

Te Manawhenua Forum Mo Matamata-Piako

Ngā Tāpiritanga – Mēneti | Attachments – Minutes

Attachments – Minutes of a meeting of an Ordinary meeting of the Te Manawhenua Forum Mo Matamata-Piako held in the Council Chambers, 35 Kenrick Street, TE AROHA on 27 Feb 2023 at 10.00am.

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4.2 An update on Councils draft interim Speed Management Plan (2022-2024)

Attachment A Speed Management - PowerPoint for TMF - 27 February 20232

Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.





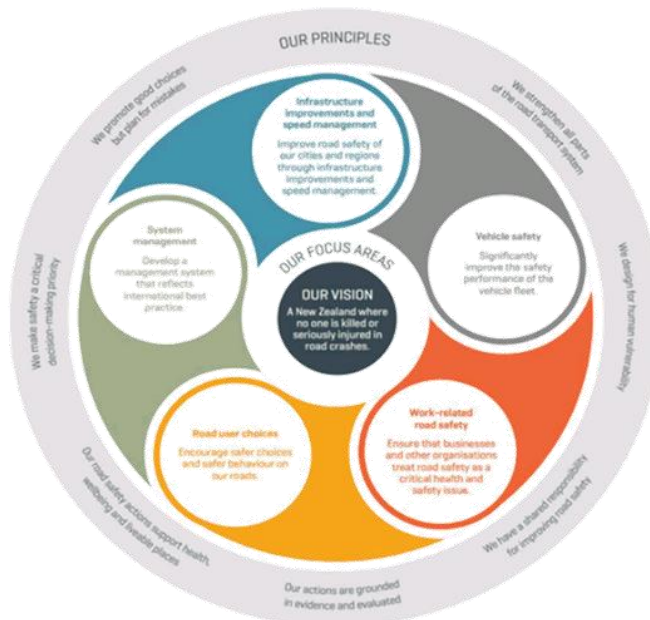
MPDC's Interim (2022-June 2024) Speed Management Plan

Te Manawhenua Forum
Tuesday, 14 February 2023



Our vision is:

a New Zealand where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable.



Our target is **reducing annual deaths and serious injuries by 40% by 2030.**

Road to Zero actions

These three actions (**01,02,10**) are particularly important and interrelated:

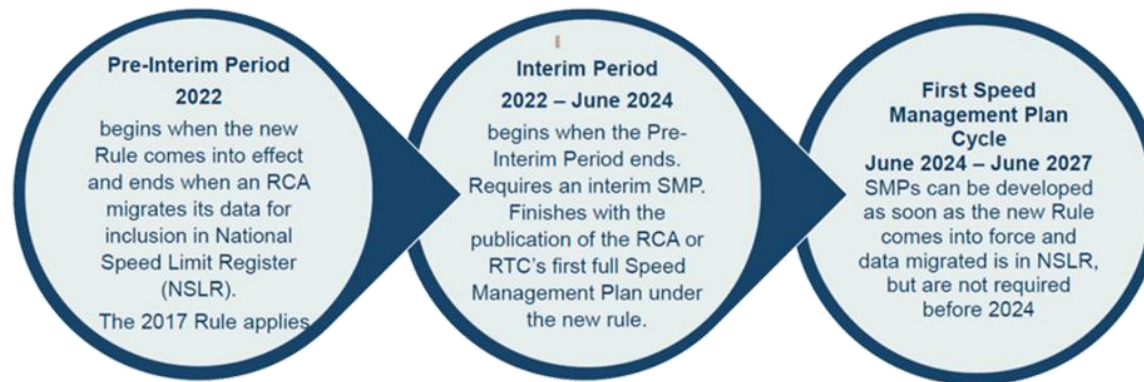
- 01** Invest in safety treatments and infrastructure improvements
- 02** Introduce a new approach to tackling unsafe speeds
- 10** Prioritise road policing



The Interim Period (2022 -June 2024)



Transitioning to the new approach



Pre-Interim Period will last for at most 2 months, as any data not in NSLR will then be entered by the Director



The new (2022) Rule:

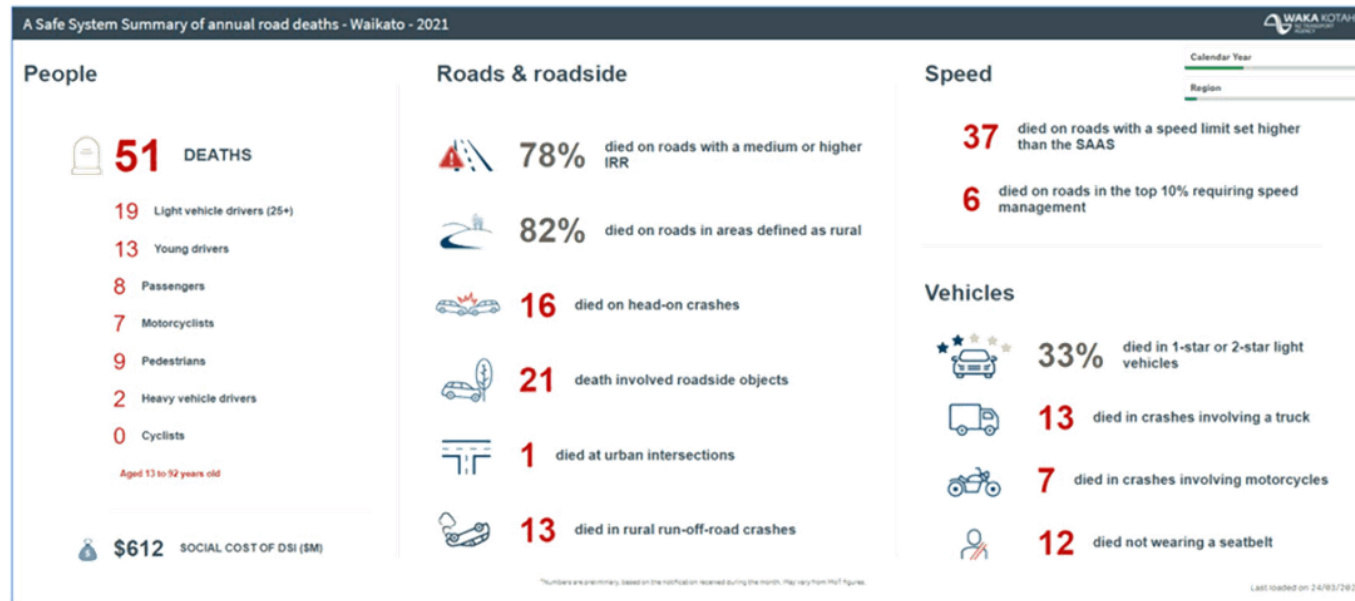


- Improves the planning, consultation and implementation of speed management
- Consultation and engagement is principles focused and applied to areas, rather than on a case-by-case basis with individual speed limit changes
- RCAs engage with Māori to prepare plans
- Speed Management Plans include a 10-year vision, 3-year implementation plan, and take a whole of network approach
- The three-yearly planning cycle aligns to the National Land Transport Programme (NLTP) cycle, linking funding with speed & infrastructure planning



Why review existing speed limits?

Waikato region 2021 – deaths



Speed determines the severity of outcome



Regardless of what causes a crash, speed determines the severity of the outcome

A pedestrian's chance of surviving being hit by a vehicle decreases as speeds increase:



Schools / Kura



- **29 schools** within Matamata-Piako District, 25 schools on local roads, 4 fronting State Highways
- **Each school has been visited**, specific plans developed for each covering speed limits, signs, roadmarking and identification of other supporting works
- **Te Kura o Waharoa**
 - Lower the speed limit to 30km/hr on Ward Street between Pitt Street and Mowbray Street.
 - Install school threshold treatments on Ward Street.
 - Mark a centreline and edgelines for Ward Street between Pitt Street and Mowbray Street.
 - Investigate the creation of a suitable crossing points on Ward Street and Mowbray Street.
- **Te Wharekura o Te Rau Aroha**, on State Highway 27 – Waka Kotahi proposing 60 variable



Marae



- **12 marae** within Matamata-Piako District, 8 on local roads, 4 fronting State Highways
- **Each marae location has been reviewed**, specific plans developed for each covering speed limits, signs, roadmarking and identification of other supporting works





Marae

➤ Kai a te Mata (Kereone Road)

- Lower the speed limit to 80km/hr on the following sections of road:
 - Kereone Road from Morrinsville-Walton Road to between Bolton Road and Stockman Road
 - Morrinsville-Walton Road from Kuranui Road to 180m south of Kereone Road
 - Bolton Road from Kereone Road for a distance of 900m.
- Install threshold style signage on the westbound approach to the speed limit change on Kereone Road and on the Morrinsville-Walton Road approach to Kereone Road
- Install advance and directional marae signage on both approaches to the marae.
- Install additional signage and road marking to highlight the presence of the railway crossing and the intersection.



Cultural signs



Next steps

- **Workshop with Council** - 15th February
- **Council Meeting** - 8th March
- **Consultation** - 14th March – 11th April
- **Hearing** - 3rd May
- **Deliberations** - 10th May
- **Certification** - by Director of Waka Kotahi

