te kaunihera ā-rohe o
matamata-piako
district council

Matamata-Piako District Council

Interim Speed Management Plan

Approved by Council 24 May 2023

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1. Why a Speed Management Plan?

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

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

1.1 Setting of Speed Limits Rule

The Land Transport Rule: Setting of Speed Limits was updated in 2022 and came into effect on 19 May 2022. This removes the requirement for Territorial Local Authorities[1] to set speed limits through bylaws, enabling a whole of network approach that considers safety-related infrastructure improvements, speed limit changes and safety camera placement together.

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

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

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

1.2 Funding

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

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

1.3 Government Policy Statement on Land Transport

The Ministry of Transport has released the Government Policy Statement (GPS) on land transport 2021/22 – 2030/31[2]. The GPS provides direction and guidance to those who are

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

[2] https://www.transport.govt.nz//assets/Uploads/Paper/GPS2021.pdf

planning, assessing and making decisions on Land Transport over the next 10 years. Safety and climate change are two of the four strategic priorities for investment in Land Transport which speed management can have an effect on.

1.4 Road to Zero

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

To underline the commitment to safety and speed management the following Intervention Indictors have been proposed in the NZ Governments Road to Zero Initial Action Plan 2020-2022:

- *Percentage of the highest risk roads addressed through speed management*
- *Percentage of urban schools with 30-40km/h speed limits (40 percent by 2024; 100 percent by 2030)*
- *Percentage of rural schools with 60km/h speed limits or lower (40 percent by 2024; 100 percent by 2030)*
- *Mobile speed camera deployment activity (hours) (increase to 80,000 in 19/20; 100,000 in 20/21)*
- *Number of police operations targeting speed*

1.5 Road Safety

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

Influencing road user behaviour and improving our driving culture will continue to be critical to making significant gains in road safety. All users of our roads, streets and footpaths have a

responsibility to make good choices and follow the rules, while central and local government has a responsibility to support and enforce that behaviour.

2. What is speed management?

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

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

2.1 Crash survivability

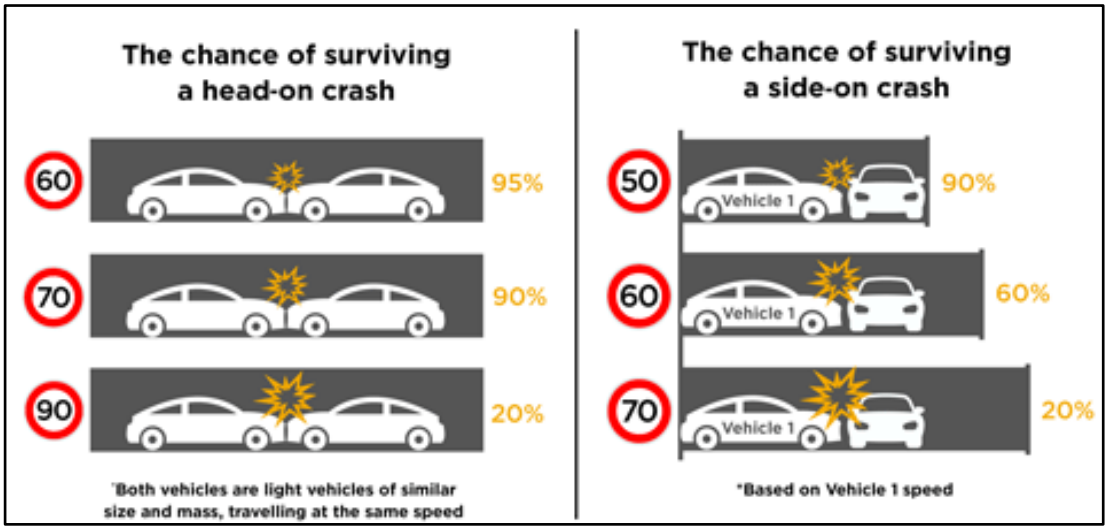
The role and impact of speed in crashes is often underestimated with the most common argument used against any reduction in speed limits being that "*vehicle speeds don't cause crashes poor drivers do*". This is correct in part.

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

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

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

Figure 1 Crash survivability[3]



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

2.2 Travel speed

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

2.3 Crash types

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

Table 1 Crash type: 2012 - 2021

Crash Type	Fatal	Serious	Minor	Non-injury	Total
Lost Control - Bend	9	46	120	296	471
Lost Control - Straight Road	4	19	112	215	350
Obstruction	1	7	31	75	114
Manoeuvring	2		13	60	75
Crossing not turning	2	8	21	38	69

[3] Source - Centre for Road Safety – NSW Government

Crash Type	Fatal	Serious	Minor	Non-injury	Total
Head on crash	7	15	18	21	61
Same direction turning	2	4	16	35	57
Crossing one turning	2	7	20	27	56
Rear end crash		4	18	28	50
Overtaking	1	5	7	17	30
One turns right	1	2	14	8	25
Miscellaneous			3	15	18
Merging			6	11	17
Pedestrian crossing road		4	10	1	15
Other pedestrian	1	6	6		13
Total	32	127	415	847	1421

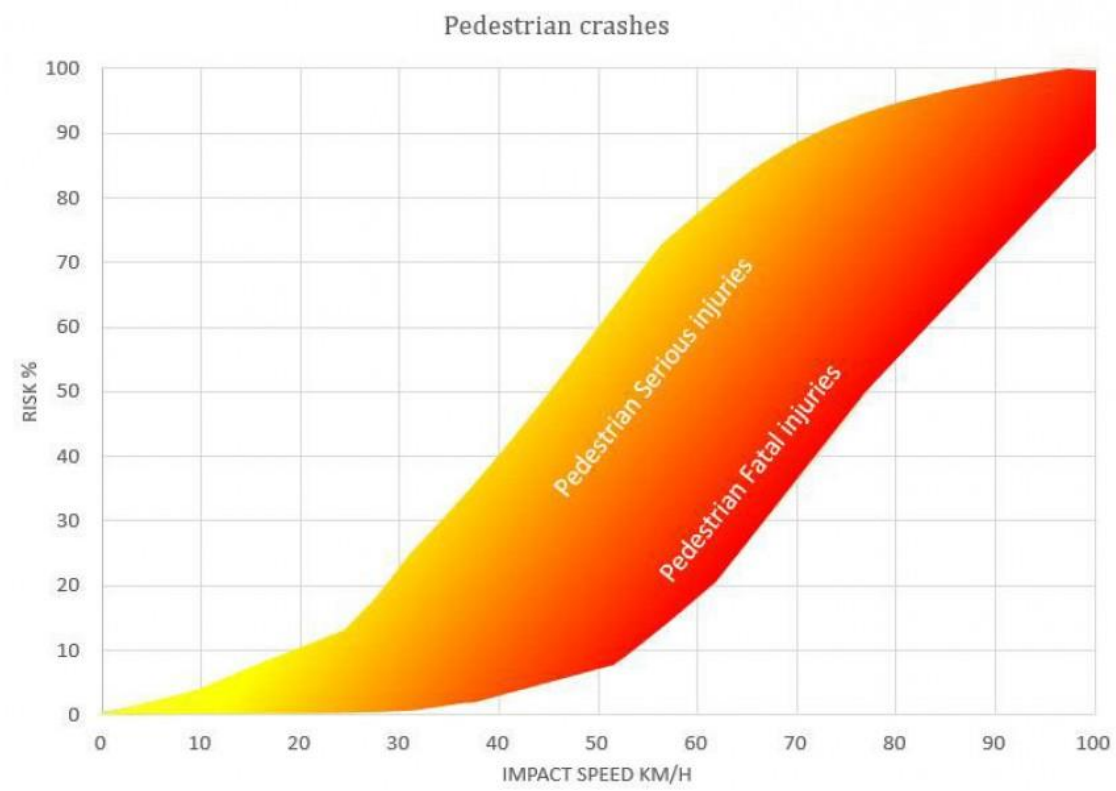
2.4 Pedestrians and Cyclists

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

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

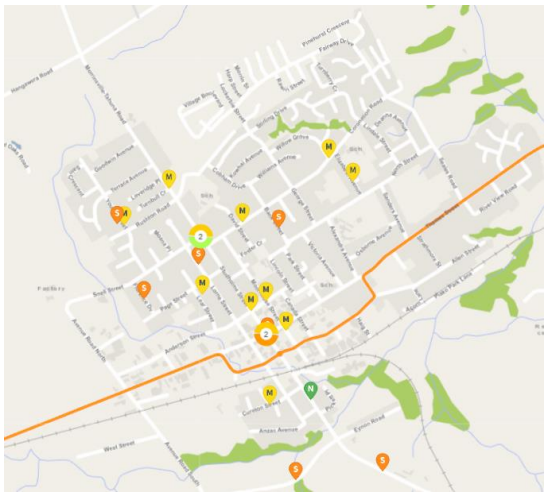
Pedestrians and cyclists are particularly vulnerable in crashes involving vehicles. A crash with an impact speed of 50km/h is 70% more likely to result in death or serious injury than one with an impact speed of 30km/h. Research conducted by Mackie Research Ltd for Waka Kotahi developed the chart shown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

Figure 2 Pedestrian injury risk[4]

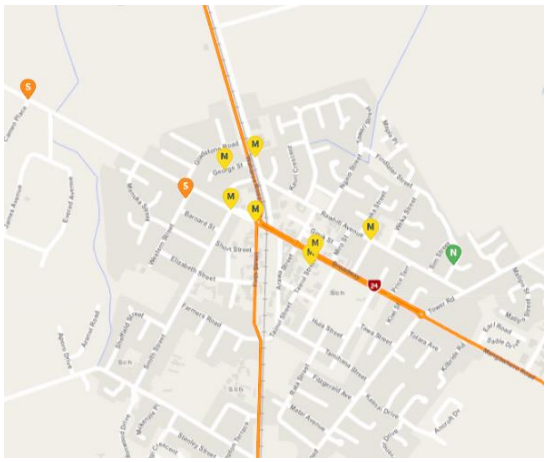


In the 10-year period of 2012 to 2021 inclusive there have been forty-seven crashes involving pedestrians or cyclists on local roads within the Matamata-Piako district. Of these, two have been fatal, with fifteen resulting in serious injuries. A further twenty-five resulted in minor injuries and five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

Figure 3 Urban pedestrian and cycle crashes



Morrinsville



Matamata

[4] Source: Mackie Research Ltd

3. Speed Management Planning

3.1 Speed Management Plan

Speed Management Plans are required to be developed by Road Controlling Authorities[5] to show their proposed short-term and long-term changes to the whole network with respect to speed management and identify future improvements to roads to support changes in speed limits if required. Due to the requirement for funding to support any engineering treatments that need to be implemented the plans are proposed to have a 10-year horizon. The plans will be reviewed every 3 years to ensure that they are being delivered as expected, are adapting to any network changes and align with the Long -Term Planning process for funding.

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

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

3.2 Speed Limits

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

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

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

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

Zones of influence

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

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

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

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

Shared use

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

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

3.3 Megamaps

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

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

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

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

3.4 Safe and appropriate speed

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

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

- Safe System speed thresholds for crash survivability,
- One Network Framework street categories,
- Infrastructure Risk Rating, and

- Presence or planned implementation of safety infrastructure.

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

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

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

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

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

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

3.5 Consultation

The development of the Speed Management Plan requires a formal consultation process as part of the communication and engagement with the community to assist with building public understanding and awareness of safe and appropriate speed limits.

Engagement with schools/kura, Marae, Waka Kotahi and other key stakeholders on the development of speed management plans helps to ensure that this Speed Management Plan supports the desires of the community, improves road safety outcomes and reduce the impacts of unsafe speed limits on all communities.

4. 2023 Speed Management Review

4.1 Objectives and policies

The objective of this Speed Management Plan is to:

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

The policies underpinning this Speed Management Plan are:

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

4.2 Principles

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

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

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

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

4.2.1 Schools

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

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

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

4.2.2 Town centres

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

4.3 Engineering treatments

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

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

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

4.4 Treatment lengths and adjacent roads

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

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

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

4.5 Future reviews

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

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

5. Implementation Plan

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

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

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

5.1 Speed limits around schools

A summary of the proposed speed limits around schools in the Matamata-Piako District are shown in Table 2. The National Land Transport Programme (NLTP[6]) dates gives an indicative implementation date which is based on the prioritisation undertaken for all speed limit changes on local roads in the district.

Table 2 Speed Limits around schools

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

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

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

5.2 Speed limit changes

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

Table 3 Speed Limit changes

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

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

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

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

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

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

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

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

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

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

5.3 Safety Infrastructure

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

Table 4 Safety Infrastructure

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

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

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

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

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

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

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

Appendices

Appendix A – Technical Assessment


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