

Hearing and Deliberations

PUBLIC AGENDA

8.00 am

Wednesday 21 June 2023

Council Chambers
Torphin Crescent
Tokoroa

OUR VISION

“Healthy people thriving in a safe, vibrant and sustainable community.”

Attendees

Members	Mayor (Chairperson)	G Petley
	Deputy Mayor (Deputy Chairperson)	B Machen
Councillors		H Daine
		M Farrell
		R Garner
		T Lee
		H Nelis
		K Purdy
		M Te Kanawa
		J Teokotai
		S Wallace
	Staff	Chief Executive
Interim Executive Manager Strategy and Transformation		D Lascelles
Interim Executive Manager Delivery		J Hassall
Road Safety Coordinator		R Cathie
Marketing & Communications Manager		K Fabrie
Chief Financial Officer		W Cortesi
Corporate Strategy Manager		C Litchfield
Executive Officer		J Anderson

Agenda Confirmed by:

J Hassall

Acting Chief Executive

*RECOMMENDATIONS contained in reports are NOT to be construed as COUNCIL DECISIONS.
Refer to Council minutes for RESOLUTIONS.*

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1. Welcome / Karakia

2. Apologies

Members are requested to provide their apology or leave of absence to the Chair prior to the meeting.

3. Confirmation of Agenda

Recommendation

That the Agenda as circulated be confirmed.

4. Conflicts of Interest

Members are reminded to declare and stand aside from decision making when a conflict arises between their role as an elected member and any private or other external interest they may have.

5. Report

5.1 Interim Speed Management Plan Hearings and Deliberations Summary Report

Document Information

Report To:	Council
Meeting Date:	Wednesday, 21 June 2023
Author:	Robert Cathie
Author Title:	Road Safety Coordinator/Traffic Management Coordinator
Interim Executive Manager:	James Hassall
Report Date:	Tuesday, 13 June 2023

Purpose

To present the submissions received from the Interim Speed Management Plan consultation for consideration at a hearing.

Recommendation

That the Council:

- a) Receives the report Interim Speed Management Plan 2023 Hearings and Deliberations Summary Docset 631771.
- b) Receives the submissions made to the Interim Speed Management Plan consultation as: Attachment A – Speed Management Plan Submission Pack 2023 Docset 631769.

Executive Summary

1. On 26 April 2023 a meeting was held where Council approved the 2023-24 Interim Speed Management Plan consultation document and supporting information to proceed to consultation.
2. Consultation was held from Wednesday 10 May 2023 to Friday 9 June 2023 and included one drop in session for schools.
3. A total of 75 submissions were received with 11 responding on behalf of schools. At the time of writing, nineteen submitters advised of their intent to speak at the hearing.
4. Common themes include support for speed reductions around schools and Marae, reduced vehicle speeds on Horahora road and control of heavy traffic through Arapuni Village.

Context

5. Preparing a Speed Management Plan is a requirement of the “Land Transport Rule: Setting of Speed Limits 2022” (Speed Limit Rule). It forms part of the Government’s and Waka Kotahi’s national road safety strategy “Road to Zero”.

6. Council also has a statutory requirement to consult with the public and consultation was held from Wednesday 10 May 2023 to Friday 9 June 2023 and occurred under *Section 83 of the Local Government Act 2002*.

Financial Considerations

7. The Speed Management Plan and part of the subsequent signage implementation is funded from the current Road to Zero allocation which forms part of the Low Cost Low Risk category of works. This is eligible for co-funding through the National Land Transport Programme at the Councils funding assistance rate of 64%. The current total budget allocation is \$201, 985 (excl GST), within the 2022/23 and 2023/24 financial years, of which \$10,464 has already been spent. Funding of the remaining signs and other supporting infrastructure, eg traffic calming devices, is a matter for consideration in the 2024/34 Long Term Plan within the same Road to Zero - Low Cost Low Risk category of works.

Discussion

8. A total of 75 written submissions were received via the online submission portal with 19 submitters wishing to speak to their submissions at hearings.

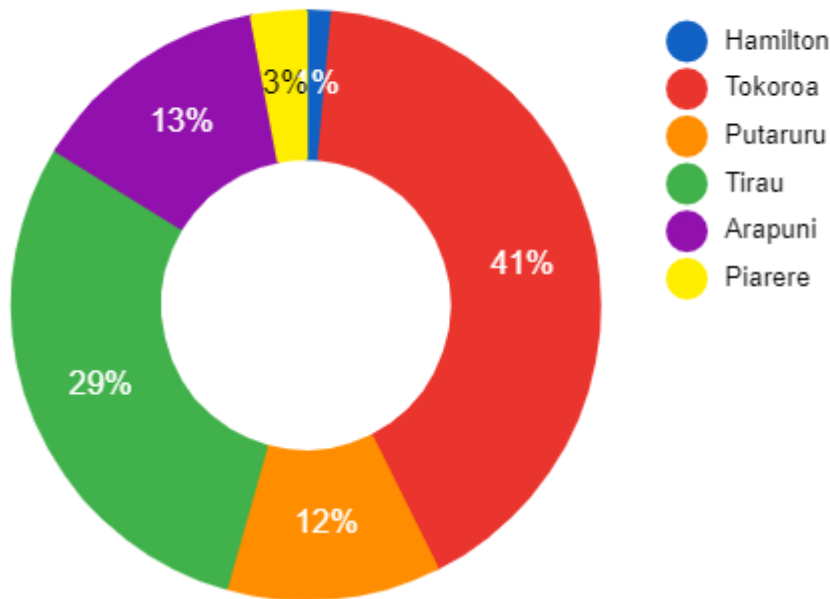
Consultation included

9. Two half page adverts in the South Waikato News for the Interim Speed Management Plan during the consultation period, as well as a public notice that kicked off consultation.
10. Maildrops were carried out along the six roads of concern and a seventh mail drop in the Tokoroa CBD.
11. Two social media posts resulted in minimal engagement on Councils page, two shares, two reactions and eleven comments.
12. Two Antenno messages were issued with a combined result of 35% access.
13. Traction on our community engagement webpage during the consultation period is coupled with the Annual Plan as the consultation was run from the same page – 1,739 page views with an average time of 3 minutes and 3 seconds were spent on the page.
14. One drop-in session for South Waikato District schools was held with zero participants.
15. Thirteen schools in the South Waikato District were visited.

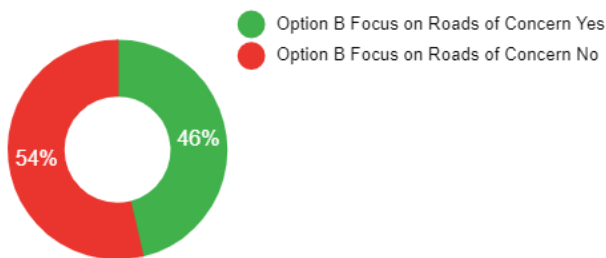
Submissions

16. Overall submissions show that there is strong support for speed management around schools and marae.
17. Regarding roads of concern highlighted in the Interim Speed Management Plan, a high number of submissions (24) agreed with the proposals put forward for Horahora Road.
18. Five submissions agreed with the reduction in speed within the Tokoroa CBD.
19. Several roads outside the highlighted roads of concern in the Interim Speed Management Plan were raised by submitters. Of these Arapuni Road specifically Arapuni Village received the most submissions (9), other roads highlighted received only one to two submissions.
20. Several submitters expressed the desire for further physical works in addition as to what has been proposed.

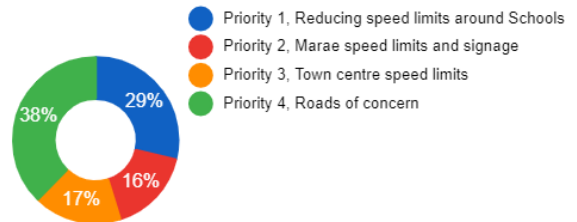
Percentage of submissions from each town



Focus on Roads of concern percentage Yes or No



Priority Areas selected



21. Below are the common themes from the written submissions:
 - Horahora Road plan doesn't go far enough and needs to consider future development.*
 - Speed and vibration from trucks are a big concern in Arapuni village.*
 - We need to have more speed bumps.*
 - Slow speeds around schools are a good idea.*
 - Why is Tirau primary school not in the plan.*
 - 50 kph is too high a speed through Putaruru town.*
22. Staff thank the submitters for commenting as part of the consultation.
23. The table below shows the attendees speaking at the hearing on Wednesday 21 June 2023.

Attachments

Attachment A: Speed Management Plan Submission Pack 2023 ECM 631769.



SPEED MANAGEMENT PLAN 2023

Submission Pack

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Note: Email addresses, phone numbers and addresses have been redacted for privacy of submitters along with redaction of two comments based on section 7(2)(a) "privacy" and section 7(2)(f)(ii) of the Local Government Official Information and Meetings Act (LGOIMA)

ID# 1 - Name Siobhan Patterson
Organisation Name Tirau Primary School
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools
Option A continued – Please state which road/s you agree with. I am the Principal at Tiirau Primary and am shocked to see that our kura is not on the list for a reduced speed limit. We are in a very vulnerable position at the entrance to Tiirau and traffic is often going faster than 50kph past our kura. A reduction to 30kph is not only needed but also signage and parking reduction at our exit point is very lacking. Currently we have regular incidences where trucks park adjacent to our exit onto SH1 and on occasion even across the driveway. The visibility for cars exiting our driveway is also reduced by this.
Option B – Do you believe that Council should focus only on roads of concern? No
Optional – Excluding State Highways are there specific roads you want Council to prioritise?

ID# 2 - Name Lauren Dickson
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools
Option A continued – Please state which road/s you agree with. I live in Kowhai Place and I agree with the recommended speed limit of 30 km/h. I agree that should occur while school pick up/drop off happening. I see the people flying up and down our street and it's very worrying, as I have two young children and would hate for them to get hit. I disagree with Kowhai Place being 30 km/h all the time. I think changing the street to 30 km/h during school pickup/drop off times is the best course of action, to stop the parents of school children speeding and try to stop the congestion of the street as well I feel it will have a negative affect being 30 km/h all the time and people will continue going 50 km/h if it's changed.
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise?

ID# 3 - Name Luke Frogley
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Arawa Crescent constantly has cars speeding up and down it, far in excess of the speed limit, presenting a hazard for residents and users of the Lake Moananui Park. There is a large roadside parking area with young children frequently present and it seems only a matter of time until someone is hit. My recommendation would be to install speed bumps either side of the parking area (or at minimum at the southern end), and also install an island at the northern end of Arawa Crescent to prevent cars from cutting the corner when approaching from the SH32 end of Balmoral Dr I know this says to exclude state highways.... but please consider recommending moving the 60kph sign to be south of SH32 to improve safety for traffic turning onto SH1 from SH32.

ID# 4 - Name Jesse-Lee Bundy
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 2 - Marae speed limits and signage Priority 3 - Town centre speed limits
Option A continued – Please state which road/s you agree with. I would like to know why Tirau Primary Kura has not been included in this South Waikato District proposed Speed Management Plan. Tirau Primary School is located in the district.
Option B – Do you believe that Council should focus only on roads of concern? No
Optional – Excluding State Highways are there specific roads you want Council to prioritise? I would like to know why Tirau Primary Kura has not been included in this South Waikato District proposed Speed Management Plan. Tirau Primary School is located in the district.

ID# 5 - Name Greg Robinson
Organisation Name
Option A – Please tick which priority areas you agree with.
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Arapuni road to 80 km from Putaruru to Waotu road. The speed of motorist is ridiculous. Particularly Motor bikes. The road is poor condition

ID# 6 - Name Melissa Allfrey
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. I agree with reducing the speed limit on Horahora Road. However, I believe it should be reduced to 60 km/h in the residential areas as it is dangerous turning in and out of driveways, and there are multiple along the dame stretch of road. In some of the rural residential zone, it is also hard to see oncoming traffic when trying to pull out of driveways due to rolling hills i.e just north of the one way bridge, and due to winding bends, therefore i beleive the speed limit should be reduced further here to 60km/h. Additionally, further planned development in the rural residential zones area means the traffic in the residential area will get busier over time and more cars will be turning in/out and I believe consideration needs to be given to these areas which are already zoned for development. I believe the remainder of horahora Road should be 80km particularly due to the road conditions e.g. winding up to Arapuni road, and due to the Waikato River Trail which runs very close alongside the road, and due to the tourism areas of Riverside Adventures, Little Waipa and the Waikato River Trail which causes campervans and tourists to be pulling in and out of the main Horahora Road.
Option B – Do you believe that Council should focus only on roads of concern? No
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Horahora Road I agree with reducing the speed limit on Horahora Road. However, I believe it should be reduced to 60 km/h in the residential areas as it is dangerous turning in and out of driveways, and there are multiple along the dame stretch of road. In some of the rural residential zone, it is also hard to see oncoming traffic when trying to pull out of driveways due to rolling hills i.e just north of the one way bridge, and due to winding bends, therefore i beleive the speed limit should be reduced further here to 60km/h. Additionally, further planned development in the rural residential zones area means the traffic in the residential area will get busier over time and more cars will be turning in/out and I believe consideration needs to be given to these areas which are already zoned for development. I believe the remainder of horahora Road should be 80km particularly due to the road conditions e.g. winding up to Arapuni road, and due to the Waikato River Trail which runs very close alongside the road, and due to the tourism areas of Riverside Adventures, Little Waipa and the Waikato River Trail which causes campervans and tourists to be pulling in and out of the main Horahora Road.

ID# 7 - Name Josh Green
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. Horahora Road The speed limit along all of Horahora Road should be reduced to a maximum of 80km/h and the residential area (RP2090 to 4500) reduced to 60km/h. It is a busy road (often it's Google Maps default route for Auckland to Taupo) with a lot of traffic joining and leaving at points along the Waikato River Trails and various driveways, carparks and campgrounds. Also, it is undulating so visibility can be poor. With the future subdivision plans there will be more traffic entering and exiting the flow of traffic from driveways (worse visibility than an intersection) and for an extra minute of travel time the survivability of any crashes can be improved increased. Compared to other speed limit changes happening across the country, I think leaving Horahora Road at 80 and 100 km/h would be inappropriate. Examples of similar roads (with less traffic!) where the speed has been reduced to 60 km/h include: A Renall Road Amreins Road Andrew Pye Road Annandale Road Awa Road That's just some of the roads starting with A. I think you get the point. https://at.govt.nz/about-us/have-your-say/proposed-speed-limit-changes-phase-three/full-list-of-new-speed-limits-phase-three/
Option B – Do you believe that Council should focus only on roads of concern? No
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Horahora Road The speed limit along all of Horahora Road should be reduced to a maximum of 80km/h and the residential area (RP2090 to 4500) reduced to 60km/h. It is a busy road (often it's Google Maps default route for Auckland to Taupo) with a lot of traffic joining and leaving at points along the Waikato River Trails and various driveways, carparks and campgrounds. Also, it is undulating so visibility can be poor. With the future subdivision plans there will be more traffic entering and exiting the flow of traffic from driveways (worse visibility than an intersection) and for an extra minute of travel time the survivability of any crashes can be improved increased. Compared to other speed limit changes happening across the country, I think leaving Horahora Road at 80 and 100 km/h would be inappropriate. Examples of similar roads (with less traffic!) where the speed has been reduced to 60 km/h include: A Renall Road Amreins Road Andrew Pye Road Annandale Road Awa Road That's just some of the roads starting with A. I think you get the point. https://at.govt.nz/about-us/have-your-say/proposed-speed-limit-changes-phase-three/full-list-of-new-speed-limits-phase-three/

ID# 8 - Name **Deb Knowles**

Organisation Name

Option A – Please tick which priority areas you agree with.

Priority 1 - Reducing speed limits around schools

Option A continued – Please state which road/s you agree with.

Junction Street, Putaruru, from State Highway 1.

I realise you are excluding state highways in this plan, however, that turn in and out of Junction Street is more dangerous without that side of town having a 70km speed limit - before the 50km signs, as the south side of town does.

I've only lived in town for 3.5 years and have seen so many near misses on the little curved bridge and in that area on both sides of the bridge.

This is with the speeding traffic from Whites Road, cars turning in and out of Junction Street, trucks in and out of Tirau Earthmovers (bet they could tell you some horror stories!) and Woodsy Engineering. I see the latter is shifting but another business with customers etc will go in there...

There are so many heavy trucks and wide loads that go over that little bridge and up the hill at speed - many trucks do not want to change gears up the hill so hit the bridge at 100kph.

As an ex truck driver, I've been abused over the years for slowing down before the 50km sign to meet the speed limit. Even today, in my car, have had people pass me right before the bridge as I am obeying the speed limit.

I could go on and on...not to mention the tourists.

Anyway, it would be logical and so easy to do, to put 70km speed signs up - on SH1 and, possibly, Whites Road - so the traffic IS actually doing 50km up the hill and into town.

The traffic going down the hill is equally as bad at keeping to 50km - even today I saw a car nearly collected as it turned into Junction Street, from SH1, and the vehicle in front of me was barreling down the hill and suddenly went around the corner to find a turning car.

A speed camera on the hill would be a great revenue earner! Split the profits with our town or for road repairs that the speeding traffic cause - look how the bridge and roundabout were so ripped up. Slower traffic does not do that sort of damage.

Option B – Do you believe that Council should focus only on roads of concern?

No

Optional – Excluding State Highways are there specific roads you want Council to prioritise?

Yes please - as detailed above for safety concerns entering Putaruru from SH1 on the north side.

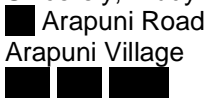

Can you PLEASE pass this safety concern onto the state highways speed controller.

Thank you for your time.

ID# 9 - Name Steve Ives
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. Horahora rd
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? HoraHora Road This rural/local road has recently been subject to: 1, an increase in traffic volume (non peak approximately every 20 seconds, Peak approximately every 5 seconds) 2, an increase in traffic ignoring the current 100 kph limit 3, an increase in careless driving (recent incidents) 4, an increase in private residential dwellings along the length of the road (with another 200 confirmed) Due to these increases it has become increasingly precarious and dangerous for local residents when exiting and entering their driveways, mowing road verges, crossing the road, walking and cycling along the road, with numerous near misses, if something is not done soon I fear a major or a fatality is imminent . Recent examples, fences being crashed into when vehicles have left the road, property '321' , the fence across the road from '327' , all in separate incidents, a car passing another on wrong side of road and just missing myself whilst litter picking, and numerous others we have heard of, all due to in my view careless and excessive speeds Why has this increase in traffic and speed occurred ? Simply, Google, TomTom or any Tavel app, now calculates the fastest-quickest route south from Auckland to Taupo and beyond (and vice versa from Wellington) via Horahora road (2-3 minutes faster) hence anyone following an app will go via HoraHora road (Example type in google Auckland to Taupo and check the route, fastest with motorways is always via HoraHora road) I believe this due to the improvements in State Highway one (express way), and the bottle necks in Tirau and Putaruru, which have had the exact opposite effect they were designed to do, ie to remove the burden on rural and local roads, and until these bottle necks are alleviated the volumes will continue to increase. A search of 321 Horahora road in Google maps shows two interesting facts 1, moss on the road, this is not present on a normal road , it is now disappearing rapidly due to the volume of traffic 2, the volume of traffic on the rural/local road in front and behind the camera car Horahora road was never designed as a main thoroughfare, the road is narrow, undulating, has blind corners and a one way bridge, it is currently subject to a 100 kph speed limit on its entire length My submission, requests that this limit is lowered to reduce the risks to Local residents and public using the road. (including the increased volume of cyclists using the road to access the Waikato River Trails) Proposal: 1. Reduce the speed limit from the entry point at State Highway 1 to HoraHora road until Property '207' to a maximum 80 kph 2, Reduce the speed limit from property '207' to the Pokaiwhenua one lane bridge to a maximum 60 kph 3, Paint a double no passing line from property '279' to the Pokaiwhenua one lane bridge 4. Reduce the speed limit from the exit of Pokaiwhenua one lane bridge to the Arapuni cross roads to a maximum of 80 kph Numerous previous submissions and partitions have been ignored in the past, its now time to do something before some one is seriously injured or killed

ID# 10 - Name Rachel Ives
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Horahora Road Since the completion of the Expressway traffic volumes have increased as Horahora Road is now the fastest route south from Auckland in routing software such as Google Maps, Garmin & TomTom. The increase in volume, speed and dangerous overtaking make it difficult & dangerous to pull out of our driveway. I will not go out on my bicycle as it's just too scary. A car just missed my husband when he was cutting the grass verge and we have had a truck crash through our fence. I have sent photos to Kerry Purdy and have contacted Mayor Gary Petley about my concerns. I also contacted NZTA about traffic volumes and the impact that the expressway has had on our small local road, but I have had no response. On reading the Speed Management Full Plan it looks like the proposal is for 80km/h along much of the road, with no-overtaking lines. We definitely need the no-overtaking lines between the bottom of the hill (house no 207) to the one lane bridge over the Pokaiwhenua stream. It is not clear which locations the RP numbers in the report relate to. I believe that the speed limit for this stretch of road should be reduced to 60km/h as recommended as a "safe and appropriate speed" on page 71 of the document. This is due to the increase in residential properties and the amount of cyclists and pedestrians that use the road to access the Waikato River Trail and local domains/reserves. If the speed limit on the road is only reduced to 80km/h, this will need to be reviewed as further residential development occurs. Additional consideration also needs to be given to the section of road by the entrance to Little Waipa due to the amount of tourist traffic which is often slower when turning as they tend to be towing trailers for kayaks & caravans for example. The proposed reduction to 80km/h along a couple of sections of the road will not be enough to reduce traffic volumes. I have a grave concern that unless the speed limit is reduced to 60 km/h along the sections with residential dwellings it is only a matter of time before a fatal accident occurs on the road.

ID# 11 - Name Sheree Putt
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. Reducing speed limits around Schools the speed limit around schools needs to be looked at especially when people park in the school car park on wet days when should be for those that catch a taxi home after school the car park in schools needs to be kept clear of traffic that comes and goes people need to park on the road side.
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Pohutawka drive there has been a lot boy racers at night and animals get hit by cars coming around the corner too quickly people need to slow down drive to the conditions.

ID# 12 - Name Trudy Charman-Love
Organisation Name
<p>Option A – Please tick which priority areas you agree with.</p> <p>Priority 1 - Reducing speed limits around schools Priority 2 - Marae speed limits and signage Priority 3 - Town centre speed limits Priority 4 - Roads of concern</p>
<p>Option A continued – Please state which road/s you agree with.</p> <p>All of them and more. See below.</p>
<p>Option B – Do you believe that Council should focus only on roads of concern?</p> <p>No</p>
<p>Optional – Excluding State Highways are there specific roads you want Council to prioritise?</p> <p>Council should focus on ALL of their current considerations and more. Here is my submission for a specific road and why.</p> <p>ARAPUNI ROAD specifically through the Arapuni Village township. Currently a 50Kms speed limit which is essentially ignored and breached by almost all commercial truck and tankers using the road as a drive through, day after day after day and nights as well.</p> <p>Council needs to broaden their focus to include roads that put peoples lives in danger, that damage homes, that are high risk to cause injury and damage to children, cyclists, the elderly, residents and residents guests in an area that has changed over time. The entire demographic of Arapuni Village has changed in the last 10 years. Can Council please get up to speed with that fact.</p> <p>As well as that Residents should be able to evacuate their driveways safely. Currently even getting out of your own driveway is incredibly dangerous. Also Residents should not have to fret if the next speeding truck or tanker will cause another crack in their walls or ceilings or shift house piles or create unrelenting noise above acceptable levels and that causes disruption to sleep and a healthy normal lifestyle. A number of us, using security cameras, have begun to film the speeding issue in the village now. It's not rocket science to be able to establish what speed vehicles are traveling at and to whom those vehicles belong. The speeding issue through the Arapuni Village is unacceptable and dangerous. Right now we are working with the Police because a woman outside my home was almost killed by a speeding Fonterra Tanker on Friday May 5th 2023.</p> <p>I moved here in 2014 and the speeding issue was pretty bad then but it is much worse now. When I moved here there was a concrete island in the centre of the road outside my place [near Sanders Street] that went some way towards slowing vehicles down and also creating a halfway mark where people could cross the road safely. Sometime in about 2017 that island was dug up by council. WHY? Although I'm not a big fan of speed bumps, they have their own quirks, due to the unrelenting speeding and all the associated harm that goes with speeding I will support a move to lobby for speed bumps in our village and a lowering of the speed limit to 30Kms. Most of us who live on that road have had enough and any move to lower the speed limit and make our road safe will be unanimously supported.</p> <p>Please, do something before someone is seriously injured or killed because that's an event waiting to happen.</p> <p>Please do something also so that all of us on that road can live the lifestyle we chose when we moved to the Village, safely, peacefully and quietly.</p> <p>Sincerely, Trudy Charman-Love  Arapuni Road Arapuni Village </p>

ID# 13 - Name Mo Bell
Organisation Name Tirau primary School
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern? No
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Tirau primary school on the corner of main street and st he 27 in Tirau must be added to reduce speed limit school zone for the south Waikato. Many schools in the proposal are on state highways, and Tirau school should be listed as well. There are two highways intersecting at the school, and a speed reduction is needed - many cars speed past as they are coming off the 100km area. Children walk home, and cars exit onto the st hw 1 therefore safely is paramount. I don't understand why Tirau school has been omitted but it is very frustrating to see. Hopefully this is an oversight - as Hinuera, Te poi and st Mary's are all on st highways and are included in this proposal. Please update the list to include Tirau primary school.

ID# 14 - Name Veronica Maree
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern?
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Inclusion: please include to reduce the speed limit around Tirau Primary School. It appears that this is the only school that is missing from your list? Many thanks Veronica

ID# 15 - Name	Krishnen Pillay
Organisation Name	
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern	
Option A continued – Please state which road/s you agree with. Horahora Road	
Option B – Do you believe that Council should focus only on roads of concern? Yes	
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Horahora Road is being used by heavy trucks as a highway	

ID# 16 - Name	Amanda Spinley
Organisation Name	
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 2 - Marae speed limits and signage Priority 3 - Town centre speed limits Priority 4 - Roads of concern	
Option A continued – Please state which road/s you agree with. Town	
Option B – Do you believe that Council should focus only on roads of concern? No	
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Tokoroa CBD	

ID# 17 - Name	Lisa Martin
Organisation Name	
Option A – Please tick which priority areas you agree with. Priority 3 - Town centre speed limits	
Option A continued – Please state which road/s you agree with. There is nothing wrong with the speed limit, leave it alone. More wasted money and more wasted money on changing the bus timetable again. If you really have to waste more of our money just the CBD could do with 30k. No wonder the rates keep rising, on rubbish.	
Option B – Do you believe that Council should focus only on roads of concern? No	
Optional – Excluding State Highways are there specific roads you want Council to prioritise? CBD because you need to waste money somewhere.	

ID# 18 - Name Shiree Jamieson
Organisation Name Lichfield School
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern? No
Optional – Excluding State Highways are there specific roads you want Council to prioritise?

ID# 19 - Name Marissa Lally
Organisation Name
Option A – Please tick which priority areas you agree with.
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Currently the speed down Pellikan is 100kms. Most residents drive 30km. The people who don't live here, drive faster. Does anyone care or even notice that our speed limit is 100km?? No. So they also won't notice if it's 50km, 30km, or even 10km. We want serious speed management. What happened to the proposed solutions? Or is council just making it up and changing the plan as they go along? How long have we been waiting? Has it been 2 years? More? Complete miss management and we're disgusted with the rubbish excuses and cheap shortcuts. You tell us time and time again what your are going to do, and each time, it's completely different from the previous announcement. Or never done, or never discussed with us. What is going on with our verge??? It's been blocked off for ages and looks hideous. Across the road, all caged up, unfinished. Just left as an eyesore. Meanwhile, other projects are started, for example the storm water resolution from the stuff up previously done? Get proper contractors in that will do these jobs correctly. Yep, you say these will be fixed at the contractors expense, however, who trusts someone to do a good job the second time when they can't even do it the first time? Come on, make a change, step up and be the council we've been screaming out for, instead of the same old bullshit year after year after year. The residents of Pellikan Place were promised strict speed management would be placed on our road. White lines and rubble strips aren't a deterrent for speedsters.

ID# 20 - Name Elaine Taaffe
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. Horahora Rd. Tirau.
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Horahora Rd, has become an increasingly busy road over the last 12mths or more. We have quite a lot of Milk Tankers going up and down, 1 from Open Country which crashed into a neighbours fence, at approximately 6.45am only a few months ago. Not only did the milk tanker break the fence but it just about hit a neighbour walking his dogs, along the same side of road. Luckily no one was hurt. We also had a grain truck crash into a car, right outside our house within the last 12mths. No one seriously hurt but yet again, stupidity and speed, did not help the situation. We have had 2 cars crash into the Waikato river within the past 16mths. Luckily no one seriously injured. I request that we reduce our road speed limit to 80kms from Arapuni Rd to the Single Lane bridge on Horahora Rd and 60kms from the Single Lane Bridge to STHW1. We have too many house holds to worry about. The weekends are particularly busy along Horahora Rd, due to people using it as a bypass from Tirau or the Sat Navs sending people along our road. Once the new median barriers between Horahora Rd and Tirau start work, I feel a lot of traffic will divert along Horahora Rd. Take into account, the possibility of a new section of houses proposed along our road, plus the added volume of diversion traffic, I genuinely feel we need to reduce our road speed limits. I DO NOT FEEL SAFE even walking along Horahora Rd. I live at 303 Horahora Rd, it is a straight stretch of road but had a couple of dips. Numerous times, I have seen cars passing outside my house at speed, hoping that all involved will make it ok. I SHOULD NOT HAVE TO WORRY ABOUT SUCH CARELESSNESS. It is ABOUT BEING SAFE, SO PLEASE CONSIDER my request before another life is in jeopardy.

ID# 21 - Name Owen Corlett
Organisation Name Lichfield School
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 2 - Marae speed limits and signage Priority 3 - Town centre speed limits Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. All of the proposed roads within the documents. The research and work gone into developing the proposed plan appears to be well conducted and to provide plenty of fact based support for the proposed changes to speed limits and other mitigation actions. From our school's point of view, I would prefer to see a permanent 60km/hr speed limit on near the school (Lichfield Road). Lichfield Road has not been identified as a Road of Concern, however, many people use it as a shortcut between Arapuni Road/Putaruru and SH1. It is common for them to cross onto the wrong side of the road at a number of corners along this road. One in particular is a blind corner, at which, in the recent past, a truck has overturned. On occasions, when SH1 has been diverted, Lichfield Road has been used as a detour. This dramatically increases the risk to road users. It is probably only a matter of time before there is a significant accident associated with these factors.
Option B – Do you believe that Council should focus only on roads of concern? No
Optional – Excluding State Highways are there specific roads you want Council to prioritise? All other roads - A responsive approach needs to be applied and acted on. There are many rural roads within the district. Very few of these have been designed for open road speeds. In addition, and given the rural nature of the district, there are multiple hazards that can further reduce the safety of these roads (tractors, trucks, stock, fog, ice). Logging and certain farm activities can present heightened risks at specific times, making an otherwise relatively safe road unsafe. Drivers can't be relied on to make sound judgements in order to drive to the conditions that these unexpected hazards present.

ID# 22 - Name Mike Hutcheson
Organisation Name TACS Technology Ltd
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools
Option A continued – Please state which road/s you agree with. Only schools Responsible people will drive to conditions in other areas as well as schools Part of a strategy is to have realistic expectations.. zero deaths on the roads is impossible as always going have fools driving. I see there is organization in schools teaching kids how to drive .excellent focus. Seeing more bottle neck as speeds are being reduced so don't approve. Ive never filled one of these forms in before and I do appreciate work Council does and feel they get a bad rap when people don't understand all the facts or got too much time on there hands BUT i must say I was surprised how hard it was to find this form and its slanted so u cant just say u disagree .
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? no

ID# 23 - Name Roger Belfield
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. Horahora Road
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Yes it would be of great significance for SWDC to reduce the open road speed limit from State Highway 1 to RP 5000 Horahora rd by 30kph making its overall to 70kph not from the proposed RP 2090 to RP 4500. Reason being this includes Riverside Adventures being near the start of the speed reduction and enabling customers to turn in safely. And for the excessive speeding coming off the top of the northern downhill heading in a south direction. Plus impliment a double yellow line rumble strip along the same length. Also there needs to be a maximum weight sign displayed at the Pokaiwhenua bridge as this bridge is becoming a high use for over 40 ton trucks exceeding its weight threshold by 10-12 tons on a 24hrly basis.

ID# 24 - Name Kristina Belfield
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. Horahora Rd but with changes to recommended speed and start and end locations.
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Yes it would be of great significance for SWDC to reduce the open road speed limit from State Highway 1 to RP 5000 Horahora rd by 30kph making its overall to 70kph not from the proposed RP 2090 to RP 4500. Reason being this includes Riverside Adventures being near the start of the speed reduction and enabling customers to turn in safely. And for the excessive speeding coming off the top of the northern downhill heading in a south direction. Plus impliment a double yellow line rumble strip along the same length. Also there needs to be a maximum weight sign displayed at the Pokaiwhenua bridge as this bridge is becoming a high use for over 40 ton trucks exceeding its weight threshold by 10-12 tons on a 24hrly basis.

ID# 25 - Name Shelley Shaw
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 2 - Marae speed limits and signage Priority 3 - Town centre speed limits Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern? No
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Manfield street needs to have speed bumps or similar as cars race at high speeds, and generally travel well above the current speed limit. The foot path beside this road services many children walking to and from school who live in the area. This road is a route used by many Tokoroa people traveling to the refuse station, and the main road that links the area to CBD. Please help reduce the speed of vehicles traveling through Manfield street before a pedestrian is hit or driver loses control of their vehicle. Please include Manfield street in the proposed speed management plan.

ID# 26 - Name Kelly Adair
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. Dumfries
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Dumfries We need speed reduction measures. Down this street. There are already 50 k signs down the street. That is mostly ignored. DAILY we have cars speeding down the street. It is used as a raceway. The council have had YEARS of feedback regarding this.. and we have already been to consulting meetings At least 4 curbside bumps need to be put in the street

ID# 27 - Name Andrew Phayer
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 3 - Town centre speed limits
Option A continued – Please state which road/s you agree with. Slow speeds around schools a good idea, but making the most of the southern side of Tokoroa 30km/hr is a waste of time and money on signage it, signs don't stop or reduce speed, physical speed bumps do. First off fix what needs fixing, like for example the dangerous pedestrian crossing on Maraetai Road by Papanui Street, the southside walkway is pushed out into the roadway, this forces cyclist into the roadway instead of being able to ride the wide shoulder. Accommodate a cycling path long Browning Street and protect cyclist before the new dairy factory increases traffic. The idea of a bike lane up to Forest View is a good idea but pointless if it stops at the bridge, it needs to go all the way into town and from town. It is about time we had some cycle lanes in Tokoroa. Slower speed around Tokoroa town centre is okay and worthwhile consideration.
Option B – Do you believe that Council should focus only on roads of concern?
Optional – Excluding State Highways are there specific roads you want Council to prioritise?

ID# 28 - Name Elizabeth Puke
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. Elizabeth Drive-Tokoroa Intermediate
Option B – Do you believe that Council should focus only on roads of concern? No
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Arawa Crescent Tokoroa. I live at ■ Arawa Crescent where the speed of vehicles is a real concern. I live on the bend and cannot see the traffic coming from Tainui St end when we back out. There have been at least five serious accidents over the years with vehicles speeding around this bend ending with critical injuries to those involved. Secondly the carpark on Arawa is too narrow which results in these large SUVs having their tail ends jutting out onto the road. What is real scary is that small children run to the back of these vehicles to get their bikes, scooters etc and because they're so young take no notice of the oncoming speeding traffic. Thirdly Kahu St intersection with Arawa is a blind spot when wanting to turn with cars having to proceed right into the path of oncoming traffic. The speed limit needs to be reduced or speed bumps put in to slow the traffic down for the safety of evryone.

ID# 29 - Name Netta and Raoul Piesse
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Dumfries rd due to we have already had this discussion with council and the agreement was when the road was fully opened eg Dumfries to pelican road due to cemetery there would be proper speed divisions ie speed humps, put in place, as firstly it is a big span of road and we would have racing cars using it to dangerously speeding down it, they pay no attention to a limited speed signs, also to control speeding cars and motorcycles from thinking it's cool to speed and do burnouts during a Tangi. This was promised to all residents on Dumfries and Pelican, the council needs to go back into their minutes for the meeting we had, and keep to their original agreement.

ID# 30 - Name Alan Watkins
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 2 - Marae speed limits and signage Priority 3 - Town centre speed limits Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. I live on Horahora Road so can only speak to that.
Option B – Do you believe that Council should focus only on roads of concern? No
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Horahora Road. I farm at the SH1 end of the road and I believe a speed limit of 70km/hr and double yellow centre lines is necessary from SH1 right down to the Pokaiwhenua bridge to improve the safety on our road. I see people making silly passing manoeuvres outside 69 Horahora Road and the intersection with Lancewood Lane as well as using the gully as a speeding opportunity. As a family of 6 we would like to use the road more for cycling and running, however, it is just too dangerous these days with the volume of heavy traffic and speeds of commuter traffic.

ID# 31 - Name Karen Ives
Organisation Name Horahora Residents
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? The residents of Horahora Road and Lancewood Lane, met to discuss the Speed Management Proposal for Horahora Road and would like to provide the following recommendations: A 60kmh speed limit be introduced from State Highway 1 to RP 5970. Install no overtaking lines between State Highway 1 to RP 5970. From RP 5970 that the speed limit be 80km for the remainder of Horahora Road. The Residents support the installation of threshold style treatments at the change in speed conditions, the edgeline and centreline ATP along the full length of the Horarhora Road and the undertaking of shoulder widening and barrier treatments in appropriate locations. In the last three weeks there have been three road accidents in the areas of RP 3210 and RP5970. Of the three only one would have been officially recorded as the Police were involved due to a car going off the road into the Lake directly across from Finlay Park slide. In the last six months there have been a further three accidents between RP 3150 and RP 3270- none of these were advised to the police - all three involved cars driving at excessive speeds and crashing into fences. Comments received from the residents were that from the North side of Pokaiwhenua Bridge to RP 2090s residents take a risk every day turning into their drives as through this area there are dips in the road and cars who do not know the road tend to pass in this area which has seen numerous near misses which are unrecorded. Lancewood residents and the residents who travel North each day have asked for the 60km speed limit be extended from RP2090 to State Highway 1 due to the number of people passing at the top on the corner of the road where the Lancewood residents enter and exit the lane, also RP690 experiences difficulty exiting their driveway with drivers increasing their speeds as they travel from State Highway 1 up the first hill. Of note residents have advised that drivers are increasingly passing on the downside of the hill heading towards State highway 1 which is seen as being dangerous for all road users. Residents are aware that there is a housing development of approximately 84 houses being built in the next couple of years and feel that action needs to be taken to reduce the speed limit from 100kms-80kms for the remainder of the road. Please note at the two meetings held there were a total of 30 property owners who attended, with emails being received from another five regarding the lowering of the Speed limit to 60km from the State Highway 1 to RP 5970- this was strongly supported by the majority - with only 2 property owners supporting the Councils proposal of 80kms from RP 2090 - RP12210.

ID# 32 - Name Leo Wolters
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Horahora Rd. In principal I agree with councils suggestions re the changes for this road. But I would like to see this expanded . 60ks from State HW1 to just passed 597. To include double yellow lines for this whole length. Then 80ks from 597 to Arapuni Rd. This Rd has become a major arterial route, with many motorists using it as a speed way. Heading north on our stretch and then turning into our driveway is scary , Having had many near misses , people overtaking as you are turning into the driveway as an example. Dangerous overtaking is a frequent occurrence. Yes it is idiots causing these issues. But better an idiot doing 60ks than an idiot doing 100 plus. Talking to other residents we all feel the road, is unsafe as it is. There have been many accidents along this road, but unfortunately many go unreported. So safety for us and safety for motorists.

ID# 33 - Name	Rebekah and Dr Richard Wall Anna
Organisation Name	Te Whatu Ora Health New Zealand
Option A – Please tick which priority areas you agree with.	
Priority 1 - Reducing speed limits around schools	
Priority 2 - Marae speed limits and signage	
Priority 3 - Town centre speed limits	
Priority 4 - Roads of concern	
Option A continued – Please state which road/s you agree with.	
Please see attached submission	
Option B – Do you believe that Council should focus only on roads of concern?	
<p>Optional – Excluding State Highways are there specific roads you want Council to prioritise?</p> <p>We agree with all four key priority areas in South Waikato District Council Speed Management Plan, and the proposed plan to implement staggered changes over a period of time. We understand that Council funding for projects such as this one is complex and other priorities in the district have been considered alongside this plan.</p> <p>We do not believe that Council should focus only on roads of concern.</p> <p>A health impact assessment regarding speed in Te Awamutu town centre, conducted by our organisation in 2016, provides strong evidence that the safety of pedestrians (including children and people who have disabilities) is compromised by unsafe speed limits. Thus, it is probable that lower speed limits could increase pedestrian safety (perceived or real) in urban areas in South Waikato district. This increase could, in turn, encourage people to use active transport modes (see Genter et al., 2008).</p> <p>There is also a considerable body of evidence regarding safe driver behaviour (see publications by the Transport Research Group [TRG], University of Waikato). For example, a series of studies completed by TRG found that road markings can increase driver risk awareness, thus reducing driving speed (see AA Research Foundation, 2017). Following this finding, we also support Council's proposal to increase signage at key sites.</p> <p>Other physical speed calming measures (such as speed humps or traffic islands) may also be effective at reducing driving speed, thus increasing safety of pedestrians and other road users (Archer et al., 2008). One study reports that implementing speed humps and traffic islands alongside 30kph speed limits reduced road crashes by 67% in the United Kingdom (see Quigley et al., 2006). Thus, we ask that Council consider employing such measures alongside those proposed in the current plan.</p> <p>It is notable that reduced speed limits seem to have no significant impact on travel times in urban areas (Archer et al., 2008). Therefore, where speed limits are reduced, drivers will likely find little negative impact to their travel times in South Waikato district</p>	

See Attachment below

SUBMISSION ON: South Waikato District Council Speed Management Plan

Tēnā koutou, South Waikato District Council

Thank you for the opportunity to provide a National Public Health Service – Te Whatu Ora view of the **South Waikato District Council Speed Management Plan**. The review of the current speed management plan provides an opportunity to increase the safety of and health outcomes for all road users. We are appreciative of the option to submit a response via email.

National Public Health Service – Te Whatu Ora Waikato serves the public health of communities within the jurisdiction of South Waikato District Council. The broad reason for this submission is to provide independent input to promote the reduction of adverse effects of the health of people and communities pursuant to the New Zealand Public Health and Disability Act 2000 and the Health Act 1965, and the more recent Pae Ora (Healthy Futures) Act 2022.

We **do not** wish to be heard in support of this submission. However, we are willing to speak with Council at Council's request.

Date 25 day of May 2023.

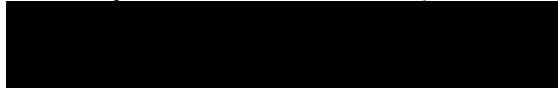
Signed 

Name: Dr Richard Wall

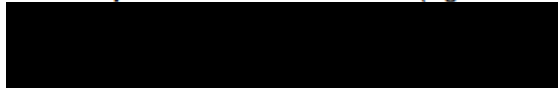
a person authorised to sign on behalf of National Public Health Service – Te Whatu Ora Waikato

Address for service

Contact person 1: Dr Richard Wall, Public Health Medicine Specialist



Contact person 2: Rebekah Anna (Ngāti Maniapoto), Senior Public Health Advisor



Response

We agree with all four key priority areas in **South Waikato District Council Speed Management Plan**, and the proposed plan to implement staggered changes over a period of time. We understand that Council funding for projects such as this one is complex and other priorities in the district have been considered alongside this plan.

We **do not** believe that Council should focus only on roads of concern.

A health impact assessment regarding speed in Te Awamutu town centre, conducted by our organisation in 2016, provides strong evidence that the safety of pedestrians (including children and people who have disabilities) is compromised by unsafe speed limits. Thus, it is probable that lower speed limits could increase pedestrian safety (perceived or real) in urban areas in South Waikato district. This increase could, in turn, encourage people to use active transport modes (see Genter et al., 2008).

There is also a considerable body of evidence regarding safe driver behaviour (see publications by the Transport Research Group [TRG], University of Waikato). For example, a series of studies completed by TRG found that road markings can increase driver risk awareness, thus reducing driving speed (see AA Research Foundation, 2017). Following this finding, we also **support** Council's proposal to increase signage at key sites.

Other physical speed calming measures (such as speed humps or traffic islands) may also be effective at reducing driving speed, thus increasing safety of pedestrians and other road users (Archer et al., 2008). One study reports that implementing speed humps and traffic islands alongside 30kph speed limits reduced road crashes by 67% in the United Kingdom (see Quigley et al., 2006). Thus, we **ask** that Council consider employing such measures alongside those proposed in the current plan.

It is notable that reduced speed limits seem to have no significant impact on travel times in urban areas (Archer et al., 2008). Therefore, where speed limits are reduced, drivers will likely find little negative impact to their travel times in South Waikato district.

We have specific feedback for each priority, as follows:

Priority 1 – Reducing speed limits around schools

Findings from the Te Awamutu health impact assessment indicate that school students can struggle to safely cross roads around their school when vehicles are traveling at speed. Therefore, children and young people could feel safer to cross roads around school when speed limits are reduced in these areas.

Prior research also finds that high-speed (50kph or more) traffic routes are unsafe for cycling children. Collisions between child cyclists and cars peak at school drop-off and pick-up times (Fisher & Campbell, 2010).

Where speed limits are lowered around South Waikato schools, it is likely that there will be:

- a) less risk of car/child cyclist collisions occurring, and
- b) more incentive for children and their whānau to use active transport modes to and from school.

Priority 2 – Marae speed limits and signage

In our view, Council's proposal to increase signage for and lower speed limits near marae in the district is a positive move towards Tiriti-based partnerships between Council and local hapū in the district.

Following this proposal, we are curious as to how Council plans to engage with local hapū with regard to signage. Pursuant to Local Government Act 2002 (s 4), we implore that Council proactively engage with local hapū with regard to decisions on roads surrounding their marae, giving weight to hapū views (see Article 2, Te Tiriti o Waitangi).

Priority 3 – Town centre speed limits

Findings from the Te Awamutu health impact assessment indicate that children and people who live with disabilities can find it difficult to cross roads in town centres while vehicles are traveling at 50kph, particularly where pedestrian crossings are not available. Therefore, lower speed limits in town centres could provide safer spaces for groups who have disabilities and reduced mobility to cross roads in these areas.

Priority 4 – Roads of concern

We agree with the rationale provided to reduce the speed of roads deemed as high risk and expect that other submissions will highlight specific roads of concern.

References

- AA Research Foundation. (2017). *How well do NZ drivers perceive risk? Can safety measures help highlight risk so drivers choose safer speeds?*
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ID# 34 - Name Bruce Watkins
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. Horahora road
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Horahora road. Reduce speed and NO PASSING LINES WHERE NECESSARY.

ID# 35 - Name Craig and Barbara Richardson
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern?
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Horahora Road. The current speed limit is 100Kmph, which is far exceeded daily by 90% of the vehicles using it. Even more dangerous is that there are 2 blind corners and several undulations along the strip between the turn off from SH1 to the one way bridge. The homes along this stretch witness overtaking at excessive speed several times a day. It is very dangerous and only a matter of time before someone is killed. Please carefully consider reducing the speed limit from SH1 to passed the one way bridge to 60Kmph and most importantly painted double yellow lines to discourage overtaking.

ID# 36 - Name Zenobia Price
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern?
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Horahora Road. The drivers do not adhere to the current speed limit and overtake in front of the houses at excessive speeds. Please reduce the speed limit to 60Km per hour and paint yellow double lines from the turn off at SH1 to the one way bridge.

ID# 37 - Name Sheryl Salale
Organisation Name
Option A – Please tick which priority areas you agree with.
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern?
Optional – Excluding State Highways are there specific roads you want Council to prioritise? There is no mention of the speed in which vehicles particularly trucks travel through Arapuni Village. I live at the arapuni Backpackers and trucks are often travelling extremely fast. I have my grandchildren regularly and my dad visiting. My letterbox is on other side of the road which means crossing road to check it. Outside of the excess speed the noise from these trucks is extremely loud. There needs to measures put in place to reduce the speed of trucks and other vehicles entering Arapuni.

ID# 38 - Name Kathy and Kurt Briggs
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. Arapuni village main road excessive vehicle speed
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Yes Arapuni Road Arapuni Need to extend 50km speed limit to before the village housing area at each end as traffic is still going far too fast. Wide raised crossings need to go each end of village at start of housing area to slow traffic especially trucks at night that are banging loudly and speeding they seem to be doing 90km an hour Repair the road properly so pot holes and dips do not form causing excessive noise from speeding trucks

ID# 39 - Name Jo Norman
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 3 - Town centre speed limits Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern? No
Optional – Excluding State Highways are there specific roads you want Council to prioritise? I can't see any mention of Arapuni in the proposal!! We are ratepayers too! Our village has many visitors arising from the river trails, tour buses using the public toilets or visiting the swingbridge or people stopping at the local café. There are serious concerns in the community at the out of control high speeds travelled through the village by drivers on a daily basis. Drivers entering the 50km zone at the Eastern (Putaruru) end of the village do not slow down until either adjacent the Rhubarb café or the Village hall (over 200m past the 50km sign) and often ONLY because they are slowed down by a driver observing the speed limit, or because of the tight left hand bend just past the hall opposite the public toilets approx. 500m from the start of the 50km sign – and it is the same for the Western end of the village from drivers approaching from the Te Awamutu end of the village heading east towards Putaruru. There are many close calls for Residents trying to enter or exit their driveways on both sides of Arapuni road, or pulling out from side streets on the Southern side of the village (Darby road, Sanders street etc). We have witnessed drivers rear-ended trying to pull into the driveway beside the village hall as they approach from the western end of the village. We have had actual harm related incidents with vehicle vs pedestrians, and multiple near misses occur with cycle trail users, pedestrians both community members and visitors to the local café or school age children trying to get to their school bus - unable to cross the road safely due to the high speed of the passing traffic speed. We often witness impatient drivers overtaking cars observing 50km speed limit through the village. We are unable to have a conversation with people on the footpaths of Arapuni road, or on our front lawns without having to stop, wait for the trucks and cars to speed past and then resume our conversations – all due to their high speeds well over 50km per hour. On a daily basis, residents along Arapuni road are shaken awake by speeding trucks through the village. This starts from 4-4:30am and doesn't stop until late evening. It is like an earthquake with every truck that goes past. What has the community done? We have reached out to Trucking firms, local Police, AND council. We have reported individuals where we have been able to get rego's. We have communicated directly with trucking firms and companies such as Fonterra with limited impact as we do not have support or backing of Council. There was a series of meetings with council representatives, some speed monitoring done 3 years ago, and last year we had passive road speed signs installed by council for a short period - which did have an impact on slowing the traffic. [REDACTED] We also had occasional Police presence which slows speeders for the time they are in situ, but Police cannot be there all the time – and therefore these are all only temporary improvements. We NEED the support of council for a permanent series of solutions – all of which would be considered reasonably practicable steps in line with councils' duty of care under H&S legislation to manage critical risks. We beg council to lower the speed limit to 50km from Powerhouse road on the Eastern end of the village right through to the one lane bridges on the western end of the village which might give residents a reasonable chance of entering and exiting driveways and pulling out of side streets, as drivers would not have sped up after the one lane bridges, and would have already started slowing down well before the Rhubarb café. We also ask that Council

ID# 40 - Name Bertina (Tina) Richards
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. I would like Paraonui Road to be added as a road of concern
Option B – Do you believe that Council should focus only on roads of concern?
Optional – Excluding State Highways are there specific roads you want Council to prioritise? See Attachment

See attachment below

Submission to South Waikato District Council's 'Speed Management Plan'

My name is Tina Richards.

I am a resident ratepayer living in Tokoroa.

I believe that SWDC should focus on Option A of the proposed Speed Management Plan, in particular Priorities 1) and 4):

A.1) Reducing school speed limits

A.4) Roads of concern

While I realise that Paraonui Road is not listed as a road of concern in A.4 on page 3 of the proposed Speed Management Plan, I would like to have it included as a road of concern in order to:

- 1) address the problem of traffic speeding along the urban part of Paraonui Road in general, and
- 2) keep the students of North School, which is on Paraonui Road, safer.

Paraonui Road is a popular part of town for families to buy or rent homes due to its close proximity to North School as well as a kindergarten and several other schools.

Many motorists enter and leave Tokoroa from Paraonui Road's northern town boundary, with many ignoring the 50 kilometre per hour speed signs. This creates a potential danger for residents exiting their driveways to transport their children to and from school, as well as children cycling or walking to and from school. The danger is increased by the blind corner at the 50 kph sign.

The Paraonui Road speedsters tend to fall into 3 groups:

- 1) Repeat local offenders

On entering the urban area from the north, these people don't slow down until they are somewhere near the Paraonui Road/West Parkdale Street intersection, 280 metres from the 50kph sign on the town boundary.

Conversely, as they leave the urban area heading north, they are speeding up well before the 100 kph sign.

- 2) Traffic diverted from State Highway 1 in the event of an accident or roadworks

Again, when entering Tokoroa from the north, many motorists ignore the 50 kph signs.

- 3) Heavy vehicles using Paraonui Road as a shortcut.

These include logging trucks, concrete trucks, stock trucks, bulk haulage trucks, and agricultural contractors' vehicles. The latter are the worst offenders, in particular large tractors and trailers (unregistered??) and associated bulk haulage trucks.

While their work is seasonal, the frequency and speed of these vehicles entering the township at harvest times via Paraonui Road has to be seen and heard to be believed!!

i.e. approximately every 10 minutes, and at speeds in excess of 50 kph – including the tractors!!

It's astounding that these vehicles are using an urban road that runs past a school in the first place!

I understand that monitoring speed limits is the responsibility of the police.

I am certain that if an unmarked police vehicle spent some time at Paraonui Road's northern town boundary monitoring traffic speeds, the results would be surprising. Furthermore, if the monitoring was to take place during agricultural harvest times, the surprise would turn to shock!

I am making this submission to South Waikato District Council because I believe this stretch of Paraonui Road is becoming increasingly dangerous. Furthermore, through talking with neighbours, I understand that several unsuccessful approaches have been made to Council in the past regarding speeding traffic in the area. These approaches have been made by residents concerned about the safety of their young children on this road. We live in hope

.....



Bertina (Tina) Richards

ID# 41 - Name Niels Rasmussen
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. I would like Paraonui Road to be added as a road of concern
Option B – Do you believe that Council should focus only on roads of concern?
Optional – Excluding State Highways are there specific roads you want Council to prioritise? See Attachment

See attachment below

Submission to South Waikato District Council's 'Speed Management Plan'

My name is Niels Rasmussen.

I am a resident ratepayer living in Tokoroa.

I believe that SWDC should focus on Option A of the proposed Speed Management Plan, in particular Priorities 1) and 4):

A.1) Reducing school speed limits

A.4) Roads of concern

While I realise that Paraonui Road is not listed as a road of concern in A.4 on page 3 of the proposed Speed Management Plan, I would like to have it included as a road of concern in order to:

- 1) address the problem of traffic speeding along the urban part of Paraonui Road in general, and
- 2) keep the students of North School, which is on Paraonui Road, safer.

Paraonui Road is a popular part of town for families to buy or rent homes due to its close proximity to North School as well as a kindergarten and several other schools.

Many motorists enter and leave Tokoroa from Paraonui Road's northern town boundary, with many ignoring the 50 kilometre per hour speed signs. This creates a potential danger for residents exiting their driveways to transport their children to and from school, as well as children cycling or walking to and from school. The danger is increased by the blind corner at the 50 kph sign.

The Paraonui Road speedsters tend to fall into 3 groups:

- 1) Repeat local offenders

On entering the urban area from the north, these people don't slow down until they are somewhere near the Paraonui Road/West Parkdale Street intersection, 280 metres from the 50kph sign on the town boundary.

Conversely, as they leave the urban area heading north, they are speeding up well before the 100 kph sign.

- 2) Traffic diverted from State Highway 1 in the event of an accident or roadworks

Again, when entering Tokoroa from the north, many motorists ignore the 50 kph signs.

- 3) Heavy vehicles using Paraonui Road as a shortcut.

These include logging trucks, concrete trucks, stock trucks, bulk haulage trucks, and agricultural contractors' vehicles. The latter are the worst offenders, in particular large tractors and trailers (unregistered??) and associated bulk haulage trucks.

While their work is seasonal, the frequency and speed of these vehicles entering the township at harvest times via Paraonui Road has to be seen and heard to be believed!!

i.e. approximately every 10 minutes, and at speeds in excess of 50 kph – including the tractors!!

It's astounding that these vehicles are using an urban road that runs past a school in the first place!

I understand that monitoring speed limits is the responsibility of the police.

I am certain that if an unmarked police vehicle spent some time at Paraonui Road's northern town boundary monitoring traffic speeds, the results would be surprising. Furthermore, if the monitoring was to take place during agricultural harvest times, the surprise would turn to shock!

I am making this submission to South Waikato District Council because I believe this stretch of Paraonui Road is becoming increasingly dangerous. Furthermore, through talking with neighbours, I understand that several unsuccessful approaches have been made to Council in the past regarding speeding traffic in the area. These approaches have been made by residents concerned about the safety of their young children on this road. We live in hope

.....



Niels Rasmussen.

ID# 42 - Name Charles Williams
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. Horahora Road. Wish for speed limit to be reduced from 100km/hr to 60 km/hr from SH1 to Pokaiwhenua River. Double yellow lines to be included
Option B – Do you believe that Council should focus only on roads of concern?
Optional – Excluding State Highways are there specific roads you want Council to prioritise?

ID# 43 - Name Katarina Leaf-Dobbs
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 2 - Marae speed limits and signage Priority 3 - Town centre speed limits Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. Paraonui Road
Option B – Do you believe that Council should focus only on roads of concern?
Optional – Excluding State Highways are there specific roads you want Council to prioritise? See Attachment

See attachment below

Submission to South Waikato District Council's 'Speed Management Plan'

My name is ...*Katarina Leaf-Dobbs*...

K. Leaf-Dobbs

I am a resident ratepayer living in Tokoroa.

I believe that SWDC should focus on Option A of the proposed Speed Management Plan, in particular Priorities 1) and 4):

A.1) Reducing school speed limits

A.4) Roads of concern

While I realise that **Paraonui Road** is not listed as a road of concern in A.4 on page 3 of the proposed Speed Management Plan, I would like to have it included as a road of concern in order to:

- 1) address the problem of traffic speeding along the urban part of Paraonui Road in general, and
- 2) keep the students of North School, which is on Paraonui Road, safer.

Paraonui Road is a popular part of town for families to buy or rent homes due to its close proximity to North School as well as a kindergarten and several other schools.

Many motorists enter and leave Tokoroa from Paraonui Road's northern town boundary, with many ignoring the 50 kilometre per hour speed signs. This creates a potential danger for residents exiting their driveways to transport their children to and from school, as well as children cycling or walking to and from school. The danger is increased by the blind corner at the **50 kph sign**.

The Paraonui Road speedsters tend to fall into 3 groups:

- 1) Repeat local offenders

On entering the urban area from the north, these people don't slow down until they are somewhere near the Paraonui Road/West Parkdale Street intersection, 280 metres from the 50kph sign on the town boundary.

Conversely, as they leave the urban area heading north, they are speeding up well before the 100 kph sign.

- 2) Traffic diverted from State Highway 1 in the event of an accident or roadworks

Again, when entering Tokoroa from the north, many motorists ignore the 50 kph signs.

- 3) Heavy vehicles using Paraonui Road as a shortcut.

These include logging trucks, concrete trucks, stock trucks, bulk haulage trucks, and agricultural contractors' vehicles. The latter are the worst offenders, in particular large tractors and trailers (unregistered??) and associated bulk haulage trucks.

While their work is seasonal, the frequency and speed of these vehicles entering the township at harvest times via Paraonui Road has to be seen and heard to be believed!!

i.e. approximately every 10 minutes, and at speeds in excess of 50 kph – including the tractors!!

It's astounding that these vehicles are using an urban road that runs past a school in the first place!

I understand that monitoring speed limits is the responsibility of the police.

I am certain that if an unmarked police vehicle spent some time at Paraonui Road's northern town boundary monitoring traffic speeds, the results would be surprising. Furthermore, if the monitoring was to take place during agricultural harvest times, the surprise would turn to shock!

I am making this submission to South Waikato District Council because I believe this stretch of Paraonui Road is becoming increasingly dangerous. Furthermore, through talking with neighbours, I understand that several unsuccessful approaches have been made to Council in the past regarding speeding traffic in the area. These approaches have been made by residents concerned about the safety of their young children on this road. We live in hope
.....

ID# 44 - Name	Kevin and Lynn Tylee
Organisation Name	
Option A – Please tick which priority areas you agree with.	
Priority 1 - Reducing speed limits around schools	
Priority 2 - Marae speed limits and signage	
Priority 3 - Town centre speed limits	
Priority 4 - Roads of concern	
Option A continued – Please state which road/s you agree with.	
Horahora Road	
Option B – Do you believe that Council should focus only on roads of concern?	
No	
Optional – Excluding State Highways are there specific roads you want Council to prioritise?	
Horahora Road.	
Speed limit of 80kms from SH1 to Little Waipa Reserve.	
Extending the 80km limit to the Little Waipa would include the subdivision we are in the process of applying to the SWDC for Resource Consent. The total number of sections will be approximately 80. The first stage of 3 will be commencing development within 12 months will involve 15 river front sections.	
Re the River Trail. Extending the 80km zone to the Little Waipa Reserve would also be a great safety factor due the river trail proximity to the road. From the Pokaiwhenua Stream to the Little Waipa Reserve, currently it has traffic travelling at 100km within 3 meters of cyclists and walkers, of which a number of single vehicle accidents have crossed the trail in recent times.	
Regards,	
Kevin & Lynn Tylee	

ID# 45 - Name	Keith Hutchings
Organisation Name	
Option A – Please tick which priority areas you agree with.	
Priority 4 - Roads of concern	
Option A continued – Please state which road/s you agree with.	
Horahora Road	
Option B – Do you believe that Council should focus only on roads of concern?	
No	
Optional – Excluding State Highways are there specific roads you want Council to prioritise?	
I submit that Horahora Road speed limit should be reduced to 60 kph, from SH1 for approximately 6km finishing after Tylee's corner.(594 HH Rd) The proposed road modifications (no overtaking lines, edgeline and centreline ATP etc) would cover this same area or maybe more?.	
There has been significant housing development along Horahora road north of the Pokaiwhenua bridge over the ;last 5 years. There are proposals for residential subdivision of land, south of the one lane bridge. Riverside Adventures are expected to move onto the land immediately south of the Pokaiwhenua bridge. Both of these will increase the traffic volume.	
Current densities of traffic are high on Horahora Road. Most trucks and cars travel the current limit (100kph)but there are many instances where the speed limit is exceeded.	

ID# 46 - Name Carolyn Hutchings
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. Horahora Road I am delighted to see the SWDC proposals for Horahora Road. It is a very busy road with residents, commuters, racers, milk tankers and numerous other heavy traffic transverse at a speed often over the limit. I believe the documented accident rate for this road is much lower than reality. This leads me to the one lane bridge crossing the Pokaiwhenua River. It would be great to replace this with a new 2 lane bridge but I know this is unlikely. It is old and carries a much greater load than is recommended. I would like to see larger signage for this area. The Give Way is frequently not followed. Accidents are not reported. Advanced clear signage warning of the bridge one lane restrictions with Slow down advice & clear indication of who gives way would help improve the safety aspects of this bridge.
Option B – Do you believe that Council should focus only on roads of concern? No
Optional – Excluding State Highways are there specific roads you want Council to prioritise? The general state of our roads are terrible. Correct long term resealing is a priority. I appreciate this is not solely a council responsibility but this unresolved situation is damaging car wheels and, if not addressed will lead to accidents and possible fatalities as cars swerve to avoid the craters. Filling in pot holes is not the answer.

ID# 47 - Name Clara Splinter
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. State Highway 1 Arapuni Village Area. Alternative Route/ByPass Heavy Traffic Speed.
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? We have lived here in Arapuni Village since 1985, the house we purchased is overlooking the Dam, Dam"s Swing bridge Walkway. The movement/shaking of our home's is becoming more noticeable and we are noticing it more especially when heavy haulage 50 ton Trucks travel through, the road they use wasnt really built for the weight, back in the day, myself and my neighbours have noticed more movement/shaking of our dwellings, we are asking for a bypass for the heavy vehicles to travel through, Darby Road, this is before the village, could this be possible as our home's are far more concerning than the flow of traffic on state highway1 re: village Arapuni, or even possibly have a new bridge built over the waikato river from Jones Landing to Bulmers Landing,connecting this as a new state Highway1 to Tokoroa region from Te Awamutu, then tourist/biker's walkers can still visit Dam and the walways will still be used, our livelihood and the area of concern is definately a priority.

ID# 48 - Name Janine Mair
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 2 - Marae speed limits and signage Priority 3 - Town centre speed limits Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern?
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Horahora Road. I reside at [REDACTED] Horahora Rd. I work from home part time and on a daily basis witness high speeds as routine practice and blatantly unsafe overtaking. Either side of our home there are dips and troughs in the road meaning clear visibility for passing does not exist. The perception is that HoraHora rd is rural and not manned by traffic control in the same way SH1 is. Therefore is seen as a quicker option and a way to escape the usual penalties. In the last 2 years there have been a cluster of incidents with vehicles ploughing through fences which i suspect have never been reported. I feel strongly it is only a matter of time until a fatality or fatalities occur and to minimize this would like to see a speed reduction,yellow lines, & increased signage and corrugations on the centre and side of road. Janine Mair

ID# 49 - Name Peter Mair
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. Horahora road, Tirau
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Horahora Road, particularly the first 5 km from the statehighway has become built up with a large number of residential homes. Cars will often use this piece of roading at speeds that present a danger for those living along its path. Residence often walk on the grass verge, some taking there dogs for a walk, myself included. We also mow the edge. Turning into our driveway can be very hair raising. Many times a day cars will be passing other cars, trucks, campervans, or cars towing trailers, particularly outside our place at 289 that would exceed 100km per hour. This stretch of road has several dips and doesn't necessarily provide good visablity throughout the entire passing maneuver. There has been clear evidence in the 3 years we have lived on the road that cars have crashed into the farmers fence. If we had a speed limit (70 -80km) & double yellow lines, this would help in the policing of the road, and , hopefully, provide a safety environment to live in.

ID# 50 - Name Roger Drower
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 2 - Marae speed limits and signage Priority 3 - Town centre speed limits Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern? No
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Please refer to the concerns raised by a SWDC ratepayer regarding the safety on SH1 opposite Puriri Road. Can you please address these safety concerns.

Please see attachment below

Roger Drower



Speed Management Plan submission 2023

Identified to support speed management and a reduction in death and serious injuries

Percentage of the highest risk roads addressed through speed management ♣ Percentage of urban schools with 30-40km/h speed limits **YES agree**

When I sat my licence was 30kmp or lest going passed Areas where pedestrians are likely to cross, crash, Railway lines, word works and accident site. Now it is **20km/h** I do think this is better speed.

Residential areas AM Peak mean speed, PM Peak mean speed to 40km/h

All School and Kindygarden area from 8am to 9am and 2.30pm to 3.30pm when school in and coming out urban schools with 30-40km/h speed limits

50km – 60km/hr and for rural schools

6.3.3 Pellikan Road / Dumfries Road Pellikan Road has recently been connected to Dumfries Road creating a connection between Mossop Road and Moffat Road. Pellikan Road currently has a speed limit of 60km/hr while the speed limit on Dumfries Road is **50km/hr**.

50km both roads

7.1.1 Kinleith Road Kinleith Road is a collector road that runs between State Highway 1 and Old Taupo Road around the Kinleith Paper Mill and is 3km long. There have been two serious, four minor and five non-injury crashes reported in the 10 year period 2012 to 2021. The most common factor in the crashes was fatigue with drivers falling asleep.

The most common factor in the crashes was fatigue with drivers falling asleep well..... **Not speed Teach the driver to drive properly leave 100km.**

Accident sign

The signs below mean that you are coming up to a crash site. Slow down and drive at 20km/h or less until you have passed the crash site.

Accident

School bus signs

The signs below will be displayed on school buses. If a school bus has stopped to let children on or off, you must slow down and drive at 20km/h or less until you are well past the bus, no matter what direction you are coming from.

School bus signs

Note:you may also see 'Kura', the Māori word for school, on a bus.

Speed past schools

Police will strictly enforce a 4km/h tolerance of the posted speed limit outside schools, kindergartens and playcentres during high use times. This will apply within 250 metres of the boundaries on each side of the school.

School zones

Some schools display signs that are turned on before and after school and

Roger Drower

other times such as lunch time.

Examples are shown below.

This sign will be displayed at the start of the school zone. If the 40 is visible and the yellow lights are flashing, the maximum speed is 40km/h until the zone ends. This sign will be on a side road.

Alcohol and drugs limits

Alcohol and drugs, including some drugs given to you by a doctor, can seriously affect your driving. They can slow your reaction times and affect your senses.

You risk causing death and serious injury to yourself and other people if you drive under the influence of alcohol or drugs.

Legal alcohol limits for driving

The law says you must not drive if the amount of alcohol in your blood or breath exceeds certain age related limits. These limits are shown below.

Under twenty There is a zero alcohol limit if you are under 20. That means if you drive after consuming even one drink you can be charged with drink driving. If you have an alcohol level of less than 150 micrograms per litre of breath and less than 30 milligrams per 100 millilitres of blood you could be fined and given 50 demerit points. If your alcohol limit is higher, you could be disqualified from driving, given 50 demerit points and either fined or imprisoned.

Twenty or over You must not drive if you have consumed more than the legal alcohol limit, which is 400 micrograms per litre of breath or 80 milligrams per 100 millilitres of blood.

It is difficult to say how many alcoholic drinks you can have before you reach these limits. It depends on many factors, including:

- whether you are male or female
- your size
- how much food you have eaten.

Because of this, and because even small amounts of alcohol can affect your driving, the best advice is: if you drink at all, don't drive.

If you've been drinking, call a taxi, take a bus or get someone who hasn't been drinking, such as a friend or 'dial a driver', to drive you home.

Drugs and driving

The law also says you must not drive if you have taken any type of drug that may affect your driving ability. If you are prescribed drugs by a doctor, always ask if they will have any effect on your driving.

Testing for alcohol and drugs

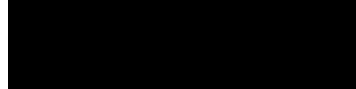
You can be stopped by the police and breath tested at any time. The police can use the following tests to see if you have been drinking or taking drugs.

Passive breath test The police officer will place a hand held device in front of your mouth and ask you to talk into it. This will show if you have recently drunk any alcohol. If any alcohol is detected, a breath screening test will be required.

Cellphones

While you are driving, you cannot create, send, or read a text message on a

Roger Drower



cellphone or use a hand held cellphone to make or receive a phone call. This includes accessing online services in any way.

You can, however, use your cellphone to make, receive or terminate a telephone call while driving if the phone is secured in a mounting fixed to the vehicle and you manipulate the phone infrequently and briefly.

You can also use a cellphone while driving to make a 111 or *555 call if it is unsafe or impractical to pull over and stop in a safe place at the side of the road to make the call.

Driver distractions

Anything that takes a driver's attention away from the road can be a potential hazard.

You should avoid or minimise the following distractions when you are driving:

- looking at things on the roadside
- looking at scenery
- talking on a hands free cellphone
- talking to passengers
- noisy children
- pets
- eating food
- lighting a cigarette
- adjusting radio or climate controls
- daydreaming
- tiredness
- reading maps
- objects moving in the vehicle
- electronic gadgets
- reaching for items in the glovebox
- cleaning the inside of the windscreen.

Work time and logbook requirements

If you are driving a taxi or if your vehicle weighs more than 3500kg (for example, a truck), you may be subject to restrictions on how long you can

Safety belts and child and Pets restraints

Safety belts and child restraints protect people by holding them in their seats when there is a crash or when the vehicle stops suddenly. If you don't wear a safety belt and you're involved in a crash, you could be thrown out of your vehicle.

Roger Drower

Always remember to fasten your safety belt before you drive off. See About your vehicle for more information about the legal requirements for safety belts in your vehicle.

Responsibility

As the driver you are responsible for making sure passengers under the age of 15 are using an approved child restraint or safety belt.

- Children under five must be in an approved child restraint.
- Children aged between five and seven must use an approved child restraint or wear a safety belt.
- Children aged between eight and 14 must wear a safety belt.

The safety belt must be worn correctly and kept securely fastened while the vehicle is in motion on the road. Passengers 15 years and over are responsible for making sure that they wear their own safety belts correctly and that they keep them fastened while the vehicle is in motion.

Bus drivers in vehicles with passenger safety belts are not responsible for ensuring passengers wear them except passengers under the age of 15 sitting in a front seat alongside the driver.

How to wear a safety belt

Most safety belts are retractable. This means they stretch automatically to the correct length when you fasten them and lock only if the vehicle stops suddenly. If your vehicle has a non-retractable safety belt, you will need to adjust its length before you fasten it. There should be just enough room to slide the palm of your hand between the belt and your chest. Never put an adult and a child together in the same safety belt.

Picture below.



Lady drunk on Papanui St



Man drunk came down Duke St hit our hedge & fence

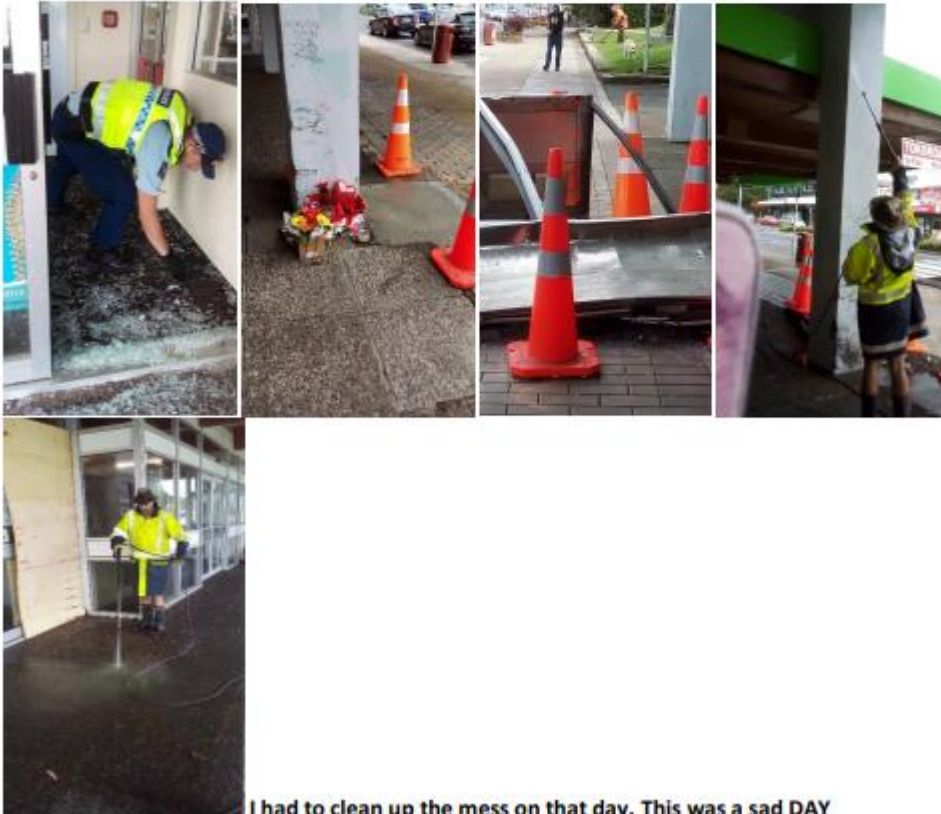
Roger Drower



Police and tow truck 16/02/2012
this is what alcohol harm do in the community.

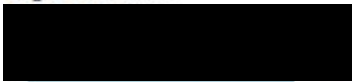
Drunk Man taking power pole for a ride on his car from Papanui St

Kiwi Bank where a young was speeding and alcohol 14/11/2022 and he was killed



I had to clean up the mess on that day. This was a sad DAY

Roger Drower



Going

towards Rotourua with board tyres loss control 18/04/2023 3 ladys and 3 mouth old baby



going towards Putauru loss

control in April 2023



26/07/2022 Lichfeild in the rain where the red car over taking with on coming car hit the brown car.

Roger Drower



This is those people makes not the speed teach driver to drive on the roads

We'll fix the pot holes and do the job right in the first place.



In Tokoroa Streets



Highway 1. Not the speed it is the roads like this.

Sent: Tuesday, 26 October 2021 10:43 PM

Subject: Road works SH1 & Puriri road area 26/10/2021

Hi there.

Road works SH1 & Puriri road area 26/10/2021 this is unsafe Road the way the road workers have left this one side higher than the other side see photos this may causes accident car bikes trucks etc the road worker packed up today 26/10/2021 where one of the car hit this uneven seal could go on the other side of the road just as well no car going south if so the police Ambulance & Fire and the poor family/s. This need to be loged. This job is rubbish and we have to pay of this XYZ.....?

Roger Drower



Many thanks be safe.

On 27/10/2021 9:39 am, Ted Anderson wrote:

Good morning Stephen

Please refer to the concerns raised by a SWDC ratepayer regarding the safety on SH1 opposite Puriri Road. Can you please address these safety concerns

Kind regards

Ted

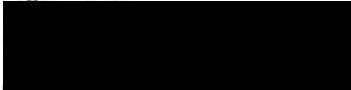
The roads are so disgraceful at the moment. I don't think I've ever seen them so bad and so dangers. Doing patch jobs are braking up and bigger hole are starting Poor workmanship. I will hate to put my name to this job.



food Truck damage footpath email Hi there.

Service

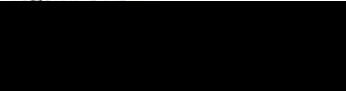
Mannering St Truck (Service Food on footpath Has damage Bridge and Mannering. Parking on Yellow line.



Parking or not a parking



Roger Drower



We pay for this in our mobility parking (MPP/CCS) with the card. I am a card holder but there is other people is worse than me. I have Txt and come into SWDC and Email to report this. We pay for our Parking in a mobility parking with the card, like some people don't to park I a car park but like this traffic truck getting lunch refuse to move. Let's hope that SDWC reminds the individual what the disabled parking is for those who need it and not a space used for convenience. Just like your Car has to have a WOF and Rego to make it road legal if not you will get a ticket this is the same within the CBD area



Bridge street dangers for people and cars etc.



email Balmoral Drive Tokoroa Railway line this is bad to drive over when people going over unsafe as they are going in the wrong or middle of the road.

I would like to speak on this.

Roger.

ID# 51 - Name Clive Bushell
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern? No
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Horahora Road is a concern and whilst the proposed amendments are welcome, I don't think they go far enough. The area of greatest concern for me is from the 's' bend to the junction with SH1. Coincidentally this is also the area with the most residential development, Riverside Adventures and the start of the Waikato River Trail. I believe double yellow lines are required for the whole of this section, as are safety barriers where needed. I also believe the speed limit on this section of road should be reduced to 60kph.

ID# 52 - Name Rodney DeVorms
Organisation Name Lichfield School
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools
Option A continued – Please state which road/s you agree with. Kuranui Primary School and Lichfield School. are proposed to have a variable 60km/hr speed limit installed
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise?

ID# 53 - Name	Peter Chen
Organisation Name	Okoroire Hot Spring Hotel
Option A – Please tick which priority areas you agree with.	
Priority 2 - Marae speed limits and signage Priority 4 - Roads of concern	
Option A continued – Please state which road/s you agree with.	
Okoroire Road from the Bridge of Waihou River to Cross of Somerville Road , applicaiton the Speep limited Signage under 30KM/Hr and, from Bridge cross here to 90 Somerville Road, Okoroire(before the tree road entre to Okoroire Hot Spring Hotel) applicaiton Setup the Signage limitd spped under 30 KM/Hrs, Because too fast the Truck & any Viec it's up to 100KM/Hrs now , too danger for any body when cross pass the Hotel to Golf course. and we alway have the family guest have Children & Play golf course people pass the road there , it's too fast the speed it's not safety for the people ,	
Option B – Do you believe that Council should focus only on roads of concern?	
Yes	
Optional – Excluding State Highways are there specific roads you want Council to prioritise?	
Yes , Please the Okoroire Road to Somerville Road, from entry to Hotel place both way , it's too fast the speed up to 100KM/Hr, infact very danger for every people there , easy happen trafic incident and damage the property , and this spped have the three about 60~ 90 dgree angle turn corner , if too fast speed very easy happan out of control incident. Please setup speed limited at both way before entry to Hotel place ,will about at 90 Somerville road, and the Bridge of the Waihou both side. for every people & Child at there will much more safety procety , thanks greatful for your aporove. Thanks & Best Regards! Okoroire Hot Spring Hotel	

ID# 54 - Name	Haydn Wright
Organisation Name	Tainui Full Primary School
Option A – Please tick which priority areas you agree with.	
Priority 1 - Reducing speed limits around schools Priority 2 - Marae speed limits and signage Priority 3 - Town centre speed limits	
Option A continued – Please state which road/s you agree with.	
Around Schools, Marae and Town	
Option B – Do you believe that Council should focus only on roads of concern?	
No	
Optional – Excluding State Highways are there specific roads you want Council to prioritise?	
No	

ID# 55 - Name	Brian Reid
Organisation Name	Tokoroa High School
Option A – Please tick which priority areas you agree with.	Priority 1 - Reducing speed limits around schools
Option A continued – Please state which road/s you agree with.	We support reducing speed around all schools.
Option B – Do you believe that Council should focus only on roads of concern?	
Optional – Excluding State Highways are there specific roads you want Council to prioritise?	

ID# 56 - Name	John Sutcliffe
Organisation Name	
Option A – Please tick which priority areas you agree with.	Priority 1 - Reducing speed limits around schools Priority 2 - Marae speed limits and signage Priority 3 - Town centre speed limits Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.	Horahora Road
Option B – Do you believe that Council should focus only on roads of concern?	No
Optional – Excluding State Highways are there specific roads you want Council to prioritise?	A complete risk assessment of Horahora Road from the north end where it joins SH1 would show up the blind dip and crest in the first 600 metres, and the descent from the high level to the lower level where the gentle turn obscures traffic travelling in the opposite direction. The road continues towards the one lane bridge with blind dips and crests. Drivers who are unaware of these blind bends, dips and crests and engage in overtaking manoeuvres are risking serious accidents. Living on Horahora Road I have been overtaken by drivers on every part of the road, including the initial dip near the northern end and the descent to the lower level. I support the suggestion made by the consultants but believe the measures proposed should extend from the northern end of the road through to the one lane bridge and the speed restriction should be 70kph not the 80 kph proposed by the consultants.

ID# 57 - Name Terri Pepe
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern? No
Optional – Excluding State Highways are there specific roads you want Council to prioritise?

ID# 58 - Name Richard Quatermass
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 2 - Marae speed limits and signage Priority 3 - Town centre speed limits Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. Somerville Road, Okoroire
Option B – Do you believe that Council should focus only on roads of concern? No
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Our concern is with Somerville Road in the 800m it runs from the bridge carrying the road from Tirau to approximately the end of the golf course, including the avenue of trees. This is the stretch shown in the Draft Traffic Management Plan. The road has a sharp near right angle, blind bend which is most dangerous when travelling towards Tirau as it then runs downhill, threatening our property, formerly Rose's General Store and later the Tea Rooms. In the past three years three vehicles have left the road traveling at speed late at night. The first demolished our concrete water tank, the second entered the house through the south wall and exited through the west wall and the third demolished the verandah. Had we been there on these occasions we could certainly have been killed. This is a concern to us even if our deaths might not have been included in the road toll - there being no obvious category for 'people at home'. We would like to see a speed limit of 40kmh together with improve signage, including chevrons, and speed bumps in this area. Golfers, campers and the hotel guests who habitually walk along and across the road (there being no pavements in the area) will also benefit, as will drivers who don't know the road. In short my wife and I are delighted that this part of Somerville Road is included in the Plan but feel the measures proposed are insufficient to make a real difference.

ID# 59 - Name	Donna Jones (Principal)
Organisation Name	Cargill Open Plan School
Option A – Please tick which priority areas you agree with.	Priority 1 - Reducing speed limits around schools
Option A continued – Please state which road/s you agree with.	Grampian Street Tokoroa
Option B – Do you believe that Council should focus only on roads of concern?	
Optional – Excluding State Highways are there specific roads you want Council to prioritise?	

ID# 60 - Name	Brian Gilliland
Organisation Name	
Option A – Please tick which priority areas you agree with.	Priority 3 - Town centre speed limits Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.	1. Existing limits at school start and close would work if policed more 2. Getting a bit carried away with this 3. Town centre 40kph except high density traffic pedestrian area such as Leith Place where even 30kph may be too high.
Option B – Do you believe that Council should focus only on roads of concern?	Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise?	Putaruru - through town 50kph is too high given the movements and heavy vehicle stopping limits as well as vision impediments with angled parking, trucks and trailer parking, 40kph would be much more appropriate. Pedestrians crossing are faced with a real challenge - particularly mobility scooters and other impaired persons Rural roads such as Whites Rd, Leslie Rd, Arapuni Rd are ridiculously high through the bending portions with commuters and some returning log trucks drivers all thinking that they're Possum Bourne.

ID# 61 - Name	Katharine McGovern
Organisation Name	Forest View High School
Option A – Please tick which priority areas you agree with.	Priority 1 - Reducing speed limits around schools
Option A continued – Please state which road/s you agree with.	
Option B – Do you believe that Council should focus only on roads of concern?	Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise?	Baird Road at Forest View because we have no pedestrian crossing. Its extremely dangerous.

ID# 62 - Name	Bernie Hall
Organisation Name	Bishop Edward Gainer School
Option A – Please tick which priority areas you agree with.	Priority 1 - Reducing speed limits around schools Priority 2 - Marae speed limits and signage Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.	
Option B – Do you believe that Council should focus only on roads of concern?	
Optional – Excluding State Highways are there specific roads you want Council to prioritise?	Mossop Road - Busy entrance to SWSC, Marae, Church and School, all on this road. No pedestrian crossings.

ID# 63 - Name	Peta Baxter
Organisation Name	
Option A – Please tick which priority areas you agree with.	Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.	Newell Road RD1 Tokoroa
Option B – Do you believe that Council should focus only on roads of concern?	No
Optional – Excluding State Highways are there specific roads you want Council to prioritise?	This Road has a trucking firm, and their trucks are very respectful and limit their speed on this road. In contrast the trucks that go to the transfer station drive a speed which feels like they are hurling down the road. Please can you ensure they have a limited speed driving here for the safety of all. It is a narrow road and is not suitable for big vehicles driving fast even if they are obeying stated speed limits.

ID# 64 - Name Wim Haffmans
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 2 - Marae speed limits and signage Priority 3 - Town centre speed limits Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. Arapuni Street (Residential zone!) Particularly at my end because it goes from 50k to 100kph and trucks start speeding not gradually. It shakes our homes.
Option B – Do you believe that Council should focus only on roads of concern?
Optional – Excluding State Highways are there specific roads you want Council to prioritise?

ID# 65 - Name Ken and Sheryl Humphrey
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 2 - Marae speed limits and signage Priority 3 - Town centre speed limits Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. Hora Hora Road
Option B – Do you believe that Council should focus only on roads of concern?
Optional – Excluding State Highways are there specific roads you want Council to prioritise?

ID# 66 - Name Shannon Atwill
Organisation Name AVCA
Option A – Please tick which priority areas you agree with.
Option A continued – Please state which road/s you agree with. None of the above. Council clearly aren't listening to our lisaons for the last few years. Stop doing nothing & actually start doing what has been discussed for years. It's no where near good enough & our community has spent a huge amount of effort support & time into this issue & nothing has been achieved. You as the council clearly don't care & that definitely needs to change.
Option B – Do you believe that Council should focus only on roads of concern?
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Arapuni village

ID# 67 - Name	Heather Cheer
Organisation Name	Arapuni Village Community Association
Option A – Please tick which priority areas you agree with.	Priority 1 - Reducing speed limits around schools Priority 2 - Marae speed limits and signage Priority 3 - Town centre speed limits Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.	I believe Arapuni Road (Arapuni Village) should also be included as a road of concern
Option B – Do you believe that Council should focus only on roads of concern?	No
Optional – Excluding State Highways are there specific roads you want Council to prioritise?	<p>My family have lived in Arapuni Village since 2012, and my in-laws have lived here since 1985. I have been on the Executive Committee for Arapuni Village Community Association (AVCA) for five years and hold the current Chairperson role. Over the last decade I have attended multiple community meetings to address the issue of speed through the village, so am very surprised to see no mention of Arapuni Road in the proposed Speed Management Plan.</p> <p>Our property is in the 80km zone at the North-Eastern end of Arapuni Village. There are now 6 new properties along this short stretch of 80km road, and a gravel footpath. In 2013 SWDC ex CEO Craig Hobbs built the house next door. He recognised the speed issue and was able to instigate berm tree planting along the berm. It was hoped this would make the road appear narrower and slow traffic. We have since been told that the trees need to be more densely planted and closer to the road to be effective.</p> <p>A 2019 AVCA lobbied for further traffic calming measures, and SWDC commissioned a speed monitoring report. The results were not surprising: only a third of drivers through Arapuni travelled at 50kms or lower. Almost 40% travelled between 50-60kph, and 28% travelled at over 60kph. The fastest car was travelling at over 110 kph in a 50km zone, and 14 large trucks thundered through at over 80kph in the 24-hour monitoring period. Further traffic calming measures were installed, including a turning bay at Sanders Street, town entry road painting, large 50Km zone entry signs, and re-positioned pedestrian islands. Unfortunately, our community still report speed as a major issue, including it as our absolute number one priority for improvement the 2021 Arapuni Concept Plan. There were near misses with children crossing the road to catch the school bus and outside Rhubarb Cafe, and one child was hit crossing the road. Even the Council's Long-Term Plan mentions 'Study and improvement of the Arapuni Corridor' in its roading plan.</p> <p>Again, in 2021 AVCA held further road safety meetings with council and police, including Gordon Naidoo, Andrew Diffey, and Fane Troy from Taupo Region Road Policing, as well as our local council representatives. [REDACTED]</p> <p>We asked for extensions to the 50 km zone and were told roading specialist had been out to assess Horohora Road but had not been asked to do the same for Arapuni Village. We were told it was too expensive to repair the 50km entry signs damaged by house movers, and a pedestrian crossing was not an option. We did get 'Quail Crossing' signs, but as with the entry road painting not being reapplied after roadworks, one was stolen and has not been replaced (Antenno ref #AR230273415). For most of 2022, the installation of the power lines between Arapuni and Putāruru resulted in significant road works, slowing traffic. We also had the portable digital speed signs for a short time, but any data recorded will not give an accurate representation of the issue. We understand they are moved around the region, but feel we need our own permanent set installed.</p> <p>While I am not a roading expert, I have spoken with truckers who advise the most effective traffic calming measures are speed tables. We would like to see speed tables installed at the borders of our 50km zone, and a raised pedestrian crossing in the centre of the village. I would like to see the current 80km zone reduced to 50kms, and two new 80km zones from Huihuitaha Stream to Powerhouse Road and from the Southern end of the village to Arapuni Dam. I would like to see permanent electronic speed signs installed, and repairs to our existing speed calming measures. I would also like some formal acknowledgement from Council that they appreciate our concerns and are doing their utmost to help remedy the situation.</p> <p>Thank you for consideration of my submission. Ngā mihi nui, Heather</p>

ID# 68 - Name Shirley Bond
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 2 - Marae speed limits and signage Priority 3 - Town centre speed limits Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with. My main concern is the speed of cars, motorbikes and especially trucks rushing through our township. The speed going through needs to be 50 Ks all the way through to Powerhouse Road because there are children and families living there now and its dangerous when they are allowed to be doing 80Ks let alone speeds much higher.
Option B – Do you believe that Council should focus only on roads of concern? No
Optional – Excluding State Highways are there specific roads you want Council to prioritise? As above please for safety sake

ID# 69 - Name Jill Bradburn
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools Priority 2 - Marae speed limits and signage Priority 3 - Town centre speed limits Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern?
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Arapuni Road, specifically through the Arapuni Village. The speed signs are visible but not adhered to. We urgently need to have shared pedestrian raised areas within the village to slow traffic down, especially due to the number of trucks and commercial vehicles which use Arapuni as a bypass between Waipa and South Waikato. Our village has many visitors due to the river trails, tour buses using the public toilets or visiting the swing bridge or people stopping at the local café. Traffic not being encouraged to slow down to the legal speed creates a daily hazard for those visiting and living in the village, particularly those on cycles, the elderly, and our children, plus those who need to cross the road to access the school bus each day. On a daily basis, residents along Arapuni road are shaken awake by speeding trucks through the village. This starts from 4-4:30am and doesn't stop until late evening. It is like an earthquake rattling our homes with every truck that goes past. Last year we had passive road speed signs installed by council for a brief period - which did have an impact on slowing the traffic, but as they were removed after the council election we lost that short-lived benefit. Some villagers are known delay their journeys home by driving the length of the village, just to act as a 'traffic-slower' to impede those speeding up behind us too fast. We NEED the support of council for a permanent series of solutions – all of which would be considered reasonably practicable steps in line with councils' duty of care under H&S legislation to manage critical risks. We ask council to lower the speed limit to 50km from Powerhouse Road on the Eastern end of the village as this area is semi-dense residential. At the western end of the village to the Dam should be 80km as that is a busy area with commercial and recreational vehicles accessing the dam roads. We also ask that Council implement robust speed calming methods such as PERMANENT electronic signage showing the driver what their speed is – as the Te Poi community had installed in response to the same high-risk speeds occurring in their village. Further to this, we would like to see AT LEAST TWO RAISED PEDESTRIAN CROSSINGS installed outside the Rhubarb café and Village Hall. Please consider the Arapuni submissions seriously. We may be a small part of the South Waikato region, but we pay our rates for a service we don't feel we are getting a lot of recognition from. Our AVCA committee has often encouraged councillor interaction with our residents but these are often not well attended by villagers, which to me as a newer resident is a signal of their sense of lack of engagement that the council has in our special area of SW. Their ennui has built over years of neglect in this regard of bad traffic behaviour. regards Jill Bradburn

ID# 70 - Name Andrea Julian
Organisation Name Raukawa Charitable Trust
Option A – Please tick which priority areas you agree with. Priority 2 - Marae speed limits and signage
Option A continued – Please state which road/s you agree with. Attachment added - Please see submission sent to info@southwaikato.govt.nz and to [REDACTED]@southwaikato.govt.nz
Option B – Do you believe that Council should focus only on roads of concern?
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Attachment added - Please see submission sent to info@southwaikato.govt.nz and to [REDACTED]southwaikato.govt.nz

See attachment below

9th June 2023

South Waikato District Council
Private Bag 7
Tokoroa 3444

Tēnā koutou,

SUBMISSION ON INTERIM SPEED MANAGEMENT PLAN

1. INTRODUCTION

- 1.1 The Raukawa Charitable Trust (the Trust) has received a copy of the draft Interim Speed Management Plan. The assessment and conclusions below are the Trust's submission.
- 1.2 The Trust's submission is based on the implications of the proposed Interim Speed Management Plan as it relates to the Raukawa takiwā, the environmental, social, and cultural interests and aspirations described in relevant statutory documentation. Given the focus on marae, the Raukawa Charitable Trust has an interest in the Interim Speed Management Plan that is greater than the interest that the general public has and seeks to have its views recognised and taken into account as part of the decision-making process. The Trust could not gain an advantage in trade competition through this submission

2. RAUKAWA

- 2.1 Raukawa is a large iwi associated within a significant area of the central north island that is rich in natural and cultural heritage. The Raukawa takiwā is represented by four traditional rohe: Te Pae O Raukawa, Wharepūhunga, Maungatautari and Te Kaokaoroa O Pātetere. These four areas include Mōkai, Atiamuri, Whakamaru, Mangakino, Tokoroa, Putāruru, Tīrau, Tapapa, Matamata, Kēmureti, Kihikihi and Te Awamutu.
- 2.2 The Raukawa Settlement Trust (RST) represents 16 marae and was formed in 2009, as the Post Settlement Governance Entity, to receive and manage settlement assets. The Trust represents Raukawa as the iwi authority for resource management purposes. RST has delegated responsibility for the management of environmental and resource management activities to the Raukawa Charitable Trust.
- 2.3 Eight of the marae the Trust represents are within the South Waikato district. These marae are; Pikitū, Mangakaretu, Paparaamu, Tāpapa, Ruapeka, Whakaaratamaiti, Ngātira and Ongaroto Marae. The Trust also has an interest in the Papa o Te Aroha Marae.

3. RAUKAWA POSITION

- 3.1 The Trust supports aspects of the Interim Speed Management Plan. Those aspects are:
 - The objective of reducing death and serious injuries on our roading network.
 - The detailed consideration of the role of vehicle speed in crashes and their severity.
 - The proposed measures relating to Papa o te Aroha Marae.
 - The inclusion of marae as priority locations for the consideration of safe and appropriate speeds.



- 3.2 The Trust does not support:
- The limited consultation with the Marae that Raukawa represents regarding the Interim Speed Management Plan.
 - The omission of Paparaamu Marae as a priority location.

4. STATUTORY CONSIDERATIONS

LAND TRANSPORT RULE – SETTING OF SPEED LIMITS 2022

- 4.1 Under clause 3.9, a territorial authority must do everything reasonably practicable to separately consult Māori affected by any proposed change in a draft plan that affects or is likely to affect –

(c) Māori historical, cultural, or spiritual interests.

TE RAUTAKI TAIAO A RAUKAWA – RAUKAWA ENVIRONMENTAL MANAGEMENT PLAN

- 4.2 Te Rautaki Taiao a Raukawa – Raukawa Environmental Management Plan (REMP) is a statement of Raukawa issues, aspirations, and priorities in relation to the environment. It has been prepared by the Trust on behalf of ngā uri o Raukawa.
- 4.3 The overall purpose of the REMP is two-fold. Firstly, the REMP provides a statement of Raukawa values, experiences, and aspirations pertaining to the use and management of our environment. Secondly, the REMP is a living and practical document that will assist Raukawa to proactively and effectively engage in and shape current and future policy, planning processes, and resource management decisions.
- 4.4 The section of the REMP considered to be most relevant to the application is Section 2.7.3 in the Marae and Papakāinga section. Method 18 in s2.7.3 is that *Local authorities and NZTA should assist, support, and promote road safety at marae.*

5. SPECIFIC PROVISIONS OPPOSED/SUPPORTED AND RELIEF SOUGHT

- 5.1 The Raukawa Charitable Trust **supports** the objective of reducing death and serious injuries on our roading network and the detailed consideration of the role of vehicle speed in crashes and their severity.
Relief sought: Retain the objective of reducing death and serious injuries on our roading network and the approach of considering in detail role of vehicle speed in crashes and their severity.
- 5.2 The Raukawa Charitable Trust **supports** the proposed measures relating to Papa o te Aroha Marae.
Relief sought: Retain the proposed measures relating to Papa o te Aroha Marae.
- 5.3 The Raukawa Charitable Trust **supports** the inclusion of marae as priority locations for the consideration of safe and appropriate speeds. Marae are of cultural and spiritual importance to Raukawa mana whenua. The Raukawa Environmental Management Plan says that local authorities should assist, support, and promote road safety at marae.
Relief sought: Retain the inclusion of marae as priority locations for the consideration of safe and appropriate speeds.

5.4 The Raukawa Charitable Trust **objects** to the limited consultation with the Marae that Raukawa represents regarding the Interim Speed Management Plan. Regular road users are able to provide valuable local knowledge within their community. As regular road users in the vicinity of marae during a variety of events and conditions, the people of each marae are able to provide such valuable local knowledge. The Raukawa Charitable Trust is distributing information to the relevant marae as per Attachment A.

Relief sought: Amend the detailed measures proposed in the draft plan by incorporating local community knowledge. In particular, amend the detailed measures applying to each Marae by incorporating the comments and contributions of the mana whenua.

5.5 The Raukawa Charitable Trust **objects** to the exclusion of Paparaamu Marae at 142 Paparamu Rd. Paparaamu Marae is within the South Waikato District and is accessed via a busy intersection with SH1 at the eastern end of Paparamu Road. There are road safety issues to be addressed, with particular attention given to the intersections of Paparamu Rd with SH1.

Relief sought: Amend the plan by adding Paparaamu Marae as a priority location for the consideration of safe and appropriate speeds. Include detailed measures applying to Paparaamu Marae, incorporating the comments and contributions of the mana whenua. Include detailed measures for the intersections of Paparamu Rd with SH1.

6. CONCLUSIONS

6.1 The Trust looks forward to working with the Council to resolve the Trust's concerns.

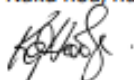
6.2 The Raukawa Charitable Trust wishes to be heard in support of this submission at any hearing.

6.3 If other parties make similar submissions, the Raukawa Charitable Trust may be prepared to present a joint case at any hearing.

If you have any questions or queries regarding this submission, please contact:

Zoe Thomas - 

Nāku noa, na



Kataraina Hodge

Chair

Raukawa Settlement Trust/Raukawa Charitable Trust

ID# 71 - Name Judith McLean
Organisation Name Tokoroa North School
Option A – Please tick which priority areas you agree with. Priority 1 - Reducing speed limits around schools
Option A continued – Please state which road/s you agree with. Tokoroa North School
Option B – Do you believe that Council should focus only on roads of concern? Yes
Optional – Excluding State Highways are there specific roads you want Council to prioritise? .

ID# 72 - Name	Glyn Wooller
Organisation Name	Waikato River Trails
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern	
Option A continued – Please state which road/s you agree with. Re: Submission Waikato River Trails Charitable Trust acknowledges South Waikato District Councils support for the Waikato River Trails project. Councils support anchors the project, a 105km long trail extending almost the entire length of the district. The Trust acknowledges Councils bold growth strategy and commitment to a healthy environment. We appreciate the costs associated with Councils delivery of services and infrastructure and the subsequent impact to ratepayers. With the challenges ahead the Trust certainly appreciates Council allocating funding to enable the ongoing management of the Waikato River Trails. The management agreement in place between the Council and Central Government from 2010 is being executed as intended with great progress being made. The current Council contract with the Waikato River Trails Trust runs through to the end of the 2023/2024 period, we look forward to re engaging to ensure ongoing funding is allocated to enable the Trust to continue to operate on behalf of Council, delivering the economic, social and environmental benefits to the district. The Waikato River Trails, one of New Zealand’s 22 “Great Rides” has values that align seamlessly with Councils vision, “Healthy people thriving in a safe, vibrant and sustainable community”. The Trails are a free to use asset providing healthy outdoor experiences for all ages and both cyclists and walkers. The largely off road nature of the Trail provides a safe place for locals and visitors to enjoy. As custodian of one quarter of the Waikato River we are proud to actively contribute to a Healthy Waikato River with over 150,000 native trees planted along the Waikato River. The Trails are a key piece of infrastructure attracting visitors to the district. The Trust proudly promotes South Waikato District Council via on-trail signage, brochures and on our website. The close connection Council has with the Waikato River Trails project enhances the image of the district and is a valued recreation opportunity for anyone thinking about moving to the South Waikato. The Trust will continue to leverage Councils investment by collaborating with other organisations including the Ministry of Business, Innovation and Employment via the Great Rides Extension and Enhancement Fund. The Trust will also continue to actively manage the restoration of the river margins improving biodiversity and delivering nutrient capture. The Trust will focus on the following activities to see the trail reach its full potential:	
<ul style="list-style-type: none"> • Economic benefits to the district through growing visitation, services and spend. • Trail maintenance, enhancement and extension. • Marketing of the Trail and district as a preferred destination. • Ongoing stakeholder engagement. • Health and Safety. • Riparian enhancement and protection. • Community connection. • Supporting a resilient economy. 	
Option B – Do you believe that Council should focus only on roads of concern?	
Optional – Excluding State Highways are there specific roads you want Council to prioritise? : For the 2023/2024 period Waikato River Trails Trust asks that Council consider the following:	
<ul style="list-style-type: none"> • Further consideration of reducing speed limits on Horahora Road between State Highway 1 and Little Waipa Reserve. With an increasing number of residents, a one lane bridge at the Pokaiwhenua Stream, the proximity of the Waikato River Trail to the road a speed reduction to at least 80 km/h is supported. • Council reserves are a wonderful asset along the Waikato River Trail. The reserves are very popular with campers, many bringing bikes to ride the trail. The access roads to Little Waipa, Whakamaru reserves and to the Arapuni Suspension Bridge require ongoing maintenance to prevent pot holes getting worse. With the rain events we have seen the issue has become more evident. We encourage investigation to establish whether road sealing may be a more cost effective long term solution. 	

- Subdivision proposals are in progress at Horahora Road and adjacent to Whakamaru Reserve. We ask that Council ensure optimal public access when considering these subdivision applications. The Waikato River Trail touches both of these proposed subdivisions. We specifically request that the subdivisions if consented clearly reference and define where and how the Waikato River Trails will be included in both locations with safe and sustainable access ensured, connecting as well as possible to the Waikato River.
- The Trust is investigating options to connect the northern end of the Trail at the Pokaiwhenua Stream with the new roundabout at the intersection of State Highway 1 and State Highway 29. We see this as a key gateway to the Trails and the South Waikato District. We ask that Council provide support for this important initiative, including possible access to road reserves. The Waikato River Trails Trust again acknowledges Councils leadership role and ongoing support of the Waikato River Trails. Given the opportunity we would be delighted to speak to this submission.

ID# 73 - Name	Alan Blair
Organisation Name	
Option A – Please tick which priority areas you agree with.	
Priority 1 - Reducing speed limits around schools	
Priority 2 - Marae speed limits and signage	
Priority 3 - Town centre speed limits	
Priority 4 - Roads of concern	
Option A continued – Please state which road/s you agree with.	
See Attached document	
Option B – Do you believe that Council should focus only on roads of concern?	
Optional – Excluding State Highways are there specific roads you want Council to prioritise?	
See Attached document below	

Submission to South Waikato District Council Proposed Speed Management Plan

Mayor Gary, Councillors, Ms Law.

Thank you for the opportunity to submit to Councils proposed Speed Management Plan

I support the of what Council proposes in the proposed Speed Management Plan, with the addition of further reductions as per below.

Baird Rd Ref 6.1.2

I support the proposal to lower the speed limit from 100 km/hr. I submit that if the speed limit be lowered, it be lowered to 70 km/hr rather than the proposed 80 km/hr.

My rationale is there are 6 driveways on the South and 5 on the North side of Baird Rd. Two driveways on the South side are used very infrequently as are three on the North side.

The three driveways closest to Old Taupō Rd have infrequent use. However, they are all within 100m of a bend that severely negatively impacts on visibility of traffic.

The four driveways from Rapid Number 245 to 238 on the South side furthest from Old Taupō Rd serve 8 properties with one of them serving 5 of the properties (all lifestyle). Three of these are either occupied or close to being so, and have 6 vehicles. The owners of the next property to be developed have two vehicles.

Three of the driveways written about have no more than 140m of clear vision of traffic travelling from Old Taupō Rd because of a bend and a roadside bank. The property furthest from Old Taupō Rd has approximately 100 metres clear vision of traffic from Tokoroa because of a of a rise in the road.

At the top of the rise in the vicinity of Rapid Number 226 two driveways are of properties that are occupied and are in use multiple times daily. The driveway on the South side is used infrequently. This driveway has very poor vision of traffic travelling from Tokoroa because of a roadside bank.

Many drivers travelling both East & West appear to regard speed limit of 100 km/hr a target rather than the maximum speed. This may be because of the nature of the bends which are a smooth road surface and very well cambered. A professional race car drivers dream.

Many vehicles travelling from Tokoroa in the current 50km/hr area observe the speed limit in the breach, especially when traffic volumes are light. This occurs regardless of weather

and road conditions. I have observed numerous near hits between vehicles exiting the property at 238 and the aforementioned vehicles.

Baird Rd is designated and is used as a detour road when SH1 is blocked.

I believe by lowering the speed limit to 70 km/hr rather than to the proposed 80 km/hr will considerably reduce the likelihood of crashes.

Please Note. The District Plan from Rapid Number 245 to 226 is zoned Rural Residential on the South side of Baird Rd. Subdivisions are a permitted activity with a minimum section size of 5,000 sq m. If subdivisions occur there will be a considerable increase in vehicles entering and exiting Baird Rd in an environment where clear visibility in at least one direction will always be less than 150m.

Horahora Rd Ref 5.2.1

I support the proposal to reduce the speed limits. I submit the proposed reduction ought to commence from SH1. My rationale is 2090 metres to the proposed change is not suitable to be driven at 100 km/hr. The steep sections in the large gully have the appearance of being narrow. Lancewood Dr(?) with a number of residents is very close to a sharpish bend. There is a steep narrow hill that only the foolhardy would endeavour to drive at >80 km/hr that needs to be traversed. By having a section of rural road that most people would drive at a speed much less than the posted limit (100 km/hr) and that most would expect to be lower when an adjacent section is lower may lead to confusion, breaching of the proposed 80 km/hr limit and diminish respect and credibility of the speed reduction that is being consulted on.

Signage;

It is very important adequate signage is installed so motorists are aware prior to (where practicable) at the point where speed limits change and periodically in the lower than normal' (e.g. 100 km/hr decreased to 80 km/hr) zone.

An example of inadequate signage is Domain Rd which is 80 km/hr. There are two signs at each end of the road, all of which are not readily visible and easily missed. There are no other signs on that road to remind motorists of the speed limit. Many motorists use Domain to avoid SH1 and Putaruru. For the one off and irregular user of this road it is highly likely unlikely drivers are unaware of the 80 km/hr speed limit.

Recently new large directional (to drive anti-clockwise) signs have been installed on the Mannering St roundabout at Bridge St. Coloured white and black they blend well with the background in daylight. They do a very good job of hindering vision of small vehicles and an excellent job blocking vision of all vehicles indicator lights. They most likely have very high

BAIRD ROAD



reflectivity from headlights between sunset and sunrise when traffic volumes are a small percentage of daytime traffic.

The purpose of roundabouts is to keep traffic flowing, the aforementioned signs do the opposite and may well increase likelihood crash incidents.

The International sign standard for mandatory behaviour is white lettering on blue background. Blue is a very easy to see, including for almost all colour blind people. I am unable understand why SWDC is an outlier.

Consideration needs to be taken of the effect large decal curve warning signage can and do have on modern vehicles that have collision avoidance systems. There is at least one large sign on a curve on Old Taupō Rd where it is necessary to approach the sign at an off centre angle to avoid the collision avoidance system activating (dashboard red warning warning lights, audible warning sounds and braking).

Communication of Changes:

It is essential changes to speed limits are communicated clearly and widely.

Communications must be peer reviewed by people who understand behaviours, and the difference between statements that motivate and demotivate. The need to include statistics that are easily understood and relatable to the reader.

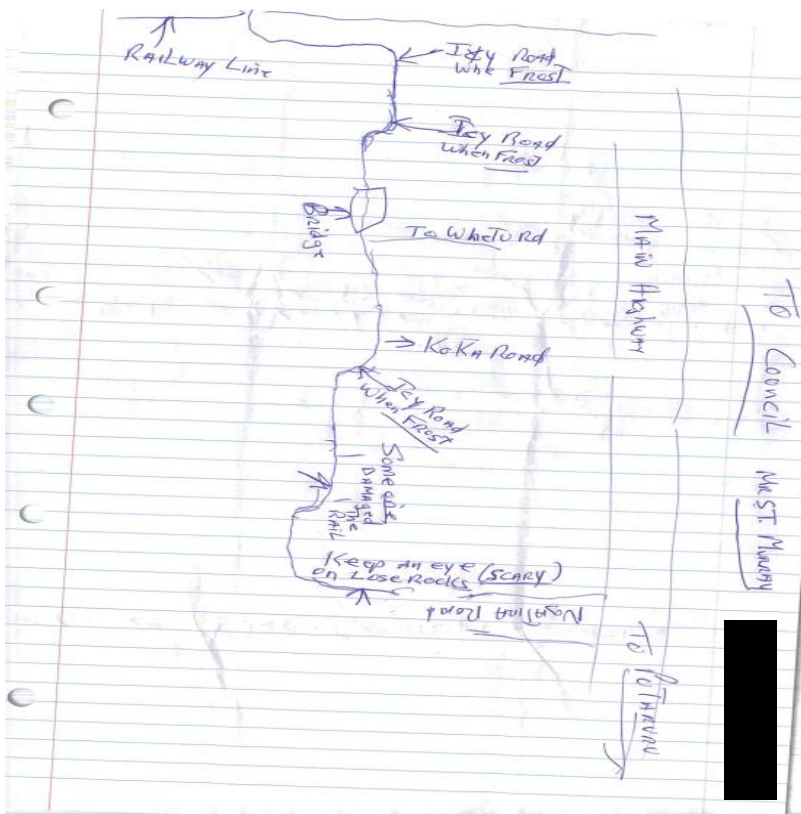
I wish to speak to my submission.

Ngā mihi nui
Alan Blair

TOKOROA
9 June 2023

ID# 74 - Name Lesley Hutton
Organisation Name
Option A – Please tick which priority areas you agree with. Priority 4 - Roads of concern
Option A continued – Please state which road/s you agree with.
Option B – Do you believe that Council should focus only on roads of concern? No
Optional – Excluding State Highways are there specific roads you want Council to prioritise? Arapuni Road, Arapuni village. More and more trucks are coming through and the Road shakes very badly. With climate change and wetter weather it seems the ground is loosening and becoming more unstable. I also worry about the elderly in the village that have complained about it being hard to cross the road due to increase in traffic and people speeding.

ID# 75 - Name Mr ST Murray
Organisation Name
Option A – Please tick which priority areas you agree with.
Option A continued – Please state which road/s you agree with. Ngatira Road
Option B – Do you believe that Council should focus only on roads of concern?
Optional – See attached Map below



Council Outcomes
Growth - Activities and strategies that facilitate sustainable economic growth and lift community pride.
Resilience - A resilient district with good infrastructure, services, a sound financial position, rates affordability and a healthy environment that has the ability to anticipate, resist, respond to and recover from significant change or events.
Relationships - Strong relationships with Iwi and Māori, Pacific Peoples and community and business groups that can achieve growth and a resilient community.