



Waikato District Council
Speed Management Plan
Tamahere-Woodlands General Ward
September 2023



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Appendix A – Technical Assessment

1. Why a Speed Management Plan?

This Speed Management Plan is being developed by Waikato District Council to support the overall road safety goal of reducing deaths and serious injuries within the Waikato District. To support the Speed Management Plan, a range of initiatives are required to be implemented such as speed limit changes, engineering treatments and enforcement by Police and the installation of speed cameras. These will support either existing speed limits or changes in speed limits if and when required. Any physical works will be undertaken in conjunction with education programmes and enforcement as required.

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.

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.

1.1 Setting of Speed Limits Rule

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

Speed limits will now be regularly reviewed, and any proposed speed limit changes and engineering treatments identified, as part of the development of a speed management plan for Waikato 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.

All speed limit records are now held in the National Speed Limit Register 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.

1.2 Funding

The implementation costs of road safety initiatives on public roads, including speed management, is shared between Council and Waka Kotahi NZ Transport Agency (Waka Kotahi), as the agent for the New Zealand Government. The guidelines for receiving funding from Waka Kotahi include meeting requirements for projects identified that support speed management and a reduction in death and serious injuries.

Regional Land Transport Plans feed into the National Land Transport Programme and the projects that Waka Kotahi approve in the Programme on local roads receive funding assistance.

¹ Road Controlling Authority – Council is the road controlling authority for local roads. Waka Kotahi manages the state highway network.

The National Land Transport Programme has a three yearly cycle, with 2024-2027 being the next cycle.

The outputs from this Speed Management Plan will be used to develop a forward works programme for the national 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 releases the Government Policy Statement (GPS) on land transport every three years². The GPS provides direction and guidance to those who are planning, assessing and making funding decisions on land transport over the next 10 years.

The GPS is reviewed every three years and the 2024 review is currently out for consultation. The draft³ review continues to have safety as one of the strategic priorities for investment in Land Transport.



1.4 Road to Zero

The New Zealand Government is committed to tackling unsafe speeds as part of their Road to Zero 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.

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

³ <https://www.transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport-2024>

Road to Zero is underpinned by the safe system approach for the which the fundamental principle is that we are all human and as such we will make mistakes however these mistakes should not cost us our lives.



2. What is speed management?

Speed management is about achieving safe and appropriate vehicle speeds on roads that reflect the road's 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 the network. Benefits gained from the implementation of appropriate vehicle speeds include enabling more active ways in how we get to where we need to go such as letting children walk, bike or scooter to school.

The creation of a speed management plan is one part of a wider Safe System approach to road safety with the four broad areas of the system being: safe speeds, safe vehicles, safe road use and safe roads and roadsides.

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.

The Global Road Safety Facility – World Bank released a report in 2020 titled “Road Crash Trauma, Climate Change, Pollution and the Total Costs of Speed: Six graphs that tell the story”. This report states that:

“Reduced speeds of travel represent a major, yet under-appreciated, opportunity to improve safety, climate change impacts of travel, health, inclusion, the economy, and in some circumstances, congestion. Speed management can be achieved through a range of interventions including road infrastructure and vehicle technology, as well as enforcement and promotion”.

2.1 Crash survivability

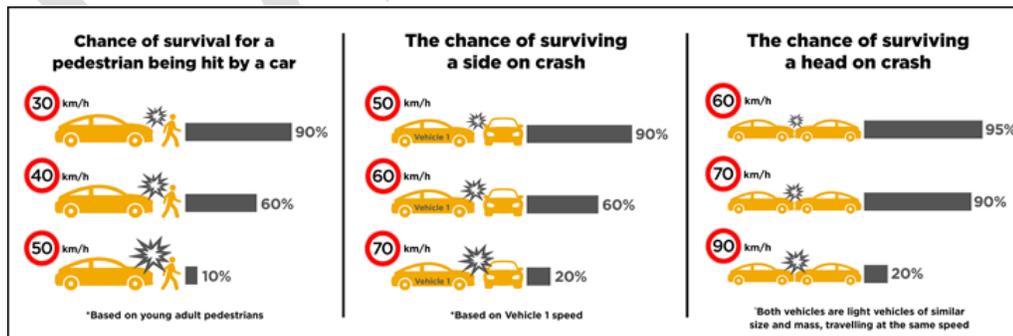
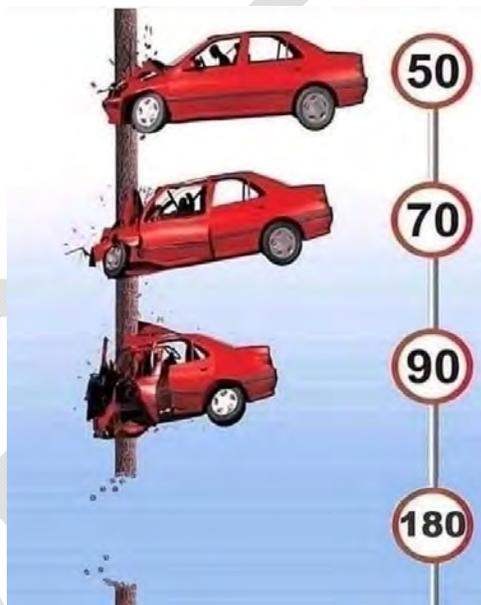
The role and impact of speed in crashes is often underestimated with the most common argument used against any reduction in speed limits being that “*vehicle speeds don't cause crashes poor drivers do*”. This is correct in part.

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 survivability⁴



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

⁴ Source - Centre for Road Safety – NSW Government

some of the features that are analysed to develop a picture of the crash history within Waikato District. A summary of the crash data for Waikato District local roads only is shown in Table 1.

Table 1 Crashes: 2013 – 2022

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crash	3	9	10	12	5	6	8	4	9	10
Serious Crash	32	30	26	37	50	42	38	45	36	40
Minor Crash	93	80	102	93	105	145	116	128	141	169
Non-Injury Crash	185	193	199	236	325	286	251	254	278	216
Total	313	312	337	378	485	479	413	431	464	435

2.2 Crash types

A review of the crash data for the ten-year period 2013 – 2022, shows that there has been 76 fatal and 376 serious crashes on local roads within the Waikato District. The types of the crashes are shown in Table 2.

Table 2 Crash type: 2013 – 2022

Crash Type	Fatal	Serious	Minor	Non-injury	Total
Bend-Lost control/Head on	42	194	603	1169	2008
Straight-Lost control/Head on	11	61	212	457	741
Rear end/obstruction	4	31	111	464	610
Crossing/Turning	9	54	165	206	434
Overtaking	5	14	34	90	143
Pedestrian vs Vehicle	4	18	38	4	64
Miscellaneous	1	4	9	33	47
Total	76	376	1172	2423	4047

A review of the crash data for the Waikato region and nationally on local roads for the same period shows that the top crash factors are the same indicating that the issues in Waikato District are not dissimilar to those elsewhere in the country.

2.3 Pedestrians and Cyclists

Safer speed limits around schools and other high pedestrian 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/hr is 80% more likely to result in death or serious injury than one with an impact speed of 30km/hr.

In the 10-year period of 2013 to 2022 inclusive there have been 121 crashes involving pedestrians or cyclists on local roads within the Waikato district with eight fatal crashes and 42 resulting in serious injuries.

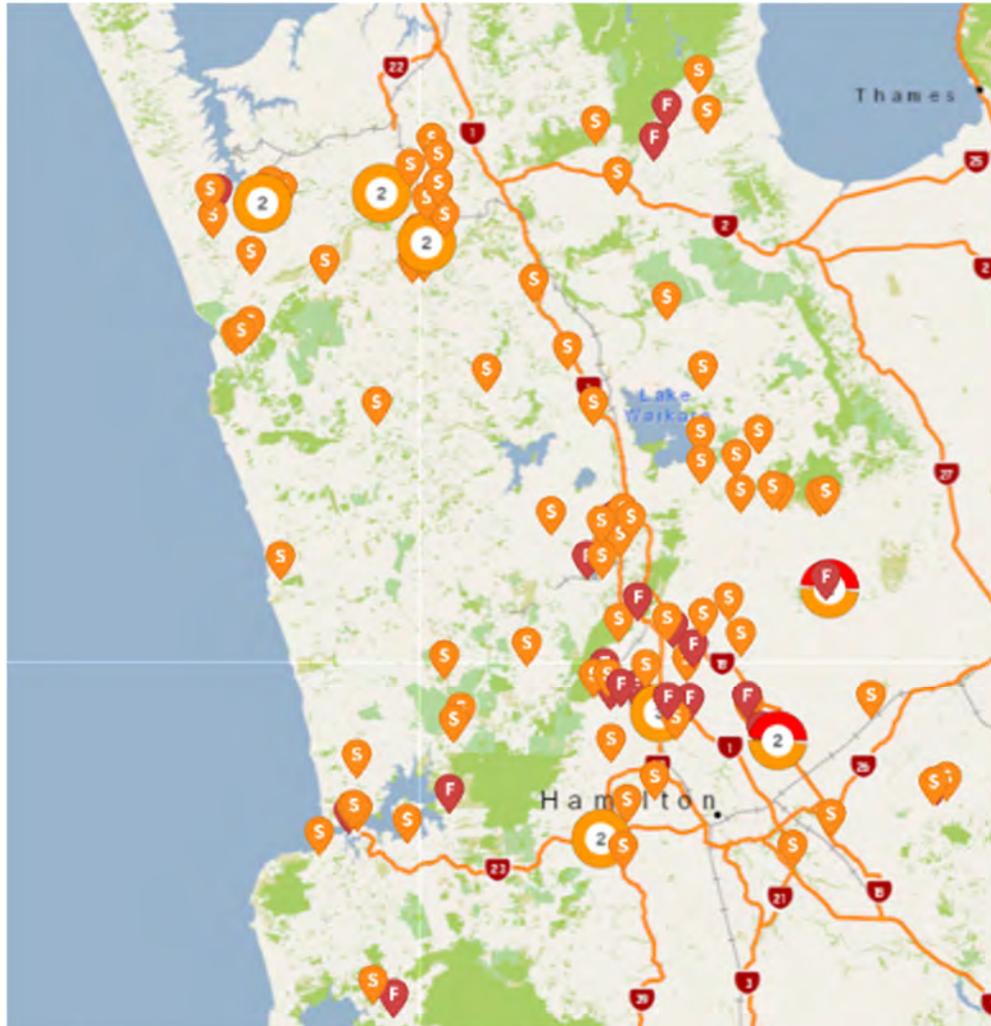
Table 3 Crashes involving vulnerable road users: 2013 – 2022

Road User Type	Fatal	Serious	Minor	Non-injury	Total
Cyclist	3	19	14	5	41
Pedestrian	5	22	42	4	73
Skateboard, in-line skate	0	0	1	1	2
Wheeled pedestrian (wheelchairs, mobility scooters)	0	1	4	0	5
Total	8	42	61	10	121

2.4 Travel speed

Travel speed was indicated as being a contributing factor in 27% of all fatal and serious crashes and 25% of all crashes on the Waikato local road network between 2013 and 2022. This indicates that inappropriate speed (not necessarily above the speed limit) plays a significant part in the number of crashes in this district.

Figure 2 Fatal and serious crashes involving inappropriate speed



2.4.1 Travel Time

A New Zealand Transport Agency Research Report (RR568) was produced in 2017 which the result of surveys undertaken to understand time saving as a motivation for New Zealand drivers' speeding⁵. The result of the research showed that:

"Drivers do not have a good understanding of how much time they would save by speeding. Some drivers choose to speed because they want to save time, but generally underestimate time savings from increasing low speeds and overestimate time savings from increasing high speeds."

Drivers who choose to speed to save time are those whose speeding behaviour falls into the violation category, as opposed to accidental lapses and other speeding behaviour. They make a conscious decision that the benefit of increasing speed (arriving at their destination sooner) outweighs the costs of speeding (financial, safety, possible penalties). If that cost-benefit decision is based on incorrect information, providing correct information may result in a different outcome. For example, the driver's decision to speed may be based on an inflated estimate of the time they may save and an underestimate of the increased safety risk. If the driver instead has correct information about time saving and risk, they may make a different speed choice.

⁵ [Research Report 568 Travel time savings and speed: actual and perceived \(nzta.govt.nz\)](https://www.nzta.govt.nz/research-and-development/research-reports/568-travel-time-savings-and-speed-actual-and-perceived/)

2.1 Climate change

Waikato District Council is committed to addressing climate change impacts locally, now and for the future, by aligning operational decisions and policy positions that address greenhouse gas emissions reductions and risk management through appropriate mitigation and adaptation strategies.

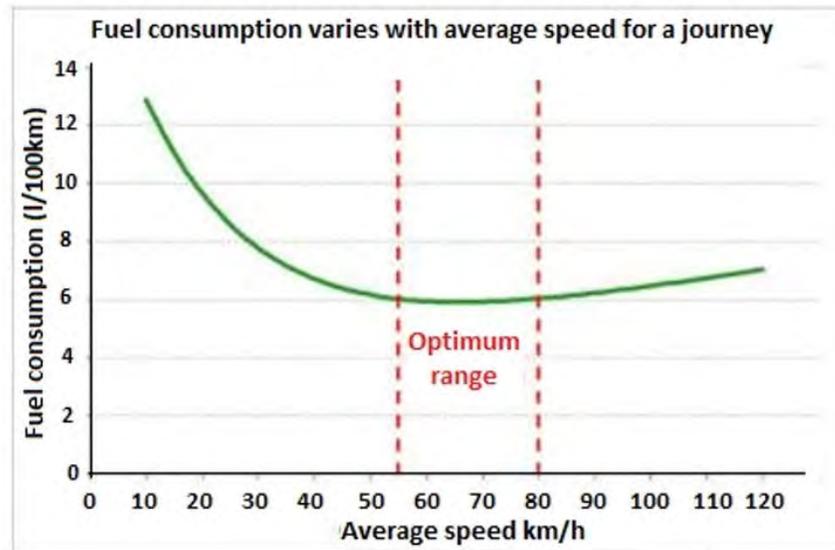
The WDC Climate Action Plan has several action areas that relate to speed management, as listed below:

- Climate Response and Resilience Plan:
 - Objective 6.2: Mitigation: Community: WDC to use its tools and partner with others to encourage and support the community in reducing Districtwide GHG emissions in line with Zero Carbon Act
 - Action Category 3: Corporate Emissions Reduction: 1. Develop and implement action plans that reduce greenhouse gas emissions and support resilience within our own councils and for our local communities.
- WDC Climate Response and Resilience Policy:
 - 9.3 - Ensure that low emission, climate-resilient development is adopted as a key tenet into development and land-use decisions, in addition to associated end use impacts where practicable, including our district plans, annual plans, long term plans, urban design and development, building control, energy use, transport planning and waste management.
 - 9.10 - Strive for best practice in response to Climate Change - including but not limited to reducing greenhouse gas emissions and, where possible, encourage avoidance of risk rather than remedial measures.

Climate change can be impacted by not only the number and types of vehicles being driven on the network, but also the speed at which vehicles are travelling.

Due to the largely rural nature of Waikato District the reliance on personal vehicles will remain high. Every car has an optimal speed range that results in minimum fuel consumption and therefore emissions. The typical correlation between vehicle speed and fuel consumption is shown in Figure 3.

Figure 3 Correlation Between Vehicle Speed and Fuel Consumption⁶



Fuel consumption increases at lower speeds due to the typical start/stop nature of driving in these lower speed environments.

⁶ [Climate explained: does your driving speed make any difference to your car's emissions? \(theconversation.com\)](https://www.theconversation.com/climate-explained-does-your-driving-speed-make-any-difference-to-your-car-s-emissions-2017-07)

3. Speed Management Plans

Speed Management Plans are required to be developed by Road Controlling Authorities to develop their short-term and long-term changes to speed management including adjusting speed limits and engineering treatments.

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 three 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 this interim 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.

3.1 Speed Limits

As a speed management tool, lowering speed limits are not used to stop crashes but to align drivers' expectations with the reality of the road environment and improve survivability of a crash should it occur. 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 with 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 the Council 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 the 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 improvements 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 or within three years, whichever is the earlier.

3.2 Schools

By the end of 2027, the speed limits on roads in the vicinity of all schools must be reviewed and a reasonable effort have been made by the road controlling authority to have reduced the speed limits in the vicinity of all schools on local roads based on their category.

There are two categories of schools:

- Category 1 schools require a speed limit on the outside of the school to be 30 km/h.
- Category 2 schools are those where the road controlling authority deems a safe and appropriate speed limit of 60 km/h or less is suitable for the roads outside the school.

For a school to be category 2, it is expected to have the appropriate level of entranceway design and supporting safety infrastructure that removes or manages potential pedestrian crash conflicts to align within Safe System injury tolerances.

The reduced 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 should 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.

Coordination is required to ensure that schools with frontages to both local roads and state highways are treated the same and all work occurs simultaneously to avoid confusion for drivers.

3.3 Marae

Roads within the vicinity of marae have been reviewed due to the potential for increased traffic movements in these areas. Temporary speed limits associated with events such as tangi are not part of this process.

3.4 Roads of concern

These roads have been identified from a number of sources such as crash data, customer service requests and community discussions. Roads that cross Council boundaries have also been reviewed to ensure alignment with neighbouring speed limits.

In addition the Rule requires that if a road controlling authority has a speed limit of 70 km/h or 90 km/h on a road, it must review the speed limit and either confirm that the speed limit is appropriate or change it.

3.5 Safe Journeys Risk Assessment Tool

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 New Zealand. These metrics are used as a starting point to help assess the safe and appropriate speed (SAAS) for each road / section of road within New Zealand, including Waikato District.

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 (road stereotype, horizontal alignment, volume, carriageway width, access density and land use), and
- Presence or planned implementation of safety infrastructure.

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

The use of these recommended 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.

3.6 Road Design

Posted speed limits that are not consistent with the road layout will not be respected by drivers and not complied with. Observations of roads within Waikato with inappropriate speed limits signs show high levels of non-compliance. If the current road design is not consistent with the desired use of the road engineering treatment may be required to achieve compliance with the proposed speed limit.

3.7 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 and marae have been on going with Council Staff in regular contact with the effected parties in the develop of the plan and as part of the consultation process. This has helped 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.

4. 2023 Speed Management Review

4.1 Objectives and principles

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 principles 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.
- Ensure speed limits are appropriate to the movement and place function of the transport network.
- Ensure safe speed limits around schools/kura, marae and other areas of local significance.

4.2 Philosophy

When determining an appropriate speed limit for a road/area within Waikato District the following broad approaches have been used in keeping with Council's philosophy of undertaking a staged approach where necessary to avoid multiple changes of speed limit within an area.

Rural roads

- Typically 80km/hr. Changes to main roads are driven by activity. Side roads are changed to match main road as appropriate.

Urban Roads

- CBD areas 30km/hr due to high pedestrian and vehicle manoeuvring.
- Through routes 50km/hr to acknowledge the purpose of the road
- Residential streets 40km/hr, increased pedestrian movements and liveable areas

Schools

- 40/60 Variable Speed Limit (VSL) in rural through road locations
- 30/50 VSL in urban through road locations
- 40 Permanent Speed Limit (PSL) in residential environments

4.3 Roads for review

Those roads considered as part of the development of the interim speed management plan for Waikato District have been identified from the following sources:

- Schools
- Marae
- Town Centres; and
- Roads of concern.

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 and how speed should be managed on each of the roads identified.

4.4 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.

4.5 Treatment lengths and adjacent roads

The Waikato 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.

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 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.

4.6 Future reviews

Future reviews of the Speed Management Plan are likely to focus on the urban areas (local streets) with a view to lowering speed limits on all local streets to 30km/h - 40km/h.

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 road controlling authorities.

5. Implementation Plan

The review identified a number of recommendations that have been collated to form an implementation plan. The initial 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 initial ranking has been undertaken based to the legislative requirements for schools to be prioritised in the first instance. The implementation plan will be finalised once the consultation process has been completed and Speed Management Plan is adopted.

5.1 Speed limits around schools

A summary of the proposed speed limits around schools in the Waikato District are shown in Table 1. The National Land Transport Programme (NLTP) 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 1 Speed Limits Around Schools

School Name	Category	Current Speed Limit	Proposed Speed Limit	Comments	NLTP
Gordonton School	2	40		Step change. Speed Limit changed in 2022 Speed Limit Bylaw update	
Hamilton Seventh-Day Adventist School	1	50	30		
Matangi School	1	40 VSL	30 VSL		
Newstead Model School	State Highway				
OneSchool Global Hamilton	2	70	40 VSL	Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update	
Puketaha School	2	40 VSL		Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update	
Tamahere Model Country School	1	40 VSL	30		
Tauwhare School	1	40	30 VSL		
Te Kura o Ngaati Hauaa	2	40 VSL		Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update	
Waikato Montessori Education Centre	1	60	30 VSL		

5.2 Speed Limit Changes

A summary of each road where a speed limit change has been recommended in the 2023 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 4 Speed Limit Changes - Tamahere - Woodlands General Ward

Tech Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information
8.4.1	Annebrook Road	333	Cedar Park Rd	878	End	50	30	Permanent		60	N	SAAS too high for level of pedestrian activity
8.1.1	Appleton Lane	0	Eureka Rd	425	Appleton Lane Hammerhead	70	60	Permanent		60	Y	
8.1.1	Appleton Lane Hammerhead	0	Start West/Gate)	35	Appleton Lane	70	60	Permanent		80	N	Council philosophy to match adjacent roads
8.5.2	Blue Heron Place	0	Te Awa Rd	108	End	100	50	Permanent		60	N	Council philosophy to match adjacent roads
8.5.1	Brinkworth Road	0	Bruntwood Rd	1334	Lee Martin Rd	100	80	Permanent		80	Y	
8.3.1	Broadmeadows Road	0	Hautapu Rd	637	End	100	80	Permanent		80	Y	
8.5.1	Camdon Place	0	Koppens Rd	184	Cul-De-Sac	50	30	Permanent		50	N	Council philosophy to match adjacent roads
8.4.4	Catra Place	0	Tauwhare Rd	459	Cul-De-Sac	100	80	Permanent		80	Y	
8.4.4	Clover Close					TBC		Permanent				
8.5.1	Devine Road	0	SH 1 Onramp	620	220m West Of Koppens Rd	50	30	Permanent		50	N	SAAS too high for level of development
8.3.1	Discombe Road	0	Pickering Rd	2522	End	100	80	Permanent		80	Y	
8.5.2	Duncan Road	0	Hooker Rd	2029	End	100	80	Permanent		60	N	Council philosophy to match adjacent roads
8.1.1	Eureka Rd	0	SH 26	550	550m northwest of SH26	70	60	Permanent		60	Y	
8.1.1	Eureka Rd	0	SH 26	320	320m north of State Highway 26	70	40 VSL	Variable				
8.3.1	Fernando Drive	0	Pickering Rd	693	End	100	80	Permanent		60	N	Council philosophy to match adjacent roads
8.2.1	Gordonton Road	0	Borman Rd	4800	600m Sth Of Taylor Rd	100	80	Permanent		80	Y	
8.2.1	Gordonton Road		125m west of College Drive		190m east of Piako Road	70	60	Permanent		80	N	SAAS too low for function of the rad

Tech Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information
8.2.1	Gordonton Road		190m east of Piako Road		160m north of Taylor Road	100	80	Permanent		80	Y	
8.2.1	Gordonton Road		160m north of Taylor Road		Taylor Road	100	60	Permanent		80	N	SAAS too low for function of the rad
8.2.1	Gordonton Road	4800	600m Sth Of Taylor Rd	5424	Taylor Road	80	60	Permanent		80	N	SAAS too low for function of the rad
8.2.1	Graham Road	0	Gordonton Rd	838	End (Gate)	100	80	Permanent		60	N	Council philosophy to match adjacent roads
8.3.1	Hautapu Road	0	District Boundary (Hana Lane)	150	150m west of Broadmeadows Road	100	60 VSL	Variable				
8.3.1	Hautapu Road	0	District Boundary (Hana Lane)	2949	End	100	80	Permanent		80	Y	
8.4.1	Hillbrook Way	0	Annebrook Rd	193	End	50	30	Permanent		50	N	Council philosophy to match adjacent roads
8.6.1	Hiwi Road	0	Victoria Rd	3621	Scotsman Valley Rd	100	80	Permanent		80	Y	
8.5.2	Hooker Road	0	SH 1	3332	Pencarrow Rd	100	80	Permanent		80	Y	
8.1.2	Hunter Road	0	SH 26	2244	Tauwhare Rd	100	60	Permanent		60	Y	
8.5.1	Koppens Road	0	Devine Rd	508	Cul-De-Sac (Camdon Pl)	50	30	Permanent		60	N	Council philosophy to match adjacent roads
8.5.1	Lees Martin Road	0	Tauwhare Rd	3946	Bruntwood Rd	100	80	Permanent		60	N	Council philosophy to match adjacent roads
8.4.4	Margot Lane					TBC		Permanent				
8.4.2	Matangi Road	5696	300m west of Tauwhare Road	5893	100m west of TAUWHARE RD	40 VSL	30 VSL	Variable				
8.4.4	Meadowpark Way					TBC		Permanent				
8.5.1	Newell Road	0	SH 1	3391	100m south of Aspenleigh Drive	60	50	Permanent		60	N	SAAS too high for level of development
8.5.1	Newell Road	2560	35m south of Davidson Lane	2790	265m south of Davidson Lane	60	30 VSL	Variable				
8.4.3	Oak View Place	0	Platt Rd	129	End	80	60	Permanent		80	N	Council philosophy to match adjacent roads
8.5.2	Pencarrow Road	0	Tamahere Dr (End K&C Lhs)	4948	140m south of Day Road	100	80	Permanent		80	Y	
8.2.1	Piako Rd	0	SH 1B	214	215m north of SH1B	70	60	Permanent		80	N	SAAS too low for function of the rad
8.3.1	Pickering Road	0	Tamahere Dr	4116	District Boundary	100	80	Permanent		80	Y	

Tech Report Section	Road Name	Start RP	Start	End RP	End	Posted Speed Limit	Proposed Speed Limit	Speed Limit Type	Implementation timeframe (NLTP Period)	Safe and Appropriate Speed	Proposed = SAAS (Y/N)	Further Information
8.5.1	Platinum Place	0	Koppens Rd	220	End	50	30	Permanent		60	N	Council philosophy to match adjacent roads
8.4.3	Platt Road	0	SH 26	600	410m south of Oakview Place	80	60	Permanent		80	N	SAAS too high for topography
8.2.1	Puke Road	0	SH 1B	840	End (Gate)	100	80	Permanent		80	Y	
8.6.1	Ranstead Road	0	Hiwi Rd	609	End	100	80	Permanent		60	N	Council philosophy to match adjacent roads
8.7.1	Ringer Road	350	Speed Destriction	2848	Victoria Rd	100	80	Permanent		80	Y	
8.6.1	Scotsman Valley Road	89	90m south of Tauwhare Road	385	55m north of Glen Ida Way	40	30 VSL	Variable				
8.6.1	Scotsman Valley Road	0	Tauwhare Rd	570	130m south of Glen Ida Way	40	50	Permanent		60	N	SAAS too high for level of development
8.6.1	Scotsman Valley Road	570	130m south of Glen Ida Way	1170	410m west of Hiwi Road	40/100	60	Permanent		60	Y	
8.6.1	Scotsman Valley Road	1170	410m west of Hiwi Road	2720	150m east of Pukemoremore Road	100	80	Permanent		80	Y	
8.4.4	Shaw Road	0	Tauwhare Rd	486	End (Cattlestop)	100	80	Permanent		60	N	Council philosophy to match adjacent roads
8.3.1	Strawberry Fields Lane	0	Pickering Rd Rab	776	Cul-De-Sac	100	80	Permanent		80	Y	
8.5.1	Tamahere Lane	0	Devine Rd	90	End	50	30	Permanent		50	N	Council philosophy to match adjacent roads
8.4.4	Taplin Road					TBC	50	Permanent				
8.4.4	Tauwhare Road	4767	280m northeast of Robinsons Lane	5360	320m northeast of Hoeka Road	70 and 100	60	Permanent		70	N	SAAS inappropriate
8.4.4	Tauwhare Road	5360	320m northeast of Hoeka Road	6908	Platt Rd	100	80	Permanent		80	Y	
8.5.2	Te Awa Lane	0	Te Awa Rd	492	End	100	50	Permanent		60	N	Council philosophy to match adjacent roads
8.5.1	Titoki Drive	0	Tauwhare Rd	195	End Island Rhs	100	50	Permanent		60	N	Council philosophy to match adjacent roads
8.8.1	Victoria Road	3530	300m north of Hiwi Rd	4130	300m south of Hiwi Road	100	60	Permanent		80	N	Rural intersection safety treatment

5.3 Safety Infrastructure

A summary of the initial safety infrastructure recommendations in the 2023 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 5 Safety Infrastructure

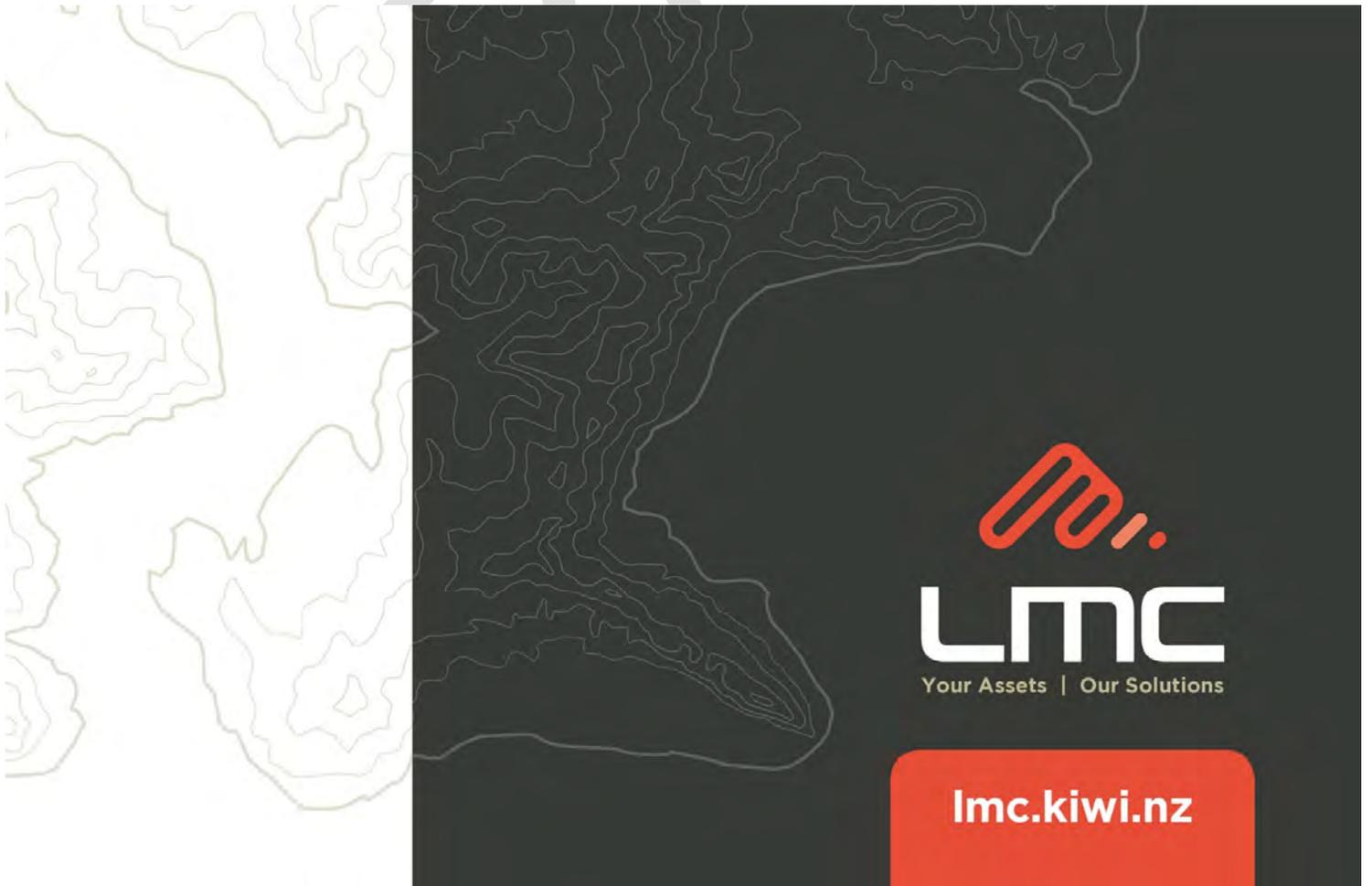
Tech Assess Section	Road Name / Location	Proposed safety infrastructure	Implementation timeframe (NLTP Period)	Comments
8.1.1	Eureka Road	Install school threshold treatment on the northern approach to OneSchool Global Hamilton.		
8.2.1	Gordonton Road	Install settlement threshold signs and markings on southern approach to Hukanui.		
8.3.1	Hautapu Roads	Install variable school threshold treatment on the western approach to Hautapu School on Hautapu Road.		
8.4.1	Annebrook Road	Install school threshold treatment on the northern approach to Hamilton Seventh-day Adventist Primary School on Annebrook Road.		
8.4.2	Matangi Road	Install variable school threshold treatments on both approaches to Matangi School.		
8.4.4	Tauwhare Road	Install additional signage and roadmarking at the 60/50km/hr speed limit change on the approach to Matangi.		
8.5.1	Roads in Tamahere North	Install variable school threshold treatments on both approaches to Waikato Montessori Education Centre.		
8.5.1	Roads in Tamahere North	Install school threshold treatment on Devine Road eastern approach to Tamahere Model Country School.		
8.6.1	Scotsman Valley Road	Install settlement threshold on Scotsman Valley Road at the 50/60km/hr speed limit change.		
8.6.1	Scotsman Valley Road	Install additional signs and markings at variable speed limit change locations on Scotsman Valley Road.		
8.8.1	Victoria Road	Install settlement threshold on Victoria Road at both change in speed limit locations.		
8.8.1	Victoria Road	Install advance and directional marae signage for Waimakariri Marae on both approaches to the marae.		

Appendix A – Technical Assessment

DRAFT

Waikato District Council
Proposed Speed Management Plan
Technical Assessment
Tamahere-Woodlands General Ward

September 2023



lmc.kiwi.nz

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Appendices

Appendix A – Marae Summary

Appendix B – School Summary

1. Purpose of this document

Waikato District Council is developing its speed management plan for the district, to align with the development of Council's Long Term Plan and funding application to the National Land Transport Programme.

As the plan includes both 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 these need to be reviewed to ensure that they continue to support Council's road safety goals.

A large number of roads were considered as part of the 2022 Speed Limit Bylaw for Waikato District Council. As a result, the locations considered for this review have been limited to:

- Roads in the vicinity of Marae, Community Halls and Sports Fields
- Updates to the Urban Traffic Areas (UTA's) to reflect changes in development areas.
- Roads identified in submissions received in the last speed limit bylaw change.
- Schools have been also reviewed to determine if the original proposal is still valid for the area.

Each of the roads / areas identified are listed below, with additional information and their assessment.

1.1 Guiding Principles

When determining an appropriate speed limit for a road/area the following guiding principles have been used:

Rural roads

- Typically 80km/hr. Changes to main roads are driven by activity. Side roads are changed to match main road as appropriate.

Urban Roads

- CBD areas 30km/hr due to high pedestrian and vehicle manoeuvring.
- Through routes 50km/hr to acknowledge the purpose of the road
- Residential streets 40km/hr, increased pedestrian movements and liveable areas

Schools

- 40/60 Variable Speed Limit (VSL) in rural through road locations
- 30/50 VSL in urban through road locations
- 30 Permanent Speed Limit (PSL) in residential environments with 50km/hr speed limits
- 40 (PSL) in residential environments with 40km/hr speed limits

1.2 Signs and roadmarking

Speed limit signs must be installed within 20m of the identified speed limit location. To support the management of vehicle speeds in these areas and provide a sense of place some general threshold treatments have been developed to assist with cost estimating.

Each location will require site specific design but is unlikely to vary significantly to provide a degree of consistency for drivers as they travel throughout the district.

Other supporting infrastructure improvements have been identified for each location as required and the installation of these will be dependent on the funding available for these types of works.

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2. Tamahere - Woodlands General Ward

2.1 Eureka

2.1.1 Eureka Road

Eureka Road is a rural connector road that runs between State Highway 26 and Holland Road. This road was identified for review as a section of it has a 70km/hr speed limit and OneSchool Global Hamilton is located on the corner of State Highway 26 and Eureka Road. Any changes to Eureka Road should also include the side road of Appleton Lane.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

Road	Posted speed limit (km/hr)	SAAS Speed (km/hr)	Proposed speed limit (km/hr)
Eureka Road – existing 70km/hr section	70	60	60
Appleton Lane	70	60	60

In keeping with Councils philosophy to have a maximum of 60km/hr in the vicinity of schools

In keeping with other rural schools within Waikato District it is proposed to lower the speed limit on Eureka Road to 60km/hr. Due to the proximity of the school to the intersection with State Highway 26 a 40km/hr VSL would need to extend through the intersection onto the State Highway which will require coordination with Waka Kotahi as the road controlling authority.

Recommendation

The following changes are recommended for Eureka Road:

- Lower the speed limit to 60km/hr on the following sections of road:
 - Eureka Road from State Highway 26 for 550m
 - Appleton Road – Full length
- Install a 40km/hr variable speed limit on Eureka Road from State Highway 26 for 320m. (Coordinate installation with Waka Kotahi)
- Install school threshold treatment on the northern approach to OneSchool Global Hamilton.
- Update existing speed limit signage as required.

2.1.2 Hunter Road

Eureka Road is a rural connector road that runs between Tauwhare Road and State Highway 26. This road was identified for review the Eureka Hall is located on the corner of State Highway 26 and Hunter Road.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

Road	Posted speed limit (km/hr)	SAAS Speed (km/hr)	Proposed speed limit (km/hr)
Hunter Road	100	60	60

Due to the narrow road and challenging topography the lower speed limit is recommended.

Figure 1 Eureka Proposed Speed Limits



Recommendation

The following changes are recommended for Hunter Road:

- Lower the speed limit to 60km/hr on the full length of Hunter Road.
- Update existing speed limit signage as required.

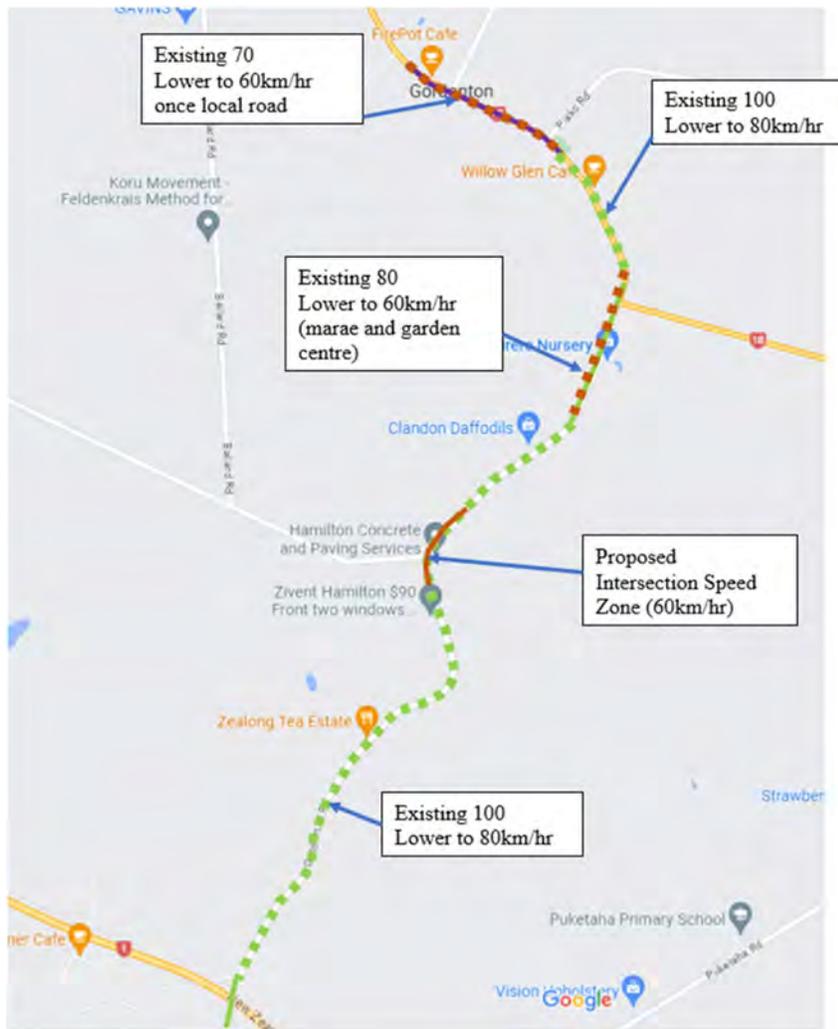
2.2 Gordonton

2.2.1 Gordonton Road

Gordonton Road has been identified for review due to the presence of the Gordonton Hall and Hukanui Marae off the road. Sections of the road also have a 70km/hr speed limit and the speed limit on the southern section of the road is inconsistent with the speed limit on the Hamilton City Section.

The increase in development and traffic volumes has also resulted in infrastructure improvements for lower speed limit can compliment. As part of these improvement works an intersection speed limit is to be installed at the intersections of Boyd Road and Sainsbury Road. To reduce the number of speed limit changes along this route it is proposed to remove the currently intersection speed limit on the State Highway 1B/Gordonton Road and replace it with a permanent speed limit.

Any changes to Gordonton Road should also include the side roads of Piako Road, Broadley Downs, Graham Road, Grantham Lane and Puke Road.



Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

Road	Posted speed limit (km/hr)	SAAS Speed (km/hr)	Proposed speed limit (km/hr)
State Highway 1B (Gordonton township)	70	80	60
State Highway 1B (Gordonton to Hukanui)	100	80	80
Gordonton Road	80 and 100	80	60 and 80
Piako Road (70km/hr section only)	70	80	60
Graham Road	100	60	80
Puke Road	100	80	80

Figure 2 Gordonton Road Proposed Speed Limits



NOTE: The speed limit changes on State Highway can not occur until the State Highway status of the road has been revoked.

Recommendation

The following changes are recommended for Gordonton Road:

- Lower the speed limit to 60km/hr on the following sections of road:
 - Gordonton Road from 125m west of College Drive to 190m east of Piako Road
 - Gordonton Road from 160m north of Taylor Road to 600m south of Taylor Road
 - Piako Road from State Highway 1B to 215m north of State Highway 1B
- Lower the speed limit to 80km/hr on the following sections of road:
 - Gordonton Road from 190m east of Piako Road to 160m north of Taylor Road

- Gordonton Road from 600m south of Taylor Road to Borman Road
- Puke Road – Full length
- Graham Road – Full length
- Install settlement threshold signs and markings on southern approach to Hukanui.
- Update existing speed limit signage as required.

2.3 Hautapu

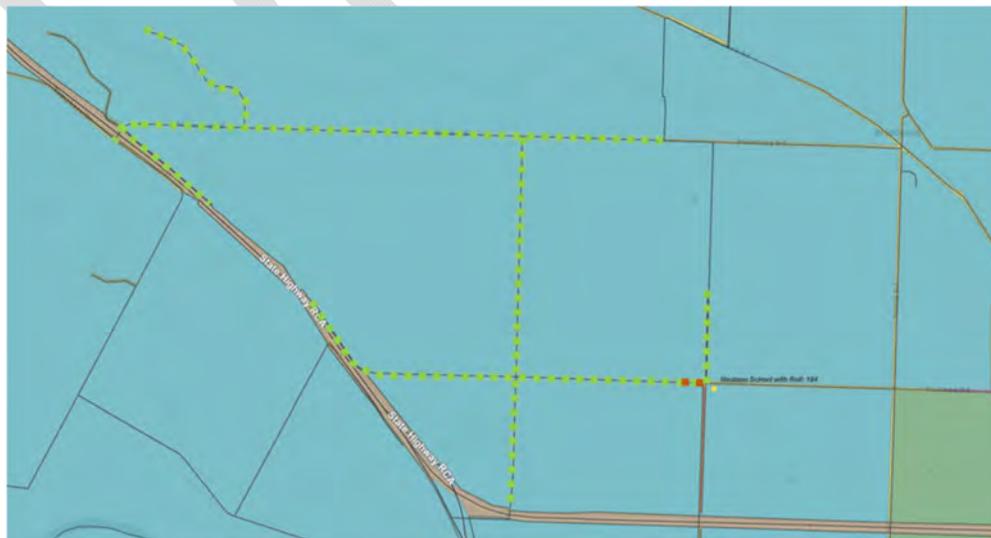
2.3.1 Hautapu Roads

Following discussions with Waipa District Council regarding the speed limit outside Hautapu School and consistency of speed limits on boundary roads it is proposed to lower the speed limit on Hautapu Road and Pickering Road. Any changes to these roads should be extended to include the side roads of Broadmeadows Lane, Discombe Road, Fernando Drive and Strawberry Fields Lane

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

Road	Posted speed limit (km/hr)	SAAS Speed (km/hr)	Proposed speed limit (km/hr)
Hautapu Road	100	80	80
Pickering Road	100	80	80
Discombe Road	100	80	80
Broadmeadows Road	100	80	80
Fernando Drive	100	60	80
Strawberry Fields Lane	100	80	80

Figure 3 Hautapu Proposed Speed Limits



The variable speed limit on Hautapu School has been proposed by Waipa District Council as they are the primary road controlling authority.

Recommendation

The following changes are recommended for roads in Hautapu:

- Lower the speed limit to 80km/hr on the following sections of road:
 - Hautapu Road from the District Boundary (Hana Lane) to its end
 - Pickering Road from Tamahere Drive to the District Boundary
 - Broadmeadows Road from Hautapu Road to its end
 - Discombe Road from Pickering Road to its end
 - Fernando Drive from Pickering Road to its end
 - Strawberry Fields Lane from Pickering Road to its end
- Install a 60km/hr variable speed limit on Hautapu Road from the District Boundary (Hana Lane) to 150m west of the District Boundary (Hana Lane).
- Install variable school threshold treatment on the western approach to Hautapu School on Hautapu Road.
- Update existing speed limit signage as required.

2.4 Matangi

2.4.1 Annebrook Road

Hamilton Seventh-day Adventist Primary School was not included in the school speed limits proposed in the 2022 Speed Limit Bylaw update. Annebrook Road currently has a speed limit of 50km/hr and in keeping with Council's philosophy to have 30km/hr speed limits outside urban schools the speed limit should be lowered in this area. Any changes to the speed limit should be extended to cover the side road of Hillbrook Way.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

Road	Posted speed limit (km/hr)	SAAS Speed (km/hr)	Proposed speed limit (km/hr)
Annebrook Road (Cedar Park to end)	50	60	30
Hillbrook Way	50	50	30

Recommendation

The following changes are recommended for Hamilton Seventh-day Adventist Primary School:

- Lower the speed limit to 30km/hr on the following sections of road:
 - Annebrook Road from Cedar Park Road to its end
 - Millbrook Way – Full length
- Install school threshold treatment on the northern approach to Hamilton Seventh-day Adventist Primary School on Annebrook Road.
- Update existing speed limit signage as required.

2.4.2 Matangi Road

In 2022 the speed limit on Matangi Road outside Matangi School was lowered to 40km/hr with a variable speed limit. Since that time there has been a change to lower speed limits outside schools to 30km/hr. As a result, it is recommended that the variable speed limit on Matangi

Recommendation

The following changes are recommended for Matangi Road:

- Lower the variable speed limit to 30km/hr in the vicinity of Matangi School.
- Install variable school threshold treatments on both approaches to Matangi School.
- Update existing speed limit signage as required.

2.4.3 Platt Road

Platt Road is a rural connector road off State Highway 26 that was identified for review from a customer query. The first 600m of the road has a very tight alignment and is out of context with the rest of the road. There are also a number of properties in this area. Any changes to the speed limit should be extended to cover the side road of Oak View Place.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

Road	Posted speed limit (km/hr)	SAAS Speed (km/hr)	Proposed speed limit (km/hr)
Platt Road (600m from SH26)	80	80	60
Oak View Place	80	80	60

Recommendation

The following changes are recommended for Platt Road:

- Lower the speed limit to 80km/hr on the following sections of road:
 - Platt Road from State Highway 26 for 600m
 - Oak View Place – Full length
- Update existing speed limit signage as required.

2.4.4 Tauwhare Road

Tauwhare Road is a rural connector road between Tauwhare and Matangi. This section of the road was identified for review from a number of submissions in the 2022 Speed Limit Bylaw update and customer queries. The road also provides access to the Matangi Recreation Reserve and has a section of 70km/hr speed limit. Any changes to the speed limit should be extended to cover the side roads of Catra Place and Shaw Road.

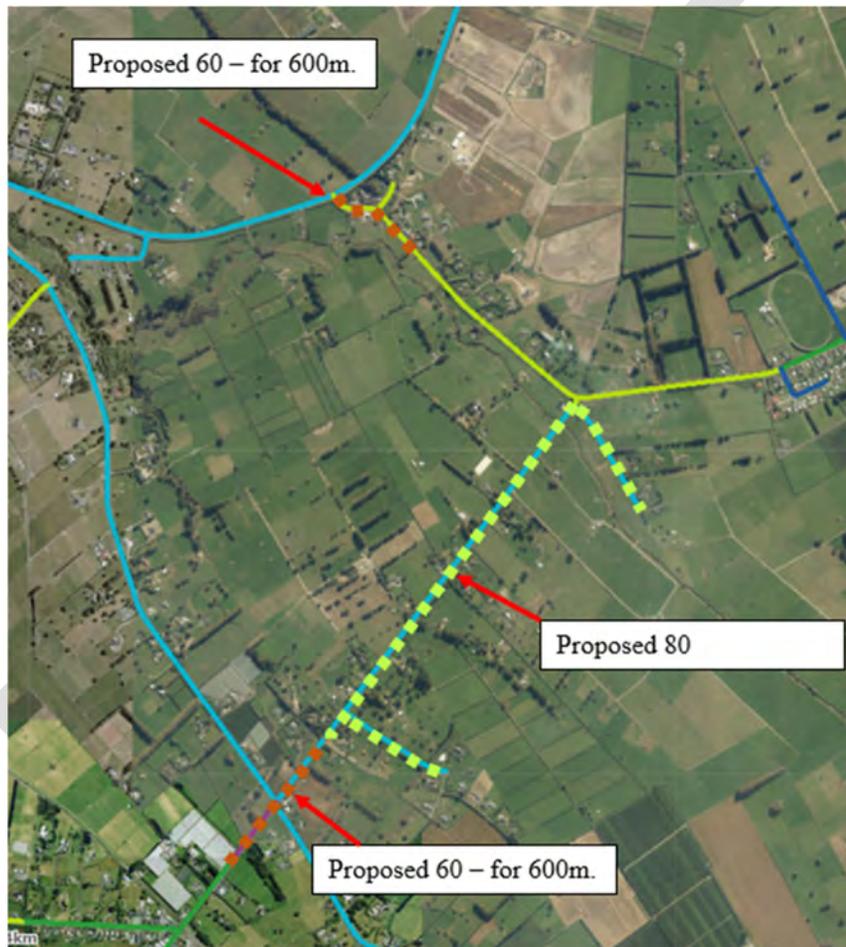
Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

Road	Posted speed limit (km/hr)	SAAS Speed (km/hr)	Proposed speed limit (km/hr)
Tauwhare Road (Existing 70km/hr)	70	70	60

Road	Posted speed limit (km/hr)	SAAS Speed (km/hr)	Proposed speed limit (km/hr)
Tauwhare Road (Existing 70km/hr to Platt Road)	100	80	80
Catra Place	100	80	80
Shaw Road	100	60	80

In keeping with Councils philosophy to provide a constant speed limit within an area and to match the speed limit on no exit side roads to the main road an 80km/hr speed limit is recommended for these roads.

Figure 4 Tauwhare Road Proposed Speed Limits



Recommendation

The following changes are recommended for Tauwhare Road:

- Lower the speed limit to 60km/hr on Tauwhare Road from 280m northeast of Robinsons Lane to 320m northeast of Hoeka Road.
- Lower the speed limit to 80km/hr on the following sections of road:
 - Tauwhare Road from 320m northeast of Hoeka Road to Platt Road.
 - Catra Place – Full length
 - Shaw Road - Full length

- Install additional signage and roadmarking at the 60/50km/hr speed limit change on the approach to Matangi.
- Update existing speed limit signage as required.

2.4.5 Matangi Side Roads

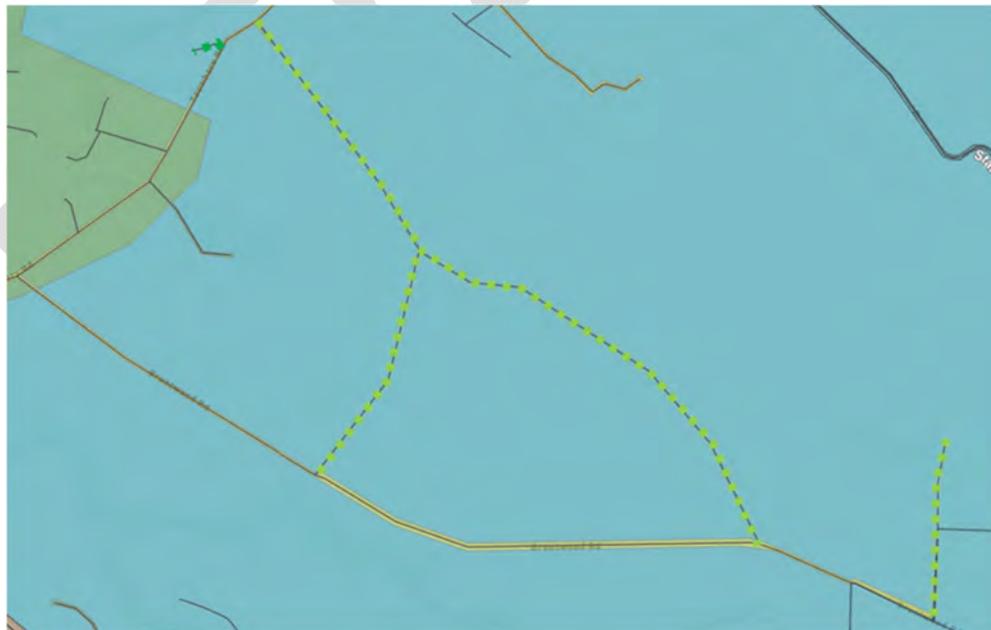
During the review of the Matangi area a number of roads were identified that speed limits inconsistent with the main roads. In keeping with Councils philosophy to provide a constant speed limit within an area to provide consistency for drivers and consistency for drivers and limit the number of speed limit changes are number of changes are proposed.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

Road	Posted speed limit (km/hr)	SAAS Speed (km/hr)	Proposed speed limit (km/hr)
Brinkworth Road	100	80	80
Lees Martin Road	100	60	80
Mills Road	100	60	80
Titoki Drive	100	60	50

Note the speed limit proposed for Titoki Drive matches the other side roads off the northern side of Tauwhare Road in this area. During the review it was noted that the speed limit for Mills Road had not been updated in the 2022 Speed Limit Bylaw Schedule

Figure 5 Matangi Proposed Speed Limits



Recommendation

The following changes are recommended for roads within Matangi:

- Lower the speed limit to 50km/hr on the full length of Titoki Drive.

- Lower the speed limit to 80km/hr on the full length of the following roads:
 - Brinkworth Road
 - Lee Martin Road
 - Mills Road
- Update existing speed limit signage as required.

2.5 Tamahere

2.5.1 Roads in Tamahere North

Newell Road

Newell Road has recently been severed as a through road due to the construction of the new interchange. To reinforce this lower hierarchy of road the speed should also be lowered. This would also match the other roads in the area.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

Road	Posted speed limit (km/hr)	SAAS Speed (km/hr)	Proposed speed limit (km/hr)
Newell Road	60	60	50

Tamahere Schools

In 2022 the speed limit on Devine Road outside Tamahere Model Country School was lowered to 40km/hr with a variable speed limit, however Waikato Montessori Education Centre was not included in this review. Since that time there has been a change to lower speed limits outside schools to 30km/r. As a result, it is recommended that the speed limit outside Tamahere Model Country School be lowered to a permanent 30km/hr and a 30km/hr variable speed limit be installed on Newell Road in the vicinity of Waikato Montessori Education Centre. Any changes to the speed limit on Devine Road should be extended to include Koppens Road, Camdon Place, Platinum Place and Tamahere Lane.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

Road	Posted speed limit (km/hr)	SAAS Speed (km/hr)	Proposed speed limit (km/hr)
Devine Road (Birchwood Lane to SH1 on ramp)	50		
Koppens Road	50		
Camdon Place	50		
Platinum Place	50		
Tamahere Lane	50		

Figure 6 Tamahere North Proposed Speed Limits



Recommendation

The following changes are recommended for roads in Tamahere North:

- Lower the speed limit to 50km/hr on Newell Road from the State Highway 1 to 100m south of Aspenleigh Drive.
- Lower the speed limit to 30km/hr on the following sections of road:
 - Devine Road from Birchwood Lane to SH1 on ramp
 - Koppens Road – Full length
 - Camdon Place – Full length
 - Platinum Place – Full length
 - Tamahere Lane – Full length
- Install a 30km/hr variable speed limit in the vicinity of Waikato Montessori Education Centre.
- Install variable school threshold treatments on both approaches to Waikato Montessori Education Centre.
- Install school threshold treatment on Devine Road eastern approach to Tamahere Model Country School.
- Update existing speed limit signage as required.

2.5.2 Roads in Tamahere South

The construction of the Te Awa River Cycle Ride paths has resulted in a significant change to the use of the roads in this area. In keeping with Councils philosophy to provide a constant speed limit within an area to provide consistency for drivers and limit the number of speed limit changes are number of changes are proposed.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

Road	Posted speed limit (km/hr)	SAAS Speed (km/hr)	Proposed speed limit (km/hr)
Hooker Road	100	80	80
Pencarrow Road	100	80	80
Duncan Road	100	60	80

Figure 7 Tamahere South Proposed Speed Limits



Recommendation

The following changes are recommended for roads in Tamahere South:

- Lower the speed limit to 80km/hr on the following sections of road:
 - Hooker Road – Full length
 - Pencarrow Road from Tamahere Drive to 140m south of Day Road
 - Duncan Road – Full length
- Update existing speed limit signage as required.

2.6 Tauwhare

2.6.1 Scotsman Valley Road

Scotsman Valley Road is a rural connector road and was identified for review following a number of submissions in the 2022 Speed Limit Bylaw update. At this time the existing 50km/hr speed limit on Scotsman Valley Road was lowered to 40km/hr in response to the presence of Tauwhare School.

This is not consistent with Council's philosophy for the treatment of schools on through roads and has resulted in poor compliance. To balance the needs of the through traffic and school traffic in the vicinity of Tauwhare School on Scotsman Valley Road it is proposed to reinstate the 50km/hr speed limit and the variable speed limit in this area is proposed to be lowered to 30km/hr to reflect the increased risk during the start and end of school times.

There have been multiple customer queries and submissions regarding the appropriateness of the length of the 50km/hr speed limit and the lack of compliance due to the perceived inappropriate location of the speed limit change. As a result, the following changes are proposed:

- Section 1 - Reinstate the 50km/hr speed limit from Tauwhare Road for 570m
- Section 2 - Lower speed limit to 60km/hr from 130m east of Glen Ida Way for 600m (RP1170)
- Section 3 - Lower speed limit to 80km/hr from 410m west of Hiwi Road to 150m east of Pukemoremore Road (RP2720)

Any changes Scotsman Valley Road should be extended to include the side road of Hiwi Road.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

Road	Posted speed limit (km/hr)	SAAS Speed (km/hr)	Proposed speed limit (km/hr)
Scotsman Valley Road – Section 1	40	60	50
Scotsman Valley Road – Section 2	40/100	60	60
Scotsman Valley Road – Section 3	100	60	80
Hiwi Road	100	80	80
Ranstead Road	100	60	80



Recommendation

The following changes are recommended for Scotsman Valley Road:

- Change the speed limit to 50km/hr on Scotsman Valley Road from Tauwhare Road for 570m.
- Lower speed limit to 60km/hr on Scotsman Valley Road from 130m east of Glen Ida Way for 600m (RP1170)
- Lower speed limit to 80km/hr on the following sections of road:
 - Scotsman Valley Road from 410m west of Hiwi Road to 150m east of Pukemoremore Road (RP2720)
 - Hiwi Road – Full length
 - Ranstead Road - Full length
- Lower the variable speed limit to 30km/hr in the vicinity of Tauwhare School.
- Install settlement threshold on Scotsman Valley Road at the 50/60km/hr speed limit change.
- Install additional signs and markings at variable speed limit change locations on Scotsman Valley Road.
- Update existing speed limit signage as required.

2.7 Tauwhare Pa

2.7.1 Ringer Road

Ringer Road is a narrow rural road between Tauwhare Road and Victoria Road. This section of road was identified for review from a submission in the 2022 Speed Limit Bylaw update.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

Road	Posted speed limit (km/hr)	SAAS Speed (km/hr)	Proposed speed limit (km/hr)
Ringer Road	100	80	80

In keeping with Councils philosophy to match the speed limits within an area an 80km/hr speed limit is recommended for these roads.

Figure 8 Ringer Road



Recommendation

The following changes are recommended for Ringer Road:

- Lower the speed limit to 80km/hr on Ringer Road from 350m south of Tauwhare Road to Victoria Road
- Update existing speed limit signage as required.

2.8 Waimakariri

2.8.1 Victoria Road

Victoria Road is a rural connector road between Hautapu and Tauwhare. This section of road was identified for review due to the presence of Waimakariri Marae. The marae is located within close proximity of the intersection with Hiwi Road.

Safety and speed information from MegaMaps (RTZ Ed.2) shows the following.

Road	Posted speed limit (km/hr)	SAAS Speed (km/hr)	Proposed speed limit (km/hr)
Victoria Road	100	80	60

Figure 9 Victoria Road



Recommendation

The following changes are recommended for Victoria Road:

- Lower the speed limit to 60km/hr on Victoria Road for 300m north and south of the intersection with Hiwi Road
- Install settlement threshold on Victoria Road at both change in speed limit locations.
- Install advance and directional marae signage for Waimakariri Marae on both approaches to the marae.

3. Summary

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

School / Road Name	Recommendations
Eureka Road	<p>Lower the speed limit to 60km/hr on Eureka Road from State Highway 26 for 550m and the full length of Appleton Road</p> <p>Install a 40km/hr variable speed limit on Eureka Road from State Highway 26 for 320m. (Coordinate installation with Waka Kotahi)</p> <p>Install school threshold treatment on the northern approach to OneSchool Global Hamilton.</p> <p>Update existing speed limit signage as required.</p>
Hunter Road	<p>Lower the speed limit to 60km/hr on the full length of Hunter Road.</p> <p>Update existing speed limit signage as required.</p>
Gordonton Road	<p>Lower the speed limit to 60km/hr on Gordonton Road from 125m west of College Drive to 190m east of Piako Road, Gordonton Road from 160m north of Taylor Road to 600m south of Taylor Road and Piako Road from State Highway 1B to 215m north of State Highway 1B</p> <p>Lower the speed limit to 80km/hr on Gordonton Road from 190m east of Piako Road to 160m north of Taylor Road, Gordonton Road from 600m south of Taylor Road to Borman Road and on the full length of Puke Road and Graham Road.</p> <p>Install settlement threshold signs and markings on southern approach to Hukanui.</p> <p>Update existing speed limit signage as required.</p>
Hautapu Roads	<p>Lower the speed limit to 80km/hr on Hautapu Road from the District Boundary (Hana Lane) to its end, Pickering Road from Tamahere Drive to the District Boundary, Broadmeadows Road from Hautapu Road to its end, Discombe Road from Pickering Road to its end, and the full length of Fernando Drive and Strawberry Fields Lane.</p> <p>Install a 60km/hr variable speed limit on Hautapu Road from the District Boundary (Hana Lane) to 150m west of the District Boundary (Hana Lane). Coordinate with Waipa District Council</p> <p>Install variable school threshold treatment on the western approach to Hautapu School on Hautapu Road.</p> <p>Update existing speed limit signage as required.</p>
Annebrook Road	<p>Lower the speed limit to 30km/hr on Annebrook Road from Cedar Park Road to its end and the full length of Millbrook Way</p> <p>Install school threshold treatment on the northern approach to Hamilton Seventh-day Adventist Primary School on Annebrook Road.</p> <p>Update existing speed limit signage as required.</p>

School / Road Name	Recommendations
Matangi Road	<p>Lower the variable speed limit to 30km/hr in the vicinity of Matangi School.</p> <p>Install variable school threshold treatments on both approaches to Matangi School.</p> <p>Update existing speed limit signage as required.</p>
Platt Road	<p>Lower the speed limit to 80km/hr on Platt Road from State Highway 26 for 600m and the full length of Oak View Place</p> <p>Update existing speed limit signage as required.</p>
Tauwhare Road	<p>Lower the speed limit to 60km/hr on Tauwhare Road from 280m northeast of Robinsons Lane to 320m northeast of Hoeka Road.</p> <p>Lower the speed limit to 80km/hr on Tauwhare Road from 320m northeast of Hoeka Road to Platt Road and the full length of Catra Place and Shaw Road</p> <p>Install additional signage and roadmarking at the 60/50km/hr speed limit change on the approach to Matangi.</p> <p>Update existing speed limit signage as required.</p>
Matangi Side Roads	<p>Lower the speed limit to 50km/hr on the full length of Titoki Drive.</p> <p>Lower the speed limit to 80km/hr on the full length of Brinkworth Road, Lee Martin Road, and Mills Road</p> <p>Update existing speed limit signage as required.</p>
Roads in Tamahere North	<p>Lower the speed limit to 50km/hr on Newell Road from the State Highway 1 to 100m south of Aspenleigh Drive.</p> <p>Lower the speed limit to 30km/hr on Devine Road from Birchwood Lane to SH1 on ramp and the full length of Koppens Road, Camdon Place, Platinum Place, and Tamahere Lane</p> <p>Install a 30km/hr variable speed limit in the vicinity of Waikato Montessori Education Centre.</p> <p>Install variable school threshold treatments on both approaches to Waikato Montessori Education Centre.</p> <p>Install school threshold treatment on Devine Road eastern approach to Tamahere Model Country School.</p> <p>Update existing speed limit signage as required.</p>
Roads in Tamahere South	<p>Lower the speed limit to 80km/hr on Pencarrow Road from Tamahere Drive to 140m south of Day Road and the full length of Hooker Road and Duncan Road</p> <p>Update existing speed limit signage as required.</p>
Scotsman Valley Road	<p>Change the speed limit to 50km/hr on Scotsman Valley Road from Tauwhare Road for 570m.</p> <p>Lower speed limit to 60km/hr on Scotsman Valley Road from 130m east of Glen Ida Way for 600m (RP1170)</p> <p>Lower speed limit to 80km/hr on Scotsman Valley Road from 410m west of Hiwi</p>

School / Road Name	Recommendations
	<p>Road to 150m east of Pukemoremore Road (RP2720), and the full length of Hiwi Road, and Ranstead Road</p> <p>Lower the variable speed limit to 30km/hr in the vicinity of Tauwhare School.</p> <p>Install settlement threshold on Scotsman Valley Road at the 50/60km/hr speed limit change.</p> <p>Install additional signs and markings at variable speed limit change locations on Scotsman Valley Road.</p> <p>Update existing speed limit signage as required.</p>
Ringer Road	<p>Lower the speed limit to 80km/hr on Ringer Road from 350m south of Tauwhare Road to Victoria Road</p> <p>Update existing speed limit signage as required.</p>
Victoria Road	<p>Lower the speed limit to 60km/hr on Victoria Road for 300m north and south of the intersection with Hiwi Road</p> <p>Install settlement threshold on Victoria Road at both change in speed limit locations.</p> <p>Install advance and directional marae signage for Waimakariri Marae on both approaches to the marae.</p>

Appendices



Appendix A – Marae Summary

Marae	Road Name	Exist Speed Limit (km/hr)	Road Type	AADT	ONRC	Comment
Te Papatapu	Te Papatapu Road	100	Through	70	Access	No change - On narrow unsealed road.
Waikare	Waerenga Road	100	Through	1700	Primary Collector	Lower to 80km/hr Small settlement of houses within the vicinity of Marae, on approach to Te Kauwhata
Waikeri (Tangirau)	Ngaruawahia Road	100	Through	1600	Primary Collector	No change - insufficient development or interaction with Ngaruawahia Road
Waimakariri	Victoria Road	100	Through	2000	Primary Collector	Lower to 60km/hr Include Hiwi Road Intersection
Waingaro	Waingaro Landing Road	100	No exit	70	Access	No change - At start of narrow no exit road. Insufficient development or interaction with road
Weraroa (Waikaretuu)	Richardson Road	100	Through	50	Access	No change - Insufficient development or interaction with road

Appendix B – School Summary

School Name	Category	Current Speed Limit	Proposed Speed Limit	Comments
Gordonton School	2	40		Step change. Speed Limit changed in 2022 Speed Limit Bylaw update
Hamilton Seventh-Day Adventist School	1	50	30	
Matangi School	1	40 VSL	30 VSL	
Newstead Model School	State Highway			
OneSchool Global Hamilton	2	70	40 VSL	Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update
Puketaha School	2	40 VSL		Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update
Tamahere Model Country School	1	40 VSL	30	
Tauwhare School	1	40	30 VSL	
Te Kura o Ngaati Hauaa	2	40 VSL		Rural school with limited pedestrian activity. Speed Limit changed in 2022 Speed Limit Bylaw update
Waikato Montessori Education Centre	1	60	30 VSL	

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