

**Submission by**

**Hamilton City Council**

## **HAMILTON - HAVE YOUR SAY ON SAFER SPEEDS: STATE HIGHWAYS 1, 3 AND 26 THROUGH HAMILTON CITY (JULY 2020)**

**21 August 2020**

### **1.0 KEY SUBMISSION POINTS**

- 1.1 Hamilton City Council (HCC) supports the overall intent and direction of the proposals outlined in the July 2020 consultation document 'Hamilton - Have your Say on Safer Speeds: State Highways 1,3 and 26 through Hamilton City'.
- 1.2 HCC has a Speed Management Plan which was developed in consultation with community and key stakeholders, including Waka Kotahi NZ Transport Agency.
- 1.3 The Speed Management Plan sets out the long-term vision for speed management (including speed limits) within Hamilton City and includes both local roads and the state highway network.
- 1.4 HCC do have concerns about several of the proposed speed limit reductions on the basis that we understand that there are no supporting engineering changes proposed within these corridors and only a change in signage is proposed. This would not create a self-explaining road and speed limit and we are concerned that this may actually be more unsafe than the current operating environment.
- 1.5 HCC requests a further update once Waka Kotahi NZ Transport Agency has determined which speed limit changes will proceed and again following introduction of those changes with the outcome of speed and crash monitoring results.

### **2.0 INTRODUCTION**

- 2.1 Hamilton City Council (HCC) welcomes the opportunity to make a submission to Waka Kotahi New Zealand Transport Agency's July 2020 consultation document 'Hamilton - Have your Say on Safer Speeds: State Highways 1,3 and 26 through Hamilton City'.
- 2.2 HCC has a Speed Management Plan (SMP) which was developed under the guidance of the Access Hamilton Taskforce with assistance from a key stakeholder working group (which included Waka Kotahi NZ Transport Agency) and via engagement and consultation with the community.
- 2.3 The Hamilton City Speed Management Plan was adopted by Council in June 2019 (refer **Appendix 1**).
- 2.4 The purpose of the SMP was to take information set out in the NZTA Speed Management Guide and create an implementation plan related to safer speed in Hamilton City. The SMP is applicable to all roads within Hamilton City - including state highway network and a 'speed management vision' of what the speed limits throughout the city would become in the long term is shown in Part 6 'Speed Management Map' of the SMP.

- 2.5 In late 2019 Waka Kotahi NZ Transport Agency (Waka Kotahi) commenced early engagement with HCC staff and other stakeholders on a proposed review of speed limits on the state highway network within Hamilton City.
- 2.6 HCC staff were supportive of many of the changes proposed and in April 2020 wrote to Waka Kotahi noting six state highway sections that were identified for speed limit changes within the SMP (section 6 - Speed Management Map). These were:
- SH1 Avalon Drive Bypass (Crawford Street to Rifle Range Road) - reduction from 80km/h to 60km/h.
  - SH1 Greenwood Street (Killarney Road to Kahitatea Drive) - reduction from 80km/h to 60km/h.
  - SH1 Lorne Street (Ohaupo Road to Normandy Avenue) - reduction from 60km/h to 50km/h.
  - SH1 Cobham Drive (Normandy Avenue to Howell Avenue) - reduction from 80km/h to 60km/h.
  - SH3 Ohaupo Road (Resthill Crescent to south of Dixons Road) - reduction from 70km/h to 60km/h.
  - SH3 Ohaupo Road (south of Dixon Road to Raynes Road) - reduction from 100km/h to 80km/h.
- 2.7 The key reason for the request was to try and accelerate the speed limit changes on two sections of the State Highway network where capital projects were underway i.e. Wairere Drive and SH1 Cobham Drive interchange and SH3 Ohaupo Road Roundabout.

### **3.0 Consultation on Proposed Speed Limit Changes for State Highways 1,3 and 26 in Hamilton City**

- 3.1 HCC acknowledges that Waka Kotahi has completed a review on all of the State Highway network within Hamilton City and are now seeking feedback on these proposals before finalising exactly what changes will proceed.
- 3.2 HCC appreciates the time taken by Waka Kotahi staff to attend the 30 June 2020 Infrastructure Operations Committee to present your proposed speed limit changes and to answer questions from our Elected Members and Maangai Maaori.
- 3.3 **The table following Section 4.0 of this submission sets out HCC's comments in regard to the proposals.**
- 3.4 While we are generally supportive of lower speed limits due to the known safety benefits that they provide, we are still concerned that many of the proposals will not be self-explaining unless there are supporting engineering works undertaken. It is our understanding that there are no engineering works planned for completion in support of these changes based upon your presentation to the 30 June 2020 Infrastructure Operations Committee meeting.
- 3.5 Without the supporting engineering works, HCC is concerned that there will not be good compliance with the new speed limits and that this will lead to at least two key issues:
- An increased range of travelling speeds on these routes which could lead to difficulty in judging the speed of oncoming traffic for anyone trying to cross the road - either in a vehicle or on foot or bike. This in turn could result in a decreased safety performance.
  - A difficult situation for New Zealand Police to deal with where there is an expectation that they will enforce the new speed limits, but without a self-explaining environment, there is likely to be large numbers of those travelling in excess of the speed limit - resulting in the adjacent community requesting greater levels of enforcement while 'revenue gathering' accusations will be levelled by the travelling community.
- 3.6 It is understood that since commencing the consultation process on these proposed changes, that there has been an update to the Mega Maps tool that provides supporting guidance on determining

safe and appropriate speeds and speed limits. HCC therefore request that Waka Kotahi review the speed limit proposals and consider this updated information in conjunction with our submission before making a final decision on the final speed limit changes.

- 3.7 HCC look forward to a further update from Waka Kotahi once a decision is made in regard to the extent and timing for the implementation of speed limit changes on the State Highway network in Hamilton City.
- 3.8 As noted at HCC's 30 June 2020 Infrastructure Operations Committee, we would also request that Waka Kotahi report back to HCC once the speed limit changes have been implemented and monitoring of speeds have been completed.

#### **4.0 FURTHER INFORMATION AND OPPORTUNITY TO DISCUSS SUBMISSION**

- 4.1 Should Waka Kotahi New Zealand Transport Agency require clarification of Hamilton City Council's submission, or additional information, please contact Robyn Denton (Network Operations and Use Team Leader, City Transportation) on 07 838 6910 or 021 971 127, email [robyn.denton@hcc.govt.nz](mailto:robyn.denton@hcc.govt.nz) in the first instance.
- 4.2 Hamilton City Council would welcome the opportunity to meet with representatives from Waka Kotahi New Zealand Transport Agency to discuss the content of our submission in more detail.

Yours faithfully



**Lance Vervoort**  
**ACTING CHIEF EXECUTIVE**

## HAMILTON CITY COUNCIL'S FEEDBACK ON PROPOSED CHANGES

LOCATION	CURRENT SPEED LIMIT	PROPOSED SPEED LIMIT	HCC'S COMMENTS
<b>Avalon Drive Bypass (SH1)</b>			
From the Crawford Street/Avalon Drive/SH1 Roundabout to 250m north of Rifle Range Road (existing speed limit change point).	80km/h	60km/h	HCC do not support this proposed change as our preference would be to have the existing speed limit retained and appropriate safety improvements e.g. wire rope barrier installed. This approach will minimise the likely increase in rat running of traffic on Avalon Drive and the subsequent need for HCC to invest further in this area to support the local road status.
<b>Greenwood Street (SH1)</b>			
From 160m south of Killarney Road (existing speed limit change point) to 80m north of Kahikatea Drive (SH1) (existing speed limit change point).	80km/h	60km/h	HCC support this proposed speed limit change noting that the intersections of Duke Street and Kaihikatea Drive will both benefit from the lower speeds in this area.
<b>Melville (SH1 &amp; SH3)</b>			
Kahikatea Drive and Lorne Street (SH1) from 41m east of Alison Street (proposed new speed limit change point) to 40m north-east of Lorne Street (existing speed limit change point).	60km/h	50km/h	HCC support this proposed speed limit change. In particular, we support the lower speed limit in Lorne Street as it is more reflective of the nature of the road.
On Ohaupo Road (SH3) from the Kahikatea Drive intersection (existing speed limit change point) to 25m south-east of Resthill Crescent (existing speed limit).	60km/h	50km/h	HCC support this proposal with conditions. Lower speeds (being the proposal) have a potential to result in an improvement for safety. We do not believe the nature of this section of road is self-explaining as a 50km/h area and would not support the change unless it is supported by engineering changes. There is not a clear change in the environment at the proposed speed limit point at Resthill Crescent where your proposal has the speed limit increasing to 60km/h.
On Normandy Avenue (SH3) from Lorne Street (existing speed limit	60km/h	50km/h	HCC support this proposal with conditions. Lower speeds (being the proposal) have a potential to result in an improvement for

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change point) to Ohaupo Road (existing speed limit change point).			safety. We do not believe the nature of this section of road is self-explaining as a 50km/h area and would not support the change unless it is supported by engineering changes.
<b>Normandy Avenue and Cobham Drive (SH1)</b>			
On Normandy Avenue and Cobham Drive (SH1) from 40m north-east of Lorne Street (existing speed limit change point) to 180m west of Howell Avenue (existing speed limit change point).	80km/h	60km/h	HCC support this proposal but request serious consideration is given to changing the environment to support the lower speed limit – including improved provision for people walking and biking who are wanting to cross Cobham Drive to access Hamilton Gardens in the vicinity of Nixon Street.
<b>Hillcrest (SH1 and SH26)</b>			
On Cobham Drive and Cambridge Road (SH1) from 180m west of Howell Avenue (existing speed limit change point) to 70m south of Riverlea Road (existing speed limit change point).	60km/h	50km/h	HCC support this proposal with conditions. Lower speeds (being the proposal) have a potential to result in an improvement for safety. We do not believe the nature of this section of road is self-explaining as a 50km/h area and would strongly advocate for engineering improvements to be completed on this section in conjunction with any changes in speed limit.
On Morrinsville Road (SH26) from SH1 (existing speed limit change point) to 300m north-east of Berkley Avenue (existing speed limit change point).	60km/h	50km/h	HCC support this proposal with conditions. Lower speeds (being the proposal) have a potential to result in an improvement for safety. We do not believe the nature of this section of road is self-explaining as a 50km/h area and would strongly advocate for engineering improvements to be completed on this section in conjunction with any changes in speed limit.
<b>Glenview (SH3)</b>			
On Ohaupo Road (SH3) from 25m south-east of Resthill Crescent (existing speed limit) to 265m south of the centre of the new SH3	70km/h	60km/h	HCC support this proposal and note that the construction of the new roundabout just south of Dixon Road is making good progress

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Ohaupo Road/Southern Links roundabout (new speed limit change point).			and is expected to be operational in late 2020. The roundabout has been designed for a 60km/h speed limit to be in place.
<b>Ohaupo Road (SH3) - Rural Section</b>			
On Ohaupo Road (SH3) from 265m south of the centre of the new SH3 Ohaupo Road/Southern Links roundabout (new speed limit change point) to 330m north of Rukuhia Road (existing speed limit change point).	100km/h	80km/h	HCC support this proposal and note that this section of road has been subject to many reviews for safety improvements due to its poor safety record. The lower speed limit is reflective of the current nature of this section of road and the adjacent southern section, which already has an 80km/h speed limit in place through Rukuhia.
<b>Intersection Speed Zone Ohaupo Road (SH3)/Raynes Road</b>			
At the intersection of Ohaupo Road (SH3) and Raynes Road we are proposing an Intersection Speed Zone that will be activated when traffic is turning in/out of the intersection. At such times the speed limit through this intersection on Ohaupo Road (SH3) will reduce from 80km/h to 60km/h.	100km/h	Variable 60km/h when a vehicle is turning into or out of the intersection.  80km/h at all other times.	HCC support this proposal and thanks Waka Kotahi for being proactive in dealing with the safety of this intersection via this treatment as a temporary measure until a more permanent solution can be installed. With the upcoming construction of a new bridge across the Waikato River and several arterial roads in the northern section of Peacocke, it is expected that there will be a large number of trucks turning at this intersection, which will add to the current safety issues being experienced at this intersection.