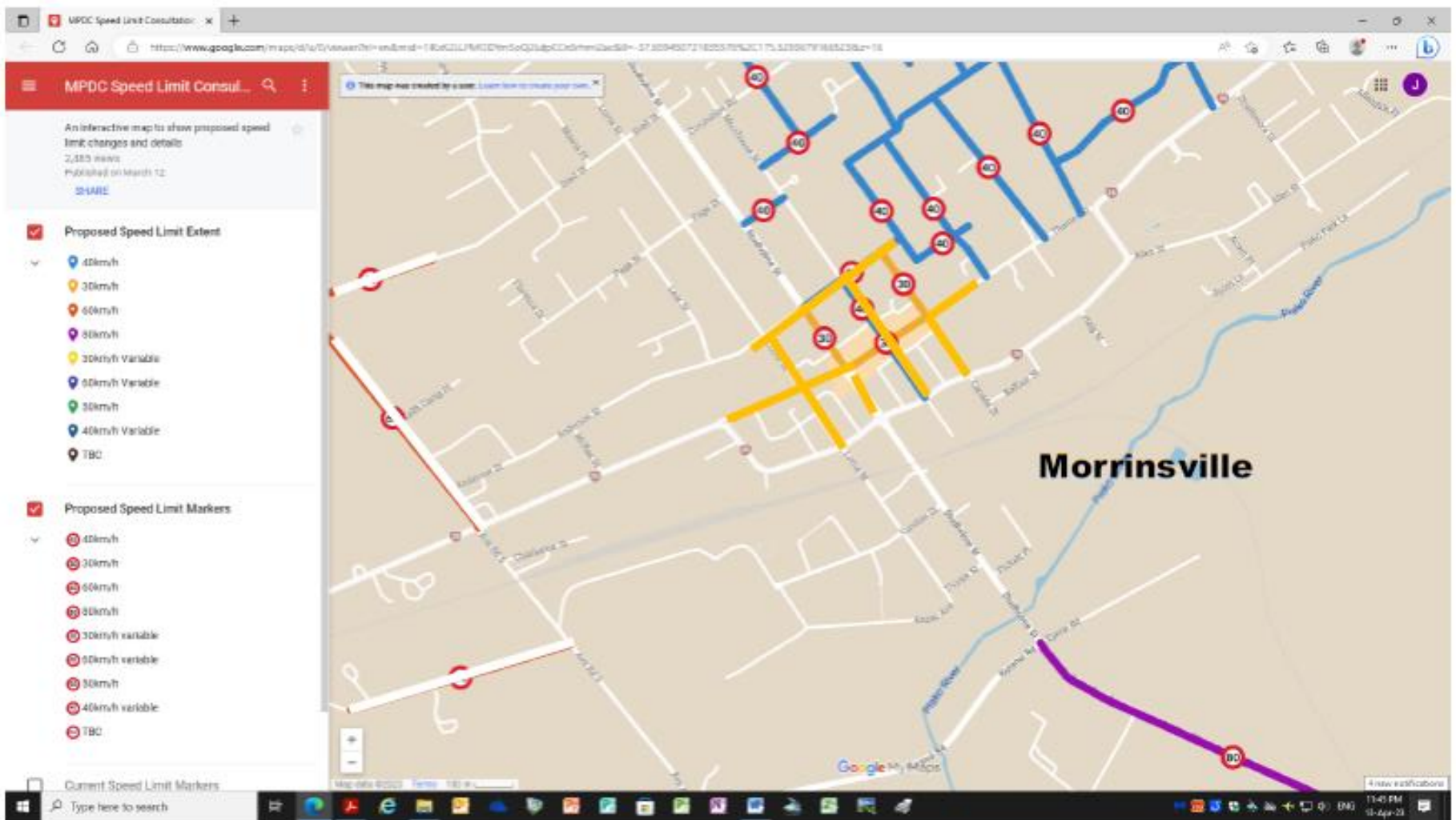
A – Briar Mcghie



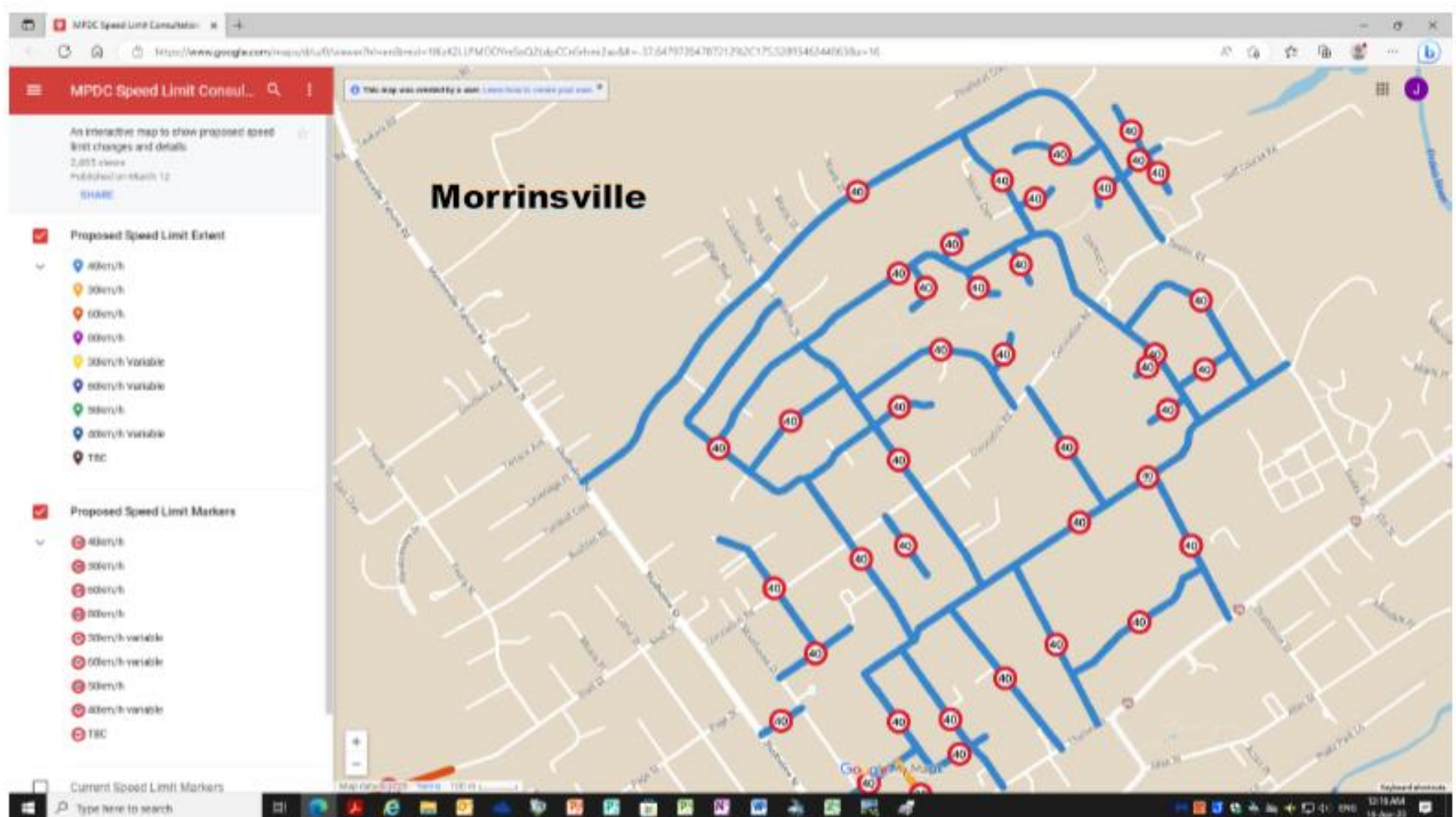


B – John Harris

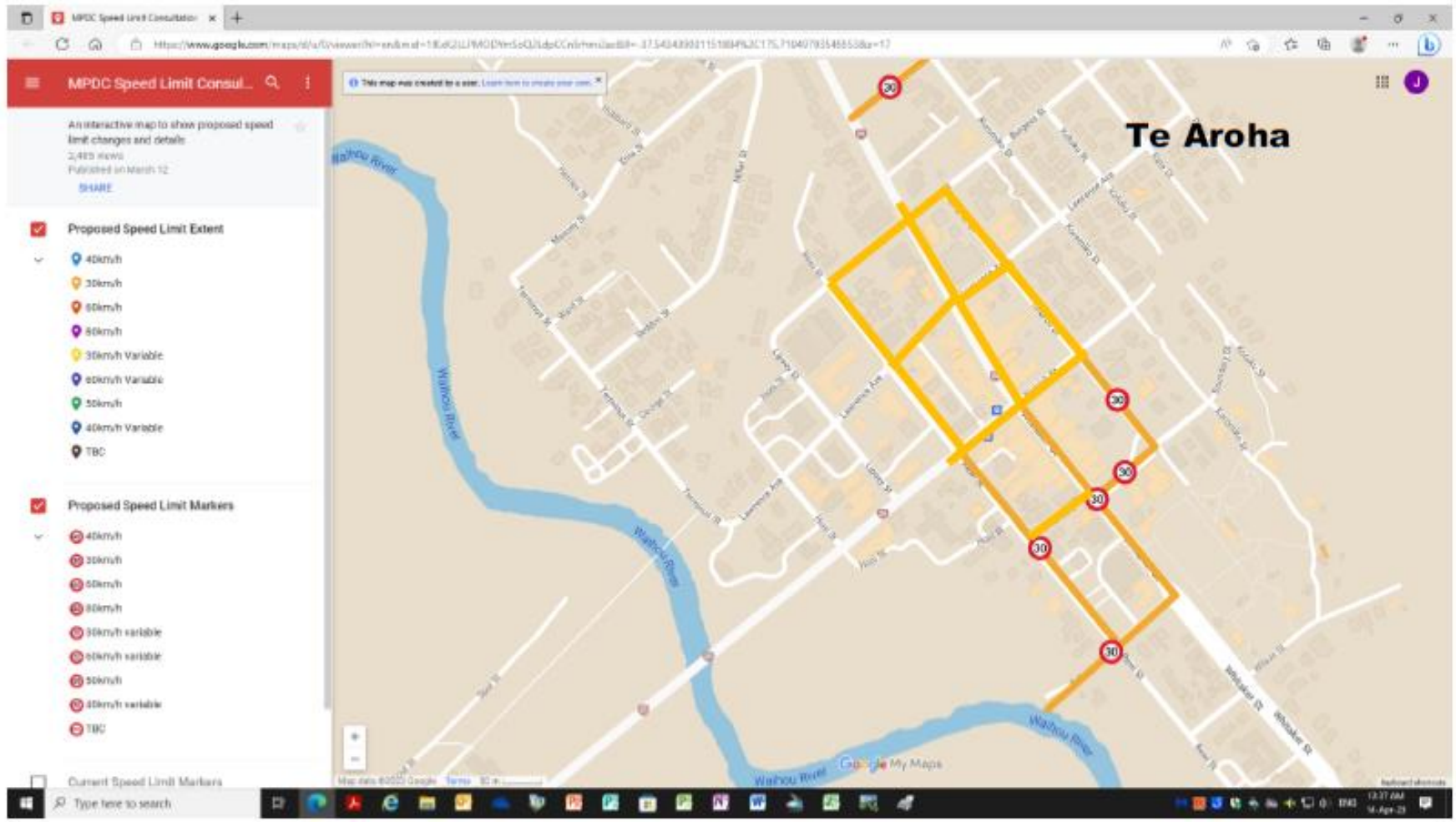
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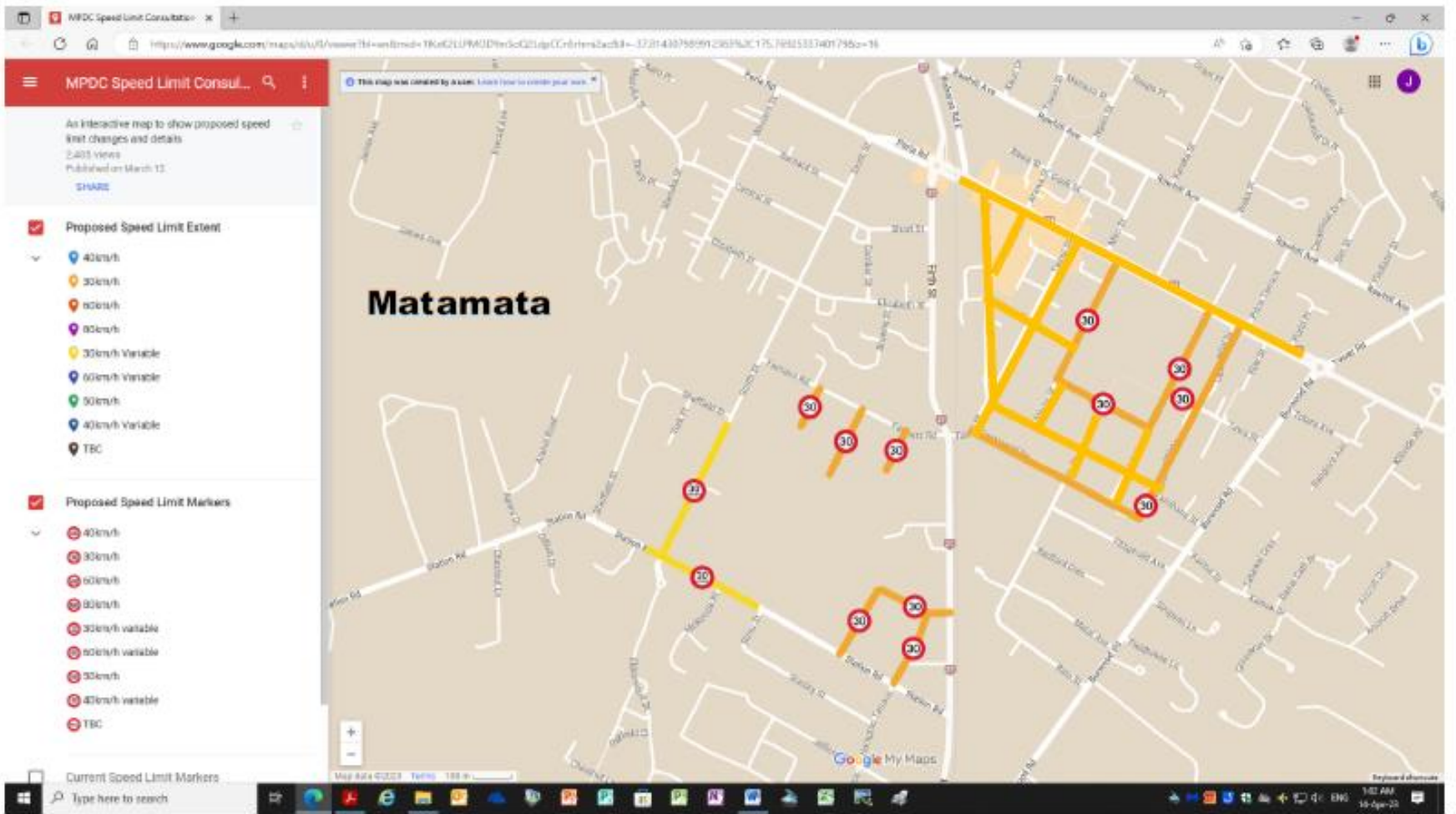
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Appendix B – Technical Assessment

Matamata-Piako District Council

Speed Management Plan

Technical Assessments

February 2023



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1. Purpose of this document

Matamata-Piako District Council is developing a 10-year speed management plan for the district, as is required by the government. The plan includes short-term and long-term road safety goals; speed limit changes for the whole network, and future improvements to roads to support changes in speed limits if and when required.

Changes to speed limits will be on-going as development in the district continues and to achieve alignment with the Governments Road to Zero Action Plan with respect to speed management. This initial plan will provide guidance on when, how and why speed should be managed on each of the roads identified.

The intention is for the plan to be reviewed every 3 years in alignment with the Long Term Plan funding cycle to provide alignment with funding opportunities. The plan will also be reviewed when significant changes in development or funding occur necessitating a change to the implementation plan.

This document sets out the technical assessment undertaken on each of the roads identified for review in 2022.

1.1 2022-2024 Speed Management Review

Those roads considered as part of the development of the inaugural speed management plan for Matamata-Piako District have been identified from the following sources:

- School/Kura and Marae
- Town Centres
- Local Roads – review of 70km/hr areas and customer queries

Each of the roads / locations originally identified are listed below, with additional information and their assessment as well as details of any adjacent roads or sections of road that were included in the review.

The MegaMaps information provided in the technical assessment was from the Edition 1 version.

2. Hinuera

2.1 Schools

There is one school in Hinuera for which the environment needs to be reviewed to assist with safety and accessibility.

2.1.1 Hinuera School

The main vehicle and pedestrian access to Hinuera School is from Hinuera Road with the school also adjacent to State Highway 29. There are no pedestrian or cycle facilities provided in the area.

Figure 1 Hinuera School



Safety and speed information from MegaMaps shows the following.

	Hinuera Road
<i>AM Peak mean speed (km/hr)</i>	41
<i>PM Peak mean speed (km/hr)</i>	43
<i>Free Flow mean speed (km/hr)</i>	52
<i>Posted speed limit (km/hr)</i>	70 / 40 variable

Hinuera Road is a collector road between Matamata with a 70km/hr speed limit in the vicinity of the school. There is an existing 40km/hr variable speed limit from north of State Highway 29 for 270m.

Recommendation

The following changes are recommended in the vicinity of Hinuera School:

- Lower the existing variable speed limit to 30km/hr
- Lower the speed limit to 60km/hr
- Install school threshold style treatment Hinuera Road.
- Upgrade existing Settlement threshold with pavement markings
- Consider installing two crossing points 1x near the existing service entrance and 1x in the midblock of the existing parking area.

Matamata Piako District Council has no jurisdiction on a State Highway, speed management on State Highway 29 is the responsibility of Waka Kotahi.

3. Manawaru

3.1 Schools

There is one school in Manawaru for which the environment needs to be reviewed to assist with safety and accessibility.

3.1.1 Manawaru School

The main vehicle and pedestrian access to Manawaru School is from Manawaru Road. There is a shared pedestrian and cycle path on the western side of Manawaru Road north of the school with a crossing point adjacent to the school where the shared path cross over to the eastern side of Manawaru Road. This path forms part of the Hauraki Rail Trail between Te Aroha and Matamata.

Figure 2 Manawaru School



Safety and speed information from MegaMaps shows the following.

	Manawaru Road	Shaftesbury Road
<i>AM Peak mean speed (km/hr)</i>	66	40
<i>PM Peak mean speed (km/hr)</i>	69	38
<i>Free Flow mean speed (km/hr)</i>	76	52
<i>Posted speed limit (km/hr)</i>	50 / 40 Variable	50

Manawaru Road is part of an alternative route between Te Aroha and Matamata with a 50km/hr speed limit through the settlement and outside the school. There is an existing 40km/hr variable speed limit from 80m south to 215m north of Shaftesbury Road.

Due to the high existing vehicle speeds additional speed management infrastructure will be needed. In addition, there is a range of speed limits through the settlement areas on the Te Aroha and Matamata route which needs to be addressed to provide consistency for drivers.

Recommendation

The following changes are recommended in the vicinity of Manawaru School:

- Increase the permanent speed limit through Manawaru to 60km/hr and reduce the northern extents to 140m north of School Road
- Lower the existing variable speed limit from 40km/hr to 30km/hr
- Install a 30km/hr variable speed limit on Shaftesbury Road from Manawaru Road for 100m.

- Install school threshold treatments on all approaches to Manawaru School
- Relocate the northern settlement threshold and upgrade the existing southern threshold and the threshold on Shaftesbury Road to include pavement markings
- Install transverse rumble strips on northbound approach to the threshold on Manawaru Road
- Install speed cushions on the approaches to the crossing point adjacent to Manawaru School

4. Matamata

4.1 Schools

There are six schools in Matamata for which the speed limit needs to be lowered in the vicinity of to assist with safety and accessibility as shown below.

Figure 3 Matamata Schools



4.1.1 Matamata Primary School and St Joseph's Catholic School (Matamata)

The main vehicle and pedestrian accesses to Matamata Primary School and St Joseph's Catholic School is from Hohaia Street with pedestrian access to Matamata Primary School also from State Highway 24 (Broadway). Footpaths are provided on all road frontages with patrolled crossings also on both Hohaia Street and State Highway 24. No cycle facilities are provided in the area.

Figure 4 Matamata Primary School



Safety and speed information from MegaMaps shows the following.

	Hohaia Street	Tawa Street
<i>AM Peak mean speed (km/hr)</i>	25	17
<i>PM Peak mean speed (km/hr)</i>	28	27
<i>Free Flow mean speed (km/hr)</i>	32	46
<i>Posted speed limit (km/hr)</i>	50 / 40 variable	50

Hohaia Street is a local urban road that provide access to Matamata Primary School and St Joseph's Catholic School with a mix of residential properties on the eastern side of the roads and sports grounds on the western side of the road.

State Highway 24 (Broadway) is part of the connection between Tauranga and Hamilton and is managed by Waka Kotahi.

Tawa Street is a residential street that runs along the southern boundary of St Joseph's Catholic School and provides connection between Hohaia Street and Burwood Road.

Due to the presence of the sports grounds to the south of St Joseph's Catholic School there are significant numbers of pedestrians and manoeuvring vehicles in the area.

An existing 40km/hr variable speed limit is in operation on Hohaia Street from State Highway 24 to Tawa Street and on State Highway 24 from 50m east of Hohaia Street to Meura Street.

Recommendation

The following changes are recommended in the vicinity of Matamata Primary School and St Joseph's Catholic School:

- Install a 30km/hr permanent speed limit on the following sections of road:
 - Hohaia Street between State Highway 24 and Huia Street
 - Huia Street between Meura Street and Hohaia Street
 - Meura Street from State Highway 24 to Huia Street
 - Tawa Street between Hohaia Street and Centennial Drive
- Install school threshold style treatments on Hohaia Street south of the intersection with State Highway 24 and north of Huia Street.
- Mark a centreline on Hohaia Street between State Highway 24 and Huia Street.
- Install speed limit signage on the Meura Street approach to State Highway 24, Tui Street approach to Meura Street and the Rata Street approach to Huia Street.
- Install side and central islands at the Meura Street approach to State Highway 24 to assist with speed management.
- Consider upgrading the existing pedestrian crossing on Hohaia Street onto a raised safety platform.
- Consider installing a raised safety platform on the Tawa Street approach to Hohaia Street or investigate an urban roundabout for this intersection.
- Install a new crossing point with side islands with side islands on Hohaia St in line with St Joseph's front entrance.
- Install a new crossing point on Meura Street near Tui Street to provide footpath connectivity.

Lowering the speed limit in the area will need to be coordinated with changes to the speed limit on State Highway 24 and discussion with Waka Kotahi

4.1.2 Firth School, Matamata Christian School, Matamata Intermediate, Matamata College

Firth School, Matamata Christian School, Matamata Intermediate, and Matamata College are located within close proximity of each other to the west of State Highway 27.

The only vehicle and pedestrian accesses to Matamata Christian School is from Smith Street. Matamata Intermediate is also primarily accessed from Smith Street with pedestrian access only available from Allenby Road at the rear of the sports grounds. Firth School is accessed from Station Road only while and the main access to Matamata College is from State Highway 27 with additional parking off College Street and pedestrian access only available from Station Road across the sports grounds.

Figure 5 Firth School, Matamata Christian School, Matamata Intermediate, and Matamata College



Safety and speed information from MegaMaps shows the following.

	Smith Street	Station Road	College Street
<i>AM Peak mean speed (km/hr)</i>	33	39	20
<i>PM Peak mean speed (km/hr)</i>	37	41	23
<i>Free Flow mean speed (km/hr)</i>	44	48	35
<i>Posted speed limit (km/hr)</i>	50 / 40 variable	50 / 40 variable	50

There is an existing 40km/hr variable speed limit on Station Road from 36m west to 268m east of Smith Street and also on Smith Street from Station Road to 20m south of Sheffield Street. A kea crossing operated by Firth School is located west of McKenzie Place. The only crossing point on Smith Street is a Kea Crossing operated by Matamata Christian School.

A number of school bus stops are located on Smith Street north of the entrance to Matamata Intermediate school.

Station Road is a collector route connecting rural communities to the west of Matamata to the town with a high proportion of through traffic and therefore a variable speed limit is considered to be appropriate on this section of road.

There are a number of short cul de sacs in the area where the existing vehicle speeds are already low and a lower speed limit would support this.

Electronic School Zone signs are present on State Highway 27 in the vicinity of Matamata College, however there is no lower speed limit in this area. This road is managed by Waka Kotahi.

Recommendation

The following changes are recommended in the vicinity of Firth School, Matamata Christian School, Matamata Intermediate, and Matamata College:

- Lower the existing variable speed limit on Smith Street and Station Road to a 30km/hr variable speed limit.
- Install a 30km/hr speed limit on the following sections of road:
 - Kowhai Street – full length
 - College Street – full length
 - Hampton Terrace – from College Street to Station Road
 - Allenby Road – full length
 - Sylvian Place – full length
 - Mill Crescent – full length
- Upgrade the variable school threshold with additional pavement markings and signage on:
 - Smith Street south of Sheffield Street
 - Station Road north of Smith Street and Kowhai Street
- Install speed limit signage on the Hampton Terrace approach to Smith Street.
- Upgrade existing variable speed limit signage on McKenzie Place
- Consider upgrading the existing kea crossing on Smith Street to a patrolled zebra crossing on a raised safety platform.
- Consider upgrading the existing kea crossing on Station Road to a patrolled zebra crossing with speed cushions on the approaches.
- Install a new crossing point on Smith Street.

Changes to the speed limit in the vicinity of Matamata College will require coordination with Waka Kotahi.

4.2 Town Centre - Matamata

Matamata town centre is dissected by State Highway 24 and as such any changes to the speed limits will need to be undertaken in conjunction with Waka Kotahi to provide consistency for drivers.

An existing 30km/hr speed limit is in enforce on Arawa Street from Broadway to Hetana Street which is considered appropriate. There is no proposal to lower the speed limit on any other roads within the town centre of Matamata at this stage. This work is likely to be undertaken in future reviews.

Recommendation

No changes to speed limits are proposed within Matamata Town Centre, however additional signage should be installed to reinforce the existing speed limit.

4.3 Other Roads

4.3.1 Centennial Drive (South)

Centennial Drive (South) is an access road through a reserve area with a narrow and windy alignment for which a lower speed limit is considered appropriate. This road was identified for review due to the predominance of walking and cycling along this road.

Figure 6 Centennial Drive (south) users



Safety and speed information from MegaMaps shows the following.

Centennial Drive

<i>Posted speed limit</i>	50km/hr	<i>Mean Free Flow Speed</i>	18km/hr
<i>Safe and Appropriate Speed</i>	30km/hr	<i>Infrastructure Risk Rating</i>	Medium

Due to the high number of pedestrians and cyclists in this area, a lower speed limit would assist with managing the risks in this area.

Recommendation

The following changes are recommended for Centennial Drive (South):

- Install a permanent 30km/hr speed limit the full length of Centennial Drive (south).
- Install permanent speed limit signs on the approaches to Tainui Street, Rata Street, Tamihana Street, Tawa Street and State Highway 24.

4.3.2 Hampton Terrace

Hampton Terrace is an access road that crosses Station Road and provides access to the residential properties in this area and Pohlen Park. This road was identified for review due to complaints about speed along the road.

Figure 7 Western Street.



Safety and speed information from MegaMaps shows the following.

Hampton Terrace

<i>Posted speed limit</i>	50km/hr	<i>Mean Free Flow Speed</i>	31km/hr
<i>Safe and Appropriate Speed</i>	30km/hr	<i>Infrastructure Risk Rating</i>	Medium

Due to the number the increase in development in this area reductions in the speed limit in this area would need to be considered as part of a wider residential/neighbourhood change.

Recommendation

No changes to the speed limit are recommended for Hampton Terrace at this stage and any changes would need to be considered as part of a wider residential/neighbourhood investigation.

4.3.3 Peria Road

Peria Road is a collector road that forms part of the approach to Matamata from the west. This road was identified for review due to the increase in development and the increase in walking and cycling along this road.

Figure 8 Peria Road



Safety and speed information from MegaMaps shows the following.

Peria Road

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	79km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium High

Due to the proposed walking and cycling facilities at Peria Road reserve the western end of the existing 50km/hr speed limit should be shifted approximately 150m west of its current location. The increase in development between the edge of town and Gunn Road means that the speed limit in this area should be lowered to reduce the risk to users.

Recommendation

The following changes are recommended for Peria Road:

- Extend the existing 50km/hr speed limit on Peria Road by approximately 150m to 280m west of Manuka Street.
- Lower the speed limit to 80km/hr on Peria Road from the existing extents of the 80km/hr speed limit to Gunn Road.
- Relocate the existing speed limit signage and update with additional roadmarking.

4.3.4 Rawhiti Avenue

Rawhiti Avenue is an arterial road between Waharoa Road East and Tower Road. This road was identified for review due to complaints about speed along the road. The use along the road varies from commercial at the eastern end to residential at the western end, with Pohlen Hospital located approximately mid block. A raised safety platform with a pedestrian crossing has been installed east of Vosper Street.

This road is often used by through traffic to avoid the main street of Matamata/State Highway 24.

Figure 9 Raised safety platform west of Vosper Street.



Safety and speed information from MegaMaps shows the following.

Rawhiti Street

<i>Posted speed limit</i>	50km/hr	<i>Mean Free Flow Speed</i>	43-49km/hr
<i>Safe and Appropriate Speed</i>	40/30km/hr	<i>Infrastructure Risk Rating</i>	Medium

Due to the high number of pedestrians and turning vehicles in the vicinity of Pohlen Hospital, a lower speed limit would assist with managing the risks in this area.

Recommendation

The following changes are recommended for Rawhiti Street:

- Install a permanent 30km/hr speed limit between Weka Street and Karaka Street.
- Install permanent speed limit signs and markings on Rawhiti Street, west of Weka Street and east of Karaka Street.
- Install permanent speed limit signs on the Vosper Street approach.
- Consider installing a raised safety platform east of Karaka Street.

4.3.5 Western Street

Western Street is an access road off Peria Street that provides access to the residential properties in this area and Pohlen Park at the end of the street. This road was identified for review due to complaints about speed along the road.

Figure 10 Western Street.



Safety and speed information from MegaMaps shows the following.

Western Street

<i>Posted speed limit</i>	50km/hr	<i>Mean Free Flow Speed</i>	30km/hr
<i>Safe and Appropriate Speed</i>	30km/hr	<i>Infrastructure Risk Rating</i>	Low Medium

Due to the number of side roads off Western Avenue reductions in the speed limit in this area would need to be considered as part of a wider residential/neighbourhood change.

Recommendation

No changes to the speed limit are recommended for Western Street at this stage however the following changes are recommended:

- Mark a centreline and on street parking for the full length of the street.
- Consider other safety improvements as part of a wider residential/neighbourhood investigation.

5. Matamata Surrounds

5.1 Schools

There is one school in the Matamata rural area for which the speed limit needs to be reviewed in the vicinity of to assist with safety and accessibility.

5.1.1 Wairere School

The main vehicle and pedestrian access to Wairere School is from Wardville Road. The school is located in a rural environment with no pedestrian or cycle facilities provided in the area. All students arrive and depart by bus or car.

Figure 11 Wairere School



Safety and speed information from MegaMaps shows the following.

	Wardville Road
<i>AM Peak mean speed (km/hr)</i>	86
<i>PM Peak mean speed (km/hr)</i>	87
<i>Free Flow mean speed (km/hr)</i>	90
<i>Posted speed limit (km/hr)</i>	100

Wairere School is located on a straight section of road with no other development in the area. Given the rural location and the limited amount of activity on Wardville Road in the vicinity of the school it is recommended that a variable speed limit be installed on Wardville Road.

Recommendation

The following changes are recommended in the vicinity of Wairere School:

- Install a variable 60km/hr speed limit on Wardville Road from 340m west of Costall Road to 90m east of Costall Road.
- Install variable school threshold style treatment at the change in speed limit points on Wardville Road.
- Install static signs on Costall Road on the approach to the intersection with Wardville Road

Due to the high existing vehicle speeds and straight alignment of the road additional speed management features maybe required.

5.2 Marae

There are seven Marae in the Matamata rural area for which the speed limit needs to be reviewed in the vicinity of to assist with safety and accessibility.

5.2.1 Te Ōhaki Marae, Hinerangi Tāwhaki, Tamapango and Tangata Marae

Te Ōhaki Marae, Hinerangi Tāwhaki, Tamapango and Tangata Marae and all located on Douglas Road.

Douglas Road is a sealed local road off Old Te Aroha Road that is 2.1km long and 4.5m wide.

Figure 12 Te Ōhaki Marae, Hinerangi Tāwhaki, Tamapango and Tangata Marae



Safety and speed information from MegaMaps shows the following.

Douglas Road

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	40km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium

Due to the narrow width of the road a lower speed limit is considered appropriate for this road.

The location of the marae is currently not identified and advance and directional signage should be installed to show the location of the marae ¹.

Recommendation

The following changes are recommended for Douglas Road:

- Lower the speed limit to 60km/hr for the full length of Douglas Road.
- Install speed limit signs on the approach to Old Te Aroha Road.
- Install advance and directional marae signage for each marae on the eastbound approaches to the marae.

5.2.2 Ūkaipō Marae, Raungati Marae, Te Ōmeke Marae

Ūkaipō Marae, Raungati Marae, Te Ōmeke Marae are all located on State Highways and as such Matamata-Piako District Council have no jurisdiction over the speed limits or signage in these areas. Waka Kotahi is the road controlling authority for these areas.

5.3 Other Roads

5.3.1 Hinuera Road

Hinuera Road is an arterial road that provides a parallel route to State Highway 27 between Matamata and State Highway 29 (Hinuera). This road was identified for review as a section of it has a 70km/hr speed limit. A particular issue has been identified at the intersection with Puketutu Road.

The first 500m of the road has a speed limit of 70km/hr. This section connects to State Highway 27 and as such the speed limit should be consistent.

¹ [Cultural marae sign | Waka Kotahi NZ Transport Agency \(nzta.govt.nz\)](https://www.nzta.govt.nz/cultural-marae-sign/)

Figure 13 Hinuera Road – 70km/hr section



Safety and speed information from MegaMaps shows the following.

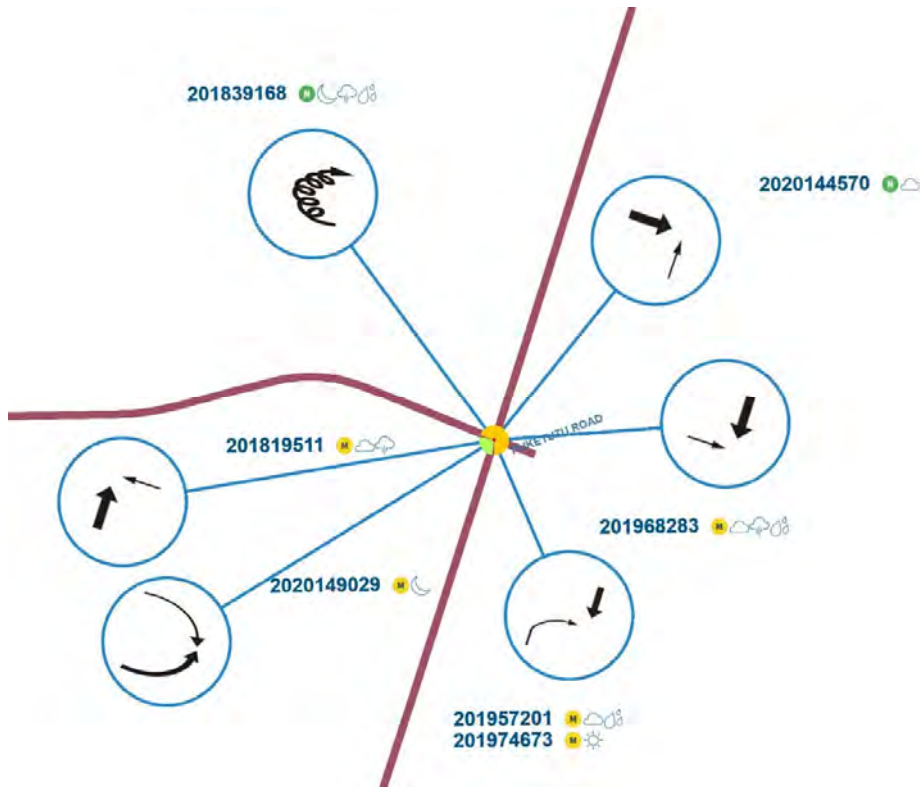
Hinuera Road – 70km/hr section

<i>Posted speed limit</i>	70km/hr	<i>Mean Free Flow Speed</i>	59km/hr
<i>Safe and Appropriate Speed</i>	40km/hr	<i>Infrastructure Risk Rating</i>	Low Medium

Due to the arterial / through route function of this road a 40km/hr speed limit is not considered to be appropriate. Due to the railway line on the eastern side of the road the risk of turning vehicles is reduced.

The intersection with Puketutu Road has been identified as a location of concern due to the high number of crashes in the area. The review of the crash data showed that failure to give way was the primary cause of the crashes. Due to the proximity of the intersection to the railway line and State Highway 27, some drivers noted that they did not see the intersection, while others were foreign drivers who failed to adjust to NZ conditions.

Figure 14 Hinuera Road / Puketutu Road crashes



To reduce the risk associated with drivers failing to give way an intersection speed zone could be installed to reduce the speed of vehicles on Hinuera Road in this location.

Recommendation

The following changes are recommended for Hinuera Road:

- Lower the speed limit in Hinuera Road from State Highway 27 to the existing 70/100 south of Matamata to match any change in speed limit on the State Highway.
- Consider installing a 60km/hr Intersection Speed Zone on Hinuera Road at the intersection with Puketutu Road.

5.3.2 Okauia Springs Road

Okauia Springs Road is an arterial road that provides access to the Okauia Springs and provides a connection between Tower Road and Old Te Aroha Road . This road was identified for review due to the increase in development along the route and in the vicinity of the Okauia Springs.

The road currently has an 80km/hr speed limit from 150m west of Silk Road to 750m east of Silk Road. This area encompasses the access to the golf course and Okauia Springs as well as the bridge across the Waihou River.

Figure 15 Okauia Springs Road



Safety and speed information from MegaMaps shows the following.

Okauia Springs Road

<i>Posted speed limit</i>	100 / 80km/hr	<i>Mean Free Flow Speed</i>	73km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium

Due to the increasing number of driveways and turning movements occurring in the area a lower speed limit would assist in managing the risk, especially in the vicinity of the access to the Okauia Springs.

Recommendation

The following changes are recommended for Okauia Springs Road:

- Install 80km/hr speed limit on Okauia Springs Road from Tower Road to 150m west of Silk Road.
- Lower the existing 80km/hr on Okauia Springs Road to 60km/hr and extend the area covered to 850m east of Silk Road.
- Install speed limit signs and pavement markings on the approaches to the 60km/hr section of Okauia Springs Road.

5.3.3 Tower Road

Tower Road is an arterial road that provides access to the rural area to the northeast of Matamata and connects to Te Aroha. This road was identified for review by Megamaps as being a High Benefit Road and from Council staff due to the increase in development along the route between Matamata and Okauia Springs.

Figure 16 Tower Road



Safety and speed information from MegaMaps shows the following.

Tower Road

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	89km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium

Due to the increasing number of driveways and turning movements occurring in the area a lower speed limit would assist in managing the risk, especially in the vicinity of the Firth Tower Reserve and Museum

Recommendation

The following changes are recommended for Tower Road:

- Extend the existing 80km/hr on Tower Road to north of Okauia Springs Road.
- Install speed limit signs on the approach to Okauia Springs Road.

5.3.4 Waharoa Road - East

Waharoa Road - East is a primary collector road that runs parallel to State Highway 27 from Waharoa and Matamata. This road was identified for review due to potential for Waka Kotahi to lower the speed on the adjacent State Highway which could result in traffic deviating back onto Waharoa Road East. The road currently has a 100km/hr speed limit between Waharoa and Matamata.

Figure 17 Waharoa Road - East



Safety and speed information from MegaMaps shows the following.

Waharoa Road - East

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	84km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium

Recommendation

The following changes are recommended for Waharoa Road - East:

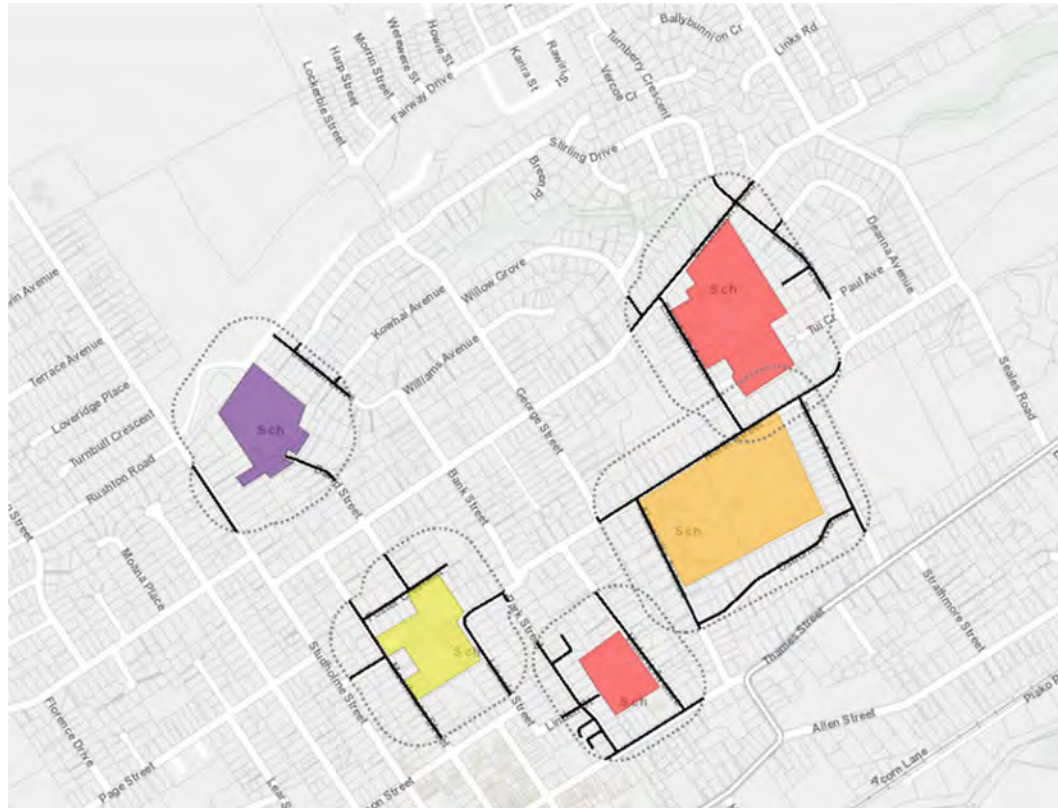
- Lower the speed limit to 80km/hr on Waharoa Road - East from RP 820 to RP 5090 in conjunction with changes to the speed limit on the parallel section of State Highway 27.
- Upgrade the speed limit signs and pavement markings on the approaches to the urban areas of Waharoa and Matamata.
- Install speed limit signs on the Pohlen Road approach to Waharoa Road - East .

6. Morrinsville

6.1 Schools

There are five schools in Morrinsville for which the speed limit needs to be lowered in the vicinity of to assist with safety and accessibility as shown below.

Figure 18 Morrinsville Schools



6.1.1 David Street School

The main vehicle and pedestrian access to David Street School is off David Street with pedestrian access available from Studholme Street and Cobham Drive.

A zebra crossing is located on Studholme Street, however it is not patrolled and there are no other crossing facilities in the vicinity of the school. Footpaths are provided on both sides of all roads in the area. No cycle facilities or bus stops are provided in the area.



Safety and speed information from MegaMaps shows the following.

	David Street	Studholme Street	Cobham Drive
<i>AM Peak mean speed (km/hr)</i>	17	46	23
<i>PM Peak mean speed (km/hr)</i>	17	47	23
<i>Free Flow mean speed (km/hr)</i>	18	51	26
<i>Posted speed limit (km/hr)</i>	50	50 / 40 variable	50

To improve safety in the vicinity of David Street School the speed limit should be reduced to 30km/hr.

6.1.2 Morrinsville School

The main vehicle and pedestrian access to Morrinsville School is on the corner of Lincoln Street and North Street with pedestrian access also available from Moorhouse Street and Foster Crescent.

Kea crossings are provided on both Moorhouse Street and Lincoln Street with footpaths provided on both sides of all roads in the area. No cycle facilities are provided in the area. A bus stop is marked on Lincoln Street south of North Street.



Safety and speed information from MegaMaps shows the following.

	Lincoln Street	North Street	Moorhouse Street	Foster Crescent
<i>AM Peak mean speed (km/hr)</i>	31	35	28	23
<i>PM Peak mean speed (km/hr)</i>	30	36	29	23
<i>Free Flow mean speed (km/hr)</i>	38	43	35	24
<i>Posted speed limit (km/hr)</i>	50	50	50	50

To improve safety in the vicinity of Morrinsville School the speed limit should be reduced to 30km/hr and the following infrastructure works be considered:

- Upgrade the kea crossings on Moorhouse Street and Lincoln Street to patrolled zebra crossing on a raised safety platform.
- Install a raised safety platform on North Street between Lincoln Street and Park Street
- Relocate the Bus Stop on Lincoln Street to east of the existing kea crossing.
- Upgrade the path on the northern side of Lincoln Street to create a shared path.
- Upgrade the path on North Street between Lincoln Street and Park Street to create a shared path.

6.1.3 St Joseph's Catholic School (Morrinsville)

The main vehicle and pedestrian access to St Joseph's Catholic School (Morrinsville) is off Linden Street with pedestrian access also available from Victoria Avenue.

There are no crossing facilities within the vicinity of the school with footpaths provided on both sides of all roads in the area. No cycle facilities are provided in the area. A bus stop is marked on Victoria Avenue north of the pedestrian access to the school.



Safety and speed information from MegaMaps shows the following.

	Linden Street	Park Street	Victoria Avenue
<i>AM Peak mean speed (km/hr)</i>	13	30	34
<i>PM Peak mean speed (km/hr)</i>	13	30	34
<i>Free Flow mean speed (km/hr)</i>	20	33	40
<i>Posted speed limit (km/hr)</i>	50	50	50

To improve safety in the vicinity of St Joseph’s Catholic School (Morrinsville) the speed limit should be reduced to 30km/hr and the following infrastructure works be considered:

- Reconfigure the parking in Linden Street to create a pick up/drop off area.
- Install on street cycle lanes on Park Street from Linden Street to North Street.
- Mark a centreline and on street parking for the full length of Park Street and Victoria Avenue.

6.1.4 Morrinsville College

The main vehicle and pedestrian access to Morrinsville College is off Alexandra Avenue with pedestrian access also available from North Street near Alexandra Avenue. Pedestrian access to the swimming pool is located off North Street west of Elizabeth Avenue and an informal pedestrian access to the sports ground is off Osborne Avenue near Sanders Avenue.

There are no crossing facilities within the vicinity of the school with footpaths provided on both sides of all roads in the area. No cycle facilities are provided in the area.

Bus stops are marked on Alexandra Avenue south of North Street and on North Street east of Alexandra Avenue adjacent to the school.



Safety and speed information from MegaMaps shows the following.

	Alexandra Avenue	North Street	Osborne Avenue
<i>AM Peak mean speed (km/hr)</i>	33	42	21
<i>PM Peak mean speed (km/hr)</i>	34	41	21
<i>Free Flow mean speed (km/hr)</i>	38	48	21
<i>Posted speed limit (km/hr)</i>	50	50	50

To improve safety in the vicinity of Morrinsville College the speed limit should be reduced to 30km/hr and the following infrastructure works be considered:

- Install raised safety platforms on:
 - Alexandra Avenue north of Osborne Avenue
 - North Street between George Street and Alexandra Avenue
 - North Street in the vicinity of No. 47 North Street
- Remove bus stop on North Street north of Alexandra Avenue and remark with on street parking.
- Mark a centreline and on street parking on:
 - Alexandra Avenue between North Street and Osborne Avenue
 - North Street between Victoria Avenue and Elizabeth Avenue

6.1.5 Morrinsville Intermediate

The main vehicle and pedestrian access to Morrinsville Intermediate is off Coronation Road with a secondary access off Elizabeth Avenue.

There is a kea crossing on Elizabeth Avenue south of Coronation Road with footpaths provided on both sides of all roads in the area. No cycle facilities are provided in the area.

An off road bus drop off/pick up are located off Coronation Road at the main entrance to the school.



Safety and speed information from MegaMaps shows the following.

	Coronation Road	Elizabeth Avenue
<i>AM Peak mean speed (km/hr)</i>	41	35
<i>PM Peak mean speed (km/hr)</i>	42	35
<i>Free Flow mean speed (km/hr)</i>	48	37
<i>Posted speed limit (km/hr)</i>	50	50

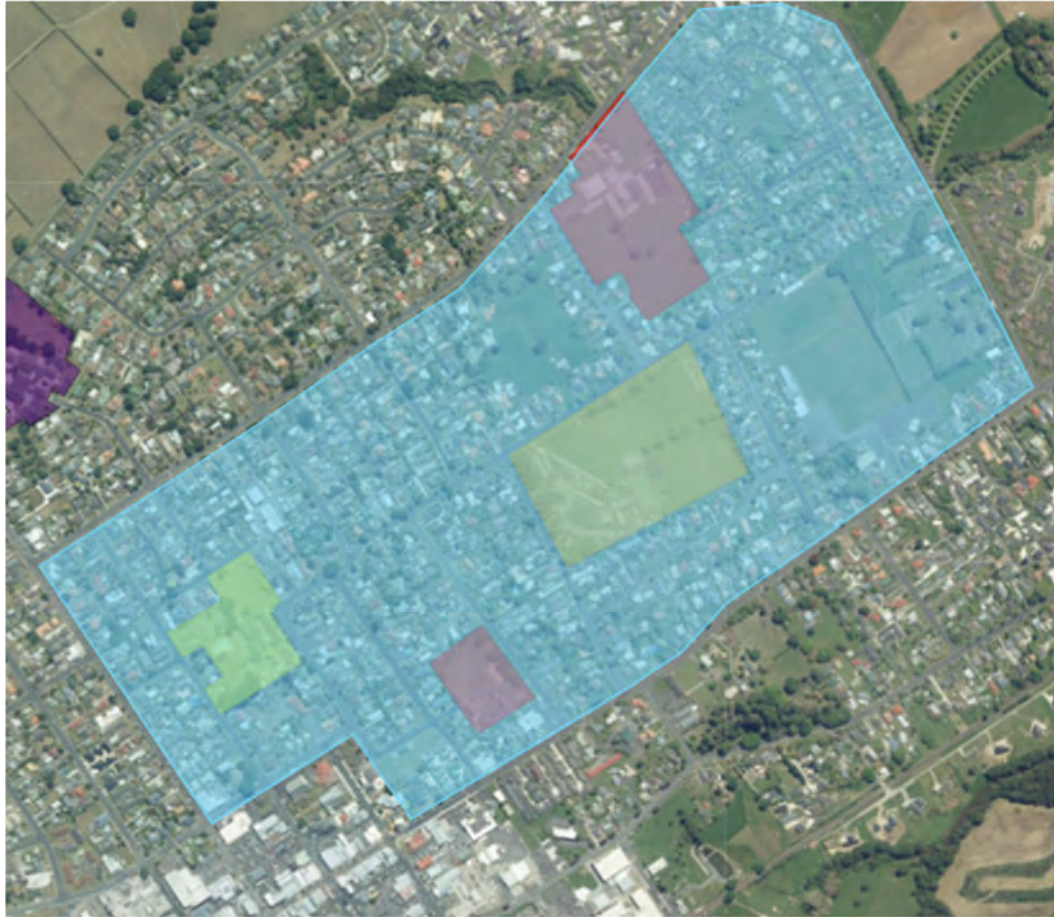
To improve safety in the vicinity of Morrinsville Intermediate the speed limit should be reduced to 30km/hr with a variable speed limit on Coronation Road and the following infrastructure works be considered:

- Upgrade the kea crossing on Elizabeth Avenue to a patrolled zebra crossing on a raised safety platform.
- Install new patrolled crossing point on Coronation Road south of Lindale Street.
- Mark a centreline and on street parking on the full length of Elizabeth Avenue
- Upgrade the path on the northern side of Elizabeth Avenue to create a shared path.

6.1.6 Morrinsville Schools and residential area

Due to the close proximity of David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College to each other and the likelihood that students will be walking and/or cycling throughout the adjacent residential area consideration should be given to creating a 40km/hr residential area encompassing the whole area as shown in Figure 19.

Figure 19 Proposed 40km/hr school and residential area



An improvement plan will need to be developed for the area in conjunction with lower speed limits and the development of a walking and cycling plan for the area. Features of this should include:

- Upgrade existing kea crossings to patrolled crossings on raised safety platforms.
- Install additional raised safety platforms to manage vehicle speeds.
- Install new crossing points on Coronation Road, north of George Street and south of Lindale Street.
- Mark centrelines and on street parking on various roads to create side friction.
- Install cycle lanes on Bank Street, George Street, Park Street and Victoria Avenue.
- Investigate the upgrading of footpaths to shared paths.
- Consider reconfiguring the North Street / Bank Street intersection to an urban roundabout.

Recommendation

The following changes are recommended in the vicinity of David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College and the surrounding residential area:

- Install a 40km/hr permanent speed limit on the urban traffic area bounded by Coronation Road, Seales Road, State Highway 26, Thames Street, Canada Street, Anderson Street and Studholme Street. This area includes the full length of the following roads:

- Alamein Ave, Alexandra Ave, Anderson St, Bank St, Cooper Cr, David St, Deanna Ave, Elizabeth Avenue, Fergusson Gr, Foster Cres, George St (Morrinsville), Hetherington St, Lincoln St, Lindale St, Linden St, , Moorhouse St, North St, Osborne Ave, Park St, Parkvale Pl, Paul Ave, Sanders Ave, Tralee Pl, Tui Cres, , Victoria Ave, Williams Ave, and.
- Install a variable 40km/hr speed limit on Coronation Road from north of Willow Grove to south of Lindale Street.
- Install speed limit signage on the David Street, Bank Street, George Street, Seales Road, Lindale Street, Elizabeth Street, Hetherington Street and Moorhouse Street approach to Coronation Road.
- Install speed limit signage on the Alamein Avenue and Anderson Street approaches to Studholme Street.
- Install speed limit signage on the Park Street, Victoria Avenue and Alexandra Avenue approaches to Thames Street.
- Develop an infrastructure improvement plan for the area considering the following features:
 - Upgrade the kea crossings on Moorhouse Street, Lincoln Street and Elizabeth Avenue to patrolled zebra crossing on a raised safety platform.
 - Install new patrolled crossing point on Coronation Road south of Lindale Street.
 - Install new crossing point on Coronation Road north of George Street.
 - Install raised safety platforms on:
 - North Street between Lincoln Street and Park Street
 - Alexandra Avenue north of Osborne Avenue
 - North Street between George Street and Alexandra Avenue
 - North Street in the vicinity of No. 47 North Street
 - Remove the bus stop on North Street north of Alexandra Avenue and remark with on street parking
 - Mark a centreline and on street parking on:
 - Park Street - full length
 - Victoria Avenue – full length
 - Alexandra Avenue between North Street and Osborne Avenue
 - North Street between Victoria Avenue and Elizabeth Avenue
 - Elizabeth Avenue – full length
 - Relocate the Bus Stop on Lincoln Street to east of the existing kea crossing
 - Upgrade the path on the northern side of Lincoln Street to create a shared path
 - Upgrade the path on North Street between Lincoln Street and Park Street to create a shared path
 - Upgrade the path on the northern side of Elizabeth Avenue to create a shared path.
 - Reconfigure the parking in Linden Street to create a pick up/drop off area
 - Install on street cycle lanes on Bank Street, George Street, Park Street and Victoria Avenue.

6.2 Town Centre - Morrinsville

Morrinsville town centre has a high volume of pedestrians and manoeuvring vehicles increasing the risk of a crash. To align driver expectation of what is an appropriate speed with the desired environment a lower speed limit should be applied in the area shown in blue below.

Figure 20 Proposed 30km/hr - Morrinsville Town Centre



Safety and speed information from MegaMaps shows the following.

Morrinsville Town Centre

<i>Posted speed limit</i>	50km/hr	<i>Mean Free Flow Speed</i>	20 - 36km/hr
<i>Safe and Appropriate Speed</i>	30km/hr	<i>Infrastructure Risk Rating</i>	Medium High

Due to the high number of pedestrians and manoeuvring vehicles in this area, a lower speed limit would assist with managing the risks in this area.

Recommendation

The following changes are recommended for Morrinsville Town Centre:

- Lower the speed limit to 30km/hr on:
 - Canada St between Anderson Street and Thames Street
 - Moorhouse St between Anderson Street and Allen Street (SH26)
 - Studholme St between Anderson Street and Thames Street
 - Thames St between Studholme Street and Canada Street
- Lower the speed limit to 30km/hr all service lanes within Morrinsville Town Centre.

- Install speed limit signage at the intersections of Anderson Street and Thames Street with Studholme Street, and the Thames Street and Canada Street intersection.
- Upgrade the existing zebra crossing on Studholme Street to a raised safety platform.
- Upgrade the crossing points on Thames Street to zebra crossings
- Investigate installing a roundabout at the Studholme Street / Anderson Street intersection

6.3 Other Roads

6.3.1 Avenue Road North

Avenue Road North is a secondary collector road that forms part of a town centre bypass with Snell Street and has a 70km/hr speed limit. This street was identified for review due to the necessity to review all existing 70km/hr speed limits.

Figure 21 Avenue Road North



Safety and speed information from MegaMaps shows the following.

Avenue Road North

<i>Posted speed limit</i>	70km/hr	<i>Mean Free Flow Speed</i>	58km/hr
<i>Safe and Appropriate Speed</i>	40km/hr	<i>Infrastructure Risk Rating</i>	Medium

Due to the purpose of connection with Snell Street the speed limit should be reduced to reflect the increased development and turning movements and be consistent with Snell Street.

Recommendation

The following changes are recommended for Avenue Road North:

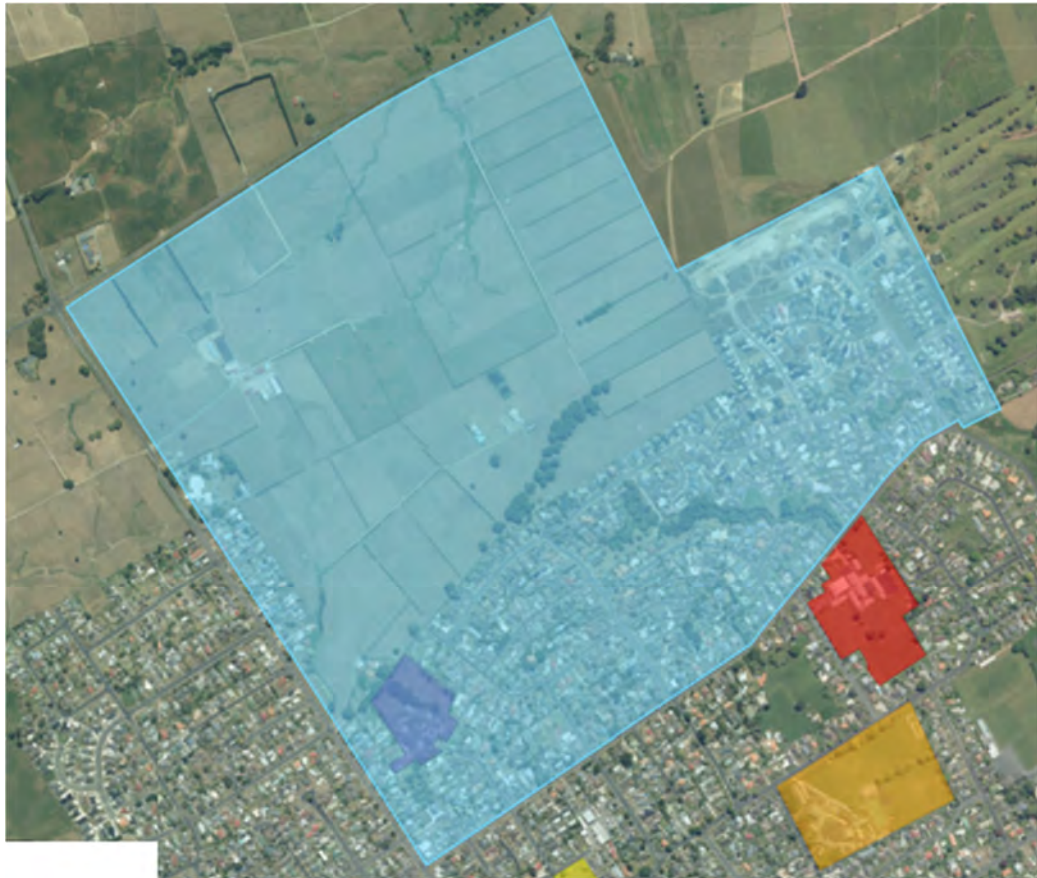
- Lower the existing 70km/hr on Avenue Road North to 60km/hr.

- Update speed limit signs on Avenue Road North to the new speed limit.

6.3.2 Lockerbie future development area

The area on the northeast section of Morrinsville bounded by Taukoro Road, Morrinsville-Tahuna Road, Studholme Street and Coronation Road is currently under development with a significant number of properties to be created in this area. Currently the default speed limit for any new roads constructed in this area is 100km/hr. To avoid confusion an urban traffic area should be created over this area as shown below.

Figure 22 Proposed 40km/hr residential area



Recommendation

The following changes are recommended for the existing and proposed residential area on the north-east edge of Morrinsville:

- Install a 40km/hr permanent speed limit on the urban traffic area bounded by Coronation Road, Studholme Street, Morrinsville-Tahuna Road and Taukoro Road. This area includes the full length of the following roads:
 - Breen Place, Burmester Place, Ballybunnion Crescent, Carnoustie Pl, Cobham Drive, Fairway Dr, Golf Course Road, Graham Pl, Hoylake Pl, Kowhai Ave, Links Rd, Stirling Dr, Turnberry Cres, Willow Gr and Woodside Cl.
- Install speed limit signage on the David Street, Bank Street, George Street, Willow Grove, Stirling Drive, Fairway Drive and Golf Course Road approach to Coronation Road.

NOTE: Coronation Road and Seales Road will continue to have a 50km/hr speed limit in recognition of their function as arterial roads in the roading hierarchy.

6.3.3 Seales Road

Seales Road is a secondary collector road between Thames Street and Coronation Road. This road was identified for review due to complaints about speed along the road. The road has primarily development on one side of the road and provides a connection between the State Highway (26) and the development area to the west of Coronation Road.

Figure 23 Seales Road



Safety and speed information from MegaMaps shows the following.

Seales Road

<i>Posted speed limit</i>	50km/hr	<i>Mean Free Flow Speed</i>	46-49km/hr
<i>Safe and Appropriate Speed</i>	40km/hr	<i>Infrastructure Risk Rating</i>	Low Medium

Due to the purpose of this road in the roading hierarchy lowering the speed limit below the existing 50km/hr is not considered appropriate at this stage. Infrastructure improvements should be considered to support lower vehicle speeds in this area.

Recommendation

No speed limit changes are proposed for Seales Road and opportunities for other forms of speed management should be considered.

6.3.4 Snell Street

Snell Street is a secondary collector road that forms part of a town centre bypass with Avenue Road North and has a 50km/hr speed limit from Studholme Street for 690m where the speed limit changes to 70km/hr. This street was identified for review due to a customer complaint

about the speed of vehicles in this area and the necessity to review all existing 70km/hr speed limits.

Figure 24 Snell Street



Safety and speed information from MegaMaps shows the following.

Snell Street (existing 50)

<i>Posted speed limit</i>	50km/hr	<i>Mean Free Flow Speed</i>	50km/hr
<i>Safe and Appropriate Speed</i>	40km/hr	<i>Infrastructure Risk Rating</i>	Low Medium

Snell Street (existing 70)

<i>Posted speed limit</i>	70km/hr	<i>Mean Free Flow Speed</i>	58km/hr
<i>Safe and Appropriate Speed</i>	40km/hr	<i>Infrastructure Risk Rating</i>	Low Medium

Due to the purpose of Snell Street in the road hierarchy lowering the speed limit below the existing 50km/hr is not considered appropriate. The speed limit on the remaining section of Snell Street should be reduced to reflect the increased development and turning movements.

Recommendation

The following changes are recommended for Snell Street:

- Lower the existing 70km/hr on Snell Street to 60km/hr.
- Update speed limit signs on Snell Street to the new speed limit.

6.3.5 West Street

West Street is a no exit local road off Avenue Road South that is 500m long and has a 70km/hr speed limit. This street was identified for review due the necessity to review all existing 70km/hr speed limits.

Figure 25 West Street



Safety and speed information from MegaMaps shows the following.

West Street

<i>Posted speed limit</i>	70km/hr	<i>Mean Free Flow Speed</i>	38km/hr
<i>Safe and Appropriate Speed</i>	60km/hr	<i>Infrastructure Risk Rating</i>	Low

Recommendation

The following changes are recommended for West Street:

- Lower the speed limit on West Street to 60km/hr.
- Update speed limit signs on West Street to the new speed limit.

7. Morrinsville Surrounds

7.1 Schools

There is one rural school in the surrounds of Morrinsville for which the speed limit needs to be lowered in the vicinity of to assist with safety and accessibility.

7.1.1 Kiwitahi School

The main access to Kiwitahi School is off Chepmell Road with a 100km/hr speed limit. The school is located in a rural environment with no pedestrian or cycle facilities provided in the area. All students arrive and depart by bus or car. The school bus turns on Chepmell Road to access the parking area.



Safety and speed information from MegaMaps shows the following.

	Chepmell Road	Morrinsville-Walton Road
<i>AM Peak mean speed (km/hr)</i>	58	66
<i>PM Peak mean speed (km/hr)</i>	59	66
<i>Free Flow mean speed (km/hr)</i>	63	68
<i>Posted speed limit (km/hr)</i>	100	100

Kiwitahi School is located on a sharp curve on Morrinsville-Walton Road with no other development in the area. Given the rural location and the high number of through vehicles on Morrinsville-Walton Road and limited interaction between the school and the road it is recommended that a variable speed limit be installed in this area.

Recommendation

The following changes are recommended in the vicinity of Kiwitahi School:

- Install a variable 60km/hr speed limit on Morrinsville-Walton Road from 280m south of Chepmell Road (RP9900) to 280m north of Chepmell Road (RP 10461).
- Install a variable 60km/hr speed limit on Chepmell Road from Morrinsville-Walton Road of a distance of 280m.

- Install variable school threshold style treatments at the change in speed limit points on Morrinsville-Walton Road and Chepmell Road.
- Investigate installing guardrail on Morrinsville-Walton Road to protect the school frontage.

7.1.2 Motumaoho School

Motumaoho School is accessed from State Highway 26 and as such Matamata-Piako District Council have no jurisdiction over the speed limits or signage in this area. Waka Kotahi is the road controlling authority for this area.

7.1.3 Tauhei Combined School

The main vehicle and pedestrian access to Tauhei Combined School is from Tauhei Road. The school is located in a rural environment with no pedestrian or cycle facilities provided in the area. All students arrive and depart by bus or car.

Figure 26 Tauhei Combined School



During discussions with the school Card Road was identified as having a number of students who could walk or cycle if the speed environment was more suitable.

Safety and speed information from MegaMaps shows the following.

	Tauhei Road
<i>AM Peak mean speed (km/hr)</i>	75

<i>PM Peak mean speed (km/hr)</i>	77
<i>Free Flow mean speed (km/hr)</i>	80
<i>Posted speed limit (km/hr)</i>	80

Recommendation

The following changes are recommended in the vicinity of Tauhei Combined School:

- Install a variable 60km/hr speed limit Tauhei Road between 740m and 1120m south of Makatu Road.
- Install variable school threshold style treatments at the change in speed limit points on Tauhei Road.
- Lower the speed limit on the full length of Card Road to 80km/hr.

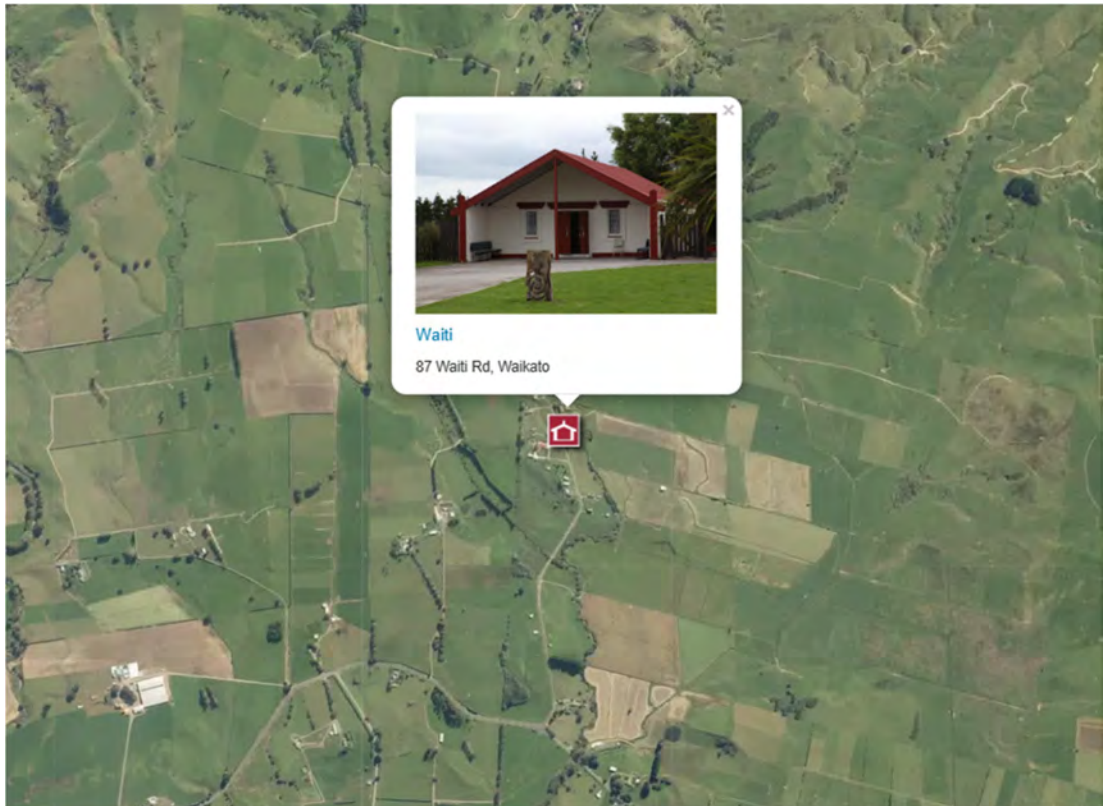
7.2 Marae

There are three Marae in the Morrinsville rural area for which the speed limit needs to be reviewed in the vicinity of to assist with safety and accessibility.

7.2.1 Waiti Marae

Waiti Marae is located on Waiti Road which is a local road off Tahuna-Ohinewai Road that is 10km long with a mix of sealed and unsealed surfaces. The marae is located approximately 870m from the intersection with Tahuna-Ohinewai Road.

Figure 27 Waiti Marae



Safety and speed information from MegaMaps shows the following.

Waiti Road

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	42km/hr
<i>Safe and Appropriate Speed</i>	60km/hr	<i>Infrastructure Risk Rating</i>	Medium High

No crashes have been reported along this route, however due to the narrow road width a lower speed limit is considered to be appropriate for the section from Tahuna-Ohinewai Road to north of the one lane bridge. This section covers the majority of the development on the road and any further reduction in speed limits will need to be considered as part of a wider strategy for speed limits on rural roads across the district.

The location of Waiti marae is currently not identified with only old advance fingerboard signs positioned at the intersection with Tahuna-Ohinewai Road. Updated advance and directional signage should be installed on Waiti Road to show the location of the marae.

Recommendation

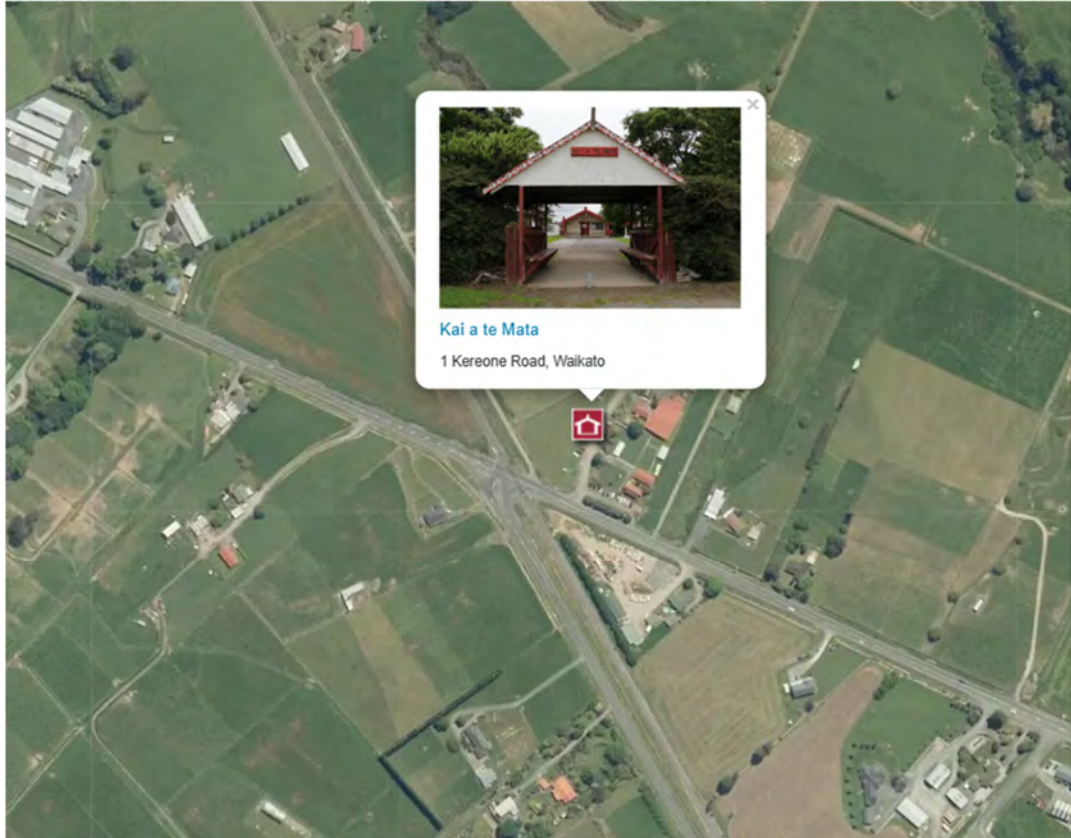
The following changes are recommended for Waiti Road:

- Lower the speed limit to 60km/hr on Waiti Road from Tahuna-Ohinewai Road for 1.47 km.
- Install speed limit signs at the changes in speed limit locations on Waiti Road.
- Install advance and directional marae signage on both approaches to the marae and at the intersection with Tahuna-Ohinewai Road.

7.2.2 Kai a te Mata

Kai a te Mata Marae is located on Kereone Road which is an arterial road that runs between State Highway 27 and Morrinsville-Walton Road. The marae is located near the intersection with Morrinsville-Walton Road and adjacent to the railway line.

Figure 28 Kai a te Mata Marae



Safety and speed information from MegaMaps shows the following.

Kereone Road

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	92km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium

There has been considerable development in this area and the operation of the level railway crossing and the intersection with Morrinsville-Walton Road are all within close proximity of the access to the marae.

To provide a whole of network perspective the section under review has been widened to include Morrinsville-Walton Road to Kuranui Road and Kereone Road to Roache Road.

There are a number of accesses to residential and business properties within this area and a lower speed limit is considered to be appropriate. There is limited advance warning for the railway crossing as well as the intersection with Morrinsville-Walton Road and additional signage and markings should be installed to highlight these hazards. There has been no significant crash history at the intersection with Morrinsville-Walton Road, 3 non- injury crashes in 5 years, however the speed of vehicles and increasing traffic volumes means that the risk is increasing.

The location of Kai a te Mata Marae is currently identified with old fingerboard signs. Updated advance and directional signage should be installed on Kereone Road to show the location of the marae.

Recommendation

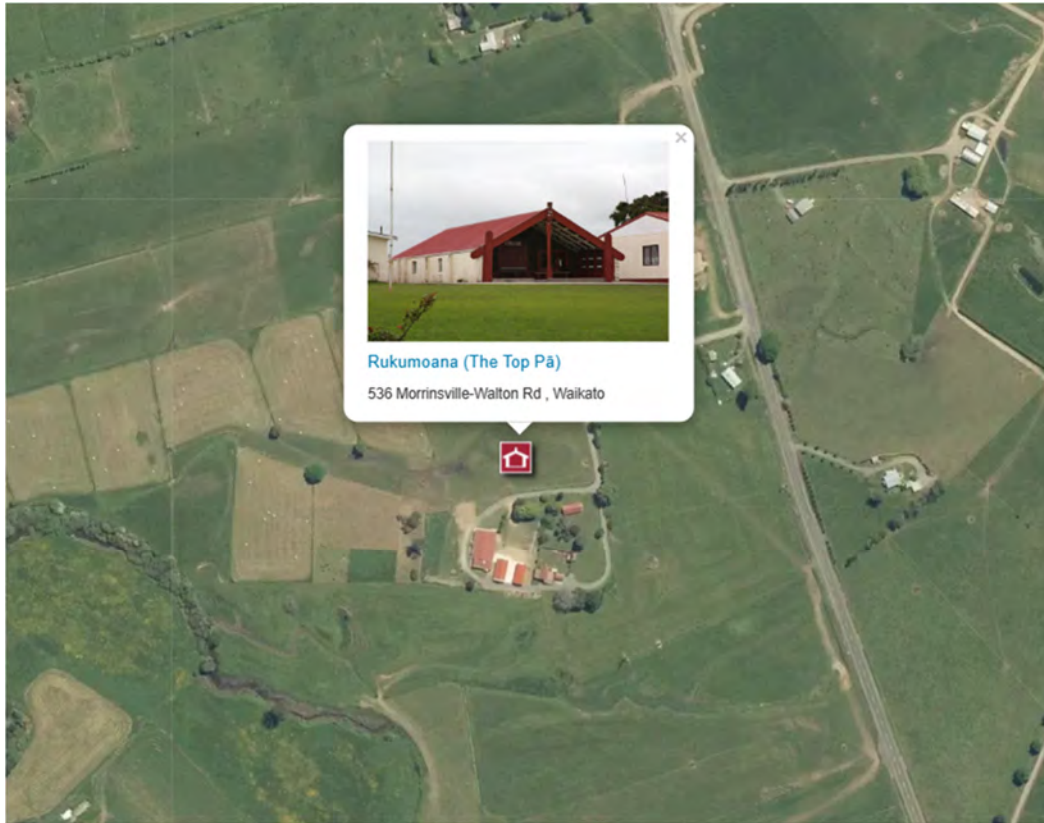
The following changes are recommended for Kereone Road:

- Lower the speed limit to 80km/hr on the following sections of road:
 - Kereone Road from Morrinsville-Walton Road to between Bolton Road and Stockman Road
 - Morrinsville-Walton Road from Kuranui Road to 180m south of Kereone Road
 - Bolton Road from Kereone Road for a distance of 900m.
- Install threshold style signage on the westbound approach to the speed limit change on Kereone Road and on the Morrinsville-Walton Road approach to Kereone Road.
- Install advance and directional marae signage on both approaches to the marae.
- Install additional signage and road marking to highlight the presence of the railway crossing and the intersection.

7.2.3 Rukumoana

Rukumoana Marae is located on Morrinsville-Walton Road approximately 3.5km south of Kereone Road.

Figure 29 Rukumoana Marae



Safety and speed information from MegaMaps shows the following.

Morrinsville-Walton Road

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	85km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium

There have been no crashes have been reported within the vicinity of the marae and due to the significant set back from the road there is little interaction with the traffic on Morrinsville-Walton Road to change to the speed limit is proposed in this location.

The location of Rukumoana marae is currently not identified with only a fingerboard sign positioned at the driveway on Morrinsville-Walton Road. Updated advance and directional signage should be installed on Morrinsville-Walton Road to show the location of the marae.

Recommendation

The following changes are recommended for Morrinsville-Walton Road:

- Install advance and directional marae signage on both approaches to the marae on Morrinsville-Walton Road.

7.3 Other Roads

7.3.1 Morrinsville – Tahuna Road

Morrinsville – Tahuna Road is an arterial road between Morrinsville and Tahuna with a section of 70km/hr at Mangateparu which is required to be reviewed.



Safety and speed information from MegaMaps shows the following.

Morrinsville-Tahuna Road

<i>Posted speed limit</i>	70km/hr	<i>Mean Free Flow Speed</i>	76km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Low Medium

There have been four reported crashes on this section of road in the last 5 years. Two serious, one minor and one non-injury crashes. All the crashes have occurred at the Cameron Road/Mangateparu Loop Road/Morrinsville-Tahuna Road intersection.

A lower speed limit is recommended to be consistent with the speed limit through other small townships within Matamata-Piako District and reduce the risk at the intersection. The speed limit on the side road approaches to Morrinsville – Tahuna Road at this location should also be lowered to reduce the risk to all users.

Recommendation

The following changes are recommended on Morrinsville-Tahuna Road:

- Lower the speed limit to 60km/hr on the following sections of road:
 - Morrinsville-Tahuna Road from 320m south of Cameron Road to 160m north of Cameron Road
 - Cameron Road from Morrinsville-Tahuna Road for a distance of 100m.
 - Maungateparu Loop Road from Morrinsville-Tahuna Road for a distance of 120m
- Upgrade the thresholds on all approaches to Maungateparu with new speed limit and red markings.

7.3.2 Stockmans Road

Stockmans Road is a no exit local road off Kereone Road that is 600m long and has a 100km/hr speed limit. This street was identified for review from a customer query.

Figure 30 Stockmans Road



Safety and speed information from MegaMaps shows the following.

Stockmans Road

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	36km/hr
<i>Safe and Appropriate Speed</i>	60km/hr	<i>Infrastructure Risk Rating</i>	Medium High

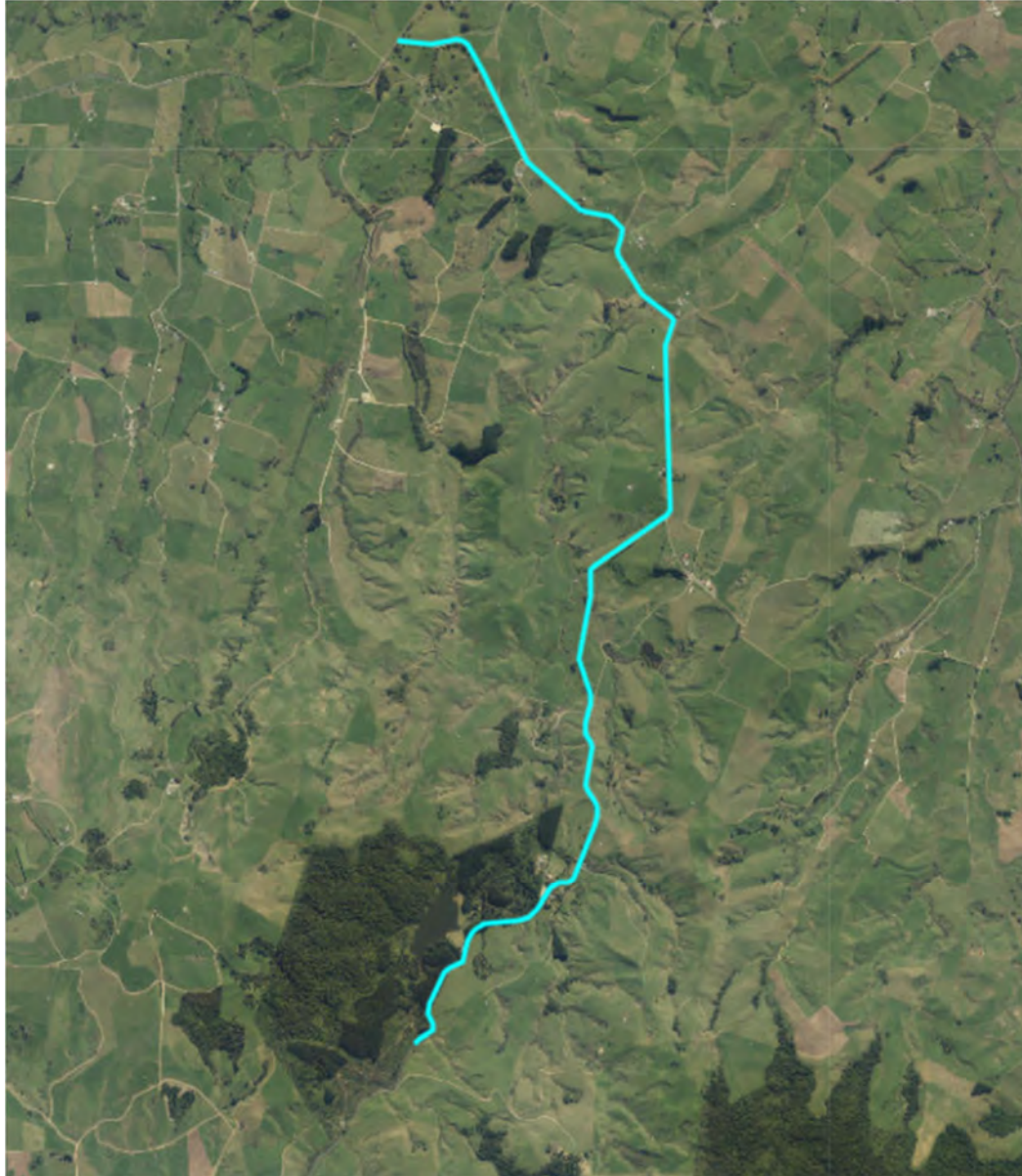
Recommendation

The following changes are recommended for Stockmans Road:

- Lower the speed limit on Stockmans Road to 60km/hr.
- Install speed limit signs on the Stockmans Road approach to Kereone Road.

7.3.3 Waterworks Road

Waterworks Road is a local road that provides access to the Maungakawa Reserve and the Te Miro Mountain Bike Park and shares a boundary with Waipa District Council. This road was identified for review by a customer complaint due to the increase in use at the Te Miro Mountain Bike Park. The road currently has an open road speed limit and is marked intermittently with edgelines and a centreline.



Safety and speed information from MegaMaps shows the following.

Waterworks Road

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	62km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium High

Due to the increasing number of users of the mountain bike park and the narrow width of the road a lower speed limit is considered appropriate for this road. Any changes will need to be coordinated with Waipa District Council.

Recommendation

The following changes are recommended for Waterworks Road:

- Install 80km/hr speed limit on Waterworks Road from Chepmell Road to RP 6020.
- Install a 60km/hr speed limit on Waterworks Road from RP 6020 to the council boundary. *This will require coordination with Waipa District Council for the 60km/hr speed to extend a further 800m to cover the lower carpark.*
- Install threshold style signs south of Chepmell Road and at the speed limit change.
- Install edgelines and centreline markings where road width will allow. .
- Review edge marker post locations and install new edge marker posts as needed.
- Install warning signs for pedestrians and cyclists.
- Review and upgrade curve warning and road narrows signage.

8. Tahuna

8.1 Schools

8.1.1 Tahuna School

The main access to Tahuna School is off Tahuna-Ohinewai Road. Footpaths are provided on both sides of the road from town to the school frontage. There are no specific crossing points provided. There are no cycle facilities in the area.



Tahuna-Ohinewai Road is a collector road between Tahuna and Ohinewai (SH1) with a speed limit of 50km/hr in this location the change to 100km/hr is 370m west of Rimu Street which is

approximately 70m west of the school entrance. There is a variable 40km/hr speed limit starting 355m west of Rimu Street and ending 50m west of Rimu Street.

Safety and speed information from MegaMaps shows the following.

	Tahuna-Ohinewai Road
<i>AM Peak mean speed (km/hr)</i>	69
<i>PM Peak mean speed (km/hr)</i>	69
<i>Free Flow mean speed (km/hr)</i>	75
<i>Posted speed limit (km/hr)</i>	50/40 variable

Due to the high existing vehicle speeds additional speed management infrastructure will be needed on the approach to Tahuna School.

Recommendation

The following changes are recommended in the vicinity of Tahuna School:

- Lower the existing variable speed limit to 30km/hr on Tahuna-Ohinewai Road
- Extend the 50km/hr speed limit to RP 820 on Tahuna-Ohinewai Road.
- Reposition the settlement threshold on Tahuna-Ohinewai Road on the northbound approach to Tahuna.
- Install school threshold treatments on both approaches to Tahuna School.
- Install transverse rumble strips on northbound approach to the threshold on Tahuna-Ohinewai Road
- Consider installing a raised safety platform with a zebra crossing on Tahuna-Ohinewai Road in the vicinity of No. 28 Tahuna-Ohinewai Road

8.2 Settlement - Tahuna

8.2.1 Morrinsville – Tahuna Road

Morrinsville – Tahuna Road is an arterial road between Morrinsville and Tahuna with the southern approach to Tahuna at the end of a long straight and as a result vehicle speeds are high.



Safety and speed information from MegaMaps shows the following.

Morrinsville-Tahuna Road

<i>Posted speed limit</i>	50km/hr	<i>Mean Free Flow Speed</i>	69km/hr
<i>Safe and Appropriate Speed</i>	50km/hr	<i>Infrastructure Risk Rating</i>	Medium High

Due to the high existing vehicle speeds additional speed management infrastructure will be needed on the approach to Tahuna.

Recommendation

The following changes are recommended on Morrinsville-Tahuna Road:

- Install transverse rumble strips on northbound approach to the threshold on Morrinsville-Tahuna Road approach to Tahuna.
- Upgrade the threshold into Tahuna with red markings.
- Investigate treatment options for slowing vehicle speeds between Pioneer Road and Huia Street in Tahuna.

9. Tatuanui

9.1 Schools

9.1.1 Tatuanui School

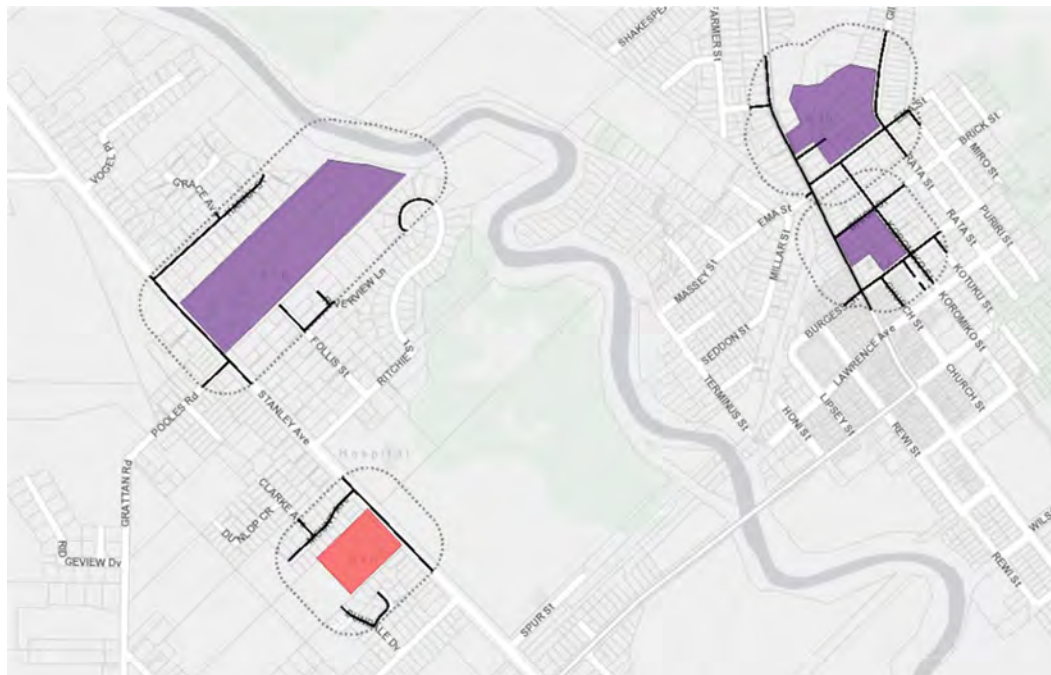
Tatuanui School is accessed from State Highway 27 and as such Matamata-Piako District Council have no jurisdiction over the speed limits or signage in this area. Waka Kotahi is the road controlling authority for this area.

10. Te Aroha

10.1 Schools

There are four schools in Te Aroha for which the speed limit needs to be lowered in the vicinity of to assist with safety and accessibility as shown below.

Figure 31 Te Aroha Schools



10.1.1 Stanley Avenue School and Te Aroha College

The only vehicle and pedestrian access to Stanley Avenue School and the main access to Te Aroha College is from Stanley Avenue. A rear access for pedestrians and student vehicles to Te Aroha Collage is off Follis Street.

A kea crossing is provided on Stanley Avenue in the vicinity of Stanley Avenue School with footpaths provided on both sides of all roads in the area. No separate cycle facilities are provided in the area with the path on the eastern side of the road a shared path.



Safety and speed information from MegaMaps shows the following.

	Stanley Avenue (south)	Stanley Avenue (north)	Follis Street
<i>AM Peak mean speed (km/hr)</i>	47	48	21
<i>PM Peak mean speed (km/hr)</i>	45	49	21
<i>Free Flow mean speed (km/hr)</i>	52	58	25
<i>Posted speed limit (km/hr)</i>	50/ 40 variable	50	50

Due to the differing operating times and the distance between the schools two separate variable speed limits are proposed for each school.

Vehicle speeds in the area are higher than the existing speed limits and infrastructure will be required to manage vehicle speeds and reduce the risk to users.

An improvement plan will need to be developed for the area in conjunction with lower speed limits and the development of a walking and cycling plan for the area. Features of this should include:

- Upgrade the existing kea crossing to a patrolled crossing.

- Install additional speed calming with either speed cushion or raised safety platforms installed along the road to manage vehicle speeds.
- Install a new crossing point with refuge islands on Stanley Avenue in the vicinity of the dairy.

Recommendation

The following changes are recommended on Stanley Avenue:

- Lower the existing variable speed limit at Stanley Avenue School to 30km/hr.
- Install a variable 30km/hr speed limit on Stanley Avenue between Pooles Road and Hanna Street.
- Update the school threshold treatments on both approaches to Stanley Avenue School and Te Aroha Collage on Stanley Avenue with additional roadmarking and signage.
- Develop an infrastructure improvement plan for the area considering the following features:
 - Upgrade the existing kea crossing to a patrolled crossing.
 - Install additional speed calming with either speed cushions or raised safety platforms to manage vehicle speeds.
 - Install a new crossing point with refuge islands on Stanley Avenue in the vicinity of the dairy.

10.1.2 St Joseph’s Catholic School (Te Aroha) and Te Aroha Primary School

The main pedestrian and vehicle access to St Joseph’s Catholic School (Te Aroha) is off Koromiko Street, with additional access also available from Brick Street and State Highway 26. The main pedestrian and vehicle access to Te Aroha Primary School is off Jubilee Avenue which is a short side road off State Highway 26. Pedestrian access is also available from Ema Street.

There is a patrolled zebra crossing on State Highway 26 and another zebra crossing is provided on Brick Street with footpaths provided on both sides of all roads in the area. No separate cycle facilities are provided in the area.

A bus stop is marked on Brick Street east of State Highway 26.



Safety and speed information from MegaMaps shows the following.

	Koromiko Street	Brick Street	Jubilee Avenue	Ema Street
<i>AM Peak mean speed (km/hr)</i>	23	30	10	26
<i>PM Peak mean speed (km/hr)</i>	23	30	10	26
<i>Free Flow mean speed (km/hr)</i>	26	31	10	34
<i>Posted speed limit (km/hr)</i>	50	50	50	50

The vehicle speeds on State Highway 26 are higher than desirable, however Matamata-Piako District Council has no jurisdiction over the speed limits or signage in this area. Waka Kotahi as the road controlling authority for this area has indicated that they will be installing a 30km/hr variable speed limit in the vicinity of these schools.

Recommendation

The following changes are recommended in the vicinity of St Joseph's Catholic School (Te Aroha) and Te Aroha Primary School:

- Lower the speed limit to 30km/hr on the following sections of road:
 - Jubilee Avenue – full length
 - Koromiko Road from Brick Street to Ema Street
 - Brick Street from State Highway 26 to Koromiko Street
 - Ema Street from State Highway 26 to Koromiko Street
- Install school threshold treatments on the northbound approach to St Joseph's Catholic School (Te Aroha) on Koromiko Road and the westbound approach to Te Aroha Primary School on Ema Street.
- Install speed limit signs on Ema Street, Jubilee Avenue and Brick Street approaches to State Highway 26 and the Brick Street approaches to Koromiko Street.
- Consider upgrading the existing zebra crossing on Brick Street onto a raised safety platform.
- Consider installing a crossing point on Ema Street in the vicinity of the Dental Clinic.

10.2 Town Centre – Te Aroha

Te Aroha is dissected by State Highway 26 and the town centre has a high volume of pedestrians and manoeuvring vehicles increasing the risk of a crash. To align driver expectations of what is an appropriate speed with the desired environment a lower speed limit should be applied in the area shown in blue below.

Figure 32 Proposed 30km/hr – Te Aroha Town Centre



Safety and speed information from MegaMaps shows the following.

Te Aroha Town Centre

<i>Posted speed limit</i>	50km/hr	<i>Mean Free Flow Speed</i>	21 – 30km/hr
<i>Safe and Appropriate Speed</i>	30km/hr	<i>Infrastructure Risk Rating</i>	Medium High

Due to the high number of pedestrians and manoeuvring vehicles in this area, a lower speed limit would assist with managing the risks in this area.

Recommendation

The following changes are recommended for Te Aroha Town Centre:

- Lower the speed limit to 30km/hr on:
 - Boundary St between Whitaker Street and Church Street
 - Church St between Kenrick Street and Boundary Street
 - Rewi St between Rolleston Street and Kenrick Street (SH26)
 - Rolleston St between Whitaker Street and Rewi Street
 - Whitaker Street between Kenrick Street (SH26) and Rolleston Street
- Install speed limit signage at the intersections of Rewi Street, Whitaker Street and Church Street with Kendrick Street, and the Rolleston Street and intersections with Rewi Street and Whitaker Street.

10.3 Other Roads

10.3.1 Bossons Road

Bossons Road is located on the perimeter of Te Aroha and currently has a 70km/hr speed limit which needs to be reviewed. Significant development has occurred on this road which has altered its use and appropriateness of the existing speed limit.



Safety and speed information from MegaMaps shows the following.

Bossons Road

<i>Posted speed limit</i>	70km/hr	<i>Mean Free Flow Speed</i>	39km/hr
<i>Safe and Appropriate Speed</i>	60km/hr	<i>Infrastructure Risk Rating</i>	Low Medium

Due to the increasing number of properties in the area a lower speed limit is considered to be appropriate. The speed limit on Gordon Avenue is not proposed to be lowered as there has not been any significant change in the use of this road.

Recommendation

The following changes are recommended for Bossons Road:

- Lower the speed limit to 50km/hr Bossons Road from Gordon Avenue to Grattan Road
- Upgrade the existing speed limit signs with additional roadmarking and update the signage to reflect the lower speed limit.

10.3.2 Grattan Road

Grattan Road is located on the perimeter of Te Aroha and currently has a 70km/hr speed limit which needs to be reviewed. Significant development has occurred on this road which has altered its use and appropriateness of the existing speed limit.



Safety and speed information from MegaMaps shows the following.

Grattan Road

<i>Posted speed limit</i>	70km/hr	<i>Mean Free Flow Speed</i>	63km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Low Medium

Due to the increasing number of properties in the area a lower speed limit is considered to be appropriate.

Recommendation

The following changes are recommended for Grattan Road:

- Lower the speed limit to 50km/hr on Grattan Road from Bossons Road to Pooles Road.

- Upgrade the existing speed limit signs with additional roadmarking and update the signage to reflect the lower speed limit.

11. Te Aroha Surrounds

11.1 Schools

11.1.1 Elstow-Waihou Combined School

The main access to Elstow-Waihou Combined School is off Bowler Road. The school is located in a rural environment with no pedestrian or cycle facilities provided in the area. All students arrive and depart by bus or car.



An existing 70km/hr variable speed limit has been installed within the vicinity of the school and is in operation during the start and end of school days. The reduction applies for a distance of 165m on Tauti Road, 215m on Bowler Road, 140m on Ngutumanga Road and 55m on Mellon Road from where the roads intersect.

Safety and speed information from MegaMaps shows the following.

	Tauti Road	Bowler Road	Ngutumanga Road	Mellon Road
<i>AM Peak mean speed (km/hr)</i>	81	54	89	52
<i>PM Peak mean speed (km/hr)</i>	82	53	86	53
<i>Free Flow mean speed (km/hr)</i>	86	64	94	58

<i>Posted speed limit (km/hr)</i>	100/70 variable	100/70 variable	100/70 variable	100/70 variable
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Vehicle speeds in the area are higher than the existing variable speed limits on the through road (Tautiti Road and Ngutumanga Road) and infrastructure will be required to manage vehicle speeds and reduce the risk to users.

There have been three reported crashes within 100m of the intersection in the last 5 years.

Recommendation

The following changes are recommended in the vicinity of Elstow – Waihou Combined School:

- Lower the existing variable speed limit to 60km/hr speed limit on all approaches.
- Upgrade the threshold treatments on all approaches with additional signage and roadmarking.
- Investigate suitable speed management infrastructure for a rural intersection such as a rural roundabout.

11.1.2 Springdale School

The main access to Springdale School is off No. 1 Road. The school is located in a semi-rural environment with a pedestrian path provided on the eastern side of No. 1 Road between the school and the hall to the north of the school. No cycle facilities are provided in the area. The majority of students arrive and depart by bus or car.



An existing 70km/hr speed limit has been installed within the vicinity of the school it extends from 240m north of No.9 Road to 240m north of Wiseman Road.

Safety and speed information from MegaMaps shows the following.

	No. 1 Road
<i>AM Peak mean speed (km/hr)</i>	75
<i>PM Peak mean speed (km/hr)</i>	76
<i>Free Flow mean speed (km/hr)</i>	84
<i>Posted speed limit (km/hr)</i>	70

Due to the high existing vehicle speeds additional speed management infrastructure will be needed on the approach to Springdale School.

Recommendation

The following changes are recommended in the vicinity of Springdale School:

- Lower the existing 70km/hr speed limit to 60km/hr and realign the start and end locations to better fit the area (RP 9622 to RP 10435).
- Install a 30km/hr variable speed limit on No. 1 Road from RP 9700 to RP 9990.
- Reposition the settlement thresholds on No. 1 Road and upgrade with additional roadmarking.
- Install variable school threshold treatments on both approaches to Springdale School.
- Install transverse rumble strips on the approaches to the thresholds on No.1 Road

11.1.3 Te Wharekura o Te Rau Aroha

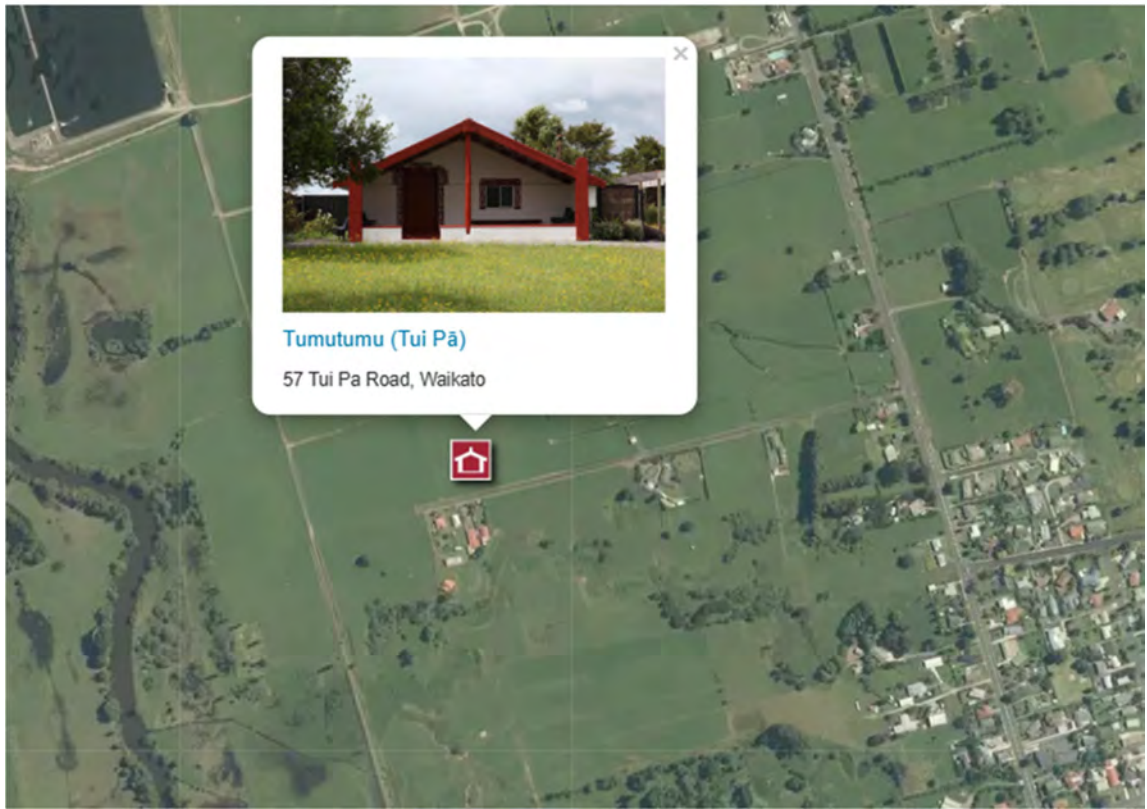
Te Wharekura o Te Rau Aroha School is accessed from State Highway 27 and as such Matamata-Piako District Council have no jurisdiction over the speed limits or signage in this area. Waka Kotahi is the road controlling authority for this area.

11.2 Marae

There are two Marae in the Te Aroha rural area for which the speed limit needs to be reviewed in the vicinity of to assist with safety and accessibility.

11.2.1 Tui Pā

Tui Pa Marae is located on Tui Pa Road which is a sealed local road off State Highway 26 that is 600m long. The marae is located at the end of the road.



Safety and speed information from MegaMaps shows the following.

Tui Pa Road

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	34km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium

Due to the narrow road width and short length a lower speed limit is considered to be appropriate for Tui Pa Road.

The location of Tui Pa marae is currently not identified with only advance fingerboard signs positioned at the intersection with State Highway 26. Updated advance and directional signage should be installed on Tui Pa Road to show the location of the marae.

Recommendation

The following changes are recommended for Tui Pa Road:

- Lower the speed limit to 60km/hr on the full length of Tui Pa Road.
- Install speed limit signs at the intersection with State Highway 26.
- Install advance and directional marae signage on the approach to the marae and at the intersection with State Highway 26.

11.2.2 Paeahi Marae

Paeahi Marae is located on State Highway 26 and as such Matamata-Piako District Council have no jurisdiction over the speed limits or signage in this area. Waka Kotahi is the road controlling authority for this area.

11.3 Other Roads

11.3.1 Awaiti Road

Awaiti Road is located on the northern boundary of Matamata-Piako District with Hauraki District Council and currently has a 100km/hr speed limit. Hauraki District Council's speed management plan has identified the speed limit on this road to drop to 80km/hr.



Safety and speed information from MegaMaps shows the following.

Awaiti Road

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	93km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium

There have been seven reported crashes on this road in the last 5 years. One serious, one minor and five non-injury crashes. The majority of the crashes are loss of control or head on crashes with only 1 crash intersection related.

The final recommendations from Hauraki District Council's Speed Management Plan following their consultation and hearing process are:

Recommendations

- Lower the speed limit to 80km/hr.
- Install ATP on edgelines along the route.

Any physical works and/or changes to speed limit will need to be coordinated with Matamata-Piako District Council to ensure consistency along the route.

To provide consistency for drivers the speed limit and treatment should be the same within both jurisdictions.

Recommendation

The following changes are recommended for Awaiti Road:

- Lower the speed limit to 80km/hr from Paeroa-Tahuna Road to the district boundary.
- Install ATP on edgelines along the route.

12. Te Poi

12.1 Schools

12.1.1 Te Poi School

The main access to Te Poi School is off Stopford Road with a 70km/hr speed limit. There is a footpath along State Highway 29 which connects the school to the residential area of Te Poi. There are no cycle facilities in the area and the majority of students arrive by car or bus.



Safety and speed information from MegaMaps shows the following.

	Stopford Road
<i>AM Peak mean speed (km/hr)</i>	45
<i>PM Peak mean speed (km/hr)</i>	53
<i>Free Flow mean speed (km/hr)</i>	64
<i>Posted speed limit (km/hr)</i>	70

Waka Kotahi are proposing to reduce the speed limit in Te Poi to 60km/hr with a variable 30km/hr speed limit in the vicinity of Stopford Road for Te Poi School.

To ensure consistency with the adjacent state highway a lower speed limit and matching variable speed limit should be applied to Stopford Road.

Recommendation

The following changes are recommended in the vicinity of Te Poi School:

- Lower the existing 70km/hr speed limit on Stopford Road to 60km/hr and extend the 60km/hr speed limit to 300m from State Highway 29.
- Install a 30km/hr variable speed limit on Stopford Road from the intersection with State Highway 29 to RP 225.
- Install settlement threshold treatment on the Stopford Road southbound approach to Te Poi.
- Install variable school threshold treatments on the Stopford Road southbound approach to Te Poi School.
- Mark a centreline and edgelines for full length of Stopford Road.

12.2 Settlement – Te Poi

The roads within the settlement of Te Poi currently have a 70km/hr speed limit which should be reviewed. Waka Kotahi are proposing to reduce the speed limit in Te Poi to 60km/hr and to ensure consistency within the settlement a lower speed limit should be applied to all existing roads.



Safety and speed information from MegaMaps shows the following.

Temm Road

<i>Posted speed limit</i>	70km/hr	<i>Mean Free Flow Speed</i>	37km/hr
<i>Safe and Appropriate Speed</i>	60km/hr	<i>Infrastructure Risk Rating</i>	Low

Te Poi Road

<i>Posted speed limit</i>	70km/hr	<i>Mean Free Flow Speed</i>	63km/hr
<i>Safe and Appropriate Speed</i>	60km/hr	<i>Infrastructure Risk Rating</i>	LowMedium

Te Poi South Road

<i>Posted speed limit</i>	70km/hr	<i>Mean Free Flow Speed</i>	51km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium High

Recommendation

The following changes are recommended for roads within Te Poi:

- Lower the existing speed limits within Te Poi to 60km/hr.
- Update speed limit signs on Te Poi Road and Te Poi South Road to the new speed limit.

13. Waharoa

13.1 Schools

13.1.1 Te Kura o Waharoa

The main access to Te Kura o Waharoa School is off Ward Street. Footpaths are provided on all road frontages however there are no identified crossing locations, and no cycle facilities are provided in the area.



Safety and speed information from MegaMaps shows the following.

	Ward Street	Mowbray Road	Pitt Street
<i>AM Peak mean speed (km/hr)</i>	34	48	27
<i>PM Peak mean speed (km/hr)</i>	33	48	28
<i>Free Flow mean speed (km/hr)</i>	36	54	34
<i>Posted speed limit (km/hr)</i>	50	50	50

Due to the limited interaction with the surrounding roading network a lower speed limit on Ward Street is considered appropriate in the first instance. Should the community desire a lower speed limit for the whole settlement then this can be considered in the next review.

Recommendation

The following changes are recommended in the vicinity of Te Kura o Waharoa School:

- Lower the speed limit to 30km/hr on Ward Street between Pitt Street and Mowbray Street.
- Install school threshold treatments on Ward Street.
- Mark a centreline and edgelines for Ward Street between Pitt Street and Mowbray Street.
- Investigate the creation of a suitable crossing points on Ward Street and Mowbray Street.

14. Waitoa

14.1 Other Roads

14.1.1 Ngarua Road

Ngarua Road is a collector road off State Highway 26 in Waitoa which currently has a 70km/hr speed limit which is required to be reviewed.



Safety and speed information from MegaMaps shows the following.

Ngarua Road

<i>Posted speed limit</i>	70km/hr	<i>Mean Free Flow Speed</i>	73km/hr
<i>Safe and Appropriate Speed</i>	40km/hr	<i>Infrastructure Risk Rating</i>	Medium

Waka Kotahi are not proposing to reduce the speed limit in Waitoa at this stage. A lower speed limit is recommended for Ngarua Road to be consistent with the speed limit through other small townships within Matamata-Piako District.

Recommendation

The following changes are recommended for Ngarua Road:

- Lower the speed limit to 60km/hr on Ngarua Road from State Highway 26 for 600m.
- Upgrade the threshold on Ngarua Road into Waitoa with red markings.
- Investigate treatment options for slowing vehicle speeds on Ngarua Road between the threshold and State Highway 26.

15. Walton

15.1 Schools

15.1.1 Walton School

The main access to Walton School is off Walton Road which has a speed limit of 70km/hr. The 70/100km/hr speed limit change is located less than 100m west of the main entrance to the school. The school is located in a semi-rural environment with a pedestrian path provided on the southern side of Walton Road between the school and the town to the east of the school. No cycle facilities are provided in the area. The majority of students arrive and depart by bus or car.



Safety and speed information from MegaMaps shows the following.

	Walton Road
<i>AM Peak mean speed (km/hr)</i>	54
<i>PM Peak mean speed (km/hr)</i>	61
<i>Free Flow mean speed (km/hr)</i>	72
<i>Posted speed limit (km/hr)</i>	60

Recommendation

The following changes are recommended in the vicinity of Walton School:

- Lower the existing 70km/hr speed limit on Walton Road to 60km/hr.
- Install school threshold treatments on both approaches to Walton School.

15.2 Settlement - Walton

Walton Road through Walton currently has a 70km/hr speed limit which should be reviewed.



Safety and speed information from MegaMaps shows the following.

Walton Road - Settlement

<i>Posted speed limit</i>	70km/hr	<i>Mean Free Flow Speed</i>	60km/hr
<i>Safe and Appropriate Speed</i>	60km/hr	<i>Infrastructure Risk Rating</i>	Medium

Landsdowne Road

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	85km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium High

Morrinsville-Walton Road

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	90km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium

Walton Road rural

<i>Posted speed limit</i>	100km/hr	<i>Mean Free Flow Speed</i>	78km/hr
<i>Safe and Appropriate Speed</i>	80km/hr	<i>Infrastructure Risk Rating</i>	Medium High

Due to the proximity of the school to the existing change in speed limit an extension to the lower speed limit for Walton Road is considered appropriate. The intersection of Landsdowne Road, Morrinsville-Walton Road and Walton Road has been the subject of a number of complaints of near misses due to drivers missing the intersection as the forward visibility of the intersection is limited. To assist with reducing the risk an intersection speed limit is proposed which will address the risk of turning conflicts at the intersection as well slowing vehicles on the approach to Walton.

Recommendation

The following changes are recommended for roads within Walton:

- Lower the speed limit to 80km/hr on the following sections of road:
 - Landsdowne Road from Walton Road for a distance of 250m
 - Morrinsville-Tahuna Road from Walton Road for a distance of 260m
 - Walton Road from Landsdowne Road for a distance of 240m
- Lower the speed limit to 60km/hr on Walton Road from RP2360 (existing 70/100 change east of Walton) to 250m east of Landsdowne Road
- Install large speed limit signs and roadmarkings on Landsdowne Road and Morrinsville-Tahuna Road approaches to Walton Road.
- Reposition the threshold signs on the west of Walton to the new location and upgrade with additional roadmarking.
- Upgrade the threshold signs on the east of Walton with the new speed limit and additional roadmarking.

16. Summary

A summary of the recommendations for each road or section of road identified above is tabled below.

Report No.	School / Road Name	Recommendations
2.1.1	Hinuera School	<p>Lower the existing variable speed limit to 30km/hr</p> <p>Lower the speed limit to 60km/hr</p> <p>Install school threshold style treatment Hinuera Road.</p> <p>Upgrade existing Settlement threshold with pavement markings</p> <p>Consider installing two crossing points 1x near the existing service entrance and 1x in the midblock of the existing parking area.</p>
3.1.1	Manawaru School	<p>Increase the permanent speed limit through Manawaru to 60km/hr and reduce the northern extents to 140m north of School Road</p> <p>Lower the existing variable speed limit to 30km/hr</p> <p>Install a 30km/hr variable speed limit on Shaftesbury Road from Manawaru Road for 100m.</p> <p>Install school threshold treatments on all approaches to Manawaru School</p> <p>Relocate the northern settlement threshold and upgrade the existing southern threshold and the threshold on Shaftesbury Road to include pavement markings</p> <p>Install transverse rumble strips on northbound approach to the threshold on Manawaru Road</p> <p>Install speed cushions on the approaches to the crossing point adjacent to Manawaru School</p>
4.1.1	Matamata Primary School and St Joseph's Catholic School	<p>Install a 30km/hr permanent speed limit on Hohaia Street between State Highway 24 and Huia Street; Huia Street between Meura Street and Hohaia Street; Meura Street from State Highway 24 to Huia Street; and Tawa Street</p>

Report No.	School / Road Name	Recommendations
	(Matamata)	<p>between Hohaia Street and Centennial Drive</p> <p>Install school threshold style treatment on Hohaia Street south of the intersection with State Highway 24 and north of Huia Street.</p> <p>Mark a centreline on Hohaia Street between State Highway 24 and Huia Street.</p> <p>Install speed limit signage on the Meura Street approach to State Highway 24, Tui Street approach to Meura Street and the Rata Street approach to Huia Street.</p> <p>Install side and central islands at the Meura Street approach to State Highway 24 to assist with speed management.</p> <p>Consider upgrading the existing pedestrian crossing on Hohaia Street onto a raised safety platform.</p> <p>Consider installing a raised safety platform on the Tawa Street approach to Hohaia Street or investigate an urban roundabout for this intersection.</p> <p>Install a new crossing point with side islands with side islands on Hohaia St in line with St Joseph's front entrance.</p> <p>Install a new crossing point on Meura Street near Tui Street to provide footpath connectivity.</p>
4.1.2	Firth School, Matamata Christian School, Matamata Intermediate, and Matamata College	<p>Lower the existing variable speed limit on Smith Street and Station Road to a 30km/hr variable speed limit.</p> <p>Install a 30km/hr speed limit on the full length of Kowhai Street; College Street; Hampton Terrace; Allenby Road; Sylvian Place; and Mill Crescent.</p> <p>Upgrade the variable school threshold with additional pavement markings and signage on Smith Street south of Sheffield Street and Station Road north of Smith Street and Kowhai Street.</p> <p>Install speed limit signage on the Hampton Terrace approach to Smith Street.</p> <p>Upgrade existing variable speed limit signage on McKenzie Place</p> <p>Consider upgrading the existing kea crossing on Smith Street to a patrolled zebra crossing on a raised safety platform.</p> <p>Consider upgrading the existing kea crossing on Station Road to a patrolled zebra crossing with speed cushions on</p>

Report No.	School / Road Name	Recommendations
		<p>the approaches.</p> <p>Install a new crossing point on Smith Street.</p>
4.2.0	Matamata Town Centre	No changes to speed limits are proposed within Matamata Town Centre, however additional signage should be installed to reinforce the existing speed limit.
4.3.1	Centennial Drive (South)	<p>Install a permanent 30km/hr speed limit the full length of Centennial Drive (south).</p> <p>Install permanent speed limit signs on the approaches to Tainui Street, Rata Street, Tamihana Street, Tawa Street and State Highway 24.</p>
4.3.2	Hampton Terrace	No changes are recommended for Hampton Terrace at this stage.
4.3.3	Peria Road	<p>Extend the existing 50km/hr speed limit on Peria Road by approximately 150m to 280m west of Manuka Street.</p> <p>Lower the speed limit to 80km/hr on Peria Road from the existing extents of the 80km/hr speed limit to Gunn Road.</p> <p>Relocate the existing speed limit signage and update with additional roadmarking.</p>
4.3.4	Rawhiti Avenue	<p>Install a permanent 30km/hr speed limit between Weka Street and Karaka Street.</p> <p>Install permanent speed limit signs and markings on Rawhiti Street, west of Weka Street and east of Karaka Street.</p> <p>Install permanent speed limit signs on the Vosper Street approach.</p> <p>Consider install a raised safety platform east of Karaka Street.</p>
4.3.5	Western Street	<p>Mark a centreline and on street parking for the full length of the street.</p> <p>Consider other safety improvements as part of a wider residential/neighbourhood investigation.</p>

Report No.	School / Road Name	Recommendations
5.1.1	Wairere School	<p>Install a variable 60km/hr speed limit on Wardville Road from 340m west of Costall Road to 90m east of Costall Road.</p> <p>Install variable school threshold style treatment at the change in speed limit points on Wardville Road.</p> <p>Install static signs on Costall Road on the approach to the intersection with Wardville Road</p> <p>Due to the high existing vehicle speeds and straight alignment of the road additional speed management features maybe required.</p>
5.2.1	Te Ōhaki Marae, Hinerangi Tāwhaki, Tamapango and Tangata Mara	<p>Lower the speed limit to 60km/hr for the full length of Douglas Road.</p> <p>Install speed limit signs on the approach to Old Te Aroha Road.</p> <p>Install advance and directional marae signage for each marae on the eastbound approaches to the marae.</p>
5.2.2	Ūkaipō Marae, Raungati Marae, Te Ōmeke Marae	<p>Waka Kotahi is the road controlling authority for these areas.</p>
5.3.1	Hinuera Road	<p>Lower the speed limit in Hinuera Road from State Highway 27 to the existing 70/100 south of Matamata to match any change in speed limit on the State Highway.</p> <p>Consider installing a 60km/hr Intersection Speed Zone on Hinuera Road at the intersection with Puketutu Road.</p>
5.3.2	Okauia Springs Road	<p>Install 80km/hr speed limit on Okauia Springs Road from Tower Road to 150m west of Silk Road.</p> <p>Lower the existing 80km/hr on Okauia Springs Road to 60km/hr and extend the area covered to 850m east of Silk Road.</p> <p>Install speed limit signs and pavement markings on the approaches to the 60km/hr section of Okauia Springs Road.</p>
5.3.3	Tower Road	<p>Extend the existing 80km/hr on Tower Road to north of Okauia Springs Road.</p> <p>Install speed limit signs on the approach to Okauia Springs Road.</p>

Report No.	School / Road Name	Recommendations
5.3.4	Waharoa Road - East	<p>Lower the speed limit to 80km/hr on Waharoa Road - East from RP 820 to RP 5090 in conjunction with changes to the speed limit on the parallel section of State Highway 27.</p> <p>Upgrade the speed limit signs and pavement markings on the approaches to the urban areas of Waharoa and Matamata.</p> <p>Install speed limit signs on the Pohlen Road approach to Waharoa Road - East .</p>
6.1.6	David Street School, Morrinsville Primary School, St Joseph's Catholic School, Morrinsville Intermediate School and Morrinsville College	<p>Install a 40km/hr permanent speed limit on the urban traffic area bounded by Coronation Road, Seales Road, State Highway 26, Thames Street, Canada Street, Anderson Street and Studholme Street. This area includes the full length of the Alamein Ave, Alexandra Ave, Anderson St, Bank St, Cooper Cr, David St, Deanna Ave, Elizabeth Avenue, Fergusson Gr, Foster Cres, George St (Morrinsville), Hetherington St, Lincoln St, Lindale St, Linden St, , Moorhouse St, North St, Osborne Ave, Park St, Parkvale Pl, Paul Ave, Sanders Ave, Tralee Pl, Tui Cres, , Victoria Ave, Williams Ave, and.</p> <p>Install a variable 40km/hr speed limit on Coronation Road from north of Willow Grove to south of Lindale Street.</p> <p>Install speed limit signage on the David Street, Bank Street, George Street, Seales Road, Lindale Street, Elizabeth Street, Hetherington Street and Moorhouse Street approach to Coronation Road.</p> <p>Install speed limit signage on the Alamein Avenue and Anderson Street approaches to Studholme Street.</p> <p>Install speed limit signage on the Park Street, Victoria Avenue and Alexandra Avenue approaches to Thames Street.</p> <p>Develop an infrastructure improvement plan for the area considering the following features:</p> <ul style="list-style-type: none"> - Upgrade the kea crossings on Moorhouse Street, Lincoln Street and Elizabeth Avenue to patrolled zebra crossing on a raised safety platform. - Install new patrolled crossing point on Coronation Road south of Lindale Street. - Install new crossing point on Coronation Road north of George Street. - Install raised safety platforms on North Street between Lincoln Street and Park Street; Alexandra Avenue north of Osborne Avenue; North Street between George Street and Alexandra Avenue; and North

Report No.	School / Road Name	Recommendations
		<p>Street in the vicinity of No. 47 North Street</p> <ul style="list-style-type: none"> - Remove bus stop on North Street north of Alexandra Avenue and remark with on street parking - Mark a centreline and on street parking on the full length of Park Street, Victoria Avenue and Elizabeth Avenue; Alexandra Avenue between North Street and Osborne Avenue and North Street between Victoria Avenue and Elizabeth Avenue - Relocate the Bus Stop on Lincoln Street to east of the existing kea crossing - Upgrade the path on the northern side of Lincoln Street to create a shared path - Upgrade the path on North Street between Lincoln Street and Park Street to create a shared path - Upgrade the path on the northern side of Elizabeth Avenue to create a shared path. - Reconfigure the parking in Linden Street to create a pick up/drop off area - Install on street cycle lanes on Bank Street, George Street, Park Street and Victoria Avenue.
6.2	Morrinsville town centre	<p>Lower the speed limit to 30km/hr on Canada St between Anderson Street and Thames Street; Moorhouse St between Anderson Street and Allen Street (SH26); Studholme St between Anderson Street and Thames Street; Thames St between Studholme Street and Canada Street</p> <p>Lower the speed limit to 30km/hr all service lanes within Morrinsville Town Centre.</p> <p>Install speed limit signage at the intersections of Anderson Street and Thames Street with Studholme Street, and the Thames Street and Canada Street intersection.</p> <p>Upgrade the existing zebra crossing on Studholme Street to a raised safety platform.</p> <p>Upgrade the crossing points on Thames Street to zebra crossings</p> <p>Investigate installing a roundabout that the Studholme Street / Anderson Street intersection</p>

Report No.	School / Road Name	Recommendations
6.3.1	Avenue Road North	Lower the existing 70km/hr on Avenue Road North to 60km/hr. Update speed limit signs on Avenue Road North to the new speed limit.
6.3.2	Lockerbie future development area	Install a 40km/hr permanent speed limit on the urban traffic area bounded by Coronation Road, Studholme Street, Morrinsville-Tahuna Road and Taukoro Road. This area includes the full length of Breen Place, Burmester Place, Ballybunnion Crescent, Carnoustie Pl, Cobham Drive, Fairway Dr, Golf Course Road, Graham Pl, Hoylake Pl, Kowhai Ave, Links Rd, Stirling Dr, Turnberry Cres, Willow Gr and Woodside Cl. Install speed limit signage on the David Street, Bank Street, George Street, Willow Grove, Stirling Drive, Fairway Drive and Golf Course Road approach to Coronation Road.
6.3.3	Seales Road	No speed limit changes are proposed for Seales Road and opportunities for other forms of speed management should be considered.
6.3.4	Snell Street	Lower the existing 70km/hr on Snell Street to 60km/hr. Update speed limit signs on Snell Street to the new speed limit.
6.3.5	West Street	Lower the speed limit on West Street to 60km/hr. Update speed limit signs on West Street to the new speed limit.
7.1.1	Kiwitahi School	Install a variable 60km/hr speed limit on Morrinsville-Walton Road from 280m south of Chepnell Road (RP9900) to 280m north of Chepnell Road (RP 10461). Install a variable 60km/hr speed limit on Chepnell Road from Morrinsville-Walton Road of a distance of 280m. Install variable school threshold style treatments at the change in speed limit points on Morrinsville-Walton Road and Chepnell Road. Investigate installing guardrail on Morrinsville-Walton Road to protect the school frontage.
7.1.2	Motumaoho School	Waka Kotahi is the road controlling authority for this area.

Report No.	School / Road Name	Recommendations
7.1.3	Tauhei Combined School	<p>Install a variable 60km/hr speed limit Tauhei Road between 740m and 1120m south of Makatu Road.</p> <p>Install variable school threshold style treatments at the change in speed limit points on Tauhei Road.</p> <p>Lower the speed limit on the full length of Card Road to 80km/hr.</p>
7.2.1	Waiti Marae	<p>Lower the speed limit to 60km/hr on Waiti Road from Tahuna-Ohinewai Road for 1.47 km.</p> <p>Install speed limit signs at the changes in speed limit locations on Waiti Road.</p> <p>Install advance and directional marae signage on both approaches to the marae and at the intersection with Tahuna-Ohinewai Road.</p>
7.2.2	Kai a te Mata Marae	<p>Lower the speed limit to 80km/hr on Kereone Road from Morrinsville-Walton Road to between Bolton Road and Stockman Road; Morrinsville-Walton Road from Kuranui Road to 180m south of Kereone Road; and Bolton Road from Kereone Road for a distance of 900m.</p> <p>Install threshold style signage on the westbound approach to the speed limit change on Kereone Road and on the Morrinsville-Walton Road approach to Kereone Road. (Check to see if there is a name for this settlement area that we could use on the signs.)</p> <p>Install advance and directional marae signage on both approaches to the marae.</p> <p>Install additional signage and road marking to highlight the presence of the railway crossing and the intersection.</p>
7.2.3	Rukumoana Marae	<p>Install advance and directional marae signage on both approaches to the marae on Morrinsville-Walton Road.</p>
7.3.1	Morrinsville-Tahuna Road	<p>Lower the speed limit to 60km/hr on Morrinsville-Tahuna Road from 320m south of Cameron Road to 160m north of Cameron Road, Cameron Road from Morrinsville-Tahuna Road for a distance of 100m and Maungateparu Loop Road from Morrinsville-Tahuna Road for a distance of 120m.</p> <p>Upgrade the thresholds on all approaches to Maungateparu with new speed limit and red markings.</p>
7.3.2	Stockmans Road	<p>Lower the speed limit on Stockmans Road to 60km/hr.</p>

Report No.	School / Road Name	Recommendations
		Install speed limit signs on the Stockmans Road approach to Kereone Road.
7.3.3	Waterworks Road	<p>Install 80km/hr speed limit on Waterworks Road from Chepmell Road to RP 6020.</p> <p>Install a 60km/hr speed limit on Waterworks Road from RP 6020 to the council boundary. This will require coordination with Waipa District Council for the 60km/hr speed to extend a further 800m to cover the lower carpark.</p> <p>Install threshold style signs south of Chepmell Road and at the speed limit change.</p> <p>Install edgelines and centreline markings where road width will allow. .</p> <p>Review edge marker post locations and install new edge marker posts as needed.</p> <p>Install warning signs for pedestrians and cyclists.</p> <p>Review and upgrade curve warning and road narrows signage.</p>
8.1.1	Tahuna School	<p>Lower the existing variable speed limit to 30km/hr on Tahuna-Ohinewai Road</p> <p>Extend the 50km/hr speed limit to RP 820 on Tahuna-Ohinewai Road.</p> <p>Reposition the settlement threshold on Tahuna-Ohinewai Road on the northbound approach to Tahuna.</p> <p>Install school threshold treatments on both approaches to Tahuna School.</p> <p>Install transverse rumble strips on northbound approach to the threshold on Tahuna-Ohinewai Road</p> <p>Consider installing a raised safety platform with a zebra crossing on Tahuna-Ohinewai Road in the vicinity of No. 28 Tahuna-Ohinewai Road</p>
8.2.1	Morrinsville – Tahuna Road	<p>Install transverse rumble strips on northbound approach to the threshold on Morrinsville-Tahuna Road approach to Tahuna.</p> <p>Upgrade the threshold into Tahuna with red markings</p> <p>Investigate treatment options for slowing vehicle speeds between Pioneer Road and Huia Street in Tahuna.</p>

Report No.	School / Road Name	Recommendations
9.1.1	Tatuanui School	Waka Kotahi is the road controlling authority for this area.
10.1.1	Stanley Avenue School and Te Aroha College	<p>Lower the existing variable speed limit at Stanley Avenue School to 30km/hr.</p> <p>Install a variable 30km/hr speed limit on Stanley Avenue between Pooles Road and Hanna Street.</p> <p>Update the school threshold treatments on both approaches to Stanley Avenue School and Te Aroha Collage on Stanley Avenue with additional roadmarking and signage.</p> <p>Develop an infrastructure improvement plan for the area considering the following features:</p> <ul style="list-style-type: none"> – Upgrade the existing kea crossing to a patrolled crossing. – Install additional speed calming with either speed cushions or raised safety platforms to manage vehicle speeds. – Install a new crossing point with refuge islands on Stanley Avenue in the vicinity of the dairy.
10.1.2	St Joseph's Catholic School (Te Aroha) and Te Aroha Primary School	<p>Lower the speed limit to 30km/hr on the full length of Jubilee Avenue; Koromiko Road from Brick Street to Ema Street; Brick Street from State Highway 26 to Koromiko Street; and Ema Street from State Highway 26 to Koromiko Street.</p> <p>Install school threshold treatments on the northbound approach to St Joseph's Catholic School (Te Aroha) on Koromiko Road and the westbound approach to Te Aroha Primary School on Ema Street.</p> <p>Install speed limit signs on Ema Street, Jubilee Avenue and Brick Street approaches to State Highway 26 and the Brick Street approaches to Koromiko Street.</p> <p>Consider upgrading the existing zebra crossing on Brick Street onto a raised safety platform.</p> <p>Consider installing a crossing point on Ema Street in the vicinity of the Dental Clinic.</p>

Report No.	School / Road Name	Recommendations
10.2	Te Aroha Town Centre	Lower the speed limit to 30km/hr on Boundary St between Whitaker Street and Church Street; Church St between Kenrick Street and Boundary Street; Rewi St between Rolleston Street and Kenrick Street (SH26); Rolleston St between Whitaker Street and Rewi Street; and Whitaker Street between Kenrick Street (SH26) and Rolleston Street Install speed limit signage at the intersections of Rewi Street, Whitaker Street and Church Street with Kendrick Street, and the Rolleston Street and intersections with Rewi Street and Whitaker Street.
10.3.1	Bossons Road	Lower the speed limit to 50km/hr Bossons Road from Gordon Avenue to Grattan Road Upgrade the existing speed limit signs with additional roadmarking and update the signage to reflect the lower speed limit.
10.3.2	Grattan Road	Lower the speed limit to 50km/hr on Grattan Road from Bossons Road to Pooles Road. Upgrade the existing speed limit signs with additional roadmarking and update the signage to reflect the lower speed limit.
11.1.1	Elstow-Waihou Combined School	Lower the existing variable speed limit to 60km/hr speed limit on all approaches. Upgrade the threshold treatments on all approaches with additional signage and roadmarking. Investigate suitable speed management infrastructure for a rural intersection such as a rural roundabout.
11.1.2	Springdale School	Lower the existing 70km/hr speed limit to 60km/hr and realign the start and end locations to better fit the area (RP 9622 to RP 10435). Install a 30km/hr variable speed limit on No. 1 Road from RP 9700 to RP 9990. Reposition the settlement thresholds on No. 1 Road and upgrade with additional roadmarking. Install variable school threshold treatments on both approaches to Springdale School. Install transverse rumble strips on the approaches to the thresholds on No.1 Road
11.1.3	Te Wharekura o Te Rau Aroha	Waka Kotahi is the road controlling authority for this area.



Report No.	School / Road Name	Recommendations
	School	
11.2.1	Tui Pa Marae	<p>Lower the speed limit to 60km/hr on the full length of Tui Pa Road.</p> <p>Install speed limit signs at the intersection with State Highway 26.</p> <p>Install advance and directional marae signage on the approach to the marae and at the intersection with State Highway 26.</p>
11.2.2	Paeahi Marae	Waka Kotahi is the road controlling authority for this area.
11.3.1	Awaiti Road	<p>Lower the speed limit to 80km/hr from Paeroa-Tahuna Road to the district boundary.</p> <p>Install ATP on edgelines along the route.</p>
12.1.1	Te Poi School	<p>Lower the existing 70km/hr speed limit on Stopford Road to 60km/hr and extend the 60km/hr speed limit to 300m from State Highway 29.</p> <p>Install a 30km/hr variable speed limit on Stopford Road from the intersection with State Highway 29 to RP 225.</p> <p>Install settlement threshold treatment on the Stopford Road southbound approach to Te Poi.</p> <p>Install variable school threshold treatments on the Stopford Road southbound approach to Te Poi School.</p> <p>Mark a centreline and edgelines for full length of Stopford Road.</p>
12.2	Settlement – Te Poi	<p>Lower the existing speed limits within Te Poi to 60km/hr.</p> <p>Update speed limit signs on Te Poi Road and Te Poi South Road to the new speed limit.</p>
13.1.1	Te Kura o Waharoa School	<p>Lower the speed limit to 30km/hr on Ward Street between Pitt Street and Mowbray Street.</p> <p>Install school threshold treatments on Ward Street.</p> <p>Mark a centreline and edgelines for Ward Street between Pitt Street and Mowbray Street.</p> <p>Investigate the creation of a suitable crossing points on Ward Street and Mowbray Street.</p>

Report No.	School / Road Name	Recommendations
14.1.1	Ngarua Road	<p>Lower the speed limit to 60km/hr on Ngarua Road from State Highway 26 for 600m.</p> <p>Upgrade the threshold on Ngarua Road into Waitoa with red markings.</p> <p>Investigate treatment options for slowing vehicle speeds on Ngarua Road between the threshold and State Highway 26.</p>
15.1.1	Walton School	<p>Lower the existing 70km/hr speed limit on Walton Road to 60km/hr.</p> <p>Install school threshold treatments on both approaches to Walton School.</p>
15.2	Settlement - Walton	<p>Lower the speed limit to 80km/hr on Landsdowne Road from Walton Road for a distance of 250m; Morrinsville-Tahuna Road from Walton Road for a distance of 260m; and Walton Road from Landsdowne Road for a distance of 240m.</p> <p>Lower the speed limit to 60km/hr on Walton Road from RP2360 (existing 70/100 change east of Walton) to 250m east of Landsdowne Road</p> <p>Install large speed limit signs and roadmarkings on Landsdowne Road and Morrinsville-Tahuna Road approaches to Walton Road.</p> <p>Reposition the threshold signs on the west of Walton to the new location and upgrade with additional roadmarking.</p> <p>Upgrade the threshold signs on the east of Walton with the new speed limit and additional roadmarking.</p>

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te kaunihera ā-rohe o
matamata-piako
district council