



# Hamilton City Speed Reviews on SH1, SH3 and SH26

## Consultation Submissions

<b>Question consulted on:</b>	Are there any other factors that we should consider when making our decision regarding the proposed speed limit changes on State Highway 1, State Highway 3 and State Highway 26 through Hamilton city?
<b>Submitter</b>	<b>Submission</b>
<b>Individual Submitter</b>	<p>I am at a loss to understand all the nonsense we are currently suffering from these unnecessary and stupid speed reviews. I travel a rural road most days going to work where the posted speed limit was recently dropped from 100kph to 80kph. Despite giving the matter considerable thought I can see no sensible reason for the change, nor can I see any change in traffic behaviour on this piece of road. Personally, I travel the road at the same speed I always have. For many years 50 kph in built up areas and 100 kph on the open road served us well. Remember and this is the important point, the posted speed is a maximum, not a target. Drivers need to be reminded to drive to the conditions and not the speed limit. NZ drivers have become speedo watchers as opposed to people who drive to the conditions. An example of driving to the conditions is Peachgrove Road in Hamilton past the entrance to Hamilton Boys High School. The posted speed limit is 40kph, whilst i have found about 20kph through here at 315pm is far more appropriate. To be frank the different speed limits combined with unjustifiable changes causes confusion and is a major distraction to driving. Leave speed limits as they are, any changes are nonsense. I say stop the beaurocratic meddling and leave speed limits as they are.</p>
<b>Individual Submitter</b>	<p>Monitoring and enforcement of speed limits. Regarding the Hillcrest and Cobham Drive speed limits and proposed reductions; I live in the current 60km/h zone and drive daily on the 60 and 80km/h zones and routinely witness cars driving well in excess of the posted limits. Of particular concern is the 60km/h zone into which cars exit from the 80km/h zone (eastbound). Cars frequently do not slow significantly and pass through the residential area at speeds significantly exceeding the 60km/h limit (I'd hazard that some exceed 80km/h). In the five years I have lived here, I have yet to see any monitoring or enforcement steps implemented. I support the dropping of the speed limits, but would suggest that it will achieve little if not supported by more proactive speed control measures. I would be happy to discuss my submission further.</p>

Submitter	Submission
<p><b>Individual Submitter</b></p>	<p>1) Fundamentally I do not support the proposed speed limit reductions as I'm unconvinced it is going to make the roads any safer. 2) There are too many zones of different speed limits around the city. Too much driving effort is needed to be aware of the speed limit changes; the cues from the surroundings are inconsistent and not particularly helpful. Perhaps if roads had different coloured sidelines depending on the speed zone this would ease the effort needed to be compliant. 3) What I call expressways, roads without adjoining driveway entranceways, should retain the 80 km/hr speed limit (the cue being... there are no driveway entranceways so the speed limit is 80km/hr). These roads are intended to move lots of vehicles quickly, and this fundamental role should not be undermined by unnecessarily low speed limits. 4) I live on Normandy Ave with a 60km/hr speed limit and the thought of a lower speed limit is attractive. The speed of traffic in my street definitely causes difficulty both pulling away from my driveway and turning into it. If I pull out into a clear road I often encounter traffic up my backside before I can get up to speed. And when slowing down to turn into my driveway, it is very difficult to get following vehicles to slow down with me and maintain a safe following distance. Another plus will be the reduced traffic noise. 5) Your statistics on speed and traffic accidents are unconvincing. I've lived here for 35 years and have no recollection of ever seeing any speed measurement (or speed limit enforcement) taking place in the street, so how did you come up with an average speed of less than 50km/hr? Such low speed only occurs when the street is congested. My key safety concern is vehicles which exceed the current speed limit. Working in the garden the sound of racing engines speeding up the street is a common occurrence throughout any day of the week. These speeding vehicles cause difficulties to pedestrians crossing the road safely, vehicles exiting and entering driveways, and being safe on our cycles. How is a lower speed limit going to influence speeding drivers to comply with it and be safe as they pass through my neighbourhood? 6) Your statistics on speed and traffic accidents are unconvincing. There is one death shown as having occurred in my street. I assume this the accident in which a car ran into one of the trees in the median strip. The idiot driver lost control while attempting a sideways drift on a wet road; unfortunately it was the passenger that was killed. Another accident, presumably in the serious injury statistic, occurred in the early morning when the driver fell asleep at the wheel and collided with another tree on the median strip. Such accidents caused by irresponsible drivers should not be attributed to the statistics supposedly supporting the case for a reduced speed limit in the street. 7) It is my observation that the 40km/hr speed limit in nearby Odette Street is ignored by most drivers... as will lower speed limits on our arterial streets. 8) We need more enforcement of present speed limits and much harsher penalties for errant drivers.</p>
<p><b>Individual Submitter</b></p>	<p>1) Have all vehicles have a person with a red flag walking in front of them (Pushbikes included). 2) Reduce all speed limits to zero, but your thinking zero speed=zero injuries. 3) Fit all vehicles (pushbikes included) with square wheels + tyres, same result as above re speed but with the bonus of no worn out tyres! No more stupid than your dumb plans! Road are ment for vehicles, not pedestrians, cyclists etc. When they pay, they can have some say i.e. ACC, Rego, Road user chargers! ETC</p>
<p><b>Individual Submitter</b></p>	<p>An excellent study, well presented. I would be happy to see these changes implemented just as you've suggested. [An observation: My initial thought was, "Wouldn't it be nice and consistent if the whole highway system was uniformly 60 km/hr throughout the urban area?" But I was wrong. Melville/Glenview and Hillcrest are predominately residential zones with high pedestrian and cycle traffic at certain times. 50 km/hr there is right]</p>

Submitter	Submission
<b>Individual Submitter</b>	As a resident of Houchens Road (off Ohaupo Rd) I would like to you to seriously consider the current speed limits. This road is changing dramatically. It is a no exit road. It has farms and farm machinery including milk tankers using it daily. It has now in-built housing commencing producing cars parking more on the road.No pedestrian crossings of speed bumps at present. Crossing from one side of the road to the other can be dangerous. Turning into and out of Houchens Rd is getting increasingly more difficult. We agree with lowering the speed limits at all the locations you have presented to us. Thank you.
<b>Individual Submitter</b>	Avalon Bypass is a closed road i.e. no intersections. Proposed changes show average rates km/h indicating a reduction will not be too inconvenient.
<b>Individual Submitter</b>	Avalon Drive Bypass has no residential housing alongside it so should stay at 80kph. Why is Resolution Drive still 80kph when there is residential alongside and a pedestrian walkway/cycleway? That surely is more dangerous that Avalon Dr Bypass. The deaths that occured on the ByPass was really at the Roundabout not the Bypass itself.
<b>Individual Submitter</b>	By slowing traffic down you are slowing down business and my ability to get through the city. I do 50,000 km a year and any slowing down will put more pressure on me to maintain timetables. I am totally against slowing down of any of the proposed speed limits which are unnecessary. It will only lead to further frustration by drivers. If speeds are curtailed, there need to be alternative routes which we can drive at open road speeds and currently there are not. Unless a high speed ring road or something to that effect is in place, none of these arterial routes should be slowed.
<b>Individual Submitter</b>	During school travel hours the speed limit in front of Hillcrest primary should be 40km like any other school. It is a scary environment for kids to be walking and scooting just 1 metre from fast moving traffic. A slower limit on SH26 would also reduce the speed at which cars turn into side streets like Berkley ave. Primary school kids currently have to cross these side streets with no zebra crossing.
<b>Individual Submitter</b>	Ensure good sound communication is done within the community. Consider working with Community Key stakeholders within the surrounding communities - eg: Glenview Community Centre, Houches Retreat, Resthills Melville Softball Club, Melville Rugby Club, Melville High, Intermediate, Primary Schools, Hamilton South Baptist. Please consider the business and ensure they too can support with the communication of the change. I agree with the changes and would like to support the implementation of the proposed speed zones. If you want more feedback, I urge you contact those community key stakeholders to support the changes.
<b>Individual Submitter</b>	Glenview SH3 section should be 50km/h. It is only 0.7km long,resulting in only 8.4 seconds greater transit time than at 60km/h. IN FACT, THE WHOLE PROPOSAL GIVES AN UN-NECESSARY PATCHWORK QUILT OF SPEED CHANGES THAT INVOKE CONFUSION AND EXTRA FUEL CONSUMPTION. IT DOES NOT INCREASE TRAFFIC FLOW NOR SAVE TIME - IT ONLY PANDERS TO DRIVERS' IMPATIENCE. THERE SHOULD BE A BLANKET 50Km/h LIMIT INSIDE A 5Km RADIUS OF THE CITY CENTRE. The time saved by increasing speed from 50km/h to 60km/h is a MERE 12 SECONDS per KILOMETER travelled at the most. Not worth the extra risk when 90 seconds can easily be lost at each set of traffic lights, intersections and roundabouts. Surely your Traffic Engineers should have looked at this aspect and used some common sense. I would be prepared to debate it with them !

Submitter	Submission
<p><b>Individual Submitter</b></p>	<p>Good Afternoon, Thank you for the opportunity to provide feedback. Other factors to consider It appears that the intent is to focus on reducing the risk for cyclists and pedestrians in particular. There is no break out of accidents involving cars or other road users. Action: What is this data by location and severity. There appears to be little consideration to the differences additional cycle ways and footpaths will have on cyclist and pedestrian movements.</p> <p>Reducing speed (Minimise) is the least effective control measure behind Eliminate and Isolate. Elimination is impossible, but isolation is possible, which separate facilities allow, in particular around the Hamilton gardens. Please consider these changes as part of the ultimate solution, just as has been done with the Expressway impacts.</p> <p>Confusion: I agree that the Greenwood section should reduce from 80km/h. This has been a short distance anomaly for a long time that creates a concertina effect-increasing fuel consumption as well. Avalon bypass. Horrible to see 4 have died in this well designed and maintained piece of road. This is a road that is not used by cyclists or pedestrians. Will reducing the speed on this road deliver the desired result of a safer road? It may have the adverse effect of encouraging overtaking. It appears that this is an opportunity to simplify the number of speed zones which cause users to drive at the incorrect speeds- faster than or less than, impacting on other road users. Is it not possible to have active variable speed zones depending on traffic flow. At 9pm at night there is no need to drive along Cobham drive at 60km/h.</p> <p>Action: Does the data show a uniform distribution of accidents throughout the day, or days of the week. Providing average speeds is misleading. Peak hour on Cobham drive might be 20km/h and non-peak close to the posted speed limit. Congestion will create the appropriate speeds. Action: Confirm correlation of average speed for time of day with each accident. Future state: What is the plan for the Cobham Drive/ Cambridge Road intersection? Slowing the roads near Howell Ave will continue to encourage Wairere Drive traffic onto Cambridge road, rather than onto the main arterial routes of Wairere Drive and SH1. Exiting Flynn Road is a high risk activity at most times of the day and the impact on surrounding residential areas should be considered as part of the overall plan. The information provided does not provide a holistic view of the impact, only Safety. Other consideration for impacted Stakeholders are: Travel time/ Fuel consumption- Cost and environmental impact Thank you for taking the time to read and reply to my e-mail.</p>
<p><b>Individual Submitter</b></p>	<p>Hamilton City speed consultation. Hi there, I am disgusted by the idea of reducing speed limits around the country. As seen on the waikato expressway that is set to 110 there has been 0 fatalities since it's opening. In fact if you reduce speed you actually may have a higher chance of crashes as people become more agitated and will make poor decisions. Another thing that I worry about is transportation. If you are a trucking/ courier company you will need to increase your number of people and trucks this lowers efficiency. This brings me onto my next point. Hamilton cc wants to look as of they are doing the right thing for the environment but lowering the speed limit also increases the pollution as cars are on the road for longer and there is more congestion. I think instead money needs to be spent on updating roading infrastructure to cope with today's level of usage. Please take all these into account as reducing speed has a very high likelihood of not reducing deaths but is going to increase congestion on already congested roads due to years of underspending.</p>
<p><b>Individual Submitter</b></p>	<p>Hamilton has too many different speed restrictions at present (40/60/80). Truck + trailer units don't observe the lights at Lorne St/Normandy St. Lights change orange + red forcing normal traffic little time to get through intersection. Sorry, I mean from Cobham Drive direction into Lorne towards Ohaupo Rd (hospital).</p>

Submitter	Submission
<p><b>Individual Submitter</b></p>	<p>Hello Thank you for the opportunity to contribute to the discussion about changing the speed limits at certain points on the SH1/SH3/SH26 highways. I am against the proposal to alter the existing speed limits. Here are my thoughts and some questions for your consideration: Having several different speed limits along a stretch of road is confusing, especially if there isn't enough signage to inform/warn motorists to adjust their speed before they enter the new speed zone. Rather than change the speed limit, perhaps some roads +/- intersections would benefit from a redesign to better accommodate the current (and future) traffic volume. Analyse the traffic light sequence to improve traffic flow and limit long queues and lines of cars encroaching on intersections. Install safer highway exit and entry points. Regularly trim foliage growing along median strips to improve drivers' views of oncoming traffic and potential hazards. I didn't see any definitions on the consultation document of important terms used such as a 'crash' and 'serious injuries'. Why are the average speeds presented as a range of 4km/h eg 65-69km/h and not a single figure? Accidents involving vehicle(s) vs pedestrians/cyclists will nearly always be dramatic, no matter what the speed is, by the very nature of a machine coming in contact with a human body. Motorcyclists are similarly at risk. Speed is certainly a factor in some crashes but so are any number of poor driving decisions ie: changing lanes without looking, pulling out of/into roads and driveways without checking the way is clear, not keeping a safe driving distance, not driving to the conditions, cellphone use, driving without a licence or while disqualified, unfamiliarity with the road/area, people running red lights, cyclists without lights, poor road lighting, Be stricter with tourists before allowing them to drive on NZ roads. Make them sit a NZ driving test - theory and practical, then issue them with a temporary NZ licence. Increase the NZ drinking age. Put up signs along the road with the phone number for the public to notify Police of 'dodgy' drivers.</p>
<p><b>Individual Submitter</b></p>	<p>Hello, 1.reducing the Speed is not the answer to your problem, and defies the purpose of building a Highway which is suppose to get you easier and faster trough long Distances !!!! 2.your real problem is your stupid licencing System where way to young driver can self learn how to Drive or from there Grandparents !!! What New Zealand needs are proper Driving schools like (Germany} and no Drivers under the Age of 18 if you really aim for a better and safer NZ !!!</p>
<p><b>Individual Submitter</b></p>	<p>Hello. I am a cyclist. I commute to work by bicycle from Glenview. This is a trip of 15-18 Km depending in the route I choose. The biggest safety issue for me is lack of cycle lanes, on any route, especially Ohaupo Rd where cars park in the "cycle lane". Please make this a no parking zone. This is a main thoroughfare and should not allow off street parking. Particularly Houchens to Kahikatea/SH1. I personally think the existing speed limits are good. Please do not change them. Current congestion is bad enough. Slowing the traffic by 20% approx. will only add to the congestion. As a truck drive around the greater Waikato I am frustrated at the lower speeds, particularly in the Waipa district. Poor driver decision making seems a bigger problem.</p>

Submitter	Submission
<b>Individual Submitter</b>	Hello. Please do not go through with any of your proposals to reduce speed limits. The average speeds are generally below the current speed limits. Heavy traffic generally reduces the speed without lower than current limits having to be in place. The current speed limits make travelling much more effective and energy-saving when used wisely (off-peak times, etc). In order to reduce accidents happening, drivers should get better training and receive heavier fines for speeding (use more speed cameras) and for bad/dangerous driving. My observation is that the quality/safety of driving in NZ is considerably worse than in the UK and Germany, where I have spent many years driving. On NZ roads I repeatedly see drivers (including truck & bus drivers) not signalling, not using lanes & roundabouts correctly, on 2-lane roads driving in the right-hand lane when the left-hand lane is free - even truck drivers who cannot safely see what is on their left! Education & enforcement will be more effective at stopping drivers being dangerous. Lower speed limits (especially without speed cameras and heavy fines) won't change the way they drive. Please feel free to contact me if you have any questions.
<b>Individual Submitter</b>	I agree in all the new limits in the new areas.
<b>Individual Submitter</b>	I agree with location I have ticked. Others I am not familiar with. I believe cameras should be on traffic lights, more and moren drivers are going through yellow/amber lights these days and also lots of vehicles are running red lights.
<b>Individual Submitter</b>	I am at a loss to understand all the nonsense we are currently suffering from these unnecessary and stupid speed reviews. I travel a rural road most days going to work where the posted speed limit was recently dropped from 100kph to 80kph. Despite giving the matter considerable thought I can see no sensible reason for the change, nor can I see any change in traffic behaviour on this piece of road. Personally, I travel the road at the same speed I always have. For many years 50 kph in built up areas and 100 kph on the open road served us well. Remember and this is the important point, the posted speed is a maximum, not a target. Drivers need to be reminded to drive to the conditions and not the speed limit. NZ drivers have become speedo watchers as opposed to people who drive to the conditions. An example of driving to the conditions is Peachgrove Road in Hamilton past the entrance to Hamilton Boys High School. The posted speed limit is 40kph, whilst i have found about 20kph through here at 315pm is far more appropriate. To be frank the different speed limits combined with unjustifiable changes causes confusion and is a major distraction to driving. Leave speed limits as they are, any changes are nonsense. I say stop the beaurocratic meddling and leave speed limits as they are.
<b>Individual Submitter</b>	I am not against making changes to make our roads safer but it seems we have adopted the idea of if we dumb down our roads we will be safer but I feel this is not the case as many people I talk to agree if we want safer roads we need safer drivers not dumber roads. The focus should be on making our drivers better drivers if you look at other country's with less road rules but more training when it comes to its drivers has shown that the roads can be safer this way. Maybe look into other ways that we can use to make our drivers better at driving then dumbing down our roads for lazy, impassionate drivers
<b>Individual Submitter</b>	I disagree with changing the speed and focusing flashing speed signs insteadof reducing to gain attention. "People" are the cause of all crashes if no one drove there would be no crashes. The lack of attention welling driving is the issue. To be honest some people wont care with what ever speed limit is in place.
<b>Individual Submitter</b>	I do not think the speeds should be reduced. I think that there should be more emphasis on safe driving behaviors. In my opinion it is not the speed that is the issue, but sloppy drivers. Perhaps law enforcement should be more aggressive with monitoring traffic laws, and perhaps the licensing process is too lenient - particularly on migrants (Speaking as a migrant).

Submitter	Submission
<b>Individual Submitter</b>	I fully agree with the changes to SH1 from Howell Ave to Riverlea Rd. There are parents with small children on the footpaths here all the time. It is very dangerous as with a high speed limit they always go faster. A higher police presence would help also as vehicles are doing 80kmh past our house all the time. Especially logging trucks, one mistake and they will be in the houses. Engine braking is also a problem with trucks in the early hours of the morning and during the day: the roundabout on Cobham Drive and Cambridge Rd also causes a lot of congestion problems with cars turning right off Cobham Drive to Cambridge Road.
<b>Individual Submitter</b>	I fully support all of the proposed changes. Especially for consistency along the Melville and Glenview stretches - there are so many changes and some of the limits are for such short lengths before it changes again. I think it will make it much less confusing for drivers. I also think Cobham is much too fast at 80km/h, so definitely support that change.
<b>Individual Submitter</b>	I live on Lorne Street and think that the proposed speed reductions are very welcomed and important. I would appreciate, however, if the following could be considered in this project: 1) a proper pedestrian crossing on Lorne Street (and maybe other sections of the State Highways as needed) as a considerable high number of people and cyclists are constantly (and dangerously) crossing the street to access the Hospital during the peak hours. 2) better speed monitoring and enforcement since drivers are constantly over speeding in the area. 3) make Cobham drive 60km/h on its full length from the roundabout of Tristram Street to the intersection of Normandy Avenue (not shown on the proposed changes, just from Normandy Avenue southbound). This would, I believe, cause less confusion and would be clearer for drivers if the road had only one speed limit rather than leaving the CBD zone on Tristram Street (50km/h) then Cobham drive (80km/h) then reducing again at the intersection of Normandy Avenue (60km/h). Not sure if this would be a HCC or NZTA change but it would be great if could be considered. Thanks
<b>Individual Submitter</b>	I object to all proposed travel reductions. All these reduction do is slow traffic further and create more congestion. The Council/NZTA job is to improve congestion. Not make it worse by slowing traffic. Council/NZTA should focus more on the new South/West bypass which would help to alleviate congestion. Reducing speed limits is not the answer!!!

Submitter	Submission
<p><b>Individual Submitter</b></p>	<p>I oppose the proposed new speed limits. Specifically those relating to Cobham Drive as I have local knowledge of this road from my daily commute. Generally I am supportive of measures to make roads safer but this decision needs to be balanced against other considerations and alternate measures available to deliver safer roading outcomes. I have the following concerns with the proposed speed limit changes and the process undertaken to implement these changes. Where is the analysis in your consultation information about travel time changes? This should be a consideration given that roads need to get people to their destinations but also they need to do so in a timely manner. I think the statistics on crashes and fatalities are overly simplistic. Do most of the accidents happen during busy traffic? Would this mean that these accidents would not have been prevented by a reduced speed limit as the prevailing traffic speed would have been limited by the traffic volume? Were there other contributing factors such as alcohol etc. How many of these accidents were low speed and at intersections such as the lights? Are there alternate solutions to a reduced speed limit which would ameliorate the causes of the crashes? Would better defined cycle ways or new road crossing points protect and prevent pedestrians and cyclists from being involved in accidents? I note that for the length of Cobham Drive where the proposed speed limit reduction is to be implemented there is already significant cycle ways and footpaths. As a casual cyclist myself I find intersections to be the most dangerous portion of the road network to share. These would not be made safer by slowed speed limits as motorists already slow at these junctures. I would appreciate Waka Kotahi reconsidering its proposed plan to lower the speed limit on this road. I often use this road outside of peak traffic hours and as such would be significantly slowed by your proposal.</p>
<p><b>Individual Submitter</b></p>	<p>I oppose the speed dropping to 60kmh on the Avalon Dr bypass. As your figures show the average speed is about 69kmh at the moment, so people aren't abusing the road. Secondly, as NZTA would be aware, the fatal figures are skewed and 3 deaths came from one accident which - allegedly - involved a man suffering from mental health and is currently before the court, so it's alleged that it was done on purpose. This road was built to avoid inner city roads - dropping the speed 20kmh is ridiculous. Let the road be used for what ratepayers thought it was going to be - a bypass.</p>
<p><b>Individual Submitter</b></p>	<p>I strongly support of reducing the speed limit. I live on the main road ohaupo road. 60k is way too fast. It's too many cyclist, school children, swimming children, etc on Ohaupo Rd.... please reduce it to 50k for our safety.</p>
<p><b>Individual Submitter</b></p>	<p>I strongly support Waka Kotahi's speed limit proposals for Hamilton. However, Waka Kotahi should also implement a variable speed zone at Hillcrest Normal school to reduce speeds further at school start and end times.</p>



Submitter	Submission
<p><b>Individual Submitter</b></p>	<p>I support reducing speed in locations that cannot be made safer by median barriers or better road marking, but the engineering design of our road network is a major factor in traffic flow issues, The Avalon drive Te Wetini to Wairere drive interchange is a key example. On ramps and off ramps on this part of highway 1 would allow traffic from the North to get off at Wairere dr heading to Te Rapa/Te awa freeing up Hamilton Te Rapa traffic to Horotiu or Te Kowhai on-ramp, Just to get to a highway. You are essentially forcing people to exit at foreman rd, half way down Avalon drive or Te Kowhai /Onion rd off ramp when the main attraction is right at the Avalon drive interchange. The Avalon drive section can be 20kph or 80kph depending on traffic flow and i'd estimate the traffic could be reduced by 50% if the above mentioned interchange had a ramp to head north and exit also from Wairere dr. At this stage people from Te awa have to drive south to foreman rd, U turn in Foreman rd to head north, those wanting to exit have to exit at Foreman rd or at a destination point where you are stating is a high crash rate area. I also think better education for cyclists is required, the amount of people on bikes who still ride side by side on highways is just plain arrogance as i have reach the brow of hills at sun rise just out in rural areas of Hamilton to be jammed behind two cyclists taking up and entire lane of a narrow 100kph highway. Thankfully i have just ordered a new vehicle with pedestrian and cyclist avoidance otherwise the arrogance of some cyclists would see me without a licence or punished for a potential accident that was not really my fault. I know we don't have the resources but policing speed and idiots driving irrationally is probably more effective than a blanket rule speed drop as the people involved or causing these accidents will likely not learn, not stop driving fast and or not educate themselves with a driver training course. Maybe reward people like myself who have attended track time safety driver training or give incentives to those of us who bother to upskill in defensive driving courses also. Maybe fund them or help people get educated on these subjects. I guarantee that 75% of people on our roads in Hamilton would say it might take 15 meters to stop from 100kph in perfect conditions. Its actually about 37 meters and when you walk that distance out, you understand why speed is a factor.</p>
<p><b>Individual Submitter</b></p>	<p>I support the proposed changes except for the Normandy Avenue Cobham Drive reduction from 80km.hr to 60km/hr. This a well formed section of road much of it two lanes in each direction giving ample opportunity for vehicles to safely leave and join the traffic flow. The limited number of residences are well served by wide footpath and berm. The new overbridge at the intersection of Cobham and Wairere Drs will provide safe pedestrian access to Hamilton Gardens and the river bank paths. In my experience traffic flows are light outside peak commute times and are expected to greatly reduce when state highway 1 moves to the expressway next year.</p>
<p><b>Individual Submitter</b></p>	<p>I support the speed reductions. Drivers that are familiar with the roads tend to try and travel up to the current speed limits, both light and heavy vehicles. The number of heavy vehicles on these sections of roads has seemed to have increased significantly over the last 10 to 15 years. When mixing in drivers unfamiliar to the routes travelling slower (their comfortable speed given the built up areas the routes go through) and increasing cyclists and electric bikes, the different relative speeds are hazardous. Some of these routes also have multiple side roads or accesses with turning traffic. Pedestrians are also a factor on most of these routes, with students on the Hillcrest, Melville and Glenview routes.</p>
<p><b>Individual Submitter</b></p>	<p>I think the changes are sensible</p>
<p><b>Individual Submitter</b></p>	<p>I think the Glenview (SH3) section should have a limit of 50kmh, rather than the proposed 60kmh. It is too short a section to have its own speed limit without confusing motorists. Otherwise, I wholeheartedly agree with all of the proposed changes. I have been involved in a serious crash before myself, and I know from that experience that driving a few kmh slower can mean the difference between life and death.</p>

Submitter	Submission
<b>Individual Submitter</b>	I think the new speed limits is an awesome thing. I don't have a vehicle but I have been through these streets when I did have a car. Taking the speed down will help keep people safer when on foot or bicycle.
<b>Individual Submitter</b>	I think the proposed speed reductions is a much needed change, specially at Lorne street, as a resident of the area myself. It would be important, however, that the new speed limits are monitored and enforced in the area as currently, it is common sight to see drivers going well above the current 60km/h speed limit on the Lorne st. downhill from the intersection of Ohaupo rd. towards Normandy Avenue, for example. A high number of people are also constantly crossing Lorne St. to go to the Hospital, so maybe a proper pedestrian crossing would also be an interesting addition to the project. Thanks.
<b>Individual Submitter</b>	I totally agree with the proposal to reduce the speed limits as outlined in the LTSA proposal.
<b>Individual Submitter</b>	I wish to express my strong desire to keep the speed limits as they are for the following reasons. Drivers are meant to be responsible – let them be. Not everyone has the time luxury of cruising around on a bike or waiting for buses. Raising the speed limit will see more police time allocated to sit mindlessly on the side of urban roads pinging people for exceeding limits by 5kms - not out on the rural/main roads where speeding is a factor in incidents/deaths – or actually solving/stopping crimes.
<b>Individual Submitter</b>	I work as a support worker and drive around all day. I find the speed limits good do not want them changed as getting to my clients is time sensitive. I have seen people do some very stupid things on the road and do not think changes in speed limits will stop this behaviour.
<b>Living Streets Hamilton (coordinator)</b>	I would doubt the usefulness of the intersection speed zone unless it is accompanied by a permanent speed camera. Given the general behaviour of many New Zealand drivers, they will pay no attention to electronic signs that indicate a change. They may not even look at them! This particular intersection (Raynes Rd and SH3) feels extremely dangerous because of the volume and speed of traffic on SH3. Lights or a roundabout might be more likely to actually work.
<b>Individual Submitter</b>	If possible, make Kahikatea Drive and Greenwood Street two lanes each way. This would cut down the congestion considerably. Regarding traffic speed on the various stretches of road, lower the speed limit, but you'll need cameras to enforce it, as many people exceed the current speed limits. Also, it would be far safer to have lights and the Cobham Drive, Morrinsville Rd + Cambridge Road intersection.
<b>Individual Submitter</b>	If you really want to make things safe, the Tristan St/Cobham Drive roundabout should be made a 50 km/h one instead of its present 80km speed. Also the South sign between Courthouse and Pak'n'Save roundabouts should be changed to show that its possible to go south from Pak'n'Save roundabout. I have seen cars back up to go south on Slip Road and others make sudden lane changes. I do not think a variable speed sign is needed at Raynes Rd intersection.

Submitter	Submission
<b>Individual Submitter</b>	I'm not opposed to the changes, but cant help wondering if they will create the desired outcome? When I look at the crash data provided and sync those locations with the proposed changes I notice that the average speed of a vehicle is already close or below the new proposed speed limit. This would indicate to me that lowering the speed limit in these areas may not have any impact on reducing the number of accidents as vehicles are already traveling within the new proposed recommended limits. Should road layout and traffic volumes be given higher consideration? The provision of a better public transport system (buses only run every half hour - could be every 15 mins during peak times) to help reduce shear volume of traffic? If we had a more regular bus service I would use it to commute to work.
<b>Individual Submitter</b>	I'm really pleased to read about this review, as I live in Glenview, but work in Cambridge. Turning right out of Raynes Road onto Ohaupo Road each evening on my way home is incredibly dangerous and stressful. To add to this, as I live in Te Anau Place, I have to turn right from Ohaupo Road onto Garden Heights Ave. There is no turning bay here and the lane is narrow, so many vehicles coming up behind me do not have enough room to pass on the left and/or even if they do, they often don't realise until they are right up behind me that I'm stationary, waiting to turn. Again, this is both stressful and dangerous. I'm surprised more accidents don't happen in this spot. Is there any consideration for putting a turning lane in there? Also, 2 years ago I was involved in a collision at the intersection of Pelorus Street and Garden Heights Ave. I was stopped on Pelorus, waiting to turn right onto Garden Heights. There is no traffic island at this T Intersection. A car came up Garden Heights (having come off Ohaupo Road and travelling in a westerly direction) and turning into Pelorus St, didn't see me and crashed almost head-on into the right-hand front end of my car. I was not injured, but my car was a write off. I see cars cutting the top of this intersection as they turn from Garden Heights, into Pelorus St, on a daily to weekly basis. Could a traffic island (like at the top of Te Anau Place & Garden Heights Ave) be put in there to help prevent cars from cutting the top of that intersection?
<b>Transpower</b>	i'm the Health and Safety representative for the Transpower office at Hall Road. This is just a quick note in support of the proposed speed limit reductions on Ohaupo Road and at the Raynes Road intersection. Our staff turning into and out of Hall Road will be safer under reduced speed limits. The variable speed limit for the Raynes Road intersection area is also an excellent idea.
<b>Individual Submitter</b>	In our opinion there are. We oppose strongly the reduction in the speed limits across the board. An analysis of the demographics on the deaths and serious injuries would and does clearly show a minority group responsible, less than 3% of the drivers. You are penalizing the lives of 97% for the minority without an affect. This minority requires stronger legal penalties for speeding and license banning and the enforcement agencies in these areas have to be obsestive. We favor speed camera in those areas at existing limits. The financial benefit is the community as a whole would be better.
<b>Individual Submitter</b>	It is clear from the average speeds listed that changing speed limits will only increase the police copper and make no appreciable change to road safety. What you chart does not show is that most accidents occur during high congestion during rush hour when average speed is sometimes as low as 10kmh. Constantly changing speed limit is a far greater threat to safety as concentration is placed on the spedo and not on the road. Rather than reducing speed limits try improving road design and road marking. New Zealanders must be the worst drivers in the world as after these proposed changes we will have the lowest speed limits in the world.

Submitter	Submission
<p><b>Individual Submitter</b></p>	<p>It really is this simple (and amazing how the ferocious opponents go so quiet)... <a href="https://www.stuff.co.nz/national/122307384/no-fatalities-and-fewer-serious-crashes-since-state-highway-60-speed-reduced">https://www.stuff.co.nz/national/122307384/no-fatalities-and-fewer-serious-crashes-since-state-highway-60-speed-reduced</a> No fatalities and fewer serious crashes since State Highway 60 speed reduced</p> <p>MARTIN DE RUYTER Two men died after the 2017 crash near Maisey Rd on State Highway 60. Bill Unwin considered moving after two men were killed in a horrific crash outside his home on Nelson's Coastal Highway. Now, 18 months after the speed limit was reduced on the busy Tasman highway linking Nelson and Motueka, he said the road felt much safer. The NZ Transport Agency (NZTA) dropped the speed limit from 100kmh to 80kmh along the section of State Highway 60 between Maisey and McShane Rds in December 2018. The increasingly busy highway has been the site of multiple fatal and serious crashes in recent years. Unwin and his wife have lived in the area for eight years. Their driveway exits onto the highway where a three-car crash happened in February 2017 in which two people died, and four others were injured. The crash happened after a holidaying United States heart surgeon Dr Kenneth Wolnak did a u-turn across the highway. READ MORE: * Speed reduction between Upper Takaka and Takaka in Golden Bay proposed * Highway speed limit near Nelson will drop * Spate of crashes on Appleby Highway, near Nelson, drives call for safety review "I can tell you that we were pretty insecure after that, we considered selling and moving. "It is quite a bad corner in terms of visibility so having people go 20kmh slower just gives you that more time to react." Now, Unwin said the road had a "much better feel about it". "Everybody is pretty well sticking to the speed limit and those extra few seconds we have personally to get in and out of our driveway are all we need to feel much safer." There have been no fatalities along the stretch of State Highway 6 and serious accidents have dropped since the speed limit was reduced 18 months ago. BRADEN FASTIER/Nelson Mail Tasman Road Policing Team Leader Senior Sergeant Grant Andrews is pleased with the results of the speed reduction. Between 2015 and 2017 there were 12 crashes in which eight people died and 12 people were seriously injured. In 2019, there was one serious crash, four minor crashes and six crashes where there were no injuries. This year there have been two minor crashes and one non-injury crash. There are more than 20 intersections along the 8.4 kilometre section of highway. During its consultation, the NZTA said the road had a high crash history, roadside hazards, challenging intersections and numerous access ways. Tasman road policing team leader Senior Sergeant Grant Andrews when there was a 20kmh reduction in each direction, it worked out to be a 40kmh reduction in speed when two vehicles collided, which affected the severity of the crash and the outcome. "Some of these people aren't the cause of the crash, so if both vehicles are travelling at a lesser speed it gives both drivers the opportunity to take evasive action." Andrews also said the speed reduction gave people more time when they were waiting to pull onto the highway. Google: The speed limit was reduced along a section of State Highway 60 in December 2018. (File photo) "It gives you a bit longer if you do make a mistake, the severity of that mistake may be minimal and you may actually avoid a crash." An advocate for lowering the speed limit on dangerous stretches, Andrews said calculations had shown the 20kmh reduction added just over a minute to the travel time, in ideal conditions. "To me, a minute to spare in getting there safely is well worth the reduction in speed." He said people around the country were often critical about speed cuts, but when a fatal crash occurred it meant the closure of the road, often disrupting travel for a large number of people and it came at the cost of someone's life. "What more can you say to people about spending a little bit more time to get somewhere safely? "I drive that piece of highway every single day and I feel so much safer." Appleby Rural Volunteer Fire Force controller Paul Eggers said he couldn't remember the last time he had been called to a crash on the state highway. CHERIE SIVIGNON Appleby Voluntary Rural Fire Force controller Paul Eggers outside the firefighters' shed at Pea Viner Corner. Firefighters were called out to serious incidents, fatal accidents and those where people were trapped in their vehicles. He said the speed reduction had taken some getting used to, but it had "definitely worked" in decreasing the number of serious crashes. "The lower the speed, the less likely people are to be injured." Tasman Regional Land Transport Committee chair Stuart Bryant said the statistics showed there had been a lot less crashes and deaths along that section of highway in the last 18 months. Bryant said it was a "real positive" because the travel time and distances were negligible. "Even in a trip from Motueka to Richmond the time difference is only 30 seconds to a minute, which in the overall scheme of things is not a lot."</p>

Submitter	Submission
<b>Individual Submitter</b>	It would be good if you do get the speed limits under control. It is very disappointing that so few slow down as they come into Hamilton from the main "Cambridge" road. You see lots of cars and trucks speeding right along Cambridge Rd till they get to the Cobham Drive and they don't slow down there either. Quite a number also speed along Cambridge Rd from and to the Waihere Drive. If speed cameras were put up again the government could be making at least millions!! It is depressing when you're driving, and you know you're doing the legal limit, but some many cars etc zoom past you.
<b>Individual Submitter</b>	Leave the speed limits as they are. If traffic is going to slow in our city street all we are going to get is traffic jams. There is to much traffic on our roads now. If we slow it down well more and bigger traffic jams so I suggest keep the speed limits the same as now just leave them alone. Thank you for giving me the chance to express my opinions.
<b>Individual Submitter</b>	Monitoring and enforcement of speed limits. Regarding the Hillcrest and Cobham Drive speed limits and proposed reductions; I live in the current 60km/h zone and drive daily on the 60 and 80km/h zones and routinely witness cars driving well in excess of the posted limits. Of particular concern is the 60km/h zone into which cars exit from the 80km/h zone (eastbound). Cars frequently do not slow significantly and pass through the residential area at speeds significantly exceeding the 60km/h limit (I'd hazard that some exceed 80km/h). In the five years I have lived here, I have yet to see any monitoring or enforcement steps implemented. I support the dropping of the speed limits, but would suggest that it will achieve little if not supported by more proactive speed control measures. I would be happy to discuss my submission further.
<b>Individual Submitter</b>	no
<b>Individual Submitter</b>	No its looking good
<b>Individual Submitter</b>	No ! we agree with the changes. however, policing needs to be a factor. we live in a 40klm/h area and there are still factions using it like the open road up to 100 +
<b>Individual Submitter</b>	No further suggestions. Fully support the proposed changes
<b>Individual Submitter</b>	No speed changes are needed.
<b>Individual Submitter</b>	No, I think that this review is great. Most people go above the speed limit and also tailgate. Could you please consider decreasing the limit to 70km/hr on Resolution Drive and Wairere.
<b>Individual Submitter</b>	None, I a willing for the proposal. Time is changed, the population is getting bigger, so its time to upgrade the speed limits in our roads for the safety of everyone. Good luck.

Submitter	Submission
<b>Individual Submitter</b>	<p>On the Normandy Ave - Cobham Dr (SH1) section restrict the speed from 60km/h to 50km/h between Galloway St and the start of the 50km/h section into Hillcrest. This would then include the future interchange current being built. I live 301 Cobham Drive which is approx. 100 metres south of the proposed 50km/h sign, currently a 60km/h sign close to Howell Ave. Both my neighbour's family, at 303, and my family members have to drive out every day onto Cobham Drive on a blind bend with traffic still doing 70 to 80km/h when they should be doing 60km/h. We campaigned for 5 to 6 years for NZTA to do something about our safety, the result was a runoff lane which allowed easy access to our driveway coming home but did not make getting out of the drive somewhat. Bear in mind that a truck and trailer unit does not use the lanes but hugs the corner at 80km/h, not the best thing to see coming at you as you exit your drive, but one I and family am all too familiar with! With the new interchange I expect the traffic will increase coming on to Cobham Dr in a southerly direction, and hence the bend become more dangerous to us, and hence request that NZTA restrict the speed limit to 50km/h from Galloway Street to Riverlea Road, and the future Wairere Dr. Interchange.</p>
<b>Individual Submitter</b>	<p>Overall reducing speed limits especially on 80 and 100km/hr roads may increase driver frustration and impatience, leading to risky overtaking and tailgating. You have provided statistics of crashes and injuries for various portions of road but these may not necessarily be due to speeding. All the data should be given for this survey in order for the public to make correct and informed decisions. Raynes rd and Narrows rd are problematic for vehicles coming onto SH3. Roundabouts could help but would also slow down the flow of SH3 traffic considerably. Better yet would be merging lanes, via an underpass or over bridge (for northbound traffic, ie those crossing over oncoming traffic)</p>
<b>Individual Submitter</b>	<p>Reducing the speed to 50 kph on Cobham drive past the gardens between the bridge and the Galloway St roundabout. This part of the road is often crossed by pedestrians, the tunnel notwithstanding Alternatively put a pedestrian controlled crossing light at the end of Nixon st. Place speed moderating features at the exits from Cobham Drive to Grey St, Nixon st and Galloway st. Vehicles come off Cobham Drive and speed along these suburban streets.</p>
<b>Individual Submitter</b>	<p>Reduction in speed limits seem to be an answer to a question no one has asked. The quality, or lack thereof, of the intersections along these proposed routes will not be fixed by reduction in speed limits. Traffic management and intersection designs need to be improved to an acceptable quality, reduction in speed will not change this. At peak traffic times along these routes the achievable speed is well below half of the posted speed, yet accidents still happen. Also Hamilton city's plantings along median strips and around roundabouts, such as agapanthas, obscure the view of the traffic. These need to be removed and replaced with a much lower ground cover if they insist on planting out these areas. Again speed has nothing to do with this. I am all for a reduction in speeds around residential neighbourhoods, schools etc, but these never seem to be enforced to a standard that actually makes these reductions effective. Perhaps more funding should be put into traffic islands, speed humps etc to force drivers to slow down in residential areas, rather than just hoping that they will obey a sign.</p>
<b>Individual Submitter</b>	<p>Safer for children, students, cyclist. 50k is nice safer speed on those roads.</p>
<b>Reasonable Drivers for Change</b>	<p>That the speeds followed by the majority of people are already safe enough, and unsafe speeders are not going to comply regardless. Reduced speed limits only penalise safe travellers during off peak times. This review is based on the personality defects of a small number of proponents not good science.</p>

Submitter	Submission
<p><b>Trevor Follows, AA Waikato District Councillor</b></p>	<p>The AA recognises that some of the sections of the highway that have proposed speed limit changes fall within the top 10% of high risk roads as defined by the Speed Management Guide, and that interventions – including speed limit changes – are required to improve safety.</p> <p>However, we note that the purpose of the Guide is to not only to provide a Safe and Appropriate Speed but also to provide a consistent speed approach that the average motorist can understand. It is important to match speed limits to the form and function of the road – otherwise, the risk is low compliance, and negligible safety gains. This is borne out by research completed by Sam Charlton at Waikato University.</p> <p>The AA agrees with the proposed changes on the section from Rotokauri Road to Allison Street, as this gives a consistent 60km/h limit over this length of highway. We do not agree with the proposed changes on the length of highway from Allison Street through to the end of Morrinsville Road. In our view, a 60km/h limit should apply to this section of highway for its entire length. This is a major arterial, divided by median barriers – it is designed for throughput, and we believe 60km/h is a far more legible speed limit. The proposed changes will result in a situation where the speed limit switches between 60km/h and 50km/h numerous times at short intervals.</p> <p>Our concern is that this will lead to confusion, frustration, and poor compliance (particularly off-peak) on the part of motorists. Our preference would be a consistent 60km/h speed limit, with engineering work carried out to mitigate safety issues on any sections where a 60km/h limit is not deemed safe and appropriate.</p> <p>The AA also believes that the other sections of highway – Cambridge Road and Ohaupo Road and Normanby Road – should remain at 60km/h. A 60km/h limit is a much more logical fit with the form and function of the road, and once again we would like to see safety issues addressed through engineering work rather than lowering the speed limit. Failing the approach we have recommended, we would insist that any speed limit reductions be backed up by changes to the road environment to ensure that it “explains” at the new, slower speed.</p>
<p><b>Individual Submitter</b></p>	<p>The claimed reduction in DSIs is being dishonestly inflated.</p>
<p><b>Individual Submitter</b></p>	<p>The current speed limits should not be reduced. If safety improvements need to be made for walkers and or cyclists then widening the roads or installing barriers between the road and pedestrians would be preferred.</p>
<p><b>Individual Submitter</b></p>	<p>The fact that most of the time these highways are crawling at a speed of 10 when rush hour which is more than once a day. Reducing speed limit wont stop crashes as people will just become impatient.</p>
<p><b>Individual Submitter</b></p>	<p>The highways are policed but what about residential streets. We are afraid to enter and exit our drive due to some idiots speeds on our sweeping corner at Wiltshire drive. Our fines are to small compared to Aus so hit em where it hurts and never wavier fines for repeat offenders.Crush their vehicles as promised years ago. Forget the speed humps they waste fuel efficiency for safe drivers.I support the proposed changes.</p>
<p><b>Individual Submitter</b></p>	<p>The idea is in the right direction but very confusing, you will need to put up a lot of signage, more than we have now. My proposal would be to put the speed limit to a make of 50K in the cities that way there is no confusion, that 50K would cover most areas. But on the open road dropping the speed down to 60K at intersections some drivers will be slowing down at all &amp; every intersection, large or small like little country roads if that’s the intent fine but can you imagine if you are behind such a driver how frustrating is it going to be.</p>

Submitter	Submission
<b>Individual Submitter</b>	The proposed changes sound good based on current average speeds. I think motorists will be confused by or ignore Intersection Speed Zones however. As a more general comment, NZ should increase signage of speed limits as having returned from the UK and unfamiliar with the speed limits on the many new roads in Hamilton I have noticed that there are far fewer signs compared to the UK - if you miss the one sign then that's it, there aren't other signs.
<b>Individual Submitter</b>	The residents who live near Rukuhia Road and how they will go onto St Hwy 3 safely with varying speeds. It is already very difficult to get onto the road with people speeding but when we have roadworks and slower speeds it becomes impossible due to a quickly backed up que. Our son has to cross the road on foot daily to catch his school bus and it's very hard for a child to judge car speed now you want it to be variable you risk him getting killed. We agree the speed is too fast and would recommend it being lowered from Rukuhia all the way into town. A single reduced speed area not variable and this would make it safer for the increasing number of residents especially on St Hwy 3 either side of the Rukuhia Rd intersection. I have already been the victim of a driver rear ending me to get into my driveway which nearly killed me as he was doing in excess of 100 km per hour but I fear that not changing speeds as proposed with an intersection speed zone will be far more dangerous for the residents. Just slow the speed all the way to town. The traffic volume has grown so much it won't make much difference in time to get to town. Thank you.
<b>Individual Submitter</b>	The State Highway 26 speed change and reduction should be extended to include the intersection with Matangi Rd & Silverdale Rd. It's a very dangerous intersection during busy traffic and I have witnessed many near misses and there have also been accidents and at least one cycling fatality in recent years.
<b>Individual Submitter</b>	These changes are a very sensible first step at making the roads around the Waikato safer for all users. I am intrigued by the intersection speed variables and would love to see more of these in all regions.



Submitter	Submission
<p><b>Mark Tamura, Manager Integration and Infrastructure, Waikato District Council</b></p>	<p>This is a Waikato Regional Council staff submission on the SH1/SH3/SH26 Hamilton speed review consultation. It should be noted that this submission is a staff view and may not necessarily reflect the views of the elected members of Council.</p> <p>Waikato Regional Council staff congratulate Waka Kotahi for undertaking a speed review of state highways in and around Hamilton City. Waikato Regional Council, through its Regional Transport Committee, has taken a proactive approach to speed management in the region and has worked closely with the approved organisations in the region, including Waka Kotahi, on speed management matters.</p> <p>In general we support the changes being proposed in the discussion document. The only section which we are not in agreement is on the Avalon Bypass where it is proposed to lower the speed limit from 80km/hr to 60 km/h. It is the view of staff that this section, with an average speed of 65 to 69km/h, should remain at 80km/hr. The engineering geometry of this section of state highway was designed and constructed to provide a higher speed environment through this length to take through traffic off Avalon Drive. It has limited access and lends itself to an 80 km/hr speed limit consistent with the state highway north of the SH1/ Rotokauri/Crawford streets roundabout. We suggest that the existing speed limit be retained and appropriate safety improvements be installed such as wire rope median barriers. This 'engineering up' approach to retain the speed at 80km/h will minimise the likely increase in rat running of traffic on Avalon Drive.</p> <p>The other proposals which reduce speeds from 80 to 60 or from 60 to 50km/h are generally agreed as they will allow a consistent speed flow though Hamilton City. We submit that several of these sections will require engineering interventions in addition to the speed limit reductions to ensure the desired changes to driver behaviour.</p> <p>The other proposals which reduce speeds from 80 to 60 or from 60 to 50km/h are generally agreed as they will allow a consistent speed flow though Hamilton City. We submit that several of these sections will require engineering interventions in addition to the speed limit reductions to ensure the desired changes to driver behaviour.</p>
<p><b>Individual Submitter</b></p>	<p>This should all wait for the Waikato Expressway changes to be completed and then reassessed. Looking at most of the stats current average speeds are below existing speed limits in any case so I see no benefit being gained in changing the current legal limits. What it will do is create a whole lot of work to revert to existing limits should the Expressway changes when effective make our urban affected roads less congested and therefore safer to drive at current limits. I do like the initiative of the Intersection Variable Speed Zone technology.</p>
<p><b>Individual Submitter</b></p>	<p>To whom it may concern. I think it would be a great idea to lower the road speed in Hamilton. As i use a 50cc moped scooter, to get to and from work, five days a week. I can only go up to 50kmh as im on my learners. And i have to travel from university to Te Awa, the base mall. It takes me little over 30 minutes to get to work, because i have to use more lower speed limit roads. And i wish i could take a faster route to work. But unfortunately i have to avoid the highways like wairere drive because it would be unsafe to drive at 50kmh. Using these highways would shorten my travel time immensely. But even lowering speeds on roads that are 60kmh. Would help too, times ive tried turning into a right line, so that i can turn right at a intersection. I would have motorist not realise im going 50kmh and bump into me from behind. Fortunately i havent have a accident yet. But i fear this might happen one day. Thank you for your time reading my email.</p>
<p><b>Individual Submitter</b></p>	<p>Too many changes gets confusing. 60km/h for Normandy/Cobham makes sense but dropping to 50km/h for the Hillcrest section doesn't. Furthermore the bigger decrease required from 80kmph to 50km/h for north-bound traffic is likely to be harder to judge for right-turning traffic exiting from Howell Ave.</p>

Submitter	Submission
<b>Individual Submitter</b>	<p>traffic merging from two lanes to one is a bottleneck unless the single lane portion has a higher speed limit to clear traffic faster. The 60km proposed section of cobham drive from normanby ave will bottleneck even worse if the 80kmph zone leading up to it isnt slowed down too. Do the average speeds given accurately describe traffic flow at all times? - Driving at night is frustrating with turn restrictions at intersections and slow speed restrictions with no other traffic to deal with. The average speed of heavy vehicles climbing SH3 towards Hall Rd is very slow and I dont see logic of 80kmph zone ending at *bottom of a hill* going towards Peacock roundabout so I'd hope the 60km proposed zone could be extended further south past hall rd. ever thought of putting recommended speed signs up prior to roundabouts same as for sharp corners? i.e. on a 60km zone display big yellow "40" or "30" signs prior to roundabout to encourage people to slow down?</p>
<b>Individual Submitter</b>	<p>Turning out of Houchens into Ohaupo Road. Traffic currently 70kmph. Long delays at rush hour. Fix potholes. Normandy Ave. Ohaupo Road. Breaking up a lot atm</p>
<b>Individual Submitter</b>	<p>Very happy with the proposed speed reductions</p>
<b>Individual Submitter</b>	<p>Yes, along with speed reduction on the SH1 section Cambridge Road from Riverlea Road to Morrinsville Road roundabout, a no right turn from Howell Ave (Eastern End) onto SH1 heading south towards Cambridge should be considered. We live on the corner of Howell Ave &amp; Chesterman Road &amp; see close calls &amp; accidents from people turning right at that intersection on a more than daily basis. Drivers pull out of Howell Ave without the way being clear &amp; then stop in the middle of the road which is dangerous &amp; restricts traffic flow further as well as restricting traffic that is trying to turn into Howell Ave from SH1 Cambridge Road.</p>
<b>Individual Submitter</b>	<p>Yes, there are multiple educational institutions in both Melville (SH3) and Hillcrest (SH1 &amp; SH26). I believe speed limits of 40km/hr should be considered either side of school hours to make it safer for kids to use active transport modes. For Hillcrest, I would suggest this should be between Berkley Avenue and Cambridge Road. For Melville, I would suggest this be between Normandy Avenue and Tomin Road. This would be consistent with speed limits outside other educational institutions in Hamilton and align with the announcement from the government in late 2019 on safer speed limits. I would further suggest reducing the speed limit on Normandy Avenue/Cobham Drive to 50km/hr rather than 60km/hr. It seems unnecessary for a few kilometres of road to be 10km/hr higher than the proposed speed limits on either side of this section. Cyclists who want to get across Cobham Bridge and connect with the river path would feel safer with cars travelling an extra 10km/hr slower. Hamilton Gardens would experience less noise pollution too if vehicles were travelling at 50 km/hr.</p>
<b>Individual Submitter</b>	<p>yes. Nothing is going to change because in just about all the cases the average speed is at about the proposed speed limit. So how is reducing the limit going to make it safer? Your job is to keep traffic moving not make it stop. It used to be 100 all the way past The Base but town planners mucked it up and so an expensive bypass had to be built where the 100 speed limit ends just meters from where it used to end. Why not make them all 10 kph then, that will make it safer. The Greenwood section was reduced from 100 to 80 a few years ago. The Melville-Glenview was increased from 50 to 60 20 years ago. You bumed the Temple View road up with 3 stupid roundabouts. When they did the alterations they could have planned service roads in so that there only be 1 roundabout or even on and off ramps and a underpass like Fonterra did at Te Rapa. You try driving a truck or a tractor round all these roundabouts. Te Awamutu has just changed speed limits all around the rural roads and now you have no ides of what the speed limit is. When you pull out of a farm track you dont know what the limit is.</p>

Submitter	Submission
<b>Individual Submitter</b>	Yes... Many of the roads you're proposing to "downgrade" are roads that are the main SH transit routes through the city. These roads (in some cases) are there for this purpose and to reduce the speeds will move transitory traffic to less suitable/urban roads trying to get through faster. In particular, the Avalon Drive Bypass should remain at 80 as it's already a huge problem that people try to transit Avalon Drive instead - Reducing that limit will make the problem worse. Again, the Greenwood Street section that you're looking to reduce from 80 to 60 is a largely commercial area and there is no logic behind that. I also opposed those reductions for similar reasons on Normandy Ave/Cobham Drive, Hillcrest SH1/26 and Ohaupo Road rural section
<b>Individual Submitter</b>	Yes: Please make the Normandy Ave/Cobham Drive section of SH1 a maximum speed of 50kph. The existing 80kph is hair-raising; 60 won't bring much of an improvement. For the sake of cars coming in and out of the Hamilton Gardens and, more importantly, foot traffic coming from Hamilton East and heading to and from the Gardens, slowing down the traffic is a must. The new underpass by Grey St has certainly saved lives but tends to serve those who come from the Grey St section of Hamilton East. The Galloway St area has far more foot traffic trying to access the Gardens.
<b>Individual Submitter</b>	You should consider the actual speed of the vehicle(s) involved in the crashes which resulted in serious injury or death. If they were travelling significantly above the posted speed limit, or below the proposed new speed limits, it is unlikely that these proposed changes will have any affect on reducing the road toll. If this data is not available, it should be collected and analysed before any changes are made.
<b>Individual Submitter</b>	Your proposed speed changes are very good and the sooner the better - top marks. Hamilton lacks speed signs on our streets, most of the time we are not sure just what speed we are supposed to be doing !! River Road in the city, as an example ---8 km - no speed signs ---help us - why the secret ?