Schedule 4: Integrated Transport Assessment

Rings Scenic Tours Ltd.
Development Concept Plan

Integrated Transport Assessment
January 2018

BLOXAM BURNETT OLLIVER

ENGINEERS • PLANNERS • SURVEYORS

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TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY

Rings Scenic Tours Ltd (RST) manages and operates the Hobbiton Movie Set (hereinafter referred to as Hobbiton) running tours of the filming location of *The Lord of the Rings* Trilogy and *The Hobbit* movies. RST has existing resource consents that permit the site to conduct Movie Set tours for up to 300,000 visitors per annum and host up to 12 events per year.

RST wishes to have greater flexibility in their operations and to minimise the need for having to regularly obtain resource consents, as the resource consents fail to keep up with growth and are often out of date by the time they are issued. Hobbiton has experienced substantial growth in visitor numbers from 33,000 in 2010/2011 to 552,000 in 2016/2017.

Therefore, RST is seeking a Plan Change to the operative Matamata-Piako District Plan to incorporate rules and provisions through a Development Concept Plan (DCP) for Hobbiton. This report includes an assessment of the traffic effects of the activities proposed under the DCP. The three main aspects of the DCP that could result in traffic effects are an increase in visitor numbers; the establishment of an overnight park-over camping area and accommodation units; and an increase in the number and size of events.

Buckland Road provides access to the site. The significant majority of visitor trips (92.5%) to Hobbiton are via the eastern end of Buckland Road from Puketutu Road. The remaining 7.5% use the western end of Buckland Road via Karapiro Road. The eastern end of Buckland Road was improved in 2013 to allow for the increased traffic flows to the site. The western end of Buckland Road is not well suited to high traffic volumes due to the generally narrow seal widths and tight radius curves.

The practical maximum capacity of the site for Movie Set tours is 3,500 visitors per day which equates to a peak traffic generation of approximately 2,084 trips per day. This includes trips from all staff and visitors. Trip generation for events outside normal movie tour hours can add up to 500 people per day resulting in approximately 250 vehicle trips assuming a conservative estimate of two people per vehicle. Most event groups travel by charter buses.

Based on capacity and tourist number constraints, it is unlikely that Hobbiton will exceed 650,000 visitors per year. Therefore, this figure has been adopted for assessment purposes as the upper limit. Increases in visitor numbers per year will have no impact on the peak trip generation rate as Hobbiton is already running at capacity for Movie Set tours during the summer peak. The proposed Overnight Park-Over camping and accommodation units in Precinct 1 is not expected to generate any additional traffic as people staying in this accommodation will also be visitors to Hobbiton. Any further growth in visitor numbers as a result of the DCP will be in periods outside of the summer peak.

Vehicle access for visitors to Hobbiton is currently limited to Precinct 1 (The Shire's Rest) via two separate vehicle crossings, one entry only and one exit only. These vehicle crossings have been assessed in past traffic assessment reports and they have been operating effectively under the latest visitor numbers of 552,000 per annum. There is no crash record on Buckland Road at the Hobbiton accesses and RST is not aware of any crashes having occurred there. The two accesses are considered to be suitable for the growth in annual visitor numbers under the DCP, as peak traffic volumes will remain as existing. However some minor improvements to signs and markings are included in the recommendations to maximise safety.

In terms of the wider network, the historical crash rate for traffic relating to Hobbiton has been approximately 1 crash per 70,000 vehicle trips on the western end of Buckland Road and 1 crash per 150,000 vehicle trips on the eastern end of Buckland Road. Based on the predicted trip generation for the next ten years under the DCP if there were no further safety improvements, there would be approximately 50 crashes on Buckland Road between 2017 and 2026. If visitor numbers were to remain capped in accordance with the existing resource consent (300,000 per year) then it is predicted that there will be 34 crashes. Accordingly, an increase of 16 crashes over 10 years (just over 1.5 crashes per year) can be expected with 650,000 visitors per year to the site (and no safety improvements). However, the following targeted improvements are recommended and agreed with Matamata-Piako District Council (MPDC) to mitigate the increased risk of crashes on Buckland Road:

- Pavement mark white direction arrows in each lane on Buckland Road east at 900m, 2660m and 4410m to reinforce to tourists that New Zealand drives on the left.
- Install 100mm white painted edge lines on both sides of Buckland Road from 0 to 5370m
- Install double yellow “no passing” centre line from 1800m to 6000m, inclusive of lead in markings.
- Install no stopping edge line markings on the eastbound lane and no stopping signs on the eastbound berm of Buckland Road from 2610m to 3510m and from 3760 to 4540m. These are unsafe locations that tourists regularly pull over to take scenic photos.
- Create safe, chip sealed surfaced pull off areas in the berm at 3750m and 4550m on the northeast side of Buckland Road, for tourists to park off the road shoulder to take photos.
- Construct gated speed calming entrance signs (Threshold treatments) either side of Hobbiton at 5210m and 4540m, with “Welcome to Hobbiton Movie Set” or similar agreed wording with MPDC. Threshold treatments to be in accordance with MPDC standards
- Provide convex mirrors mounted on poles in the berm opposite accesses #399 and #385 to improve exiting sight distance.

On the basis of these improvements being made to support the Plan Change, it is expected that traffic safety and crash rates on Buckland Road will be significantly improved.

Pavement deterioration contribution costs have been calculated to be $99,000 based on the increased pavement thickness required to offset the additional heavy vehicle impacts associated with a maximum of 650,000 visitors per year.

The existing parking within Precinct 1 (The Shire’s Rest) at Hobbiton consists of 289 sealed and all-weather parking spaces and approximately 71 overflow spaces in adjacent paddocks that can be used during the summer months when visitor numbers are at the highest. The sealed and all-weather car parks meet the dimension and manoeuvring requirements found in the Matamata-Piako District Plan. In addition to the 289 existing sealed and all-weather spaces, approximately 90 additional all-weather parking spaces are being constructed as part of a new office building development on the site, taking the total all-weather parking supply to 379, and the total summer parking supply to 450.

The peak parking occupancy is approximately 343 spaces, which is less than the total number of available spaces in summer (360 existing spaces or 450 spaces including new office building spaces). Peak visitor numbers during winter months are typically around 50% or less of summer peaks. The predicted peak parking occupancy during the winter period is approximately 175 vehicles (including staff vehicles). The 379 all-weather car park spaces (inclusive of the new office building spaces) easily accommodate this and leaves room for growth in visitor numbers during the off-peak and shoulder seasons.

Parking for events of up to 500 visitors after normal movie tour hours can be easily accommodated with the site parking provision. The predicted peak hour trip generation from an event of this size is less than the Movie Set tour peak periods at the site. For this reason, it is recommended that:

- Events of 500 visitors or less (outside of normal Movie Set tour hours) should be permitted without requiring a Traffic Management Plan and do not need to be restricted in their frequency as the road network presently demonstrates the ability to operate satisfactorily for such flow rates. Also, more than one event at any one time is permissible from a traffic perspective provided the total number of visitors for the simultaneous events does not exceed 500. Normal Movie Set tour hours vary throughout the year but are typically from 8am to 5:30pm during the summer period.

- Events over 500 visitors but less than 1,000 visitors can be permitted without requiring a Traffic Management Plan on condition that all visitors travel to and from the site by bus. In this case more than one event at any one time is possible provided the total number of visitors for the simultaneous events does not exceed 1,000.

- Events over 500 people arriving by car/mini-van transport or with more than 1,000 people in total require a Traffic Management Plan approved by MPDC.

- Event visitors should be included as part of the total 3,500 visitors per day cap for all events held during normal operating hours of the Movie Set Tours. Events outside normal tour times should not be included in the 3,500 daily visitor cap. The site should be managed by the operators so that sufficient parking is provided on-site for events held during normal operating hours; being no less than 450 spaces during the months November to March, and no less than 380 spaces for all other months. This should be incorporated into the plan change rules.

The traffic effects associated with the bus stop in Matamata have been assessed in past traffic assessments and have been found to be managed appropriately. Given that the peak trip generation of the site (and therefore the Matamata Bus Stop) will remain constant under the DCP, the traffic effects in Matamata are expected to remain unchanged.

The traffic effects of the proposed Overnight Park-Over camping area and the proposed accommodation are predicted to be positive overall. Neither activity generates additional trips on the network. Both will help to reduce the number of fatigued-driver trips on Buckland Road by Hobbiton visitors. The Overnight Park-Over camping area will also help to reduce the occurrence of camper vans parking for the night on the shoulder of Buckland Road, which is not always done in a safe manner.

Overall, if the recommendations of this report are adopted, then the traffic effects of the Hobbiton DCP are expected to be acceptable and no more than minor.

2.0 INTRODUCTION

2.1 Report Purpose

This report is an Integrated Transport Assessment in accordance with Appendix 5C of the NZTA Planning Policy Manual and 9.1.6 of the Matamata-Piako District Plan. The report has been prepared to accompany a Development Concept Plan (DCP) for the Hobbiton Movie Set as part of a District Plan Change application.

2.3 Site Locality

The Hobbiton site is located at 487, 501 and 502 Buckland Rd, Hinuera, Matamata. Figure 1 illustrates the locality of the Hobbiton site and Figure 2 illustrates the existing site layout of The Shire's Rest visitor centre and café.

2.2 Proposal Overview

Rings Scenic Tours Ltd (RST) manages the Hobbiton Movie Set, running tours of the filming location of *The Lord of the Rings* Trilogy and *The Hobbit* movies. The Hobbiton Movie Set site (hereinafter referred to as Hobbiton) is one of New Zealand's leading tourist destinations with 10% of all tourists coming to New Zealand visiting Hobbiton according to Tourism NZ surveys. Hobbiton employs up to 200 staff in the summer and is a significant contributor to the local economy by attracting visitors to the region who often stop in Matamata.

RST has existing resource consents which enable the current activities to occur at Hobbiton. There are two key consents that enable the predominant traffic generation at the site:

- Conduct Movie Set tours for up to 300,000 visitors per annum.
- Host up to 12 'events' per year, which may include conferences, weddings, parties and the like. Events involving more than 300 people require a specific Travel Management Plan which must be first approved by the Matamata-Piako District Council (MPDC) before each event can run.

There has been significant growth at the site in recent years to the point where the site has often reached the visitor capacity set by the conditions of the existing resource consents before year end. Visitor numbers for the 2016/2017 financial year were approximately 551,717 people, clearly in excess of the existing resource consent cap of 300,000 visitors per annum. New resource consents to increase visitor numbers and development have proved ineffective as growth has outpaced the granting of new resource consents.

RST is requesting a Private Plan Change to the operative Matamata-Piako District Plan to incorporate new rules and provisions through a DCP. This will enable Hobbiton to have greater flexibility with their existing activities and future development relating to the Movie Set by minimising the need to regularly obtain resource consents. The DCP is included in Appendix C. The DCP is divided into two precincts: Precinct 1 (The Shire's Rest) and Precinct 2 (Hobbiton Movie Set). Precincts 1 and 2 are shown in Appendix C.

The proposed DCP will have implications for traffic movements in the area, primarily from the increase in visitor numbers and an increase in the frequency and size of events. While annual visitor numbers are expected to increase as a result of the DCP proposal, the *peak daily* and *peak weekly* visitor numbers that the site currently experiences are not expected

to increase due to capacity constraints of the Movie Set tour. Following previous experience gained during busy visitor periods, RST has reduced the number of tours in peak times, resulting in a practical maximum visitor number of 3,500 per day for Movie Set tours. The results of this can be seen from visitor number comparisons over the past two years shown in Table 1 below.

Table 1: Visitor Numbers

	2014/15	**2015/16**	**2016/17**
Yearly visitors	365,178	468,341	551,717
Peak weekly visitors	19,566	17,754	20,161

As a result, any increase in visitor numbers over the existing resource consent limit of 300,000 visitors per year is not expected to result in a significant increase to the existing peak weekly trip generation of Hobbiton. It will instead spread the peak periods into the current shoulder seasons, resulting in increased total annual trip generation for the site.

In addition to increased visitor numbers for Movie Set tours, the other activity under the proposed DCP that has the potential to cause traffic effects is the increase in the size and frequency of events. The proposal is to host events:

- up to 500 visitors per day outside normal operating Movie Set tour hours without requiring a Traffic Management Plan,
- over 500 people but less than 1,000 people without requiring a Traffic Management Plan on condition that no more than 500 visitors travel to and from the site by car/minivan,
- more than 1,000 people provided that a Traffic Management Plan is approved by Council in advance through a resource consent process.

The traffic effects of this proposal are considered later in the report.

Hobbiton is also proposing accommodation units and formalisation of an Overnight Park-Over camping area in Precinct 1. The target market for the Park-Over area are independent travellers visiting Hobbiton, particularly tourists travelling in self-contained campervans. It is not expected that any additional traffic generation will arise from the ability to Park Over on-site as tourists already do so (illegally) either before or after visiting the Hobbiton Movie Set tour. The Overnight Park-Over camping area will utilise the existing campervan spaces in the car park and will not be advertised. It will provide basic over-night facilities for tourists with campervans who would otherwise drive tired at the end of the day or park on the side of Buckland Road, which is a common occurrence in summer months.

Similarly, the proposed accommodation units in Precinct 1 will be used predominantly by visitors to Hobbiton so are not expected to generate any additional vehicle trips to that already attracted to Hobbiton.

For the purposes of this assessment, the normal opening hours of the site are the tour operating hours on any given day. This varies throughout the year, but during the summer peak is typically from 8:00 am until 5:30 pm.

Figure 1: Site Location

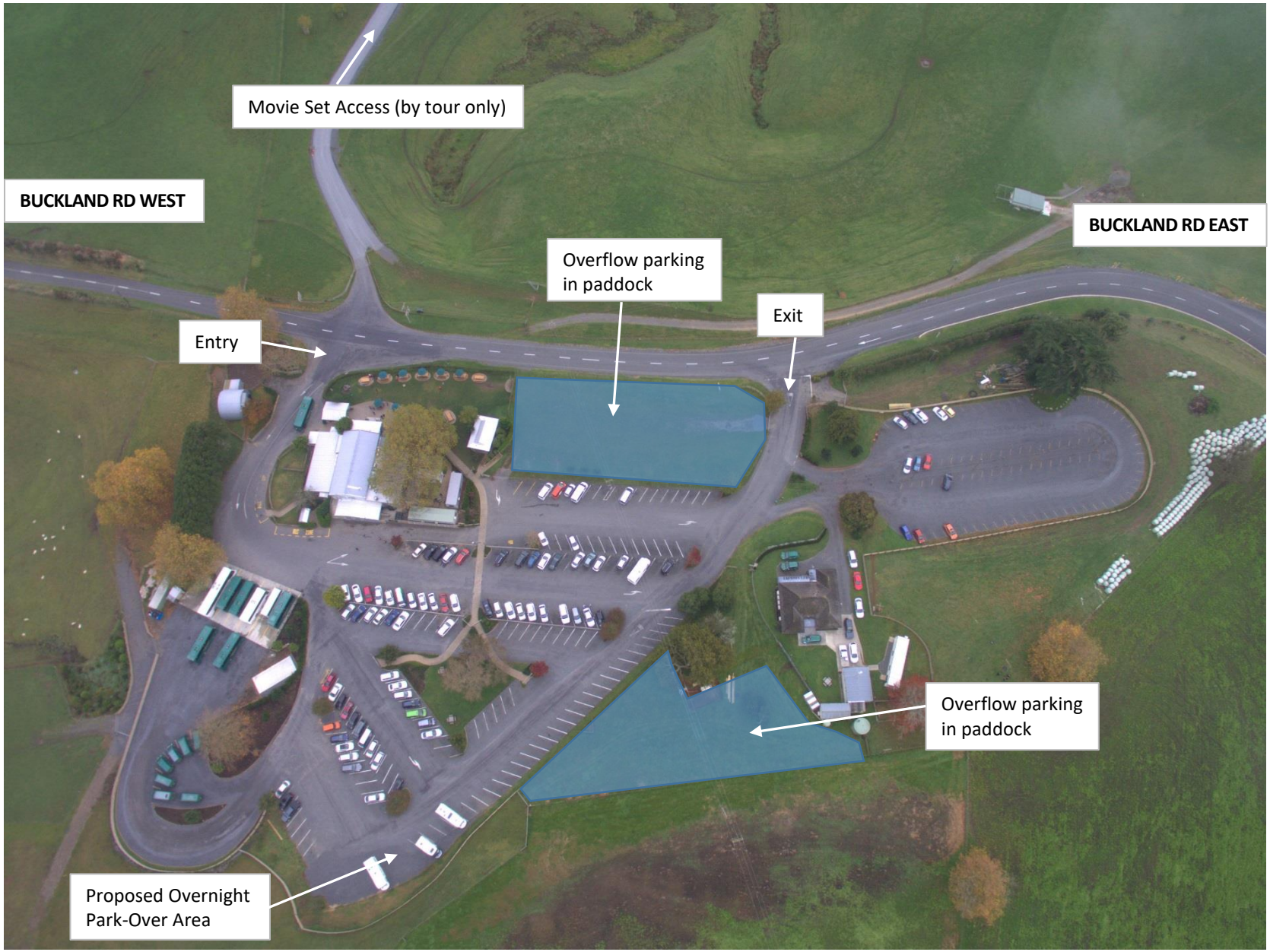


Figure 2: Public Entrance Layout (Precinct 1 – The Shire's Rest)

3.0 EXISTING ENVIRONMENT

3.1 Existing Land use

The Hobbiton site has an existing Rural zoning in the Matamata-Piako District Plan but has resource consents to operate Movie Set tours and events. The site includes a café, store/ticketing centre, as well as offices for staff within Precinct 1 (The Shire's Rest). Precinct 2 (Hobbiton Movie Set) contains the Movie Set, the Green Dragon Inn, a visitor marquee, souvenir shop, and workshops where props and other equipment is made. Precinct 1 is located at the main public entrance off Buckland Road. Precinct 2 is located approximately 1.3 km north of Precinct 1 within an area of the property which is not visible from the surrounding roads due to intervening topography. The access to Precinct 2 is located opposite the entry to Precinct 1 on Buckland Road. There is no private vehicle access to the Movie Set. Only staff vehicles and visitors on buses are permitted to enter Precinct 2.

3.2 Existing Road Network

The wider road network provides access to the site from three routes. The majority of traffic arrives at the site via Puketutu Road and Buckland Road east which would be the preferred route for traffic coming from Matamata (via State Highway 27) and for traffic coming from the south (via State Highway 29). Traffic approaching from the west on State Highway 1 may choose to take the same route as above (via State Highway 29), or can choose to travel along Karapiro Road and Buckland Road west. The latter route is quicker for traffic coming from the west, but is a lower standard of road compared to the eastern route. Figure 3 illustrates these access routes to the site.

State Highway 1, State Highway 29 and State Highway 27 are all undivided two-way, two lane roads with 3.5 m lane widths and with speed limits of 100 km/h in the area surrounding the application site. These are classified as 'Significant Roads' in the Matamata-Piako District Plan.

Puketutu Road and Buckland Road east are both classified as local roads in the Matamata-Piako District Plan.

Karapiro Road is classified as a collector road in the Waipa District Plan and Buckland Road west is classified as a local road in the Waipa District Plan.

Puketutu Road and Buckland Road east all have carriageway widths of 5.5 m or greater, but Buckland Road west has parts of the road where the carriageway width is less than 5.5 m.

All roads have a posted speed limit of 100 km/h for the majority of the area surrounding the application site, however the speed environment of Buckland Road is generally not more than 80 km/h, particularly west of the Hobbiton site.

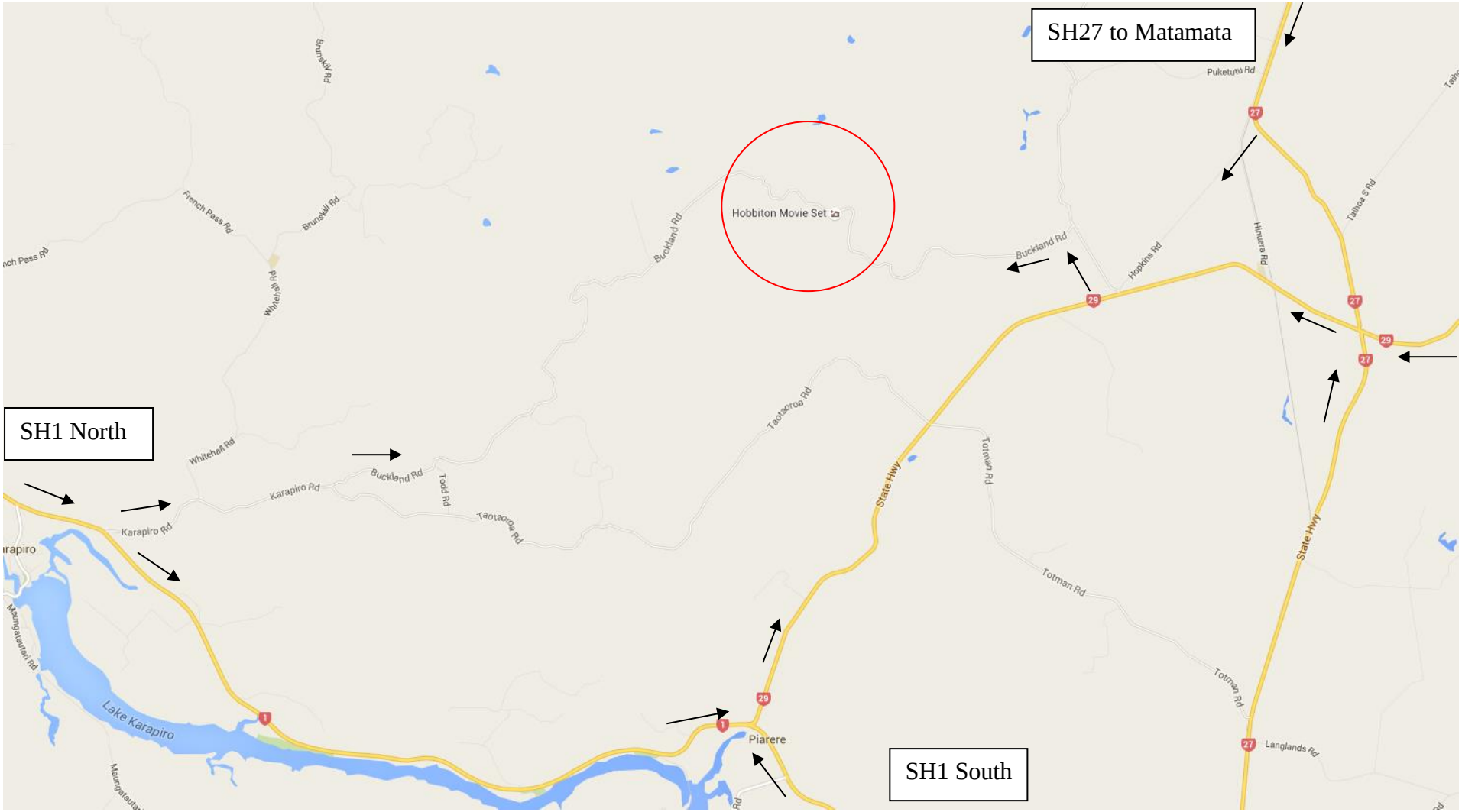


Figure 3: Travel Routes to Hobbiton

3.3 Existing pedestrian and cyclist facilities

The surrounding road network is not well suited for pedestrians and cyclists as the roads leading to the site are mostly rural roads with high speeds and narrow shoulders. It is expected that few people will cycle to the site (the occasional cycling tourist being the exception) and the number of pedestrians will be close to zero.

3.4 Public Transport

Coaches regularly depart Matamata and Rotorua for Hobbiton. There are also regular arrivals from destinations further afield such as Hamilton, Tauranga and Auckland. Directions on how to book coach transport are available on the Hobbiton website.

Hobbiton keeps records of method of arrival and past records have shown a typical split of 15% inbound coach and 85% free independent traveller (less than 12 occupants). During the busier summer months Hobbiton typically has at least 30 buses per day arriving at the site.

3.5 Traffic Volumes

Traffic volumes of each of the roads covered in Section 3.2 are shown in Table 2 below:

Table 2: Traffic volumes

Road	Location	AADT or ADT	Source	Date
Buckland Road	East of Hobbiton	1,189	Matamata-Piako	13/04/15
Buckland Road	West of Hobbiton	289	Matamata-Piako	13/04/15
Puketutu Road	South of Buckland Road	714	Matamata-Piako	13/02/13
Puketutu Road	North of Buckland Road (SH 27)	218	Matamata-Piako	2/03/10
Karapiro Road	SH1 to Whitehall Road	750	Waipa	2008
Karapiro Road	Whitehall to Buckland Road	315	Waipa	2008
SH 27	55m south of College St	7,897	NZTA	2014
SH 29	200m south of Totman Road	5,975	NZTA	2014
SH 1	400m South of SH 29	8,124	NZTA	2014
SH 1	Karapiro	15,181	NZTA Telemetry site 20	2014

The ADT volume of 1,189 vpd on Buckland Road east and 289 vpd on Buckland Road west in 2015 relates to a total site patronage of 468,000 visitors in that year. The ADT volume in 2014, when the site was operating closer to the resource consent limit (300,000 visitors) was 610 vpd east of the site and 206 vpd west of the site. However, daily traffic volumes vary considerably over the course of the year as Hobbiton has a significant peak in the summer months and a relatively quiet winter. Detailed

information about traffic volumes on Buckland Road and the variation over the year can be found in Section 6, Trip Generation.

3.6 Crash History

The NZ Transport Agency Crash Analysis System (CAS) has been used to identify crash records for the previous 10 years (2007-2016) for Buckland Road as well as key intersections that are used to access the site. Full crash lists for each of the locations studied can be found in Appendix A while a summary table outlining the key statistics is included at the end of this section. The outcome of this crash analysis follows.

Buckland Road:

The crash analysis of Buckland Road does not take into account crashes that occurred at the intersection with Puketutu Road or Karapiro Road. These are considered separately below.

There have been 19 crashes on Buckland Road (excluding at intersections) in the last 10 years, including 4 causing serious injuries and 4 causing minor injuries. The remaining 11 crashes resulted in no injuries.

Of the 19 crashes;

- 12 crashes occurred in the last five year period (2012-2016) including 2 serious injury and 3 minor injury crashes.
- 14 involved a single vehicle loss of control and leaving the road, 3 involved a head-on with another vehicle and one each involved a pedestrian being hit and a vehicle hitting a parked vehicle on the side of the road.
- 9 occurred on the section west of Hobbiton and 10 occurred east of Hobbiton. All 9 crashes on the western side involved a single vehicle loss of control movement on a bend. On the eastern end, 5 crashes involved a single vehicle loss of control movement and 3 were head-on crashes.
- 6 crashes involved foreign drivers unfamiliar with New Zealand road conditions. 5 were non-injury crashes and one crash resulted in one serious and two minor injuries. Of the crashes involving tourists, 4 occurred on the eastern section of Buckland Road, including the one serious injury crash.

The eastern section of Buckland Road was upgraded in 2013 with a significant financial contribution from RST. Since the upgrade there have been 5 crashes on this section resulting in one serious injury and three minor injuries. Foreign drivers were involved in 4 of the 5 crashes.

Further research has revealed one more non-injury crash on the western end of Buckland Road in 2015 that is not included in the CAS data.

The crash record shows that the number of crashes on Buckland Road has increased by 5 in the past five years (2012-2016) compared with the 2007-2011 period, although visitor numbers to Hobbiton have increased from 33,000 per annum to approximately 552,000 since 2011. So overall, the crash rate per 10,000 visitors has reduced.

Buckland Road / Puketutu Road Intersection:

There have been 2 recorded crashes at this intersection in the last 10 years to 2016, both of which occurred in 2014. Neither crash resulted in any injuries. Both crashes were attributed to foreign drivers who were not used to New Zealand driving conditions.

Although the data set is small, the number of crashes at this intersection increased in the past five years relative to the 2007-2011 5 year period.

Buckland Road / Karapiro Road:

There has been 1 crash recorded at this intersection in the 2007-2016 10 year period, occurring in 2015. The crash involved a foreign driver and resulted in no injuries.

Puketutu Road / Hopkins Road/ State Highway 29 Intersection:

There have been 6 crashes recorded at this intersection in the last 10 years, 5 of which occurred in the last five years. The injury severity includes 1 fatality, 1 serious injury, 1 minor injury and 3 non-injury crashes. One of these crashes was attributed to a foreign driver not adjusting to NZ conditions and this crash resulted in one serious injury. The fatality crash is also thought to be attributable to a foreign driver. Failing to give way at the intersection was the cause of 4 of the 6 crashes. The other 2 crashes were single vehicle loss of control crashes.

This intersection has a complex arrangement with Hopkins Road meeting State Highway 29 at a T intersection, and with Puketutu Road meeting Hopkins Road at a T intersection approximately 50 m north of the first intersection. However, the main safety concern for vehicles heading to Hobbiton is the lack of advance direction signage which could mean that drivers travelling to Hobbiton made late decisions to turn.

The fatal crash in 2016 involved a driver heading to Hobbiton failing to give way while turning right at the intersection from SH29, and colliding with an oncoming truck. Since this crash, the NZ Transport Agency installed additional advance direction signs on the SH 29 approaches to give drivers travelling to Hobbiton more warning of the approaching intersection and the direction that they need to travel. This is expected to significantly improve the safety of this intersection for tourists.

Puketutu Road / Matai Road Intersection:

There have been 2 recorded crashes at this intersection in the last 10 years, resulting in one minor injury. One crash occurred in 2007, the other in 2016.

The crash record shows that the number of crashes at this intersection has remained the same (1 per five year period).

Puketutu Road / Hinuera Road / State Highway 27 Intersection:

There have been 9 crashes recorded at this intersection in the past 10 years including 1 serious injury and six minor injuries crashes. One of these crashes was attributed to a tourist and this crash resulted in two minor injuries. Four of the crashes occurred in the last five years.

The crash record shows that the number of crashes at this intersection has decreased in the past five years.

State Highway 1 / State Highway 29 Intersection:

There have been 14 injury crashes and 23 non-injury crashes recorded at this intersection in the 10 year period 2007-2016. One crash resulted in serious injury. None of the crashes identified foreign drivers as a crash cause factor.

Of the 40 crashes, 21 occurred in the last five year period (2012-2016). This indicates that the number of crashes at this intersection has remained fairly consistent with the previous five year period (2007-2011).

State Highway 1 / Karapiro Road:

There have been 8 crashes recorded at this intersection in the 10 year period 2007-2016, resulting in 2 minor injuries. Of the 8 crashes, 5 were in the last five years. Drugs were suspected as a factor in one of the crashes, impairment due to old age was a factor in another and one crash was the result of a mechanical failure. None of the crashes identified foreign drivers failing to adjust to NZ conditions as a crash cause factor.

The crash record shows that the number of crashes at this intersection has increased in the past five years compared with the previous five year period (2007-2011), although the injury crash rate has remained at 0.2 / year.

Hinuera Road / State Highway 27

There have been 16 recorded crashes at this intersection in the 10 year period 2007-2016, with two resulting in minor injuries. Three crashes were attributed to tourists failing to adjust to NZ road rules or conditions: one in 2009, one in 2011, and one in 2012. All three were non-injury crashes.

Of the 16 crashes, 9 occurred in the last five years. This indicates that the number of crashes at this intersection has increased by 2 relative to the previous 5 year period (2007-2011). However, this increase is not statistically significant and could be due to random variation in crashes. The 3 crashes attributable to tourists occurred in a period when Hobbiton was operating with less than 100,000 visitors per year, so the evidence suggests a decreasing crash trend for foreigner drivers despite the significant increase in visitors to Hobbiton.

Assessment:

A summary of the crash record for the 10 year 2007-2016 period is shown in the Tables 3, 4, and 5 below:

Table 3: Summary of 10 year (2007-2016) crash statistics

	Fatal Injuries	Serious Injuries	Minor Injuries	Non Injury	Total Crashes
Buckland Road west of Hobbiton	0	3	1	6	10
Buckland Road east of Hobbiton	0	1	3	5	9
Buckland/Karapiro Intersection	0	0	0	1	1
Buckland/Puketutu Intersection	0	0	0	2	2
Total	0	4	4	14	22

Table 4: Summary of 5 year (2012-2016) crash statistics

	Fatal Injuries	Serious Injuries	Minor Injuries	Non Injury	Total Crashes
Buckland Road west of Hobbiton	0	1	1	5	7
Buckland Road east of Hobbiton	0	1	2	2	5
Buckland/Karapiro Intersection	0	0	0	1	1
Buckland/Puketutu Intersection	0	0	0	2	2
Total	0	2	3	10	15

Table 5: Summary of previous 5 year (2007-2011) crash statistics

	Fatal Injuries	Serious Injuries	Minor Injuries	No Injury	Total Crashes
Buckland Road west of Hobbiton	0	2	0	1	3
Buckland Road east of Hobbiton	0	0	1	3	4
Buckland/Karapiro Intersection	0	0	0	0	0
Buckland/Puketutu Intersection	0	0	0	0	0
Total	0	2	1	4	7

All traffic travelling to Hobbiton uses Buckland Road. Traffic volumes along both ends of Buckland Road have increased significantly in the 2012-2016 five year period, while the crash numbers have also typically increased relative to the previous 5 year period 2007-2011. This increase is statistically significant (p=0.009). However, the number of visitors to Hobbiton per year since 2011 has increased from 33,000 in 2011 to 552,000 in the 2016/17 financial year. Accordingly, it is evident that the crash rate per 10,000 visitors to Hobbiton over the last 5 year period has actually reduced signicantly relative to the 5 year period 2007-2011.

Without the widening and sightline improvement works to the eastern section of Buckland Road in 2013 it is likely that the crash rate per 10,000 visitors to Hobbiton would have increased as the exposure levels increased with traffic volume. So this work has been highly beneficial to road users.

The traffic effects of any further increases in visitor numbers at Hobbiton on the safety of Buckland Road and the intersections at either end is considered in Section 7.1 of this report.

4.0 ACCESS

Data from tube counts placed on either side of Hobbiton showed that the 85th percentile operating speed approaching from the eastern direction is between 50 to 60 km/h and approaching from the western direction is between 60 to 70 km/h. This operating speed requires a sight distance of 115 m to the east and 140 m to the west from Part 3 of the Matamata-Piako Development Manual. This distance is achieved by all Hobbiton accesses.

4.1 Access to Precinct 1 (The Shire's Rest)

Public vehicle access to The Shire's Rest is via two separate vehicle crossings on Buckland Road, one for vehicles entering the site and one for vehicles exiting. The safety and performance of these accesses has been considered in numerous Traffic Impact Assessments, most recently by Gray Matter in September 2014. There have been no known issues at The Shire's Rest accesses, and there are no incidents listed in the CAS crash records involving vehicles entering or exiting Hobbiton. The performance of the accesses remains good even with visitor numbers of 552,000 in the April 2016 – March 2017 year. It is our view the Hobbiton accesses will continue to perform well under any increases in traffic volumes enabled by the DCP, as peak trip generation will be unchanged from that which exists at present.

4.2 Access to Precinct 2 (Hobbiton Movie Set)

Access to Precinct 2 is via an existing access directly opposite the entry access to Precinct 1. The safety and performance of this access has been considered in numerous traffic impact assessments. The access will retain its existing formation and location which has been operating for many years with no known issues and no incidents listed in the CAS crash records.

However, the addition of gated speed calming ("Welcome to Hobbiton") signs either side of the site would reduce the speed of traffic on Buckland Road in this area, and allow safer manoeuvres in and out of this access, particularly for buses which must cross Buckland Road when taking tourists to and from The Shire's Rest to the Hobbiton Movie Set. The provision of these signs is recommended by this report.

5.0 CAR PARKING

5.1 Precinct 1

The site has 289 sealed and all-weather car parks within Precinct 1 which have a width of 2.5 m and a length of 5.5 m, 92 of these spaces have been recently constructed at the eastern end of Precinct 1. A new bus turnaround area (which includes 10 van parking spaces and 10 bus parking spaces) is also provided. The recent upgrades can be seen in Figure 2. The addition of the bus turnaround area in particular has significantly improved the safety of the site with buses no longer having to reverse.

All spaces meet the requirements in the MPDC Development Manual and the car park has been operating for several years without any significant issues. In addition to the sealed and all-weather car parks, there are approximately 71 grassed parks in adjacent paddocks that are used as overflow parking during the summer peak. As mentioned in previous TIAs, these areas are suitable as the surface is hard during the summer months and it is not needed in the winter months when rainfall is highest.

Parking surveys have been carried out in January and February 2016. These surveys were taken to coincide with the tube counters on Buckland Road so that parking occupancy could be correlated with visitor numbers and traffic volumes on Buckland Road. Based on this data the typical peak parking occupancy is 9.8% of daily visitor numbers. This rate can be compared with visitor numbers to predict the expected parking demand throughout the year.

Based on this occupancy rate, a peak day at the site (3,500 visitors) is expected to result in a peak parking occupancy of approximately 343 vehicles. Furthermore, in peak periods more travellers arrive by tour bus, reducing parking demand. Therefore, the expected parking demand is well within the 360 sealed, all-weather and grass parking capacity that is presently available at the site.

Figure 4 shows predicted parking occupancy across the year based on visitor numbers. From the graph it is clear that predicted parking occupancy always remains under the number of parks provided (shown by the grey line). This is corroborated by anecdotal evidence from Hobbiton staff that have noticed that they have not had to use the grass parking as much in the 2016/2017 summer due to better use of the online booking system (meaning average wait times are reduced, resulting in less time spent parked at the site). Also, in winter, the number of predicted occupied parks is always less than the number of sealed parks (shown by the orange line).

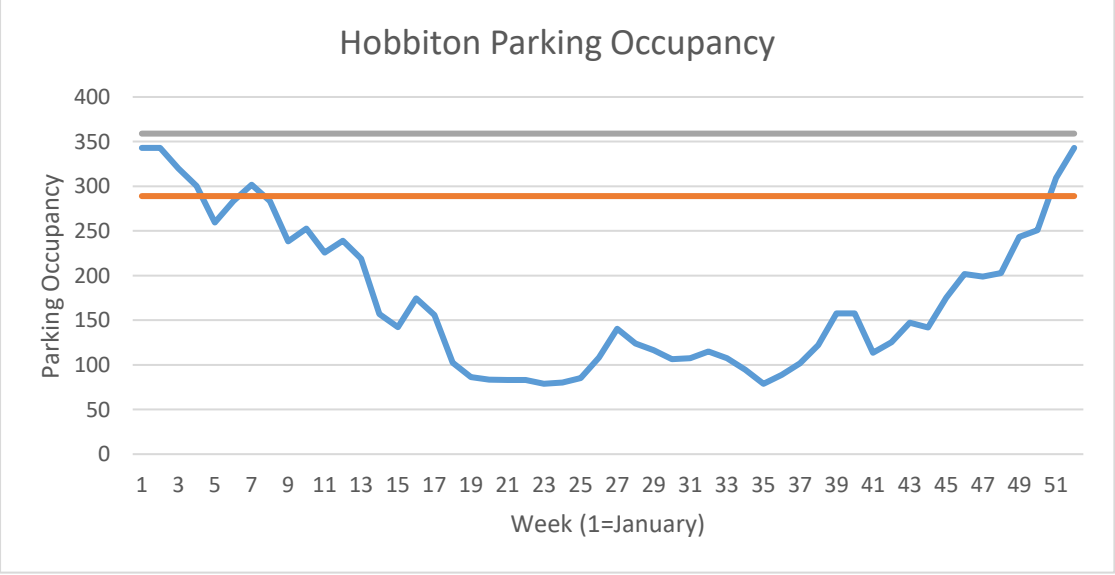


Figure 4: Hobbiton Parking Occupancy

A new office building is planned on the western side of Precinct 1 behind the existing car park. Earthworks for the development are underway, and includes the construction of approximately 90 additional all-weather car park spaces. These will be predominantly for staff but also overflow parking at peak times if needed. This will bring the total number of all-weather parking spaces on site to 379 (289+90), and a total summer time parking capacity (including overflow) of 450.

The photo below shows a model of the proposed office building and new car park connecting to the existing car park, and the next photo of its construction in November 2017.

Should over-night stay accommodation units be constructed with Precinct 1, each unit will also include one new car park space (refer to section 6.3), so these will not place additional demand on the movie set tour parking area.

On the basis of the above assessment, the number of all-weather and summer time car park spaces at Hobbiton is sufficient for the expected peak and annual parking occupancy as a result of the DCP.

5.2 Precinct 2

The existing bus parking facilities in Precinct 2 are suitable as peak tour bus numbers will not increase under the DCP. There have been no known issues with bus parking in Precinct 2.

6.0 TRIP GENERATION

6.1 Data

Visitor numbers for the 2016/2017 financial year were 552,000 up from 468,000 the previous year and 360,000 the year before. However, due to capacity constraints, the site does not have much ability to cope with any further increases in daily visitor numbers for Movie Set tours during peak times, as tours are already at capacity in the busy summer months and there are only a certain number of people that can be touring the site at any one time.

The maximum practical capacity of the site is 3,500 visitors per day. While this number has varied in past reports, Hobbiton has recently undertaken detailed capacity planning and modelling to determine the number of visitors the site can accommodate on any given day. This includes considering the number of daylight hours (and hence number of possible tours), time out for maintenance (mowing etc.), the demand for tours and the number of people the set can accommodate at any one time and still retain the rural "Hobbiton" experience. This analysis has resulted in the 3,500 per day figure during the summer peak (long daylight hours and high demand).

The practical daily capacity is rarely sustained for many consecutive days, meaning the actual weekly visitor numbers of a peak week is predicted to be approximately 21,000. Furthermore, the maximum practical capacity reduces in the winter months with shorter daylight hours meaning fewer tours can take place. Winter also sees fewer tourists in New Zealand meaning less demand for tours. Considering these factors, it is unlikely that Hobbiton visitor numbers will exceed 650,000 per year with the future developments from the DCP taken into account. The yearly figure is useful for calculating pavement effects and predicted crashes on Buckland Road, while the 3,500 visitors per day is what determines the overall day to day traffic effects of Hobbiton.

Traffic counters were installed on both sides of Buckland Road for a period of one week from Thursday 17th February to Wednesday 23th February 2016. This is within the busy summer period for Hobbiton. The information from these counters enables the peak trip generation and also the trip generation trend across the year to be derived. During this time, detailed information about visitor numbers and parking occupancy was also recorded to allow the correlation of traffic volumes with visitor numbers and parking occupancy. This correlation can then be used to extrapolate the results to the entire year based on visitor numbers which are recorded by RST for Hobbiton. As noted earlier, due to the physical capacity constraints of the Movie Set tour it is expected that the results from this analysis will be valid for many years to come as trips to the site on peak days will not increase.

<u>Comparison of Hobbiton traffic with visitor numbers:</u>

The following table compares vehicle movements at the Hobbiton accesses with visitor numbers for that day:

Table 6: Hobbiton Traffic and Visitor Numbers

Day	Hobbiton Traffic	Visitor Numbers	Percentage of visitor numbers
Thursday, 17/2/16	1166	1860	63%
Friday 18/2/16	1232	2110	58%
Saturday 19/2/16	1198	2196	55%
Sunday 20/2/16	1000	1917	52%
Monday 21/2/16	1050	1606	65%
Tuesday 22/2/16	1058	1593	66%
Wednesday 23/2/16	1030	1704	60%
Average	1105	1855	59.6%

Traffic volumes relate closely to visitor numbers, with an average of the counted vehicle movements being 59.6% of total visitor numbers for the same period. This is a good indicator to calculate future trip generation for the site in Section 6.2.

Using the same method, a comparison can be made with heavy vehicle numbers as shown in Table 7. Note that the majority of heavy vehicles recorded are buses which have a lesser impact on road pavements than heavy trucks.

Table 7: Hobbiton Heavy Vehicle Traffic and Visitor Numbers

Day	Hobbiton HCV Traffic	Visitor Numbers	Percentage of visitor numbers
Thursday, 17/2/16	138	1860	7%
Friday 18/2/16	130	2110	6%
Saturday 19/2/16	100	2196	5%
Sunday 20/2/16	126	1917	7%
Monday 21/2/16	110	1606	7%
Tuesday 22/2/16	106	1593	7%
Wednesday 23/2/16	84	1704	5%
Average	113	1855	6.1%

It should be noted that the trip data collected is for all trips to the site including staff trips, buses, service vehicles and visitors. Any further trip generation calculations also include all trip types.

Buckland Road Traffic:

The following data was obtained directly from the tube count raw data:

W1 = Traffic volume on Buckland Road west of Hobbiton heading east (toward Hobbiton)
W2 = Traffic volume on Buckland Road west of Hobbiton heading west (away from Hobbiton)
E1 = Traffic volume on Buckland Road east of Hobbiton heading west (toward Hobbiton)
E2 = Traffic volume on Buckland Road east of Hobbiton heading east (away from Hobbiton)
H = Traffic volume on Hobbiton exit (one way)

Past reports relating to resource consents have assumed that Hobbiton traffic is simply the volume of traffic on Buckland Road east of Hobbiton subtracting the volume west of Hobbiton (i.e. E1 + E2 - W1 - W2). However, while a fairly good approximation, this is not entirely correct as it only shows how many more vehicles arrived/departed from the east than from the west, not the total number of arrivals/departures. Exact numbers arriving and departing from Hobbiton in each direction (described by lower case w1, w2 etc) can be calculated as follows:

T= through traffic (assume T1 = T2 = 0.5T, that is through traffic has an equal directional split)
w1 = Hobbiton traffic arriving via the western end of Buckland Road
w2 = Hobbiton traffic leaving via the western end of Buckland Road
e1 = Hobbiton traffic arriving via the eastern end of Buckland Road
e2 = Hobbiton traffic leaving via the eastern end of Buckland Road.

$W1 + W2 + E1 + E2 = w1 + w2 + e1 + e2 + 2T$

Since $H = w1 + e\,1 = w2 + e2$

$\rightarrow W1 + W2 + E1 + E2 = 2H + 2T$
$\rightarrow T = ½ (W1 + W2 + E1 + E2) – H$

$W1 = w1 + ½\,T$
$\rightarrow w1 = W1 - ½\,T$

Similarly, expressions can be found for w2, e1 and e2 allowing the calculation of direction split for arrivals and departures from Hobbiton.

Using this method, the following average splits of Hobbiton traffic have been calculated:

Table 8: Directional Split of Hobbiton Traffic

Arriving from west		Arriving from east		Leaving to west		Leaving to east	
Total	Heavy	Total	Heavy	Total	Heavy	Total	Heavy
13%	3%	87%	97%	3%	1%	97%	99%

Based on these splits and the correlation of Hobbiton traffic with visitor numbers, the arrival splits can be calculated for varying visitor numbers as shown in Table 9.

Table 9: Predicted Arrival Splits Based on Visitor Numbers

	Using Buckland West		Using Buckland East	
Visitor Numbers	**Total**	**Heavy**	**Total**	**Heavy**
1200	55	1	660	72
1500	68	2	825	90
1800	82	2	990	108
2100	96	3	1155	126
2400	109	3	1320	144
2700	123	3	1485	162
3000	136	4	1650	180
3300	150	4	1815	198
3500	159	4	1925	210

This data will be used in Section 6.2 to calculate predicted trip generation over the course of the year based on visitor numbers.

Through trips on Buckland Road:

Based on Table 9 the remaining traffic on Buckland Road is through trips that are independent of Hobbiton. These will be evenly split between the traffic counters on the western and eastern end of Buckland Road, as these counters were placed immediately on either side of Hobbiton. The average total number of remaining trips according to this data is 264 vehicles per day and 45 heavy vehicles per day. This will be used in the calculation of the predicted future traffic volumes on Buckland Road in Section 6.2.

6.2 Predicted Trip Generation

Existing visitor numbers fluctuate significantly throughout the year with the highest visitor numbers in the summer months and the lowest in winter. Hobbiton has kept a record of each week's average percentage of total visitors for the past 10 years. Using these records, visitor numbers per week can be calculated for different yearly visitor number scenarios. The following graph shows visitor numbers across the year based on the most recent yearly visitor numbers of 552,000 and the likely maximum of 650,000 visitors per year, allowing for future annual growth and based on existing seasonal variation. The following calculations have been made in determining the spread of 650,000 visitors across the year.

- As a worst-case scenario, a peak week of 21,000. This is based on the fact that it is almost impossible for the site to sustain its maximum daily peak for seven days in a row. The past three years shows evidence of this with annual visitor numbers going from 360,000 to 468,000 to 552,000, the peak week has gone from 19,500 to 17,700 to 20,100.
- The existing weekly percentages have been used. If the existing weekly percentage resulted in predicted weekly visitor numbers higher than capacity then the capacity was taken and the remaining visitors distributed over the rest of the year.
- Hobbiton holds on average 20 events of 500 people per year resulting in a total of approximately 10,000 visitors from events, spread over the year.

Note, that even with such annual increases in trip generation the peak day will remain at no more than 3,500 visitors per day.

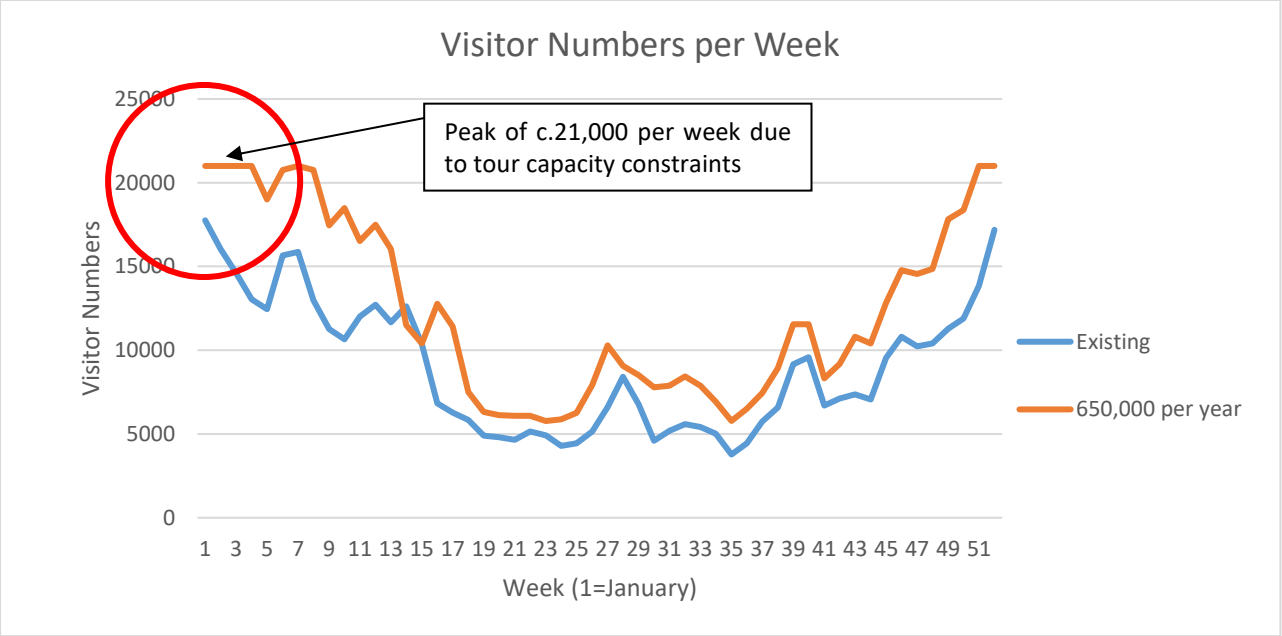


Figure 5: Visitor numbers per week

From the graph in Figure 5 it is clear that there is a large peak in visitor numbers during the summer months, particularly over the Christmas holidays (up to 20,100 per week with 552,000 visitors per year). Winter is relatively quiet, with much lower visitor numbers of around 5,000 – 8,000 per week.

Figure 6 is derived using the correlation of visitor numbers with trip generation for predicted trip generation across the year.

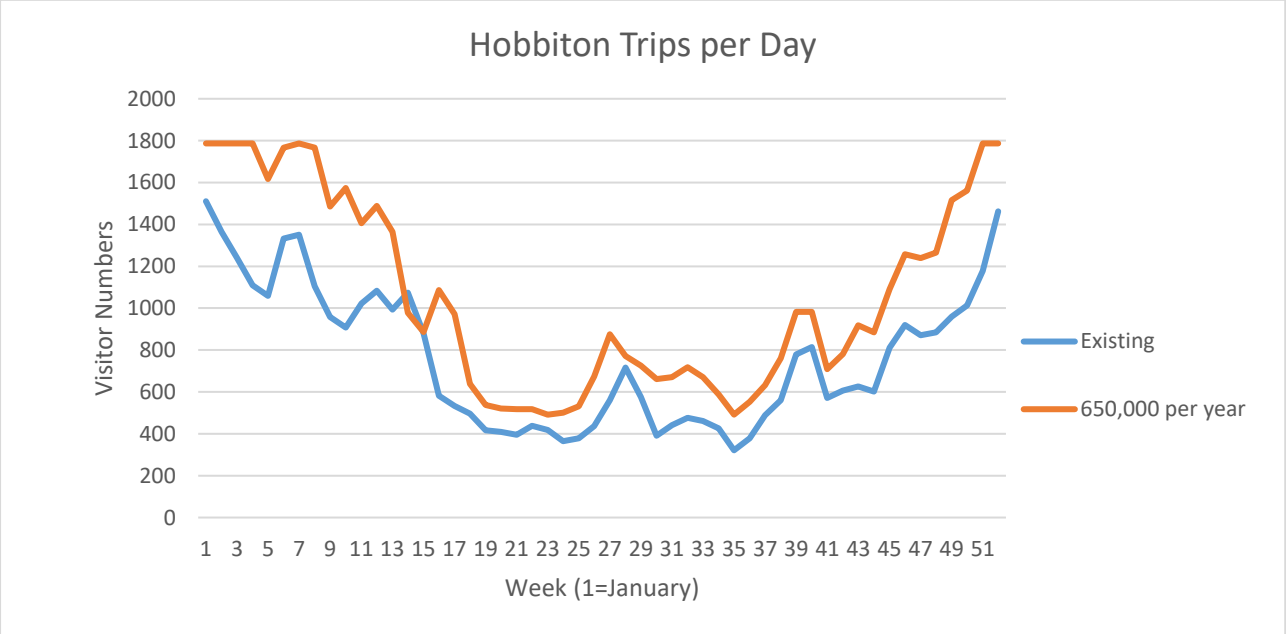


Figure 6: Hobbiton calculated trips per day

The predicted trip generation figures can then be used to predict the total traffic volumes on both ends of Buckland Road (including Hobbiton traffic) which is shown in the Figures 7 and 8. The seasonal trend is less pronounced on the western end of Buckland Road as through trips make up a larger percentage of traffic on this end of the road and these are relatively constant throughout the year.

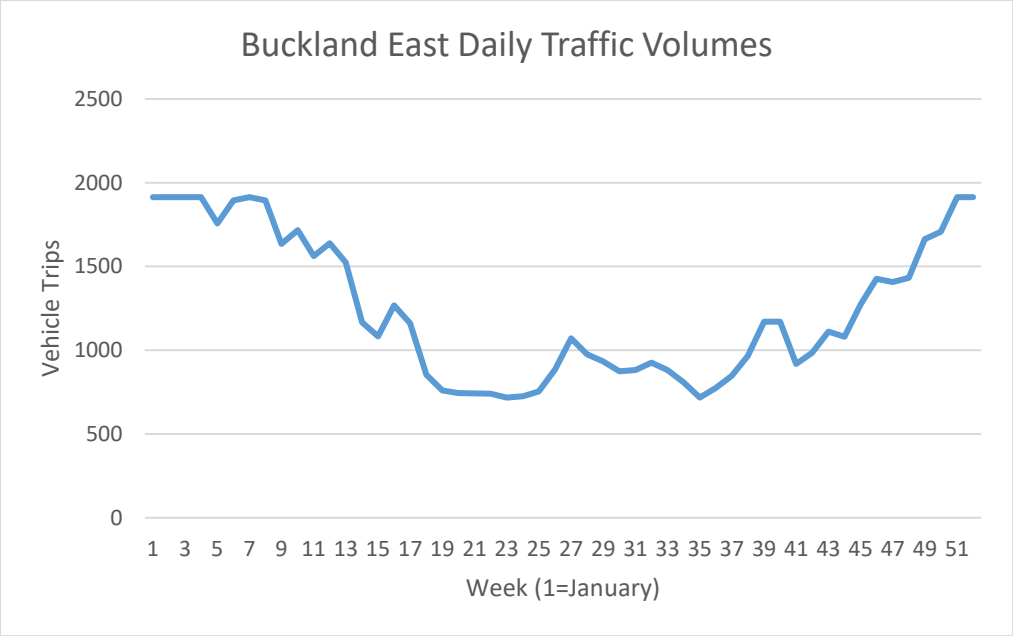


Figure 7: Buckland East daily traffic volumes

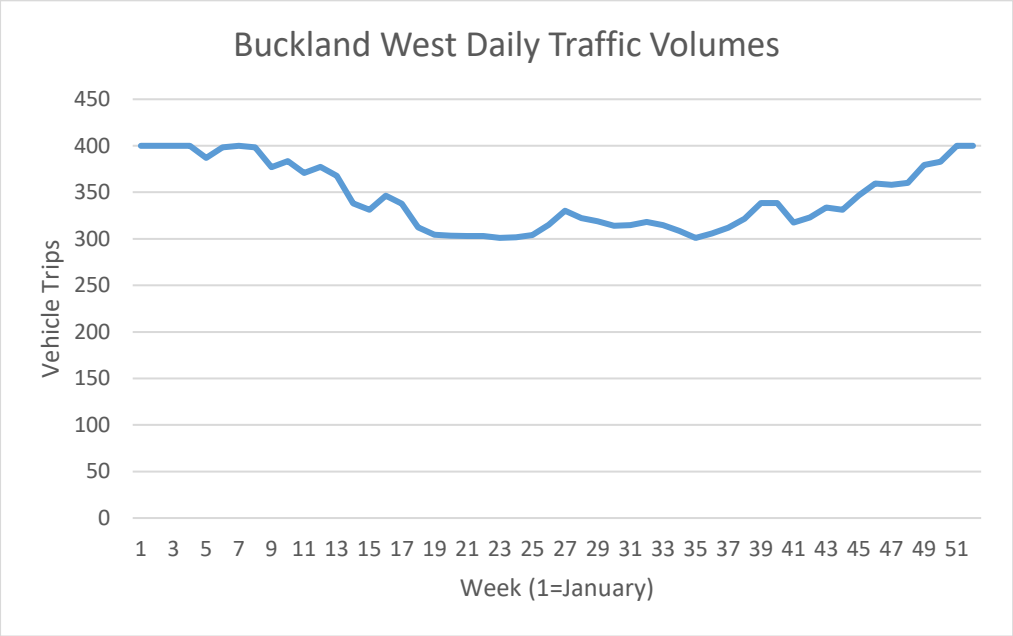


Figure 8: Buckland West daily traffic volumes

The expected maximum of 650,000 visitors per year as a result of the DCP is predicted to result in a trip generation of 387,000 trips per year, which is equivalent to an average of 1,060 trips per day. Based on the same data we can extrapolate that the current consented maximum of 300,000 visitors per year generates approximately 179,000 trips per year, which is an average of 490 trips per day. Therefore, an increase to 650,000 visitors per year can be expected to generate an additional 208,000 trips per year with an average of 570 additional trips per day on average.

As mentioned earlier, the practical maximum daily capacity of the Movie Tours operation is 3,500 visitors per day, not including events outside operating hours. This peak daily capacity is expected to remain constant (regardless of the annual visitor numbers) and will not represent an increase over Hobbiton's existing resource consent which does not cap the daily visitors or vehicle movements. This results in a trip generation of approximately 2,084 trips per day. The only exception to this would be additional visitors brought about by an increase in the frequency and size of events outside of existing site operating hours. This is covered in Section 6.4.

To formalise that the peak period trip generation cannot increase above the current levels as a result of implementing the DCP, it is recommended that a rule is included limiting peak daily visitor numbers at Hobbiton to 3,500 visitors per day. The cap should apply as the sum of all activities, but should exclude events undertaken outside the hours of the Movie Set tours as these will not affect peak period traffic flows. This rule will be a better way of mitigating traffic effects on the road network than a yearly cap which is the current method in the resource consents. The resource consents do not stipulate a maximum number of visitors per day. A rule setting the maximum daily cap to 3,500 visitors per day will manage the peak daily traffic movements and will ensure that future growth enabled by the DCP will predominantly occur in the shoulder and off-peak seasons.

6.3 Proposed Park-Over Area and Accommodation Units

Park-Over Area

The proposed overnight 'Park Over' area within Precinct 1 (refer to Figure 2) is a formalisation of an existing situation where tourists in self-contained campervans stay a night in the Hobbiton car park. On a regular basis in summer but also in winter, tourists in campervans arrive without warning the night before an early morning tour booking, or stay over in the car park after the last tour of the day before continuing their travels the next day. RST wish to formalise the Park-Over to make it legal. The Park-Over area is only for visitors to Hobbiton and will not will not be advertised externally from the site, so it will not generate any material increase in visitor traffic volumes on Buckland Road. The proposed formalisation via the Plan Change includes a rule that limits campers to a maximum one night stay, which further reinforces that the facility will not generate additional trips to and from the site.

The Park Over area will provide positive effects for road safety by:

- Providing campervan tourists with an opportunity to rest after a day of driving and sight-seeing, rather than drive fatigued to find a suitable place to camp the night.
- Helping to prevent campervan tourists parking for the night on the roadside of Buckland Road and other rural roads in the area, which occurs at present and is dangerous due to the limited shoulder space on country roads.

Accommodation Units

For a similar purpose to the Overnight Park-Over camping area, the proposed accommodation units will provide a service for Hobbiton visitors. The units will not generate any additional vehicle movements as the units are for tourists who arrive by car or campervans without self-containment and wish to stay one night before or after their pre-booked movie set tour. Each accommodation unit will have one dedicated car parking space. An illustrative layout of the accommodation is shown in the Figure 9 on page 25. The final layout will be determined after further investigations (geotechnical, unit layout etc.) are complete.

The total number of accommodation units provided will be approximately 36, with a mixture of single cabins, duplex cabins and family cabins. The accommodation will have a separate access from the main Hobbiton car park, and vehicles entering from Buckland Road will continue to use the existing Hobbiton accesses. The proposed internal roads will be 5m wide to allow for two-way traffic.

The only regular additional traffic on Buckland Road associated with the accommodation units will be a small number of staff, which is negligible relative to the daily trips relating to the Movie Set tour operation.

The traffic effects of the proposed accommodation units are predicted to be positive as they will not generate any additional trips on the network, but will prevent night trips on Buckland Road and will prevent vehicles stopping for the night on Buckland Road. However, as traffic associated with the units might arrive after dark the entry access would benefit from the addition of a simple street light to assist with visibility and driver recognition. This is included in the recommendations.

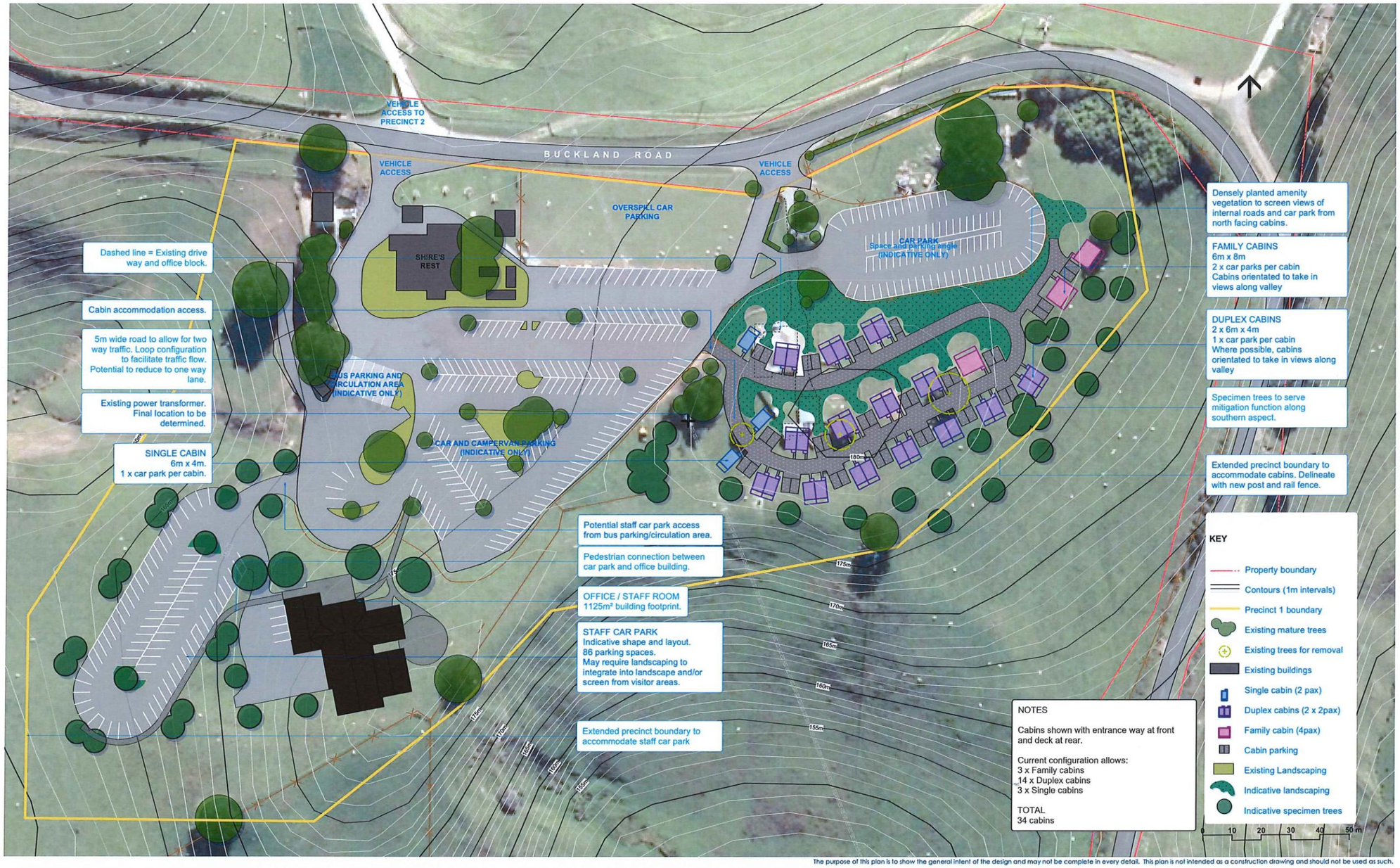


Figure 9: Proposed accommodation layout and location

6.4 Events

Hobbiton has an existing resource consent which allows up to 12 events per year on site (within either Precincts 1 or 2) with an approved Traffic Management Plan (TMP) required for any event over 300 people. Events generally occur outside the hours of the Hobbiton Movie Set tours. RST wants to continue to hold events on site but with more flexibility on the patronage limit before a TMP is required, because predominantly visitors to events travel by charter bus. This significantly reduces the number of car trips, and therefore a TMP is often unnecessary.

The DCP includes a proposed definition for 'events' which is as follows:

"Events" *means an activity that involves a gathering of a group of people either as participants or spectators and includes but is not limited to weddings, birthday parties, corporate functions, concerts, festivals, group movie screenings, conferences and the like. This definition applies only where the activity is not covered by another definition/activity in the Hobbiton Development Concept Plan.*

The car parking facility within Precinct 1 will continue to be used for events held within Precincts 1 and 2, with buses transporting guests to and from Precinct 2 as per the normal operations. Events of up to 500 people outside of normal movie tour hours can easily be accommodated with the sealed and all-weather parking capacity of 289 spaces in Precinct 1. The parking capacity is sufficient even if all event visitors arrive by private car (which is rarely the case) with a low average occupancy of two people per vehicle.

Such an event of 500 people could generate 250 vehicle arrival trips and 250 vehicle departure trips, separated by at least a few hours. This 250 vph flow rate is less than the existing peak hour trip generation for the Movie Set Tour operation on a peak day, which generates approximately 350 vph. Provided the times of the two flows do not overlap there is a low risk of an event of this size, with all car-transport, generating more than minor traffic effects on the surrounding road network. For the purposes of event requirements, the normal opening hours of the site are considered to be the tour operating hours on any given day. This varies throughout the year, but during the summer peak is typically from 8:00 am until 5:30 pm.

Therefore, it is recommended that events of 500 visitors or less (outside of normal Movie Set Tour hours) should not require a Traffic Management Plan and need not be restricted in their frequency as the road network presently demonstrates the ability to operate satisfactorily for such flow rates. Also, more than one event is possible at any one time provided the total number of visitors for the event does not exceed 500.

Further to this, events over 500 visitors but less than 1000 visitors should not require a Traffic Management Plan if no more than 500 visitors travel to the site via private car/minivan. Assuming an occupancy of 30 people per bus, 1,000 visitors could result in 33 buses arriving at the site. Under a peak day, the site has approximately 180 buses per day arriving at the site, which would result in a peak hour similar to that generated by an event of 1,000 people. Therefore, the site is able to accommodate the buses resulting from a 1,000-person event. The parking and trip generation effects from 500 visitors arriving by private vehicle has been assessed as part of a 500 person event. In this case more than one event is still possible at any one time provided the total number of visitors for the events does not exceed 1,000 and the total arriving by car/minivan does not exceed 500.

Events with more than 500 people arriving by car/mini-van, or with more than 1,000 people in total, should require a Traffic Management Plan to be approved by the MPDC prior to the event.

For cases where an event is held during the normal operating hours of the Movie Set Tours, event visitors should be included as part of the total 3,500 visitors per day cap (i.e. visitors from events during normal operating hours + Movie Set tour visitors < 3,500 per day). As 3,500 visitors per day is the maximum capacity of the site, operations must be managed so that sufficient on-site parking is provided for events held during normal operating hours; being no less than 450 during the months November to March (allowing for overflow paddock parking), and no less than 380 all-weather surface parking for all other months. This should be incorporated into the plan change rules. The following provides further explanation. The assessed peak parking occupancy for movie set tours is 343 vehicles per hour. Precinct 1 has parking provision for 450 vehicles in the summer and 380 vehicles in the other seasons due to the grassed overflow parking areas being unsuitable. Precinct 1 therefore has approximately 107 additional parking spaces to accommodate an event held during normal movie set tour operating hours. Provided that the number of private cars that require parking for an event is less than 107, Precinct 1 is expected to have sufficient supply of parking for the event and the movie set tour visitors. Where the number of private cars that require parking for the event exceed 107, vacant parking spaces need to be made available. The operators of Hobbiton will need to manage the number of vehicles brought to an event, or restrict movie set tour visitor numbers during events to achieve this.

7.0 TRAFFIC EFFECTS ON THE SURROUNDING ROAD NETWORK

7.1 Safety

The crash analysis in Section 3.6 of this report has revealed that crashes on Buckland Road and the two intersections at either end (Buckland Road/Puketutu Road and Buckland Road/Karapiro Road) have been increasing in the last five years, which coincides with increased traffic volumes relating to Hobbiton.

Analysis of the 10-year 2007-2016 crash rate on Buckland Road shows that on average the crash rate on Buckland Road west is approximately 1 crash per 70,000 vehicle trips and on Buckland Road east the crash rate is approximately 1 crash per 150,000 vehicle trips. It should be noted that due to the random nature of crashes and small sample size, there is some statistical variation in these rates, though it can be concluded that the eastern end of Buckland Road per vehicle trip is safer than the western end (p=0.04).

These rates have been calculated using visitor data from Hobbiton and Council traffic counts taken on Buckland Road in the 10-year period, however it does not include unreported crashes, which anecdotally occur on Buckland Road. This rate includes crashes at the Buckland Road/ Puketutu Road Intersection and the Buckland Road/ Karapiro Road Intersection. It should be noted that the crash rate on the eastern end of Buckland Road is a worst case scenario as improvements to this end of Buckland Road in 2013 would likely have reduced this crash rate. As there are only three years' worth of data since the upgrade, it is not possible to confirm this due to the small sample size.

Assuming this crash rate continues as per pre-2013, and visitor numbers reach 650,000 per year, the predicted number of crashes in a ten-year period on Buckland Road (including the intersections at either end) is 50 crashes (20 on the western end and 30 on the eastern end). This crash rate is on the basis that no safety improvements are made in that time.

By comparison, if Hobbiton were to continue operating in accordance with the maximum visitor number of 300,000 people per annum in the existing resource consent, then the number of crashes in the next ten-year period is predicted to be 34 (17 on the western end and 17 on the eastern end).

Therefore, the increase in crashes due to the predicted additional traffic associated with the DCP is approximately 16 crashes in the next ten-year period (three on the western end of Buckland Road and 13 on the eastern end). Again, this is on the basis that no mitigation works are undertaken.

It would be misleading to attempt to predict the number of serious injury or fatal crashes on Buckland Road as there is too small a sample size from which to derive a crash rate for these crash types.

In order to minimise the risk of crashes occurring on Buckland Road this report makes the following assessment and recommendations:

<u>Buckland Road East:</u>

Of the 9 crashes recorded from 2007-2016 on Buckland Road east of Hobbiton, four crashes occurred on the tight corner just to the east of the Hobbiton site. Of these, 3 occurred before the improvement works to this corner in 2013. Just one crash has occurred on the corner since, in 2016, a loss of control crash due to inattention. The reduction in the number of crashes indicates that the works have improved safety although this cannot be concluded for certain with the short time frame and small sample size.

From the crash record, two further crashes occurred on another tight corner in 2013 prior to the road improvements. This curve has also seen no further crashes since the works.

The remaining three crashes were on straight sections of Buckland Road: two head-on crashes (2007 and 2015) resulting in 1 serious and 2 minor injuries, and one where a vehicle crashed into another vehicle stopped on the side of the road in 2015.

The risk of these types of crashes occurring can be further reduced through the following targeted improvements:

- Pavement mark white direction arrows in each lane on Buckland Road east at 900m, 2660m and 4410m to reinforce to tourists that New Zealand drives on the left.
- Install 100mm white painted edge lines on both sides of Buckland Road from 0 to 5370m
- Install double yellow "no passing" centre line from 1800m to 6000m, inclusive of lead in markings.
- Install no stopping edge line markings on the eastbound lane and no stopping signs on the eastbound berm of Buckland Road from 2610m to 3510m and from 3760 to 4540m. These are unsafe locations that tourists regularly pull over to take scenic photos.
- Create safe, chip sealed surfaced pull off areas in the berm at 3750m and 4550m on the northeast side of Buckland Road, for tourists to park off the road shoulder to take photos.
- Construct gated speed calming entrance signs (Threshold treatments) either side of Hobbiton at 5210m and 4540m, with "Welcome to Hobbiton Movie Set" or similar agreed wording with MPDC. Threshold treatments to be in accordance with Council standards
- Provide convex mirrors mounted on poles in the berm opposite accesses #399 and #385 to improve exiting sight distance.

The above safety improvements are illustrated on plans in Appendix D and have been agreed in consultation with MPDC for implementation on Buckland Road.

<u>Buckland Road West:</u>

All crashes on this section of road are loss of control crashes, with significant other factors being tired drivers and tourist drivers failing to adjust to New Zealand road conditions. The location of these crashes shows no real pattern and they are spread along the length of the western end of Buckland Road. For large sections the road is narrow with no centrelines. The painting of white arrows where pavement width allows at points along this section of road would help to improve safety.

Upgrading this end of Buckland Road would be very costly as the pavement width is very narrow in places and widening would be costly due to the topography. We therefore consider that the most cost effective way to reduce crashes on this section of Buckland Road is to reduce traffic volumes.

Reducing traffic volumes is proposed through the following initiatives:

- A comprehensive signage strategy on the State Highways and local roads that direct drivers to the eastern end of Buckland Road (see Section 9.2 of this report)
- Improving signs at Hobbiton entrance to ensure vehicles take the appropriate route out of Hobbiton: existing signage is small and difficult to read
- Painting white arrows on the road surface to indicate to tourist drivers to drive on the left.

BBO recommend that these initiatives are implemented by the operators of Hobbiton to reduce visitor traffic volumes on Buckland Road west.

Following the first draft ITA, the following recommendations have now been implemented by Hobbiton as part of its ongoing commitment to improving safety:

- Prominent advertising of the preferred route to Hobbiton on the website
- Ensuring that all buses arrive at Hobbiton via the eastern end of Buckland Road.
- Contacting Google and GPS companies to attempt to influence the routes that these devices assign to drivers as most currently assign the western end of Buckland Road for vehicles coming from State Highway 1 north of the site. Google have subsequently changed their route choice to Hobbiton to avoid the western side of Buckland Road.

Intersections at either end of Buckland Road:

A large number of crashes at these intersections have been attributed to drivers who saw the intersection too late and consequently attempted a dangerous manoeuvre to stay on their desired route. These crashes could be prevented through the following initiatives:

- Clear intersection signage. This should include the Karapiro Road/State Highway1 intersection to direct those travelling to Hobbiton to remain on State Highway1 and should also include the Karapiro Road/Buckland Road intersection, even though it is not the preferred route to the site (see Section 9).
- Clear intersection advance signage to warn drivers that an intersection is approaching and to inform them of the route they are required to take to get to Hobbiton.

Significant upgrades to the intersections at either end of Buckland Road is not deemed necessary due to the small number of vehicles using the Karapiro Road intersection to access Hobbiton and the small number of crashes at the Buckland Road/Puketutu Road intersection.

Conclusion:

It is our opinion that the best way to decrease the crash risk at Hobbiton is to adopt ways that direct as many drivers as possible to use the eastern end of Buckland Road to access the site. The formation of Buckland Road (east) between the site and Puketutu Road is of a much higher standard in regards to lane widths and curve radii than the western section, making it safer for drivers unfamiliar with the road environment. Further low cost improvements are recommended in this report (Section 11) for the eastern end of Buckland Road to further improve safety as Hobbiton encourages all visitor traffic to travel via this route.

In addition, intersection safety can be further improved through the addition of direction signs and advance signs, as per the proposed sign strategy (see Section 9.2).

7.2 Pavement Deterioration

For the purposes of assessment, the expected maximum of 650,000 visitors per year is predicted to result in a trip generation of 40,000 heavy vehicles per year, which is an average of 109 heavy vehicles per day. Based on the same data it is predicted that 300,000 visitors per year would generate 18,500 heavy vehicle trips per year, or an average of 50 heavy vehicle trips per day. Therefore, an increase to 650,000 visitors per year is an additional 21,500 annual heavy vehicle trips and 59 average daily heavy vehicle trips.

Light vehicles have a minimal impact on pavement deterioration and hence they are not included when calculating pavement effects. The increase in heavy vehicle traffic accessing Hobbiton has the potential to lead to earlier deterioration of pavement life over that which the pavement was designed for. However, it should be noted that the majority of heavy vehicles that are accessing the site are buses, of which many are day-trip buses that are not fully loaded with passengers and luggage. These buses exert significantly less weight per axle on the pavement than large legally-laden trucks. To calculate the pavement impact, the following parameters have been used in the calculations:

- The average daily trip generation data from Section 6 of this report.
- Tube count data shows that of the vehicles arriving at the site, the splits of number of axles was as follows: 85% two single axles, 15% one single one dual axle. Axle combinations not listed make up a negligible amount of the total HCVs.
- Based on known weights of buses the average weight of two single axle buses was assumed to be 9.2 tonnes. This was based on 20% campervans (4 tonnes), 20% small buses (6 tonnes), 40% larger buses with no luggage (11 tonnes) and 20% larger buses with luggage (14 tonnes).
- Two dual axle buses were assumed to be an average weight of 17 tonnes, based off 50% carrying passengers only (16 tonnes) and 50% carrying passengers and luggage (18 tonnes).
- An average subgrade CBR of 5 was assumed (this is consistent with the assumptions of past reports).
- The western end of Buckland Road has not been considered in this calculation, as trip generation data shows that Hobbiton contributes a negligible number of heavy vehicles to this end of Buckland Road (1 per day on average).
- A 25-year design period has been used with a 0% growth rate of through traffic on Buckland Road.
- Hobbiton visitor numbers have been assumed to be 650,000 per year.

Based on these assumptions, the following design equivalent standard axles (DESA) and basecourse thickness (t) was calculated for both the existing consent and the proposed 650,000 visitors per year, this is shown in Table 10:

Table 10: DESA and Basecourse thickness

Hobbiton Visitors	**DESA**	**t**
300,000 (existing consent)	9.63×10^5 **(based on 50 HCV/day)**	385 mm
650,000 (predicted)	1.55×10^6 **(based on 110 HCV/day)**	405 mm

This equates to a difference in base material thickness of approximately 20 mm. Across the 5 km length and 7 m width of the eastern end of Buckland Road this equates to an additional 700 m^3 of pavement material. Across the 1,400 m length and 7 m width of Puketutu Road this equates to an additional 200 m^3 of pavement material. At a cost of $110/cu.m for premium aggregate supplied and compacted in place, the cost of the additional pavement material is approximately $99,000.

7.3 Matamata Bus Stop

The effects of Hobbiton related traffic on the bus stop in Matamata and the surrounding parking has been assessed in previous resource consent applications. The relevant findings of those assessments are as follows:

- A total of 101 parking spaces are provided in the area surrounding the Matamata bus stop, with additional parking a short walk away.
- Summer peaks of up to 514 visitors per day use the Matamata Bus Stop.

As the Hobbiton site is operating close to its practical capacity for Movie Set tours during peak times, the number of visitors using the Matamata Bus Stop is not expected to change during peak times, as visitors arriving the Matamata bus stop must be on a pre-booked tour of the site. Instead, any increases in visitor numbers will occur outside of peak times.

Consultation was undertaken with the manager of the i-site in Matamata, who confirmed that there are no issues with either the operation of the bus stop or with customer parking in the near-by area. They also could not foresee there being any transport or parking issues resulting from the peak visitor numbers occurring for longer periods in summer if that were to occur.

Based on this, the traffic effects of the DCP concerning the Matamata Bus Stop are expected to be no more than minor, as peak parking demand and bus parking demand will remain unchanged. Peak period traffic effects may occur for longer periods of time, as peak weekly visitor numbers could stretch over longer periods, but this is unlikely to cause any adverse traffic effects in Matamata.

7.4 One Network Road Classification

Trip generation from Hobbiton significantly alters the traffic volumes on Buckland Road, particularly on the eastern side which is used by the majority of Hobbiton traffic. Data from the trip generation and tube counts shows that with visitor numbers of 650,000 per year, the predicted AADT on the eastern side of Buckland Road will be approximately 1,400 vehicles per day and the predicted AADT on the western side will be approximately 390 vehicles per day.

Under the NZ Transport Agency's One Network Road Classification, the eastern side of Buckland Road would be classified as a primary collector road and the western side as a secondary collector road.

Buckland Road has an existing classification as a local road in the Matamata-Piako District Plan. It is recommended that the classification of Buckland Road is changed to a Collector Road in the Matamata-Piako District Plan to reflect the traffic growth and its One Network Road Classification.

8.0 CONSULTATION WITH NZTA AND COUNCILS

Consultation has been undertaken with the NZ Transport Agency, the MPDC and the Waipa District Council (WDC).

The NZ Transport Agency has primarily been consulted over the proposed sign strategy as Hobbiton itself is not on or near a state highway, though being a prominent tourist destination, it attracts many visitors from large distances away. The effect of additional traffic on the State Highway network was also assessed in consultation with the NZ Transport Agency.

As part of the consultation with the NZ Transport Agency, the most effective way to direct drivers to the site was discussed and investigated, including use of the Hobbiton Website, directions sent out as part of booking confirmation, google maps, and signs on the State Highway network. This has resulted in Google changing the way they direct drivers to the site by excluding Buckland Road west from their route options. It has also resulted in Hobbiton making significant changes to its website which now details the preferred route to the site from all nearby major centres (from Auckland to Rotorua).

The results of the findings above helped to inform the sign strategy by considering the most necessary signs to help direct drivers to Hobbiton. The sign strategy has gone through several iterations informed by this process and in consultation with the NZ Transport Agency. Evidence of consultation and responses from the NZ Transport Agency are included in Appendix E.

Section 9 of this report details the investigation into travel routes to Hobbiton, including updates to the Hobbiton Website, Google Maps, and the sign strategy.

Waipa District Council has been consulted as the western side of Buckland Road is located within the WDC area. Evidence of consultation and responses from WDC are included in Appendix E.

Most of the consultation has been undertaken with MPDC as Hobbiton falls in this local authority area, as does the eastern side of Buckland Road which is the primary route to the site. This consultation has been ongoing and has resulted in numerous iterations to this report to incorporate their feedback, as well as outcomes from a peer review process of the first draft of this report.

The outcomes of consultation with affected parties has been incorporated into this report.

9.0 TRAVEL TO HOBBITON

9.1 Travel routes

As part of discussions with the NZ Transport Agency, Hobbiton has considered possible ways that they can influence drivers to travel via the eastern side of Buckland Road to the site, as well as highlighting safe driving practices. This involved looking at the desired route to Hobbiton from several nearby main centres (Hamilton, Cambridge, Matamata etc.) as well as significant other tourist destinations (Auckland, Waitomo, Rotorua etc.). This analysis has culminated in an interactive map now live on the Hobbiton website which shows the safest route for Hobbiton visitors to the site from their origin. A screenshot example of this map is included as Figure 10.

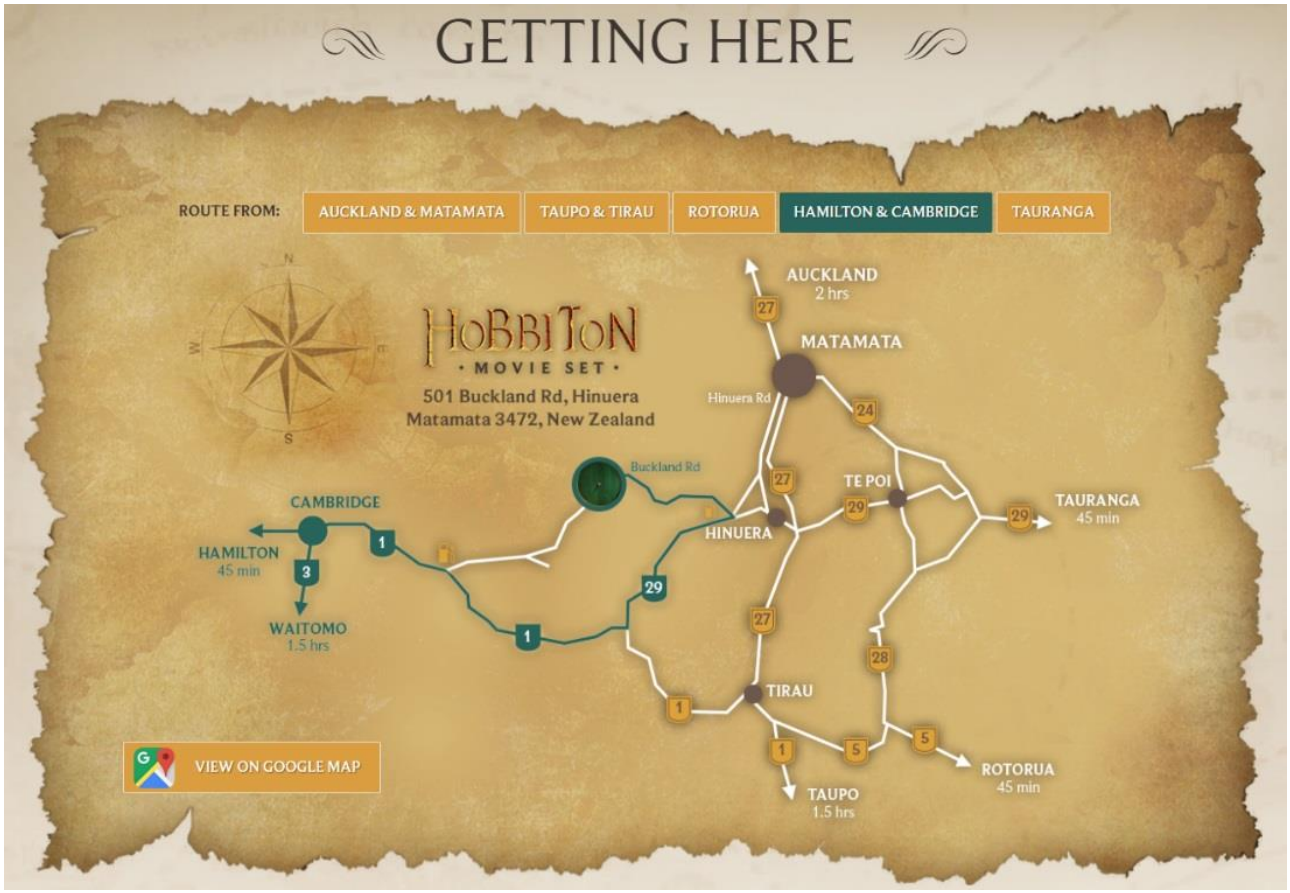


Figure 10: Hobbiton website showing routes to the site

In addition to the updated website, Hobbiton has been in touch with Google to ask them to change the preferred route to the site on google maps from the west. Previously google maps directed travellers from the west down Karapiro Road and then along the western side of Buckland Road. Google have now changed their maps so that travellers arriving from the west are directed to State Highway 29 and then through to the eastern side of Buckland Road. The map does not even allow users to drag the route onto the western side of Buckland Road. This should mean reduced vehicle numbers on the western side of Buckland Road, which should improve safety for tourists driving to Hobbiton. A google map of the route to the site from the west is shown in Figure 11.

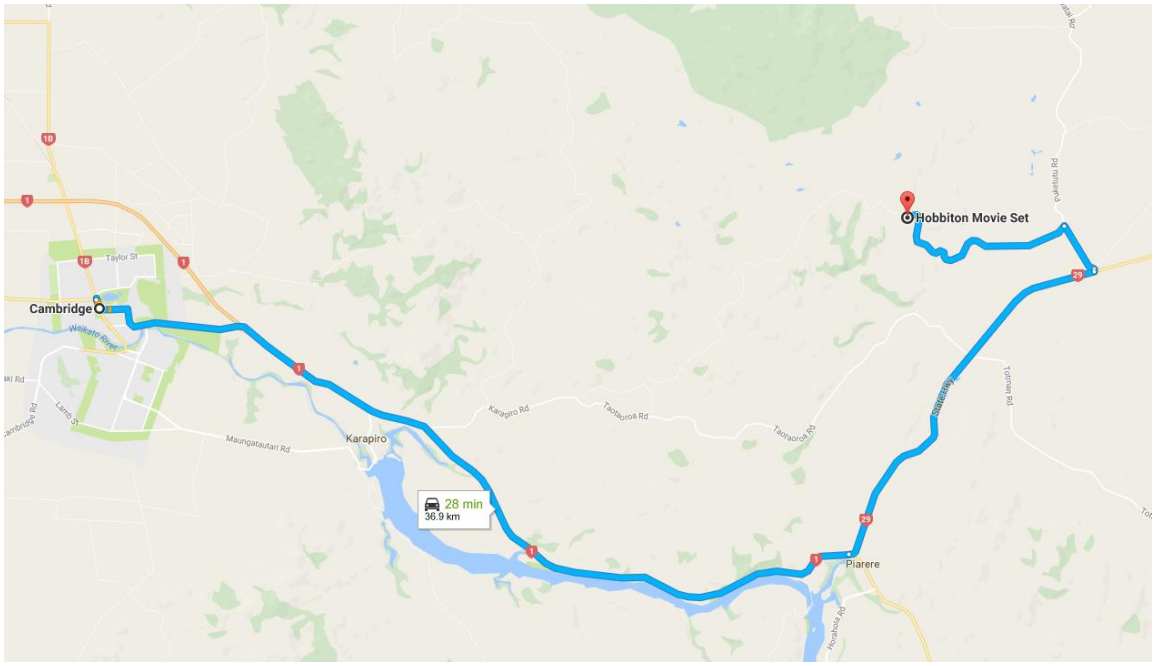


Figure 11: Google map route to Hobbiton from Cambridge

9.2 Sign Strategy

Hobbiton is a significant tourist destination as it is estimated from Tourism NZ surveys that 10% of all tourists visiting New Zealand visit Hobbiton. This makes Hobbiton one of New Zealand's most popular tourist destinations and the most popular in the North Island.

The Hobbiton site is located on a rural country road. This can make the site difficult to locate from the primary routes to the site (State Highways 1 and 29), particularly as tourists are typically unfamiliar with the local road network. The rural environment means traffic is travelling at open road speeds and there is the added complexity for some overseas tourists of adjusting to New Zealand road rules with little experience driving on the left-hand side after having arrived in Auckland. Therefore, it is important that signs directing people to the site provide sufficient advance warning for the speed environment, and are consistent and clear so as to avoid driver confusion and sudden manoeuvres including U-turns that can result in serious high speed crashes. Tourist advance warning signs for Hobbiton should guide people heading to the site from both State Highways 1 and 29 to achieve this safety objective.

Our review of existing tourist destination signs relating to Hobbiton on State Highways 1 and 29 and on approaching intersections near the site reveals it to be inconsistent and in some places inadequate with little or no advanced warning to allow drivers time to comprehend and safely react. Anecdotal evidence has highlighted that inadequate advanced direction signage may have been a contributing factor in the cause of a fatal crash involving a vehicle travelling to Hobbiton in April 2016 at the intersection of State Highway 29 / Hopkins Road. This intersection is a primary access route to Hobbiton but had just one tourist directional sign for Hobbiton at the intersection, to which advance warning signs have been subsequently added. There are no advanced warning signs before the intersection in either direction on State Highway 29 despite the legal speed limit being 100 kph.

Furthermore, two crashes at the Buckland Road/Puketutu Road intersection in 2014 were attributed to tourists who recognised the intersection too late and attempted to turn left into Buckland Road too fast for this corner. Again, following these crashes, directional signs have been added to this intersection. For these reasons, a comprehensive sign strategy has been developed with the following objectives which is expected to result in decreased crashes:

- Minimise driver confusion at key intersections leading to Hobbiton by having clear advanced warning signs on State Highways followed by directional signs at the intersections themselves.
- Minimise driver confusion on Buckland Road by having clear signage approaching Hobbiton and regular direction arrows painted on the road surface to highlight driving on the left in New Zealand.
- Ensure that vehicles are directed via the safest route to Hobbiton, which is approaching from the eastern end of Buckland Road.
- Ensure that vehicles are directed to the safest route from Hobbiton, which is exiting onto the eastern end of Buckland Road.

A new sign strategy map detailing existing and proposed sign locations is included in Appendix B. It is proposed to install new signs to direct vehicles heading towards the site from the intersection of State Highway 29 and State Highway 1 in the east, to the intersection of Karapiro Road and Buckland Road in the west. This sign strategy is intended to direct more vehicles via the preferred route using the eastern end of Buckland Road to access the site, as well as improving safety along this route.

Hobbiton has two existing signs on the site accesses directing vehicles exiting the site to turn right and use the eastern side of Buckland Road. These signs, while well intentioned, are unlikely to be effective as drivers will find it very difficult to read the small and ornate font. It is recommended that these signs are increased in size and printed in a more legible font to ensure that they are noticed by drivers leaving the site.

Two signs on State Highway 29 that are included in the sign strategy have already been applied for and installed.

10.0 CONCLUSION

- Based on tube count data, the number of vehicle trips generated to and from the site calculates to be approximately 60% of visitor numbers. The expected maximum number of visitors to the site in future will remain the same as existing, approximately 21,000 visitors per week. The maximum daily capacity of the site is 3,500 visitors per day which generates approximately 2,100 trips per day. Of these trips, approximately 92.5% use the eastern end of Buckland Road with the remaining 7.5% using the western end. Increases in visitor numbers per year will have no impact on the peak trip generation rate as Hobbiton is already operating at capacity for Movie Set tours during the summer peak. Any further increases in visitor numbers as a result of the DCP would be in periods outside of the summer peak.

- Visitor access from Buckland Road to Hobbiton is currently limited to two separate vehicle crossings at Precinct 1 (The Shire's Rest), one entry only and one exit only to the customer car park. A further internal access from the car park connects to the overflow car parking area and staff office. The two vehicle crossings on Buckland Road have been assessed in past reports and have been operating effectively under the latest visitor numbers of approximately 552,000 per annum. There is no crash record on Buckland Road associated with the Hobbiton accesses and RST is not aware of any crashes having occurred there. Therefore, these accesses are considered to be suitable for any increases in annual visitor numbers under the DCP, as peak traffic volumes will remain the same. Traffic effects of the DCP activities on the existing accesses will be no more than minor.

- All traffic travelling to Hobbiton uses Buckland Road. Traffic volumes along both ends of Buckland Road have increased significantly in the 2012-2016 five year period, while the crash numbers have also typically increased relative to the previous 5 year period 2007-2011. This increase is statistically significant ($p=0.009$). However, the number of visitors to Hobbiton per year since 2011 has increased from 33,000 in 2011 to 552,000 in 2016/17 financial year. Accordingly, it is evident that the crash rate per 10,000 visitors to Hobbiton over the last 5 year period has actually reduced signicantly relative to the 5 year period 2007-2011.

- The historical crash rate for Buckland Road has been approximately 1 crash per 70,000 vehicle trips on the western end of Buckland Road and 1 crash per 150,000 vehicle trips on the eastern end of Buckland Road. On the basis of the historical crash statistics and if no new safety improvements are made to Buckland Road, the DCP could result in crash numbers increasing by 16 crashes over 10 years, or an average of just over 1.5 crashes per year. However, further safety improvement works to Buckland Road are proposed and agreed with MPDC to mitigate the additional exposure risks. The improvements are listed in the recommendations in Section 11.

- Pavement deterioration costs, based on the increase in Hobbiton traffic have been calculated to be $99,000 based on the increased basecourse thickness required to accommodate the Heavy Vehicles associated with 650,000 visitors per year.

- The existing parking within Precinct 1 (The Shire's Rest) at Hobbiton consists of 289 sealed and all-weather parking spaces and approximately 71 overflow spaces in adjacent paddocks that are used during the summer months. The sealed car parks meet the dimension and manoeuvring requirements found in the Matamata-Piako District Plan. In addition to the 289 existing sealed and all-weather spaces, approximately 90 additional all-weather parking spaces are being constructed as part of a new office building development on the site, taking the total all-weather parking supply to 379, and the total summer parking supply to 450. The current peak summer parking demand is 343 vehicles, which is significantly less than the total summer parking capacity.

The spare parking allows small events to take place concurrently with movie set tours. Visitor numbers during winter are typically 50% or less than the summer peak. The peak parking occupancy during the winter period is approximately 175 vehicles. The 379 all-weather car park spaces easily accommodates this and leaves room for growth in visitor numbers during the off-peak and shoulder seasons.

- Events of fewer than 500 people can be easily accommodated by infrastructure at the site. The predicted peak hour trip generation from an event of this size is estimated to be less than the peak hour trip generation during the peak period at the site. For this reason, it is recommended that traffic effects should not be a limiting factor for frequency of events at Hobbiton involving less than 500 people, provided they are outside the normal operating hours of the site for Movie Set tours. Events for over 500 visitors but less than 1,000 visitors should be permitted without requiring a Traffic Management Plan on condition that no more than 500 visitors travel to the site by car/mini-van (with the remainder arriving via bus). Events with more than 500 people arriving by car/mini-van, or with more than 1,000 people in total, should require a Traffic Management Plan to be submitted and approved by MPDC prior to the event.

- The traffic effects on the bus stop in Matamata have been assessed in past traffic assessments and have been found to be no more than minor. Given that the peak trip generation of the site (and therefore the Matamata Bus Stop) will remain constant under the DCP, the traffic effects on the Matamata Bus Stop are expected to remain no more than minor. However, the peak period could continue for a longer period of the year.

- The traffic effects of the proposed Overnight Park-Over camping area and the proposed accommodation units are predicted to be positive overall. Neither activity will generate any additional trips on the network, but both will help to reduce the number of fatigued-driver trips on Buckland Road by Hobbiton visitors. The Park-Over area will also help to reduce the occurrence of campervans parking for the night on the shoulder of Buckland Road, which is not always done in a safe manner.

- Overall, if the recommendations of this report are adopted, then the traffic effects of the Hobbiton DCP are expected to be acceptable and no more than minor.

11.0 RECOMMENDATIONS

The following recommendations are made as a result of this Integrated Transport Assessment.

- To further improve safety on Buckland Road:
  - Pavement mark white direction arrows in each lane on Buckland Road east at 900m, 2660m and 4410m to reinforce to tourists that New Zealand drives on the left.
  - Install 100mm white painted edge lines on both sides of Buckland Road from 0 to 5370m
  - Install double yellow "no passing" centre line from 1800m to 6000m, inclusive of lead in markings.
  - Install no stopping edge line markings on the eastbound lane and no stopping signs on the eastbound berm of Buckland Road from 2610m to 3510m and from 3760 to 4540m. These are unsafe locations that tourists regularly pull over to take scenic photos.
  - Create safe, chip sealed surfaced pull off areas in the berm at 3750m and 4550m on the northeast side of Buckland Road, for tourists to park off the road shoulder to take photos.
  - Construct gated speed calming entrance signs (Threshold treatments) either side of Hobbiton at 5210m and 4540m, with "Welcome to Hobbiton Movie Set" or similar agreed wording with MPDC. Threshold treatments to be in accordance with MPDC standards
  - Provide convex mirrors mounted on poles in the berm opposite accesses #399 and #385 to improve exiting sight distance.

The above safety improvements are illustrated on the plans in Appendix D and have been agreed for implementation on Buckland Road in consultation with MPDC.

- To actively encourage the use of Buckland Road east over Buckland Road west:
  - Implement the comprehensive road-sign strategy attached to this report, that directs drivers to access Hobbiton from the eastern end of Buckland Road (see Section 9.2 of this report)
  - Improve driver information signs at Hobbiton to ensure drivers use the preferred exit route via Buckland Road east. The existing signs are too small and difficult to read while drivers navigate their way out of The Shire's Rest car park. The proposed signs should be constructed in accordance with the NZ Transport Agency "Traffic Control Devices Manual part 3: Advertising Signs". The writing should be at least 300 mm high for the main lettering, and at least 150 mm high for supplementary lettering.
  - Send out annual notices to all tourist bus operators reminding them that the recommended travel route to and from Hobbiton is via the eastern end of Buckland Road.

  BBO recommend these initiatives be implemented in consultation with MPDC and the NZ Transport Agency, to reduce traffic volumes on Buckland Road west.

  Due to Hobbiton's commitment to safety, numerous attempts have been made to get Google to change the way its map service directs drivers to Hobbiton. This has now been achieved, which together with the updated website showing the recommended direction of travel for all major locations in the upper north island, should significantly alter travel patterns to the site.

- The proposed on-site accommodation and Overnight Park-Over camping facilities be included in the DCP due to the potential positive safety effects they provide. A street light should be installed opposite the entry access when the accommodation units are constructed to enhance safety of night-time movements.

- A rule be included in the DCP capping visitor numbers at 3,500 visitors per day during the operating hours of Movie Set tours, including all activities within the entire DCP area.

- A rule be included in the DCP to ensure the site has parking provision for a minimum total of 343 all-weather parking spaces to enable 3,500 visitors and events up to 500 visitors to occur as a permitted activity. The site now has a total of 289 all-weather car parking spaces, and with the completion of the new administration block car park area, will have 379 all-weather spaces. In addition, the site has at least 71 overflow parking spaces within adjacent grassed areas.

- Events of 500 visitors or less (outside of normal Movie Set Tour hours) should be permitted without requiring a Traffic Management Plan and need not be restricted in their frequency as the road network presently demonstrates the ability to operate satisfactorily for such flow rates. Also, more than one event at any one time is permissible from a traffic perspective provided the total number of visitors for the simultaneous events does not exceed 500.

- Events over 500 visitors but less than 1,000 visitors should be permitted without requiring a Traffic Management Plan on condition that no more than 500 people travel to and from the site by car/mini-van. In this case more than one event at any one time is possible provided the total number of visitors for the simultaneous events does not exceed 1,000 and the total number arriving by car/mini-van doesn't exceed 500.

- Events over 500 people arriving by car/mini-van transport or with more than 1,000 people in total should require a Traffic Management Plan approved by MPDC as part of a consent process.

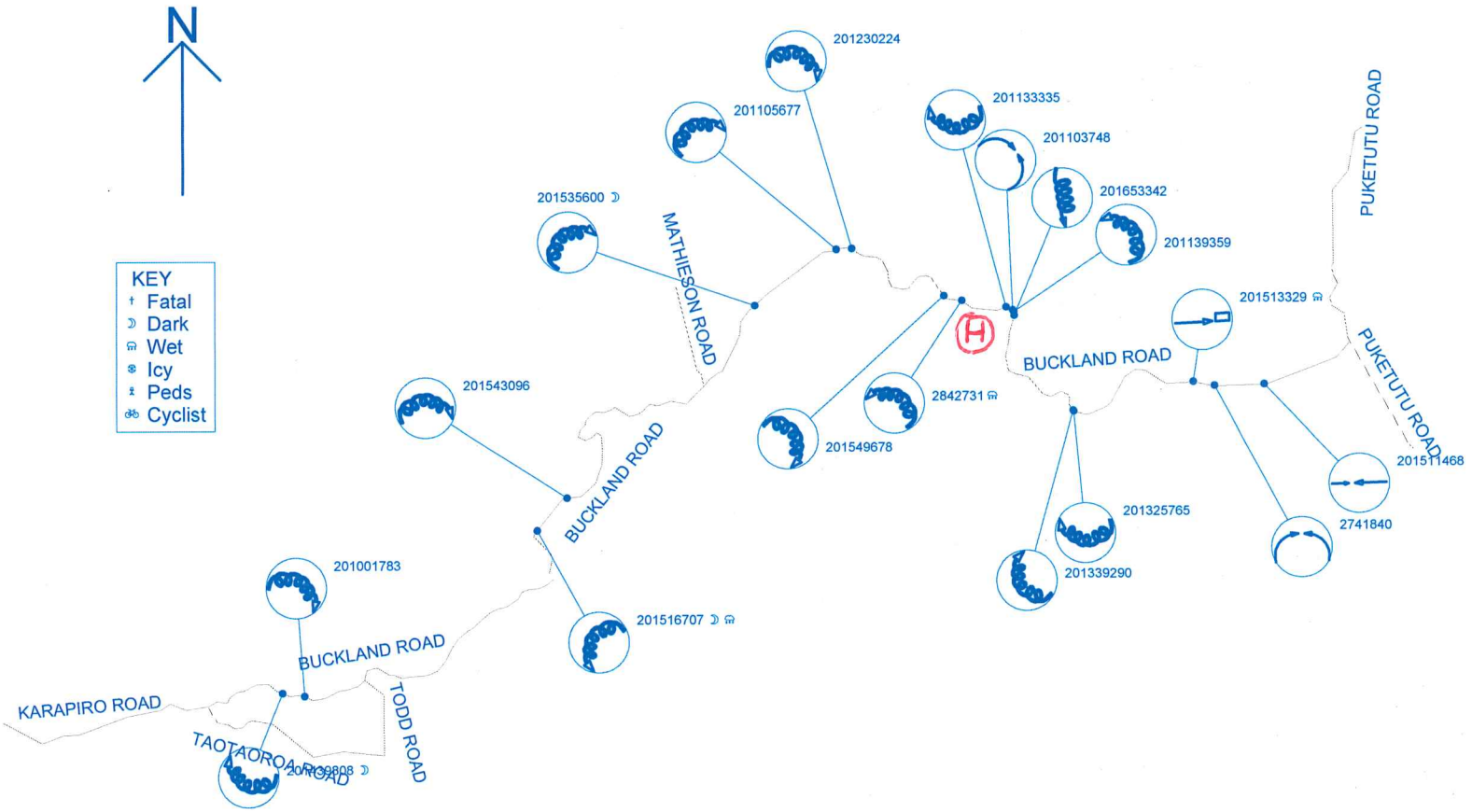
- For all events held during the normal operating hours of the Movie Set Tours, event visitors should be included as part of the total 3,500 visitors per day cap (i.e. visitors from events during normal operating hours + Movie Set tour visitors < 3,500 per day). The site should be managed by the operators so that sufficient parking is provided on-site for events held during normal operating hours; being no less than 450 spaces during the months November to March, and no less than 380 spaces for all other months.

- BBO recommend that the classification of Buckland Road is changed to a Collector Road in the Matamata-Piako District Plan to reflect the traffic growth and the One Network Road Classification.

Appendix A

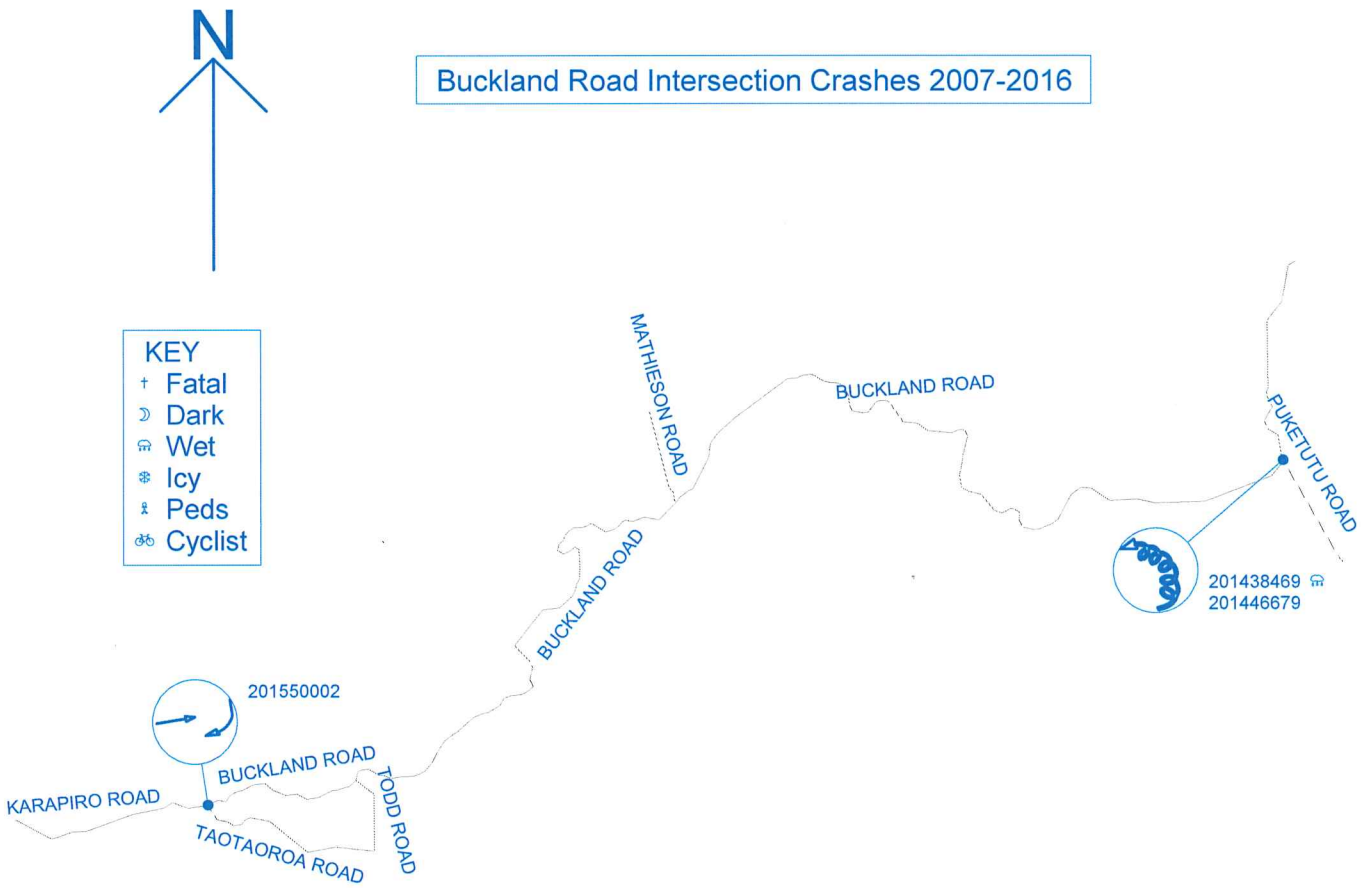
CAS Data

Buckland Rd Mid-Block 2007-2016



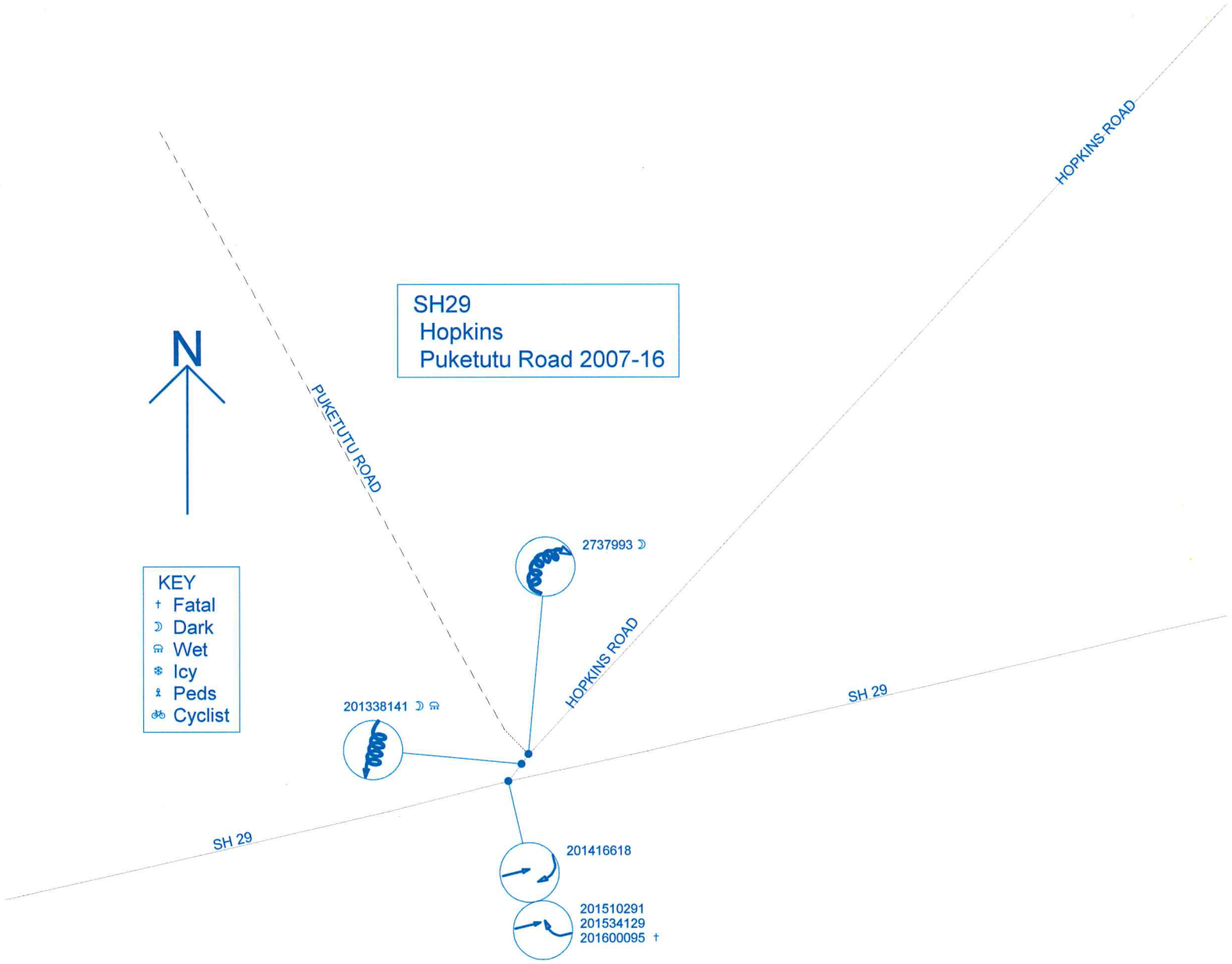
First Street	Distance	D/I/R	Second street or landmark	Crash Number	Date DD/MM/YYYY	Day	Time HHMM	Description of Events	Crash Factors (ENV = Environmental factors)	Road	Natural Light	Weather	Junction	Cntrl	Tot Inj F S M A E I T R N	
BUCKLAND ROAD	1500	W	PUKETUTU ROAD	2741840	20/09/2007	Thu	1738	CAR1 EBD on BUCKLAND ROAD cutting corner hit SUV2 head on	CAR1 failed to keep left, overseas/migrant driver failed to adjust to NZ road rules and road conditions	Dry	Overcast	Fine	Unknown	Nil		E
BUCKLAND ROAD	5280	W	PUKETUTU ROAD	2842731	23/10/2008	Thu	1435	TRUCK1 WBD on BUCKLAND ROAD lost control turning left	TRUCK1 lost control when turning ENV: road slippery (rain), strong wind	Wet	Overcast	Light Rain	Unknown	N/A		
BUCKLAND ROAD	1100	E	TAOTAOROA ROAD	201001783	24/02/2010	Wed	1917	CAR1 EBD on BUCKLAND ROAD lost control turning right, CAR1 hit Cliff Bank on right hand bend	CAR1 alcohol test above limit or test refused, Entering / On curve, lost control when turning, suddenly swerved to avoid vehicle	Dry	Bright	Fine	Unknown	Nil	1 1	
BUCKLAND ROAD	4720	W	PUKETUTU ROAD	201103748	30/08/2011	Tue	1038	VAN1 EBD on BUCKLAND ROAD cutting corner hit CAR2 head on	VAN1 wrong way in one way street, overseas/migrant driver failed to adjust to NZ road rules and road conditions	Dry	Bright	Fine	Unknown	N/A	1	E
BUCKLAND ROAD	6960	W	PUKETUTU ROAD	201105677	20/12/2011	Tue	1644	VAN1 EBD on BUCKLAND ROAD lost control turning right, VAN1 hit Fence on right hand bend	VAN1 alcohol test above limit or test refused, too far left/right, lost control when turning	Dry	Bright	Fine	Unknown	N/A	1	
BUCKLAND ROAD	4800	W	PUKETUTU ROAD	201133335	11/01/2011	Tue	1845	CAR1 WBD on BUCKLAND ROAD lost control turning right, CAR1 went Over Bank, Fence on right hand bend	CAR1 lost control when turning	Dry	Bright	Fine	Unknown	N/A		
BUCKLAND ROAD	4700	W	PUKETUTU ROAD	201139359	14/12/2011	Wed	1050	CAR1 NBD on BUCKLAND ROAD lost control turning left, CAR1 hit Cliff Bank	CAR1 too far left/right, lost control when turning	Dry	Overcast	Fine	Unknown	N/A		
BUCKLAND ROAD	6800	W	PUKETUTU ROAD	201230224	08/02/2012	Wed	1505	CAR1 EBD on BUCKLAND ROAD lost control turning right, CAR1 hit Ditch on right hand bend	CAR1 Entering / On curve, lost control when turning	Dry	Bright	Fine	Unknown	N/A		
BUCKLAND ROAD	3190	W	PUKETUTU ROAD	201325765	25/12/2013	Wed	1310	CAR1 WBD on BUCKLAND ROAD lost control turning right, CAR1 hit Fence on right hand bend	CAR1 Entering / On curve, lost control while returning to seal from unsealed shoulder ENV: road slippery (loose material on seal)	Dry	Bright	Fine	Unknown	N/A	1	
BUCKLAND ROAD	3200	W	PUKETUTU ROAD	201339290	21/10/2013	Mon	1505	CAR1 WBD on BUCKLAND ROAD lost control turning right, CAR1 hit Cliff Bank on right hand bend	CAR1 too fast at temporary speed limit, lost control due to road conditions, overseas/migrant driver failed to adjust to NZ road rules and road conditions ENV: road surface under construction or maintenance	Dry	Bright	Fine	Unknown	N/A		E
BUCKLAND ROAD	900	W	TODD ROAD	201439808	23/06/2014	Mon	1720	CAR1 WBD on BUCKLAND ROAD lost control turning right, CAR1 hit Fence, Ditch on right hand bend	CAR1 Entering / On curve, lost control when turning, overseas/migrant driver failed to adjust to NZ road rules and road conditions	Dry	Twilight	Fine	Unknown	N/A		
BUCKLAND ROAD	1000	W	PUKETUTU ROAD	201511468	17/03/2015	Tue	1331	CAR1 WBD on BUCKLAND ROAD hit CAR2 headon on straight	CAR1 wrong way in one way street, overseas/migrant driver failed to adjust to NZ road rules and road conditions	Dry	Bright	Fine	Unknown	N/A	1 2	E
BUCKLAND ROAD	1720	W	PUKETUTU ROAD	201513329	27/03/2015	Fri	0755	SUV1 EBD on BUCKLAND ROAD hit parked veh, SUV1 hit Vehicle	SUV1 too far left/right, attention diverted by driver dazzled by sun/lights ENV: heavy rain	Wet	Bright	Heavy Rain	Unknown	Nil	1	
BUCKLAND ROAD	3000	E	TODD ROAD	201516707	10/09/2015	Thu	2030	CAR1 SBD on BUCKLAND ROAD lost control turning left, CAR1 hit Fence, Post Or Pole	CAR1 Entering / On curve, lost control when turning, fatigue (drowsy, tired, fell asleep)	Wet	Dark	Light Rain	Unknown	Nil	1	
BUCKLAND ROAD	1000	E	MATHIESON ROAD	201535600	01/04/2015	Wed	0650	CAR1 NBD on BUCKLAND ROAD lost control turning right, CAR1 hit Fence on right hand bend	CAR1 lost control when turning, fatigue (drowsy, tired, fell asleep)	Dry	Twilight	Fine	Unknown	Nil		
BUCKLAND ROAD	2700	S	MATHIESON ROAD	201543096	16/06/2015	Tue	1315	CAR1 NBD on BUCKLAND ROAD lost control turning right, CAR1 hit Cliff Bank on right hand bend	CAR1 lost control when turning, attention diverted, overseas/migrant driver failed to adjust to NZ road rules and road conditions	Dry	Bright	Fine	Unknown	Nil		

First Street	Distance	DI R	Second street or landmark	Crash Number	Date DD/MM/YYYY	Day DDD	Time HHMM	Description of Events	Crash Factors (ENV = Environmental factors)	Road	Natural Light	Weather	Junction	Cntrl	Tot Inj F A T	S E R	M I N
BUCKLAND ROAD	3500	E	MATHIESON ROAD	201549678	18/09/2015	Fri	1701	TRUCK1 EBD on BUCKLAND ROAD lost control turning right, TRUCK1 hit Cliff Bank, Ditch on right hand bend	TRUCK1 too far left/right, lost control while returning to seal from unsealed shoulder ENV: road surface edge badly defined or gave way	Dry	Bright	Fine	Unknown	Nil			
Z CPK	4020	E	MATHIESON ROAD	201616620	07/10/2016	Fri	1500	SUV1 NBD on Z CPK hit PEDESTRIAN2 (Age 29)	SUV1 misjudged pedestrians movement or intention, misjudged speed of own vehicle	Dry	Overcast	Fine	Unknown	N/A			1
BUCKLAND ROAD	4320	E	MATHIESON ROAD	201653342	22/11/2016	Tue	1545	VAN1 SBD on BUCKLAND ROAD lost control; went off road to left, VAN1 hit Fence, Ditch	VAN1 too far left/right, attention diverted	Dry	Bright	Fine	Unknown	N/A			

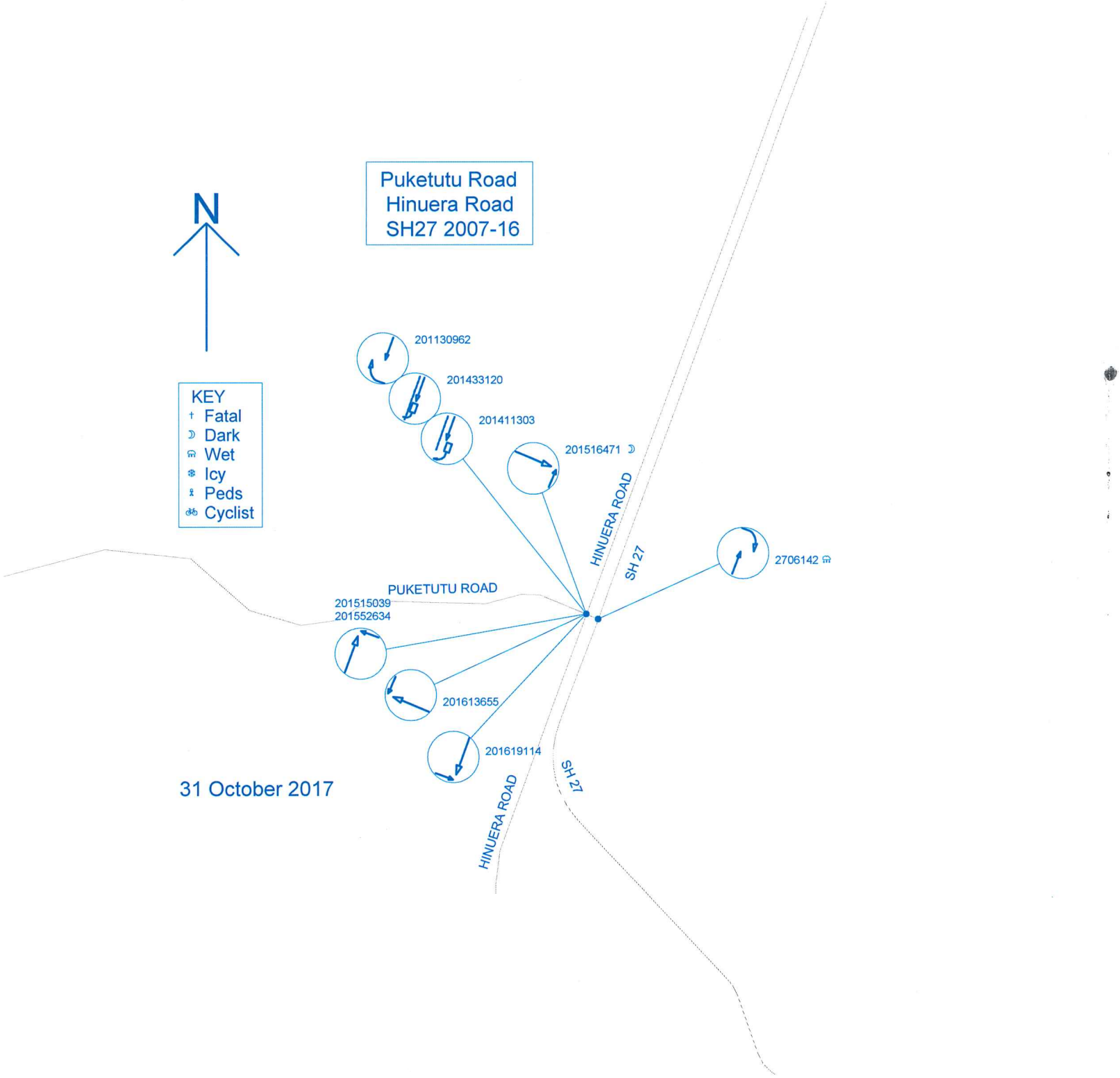

N
Buckland Road Intersection Crashes 2007-2016
KEY
Fatal
Dark
Wet
Icy
Peds
Cyclist
MATHIESON ROAD
BUCKLAND ROAD
PUKETUTU ROAD
BUCKLAND ROAD
201438469
201446679
201550002
BUCKLAND ROAD
KARAPIRO ROAD
TODD ROAD
TAOTAOROA ROAD

First Street	Distance	C I R	Second street or landmark	Crash Number	Date DD/MM/YYYY	Day DDD	Time HHMM	Description of Events	Crash Factors (ENV = Environmental factors)	Road	Natural Light	Weather	Junction	Cntrl	Tot Inj F A T	S E R	M I N
HOPKINS ROAD		I	PUKETUTU ROAD	2737993	27/06/2007	Wed	0640	CAR1 NBD on HOPKINS ROAD lost control turning right, CAR1 hit Post Or Pole on right hand bend	CAR1 Entering / On curve, suddenly swerved to avoid animal	Dry	Dark	Fine	T Type Junction	Stop Sign			
HOPKINS ROAD	20	S	PUKETUTU ROAD	201338141	13/09/2013	Fri	0305	CAR1 SBD on HOPKINS ROAD lost control; went off road to left	CAR1 alcohol test above limit or test refused, lost control	Wet	Dark	Fine	Unknown	N/A			
29/61/4.124		I	HOPKINS ROAD	201416618	25/10/2014	Sat	1037	CAR1 EBD on SH 29 hit CAR2 turning right onto SH 29 from the left	CAR2 Failed to give way At a priority traffic control, Did not check / notice another party, overseas/migrant driver failed to adjust to NZ road rules and road conditions	Dry	Bright	Fine	T Type Junction	Give Way Sign		1	
29/61/4.124		I	HOPKINS ROAD	201510291	06/01/2015	Tue	1044	CAR2 turning right hit by oncoming CAR1 EBD on SH 29	CAR2 failed to give way when turning to non-turning traffic, Did not check / notice another party	Dry	Bright	Fine	T Type Junction	Give Way Sign			3
29/61/4.124		I	HOPKINS ROAD	201534129	08/02/2015	Sun	1411	CAR2 turning right hit by oncoming CAR1 EBD on SH 29 CAR1 hit Fence	CAR2 failed to give way when turning to non-turning traffic, Did not check / notice another party	Dry	Bright	Fine	T Type Junction	Give Way Sign			
29/61/4.124		I	HOPKINS ROAD	201600095	18/04/2016	Mon	0930	CAR2 turning right hit by oncoming TRUCK1 EBD on SH 29 CAR2 hit Fence, Post Or Pole	CAR2 failed to give way when turning to non-turning traffic	Dry	Overcast	Fine	T Type Junction	Give Way Sign	1	2	1

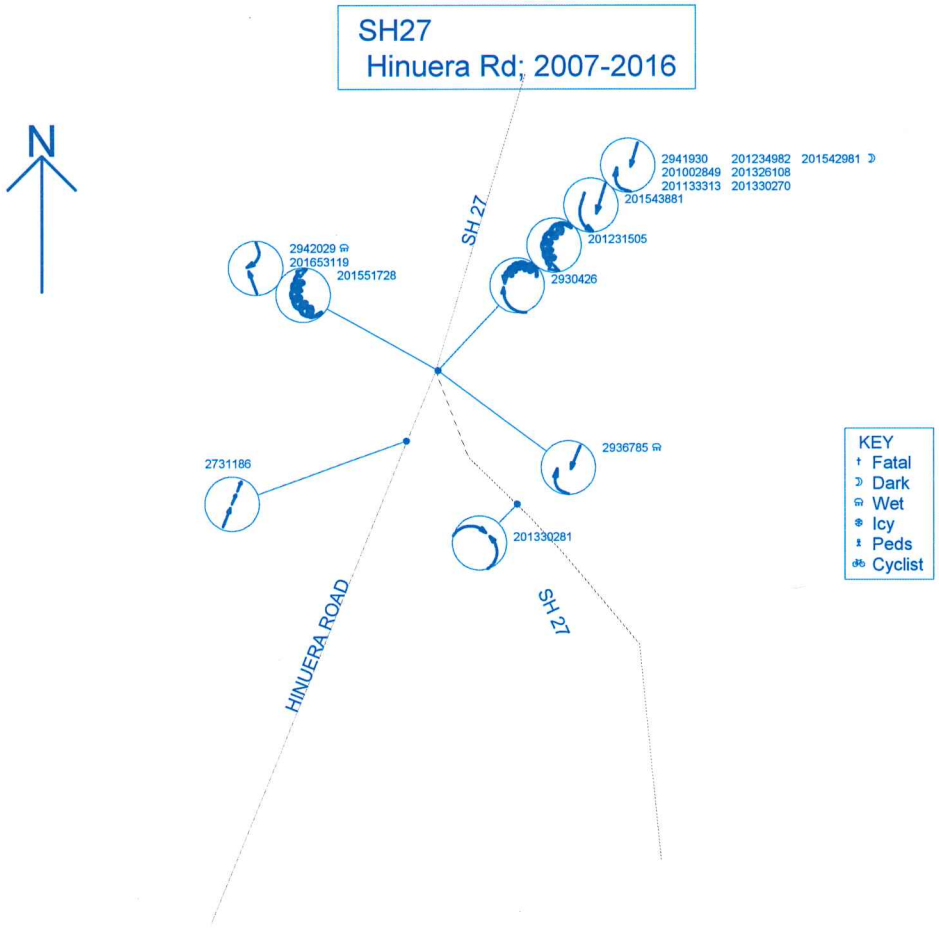
First Street	Distance	C I R	Second street or landmark	Crash Number	Date DD/MM/YYYY	Day	Time HHMM	Description of Events	Crash Factors (ENV = Environmental factors)	Road	Natural Light	Weather	Junction	Cntrl	Tot Inj F A T	S E R	M I N
BUCKLAND ROAD		I	KARAPIRO ROAD	201550002	18/12/2015	Fri	1229	VAN1 EBD on KARAPIRO ROAD hit CAR2 turning right onto KARAPIRO ROAD from the left	CAR2 Failed to give way At a priority traffic control, failed to notice control, overseas/migrant driver failed to adjust to NZ road rules and road conditions	Dry	Bright	Fine	T Type Junction	Give Way Sign			


SH29
Hopkins
Puketutu Road 2007-16
N
KEY
† Fatal
Dark
Wet
Icy
Peds
Cyclist
PUKETUTU ROAD
HOPKINS ROAD
HOPKINS ROAD
SH 29
SH 29
2737993
201338141
201416618
201510291
201534129
201600095 †

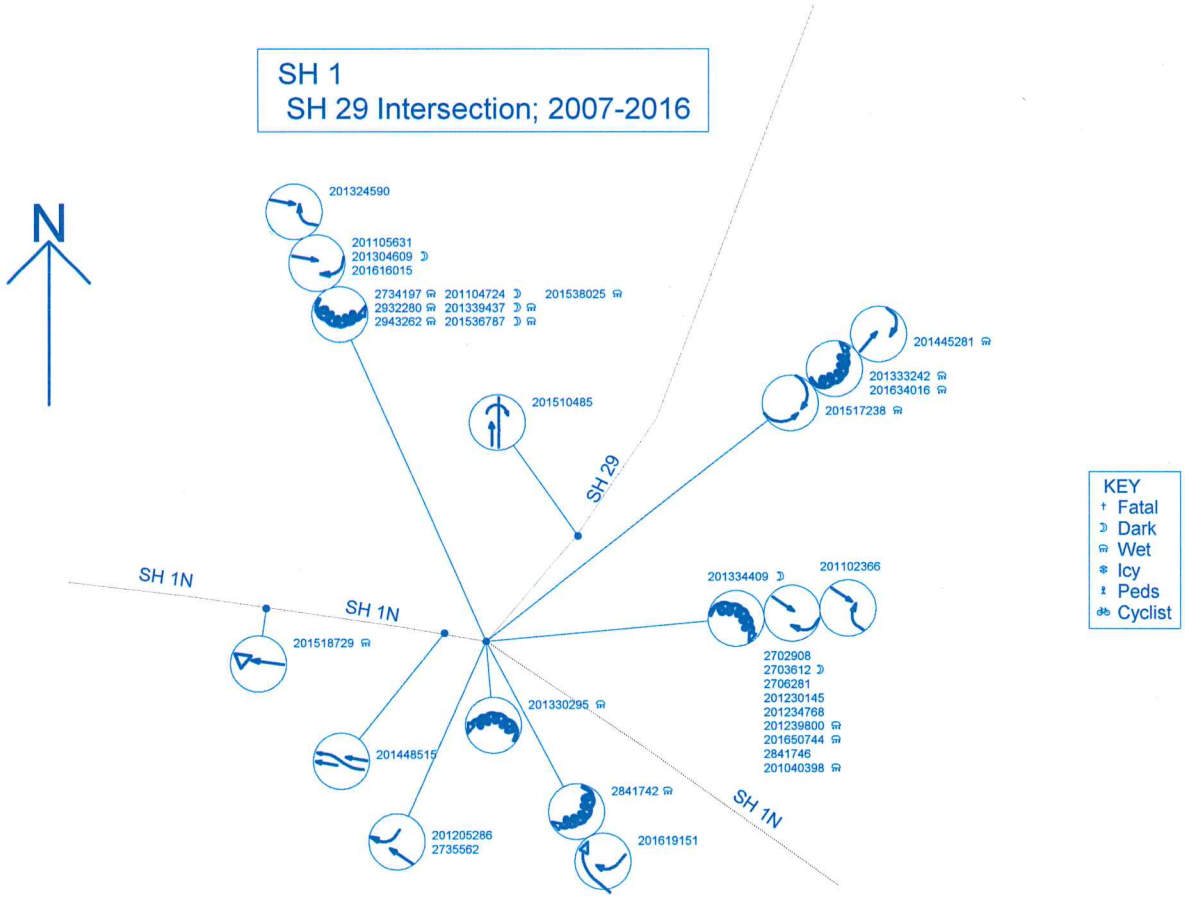
First Street	Distance	C I R	Second street or landmark	Crash Number	Date DD/MM/YYYY	Day	Time HHMM	Description of Events	Crash Factors (ENV = Environmental factors)	Road	Natural Light	Weather	Junction	Cntrl	Tot F A T	Inj S E R	M I N
27/74/5.117		A	PUKETUTU ROAD	2706142	06/12/2007	Thu	0935	BUS1 NBD on SH 27 hit CAR2 turning right onto SH 27 from the left	CAR2 Failed to give way At a priority traffic control, another vehicle ENV: heavy rain	Wet	Overcast	Heavy Rain	X Type Junction	Give Way Sign			4
HINUERA ROAD		I	PUKETUTU ROAD	201130962	08/02/2011	Tue	1200	SUV1 SBD on HINUERA ROAD hit CAR2 turning right onto HINUERA ROAD from the left	CAR2 Failed to give way At a priority traffic control, attention diverted by passengers, Did not check / notice another party, new driver / under instruction	Dry	Bright	Fine	X Type Junction	Give Way Sign			
HINUERA ROAD		I	PUKETUTU ROAD	201411303	18/03/2014	Tue	1530	VAN1 SBD on HINUERA ROAD hit rear of CAR2 turning right from left side	CAR2 turned right from incorrect lane, overseas/migrant driver failed to adjust to NZ road rules and road conditions	Dry	Bright	Fine	T Type Junction	Give Way Sign			2
HINUERA ROAD		I	PUKETUTU ROAD	201433120	22/03/2014	Sat	0950	CAR1 SBD on HINUERA ROAD hit rear of TRUCK2 turning right from centre line	CAR1 failed to notice car slowing	Dry	Bright	Fine	T Type Junction	Give Way Sign			
HINUERA ROAD		I	PUKETUTU ROAD	201515039	11/07/2015	Sat	0834	TRUCK1 NBD on HINUERA ROAD hit CAR2 crossing at right angle from right	CAR2 Failed to give way At a priority traffic control, attention diverted by navigation device, vehicle windows/helmet visors/goggles/glasses/misted dirty/windscreen wipers	Dry	Bright	Fine	X Type Junction	Give Way Sign			1
HINUERA ROAD		I	PUKETUTU ROAD	201516471	30/08/2015	Sun	2142	CAR1 EBD on PUKETUTU ROAD hit CAR2 crossing at right angle from right	CAR1 Failed to give way At a priority traffic control, failed to notice control	Dry	Dark	Mist	X Type Junction	Give Way Sign			1
HINUERA ROAD		I	PUKETUTU ROAD	201552634	18/11/2015	Wed	0915	CAR1 NBD on HINUERA ROAD hit CAR2 crossing at right angle from right	CAR2 Failed to give way At a priority traffic control, inexperience	Dry	Bright	Fine	X Type Junction	Give Way Sign			
HINUERA ROAD		I	PUKETUTU ROAD	201613655	30/04/2016	Sat	1322	CAR1 WBD on PUKETUTU ROAD hit BUS2 crossing at right angle from right	CAR1 Failed to give way At a priority traffic control	Dry	Bright	Fine	X Type Junction	Give Way Sign		2	1
PUKETUTU ROAD		I	HINUERA ROAD	201619114	31/12/2016	Sat	1821	CAR1 SBD on HINUERA ROAD hit SUV2 crossing at right angle from right	SUV2 Failed to give way At a priority traffic control, Did not check / notice another party	Dry	Overcast	Fine	T Type Junction	Give Way Sign			1


Puketutu Road
Hinuera Road
SH27 2007-16
N
KEY
† Fatal
☽ Dark
☔ Wet
❄ Icy
🚶 Peds
🚲 Cyclist
201130962
201433120
201411303
201516471 ☽
HINUERA ROAD
SH 27
2706142 ☔
PUKETUTU ROAD
201515039
201552634
201613655
201619114
SH 27
HINUERA ROAD
31 October 2017

First Street	Distance	D I R	Second street or landmark	Crash Number	Date DD/MM/YYYY	Day DDD	Time HHMM	Description of Events	Crash Factors (ENV = Environmental factors)	Road	Natural Light	Weather	Junction	Cntrl	Tot Inj F A T	S E R	M I N
PUKETUTU ROAD		I	MATAI ROAD	2731187	24/01/2007	Wed	0810	CAR1 EBD on PUKETUTU ROAD lost control turning left, CAR1 hit Cliff Bank	CAR1 Lost control Under Braking	Wet	Overcast	Light Rain	T Type Junction	Nil			
PUKETUTU ROAD	100	W	MATAI ROAD	201619530	05/05/2016	Thu	1250	CAR1 NBD on PUKETUTU ROAD lost control turning right, CAR1 hit Cliff Bank on right hand bend	CAR1 alcohol test below limit, lost control when turning	Wet	Overcast	Light Rain	Unknown	N/A			1

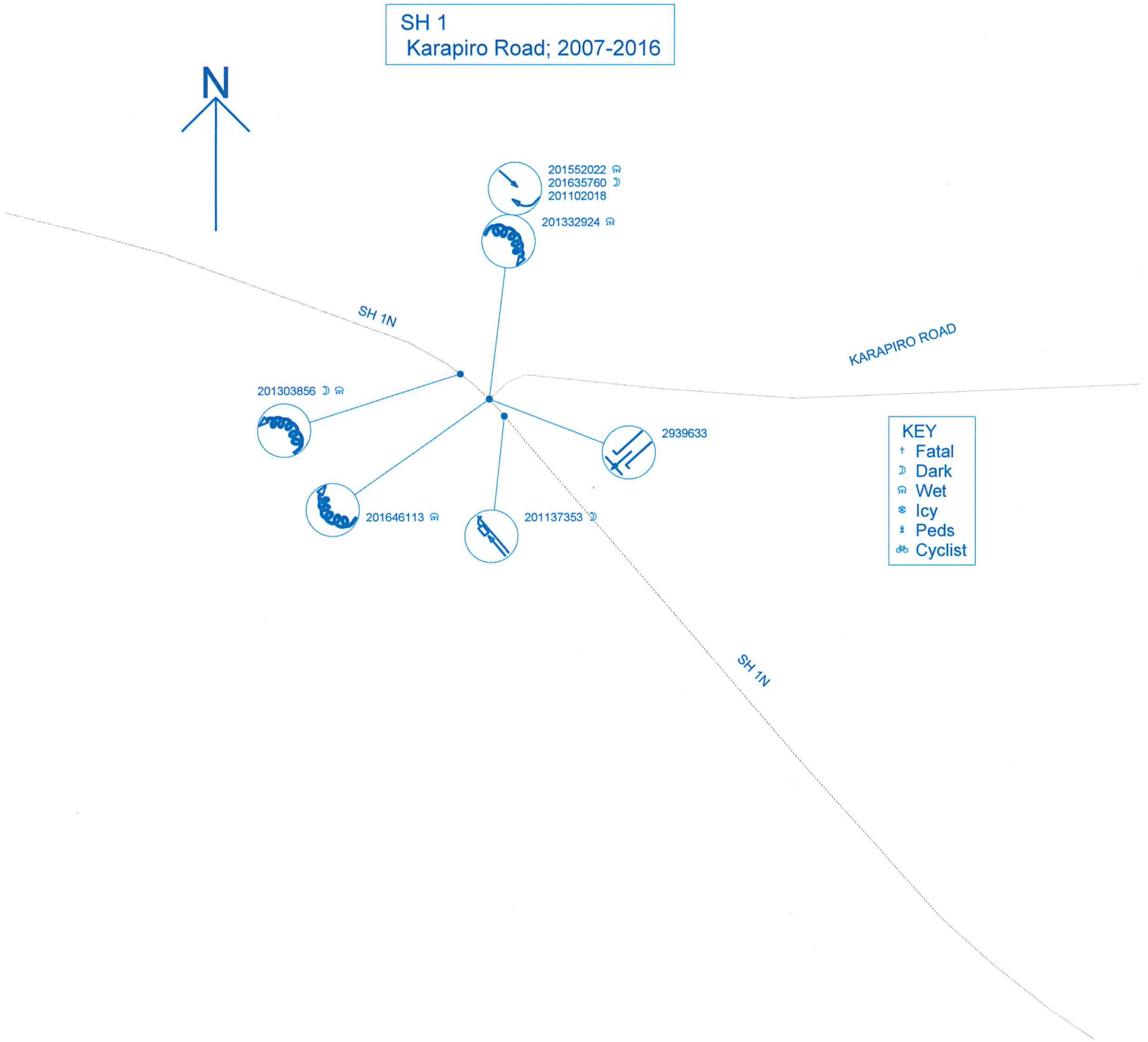

SH27
Hinuera Rd; 2007-2016
N
2941930
201234982
201542981
201002849
201326108
201133313
201330270
201543881
201231505
2930426
2942029
201653119
201551728
2936785
2731186
201330281
SH 27
SH 27
HINUERA ROAD
KEY
Fatal
Dark
Wet
Icy
Peds
Cyclist

First Street	Distance	D I R	Second street or landmark	Crash Number	Date DD/MM/YYYY	Day DDD	Time HHMM	Description of Events	Crash Factors (ENV = Environmental factors)	Road	Natural Light	Weather	Junction	Cntrl	Tot Inj F A T	S E R	M I N
HINUERA ROAD	10	S	SH 27	2731186	17/01/2007	Wed	1130	CAR1 NBD on HINUERA ROAD hit rear end of TRUCK2 stop/slow for queue	CAR1 failed to notice car slowing	Dry	Overcast	Fine	T Type Junction	Give Way Sign			
27/74/1.889		I	HINUERA ROAD	2930426	05/01/2009	Mon	1850	VAN1 SBD on SH 27 lost control on curve and hit VAN2 head on	VAN1 lost control when turning, overseas/migrant driver failed to adjust to NZ road rules and road conditions	Dry	Bright	Fine	T Type Junction	Give Way Sign			
HINUERA ROAD		I	27/74/1.889	2936785	15/05/2009	Fri	1632	CAR1 SBD on HINUERA ROAD hit CAR2 turning right onto HINUERA ROAD from the left	CAR1 Failed to give way At a priority traffic control, failed to notice control	Wet	Overcast	Light Rain	T Type Junction	Give Way Sign			
27/74/1.889		I	HINUERA ROAD	2941930	30/09/2009	Wed	1345	CAR1 SBD on SH 27 hit CAR2 turning right onto SH 27 from the left	CAR1 failed to give way, failed to notice control	Dry	Bright	Fine	T Type Junction	Give Way Sign			
27/74/1.889		I	HINUERA ROAD	2942029	05/11/2009	Thu	1225	CAR2 turning right hit by oncoming CAR1 NBD on SH 27 CAR1 hit Traffic Sign	CAR2 Failed to give way At a priority traffic control, new driver / under instruction	Wet	Overcast	Light Rain	T Type Junction	Give Way Sign			
27/74/1.889		I	HINUERA ROAD	201002849	21/02/2010	Sun	0957	SUV1 SBD on SH 27 hit CAR2 turning right onto SH 27 from the left	SUV1 failed to give way when priority defined by road markings	Dry	Overcast	Fine	T Type Junction	Give Way Sign			2
27/74/1.889		I	HINUERA ROAD	201133313	11/04/2011	Mon	1311	CAR1 SBD on SH 27 hit VAN2 turning right onto SH 27 from the left	CAR1 travelled straight ahead from turning lane or flush median, overseas/migrant driver failed to adjust to NZ road rules and road conditions ENV: markings faded	Dry	Bright	Fine	T Type Junction	Give Way Sign			
27/74/1.889		I	HINUERA ROAD	201231505	07/05/2012	Mon	0930	VAN1 SBD on SH 27 lost control turning left, VAN1 hit Other	VAN1 lost control when turning, attention diverted while trying to find intersection, overseas/migrant driver failed to adjust to NZ road rules and road conditions	Dry	Bright	Fine	T Type Junction	Give Way Sign			
27/74/1.889		I	HINUERA ROAD	201234982	04/08/2012	Sat	1145	CAR1 SBD on SH 27 hit SUV2 turning right onto SH 27 from the left	CAR1 failed to give way	Dry	Overcast	Fine	T Type Junction	Give Way Sign			
27/74/1.909		20 E	HINUERA ROAD	201330281	28/01/2013	Mon	1450	MOTOR CYCLE1 NBD on SH 27 swinging wide hit CAR2 head on	MOTOR CYCLE1 swung wide on bend, lost control	Dry	Bright	Fine	Unknown	N/A			
27/74/1.889	FIRTH	I	SH 27	201330270	01/02/2013	Fri	1005	CAR1 SBD on SH 27 FIRTH hit TRUCK2 turning right onto SH 27 FIRTH from the left	CAR1 Failed to give way At a priority traffic control	Dry	Overcast	Fine	T Type Junction	Give Way Sign			
27/74/1.889		I	HINUERA ROAD	201326108	06/12/2013	Fri	1153	CAR1 SBD on SH 27 hit CAR2 turning right onto SH 27 from the left	CAR1 Failed to give way At a priority traffic control	Dry	Overcast	Fine	T Type Junction	Give Way Sign			3
27/74/1.889		I	HINUERA ROAD	201543881	25/04/2015	Sat	1320	TRUCK1 SBD on SH 27 sideswiped by CAR2 turning left	TRUCK1 Turned from incorrect position on road CAR2 misjudged intentions of another party	Dry	Bright	Fine	T Type Junction	Give Way Sign			
27/74/1.889		I	HINUERA ROAD	201542981	31/07/2015	Fri	1848	CAR1 SBD on SH 27 hit CAR2 turning right onto SH 27 from the left	CAR1 failed to give way when priority defined by road markings	Dry	Dark	Fine	T Type Junction	Nil			
27/74/1.889		I	HINUERA ROAD	201551728	29/09/2015	Tue	0927	TRUCK1 NBD on SH 27 lost control turning right on right hand bend	TRUCK1 Entering / On curve, lost control when turning	Dry	Bright	Fine	T Type Junction	Nil			
27/74/1.889		I	HINUERA ROAD	201653119	20/11/2016	Sun	1330	CAR2 turning right hit by oncoming CAR1 NBD on SH 27	CAR2 Failed to give way At a priority traffic control	Dry	Bright	Fine	T Type Junction	Nil			


SH 1
SH 29 Intersection; 2007-2016
N
201324590
201105631
201304609
201616015
2734197
201104724
201538025
2932280
201339437
2943262
201536787
201510485
SH 29
201445281
201333242
201634016
201517238
SH 1N
SH 1N
SH 1N
201518729
201334409
201102366
2702908
2703612
2706281
201230145
201234768
201239800
201650744
2841746
201040398
201330295
201448515
2841742
201205286
2735562
201619151
KEY
Fatal
Dark
Wet
Icy
Peds
Cyclist

First Street	D I	Second street or landmark	Crash Number	Date	Day	Time	Description of Events	Crash Factors	Road	Natural Light	Weather	Junction	Cntrl	Tot Inj F A T	S E R	M I N
Distance	R			DD/MM/YYYY	DDD	HHMM		(ENV = Environmental factors)								
Injury crashes																
1N/594/0	I	SH 29	2702908	12/05/2007	Sat	1311	CAR1 EBD on SH 1N hit CAR2 turning right onto SH 1N from the left	CAR2 Failed to give way At a priority traffic control, Did not check / notice another party	Dry	Bright	Fine	T Type Junction	Give Way Sign			2
1N/594/0	I	SH 29	2703612	04/06/2007	Mon	1844	CAR1 EBD on SH 1N hit CAR2 turning right onto SH 1N from the left	CAR2 Failed to give way At a priority traffic control, Did not check / notice another party	Dry	Dark	Fine	T Type Junction	Give Way Sign			1
1N/594/0	I	SH 29	2706281	25/11/2007	Sun	1017	MOTOR CYCLE1 EBD on SH 1N hit CAR2 turning right onto SH 1N from the left	CAR2 Failed to give way At a priority traffic control, Did not check / notice another party	Dry	Bright	Fine	T Type Junction	Give Way Sign		1	
1N/594/0	I	SH 29	201102366	20/04/2011	Wed	0912	SUV2 turning right hit by oncoming CAR1 EBD on SH 1N	SUV2 failed to give way when turning to non-turning traffic, Did not check / notice another party	Dry	Bright	Fine	T Type Junction	Give Way Sign			2
SH 29	I	1N/594/0	201104724	20/11/2011	Sun	0210	TRUCK1 EBD on SH 1N lost control turning left, TRUCK1 hit Fence, Traffic Island, Traffic Sign	TRUCK1 fatigue due to long trip	Dry	Dark	Fine	T Type Junction	Give Way Sign			1
1N/591/1.632	I	SH 29	201105631	11/12/2011	Sun	1629	CAR1 EBD on SH 1N hit CAR2 turning right onto SH 1N from the left	CAR2 Failed to give way At a priority traffic control, another vehicle, new driver / under instruction	Dry	Bright	Fine	T Type Junction	Give Way Sign			1
1N/594/0	I	SH 29	201205286	20/12/2012	Thu	1500	CAR1 NBD on SH 1N hit CAR2 merging from the right, CAR2 hit Fence	CAR2 Failed to give way At a priority traffic control, another vehicle	Dry	Bright	Fine	T Type Junction	Give Way Sign			1
1N/591/1.632	I	SH 29	201304609	05/10/2013	Sat	2253	CAR1 EBD on SH 1N hit CAR2 turning right onto SH 1N from the left	CAR2 Failed to give way At a priority traffic control, misjudged intentions of another party	Dry	Dark	Fine	T Type Junction	Give Way Sign			4
1N/591/1.632	I	SH 29	201324590	29/12/2013	Sun	1333	CAR2 turning right hit by oncoming CAR1 EBD on SH 1N	CAR2 failed to give way when turning to non-turning traffic, Did not check / notice another party	Dry	Bright	Fine	T Type Junction	Give Way Sign			1
29/61/13.338	50N	SH 1N 1N	201510485	20/01/2015	Tue	0913	SUV1 NBD on SH 29 hit VAN2 U-turning from same direction of travel	VAN2 inattentive, Did not check / notice another party behind	Dry	Overcast	Fine	Unknown	Nil			2
29/61/13.388	I	SH 1N	201517238	24/10/2015	Sat	1015	CAR1 NBD on SH 29 swinging wide hit SUV2 head on	CAR1 Entering / On curve, Vehicle crossing flush median, lost control when turning	Wet	Overcast	Light Rain	T Type Junction	Nil			3
1N/591/1.552	80W	SH 29	201518729	13/12/2015	Sun	0832	SUV1 WBD on SH 1N hit obstruction, SUV1 hit Fence, Slip Or Flood, Post Or Pole	SUV1 lost control when turning, new driver / under instruction, worn tread on tyre	Wet	Overcast	Light Rain	Unknown	N/A			2
1N/591/1.632	I	SH 29	201616015	28/09/2016	Wed	1015	CAR1 EBD on SH 1N hit CAR2 turning right onto SH 1N from the left	CAR2 Failed to give way At a priority traffic control, Did not check / notice another party	Dry	Overcast	Fine	T Type Junction	Give Way Sign			2
SH 1N	I	29/61/13.388	201619151	30/12/2016	Fri	1148	CAR1 SBD on SH 29 turning right hit MOTOR CYCLE2 turning right into SH 29	CAR1 Failed to give way At a priority traffic control, Did not check / notice another party	Dry	Bright	Fine	T Type Junction	Give Way Sign			1
Non-Injury crashes																
SH 29	I	1N/594/0	2734197	23/04/2007	Mon	0857	CAR1 EBD on SH 1N lost control turning left, CAR1 hit Fence	CAR1 lost control when turning ENV: road slippery (rain)	Wet	Overcast	Light Rain	T Type Junction	Give Way Sign			
1N/594/0	I	SH 29	2735562	19/05/2007	Sat	1515	VAN1 WBD on SH 1N hit TRUCK2 merging from the right	TRUCK2 Failed to give way At a priority traffic control, Did not check / notice another party	Dry	Bright	Fine	T Type Junction	Give Way Sign			
1N/594/0	I	SH 29	2841746	29/09/2008	Mon	1000	CAR1 SBD on SH 1N hit VAN2 turning right onto SH 1N from the left	VAN2 Failed to give way At a priority traffic control, Did not check / notice another party	Dry	Overcast	Fine	T Type Junction	Give Way Sign			

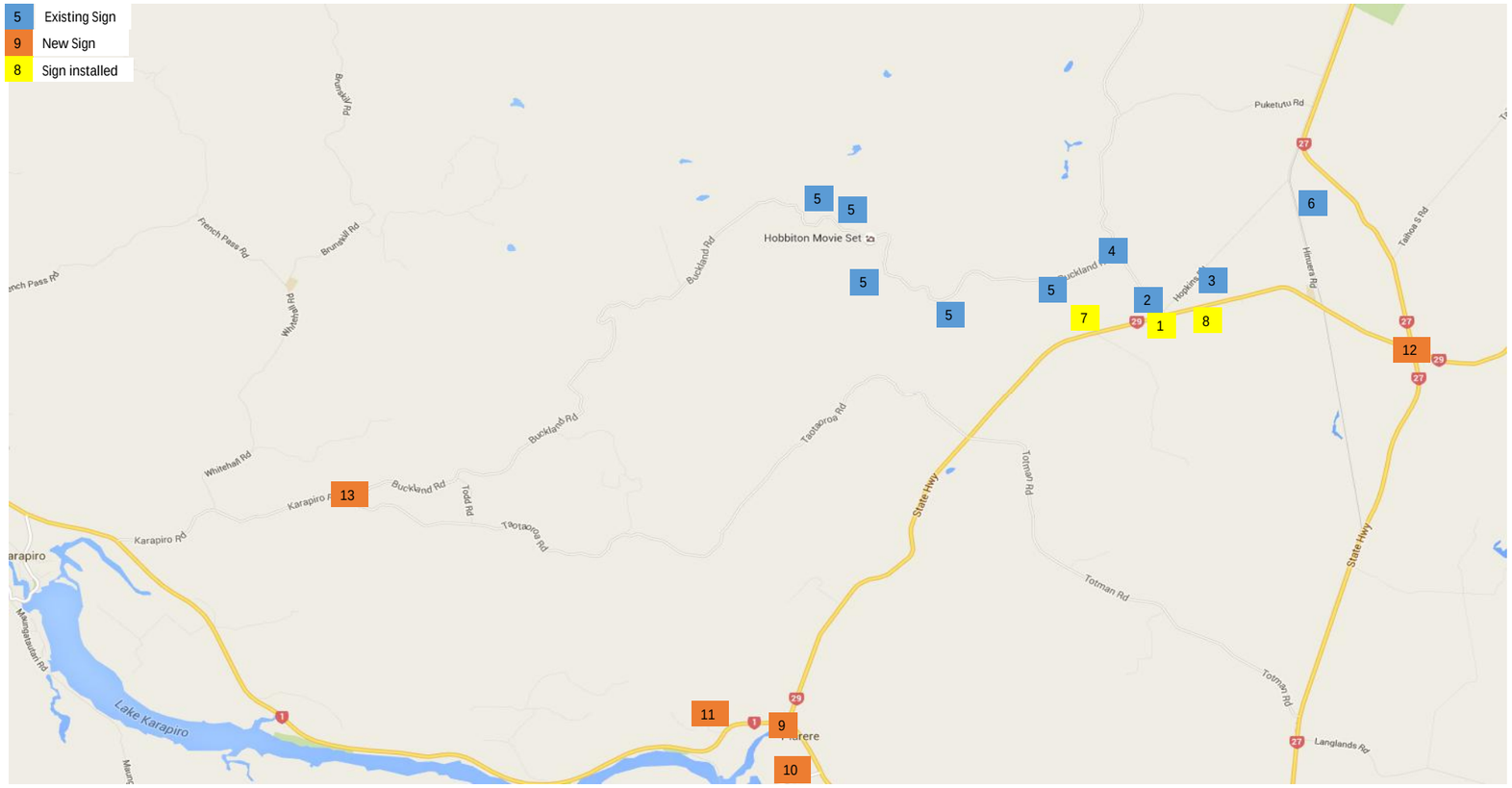
First Street	Distance	C I R	Second street or landmark	Crash Number	Date DD/MM/YYYY	Day	Time HHMM	Description of Events	Crash Factors (ENV = Environmental factors)	Road	Natural Light	Weather	Junction	Cntrl	Tot Inj F A T	S E R	M I N
SH 1N		I	29/61/13.388	2841742	30/09/2008	Tue	1200	CAR1 SBD on SH 29 lost control turning right, CAR1 hit Fence on right hand bend	CAR1 lost control when turning ENV: slippery, surface	Wet	Overcast	Light Rain	T Type Junction	Give Way Sign			
SH 29		I	1N/594/0	2932280	28/02/2009	Sat	1509	CAR1 EBD on SH 1N lost control turning left, CAR1 hit Fence, Traffic Island, Traffic Sign	CAR1 Entering / On curve, lost control when turning, driver unfamiliar with vehicle /towing, driver over-reacted ENV: road slippery (rain)	Wet	Overcast	Light Rain	T Type Junction	Give Way Sign			
SH 29		I	1N/594/0	2943262	04/12/2009	Fri	1854	CAR1 EBD on SH 1N lost control turning left, CAR1 hit Fence	CAR1 Entering / On curve, Lost control Under Braking, inexperience	Wet	Overcast	Fine	T Type Junction	Give Way Sign			
1N/594/0		I	SH 29	201040398	20/09/2010	Mon	1456	CAR1 SBD on SH 1N hit CAR2 turning right onto SH 1N from the left	CAR2 Failed to give way At a priority traffic control, attention diverted by other traffic	Wet	Overcast	Heavy Rain	T Type Junction	Give Way Sign			
1N/594/0		I	SH 29	201230145	26/01/2012	Thu	0849	CAR1 EBD on SH 1N hit BUS2 turning right onto SH 1N from the left	CAR1 didn't signal in time incorrect signal BUS2 Failed to give way At a priority traffic control, misjudged intentions of another party	Dry	Bright	Fine	T Type Junction	Give Way Sign			
1N/594/0		I	SH 29	201234768	15/07/2012	Sun	1523	CAR1 EBD on SH 1N hit VAN2 turning right onto SH 1N from the left	VAN2 Failed to give way At a priority traffic control, Did not check / notice another party	Dry	Overcast	Fine	T Type Junction	Give Way Sign			
1N/594/0		I	SH 29	201239800	13/10/2012	Sat	1448	CAR1 EBD on SH 1N hit SUV2 turning right onto SH 1N from the left	SUV2 Failed to give way At a priority traffic control, Did not check / notice another party ENV: heavy rain	Wet	Overcast	Heavy Rain	T Type Junction	Give Way Sign			
SH 29		I	1N/594/0	201330295	04/02/2013	Mon	0645	CAR1 WBD on SH 1N lost control turning left, CAR1 hit Fence	CAR1 lost control when turning ENV: road slippery (rain)	Wet	Overcast	Light Rain	T Type Junction	Give Way Sign			
29/61/13.388		I	SH 1N	201333242	26/05/2013	Sun	0939	CAR1 EBD on SH 29 lost control turning left, CAR1 hit Post Or Pole	CAR1 lost control when turning ENV: slippery	Wet	Overcast	Fine	T Type Junction	Give Way Sign			
1N/594/0		I	SH 29	201334409	15/06/2013	Sat	0100	CAR1 EBD on SH 1N lost control turning right, CAR1 hit Traffic Sign on right hand bend	CAR1 fatigue (drowsy, tired, fell asleep)	Dry	Dark	Fine	T Type Junction	Give Way Sign			
SH 29		I	1N/591/1.632	201339437	06/11/2013	Wed	1750	CAR1 EBD on SH 1N lost control turning left, CAR1 hit Fence, Ditch	CAR1 Entering / On curve, lost control when turning ENV: heavy rain	Wet	Twilight	Heavy Rain	T Type Junction	Give Way Sign			
SH 1N		I	29/61/13.388	201445281	18/10/2014	Sat	1710	CAR1 EBD on SH 29 hit VAN2 turning right onto SH 29 from the left	VAN2 Lost control Under Acceleration, Failed to give way At a priority traffic control ENV: road slippery (rain)	Wet	Overcast	Light Rain	T Type Junction	Give Way Sign			
1N/591/1.617	15	W	SH 29	201448515	29/10/2014	Wed	0720	OTHER1 WBD on SH 1N changing lanes/overtaking to right hit TRUCK2	OTHER1 another vehicle	Unkno	Overcast	Unknow	T Type Junction	Give Way Sign			
SH 29		I	1N/591/1.632	201536787	08/04/2015	Wed	1833	CAR1 EBD on SH 1N lost control turning left, CAR1 hit Ditch	CAR1 lost control when turning, attention diverted by driver dazzled by sun/lights, dazzling headlights	Wet	Dark	Fine	T Type Junction	Give Way Sign			
SH 29		I	1N/594/0	201538025	13/04/2015	Mon	1745	CAR1 EBD on SH 1N lost control turning left, CAR1 hit Fence	CAR1 Entering / On curve, lost control when turning	Wet	Overcast	Heavy Rain	T Type Junction	Give Way Sign			
29/61/13.388		I	SH 1N	201634016	17/02/2016	Wed	1720	VAN1 NBD on SH 29 lost control turning left, VAN1 hit Fence	VAN1 lost control when turning ENV: road slippery (rain)	Wet	Overcast	Heavy Rain	T Type Junction	Give Way Sign			
1N/594/0		I	SH 29	201650744	06/10/2016	Thu	0823	CAR1 EBD on SH 1N hit TRUCK2 turning right onto SH 1N from the left	TRUCK2 Failed to give way At a priority traffic control	Wet	Overcast	Light Rain	T Type Junction	Give Way Sign			


SH 1
Karapiro Road; 2007-2016
N
201552022
201635760
201102018
201332924
SH 1N
KARAPIRO ROAD
201303856
2939633
201646113
201137353
SH 1N
KEY
Fatal
Dark
Wet
Icy
Peds
Cyclist

First Street	Distance	D/I/R	Second street or landmark	Crash Number	Date DD/MM/YYYY	Day DDD	Time HHMM	Description of Events	Crash Factors (ENV = Environmental factors)	Road	Natural Light	Weather	Junction	Cntrl	Tot Inj F A T	S E R	M I N
1N/574/7.289		I	KARAPIRO ROAD	2939633	17/08/2009	Mon	0815	CAR1 WBD on KARAPIRO ROAD missed inters or end of road	CAR1 Approaching a traffic control, service brake defective	Dry	Overcast	Fine	T Type Junction	Give Way Sign			
1N/574/7.291		I	KARAPIRO ROAD	201102018	24/03/2011	Thu	1555	CAR1 SBD on SH 1N hit CAR2 turning right onto SH 1N from the left	CAR2 Failed to give way At a priority traffic control, impared ability due to old age	Dry	Bright	Fine	T Type Junction	Give Way Sign			1
1N/574/7.321		30S	KARAPIRO ROAD	201137353	03/09/2011	Sat	2006	TRUCK1 NBD on SH 1N hit rear of CAR2 turning right from centre line	TRUCK1 suddenly swerved to avoid vehicle, failed to notice indication of vehicle in front ENV: entering or leaving service station	Dry	Dark	Fine	Driveway	N/A			
1N/574/7.291		I	KARAPIRO ROAD	201332924	19/05/2013	Sun	1339	VAN1 SBD on SH 1N lost control turning right, VAN1 hit Traffic Island, Post Or Pole on right hand bend	VAN1 too far left/right, lost control when turning, driver over-reacted ENV: road slippery (rain)	Wet	Overcast	Light Rain	T Type Junction	Give Way Sign			
1N/574/7.241	TIRAU	50N	KARAPIRO ROAD	201303856	14/07/2013	Sun	1809	CAR1 NBD on SH 1N TIRAU lost control turning left, CAR1 hit Fence, Phone Box Etc., Tree	CAR1 lost control when turning ENV: heavy rain	Wet	Dark	Heavy Rain	Unknown	N/A			1
1N/574/7.313		I	KARAPIRO ROAD	201552022	23/05/2015	Sat	1500	CAR1 EBD on SH 1N hit CAR2 turning right onto SH 1N from the left	CAR2 Failed to give way At a priority traffic control, another vehicle	Wet	Overcast	Heavy Rain	T Type Junction	Give Way Sign			
1N/574/7.313		I	KARAPIRO ROAD	201635760	28/02/2016	Sun	2140	CAR1 EBD on SH 1N hit CAR2 turning right onto SH 1N from the left	CAR2 wrong way in one way street, Failed to give way At a priority traffic control, Food,cigarettes,beverages	Dry	Dark	Fine	T Type Junction	Give Way Sign			
1N/574/7.316		I	KARAPIRO ROAD	201646113	04/08/2016	Thu	1720	CAR1 NBD on SH 1N lost control turning right, CAR1 hit Fence on right hand bend	CAR1 alcohol test above limit or test refused, drugs suspected, lost control when turning ENV: road slippery (rain)	Wet	Overcast	Light Rain	T Type Junction	Stop Sign			

Appendix B

Signs Strategy



Sign	Text
1 Existing Intersection Direction Sign	Hobbiton Film Set
2 Existing Intersection Direction Sign	Hobbiton Movie Set Tourist Farm 6km
3 Existing Advance Direction Sign	Hobbiton Movie Set Tourist Farm Turn Right 500m
4 Existing Intersection Direction Sign	Hobbiton Movie Set Tourist Farm 5km
5 Existing Advance Direction Signs on Buckland's Road	Hobbiton Movie Set Tourist Farm XX km
6 Existing Intersection Direction Sign for SH27/ Hopkins Road Intersection	Hobbiton Movie Set Tourist Farm
7 Advance Direction Sign for SH29/Puketutu Road Intersection	Hobbiton Movie Set
8 Advance Direction Sign for SH29/Puketutu Road Intersection	Hobbiton Movie Set
9 Proposed Intersection Direction Sign for SH29/SH1 Intersection From Tirau	HOBBITON MOVIE SET
From Hamilton	HOBBITON MOVIE SET
10 Proposed Advance Direction Sign for SH29/SH1 Intersection	HOBBITON MOVIE SET TURN RIGHT 200m
11 Proposed Advance Direction Sign for SH29/SH1 Intersection	HOBBITON MOVIE SET TURN LEFT 200m
12 Proposed Intersection Directrion Sign for SH27/29 From Matamata	HOBBITON MOVIE SET
From Tirau	HOBBITON MOVIE SET
13 Proposd intersection direction sign Karapiro Road/Buckland Road	HOBBITON MOVIE SET

Appendix C

Precinct Plan

PURPOSE

Tourism activities at 'Hobbiton' are well established and are recognised as an important and significant contributor to the economic growth and employment in the Matamata–Piako District. The purpose of this Development Concept Plan (DCP) is thus to provide for the ongoing management, operation and growth of tourism activities at 'Hobbiton' within an appropriate planning framework.

ACTIVITY SCHEDULE

GENERAL

a) The rules in this DCP do not apply to activities in the Rural Buffer Area. The Rural zone rules apply within the Rural Buffer Area.
b) All permitted activities in Precincts 1 and 2 shall be subject to compliance with the relevant performance standards within DCP Rule 1.1.
c) Any permitted activity in Precincts 1 and 2 which is provided for in this DCP and does not meet the relevant performance standards under DCP Rule 1.1 is a restricted discretionary activity unless otherwise specified.
d) For restricted discretionary and discretionary activities the matter of discretion within DCP Rule 1.2 shall apply.

1. PRECINCT 1 (THE SHIRE'S REST)

Permitted Activities:
a) Hobbiton Movie Set Overnight Park–Over Camping Area.
b) Ticketing offices and facilities.
c) Hobbiton Movie Set Visitor Accommodation.

2. PRECINCT 2 (HOBBITON MOVIE SET)

Permitted Activities:
a) Movie Set structures and facilities.
b) Movie Set tours.
c) Hobbiton Movie Set Woodwork, Engineering and Painting Workshops.

3. TOTAL DCP (PRECINCTS 1 AND 2)

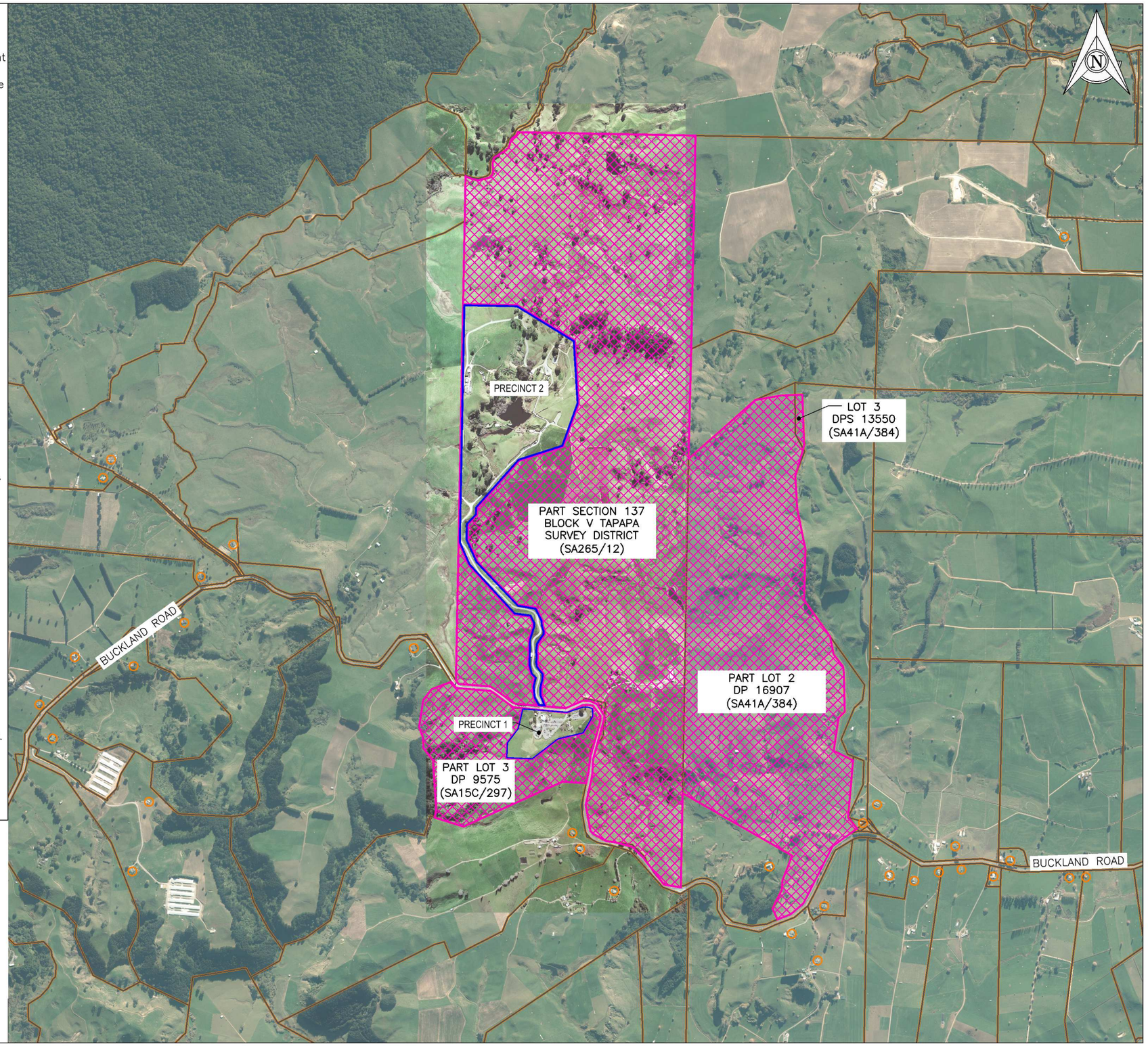
Permitted Activities:
a) Tourism Retailing.
b) Events which comply with DCP Rules 1.1.13 a), b) and c).
c) Administrative offices for Hobbiton activities.
d) Buildings associated and ancillary to a permitted activity.
e) Parking, loading and manoeuvring areas.
f) One dwelling per Certificate of Title.
g) Earthworks necessary for building works authorised by a building consent and the area of earthworks is no more than 150% of the area of those building works.
h) Earthworks other than clean fill activities involving the depositing of 2,000m^3 or more of material (as measured compacted in place).
i) Farming.

Restricted Discretionary Activities:
a) Events which do not comply with DCP Rules 1.1.13 a), b) and c).
b) Clean fill activities involving the depositing of 2,000m^3 or more of material (as measured compacted in place).

Discretionary Activities:
a) Any activity which is not provided for in this DCP as a permitted or restricted discretionary activity is a discretionary activity.

KEY

- LEGAL BOUNDARIES
- PRECINCT BOUNDARIES
- DEVELOPMENT CONCEPT PLAN BOUNDARY
- RURAL BUFFER AREA
- PRECINCT 1 — THE SHIRE'S REST
- PRECINCT 2 — HOBBITON MOVIE SET
- RURAL DWELLINGS EXISTING AS AT SEPT 2016



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JANUARY 2018

DEVELOPMENT CONCEPT PLAN
HOBBITON MOVIE SET, BUCKLAND ROAD, MATAMATA

SHEET 1 OF 6

PART SECTION 137
BLOCK V TAPAPA
SURVEY DISTRICT
(SA265/12)

FARM ACCESS

BUCKLAND ROAD

1

2

PRECINCT 1

PART LOT 3
DP9575
(SA15C/297)

N

KEY

PRECINCT BOUNDARIES

DEVELOPMENT CONCEPT PLAN BOUNDARY

RURAL BUFFER AREA

1 2 LOCATION OF VEHICLE ACCESSES TO PRECINCT 1

1:1250 (A3) 0 25 50 75m

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JANUARY 2018

DEVELOPMENT CONCEPT PLAN
HOBBITON MOVIE SET, BUCKLAND ROAD, MATAMATA

SHEET 2 OF 6

PRECINCT 2

PART SECTION 137
BLOCK V TAPAPA
SURVEY DISTRICT
(SA265/12)

1:5000 (A3)

0 100 200 300m

KEY

PRECINCT BOUNDARIES

DEVELOPMENT CONCEPT PLAN BOUNDARY

RURAL BUFFER AREA

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JANUARY 2018

DEVELOPMENT CONCEPT PLAN
HOBBITON MOVIE SET, BUCKLAND ROAD, MATAMATA

SHEET 3 OF 6

Appendix D

Drawings
Recommended Safety Improvements for Buckland Road

100mm

0

SCALE FOR VALIDATING SIZE OF A3 PLOT ONLY

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A		INITIAL ISSUE	AB	RD	SGB

mx model version:

Designed: CI | Checked: SB | Drawn: CI | Approved: CI

Version 2.04 – October 2013

BLOXAM BURNETT OLLIVER
Phone 64-7-838 0144, Fax 64-7-839 0431

Client: RINGS SCENIC TOURS LTD

Project: HOBBITON PROPOSED PLAN CHANGE TO DISTRICT PLAN

Drawing: BUCKLAND ROAD AND PUKETUTU ROAD SAFETY IMPROVEMENTS SHEET 1

Status: PRELIMINARY

Date: 10/11/2017 | Scale (Original Size A3): 1:10,000

Drawing Number: 144150/00 /P /101 | Revision: B

100mm

SCALE FOR VALIDATING SIZE OF A3 PLOT ONLY

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	Date	Issue/revision detail	By	Chk	Appr
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A		INITIAL ISSUE	AB	RD	SGB

Designed: CI | Checked: SB
Drawn: CI | Approved: CI
mx model version:

BLOXAM BURNETT OLLIVER
Phone 64-7-838 0144, Fax 64-7-839 0431

Client: RINGS SCENIC TOURS LTD

Project: HOBBITON PROPOSED PLAN CHANGE TO DISTRICT PLAN

Drawing: BUCKLAND ROAD AND PUKETUTU ROAD SAFETY IMPROVEMENTS: SHEET 2

Status: PRELIMINARY
Date: 10/11/2017
Scale (Original Size A3): 1:2500
Drawing Number: 144150/00 /P /102
Revision: B

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Version 2.04 – October 2013

100mm

SCALE FOR VALIDATING SIZE OF A3 PLOT ONLY

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A		INITIAL ISSUE	CI	CI	SGB	
	Date	Issue/revision detail	By	Chk	Appr	

Designed: CI | Checked: SB
Drawn: CI | Approved: CI
mx model version:

Version 2.04 – October 2013

BLOXAM BURNETT OLLIVER
Phone 64-7-838 0144, Fax 64-7-839 0431

Client: RINGS SCENIC TOURS LTD

Project: HOBBITON PROPOSED PLAN CHANGE TO DISTRICT PLAN

Drawing: BUCKLAND ROAD SAFETY IMPROVEMENTS: SHEET 3

Status: PRELIMINARY
Date: 10/11/2017
Scale (Original Size A3): 1:1250
Drawing Number: 144150/00 /P /103
Revision: B

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SCALE FOR VALIDATING SIZE OF A3 PLOT ONLY

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	Date	Issue/revision detail	By	Chk	Appr

Designed: CI | Checked: CI
Drawn: AB | Approved: SGB
mx model version:

Version 2.04 – October 2013

BLOXAM BURNETT OLLIVER
Phone 64-7-838 0144, Fax 64-7-839 0431

Client: RINGS SCENIC TOURS LTD

Project: HOBBITON PROPOSED PLAN CHANGE TO DISTRICT PLAN

Drawing: BUCKLAND ROAD SAFETY IMPROVEMENTS: SHEET 4

Status: PRELIMINARY

Date: 10/11/2017 | Scale (Original Size A3): 1:1250

Drawing Number: 144150/00 /P /104 | Revision: B

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SCALE FOR VALIDATING SIZE OF A3 PLOT ONLY

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A		INITIAL ISSUE	AB	RD	SGB

Designed: CI | Checked: CI
Drawn: AB | Approved: SGB
mx model version:

BLOXAM BURNETT OLLIVER
Phone 64-7-838 0144, Fax 64-7-839 0431

Client: RINGS SCENIC TOURS LTD

Project: HOBBITON PROPOSED PLAN CHANGE TO DISTRICT PLAN

Drawing: BUCKLAND ROAD SAFETY IMPROVEMENTS: SHEET 5

Status: PRELIMINARY
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Revision: B

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Version 2.04 – October 2013

100mm

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SCALE FOR VALIDATING SIZE OF A3 PLOT ONLY

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Version 2.04 – October 2013

Designed: CI | Checked: CI
Drawn: AB | Approved: SGB
mx model version:

BLOXAM BURNETT OLLIVER
Phone 64-7-838 0144, Fax 64-7-839 0431

Client: RINGS SCENIC TOURS LTD

Project: HOBBITON PROPOSED PLAN CHANGE TO DISTRICT PLAN

Drawing: BUCKLAND ROAD SAFETY IMPROVEMENTS: SHEET 6

Status: PRELIMINARY

Date: 10/11/2017 | Scale (Original Size A3): 1:1250

Drawing Number: 144150/00 /P /106 | Revision: B

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A		INITIAL ISSUE	AB	RD	SGB

Version 2.04 – October 2013

Designed: CI
Checked: CI
Drawn: AB
Approved: SGB
mx model version:

BLOXAM BURNETT & OLLIVER

Phone 64-7-838 0144, Fax 64-7-839 0431

Client: RINGS SCENIC TOURS LTD

Project: HOBBITON PROPOSED PLAN CHANGE TO DISTRICT PLAN

Drawing: BUCKLAND ROAD SAFETY IMPROVEMENTS: SHEET 7

Status: PRELIMINARY

Date: 10/11/2017

Scale (Original Size A3): 1:1250

Drawing Number: 144150/00 /P /107

Revision: B

100mm

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SCALE FOR VALIDATING SIZE OF A3 PLOT ONLY

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A		INITIAL ISSUE	AB	RD	SGB

Designed: CI | Checked: CI
Drawn: AB | Approved: SGB
mx model version:

BLOXAM BURNETT OLLIVER
Phone 64-7-838 0144, Fax 64-7-839 0431

Client: RINGS SCENIC TOURS LTD

Project: HOBBITON PROPOSED PLAN CHANGE TO DISTRICT PLAN

Drawing: BUCKLAND ROAD SAFETY IMPROVEMENTS: SHEET 8

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Date: 10/11/2017
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Drawing Number: 144150/00 /P /108
Revision: B

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Version 2.04 – October 2013

100mm

SCALE FOR VALIDATING SIZE OF A3 PLOT ONLY

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7.7m SEAL WIDTH
3.1m LANES BETWEEN MARKINGS

RELOCATE "MATAMATA, ROTORUA, HAMILTON" DESTINATION SIGN TO SIT ABOVE EXISTNG GREEN HOBBITON SIGN"

ACCESS #472

100mm DOUBLE YELLOW NO PASSING CENTRE LINE

JOIN LINE

BUCKLAND ROAD

DO NOT WALK

NEW "DO NOT WALK" YELLOW THERMO–PLASTIC MARKING

EXISTING DIRECTIONAL ARROWS TO REMAIN

NEW WHITE THERMO–PLASTIC GIVE WAY LIMIT LINE OFFSET 2m FROM EDGE LINE

RELOCATE "HOBBITON ENTRANCE 150m" SIGN TWO FENCE POSTS WEST TO IMPROVE SIGHT DISTANCE FROM EXIT

SHIRES REST – HOBBITON MOVIE SET

NEW 100mm WHITE EDGE LINES ON BOTH SIDES OF BUCKLAND ROAD

JOIN LINE

NO STOPPING EDGE LINE FROM 3760m to 4540m ON EASTBOUND SIDE OF BUCKLAND ROAD

NEW THRESHOLD SIGNS AT 4540m "WELCOME TO HOBBITON MOVIE SET"

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	Date	Issue/revision detail	By	Chk	Appr	

Version 2.04 – October 2013

Designed: CI | Checked: CI
Drawn: AB | Approved: SGB
mx model version:

BLOXAM BURNETT & OLLIVER
Phone 64–7–838 0144, Fax 64–7–839 0431

Client: RINGS SCENIC TOURS LTD

Project: HOBBITON PROPOSED PLAN CHANGE TO DISTRICT PLAN

Drawing: BUCKLAND ROAD SAFETY IMPROVEMENTS: SHEET 9

Status: PRELIMINARY
Date: 10/11/2017
Scale (Original Size A3): 1:1000
Drawing Number: 144150/00 /P /109
Revision: B

100mm

SCALE FOR VALIDATING SIZE OF A3 PLOT ONLY

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B	24.11.17	VARIOUS LINE MARKING AND NOTATION AMENDMENTS	CI	SB	CI	
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	Date	Issue/revision detail	By	Chk	Appr	

Designed: CI | Checked: CI
Drawn: AB | Approved: SGB
mx model version:

Version 2.04 – October 2013

BLOXAM BURNETT OLLIVER
Phone 64-7-838 0144, Fax 64-7-839 0431

Client: RINGS SCENIC TOURS LTD

Project: HOBBITON PROPOSED PLAN CHANGE TO DISTRICT PLAN

Drawing: BUCKLAND ROAD SAFETY IMPROVEMENTS: SHEET 10

Status: PRELIMINARY
Date: 10/11/2017
Scale (Original Size A3): 1:1000
Drawing Number: 144150/00 /P /110
Revision: B

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Appendix E

Consultation Evidence with RCAs

Steve Bigwood

From: Matthew Vare <Matthew.Vare@waikatoregion.govt.nz>
Sent: Wednesday, 26 October 2016 10:21 a.m.
To: Steve Bigwood; Ally van Kuijk
Cc: Vincent Kuo; Greg Morton
Subject: Hobbiton Concept Development Plan - comments from WRC

Hi Steve

Sorry for the delay in getting back to you. I understand from Ally that the comments can still be fed into the process and could also form part of the peer review of the Traffic Impact Assessment.

We have the following general comments regarding traffic impacts:

The traffic assessment seems to be based around the effects of local transport access to and from Hobbiton (ie Buckland Rd/Puketutu Rd), but fails to consider the potential impacts on the wider transport network, particularly SH1 and SH29 (both are national significant routes in the RPS and RLTP) and the local connections with these strategic corridors - ie SH1/29 Piarere, Karapiro Rd/SH1 and Hopkins Road/SH29. The report needs to provide some further analysis around how the safe and efficient function of SH1/29 (incl. intersection points) will not be compromised from the increased tourist movements, and what other appropriate measures could be put in place to avoid further conflict between freight and tourist traffic.

For road safety I think it is important that the interface with the state highway is considered. The NZTA may have some things planned as part of the works to upgrade SH1/29 intersection. The intersection at SH29 is a challenging layout with several intersections in close proximity. There is also the SH27/Hinerua Road/Firth St intersection to consider, the shortest route from the i-site involves a right-turn at this 90degree bend and approach to the level crossing.

The Karapiro Rd/Buckland Rd links to the Hobbiton site is also one of the demonstration sites chosen for the Regional Speed Management project, and the team is currently looking at implementing a bylaw to lower the speed limit on Puketutu Rd to ensure consistency of speed limit on all the routes from the site to the state highway or arterial routes like Hinuera Rd. The emphasis should be on providing a safe and easy understood route from their origin (e.g. i-site) to Hobbiton and on to their next destination (e.g. Rotorua). Please see - Regional speed management - Buckland Road, Puketutu Road, Mathieson Road, Karapiro/Matamata demonstration site http://www.waikatoregion.govt.nz/road-speed/#karapiromatamata

In addition we have the following more detailed comments:

1. On page 5-6 the criteria which trigger a Restricted Discretionary Activity for events are a little unclear. A function of 300 people travelling by private car to the shires rest (precinct 1) is within the current resource consent. The DCP seeks Permitted Activity status for 500 people by private car to attend functions in precinct 2. However, all parking is at the shire's rest. So in essence the DCP is seeking 500 people travelling in private cars to one spot on a rural road at one time. They then bus to precinct 2 (they have to, as there is no parking there) on the internal site roads. There will be additional site traffic generated by both staff and by campers. In addition, there is no discussion of whether these events coincide with normal tours other than to say that they will be "counted under the daily limit of 3000 visitors". It is considered that further analysis is required to determine whether the site can accommodate these numbers – including further data so we can assess the potential effects, especially any potential peaks in traffic where an event and normal tours collide.

2. The crash data is a bit out of date. There have been two very serious accidents in the last 4 months. A fatality at the intersection with SH29 (tourist doing a U turn after missing the hobbiton turn off) and a tourist driving through the Puketutu Road intersection into a hobbiton bus and seriously injuring a driver of

another vehicle). So the impact is actually on the wider network intersections and not on Buckland Road per se. People using the Karapiro turn off is also becoming an issue.

3. Undertaking the ITA and incorporating the above pints is critical. The upgrades proposed in and around Buckland Rd are fully supported. However, there are issues that need to be considered on the wider network – particularly at the Karapiro Rd/SH1 intersection, Hopkins Road/SH29 and local intersections (Puketutu onto Buckland Rd, Further north Puketutu onto Hinuera Rd and Puketutu onto Hopkins Rd at Conders).

We hope you find the feedback useful

regards

Matt

Matthew Vare | Senior Policy Advisor | Science and Strategy Directorate
Waikato Regional Council
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Steve Bigwood

From: Ben Tobias <Ben.Tobias@nzta.govt.nz>
Sent: Monday, 8 August 2016 4:40 p.m.
To: Steve Bigwood; HamiltonPlanning
Cc: Jenni Fitzgerald; Junine Stewart; Liam Ryan; Stephen Parker; Mark Lilley
Subject: RE: Hobbiton Proposed Plan Change

Hi Steve,
Thank you for engaging with the NZ Transport Agency requesting comments in regards to the Proposed Hobbiton Plan Change.
We apologise for the delay in responding, caused mainly by Planning and Investment not being consulted earlier on.

I was asked to manage this application. We endeavour to provide our reply within 20 working days from the time we receive all the relevant information.

Generally, the Transport Agency has no opposition to significant tourists attractions, including that at the Hobbiton site, but we would like to ensure that road safety will not be compromised.

In this regard and to assist our understanding of what is being proposed, could you please provide a copy of the Proposed Plan Change for our review.

In terms of the BBO's report including in particular the sign strategy, we have reviewed this strategy for the Hobbiton Movie Set. Our immediate impression is that the number and location of signs shown in this strategy are excessive and do not comply with the general guidance of the Transport Agency's Traffic Control Devices Manual. We understand the importance of signage in providing guidance to major tourist destinations and believe that the current signage proposal needs to be reconsidered.

We also would like some further advice on whether or not you have considered alternative options to signs, including for example, modifying the intersection of Firth Street/SH27. Allowing southbound motorists, destined for Hobbiton, to safely gain access to Firth Street should lessen the need for signage and reduce the number of intersections that an unfamiliar tourist has to navigate through.

Thank you again for the opportunity to provide comments. We are happy to discuss these and any other matters that may assist us to improve road safety.

Please feel free to contact me if you have any queries.

Kind regards

Ben Tobias / Senior Resource Planner
Planning & Investment

DDI 64 7 958 7225 / M 64 27 676 8925
E **ben.tobias@nzta.govt.nz** / w **nzta.govt.nz**

Hamilton Office / Level 1, Deloitte Building
24 Anzac Parade, PO Box 973, Hamilton 3240, New Zealand

From: Steve Bigwood [mailto:sbigwood@bbo.co.nz]
Sent: Wednesday, 20 July 2016 3:40 p.m.
To: HamiltonPlanning
Cc: Jenni Fitzgerald; Junine Stewart; Liam Ryan
Subject: Hobbiton Proposed Plan Change

Hi Kathleen

Further to our discussions, please find attached a draft of the traffic report to support the plan change for a development concept plan for Hobbiton. We would be grateful if you could pass on to the appropriate person for review and provide feedback to us. We are happy to meet with you and go through your comments once you have completed your review.

We are aiming to have the consultation completed by 29 July 2016.

The Hobbiton plan change has been discussed with a number of staff to date including Junine Stewart, Liam Ryan, Stephen Parker, Mark Lilley and John Garvitch.

Thanks and regards,

Steve Bigwood Planning Manager
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Steve Bigwood

From: Ben Tobias <Ben.Tobias@nzta.govt.nz>
Sent: Thursday, 1 September 2016 3:35 p.m.
To: Cameron Stanley
Cc: Jenni Fitzgerald; Steve Bigwood; Cameron Inder; Stephen Parker; Liam Ryan; Junine Stewart; Mark Lilley
Subject: RE: Hobbiton Proposed Plan Change

Hi Cameron,
Please find attached FYI the minutes of the meeting 29/8/16 (and thank you Liam and Stephen for these).
Could you please check if this meets your recollection.
If you have any queries/ comments, please feel free to contact me.
Thanks again for the productive meeting.
Regards

Ben Tobias / Senior Resource Planner
Planning & Investment
DDI 64 7 958 7225 / M 64 27 676 8925
E **ben.tobias@nzta.govt.nz** / w **nzta.govt.nz**
Hamilton Office / Level 1, Deloitte Building
24 Anzac Parade, PO Box 973, Hamilton 3240, New Zealand

From: Ben Tobias
Sent: Tuesday, 30 August 2016 3:18 p.m.
To: Liam Ryan; Stephen Parker; John Garvitch; Deon Saul; Mark Lilley
Subject: RE: notes from the Hobbiton meeting 29/08/16

Hi Liam,
This is great. Will do.
Many thanks
Ben

From: Liam Ryan
Sent: Tuesday, 30 August 2016 3:00 p.m.
To: Ben Tobias; Stephen Parker; John Garvitch; Deon Saul; Mark Lilley
Subject: notes from the Hobbiton meeting 29/08/16

Hi all,

Some notes from yesterday's meeting about Hobbiton. Please add or amend if there are any gaps or I've stated anything incorrectly.

Ben, probably a good idea to forward these on to BBO and Mike van Bysterveldt once you've received any other comments.

Cheers
Liam

Meeting to discuss signage strategy for Hobbiton – in the context of a private plan change to the MPDC District Plan
29th August 2016

Attendance:

BBO: Cameron Inder, Cameron Stanley, Steve Bigwood
NZTA: Stephen Parker, Liam Ryan, John Garvitch, Deon Saul
Apologies: Ben Tobias (NZTA), Mark Lilley (NZTA)

General Discussion:

- Google have changed the preferred route to Hobbiton from SH1 – this now directs people to travel via SH1 and SH29 rather than Karapiro/Buckland Road. This removes the need for signage in advance of the SH1/Karapiro Road intersection. The Google route from Rotorua still encourages people to short-cut between SH27 and SH29 and the route from Matamata encourages people to travel along Firth Street (in preference to continuing along SH27 and turning right at SH29).
- We referred to a plan shared by Stephen P showing the proposed location of signs. Discussion of signs by location, observed driver behaviours while travelling to and from Hobbiton.
- NZTA noted a need to update the Hobbiton website and BBO acknowledged that this is part of the proposal.
- Steve B noted that the wording on the new signs at the Hopkins Road intersection are not exactly what Hobbiton were wanting.
- Touched on mode of travel (there is a mix of coach and independent travellers), approach direction (measured by tube counter outside the site, <10% from the west & >90% from the east).
- Talked about the plan change and the need to think about how the network might operate in the future. Will direction, mode of travel or time of day change and if so then need to consider the impact of those changes. It was noted that a significant increase in travel on the local roads during the night would likely not be desirable to Council.
- Steve B noted that the site has consent for 300,000 visitors per annum, presently over 400,000 and looking for over 500,000 under the plan change. The increase would mostly occur in the shoulder peaks of the tourist season rather than during a day as the site is presently operating at full capacity.
- NZTA suggested that a good way to give Hobbiton customers clear and easy directions (while also making use of existing signage) would be to refer first to a major town/city and then to follow tourist signs. I.e. if coming from Hamilton, follow the signs to Tauranga until you are on SH29 and then follow the brown signs to Hobbiton. This idea will need to be tested from the different approaches to see how easy it is to apply and follow.
- There is a desire to all work together along with Waipa and Matamata Piako DCs to ensure that the overall package works for everyone.
- NZTA noted that careful thought should be given to the Firth St/railway line/SH27 intersection as this is a complex layout, has a lot of signage already, carries a large proportion of visitors to Hobbiton and the 'right turn (straight through in practice)' from SH27 to Firth St is on the desire line for people travelling from Matamata to Hobbiton.
- Steve B asked for confirmation of who the best point of contact is, Ben Tobias was nominated as the best person.

Actions:

- BBO to develop a top-down communication strategy that starts with 'what do you want to communicate to Hobbiton customers' and then working through the different channels (I-site, signs, website etc.) to work out the how and what you convey. Test this strategy in relation to the signage component from different directions of approach and then reconvene a meeting with NZTA, Waipa DC and MPDC.
- Future meetings to include MPDC and WaipaDC to ensure effective delivery (particularly for signage)
- BBO to look at future demand approaching from the direction of Matamata and how this might affect safety and efficiency at the SH27/railway line/Firth Street intersection
- Whilst not explicitly stated at the meeting, NZTA should also ask Google to change the route to Hobbiton for traffic approaching from Rotorua to discourage use of the local road.

From: Cameron Inder [mailto:cinder@bbo.co.nz]
Sent: Friday, 5 August 2016 8:49 a.m.
To: Stephen Parker; Liam Ryan
Cc: Jenni Fitzgerald; Steve Bigwood; Cameron Stanley
Subject: FW: Hobbiton Proposed Plan Change

Hi Stephen and Liam,

Just following up on the whereabouts of NZTA's response to the Draft ITA for Hobbiton. It's been a little over 2 weeks so can you please advise when we can expect some feedback?

Also, I note the team from Hobbiton are very frustrated with the lack of progress on getting the advanced direction signs installed on SH29. I understand they've submitted the appropriate forms and attempted contact with NZTA a number of times to find out when these signs will be installed but are getting no response back. Can you please provide an update asap?

Thank you,

Cameron Inder Transportation Engineer
BLOXAM BURNETT & OLLIVER
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If you wish to send us a large file, please click the following link: https://www.hightail.com/u/BBODropbox

From: Steve Bigwood
Sent: Wednesday, 20 July 2016 3:40 p.m.
To: 'hamiltonplanning@nzta.govt.nz' <hamiltonplanning@nzta.govt.nz>
Cc: 'Jenni Fitzgerald' <Jenni.Fitzgerald@nzta.govt.nz>; 'Junine Stewart' <Junine.Stewart@nzta.govt.nz>; 'liam.ryan@nzta.govt.nz' <liam.ryan@nzta.govt.nz>
Subject: Hobbiton Proposed Plan Change

Hi Kathleen

Further to our discussions, please find attached a draft of the traffic report to support the plan change for a development concept plan for Hobbiton. We would be grateful if you could pass on to the appropriate person for review and provide feedback to us. We are happy to meet with you and go through your comments once you have completed your review.

We are aiming to have the consultation completed by 29 July 2016.

The Hobbiton plan change has been discussed with a number of staff to date including Junine Stewart, Liam Ryan, Stephen Parker, Mark Lilley and John Garvitch.

Thanks and regards,

Steve Bigwood Planning Manager

NZ TRANSPORT AGENCY
WAKA KOTAHI

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24 Bridge Street
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25 July 2017

Cameron Stanley
Bloxam Burnett & Oliver Ltd
PO Box 9041
Hamilton 3240

Dear Cameron

Hobbiton Movie Set Tourist Signs Request

Thank you for meeting with us on 23 June 2017 regarding the Hobbiton Development Concept Plan. This letter is to respond to your request to install brown tourist signs for "Hobbiton Movie Set" at the State Highway 1 & 29 intersection and the State Highway 27 & 29 intersection.

As we advised during the meeting, tourist signs alone however are not intended to fully meet all the desires and needs of road users. They merely form part of the overall traffic sign system working in conjunction with the directional and route signs. For consistency, and to control the number of signs on the state highway network, tourist signs for a specific facility should only be used in the immediate vicinity of the tourist facility, which is generally from the nearest state highway or main road to the facility. We note that there are existing tourist signs for "Hobbiton Movie Set" on State Highway 29, which is a significant national state highway that tourists are able to easily find using a map or GPS device.

We have considered your request to install "Hobbiton Movie Set" tourist signs at the State Highway 1 & 29 intersection and State Highway 27 & 29 intersection, and from the information received, our current view of the situation is that these signs are not necessary.

However, in relation to your request we are going to:

- Modify the existing guide sign at the State Highway 27 Firth Street intersection at our cost to include "Hobbiton Movie Set" to provide guidance for motorists travelling from Matamata to Hobbiton.
- Consider adding Matamata to the guide signs at the State Highway 1 & 29 intersection when the intersection is upgraded.
- Continue to work with BBO and Hobbiton to improve the driving information provided to customers.

In future when applying for tourist signs, we have a tourist signs application form available on our website: http://www.nzta.govt.nz/resources/tourist-signs-on-state-highways/.

Please contact me if you have any queries regarding this matter.

File ref: 8000042698

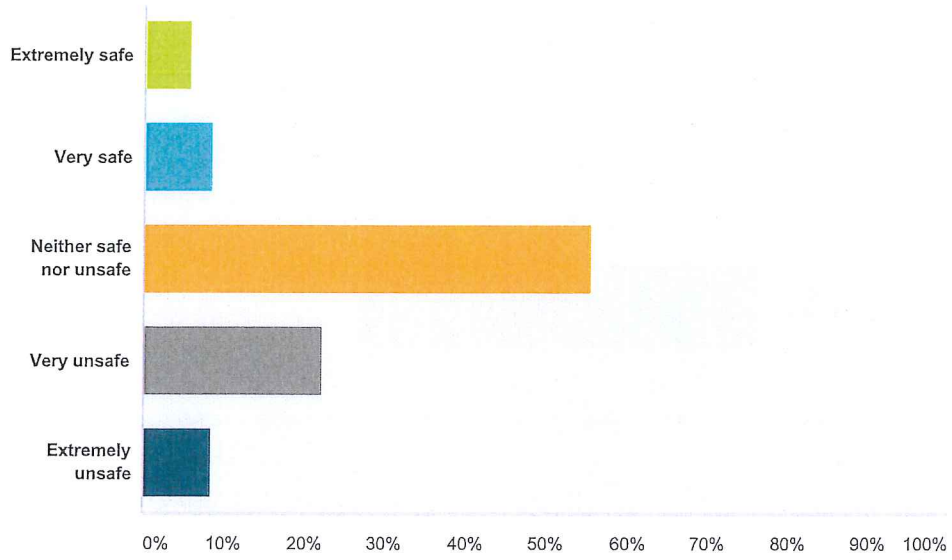
Yours sincerely

Mark Lilley

Mark Lilley
Safety Engineer

Q4 How safe do you think the road is?

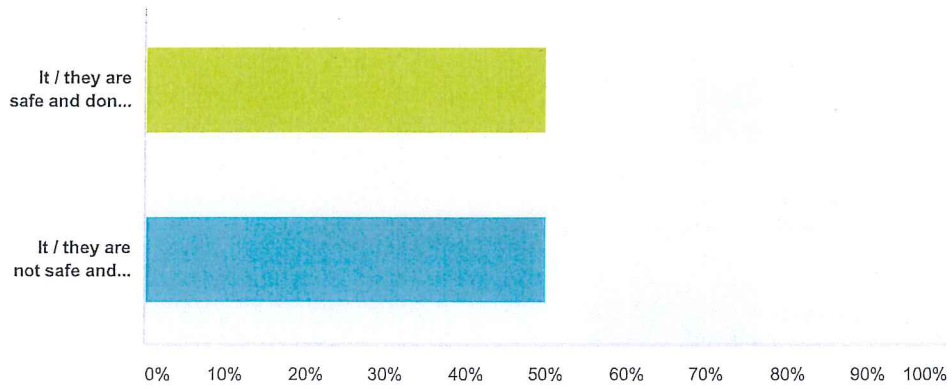
Answered: 36 Skipped: 0



Answer Choices	Responses	
Extremely safe	5.56%	2
Very safe	8.33%	3
Neither safe nor unsafe	55.56%	20
Very unsafe	22.22%	8
Extremely unsafe	8.33%	3
Total		**36**

Q5 What do you think about the speed limit/s at this location?

Answered: 36 Skipped: 0



Answer Choices	Responses	
It / they are safe and don't need changing	50.00%	18
It / they are not safe and need to be reviewed	50.00%	18
Total		**36**

#	Please comment on your answer	Date
1	PLEASE include dominion road in Tuakau. It has the worst speeding problem I've ever encountered. 75% of the vehicles that go past my house would be doing 70 kph, 20% would be doing 90 kph and more. It's a 50 kph zone. There's a school and no foot path. Sad thing is it's a long dead end rural road so it's the same people doing it every day, the residents from upper Dominion Road. Education is key. Please please do something someone is going to be killed. I've told police again and again and nothing changes.	4/19/2016 6:36 PM
2	It got worse with more people going to see Hobbiton drivers are crossing the centre line and just stopping anywhere so they can get photos.	4/19/2016 11:53 AM
3	Should have white centre line the full length of the road. Timed at, 1530 hours to 1600 hours 14/4/2016 followed grey Toyota reg: JBN793 all the way at between 40 & 60 kph from Karapiro Road through Buckland Road to Hobbiton. This car wandered all over the road more so where there was no white centre lines. Highly dangerous on the blind bends.	4/19/2016 8:48 AM
4	*4. I selected Neither safe nor unsafe..because it is a country road and therefore should be driven on accordingly changing the speed limit wont improve its safety. Though my opinion the road paint and signage needs to be well maintained also more direction arrows added..thanks	4/18/2016 6:49 PM
5	Perhaps just added signage at the southern end of puketutu, near chookys auto, that intersection seems to catch people out, there was a fatality there today and has been in the past.	4/18/2016 6:37 PM
6	The speed limit is fine. The layout of the road is not cycle friendly. More signage is needed at the southern end of puketutu road. More road maintenance wouldn't go astray also. Thanks	4/18/2016 6:27 PM
7	Puketutu Road. Motion Road. Sign. Distance between sign and intersection needs to be extended?	4/13/2016 10:17 AM
8	I have lived on Buckland road for 50 years the road has become very unsafe as Hobbiton increases as a tourist attraction. Driving on the wrong side of the road, U turns, stopping to take photos on corners etc. We see it every day. I would suggest 80km/ hr from the start of the first bends 2 km up from Puketutu rd. There has been several crashes already on this road and slower speeds will surely delay the big one. Thanks Graham Brockelsby 277 Buckland rd	4/11/2016 10:53 AM

9	These roads and the speed on the roads is not the issue, the state of the road and any repairs and maintenance on the roads needs serious consideration. Due to using a lousy product and then a lousy application method is both inept and disgraceful, causing hazards and dangerous results, the other issue is the non-locals following their GPS devices and completing u- turns with complete abandonment of the road rules, oncoming traffic and the occasionally livestock. Loaded trucks do not stop fast, they try-hard! they also see all the madness detailed above very frequently. it is time to address this issue properly for the right reasons: signs, turning bays - to enter hobbiton safely, and this way painted signs should fix most of the problems in this area, of course wouldn't it be lovely if the authority that maintain our roads would do so, so that they are smooth, no dips or highs of tar seal pushing away or towards, no holes and loose gravel, no cyclists talking and riding side by side using all the available space, and on and on... Thank you for the opportunity to give our feedback, if you want to talk with us our phone number is 07 888 9079 and we are Chris Bayly Trucking Co. Ltd.	4/7/2016 4:56 PM
10	Double yellow line at first cutting from MM end	4/7/2016 4:35 PM
11	People driving on the wrong side of the road. International drivers and GPS issues. Speed on windy areas.	4/7/2016 4:34 PM
12	International drivers not understanding the rural road.	4/7/2016 4:33 PM
13	*80km/hr for all of Buckland Road. * White line for all of Buckland Road + arrows on road to show what side you should be on.	4/7/2016 4:32 PM
14	Extremely safe at 100km we have no problems. (Just because 100lm/hr can't be achieved doesn't mean the speed needs reducing. Extremely unsafe because of the tourist traffic	4/7/2016 4:28 PM
15	White lines to be applied whole length of road. Cambers to be fixed on certain corners. Better road markings for international drivers.	4/7/2016 4:26 PM
16	I think they need to be lowered – high cyclist traffic and general traffic. Windy/narrow road with no shoulder!	4/7/2016 4:07 PM
17	Increased tourist traffic volumes and winding country roads need to have limits much less than the 100kph that currently applies	4/6/2016 5:10 PM
18	The speed limit on all secondary/rural roads should be reduced to 80 km maximum (and slower for sections where warranted). I live on Taihoa South Road near Matamata. It is a 7 km stretch of straight road. Most drivers travel at least 100km and many in well excess of that. The road is not safe for two cars to pass at speed, requiring careful drivers to slow down and both cars to pull to the edge of the road or onto the road verge to be safe (even more pulling over/slowing down when trucks involved). Decreasing the speed limit on all rural roads would increase safely, reduce accidents and traffic deaths, and reduce our carbon emissions through car travel at slower speeds. A good return for a simple regulatory change!	4/6/2016 3:43 PM
19	Due to type of traffic being mainly tourists who drove slow the speed limit should come down to reflect this	4/5/2016 9:09 PM
20	Excessive speed is not the problem, it is the people who cannot drive on our side of the road. The toursts lack of speed, inability to stay left, especially on blind corners and lack ofconsideration for others is the major issue. White lines would be a help, yellow lines on blind corners possibly would be better, as well as arrows and signs reminding toursts and non-locals which side of the road they need to drive on. By reducing the speed you are only affecting the locals, (and making us resent Hobbiton more) because non-locals mostly going to Hobbiton can barely drive at 50 km, and even at that speed they cannot drive on the left. I followed a van home on Friday night, they drove at less that 50 km most of the way from Cambridge end of Buckland road to my road Mathieson Road and to my horror were either driving in the middle of the road or on the right, even around blind corners. Also what would help if the roads were constructed better. eg the section of buckland road between karapiro and todd roads that was done up is now way worse to drive on than before. It looks like it should be a good section of road - it is wide and well marked, except that the camba is all wrong, causing more accidents. The only accident I have had on the road was in 2001 when I came around a tight blind corner only to meet an American who had forgotten which side of the road to drive on. Speed restrictions are not going to help with this, and only make us locals mad. And if you think that the speed should be reduced than you should not let the Targa Rally race on the road either.	4/3/2016 1:28 PM
21	The current 80k zone feels save. The new houses mainly open into the subdivision	4/1/2016 10:29 PM
22	I understand the speed limits are being reviewed due to the number of tourists using our road. If you'd like to take a drive out here, you'll note that tourists have no issues with speed - in fact, they mostly sit on 40kms per hour, with no regard for the regular users of the road. The problem the tourists DO have, is with driving on the correct SIDE of the road (I can provide you with photos and video footage of rental vehicles on the wrong side of the road), and they also like to stop, in the middle of the road, to take photos. The police are not interested. Reducing the speed to 60kms at our end of the road will only penalise and upset locals further - we get no benefit from the Hobbiton Movie Set whatsoever, why do we have to put up with this too?	3/31/2016 6:55 PM
23	It's not so much the road it the stupid people that can't keep left or pull out without looking or decide to stop on an apex of a blind corner to take a photograph Have travelled these roads and have never seen anyone speeding More lack of policing than anything else	3/31/2016 1:27 PM

24	Used by many foreign visitors to the Hobbiton movie set! Seen several close calls over the years. Speed needs to be lowered to lessen severity of any collisions. Personally experienced near head on collision due to tourist drivers.	3/30/2016 9:12 PM
25	Speed on Puketutu Road is appropriate at 100 kph and also on Buckland and Mathieson Roads except for close vicinity to The Shires Rest. The speed limit should be reduced to 50 kph on the Matamata side of The Shires Rest from just prior to the left hand corner that's just before the staff car park and should continue at 50 kph to the top of the hill on the Cambridge side of The Shires Rest. There should be bold 'Keep Left' signs on the road as many vehicles cross the centre line in inappropriate places, a centre white line may help.	3/30/2016 7:00 PM
26	I predominatly use this road for cycling, as do a lot of our Matamata Cycling Club members, so I would like to see the speed limit changed to 80Km/hr. Apart from my cycling interest, the roads them selves do not lend themselves to 100Km/hr. There are very few parts of those roads would be considered safe for 100Km/hr speeds.	3/30/2016 11:18 AM
27	I really would like to select a lot of roads in New Zealand. There are a lot of roads not safe enough to drive a 100 km an hour. All the bendy and hilly roads should go back to at least 80 km an hour all over New Zealand. Especially now there is a lot more cyclists on the roads then before. A quick reaction if needed is a lot easier if you drive a safer speed. I think this is a very good subject you guys are working on here.	3/29/2016 9:08 PM
28	It is currently 100km, however there are a number of corners that are either blind or quite sharp which requires people to slow down. I often find that people who are either very familiar and 'assume' they can cut corners, or by people who aren't familiar that don't adjust their speed and end up on the other side of the road. My neighbour has also seen tourists driving on the wrong side of the road, possibly after a visit to Hobbiton.	3/29/2016 7:09 PM
29	Because over many years Puketutu road has been maintained to a high standard, this road has become a Formula 1 race track. Unsafe for anyone using it. We are for 80km max	3/29/2016 6:06 PM
30	fast speed is not a problem on Buckland Road. The main problem is tourists not staying on the left hand side of the road. They mostly travel at well under 80 kph. We need more of the road with a centre white line and more directional arrows painted on the road. A sign indicating to keep left at the exit of Hobbiton is needed. My self and several friends have encounted cars exiting Hobbiton to drive on the right hand side of the road when heading back to Matamata. It is quite alarming to come around the corner and find a car on your side of the road. At least there is now a grass verge where evasive action can safely be taken.	3/24/2016 10:28 PM
31	More signage with road markings on the road for the tourists.	3/24/2016 8:57 PM
32	There is often already traffic congestion that builds up quickly at Karapiro cause by something as simple as a tractor, truck or trailer being towed. A lower speed limit in the area would again cause more congestion. The speed limit is appropriate as long as people drive to the conditions	3/24/2016 1:42 PM
33	I agree with part of the proposed changes in relation to the proposed speeds but think these should be only applied for 2km either side of Hobbiton. This would allow drivers to settle in to the road conditions.	3/23/2016 11:33 AM