



Submissions

Hearing – 17 February 2021

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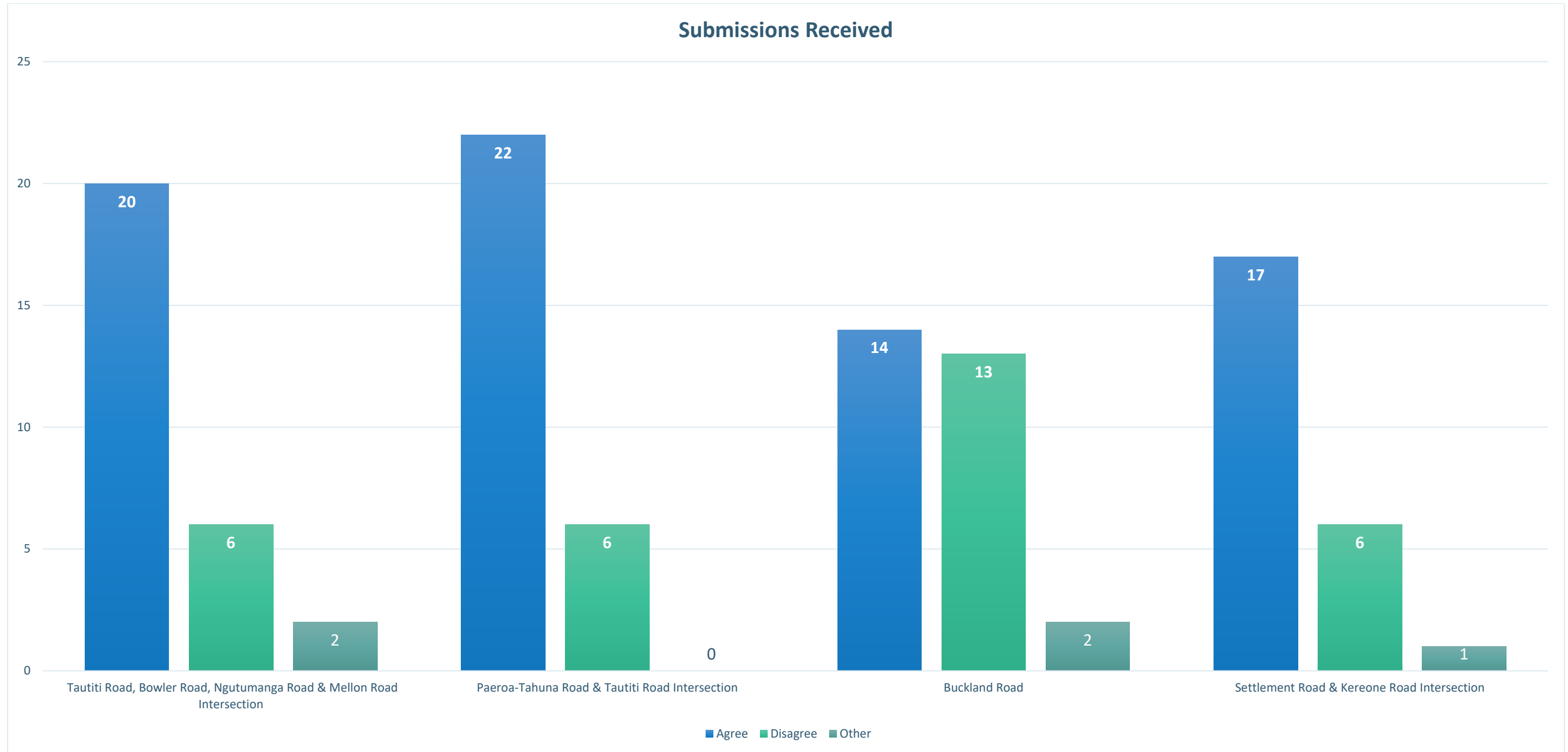
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Submission Statistics



Total Submissions = 34

Land Transport Bylaw Consultation Topics

Paeroa-Tahuna Road & Tautiti Road intersection

70 km/hr vehicle activated variable speed limit intersection (from April 2021)

Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road)

60km/hr vehicle activated variable speed limit intersection, and a permanent 60km/hr speed limit between 8.25-9.00am and 2.55-3.15pm on school days (from April 2021)

Settlement Road & Kereone Road intersection

70km/hr vehicle activated variable speed limit intersection (in 2022).

Buckland, Mathieson and Puketutu Roads

We are considering reducing the speed limit along Buckland, Mathieson and Puketutu Roads, Matamata to make our roads safer.

We are proposing to change the speed limit along Bucklands to 80km/hr from Puketutu Road for 5.61km (including all of Puketutu Road). Then 60km/hr for the remaining part of Buckland Road (until the district boundary) and including Mathieson Road.

Hearing Attendee Submissions– Wednesday 17 February 2021

Sub #	Name/ Organisation	Comments
3	Craig Oakley	<p>Paeroa-Tahuna Road & Tautiti Road intersection - Agree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) - Agree</p> <p>Settlement Road & Kereone Road intersection - Agree</p> <p>Buckland, Mathieson and Puketutu Roads – Agree</p> <p>Other Comments: Hi. Along with these submissions why is the speed limit to Firth Street from Hinuera Road not being considered. The speed limit has changed on Burwood Road from 70 to 50. I think this should be changed on firth street to the intersection of SH27 as well. The amount of heavy traffic which doesn't slow down for that intersection coming from town or entering firth street from the 100K zone is ridiculous. Not only does it shake our house but the road is deteriorating faster than it can be repaired. This would be a really sensible decision to include in these speed changes. Cheers Craig Oakley</p>

All Submissions

Sub #	Name/ Organisation	Comments
1	Kenneth Ranger	<p>Paeroa-Tahuna Road & Tautiti Road intersection - Disagree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) - Disagree</p> <p>Settlement Road & Kereone Road intersection - Disagree</p> <p>Buckland, Mathieson and Puketutu Roads</p> <p>Other Comments: What accident statistics do you have to show the above locations are dangerous. How many accidents have occurred at the intersection of Tautiti and Paeroa Tahuna Road, and the other proposed areas. Seems to be a waste of money, and any new changes will most likely not be enforced.</p>
2	Michael Gaiger	<p>Paeroa-Tahuna Road & Tautiti Road intersection - Disagree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) - Disagree</p> <p>Settlement Road & Kereone Road intersection - Disagree</p> <p>Buckland, Mathieson and Puketutu Roads - Disagree</p> <p>Other Comments: As a truck driver I'm over this rubbish. A lot of us have to go all day just to get work done and changing speed limits everywhere is just making the jobs more rushed and running out of time due to extra time it is taking. We are limited to how many hours a day we can work so this is a big issue. If you want to change it on open roads etc make it 90 so at least trucks can do their speed limit. I go from Drury to Glenbrook in Auckland regularly and it's 80kph all the way now which is about 5 mins in each direction. Also all it's created is cars overtaking us more in stupid places even though we stick to the 80kph limit. Please consider this as it's becoming a big issue for the transport industry.</p>
3	Craig Oakley <i>*Hearing Attendee</i>	<p>Paeroa-Tahuna Road & Tautiti Road intersection - Agree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) - Agree</p> <p>Settlement Road & Kereone Road intersection - Agree</p> <p>Buckland, Mathieson and Puketutu Roads – Agree</p> <p>Other Comments: Hi. Along with these submissions why is the speed limit to Firth Street from Hinuera Road not being considered. The speed limit has changed on Burwood Road from 70 to 50. I think this should be changed on Firth Street to the intersection of SH27 as well. The amount of heavy traffic which doesn't slow down for that intersection coming from town or entering Firth Street from the 100K zone is ridiculous. Not only does it shake our house but the road is deteriorating faster than it can be repaired. This would be a really sensible decision to include in these speed changes. Cheers Craig Oakley</p>
4	Heath Tapper	<p>Paeroa-Tahuna Road & Tautiti Road intersection - Agree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) - Agree</p> <p>Settlement Road & Kereone Road intersection - Agree</p> <p>Buckland, Mathieson and Puketutu Roads – Disagree</p>
5	Keith Ferguson	<p>Paeroa-Tahuna Road & Tautiti Road intersection – Agree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) – Agree</p> <p>Settlement Road & Kereone Road intersection – Agree</p> <p>Buckland, Mathieson and Puketutu Roads – Agree</p> <p>Other Comments: All good and needed. Well done!</p>
6	Angus Hamilton	<p>Paeroa-Tahuna Road & Tautiti Road intersection - Agree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) - Agree</p> <p>Settlement Road & Kereone Road intersection - Disagree</p>

Sub #	Name/ Organisation	Comments
		Buckland, Mathieson and Puketutu Roads – Disagree
7	Heather Symons	Paeroa-Tahuna Road & Tautiti Road intersection - Disagree Buckland, Mathieson and Puketutu Roads – Disagree
8	Belinda Broomhall	Paeroa-Tahuna Road & Tautiti Road intersection – Agree Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) – Agree Settlement Road & Kereone Road intersection – Agree Buckland, Mathieson and Puketutu Roads – Disagree Other Comments: Making the whole of Puketutu Rd an 80km speed limit is unrealistic for locals and how will this be monitored, I agree with reducing the speed as you come to the turn off for Buckland Rd as this may slow cars down in preparation for turning? I agree with Buckland Rd being reduced but this should be to 80km, 60km will cause frustration and may even lead to more accidents due to people being impatient and trying to pass on corners etc. You need to mitigate the problem but don't make it worse.
9	David G King	Paeroa-Tahuna Road & Tautiti Road intersection – Agree Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) – Agree Settlement Road & Kereone Road intersection – Agree Buckland, Mathieson and Puketutu Roads – Agree Other Comments: Other than Buckland Rd, I have travelled those intersections several times. While I didn't have any issues with them, I could see great potential for problems. In fact, I was somewhat surprised that the normal speed around Elstow school was 100kph.Great changes.
10	Stacey Aldridge	Paeroa-Tahuna Road & Tautiti Road intersection – Agree Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) – Agree Settlement Road & Kereone Road intersection – Disagree Buckland, Mathieson and Puketutu Roads – Agree
11	A Williams	Paeroa-Tahuna Road & Tautiti Road intersection – Agree Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) – Agree Settlement Road & Kereone Road intersection – Agree Buckland, Mathieson and Puketutu Roads – Agree Other Comments: In Te Aroha, Aroha View Avenue should have speed bumps put in like Gordon Ave. We live near the top and have had many near misses backing out of our driveway with people going far too fast flying down off Stanley Avenue, there are so many young families down this road and seldom do people go the speed limit. 70km seems to be going speed at all times down this road and it so dangerous.
12	Brylee Budd	Paeroa-Tahuna Road & Tautiti Road intersection – Agree Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) – Agree Settlement Road & Kereone Road intersection – Agree Buckland, Mathieson and Puketutu Roads – Agree Other Comments:


Sub #	Name/ Organisation	Comments
		Please could you extend the 50km speed zone in tahuna. Both ends. People do not slow down and it is becoming increasingly dangerous. I believe if it was extended at both ends, people would be more likely to adhere to the speed limits as it is not such a short area.
13	Owen & Dianne Barlow	<p>Paeroa-Tahuna Road & Tautiti Road intersection – Disagree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) – Disagree</p> <p>Settlement Road & Kereone Road intersection – Disagree</p> <p>Buckland, Mathieson and Puketutu Roads – Disagree</p> <p>Other Comments: People need to drive more carefully and how they were taught to drive. Every corner should be a compulsory STOP!</p>
14	Cassandra Mankelow-Hancock	<p>Paeroa-Tahuna Road & Tautiti Road intersection – Agree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) – Agree</p> <p>Settlement Road & Kereone Road intersection – Other As Kereone Road is clear and flat for some distance in either direction at Settlement Road I don't support a permanent speed change but would support a motion activated intersection so that if someone comes down Settlement Road and runs across a sensor that a speed reduction sign lights up for anyone coming along Kereone Road to reduce speed.</p> <p>Buckland, Mathieson and Puketutu Roads – Other I don't know the area well enough to comment.</p> <p>Other Comments: As I have eluded to in the question about Settlement Road I would encourage council to consider motion activated speed reduction signs at Tautiti Road intersections (like the system on the corner of Holland Road and State Highway 1B). That way if no traffic is coming on the side roads up to the intersection then all traffic can continue at the current road speeds.</p>
15	Brett C Gordon	<p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) - Other not in my are so un willing to have a stance</p> <p>Buckland, Mathieson and Puketutu Roads – Disagree</p> <p>Other Comments: the 60km. speed reduction on buckland road seems very unreasonable at this time, there are not many cars on our road and 60km along the straight parts of the road is far to slow, 80km could be ok but think common sense needs to be used when driving and drive to the conditions. the 60km part of the change is on the cambridge side of hobbiton and has a lot less traffic than the matamata side, the matamata side has plenty of long straights too, maybe drop it to 80km near the end of the straights. i feel these ideas came about pre covid and there has not been any thought given to the fact things are very different on our road now including a lot less staff at hobbiton as well as the tourists. as a local i feel that it is un fair on us and not needed. also the time of year that you are asking for submissions is wrong as its easily forgotten over the xmas new year holiday period, i hope this wasnt deliberate, it was luck we remembered as we are away for most of this time. Thankyou for your time reading this and merry xmas and happy holidays, yours sincerely Brett Gordon</p>
16	Sheryl & Greg Mather	<p>Buckland, Mathieson and Puketutu Roads – Disagree</p> <p>Other Comments: We think dropping the speed limit to 80km/hr is a good idea BUT this should be the entire length of Buckland Road. Dropping the speed to 60km/hr is ridiculous and unrealistic for the Cambridge end of the road. Most of the Hobbiton traffic comes from the Matamata end anyway. Now with Covid the Foreign drivers have disappeared and the road is much safer and quieter. Definitely against the speed going down to 60 km/hr Greg & Sheryl Mather 277A Buckland Road 0211883599 gsmather@yahoo.co.nz</p>
17	Tania Trower	<p>Buckland, Mathieson and Puketutu Roads – Disagree</p> <p>Other Comments: There is extremely poor consultation regarding this matter, not to mention burying it over the Christmas New Year period. I was told that a notice would be send out to all people who lived on Buckland and Mathieson roads, and all the people using the road for work would get notification. I sent a reply in when my parents got a letter earlier in the year. I did not even get a reply from the council, let alone getting a letter informing me about the current submission. I wrote the letter on behalf of myself (who lives on Mathieson road and travels to Hamilton at least 5 days a week), my parents (who also live and farm on Mathieson road). None of us want the speed limit to be lowered. Since the white lines and arrows went on the road last December, I do not believe there have been any accidents on the road, especially the Hobbiton to Cambridge side of Hobbiton. The tourist was never the problem with speed (the issue with them was getting them to say on the correct side of the road) The other issue was with some of the Hobbiton workers, speeding, and not driving to the road conditions, ie fog.</p>

Sub #	Name/ Organisation	Comments
		<p>Dropping the speed limit would not have stopped these accidents, because they were not following the road rules anyway. And since COVID and Hobbiton virtually closed the issue has stopped completely. You the council, allowing for years the rally racing possibly inspired these boy races to speed and race each other. It was especially noticeable when they started and finished work. I noticed when I did a google search a comprehensive report was done by Hobbiton on this matter and submitted to you https://www.mpd.govt.nz/pdf/CouncilDocuments/Plans/DistrictPlan/ProposedPlanChanges/PPC50/Applicant's_Statement_of_Evidence_Traffic_Engineering.pdf, says the same as what I am saying - dropping the speed limit will have no effect. However, I would add that it when make people more resentful of having Hobbiton on the road, and increase the cost to everyone on the road, through the increased time that it will take to drive the length of the road. This will impact the people living closer to Hobbiton, then those at the beginning of the road. So, for me that will add about an extra 10 minutes per day driving, that is 50 minutes a week extra time on the road. If you extrapolate that out, that means the truck drivers, tanker drivers, repair man, school bus drivers, and the mail man/woman, and people who work on the road, will all have increased time costs for coming to people/businesses on Buckland and Mathieson Road, are you going to compensate us for this extra cost.</p> <p>Another reason for leaving the speed limit where it is, is that it will increase the risk of accidents because people will need to be watching their speedo, rather than the actual road, cruise control is not an option on this road.</p> <p>Also having multiple speed limits makes it confusing, an example of this is what has happened in Waipa, where they have different speed limits all over the place, and everyone is finding it difficult, not to mention confusing, and where they have 60 km, most people are ignoring it, as people think it is stupid. By making the speed limits too low, and in the eyes of the locals ridiculous, people are more likely to ignore it, and you will have most people ignoring it, as is happening in Waipa.</p> <p>All the locals that I have spoken to believe that the speed limit should either stay as it is or only be lowered to 80 km.</p> <p>I should point out that the whole of Buckland road is probably one of the best roads in the county, and in a lot of cases better than our state highways. If you lower our road speed limit then every road in the country should also have their speed limits lowered, but this is not going to happen. If someone had taken the time to sort out the boy racers that used to work at Hobbiton, I am sure no one would have been asking for the speed limit to be lowered</p> <p>I think you need to justify why you want to lower the speed limit. We all were just asking for white lines and arrows, which we have now got. If as I believe that since this has happened, that there have been no accidents, then there is no need nor justification for the lowering of the speed limit.</p> <p>You could have a meeting in the evening, once everyone is back from their Christmas/New Year holidays, say at the Karapiro hall, asking for people's ideas, I am sure you would get a much bigger and better response.</p> <p>Also, when the NZTA, had their consultation on this years ago, ie when National was still in government, everyone was saying the same thing as I have just said " that they wanted white lines and arrows. And I also remember them saying that the reason they wanted to make the speed limit 60 km at the Cambridge side of Hobbiton was so that google maps would direct traffic the Matamata end, because it would take more time, by reducing the Matamata side of Hobbiton, this would no longer work, if it would have worked at all</p> <p>I am writing this on behalf of myself (Tania Trower, Jewel Trower, Graeme Trower, and Brett Chevis)</p>
18	Sara-Jane Shirtcliffe	<p>Paeroa-Tahuna Road & Tautiti Road intersection – Agree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) – Agree</p> <p>Settlement Road & Kereone Road intersection – Agree</p> <p>Buckland, Mathieson and Puketutu Roads – Disagree</p> <p>Other Comments:</p>
19	Kay Kristensen	<p>Paeroa-Tahuna Road & Tautiti Road intersection – Agree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) – Agree</p> <p>Settlement Road & Kereone Road intersection – Agree</p> <p>Buckland, Mathieson and Puketutu Roads – Agree</p> <p>Other Comments:</p> <p>Introduction</p> <p>1. Waikato District Health Board (Waikato DHB) presents this submission through its public health unit; Waikato Public Health. Regarding matters concerning public health, Waikato Public Health is the principal source of advice within Waikato DHB. Waikato DHB has a duty of care and responsibility under the New Zealand Public Health and Disability Act 2000 to improve, promote and protect the health of people and communities. Additionally there is a responsibility to promote the reduction of adverse social and environmental effects on the health of people and communities.¹ With approximately 7,400 staff, Waikato DHB delivers health services to a population of more than 400,000 people across the Waikato region, and tertiary-level services to the midland region with a population of over 840,000.</p> <p>¹<i>New Zealand Public Health and Disability Act 2000</i></p> <p>2. Achieving equity within the New Zealand health system underpins all of government priorities and as such Waikato DHB has priority actions to meet Te Tiriti o Waitangi obligations as specified in the New Zealand Public Health and Disability Act 2000.</p> <p>Submission</p> <p>3. Waikato Public Health and Waikato DHB appreciates the opportunity to comment on the proposed amendments to the Land Transport Bylaw 2008.</p> <p>4. We commend council staff for their well prepared and informative consultation documents.</p> <p>5. Waikato Public Health and the Waikato DHB has a strong interest in land transport policy and planning, particularly in relation to road safety; physical activity and mobility; accessibility and connectivity; air quality, and sustainability.</p>

Sub #	Name/ Organisation	Comments
		<p>6. Transport investment decisions play a large role in our transport choices and impacts every aspect of our lives.</p> <p>7. Our organisation has reviewed the relevant documentation and makes the following comments for your consideration.</p> <p>Speed limit changes <input type="checkbox"/> Waikato Public Health and Waikato DHB supports the proposed amendments to the Bylaw, and commends council for showing leadership in this area.</p> <p>Proposed changes to Tautiti Road, Bowler Road, Ngutumanga Road, and Mellon Road Intersection <input type="checkbox"/> We support the proposed amendments as written.</p> <p>Proposed changes to the Paeroa-Tahuna and Tautiti Road intersections <input type="checkbox"/> We support the proposed amendments as written.</p> <p>Proposed changes to Buckland Road <input type="checkbox"/> We support the proposed amendments as written.</p> <p>Proposed changes to Settlement Road and Kereone Road Intersection <input type="checkbox"/> We support the proposed amendments as written.</p> <p>Supporting information</p> <p>8. Motor vehicle crashes account for a substantial share of New Zealand's injury and mortality burden. The Ministry of Transport quantifies the statistical value of life and has estimated the total social cost of motor vehicle fatal and injury crashes in 2018 as \$4.9 billion.² Speed contributes significantly to this cost. ²Ministry of Transport. <i>Social cost of road crashes</i>. Accessed from https://www.transport.govt.nz/assets/Uploads/Report/SocialCostof-RoadCrashesandInjuries2019.pdf</p> <p>9. Speed is perhaps one of the most complex and least understood components of the Safe System, and risk associated with speed is often poorly understood by the general travelling public.</p> <p>10. Posted speed limits are considered one of the most significant factors in determining a driver's choice of speed and in reducing injury crashes. Reducing posted speed limits in urban areas by 10km/h has an effect of reducing the speed environment by 0-3km/h but results in up to 10.3% reduction in injury crashes. Speed choice is affected by factors such as purpose of trip and travel time; roadway design, and forms of traffic regulation. Speed enforcement is the mediator between speed limit and speed choice.</p> <p>11. Waikato DHB is very invested in seeing a strong reduction in death and serious injury. In 2016 alone, Waikato Hospital spent over \$12m on treatment of 726 road crash trauma survivors. The average cost per patient was \$6,600 and average length of stay was 7.5 days.³ ³ Grant Christey. <i>Clinical Director Trauma Services</i>.</p> <p>12. Beyond crashes, the broader public health perspective also looks at the impact of motor vehicle speed on preferences for driving over walking or cycling and on parental willingness to let children walk or bike. Perceived danger from collisions with motor vehicles is one of the greatest barriers to active transport. Low levels of cycling in urban areas often arise from transport policies that pay little attention to the safety of pedestrians and cyclists.⁴ ⁴ Genter, Donovan, Petranas, <i>Badland</i>. (2008). <i>Valuing the health benefits of active transport modes</i>. Wellington. NZTA</p> <p>13. Our Waikato regional transport network is complex and requires a collaborative approach with a wide and diverse group of stakeholders to address road safety at all levels of planning and policy. Many roads across our network fall short of best practice safety standards including inappropriately posted speed limits. Statistics and numbers don't capture the real emotional, social and financial toll on individuals, families and communities resulting from fatal and injury crashes.</p> <p>14. Waikato Public Health and Waikato DHB, like the Road Controlling Authorities, are one of many key agencies working collaboratively to address the safety issues across our network.</p> <p>Conclusion Our organisation supports Matamata-Piako District Council in making amendments to the Land Transport Bylaw 2008 as proposed. We ask Council to consider going even further by ensuring all roads across their district have safe and appropriate posted speed limits.</p> <p>Yours sincerely Dr Richard Vipond Medical Officer of Health Waikato Public Health Waikato DHB</p>
20	Nerissa	<p>Paeroa-Tahuna Road & Tautiti Road intersection – Disagree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) – Disagree</p> <p>Buckland, Mathieson and Puketutu Roads – Disagree</p> <p>Other Comments: They serve only to cause more frustration.</p>

Sub #	Name/ Organisation	Comments
21	Renee Heath	<p>Paeroa-Tahuna Road & Tautiti Road intersection – Agree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) – Agree</p> <p>Settlement Road & Kereone Road intersection – Agree</p> <p>Buckland, Mathieson and Puketutu Roads – Agree</p> <p>Other Comments:</p>
22	Nick Blair	<p>Paeroa-Tahuna Road & Tautiti Road intersection – Agree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) – Agree</p> <p>Settlement Road & Kereone Road intersection – Agree</p> <p>Buckland, Mathieson and Puketutu Roads – Agree</p> <p>Other Comments: I agree totally with all speed limits that are adjusted up or down according to our changing environment.
 I would like to add one for consideration that is of growing concern. That is the roads leaving Matamata township have speed limits progressively increasing from 50kph to 70kph and then 100kph. The road leaving and entering the railway intersection at State Highway 27, Hinuera Road and Burwood Road needs attention sooner than later. Some vehicles, especially trucks enter this intersection from the Southerly direction at dangerous speed and leave the intersection when heading south at a much slower pace but accelerating to immediately to build up speed. Some vehicles, usually noisy cars, speeding motorbikes and impatient drivers overtake these trucks when heading south not realising the truck is also gaining speed fairly rapidly. I have witnessed personally while exiting my driveway vehicles travelling at excessive speeds taking risks and passing these trucks. I believe the speed limit on this section of the road should be amended to the same at the above mentioned town exits being reduced to 70kph until past the Matamata racecourse entrances. This would mirror and be similar to Hinuera Road which runs parallel but on the other side of the rail lines.</p>
23	Colin Flashman	<p>Paeroa-Tahuna Road & Tautiti Road intersection – Agree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) – Agree</p> <p>Buckland, Mathieson and Puketutu Roads – Agree</p> <p>Other Comments: Reduce speed limit in Mangateparu Village. Intersection of Morrinsville / Tahuna Road and Cameron Road.</p>
24	Edna Cranfield	<p>Paeroa-Tahuna Road & Tautiti Road intersection – Agree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) – Agree</p> <p>Settlement Road & Kereone Road intersection – Agree</p> <p>Buckland, Mathieson and Puketutu Roads – Agree</p> <p>Other Comments: Hi Needs to be a speed limit from roaches Road into town. The railway crossing and is very dangerous and trucks and cars speed over it and get the wobbles on almost been hit 3 times waiting to turn into Morrinsville Walton Road. There is going to be a serious accident there soon. At that intersection you have made great improvements coming out of Morrinsville Walton Road, just need to reduce speed there now please Edna</p>
25	Linley Charbonneau	<p>Other Comments: Would like to see the speed limit changed on Ngarua Road, dairy factory end from 70 to 50 due to the number of children that live and go up and down that part of the road</p>
26	Irene Collins	<p>Paeroa-Tahuna Road & Tautiti Road intersection - Disagree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) - Disagree</p> <p>Settlement Road & Kereone Road intersection - Disagree</p> <p>Buckland, Mathieson and Puketutu Roads – Disagree</p>

Sub #	Name/ Organisation	Comments
		<p>Other Comments: If you reduce speeds like that at those intersection will create accident were people are doing 100 km and to then break to meet the ridiculous lower speeds . Where accident a porn will achieve nothing why not just do a round about with stop lights .</p>
27	Debbie Darby - Chariperson of Elstow-Waihou School Board of Trustees	<p>Paeroa-Tahuna Road & Tautiti Road intersection - Agree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) - Agree</p> <p>Other Comments: The Elstow-Waihou School Board of Trustees are in support of the proposed changes to the Tautiti, Bowler, Ngutumanga and Mellon Roads intersection. We see this as a great step to help keep our children safe. In regards to the daily timeframes of the variable speed limits signs we would like to propose the following timeframes to align with our school drop offs and pickup times. 8am to 9am and 2.45pm to 3.35pm. Our school is open from 8am and children start being dropped off at this time through until 9am. We have parents arriving for pickup from 2.45pm onwards and our last bus picks up children at 3.30pm. We would appreciate you considering these timeframes. Our school carpark is extremely busy during those times as the majority of our children travel to school via car and the carpark entrance and exit is very close to the main intersection. When our school carpark is full we often have parents parking at the Elstow Hall on Ngutumanga Road and walking their children from the school across Bowler and Ngutumunga Roads. This can be dangerous so the lower speed limit will be beneficial.</p>
28	Elstow Playschool	<p>Paeroa-Tahuna Road & Tautiti Road intersection - Agree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) - Agree</p> <p>Settlement Road & Kereone Road intersection - Agree</p> <p>Buckland, Mathieson and Puketutu Roads – Agree</p> <p>Other Comments: Consideration to extend similar school zone speed changes to 371 Eastport Road. We currently have children signs, with no speed changes, and we have many families with young children in attendance on Mondays, Wednesdays, and Fridays. Lowering the speed zone would greatly increase safety and reduce risk.</p>
29	Noelene Bowen	<p>Paeroa-Tahuna Road & Tautiti Road intersection - Agree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) - Agree</p> <p>Settlement Road & Kereone Road intersection - Agree</p> <p>Buckland, Mathieson and Puketutu Roads – Agree</p> <p>Other Comments:</p>
30	Rachael Gordon	<p>Buckland, Mathieson and Puketutu Roads – Disagree</p> <p>Other Comments: We live on Buckland Road and I drive to Hinuera twice a day and Cambridge once a day. I have no problem in keeping Buckland Road 100km /hr ,its very obvious where you have to drive slower all the corners are well marked. I think if its slower the tourists we do get always drive slower than the speed limit anyway so there is no need to reduce it for their benefit. It definitely does not need to be 60km speed limit this is extremely slow and would result in so much frustration I'd need to add on another 10 minutes to get to town and this is valuable time I do not have available to add on to my day. I have lived on Buckland Road coming up 4 years, I have never had a close call or near miss, neither have any of my family. If I thought it was unsafe in anyway as it is I would support the change as I have to teenage daughters now driving and would want them to be safe. On behalf of the neighbours I have spoken to and my family we would like the speed limit not to change. Thank you</p>
31	mike dawson	<p>Paeroa-Tahuna Road & Tautiti Road intersection - Agree</p> <p>Elstow intersection (Tautiti Road, Bowler Road, Ngutumanga Road & Mellon Road) - Other</p> <p>I live at 5 Ngutumanga rd Waihou and what to complain/make known of the people who disregard the speed limit or aren't aware of the speed limit at all. There are two huge 50km signs on state highway 26 either side of Waihou yet only a standard sized one at the entry from Tautiti rd. Trucks and tractors are so big and modern these days that they can do fast speeds and with a combine harvester on the back of a big tractor doing 80+ kms, it is a hard thing to stop in a hurry! People just don't seem to take notice of the speed limit. I feel more notification is needed, more signs, bigger signs. Maybe a roundabout in the intersection of campbell and ngutmanga rd. Not rumble strips as this would be noisy for residents. I feel I need to say something as in my opinion it is only a matter of time until an accident will occur due to speed.</p> <p>Settlement Road & Kereone Road intersection - Agree</p> <p>Buckland, Mathieson and Puketutu Roads – Agree</p> <p>Other Comments:</p>
32	Te Waka Kotahi (NZTA)	<p>This email is Waka Kotahi NZ Transport Agency's formal response to the Matamata Piako District Council Speed limits Bylaw consultation.</p> <p>The Land Transport Rule: Setting of Speed Limits 2017 (the Rule) details a number of requirements for road controlling authorities in setting speed limits on their network:</p>

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		<ul style="list-style-type: none"> Section 2.2(2): "In carrying out its functions under 2.2(1), a road controlling authority must consider whether a speed limit for a road is safe and appropriate in accordance with this Rule." Section 4.2(2) "In reviewing a permanent, holiday, or variable speed limit or considering a new permanent, holiday, or variable speed limit, a road controlling authority must have regard to— <ul style="list-style-type: none"> a) the information about speed management developed and maintained by the Agency; and b) any relevant guidance on speed management provided by the Agency; ..." <p>The information and guidance provided by Waka Kotahi meets its requirements under the following sections of the Rule:</p> <ul style="list-style-type: none"> 2.4(1) "The Agency must supply, to each road controlling authority, information about speed management for public roads within that road controlling authority's jurisdiction." 2.4(2) "The Agency must, in supplying information under 2.4(1), prioritise information about public roads where achieving travel speeds that are safe and appropriate is likely to deliver the highest benefits in terms of safety and efficiency." <p>The guidance provided by Waka Kotahi is in the new Speed Management Guide dated November 2016, and the Safer Journeys Risk Assessment Tool (MegaMaps) available to all road controlling authorities (Edition III dated August 2020 is the latest edition). Safe and Appropriate travel Speeds for all roads in the network that Waka Kotahi has information available for, together with the top 10% of regional networks likely to deliver the highest benefit in terms of safety and efficiency, are detailed in MegaMaps.</p> <p>Waka Kotahi 's response, and the detailed comments below, are focused on assisting Council with alignment of the proposals with the Rule and the intent of the Speed Management Guide, and particularly achieving national consistency (ie alignment with the information provided to RCAs by Waka Kotahi) for speed limits across all RCAs (ref clause 1.3(a) of the Rule).</p> <p>Schedule 5 and Schedule 7</p> <p>Waka Kotahi agrees with the 80km/h and 60km/h speed limits proposed, but disagrees that the speed limit change point proposed for Buckland Road complies with the Rule. The proposed 80/60 change point will not meet the requirements of clause 3.3(3) of the Rule in that there is no obvious change of road environment from the windy nature of the road to the east or west at this point. An obvious change of environment for the start of the 60km/h speed limit would be at the beginning of the windy section well to the east, at the top of the rise shown in the Google screen shot below:</p>  <p>The length of Buckland from Hobbiton to Puketutu Road has a mean operating speed of 65.3km/h, so the will be less than this now, therefore no difference in travel speed in the windy section would be expected associated with moving the change point as recommended. This length also has a 'High' Infrastructure Risk Rating of 2.02, well higher than the 1.6 required to ensure an 80km/h speed limit is safe and appropriate.</p> <p>Waka Kotahi encourages Council to liaise with Waipa District Council to ensure the Buckland Road speed limits are aligned at the District boundary.</p> <p>Schedule 10</p>

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		<p>As discussed with Council staff, variable speed limit proposals are required to be notified to Waka Kotahi prior to consultation (clause 5.3(1)) to ensure the proposals align with the Rule requirements and will be approved by Waka Kotahi (clause 5.3(2)). Unfortunately Waka Kotahi was not notified prior to consultation on the variable speed limits proposals, so Waka Kotahi did not have the opportunity to identify the issues with these proposals to Council prior to the consultation.</p> <p>The Ngutumanga/Tautiti/Mellon/Bowler proposal is not able to be approved as proposed for two reasons:</p> <ol style="list-style-type: none"> 1. Different signs are used school variable speed limits and for Intersection Speed Zones (ISZ), so combining them is not possible; and 2. Retaining 100km/h on the main road (the Safe and Appropriate Speed in MegaMaps for this corridor is 80km/h) means that the signed 60km/h speed limit reduction proposed won't comply with clause 4.4(2)(c) of the Rule when the variable is operating. Currently there are mean speeds of 93.2km/h on Ngutumanga and 90.6km/h on Tautiti, so while a 70km/h variable would work for the intersection (likely to bring mean speeds down to the required 77km/h or less), a 60 variable is not likely to work for the intersection (Council must aim to achieve mean operating speed of 66km/h or less). For this same reason 60km/h variable speed limits are approved for schools where the main road speed limit is reduced to 80km/h, or if mean speeds along the road are already 80 or less - neither applies in this case. <p>Waka Kotahi is not able to approve the 60km/h variable school/intersection combination, but would approve a 70km/h ISZ for Ngutumanga and Tautiti Roads - the road safety risk at rural schools is in fact turning traffic, so ISZ signs on the main road would operate when there is turning traffic both before and after school (but would not be otherwise permanently on 8.25-9am and 2.55-3.15pm). Note ISZs only operate reduced speed limits on the main road, not the side roads, so there would be no change in speed limits on Mellon or Bowler Road as part of an ISZ installation approval.</p> <p>Waka Kotahi agrees with the 70km/h ISZs proposed for Paeroa-Tahuna Road at Tautiti Road (noting an approval for this would not apply a different speed limit to Tautiti Road), and for Kereone Road at Settlement/Mangakawa Roads (noting an approval for this would not apply a different speed limit to Settlement or Mangakawa Roads).</p> <p>As above, variable speed limits require Waka Kotahi approval (clauses 5.3(2) and 5.2(1)), so once Council decides the speed limit changes following consultation, please contact Waka Kotahi to discuss the requirements for the gazette approvals for the ISZs before making Council's bylaw changes.</p>
33	AA	<p>Other Comments:</p> <p>NZAA Waikato District council would agree on safety reasons alone, for the proposed Vehicle Activated Speed Limits signs at the 3 proposed Intersections and believe they would be far more effective if some serious promotional advertising was put out to all residents through local papers in the Council areas that will be taking place. The reason being is to explain that the speed sign is flashing BECAUSE there is a vehicle approaching the same Intersection that the y are about to drive through.</p> <p>As far as the proposed speed reductions we would always support them around Schools for obvious safety reasons but can't really comment on the other reasons of speed reduction without driving the roads. Would suggest some speed advisory signs for the very sharp blind corners, one way bridges etc., but drivers should be driving to the conditions using common sense this always helps.</p>
34	Cees Van Baar	<p>Our Ref 121A-121B Kereone road RD1 Morrinsville Your reference 196.2020.6261</p> <p>Dear Ellie,</p> <p>Thank you for the opportunity to comment on your proposed changes to the speed limit in the district.</p> <p>In addition to the suggested changes, I would like to plea for the following change to be added.</p> <p>Morrinsville- Walton continued into Kereone road from 50km town boundary to past Roache road.</p> <p>Reason for this proposed change:</p> <ul style="list-style-type: none"> • Traffic now entering into Morrinsville do not slow down to 50Km at the 50Km sign on town boundary. • Crossing with Roach road already has a little white cross as a reminder of a death on that SPOT. • On Kereone road leaving town boundary, we pass; <ul style="list-style-type: none"> Several entrance to the race track with horse trucks going in an out at low speed A self-store facility with car movements from behind a large hedge. Houses with children going on and off school busses Intersection going to fertiliser works with many tractors and fertiliser spreaders and dangerous chemical tankers driving at slow speed. A railway crossing A marea with large happenings. A newly developed business area with increasing traffic movements Bolton road classed as industrial with heavy trucks, stock feed supply, fertiliser trucks Stockmans road entrance with a further 16 section being developed and already sold, so new housing going in rapidly. Samen NZ (our business with 20-30 car movements, depending on time of year) Turn off to roach road with people towing trailers with rubbish going to the dump and driving slow in fear of rubbish blowing off. • Dip in the road on the river bridge crossing the Piako river. For ourselves and Stockman road residents a very dangerous spot. When trucks are coming down in to that area and speeding cars decide to overtake just at the same time we leave our gateway not being able to see the car passing the truck, you are destined for a head on collision.

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		<p>It has happened to myself and my wife and it's a very scary situation, I now also have two sons driving and employ 8 people in our office. I hate to think what will be the outcome if this goes wrong.</p> <ul style="list-style-type: none"> • During winter and spring time we have very foggy mornings on the river side. Cars just zoom up out of nowhere with often poor lighting at a speed of 100 km+. We don't stand a chance if there happens to be the wrong decision at the wrong time. <p>I suggest you take this stretch of road as part of your speed reducing areas. 100 km an hour is way to fast in such a build up area with so many private business and agricultural movements. I suggest you look at reducing the speed limit to 70Km an hour which will give you a much safer road and more respect from drivers towards, farming and business traffic.</p> <p>You may contact me for more information or to have a drive together down this stretch to point out the points of hazard.</p>