
Hamilton City Speed Limit Bylaw 2018



STATEMENT OF PROPOSAL

Hamilton City Council (the Council) is seeking feedback on the review of the Hamilton City Speed Limit Bylaw 2013 to set speed limits on any road within the jurisdiction of the Council other than State Highways, which are controlled by the NZ Transport Agency.

The Council has considered the proposed Hamilton City Speed Limit Bylaw 2018 and determined that it is the most appropriate form of bylaw for setting speed limits within Hamilton in accordance with the Land Transport Rule: Setting of Speed Limits 2017.

BACKGROUND

The full Hamilton City Speed Limit Bylaw was last reviewed in 2012 as per the Local Government Act 2002 requirements, and came into force 1 March 2013. At the time it came into force it was determined the most appropriate format for the setting of speed limits within Hamilton was a bylaw. Since that time there have been two amendments in order to implement speed limit changes in accordance with Council resolutions, on 17 September 2013 and 14 December 2017.

WHY ARE WE DOING THIS?

The Council (as the Road Controlling Authority [RCA]) sets the speed limits and designates an Urban Traffic Area through the Bylaw. Council determines appropriate speed limits by undertaking a continual and consistent assessment of our roads, under the NZ Transport Agency Speed Management Guide, combined with local community insight into how people use our roads.

The Bylaw is being reviewed to address two issues:

1. To enable future speed limits to be set via Council resolution, and
2. To change the speed limit on Gordonton Rd.

ISSUES

A. Speed limit bylaw changes are costly and time-consuming

The current format of the Speed Limit Bylaw forces the Bylaw to go through a full review whenever any changes to speed limits are made by Council. This process is set out in the Local

Government Act 1974 and includes a Special Consultative Process. A change to a speed limit can range from changing the speed limits for a number of roads to simply needing to move a speed limit sign. A full bylaw review is costly and time-consuming and doesn't enable Council to respond quickly to changes in safety performance on our transportation network.

Option 1: No change

Option 1 would make no changes to the current bylaw. Council would still have to undertake a full bylaw review to change any speed limit within the city, with the associated time and cost implications.

Option 2: Change the Bylaw to enable speed limits to be set via Council Resolution

This is the preferred option.

Option 2 would change the current format of the Bylaw so speed limit changes can be addressed through Council resolution in the future. Information that is currently kept in schedules is instead kept in registers, and changes to registers can be made by resolution by Council. This will provide Council with the ability to respond more efficiently and quickly to speed limit change requests to improve safety on the roads. Consultation in accordance with the requirements of the Land Transport Rule: Setting of Speed Limits 2017 would still be undertaken.

B. Safety on Gordonton Rd

The Gordonton Rd corridor within Hamilton city has a current speed limit of 80km/h, with a 60km/h variable speed limit at the Thomas Rd/Gordonton Rd intersection. This road corridor has become increasingly busy as the more houses are built in the northeast of the city and in the Waikato district, resulting in more traffic. To improve safety a 60km/h variable speed limit has been in place at the Thomas Rd/Gordonton Rd intersection since late 2017. This has resulted in a small decrease in severity of injury to people in crashes, but is only an interim solution.

Option 1: No change

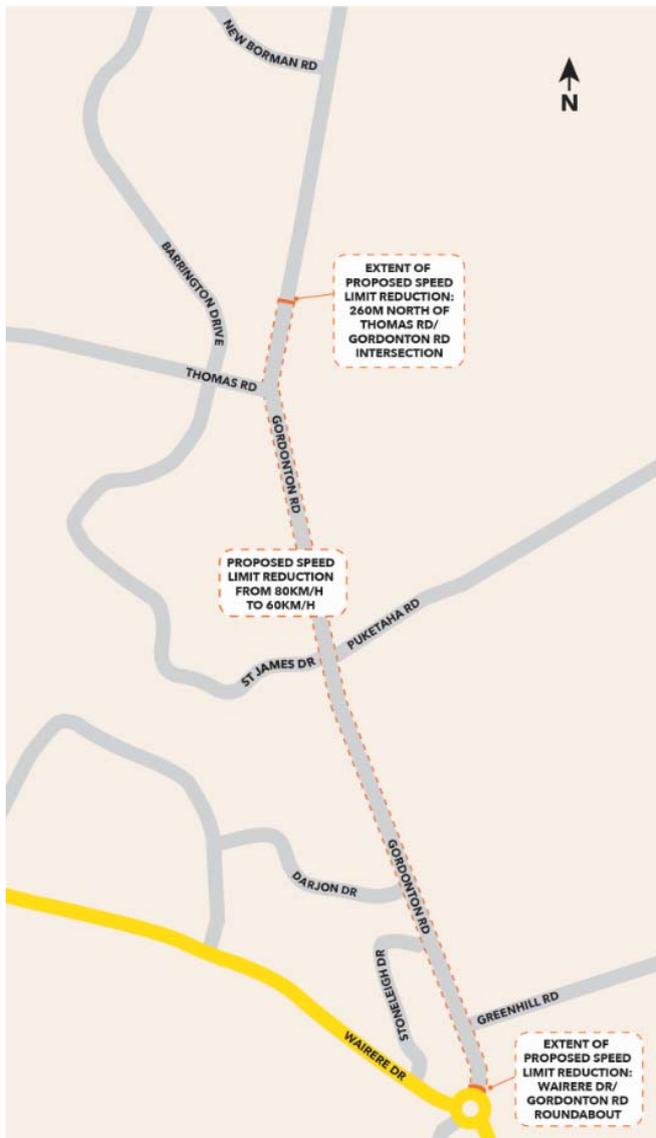
Option 1 would make no change to the speed limits on Gordonton Rd. The speed limit would remain at 80km/h, making it difficult to improve safety at the Thomas/Gordonton intersection and to undertake future work along the Gordonton

corridor. This would not follow the direction of the NZ Transport Agency Speed Management Guide.

Option 2: Introduction of a permanent 60km/h speed limit on Gordonton Rd from Wairere Dr to 260m north of Thomas Rd

This is the preferred option.

Option 2 would change the permanent speed limit on Gordonton Rd, from Wairere Dr to 260m north of Thomas Rd, to 60km/h. The 60km/h variable speed limit at the intersection of Thomas Rd would be removed. The permanent 60km/h speed will support the proposed Gordonton Rd corridor work that includes a signalised intersection at Thomas Rd, a northern gateway, flush medians, street lighting and proposed improvements at the Puketaha Rd intersection in 2020/21.



Proposed Bylaw

A copy of the proposed new Bylaw is attached to this proposal. Proposed changes are highlighted in yellow.

TELL US YOUR THOUGHTS ON THE NEW BYLAW

Before making any final decisions, we'd like to have your input.

You can give us feedback from **5 June 2018 to 5 July 2018**.

How to give feedback

- Fill out a feedback form online at hamilton.govt.nz/haveyoursay
- Fill out the feedback form included in this Statement of Proposal and send to Hamilton City Council, c/- Strategy Unit, Private Bag 3010, Hamilton 3240.
- Fill out the feedback form and deliver it to the Municipal Building Reception Lounge (Pop-up Library) or one of the Council's other libraries.

Feedback forms and the proposed Bylaw amendments are available from all Hamilton City Council libraries, and from the Ground Floor reception of Council's Municipal Building in Garden Place.

For any queries please ring 07 838 6699 or email info@hcc.govt.nz

Next Steps

Analysis of the feedback will be undertaken and a Hearings Report will be presented to the 1 August 2018 meeting of the Regulatory and Hearings Committee. This will provide the opportunity for submitters to personally present their thoughts on the proposed changes to the bylaw if they wish.

The outcome of the hearings will then be presented in an Adoption report at the 6 September 2018 meeting of Council.

Any approved changes to the Speed Limits bylaw will come into effect on 10 October 2018.

QUICK FACTS

What is speed management?

Speed management involves continual and consistent assessment of our roads, and how people use our roads, to determine how to reduce risk and make them safer for everyone.

Is this all about reducing speed limits?

The Council is using the NZ Transport Agency Speed Management Guide to contribute to safer and more efficient travel. Applying the combination of data and local insight means this might result in road improvements, speed limit changes or no change at all; the Guide helps to prioritise where to make changes to ensure key road risks are being addressed.

What is the Speed Management Guide?

The Speed Management Guide has been developed by the NZ Transport Agency and outlines a new approach to managing speed that is based on the function of the road and safety risk for all users. Using new technology and data gives us the tools we need to review our road network and engage constructively with our community about proposed changes.

How will the Guide benefit Hamilton?

Using the Guide will help the Council improve road safety and network efficiency in our city. It will mean the decisions we make about speed are well-informed, accurate and consistent. It also has an emphasis on community engagement which means local knowledge about roads can be tapped into right from the start.

Won't speed changes cost me time?

Not necessarily. New research shows going faster doesn't save as much time as we think. Waiting for lights to change, traffic to move or other drivers, as well as different road conditions mean total travel times don't vary much — even if you drive 10 km/h faster. For drivers a speed change may mean a few seconds of travel time, but for people on bikes or pedestrians in the area it could mean a safer environment.

Speed isn't a problem, bad drivers are. Why aren't you focusing on them?

Even the most skilled drivers make mistakes, and most drivers understand New Zealand's roads can be challenging. Many of the roads in our city have

a variety of users, e.g. people on bikes, pedestrians and school kids scootering. Not just people driving vehicles. Good speed management ensures drivers have the necessary cues about the safe and appropriate speed for the road and for the conditions. As well as looking at speed we also look at potential roading improvements, road user education and awareness campaigns while working collaboratively with our partners such as the Police and NZ Transport Agency. This way we approach road risk in a holistic way, rather than just focusing on one issue.

Why have a variable lower speed limit outside some schools, not a permanent lower speed limit?

Schools are built on all kinds of roads and some of these roads support a permanent lower speed limit and some do not. Where a road is designed to be a major or minor arterial and is not primarily residential it makes more sense for the lower speed limit to only be in place when school is beginning and ending, and there are lots of pedestrians and people on bikes around. If a school is in a residential area where there are going to be more pedestrians and people on bikes throughout the day and on weekends, then a permanent lower speed limit might make more sense, especially to the road users and residents in the area.

FEEDBACK FORM

PROPOSED Hamilton City Speed Limit Bylaw 2018

Hamilton City Council is proposing the new Hamilton City Speed Limit Bylaw 2018.

1. We are proposing to enable speed limits to be set by Council resolution to reduce the cost and time taken to make changes to speed limits. Do you agree? (See pg2 of Statement of Proposal for details.)

Yes

No

Reasons (Please print clearly) _____

2. We are proposing to introduce a permanent 60km/h speed limit on Gordonton Rd from Wairere Dr to 260m north of Thomas Rd to improve safety on this corridor. Do you agree?

Yes

No

Reasons (Please print clearly) _____

ABOUT YOU: (Please print your details clearly)

3. Where do you live?

Street Name: _____ Suburb: _____

I live outside the Hamilton boundary, my town is: _____

4. Can you tell us your age group?

6-24

25-35

36-50

51-64

65+

5. Which best describes your household?

- Living alone
- Family or couple with dependants (children or other family)
- Family or couple with no dependants
- Living with others that are not family

6. Are you responding as a:

- Resident
- Business
- Other stakeholder or community group

Name of your organisation / community group _____

The Regulatory and Hearings Committee will hear any verbal submissions that the community and organisations wish to make in support of their written feedback on 1 August.

7. Do you want to verbally present to the Council in support of your feedback?

- Yes (*Please ensure you give us your contact details below)
- No

8. Contact Details: (Please print your details clearly)

Name: _____

Organisation (where applicable): _____

Postal Address (incl. City and postcode) _____

Phone: (day) _____ (evening) _____

Email: _____

Please be aware when providing a submission/feedback that all responses are part of the consultation process. This means that your name but not contact details may be reproduced and included in the Council's public documents such as the Council agendas and minutes. These documents are available on the Council's website at hamilton.govt.nz

Please get your feedback to us by 5 July 2018.

Feedback after this date may not be included in the feedback summary to Councillors.

Feedback can be:

- Completed online at hamilton.govt.nz/haveyoursay
- Posted to: Freepost 172189, C/- Strategy Unit, Hamilton City Council, Private Bag 3010, Hamilton 3240
- Dropped off to a Council library or the main reception, ground floor of Council (Municipal) Building, Garden Place.