

Kaunihera | Council

Ngā Tāpiritanga – Mēneti | Attachments – Minutes

Attachments – Minutes of a meeting of an ordinary meeting of Matamata-Piako District Council held in the Council Chambers

35 Kenrick Street

TE AROHA on 24 Jul 2024 at 9:00.

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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.*

Manawarū Road Speed Limits

24 July 2024

Tēnā koutou e ngā Rangatira, nga mema o te kaunihera

Who am I ?

Ko Te Aroha te maunga, Ko Waihou te awa, Ko ngā Kaimai te paepae roa, ko Piako te whenua, ko Manawarū te taone nui

Ko wai au?..Ko David Bay JP, MBE, CSM tōku matua, Ko Rū Bay toku tupuna tāne, Ko Stuart Bay ahau, he kaipamu nō Manawarū, tōku turanga waewae.

Nō reira, tēnā koutou katoa

Introduction

Community View is a place of whanaungatanga (connections), pureitanga (games & events), manaakitanga (hospitality) and mātauranga (education) with the blessing of our local tangata whenua – Ngati Hinerangi & Ngati Hauā.

Council in its role as a Treaty partner seemed pre-disposed not to consider Community View as a modern day facility very similar to a marae. 10,000s visitors since 2020, open 24/7 day & night, to cars (& boats & trailers), trucks & trailers, road & farm contractors, first responders, – all for unique off road parking and EV charging, overnighing caravans and day parks for the cycle track users, preferring our toilets to the one on the cycle way & 100's bikes & motorcycles. Plus local children in vans, car and on foot to our climbing wall, inside and outside school hours for parties and events. School holidays are very busy. This is fulfilling our vision, becoming a vibrant, thriving community centre in the heart of Manawarū.

Why am I here?

My family & I have farmed and served in our wider community since 1948 and have attended events weekly in Manawarū for approx 70 years. Others believe I am qualified to represent a Concerned Residents Collective from Manawarū on the Council proposal to raise the village speed limit.

Manawa ...rū means a heart that can be delighted OR anxious. Manawarū has experienced both over the years. From wonderful educational achievements and village celebrations to the past lows in divisive factory payouts and the tavern war days. We do not want a repeat.

The Community View website explains its own development and opening in Sept 2020 by then Mayor Ash Tanner, and we have a manawa (heart) for Manawarū on our front signage.

There are 2 major issues of concern for us. We submit that:

1. Council communication was inadequate

- a. To Manawarū residents & organisations, hence a mad scramble when we heard that road works were to be underway by the end of February 2024
- i. In less than 1 week we organised a petition with 200 signatories and presented it to council, proving a lack of effective communication and we learnt that there were no local submissions to Council in 2023. We could have got 100's more, but had to act swiftly on 11 Feb to get to Council.
 - ii. Radio silence for several months, some information requested only just seen e.g TomTom data so unable to get it peer reviewed for timing, accuracy and using 2020 COVID year as a bench mark.
 - iii. < 2.5 working days notice of this meeting.
 - iv. Our non-resident school principal was visited on 15 Dec, the last day of school term, and we believe did not adequately represent our village, our school board or parents.
- b. To Councillors: The report today is inadequate
- i. We dispute the simplicity represented in the peri-urban description. The rural ONF you reference on Pg 14 & 18 does not address the issue that a stopping place can have more activity than a peri-urban road, and should have the lower speed limit.
 - ii. Details included are:
 1. biased & subjective (eg Pg 19 Option 2 says “arguably is a more appropriate speed limit”, “expected to be consistent”, “appear genuinely concerned” , yet “might not receive community support” (knowing it won't); and the report is neglectful of our uniqueness.
 2. inaccurate (eg 2 small towns raised that are not in our district as stated and non comparable). We are unique.
 3. we believe the Council has not acted with the consultation principles specified in Section 82 of LGA 2002, especially re Manawarū community support
 4. inadequate on financials, including isolating the difference between the 2 options. Eg school, pedestrian & cyclists protection are common costs in our view regardless of which option. Savings in signs being changed etc. “ Costly option”, “ the cost aspect is very high” does not cut it for us. What does “ significantly increase the investment” in Recommendation 2 actually mean?
 5. poor mapping doesn't show the cycle & pedestrian tracks & crossings and importantly no reference to their numbers, useage etc. No “circle of respect” was included around CV, the pre-school or the churches as per the school.

6. The road is not as straight as represented: southbound traffic can round a corner to be confronted by a stationary vehicle(s) waiting for oncoming traffic, before turning into CV. At 60 + KPHr the risk is magnified.
7. Reputational risk is the most accurate statement ...to Council & councillors.

2. Safety

- a. For vehicles, bikes, pedestrians have a bottom line of child safety. We have reached the Road to Zero, I believe the last road incident of the death of a child was in the horse & cart days outside the factory. The sad Tower Rd child death shows it can happen in an instant.
- b. Most pedestrians, children and cyclists will die in accidents with vehicle speeds above 50 Kphr.
- c. We submit that the statement on Pg 18 “ a 60 km/hr maximum speed will work best for Manawarū in combination...should lessen the danger to pedestrians” is limiting, subjective and unsatisfactory.
- d. This is our prime concern about increasing the speed limit to 60 kph. Common sense dictates that traffic median speed will inevitably be faster. Our petitioners recognised that.

What do we want?

1. We want unanimous Councillor support to our petition to leave the speed limit at 50 kphr as per the existing NSLR.
2. We would support cheaper options such as speed cameras with number plate recognition & speed recording being considered and more policing where necessary.







Thank you for the opportunity to speak
Stuart Bay
Chairman
Community View



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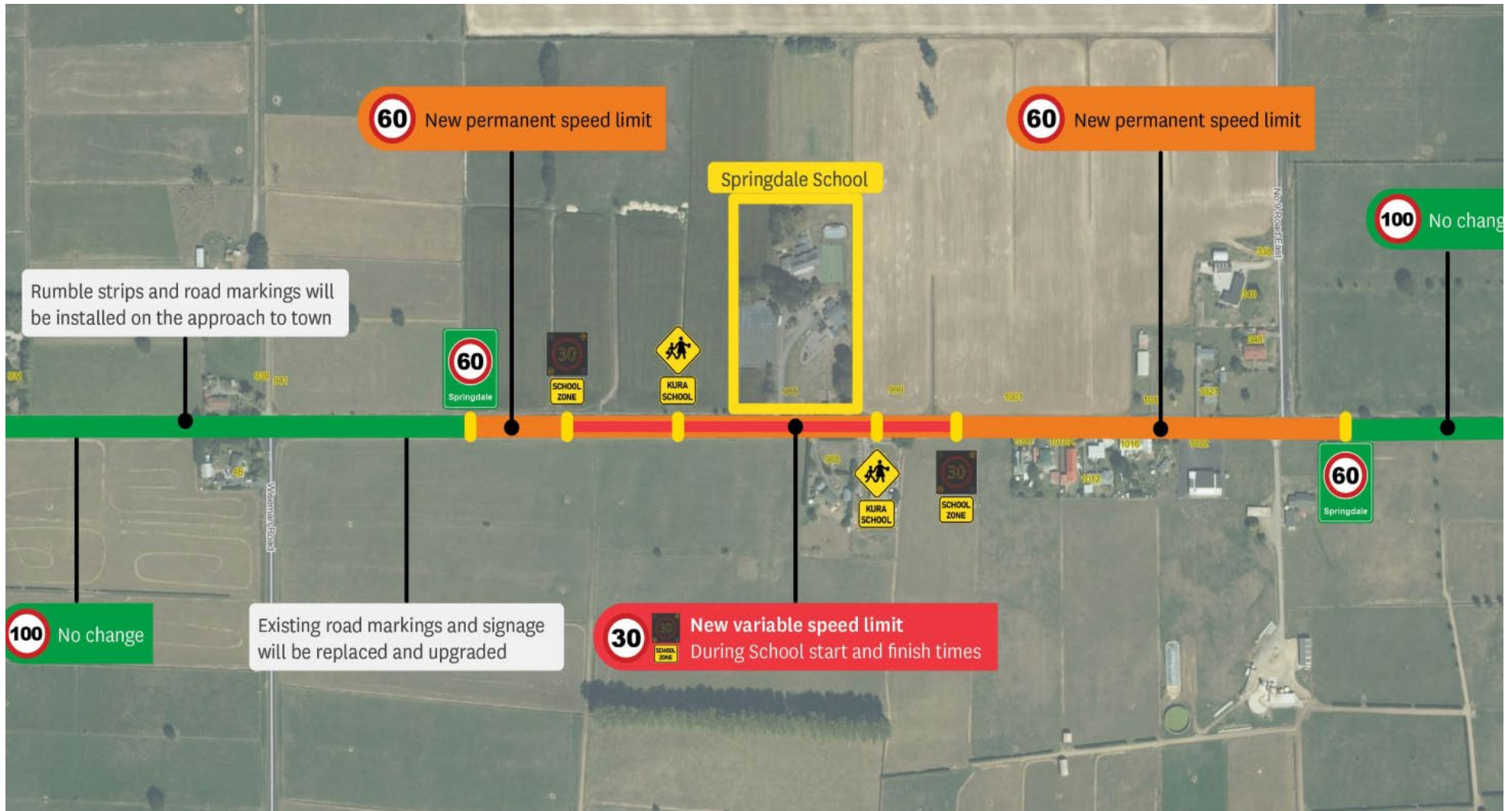
Springdale School and settlement

- **Objective** -To implement speed management plan changes and supporting infrastructure upgrades at Springdale
- **Scope**

Speed limit changes	Current speed limit	New speed limit
Permanent	 → 	
Variable	 → 	

- **Supporting infrastructure upgrades**
 - New threshold signs, warning signs, school signs
 - Red colour surface markings
 - Rumble strips
 - Variable electronic sign for 30km/hr
 - Retaining wall construction





Photos



Benefits



- Enhance visibility and alert drivers in poor visibility conditions
- Improve visibility and safety for road users
- Reduce vehicle speed and alert drivers
- Reduce speeds during school hours
- Investing in road safety infrastructure

Project Costs

- **\$105,000** for completion



Feedback



- Received feedback through pop-up information session from school and community
- Most of the community welcomed the changes
- Receiving positive feedback from the school, parents, neighbouring council and NZTA.

MB Matt Busch (External) 10:00 am
Great job MPDC, low cost effective safety treatments using a joined up approach across your transport, comms and IT teams & with good community engagement. Strongly suggest you share your approach wider. 👍



Project website

- Visit mpdc.nz/schoolspeeds for more info about Speed Management around schools 2023/24

Contact

- Swami Subramanian ssubramanian@mpdc.govt.nz
- Susanne Kampshof skampshof@mpdc.govt.nz

Thank you.