
Proposed Amendments Hamilton City Speed Limits Bylaw 2013



STATEMENT OF PROPOSAL

Hamilton City Council (the Council) is seeking feedback on the proposed amendments to the speed limit schedules within 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 New Zealand Transport Agency.

The Council determined it is appropriate that the Hamilton City Speed Limit Bylaw 2013 be retained as the mechanism for setting speed limits within Hamilton in accordance with the Land Transport Rule: Setting of Speed Limits 2003.

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 has been one amendment made in order to implement speed limit changes in accordance with a Council resolution on 17 September 2013.

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.

Development around the city has occurred which requires changes to the speed limits in order to maintain safety.

The bylaw is the mechanism to implement the changes in speed limits at specific locations.

OPTIONS

Option 1: No changes

Option 1 would make no amendments to the current bylaw schedules. Under this option no changes to speed limits would be made. Having applied a combination of data and local insight, this option will not ensure key road risks are being adequately addressed by the Council nor that Council are adequately responding to community requests for safer and more efficient travel.

Option 2: Review Bylaw schedules

Option 2 would make amendments to the bylaw schedules. The amendments are in response to 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. This process has determined that the amendments proposed will improve road safety and network efficiency in our city. Research has shown small changes in speed will not necessarily cost drivers noticeable amounts of time but will improve the safety outcomes for other road users, such as pedestrians or people on bikes, particularly in locations around schools where there are higher numbers of vulnerable road users biking or walking.

Under this option the following changes to speed limits would be made.

CITY CENTRE AREA

1. Knox St

Introduction of a 30km/h speed limit for the full length of Knox St.

NORTHERN AREA

2. Endeavour Ave

Introduction of a permanent 40km/h speed restriction in front of Endeavour School.

3. North City Rd and Borman Rd

Extend the length of the current variable 40km/h speed limit on Borman Rd and North City Rd.

Introduction of a permanent 50km/h speed limit to a section of North City Rd.

4. Kimbrae Dr

Introduction of a variable school zone 40km/h speed limit in front of the Rototuna High Schools.

5. Borman Rd and Hare Puke Dr

Add the future Sylvester School to the speed limit bylaw list for 40km/h variable speed school zones.

6. Gordonton Rd

Introduction of a variable speed intersection zone of 60km/h speed limit at the intersection of Thomas Road.

NORTH WESTERN AREA

7. Rotokauri Rd

Introduction of a section of 60km/h speed limit in conjunction with a new roundabout.

8. Te Kowhai Rd East

Introduction of a 50km/h speed limit for the full length of Te Kowhai Rd East.

9. Baverstock Rd

Replacement of the current section of 70km/h speed limit with a 50km/h speed limit.

EASTERN AREA

10. Wairere Dr

Short extension of the current 60km/h speed limit north of Ruakura Rd.

11. Masters Ave, Silverdale Rd, Barrie Cres and Morris Rd

Enable Hillcrest High School to operate the existing 40km/h variable speed school zone in place for Silverdale Primary.

A detailed table of the proposed amendments is included in Pages 5 – 10 in this document.

TELL US YOUR THOUGHTS ON THE AMENDMENTS

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

You can give us feedback from **8 August 2017 to 24 September 2017**.

How to give feedback

There are a number of ways you can give your 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.

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 NZTA 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/hr 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 New Zealand 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.

#	Location	Proposed change and reason for change	Proposed change to bylaw (indicated in red text and underlined)	Page in bylaw
4	Kimbrae Dr	Proposed introduction of a variable school speed limit (40km/h) north along Kimbrae Dr for the length of the Rototuna High School frontage. With the proposed extension of Kimbrae Dr to link to the recent extension of Borman Rd, east of Hector Dr traffic will be moving past the High School. There are large numbers of number of pedestrians and people on bikes.	Amend Schedule 12: Roads with a variable speed limit By the following addition to the schedule <u>Rototuna High School</u> <u>Kimbrae Drive: from a point 30m east of the intersection of Bourn Brook Drive extending in an easterly direction to a point 595m east of Bourn Brook Drive.</u>	50
5	Borman Rd and Hare Puke Dr	A new primary school (Sylvester) is being designed currently and will be operational in 2019. Variable speed school zones will be necessary for both roads to provide safe access to the school by parents and children.	Amend Schedule 12: Roads with a variable speed limit By the following addition to the schedule <u>Sylvester Primary School</u> <u>Borman Road: from a point 260m west of Hare Puke Drive to a point 110m south east of Hare Puke Drive.</u> <u>Hare Puke Drive: from a point 95m north of Borman Road to a point 10m north of Wetherby Road.</u>	51
6	Rotokauri Rd	Proposed introduction of a section of 60km/h speed limit to accommodate a new roundabout that is to be constructed to provide access into a new development. The design of the roundabout is for 60km/h (which is the long term desired speed limit in this area) and the current speed limit is 80km/h.	Amend Schedule 6: Designation Areas and Roads with a speed limit of 60 km/h. By the addition of the following to the schedule: <u>Rotokauri Road - From a point 310m west of Karariki Drive to a point 300m north west of Baverstock Road.</u> Amend Schedule 8: Designation Areas and Roads with a speed limit of 80 km/h. By the following change to the schedule: Rotokauri Road - <u>From a point 310m west of Karariki Drive to 250m south west of Exelby Road.</u> <u>300m north-west of Baverstock Road to City Boundary</u>	37 40

#	Location	Proposed change and reason for change	Proposed change to bylaw (indicated in red text and underlined)	Page in bylaw
7	Te Kowhai Rd East	Proposed introduction of a 50km/h speed limit for the full length of Te Kowhai Rd East (from Te Rapa Rd through to its western end.	Amend Schedule 6: Designation Areas and Roads with a speed limit of 60 km/h By the removal of the following from the schedule: <u>Te Kowhai Road East – Te Rapa Road Tasman Road</u>	37
		With the changes to the roading network associated with the construction of the Te Rapa Bypass and ongoing development of Arthur Porter Dr there are short lengths of varying speed limits in this area that create confusion and result in complaints from the community.	Amend Schedule 8: Designation Areas and Roads with a speed limit of 80 km/h. By the removal of the following from to the schedule: <u>Te Kowhai Road East – Tasman Road to end (W)</u>	41
8	Baverstock Rd	Proposed replacement of the existing 70km/h speed limit with a 50km/h speed limit. The proposed lowering of the speed limit is to improve safety for the increasing number of pedestrians and people on bikes using this road for recreation, access to Waiwhakareke reserve and Hamilton Zoo.	Amend Schedule 7: Designation Areas and Roads with a speed limit of 70 km/h. By the removal the following from the schedule: <u>Baverstock Road – 1200 m north east of Brymer Road to Brymer Road.</u>	37
9	Wairere Dr	Proposed extension (85m) of the current 60km/h speed limit on Wairere Dr north of Ruakura Rd. The introduction of a slip lane into Mitre 10 has meant the current location of the speed limit sign is in the middle of the off-ramp and a safety audit has recommended the sign (and therefore the legal limit) be moved north to be clear of the off-ramp.	Amend Schedule 6: Designation Areas and Roads with a speed limit of 60 km/h. By the following change to the schedule: Wairere Drive: <u>50m 135m</u> north of Ruakura Road to the southern end.	37
			Amend Schedule 8: Designation Areas and Roads with a speed limit of 80 km/h. By the following change to the schedule: Wairere Drive - Arthur Porter Drive to <u>50m 135m</u> north Ruakura Road.	41

#	Location	Proposed change and reason for change	Proposed change to bylaw (indicated in red text and underlined)	Page in bylaw
10	Masters Ave, Silverdale Rd, Barrie Cres and Morris Rd	Hillcrest High school wishes to be able to use the variable 40km/h speed limit that is in place for Silverdale Primary on Master Ave, Silverdale Rd, Barrie Cres and Morris Rd to provide coverage for their students also.	Amend Schedule 12: Roads with a variable speed limit By the following changes to the schedule Silverdale Primary School <u>and Hillcrest High School.</u>	50
11	Gordonton Road	Installation of a variable (60km/h) intersection speed zone on Gordonton Road at Thomas Road. The lower speed limit will be triggered when vehicles are turning in the intersection to improve safety and reduce the likelihood of a crash.	Amend Schedule 12: Roads with a variable speed limit By the following changes to the schedule <u>Variable Intersection Speed Zones are subject to the following conditions:</u> <ol style="list-style-type: none"> 1. <u>The speed limit is the limit displayed when the variable speed limit signs are operating and the numerals are displayed.</u> 2. <u>The variable speed limit signs are activated by vehicles turning within the intersection.</u> 3. <u>The variable speed limit applies on the main road(s) of the intersection only.</u> 4. <u>The speed limit is the posted speed limit at all times when the variable speed limit signs are not operating.</u> <u>60/80 km/h variable speed limit</u> <u>Gordonton Road: From a point 120 metres north of Thomas Road and extending in a southerly direction to a point 120 metres south of Thomas Road.</u>	53
	Various	New speed limit map which reflects the proposed changes.	Amend Schedule 15: Hamilton City Speed Limits Map By the removal of the old map from the schedule and replacement with a new map	55
	Various	Minor changes to correct spelling throughout.	All schedules	
	Various	Update to correctly reflect changes in boundaries and sharing of speed limit responsibilities with	Amend Schedule 8: Designation Areas and Roads with a speed limit of 80 km/h	

		<p>neighbouring authorities.</p> <p>These changes do not have any impact on the current speed limits which are in place.</p>	<p>By the following changes to following schedule:</p> <p>Brymer Road 425m north of Baverstock Road to <u>75m south of Rotokauri Road to Rotokauri Road.</u></p> <p>Exelby Road - Rotokauri Road to <u>340m north west of Lee Road. Te Kowhai Road</u></p> <p>Horsham Downs Road - 10m north of North Ridge Drive to <u>155m north of Borman Road. Kay Road</u></p> <p><u>Rotokauri - From a point 310m west of Karariki Drive to 250m south west of Exelby Road. 300m north west of Baverstock Road to City Boundary</u></p> <p>Amend Schedule 11: Roads Located in Neighbouring Authorities included in this bylaw.</p> <p>By the following changes to following schedule:</p> <p><u>Brymer Road - 45m west of Farnborough Drive 425m north of Baverstock Road.</u></p> <p><u>Exelby Road - 340m north west of Lee Road to Te Kowhai Road.</u></p> <p><u>Greenhill Road 115m east of Gordonton Road (with Waikato District Council)</u></p> <p><u>Horsham Downs Road - Kay Road to 155m north of Borman Road (with Waikato District Council)</u></p> <p><u>Kay Road - Horsham Downs Road to 10m east of Osborne Road (with Waikato District Council.</u></p>	<p>38</p> <p>38</p> <p>39</p> <p>40</p> <p>42</p> <p>42</p> <p>42</p> <p>43</p>
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			<u>Kay Road— Osborne Road to River Road (with Waikato District Council)</u>	43
			<u>Rotokauri Road (50km/h) - From city boundary to a point 235m northeast of Bagust Road (with Waikato District Council).</u>	43
			<u>Rotokauri Road (100km/h) - From a point 250m south west of Exelby Road to a point 235m northeast of Bagust Road (with Waikato District Council).</u>	43
			Saxby Road - McDonald Road to end <u>(with Waipa District Council).</u>	43

FEEDBACK FORM

PROPOSED Amendments to the Hamilton City Speed Limit Bylaw 2013

Hamilton City Council is proposing to amend the schedules of the Hamilton City Speed Limit Bylaw 2013. Tell us what you think.

You can give feedback on as many or as few of the proposed speed amendments as you would like.

CENTRAL CITY AREA:

1. **KNOX STREET** - We are proposing to introduce a 30km/h speed limit for the full length of Knox St. Do you agree?

Yes

No

Reasons (Please print clearly) _____

NORTHERN AREA:

2. **ENDEAVOUR DRIVE** - We are proposing to introduce a permanent 40km/h speed limit in front of Endeavour School. Do you agree?

Yes

No

Reasons (Please print clearly) _____

3. **NORTH CITY ROAD AND BORMAN ROAD** - We are proposing to introduce a permanent 50km/h speed limit to a section of North City Rd and extend the current variable school zone 40km/h speed limit on Borman Rd and North City Rd. Do you agree?

Yes

No

Reasons (Please print clearly) _____

4. KIMBRAE DRIVE - We are proposing to introduce a variable school zone 40km/h speed limit in front of Rototuna High Schools. Do you agree?

Yes

No

Reasons (Please print clearly) _____

5. BORMAN ROAD - We are proposing to add Sylvester School (to be built) to the speed limit bylaw list for a variable school zone 40km/h speed limit in Borman Rd and Hare Puke Dr. Do you agree?

Yes

No

Reasons (Please print clearly) _____

6. GORDONTON ROAD - We are proposing to introduce a variable speed intersection zone (60km/h) at the intersection of Thomas Road. Do you agree?

Yes

No

Reasons (Please print clearly) _____

NORTH WESTERN AREA:

7. ROTOKAURI ROAD - We are proposing to introduce a section of 60km/h speed limit on Rotokauri Rd in conjunction with the construction of a new roundabout. Do you agree?

Yes

No

Reasons (Please print clearly) _____

8. TE KOWHAI ROAD - We are proposing to introduce a 50km/h speed limit for the full length of Te Kowhai Rd East. Do you agree?

Yes

No

Reasons (Please print clearly) _____

9. BAVERSTOCK ROAD - We are proposing to remove the existing 70km/h speed limit and introduce a 50km/h speed limit for all of Baverstock Rd. Do you agree?

Yes

No

Reasons (Please print clearly) _____

EASTERN AREA:

10. WAIRERE DRIVE - We are proposing to extend the current 60km/h speed limit for a short section of Wairere Dr, north of Ruakura Rd. Do you agree?

Yes

No

Reasons (Please print clearly) _____

11. MASTERS AVENUE, SILVERDALE ROAD, BARRIE CRESCENT AND MORRIS ROAD - We are proposing to add Hillcrest High School to the speed limit bylaw list for the existing variable school zone 40km/h speed limit in these areas. Do you agree?

Yes

No

Reasons (Please print clearly) _____

SECTION 2 – Can you tell us about yourself: (Please print your details clearly)

12. Where do you live?

Street Name: _____ Suburb: _____

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

13. Can you tell us your age group?

16-24 25-35 36-50 51-64 65-80 80+

14. 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

SECTION 3

15. The Regulatory and Hearings Committee will hear any verbal submissions that the community and organisations wish to make in support of their written submissions and feedback on 1 - 2 November.

Do you wish to be heard in support of your submission or feedback?

No Yes *Please ensure you give us your contact details below.*

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

Name: _____

Organisation (where applicable): _____

Postal Address: _____

City: _____ Post code: _____

Phone: (day) _____ (evening) _____

Email: _____

Are you responding as a: resident / business / other stakeholder interest? (please circle one)

Please note all submissions will be treated as public documents and will be loaded on to the Council's website with the names and contact details of submitters included.

Please get your feedback to us by 24 September 2017.

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.