

SUBMITTER		SH10 Awanui to Kaingaroa Speed Review Submissions
Please note: In some submissions we have blanked out personal details that would identify the submitter.		
1	Individual	No comment
2	Individual	No comment
3	Individual	No comment
4	Individual	No comment
5	Individual	Please we need more signage put up. When walking our kids along side of the road we don't have much sides on either side of the road. Can actually feel the vehicle almost nipping us. There is no designated signage. We all randomly cross the road and we don't walk with our kids. We run, cos the traffic is so unpredictable. So please can we get this issue resolved. Concerned grandfather fo 3 mokos.
6	Haititaimarangai Marae	We wish to have the speed limit changed to No 8 and No 9.
7	Individual	I agree with the proposed speed limit changes.
8	Individual	Rather than introducing variable speed limits, I suggest better enforcement of driving habits, under the current system, including speeds past school buses (including police vehicles) passing on yellow lines, and drivers impairment would have safer outcomes. Designated school bus stopping zones - well marked and a 60km speed limit around Kaingaroa School also policed. Since the speed warning signs have been in operation at Kareponia Hall, driving speeds have dropped. Maroi Wardens have and are being used control traffic at the maraes during tangis appear to work successfully. Drivers should take responsibility and drive to conditions - better enforcement.
9	Individual	There has not been sufficient development to warrant a speed reduction from 100kph between Zidich Road and Kareponia. To reduce the speed would compromise the ability to pass on one of the only 2 passing lanes between Kaeo and Awanui. At the Kaingaroa School there is a sufficiently wide pull-off area as well as a footpath between the school and Duncan Road, separated from the highway by a wide grass berm. Agree with a speed reduction at Kareponia but property owners should also take some responsibility themselves eg. fence properties and educate their children who we have seen playing 'chicken' on the highway. From Kareponia to Awanui - reduce to no less than 90kph. That is the recommended safe speed between the bottom of the Bombay Hills and Coromandel turnoff that carries way more than 100 times the amount of traffic that travels between Taipa and Awanui.
10	Individual	I agree with this proposal here, but would like to see that changes can be made for even lower speeds when needed. A lower speed at both Marae i.e. Kareponia & Mahimaru are needed. I say this from experience of witnessing an accident outside Kareponia after attending a tangi.
11	Individual	I am in agreeance with proposed new speed limits however the speed limits consultation should be open for readdressing at any time, as well as the lighting & footpath issues.
12	Individual	I agree with this proposal, but would like changes, to turn off into the Marae it is not wide enough for cars turning into the marae safely.
13	Individual	I agree with proposal here - but would like to see that changes can be made for even lower speeds if needed.

14	Individual	I do agree with NZTA proposed speed restrictions to make this road safe from Awanui through to Church Rd SH10.
15	Individual	I agree with this proposed here, but would like to see that changes can be made for even lower speed limits. I live at [REDACTED], and there have been two very bad accidents.
16	Individual	[REDACTED] [REDACTED] It is dangerous for me to come off of and coming in the drive I pull over to the side and let the speeders pass, too dangerous to sit in the centre of road blinking turning right. This happens the same for people travelling down the hill entering the Kareponia Marae and entering the cemetery slowing for people behind speeding behind. I would like to 50klm past the homes along the top of Kareponia hill down the hill and past Mahimaru past the curve in the road. Thank you for the safety of our people.
17	Individual	The number of accidents that have occurred on Kareponia (to the Kaingaroa) is evident that the speed limit needs adjusting for the safety of drivers & the community.
18	Individual	There are a lot of tamariki that are top of Kareponia Hill. They need to have sign of speed at the bottom of the hill and at the top of the hill.
19	Individual	The speed needs to be lowered. There is a community here with children and the elderly. This road is dangerous when traffic is travelling so fast.
20	Individual	Blank
21	Individual	The traffic speeds needs to be reduced from Pairatahi Rd to Kumi Rd. Especially on the Kareponia Hill and outside Kareponia Marae & Mahimaru Marae. It is a dead hazard.
22	Individual	It is dangerous when we turn into our driveway. There is very little room on the left when we pull to the left to let other cars go past until it is safe to turn right into our driveway. If you can't slow the cars then widen the road so we can pull to the side until it is safe to turn right into our drive. Some visitors to our house risk a serious accident from speeding vehicles who don't know that a car has stopped to turn off the highway.
23	Individual	We live at [REDACTED] SH10 amongst the housing area on Kareponia Hill. It is a concern that the slight slope of the road will encourage trucks to use engine braking. The noise we endure is already a nuisance. If you were to slow traffic with signage could you also put signs up from the Kaingaroa side to Awanui to restrict TRUCKS engine braking. I also think there should be footpaths so our children & elderly don't have to walk near the road. Thank you for your concern.
24	Individual	We wish to lower the speed limit. The road should be widened. We had a grandson that was hit around that corner.
25	Individual	We wish to lower the speed limited to 60k. The road needs to be widened. We had a grandson who was hit around the corner where the bus stop is.
26	Individual	That is a ridiculous amount of speed changes in such a short amount of road. Taipa through to manganui used to have a similar amount of changes in speed and it was a nightmare. Pick one limit and stick with it. Why doesn't kaingaroa school have a VSL at school time if you have the capability to and are going to put them by the marae? You will affect hundreds of peoples commutes daily. Why not put it all at 80 with the relevant VSLs so drivers can focus on driving safely not checking there speedo every three seconds.
27	Individual	Just leave it as it is. People are observant that if there are cars everywhere for a tangi they slow down etc. if you make it slower you will get more road rage, dint change it so you can make revenue off this.

28	Individual	I do not support lowering speeds to 60kms. Instead of affecting the entire community instead of a small few please fix these roads. Widen for foot paths. Add barriers for children to walk behind. Bus stops. How a council was so short sighted to approve houses this close to a main state highway is abysmal. If people are speeding through there now at 100k. Lowering from 80 to 60 is not going to address the people and issues that you're trying to target at all.
29	Individual	I'd consider leaving the road speeds as they are, ever heard the phrase, "if it aint broke, don't fix it"? Your variable speed zones will only create confusion and the idea of a car turning into a Marae triggering a speed limit change from 100 to 60 km/h is plain scary and stupid. I travel these roads regularly and feel very safe. I've spent 43 years of the 54 I've had a drivers licence as a professional driver with 18 of those as an [REDACTED] and this is just another example of taxpayers money being wasted on a mountain of stupid and I have no doubt at all that these changes will cause more accidents than they prevent
30	Individual	The reductions of speed on this road is going to increase congestion and push the problem of overtaking vehicles out to the lake Ohio area. Yes higher population areas need a reduction however the speed from Kaingaroa to Pukewhai road is not necessary. Alternative measures would include passing lanes throughout the area. The reduction of speed is going to cause heavy transport vehicles to slow significantly over the steep terrain and there will be congestion which will cause people to take risks in the lake Ohio area after the limited zones. Consideration needs to be taken for passing lanes, not only will it reduce congestion but it will be safer for those of us going to the doubtless Bay Area. Not to mention the economic impact during this recession.
31	Individual	Leave the speed limits as they are.
32	Individual	Same as I submitted last time no no no !!will only create congestion and road rage And there's no proper passing lanes so will be more accidents due to unsafe passing
33	Individual	Leave it as it is. More signage and cones for the maraes to alert people that an event is on is sufficient enough to slow people when required.
34	Individual	Kiaora, I am hoping that this proposal is granted and goes through. As I live in the kaingaroa settlement and believe that the speed along the road is dangerous. I have seen so many near misses and also crashes along the stretch of kaingaroa settlement. I walk my tamariki across the road to catch their bus every morning so that they don't become the next statistic of an accidental accident. You would think cars would slow down seen that there is people waiting to cross and waiting patiently for them to drive past so we can cross, you would think at least they would drop their speed down but no. They carry on what looks to 80/100km. Even when the bus slows down to pick kids up they never slow down when bus comes to a halt. They still passing at least still speed limit of 60/70km which nearly cause accidents because cars are coming from the opposite direction. Funny thing is some mornings there will be a cop sitting not far from the bus stop you should see cars drop their speed to at least 50km. Why drop your speed when you see a cop and not when you see kids standing at the bus stop or someone crossing the road. It's a very dangerous stretch of road and I hope that this plan will save lives. Will help keep the kaingaroa settlement safe.
35	Individual	So as part of your analysis whilst SH 10 has been our ONLY access due to the gorge being closed how many serious accidents caused by speed have occurred ?? Are you taking into account the increased volumes on these roads. Again leave the current speed limits as they are...isn't it bad enough that whilst we are limited in access we have major road works on 3 major access points. Maybe a little more planning and thought around these approaches rather than tampering with speed limits

36	Individual	I live on top of Kareponia Hill. Watching the traffic going pass as our kids and mokos waiting for there bus. I tell you it's scary. Why can't we have more gutter bars here. Frightening every day. Can we lower the speed down please.
37	Individual	There are bus pickups and drop offs on state highway 10. It's too dangerous. Speed limit must drop.
38	Individual	SH 10 is one of only two roads South/North and happens to be the only one that is currently usable. DO NOT slow the route down for a minority of people who use the road as if it's their driveway or carpark. It is their own prerogative to install their own suitable and safe areas, NOT that of council. Kaitaia, Awanui and further north are towns isolated enough by insufficient infrastructure, don't slow the journey. Most will not comply especially as the proposed areas include a passing lane and a long straight. Spend our tax payer money and utilise your teams and contractors on something more useful and that will actually make roads and communities safer please e.g roll out the sealing faster, repair the roads to a higher standard and so much more! I voted against this a year ago and am horrified it's turned into an even worse proposal.
39	Individual	I believe that this will benefit the whanau and children who currently live there. Also it would put more control in the area where people usually think its OK just to speed and over take up there. My [REDACTED] attend a home based daycare which is currently in the area, and I think this would be awesome and safer for the whole community.
40	Individual	First of all, the proposed 80kmh speed limits are a literal joke. Non compliance as the minimum issue. This is a painful stretch of road when below 100kmh, and lowering the speed limit will increase the number of reckless drivers as they swerve to get overtakes done in the tiny spaces provided. The people who drive this route daily are the most affected. It may be fine for the homeschooled and unemployed, but the people who actually use the road for it's purpose will find it as a frustrating action taken by a worthless, paper pushing government. The problem is a lack of footpaths and poor road infrastructure. Don't make a bandaid via reducing the speed limit, improve the pullover area and reduce the number of idiots walking along the road. Overall, if this band-aid from an incompetent government gets pushed through, send my speeding fines in the mail today. It is a state highway gifted with no infrastructure and now you propose to hold us up because of your own organization's failings.
41	Individual	I feel that with having more speed changes this will cause more confusion and end in more accidents in the long run. The main issues are during pick up and drop off of the school children, have you consider having a speed limit during these times especially outside kaingaroa School also through area 4 this will not protect a child if they are hit (as this speed will kill them) you need to have a walkway for them so it is safe.
42	Individual	proposed 60km/hr Kareponia, This will not work and will be ignored compounding the problem. This is a limited access Highway and yet you have allowed multiple entrance/exit points from this area. There needs to be a service road with only one entrance exit and fencing to prevent pedestrians wondering across the road at lesiure. As it is a papakainga with multiple un consented structures then there has to be community responsibility from the hapu to protect their own people. One entrance exit lets there be variable speed signs deployed. Why can there not be access from the Maree to the urupa be formed on the moari land between the two to remove pedestrians from the road during Tangihana and unveilings. Surely the cost of that far out weighs the risk of serious injury or death by people wandering up the road with no formed walkway. The biggest problem with this section of Highway is there is no formed passing lanes allowing traffic to flow and creating dangerous passing manouveres and speeds. This has noticeably increased since the closure of state highway 1. You need to get out from behind your desk and commute on a daily basis form Taipa to Kaitaia for a week to understand the frustrations and conflict these restrictions are going to create. These will not solve

		the problem of poor roading design and maintenance or lack of enforcement of limited access highway rules. You will not reduce death and injury you will enhance it.
43	Individual	State Highways of New Zealand are there for the purpose of moving people quickly between regions. Focus should be on how to make the road safer without lowering the speed limit. NZ already has speed limits on main highways that are lower than most developed countries in the world. Look at other ways to improve safety. Close illegal access points to highway, construct pull off bays, access lanes and road widening. Having driven this road a lot and seen the driving manner and vehicles of some people, it is clear that lowering the speed limit will do nothing to change the culture of the offending few.
44	Individual	Yes, the review for 80km/hr should extend to the stretch of road from Pekerau Rd to Parapara Rd. The average traffic speed along this stretch of road is currently too fast to allow residents to safely enter and exit from their driveways and there are no side berms for cars to pull over on. There have been several accidents on this length of road recently with myself having a minor collision incident with logging truck unable to slow sufficiently to avoid me as I turned into my driveway. At current traffic speeds sighting distances allow only a 3 second window for oncoming traffic, this is clearly dangerous and unsafe especially with the amount of heavy traffic using this road.
45	Individual	There certainly is, most of the accidents are caused by people breaking the law, I live in this area, and the lawbreakers are not going to give a damn about the speed limit, and will still pass on double yellow lines, pass on corners etc. Until these people are apprehended and dealt with we will still see the same thing happening. They will still speed, and break the law so why penalise everyone else. I have lived here for quite a long time, right next to the main road, at least two of the more recent fatalities in this immediate area, were due to meth and the result would not have been altered by the speed limit, as they don't adhere to the current speed restrictions, so what on earth makes people think they will if it's lower, in fact a lot of these people will become even more of a risk as they don't have any patience and don't care about other people. To say that any resulting impacts from laws broken will not be as deadly because the speed is lower, is just trying to justify lowering it, when in fact the problem won't be solved until the justice system does something about apprehending and dealing with the law breakers. As a final comment, I would say that you have stated that the average speed is already 80 to 84kph, so in most instances the result will not be any different.
46	Individual	NO change to the current speed limits, it will only cause frustration and road rage for drivers
47	Individual	I would like to see the speed reduced to 30km outside Mahimaru Marae next to Godinovich Road Awanui when there are pedestrians on the road like what Kareponia Marae has.
48	Individual	<p>The proposed map is a dogs breakfast. How is anybody going to understand that mess. We should be focused on the road rather than speed signs vs our speedo every couple of kilometres or so. It will only cause confusion, frustration and create more danger. We only need VSL signs outside Mahimaru Marae, Kareponia settlement and Kaingaroa school zone. I will be submitting an alternative...</p> <p>_____</p> <p>_____ The other thing that could be done is provide fencing along the Kareponia settlement. This will not only stop children from running on to the road and property protection, but also provide a visual and noise barrier from the road for those residence. The double yellow line that runs through Kareponia technically forbids residences from crossing it into their properties so I propose that a wide turning lane be put along that stretch of road.</p>

49	Individual	Yes, you need to consider all the other houses and places that might want a speed reduction past there property. You cannot treat this stretch of road differently than everyone else. If these changes go ahead you are opening up a can of worms. The council and Nzta have requirements that need to be met, this situation doesn't meet them, so just leave it at 100km
50	Individual	No it's a highway - keep it 100, you'd be lucky if people followed through at 80 but to chop and change the speeds will just have people ignoring them anyway and or cause impatient drives to cause an accident (and or keep doing slow speeds all the way through and it is painful as it is) and will have people over taking regardless what way it goes.
51	Individual	Don't change the speed limit at all. Have the flashing signs by Marae and school. Put a safety barrier up by the houses running the full length heading north. Speed through here 80km No need to change speed limit at all.
52	Individual	All the facilities that are listed, i.e. households, schools, marae's etc. exist all over NZ, not just in the area indicated in this proposal. As the rest of NZ is not having speed new restrictions proposed for all roads then there is no need of speed restrictions in these locations. Perhaps money could be spend on driver education, teaching people to slow down when they see other vehicles slowing down or stopped on the road ahead just like drivers in the rest of NZ do. So I do not agree with the proposal.
53	Individual	Needs to be a rethink We have state highways for a reason to move vehicles they are not walking tracks for people. The speed limits are fine. Solution put a road from Church down to Marae then you can drive or walk.....the pull off area is so big to the car park by the Marae that if you cannot navigate this safely you shouldn't be driving. I'm all about kid safety so why not put footpaths in the areas needed and get parents to supervise there children at school times. It would be nice if our roads were maintained ,instead of let's fix itopsI mean patch itwhen there stuffed. Sorry just had to vent. I only agree with proposed 2 and with electronic signs drop off and pick up times only
54	Individual	Agree with the proposed restriction 2 with reduced speed outside School. Also agree with restriction 5 reducing speed over Kareponia Hill (most dwellings) from 100km to 80km during pick up and drop off school times using electronic variable speed signs. Totally disagree that anyone should be walking a state highway. This would not be even considered an option in other places. The aim should be to minimise as much risk as possible Including drivers. Suggest access to cemetery via vehicle or access via private land if walking is required. Please keep rules simple and consistent throughout and as applied to the all of NZ. Marked variation will result in lack of compliance.
55	Individual	Hi, I am writing to say I object to the speed reduction along State Highway 10. 60km, is far too slow. If it is 60k at the bottom of the hill past Duncan road the trucks would have trouble getting up the hill. why dont you fix the dip before the bridge by Duncan road on state highway 10 and why is there not more passing lanes along state highway 10. Did you know from Kerikeri to Awanui there is only 2 passing lanes and one slow lane at Kaingaroa heading north. 60km going down through Kareponia is too slow you would be riding your brakes all the time. why don't you take some of the corners off so people can see when there are coming out of there drives and have better places for the buses to pull off.
56	Individual	I note with concern with concern your proposal to reduce the speed limit on a section of SH10 to 30km when even the main street in Kaitaia township is 50km. I also view with concern using the current average speed as justification for reducing the current speed limit. Normally drivers drive to the conditions at the time which may well be under the current designated speed limit. Over the years many dangerous corners have been upgraded and suggested safe driving speed signposted. This is a State Highway and has proved safe over the years except for DIC drivers and those running from the police. The road is safe at the current speed limit and it should be left that way.

57	Individual	This proposal is crazy the speeds are going to be up and down and make the trip crazy. Seriously there has been very few accidents related to speed on these roads it is more the state of the roads. I agree there should be a Flashing sign and reduced speed for school drop offs and pickups. And through the Kareponia settlement but to 60 km I think is to low. Should be a staged approach to 80 km first and then see what a difference it makes, but the rest should be the 100 km it is slow enough in the mornings with so much traffic. It is crazy to start this way back at Pukewhai road and go all the way to Awanui
58	Individual	Leave things as they stand at the current time. It is already slow enough now travelling this road. This was first started by ignorant parents calling their children from the other side of the road. Widen the roads at the intersections, and up Kareponia hill.
59	Individual	Its slow enough now when caught behind trucks going past the marae up Kareponia hill with no over taking lane , leave it as is
60	Individual	I don't believe the speed limits need to be changed, it is a perfectly safe bit of road. It all comes to driver responsibility, you drive to the conditions - if it's rainy you slow down if there's lots of traffic you slow down , if there's a speed indication on a corner you take notice of it, if there are yellow lines you don't over take, if you don't want your children on the road side you put up fences. Admittedly at the moment with SH 1 closed the traffic is a lot heavier, but then you take extra care. If you are pulling out of a side road or drive way you make sure the way is clear, and not pull out then go at 30 k's as often happens on California Hill. I travel this road probably 5 times a week now I'm not working, so it is not probably at the busiest times, but when I do often there are few cars on the road, the other day I went to the East Coast late morning and only saw half a dozen vehicles, so to reduce the speed doesn't make sense. Both the Kaingaroa School and pre-school at the marae have their children all either bused in or delivered by car, they don't walk. The roads needs more policing, people are still not heeding the 20 k's past a school bus in lots of cases. You can't just keep on dumbing things down, people have to take responsibility for them selves and families. Nobody likes hearing of people dying on the roads, but I would like to know how many accidents are actually single vehicle on relatively straight pieces of road, which I know has been the case several times late in the Far North.
61	Individual	Blank
62	Individual	I would like the 50km/hr section to extend further East, to beyond Kumi Road. This road has recently been tar sealed, there are 3 dairy farms on it, and there have been houses subdivided and sold- all will result in more traffic turning off the State Highway. There are also more entranceways off the SH now, all resulting in traffic movements on and off the highway.
63	Individual	Leave the speed limit at 100km per hour.
64	Individual	When driving this road I honestly can do it safely at 100km. However I think if you are going to drop The speed limit instead of doing it in places going 60/80/100/80 for example, drop the whole speed to 80km per hour. I feel like this is a fair compromise and will keep traffic flowing better.
65	Individual	blank
66	Individual	The road is easily traveled at 100kph and also being aware of the hazards around. People need to learn to drive to the conditions of the road and adjust their speed with what is happening around them.
67	Individual	Area 1 New change is reasonable Area 2 80 kms as rarely see kids walking there Area 3 80kms should start after arawhata road 100 kms from Arawhata to Kareponia houses Area 4 80kms Kareponia houses down hill to the bridge Area 5 100kms Area 6 70kms from Kumi to house builders then 50kms Area 7 good idea Area 8 extend this to Kumi road Area 9 100 kms My concern is that there is always cars overtaking from the bridge to in front of Kaingaroa school. If you make the traffic too slow through there then you will encourage bad drivers to overtake. Only way to stop that would be a permanent speed camera.

68	Individual	<p>I feel that the Marae in question need to accept some responsibility for the safety of the public using their facilities. I would suggest the placement of appropriate signs on the Marae and adj road side, warning people to take care entering or leaving the Marae / Urupa. Bear in mind that the road speed has already dropped from 100 to 80kph, this is a very long stretch of highway and any further restrictions will impact severely on all road users both private and commercial. I suspect that not enough weight has been given to the effect whis will have on tradies, bus drivers and the like. There seems to be a total absence of personal responsibility in all of this. Lowering the limit past Marae to 30kph is ridiculous and completely unworkable. It will simply be ignored. A better option would be to run a footpath connecting the Marae and Urupa if needed. " Vehicles slowing to enter Marae " is misleading. A vehicle may be passing through and simply trip the LVR accidentally.</p>
69	Individual	<p>Very interesting report which I will love to comment on shortly. I need to point out to you the photograph you have used for the "State Highway 10 Awanui to Kaingaroa Speed Review-Have your say",..... IS NOT on the stretch of road you want us to comment on. That photo is on "Mathews Hill". Mathews Hill is named that because the Mathews family own the land either side of the road. This is a stretch of road that seriously needs NZTA to redesign. A slow drivers lane needs to be made heading up the hill, starting further down the hill. At the moment there is no signs and it's too short. A turning lane into Parapara Road needs to be made as at the moment anyone passing a slow vehicle can hit a turning car indicating with a right hand blinker on. It looks like the vehicle is passing a slow vehicle and not actually turning until they brake. This is happening constantly here. The number of near misses I have seen and been part of it's a wonder no one has been seriously hurt here. I have experienced this as I passed a slow truck going up Mathews hill and I was indicating I was passing, but I also wanted to turn into Parapara Road where I live. There were 6 cars behind me and oncoming traffic.. I saw a short break in the incoming traffic so I booted it to get into Parapara Road. There I hit the Red Clay shite on the road and nearly lost control of the vehicle. Thank goodness there was no one else parked there as there usually is! This is a very bad intersection and I know Roding Alliance and NZTA are looking at improving this corner and we are so hoping to have 200m sealed for the safety of us all. We also have School Buses dropping and picking up children in not safe ways at this intersection. Can you please change the photo to "California Hill" as the locals call Kareponia please. Hope you don't mind me adding me 2 cents worth here lol</p>
70	Individual	<p>Have you included the reality that state Highway 10 is now SH 1 too. How has the change affected the situation? Perhaps another study is needed to address the changes in the zone.</p>
71	Individual	<p>Happy to see this process is moving forward. Surprised to see there is no information regarding the Lake Ohia Community Hall intersection with Pekerau Road. Is there another review for the upgrade of this bus stop, intersection (currently without street lighting), and community center that we can contribute to? Regarding the Awanui to Kaingaroa stretch of road: Pukewhai road - to 610m north of Duncan road I would have thought a variable speed zone would have been appropriate, bringing the speed down lower at the beginning and end of school. This is present in most rural schools around the country. There is significant traffic and bad parking available at the school. If the school is able to operate this then they can make the tamariki safe during high traffic points in time. I would expect it to be operating from just past Zidich road through to duncan road. Put the rest of that stretch at 80km/h. I think having such a small stretch at 60km/hour seems a little bit redundant and will just create a speed trap without actually making things safer. A better solution would be to install a footpath with barrier for children to walk on. This would be a visual message to drivers to slow</p>

		<p>down as well. Kareponia: What a great idea to put in a variable speed limit to cater for tangi and traffic turning into the Maraes. I think a limit of 80km/hr the rest of the time would be more suitable though. There should be some sort of footpath with barrier for pedestrians put up as well. If there is such a high usage to require a variable speed limit - then surely this points to a need for proper pedestrian pathways as well. Also be interested to see what sort of monitoring will occur to ensure the variable speed sign is only used at appropriate times. I am supportive of an 80km/hr speed limit for the stretch of road through the housing. I think chopping and changing the speed limits all the time is ineffective. People are looking for hazards on the roads not inexplicable changes in speeds from 100, 80, 60, 80, 60km then 50km. I personally would prefer the speed was left at 100 except for in the built up areas, with pedestrian spaces installed in areas of concern, and variable speed signs utilised. Understand the call for an 80km/hour zone though. I think the 60km/hour zone will create confusion and split peoples concentration - we will forever be trying to figure out what speed zone we are in rather than looking for hazards. People who are causing accidents are not following the speed limit now, by imposing a 60km/hour zone you are just causing confusion, and inconveniencing people who were already following speed limits and not being involved in accidents. Safety barriers, pedestrian areas, and variable speed zones for high use times are the most practical way to make things safer. Just dropping the speed limit down to 60 is going to just cause frustration for law abiding people, and we will continue to have the idiots driving through at high speeds. In addition to the speed signs - I think you need to use a bit of design expertise to slow people down. So safety barriers, pedestrian areas, street lighting, welcome to Kareponia sign, welcome to Kainagaroa signs. All these sorts of things show people they have entered an actual settlement. Having the road look like a State highway and just putting a few speed signs up - not really a fix. More geared at revenue collecting. Heres hoping that NZTA decides to invest in safety and bringing communities together by providing walkways through our communities along State highways - rather than just changing speed signs.</p>
72	Individual	<p>It will become too confusing having different speed limits at different stages of the highway. It will become a speed trap and cars will start dangerous overtaking between speed limits . Keep speed limit the same as it is now and keep flow of traffic constanth.</p>
73	Individual	<p>The only place that needs it is the settlement and the Marae in Kareponia. You could better spend the time & money fixing the roads instead of patching them....</p>
74	Individual	<p>Stop wasting money and leave it at 100km. No one walks along that stretch of road. Change the attitude of the drivers. Nothing wrong with the road.</p>
75	Individual	<p>Sounds like a hassle - those communities have built up and people have moved there while it was a 100kph zone. Particularly the only area population density has increased markedly is felicity's church road development which has no sh10 access. Something like the VSL is a good idea for tangi but the baseline should be 100 still. There are greater numbers of regular commuters who will be delayed or fined because of this</p>
76	Individual	<p>I support the reduction of speed proposed for SH10 - particularly as it relates to Kareponia settlement. I would liekto see contineud road improvements on this par of SH10 - in particular sealed bus stops and meida barrier</p>
77	Individual	<p>Hello, I would like to submit no changes to speed limit. In 10 years of driving along that stretch of road I've never seen traffic or excessive cars going in or out of the marae or any premises on that road to warrant changing the speed limit. Please do not change the speed limit. It's too confusing and half the people wont adhere to it anyway. They will still do the current speed so what's the point. It also will not stop the reckless p-head drug drivers who frequent that road. It would cause them to overtake the slower cars that are doing the speed limit, probably causing more chaos. The P -head druggies driving like idiots issue needs to be addressed before the speed limit changes issue.</p>

78	Individual	<p>Please use this submission instead of my online submission, as I incorrectly submitted my submission online. Here is my amendments. Thanking you... Yes. I am a local and regular driver of the route, and soon to be a resident of the area, I oppose the proposal of just changing the speed limits and suggest more wider safety ideas are implemented. I would like to make clear, my whanau and I support the whanau and communities that reside along the route and also the many that travel on that major traffic route. This issue is important to us in the far.north and LTNZ needs to proposal appropriate funds, knowledge and time to this reading route. The report claims driver.compliance is an major issue. I agree and this has been my direct experience as a driver. The proposal requires an increase in driver compliance. This contradicts the report and the aims of the project. The organisation need to consider a revitalization of the entire area. The significance of the route and communities require better planning. Ideas can include, lane barriers for residents to safely exit the highway. Speed cameras. A bus bay for residents. The organisation has access to ideas that would achieve better road safety. Again, I and my whanau support the people of those communities and whanau and care that serious consideration is given to proper road safety in that major traffic route.</p>
79	Mahimaru Marae	<p>Tēnā koeFurther to the outcome of the 2019 consultation on proposed speed limits along SH10 between Awanui and Kaingaroa, where the findings indicated a 60 km/h speed limit between Mahimaru and Kareponia Marae was not a tenable solution; Mahimaru Marae strongly supports the alternative in this re-consultation round of an 80 km/h speed limit in conjunction with Variable Speed Limit (VSL) signage. We acknowledge the common themes that were identified from the 2019 consultation feedback which impact on road safety: driver behaviour, road condition, consistency of speed limits, passing lanes (lack of and impacts), increase/decrease of speed limilt It must however be recognised that our marae by virtue of being sited along a state highway, (and also having a blind corner leading to its entry when coming from Awanui), is in an area of increased risk [Location 9]. In the past 16 months alone Mahimaru Marae has had two separate occasions of vehicles leaving the highway and crashing in to our fenceline. One crash leading to the carpark, the other directly on to the ātea. It was through chance only that on both occasions there were no people in these areas when the incidents occurred. Repair to fence damage is one thing (which our insurance fortunately covered), however, should loss of life have needlessly occurred, there is no adequate compensation for such an event.The community, Te Rūnanga o NgāiTakoto and Te Rūnanga o Ngāti Kahu have been seeking a reduced speed limit in the immediate vicinities of our marae for many years. The combination of having VSL signage (60km/h when vehicles enter or exit the marae) and 80km/h at all other times is greatly welcomed. Te Rūnanga o NgāiTakoto has also been involved in hui with Waka Kōtahi on our behalf these past few months to discuss the installation of a guard rail in front of Mahimaru Marae as an added safety measure. We hope to see this piece of work commence as soon as practicable for peace of mind. Please do let us know how this progresses, thank you. Heoi anō, Mahimaru Marae Trustees and I'm certain our tenants also from the Kaumātua flats, look forward to improved safety on SH10.</p>

80	Individual	<p>I have travelled this road since 1962 as a passenger and since 1976 as a driver. NO accidents. 1. Kareponia housing has been allowed to grow along the road - poor planning - check consents... 2. Check statistics for high crash rates. *Near Kumi road through fence, youth using his mobile phone to text and wrote bosses ute off.*Bottom of Kareponia Hill, driver under influence of P *Child hit by bus, ran out onto road. Used as a reason but mum should be meeting the bus if child is too young to understand risk. 20km past stationary buses already applies. No new rules need apply. *A service lane for houses and buses would be beneficial to all concerned. * In my daily drives I witness cars pulling out of Kareponia houses and tootling at 60 down to neighbouring properties and generally using little indication. Lady using phone as she is pulling out into traffic. Children playing ball while waiting for buses - hazardous on edge of road. *Accident around Zidich corners was lady using mobile phone or other distraction with kids in car. The residents of Kareponia who are pushing these restrictions state that traffic zooms past and infer all drivers are dangerous if they are going 90-100 kms. I drive the road at least 4 times a week and very often there are no hazards, people nor vehicles which would need slowing for. Driving to the conditions should be naturally adhered to. During a recent tangi at Kareponia there were significant burnouts done all over the road and also outside Tomars place in Lake Ohia. These are the whanau of the people who accuse the rest of us of driving like maniacs! These are the people who pull out and drive slowly then pull over with no indication. These are the people who join traffic while using a mobile phone.... and yet we all have to drive slowly because they chose to build houses too close to the road! It is ridiculous. Solutions: *Install passing lanes in Northland to allow traffic to move along without the impatience caused by mindless driving.*80 kms from where the houses start at Kareponia , not at Church road. [REDACTED] seems to be building up along the stretch of Church road- she is [REDACTED] and on council and is on the infrastructure committee so now Church road is tar sealed. Another house has just been sited along that part of the road and I guess there are more. She should be made to use the paper road off Church road to enter these properties.*80km sign to come off at the old Herewini house. *Continue the 'limited access highway' through to Kaitaia as there are more entrances being added on a monthly basis.* Kaingaroa. The proposed 60 km is ridiculous as apart from school time which is zoned at 40km already, there is hardly any traffic most of the time besides the cars travelling through.. The village is smaller now than in the 1960s-1980s and there is a service road for houses near the school.*Zidich corners, most traffic flows through these corners around 70-80km or slower for unfamiliar drivers.*Zidich hill needs a passing lane. Slow trucks etc do pull over and let a few cars past. *Awanui, 50km could be extended out past Advance Build #47 State Highway 10.*These speed restrictions would be unnecessary during the nights when traffic is minimal. On a hospital trip to A&E you can get there in a decent time and save an ambulance trip. If we have to slow to 60km and 80km when it is safe to do 90-100km there is the chance of a speeding ticket and eventually a loss of license and therefore loss of income. Not due to dangerous driving, just a change in legislation!*Legislation will not stop stupid behaviour. Variable speed is worse than a flow of drivers all travelling calmly into work. Slow travellers are often not driving mindfully. They may be talking, distracted and /or bad or inexperienced drivers. We have an influx of outside people who may be unused to our roads. I feel quite worried that you are sitting in an office in another part of the country with no local knowledge of the area apart from perhaps a site visit which would only provide a snapshot not years of experience. My aged neighbours who have been up here all their lives will not be able to have their say so I want to speak on their behalf. I want this to be reasonable so we can still drive to work or the hospital at night. I would love to be able to have verbal input face to face if you come up here prior to making decisions. You(collectively) really need to be present.</p>
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81	Kareponia Marae Trustees	Letter of support regarding proposed lowering of speed limits - SH10 Awanui. On behalf of Kareponia Marae Trustees, I, [REDACTED] would like to confirm and support the lowering of the speed limits along Sh10 between Awanui and Kaingaroa. Continued consultation regarding any speed limit changes, lighting and footpaths in this area would be greatly appreciated. Thank you for the proposals that have been made, we are in full support of this going forward.
82	Te Runanga o Ngai Takoto	<p>To whom it may concern</p> <p>I have been trying to can my submission to you all day hence the email I would like to agree with what is proposed, but would also like to add a couple of items</p> <ol style="list-style-type: none"> 1. Barriers be constructed outside Mahimaru and Kareponia Maraes 2. Look at levelling the road on the southern side of Mahimaru visibility is very poor 3. Need to be able to control the flow of traffic when exiting and entering the urapa/cemetery on Kareponia Hill , <p>Confirmation of receipt of the emailed submission would be appreciated I would like to add our submission the to list. We at NgaiTakoto agree with what is proposed</p>