

Submission on Proposed Speed Management Plan 2024

To: Waikato District Council
Private Bag 544
Ngaruawahia 3742
consult@waidc.govt.nz

Submitter: **Tamahere Community Committee**

Contact: Charles Fletcher

Address Tamahere Community Committee
for Service: TamahereCommunity@gmail.com

Phone: 021 964 000

Email: TamahereCommunity@gmail.com

Submission on: **Speed Management Plan 2024**

Closing date for Submission: **27 November 2024**

TCC **does wish to be heard** in support of this submission.

TCC is making this submission as a Community organisation.

The **Tamahere Community Committee** [TCC] was established by the Waikato District Council [WDC] to support the Councillors representing the Tamahere Ward, now part of the new Tamahere-Woodlands general ward. TCC members are publicly elected triennially and governed by the Council protocols for Community Boards and Committees.

This submission is made by TCC representing the wider interests of the Tamahere Community and its population of approx 9,000 living and/or working in a rural/country living environment. At \$12.5m for 2024-2025 the Tamahere Ward ratepayers make a substantial rates contribution to the Council.



Introduction

The Councils Speed Limit Bylaw 2011 is to be replaced with a Speed Management Plan with a 10-year vision and a 3-year implementation plan, to be reviewed in line with the National Land Transport Programme funding timelines.

TCC is making this submission in respect of the Tamahere Ward only (part of the new Tamahere-Woodlands Ward)

2024 Speed limit changes

Most of Tamahere is zoned General rural zone, Country Living zone or Rural lifestyle zone. Tamahere Village has a special Tamahere Business zone and several properties have a commercial zone.

Historically the rural zones have an open road speed limit (100 kph). This review proposes major changes to speed limits across Tamahere with an almost blanket reduction to 80 kph. Unless Council is contemplating a zoning change across Tamahere, **a blanket reduction of speed across the Rural zone is unacceptable.**

In June 2024 the Government issued its Statement on Land Transport 2024, which cancelled the Road to Zero experiment and has a focus “*designed to boost economic growth, productivity, resilience, reliability and safety*” and “*to reverse recent speed-limit reductions, enabling people to get to where they need to go quickly and safely*”. **The Government intends that Road Controlling Authorities reverse blanket speed limit reductions by 1 July 2025.**

Speed limits will usually reflect road conditions, road design and engineering, road maintenance. Making the most of recent road construction design and safety features should be a priority for Council when considering road use and accident considerations.

The extensive safety features in the vehicle fleet now using our roads have seriously improved accident outcomes and are also a factor to consider.

Tamahere – a growth area

In the last decade, Tamahere has experienced significant community change, particularly:

- the completion of the Tamahere Village, piazza and sports grounds



- on-going development, building and sub-division
- the completion of the Waikato Expressway through Tamahere
- the establishment of the Tamahere Country Club and its population in 200+ new homes (so far), care facility, dementia facility, café, motor home park and other facilities on some 12 hectares with further expansion ongoing
- expansion of Tamahere Eventide Home & Village
- expansion of Atawhai Assisi Home and Hospital
- Tamahere Model Country School roll at 400 pupils (up to year 6)
- three pre-school facilities
- NZTA “Southern Links” road to connect SH3 to the SH1 Expressway included in the program for construction in the near future, being included in the Roads of National Significance (RoNS)
- “Country Living Zone” and Rural zoning
- The wide-spread desirability of Tamahere as being an awesome place to live.

TCC and roading in Tamahere

In consultation with NZTA and the Council (roading), TCC has had long term ongoing engagement and consultation over roading and safety issues.

This consultation has resulted in:

- a. the construction of the SH21 underpass at Tamahere,
- b. route considerations for the Te Awa Cycleway in and through Tamahere,
- c. changes to the Tamahere Interchange for the Waikato Expressway,
- d. light controlled crossing (primarily for children) at the start of the Expressway on-ramp to the Expressway alongside Devine Road/Tamahere Drive,
- e. SH21 design changes at Tamahere,
- f. changes to Devine Road outside the Tamahere Model Country School, to enable the safe movement of children and the safe put-down and pick-up of children at the start and end of school hours,
- g. addressing issues for road access to the Tamahere Village,
- h. discussions for bus stops at Tamahere Village,
- i. provision for a round-about at the SH21-Wiremu Tamihana Drive intersection
- j. provision for a round-about at the Devine Road-Birchwood Lane intersection,
- k. completion of construction of Birchwood Lane as a link road,
- l. Tauwhare Road changes between the Expressway and Woodcock Road,
- m. Closure of Annebrook Road at SH1 pending construction of the Expressway,
- n. Closure of Newalls Road at SH1 and SH21 pending construction of the Expressway



- o. Numerous other roading considerations (e.g. Southern Links) and reports.

Schools

1. The **Tamahere Model Country School** has a representative as a member of TCC. The current measures, for traffic calming and control on Devine Road, during the times when children arrive and depart from the school, are working. Pupils access the school grounds from the road network with extensive parking for drop-off and pick-up. The Community see no reason to change the current variable speed control measures in the vicinity of the school .
2. Annebrook Road is now a dead-end road. The **Hamilton Seventh-day Adventist School** is on the corner of Annebrook Road and Hillbrook Way, currently a 50kph road. This school has pupils from new entrants to Year 8, with **all pick-ups and drops-offs occurring within the parking areas on the school property**. There is no need to change the speed on Annebrook Road or introduce a 50/20 VSL.
3. **Waikato Montessori Education Centre** is at 267 Newell Road, currently on a 60kph section of road (previously 100pkh then 80kph). This school has pupils from new entrants to Year 12, with **all pick-ups and drops-offs occurring within the parking areas on the school property**. There is no need to change the speed on Newell Road – if a change must be made for the school it should be 60/40 VSL only 50 metres either side of the school entrance (+/- 100 metres).

Newell Road

4. Newell Road has been the subject of a number of speed limit reductions (from 100 kph to the current 60 kph – 50 kph for the approach to the Village) as development has intensified.
5. The Expressway, and resultant roading changes in the Newell Road cell, has seen traffic redirected from Newell Road to Birchwood Lane/Alfred Main Drive. Newell Road has been closed at the Hamilton City end, so is no longer a through road.
6. Council determined that the road hierarchy of Birchwood Lane/Alfred Main Drive did not need to be “upgraded” to the Newell Road standard to cope with the increased traffic, so it makes no logical sense for the Council to now say that the speed be lowered to match the 50 kph of other roads in the area.



7. The current 50 kph speed limit, on the lower hierarchy roads in this cell of Tamahere, reflects the road design.
8. The NZ Police recently disclosed that the majority of persons stopped for exceeding the speed limit (in a recent blitz) were the locals living on those roads. So, the locals do not use these roads at the lower speed of 50 kph and those on Newells Road will not respect an artificial construct of the speed at 50 kph instead of the current 60 kph.
9. This proposed speed reduction will not be respected nor welcomed by locals.

South Tamahere roads

10. The Te Awa cycleway has been constructed from Cambridge, through Tamahere, to Hamilton City. The Tamahere section has significant sections of 100 kph roading through which the Te Awa cycleway is used.
11. The Te Awa cycleway has separated cyclists, runners/walkers from the traffic using the roads. All users of the Te Awa cycleway are fully aware of the traffic and the open road speeds in the rural zoned areas.
12. It is a nonsense for the Council to use the Te Awa cycleway as an excuse to reduce road speeds in these areas and the Community is strongly opposed to this notion.
13. We are specifically opposed to lowering the speeds, from 100 kph to 80 kph, on Tamahere Drive, Pencarrow Road, and Hooker Road as proposed.
14. Duncan Road, Te Awa Lane and Blue Heron Place are short sections of road and vehicles would not normally reach 100 kph on these roads, so lowering the speed to 80 kph will have minimal practical consequence or benefit. We support the proposal to reduce speeds for these roads.

Residential Care Facilities

15. Tamahere has three primary residential care facilities, with on-site parking:
 - a. Tamahere Eventide Rest Home at (now) 61 Bollard Road and an entrance/exit on Cherry Lane
 - b. Atawhai Assisi Rest Home and Hospital at 158 Matangi Road
 - c. Tamahere Country Club at 46 Tamahere Drive.



16. Current speed limits in these locations, given the off-road access and parking, require no change.

Tauwhare Road–Woodcock Road intersection

17. This intersection remains a concern to the Community and is need of safety improvement measures. Ideally Council should construct a **roundabout** at this intersection.
18. In the interim, the approach, from Bruntwood Road to the Tamahere Interchange, should have a speed reduction from 80 kph to 60 kph (maybe 50 kph) from approx. 400 metres before traffic arrives at the Woodcock Road intersection at the top of the hill, to ensure traffic is slowed down before this troublesome intersection.
19. Speed signage at the first roundabout, when travelling west from exiting Wookcock Road to Tamahere interchange should be modified from 80/60 kph to 80/50 kph if it is decided to reduce the speed to 50 kph.
20. The current 60 kph sign is ineffective because it is too close to the Woodcock Road intersection. **NOTE:** there is only one sign (left side of the road travelling toward Matangi) so the speed reduction sign, on the left side of the road travelling to Tamahere, is missing.
21. Traffic numbers on Tauwhare Road, to Woodcock Raod and Matangi Village, have increased even with the reduction of traffic seeking to access State Highway 1b, now that the expressway is open.
22. Some local residents have suggested a further speed reduction, to 50 kph, should be considered/investigated between the Tamahere Interchange to the Matangi side of Wookcock Road, as this section of road has regular heavy truck movements in and out of the Winstone Sand Quarry.

Airport Road – Tamahere Interchange to Pencarrow Road

23. The stretch of Airport Road, from the Tamahere Interchange to Pencarrow Road has been a concern of residents for some time.



24. Until Southern Links is built (open 2035? or later?) this section of road is the main link between SH1 and SH3, across the Waikato River at the Narrows Bridge and carries very high traffic volumes.
25. From the interchange to approx. 200m south of the Wiremu Tamihana Drive intersection (airport side) is 80 kph. Then the speed-limit is 100 kph towards the Narrows Bridge.
26. This very high traffic volume section of road is a high safety risk for locals and has high road noise (truck engine braking especially). School buses stop to pick-up/put-down children in the 100 kph zone between the Wiremu Tamihana Drive intersection and Pencarrow Road and those children cross the road, often dicing with speeding cars and trucks. Parents report close calls and complain.
27. NZTA is responsible for Airport Road, as State Highway 21. While acknowledging the complaints and concerns of parents (who live on Airport Road, Twin Oaks Drive, Bates Road) it seems NZTA resources are not prioritised for this problem, which is only likely to change with a **death**.
28. TCC invites Council to ask NZTA to extend the 80 kph zone to the top of the hill just south of the Pencarrow Road junction and to signpost a noise limitation (no engine braking). This is a sneaky wheel problem and needs ongoing attention. Support from the Council is highly desirable.

Summary of TCC response

Report Section	Road Name	Start	End	Current Speed limit	Proposed Speed limit	TCC comment Submission
TW.3.1	Pickering Road	Tamahere Dr	District boundary	100	80	Opposed
TW.4.3	Annebrook Road	20m S of Cedar Park Road	20m S of Hillbrook Way	50/40 VSL	50/30 VSL	Opposed
TW.7.1	Devine Road	SH1 on-ramp	220m W of Koppens Rd	50/40 VSL	50/30 VSL	Opposed
TW.7.1	Newell Rd	SH1	35m S of Davison Lane	60	50	Opposed
TW.7.1	Newell Rd	35m S of Davison Lane	265m S of Davidson Lane	60	50/30 VSL	Opposed



TW.7.1	Newell Rd	265m S of Davidson Lane	100m S of Aspenleigh Dr	60	50	Opposed
TW.7.2	Blue Heron PI	Te Awa Road	End	100	80	Support
TW.7.2	Duncan Road	Hooker Road	End	100	80	Support
TW.7.2	Hooker Road	SH1	Pencarrow Road	100	80	Oppose
TW.7.2	Pencarrow Road	Tamahere Drive	140m S of Day Road	100	80	Oppose
TW.7.2	Te Awa Lane	Te Awa Road	End	100	50	Support

This submission is filed electronically with the WDC

Charles Fletcher – Chair

Tamahere Community Committee

