

13 September, 2017

To Stakeholders

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## **PROPOSED 2017 AMENDMENTS TO THE SPEED LIMIT BYLAW 2011**

Waikato District Council adopted a new approach to speed management in June 2017. Council is reviewing its bylaw relating to speed limits within the Waikato District. As part of this process we are inviting submissions on proposed 2017 amendments to our Speed Limit Bylaw 2011.

In accordance with the Speed Bylaw Review Policy and the New Zealand Transport Agency Speed Management Framework this review has a focus on sites that were identified as having a self-explaining priority of high to medium-high and located within Area One of the district (North Waikato).

### **High Risk Roads**

From the Speed Management Framework maps a number of roads in the Waikato district have been identified as high risk with their current speed limits in place.

Assessment criteria used to determine roads that fall into the high risk category by the Speed Management Framework tool include: alignment; carriageway width; roadside hazards; land use; traffic volume; crash history and the suitability of the existing speed limit.

### **Adjoining Roads**

In addition to the above list there were a number of roads that adjoined sections that are proposed to be changed. These roads are typically dead-end roads with lower volumes and narrower carriageways than the main road.

These roads were assessed using the same assessment criteria in the Speed Management Framework tool to determine if the existing speed limits were appropriate or not for these locations.

### **Urban Traffic Areas**

Rapid development in Pokeno has resulted in roading construction occurring within residential areas that are not covered by an Urban Traffic Area.

Due to the way the legislation is written, new roads are covered by two default speed limits until a road is specified to have an alternative speed limit.

The default speed limits are 50km/hr within Urban Traffic Areas or 100km/hr outside of these areas.

The Urban Traffic Area for Pokeno only covers the area that was developed prior to 2013. As a result roads built after this time, while residential in design and intended use, have a default speed limit of 100km/hr.

To limit the possibility of Council finding itself in a similar situation in other areas a review has been undertaken of the main settlements within the North Waikato Area to determine the likely extent of residential development in Tuakau, Pokeno and Te Kauwhata.

The proposed extension of the Urban Traffic Areas does not affect any current or proposed speed limits in these areas but will 'capture' any new roads built after the implementation of this bylaw.

## **Proposed Bylaw Amendments**

The proposed Bylaw is attached along with the Statement of Proposal. Submissions opened on 13 September 2017 and will close on 13 October 2017.

Submissions on the proposed Bylaw will be considered and, if requested, heard by Council at a meeting on 27 November 2017 or as early thereafter as possible.

The Bylaw is scheduled to be confirmed by Council on 11 December 2017.

Please find attached a submission spreadsheet containing the list of roads with proposed speed limit changes. If you require an electronic version of the spreadsheet please email [Amy.Murphy@waide.govt.nz](mailto:Amy.Murphy@waide.govt.nz). Further information can be found on our website at [www.waikatodistrict.govt/sayit](http://www.waikatodistrict.govt/sayit)

Yours faithfully

A handwritten signature in black ink, appearing to read 'Amy Murphy', written in a cursive style.

**Amy Murphy**  
**Waikato District Council**