

Land Transport Bylaw 2008 (Amended 2020)

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1. Introduction

1.1 Scope

The purpose of the Land Transport Bylaw 2008 is to provide for the regulation of Roads, footpaths, bridges and culverts within the control of the Council by:

- a) the setting of Speed Limits for Vehicles; and
- b) providing requirements for Parking and control of Vehicular or other traffic; and
- c) providing requirements for the Movement of Stock; and
- d) providing requirements for the construction, maintenance and use of Vehicle crossings; and
- e) providing requirements for weights or loads of Vehicles over bridges and culverts.

1.2 Enabling Enactment

This Bylaw is made pursuant to the Local Government Act 1974, the Local Government Act 2002, the Transport Act, 1962, the Road Transport Act 1998 and the various Land Transport Rules and Regulations.

1.3 Title of the Bylaw

This Bylaw shall be known and cited as the Matamata-Piako District Council Land Transport Bylaw 2008 and shall come into operation on 1 July 2008. For expediency this Bylaw may be referred to as the Land Transport Bylaw in this or other Bylaws.

1.4 Definitions and interpretation

1.4.1

Except when the content indicates otherwise, the provisions of the Introductory Bylaw 2008 shall apply to this Bylaw.

1.4.2

For the purposes of this Bylaw the following definitions shall apply:

Berm means any part of a road between the carriageway seal edge and the Road boundary and includes any contiguous kerbing, formed Footpath, formed Vehicle crossing, grassed area, flowerbed, shrubbery, water and sewerage and stormwater pipes and fixtures and fittings associated with the Road.

Enforcement Officer means the same as in the Land Transport (Road User) Rule 2004.

Freight Container means an article of transport equipment that is:

- a) of a permanent character and strong enough to be to be suitable for repeated use; and
- b) specifically designed to facilitate the transport of goods, by one or more modes of transport, without intermediate loading; and
- c) designed to be secured and readily handled having fittings for this purpose.

Goods and Service Vehicle means the same as in section 2 of the Land Transport Act 1998.

Heavy Motor Vehicle means the same as in the Land Transport (Road User) Rule 2004.

Hours of Darkness means any period of time:

- a) between half an hour after sunset on one day and half an hour before sunrise on the next day; or
- b) when there is not sufficient daylight to render clearly visible a Person or Vehicle at a distance of 100 metres.

Mobile Billboard includes any panel for display of advertisement in a Public Place that is able to be moved.

Movement means the Movement, under control, of Stock not confined within a Motor Vehicle across or along any road in the District controlled by the Council, including ~~of~~ state highways under formal delegation from the New Zealand Transport Agency.

Mobility Parking Permit means the same as Approved Disabled Person's Parking Permit in the Land Transport (Road User) Rule 2004

Mobility Parking Space means a Reserved Parking Place set aside under clause 3.4.5 of this Bylaw for use by people who hold a Mobility Parking Permit

Parking Warden means a Parking Warden appointed under section 7 of the Land Transport Act 1998.

Passenger Service and Passenger Service Vehicle mean the same as in section 2(1) of the Land Transport Act 1998.

Reserved Parking Place means any Parking Place which has been reserved by the Council for letting or allocation to any Person or category of Persons for reserved parking and which is clearly marked by a sign, notice or number or otherwise as being not available for public Parking.

Road means the same as in section 315 of the Local Government Act 1974 and shall where the context requires include street but this does not include state highways controlled by the New Zealand Transport Agency. Provided that for the purpose of clause 2 of this Bylaw 'Road' shall have the same meaning as in the Land Transport Rule: Setting of Speed Limits 2003.

Shared Pathway means a part of the road that is physically separated from the carriageway that is intended for the use of both cyclist, pedestrians, mobility aids and Skating Device (as defined in the Public Safety Bylaw) except where restricted under the Public Safety Bylaw 2014.

Speed Limit means the same as in the Land Transport Rule: Setting of Speed Limits 2003.

Traffic Control Device means the same as in the Land Transport Rule: Traffic Control Devices 2004.

Urban Traffic Area means the same as in the Land Transport Rule: Setting of Speed Limits 2003.

1.5 Specific Offences and penalties

1.5.1

Without limiting the Introductory Bylaw, every Person commits an Offence against this Bylaw and is liable on summary conviction to the penalty set out in the Local Government Act 2002, who:

- a) fails to comply in all respects with any prohibition, restriction, direction or requirement indicated by the lines, markings, Speed Limits, traffic signs and other signs or notices laid down, placed, made or erected on or upon any public car park, Road, Reserve, Reserved Parking Place and/or other places controlled by the Council pursuant to any of the provisions of or any resolution made under this Bylaw; or
- b) fails to comply with any condition, duty or obligation, imposed by this Bylaw or by any resolution made there under; or
- c) acts contrary to any prohibition or restriction contained in this Bylaw or by any resolution made there under.

1.5.2

A Person is not in breach of this Bylaw if that Person proves that the act or omission complained of:

- a) took place in compliance with the directions of an Enforcement Officer, a Parking Warden or a Traffic Control Device; or
- b) in the case of an act or omission done by an Enforcement Officer or a Parking Warden, was necessary in the execution of that Person's duty; or
- c) in the case of Movement of Stock, was necessary in response to emergency or the escape of the Stock.

2. Speed Limits

2.1 Scope

The purpose of clause 2 is to set Speed Limits on any Road within the jurisdiction of the Council other than state highways controlled by the New Zealand Transport Agency. The provisions of the Transport Act 1962, and the Land Transport Act 1998 and the rules passed under these Enactments shall apply to this clause.

2.2 Date the Speed Limits come into force

The Speed Limits described in the schedules come into force on the date specified in the schedules.

2.3 Setting of Speed Limits

The roads or areas described in the schedules and as shown on a map referenced in the schedules are declared to have the Speed Limits specified in the schedules and maps, which are part of this Bylaw.

2.4 List of schedules passed in terms of clause 2

- Schedule 1 Roads that have a Speed Limit of 20km/hr
- Schedule 2 Roads that have a Speed Limit of 30km/hr
- Schedule 3 Roads that have a Speed Limit of 40km/hr
- Schedule 4 Urban Traffic Areas - Roads that have a Speed Limit of 50 km/hr.
- Schedule 5 Roads that have a Speed Limit of 60km/hr
- Schedule 6 Roads that have a Speed Limit of 70 km/hr.
- Schedule 7 Roads that have a Speed Limit of 80 km/hr.
- Schedule 8 Rural areas - Roads that have a Speed Limit of 100 km/hr.
- Schedule 9 Roads that have a holiday Speed Limit
- Schedule 10 Roads that have a variable Speed Limit

3. Traffic

3.1 Scope

The purpose of clause 3 is to set the requirements for Parking and control of Vehicular or other traffic on any Roads in the District including those where Council has formal delegation from the New Zealand Transport Agency.

3.2 Date Traffic Control Devices come into force

The Traffic Control Devices described in the schedules listed in clause 3.9 come into force on the date specified therein.

3.3 General

3.3.1

The Council may from time to time, by resolution Publicly Notified:

- a) prohibit or otherwise restrict the stopping, standing, or Parking of Vehicles on any Road, or on any piece of land Owned or Occupied by the Council and not being a Road or part of a Road, including any Parking Place; and/or
- b) set aside, designate or reserve any Road or any piece of land Owned or Occupied by the Council and not being a Road as:
 - i. stopping places or stands for a specified class, classes or types of Vehicle, including bus stops, taxi stands and loading zones; and/or
 - ii. Parking Places; and/or
 - iii. Reserved Parking Areas; and/or
 - iv. Cycle Paths and Cycle Lanes; and/or
 - v. Shared Pathways; and/or
 - vi. Footpaths; and/or
 - vii. clearways; and/or
 - viii. one-way streets; and/or
 - ix. Stock underpasses; and/or
 - x. lanes for Passenger Service Vehicles, or Vehicles of any other specified classes; and/or
 - xi. lanes for Vehicles carrying specified classes of loads or not less than specified number of occupants.

- c) prohibit or restrict:
- i. u-turns; and/or
 - ii. left or right turns; and/or
 - iii. use of lanes or turning Movements to be made by Passenger Service Vehicles, or Vehicles of other specified classes or Vehicles carrying specified loads or not less than a specified number of Occupants; and/or
 - iv. weights of Vehicles or loads that may pass over bridges or culverts;
 - v. any specified class of traffic, or any specified Motor Vehicle or class of Motor Vehicle which by reason of its size or nature or the nature of the goods carried is unsuitable for the use on any Road or Roads; and/or
 - vi. Parking of Heavy Motor Vehicles or any specified class or description of Heavy Motor Vehicles, on any specified Road during such hours or exceeding such period as may be specified.

3.3.2 Classification of classes of Vehicles

A resolution in respect of any matter in clause 3.3.1 may apply to a specified class, type, weight or description of Vehicle, or any combination of these, and may be expressed or limited to apply only on specified days, or between specified times, or in respect of specified events or classes of events, or be limited to specified maximum periods of time.

3.3.3 Classification of Roads and Public Places

A resolution in respect of any matter in clause 3 may apply to:

- a) a specified car Park, Public Place, Road, Reserve, Reserved Parking Place or other places controlled by the Council; or
- b) all car Parks, Public Places, Roads, Reserves, Reserved Parking Places or other places controlled by the Council in zones designated in the District Plan.

3.3.4 Road Signs

The Council shall mark such Roads and/or erect such signs on any Road or part of a Road, or any land Owned or Occupied by the Council and not being a Road or part of a Road, including any car Park, Public Place, Road, Reserve, Reserved Parking Place as necessary to give effect to any resolution made pursuant to clause 3.3.1.

3.3.5

The Council may by resolution Publicly Notified rescind, amend or vary any resolution made pursuant to clause 3.3.1.

3.4 Parking

3.4.1

- a) No Person shall stop, stand, or Park a Vehicle on any car Park, Public Place, Road, Reserve, Reserved Parking Place or other places controlled by the Council in contravention of a restriction imposed by the Council and evidenced by appropriate signs and/or Road marks.
- b) Notwithstanding the provisions of subclause a), an Authorised Officer, subject to such conditions as appropriate in the circumstances, may authorise the stopping, standing or Parking of specified Vehicles.

- c) No Person shall stop, stand or Park a Vehicle on any Berm or on any grass verge or any land in or under the control of Council:
 - i. in contravention of any provision of the Consolidated Bylaw or any other Bylaws; or
 - ii. in a manner that causes damage to property or creates a Nuisance or causes danger to Road users;unless specifically authorised by an Authorised Officer of Council.

3.4.2

No Person shall, without the prior Written permission of the Council, Park a Vehicle or trailer displaying advertising or sales material on any Road or part of a Road or on any land Owned or Occupied by the Council including any Parking Place. This restriction includes Vehicles and trailers displayed for sale and Mobile Billboards.

3.4.3

Except with the prior Written permission of the Council, no Person shall Park a Vehicle on a Road or other land under the control or Ownership of the Council, for any period exceeding 7 days if that Vehicle cannot easily be moved on at the request of an Authorised Officer, or if it cannot be safely driven.

3.4.4

- a) No Person shall Park or place any machinery, equipment, materials, waste disposal bins or freight containers on any Road or Public Place except with the permission of the Council and in accordance with any conditions that may be required.
- b) Clause 3.4.4a) does not apply to those containers that are used solely for the purpose of domestic refuse or recycling as authorised by the Council provided that such containers are not left on any Road or Public Place for a period exceeding 48 hours.

3.4.5

- a) Where the Council has Reserved Parking Places operating as a Mobility Parking Space, the Mobility Parking Permit shall be displayed so that it is visible and legible through the front windscreen where fitted, or on the vehicle if no windscreen is fitted.
- b) Any vehicle displaying a current Mobility Parking Permit will be permitted to park in a time restricted place for twice the time allowed as specified by Council, providing that the Reserved Parking Place is being used for the benefit of the permit holder.

3.5 One way roads

3.5.1

A Person may only drive a Vehicle or ride a horse along the Roads listed as 'One Way Roads' in schedule 12 of this Bylaw, in the direction specified.

3.5.2

The Council may from time to time by resolution Publicly Notified, amend schedule 12 of this Bylaw to provide for a Road or part thereof to be a one-way Road, or to provide that a Road should cease to be used as a one-way Road.

3.6 Turning restrictions

3.6.1

Subject to the erection of the prescribed signs, no Person shall drive contrary to any turning restriction listed in schedule 13 of this Bylaw.

3.6.2

The Council may from time to time amend schedule 13 of this Bylaw by resolution Publicly Notified to prohibit, subject to the erection of the prescribed signs:

- a) Vehicles on a roadway turning from facing or travelling in one direction to facing or travelling in the opposite direction (no 'u-turns'); or
- b) Vehicles or specified classes of Vehicles from turning to the right or to the left or from proceeding in any other direction.

3.6.3

The Council may from time to time amend schedule 13 of this Bylaw by resolution Publicly Notified to provide that a turning restriction be removed.

3.7 Traffic prohibitions

3.7.1 Determination of categories of Motor Vehicles

The Council may from time to time by resolution Publicly Notified, and subject to clause 3.3, determine the application and extent of the prohibitions and restrictions contained in clauses 3.7.2 and 3.7.3.

3.7.2 Restriction on driving on certain roads

No Person shall drive or permit to be driven any class of Motor Vehicle that is prohibited on specified Roads during restricted hours, as set out in schedule 14a of this Bylaw, except for the purpose of loading or unloading goods or passengers at any property whose access is by way of the Road or Roads.

3.7.3 Restriction on Parking of Motor Vehicles

No Person shall Park or allow to be Parked any class of Vehicle that is prohibited on specified Roads, as set out in schedule 14b of this Bylaw, except for the purpose of loading or unloading goods or passengers at any property whose access is by way of the Road or Roads.

3.7.4

The prohibitions set out in clause 3.7 shall not apply to:

- a) a network utility operator or its Authorised Agent or contractor engaged in the provision of, or maintenance of a network utility operation. (The expression 'network utility operator' has the same meaning given to it by section 166 of the Resource Management Act 1991); or
- b) an Emergency Vehicle used at the time to save or protect life or health, or prevent injury or serious damage to property; or

- c) medical practitioners such as doctors, district nurses and midwives who are attending an emergency; or
- d) a Vehicle used in an official capacity at the time by a law enforcement agency; or
- e) any Vehicle that has permission from Council.

3.7.5

The Council may from time to time amend schedules 14a and 14b of this Bylaw by resolution Publicly Notified.

3.8 Weights of Vehicles and loads over bridges and culverts

3.8.1

The Council may from time to time determine by resolution Publicly Notified the weights of Vehicles or loads that may pass over bridges and culverts.

3.8.2

The weights of Vehicles and loads that may pass over bridges and culverts permitted under clause 3.8.1 shall be contained in schedule 15 of this Bylaw.

3.8.3

The Council may from time to time amend by resolution Publicly Notified schedule 15 of this Bylaw.

3.9 List of schedules passed in terms of clause 3

Schedule 12 One Way Roads;

Schedule 13 Turning Restrictions;

Schedule 14a Driving Prohibition;

Schedule 14b Parking Prohibition;

Schedule 15 Weight and load restrictions over bridges and culverts.

4. Stock Movement on Roads

4.1 Purpose

The purpose of clause 4 of is to set the requirements for Movement of Stock on any Road in the District controlled by the Council, including state highways where delegation has been received from the New Zealand Transport Agency.

4.2 Prohibition of Movement without a permit

No Person shall move any Stock on any Road in the District unless a valid permit is held and the Stock Movement takes place in compliance with the permit.

4.3 Permits

4.3.1 Issue of permits

Upon timely application by a Person, the Council may issue a permit for the Movement of Stock along or across one or more Roads within the District, subject to such conditions as it may determine.

4.3.2 Consideration of permit applications

- a) After consideration of:
 - i. the application, in the prescribed format; and
 - ii. a report by an Authorised Officer; and
 - iii. any objections by Persons with an interest in the application; and
 - iv. consultation with the applicant, Person in charge of the Stock Movement (if this is not the applicant) and objectors, where applicable;the Council may Approve, reject or conditionally Approve the application.
- b) In considering the application, the Council may consult with:
 - i. the applicant; and
 - ii. the Person in charge of the Stock Movement (if this is not the applicant); and
 - iii. when applicable, the Authorised Officer; and
 - iv. when applicable, the objectors.
- c) In considering the application, the Council shall have regard to:
 - i. the safety of users of the Road and damage to property on or adjacent to the Road; and
 - ii. the numbers and nature of the Stock, the frequency of intended use, and the time involved in the Movement of the Stock on the Road; and
 - iii. the other uses, condition and physical Characteristics of the Road and possible alternative routes; and
 - iv. any Council policy relating to the issue; and
 - v. other considerations that may be relevant in the circumstances.

4.3.3 Responsibility for the Movement of Stock

Movement of Stock shall only take place in accordance with the permit conditions and while during the prevailing circumstances, it is safe to do so.

4.3.4 Possession of permit

No Movement of Stock shall take place without the Person in charge being in possession of a copy of the permit or permit number.

4.3.5 Period of validity of permit

A permit shall be issued for a period determined by the Council but not exceeding five years from first date of issue.

4.3.6 Subsequent amendment of permit conditions

A permit and any condition thereof may be amended by the Council upon:

- a) expiry of its validity; or
- b) any changes in the considerations referred to in clause 4.3.2 c); or
- c) application by the permit holder or an Authorised Officer.

4.3.7 Non-compliance with permit conditions

In the case of non-compliance with the conditions of a permit and having followed due process, the Council may amend the conditions of a permit or revoke it.

4.4 Conditions of permits

4.4.1 Standard conditions of permits

The following are standard conditions and shall apply to all permits issued by the Council:

- a) Stock shall at all times move at a rate of progress of not less than 1 kilometre per hour. This provision does not apply during Stock rest or over night periods.
- b) Stock shall be controlled at all times during the Movement and shall give way to Vehicles travelling along the Road.
- c) The permit holder shall indemnify the Council against contingent liability for damage to the Road, any property on or adjacent to the Road, or from any other cause contributed, directly or indirectly, by the Movement of the Stock. The Council may require the provision of an acceptable public liability insurance policy or any form of indemnity. The omission of the Council to require the provision of indemnity or to determine the appropriate amount of liability shall not constitute a waiver or limitation of its right to be indemnified.
- d) The permit holder shall comply with the applicable requirements of the relevant Manuals or Codes of Practice of the New Zealand Transport Agency adopted by the Council, at the time of issuing of a permit and which are imposed on the permit as a specific condition of the permit.
- e) No Stock shall be driven during the Hours of Darkness, except for the purpose of returning escaped Stock to the nearest secure area.

4.4.2 Specific conditions of a permit

In addition to the standard conditions contained in clause 4.4.1, one or more of the following specific conditions may apply to a permit issued by the Council:

- a) the Road or Roads that the Stock may be moved along or across; and/or
- b) the Road or Roads that the Stock may not enter; and/or
- c) the days or dates and the times that Stock may be moved; and/or
- d) any secured area designated as rest or overnight area; and/or
- e) the nature of the Stock and the size of the herd; and/or
- f) the number of assistants required to be present during the Movement. If appropriate, the functions of one or more assistants during the Movement may be prescribed; and/or
- g) the extent to which assistants working on the Road during the Movement shall be required to comply with the New Zealand Transport Agency's manual Code of Practice for Temporary Traffic Management (inclusive of any subsequent amendments or replacements thereof; and/or
- h) the extent that the permit holder shall provide Temporary Stock warning signs as specified in the New Zealand Transport Agency's Code of Practice for Temporary Traffic Management (inclusive of any subsequent amendments or replacements thereof). The prescribed signs shall be displayed at all times during the Movement; and/or

- i) the Council may require the permit holder take measures that, in the opinion of the Council are necessary or desirable to:
 - i. facilitate the passage of the moved Stock; and/or
 - ii. reinstate damage caused by the moved Stock or the removal of Stock effluent from the Road; and/or
 - iii. protect property by the means of Temporary fencing; and/or
- j) any measures that the Council may reasonably impose to ensure orderly and safe Stock Movement.

4.5 Costs of compliance with the permit

The permit holder shall be responsible for any expense that he or she may have to incur to be able to comply with the permit.

4.6 Powers of Authorised Officers at Stock Movement

- a) If an Authorised Officer present at a Movement of Stock is satisfied that compliance with a requirement of a permit creates or exacerbates unsafe conditions or are impractical or unreasonable in the circumstances, a Temporary dispensation may be granted, with such conditions as are appropriate.
- b) In exceptional circumstances, when the Movement of Stock may create or exacerbate conditions that threaten life, health or safety of Persons; or the potential to cause injury or serious damage to property, an Authorised Officer who is present, may:
 - i. refuse to allow it to proceed in order to avert the risk; or
 - ii. direct the permit holder to take all necessary steps to minimise the risk.
- c) An Authorised Officer who has acted in terms of clause a) or b) shall report this to the Council in Writing as soon as practicable, whereupon the Council, following due process, shall consider the possible revocation of the permit or amendment of its conditions.
- d) The Council or any Authorised Officer who acted in good faith shall not be liable for damages due to the exercise of the above powers.

4.7 Stock underpass

Where Stock Movement across a Road will be in excess of the limits specified in schedule 17 of this Bylaw, the Council may require the construction by the applicant of an Approved Stock underpass that meet the requirements of the Council.

4.8 List of schedules passed in terms of Clause 4

Schedule 17 Stock Movement Graph

5. Vehicle crossings

5.1 Purpose

The purpose of clause 5 is to set out the requirements for the construction, maintenance and use of Vehicle crossings across Footpaths, Berms and water channels.

5.2 Crossings restricted to Approved construction

Except with the permission of an Authorised Officer, no Person shall drive, ride, propel, or wheel any Motor Vehicle across any Footpath, Shared Pathway, Berm or water channel in a Public Place otherwise than by means of a crossing (whether permanent or Temporary) properly constructed under the provisions of this Bylaw or constructed in accordance with the Bylaws of the Council in force at the time of such construction.

5.3 Approval of constructions of crossings

Except with the prior Written permission of the Council no Person shall:

- a) construct any crossing, including a Temporary crossing, across any Footpath or Shared Pathway on any Road or across any water channel on or adjoining any Road or repair, reconstruct, renew, or do any work whatsoever in connection with any existing crossing; or
- b) construct any double crossing or additional crossing to a single Premises across any Footpath or Shared Pathway on any Road or across any water channel on or adjoining any Road or repair, reconstruct, renew, or do any work whatsoever in connection with any existing any double crossing or additional crossing to any single Premises.

5.4 Approval of work

Any Person designing the construction, repair, reconstruction, or renewal of any crossing, including a Temporary crossing, shall make application in Writing to the Council and the Council may:

- a) consent to the applicant, or an Agent, carrying out the work or a part thereof, to such standards as the Council may from time to time determine; and
- b) ensure that such work or a part thereof is carried out to such standards as the Council may from time to time may determine; and
- c) require the applicant to provide a bond for an amount specified by the Council on terms and conditions determined by the Council for the estimated cost of the proposed work; or
- d) refuse to carry out such work or to permit such work to be carried out if the existence of any such crossing causes or may be likely to cause any danger or obstruction in any Public Place.

5.5 Removal of unsafe crossings

5.5.1

If in the opinion of the Council any crossing, including a Temporary crossing, is in a unsafe state of repair or is incorrectly located or constructed, the Council may by notice in Writing, require the Owner or Occupier of any Premises to which such crossing provides access, to undertake such work as shall be necessary in the opinion of the Council to remove or upgrade the crossing and do the required repair work to such standards as the Council may from time to time determine.

5.5.2

If in the opinion of the Council any crossing, including a Temporary crossing, is in an unsafe state of repair or is incorrectly located or constructed, the Council may forthwith remove or

repair such crossing and the Owner or Occupier of any Premises to which such crossing provides access shall be liable for the actual costs of the removal or any repair work.

6. Shared Pathways

6.1 Purpose

All pathways will be deemed to be Shared Pathways (as defined under Clause 1.4.2) if identified by official Matamata-Piako District Council Shared Pathway signage and shall be treated as such 24 hours a day, 7 days a week.

6.2 Shared Pathways

Where any land has been set aside or designated or otherwise reserved as a Shared Pathway any person using that Shared Pathway shall have full regard for other users.

- 6.2.1 No person shall operate any motor vehicle (including a moped, but not including mobility aids) on any Shared Pathway except where a motor vehicle is driven:
- (a) into a vehicular entrance over a Shared Pathway; or
 - (b) for the purpose of maintaining any land or infrastructural or network utility, adjacent to or within the Shared Pathway; or
 - (c) with permission of an Authorised Officer, no reasonable alternative access is available and due consideration is given to periodised access for pedestrians and/or cyclists.

6.3 Council's Powers

Council may

- a) Determine the length, route and/or location of a Shared Pathway; and
- b) Determine priority for users on a Shared Pathway.
- c) Determine that no person may use a Shared Pathway in a manner deemed unreasonable or inappropriate by the Council.

Unofficial maps indicating the location of the Shared Pathways can be found on the MPDC website, they are to be taken as guides rather than exact markings.

In compliance with the provisions of the Local Government Act 2002 and the Bylaws Act 1910, this Part of the Bylaw is passed by the Matamata-Piako District Council on 11th June 2008 and confirmed by the Council on 11th June 2008.

The common seal of the Matamata-Piako District Council was affixed on this 17th day of June in the presence of




Mayor



Chief Executive

Record of Bylaw Amendments (from 2017)

Approved by Council:	17 May 2017
Amendments:	Clause 2.3 – Introduce 40 km/hr Variable speed zone on Smith Street & Station Road Matamata; extend existing 70km/h speed limit on Banks Rd 30m beyond O’Sullivan Drive, Matamata and extend existing 70km/h speed limit 20m further north on Hinuera Road, Hinuera. Clause 3.45 - clarify Mobility Parking as covered under Reserved Parking
Date Amendment came into force:	3 July 2017
Review Date:	17 May 2027

Approved by Council:	15 May 2019
Amendments:	15 additional bridge weight restrictions have been added Shared pathways references were added.
Date Amendment came into force:	1 July 2019
Review Date:	17 May 2027

Approved by Council:	July 2020
Amendments:	Six places throughout the district had a speed limit reduction and/or variable speed limit applied. They are Hetana and Awara Streets in Matamata township, Burwood Road to Banks Road in Matamata, Tahuna-Ohinewai Road, Te Aroha West, Scott Road and Kuranui Road.
Date Amendment came into force:	1 October 2020
Review Date:	17 May 2027

List of Schedules

Schedule 1 Roads that have a Speed Limit of 20km/hr

None determined by Bylaw.

Schedule 2 Roads that have a Speed Limit of 30km/hr

The Roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to be Urban Traffic Areas that have a Speed Limit of 30km/hr, except for those Roads or areas that are:

- a) described as having a different Speed Limit in the appropriate schedule of this Bylaw; or
- b) shown on a map as having a different Speed Limit, as referenced in the appropriate schedule of this Bylaw.

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
S2/01	30 km/hr	Matamata: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Matamata, number MPDC522204 and identified in the legend as having a Speed Limit of 30 km/hr.	1 October 2020	Matamata-Piako District Council Land Transport Bylaw 2008	

Notes

The previously gazetted Speed Limit for Hetana Street and Arawa Street of 50km/hr, has been reduced to 30km/hr. This will extend along both Hetana and Arawa from Broadway until Hetana merges into Arawa. The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this into law. 1 October 2020.

End of Schedule 2

Schedule 3 Roads that have a Speed Limit of 40km/hr

None determined by Bylaw.

Schedule 4 Urban Traffic Areas 50km/hr

The Roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to be Urban Traffic Areas that have a Speed Limit of 50km/hr, except for those Roads or areas that are:

- c) described as having a different Speed Limit in the appropriate schedule of this Bylaw; or
- d) shown on a map as having a different Speed Limit, as referenced in the appropriate schedule of this Bylaw.

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
S4/01	50 km/hr	<p>Te Aroha:</p> <p>All Roads marked on the map entitled Matamata-Piako District Speed Limits at Te Aroha, number MPDC522202 and identified in the legend as having a Speed Limit of 50 km/hr.</p>	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005
<p>Notes</p> <p>The Te Aroha Urban Area has been expanded to include all existing Urban Traffic Areas and recent development of Ridgeview Drive and Barry Lane. Refer to map number MPDC522202. The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this change into law.</p>					
S4/02	50 km/hr	<p>Morrinsville:</p> <p>All Roads marked on the map entitled Matamata-Piako District Speed Limits at Morrinsville, number MPDC522203 and identified in the legend as having a Speed Limit of 50 km/hr.</p>	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005
<p>Notes</p> <p>The Morrinsville Urban Area has been expanded to include all existing Urban Traffic Areas and recent Residential development of Parkwood and the Rural Residential development off Hangawera Road. Refer to map number MPDC522203. The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this change into law.</p>					
S4/03	50 km/hr	<p>Matamata:</p> <p>All Roads marked on the map entitled Matamata-Piako District Speed Limits at Matamata, number MPDC522204 and identified in the legend as having a Speed Limit of 50 km/hr.</p>	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005

Notes

The Matamata Urban Area has been expanded to include all existing Urban Traffic Areas and recent Residential, industrial and Rural-Residential development. Refer to map number MPDC522204. The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this change into law.

The previously gazetted Speed Limit for Burwood Road of 70km/hr has been reduced to 50km/hr starting 80m south-west Banks Road and ending 480m north-east of Banks Road. Banks Road reduced from 70 km/hr to 50 km/hr starting from Burwood Road and ending 30m east of O'Sullivan Drive. The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this into law. 1 October 2020.

S4/04	50 km/hr	Waharoa: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Waharoa, number MPDC522207 and identified in the legend as having a Speed Limit of 50km/hr.	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005
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Notes

The Waharoa Urban Area has been expanded to include all existing Urban Traffic Areas and recent industrial development of Links Road and part of Factory Road. Refer to map number MPDC522207. The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this change into law.

S4/05	50 km/hr	Waihou: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Waihou, number MPDC522215 and identified in the legend as having a Speed Limit of 50 km/hr.	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005
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Notes

The previously gazetted Speed Limit for Campbell Road of 50km/hr was extended by 175 metres to extend to the State Highway. This developed area was not previously gazetted. The appropriate Speed Limit for Campbell Road is 50 km/hr. The Roads were rated in terms of the Land Transport Rule: Setting of Speed Limits 2003. The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this into law.

S4/06	50 km/hr	Waitoa: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Waitoa, number MPDC522214 and identified in the legend as having a Speed Limit of 50 km/hr.	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005
S4/07	50 km/hr	Tahuna:	1 July 2008	Matamata-Piako District	Matamata-Piako District

		All Roads marked on the map entitled Matamata-Piako District Speed Limits at Tahuna, number MPDC522216 and identified in the legend as having a Speed Limit of 50 km/hr.		Council Land Transport Bylaw 2008	Council Speed Limits Bylaw 2005
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Notes

The previously gazetted Speed Limit for Tahuna-Ohinewai Road of 100km/hr has been reduced to 50km/hr to extend the current 50km/hr Speed Limit zone, the extension starts 320m west of Rimu Street and ends 370m west of Rimu Street. The extension of the 50km/hr Speed Limit was extended to match the extent of the variable speed limit under Schedule 10. The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this into law. 1 October 2020.

End of Schedule 4

Schedule 5 Roads that have a Speed Limit of 60km/hr

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument
S5/01	60 km/hr	<p>Te Aroha West:</p> <p>All Roads marked on the map entitled Matamata-Piako District Speed Limits at Te Aroha West, number MPDC522210 and identified in the legend as having a Speed Limit of 60 km/hr.</p>	1 October 2020	Matamata-Piako District Council Land Transport Bylaw 2008

Note:

The previously gazetted Speed Limit of 70km/hr for Alexandra Road from Mace Road to 100m south of McKinley Road, Mace Road from the beginning of Alexandra Road for 400m and Stanley Road from Mace Road until 300m north of Alexandra Road was changed to a Speed Limit of 60km/hr. The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this into law. 1 October 2020.

End of Schedule 5

Schedule 6 Roads that have a Speed Limit of 70km/hr

The Roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to have a Speed Limit of 70 km/hr.

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
S6/01	70 km/hr	Te Aroha: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Te Aroha, number MPDC522202 and identified in the legend as having a Speed Limit of 70 km/hr.	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005
S6/02	70 km/hr	Morrinsville: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Morrinsville, number MPDC522203 and identified in the legend as having a Speed Limit of 70 km/hr.	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005
Notes The previously gazetted Speed Limit for Gordon Avenue of 100km/hr from 200 metres south of Churchill Ave for a length of 800 metres, was changed to a Speed Limit of 70km/hr. The Road was rated in terms of the Land Transport Rule: Setting of Speed Limits 2003. The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this into law.					
S6/03	70 km/hr	Matamata: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Matamata, number MPDC522204 and identified in the legend as having a Speed Limit of 70 km/hr.	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005
Notes The previous Speed Limit for Banks Road of 70km/hr was changed to extend 30 metres east of O'Sullivan Drive. The appropriate Speed Limit for this section of Road is 70km/hr. The Roads were rated in terms of the Land Transport Rule: Setting of Speed Limits 2003. The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this into law					
S6/04	70 km/hr	Walton: All Roads marked on the map entitled Matamata-Piako District Speed Limits	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005

		at Walton, number MPDC522205 and identified in the legend as having a Speed Limit of 70 km/hr.			
S6/05	70 km/hr	Hinuera: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Hinuera, number MPDC522206 and identified in the legend as having a Speed Limit of 70 km/hr.	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005

Notes

The previous Speed Limit for Hinuera Road of 70km/hr was changed to extend 420 metres north of State Highway 29. The appropriate Speed Limit for this section of Road is 70km/hr. The Roads were rated in terms of the Land Transport Rule: Setting of Speed Limits 2003.

The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this into law

S6/06	70 km/hr	Te Poi: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Te Poi, number MPDC522208 and identified in the legend as having a Speed Limit of 70 km/hr.	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005
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Notes

Temm Road is included on map number MPDC522208 as a 70km/hr Speed Limit for the entire length of the street. This developed area was not previously gazetted. The appropriate Speed Limit for this street is 70 km/hr. The Road was rated in terms of the Land Transport Rule: Setting of Speed Limits 2003.

The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this into law

Notes

The previously gazetted Speed Limit for Stopford Road of 70km/hr was extended by 175 metres to extend past the school. This developed area was not previously gazetted. The appropriate Speed Limit for Stopford Road is 70 km/hr. The Roads were rated in terms of the Land Transport Rule: Setting of Speed Limits 2003.

The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this into law

S6/07	70 km/hr	Te Aroha West: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Te Aroha West, number MPDC522210 and identified in the legend as having a Speed Limit of 70 km/hr.	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005
S6/08	70 km/hr	Manawaru:	1 July 2008	Matamata-Piako District	Matamata-Piako District Council

		All Roads marked on the map entitled Matamata-Piako District Speed Limits at Manawaru, number MPDC522211 and identified in the legend as having a Speed Limit of 70 km/hr.		Council Land Transport Bylaw 2008	Speed Limits Bylaw 2005
S6/09	70 km/hr	Springdale: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Springdale, number MPDC522212 and identified in the legend as having a Speed Limit of 70 km/hr.	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005
S6/10	70 km/hr	Mangateparu: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Mangateparu, number MPDC522213 and identified in the legend as having a Speed Limit of 70 km/hr.	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005
S6/11	70 km/hr	Waitoa: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Waitoa, number MPDC522214 and identified in the legend as having a Speed Limit of 70 km/hr.	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005
End of Schedule 6					

Schedule 7 Roads that have a Speed Limit of 80km/hr

The Roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to have a Speed Limit of 80 km/hr.

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
S7/01	80 km/hr	Okauia Springs Road: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Okauia Springs Road, number MPDC522209 and identified in the legend as having a Speed Limit of 80 km/hr.	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005

Notes

The previously gazetted Speed Limit for Okauia Springs Road of 80km/hr was extended by 340 metres to extend 150 metres west of Silk Road, including Silk Road. This developed area was not previously gazetted. The appropriate Speed Limit for these streets is 80km/hr. The Roads were rated in terms of the Land Transport Rule: Setting of Speed Limits 2003.

The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this into law

S7/02	80 km/hr	Tauhei: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Tauhei, number MPDC 522217 and identified in the legend as having a Speed Limit of 80 km/hr.	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005
S7/03	80 km/hr	Matamata: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Matamata, number MPDC 522204 and identified in the legend as having a Speed Limit of 80 km/hr.	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005

Notes

The previously gazetted Speed Limit for Station Road of 100km/hr from 150 metres west of Sheffield Road for a length of 800 metres, was changed to a Speed Limit of 80km/hr. The Road was rated in terms of the Land Transport Rule: Setting of Speed Limits 2003.

The previously gazetted Speed Limit for Peria Road of 100km/hr from 130 metres west of Manuka Street for a length of 800 metres, was changed to a Speed Limit of 80km/hr. The Road was rated in terms of the Land Transport Rule: Setting of Speed Limits 2003.

The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this change into law.

The previously gazetted Speed Limit of 100km/hr for Banks Road from 30m east of O'Sullivan Drive to the end of Banks Road was changed to a Speed Limit of 80km/hr. The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this change into law. 1 October 2020.

S7/04	80 km/hr	Morrinsville: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Kuranui and Scott Road, number MPDC522221 and identified in the legend as having a Speed Limit of 80 km/hr.	1 October 2020.	Matamata-Piako District Council Land Transport Bylaw 2008	
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Notes

The previously gazetted Speed Limit for Scott Road in its entirety and Kuranui Road from 20m west of Morrinsville-Walton Road until 20m west of Avenue Road of 100km/hr, was changed to a Speed Limit of 80km/hr. The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this into law. 1 October 2020.

S7/05	80 km/hr	Te Aroha West: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Te Aroha West, number MPDC522210 and identified in the legend as having a Speed Limit of 80 km/hr.	1 October 2020	Matamata-Piako District Council Land Transport Bylaw 2008	
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The previously gazetted Speed Limit of 100km/hr for McKinley Road from 20m east of Alexandra Road to the end of McKinley Road, was changed from a Speed Limit of 100km/hr to 80km/hr. The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this into law. 1 October 2020.

End of Schedule 7

Schedule 8 Roads that have a Speed Limit of 100km/hr

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
S8/01	100 km/hr	All Matamata-Piako District Council roads outside an Urban Traffic Area listed in Schedule 4 have a Speed Limit of 100 km/hr, except for roads or areas that are: (a) described as having a different Speed Limit in the appropriate schedule of this Bylaw; or (b) shown on a map as having a different Speed Limit, as referenced in the appropriate schedule of this Bylaw.	1 July 2008	Matamata-Piako District Council Land Transport Bylaw 2008	Matamata-Piako District Council Speed Limits Bylaw 2005

Notes

The previously gazetted Speed Limit for Tower Road of 80km/hr has been changed to a Speed Limit of 100km/hr from 1070 metres east of Bridie Avenue for a length of 700 metres.
The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this change into law.

End of Schedule 8

Schedule 9 Roads that have a holiday Speed Limit

None determined by Bylaw.

Schedule 10 Roads that have a variable Speed Limit

Reference Number	Speed Limit	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
S10/01	40 km/hr	Te Aroha: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Te Aroha, number MPDC522202 and identified in the legend as having a variable Speed Limit of 40 km/hr.	1 July 2011	Matamata-Piako District Council Land Transport Bylaw 2008	
S10/02	40 km/hr	Matamata: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Matamata, number MPDC522204 and identified in the legend as having a variable Speed Limit of 40 km/hr.	1 July 2011	Matamata-Piako District Council Land Transport Bylaw 2008	
<p>Notes</p> <p>The previous Speed limit of 50 km/hr for Smith Street has been changed to a variable limit of 40km/hr commencing at Station Road and extending for a length of 368 meters and ending 25 meters south of Sheffield Street. The Speed Limit is 40km/hr and applies 8:25am to 9:00am and 2:50pm to 3:20pm school days only.</p> <p>The previous Speed limit of 50 km/hr for Station Road has been changed to a variable limit of 40km/hr commencing at Smith Street and extending west for a length of 36 meters and east for a length of 268 meters. The previous Speed limit of 50 km/hr for McKenzie Place has been changed to a variable limit of 40km/hr for a length of 40 meters from Station Road. The Speed Limit is 40km/hr and applies 8:25am to 9:00am and 2:50pm to 3:20pm school days only.</p> <p>The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this change into law.</p>					
S10/03	40 km/hr	Morrinsville: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Morrinsville, number MPDC522203 and identified in the legend as having a variable Speed Limit of 40 km/hr.	1 July 2013	Matamata-Piako District Council Land Transport Bylaw 2008	
S10/04	40 km/hr	Hinuera:	1 July 2013	Matamata-Piako District	

		All Roads marked on the map entitled Matamata-Piako District Speed Limits at Hinuera, number MPDC522206 and identified in the legend as having a variable Speed Limit of 40 km/hr.		Council Land Transport Bylaw 2008	
S10/05	70 km/hr	Elstow: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Elstow, number MPDC522219 and identified in the legend as having a variable Speed Limit of 70 km/hr.	2 September 2013	Matamata-Piako District Council Land Transport Bylaw 2008	

Notes

The previously gazetted Speed Limit for Stanley Avenue of 50km/hr has been changed to a variable limit of 40km/hr commencing from 30 metres southeast of Ritchie Street and extending southeast for a length of 460 metres. The Speed Limit is 40km/hr and applies 8:25am to 9:00am and 2:55pm to 3:15pm, school days only.

The previously gazetted Speed Limit for Hohaia Street of 50km/hr has been changed to a variable limit of 40km/hr commencing from Broadway (State Highway 24) and ending at the north side of Tawa Street. The Speed Limit is 40km/hr and applies 8:25am to 9:00am and 2:50pm to 3:20pm school days only.

The Matamata-Piako District Council Land Transport Bylaw 2008 is the legal instrument to bring this change into law.

S10/06	40 km/hr	Tahuna: All Roads marked on the map entitled Matamata-Piako District Speed Limits at Tahuna, number MPDC522216 and identified in the legend as having a variable Speed Limit of 40 km/hr.	1 October 2020	Matamata-Piako District Council Land Transport Bylaw 2008	
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Note:

The previously gazetted Speed Limit for Tahuna-Ohinewai Road of 50km/hr has been changed to include a variable limit of 40km/hr, starting 355m west of Rimu Street and ending 50m west of Rimu Street. The variable Speed Limit is 40km/hr and applies 8:25am to 9:00am and 2:50pm to 3:20pm school days only. 1 October 2020.

End of Schedule 10

In compliance with the provisions of the Local Government Act 2002 and the Bylaws Act 1910, this Part of the Bylaw is amended by the Matamata-Piako District Council on 22nd June 2011 and confirmed by the Council on 22nd June 2011.

The common seal of the Matamata-Piako District Council was affixed on this 22nd day of June 2011 in the presence of



Mayor



Chief Executive

Schedule 11

The following Bylaws are to be revoked:

The Matamata-Piako District Council Speed Limits Bylaw 2005.

Schedule 12 One Way Roads

The Roads or areas described in this schedule or as shown on a map referenced in this schedule are declared to be one way streets for vehicular traffic.

Road Name	Start	End	Distance
Part of Peria Road	State Highway 27	Smith Street	158 metres
Peria Road North	Smith Street	State Highway 27	162 metres

Schedule 13 Turning Restrictions

None is determined by this Bylaw.

Schedule 14a

None determined by Bylaw.

Schedule 14b Parking of Heavy Motor Vehicles

- a) No Person shall stop, stand or Park a Heavy Motor Vehicle for a period of more than one hour in the Urban Area (excluding the frontage adjacent to business and industrial zones under the Operative Matamata-Piako District Plan (District Plan)) any part of a Road which has a Speed Limit of 50km/hr or 70km/hr as classified in section 2 of this Bylaw, unless otherwise Authorised Approved by an Authorised Officer.
- b) It shall not be an Offence however to stop, stand or Park a Heavy Motor Vehicle on any such Road for such period as is reasonably required for the purpose of loading or unloading that Vehicle and that such loading or unloading takes place.
- c) Heavy Motor Vehicles Parking on the frontage adjacent to business and industrial zones shall only be permitted if, in the opinion of an Authorised Officer, the Heavy Motor Vehicle:
 - i. is not Parked within the shop specified frontage as depicted in the District Plan; and
 - ii. does not compromise the traffic safety of all Road users, specifically:
 1. site visibility; and
 2. pedestrian safety; and
 - iii. does not block or impede access to other property; and
 - iv. is Parked fully within the formed road carriageway.
- d) Notwithstanding the above, the Parking of Heavy Motor Vehicles in relation to hotels, motels and other accommodation facilities that offer Temporary accommodation shall be permitted within the vicinity of the hotel, motel or other accommodation facility, regardless of the zone under the District Plan, if it complies with the following:
 - i. the Written Approval of all Occupiers of properties within 30 metres of the Parking site has been obtained (such Approval shall be held at all times by the operator of the accommodation facility and Shall be provided to an Authorised Officer on request); and
 - ii. the Heavy Motor Vehicle does not compromise the traffic safety of all Road users, specifically:
 1. site visibility; and
 2. pedestrian safety; and
 - iii. the Heavy Motor Vehicle does not block or impede access to other property; and
 - iv. the Heavy Motor Vehicle is Parked fully within the formed Road carriageway.

Schedule 15 Weight of Load Restrictions over Bridges or Culverts

The Bridges described in this schedule have the following maximum weight and Speed Limits for Heavy Motor Vehicles pursuant to section 3 of the Heavy Motor Vehicle Regulations 1974:

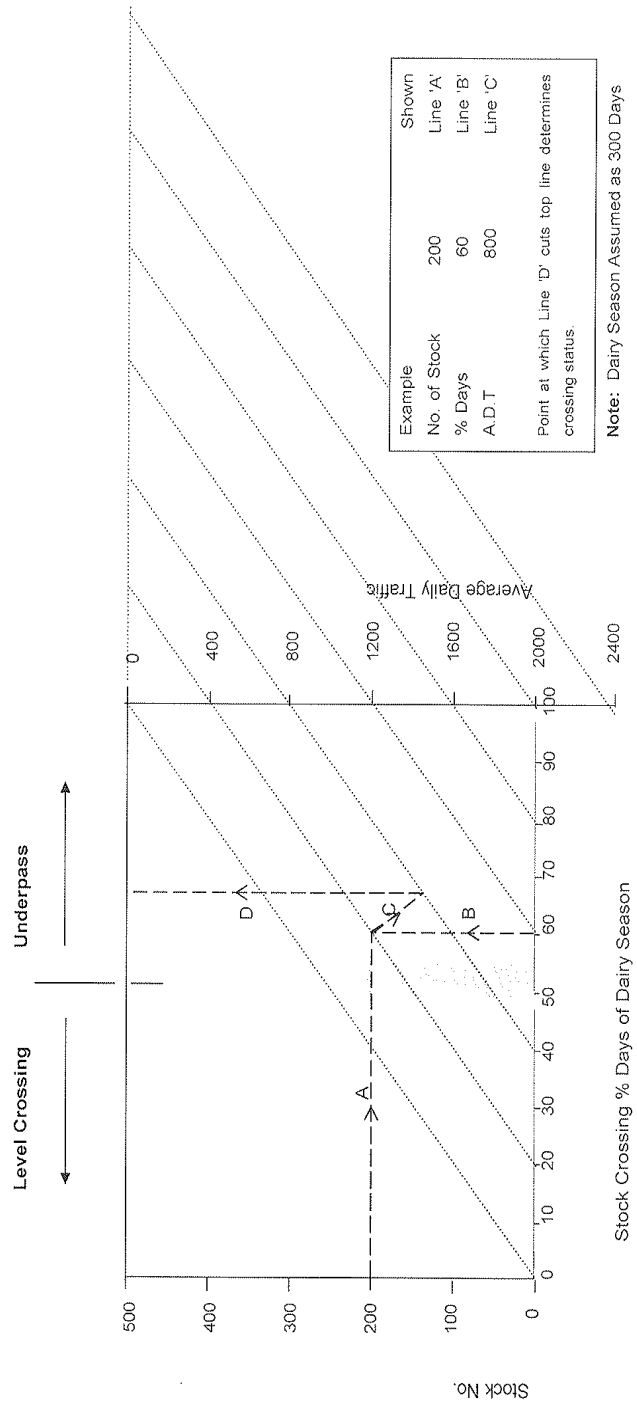
Bridge ID	Road Name	Length	Weight Restriction	Speed Restriction
No. 92	Mace Road	56	80 % of Class I	--
No. 236	Herries Street	11	30 % of Class I	30 km/hr
No. 93	Wairakau Road	11	60 % of Class I	--
No. 52	Haumia Rd	72	44,000 kg	--
No. 72	Rawhiti Rd	9	44,000kg	--
No. 94	Wairakau Rd	14	44,000kg	--
No. 96	Wairakau Rd	14	44,000kg	--
No. 97	Wairakau Rd	10	44,000kg	--
No. 131	Kereone Rd	31	44,000kg	--
No. 132	Kereone Rd	31	44,000kg	--
No. 133	Kuranui Rd	31	44,000kg	--
No. 135	Kuranui Rd	28	44,000kg	--
No. 138	Avenue Rd South	31	44,000kg	--
No. 140	Harbottle Rd	31	44,000kg	--
No. 153	Hutchinson Rd	31	44,000kg	--
No. 166	Rohe Rd	12	44,000kg	--
No. 192	Tower Rd	38	44,000kg	--
No. 194	Okauia Springs Rd	53	44,000kg	--
No. 213	Old Te Aroha Rd	31	44,000kg	--

Schedule 16

The following Bylaws are to be revoked:

The Matamata-Piako District Council Truck Parking Bylaw 2001

Schedule 17 Stock Movement graph



Schedule 18

The following Bylaws are to be revoked:

The Matamata-Piako District Council Stock Movement Bylaw 2001.

Schedule 19

The following Bylaws are to be revoked:

The Matamata-Piako District Council Vehicle Crossing Bylaw 2001.

Please see A3 Speed Limit maps which are available separately

Te Aroha	Map Number: MPDC522202
Morrinsville	Map Number: MPDC522203
Matamata	Map Number: MPDC522204
Walton	Map Number: MPDC522205
Hinuera	Map Number: MPDC522206
Waharoa	Map Number: MPDC522207
Te Poi	Map Number: MPDC522208
Okauia Springs	Map Number: MPDC522209
Te Aroha West	Map Number: MPDC522210
Manawaru	Map Number: MPDC522211
Springdale	Map Number: MPDC522212
Mangateparu	Map Number: MPDC522213
Waitoa	Map Number: MPDC522214
Waihou	Map Number: MPDC522215
Tahuna	Map Number: MPDC522216
Tauhei	Map Number: MPDC522217
Tatuanui	Map Number: MPDC522218
Elstow-Waihou	Map Number: MPDC522219
Kuranui Road & Scott Road	Map Number: MPDC522221

In compliance with the provisions of the Local Government Act 2002 and the Bylaws Act 1910, this Part of the Bylaw is amended by the Matamata-Piako District Council on 23rd day of June 2010 and confirmed by the Council on 23rd day of June 2010.

The common seal of the Matamata-Piako District Council was affixed on this 23rd day of June 2010 in the presence of



Mayor



Chief Executive