

Receipt Number	60km - Rural Unsealed Roads Comments	60km - Rural Residential Roads Comments	Extension of 50 Km/h Speed Limit Zone Comments	80km - Rural Roads Comments
5	60 km/h is plenty and might still be too fast for an unsealed road	60km/h will ensure for residents to be kept safe	depends on where, perhaps lowering to 70km/h would be more appropriate	80km/h will keep drivers safe
6	Totally agree and support this proposal.	Totally agree and support this proposal.	Totally agree and support this proposal.	Totally agree and support this proposal. Happy for the Foxton Shannon road also to go to 80 km/h.
7	I agree	I agree	I agree	Bruce rd should be added to this list. Some of these roads are busy with tractors and there is no should for pedestrians, they should be considered for 60km/h. Queen st east should be 60km/h, the unsealed pathway is not suitable for many cyclists and is too narrow for cars to safely pass. For all roads - if a road doesn't have a safe shoulder for cycling then it should not be 100km. Rural roads needs signage to encourage road users to give pedestrians and cyclists at least 1.5m space. Roads are shared spaces for more users than just cars.
8		Can you please confirm if the whole of Muhunua East Road is being looked at? I've already contacted the council about this as 80kms is extremely dangerous down here when walking with children. People launch their vehicles as they come under the bridge and are doing at least 120 by the time they pass our house. Your list of roads being considered is confusing and doesn't appear to include the whole of the current 80km Muhunua East Road???		
10	No comment	No comment	No comment	Arapaepae is a State Highway & a long safe straight. Waitarere Beach Road has perfectly safe long stretches of sealed highway. The corners are well so with speed reductions. Neither of these roads should have speed reductions imposed
11		Potts Road is a mix of lifestyle blocks and larger farms (the latter being more towards the Eastern Ranges mostly at the furthest end of the road). There has been a significant increase in traffic, of all kinds, over the last decade as sub-division and intensification has taken place. Potts Road, though sealed, does not have a centre line (too narrow) and numerous 'blind' right-angle corners on rises. Visibility is very restricted on many corners. The traffic is a mix of private vehicles, agricultural and contracting vehicles, double trailer animal trucks, a school bus, horses and walkers. Traffic densities have grown significantly. Importantly most of the heavy vehicles need to go to the larger farms at the Eastern end of Potts Road. That means these larger vehicles need to travel virtually the whole length of the road. The cafe on the corner of Highway 57 opens onto Potts Road where there is a restricted view. The 80km/hour prosed new limit is still too high in my opinion given the traffice densities, restricted views and mix of vehicle types. I believe the limit should be 60km/hour.		Potts Road is currently 100 km/hour. The proposal is 80. As noted in an earlier question I think it should be 60km/hour for the reasons outlined above.
12		I WOULD LIKE TO SEE ARAPAEPAE ROAD FROM MEADOWVALE DRIVE TO PAST ROSLYN ROAD REDUCED TO 80KM, AS WE HAVE 3 MAJOR INTERSECTIONS, 2 OF WHICH HAVE HEAPS OF ACCIDENTS, SOME FATAL, AND ALSO THE BUSYNESS AROUND GARDEN OF YORK, EVEN THOUGH THERE ARE NOW TURNING LANES		
13	60 km/h would be the right speed	60 km/h would be the right speed	70 km/h would be the right speed	70 km/h would be the right speed also all rural roads desperately need a dashed white line on their entire length as at night you have no idea where you are on the road with a cars headlights coming towards you especially on Heatherlea East rd as there are banks & drop offs on each side in a number of places , this is at least as important as a speed reduction for safety .
14	I support the proposed reduction to 60km. See Rural Roads section for supporting comments.	I support the proposed reduction to 60km.	I support the proposed extension of the 50km zone.	I support a reduction on Rural Roads but believe it should be to 60km rather than to 80km. I live on a Rural Road and while I support all the proposed speed reductions, my comments are based on my direct experience of my own road but relate to all the rural roads specified in the Statement of Proposal. I see Horowhenua as one region not as two ie rural or urban. Over the 2 decades I have lived here I have seen how blurred the traditional rural and urban boundaries have become, and in fact this blurring has been actively encouraged through our District Plan. We promote this lifestyle and it is indeed one of our great strengths. Activities which were traditionally urban now occur in all parts of our region eg cafes, schools, school buses, small and large businesses, leisure activities and events. It is timely and to be commended that HDC recognises how our changing district needs to be supported by changing regulations that enable the lifestyle that we promote, and which is one of the keys to us growing our ratepayer base. I will use my own Potts Road as an example to support a speed reduction. We are in effect a glorified cul de sac not just a rural road. We think of ourselves as a coherent community and have an active Facebook page to help us with this cohesion and to support neighbours. In regarding ourselves as a community, we are no different to suburbs or areas of town and we ask for the same respect and consideration. Just as in town, we don't want cars speeding through our neighbourhood. There are about 3 times as many houses as there were when I moved here in 2000. That means three times the number of people, and three times the number of cars. We are no longer a quiet country back road. Just as in town, my Potts Road neighbourhood has a cafe, and all the traffic that brings. The school bus travels along it twice a day and the school kids run to and from that bus twice a day and they deserve the same protection getting to school as their class mates in town. Every day the road is used by walkers, runners, bike riders, dog walkers, horses and riders, and pram pushers. These people, and animals, should be able to exercise in their own neighbourhood with risking their lives from fast vehicles. We have events in the road - there was a motor cross only this weekend which attracted 100s of vehicles. We welcome these events but it must be acknowledged that they occur in our neighbourhood and a mandatory slower speed limit would make us feel safer in our community. There are an increasing number of businesses, small and large, in our road. This is welcomed but as with events, they attract people from outside our 'cul de sac' who are not familiar with the road, the population density, and the day to day activities in the neighbourhood. A reduced speed limit would enhance the safety of these visitors and residents. So in summary, our rural areas consist of active communities not just a bunch of rural roads. The infrastructure does not exist in isolation, in and of itself, but it exists to support our people and neighbours and communities. I commend HDC in actively working to put people at the heart of future regional planning through this proposed reduction of speed limits.
16	No comment	No comment	No comment	Waitarere beach road is a good open road and is safe to drive. Corners are well signalled. Few houses.
17	A good idea but not taken far enough. 50kpm is more than fast enough on rural roads where stock, horse riders and people walking dogs live. Most rural roads are also without formed footpath and road markings. Suggest that the proposed 80kmp speed limit is reviewed to be 50kpm.	Again, a good idea but 50kpm should be the limit.	A good idea - all rural speed limits should be 50kpm.	Again, a good idea but 50kpm should be the limit.

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18		Waitare Beach Rd at intersection with State Highway One. From state highway one intersection, 1 kilometre from intersection toward Waitare should be 50k (same as at Waitare Beach end) as many driveways (12+) plus Grefor Lane intersection. Also no passing lanes along that same stretch because of many driveways and the intersection at Grefor Lane. Lighting required at Grefor Lane intersection. Signage at SH1 intersection needs to be moved further back from intersection as sharp corner not indicated until upon it when approaching from Beach end.		
19	good idea	good idea	good idea	70 km/h would be better
20	I'm not a frequent user of rural unsealed roads however 100km appears excessive to maintain control on a loose surface and provide an opportunity to brake in a safe distance. I would support a reduction to 60km as a safe speed or 80km as a max	No comment, agree	Agree	Agree, I note there are a number of driveways along Waitare Beach Road that have to exit/enter with vehicles approaching at 100km/h often over mounds, around corners or with obstructed views. 42, 46, 428, 450, and 451 Waitare Beach Road are all examples of this situation. Reducing the limit will also assist in farm machinery and heavy vehicles accessing/ exiting the road more safely e.g. at Bagrie's contracting.
21	No. Do not lower. We who live here are aware of these circumstances. We slow down at oncoming traffic and are sensible enough to give room for passing. We live so far out that it's already time consuming trying to get to work from where I live. Slowing our roads down will prove many frustrations and road rage will Sky rocket. It's common sense. You'll get an odd 50k driver because they don't live rural but who are they to order the decrease in speed?	No. I disagree! Doing this will anger rural residents. Council has already dropped speed limit in my area from 100k to 80k to 60k school zone. I agree with that but our open road should not be decreased to 60k. No. I'd have to leave for work at 4.15am just to meet lower speed requirements? It'll take longer to get to work? How is that fair? NO.	No. I disagree!	No. I disagree. No.
22	Good idea	Absolutely support this on Avenue North Road. People drive at stupid speeds for the conditions. We have had damage to our fence from crashes as a result of this. I would like to see speed bumps installed at various points to police this.		
23		Kawiu Rd With the amount of traffic that uses Kawiu Rd, (including heavy trucks), I feel the speed limit of 80km /hr is too high. The road gets quite narrow near the town end and I feel it is only a matter of time before there is a serious accident. . Also, the road has become like a race track for boy racers who make the road even more dangerous.		
24		Good call		Would suggest that Joblins Road for the amount of traffic that exits in and out of Woodhaven Gardens is a maximum of 60kph and for the area past the Woodhaven entrance where the road is seldom maintained also 60kph .80kph is too fast for the heavy vehicles that use that road . Other items to be considered would be more lighting .
25	No comment	No. Rural is rural, keep 100km. If houses are densely packed, then 80	Only if house are densely packed.	NO. 80km will lead to frustration, and more accidents. I live on Wylie road, there are very few areas that are safe to pass, yet at 80km, I have seen people attempt to pass. Driving slowly causes MORE issues, not less. No one will follow it, we are talking 10km at a slower speed. You will be setting people up for revenue gathering and stupid calls/mistakes.
26	Should definitely be reduced, as 100 km/h is too fast for safe stopping. Also dust is greater at faster speeds.	Anything slower than 100km/hr is good!	Good	Absolutely - 80km max!!! It should be 70 or 60km/hr. I live on a straight 2km stretch of rural road that is also residential but not considered rural residential for some weird reason. There are 3 busy intersections on this, plus a 25km/hr corner, plus residential driveways and numerous horticultural access points that have utes and tractors pulling in and out of everyday. Also tandem truck and trailers pulling out laden with vegetables. This creates very slow wide horticultural traffic that produce mud or dust depending on current weather conditions. The intensive industrial horticulture equates to lots of tractor traffic and idiots driving at 100km+ and overtaking the horticultural vehicles on the always muddy and dusty roads. In addition, as this is presently a 100km/hr road and SH1 and Bruce/Buller are 80km/hr, this means boyracers/locals prefer driving down CD Farm Road at 100km/hr or more. I have seen so many close calls. Soon there will be a nasty accident.
27		We have a hill farm at the end of Potts Road so travel it regularly. Originally I thought 70 was okay for a speed but since this review has been brought up I have really concentrated on what is a safe speed for the bad corners, narrow roads, trucks and buses that you meet on these roads let alone cars and 60km is a much safer option	Have to be careful not to irritate people at the same time and cause stupid passing situations so think that 60 is better for some roads	Each road should be looked at for its individual hazards. If you looked at a road like Heatherlea East road should be 60km with all their hazards.
28		Agree with proposal. On a number of country roads vehicles have increased and while most people drive according to road conditions a few people seem to see speed limit of 100kmh as mandatory and as vehicles having priority over pedestrians. Many of the country roads also have at times pedestrians and occasionally horses on them.	Agree with proposal. On a number of country roads vehicles have increased and while most people drive according to road conditions a few people seem to see speed limit of 100kmh as mandatory and as vehicles having priority over pedestrians. Many of the country roads also have at times pedestrians and occasionally horses on them.	
29	Speed Limit should be reduced to 60 km/h for safety.		Very good	I agree they need to be reduced!
30	Rather than the proposed 60 kph the speed limit should be reduced to 70 kph. (60 is not a common speed limit and is rather odd being just over 50, a common limit and just under 70, another common limit)	Again, rather than the proposed 60 kph the speed limit should be reduced to or remain at 70 kph. (60 is not a common speed limit and is rather odd being just over 50, a common limit and just under 70, another common limit)	Agree	Agree, unless the roads are upgraded to include safety features, in which case the 100kph should remain unchanged
31		agree as the bulk of people unless brought up on a metal road, do not know how to drive on them.		Waitare Beach road, definitely needs to have its speed reduced as amount of traffic using this road daily is enormous and as a daily user am aware of the speed of a huge portion of the traffic..
32				
33	Given that said roads are unsealed, I am of the opinion that a dropping of the speed limit is common sense. However 60 km/h is, in my opinion for what it is worth, is too low. Maybe 70 km/h is more practical or 80 km/h at the very outside. You want to encourage compliance, not defiance and it is the latter you are going to get if you want people to more or less to half their speed on a Rural Road with next to no enforcement present.	In a word, no. I will repeat myself, if you want compliance to a change in the speed limit, you have to be practical and a reduction to 60 km/h is NOT it. While what is trying to be achieved is sensible motivated, you have to take into account the 'human condition' and 'enforcement'. Simply put, without adequate avenues to enforce a speed limit, it is in the human condition to speed. Not all do or will but you will have those who will.	Generally, I would have to say 'No' again. Largely for the same reasons, I have already mentioned.	This list makes sense and the reduction proposed appears to be more rational than the preceding lists. (As this is the last comment, I would like to add local and central government can not legislate against stupidity. No matter where in Levin the Council moves to change the speed limit some people, given the chance, will speed. Where I live, Adkin Avenue, it is not uncommon to see drivers doing upwards of twice the legal limit on Adkin Avenue and on this end of Queen Street at least once a week. So as much as certain politicians, academics & vocal minority interest individuals and groups want to believe that the state of a road can kill people, it has (A LOT) more to do with the drivers on them than anything else.) Thank you.
34		I think that there is no reason to reduce the speed limit on our local roads. They are mainly used by locals and we all know how to drive to the conditions. It would just cause more traffic jams and irritate drivers and this is when accidents happen. There are no accidents I am aware of caused by speed - the few major accidents in the last 16 years were the result of bad judgment when overtaking, and failure to look before pulling out. The only place I feel a reduction is required is outside Tokomaru School - even if just for school pick up/ drop off - 50km would be appropriate especially as children do walk down the main road. Also something needs to be done about the cars speeding past the school buses. Our road only has 3 houses on it, Temukanui Road, and is straight section of road and now has good seal - it does not require 80km limit, nor do some of the other small roads - there needs to be some common sense applied - this would be a huge waste of money on signage and police resources. Target the areas where accidents happen - the roads I drive on Tane Road, Opiki Road SH's are fine with current speed limits, you would merely be adding more travel time to our trips without saving lives.		
35	Slow drivers already create problems on roads and can cause accidents or near misses at the very least. Reducing the speed limit will cause more frustration for capable motorists. If the speed limit is reduced to 60 kph, many will travel at 50 kph. Speed doesn't kill: incompetence does.	Again it is only incompetent drivers who cause the problems on roads. Also what about restricting the farm vehicles from travelling on public roads. That is ridiculous.	Ridiculous.	Definitely not.
36		It'd be better to slow the speed limit on rural roads to 60kmh.	Excellent idea.	80kmh is a good idea for safety.

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37	I agree with this change as many drivers are not use to gravel roads		Town boundaries are more built up these days and the traffic has increased/	Whelans rd in particular is very narrow with a slight bend in the middle. I have asked on several occasions for this road to be limited to 80k. We own the childcare centre on this road which is at the very end, our children walk frequently on this road and there are many residents. We encourage our customers to drive at 80 or slower, however have been challenged that the road is a 100k zone. The council have ignored our requests in the past. So we would love this particular road to be limited to 80 or even 60. Residents walk on this road frequently, Horses use this road frequently, many residents have dogs they exercise on the road frequently
38	60 to 80km/h is more than adequate on unsealed roads as the slower speed limit allows better control and reaction time to hazards associated with loose gravel	We live on a rural road where the 100 km/h speed limit is ridiculous due to the winding nature and blind corners on this road. Often road users cross the centreline of the road on corners due to excess speed for the conditions. On more than one occasion we have had near misses at a one way bridge as road users are travelling too fast to give way safely as they are supposed too.	Reduction of limits in these areas would ensure safer rail crossings	Same as for the rural residential roads commented on previously.
39	Unsealed roads should all be no higher than 70 KPH.	70-80- KPH is suitable for all these local rural roads, needs lots of limit signs to educate drivers. Need police presence or cameras on long straight roads like Queen St East, Tararua Road to clean up boy racers which are a problem.	%0KPH needs extending on all roads entering Levin,	No, Foxton Shannon should be at 80 KPH, the only roads at 100KPH should be the main state highways.
40				I have lived on Hokio Beach Road for over 40 years. My business, Celtic Winery is situated on the bend by the lake and there have been three fatal and over thirty accidents on my corner alone over these years. Cars have also crashed into trucks as they deliver goods and near misses have happened as buses full of people pull into the drive. Many accidents in the "High Accident area" go unreported but farmers are continually fixing their fences when cars roll through them. It is therefore imperative that the speed limit is reduced to 60K in the high accident area.
41	I agree with the speed reduction for safer speed due to conditions.	These roads should be reduced to 70 km/hr	i agree with these speed extension reductions	The improvements to waitare beach road is sufficiency to maintain existing speed limit of 100kmph, this corridor is mainly straight and with the two corners they should be better signposted with advisory corner speed Arapaepae rd should be 80km The improvements to himitangi block rd road is sufficient to maintain existing speed limit of 100kmph, this corridor is mainly straight and with the corners they should be better signposted with advisory corner speed, limited traffic and very few road trauma.
42	My interest is only in those roads reached after turning off SH1 towards Waikawa Beach.	<p>Re Strathnaver Drive and Reay Mackay Grove:</p> <p>these two roads can only be reached by driving through Waikawa Beach village which has a 50 Kph speed limit. Fortunately there are no speed signs on either of these roads (and we don't want any). Many or perhaps most believe people the speed limit on these 2 roads is still 50 Kph as in the village.</p> <p>100 Kph is totally unsuitable for either road, whereas 60 Kph is more realistic. However, I would argue that to reduce the speed limit to 50 Kph would be even better:</p> <p>* many people already believe that 50 Kph is the speed limit on these roads (and some have suggested 60 Kph would be an *increase* — https://waikawabeach.org.nz/2019/speed-limits-on-our-roads-may-change-submissions-by-15-march-2019/)</p> <p>* having the same speed limit for every road reached after entering the village would be simple, uniform and consistent. (I acknowledge that the speed limit on the beach is even lower.)</p> <p>* these roads are at the end of the line — there is no other settlement to be reached via these roads. Reducing the speed limit to 50 Kph would not be disadvantaging any other settlement.</p> <p>* the Strathnaver area is becoming increasingly built-up. In the last couple of years roughly a dozen houses or baches have been constructed or begun in this area (or the site is currently being prepared).</p> <p>* as in the village, the roads are popular with cyclists, horse riders, pedestrians, dog walkers, quad bikes, towed horse floats and even tractors towing boats. Reay Mackay Grove offers two beach access points where people congregate and load or unload families, equipment, dogs.</p>	no comment	<p>I believe the speed on Waikawa Beach Road should be reduced to 80 Kph from SH1 to the village. This road has become increasingly busy over the last few years. It feels narrow and there is no hard shoulder. Large trucks and trade vehicles often use this road, especially with the recent spurt in building in the Strathnaver and Emma Drive areas. Cyclists are becoming more common.</p> <p>It would make sense for any roads leading off Waikawa Beach Road to have limits the same as, or lower than, Waikawa Beach Road. That affects Takapu Road, Emma Drive and Kristin Place.</p>
43	No comment	I support this change - to make it safer for all road users, particularly to encourage users that are not car drivers	No comment	
44	I believe that reducing the speed limit on these roads (list 1) will greatly improve the safety of both traffic and the general public/residents.	Reducing the speed limit on these roads (list 2) will most definitely improve the safety for all. These roads are not built like highways, they are narrow, no street lighting, wide ditches on either sides of the roads and mostly have market gardens with a lot of large machinery using the roads. Also, farmers tend to graze their stock on the sides of the road so fast traffic traveling at 100kph is a real danger. One good example is Buller Rd. Currently 100kph, such a high speed limit for this rural road, really no need for it. A lot of farm traffic use this road and vehicles traveling at this high speed is unsafe.	Definitely a need for list 3 roads. These roads are a rural residential zone and need a reduced speed limit to ensure the safety for all.	
45	I agree with the proposed reduction in speed limit to 60 km/h or lower.	I agree with the reduction of the speed limit to 60 km/h (or lower).	I agree with the extension of 50 km/h speed limit zones.	I agree with the proposed reduction to 80 km/h (or lower).


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46	<p>You have provided not one single scrap of evidence that these roads are dangerous at these speeds, not one. You are using a blanket approach to lowering speeds based on a criteria that never existed prior to 2017 and quite frankly was not required. I have driven almost all of these roads and the road speeds are self managing. If there is a tight corner you slow down, if there's a narrow blind crown you slow down. It's that simple. You cannot travel at the posted speeds "some" of the time, but forcing entire communities to travel at the new lower speeds will reduce productivity of our commercial vehicles, increase costs and the locals will simply ignore them anyway. Put some indicated safe speed signs up and leave the blanket lowering of our rural roads speeds alone!</p> <p>One of your quotes: "Under the old rules for setting speed limits, all rural roads were 100km/hr unless certain stringent criteria could be met allowing the speed to be lowered; this approach has led to occurrences of inconsistent and inappropriate speed limits that are not safe for the road environment and conditions. There is also growing public demand and expectation for safer speeds."</p> <p>There is no growing public demand and expectation for safer speeds, there is growing public demand and expectation for safer roads and better infrastructure. I have posted about these proposals in several social media platforms and there is a tiny minority in support of it, the vast majority are appalled by this blanket approach. These roads have been working perfectly fine till now. You will make lawbreakers of these people who will ignore most of these stupid lowered speed limits so we can all travel as fast as the lowest common denominator (i.e a 90 year old grandma)</p> <p>I will give you one example of how utterly absurd this is...Gladstone Rd 40m W of Makahika Rd to road end to be reduced to 60kph. You can't even travel 40kph on this section of road let alone your proposed 60kph!!! Did anyone from your esteemed staff actually bother to review or even drive any of these roads prior to this "consultation"?</p> <p>How many crashes have happened on this section of road? Or on any of the proposed roads...how many???</p>	<p>Seriously???</p> <p>Mangahao Road: Mangaore Hall/End of Road 100 km/h reduced to 60 km/h.</p> <p>NO ONE EXCEPT FOR A PROFESSIONAL RALLY DRIVER COULD DRIVE THIS SECTION AT 30KMH LET ALONE 60 OR 100KMH!!!!...This road, like ALL the rest on that stupid list have been self managed since time immemorial.</p> <p>Please tell me exactly how many crashes that are directly speed related have happened on this whole list of roads? Email them to me thanks.</p>	<p>Wow...do I need to keep going? My previous statements apply. I travel many of these roads regularly, and will continue to travel at what I perceive to be a safe speed, not what a council in their infinite wisdom perceives to be safe. I think some of you need to actually get off your asses and travel these roads a bit more than doing these forgone fake "consultations".</p>	<p>I'll give you two examples of how stupid your blanket policy is:</p> <p>"Waitarere Beach Road, SH1/Existing 80km/h Zone: 100 km/h reduce to 80 km/h: Not suitable for 100km/h, consistent safe approach."</p> <p>There are 3 very long straights on this road, two of several kilometres in length and flat. I will continue to travel these sections at 100kmh and slow for the two corners on this road as we have been doing since forever. Get out and drive the road and tell me how unsafe it is!!!</p> <p>"Wylie Road, Palmer Road/Manawatu DC Boundary: 100 km/h reduced to 80 km/h."</p> <p>I travel this road every single day. A year ago the start of the road was widened and flattened and you dropped the speed temporarily to 80kmh. NO ONE does 80kmh there. You made the road safer AND dropped the speed limit, what were you thinking? Now to extend this to the district boundary is an utter joke. There is a 3km straight, wide, flat section of road with a slight left corner followed by a 7km straight road with one blind crown on it thats already marked in double yellow lines. The road narrows about half way but two cars...and trucks can easily pass each other at 100kmh safely. WE do it all the time. In fact you could probably travel that road at 180kmh safely it is that straight, wide and flat.</p> <p>Get out and review all of these stupid proposals, because I for one will ignore every single one of them and drive the time honoured rule of "drive to the conditions"</p>
47	Yes I agree with the proposed speed reduction	Yes I agree with the proposed speed reduction	Yes I agree	Yes the speed limit should be reduced. The rural roads are used by bikers and by horse riders and there is often no berm to get off on. On Waitarere Beach Road there needs to be watch out for riders signage as there is on rural roads in the Kapiti District.
48	This is an entirely good idea. Unsealed roads are unsafe, can lead to broken windows and skids if not driven to the conditions.	We agree that this is the safest approach when rural roads have a residential aspect to them.	We feel the lowering of these speeds will benefit the businesses although some of these roads could remain at 70kph without issue.	Hokio Beach Road speeds have been a contentious issue for beach residents for a long time. Since the addition of heavy rubbish trucks using this road (more so since Kapiti rubbish is being bought here) we have advocated for a lowering of the speed limit. The road is too narrow and the trucks tend to use more than their share of the road. We would welcome a reduction in speed to 80kph.
49	Agree			Agree
50	<p>These are the thoughts on all the Rural Roads in the Horowhenua where applicable. We are very concerned about the speed limits on roads in the Horowhenua. The main reason being the Horowhenua has grown in population, and another 10,000 predicted with the Expressway, hence a lot more traffic on rural roads due to the sub divisions taking place in the past ten years. Which proves there are more people out walking/running, walking animals, cycling, tractors and machinery around the district. Also, why are we having all these fatal accidents? Speed.</p> <p>More white lines or broken lines are needed to be put in the middle of the roads, particularly on rises or where there is sun strike, so many drivers drift into the middle of the roads.</p> <p>There are many one way bridges on rural roads, fine someone has to give way, but not always as the speed limit is 100kms how can they stop. Particularly if the vision is bad on either sides e.g. vision blocked by trees, fences, or sun.</p> <p>Another concern is the speed limit near Rural Schools and School buses which is meant to be 20 kms? Rural Women NZ is calling for a review of school bus eligibility criteria part in rural schools area. If children live within 2 kms of a rural school they are not eligible for the local school bus services, so are forced to walk or cycle on roads with no shoulders, often used by logging trucks, stock trucks and milk tankers making it treacherous for our children.</p>			
51	I fully support the reduction in rural speeds the current system is dangerous and a threat to life and a restriction to activity in rural communities	Happy with the proposed	This too limiting in Tokomaru where All of Matipo, Rewarewa, Karaka streets should be included as part of the extended area. These are on the fringe of an urban settlement used regularly by walkers, children and some cycling, all of this would improve with an adequate speed restriction. The lack of adequate berms and footpaths must be offset by lowered speeds.	There appears to be no space to make an overall comment so I will do so here. The previous default setting of road speed limits is the complete opposite to an OSH approach. Default settings must be at the lowest safe setting and if there is a call to increase then this must be factored against a set of criteria, road condition, setting, other users, traffic volumes etc
52	I agree with making all metal roads 60 kph, safety must be the paramount driving force behind the proposed speed change.	Now that we have more life style blocks meaning more entrance/exit ways onto presently 100kph, 80kph, 70kph roads, it makes sense to lower the speed to allow for safe passage both onto and off the roads listed. With particular reference to the Waitarere Rise, a reduction to 60kph would be welcomed by residents.	Lowering the speed limit will allow better traffic flow in these areas.	To ensure a safe and consistent approach to secondary roads as listed, I agree with the speed reduction to 80kph, many of these roads have narrow sections and windy sections and a 80kph speed limit would ensure safer handling of corners, uneven road surfaces etc... With particular reference to Waitarere Beach Road from SH1 to the existing 80kph zone, there is now a section of approx. 500m from the SH1 intersection heading to the beach in which there has been increased housing development and a lower speed limit would be welcomed by those residents.
53				Waitarere Beach Road - 100km/h is a reasonable speed limit for the road. It is mostly straight and not a accident zone. I propose leaving it as is.
54	No comment on this road	No comment on this road	No comment on these roads	My submission is specific to the SH1 to existing 80km/h zone for Waitarere Beach Road. The reason give for a proposed reduction to 80km/h is "not suitable for 100km/h, consistent safe approach". I do not believe that statement to be accurate. This road is safe to travel at 100km/h. There are two corners where 100km/h is fast, however, the overall road is safe to travel at 100km/h. There are no major roads joining the road, there is good visibility and the road is in good condition. I submit that if someone is not able to drive at 100km/h on this road then they should not be driving. I oppose the reduction to 80km/h on this road.
55	60 km/h is too slow on these roads - they are generally not used by the wider population.	No need for reduction	Leave as is	The current limit of 100 km/h is fine - some of these roads have recently been widened and this allows for most drivers to safely be at 100 km/h -
57	What an absolutely stupid proposal. Some of these stretches can go for kilometres and 60kmh?! Utterly stupid. Perhaps if people aren't capable then they can hand in their drivers license?	As previous thoughts, what utter rubbish. Residents in rural areas KNOW their house is in a rural area and KNOW the limits and roads. Punish all the others for the dumb actions of a tiny minority	Leave as is	Waitarere Beach Road is perfectly safe for 100kmh as well as a majority of the roads posted. Whoever wrote that it isn't suitable for 100kmh needs to hand in their drivers license as I am more worried that they will cause frustration and danger for everyone else.
58	60km/h is fine for unsealed roads. I concur.	I think 70km/h is sufficient for these roads. 60km/h will be too much of a impediment to motorists. But some of the more higher density, more narrow or otherwise dangerous areas may warrant 60km/h. But not as a blanket restriction.	70 km/h in these areas is fine. the 50km/h areas are generally too broad already.	Waitarere Beach Road should be 80km/h. Its narrow,

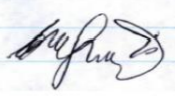
Receipt Number	60km - Rural Unsealed Roads Comments	60km - Rural Residential Roads Comments	Extension of 50 Km/h Speed Limit Zone Comments	80km - Rural Roads Comments	
59				No need whatsoever to decrease the speed limit as proposed from 100 to 80 kph on Waitare Beach road. A great deal of farm traffic use this road and exhilaration is often needed to pass this traffic. As far as I'm aware no accidents have been recorded. Don't try and fix something that is not broken!	
61	Agree with proposal	Agree with proposal	Agree	Agree	
62				Waitare Beach road should stay at 100KPH, Hokio road reduced to 80 KPH or less	
63	It's very important to reduce the speed on our roads	Speed too fast at 100kph	Needs to be 60kph	Yes	
64	I agree with this speed reduction although I don't travel on unsealed roads very often. I am certain 60 km/h will be a lot safer and will make little difference to travel times.	I reside in Garth Road and there is no need to travel faster than 50 km/h, I am therefore in agreement of this speed reduction.	Yes I agree with this, a narrow road with houses and businesses.	This is a yes 100 km/h is far to fast and dangerous turning in and out of Garth Road and applies to other road in this category.	
65	The Horowhenua road safety group supports a reduced speed limit to 60 km/h on unsealed rural roads. These roads by their very nature are susceptible to changes in conditions such as narrow road width, undulating surface conditions, and variable road alignment. As well, there is also an increased risk of sharing the road with other traffic. These conditions and risk factors can often compromise the safety of drivers.	The Horowhenua road safety group supports the reduction of the speed limit to 60 km/h on rural residential roads. Often these roads have a higher volume of traffic due to increasing numbers of rural residents, commuters, cyclists and other vehicle traffic. We believe that reducing the speed limit to 60km/h is a more safe and appropriate speed for this type of environment. It will also provide consistency across the District.	The Horowhenua road safety group supports extending the 50km/h speed limit zones on the roads listed in Appendix List 3.	The Horowhenua road safety group supports the reduction in speed on the rural roads listed in Appendix List 4, from 100km/h to 80km/h.	
66	I completely agree to reduce the speed on the unsealed roads.	I completely agree.	I agree.	I completely agree to reduce the speed on my road which is listed in List 4 from 100 km/hr to 80 km/hr. The cars whiz by my place going as fast as they possibly can.	
67		With reference to roads to/in Waitare Beach, I agree with the proposed speed reduction	With reference to roads to/in Waitare Beach, I agree with the proposed speed reduction	With reference to roads to/in Waitare Beach, I agree with the proposed speed reduction	
68	I am not opposed to a considered speed reduction for appropriate sections of rural unsealed roads but reducing to 60 km/h is too radical - I suggest 80 km/h or 70 km/h.	I have no particular comment on this proposal	No objection.	I think this proposal is too extensive, including roads comprising predominantly long straights and easily signposted corners (e.g. Himatangi Block Rd, Arapaepae Rd, Muhunoa E&W Rds, Waitare Beach Rd). Drivers will feel 80 km/h speed limits unjustifiable and vexatious. Be more considered, selective and consider reductions to 90 km/h an alternative.	
69	I agree with this.	I agree with this speed.	I agree with this speed.	I agree with this speed reduction.	
70	Agree	70mph	70mpjh	Leaveat 100mph	
71				Emma Drive should be 50km/h as the road is not straight or flat and the visibility is largely reduced. It is far safer for those walking to have time to move off the side of the road when a vehicle approaches. One vehicle travels really fast along this road and the road is not suited to 100. Most other drivers automatically reduce their speed. Waikawa Beach road should be 80km/h.	
72	I believe 70kph would be appropriate	70kph on sealed roads should be adequate	I believe the whole of Waikawa Beach Road should be 80k. Residential streets should all be 50k.		
73				Waitare Beach Road: Improvements have been commenced on Waitare Beach Road that have so far involved widening the shoulder and improving the historically uneven surface of parts of this road. (This seems to have stalled which is extremely frustrating and even though this is not part of the submission, I would like to mention that if these improvements could get back on-track in a more timely fashion than what it is at present, it would go a long way to seeing the road quality and driver visibility improve extensively - thus meaning 100km/hr would remain a safe driving speed.) As it stands, the current 100km/hr, in my opinion, is a safe speed for Waitare Beach Road. I've lived here for 20 years and have seen the population size increase from seeing almost no cars on a drive from the beach to SH1 to seeing some on a normal day and many during the holiday season. Rarely have I seen stupidity on this road while everyone is driving at 100km/hr; it is a comfortable and safe speed when everyone is respecting the road and other drivers. There are a couple of turns on Waitare Beach Road that do require respect from drivers; these could do with a preferred speed limit indicated prior to the corner as one sees on many roads with upcoming corners. I see only impatient drivers making poor decisions that affect the safety of everyone by putting the speed limit along the entire road down to 80km/hr. Recommence and complete the stalled improvements (and finish the entire road); bettering the roads with improved shoulders and surfaces for safer driving.	
74	I'm only interested in Waitare Beach Speed limit which is fit for purpose.		If it ain't broke, don't fix it!	If it ain't broke, don't fix it!	
75	Absolutely necessary. Rural area, also families walking on streets. Horse riders and horses, dog walkers and dogs need peace of mind they won't be run over! or into...	Absolutely necessary and a must for safety	absolutely necessary. Safety first...		
77	Agree	Not all roads require speed reduction.		Not required for Waitare Beach Road for SH 1 to current 80kph area. Not required for Foxton/Shandon Road Not required for Himatangi Block Road These roads have had or have planned works which will improve the viability and provided greater shoulder allowing safer travel at the current speed limit. There will be other roads of similar status throughout the district unknown to me which do not require reduced speed limits.	
78	Blanket approaches don't work and are unnecessary, it suggests no effort has been made in assessing each road to be effected as to suitable speed restriction. Many unsealed roads are suitable to 80km/h. I am opposed to making all unsealed roads 60km/h	re Waikawa Beach Rd and associated streets. Waikawa Beach Residents Association has made a submission indicating a majority support for their proposal. This is incorrect. I believe they represent 12% of all addresses - accordingly they do not represent 88%. To rely on their submission is foolhardy and incorrect. This is not "unanimous" support by Waikawa Beach residents. Their reference to Emma Dr is substantiated by only one (1) household who are not permanent residents. I oppose any change to Emma Dr and Waikawa Beach Rd speed limits and am joined in this by the greater majority of full time residents. To change the speed limit is unnecessary and has had no valid justification proposed for this change. There has been one only vehicle incident on Waikawa Beach Rd in many many years, and this was the school bus going into the culvert. No other vehicle involved, at fault or cause, and not result of speed. There has been a mild population increase to the general area - these are intelligent, educated people with Driver Licences who are able to manage their safety on this and surrounding roads. The evidence has demonstrated this. Kristin Place has several "speed humps" in place which already reduce speed. Emma Dr has a "speed hump" at the entry to the road also reducing entry speed significantly. Both Emma Dr and Kristin Pl are cul de sacs, not through roads, of limited length. this by it's design nature (Council insisted on corners, not a straight road) has a lower speed limit capacity. Strathnaver Dr similarly has numerous "speed humps" which inhibit the flow of traffic and reduce travelling speed. The measures and interventions in place currently are more than sufficient, no further action is required, no duplication and wastage of ratepayer money errcting and monitoring signage where no issue exists is required. Noting Waikawa Beach Ratepayers Association (WBRA) have requested in their submission that no speed limit signs be installed - so what is the point of the dialogue? WBRA suggestion changing the speed limit by reduction will "help to unify" the community" is untrue - forced changes have created division. We remain opposed to the proposal.			Disagree with proposed change

Receipt Number	60km - Rural Unsealed Roads Comments	60km - Rural Residential Roads Comments	Extension of 50 Km/h Speed Limit Zone Comments	80km - Rural Roads Comments
79	We believe reducing the speed limit to 80 km/h would be sufficient.			This is seriously ridiculous. Some of the main bypass roads (Motoiti, Himatangi Block etc) you are wanting to reduce the speed on, potentially putting more traffic onto the state highways which are already clogged. As for Waitarere Beach Road, being a main feeding road, a reduction of speed would be ludicrous. The bulk of the accidents that happen on any of these roads are not because of the current speed limit - they are because of drivers not driving to the conditions and most often because drivers do not adhere to the speed limits in place on bends etc, and Waitarere Beach Road would be a prime example of this. How many accidents happen on the straight sections of the road?? Virtually nil. So those that are currently not adhering to the current signage are not going to change and accidents will still happen. You would penalise so many for a nil gain.
80		Waikawa Beach Road section between SH1 and Takapu Rd is currently 80km maximum speed limit. This is far too high given the type of road and the amount of dwellings along this section. The road users range from young pedestrians to animals and horse riders to cyclists to passenger vehicles to large machinery and heavy vehicles. Even the 80 km/hr limit is very rarely adhered to with most users driving at speeds well beyond 100 - 120km/hr. I have taken this up with the NZ Police and HDC many times with little improvement in enforcement. Given this, the speed limit for the Waikawa Beach Rd section between SH1 and Takapu Rd should be further reduced to 60km/hr with the remainder of the road out to Waikawa Beach should be set at 80 km/hr.		We agree that the speed limit between the current 80km/hr zone and the beach township should be reduced to 80km/hr The current 80 km/hr zone of Waikawa Beach Rd should be further reduced to 60km/hr
81	I do not support the submission as no evidence of an increased risk for road users has been shown. By taking a broad approach in introducing a area wide reduction in speed limits is akin to taking a sledgehammer to crack a nut. the proposal states 'Ad nauseam' Consistent safe approach in all of its comments on metaled roads. However there is no evidence at all as to why a lowering of the speed limit is required, allowing the readers of the proposal to draw their own conclusions, namely this is a sledgehammer to crack a nut approach to tackle a perceived speeding problem. Reported traffic accidents have not occurred on the majority of the roads mentioned; and where they have a lower speed limit would not have made any significant difference. The users of these roads in the main tend to be locals or experienced metaled road users. This means their level of competence is more than sufficient to safely manage any risk. This blanket approach to lowering road speed limits is an extremely lazy method of road traffic management and council would be better suited to focusing on road education than potentially making it's ratepayers traffic offenders	As with the previous section the proposal states 'Ad nauseam' Consistent safe approach in all of its comments on rural residential roads. Again no evidence has been provided as to why a lowering of the speed limit is required. Without such evidence the conclusion again has to be that the council has taken a blanket approach rather than actually research the requirement for reducing the road speed limit. This blanket approach to lowering road speed limits is an extremely lazy method of road traffic management and council would be better suited to focusing on road education than potentially making it's ratepayers traffic offenders	As with the previous sections the proposal states 'Ad nauseam' Consistent safe approach in all of its comments on rural residential roads. Again no evidence has been provided as to why a lowering of the speed limit is required. Without such evidence the conclusion again has to be that the council has taken a blanket approach rather than actually research the requirement for reducing the road speed limit. This blanket approach to lowering road speed limits is an extremely lazy method of road traffic management and council would be better suited to focusing on road education than potentially making it's ratepayers traffic offenders	As with all previous sections no evidence has been provided as to why a lowering of the speed limit is required, other than consistent safe approach This blanket approach to lowering road speed limits is an extremely lazy method of road traffic management and council would be better suited to focusing on road education than potentially making it's ratepayers traffic offenders
82	Agree	Agree	Agree	Comments: <u>Agree.</u> <u>Hokia Beach Rd has increased in traffic over the last 5 yrs. We have an increase of trucks going to the tip and over summer there is an increase in traffic heading to the beach.</u> <u>The straight from Mautere Rd out to the first bend toward the beach is a "race track" now. Traffic speed is exceeding 100 km/hr.</u> <u>Signage to be clear + large to bring attention to the changes. Our rural roads are dangerous!!</u>

Receipt Number	60km - Rural Unsealed Roads Comments	60km - Rural Residential Roads Comments	Extension of 50 Km/h Speed Limit Zone Comments	80km - Rural Roads Comments
83				<p>It was with great interest that I read the article in the Manawatu Standard re speed limits in the district, starting with rural roads.</p> <p>Our road is an interesting one when it comes to traffic, for the following reasons:</p> <p>*It is not a very wide road, possibly because it is a road which has been here for very many years and possibly because the land was not highly populated. This has changed over the past few years, and with proposed subdivisions happening there will be more properties to provide access to. Meeting another vehicle, particularly some of the trucks and utes which travel with an urge to get somewhere quickly, encourages one to pull over onto the grass.</p> <p>*There seem to be increased numbers of younger drivers on this road who like to get where they are going as fast as possible, and some of whom like to do interesting driving activities which has been evidenced by the curving black lines on the road outside my property entrance which is at the bottom of a gully dip in the road.</p> <p>*There are areas of road where visibility is not good due the natural gullies and the curves which are partly hidden by vegetation. Some drivers do not seem to consider the need for visibility of the road ahead to check for oncoming traffic (down in the 'dip') and where the road has been built up there are some very steep side banks which drop into gullies, so swerving to miss another vehicle is not always a realistic option.</p> <p>So, to address the idea of lowering speed limits on rural roads, such as Lindsay Road, is an excellent idea. Currently the speed limit is 80kmh - probably a drop to 60kmh would be a sensible idea to keep the road users safer. However.</p> <p>No matter what the speed sign says, who is going to enforce it? How can it be monitored? Speed cameras? Of course, but how long would they last?</p> <p>I rather think that you have a very difficult task ahead. I respect your willingness to try to do something sensible to deal with a very real problem, that of speed on rural roads, and I wish you every success in achieving the goal of keeping road users safer.</p>
84	<p><u>I fully support these speed limit reductions</u></p>	<p><u>I agree with these proposed speed limit reductions</u></p>	<p><u>I agree with these proposed speed limit reductions</u></p>	<p><u>I support these proposed speed limit reductions</u></p> <p><u>Note: I would also strongly support any proposal to reduce the speed limit on the entire route Levin - Manakau.</u></p> <p><u>(At present some sections of that route have speed limits above exceeding 80 kph which I believe is dangerous.</u></p>
85				<p>It is proposed to reduce the speed limit on these roads to 80 km/h.</p> <p>Comments: <u>My wife and I have resided at this address for over 40 years. During this time we have noticed an increase in traffic volume and increased speed over the legal limit of 100 kph. In my opinion, in particular the built-up area, have become dangerous with many cars overtaking illegally on many occasions. Other people I have spoken to have stated my views. I personally would like to see the speed limit reduce to 80kph by the built-up residential area, then possibly 100kph leading to Hinakangi - Block Road.</u></p> <p><u>Thank you for the opportunity to submit a reply.</u></p>

Receipt Number	60km - Rural Unsealed Roads Comments	60km - Rural Residential Roads Comments	Extension of 50 Km/h Speed Limit Zone Comments	80km - Rural Roads Comments
86		Comments: PALMER ROAD IS NOT LISTED BUT IT IS NOW 80 AND THIS IS OK BUT THE SPEED NEED POLICING AS A LOT OF VEHICLES FAR EXCEED THIS		Comments: WYLIE ROAD NEEDS THE PROPOSED REDUCTION TO 80K AS THERE ARE SECTIONS THAT STILL NEED WIDENING AND IF YOU MEET A LARGE VEHICLE YOU NEED TO GO ON THE GRASS VERGE TO AVOID A POSSIBLE COLLISION. THE SOUTHERN SECTION HAS JUST BEEN UPGRADED AND WIDENED AND EVEN WITH THE TEMP 80K LIMIT THE SPEED ON THIS SECTION BY SOME VEHICLES - CARS AND BIKES - IS FRIGHTENING.
87				Comments: The residents of Vista Road Ohau would like the speed limit on our road to be reduced for all safety factors. Preferred speed limit suggested 60 or 70 kmh.
88	Totally agree	Totally agree	Yes full agreement	Comments: As residents of Kimberley Rd. (East of the Arapaeae intersection) we totally believe the speed needs to be <u>even lower</u> than 80km - and the current 100km - <u>ridiculous!</u>
89				Many of the roads are not suitable to be at 80km/h
90				Comments: I have lived at for 19 yrs and have had 2 cats killed on the road. Speed is a real issue on the road with boy racers, cars racing, etc. Being a market garden area I would like to see the speed limit go down to 70ics with speed bumps put along the road so the speed can be patrolled because otherwise how are you going to patrol it? I hope this request is going to be taken
91	We disagree with the majority of proposed changes	We suggest Council keep the status quo except for rural residential zones	We disagree with the majority of proposed changes	We disagree with the majority of proposed changes

Receipt Number	60km - Rural Unsealed Roads Comments	60km - Rural Residential Roads Comments	Extension of 50 Km/h Speed Limit Zone Comments	80km - Rural Roads Comments
92		<p>Comments: WE RESIDE APPROXIMATELY HALFWAY, ALONG THE CURRENT SIGNPOSTED, 70 KM/H SECTION, OF THIS LIMIT, IS BEING, "BLINDLY" "IGNORED", BY "CERTAIN DRIVERS", WHO USE IT AS A "DRAG RACING STRIP." WHEN WE MOVED HERE ABOUT 6 YEARS AGO, WE HAD TO INSURE BOTH OUR DRIVEWAYS, TO ENABLE US TO SAFELY DRIVE IN & OUT. EVEN WHEN MOWING OUR BEAM, WITH OUR RIDE ON MOWER, WEARING A HAZZ SACKET "CERTAIN DRIVERS", TRY TO SEE HOW CLOSE THEY CAN GET TO ME, IT CAN BE QUITE NERVE RACKING, TO SAY THE LEAST. EVEN PEDESTRIANS, HAVE TROUBLE WALKING ON THE ROAD SIDES, (WE NEED SODDER HATS TO SLOW THEM DOWN)</p>		
93				<p>I wish to submit that the speed on rural roads should all be reduced to 80kph.</p> <p>Reasons—Roads are often narrow and windy eg Buckley Road, Tavistock road.</p> <p>Walking on the side of the road is dangerous—fast cars do not give time or room to get off the road eg Koputaroa road.</p> <p>There is often no safety verge to pull on to and so two cars passing is often quite difficult eg Pretoria Road.</p> <p>Many have a busy period at school times as now Koputaroa , and Opiki have no buses and very dangerous for ones walking dogs.</p> <p>I do not believe in going too low with speed is any good as the law will just be broken.</p>
95	<p>I THEREFORE FULLY SUPPORT THIS REDUCTION TO 60km/h ON UNSEALED ROADS.</p>	<p>Comments: I FULLY SUPPORT THIS CHANGE ON SAFETY GROUNDS FOR CYCLISTS, CHILDREN, PEDESTRIANS & ANIMALS.</p>		<p>Comments: I FULLY SUPPORT THIS PROPOSAL AS ALL RURAL ROADS WERE NEVER DESIGNED TO BE DRIVEN SAFELY AT 100km/h AND MOST ARE NARROW WITHOUT CENTRE LINES.</p>
96				 <p>Horowhenua District Council Re: Roading Submission</p> <p>Dear Sir/Madam,</p> <p>Some time ago I received a Submission Form regarding speed limits on Rural Roads in the Horowhenua District.</p> <p>To my surprise it appears that Kawi Rd has been omitted from discussion. No provision has been made for reports to be made on what is one of the busiest Roads to enter or exit Levin.</p> <p>The current speed limit is 80 km. If observed it would probably assure some safety for drivers on this section, but high speeds have been witnessed time and time again, much higher than what</p>

Receipt Number	60km - Rural Unsealed Roads Comments	60km - Rural Residential Roads Comments	Extension of 50 Km/h Speed Limit Zone Comments	80km - Rural Roads Comments
				<p>is posted with the result of fences + sign posts being regularly damaged. The fact that Kawiu Rd is not being looked at for lower speed limits, makes me fear for my neighbours and other residents along this road.</p> <p>I would appreciate your advice as to why Kawiu Rd is not being looked at or reported on and wonder if there has not been more observation of the excessive speeds.</p> <p>Yours faithfully,</p> 
97				<p>Four speed limits are suggested for Horowhenua District Roads in order to enhance community safety.</p> <ul style="list-style-type: none"> • 80/Km/h all sealed roads that are well marked and built for 2 lanes of Traffic. • 60 Km/h all sealed roads with minimal space for overtaking, all gravel surface and no exit roads. • 50 km/h all areas declared as built up residential (no change) • 40 km/h rural residential developments. <p>9 Summary.</p> <p>9.1 Time savings travelling at speeds of 100 km/h as distinct to 80 km/h are often illusionary.</p> <p>9.2 Community safety improves as speed limits are reduced.</p> <p>9.3 Drivers with modern vehicles are often unaware of their speed and the developing risks encountered.</p> <p>9.4 A simple system of graduated speed limits with 20 km/h increments to a maximum of 80 km/h will act towards reducing the Rural crash rate.</p> <p>Council to retain discretion to vary limits downwards if special conditions apply.</p>
98				<p>This submission is in support of lower speed limits on the roads owned by the Horowhenua District Council. To begin with, there needs to be an acceptance by all authorities and the public that the "one size fits all 100 km speed limit" is not suitable for a large part of our roading network, and this includes our state highways. Too many drivers insist on trying to drive at 100 km/hr even on roads where it is just not safe to do so and refuse to drive to the conditions. These same drivers intimidate other drivers who do drive to the conditions and often dangerous overtaking is the result. Lower speed limits on narrow, winding and congested roads allows the traffic police to more easily enforce excessive speed and there is less holdups as all drivers adjust the new lower speed limits. In reality, good drivers are already adjusting their speed to the conditions.</p> <p>I submit that all roads controlled by the HDC should have a new lower generic speed limits of 80km/hr for roads with lane markings and wide enough for opposing vehicles to pass safely, and 60 km/hr for all narrow unmarked roads, gravel roads and lanes serving lifestyle enclaves.</p> <p>The exception to this proposal is the Foxton to Shannon road, which should remain at 100 km/hr. This road is built to highway standards, has good shoulders, and has a low housing density. This road is also used as a bypass when the State highways [1 & 27] are closed.</p> <p>Although outside the scope of this proposal, the HDC should work closely with the NZTA to also have lower speed limits on the congested parts of the SH highway network. Such sections could include the entire length of SH 1 between Levin and Otaki, [80 km/hr, SH 27 from SH1 junction at Kimberley Road to North of Queen Street [80 km/hr].</p> <p>Thankyou for allowing me to make this submission. I ask that this submission is acknowledged by email or phone.</p>
99		<p>Hi and thanks I cannot get through on the web so can you submit the following.</p> <p>60kph on these roads is too fast. Fiirstly because the roads are not 60KPH width – if in doubt measure them and try and pass two Ford Rangers in opposing directions. Secondly if there is a 40KPH zone at the Ohau School – what is the difference? If any anyone is game their young child or grandchild can spend the weekend with us and I will expose them to the danger.</p>		
100				<p>Rural Roads speed limit - Potts Road - I would like to put in a formal request for the above said road to have its speed limit reduced to 60km. There is alot of nasty corners on potts road and it is a very narrow and unmarked road. This road is used by school buses, trucks and other transport vehicles so it is not at all safe to be trying to pass along side each other on blind bends and narrow roads with uneven surfaces on the edges or grass verges. Potts road must have at least 55 residents on it now, it is no longer the quiet hardly used road it was thirty years ago. Please consider my request as I am positive the residents of potts road will all be in agreeance of this.</p>

Receipt Number	60km - Rural Unsealed Roads Comments	60km - Rural Residential Roads Comments	Extension of 50 Km/h Speed Limit Zone Comments	80km - Rural Roads Comments
101				<p>We are writing to strongly urge you to change the speed limit and its signs immediately in front of the Foxton Surf Life Saving Club House on the beach an area in which our Volunteer Lifeguards provide the essential patrolled safe swimming flagged area to our community during the summer and warmer months of the year.</p> <p>Not only is a safe swimming area important, safety on the beach is paramount to our lifeguards, swimmers entering and exiting the ocean, beachgoers and animals. A speed limit of 30km for vehicles travelling through this heavily populated area is deemed extremely dangerous by our committee and our lifeguards, patrol support and surf club members have witnessed too many examples of unsafe driving speeds and a total disregard by these drivers for the men, women, children and animals moving along this part of the beach</p> <p>We believe that this speed limit should be 10km an hour and this should be permanent, 24 hours 7 days a week as this area in front of both the clubhouse and the carpark area is used heavily by visitors to Foxton Beach at any time of the day, week, month or year, not just when there are surf patrols.</p> <p>We understand a bylaw was passed in 2017 for a 30km speed limit and signage in our area, had the committee been given notification it would have made a submission to HDC outlining our concerns about the speed limit and opposing a 30km speed limit.</p> <p>The committee believes that the responsible thing for HDC would be to change the speed limit to 10km from the club house down to the end of the carpark as soon as possible before someone is injured seriously and unnecessarily because due diligence was not undertaken by the HDC to keep it</p>
102				<p>Hi, I live at Waitare Beach and fully support the lower speed limits due to the large amount of young children riding their bikes around the community/ elderly and roads not fit for a higher speed limit. What I am very concerned about is the speed of drivers on the beach who treat it like a race track. Due to some peoples dangerous behaviours as it is only a matter of time that someone is going to be hurt. The speed limit should also be reduced well past the houses as people and families cut across to Waitare rise and/or take long walks. It must be harming the shell fish also.</p>
103				<p>Hope I'm not too late to submit on this. I have a property at _____ at Waikawa Beach. Having driven Waikawa Beach road over several years, I've seen some terrible driving within the 100 km pr hr limit. I think everyone's safety will be helped by reducing the limit to 80 km pr hour and 60 would be even better.</p>
104	<p>The Agency agrees with all the proposals</p>	<p>The Agency agrees with all the proposals, but makes the following observations:</p> <ul style="list-style-type: none"> • Pukematawai Lane; St Laurent Way; Pinot Crescent (and Ivy Crescent?); Strathnaver Drive; Reay Mackay Grove – these roads will need to be signed at their entrances and the proposals for 60km/h do not align with the MegaMaps Safe And Appropriate Speed (SAAS) of 40km/h or current mean travel speeds on them of 30-39km/h – the Agency suggests the look and feel of these roads would justify 40km/h speed limits which would align with the SAAS information provided by the Agency 	<p>The Agency disagrees with all the 50km/h proposals (except the west end of Tararua Road) as these areas are all rural in nature. The information provided by the Agency provides for 60, 80 and 100 speed limits in rural areas, following the intent of the Rule to ensure 20km/h differential between rural speed limits. 50km/h speed limits are traditionally and generally recognised by road users for urban streets (kerb and channel, footpaths etc) and are therefore not encouraged in rural areas. The Agency recommends 60km/h for all these roads if they still (as currently shown by the Google maps link in MegaMaps) appear rural in nature to road users.</p>	<p>The information provided by the Agency identifies where the road infrastructure does not support higher speed limits. The Agency disagrees with the 80km/h speed limits proposed for the following roads where the Infrastructure Risk Rating (IRR – actual rating provided in brackets) well exceeds the 1.6 required for 80km/h to be safe, and recommends Council set 60km/h speed limits on these roads to align with the SAAS information provided by the Agency, and which would also be in line with the actual mean travel speeds along them:</p> <p>Albert Road (1.87); Buckley Road (1.93); Corbetts Road (2.17); Emma Drive (2.0); Engles Road (1.91); Fairfield Road (top 10%; 1.7); Florida Road (1.87); Gladstone Road (1.97); Heatherlea East Road (1.87); Jacksons Road (1.68; mean speeds 35-39km/h); Kaihinou Road (2.11); Kingston Road (1.87-2.1); Kristin Place (1.63; off Emma Drive (2.0)); Kuku East Road (1.87); Kukutauaki Road (1.87); Mcdonald Road (1.87); Muhunua West Road (1.93); Otawhiwhi Road (2.17); Paeroa Road (1.76); Rewa Rewa Street (1.68; mean speeds 50-54km/h); South Manakau Road (1.68-1.82); Tamatarau Road (2.11); Tangimoana Road (1.64-2.02); Twin Peaks Grove (2.0); Vista Road (1.64; mean speeds 35-39km/h); Waikawa Beach Road (top 10%; 1.87); Waitare Hokio Road (1.64); Waitohu Valley Road (1.82); Wall Road (1.76); Wallace Loop Road (1.87); Wallace Road (1.87-1.93); Whakahoro Road (1.87).</p> <p>The Agency agree with the 80km/h proposals for all other roads, however notes that the following roads have Safe And Appropriate Speeds of 60km/h which are governed by high personal risk profiles (ie rather than IRR). This means that a higher 80km/h speed limit could be made safe by addressing the current crash risk, but unless these improvements are made, 60km/h is the safe and appropriate speed limit:</p> <p>CD Farm Road; Himatangi Block Road; Motuiti Road (top 10%); Whirokino Road.</p> <p>Finally, the Agency encourages the 80km/h speed limit proposed for Karaka Street to be applied to the complete length (rather than just to number 44), in line with the SAAS information in MegaMaps.</p> <p>The Agency would like to take this opportunity to compliment the Council on the extent of the changes proposed, and your commitment to improving the road safety outcomes for your communities through speed management. The Agency strongly encourages Council to set safe and appropriate speed limits in line with the information provided to Council by the Agency, and to ensure national consistency in the application of the Speed Management Guide, as detailed in MegaMaps. Should the Council decide to apply speed limits that are different to the information supplied by the Agency, we encourage Council to seek legal advice regarding the Council's compliance with the Setting of Speed Limits Rule 2017 considering clauses 2.2(2) and 4.2(2) of the Rule.</p> <p>Thank you for the opportunity to respond to the proposals. The Agency is happy to support these comments at Council hearings if that would be helpful in ultimately ensuring the correct, safe and appropriate speed limits are set by Council.</p>

Receipt Number	60km - Rural Unsealed Roads Comments	60km - Rural Residential Roads Comments	Extension of 50 Km/h Speed Limit Zone Comments	80km - Rural Roads Comments
105				<p>this submission is on behalf of the Waikawa Beach Ratepayers Association. Our paid membership represents more than 100 Waikawa Beach households, more than 12% of them in the Strathnaver area.</p> <p>1) Our Association has long requested that the speed limit along the full length of Waikawa Beach Road from SH1 to the village entrance should be no more than 80 Kph. We support reducing the speed limit along Waikawa Beach Road from its current 100 Kph to 80 Kph or less.</p> <p>2) We have surveyed the affected ratepayers and residents who are members of our Association, and have 100% support from them for speed reductions along Emma Drive, Kristin Place, Strathnaver Drive and Reay Mackay Grove, but with the following notes:</p> <p>a) In the case of Emma Drive and Kristin Place, feedback suggests that the proposed 80 Kph is still too high and that 60 Kph would be more appropriate.</p> <p>b) In the case of Strathnaver Drive and Reay Mackay Grove, feedback supports reducing the current speed limit from 100 Kph. This, though, is a special case as almost everyone believes the current speed limit to be 50 Kph, as in the village. There is unanimous support for reducing the speed along those two roads to 50 Kph, rather than the 60 Kph proposed by the Council.</p> <p>We propose that the speed limit for Strathnaver Drive and Reay Mackay Grove should be set no higher than 50 Kph, as explained below.</p> <p>i) There is no speed sign on either road, so it's a fair supposition that the speed limit is the same as in the village — 50 Kph. No one supports putting up a speed limit sign.</p> <p>ii) While these two roads may technically be rural roads, people view them simply as a continuation of the village. These are not through roads — they don't lead to any other settlement. They are used almost exclusively by residents and their visitors, and by people whose destination is the beach.</p> <p>iii) In the last 2 or 3 years a large number of the 'Strathnaver' properties have been developed with permanent housing or weekend baches and an increasing number of people have taken up full-time residence. These two roads are popular with pedestrians, horse riders and cyclists as well as being well-used by motor vehicles of all sorts, including horse floats. A low speed limit would be appropriate.</p> <p>iv) As one resident pointed out, setting the speed limit to 60 Kph would amount to an *increase* in the speed limit, because of the widespread public perception that the limit is currently 50 Kph.</p> <p>v) The public perception that the speed limit is the same as in the village is encouraged by the 3 speed bumps along the northern half of Strathnaver Drive. Are there any roads in New Zealand which have speed bumps where the speed limit is 100 Kph?</p> <p>vi) Setting the limit along these two roads to officially be the same as in the village would enhance simplicity, help to unify the two parts of our community, and mean that additional speed signs are not required. On the other hand, setting the limit to 60 Kph (or more) would be perceived as an increase, encourage the perception that our community is divided, and then also presumably mean that speed limit signs would need to be erected.</p>