Rings Scenic Tours Ltd - Development Concept Plan
Transportation Review

Matamata-Piako District Council

ISSUE 2, 14 FEBRUARY 2018

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Transportation Review

Matamata-Piako District Council

Prepared by: .....
Alastair Black

Approved by: .....
Alasdair Gray

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2 Alfred Street
PO Box 14178
Hamilton, 3214
Tel: 07 853 8997

TABLE OF CONTENTS

Executive Summary **1**

1. Introduction **2**
1.1. Background 2
1.2. Purpose and Basis of this Report 2

2. The Site and Surrounding Environment **2**
2.1. The Site 2
2.2. Road Network 2
2.3. Road Safety 4
2.4. Speed Management 7

3. The Proposal **8**
3.1. Existing Activity 8
3.2. Description of the Proposal 8
3.3. Trip Generation 10
3.3.1. Trips associated with Movie Set Tours 10
3.3.2. Trips from Accommodation and Park-Over Facilities 10
3.3.3. Trip Generation of Events 11
3.4. Site Access 12
3.5. Parking and Manoeuvering 12
3.6. Signage 13
3.7. Road Safety Effects 13
3.8. Effects within Matamata 15
3.9. Pavement Deterioration 16
3.10. Proposed Mitigation 16

4. Evaluation of Traffic Impacts **18**
4.1. Traffic Impacts 18
4.2. Discussion 19
4.3. Comments on Proposed Mitigation 20

5. Conclusion **22**
5.1. Transportation Impacts 22
5.2. Summary 23

Appendices **24**
Appendix A: Development Concept Plan 24
Appendix B: MPDC Council Agenda, 11 May 2016 25

EXECUTIVE SUMMARY

The Proposal

From the ITA we understand that the key elements of the proposal are to increase visitor numbers to 3,500 visitors/day within normal operating hours, allow for a range of events to occur that could have more than 1,000 visitors and establish accommodation and park-over facilities. Resource consents and traffic management plans would be required depending on the number of visitors and mode of transport. The expected trip generation of the proposal, excluding events held outside normal operating hours, is:

- An average of 1,060veh/day based on 650,000visitors/year. This is an increase from 490veh/day expected by the existing consent for 300,000visitors/year;
- Peak traffic of 2,100veh/day when there is 3,500visitors/day; and
- Approx. 350veh/hr, or approx. 6 vehicles per minute.

Summary of Impacts

There will be significant increase in the traffic using Buckland and Puketutu Roads and associated intersections. There appear to be potential adverse transportation effects including:

- Efficiency effects along the various routes to the site;
- Safety effects at the site accesses;
- Potential for parking shortfalls in peak periods resulting in safety effects (parking and pedestrians on Buckland Road);
- Safety effects at intersections along the various routes to the site;
- Safety effects at other vehicle crossings along Buckland Road;
- Potential for increased number of traffic movements during the hours of darkness associated with the accommodation and park-over activities and more frequent events;
- Potential for increased traffic on Rangitanuku Road leading to an increased crash risk;
- Increased rate of pavement deterioration along Buckland Road and Puketutu Road; and
- Increased visitor numbers to the Matamata i-site increasing parking demand in the nearby area.

Conclusion

The proposed mitigation aimed at providing additional travel information to visitors through signs, markings, ticketing information and navigation aids should assist in managing the road safety risk to an acceptable level by improving route selection. We support the proposed framework for managing events and requiring traffic management plans.

Other improvements such as a flag light would improve safety at night and on-going parking monitoring would reduce the risk of parking overspill by identifying in advance the need for additional on-site parking areas.

With appropriate performance standards, the transportation effects of the proposal could be managed to be acceptable. If MPDC chooses to accept the proposed Development Concept Plan, it should be subject to performance standards that include maximum visitor numbers, minimum car park numbers, minimum standards for site access, and a framework for managing travel to events at the site.

1. INTRODUCTION

1.1. Background

Rings Scenic Tours Ltd (the applicant) has prepared a Development Concept Plan (DCP) for the Hobbiton Movie Set as part of a Private Plan Change to establish new rules and provisions in the District Plan. The property is located at 501 Buckland Road, Matamata.

Matamata-Piako District Council (MPDC) engaged Gray Matter Ltd to review the traffic and transportation aspects of the DCP.

1.2. Purpose and Basis of this Report

The purpose of this report is to provide a technical assessment of the traffic and transportation impact of the proposed development on the surrounding area. This technical assessment is based on information including:

- Rings Scenic Tours Ltd, Development Concept Plan, Integrated Transport Assessment, December 2017, BBO (ITA).

We have reviewed and provided feedback on the draft performance standards (circulated on 25 January 2018) to be included in the District Plan.

This report presents a review of the likely traffic and transportation issues associated with the DCP. It comprises:

- A summary description of the site, and comments on the surrounding road network;
- Review of the proposal, including traffic generation and parking;
- Preliminary evaluation of the likely traffic impacts and issues; and
- Preliminary conclusions, including a summary of impacts.

2. THE SITE AND SURROUNDING ENVIRONMENT

2.1. The Site

The site consists of two lots opposite each other on Buckland Road, approximately 5km west of the Buckland Road intersection with Puketutu Road. The movie set is located on the north side of Buckland Road at Rapid Number 502. The Shires Rest café and ticketing office is located on the south side of Buckland Road at Rapid Number 501.

The property is located in a rural area where farming is the main activity. There is an eight shed chicken broiler farm on Buckland Road approximately 3.5km west of the property.

2.2. Road Network

The site can be accessed from the state highway network by a number of local roads as shown in Figure 2.

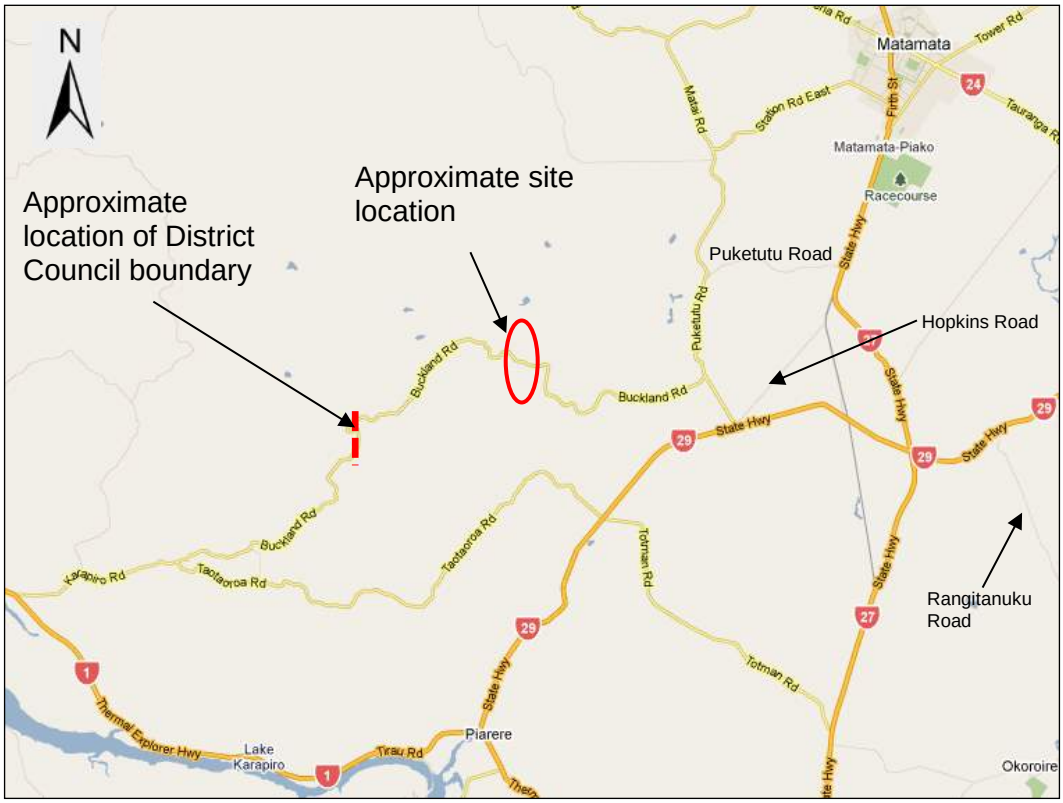


Figure 1: Site Location, 501/502 Buckland Road (Source: Google Maps)

The roads in the vicinity have 100km/hr speed limits but actual travel speeds are likely to be lower on some routes due to the current vertical and horizontal alignment. The typical speed environment is approximately 60-80km/hr.

There are no footpaths, cycle ways or other special facilities for walking or cycling in the vicinity.

The potentially affected roads are described in Table 1. Some of the road network potentially affected by the proposal is located in the Waipa District. The approximate location of the boundary between the Waipa and Matamata-Piako Districts is shown in Figure 1.

Road, Description and Traffic Volume (veh/day)[1]	Photograph
Buckland Road (MPDC) Local road, rural, 100km/hr speed limit. 2-lanes sealed ONRC = secondary collector Seal width varies: - 5.9m to 8.4m (east of Hobbiton), 5km length - 5m to 5.5m (west of Hobbiton), 7.6km length Flat to rolling terrain. Alignment becomes increasingly winding when approaching from Puketutu Road. All sections have centreline, some sections have edge lines ADT 750veh/day (2016), 14% HCV *Photo: View east along Buckland Road approximately 3km from the site*	

[1] Traffic volumes and carriageway data obtained from mobileroad.org

Road, Description and Traffic Volume (veh/day)[1]	Photograph
Puketutu Road Local road, rural, 100km/hr speed limit ONRC = secondary collector Generally flat terrain, speeds limited by horizontal alignment 2 lanes, painted centre line Sealed width varies: - 5.8m (south of Buckland Road) - 6.5m (north of Buckland Road) ADT 433veh/day (2011) (location 6120m from SH27) *Photo: View along Puketutu Road from intersection with Hinuera Road*	
Buckland Road (Waipa DC) Local road, rural, 100km/hr speed limit ONRC = secondary collector 6m sealed width, affected length is approx. 4km Rolling to hilly terrain with winding alignment restricts vehicle speeds to approximately 50-60km/hr ADT 360veh/day (2016)	
Rangitunuku Road (MPDC and South Waikato DC) Local road, rural, 100km/hr speed limit ONRC = secondary collector in MPDC and access in SWDC 4.3-4.7m sealed width is very narrow for opposing traffic Provides an alternative route for traffic travelling from Rotorua Rolling terrain with a number of vertical and horizontal curves. ADT 322veh/day with 14% HCV (2018). This is a significant increase from 127veh/day in 2005. *Photo: Looking south near 55 Rangitanuku Road*	

Table 1: Potentially Affected Roads

2.3. Road Safety

The ITA provides crash data for the 10-year period, 2007-2016. The assessment concluded that:

- The crash rate has increased:
  - on Buckland Road;
  - at the Buckland Road/ Puketutu Road intersection; and
  - at the Buckland Road/ Karapiro Road intersection;
- There have been no reported crashes at property accesses along Buckland Road;
- The number of crashes attributed to tourists has increased over the last five years; and
- Traffic volumes on Buckland Road have increased and this is likely to contribute to the increase in crashes.

To assist us in our review we have retrieved crashes in the area for the period 2012-2017. The crash map clearly shows that loss of control crashes and intersection crashes dominate the incidents. Five crashes are recorded for 2017, all to the west of the site:

- Crashes 201736742 and 201736742 – two crashes where vehicles hit the same object (fallen branch) from different directions at 6.29am. Non-injury crashes.

- = Crash 201716389 - loss of control crash where sunstrike is identified as an issue (8:20am). Minor injury crash.
- = Crash 201715163 - Motorcyclist lost control, 4.35pm. Serious injury crash.
- = Crash 201732520 – north/west bound car lost control where sunstrike is identified as an issue (3pm). Overseas driver. Non-injury crash.

Even with these recent crashes, the historical road safety assessment appears reasonable.

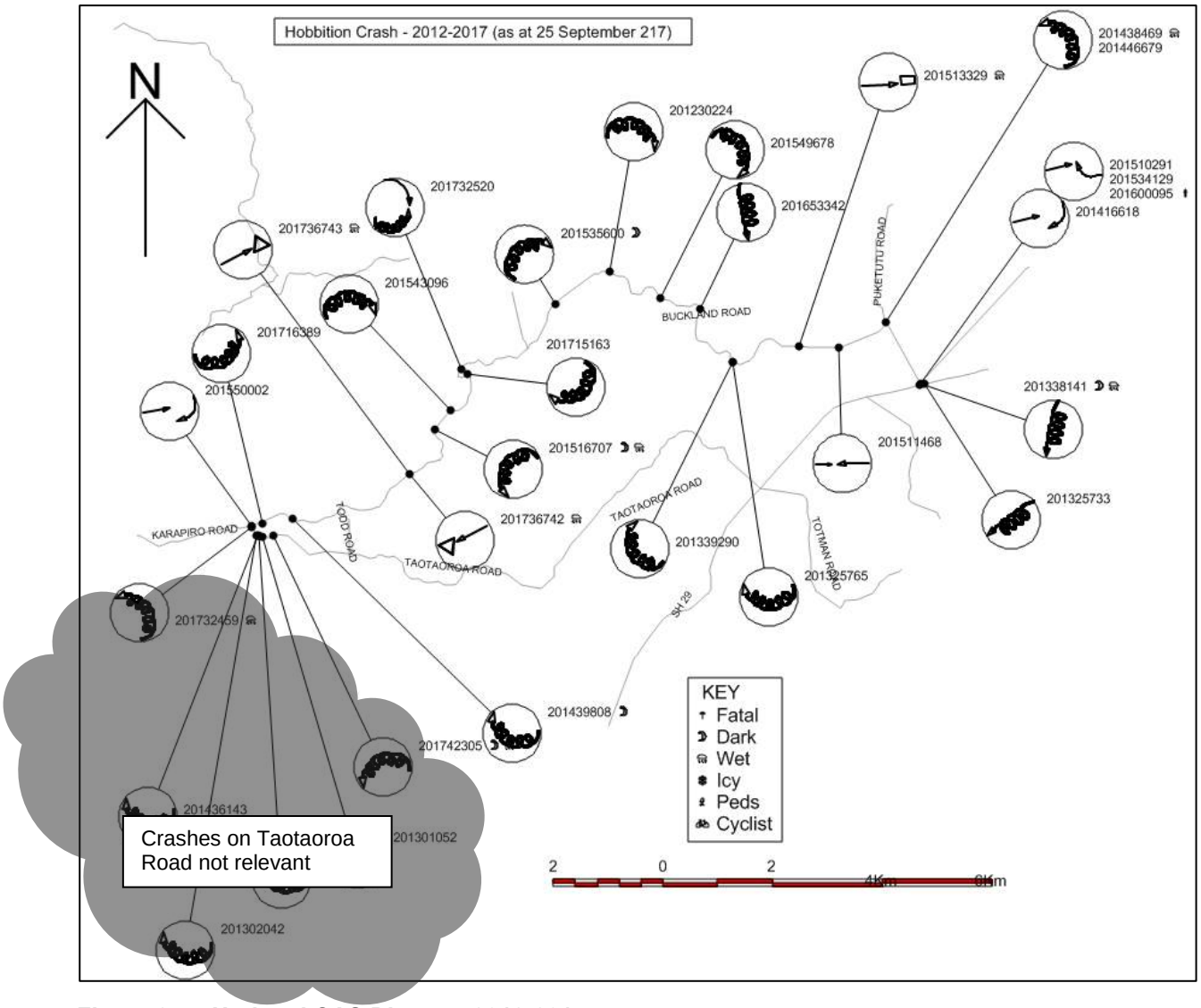


Figure 2: Updated CAS Diagram 2012-2017

The NZ Transport Agency Safer Journeys Risk Assessment Tool shows Buckland Road as having a low to low-medium collective risk and a medium-high personal risk. Other local roads are generally low or low-medium risk, while SH29 is medium risk. Buckland Road (West) has an infrastructure risk rating of High.

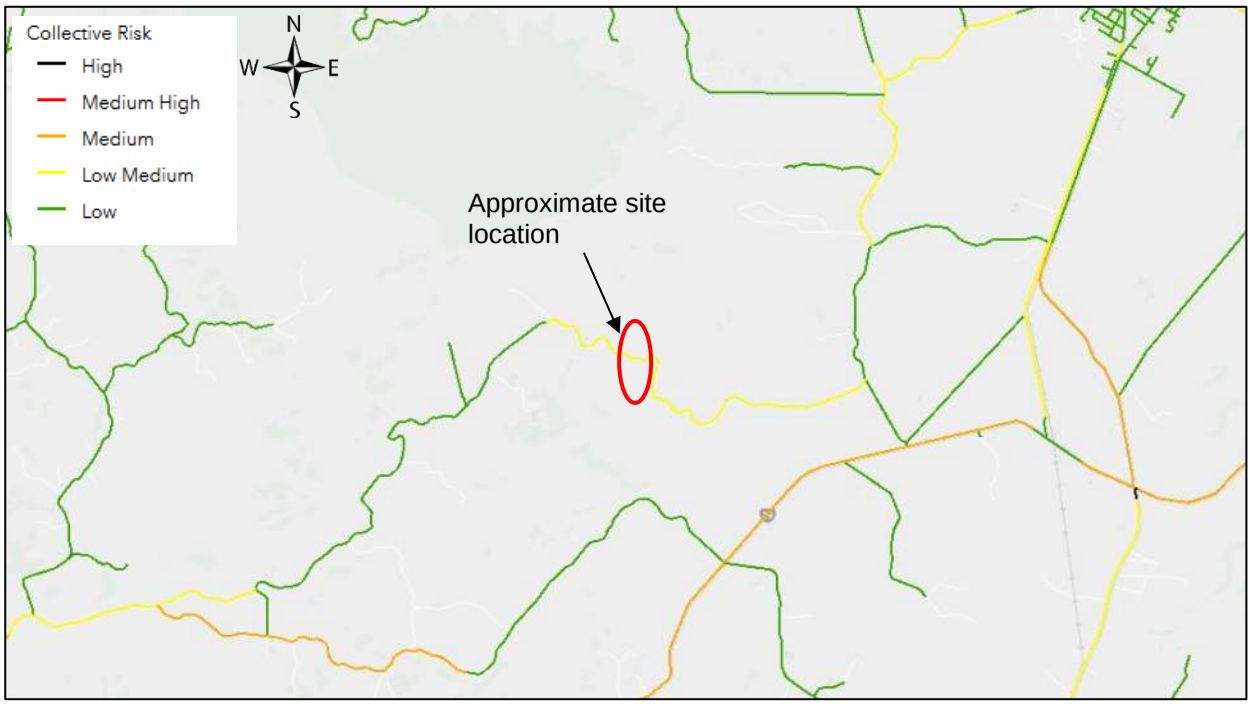


Figure 3: Collective Risk

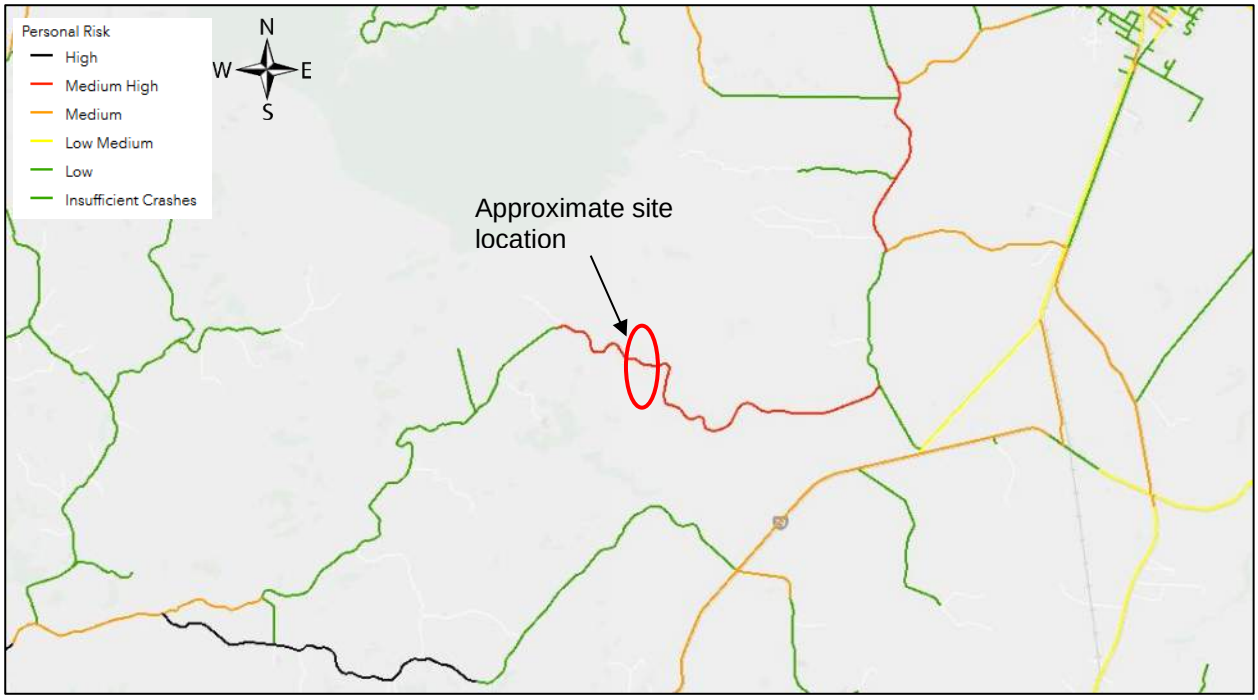


Figure 4: Personal Risk

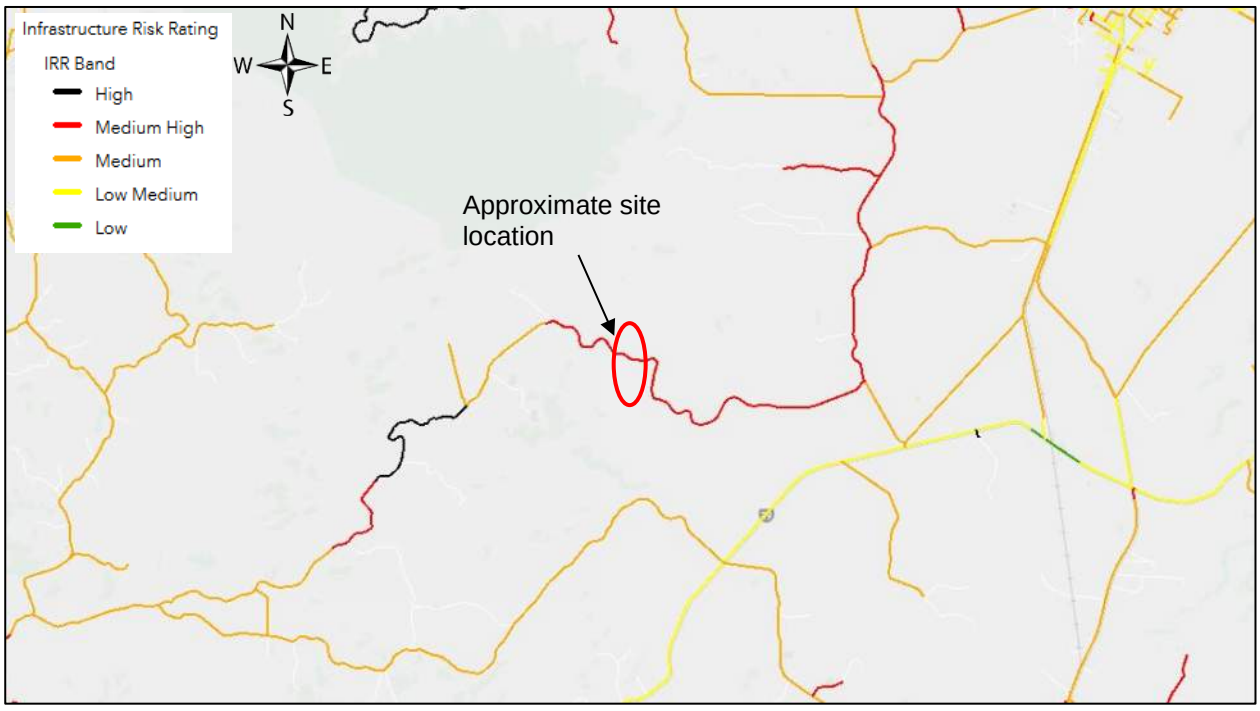


Figure 5: Infrastructure Risk Rating

2.4. Speed Management

In 2016, the Buckland Road – Puketutu Road route was identified as a potential site for the Waikato Speed Management Demonstration project. Based on technical analysis using the Speed Management Guide, the safe and appropriate speed was identified as 80km/h and <80km/h. The draft proposal discussed with the community and Councillors was to change the speed limit from 100km/h to:

- 60km/hr on Buckland Road west of Hobbiton (would also require changes within the Waipa district);
- 60km/hr on Mathieson Road; and
- 80km/hr on Buckland Road east of Hobbiton including all of Puketutu Road.

Following early community engagement through a mail-out, online survey and drop-in session, Council confirmed that it did not wish to proceed with a bylaw review at that time. The relevant extracts from the agenda and minutes from the Council meeting on 11 May 2016 are attached at Appendix B.

3. THE PROPOSAL

3.1. Existing Activity

The Hobbiton Movie Set is a tourist attraction running tours of the film set used for filming of The Lord of the Rings Trilogy and The Hobbit movies. It currently operates under a number of resource consents that enable the site to:

- Conduct movie set tours for up to 300,000 visitors/year; and
- Hold 12 events per year including conferences and weddings. Events with more than 300 people require a traffic management plan approved by MPDC.

In the 2016/17 financial year, there were 552,000 visitors to the site, which exceeded the consented limit. 300,000 visitors/year is expected to generate approximately 490veh/day.

Tours typically operate from 8am until 5.30pm. Visitors can join tours at The Shire's Rest (Buckland Road), the Matamata i-site and from the Hobbiton store in Rotorua. Tours from Matamata and Rotorua include bus transfers to The Shire's Rest.

3.2. Description of the Proposal

The applicant is requesting a Private Plan Change to incorporate new rules and provisions into the District Plan to enable the site to be managed with greater flexibility, and reduce the need for future resource consent applications. The DCP (refer Figure 1 and Appendix A) is based on two precincts:

- Precinct 1 (The Shire's Rest), located at on the southern side of Buckland Road; and
- Precinct 2 (Hobbiton Movie Set), located at on the northern side of Buckland Road.

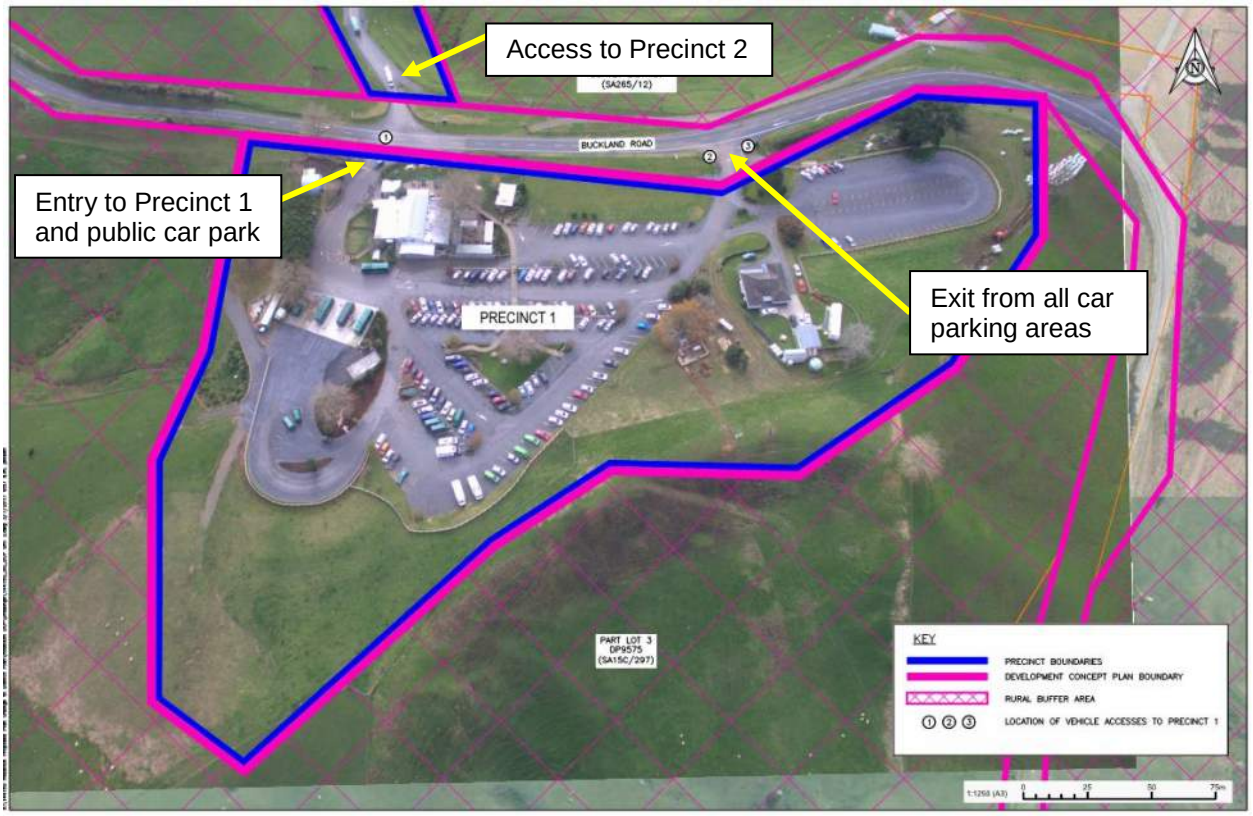


Figure 6: Precinct 1 boundary and site access

Figure 7: Proposed accommodation layout and location

From the ITA we understand that the key elements of the proposal are to:

- Increase visitor numbers to 3,500 visitors/day within normal operating hours.
- Enable events with up to 500 visitors/day (outside normal operating hours for movie set tours) without a traffic management plan. More than one event could occur simultaneously provided that the total number of visitors is less than 500.
- Enable events with 501-1,000 visitors without requiring a traffic management plan, providing that no more than 500 visitors arrive by car/mini-van.
- Require that events with more than 500 visitors arriving by car/mini-van, or more than 1,000 visitors in total would require a traffic management plan as part of a resource consent process.
- Establish accommodation units and park-over facility for use of visitors to Hobbiton.

Event visitors arriving during normal operating hours are to be included as part of the 3,500visitor/day cap. Visitors to events outside normal operating hours are not included in the daily visitor cap.

Based on previous experience and their ability to run tours the applicant has assessed the practical capacity of the movie set activity as:

- 3,500 visitors/day;
- 21,000 visitors/week; and
- 650,000 visitors/year.

The scale of the accommodation activity is indicated as 36 cabins (3 family cabins (4 person capacity), 15 duplex cabins (2 x 2 person capacity) and 3 single cabins (2 person capacity)) with 38 dedicated car parks.

The park-over facility provides an area where self-contained campervans can be parked within the main car park overnight. No additional facilities (showers, toilets etc.) are to be provided. We note that without a cap/limit on the number of vehicles there could be a very large number of vehicles using the car park.

3.3. Trip Generation

3.3.1. Trips associated with Movie Set Tours

The methodology used to record existing Hobbiton traffic and for the calculation of predicted trip generation appear reasonable.

The expected trip generation, excluding events held outside normal operating hours, is:

- An average of 1,060veh/day based on 650,000visitors/year. This is an increase from 490veh/day expected by the existing consent for 300,000visitors/year;
- Peak traffic of 2,100veh/day when there is 3,500visitors/day; and
- Approx. 350veh/hr (assuming a 10% peak hour), this equates to approx. 6 vehicles per minute.

The trip generation is calculated as 59.6% of total visitor numbers based on current arrival patterns (average vehicle occupancy of 3.4 people/vehicle). If the proportion of visitors arriving by private vehicles increases there is the risk that trip generation for the site could be higher than anticipated in the ITA. For example if the ratio increases to 65% (equivalent to the visitors from one large bus shifting to cars with two people each), then the average number of trips would increase from 1,060veh/day to 1,160veh/day.

3.3.2. Trips from Accommodation and Park-Over Facilities

We understand that the park-over facility is targeted at people already visiting Hobbiton and that any additional trip generation relating to staff movements is expected to be negligible compared to daily traffic.

We consider that the park-over activity is likely to generate some additional trips that would potentially occur outside normal operating hours. For example, travellers may arrive late in the day (e.g. after the last tour has finished at 5.30pm) and leave the following day after taking a tour. This increases the risk of travellers using Buckland Road in hours of darkness, e.g. early morning or late evening, which does not currently occur and may increase the risk of crashes on this unlit rural road.

The concept for the accommodation units indicates that the internal roads would be 5m wide allowing for two-way traffic. We understand that the internal car park roads are one-way and are concerned that a small area of two-way roads would introduce unnecessary confusion for drivers, especially at night. We would prefer that the internal roads at the accommodation units are one-way to avoid confusion.

The ITA states that the park-over facility will be provided in the existing campervan spaces. Based on aerial photos, there appears to be 10-15 campervan spaces.

The MPDC Development Manual (Section 3.14.1) states that *“rural intersections where the total volume on all legs has an AADT >500veh/day, intersection flag lighting shall be used”.* The total volume at this vehicle entry is likely to exceed 500veh/day. To address the potential safely effects it would be desirable to provide a flag-light at the site access to better indicate to arriving visitors where the entry is. when the accommodation activity is established.

In general, we agree that the transport effects of the park-over and accommodation activities should be positive in removing vehicles parking on the side of the road at night and the frequency of fatigued drivers on rural roads. However, there is a risk of this activity becoming popular and resulting in an increase in night-time traffic which may have adverse safety effects.

3.3.3. Trip Generation of Events

Events held outside normal operating hours will generate additional traffic. Events of different sizes and travel characteristics are proposed as described below:

Event Size and Time	Transport Arrangements	Trip Generation	Is a Traffic Management Plan (TMP) required?	Parking Requirements
<= 500 guests	No limitation, worst case is assessed as all by private vehicle with 2 people/vehicle	500 trips	No	250 spaces required
501 to 1,000 guests	Mixture of bus and car arrivals. No more than 500 guests by car/mini-van	500 car trips + 34 bus trips	No, provided that no more 500 guests arrive by car/mini-van	250 spaces required + 17 bus spaces
501 to 1,000 guests	All guests arrive by bus. Assuming 30 passengers per bus = 33 buses Assuming 10 passengers per mini-van = 100 mini-vans	66 trips (bus) 200 trips (mini-van)	Not required, if all guests travel by bus	30 bus spaces or 100 mini-van spaces required
>1,000 guests	Not specified in ITA	Depends	Yes, as part of a resource consent process	Depends

Table 2: Summary of events held outside normal operating hours

The ITA concludes there is a low risk of events causing adverse efficiency effects provided that:

- events are held outside normal operating hours;
- multiple events can be held at the same time, provided that the relevant limit for total guest numbers is not exceeded; and
- any events held during normal operating hours, must be counted within the 3,500visitor/day limit for the activity.

In general, I agree with these conclusions, but am concerned about the potential for adverse parking effects for events, especially those with more than 500 guests where events coincide with days with large number of visitors to the movie set. For example, if a 500 guest event was held during normal working hours it could use 250 parking spaces (assuming two passengers/vehicle). 3,000 movie set visitors could arrive during the day with only 109 parking spaces available. Peak parking demand is 294 spaces (2,500visitors/day x 9.8%) indicating that there would be a significant parking shortfall of 185 spaces when events coincide with peak tour operations.

The ITA suggests that the daily maximum number of visitors be reduced by six visitors for every car park required for the event (assuming 2 passengers/vehicle). This means that an event with 500 guests of which 200 guests arrive by car (or 100 cars) the maximum visitor number for movie tours would reduce from 3,500 to 2,900 visitors/day (3,500 – (200 guests / 2 passengers/vehicle x 6)). There is a risk that this mechanism is cumbersome and not adhered to as there would still be capacity within the tour activity to accommodate the activity despite the lack of parking spaces and the greatest risk from parking demand is from independent travellers who would be difficult to prevent.

I understand that the draft performance standards require that *"Events held during Movie Set Tour hours during the months of December, January and February: the operator shall manage Events and Movie Set Tour visitor numbers so that total parking demand does not exceed 450 parking spaces."* This effectively provides the application with some flexibility to manage parking demand within the maximum parking supply.

3.4. Site Access

We understand that changes were made to the site access in November 2016 and that no further changes are proposed. The layout is shown above in Figure 2 as:

- Precinct 1, western access – public entry to the car park and staff entry;
- Precinct 1, eastern access – car park exit; and
- Precinct 2 – used by Hobbiton vehicles transporting visitors from The Shire's Rest to the movie set and staff working in Precinct 2.

The current access arrangement appears adequate. As mentioned above, installation of a flag light would be appropriate when the accommodation activity is established. Visibility to the entrance for eastbound vehicles (e.g. Buckland Road –west) is limited by the existing vertical curve and roadside vegetation. The proposed threshold treatments should increase driver awareness of the accesses and likelihood of manoeuvering vehicles.

3.5. Parking and Manoeuvering

Precinct 1 currently has 359 spaces - 289 sealed car parks and 70 grass car parks. Parking surveys and analysis in the ITA indicates that parking occupancy is 9.8% of daily visitor numbers. The ITA (Section 5) uses peak daily visitor numbers of 3,500/day to calculate parking demand of 343 spaces.

Evidence provided in the ITA demonstrates that parking demand is seasonal with significantly lower demand in the winter months (refer Figure 5 below). It also indicates that the likely parking demand is less than the number of available parking spaces (assuming parking demand of 9.8%).

The current parking surplus is only 16 spaces. This will increase when parking associated with the new office is constructed. The consequences of a parking shortfall are potentially significant including cars parked on the narrow berm, pedestrians walking or crossing Buckland Road.

There is a risk that in peak summer periods there may be a shortfall in on-site parking at Precinct 1 that could have off-site effects, especially if events are held during normal working hours.

The plans indicate a new office building, but this has not been specifically considered in the ITA. The new office building is likely to include an additional 90 all-weather parking spaces for staff. Providing dedicated staff car parking should have a positive effect in reducing the risk of parking overspill. This increases the total parking supply to 450 spaces (379 all-weather + 71 grass overflow). The number of surplus car parks at peak periods increases from 16 spaces to 107 spaces.

The draft plan for the proposed 36 accommodation units include 38 parking spaces. This appears appropriate. It would be desirable to include a rule that requires at least one parking space per accommodation unit.

Parking for Precinct 2 is located in several separate areas located more than 1km from Buckland Road and we understand that access is to be restricted to Hobbiton buses and staff. There appears to be a very low risk of a parking shortfall in Precinct 2 having any offsite effects.

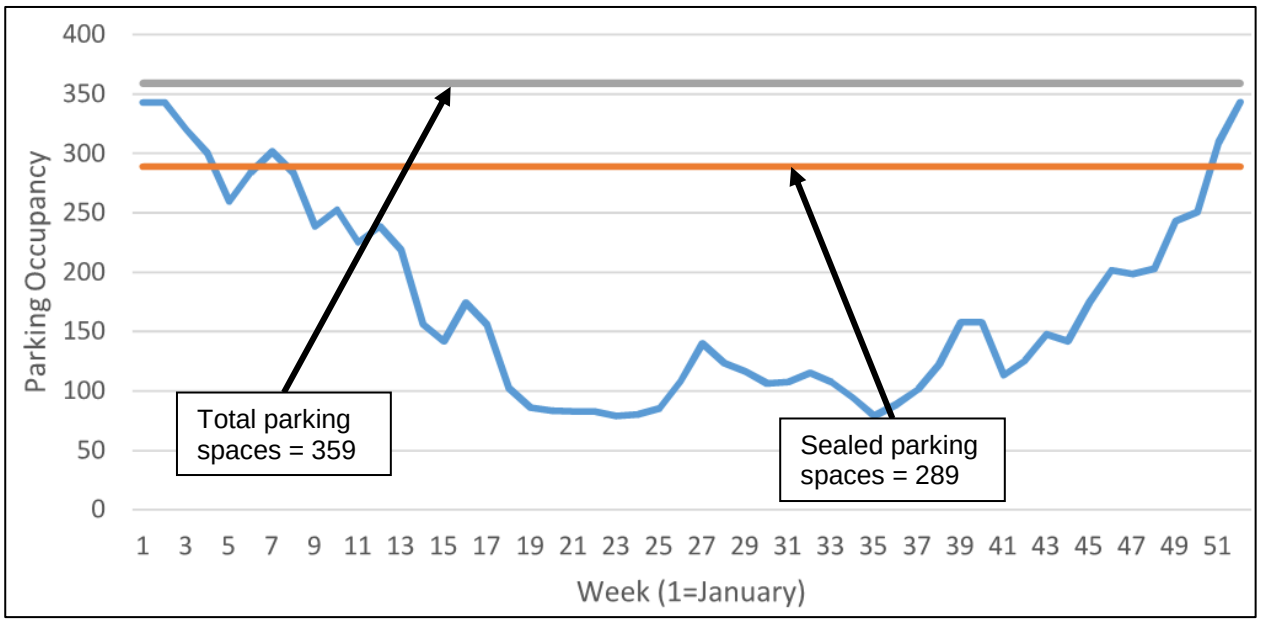


Figure 8: Hobbiton Parking Occupancy (ITA, Figure 4)

3.6. Signage

A signage strategy is proposed in the ITA. This includes providing additional brown tourist information signs on both the state highway and local road network. The proposed locations appear to provide comprehensive coverage for drivers approaching from most directions.

We have the following comments:

- No signs are proposed in advance of or at the Firth St/ SH27 intersection (e.g. near Beatty Road) which may result in some visitors missing this turn. I understand that the Transport Agency does not support an additional sign at this location due to the increase in clutter;
- NZ Transport Agency approval will be necessary for signs located on the state highway; and
- The final location of signs will need to ensure they comply with the requirements of the Traffic Control Devices Manual.

The signage strategy does not specifically address the potential increase in traffic on Rangitanuku Road, while the total traffic volume is currently low (322veh/day) the carriageway is very narrow. An increase in traffic is likely to increase the risk of a crash. It would be desirable to encourage Hobbiton-related traffic to use other routes, e.g. SH27 and SH28. If traffic on Rangitanuku Road continues to increase it may be desirable to install signage at the SH5/SH28 intersection and the SH28/Rangitanuku Road intersection. This would require additional consultation with NZ Transport Agency and South Waikato District Council. Travel information provided to tour operators should remind them the recommended travel route to/from Rotorua is via the state highway network.

3.7. Road Safety Effects

Without additional mitigation, the ITA has quantified the road safety effect on Buckland Road as an increase in 17 injury crashes over a ten year period (or 1.7 injury crashes per year) based on predicted crash rates and an increase in visitor numbers as follows.

- With 300,000visitors/year, 34 crashes are expected (17 on western end and 17 on the eastern end); and

- With 650,000visitors/year, 50 crashes are expected (20 on western end and 30 on the eastern end).

The potential safety effects at the affected intersections and property accesses is not quantified. It would be reasonable to expect a similar increase in crashes as a result on high traffic volumes. The recommended mitigation includes installation of convex mirrors at 399 and 385 Buckland Road to improve exiting sight distance.

No physical works are proposed due to the lower traffic volumes at Karapiro Road/Buckland Road intersection and the small number of crashes at the Buckland Road/Puketutu Road intersection.

We are aware that some visitors walk onto Buckland Road to photograph the Hobbiton sign and Shires Rest building, creating a safety risk for themselves. The safety risk could be reduced by providing designated photo locations within the property that provide good views of the building and signs.

The NZ Transport Agency High-Risk Rural Roads Guide provides a treatment philosophy based on the risk rating. For Buckland Road, the identified treatment is 'Safety Management'[2]. The proposed mitigation is listed in Section 3.10 is based on improving signage, marking and driver information which is consistent with the safety management philosophy.

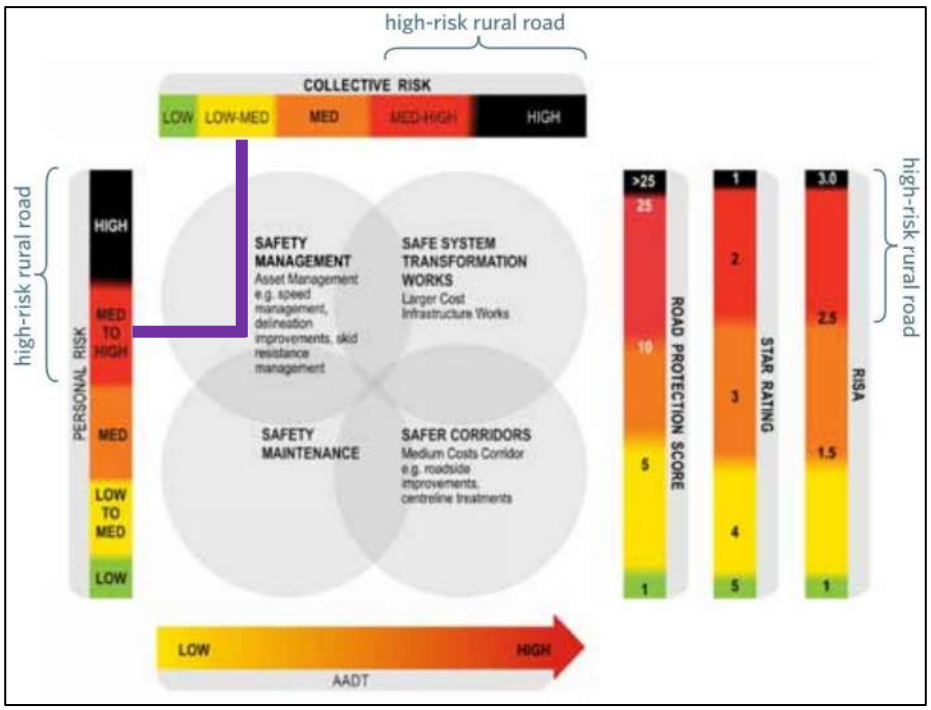


Figure 9: High-Risk Rural Roads Treatment Philosophy

The High-Risk Rural Roads Guide provides bands for collective crash risk. This indicates that the number of fatal and serious injury crashes per five year period would need to exceed 2.5 crashes for the 6.4km length of Buckland Road (west) and Puketutu Road to be considered high-risk. Over

[2] High-Risk Rural Roads Guide describes Safety Management as: *"On these roads, the potential crash reduction benefits will be limited, and strategies focused around ensuring the highest levels of signage, delineation and road surface maintenance and management will be most common. Specifc attention should be paid to speed management recognising that appropriate speeds will reduce both the likelihood and severity of crash outcomes."*

the past 10-years there have been 1.5 fatal and serious injury crashes per five year period (or low-medium collective risk).

The ITA predicts the increase in crashes on Buckland Road (west) to be 3 crashes/ 10 years including non-injury crashes. Typically, 80% of crashes in the Waikato region are non-injury so the increase in fatal and serious injury crashes could be approximately 0.3crashes/five years. Based on this it appears unlikely that the predicted increase in traffic will result in the collective risk increasing to high-risk.

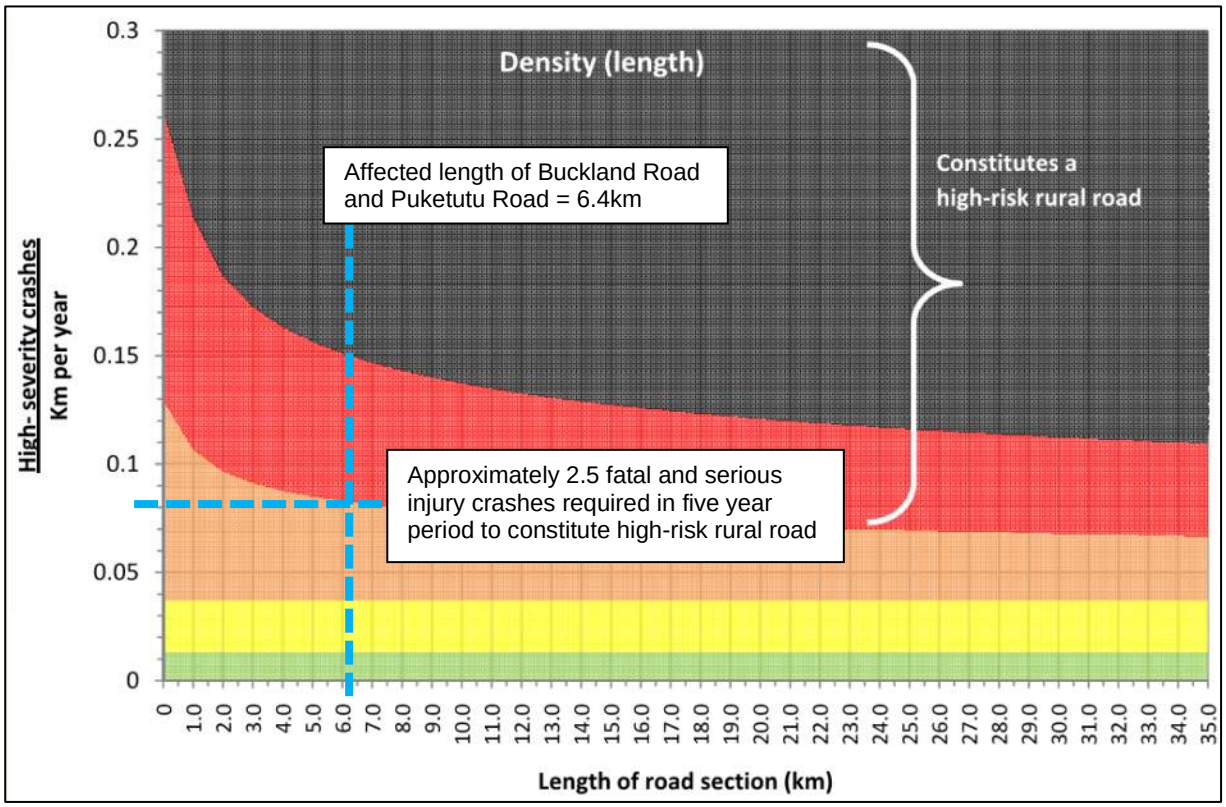


Figure 10: Collective high-severity crash risk (crash density)

3.8. Effects within Matamata

We are familiar with the area of the Matamata bus stop having visited this area in the past. We have not visited it as part of this review.

The ITA states that during summer peaks 514 visitors per day use this bus stop. Assuming 2people/vehicle, parking demand is approximately 250 vehicles per day with each vehicle parked for at least two hours (500 hours total demand). This means that the 101 spaces near the bus stop will all be fully occupied for five hours during summer peaks leaving very little other parking in the area around the bus stop and i-site.

The i-site manager provided feedback to the applicant that there are no issues with either the operation of the bus stop or with customer parking in the near-by area.

In 2016/17 Hobbiton received 552,000 visitors. There will be an increase in parking demand compared to the existing situation. As the maximum daily visitor numbers are not expected to increase, the effect is more likely to be peak spreading. That would mean the same high level of parking demand but over more days.

3.9. Pavement Deterioration

The ITA identifies pavement deterioration as an adverse effect and uses the methodology set out at Appendix G of the Austroads Guide to Pavement Technology, Part 2 to calculate the effects. The additional pavement material is calculated as 900cu.m. Based on recent rates from Council contracts of $110/cu.m this equates to $99,000.

While we used a slightly different method[3] to calculate the number of design equivalent standard axles (DESA) the difference in the quantity of additional pavement material (21mm) was the same. The calculation of pavement impacts appears acceptable, although it does not consider the loss of life and funding cost of renewal being needed earlier.

3.10. Proposed Mitigation

The ITA proposes the following mitigation:

- Managing trip generation by:
  - Capping visitor numbers at 3,500visitors/day during normal operating hours; and
  - Restricting the size and timing of events as outlined in Section 3.3 above;
- Providing at least 379 all-weather car park spaces;
- Changing the classification of Buckland Road to a Collector Road;
- Reducing the crash risk on Buckland Road east by through a range of safety improvements (refer ITA Appendix D for drawings), including:
  - Pavement mark white direction arrows in each lane on Buckland Road east at 900m, 2660m and 4410m indicating to tourists that they should drive on the left.
  - Install 100mm white painted edge lines on both sides of Buckland Road from 0m 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.
  - Create safe, chipsealed 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 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.
- Reducing traffic volumes on Buckland Road west through the following initiatives:
  - Implement a comprehensive road-sign strategy (attached as Appendix B to the ITA) that directs drivers to access Hobbiton from the eastern end of Buckland Road
  - 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 Shires Rest car park. The proposed signs should be constructed in accordance with the NZ Transport Agency “Traffic Control

[3] Austroads Guide to Pavement Technology, Part 2, EQ 7.4 (Section 7.6.3)

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.

In general, the proposed mitigation appears appropriate. In addition, the plan change should include rules that requires:

- at least one car park space per accommodation unit;
- monitoring and reporting of daily visitor numbers; and
- installation of a flag light at the site entry when the accommodation activity is established.

It is important to note that no-stopping lines do not prevent vehicles from being parked to the left of the markings where there is no kerb, e.g. on a verge. However, a no-stopping sign relates to the full width of the road reserve and prohibits vehicles from being parked on a verge to the left of the roadway. As there is no kerb on Buckland Road both line marking and signs would also be required to enforce no-stopping.

4. EVALUATION OF TRAFFIC IMPACTS

4.1. Traffic Impacts

Based on the ITA we consider the potential adverse traffic related effects are likely to include:

- Efficiency effects along the various routes to the site;
- Safety effects at the site accesses;
- Potential for parking shortfalls in peak periods resulting in safety effects (parking and pedestrians on Buckland Road);
- Safety effects at intersections along the various routes to the site;
- Safety effects at other vehicle crossings, particularly along Buckland Road.
- Potential for increased number of traffic movements during the hours of darkness associated with the accommodation and park-over activities;
- Potential for increased traffic on Rangitanuku Road leading to an increased crash risk;
- Increased rate of pavement deterioration, particularly along Buckland Road, but potentially Puketutu Road; and
- Increased visitor numbers to the Matamata i-site increasing parking demand in the nearby area.

Transportation Effect	Significance	Comments
Efficiency due to increase in traffic. Most likely to be noticeable on Buckland and Puketutu Roads. May be some additional delay at affected intersections but unlikely to be significant	Most noticeable as localised effects on users of Buckland Road.	Change in road classification desirable due to increase traffic and function as access to important tourist facility.
Site access: - potential for increase in crashes at the three vehicle crossings. - Low risk of additional delays	Localise effects at vehicle crossings	Recent changes to vehicle crossings (November 2016) appear appropriate Additional threshold treatments proposed
The expected parking surplus is 16 spaces. The consequences of a parking shortfall are potentially significant including cars parked on the narrow berm, pedestrians walking or crossing Buckland Road.	Potential effects on other road users if on-street parking occurs	Consent should regularly monitor parking demand Applicant should identify future parking areas for expansion
Pedestrian safety – we are aware that some visitors do walk onto Buckland Road to photograph the Hobbiton sign and Shires Rest building, creating a safety risk	Localised safety effects	Undesirable to have pedestrians walking on the road Could be reduced by providing designated photo locations within the property.
Safety effects at other intersections	Effects on other road users	Evidence of consultation with NZTA and Waipa DC provided
Increased risk of adverse safety effects at other vehicle crossings	Low risk of localised effects at neighbouring property accesses	No specific assessment of risk completed. Two convex mirrors proposed at 399 and 385 Buckland Road.
Accommodation and park-over activities may result in additional traffic movements during hours of darkness	Increased potential for crashes along Buckland Road and at intersections	Flag lighting at entry may be appropriate when accommodation activities established.

Transportation Effect	Significance	Comments
Increased traffic on Rangitanuku Road	Increase risk of safety effects	Increase traffic on low volume narrow road is undesirable. Manage through tour operator information and potentially additional signage.
Pavement deterioration – additional traffic requires additional pavement thickness (21mm)	Effects on Council maintenance	Mitigation through payment for additional material appears appropriate
Matamata Bus Stop - Increase for parking near bus stop - Less parking available for other visitors to Matamata - Parking demand overspills to other nearby streets requiring visitors to walk further and cross more roads	Road safety effects likely to unnoticeable Increase visitors result in longer periods of peak parking demand	Could be mitigated by providing additional off-street parking, but there appear to be few options for additional parking.

Table 3: Preliminary evaluation of traffic impacts

4.2. Discussion

The ITA indicates that the traffic volume on Buckland Road will increase to 1,400veh/day (east of the site) and 390veh/day (west of the site). Buckland Road (east) meets the following criteria for a One Network Road Classification of Primary Collector:

- AADT > 1,000veh/day; and
- Access to regionally or locally significant tourist destinations or significant scenic route.

In order to provide continuity along the route it would be desirable for the ONRC of Puketutu Road (Hopkins Road to Buckland Road) to also be primary collector (currently a secondary collector). Buckland Road (west) meets the criteria for a Secondary Collector. We would support Council reviewing the classification of Buckland Road (east) to ensure that the road is developed and maintained to an appropriate standard for its function. We would not support a change in classification for Buckland Road (west).

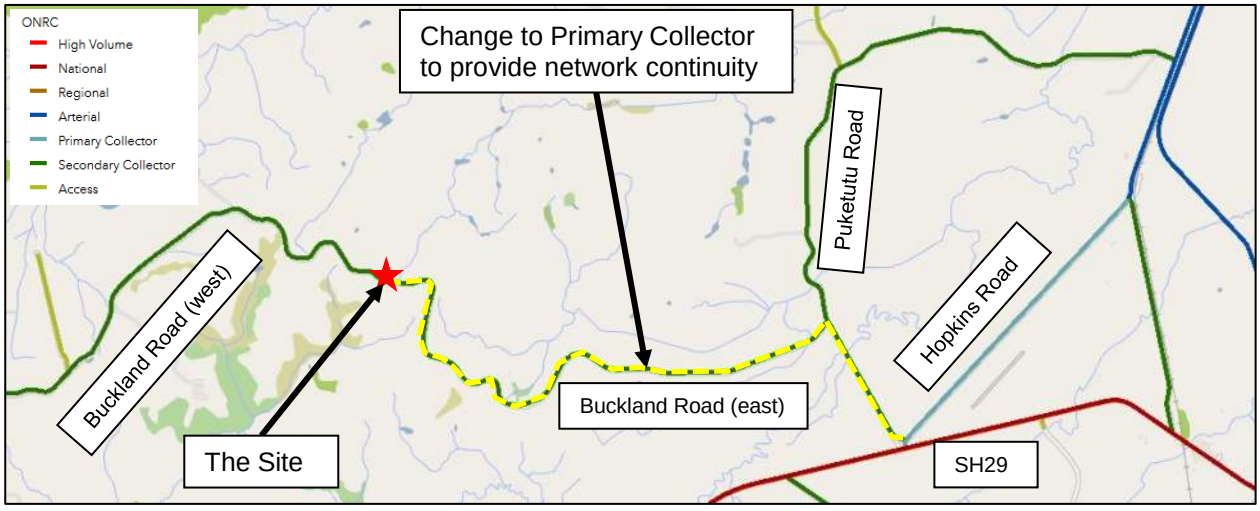


Figure 11: Suggested Change to ONRC (source: NZTA Safer Journeys Risk Assessment Tool)

Buckland Road (east) has a width of 5.9m along the flatter areas where the alignment is generally straight. Where the topography changes resulting in a more widening alignment the carriageway

width is 8.4m. Puketutu Road has a width of 5.9m. The widths generally meet the requirements of the District Plan (collector road = 6-7m carriageway) and appear appropriate for the proposed traffic volumes (average = 1,060veh/day and peaks of 2,100veh/day). It would be desirable for the narrower sections of Buckland Road and Puketutu Road to be improved to provide a continuous carriageway width.

While the change in function would be recognised through a change in the ONRC, a higher level of service with increased costs would be expected. There are options that would enable Council to recognise the change in function of Buckland Road (east) and fund increased maintenance and safety improvements for this important tourism route. These include:

- General rates;
- Targeted rate for the property that specifically provide for higher maintenance costs and safety improvements; and
- Enhanced Financial Assistance Rate (FAR) from NZ Transport Agency for maintenance and improvements to Buckland Road; and
- Grants from tourism organisations.

Previous assessments and consent processes have highlighted concerns at other vehicle crossings on Buckland Road. The ITA recommends installing convex mirrors at 399 and 385 Buckland Road. This is not discussed in the ITA and may be an issue for some property owners where there is currently poor vertical alignment or sight distance (e.g. 226 Buckland Road).

From previous work, we are aware of issues with traffic travelling between Hobbiton and Rotorua using Rangitanuku Road, a narrow, winding rural road and understand that Council continue to receive complaints from residents. The proposed directional signs and travel information (e.g. improved communication with tour operators and changes to navigation routes) may assist in reducing tourist traffic on this route but the current proposal is focussed on providing signage for travellers from the north.

The current 100km/h speed limit does not align with the safe and appropriate speed identified through the NZ Transport Agency Speed Management Guide. As a rural collector road, a speed limit of 80km/h appears most appropriate. Reviewing the speed limit may assist in reducing crash severity and could influence routes identified by navigation aids. We consider that Council should continue to monitor vehicle speeds and consider this route when carrying out future reviews of the speed limits bylaw.

The assessment of the pavement impacts appears appropriate and has been quantified as $99,000.

4.3. Comments on Proposed Mitigation

The proposed signage strategy (Appendix B to the ITA) appears to provide comprehensive coverage for drivers approaching from most directions. We have the following comments on the proposed strategy:

- No signs are proposed in advance of or at the Firth St/ SH27 intersection (e.g. near Beatty Road) which may result in some visitors missing this turn. I understand that the Transport Agency does not support an additional sign at this location due to the increase in clutter;
- NZ Transport Agency approval will be necessary for signs located on the state highway; and

- The final location of signs will need to ensure they comply with the requirements of the Traffic Control Devices Manual.

The proposed safety improvements (signs and markings) included at Appendix D to the ITA provide comprehensive coverage of the proposed improvements. I have previously reviewed draft drawings and separately provided comments to the applicant which have been incorporated in these drawings.

We agree that providing additional information to visitors through signage, ticketing information and navigation aids should assist in managing the road safety risk. However, it is not clear who will be responsible for implementing the proposed mitigation, e.g. proposed directional signage, new road marking and signage, etc. We understand that a separate MOU is being developed to address this issue.

Implementing changes to routes advised through Google and GPS/navigation devices can be very difficult to achieve. We understand that route selection depends on user setting (fastest route, shortest route, etc.). The ITA states that Google have changed the preferred route and that the route cannot be changed by users. We agree that the preferred route is now shown as via SH1 and SH29, but we have been able to alter the route to Buckland Road (west) by dragging within Google Maps.

The signage strategy does not specifically address the potential increase in traffic on Rangitanuku Road, while the total traffic volume remains relatively low (322veh/day) the carriageway is very narrow. It would be desirable to encourage Hobbiton related traffic to use other routes, e.g. SH27 and SH28. If traffic on Rangitanuku Road continues to increase it would be desirable to install signage at the SH5/SH28 intersection and the SH28/Rangitanuku Road intersection. This would require additional consultation with NZ Transport Agency and South Waikato District Council. The travel information provided to tour operators reminding them the recommended travel route to Rotorua is via the state highway network.

In addition to the proposed mitigation outlined in the ITA, the plan change should include rules that require:

- minimum car park numbers;
- a maximum of two vehicle crossings to Precinct 1;
- at least one car park space per accommodation unit;
- monitoring and reporting of trip generation and parking demand for events; and
- installation of a flag light at the site entry when the accommodation activity is established;
- a clear and concise rule to manage parking demand when events are held during movie set tour hours; and
- the applicant to pay a $99,000 pavement impact fee.

5. CONCLUSION

5.1. Transportation Impacts

The expected trip generation of the proposal, excluding events held outside normal operating hours, is:

- An average of 1,060veh/day based on 650,000visitors/year. This is an increase from 490veh/day expected by the existing consent for 300,000visitors/year;
- Peak traffic of 2,100veh/day when there is 3,500visitors/day; and
- Approx. 350veh/hr.

The expected trip generation represents a significant increase (approximately 40%) to the current traffic volume on Buckland Road. There will also be an increase in traffic along Puketutu Road and the associated SH29 intersection. There appear to be potential adverse transportation effects including:

- Efficiency effects along the various routes to the site;
- Safety effects at the site accesses;
- Potential for parking shortfalls in peak periods resulting in safety effects (parking and pedestrians on Buckland Road);
- Safety effects at intersections along the various routes to the site;
- Safety effects at other vehicle crossings along Buckland Road;
- Potential for increased number of traffic movements during the hours of darkness associated with the accommodation and park-over activities and more frequent events;
- Potential for increased traffic on Rangitanuku Road leading to an increased crash risk;
- Increased rate of pavement deterioration along Buckland Road and Puketutu Road; and
- Increased visitor numbers to the Matamata i-site increasing parking demand in the nearby area.

The increased traffic on Buckland Road (east) means that the corridor meets the ONRC criteria for a Primary Collector. We would support a change in the ONRC that recognises its function as it provides access to a nationally significant tourist destination. A change in the ONRC would mean that a higher level of service with increased maintenance costs would be expected. There are options that would enable Council to recognise the change in function of Buckland Road (east) and fund increased maintenance and safety improvements through:

- General rates;
- Targeted rate for the property that specifically provide for higher maintenance costs and safety improvements; and
- Enhanced Financial Assistance Rate (FAR) from NZ Transport Agency for maintenance and improvements to Buckland Road; and
- Grants from tourism organisations.

We recommend that Council consider mechanisms for funding higher levels of service expected on a Primary Collector road.

5.2. Summary

The proposed mitigation to provide additional travel information to visitors through signage, marking, ticketing information and navigation aids should assist in managing the road safety risk to an acceptable level by improving route selection. However, it is not clear who will be responsible for implementing the proposed mitigation, e.g. proposed directional signage, new road marking and signage, etc.

The proposed signage strategy appears to provide comprehensive coverage for drivers approaching from most directions but the signs can only be erected with approval from the NZ Transport Agency. The travel information provided to tour operators should state that the recommended travel route to/from Rotorua is via the state highway network.

Other improvements such as a flag light would improve safety at night and on-going parking monitoring would reduce the risk of parking overspill by identifying in advance the need for additional on-site parking areas.

We support the proposed framework for managing events and requiring traffic management plans. Events may require a traffic management plan and/or resource consent depending on their timing, visitor numbers and expected travel mode as follows:

- Enable events with up to 500 visitors/day (outside normal operating hours for movie set tours) without a traffic management plan. More than one event could occur simultaneously provided that the total number of visitors is less than 500.
- Enable events with 501-1,000 visitors without requiring a traffic management plan, providing that all no more than 500 people arrived by car/mini-van.
- Require that events with more than 500 visitors arriving by car/mini-van, or more than 1,000 visitors in total would require a traffic management plan as part of a resource consent process.

With appropriate performance standards, the transportation effects of the proposal could be managed to be acceptable. If MPDC chooses to accept the proposed Development Concept Plan, it should be subject to performance standards that include maximum visitor numbers, minimum car park numbers, minimum standards for site access, and a framework for managing travel to events at the site.

APPENDICES

Appendix A: Development Concept Plan

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

BUCKLAND ROAD

1

2

3

PRECINCT 1

PART LOT 3
DP9575
(SA15C/297)

KEY

PRECINCT BOUNDARIES

DEVELOPMENT CONCEPT PLAN BOUNDARY

RURAL BUFFER AREA

1 2 3 LOCATION OF VEHICLE ACCESSES TO PRECINCT 1

1:1250 (A3)

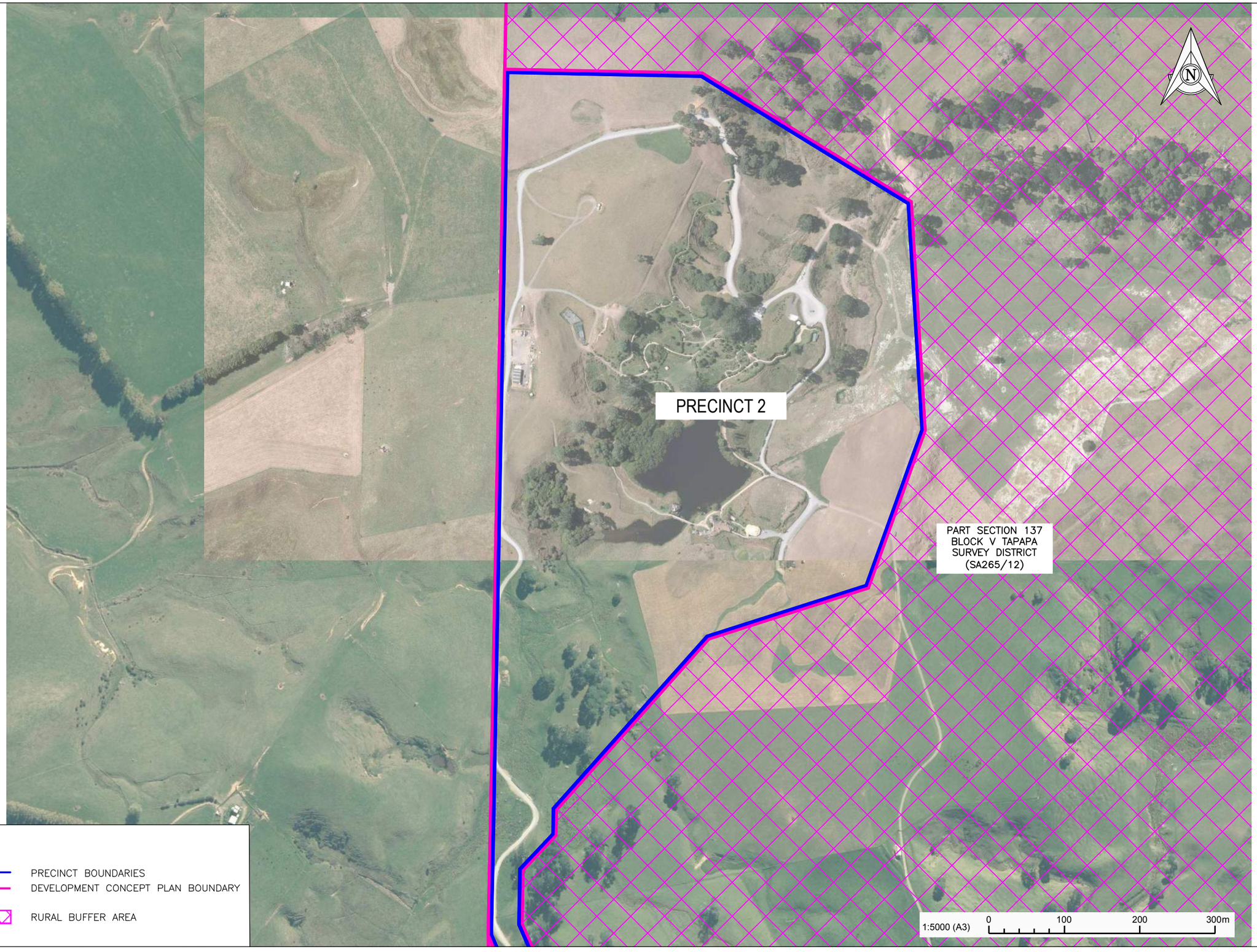
0 25 50 75m

DRAFT COPY
NOT APROVED

K:\144150 Hobbiton Proposed Plan Change to District Plan\Hobbiton DCP\Drawings\144150_00_DCP Sht 2.dwg 21/8/2017 12:05 PM tmacpherson

JULY 2017

DEVELOPMENT CONCEPT PLAN
HOBBITON MOVIE SET, BUCKLAND ROAD, MATAMATA



JULY 2017

DEVELOPMENT CONCEPT PLAN
HOBBITON MOVIE SET, BUCKLAND ROAD, MATAMATA

SHEET 3 OF 5

Appendix B: MPDC Council Agenda, 11 May 2016

Council

Open Agenda

Notice is hereby given that an ordinary meeting of Matamata-Piako District Council will be held on:

Date:	**Wednesday 11 May 2016**
Time:	**9:15am**
Venue:	**Council Chambers** **35 Kenrick Street** **TE AROHA**

Membership

Mayor	Jan Barnes, JP	
Councillors	Teena Cornes	Garry Stanley
	Neil Goodger	Maurice Steffert
	Brian Hunter	Ash Tanner
	Peter Jager	James Thomas, JP
	Bob McGrail	Leonie Tisch
	Nicki Robb	

Phone: 07-884-0060
Address: PO Box 266, Te Aroha 3342
Email: chubbard@mpdc.govt.nz
Website: www.mpdc.govt.nz

SPEED LIMIT DEMONSTRATION PROJECT

Executive Summary

Waikato Regional Council will be in attendance at 9.20am.

The Waikato Regional Transport Committee is working with local councils, the NZ Transport Agency and other partners towards a vision of zero deaths and serious injuries on the region's roads. The Waikato Regional Transport Committee's Speed Management Project is working towards a regionally consistent approach to speed management.

Demonstration sites are being used to prove and influence the process in the draft National Speed Management Guide (the Guide). Buckland Road (extent within Matamata Piako District Council) Puketutu Road and Mathieson Road were identified as an area of concern, and have been analysed following the process in the Guide. It was proposed that the speed limit on these roads be decreased. A process of pre-consultation has been undertaken with the affected community which has shown 50% support for a speed limit change.

Technical information, survey results and other feedback received via the drop-in sessions was discussed with the Speed Management Project Governance Group and has resulted in a recommendation not to pursue an amendment to Councils Land Transport Bylaw at this time. The reasons for this recommendation are to enable a more holistic consideration of the issues along the route to take place. This is supported by information including the type of road users and the nature of the feedback received, which suggests that there are more significant problems including non-local traffic being directed down the road.

The purpose of this report is therefore to seek approval of the recommendations and confirmation that Council does not wish to make any changes to the speed limit through the Land Transport Bylaw. Council staff are already planning on undertaking a wider review of this Bylaw within the next financial year to meet our requirements under the Local Government Act and changes could be incorporated at that time if desired.

Recommendation

That:

1. **The information be received**
2. **Council confirm whether it does or does not wish to propose speed limit changes to Councils Bylaw at this time**
3. **Council staff work with the NZ Transport Agency and the Hobbiton Movie Set owners to review the signage and other associated safety matters including the implementation of an issues/incident and near miss recording system**
4. **Council staff to continue working with the Speed Management Project Team with regards to analysing roads in relation to the National Speed Management Guide.**

Content

Background

Waikato Regional Transport Committee's Regional Speed Management Project

The Waikato Regional Transport Committee (RTC) is committed to improving regional road safety and delivering the safety outcomes outlined in the national Safer Journeys strategy. The Waikato Regional Road Safety Strategy outlines a comprehensive cross-sector programme of work to address the region's priority safety issues and advance towards the regional safety vision of "working together towards zero deaths and serious injuries on the region's roads". The Waikato Regional Transport Committee's Speed Management Project is working towards a regionally consistent approach to speed management.

The RTC recognises, however, that in order to maintain progress, more attention must be paid to particular system weaknesses which lead to deaths and serious injuries. One area that requires priority attention is speed management, and more specifically, a consistent approach to speed management by all of the agencies responsible for road infrastructure, enforcement, education, compliance and other aspects of road safety.

To successfully implement the draft National Speed Management Guide (the Guide) and reduce road related deaths and serious injuries in the Waikato will require 11 Road Controlling Authorities, NZ Police, Waikato Regional Council, and the other agencies responsible for road safety to agree to work together under one joined-up speed management plan. The RTC appointed a governance group to oversee this work, comprising elected members from councils, the NZ Transport Agency, NZ Police and the Automobile Association, and is progressing development of a regional approach to speed management.

The Guide gives effect to a significant new direction and framework for speed management in New Zealand. It provides a new process for identifying roads with the greatest benefit for speed management, including assessing the safe and appropriate speed for those roads. The Guide defines

safe and appropriate speed as “travel speeds that are appropriate for road function, design, safety and use.”

Demonstrating the Guide and bringing more appropriate speeds to the Waikato region

Demonstration sites are being used to prove and influence the process in the draft Guide and have been supported with technical, communications, and staff resources. Sites were selected across the region to represent a range of roading types, with different surrounding land use. Within Matamata-Piako District - Buckland Road, Puketutu Road and Mathieson Road site were identified in conjunction with Council staff and agreed to be a demonstration site following discussion with councillors at a workshop on 9 March 2016, for the reasons outlined in Table One. As a demonstration site, a technical analysis of the road has been carried out, and early engagement carried out with the surrounding community.

Table One: Demonstration site details

Area	**Current speed**	**Recommended speed based on technical analysis**	**Perceived problem to address**
Buckland Road (extent within Matamata Piako District Council) Puketutu Road and Mathieson Road	100kh/h	60km/h west of Hobbiton, 80km/h in remainder	Inappropriate traffic is directed along this route given its alignment. There is a potential for increasing deaths and serious injuries. Unsafe and inappropriate speed limit for the design and use of the road in line with the draft National Speed Management Guide, with traffic choosing to use the route when there are safer, more suitable alternatives
Buckland Road (extent within Matamata Piako District Council) Puketutu Road and Mathieson Road	100kh/h	60km/h west of Hobbiton, 80km/h in remainder	Inappropriate traffic is directed along this route given its alignment. There is a potential for increasing deaths and serious injuries. Unsafe and inappropriate speed limit for the design and use of the road in line with the draft National Speed Management Guide, with traffic choosing to use the route when there are safer, more suitable alternatives

Background on Buckland Road and Puketutu Road

Buckland Road has poor horizontal and vertical geometry and a relatively narrow carriageway, especially to the west of Hobbiton. There have been several crashes on Buckland Road over the past five years where vehicles lost control. Inappropriate speed has contributed to some of these crashes but concerns have also been raised about unfamiliar drivers and the consistency of signs and markings along the route. Travel speeds on Buckland Road are between 62km/h and 73km/h (85th percentile), significantly lower than the 100km/h speed limit. The large difference between speed limit and actual travel speeds may lead to crashes.

Visitor numbers to Hobbiton have increased from approximately 50,000/year in 2010 to more than 350,000/year. This has increased the traffic volume on Buckland Road, including use by tour buses and self-driving tourists in campervans. While tourists are encouraged to travel to the site via the state highway network, GPS devices often direct them along the shortest route, Buckland Road. These drivers are often unfamiliar with New Zealand's rural roads and feedback during the early engagement cited example of visitors stopping at unsafe locations to take photographs.

Council staff understand that Hobbiton are planning to lodge a Development Plan to further increase the number of visitors to the site. This will provide an opportunity for Council to carry out a more holistic assessment of the development and its impact on Buckland Road.

Early engagement on demonstration site

As noted, Council previously endorsed, on 9 March, an engagement process that provided for informal pre-engagement on the sites in Table One. This engagement period finished on 20 April, and included media releases, print adverts, letterbox drops, social media and drop-in sessions to encourage people to share their views via a survey. Feedback was primarily collected through survey information, however, informal feedback was also provided at the drop-in sessions. A summary of feedback is included in Table Two, with fuller detail attached as from surveys and focus group summaries.

Waipa District Council also undertook early engagement simultaneously along their portion of Buckland Road and at a meeting of their Strategic Planning and Policy Committee on 3 May 2016 noted their desire to work closely with Matamata-Piako District Council on finding a solution for traffic concerns along Buckland Road in a holistic fashion, and at this stage are not proceeding with a speed limit amendment for their portion of Buckland Road.

Table Two: Summary of feedback

Road	**Community feedback – is the road safe?**	**Community feedback – lower the speed?**	**Survey comment**
Buckland, Puketutu and Mathieson Roads	36 respondents. 5 think the road is extremely safe or very safe (14%) 20 think neither safe	50% say don't change the speed (18/36) 50% say change the	Many of the comments noted tourists driving on the wrong side of the road as more of an issue than speed for them, along with poor signage and road marking. Others noted that lowering the speed would hopefully improve

	nor unsafe (55%) 11 very unsafe or extremely unsafe (31%)	speed (18/36)	safety on this road which does not lend itself to 100kph and has many drivers unfamiliar with the road rules and conditions. "People driving on the wrong side of the road. International drivers and GPS issues. Speed on windy areas." "White lines to be applied whole length of road. Cambers to be fixed on certain corners. Better road markings for international drivers." "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?"

Speed management recommendations

Technical information, survey results and other feedback received via the drop-in sessions was discussed with the Speed Management Project Governance Group, consisting of several RTC members and a representative from the AA. The Governance Group made the following speed management recommendations to Matamata-Piako District Council staff:

- To investigate options with GPS providers to discourage non local use of the route
- To continue liaison with Waipa District Council on a joint approach to speed management
- To not carry out a formal review of the speed limit on this location at the current time, until other issues have been considered holistically.

The reasons for this recommendation are based on the type of road users, and the nature of the feedback received, which suggests that more significant problems including non-local traffic being directed down the road.

Proposed response based on feedback from community and speed management project:

From a technical point of view it is seen as a benefit to lower the speed limit. The statistics around crashes very much support a lower speed. The recorded speeds show that the 50% and 85% percentile speeds are 70km/hr and 81km/hr respectively at approximately 277 Buckland Road (Note - 'Percentile' refers to the travel speed that a percentage of drivers are either travelling at or below). After discussions with the residents, staff recognise that lowering the speed limit may not be the

most appropriate action at this time and that it is more important to address the residents direct concerns relating to driver behaviour. The speed limit change should still be seen as the long term objective but it is recommended that it not be included as one of the sites for the Waikato Speed Demonstration Project.

The more immediate actions are reviewing the destination signage associated with Hobbiton and ensuring it is most appropriate for the tourism traffic. A meeting with the traffic engineers for Hobbiton has also happened; they are currently reviewing the Traffic Impact Assessment for the activity as they are in the process of applying for a Development Plan with Council. The proposal is to further increase the total annual visitor number to the site. This is a good opportunity to look at the destination signage and other safety matters on a holistic approach instead of completing ad hoc elements of work. A draft directional signage strategy has been received and is being reviewed.

One of the matters highlighted at the meetings with the residents was that there appear to be a number of non-reported crashes or near misses occurring on Buckland Road and close proximity to Hobbiton. It is proposed to set up a better recording system for the residents to advise Council of these so that all the incidents can be recorded and analysis completed.

Council would like to continue working with the speed management project team with regards to analysing the roads in relation of the National Speed Management Guide, even though it isn't recommending proceeding with the demonstration project in our district.

Conclusion

The Speed Management Governance Group thanks Matamata-Piako District Council for providing the opportunity to test the draft National Speed Management Guide in the region. The lessons from this exercise will be used to help inform how road the ten territorial authorities, Waikato Regional Council and the NZ Transport Agency can work together to implement the draft National Speed Management Guide across the region once it is finalised. The Council staff recommendation is to not proceed at this stage with a formal bylaw amendment process to address speed along Buckland Road, instead the recommendation is to wait and address issues along the road in a more holistic fashion. In the meantime there are actions that will be undertaken to work towards safer outcomes along Buckland Road.

Land Transport Bylaw 2008

The Land Transport Bylaw (Bylaw) was adopted in 2008. While not subject to statutory review, and not the recommendation in this report, Council may still wish to make amendments to the Bylaw to provide for the speed limit changes as per the recommended speed based on technical analysis which is 60km/h west of Hobbiton (Buckland Road and Mathieson Road), 80km/h for the remainder (Buckland Road and Puketutu Road).

If Council wishes to pursue this then Council staff could draft up amendments to the Bylaw in time to go out for consultation alongside the Public Safety Bylaw (alcohol ban areas) and the Dog Control Bylaw and Policy if required. However it should be noted that Council staff are already planning on undertaking a wider review of this Bylaw within the next financial year to meet our requirements under the Local Government Act and changes could be incorporated at that time if desired.

Analysis

Options considered

1. Council adopts the recommendations above to not amend the Bylaw at this time.

2. Council decide to make amendments to the Bylaw and consult alongside other Bylaws in June 2016.

Analysis of preferred option

It is recommended Council does not pursue an amendment to Councils Land Transport Bylaw at this time. The reasons for this recommendation are based on the type of road users, and the nature of the feedback received, which suggests that there are more significant problems including non-local traffic being directed down the road.

Legal and statutory requirements

Under sections 158 to 160 of the LGA, Council is required to review all bylaws within five years of adoption and 10 years thereafter. No bylaws are due for a statutory review however Council has resolved to consult on amendments to the Dog Control Bylaw 2010 and is considering amending the Public Safety Bylaw (to be considered on 11 May 2016).

Impact on policy and bylaws

The outcome of this process may result in amended bylaws.

Impact on Significance Policy

Reviewing the signage and other safety matters associated with Hobbiton Movie Set Tours and continuing working with the Speed Management Project Team is not considered significant.

If Council decided to pursue a bylaw amendment, under the Local Government Act 2002 (s156(1)) when making, amending or revoking a bylaw made under this Act, Council must use the special consultative procedure:

- if the bylaw concerns a matter identified in the Council's Significance and Engagement Policy as being of significant interest to the public; or
- the Council considers that there is, or is likely to be, a significant impact on the public due to the proposed bylaw or changes to, or revocation of, the bylaw.

If none of the above applies, Council is obliged to consult in a manner that gives effect to the requirements of section 82 (principles of consultation).

Council's Significance and Engagement Policy states that we will use special consultative procedure for the adoption, amendment, or revocation of bylaws if required under section 156(1)(a) of the Local Government Act 2002.

Communication, consultation and decision making processes

Pre-consultation has been undertaken with the affect community. The feedback is provided above.

Timeframes

If Council wishes to pursue a bylaw amendment, consultation on the proposed amendments to the bylaws could potentially occur between 1 June and 1 July 2016 alongside other bylaw consultations.

If Council wishes to pursue a bylaw amendment, Council staff would prepare the necessary documents for approval at the Corporate and Operations Committee meeting on 25 May 2016 to allow consultation to occur at the same time as the other bylaws although this is noted as being a very tight timeframe for the approval of a bylaw for consultation. Alternatively Council could review this again next year with a larger review of the Land Transport Bylaw already scheduled.

Bylaw process	**Date**
Council workshop	9 March 2016
Pre-consultation (speed limit demonstration)	April 2016
Council adopts Bylaw for consultation (if required – required if Council does not accept the recommendations made)	25 May 2016
Bylaw Consultation (if required)	1 June – 1 July 2016
Bylaw Council Hearing	20 and 21 July (if required)
Council decisions / adoption of Bylaw	July – September 2016

Contribution to Community Outcomes

1.f) Council services and activities will contribute to the health and wellbeing of our community/Iwi

2.a) Our community/Iwi will be informed and have the opportunity to comment on significant issues

2.c) Council's decision making will be sound, visionary, and consider the different needs of our community/Iwi

3.a) Council's reserves and facilities will be safe, well maintained and accessible to encourage people to use them

6.g) Council will contribute to a safe and efficient transport network

Financial Impact

i. Cost

The financial impact of the bylaw process has been budgeted for in Council's Long Term Plan 2015-25.

There is no funding in Councils Long Term Plan for any further Minor Safety Improvements on Bucklands Road or signage associated as a result of the proposed Development Plan.

Council

Open Minutes





Minutes of a meeting of Matamata-Piako District Council held in the Council Chambers, 35 Kenrick Street, TE AROHA on Wednesday 11 May 2016 at 9:15am.

7.1 Speed Limit Demonstration Project

Executive Summary
The Waikato Regional Transport Committee is working with local councils, the NZ Transport Agency and other partners towards a vision of zero deaths and serious injuries on the region's roads. The Waikato Regional Transport Committee's Speed Management Project is working towards a regionally consistent approach to speed management.

Demonstration sites are being used to prove and influence the process in the draft National Speed Management Guide (the Guide). Buckland Road (extent within Matamata Piako District Council) Puketutu Road and Mathieson Road were identified as an area of concern, and have been analysed following the process in the Guide. It was proposed that the speed limit on these roads be decreased. A process of pre-consultation has been undertaken with the affected community which has shown 50% support for a speed limit change.

The purpose of this report is therefore to seek approval of the recommendations and confirmation that Council does not wish to make any changes to the speed limit through the Land Transport Bylaw. Council staff are already planning on undertaking a wider review of this Bylaw within the next financial year to meet our requirements under the Local Government Act and changes could be incorporated at that time if desired.

Ash Tanner doesn't believe speed on roads is Waikato regions core business.
50% locals don't support a change of speed on the road.
Leonie Tisch doesn't think the speed limit will stop near misses/crashes. Use electronic solar signs.
Andrew Tester
Alistair Black

COUNCIL RESOLUTION

That:

1. **The information be received.**
2. **Council confirm it does not wish to propose speed limit changes to Councils bylaw at this time;**
3. **Council staff work with the NZ Transport Agency and the Hobbiton Movie Set owners to review the signage and other associated safety matters including the implementation of an issues/incident and near miss recording system;**
4. **Council staff to continue working with the Speed Management project team with regards to analysing roads in relation to the National Speed Management Guide.**

Moved by: **Cr Garry R Stanley**
Seconded by: **Cr Leonie M Tisch**

CARRIED