



# *Hastings District Council*

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## OPEN A G E N D A

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### COUNCIL MEETING

#### Speed Bylaw Review

Meeting Date: **Thursday, 15 August 2019**

Time: **9.00am**

Venue: **Council Chamber  
Ground Floor  
Civic Administration Building  
Lyndon Road East  
Hastings**

<b>Council Members</b>	Chair: Mayor Hazlehurst Councillors Barber, Dixon, Harvey, Heaps, Kerr, Lawson, Lyons, Nixon, O'Keefe, Poulain, Redstone, Schollum, Travers and Watkins
<b>Officer Responsible</b>	Chief Executive – Mr N Bickle
<b>Democracy &amp; Governance Advisor</b>	Mrs C Hunt (Extn 5634)



# **HASTINGS DISTRICT COUNCIL**

## **COUNCIL MEETING**

**THURSDAY, 15 AUGUST 2019**

**VENUE:** Council Chamber  
Ground Floor  
Civic Administration Building  
Lyndon Road East  
Hastings

**TIME:** 9.00am Speed Bylaws

## **A G E N D A**

**1. Prayer**

**2. Apologies & Leave of Absence**

At the close of the agenda no apologies had been received.

At the close of the agenda no requests for leave of absence had been received.

**3. Seal Register**

**4. Conflict of Interest**

Members need to be vigilant to stand aside from decision-making when a conflict arises between their role as a Member of the Council and any private or other external interest they might have. This note is provided as a reminder to Members to scan the agenda and assess their own private interests and identify where they may have a pecuniary or other conflict of interest, or where there may be perceptions of conflict of interest.

If a Member feels they do have a conflict of interest, they should publicly declare that at the start of the relevant item of business and withdraw from participating in the meeting. If a Member thinks they may have a conflict of interest, they can seek advice from the General Counsel or the Democratic Support Manager (preferably before the meeting).

It is noted that while Members can seek advice and discuss these matters, the final decision as to whether a conflict exists rests with the member.

**5. Confirmation of Minutes**

Minutes of the Council Meeting held Thursday 11 July 2019, including minutes while the public were excluded.  
(Previously circulated)

- |           |                                     |          |
|-----------|-------------------------------------|----------|
| <b>6.</b> | <b>Speed Bylaw Review</b>           | <b>5</b> |
| <b>7.</b> | <b>Additional Business Items</b>    |          |
| <b>8.</b> | <b>Extraordinary Business Items</b> |          |

**REPORT TO: COUNCIL**

**MEETING DATE: THURSDAY 15 AUGUST 2019**

**FROM: TRAFFIC ENGINEERING OFFICER  
LACHLAN CRAWFORD  
ACTING TRANSPORTATION ENGINEER  
GAVIN O'CONNOR**

**SUBJECT: SPEED BYLAW REVIEW**

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## **1.0 SUMMARY**

- 1.1 On 2 May 2019, Council accepted the recommendation to adopt the proposed speed limit changes and Statement of Proposal to go out to public consultation.
- 1.2 The proposal was to bring forward the development related speed limit changes from the wider speed limit review. The wider speed limit review, which consists of public requests, NZTA high priority sites, CBD review and consistency with neighbouring councils, is scheduled to progress in early 2020 as planned.
- 1.3 Subsequently council officers progressed a period of extensive consultation with key stakeholders and affected parties (residents and road users) in relation to the proposed speed limit changes.
- 1.4 This report summarises the submissions received in relation to the Proposed Amendments to the Council's Speed Limits Bylaw 2012. This report summarises both the submissions of the key stakeholders and the general public specific to each of the 6 proposals.
- 1.5 The purpose of this report is to obtain a decision from the Council to adopt the proposed amendments to the Speed Limits Bylaw 2012.
- 1.6 This proposal arises from the need to progress a number of speed limit changes due to changes in the road and land usage caused by growth activities.
- 1.7 The Council is required to give effect to the purpose of local government as set out in section 10 of the Local Government Act 2002. That purpose is to enable democratic local decision-making and action by (and on behalf of) communities, and to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.
- 1.8 The objective of this decision relevant to the purpose of Local Government is to support good quality infrastructure by the creation of speed limits that are appropriate to the road and roadside environment.
- 1.9 It is the responsibility of Hastings District Council as the Road Controlling Authority to implement safe and appropriate speeds across the road network.
- 1.10 This report concludes by recommending that:

- That the written submissions as circulated and summarised be received and considered.
- That the Council resolves, in terms of Section 155 of the Local Government Act 2002, that the principles set out in that section have been observed in such a manner that the Hastings District Council considers, in its discretion, is appropriate for the decisions made during the course of this meeting.
- That the amendments decided at this Council meeting be incorporated in the Speed Limits Bylaw and brought back to Council for ratification.

## 2.0 BACKGROUND

- 2.1 In 2003 the Government delegated responsibility for setting speed limits on local roads to road controlling authorities (“RCAs”). For the purposes of this report the RCA is Hastings District Council (“the Council”). This delegation was originally contained in the Land Transport Rule: Setting of Speed Limits 2003. This rule was replaced with the Land Transport Rule: Setting of Speed Limits 2017 (“the Rule”) and has been amended in Land Transport Rule: Setting of Speed Limits Amendment 2019 (the amendment Rule).
- 2.2 The Rule specifies the legal procedure for establishing speed limits on public roads. That procedure includes that an RCA must set speed limits (other than temporary speed limits) by way of a bylaw under the relevant enactment, currently the Local Government Act 2002 (the LGA). The Rule sets out the approach for evaluating and determining speed limits within the Speed Management Guide.
- 2.3 The Hastings District Council Speed Limits Bylaw was first established in 2005 and has been reviewed on several occasions. There have been a number of speed limit changes made since the original bylaw, including its replacement by the Speed Limits Bylaw 2012.
- 2.4 The Council can change existing speed limits by making a new bylaw, or amending an existing Speed Limits Bylaw. This requires following the special consultative procedure under the LGA. The Rule also provides its own consultation requirements for setting speed limits.
- 2.5 In summary, the process for reviewing and setting a new speed limit is generally as follows:
  - Council is required by the Rule to, or decides, of its own volition or on written request, to review a speed limit;
  - Technical work is undertaken to establish the safe and appropriate speed limit for the road in accordance with the Rule, New Zealand Transport Agency (NZTA) Information and Speed Management Guide;
  - Council resolves to amend the schedules of the Speed Limits Bylaw to set the speed limits it proposes. The usual process for amending a bylaw under the LGA is followed;
  - A Statement of Proposal is prepared which includes a draft of the bylaw to be made or amended, the reasons for the proposal and a report under s 155, and a summary of the Statement of Proposal;

- The proposal is publicly notified with a reasonable period being provided for submissions (not less than 1 month);
  - In addition to the LGA public notification requirements, the Rule requires that certain people, organisations and communities affected by the proposed speed limits are consulted;
  - All submissions are received and acknowledged, and submitters are given a reasonable opportunity to be heard;
  - The Council is required to take account of submissions received during consultation on the proposed speed limit;
  - After considering submissions and other relevant material, the Council sets a speed limit it considers is a safe and appropriate speed limit for the particular road by making any amendments to the Bylaw that are necessary;
  - The updated Speed Limits Bylaw is made available to the public through Councils website.
  - The Director of NZTA and the Commissioner of Police are notified;
  - Details of the speed limits are recorded in a register;
  - Any required speed limit signs are erected.
- 2.6 Officers have identified that the most appropriate method for administering these changes is for Council to propose to “set” those speed limits under the Rule and to undertake consultation on that proposal as required by the Rule and the LGA.
- 2.7 Section 155 of the LGA applies when a Council commences the process of making a bylaw. In this case, it is proposed that an existing bylaw be amended, so s155 is not directly applicable, however officers have nevertheless considered the requirements of that section.
- 2.8 Section 155(1) requires the Council, before undertaking the process to make a bylaw, to determine that a bylaw is the best way of addressing the perceived problem. In this case, the Land Transport Rule: Setting of Speed Limits 2017 mandates that a bylaw is the process that must be used for an RCA to set speed limits, and is the only realistic process available to govern speed limits in the District. A bylaw is therefore considered to be the most appropriate way of addressing the issue.
- 2.9 Section 155(2)(a) requires Council to determine whether the proposed bylaw is the most appropriate form of bylaw. Council officers have considered the current form of the Hastings District Council Speed Limits Bylaw and determined that the Bylaw is the most appropriate form.
- 2.10 Section 155(2)(b) requires the Council to determine that the proposed bylaw does not give rise to any implication under the New Zealand Bill of Rights Act 1990 (“BORA”). Council officers have considered the provisions of the BORA and identified the only related right which is that of freedom of movement. While speed limits do place limits on that right, the right for RCAs to control speed limits on their roads is granted by Parliament, and it is the view of officers that the limitations are reasonable limits prescribed by law that are

demonstrably justified in a free and democratic society as provided for by section 5 of BORA and that they do not accordingly breach that Act.

- 2.11 The Rule sets out a number of obligations that the Council must meet with respect to determining the safe and appropriate speed limit to be applied to roads within the district. These have been summarized above, and include the consultation requirements in Section 2.5 above and the overarching obligation to set limits that are safe and appropriate for the circumstances.

### **3.0 CURRENT SITUATION**

- 3.1 On 2 May 2019, Council accepted the recommendation to adopt the proposed speed limit changes and Statement of Proposal to go out to public consultation.
- 3.2 In total, 363 formal submissions were received in relation to the Proposed Amendments to the Council's Speed Limits Bylaw 2012. The proposed amendments relate to the 6 separate proposals for speed limit changes throughout the district.
- 3.3 The consultation undertaken was extensive and included letters to all properties (and registered owners) of affected roads and adjoining side roads, letters to key stakeholders, radio and written publications advertisements and signage on the affected routes highlighting the proposed consultation.
- 3.4 The consultation period opened on 23 May 2019 and ended on 27 June 2019.
- 3.5 This approach has resulted in a good response and some detailed commentary, all of which is attached. This report specifically addresses the formal submissions received.
- 3.6 All submissions received either demonstrate support or opposition to one, some or all of the proposals.
- 3.7 However when viewing this feedback, it should be noted that many submitters sometimes reference all roads in the district or alternatively discuss only a specific proposal, and many copy their general comments into the comment field for each proposal.
- 3.8 For the purposes of this assessment, each proposal is assessed individually. For example, if a submitter supports 2 of the 6 proposals but objects to the remainder, they register 6 separate responses in the summary below (1 for each proposal).
- 3.9 A breakdown of the key stakeholder submissions and comments received in relation to the proposed changes is summarised in each of the following sections.
- 3.10 Each proposal (proposal 1 through to 6) is summarised individually below and the summary for each includes an overview of the following:
- Summary of proposal
  - Key Stakeholder Responses
  - Affected party submissions (residents and road users)
  - Officer comments
- 3.11 It is worth noting that Key Stakeholder submissions are considered to hold no more weighting than the affected party submissions.



#### 4.0 PROPOSAL 1: IRONGATE ROAD EAST

- 4.1 The speed limit change proposal on Irongate Road East was to reduce the 100km/h speed limit to 50km/h from the intersection of Maraekakaho Road to the end of the cul-de-sac.



- 4.2 This is due to the recent re-zoning of the land to industrial, and the increased traffic movements associated with level of industrial development that has taken place.

#### 4.3 Key Stakeholder Responses

##### **NZTA**

“Agree with the 50km/h limit proposed, but if it is being urbanised (kerb and channel and footpaths) Council should consider if 40km/h is more appropriate as a safe and appropriate speed limit.”

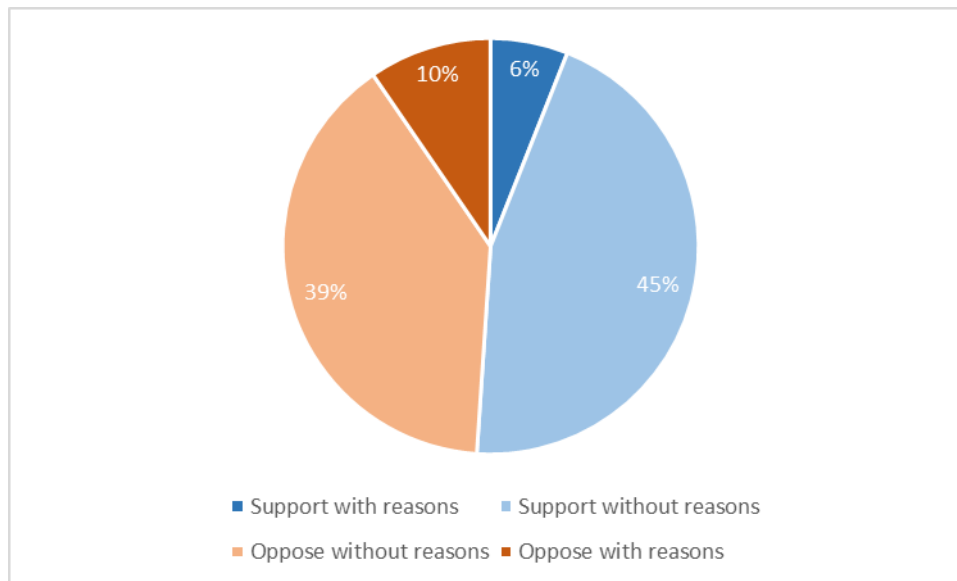
##### **NZ Police**

No objections to the proposal.

##### **Automobile Association of New Zealand Incorporated (AA)**

“We support the reduction in speed limit to 50 km/hr.”

#### 4.4 Affected Parties Responses



- 4.5 The submissions for Irongate Road East are summarised below showing 144 (51.1%) of the 282 responses for Proposal 1 were in favour the proposed changes.
- 4.6 Of the submissions which included reasons for their response, 17 of the 44 responses were not in support of the proposed change.
- 4.7 Those in favour generally referenced an increase in heavy vehicle movements, urban growth, as well as the safety benefits of a reduced speed limit in the area.
- 4.8 Those opposing the change generally suggested that poor drivers are to blame for crashes rather than speed or that the current 100km/hr speed limit is fine on this road.
- 4.9 It was observed that the majority of the written opposing submissions on this proposal contained general comments that were copied for each of the proposals in this review, i.e. poor drivers are to blame for crashes and current speed limits are fine.

#### **Officer Comments**

- 4.10 Irongate Road East has undergone significant urbanisation following the recent re-zoning to general industrial.
- 4.11 The Rule requires that any new speed limit must achieve a mean operating speed of not more the 10% above the posted speed limit. The most recent traffic survey on this road recorded an 85<sup>th</sup> Percentile Speed of 50km/hr. This suggests that the proposed speed limit change is appropriate.
- 4.12 In response to the NZTA submission, this would be out of context with the speed limit on similar urban industrial roads on our network.

#### **Options**

- A) Adopt 50km/hr speed limit as per the Draft Statement of Proposal.
- B) Retain current 100km/hr speed limit and review as development proceeds along this road.

## 5.0 PROPOSAL 2: MARAEKAKAHO ROAD

- 5.1 The speed limit change proposal on Maraekakaho Road was to reduce the speed limit from 100km/hr to 80km/hr from the existing 70/100 km/hr signs to a point approximately 150m north of the intersection with State Highway 50A (see *item 5.2*) as shown, a total length of approximately 2km.
- 5.2 It should be noted that on August 1 2019, NZTA re-numbered State Highway 50A to State Highway 2. Any updates to the bylaw will reflect this change.



- 5.3 This is due to the recent re-zoning of the land to industrial, and the increased traffic movements associated with level of industrial development that has taken place.

### 5.4 Key Stakeholder Responses

#### NZTA

“Agree with 80km/h limit proposed.”

#### NZ Police

No objections to the proposal.

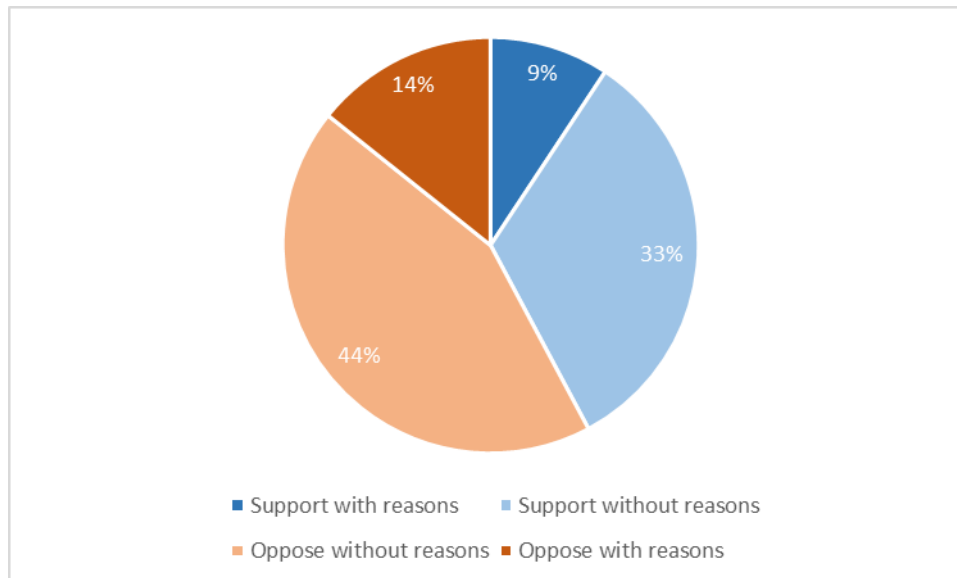
#### Automobile Association of New Zealand Incorporated (AA)

“We support the reduction in speed limit to 80km/hr. However we do not support where the proposed 80km/hr ends 150m north of the intersection with



State Highway 50A (see *item 5.2*). The 80km/hr speed limit should be taken to the intersection to remove any potential confusion.”

## 5.5 Affected Parties Responses



- 5.6 The submissions for Maraekakaho Road are summarised below showing 127 (42%) of the 301 responses were against the proposed changes.
- 5.7 Of the submissions which included reasons for their response, 28 of the 71 responses were in support of the proposed change.
- 5.8 Those in favour generally referenced the safety benefits that the proposed 80km/hr speed limit would provide, especially with the high volume of heavy vehicle traffic on this road, and that 100km/hr felt unsafe.
- 5.9 Those opposing the change generally suggested that the current speed limit of 100km/hr is appropriate, and that a reduced speed limit would hinder traffic flow and significantly increase travel time.
- 5.10 It was observed that many of the written opposing submissions on this proposal contained general comments that were copied for each of the proposals in this review, i.e. poor drivers are to blame for crashes and current speed limits are fine.

### Officer Comments

- 5.11 It is expected that the re-zoning of Maraekakaho Road to general industrial will see a significant increase in turning traffic movements to and from driveways along the route.
- 5.12 The Rule requires that any new speed limit must achieve a mean operating speed of not more the 10% above the posted speed limit. The most recent traffic survey on this road recorded an 85<sup>th</sup> Percentile Speed of 81km/hr. This suggests that the proposed speed limit change is appropriate.
- 5.13 While the majority of traffic is travelling at or near the proposed limit, a concern of some was the increase in travel time this change will generate. Whilst the reduction in speed limit will increase travel times, the overall travel

time increase for a reduction from 100km/hr to 80km/hr through this section is minor and equates to less than 18 seconds.

- 5.14 In response to the submission from AA, the speed limit change location for the proposal was selected to satisfy the criteria set out in the Manual of Traffic Signs and Markings (MOTSAM), which states that a speed limit sign must be located such that an approaching driver has an uninterrupted view for at least 120m in a rural area.

### **Options**

- A) Adopt 80km/hr speed limit as per the Draft Statement of Proposal.
- B) Retain current 100km/hr speed limit and review as development proceeds along this road.

## **6.0 PROPOSAL 3: EAST ROAD**

- 6.1 The speed limit change proposal on East Road was to extend the 50km/hr speed limit zone from the existing 50/100 km/hr signs to a point approximately 260m west of the intersection with Rockwood Place.



- 6.2 This is to account for the expansion of the urban area due to recent residential development.

### **6.3 Key Stakeholder Responses**

#### **NZTA**

“Agree with extension of 50km/h limit proposed.”

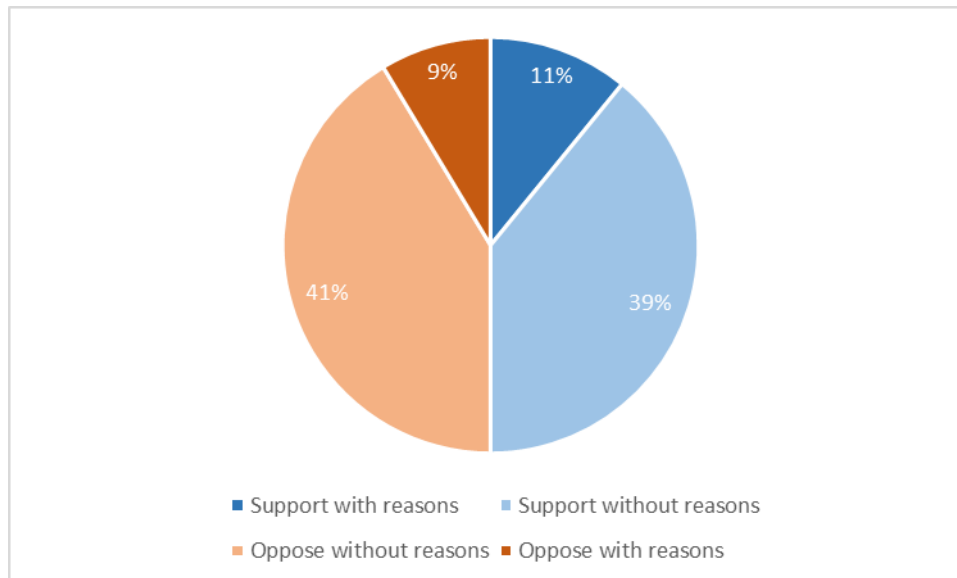
#### **NZ Police**

No objections to the proposal.

#### **Automobile Association of New Zealand Incorporated (AA)**

“We support the extension of the 50km/hr speed limit zone to 260m west of the intersection with Rockwood Place.”

#### 6.4 Affected Parties Responses



- 6.5 The submissions for East Road are summarised below showing 133 (50%) of the 266 responses were in favour of the proposed changes.
- 6.6 Of the submissions which included reasons for their response, 29 of the 52 responses were in favour of the proposal.
- 6.7 Those in favour generally referenced the safety benefits of a lower speed limit on this section of road, specifically citing pedestrian and cycle safety as a key issue especially for school children, as well as the increase in residential driveways and side roads. A number suggested that the proposed 50km/hr zone does not extend far enough.
- 6.8 Those opposing the change generally suggested the current 100km/hr zone is appropriate and that the proposal will increase driver frustration. It was also suggested that an interim speed limit may be more suitable.
- 6.9 It was observed that the majority of the written opposing submissions on this proposal contained general comments that were copied for each of the proposals in this review, i.e. poor drivers are to blame for crashes and current speed limits are fine.

#### **Officer Comments**

- 6.10 East Road is becoming more urbanised as Haumoana extends inland with residential development. Residents have previously raised safety concerns regarding the safety of pedestrians and cyclists on the shared path next to the 100km/hr road.
- 6.11 The Rule requires that any new speed limit must achieve a mean operating speed of not more the 10% above the posted speed limit. The current operating speed in this section is between 50 and 54 km/hr. This suggests that the proposed speed limit change is appropriate.



- 6.12 The remaining length of this road is to be included in the next tranche of speed limit review next year.

### **Options**

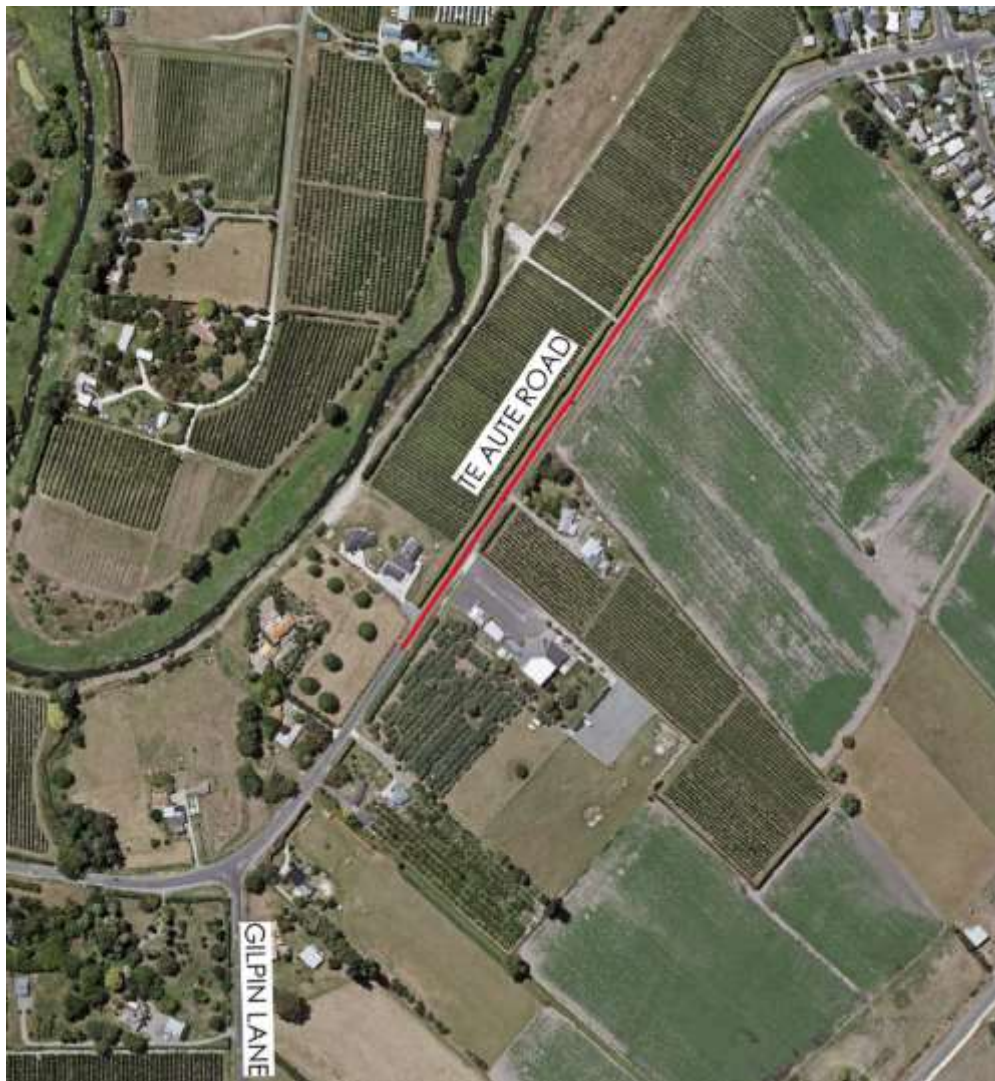
- A) Adopt 50km/hr speed limit zone extension as per the Draft Statement of Proposal.
- B) Retain current 100km/hr speed limit and review as development proceeds along this road.

### **Options for future**

- A) Review further extension of the urban 50km/hr zone as part of future speed limit review.

## **7.0 PROPOSAL 4: TE AUTE ROAD**

- 7.1 The speed limit change proposal on Te Aute Road was to extend the 50km/hr speed limit zone from the existing 50/100 km/hr signs to a point approximately 230m north of the intersection with Gilpin Road, a total extension of 500m.



- 7.2 This is to account for the increased traffic and pedestrian movements associated with the proposed retirement village on the western side and the Village Baptist Church on the eastern side.

### 7.3 Key Stakeholder Responses

#### NZTA

“Agree with extension of 50km/h limit proposed”

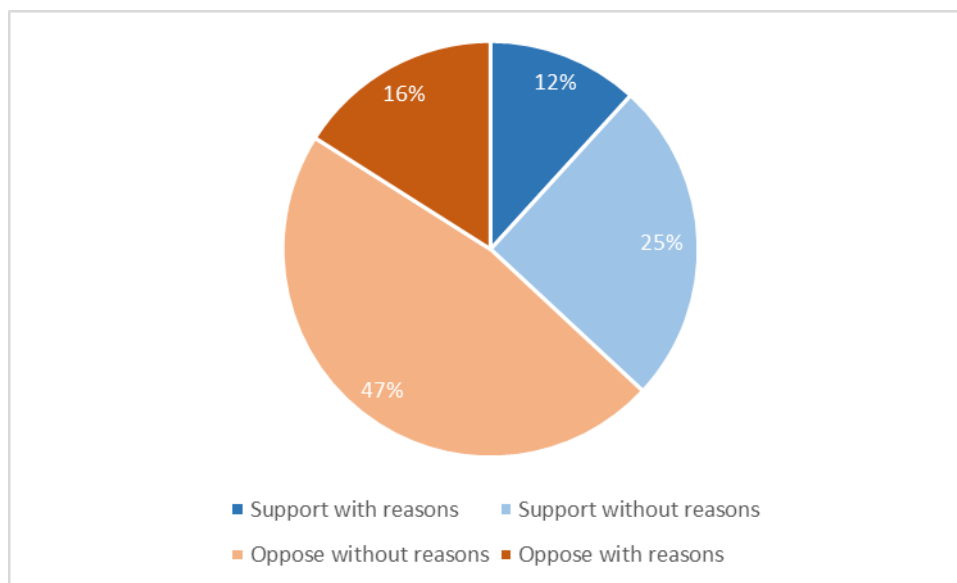
#### NZ Police

No objections to the proposal.

#### Automobile Association of New Zealand Incorporated (AA)

“The proposed 50kph speed limit is un-realistic considering the final configuration. Even a 60kph speed limit would result in very low compliance. Recommend an 80kph speed limit and it be extended around the Gilpin Road Intersection curve. A separate entrance way at north eastern corner of the Ryman development be put in for vulnerable road users (Pedestrians/Cyclist/Mobility Scooters) so that main entrance is only for vehicles.”

### 7.4 Affected Parties Responses



- 7.5 The submissions for Te Aute Road are summarised below showing 113 (37%) of the 306 responses were in favour of the proposed changes.
- 7.6 Of the submissions which included reasons for their response, 36 of the 85 responses were in favour of the proposal.
- 7.7 Those in favour generally referenced that a reduced speed limit would be noticeably safer and that the proposed 50km/hr zone does not extend far enough and should include the Gilpin Lane intersection.
- 7.8 Those opposing the change generally suggested that a reduced speed limit will increase driver frustration and suggested that an intermediate speed limit of 60km/hr or 80km/hr would be better.



- 7.9 It was observed that many of the written opposing submissions on this proposal contained general comments that were copied for each of the proposals in this review, i.e. poor drivers are to blame for crashes and current speed limits are fine.

### **Officer Comments**

- 7.10 The proposed retirement village and associated roading improvements on the outskirts of Havelock North will create more of an urban feel to this section of road.
- 7.11 Te Aute Road is identified as a high risk road in Hastings District Councils' Safety Strategy due to significant crash history and it is on the list of New Zealand's Top 10% DSI (Death and Serious Injury) Saving Network Sections. The remainder of Te Aute Road will be reviewed as part of the next tranche of speed limit reviews.
- 7.12 Council have received numerous requests from Police and residents of Te Aute Road to extend the 50km/hr zone on Te Aute Road. The main concern has been vehicles not slowing down when entering the urban section of Te Aute Road, which creates issues for school children who use the kea-crossing near Upham Street.
- 7.13 Members of the Village Baptist Church have also raised concerns about the safety of their entranceway, which has seen multiple crashes involving turning vehicles, as well as pedestrian safety while walking from Havelock North.
- 7.14 The Rule requires that any new speed limit must achieve a mean operating speed of not more than 10% above the posted speed limit. The most recent traffic survey on this road recorded an 85<sup>th</sup> Percentile Speed of 93km/hr. This suggests that the proposed speed limit change will require a threshold treatment to encourage vehicles to slow down when entering the 50km/hr zone. Note that the urbanisation of this section will likely cause a decrease in operating speed once the retirement village development begins. A threshold treatment has been included in the proposed development improvements.
- 7.15 The overall time travel increase for a reduction from 100km/hr to 50km/hr through this section is less than 18 seconds.
- 7.16 In response to the submission from AA, it is expected that the threshold treatment and urbanisation of the road through the development will have a significant effect on the operating speed of the road and compliance with the 50km/hr speed limit.
- 7.17 The remaining length of this road is to be included in the next tranche of speed limit review next year.

### **Options**

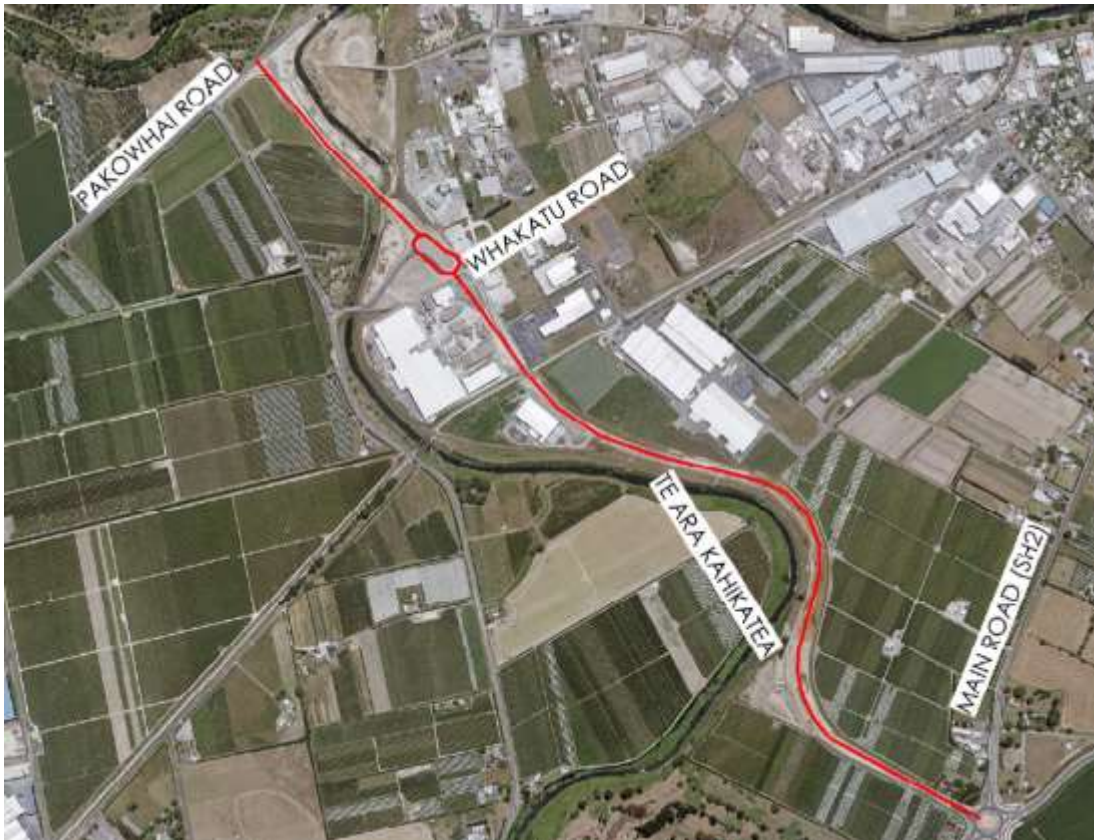
- A) Adopt 50km/hr speed limit zone extension as per the Draft Statement of Proposal.
- B) Retain current 100km/hr speed limit and review as development proceeds along this road.

### **Options for future**

- A) Review the remainder of Te Aute Road, including further extension of the urban 50km/hr zone as part of future speed limit review.

## **8.0 PROPOSAL 5: TE ARA KAHIKATEA**

- 8.1 The speed limit proposal on Te Ara Kahikatea is to adopt the currently sign-posted speed limit of 80km/h along the entire length, as was previously consulted on through the Notice of Requirement Process.



## **8.2 Key Stakeholder Responses**

### **NZTA**

Agree with 80km/h speed limit proposed.

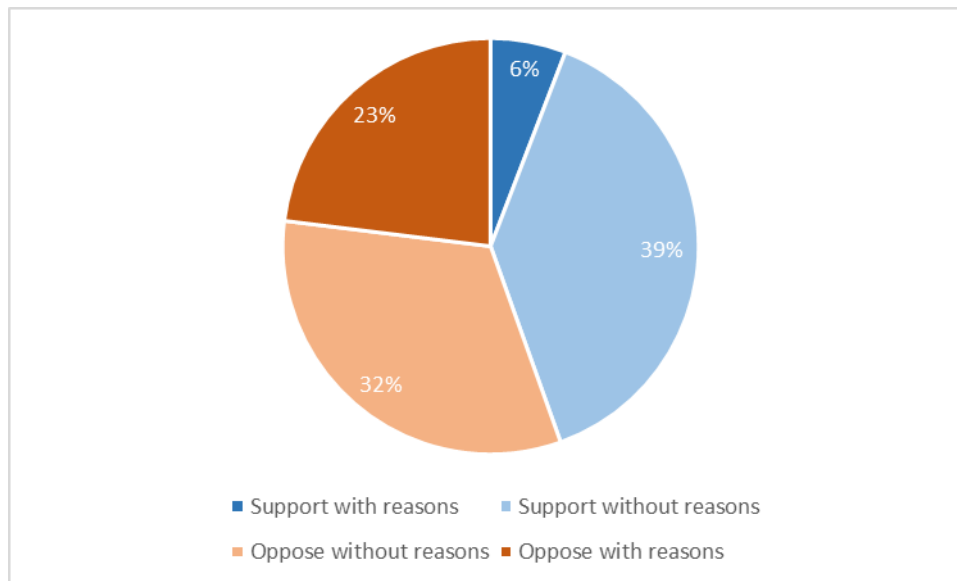
### **NZ Police**

No objections to the proposal.

### **Automobile Association of New Zealand Incorporated (AA)**

“We support the speed limit of 80km/hr for Te Ara Kahikatea. We would like to see an off road cyclist and pedestrian pathway be created. The existing pathway for pedestrians and cyclists is less than desirable and requires the user to ride on the road shoulder, sometimes in the path of opposing traffic.”

### 8.3 Affected Parties Responses



- 8.4 The submissions for Te Ara Kahikatea are summarised below showing 114 (45%) of the 258 responses were in favour of the proposed changes.
- 8.5 Of the submissions which included reasons for their response, 15 of the 74 responses were in favour of the proposal.
- 8.6 Those in favour generally suggested that it was a good speed and that the road was noticeably safer because of it.
- 8.7 Those opposing the change generally suggested that the road should have been designed to handle 100km/hr speeds, and that it hinders traffic flow.
- 8.8 It was observed that many of the written opposing submissions on this proposal contained general comments that were copied for each of the proposals in this review, i.e. poor drivers are to blame for crashes and current speed limits are fine.

#### **Officer Comments**

- 8.9 Te Ara Kahikatea is a recently constructed road serving the Whakatu Industrial Area and connecting Hastings and Havelock North to the Expressway and on to Napier. The Notice of Requirement for the new road construction detailed a proposed operating speed of 80km/h and the road was designed based on this operating speed.
- 8.10 Given the design is based on a speed limit of 80km/h and this has previously been consulted upon through the Notice of Requirement process it is deemed appropriate to implement this speed limit through a bylaw process.
- 8.11 The proposed operating speed was selected due to the alignment of the road alongside the stream, which was chosen so that the road had minimal impact on the productive land in the area, and also to achieve consistency with the surrounding network; Napier Road, Pakowhai Road and State Highway 2 (re-numbered to State Highway 51 on August 1<sup>st</sup> 2019) are all 80km/hr roads.

- 8.12 In response to the submission from AA, an off-road cyclepath between Pakowhai Road and the Whakatu Road roundabout is currently being designed, with an expected construction date of March 2020. Additional cyclepaths alongside the route are also being investigated.

### **Options**

- A) Retain on-site signage and adopt currently sign-posted 80km/hr speed limit into the bylaw.
- B) Do not adopt currently sign-posted speed limit and default to the 100km/hr national speed limit, remove signage and replace with speed derestriction signs.

## **9.0 PROPOSAL 6: KERERU ROAD**

- 9.1 The speed limit change proposal on Kereru Road was to extend the 50km/hr speed limit zone from the existing 50/100 km/hr signs to a point approximately 580m west of the intersection with Bellerby Lane



- 9.2 This is to account for the recent development on Bellerby lane and the upcoming residential development and expansion of the Maraekakaho settlement along Kereru Road.

### **9.3 Key Stakeholder Responses**

#### **NZTA**

“Setting speed limits in anticipation of development is unlikely to be self-explaining to road users – current mean speeds along proposed length are 65-69km/h so Council’s compliance with clause 4.4(2)(c) of the Rule if a

50km/h speed limit is implemented, before development changes the nature of the road, is unlikely without additional speed management infrastructure.”

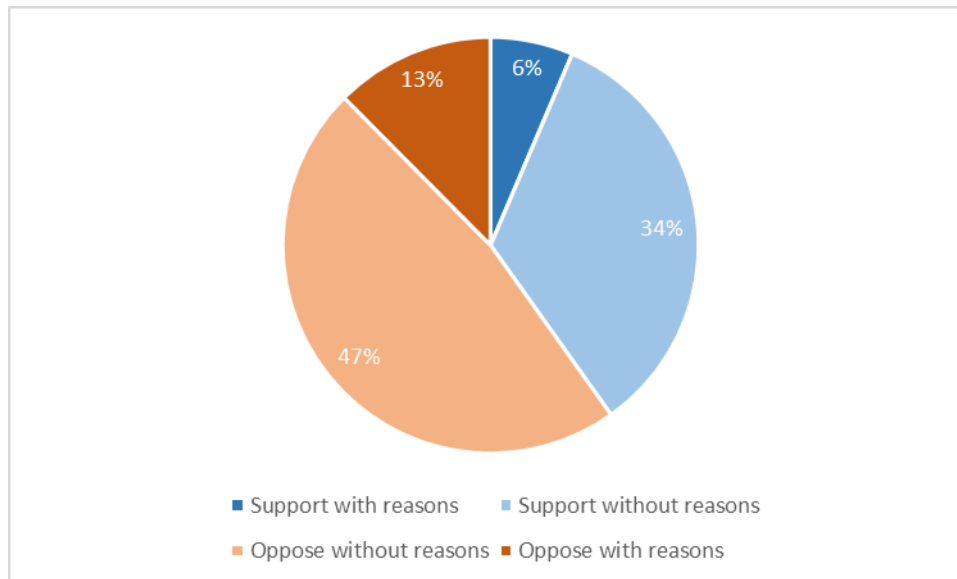
### **NZ Police**

No objections to the proposal.

### **Automobile Association of New Zealand Incorporated (AA)**

“We support the reduction in speed limit to 50km/hr to the recommended point 580m west of the intersection with Bellerby Lane.”

## **9.4 Affected Parties Responses**



- 9.5 The submissions for Kereru Road summarised below showing 100 (40%) of the 249 responses were in favour the proposed changes.
- 9.6 Of the submissions which included reasons for their response, 16 of the 47 responses were in favour of the proposal.
- 9.7 Those in favour generally referenced the local residential zone growth and pedestrian safety, especially children walking to and from school.
- 9.8 Those opposing the change generally suggested that the current speed limit is good, poor drivers are a safety issue and slowing traffic will reduce the flow of vehicles. Others suggested that an interim speed limit of 60km/hr or 80km/hr may be more suitable.
- 9.9 It was observed that the majority of the written opposing submissions on this proposal contained general comments that were copied for each of the proposals in this review, i.e. poor drivers are to blame for crashes and current speed limits are fine.

### **Officer Comments**

- 9.10 The consented residential development on both sides of Kereru Road will add traffic movements from driveways and will see increased pedestrian activity along the route, especially children travelling to and from school.



- 9.11 Since its construction, Council have previously received requests to extend the 50km/hr zone past Bellerby Lane, and to consider options to slow vehicles down before entering Maraekakaho.
- 9.12 The Rule requires that any new speed limit must achieve a mean operating speed of not more the 10% above the posted speed limit. The current operating speed for vehicles prior to entering the existing 50km/hr section is 65-69km/hr. As suggested by NZTA, the proposed speed limit change will require a threshold treatment to encourage vehicles to slow down when entering the 50km/hr zone. Note that the urbanisation of this section will likely cause a decrease in operating speed once development begins.
- 9.13 The overall time travel change for a reduction from 100km/hr to 50km/hr through this section equates to less than 21 seconds.
- 9.14 An interim speed limit was considered, however the Rule requires a minimum length for an 80km/hr zone of 800m. This would further extend the proposed speed limit zone and without a change in adjacent land use, the speed limit would not be “self-explaining”.

### **Options**

- A) Adopt 50km/hr speed limit zone extension as per the Draft Statement of Proposal.
- B) Retain current 100km/hr speed limit and review as development proceeds along this road.

## **10.0 GENERAL COMMENTS**

- 10.1 All Submitters were invited to provide written commentary alongside their acceptance/objection to each of the 6 proposals. Whilst a lot of this commentary related specifically to one or more of the proposals, a large proportion of the commentary related to the proposals as a whole, requested additional routes be considered or provided other comments not specifically related to the proposals.
- 10.2 It should be noted that in general, the submissions in support of a specific proposal would only respond to that proposal on the submission form, whereas the majority of submissions opposing speed limit changes would respond to all of the proposals. For this reason, it is advised that Council consider the commentary for each proposal, rather than simply the proportion of submitters in favour or against the proposal.
- 10.3 Approximately half of the written submissions could be classified as general and are summarised below.
- 10.4 The written comments from submissions in general support of the proposals can be summarised as follows:
- Reduced speed is key to reduced accidents
  - Whatever makes the road safer
  - The roads have too many intersections and driveways to operate safely at 100km/h
  - Speeds need to be reduced due to urbanisation

- Speeds need to be reduced due to increased cyclists on our roads
- The safety of drivers and passengers should be the overriding factor in setting the speed limits
- Reducing speed limits will reduce the risk of serious injury or fatality
- With increased population and increased traffic volumes we need reduced speeds to manage conflicts
- It will make it safer for pedestrians

10.5 The written comments from submissions who object to the proposals in general can be summarised as follows:

- The current speed limits are working fine
- 50km/h is too slow given the improvements in modern vehicles
- We need to ensure our roads remain efficient
- People already drive below the speed limits
- Slower limits reduce fuel economy
- Slower limits increase travel time
- Improve road quality instead of reducing speeds
- It's not the speed limit, it's the drivers
- It's not the speed it's the road surface
- We need to educate people to the road rules
- This is only a revenue gathering exercise
- No one will comply with the limits anyway
- Council should be concentrating on other priorities rather than this
- Slower speeds reduces productivity of Hawkes Bay industry

#### 10.6 **Key Stakeholder Responses - General**

##### **NZTA**

We draw Council's attention to the Government Policy Statement encouraging all road controlling authorities to accelerate the implementation of the new Speed Management Guide, focusing on treating the top 10 percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible. The Transport Agency is keen to work collaboratively with the Council, together with the Police, AA, RTF and your local communities, to accelerate addressing the top 10%, both local roads and state highways.

##### **NZ Police**

Whilst Police understand that Hastings District Council propose to further review speed limits with regards to "public requests" following this consultation, it is disappointing that only following that will the Speed Management Guide principle be addressed.

Police are therefore disappointed that the Hastings District Council have prioritised growth over safety and whilst having no objections to the proposals submitted for consultation, lament an opportunity lost to better protect our community now.

### **Automobile Association of New Zealand (AA)**

At the recent Regional Transport Committee meeting our chairman has noted that the district councils in our region will be reviewing speed limits next year. It was very encouraging to hear that all councils will work together and look at this from a region wide perspective rather than each district council looking at their patch only. We fully endorse this approach. As part of this review our preference is that engineering improvements and the quality of the pavement are looked at before speed reductions. Improving these will most likely have a greater impact than reducing speeds. Recent AA studies have highlighted that accidents are generally the result of good people making mistakes.

### **Central Hawkes Bay District Council**

Central Hawkes Bay District Council sees no issue with any of the proposals and will support the proposed changes to create a safer travelling environment on the roads within the Hastings District.

### **Taupo District Council**

The Taupo District Council have no cross boundary local roads adjoining with Hastings District and therefore have no contribution or comment to make with the proposed speed limit changes.

### **Officer Comments**

- 10.7 It is the responsibility of Hastings District Council as the Road Controlling Authority to implement safe and appropriate speeds across the road network. Each proposal has been considered on an individual basis as detailed within this report and the feedback from the consulted parties is discussed as it relates to each specific proposal.
- 10.8 Council officers are currently undertaking crash reduction studies on all of the NZTA top 10% DSI routes in order to increase safety on these routes prior to reviewing the speed limit.

## **11.0 SPEED LIMIT REVIEW REQUESTS**

- 11.1 Through the consultation process a number of additional speed limit review requests were received. These are summarised below for completeness and have been added to the list of previous public requests to be included in the next tranche of speed limit reviews.

<b>Road</b>	<b>Request</b>
Tollemache Road	Reduce speed limit
Heathcote Road	Reduce speed limit
Wellwood Road	Reduce speed limit
Iona Road	Reduce speed limit
Middle Road	Reduce speed limit
Pakowhai Road	Increase speed limit
Pakowhai Road	Reduce speed limit



Road	Request
Te Aute Road (entire route)	Reduce speed limit
Various outside all Marae	Reduce speed limit
Nottingley Road	Reduce speed limit
Southland Road	Reduce speed limit
Waipunga Road	Reduce speed limit
Ellis Wallace Road	Reduce speed limit
All country roads	Reduce speed limit
Longlands Road West	Reduce speed limit
Longlands Road East	Reduce speed limit
Omahu Road	Increase speed limit
Ngatarawa Road	Reduce speed limit
Clifton Road	Reduce speed limit
Riverslea Road South	Reduce speed limit
Various outside schools	Reduce speed limit (variable limits)

## 12.0 SIGNIFICANCE AND ENGAGEMENT

- 12.1 The Setting of Speed Limits Rule includes the consultation requirements as listed in Section 2.5 above and the overarching obligation to set limits that are safe and appropriate for the circumstances.
- 12.2 Council has fulfilled its legal obligations for consultation.
- 12.3 The consultation period opened on 23 May 2019 and ended on 27 June 2019.
- 12.4 The consultation involved multiple methods of communication prior to and during the consultation period. These methods were:
- Information session held with Key Stakeholders prior to consultation period, followed by consultation letter
  - Letters sent to residents and home-owners within approximately 200m of the proposed speed limit zone prior to consultation period.
  - Advertising signs erected along the proposed speed limit zone.
  - Radio, newspaper and digital advertisements through MediaWorks and NZME throughout the consultation period.
  - Social media advertising through Councils website and Facebook site.
- 12.5 Electronic submissions were gathered through myvoicemychoice.co.nz and hardcopy forms were available at Council reception and at Flaxmere, Havelock North and Hastings public libraries.

## 13.0 RECOMMENDATIONS AND REASONS

- A) That the report of the Traffic Engineering Officer titled “Speed Bylaw Review” dated 15/08/2019 be received.
- B) That the written submissions (CG-14-10-01345 and CG-14-10-01354), as circulated and summarised (PRJ19-140-0463) be

received and considered.

- C) That the Council resolves, in terms of Section 155 of the Local Government Act 2002, that the principles set out in that section have been observed in such a manner that the Hastings District Council considers, in its discretion, is appropriate for the decisions made during the course of this meeting.
- D) That the amendments decided at this Council meeting be incorporated in the Speed Limits Bylaw and brought back to Council for ratification.

With the reasons for this decision being that the objective of the decision will contribute to meeting the current and future needs of communities for good quality local infrastructure in a way that is most cost-effective for households and business by:

- i) Implementing safe and appropriate speeds across the road network as is the responsibility of Hastings District Council as the Road Controlling Authority.

**Attachments:**

1	Summary of Speed Bylaw Submissions	PRJ19-140-0463
2	Speed Bylaw Submissions for speaking at Council 15 August 2019	CG-14-1-01447
3	Support Letter from Ryman Healthcare Ltd (#329)	PRJ19-140-0460
4	Support Letter Christine Cheyne (#350)	PRJ19-140-0461
5	Support Letter - George MacMillan (#346)	PRJ19-140-0462
6	List of Speed Bylaw submitters	CG-14-1-01444

### Speed Limits Bylaw Review 2019 - Submission Summary

General remark: Calculations are based on the tab 'Stats All' from the Speed Limits Bylaw Review 2019 Master Submission Spreadsheet. Record number: PRJ19-140-0456

**Table 1** General Overview submissions received

Category	Submissions received	RATIO
Online	323*	89%
Hardcopy	35	10%
Key Stakeholder	5	1%
<b>TOTAL</b>	<b>363</b>	<b>100%</b>

**Note:** \*Three double entries received online were not taken into account for calculations: #222, #259, #345. Two test entries were not taken into account: #1, #2

**Table 2** Summary of submission comments received

Position	Online Submissions	Hardcopy Submissions	Key Stakeholder Submissions	TOTAL	RATIO
Support	594	114	22	731	33%
Opposition	867	61	1	929	43%
No Opinion	476	35	7	518	24%
<b>TOTAL</b>	<b>1937</b>	<b>210</b>	<b>30</b>	<b>2178</b>	<b>100%</b>

**Table 2** Number of submissions received in favour or opposition per road

Position	Irongate Road East	RATIO	Maraekakaho Road	RATIO	East Road	RATIO	Te Aute Road	RATIO	Te Ara Kahikatea	RATIO	Kereru Road	RATIO	TOTAL ALL ROADS	RATIO
Support	144	40%	127	35%	133	37%	113	31%	114	31%	100	28%	731	33%
Opposition	138	38%	174	48%	133	37%	193	53%	144	40%	149	41%	929	43%
No Opinion	81	22%	62	17%	97	26%	57	16%	107	29%	114	31%	518	24%
<b>TOTAL</b>	<b>362</b>	<b>100%</b>	<b>361</b>	<b>100%</b>	<b>362</b>	<b>100%</b>	<b>362</b>	<b>100%</b>	<b>365</b>	<b>100%</b>	<b>363</b>	<b>100%</b>	<b>2178</b>	<b>100%</b>

**Table 3** Summary of supportive/opposing comments per road

Comments	Irongate Road East	RATIO	Maraekakaho Road	RATIO	East Road	RATIO	Te Aute Road	RATIO	Te Ara Kahikatea	RATIO	Kereru Road	RATIO	TOTAL	RATIO
Supportive with no co comments	127	40%	99	33%	104	33%	77	28%	99	33%	84	27%	590	32%
Opposing with no comments	111	34%	131	44%	110	35%	144	52%	95	31%	118	37%	709	39%
No opinion and comment	84	26%	68	23%	102	32%	56	20%	110	36%	114	36%	534	29%
<b>TOTAL</b>	<b>322</b>	<b>100%</b>	<b>298</b>	<b>100%</b>	<b>316</b>	<b>100%</b>	<b>277</b>	<b>100%</b>	<b>304</b>	<b>100%</b>	<b>316</b>	<b>100%</b>	<b>1833</b>	<b>100%</b>

Table 4 Supportive Themes per road - Overview

#	Theme	Irongate Road East	RATIO	Maraekakaho Road	RATIO	East Road	RATIO	Te Aute Road	RATIO	Te Ara Kahikatea	RATIO	Kereru Road	RATIO	TOTAL ALL	RATIO ALL
1	Change in Driver Behaviours	1	7%	1	2%	1	2%	1	2%	1	5%	1	3%	6	3%
2	Cycling Safety	1	7%	4	9%	8	19%	5	8%	3	16%	3	9%	24	11%
3	Enforcement/ Police Support	1	7%	2	4%	1	2%	2	3%	1	5%	1	3%	8	4%
4	Environmental		0%	1	2%		0%	2	3%		0%		0%	3	1%
5	Extension		0%	4	9%	5	12%	11	17%	1	5%		0%	21	10%
6	Future Developments	1	7%		0%	2	5%	5	8%		0%	2	6%	10	5%
7	Good speed		0%		0%		0%		0%	3	16%		0%	3	1%
8	Heavy Vehicles	2	13%	7	15%		0%	3	5%	1	5%	3	9%	16	7%
9	Noticeably Safer/Saving lives	2	13%	12	26%	8	19%	11	17%	3	16%	3	9%	39	18%
10	Pedestrian Safety		0%	1	2%	8	19%	5	8%		0%	7	22%	21	10%
11	Pending developments	1	7%	2	4%	1	2%	2	3%	1	5%	1	3%	8	4%
12	Request		0%		0%		0%	1	2%		0%		0%	1	0%
13	Reduce higher (60/70)	1	7%		0%		0%	4	6%		0%		0%	5	2%
14	Reduce lower	1	7%	1	2%		0%	1	2%	1	5%		0%	4	2%
15	Residential build up	2	13%	4	9%	6	14%	1	2%	2	11%	8	25%	23	11%
16	Signage	1	7%	1	2%	1	2%	2	3%	1	5%	1	3%	7	3%
17	Transition zone		0%	1	2%		0%	1	2%		0%		0%	2	1%
18	Turns/Turning bays		0%	4	9%	1	2%	5	8%		0%	1	3%	11	5%
19	Wrong prioritisation	1	7%	1	2%	1	2%	1	2%	1	5%	1	3%	6	3%
	<b>TOTAL</b>	<b>15</b>	<b>100%</b>	<b>46</b>	<b>100%</b>	<b>43</b>	<b>100%</b>	<b>63</b>	<b>100%</b>	<b>19</b>	<b>100%</b>	<b>32</b>	<b>100%</b>	<b>218</b>	<b>100%</b>



Table 5 Opposing Themes per road - Overview

#	Theme	Irongate Road East	RATIO	Maraekakaho Road	RATIO	East Road	RATIO	Te Aute Road	RATIO	Te Ara Kahikatea	RATIO	Kereru Road	RATIO	TOTAL ALL	RATIO ALL
1	Confusion		0%	1	1%		0%	1	1%	5	7%		0%	7	2.0%
2	Drivers	8	17%	8	11%	6	16%	8	10%	6	8%	6	13%	42	11.9%
3	Educate and enforce bad drivers	4	9%	7	10%	3	8%	4	5%	4	5%	4	8%	26	7.4%
4	Frustration	5	11%	8	11%	5	14%	9	12%	7	10%	3	6%	37	10.5%
5	Legislation/Rural		0%		0%		0%	5	6%	18	25%	2	4%	25	7.1%
6	No Case for Change	1	2%	1	1%		0%	4	5%		0%	2	4%	8	2.3%
7	No Issue with Speed/Reduced speed limit irrelevant	7	15%	15	21%	5	14%	9	12%	8	11%	7	15%	51	14.5%
8	Raise speed limits	1	2%	1	1%	1	3%	1	1%	1	1%	1	2%	6	1.7%
9	Reduce Higher (70/80)	6	13%	1	1%	6	16%	14	18%		0%	5	10%	32	9.1%
10	Reduced Safety	4	9%	4	6%	4	11%	7	9%	4	5%	2	4%	25	7.1%
11	Revenue gathering		0%		0%		0%	1	1%	1	1%		0%	2	0.6%
12	Road improvements	5	11%	9	13%	3	8%	6	8%	4	5%	6	13%	33	9.4%
13	Traffic Flow	5	11%	13	19%	3	8%	5	6%	10	14%	6	13%	42	11.9%
14	Transition zone/Variable Speed Limits		0%	1	1%		0%	1	1%	3	4%	3	6%	8	2.3%
15	Vehicle Technology	1	2%	1	1%	1	3%	2	3%	2	3%	1	2%	8	2.3%
	<b>TOTAL</b>	<b>47</b>	<b>100%</b>	<b>70</b>	<b>100%</b>	<b>37</b>	<b>100%</b>	<b>77</b>	<b>100%</b>	<b>73</b>	<b>100%</b>	<b>48</b>	<b>100%</b>	<b>352</b>	<b>100.0%</b>

## Submission Themes

Table 6 Supporting Themes – Submission # per road

#	Theme	Explanation	Irongate Road East	Maraekakaho Road	East Road	Te Aute Road	Te Ara Kahikatea	Kereru Road
1	Change in Driver Behaviours	These submissions state they have noticed a change in driver behaviour, or that the proposal will help correct drivers' behaviour.	243	243	243	243	243	243
2	Cycling Safety	These submissions all comment on the safety aspects that this proposal creates provides for cycling.	350	68, 160, 350, 309	20, 33, 64, 94, 179, 311, 325, 350	123, 134, 319, 349, 350	99, 350, 366	101, 306, 350
3	Enforcement/ Police Support	These submissions recognise the important contribution Police enforcement makes to road safety and additional financial support is requested in this respect.	91	91, 353	91	91, 303	91	91
4	Environmental	Environmental issues at this road, i.e. fog, sun glare that makes travelling at high speeds unsafe.		80		326		
5	Extension	Some submissions suggest for a further extension of the speed limit area. Other suggest that speed limits should be consistent with speeds in the area. Some people disagreed to the proposal, only because they said the proposed change does not get far enough.		80, 352, 353, 366	26, 36, 39, 95, 179	9, 141, 158, 249, 255, 263, 265, 290, 319, 320, 350	99	
6	Future Developments	These submissions mention developments that will be happening in the near future and argue that it is appropriate to lower speed limits now.	160		179, 350	68, 70, 123, 329, 350		101, 108
7	Good speed	Submissions say that this is a good speed for the road.					3	
8	Heavy Vehicles	Agricultural and commercial vehicles can be frightening.	65, 160	38, 68, 89, 123, 160, 289, 309, 352		71, 158, 326	320	101, 117, 210
9	Noticeably Safer/Saving lives	Comment on the reduced speed limits being safer, providing more time to react and respond to common situation and recognising the high level of intersections and access ways that cause <b>near misses</b> . Many also state they did not of do not feel safe when travelling these roads due to cars overtaking or speeding.	62, 312	38, 60, 80, 82, 84, 89, 103, 107, 278, 309, 312, 352	20, 23, 30, 62, 94, 149, 179, 311	61, 66, 69, 71, 73, 123, 141, 168, 255, 263, 320, 326	62, 160, 284	210, 295, 354

#	Theme	Explanation	Irongate Road East	Maraekakaho Road	East Road	Te Aute Road	Te Ara Kahikatea	Kereru Road
		Generally comments are of the nature that safety is of paramount importance and saves lives. <ul style="list-style-type: none"> <li>Speed reduction saves lives.</li> <li>100km/hr feels really unsafe on this road.</li> <li>Drivers use the road as a dragstrip.</li> <li>Would be easier for people to enter and leave driveways.</li> </ul>						
10	Pedestrian Safety	These submissions all comment on the safety aspects that this proposal creates provides for pedestrians and or school children.		160	20, 23, 94, 95, 179, 311, 325, 350	62, 68, 69, 73, 329		68, 101, 117, 210, 295, 305, 306
11	Pending developments	If developments, subdivisions, rezoning were not to go ahead, speed should not change. Others say there is infrastructure to be built in this area in future, i.e. a roundabout.	245	82, 245	245	245, 303	245	245
12	Request	Changes have been requested.				14		
13	Reduce higher (60/70)	The listed submissions identify various sections of road which the submitters believe should be set at higher speed limits than currently proposed. i.e. From Gilpin/Te Aute intersection should be 80km/hr	89			9, 70, 71, 303		
14	Reduce lower	The submitters believe the speed should be set lower that currently proposed, especially if the area is being urbanised. Some state that roads are becoming busier.	368	65		9	99!	
14	Residential build up/Congestion	Traffic and congestion is getting worse, which is why speed limits need changing. Other argue that speed reductions won't have a great negative impact on traffic flow/commuters. <ul style="list-style-type: none"> <li>More buildings, driveways and vehicles.</li> <li>Road is a speed trap.</li> </ul>	65, 108, 115	38, 115, 123, 289	30, 33, 66, 110, 160, 311	70, 160	160, 320	68, 108, 117, 160, 210, 348, 350, 354
15	Signage	Improvements to signage are required as inadequate. Changes in speed need to be signposted much more predominantly. Signs to slow to 50km are too close to the residential area.	91	91	91	91, 128	91	91



#	Theme	Explanation	Irongate Road East	Maraekakaho Road	East Road	Te Aute Road	Te Ara Kahikatea	Kereru Road
16	Transition zone	100 – 70 - 50		254		247		
17	Turns/Turning bays	These submissions state that sharp turns force drivers to slow down, hence the speed limits should be reduced. Others say that feeder lanes or turning bays are missing in this area. A few say that a number of vehicles are turning into commercial premises along the route.		68, 82, 107, 312	3	66, 69, 123, 143, 292		101
18	Wrong Prioritisation	Disappointment that growth matters were prioritised over safety. Opportunity is lost to better protect our communities now.	364					

**Note:** Up to three themes were coded for each road submission comment.

! These comments were negative (opposing), but did really agree in their answer.

Table 7 Opposing Themes – Submission # per road

#	Theme	Explanation	Irongate Road East	Maraekakaho Road	East Road	Te Aute Road	Te Ara Kahikatea	Kereru Road
1	Confusion	Generally this group of submissions comment on the uncertainty experienced in identifying or remembering the speed limits in place. The reasons stated for this normally related to lack of signage or frequent change in limits. Others thought the speed limit was already the proposed speed. Others don't know where this is.		267		58*	108, 110, 123l, 267l, 313l	
2	Drivers	Safety Issues relate to driver not speed. These submissions claim that they are experiencing personal suffering or costs due to other drivers' mistakes. A selection of the common views expressed are <ul style="list-style-type: none"> <li>There are no crashes.</li> <li>Drivers cause accidents.</li> <li>You are not going to stop people from speeding.</li> </ul>	146, 178, 335, 338, 340, 338, 340, 342	146, 178, 197, 335, 338, 340, 342, 348	113, 146, 178, 335, 338, 340	146, 178, 286, 335, 338, 340, 344, 348	178, 335, 338, 340, 342, 348	178, 225, 335, 338, 340, 342
3	Educate and enforce drivers	These submissions state that there needs to be more or improved education for drivers as opposed to speed limit reductions. Upskill drivers. Enforce bad drivers. People need to learn to drive to the conditions.	54, 138, 294, 338,	54, 138, 267, 286, 294, 334, 338	138, 294, 338	138, 286, 294, 338	138, 294, 338, 343	138, 225, 294, 338
4	Frustration	Frustration, an emotional response, is being expressed by these submitters. Submitters discuss either feeling frustrated themselves or that they feel other drivers are becoming frustrated as a consequence of them complying with the 80 km/h limit. Many state that they are angered by the limits and believe they will result in "Road Rage" type incidents as a result. From the various examples provided frustration could be caused by any one of the following factors; <ul style="list-style-type: none"> <li>Encountering a particularly slow moving vehicle.</li> <li>Feeling restricted.</li> </ul>	81, 85, 138, 146, 178	54, 81, 110, 138, 146, 171, 178, 197	58, 81, 138, 146, 178	58*, 81, 110, 138, 146, 178, 218, 343, 344	58, 81, 118, 138, 178, 343, 344	81, 138, 178

#	Theme	Explanation	Irongate Road East	Maraekakaho Road	East Road	Te Aute Road	Te Ara Kahikatea	Kereru Road
		<ul style="list-style-type: none"> <li>Contrary to previous experiences.</li> <li>Unnecessary / unjustified.</li> <li>Social pressures placed by closely following drivers.</li> </ul>						
5	Legislation/Rural feel	<p>These submissions generally commented that the default rural speed limit is 100 km/h for all rural roads in New Zealand. Rural speeds should be 100km/h. Road should have been designed for that speed. New road.</p> <p>Others say there is no pedestrian traffic and no junctions.</p>				99, 110, 205, 215, 332	48, 54, 58, 67, 77, 103, 118, 140, 151, 189, 193, 287, 300, 321, 334, 336, 343, 348	334, 346
6	No Case for Change (Development related)	<p>These submissions claim that there is no case for change of speed limits before this area is being developed.</p> <p>Others say the church is not used much or road access to properties is not from the road.</p>	54	136		115, 127, 155, 208		57, 110
7	No Issue with Speed/Reduced speed limit irrelevant	<p>These submissions generally suggest that reducing speed limits is inappropriate or irrelevant. Submitters raise the following points;</p> <ul style="list-style-type: none"> <li>Safe to travel these roads at 100km/h.</li> <li>Current speeds are fine.</li> <li>Good road, good visibility.</li> <li>There is no safety problem.</li> <li>Speed makes no difference to safety.</li> <li>It is a waste of time and/or money.</li> <li>It is stupid and dramatic.</li> <li>There are no/not many accidents on these roads.</li> <li>No new residential driveways to justify decrease.</li> <li>Bends/Corners slow down drivers naturally.</li> <li>Roads self-regulate. Signs as control.</li> </ul> <p>Some suggest that they don't support the evidence that has been provided, whereas others claim there is no evidence to suggest reducing the speed limit</p>	32, 58, 81, 124, 178, 202, 344	3, 32, 58, 81, 102, 136, 171, 178, 211, 215, 226, 301, 334, 343, 344	32, 58, 81, 178, 211	32, 81, 99, 115, 211, 296, 340, 334, 178	28, 32, 81, 178, 211, 215, 257, 362	32, 81, 178, 211, 267, 313, 315



#	Theme	Explanation	Irongate Road East	Maraekakaho Road	East Road	Te Aute Road	Te Ara Kahikatea	Kereru Road
		makes a difference to the number or outcome of crashes.						
8	Raise Speed	These submission say that speeds should be higher than the current speed limit.	178	178	178	178	178	178
9	Reduce Higher (70/80)	The listed submissions oppose a drastic reduction to the speed limits, but would approve a smaller reduction of speeds by 20 or 30km/hr.	7, 218, 267, 286, 287, 301	152	113, 118, 266, 267, 313, 344	52, 99, 109, 175, 218, 257, 258, 267, 268, 280, 287, 315, 358, 366		57, 194, 286, 287, 301
10	Reduced Safety	<p>These submissions raise concern of feeling less safe and suggest that an increase in accidents is likely, especially over taking crashes, following the speed limit reductions.</p> <p>While some users may experience increased frustration, there is no evidence to date that would suggest a corresponding increase in risk taking for this area.</p> <ul style="list-style-type: none"> <li>If speed limits are changed these changes are likely to be ignored and will lead to undesired effects, such as people speeding up.</li> <li>Changing speed limits is counterproductive. The slower people drive the less they pay attention and are distracted by their phone or other people in the car.</li> </ul>	81, 178, 294	81, 110, 178, 294	81, 178, 294, 327	41, 81, 178, 294, 327, 343, 358	58, 81, 178, 294	81, 294
11	Revenue gathering	These submissions see the proposed changes in speed limits amendments as a revenue gathering. Submitters believe Council should be doing other things.				41	327	
12	Road improvements	<p>Fix the conditions of roads. Better maintenance. Changes to signage, line-marking and turn off lanes. Put in parallel roads and future proof areas.</p> <ul style="list-style-type: none"> <li>Maintain roads and signs.</li> </ul>	183, 227, 234, 301, 342	342, 102, 108, 183, 226, 227, 234, 286, 301	183, 227, 234	183, 190, 227, 234, 260, 286	183, 227, 234, 342	183, 227, 234, 331,

#	Theme	Explanation	Irongate Road East	Maraekakaho Road	East Road	Te Aute Road	Te Ara Kahikatea	Kereru Road
		<ul style="list-style-type: none"> <li>Maintain useable and safe roads.</li> </ul>						342, 368*
13	Traffic Flow	<p>The submissions state that there is no reason to lower the speed limit, as the road keeps traffic flowing. Others say these are major commuter roads or routes out of town. Infrastructure needs to be able to cope. Many of the submissions comment on incurring time delays which is acknowledged. Some state that work and employment opportunities are being lost as a result of additional time incurred. Increased journey time. Reducing speed limits would</p> <ul style="list-style-type: none"> <li>Have a negative effect on traffic flows and/or travel times and/or create congestion.</li> <li>Costing the community extra money.</li> <li>Have flow on impacts of speed limit changes on other areas.</li> <li>Increase journey times and add hours to travel times each month.</li> <li>Main bypass.</li> </ul>	105, 129, 138, 227, 342	105, 108, 138, 175, 342, 197, 226, 227, 286, 296, 301, 342, 344	113, 138, 227	3, 108, 109, 138, 227	48, 118, 138, 153, 227, 258, 286, 332, 342, 362	105, 138, 227, 331, 342, 346
14	Transition zone/Variable Speed Limits	These submissions propose a lead up speed to the existing speed limits signs which is different to the Draft Statement of Proposal.		218		41	215, 218, 286	58, 120, 301
15	Vehicle Technology	Modern cars have the technology to navigate in higher speed conditions.	183	183	183	183, 227	48, 183	183

**Note:** Up to three themes were coded for each road submission comment.

\* Agree/Disagree fields left blank | These comments were positive (supportive), but did really disagree in their answer.



## *Hastings District Council*

Civic Administration Building  
Lyndon Road East, Hastings

Phone: (06) 871 5000

Fax: (06) 871 5100

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### **COUNCIL MEETING**

#### **Submitters Speaking - Speed Bylaws**

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Meeting Date: **Thursday, 15 August 2019**

Time: **9.00am**

Venue: **Council Chamber  
Ground Floor  
Civic Administration Building  
Lyndon Road East  
Hastings**

ITEM	SUBJECT	PAGE
<b>6.</b>	<b>SPEAKING SPEED BYLAWS</b>	
	Attachment 1: Speaking timetable	1
	Submission #9 Anita Gaylard Speed	3
	Submission #41 Marius Roth	7
	Submission #71 Christine Symes	11
	Submission #76 Joel George	15
	Submission #77 Mike Patton	19
	Submission #108 Peter Leijen	23
	Submission #202 Jamie Duignan	27
	Submission #204 Ben Abraham	31

Submission #260 Herbert Leijen	35
Submission #294 Alastair Chalmers	39
Submission #319 John Thompson	43
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Submission #342 Peter Fraser	51
Submission #345 George MacMillan	55
Submission #350 Christine Cheyne	59
Submission #366 Key Stakeholder Submission AA Paul Michaelson	63
Submission #368 Key Stakeholder Submission NZTA Glenn Bunting	67

## Speaking timetable

Attachment No. 1

CG-M-1-01345

## Council Meeting – 15 August 2019

## Speed Bylaw Submitter Speaking List

**NB: Speaking times are approximate – speakers may be taken earlier if time permits**

TIME	SUBMITTER	SUB. NO.	Vol
9.05am	Anita Garland	9	3
9.15am	Marius Roth	41	7
9.25am	Christine Symes	71	11
9.35am	Mike Patton	77	15
9.45am	Joel George	76	19
9.55am	Peter Leijen	108	23
10.05am	Jamie Duignan	202	27
10.15am	Ben Abraham	204	31
<b>MORNING TEA 10.30AM</b>			
10.45am	Herbert Leijen	260	35
10.50am	Alastair Chalmers	294	39
11.00am	John Thompson	319	43
11.10am	Jay Parag	329	47
11.20am	Peter Fraser	342	51
11.30am	George MacMillan	345	55
11.40am	Christine Cheyne	350	59
11.50am	Paul Michaelson (AA)	366	63
12.00	Glenn Bunting (NZTA)	368	67
<b>LUNCH 12.30AM</b>			

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Attachment No. 1

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Attachment 2





## Submission #9 Anita Gaylard Speed

5/23/2019

Wuloo - Entry Detail

## Public Consultation - Changes to Speed Limits

COMPLETE

#9

Due to significant changes associated with the development of land adjacent to the road corridor, Hastings District Council is reviewing the speed limits, either in their entirety or on sections of the following roads: Irongate Road East, Maraekakaho Road, East Road, Te Aute Road, Te Ara Kahikatea and Kereru Road.

Details of the proposals are detailed below.

- You may comment on as many or as few of the proposals as you like.
- Questions marked with an \* indicate mandatory fields.
- If you wish to speak to your submission in a Council meeting you will be prompted for further contact details.

Submissions close midday June 27.

## CREATED



PUBLIC

May 23rd 2019, 12:54:46 pm

## Name

Anita Gaylard

Do you support Proposal 1 to reduce the speed limit on Irongate Road East - between the cul-de-sac and Maraekakaho Road from 100km/hr to 50km/hr?

Agree

If you would like to add information to support your submission for Proposal 1 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 2 to reduce the speed limit on Maraekakaho Road between York Road and the SH50 roundabout from 100km/hr to 80km/hr?

Agree

If you would like to add information to support your submission for Proposal 2 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 3 to reduce the speed limit on East Road - to a point approximately 250m west of the intersection with Rockwood Place from 100km/hr to 50km/hr?

Agree

<https://app.wuloo.com/#entry-manage/1559/entries/9>

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Item 6

Submission No. 9

Item 6

Attachment 2

**Submission #9 Anita Gaylard Speed**

5/23/2019

Wuloo - Entry Detail

If you would like to add information to support your submission for Proposal 3 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 4 to reduce the speed limit on Te Aute Road - to a point approximately 230m north of the intersection with Gilpin Road from 100km/hr to 50km/hr?

Agree

If you would like to add information to support your submission for Proposal 4 please do so in the text box below. Alternatively you can attach a document to your submission below.

This change needs to go further than this.

As a resident of Te Aute rd I have come across several accidents on the Te Aute Gilpin bridge but also serious accidents up on the Te Aute St Georges corner.

Another issue is the speed people do from the Longlands corner up Te Aute rd (towards Pakipaki) and as of the most recent accident on that stretch of road just 4 days ago we have counted 16 accidents on that stretch of road in 2 years! From Gilpin Te Aute should be an 80km rd.

Attach a document to your submission

Do you support Proposal 5 to make the speed limit on Te Ara Kahikatea 80km/hr?

Agree

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 6 to reduce the speed limit on Kereru Road - to a point approximately 580m west of the intersection with Bellerby Lane from 100km/hr to 50km/hr?

Agree

If you would like to add information to support your submission for Proposal 6 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

\* Please indicate whether or not you wish to speak to your submission at a Council Meeting.

Yes

<https://app.wuloo.com/#entry-manager/1559/entries/9>

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Item 6

Submission No. 9

Item 6

Attachment 2

**Submission #9 Anita Gaylard Speed**

5/23/2019

Wuloo - Entry Detail

**Address**

448 Te Aute RD

RD 2

Hastings

Hawkes Bay

4172

New Zealand

**\* Contact phone:**

212461009.0

To receive a copy of your submission please add your email address below:

agaylard01@gmail.com

**Item 6****Submission No. 9****Item 6****Attachment 2**<https://app.wuloo.com/#entry-manage/153/entries/9>

3/3



## Submission #41 Marius Roth

5/27/2019

Wufoo - Entry Detail

## Public Consultation - Changes to Speed Limits

COMPLETE

#41

Due to significant changes associated with the development of land adjacent to the road corridor, Hastings District Council is reviewing the speed limits, either in their entirety or on sections of the following roads: Irongate Road East, Maraekakaho Road, East Road, Te Aute Road, Te Ara Kahikatea and Kereru Road.

Details of the proposals are detailed below:

- You may comment on as many or as few of the proposals as you like.
- Questions marked with an \* indicate mandatory fields.
- If you wish to speak to your submission in a Council meeting you will be prompted for further contact details.

Submissions close midday June 27.

## CREATED



PUBLIC  
May 24th 2019, 7:13:51 pm

## \* Name

Marius Roth

## \* Address

35 Te Aute Rd  
Havelock North  
4130  
New Zealand

## \* Contact phone:

2209839020

## \* Email:

marius1981@hotmail.com

Do you support Proposal 1 to reduce the speed limit on Irongate Road East - between the cul-de-sac and Maraekakaho Road from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 1 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

<https://app.wufoo.com/#entry-manager/159/entries/41>

1/3

## Submission #41 Marius Roth

5/27/2019

Wuloo - Entry Detail

Do you support Proposal 2 to reduce the speed limit on Maraekakaho Road between York Road and the SH50 roundabout from 100km/hr to 80km/hr?

Disagree

If you would like to add information to support your submission for Proposal 2 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 3 to reduce the speed limit on East Road - to a point approximately 260m west of the intersection with Rockwood Place from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 3 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 4 to reduce the speed limit on Te Aute Road - to a point approximately 230m north of the intersection with Gilpin Road from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 4 please do so in the text box below. Alternatively you can attach a document to your submission below.

50kmh that far out will not lead to the desired effect of protecting children on their way to school. The contrary will happen as after that much distance driving 50kmh on perfectly fine 100kmh road speeds are more likely to creep up just where the school crossing is.  
I propose a 70kmh lead up to the existing 50kmh sign. This will reduce speed more reasonable and also reduce the use of engine breaks. Furthermore it will reduce emissions from cars as it is more likely that drivers will just take their foot of the accelerator and 'roll out' to the 50kmh sign that currently exists. 50kmh will just be ignored or used solely by the council for revenue collection. NO!  
Go to Germany and have a look how its done properly!

Attach a document to your submission

Do you support Proposal 5 to make the speed limit on Te Ara Kahikatea 80km/hr?

Disagree

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

<https://app.wuloo.com/#entry-manager/159/entries/41>

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Item 6

Submission No. 41

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Attachment 2



**Submission #41 Marius Roth**

5/27/2019

Wufoo - Entry Detail

Do you support Proposal 6 to reduce the speed limit on Kereru Road - to a point approximately 580m west of the intersection with Bellerby Lane from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

\* Please indicate whether or not you wish to speak to your submission at a Council Meeting.

Yes

**Item 6****Submission No. 41****Item 6****Attachment 2**<https://app.wufoo.com/#entry-manage/1559/entries/41>

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## Submission #71 Christine Symes

5/29/2019

Wufoo - Entry Detail

## Public Consultation - Changes to Speed Limits

COMPLETE

#71

Due to significant changes associated with the development of land adjacent to the road corridor, Hastings District Council is reviewing the speed limits, either in their entirety or on sections of the following roads: Irongate Road East, Maraekakaho Road, East Road, Te Aute Road, Te Ara Kahikatea and Kereru Road.

Details of the proposals are detailed below.

- You may comment on as many or as few of the proposals as you like.
- Questions marked with an \* indicate mandatory fields.
- If you wish to speak to your submission in a Council meeting you will be prompted for further contact details.

Submissions close midday June 27.

## CREATED



PUBLIC

May 28th 2019, 2:26:08 pm

## \* Name

Christine Symes

## \* Address

483 Te Aute Road

H02

Hastings

4172

New Zealand

## \* Contact phone:

015656540

## \* Email:

benandmo@extra.co.nz

Do you support Proposal 1 to reduce the speed limit on Irongate Road East - between the cul-de-sac and Maraekakaho Road from 100km/hr to 50km/hr?

If you would like to add information to support your submission for Proposal 1 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

<https://app.wufoo.com/#/entry-manage/159/entries/71>

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Item 6

Submission No. 71

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Attachment 2

**Submission #71 Christine Symes**

5/29/2019

Wuloo - Entry Detail

Do you support Proposal 2 to reduce the speed limit on Maraekakaho Road between York Road and the SH50 roundabout from 100km/hr to 80km/hr?

If you would like to add information to support your submission for Proposal 2 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 3 to reduce the speed limit on East Road - to a point approximately 260m west of the intersection with Rockwood Place from 100km/hr to 50km/hr?

If you would like to add information to support your submission for Proposal 3 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 4 to reduce the speed limit on Te Aute Road - to a point approximately 230m north of the intersection with Gilpin Road from 100km/hr to 50km/hr?

Agree

If you would like to add information to support your submission for Proposal 4 please do so in the text box below. Alternatively you can attach a document to your submission below.

I support this proposal but would like to see a reduction in the speed for the balance of Te Aute and Longlands Road to 80km/hr. We are long time residents on Te Aute Road and live on the notorious corner on the second part of Te Aute Road where we regularly attend accidents for people who have crashed due to speed. Most recently last week, when the crash occurred at 5pm and was nearly a head on collision which would have resulted in fatalities. This corner needs urgent action, but we feel that the speed along the entire Te Aute Road/Longlands Road needs reduced to 80km. These roads are regularly used by tractors and other agricultural machinery all year round which adds to the danger aspect. The turn off from Longlands Road onto Te Aute Road is an accident waiting to happen - it is a frightening experience waiting at the corner to turn off onto Te Aute Road as the cars and trucks roar past at 100km. These issues need addressed, especially as the population of Havelock and Hastings grows. A reduction in speed on St. Georges Road and other similar roads has worked well, we need something similar on our roads please!

Regards,  
Christine Symes

Attach a document to your submission

Do you support Proposal 5 to make the speed limit on Te Ara Kahikatea 80km/hr?

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

<https://app.wuloo.com/#entry-manage/1559/entries/71>

2/3

**Submission #71 Christine Symes**

5/29/2019

Wufoo - Entry Detail

Do you support Proposal 6 to reduce the speed limit on Kereru Road - to a point approximately 580m west of the intersection with Bellerby Lane from 100km/hr to 50km/hr?

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

\* Please indicate whether or not you wish to speak to your submission at a Council Meeting.

Yes

**Item 6****Submission No. 71****Item 6****Attachment 2**<https://app.wufoo.com/#entry-manage/159/entries/71>

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## Submission #76 Joel George

5/29/2019

Wuloo - Entry Detail

## Public Consultation - Changes to Speed Limits

COMPLETE

#76

Due to significant changes associated with the development of land adjacent to the road corridor, Hastings District Council is reviewing the speed limits, either in their entirety or on sections of the following roads: Irongate Road East, Maraekakaho Road, East Road, Te Aute Road, Te Ara Kahikatea and Kereru Road.

Details of the proposals are detailed below.

- You may comment on as many or as few of the proposals as you like.
- Questions marked with an \* indicate mandatory fields.
- If you wish to speak to your submission in a Council meeting you will be prompted for further contact details.

Submissions close midday June 27.

## CREATED



PUBLIC

May 28th 2019, 11:18:12 am

## \* Name

Joel George

## \* Address

1084, Maraekakaho Road  
 Longlands  
 Hastings  
 Hawkes Bay  
 4175  
 New Zealand

## \* Contact phone:

2246701250

## \* Email:

tsunamilucia@hotmail.com

Do you support Proposal 1 to reduce the speed limit on Irongate Road East - between the cul-de-sac and Maraekakaho Road from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 1 please do so in the text box below. Alternatively you can attach a document to your submission below.

<https://app.wuloo.com/#entry-manage/155/entries/76>

1/3

## Submission #76 Joel George

5/29/2019

Wuloo - Entry Detail

Attach a document to your submission

Do you support Proposal 2 to reduce the speed limit on Marakakaho Road between York Road and the SH50 roundabout from 100km/hr to 80km/hr?

Disagree

If you would like to add information to support your submission for Proposal 2 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 3 to reduce the speed limit on East Road - to a point approximately 260m west of the intersection with Rockwood Place from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 3 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 4 to reduce the speed limit on Te Aute Road - to a point approximately 230m north of the intersection with Gilpin Road from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 4 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 5 to make the speed limit on Te Ara Kahikatea 80km/hr?

Agree

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 6 to reduce the speed limit on Kereru Road - to a point approximately 580m west of the intersection with Bellerby Lane from 100km/hr to 50km/hr?

Disagree

<https://app.wuloo.com/#/entry-manager/1559/entries/76>

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Item 6

Submission No. 76

Item 6

Attachment 2

**Submission #76 Joel George**

5/29/2019

Wuloo - Entry Detail

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

\* Please indicate whether or not you wish to speak to your submission at a Council Meeting.

Yes

**Item 6****Submission No. 76****Item 6****Attachment 2**<https://app.wuloo.com/#/entry-manage/1559/entries/76>

3/3



## Submission #77 Mike Patton

5/29/2019

Wuloo - Entry Detail

## Public Consultation - Changes to Speed Limits

COMPLETE #77

Due to significant changes associated with the development of land adjacent to the road corridor, Hastings District Council is reviewing the speed limits, either in their entirety or on sections of the following roads: Irongate Road East, Maraekakaho Road, East Road, Te Aute Road, Te Ara Kahikatea and Kereru Road.

Details of the proposals are detailed below.

- You may comment on as many or as few of the proposals as you like.
- Questions marked with an \* indicate mandatory fields.
- If you wish to speak to your submission in a Council meeting you will be prompted for further contact details.

Submissions close midday June 27.

## CREATED



PUBLIC

May 29th 2019, 9:24:30 am

## \* Name

Mike Patton

## \* Address

21 Brookvale Road  
Havelock North  
Hastings  
Hawke's Bay  
4130  
New Zealand

## \* Contact phone:

274446269.0

## \* Email:

mike@patton.co.nz

Do you support Proposal 1 to reduce the speed limit on Irongate Road East - between the cul-de-sac and Maraekakaho Road from 100km/hr to 50km/hr?

Agree

If you would like to add information to support your submission for Proposal 1 please do so in the text box below. Alternatively you can attach a document to your submission below.

<https://app.wuloo.com/#entry-manage/155/entries/77>

1/3



## Submission #77 Mike Patton

5/29/2019

Wuloo - Entry Detail

Attach a document to your submission

Do you support Proposal 2 to reduce the speed limit on Marakakaho Road between York Road and the SH50 roundabout from 100km/hr to 80km/hr?

Disagree

If you would like to add information to support your submission for Proposal 2 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 3 to reduce the speed limit on East Road - to a point approximately 260m west of the intersection with Rockwood Place from 100km/hr to 50km/hr?

Agree

If you would like to add information to support your submission for Proposal 3 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 4 to reduce the speed limit on Te Aute Road - to a point approximately 230m north of the intersection with Gilpin Road from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 4 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 5 to make the speed limit on Te Ara Kahikatea 80km/hr?

Disagree

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Should be 100 km

Attach a document to your submission

Do you support Proposal 6 to reduce the speed limit on Kereru Road - to a point approximately 580m west of the intersection with Bellerby Lane from 100km/hr to 50km/hr?

Agree

<https://app.wuloo.com/#/entry-manager/159/entries/77>

2/3

Item 6

Submission No. 77

Item 6

Attachment 2

**Submission #77 Mike Patton**

---

5/29/2019

Wufoo - Entry Detail

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

\* Please indicate whether or not you wish to speak to your submission at a Council Meeting.

No

**Item 6****Submission No. 77****Item 6****Attachment 2**<https://app.wufoo.com/#entry-manage/1559/entries/77>

3/3



## Submission #108 Peter Leijen

5/31/2019

Wuloo - Entry Detail

## Public Consultation - Changes to Speed Limits

COMPLETE

#108

Due to significant changes associated with the development of land adjacent to the road corridor, Hastings District Council is reviewing the speed limits, either in their entirety or on sections of the following roads: Irongate Road East, Mamekakaho Road, East Road, Te Aute Road, Te Ara Kahikatea and Kereru Road.

Details of the proposals are detailed below.

- You may comment on as many or as few of the proposals as you like.
- Questions marked with an \* indicate mandatory fields.
- If you wish to speak to your submission in a Council meeting you will be prompted for further contact details.

Submissions close midday June 27.

## CREATED



PUBLIC

May 30th 2019, 8:10:03 pm

## \* Name

Peter Leijen

## \* Address

3769 state highway 50

Rd1

Hastings

4171

New Zealand

## \* Contact phone:

0777508946 0

## \* Email:

pleijen@pjmidsign.co.nz

Do you support Proposal 1 to reduce the speed limit on Irongate Road East - between the cul-de-sac and Mamekakaho Road from 100km/hr to 50km/hr?

Agree

If you would like to add information to support your submission for Proposal 1 please do so in the text box below. Alternatively you can attach a document to your submission below.

As this is not a through road this reduction will not have a great impact on commutes to city centers.

Attach a document to your submission

<https://app.wuloo.com/#/entry-manage/1559/entries/108>

1/3

Item 6

Submission No. 108

Item 6

Attachment 2

## Submission #108 Peter Leijen

5/31/2019

Wuloo - Entry Detail

Do you support Proposal 2 to reduce the speed limit on Maraekakaho Road between York Road and the SH50 roundabout from 100km/hr to 80km/hr?

Disagree

If you would like to add information to support your submission for Proposal 2 please do so in the text box below. Alternatively you can attach a document to your submission below.

This is a main road into the center of town where we work and shop. Reducing this speed limit will greatly affect our travel times. I suggest widening the road with dedicated merge lanes for turning traffic

Attach a document to your submission

Do you support Proposal 3 to reduce the speed limit on East Road - to a point approximately 260m west of the intersection with Rockwood Place from 100km/hr to 50km/hr?

Agree

If you would like to add information to support your submission for Proposal 3 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 4 to reduce the speed limit on Te Aute Road - to a point approximately 230m north of the intersection with Gilpin Road from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 4 please do so in the text box below. Alternatively you can attach a document to your submission below.

Again this is a major route to schools and work for people living in my community

Attach a document to your submission

Do you support Proposal 5 to make the speed limit on Te Ara Kahikatea 80km/hr?

Disagree

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Isn't this already 80km?

Attach a document to your submission

Do you support Proposal 6 to reduce the speed limit on Kereru Road - to a point approximately 580m west of the intersection with Bellerby Lane from 100km/hr to 50km/hr?

Agree

<https://app.wuloo.com/#entry-manager/159/entries/108>

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Submission No. 108

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Attachment 2



**Submission #108 Peter Leijen**

5/31/2019

Wuloo - Entry Detail

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

There actually has been significant development out here unlike the other locations which are just proposed developments

Attach a document to your submission

\* Please indicate whether or not you wish to speak to your submission at a Council Meeting.

Yes

**Item 6****Submission No. 108****Item 6****Attachment 2**<https://app.wuloo.com/#entry-manage/159/entries/108>

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## Submission #202 Jamie Duignan

6/18/2019

Wuloo Entry Detail

## Public Consultation - Changes to Speed Limits

COMPLETE

#202

Due to significant changes associated with the development of land adjacent to the road corridor, Hastings District Council is reviewing the speed limits, either in their entirety or on sections of the following roads: Irongate Road East, Mamekakaho Road, East Road, Te Aute Road, Te Ara Kahikatea and Kereru Road.

Details of the proposals are detailed below.

- You may comment on as many or as few of the proposals as you like.
- Questions marked with an \* indicate mandatory fields.
- If you wish to speak to your submission in a Council meeting you will be prompted for further contact details.

Submissions close midday June 27.

## CREATED



PUBLIC

Jun 10th 2019, 4:51:12 pm

## \* Name

Jamie Duignan

## \* Address

39 deal cres.

Flaxmere

Hastings

4120

New Zealand

## \* Contact phone:

296599254

## \* Email:

jamie.lee.duignan@gmail.com

Do you support Proposal 1 to reduce the speed limit on Irongate Road East - between the cul-de-sac and Mamekakaho Road from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 1 please do so in the text box below. Alternatively you can attach a document to your submission below.

Stop wasting time and money on trivial things such as these, make the motorway 4 lanes and build more damn houses!

<https://app.wuloo.com/#entry-manage/159/entries/202>

1/3

## Submission #202 Jamie Duignan

01/11/2019

Wuloo Entry Detail

Attach a document to your submission

Do you support Proposal 2 to reduce the speed limit on Marakakaho Road between York Road and the SH50 roundabout from 100km/hr to 80km/hr?

Disagree

If you would like to add information to support your submission for Proposal 2 please do so in the text box below. Alternatively you can attach a document to your submission below.

Stop wasting time and money on trivial things such as these, make the motorway 4 lanes and build more damn houses!

Attach a document to your submission

Do you support Proposal 3 to reduce the speed limit on East Road - to a point approximately 260m west of the intersection with Rockwood Place from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 3 please do so in the text box below. Alternatively you can attach a document to your submission below.

Stop wasting time and money on trivial things such as these, make the motorway 4 lanes and build more damn houses!

Attach a document to your submission

Do you support Proposal 4 to reduce the speed limit on Te Aute Road - to a point approximately 230m north of the intersection with Gilpin Road from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 4 please do so in the text box below. Alternatively you can attach a document to your submission below.

Stop wasting time and money on trivial things such as these, make the motorway 4 lanes and build more damn houses!

Attach a document to your submission

Do you support Proposal 5 to make the speed limit on Te Ara Kahikatea 80km/hr?

Disagree

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Stop wasting time and money on trivial things such as these, make the motorway 4 lanes and build more damn houses!

<https://app.wuloo.com/#entry-manager/159/entries/202>

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Item 6

Submission No. 202

Item 6

Attachment 2

## Submission #202 Jamie Duignan

01/11/2019

Wufoo - Entry Detail

Attach a document to your submission

Do you support Proposal 6 to reduce the speed limit on Kereru Road - to a point approximately 580m west of the intersection with Bellerby Lane from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Stop wasting time and money on trivial things such as these, make the motorway 4 lanes and build more damn houses!

Attach a document to your submission

\* Please indicate whether or not you wish to speak to your submission at a Council Meeting.

Yes

Item 6

Submission No. 202

Item 6

Attachment 2

<https://app.wufoo.com/#entry-manage/1559/entries/202>

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## Submission #204 Ben Abraham

6/11/2019

Wuloo Entry Detail

## Public Consultation - Changes to Speed Limits

COMPLETE

#204

Due to significant changes associated with the development of land adjacent to the road corridor, Hastings District Council is reviewing the speed limits, either in their entirety or on sections of the following roads: Irongate Road East, Mamekakaho Road, East Road, Te Aute Road, Te Ara Kahikatea and Kereru Road.

Details of the proposals are detailed below.

- You may comment on as many or as few of the proposals as you like.
- Questions marked with an \* indicate mandatory fields.
- If you wish to speak to your submission in a Council meeting you will be prompted for further contact details.

Submissions close midday June 27.

## CREATED



PUBLIC  
Jun 11th 2019, 9:26:42 am

## \* Name

Ben Abraham

## \* Address

66 Montell St  
Tirokino  
Waipawa  
RD3  
New Zealand

## \* Contact phone:

2969745753

## \* Email:

ben\_kelly@xtra.co.nz

Do you support Proposal 1 to reduce the speed limit on Irongate Road East - between the cul-de-sac and Mamekakaho Road from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 1 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

<https://app.wuloo.com/#entry-manage/159/entries/204>

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Item 6

Submission No. 204

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Attachment 2

## Submission #204 Ben Abraham

01/11/2019

Wufoo - Entry Detail

Do you support Proposal 2 to reduce the speed limit on Maraekakaho Road between York Road and the SH50 roundabout from 100km/hr to 80km/hr?

Disagree

If you would like to add information to support your submission for Proposal 2 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 3 to reduce the speed limit on East Road - to a point approximately 260m west of the intersection with Rockwood Place from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 3 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 4 to reduce the speed limit on Te Aute Road - to a point approximately 230m north of the intersection with Gilpin Road from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 4 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 5 to make the speed limit on Te Ara Kahikatea 80km/hr?

Disagree

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 6 to reduce the speed limit on Kereru Road - to a point approximately 580m west of the intersection with Bellerby Lane from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

<https://app.wufoo.com/#/entry-manager/159/entries/204>

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Item 6

Submission No. 204

Item 6

Attachment 2

**Submission #204 Ben Abraham**

01/11/2019

Wuloo Entry Detail

Attach a document to your submission

\* Please indicate whether or not you wish to speak to your submission at a Council Meeting.

Yes

**Item 6****Submission No. 204****Item 6****Attachment 2**<https://app.wuloo.com/#/entry-manage/153/entries/204>

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## Submission #260 Herbert Leijen

6/17/2019

Wuloo - Entry Detail

## Public Consultation - Changes to Speed Limits

COMPLETE

#260

Due to significant changes associated with the development of land adjacent to the road corridor, Hastings District Council is reviewing the speed limits, either in their entirety or on sections of the following roads: Irongate Road East, Mamekakaho Road, East Road, Te Aute Road, Te Ara Kahikatea and Kereru Road.

Details of the proposals are detailed below.

- You may comment on as many or as few of the proposals as you like.
- Questions marked with an \* indicate mandatory fields.
- If you wish to speak to your submission in a Council meeting you will be prompted for further contact details.

Submissions close midday June 27.

## CREATED



PUBLIC

Jun 15th 2019, 1:32:25 pm

## \* Name

Herbert Leijen

## \* Address

897 Valley rd

RD4

Hastings

4174

New Zealand

## \* Contact phone:

68749077

## \* Email:

hpleijen@eecs.net

Do you support Proposal 1 to reduce the speed limit on Irongate Road East - between the cul-de-sac and Mamekakaho Road from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 1 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

<https://app.wuloo.com/#entry-manage/159/entries/260>

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Item 6

Submission No. 260

Item 6

Attachment 2

## Submission #260 Herbert Leijen

01/17/2019

Wuloo - Entry Detail

Do you support Proposal 2 to reduce the speed limit on Maraekakaho Road between York Road and the SH50 roundabout from 100km/hr to 80km/hr?

Disagree

If you would like to add information to support your submission for Proposal 2 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 3 to reduce the speed limit on East Road - to a point approximately 260m west of the intersection with Rockwood Place from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 3 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 4 to reduce the speed limit on Te Aute Road - to a point approximately 230m north of the intersection with Gilpin Road from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 4 please do so in the text box below. Alternatively you can attach a document to your submission below.

Please put in a parallel road, future proof the new subdivisions by maintaining arterials into the centre of town.

Attach a document to your submission

Do you support Proposal 5 to make the speed limit on Te Ara Kahikatea 80km/hr?

Disagree

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 6 to reduce the speed limit on Kereru Road - to a point approximately 580m west of the intersection with Bellerby Lane from 100km/hr to 50km/hr?

Disagree

<https://app.wuloo.com/#entry-manager/159/entries/260>

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Item 6

Submission No. 260

Item 6

Attachment 2



**Submission #260 Herbert Leijen**

01/17/2019

Wufoo - Entry Detail

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

\* Please indicate whether or not you wish to speak to your submission at a Council Meeting.

Yes

**Item 6****Submission No. 260****Item 6****Attachment 2**<https://app.wufoo.com/#entry-manage/1559/entries/260>

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## Submission #294 Alastair Chalmers

6/20/2019

Wuloo - Entry Detail

## Public Consultation - Changes to Speed Limits

COMPLETE

#294

Due to significant changes associated with the development of land adjacent to the road corridor, Hastings District Council is reviewing the speed limits, either in their entirety or on sections of the following roads: Irongate Road East, Maraekakaho Road, East Road, Te Aute Road, Te Ara Kahikatea and Kereru Road.

Details of the proposals are detailed below.

- You may comment on as many or as few of the proposals as you like.
- Questions marked with an \* indicate mandatory fields.
- If you wish to speak to your submission in a Council meeting you will be prompted for further contact details.

Submissions close midday June 27.

## CREATED



PUBLIC  
Jun 19th 2019, 11:13:57 am

## \* Name

Alastair Chalmers

## \* Address

706 Gordon Road  
Hastings  
4120  
New Zealand

## \* Contact phone:

2040884523

## \* Email:

alastairchalmers@hotmail.co.uk

Do you support Proposal 1 to reduce the speed limit on Irongate Road East - between the cul-de-sac and Maraekakaho Road from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 1 please do so in the text box below. Alternatively you can attach a document to your submission below.

Lowering speed limits is counter productive as people driving slowly do not pay attention and turn round to talk to other people in the vehicle, use their phone or are otherwise distracted. Driver education is needed.

Attach a document to your submission

<https://app.wuloo.com/#entry-manager/159/entries/294>

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Item 6

Submission No. 294

Item 6

Attachment 2

**Submission #294 Alastair Chalmers**

6/20/2019

Wuloo - Entry Detail

Do you support Proposal 2 to reduce the speed limit on Maraekakaho Road between York Road and the SH50 roundabout from 100km/hr to 80km/hr?

Disagree

If you would like to add information to support your submission for Proposal 2 please do so in the text box below. Alternatively you can attach a document to your submission below.

Lowering speed limits is counter productive as people driving slowly do not pay attention and turn round to talk to other people in the vehicle, use their phone or are otherwise distracted. Driver education is needed.

Attach a document to your submission

Do you support Proposal 3 to reduce the speed limit on East Road - to a point approximately 260m west of the intersection with Rockwood Place from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 3 please do so in the text box below. Alternatively you can attach a document to your submission below.

Lowering speed limits is counter productive as people driving slowly do not pay attention and turn round to talk to other people in the vehicle, use their phone or are otherwise distracted. Driver education is needed.

Attach a document to your submission

Do you support Proposal 4 to reduce the speed limit on Te Aute Road - to a point approximately 230m north of the intersection with Gilpin Road from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 4 please do so in the text box below. Alternatively you can attach a document to your submission below.

Lowering speed limits is counter productive as people driving slowly do not pay attention and turn round to talk to other people in the vehicle, use their phone or are otherwise distracted. Driver education is needed.

Attach a document to your submission

Do you support Proposal 5 to make the speed limit on Te Ara Kahikatea 80km/hr?

Disagree

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Lowering speed limits is counter productive as people driving slowly do not pay attention and turn round to talk to other people in the vehicle, use their phone or are otherwise distracted. Driver education is needed.

Attach a document to your submission

<https://app.wuloo.com/#entry-manager/159/entries/294>

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## Submission #294 Alastair Chalmers

6/20/2019

Wuloo - Entry Detail

Do you support Proposal 6 to reduce the speed limit on Kereru Road - to a point approximately 580m west of the intersection with Bellerby Lane from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Lowering speed limits is counter productive as people driving slowly do not pay attention and turn round to talk to other people in the vehicle, use their phone or are otherwise distracted. Driver education is needed.

Attach a document to your submission

\* Please indicate whether or not you wish to speak to your submission at a Council Meeting.

Yes

Item 6

Submission No. 294

Item 6

Attachment 2

<https://app.wuloo.com/#entry-manage/153/entries/294>

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## Submission #319 John Thompson

6/25/2019

Wufoo - Entry Detail

## Public Consultation - Changes to Speed Limits

COMPLETE

#319

Due to significant changes associated with the development of land adjacent to the road corridor, Hastings District Council is reviewing the speed limits, either in their entirety or on sections of the following roads: Irongate Road East, Maraekakaho Road, East Road, Te Aute Road, Te Ara Kahikatea and Kereru Road.

Details of the proposals are detailed below.

- You may comment on as many or as few of the proposals as you like.
- Questions marked with an \* indicate mandatory fields.
- If you wish to speak to your submission in a Council meeting you will be prompted for further contact details.

Submissions close midday June 27.

## CREATED



PUBLIC

Jun 22nd 2019, 1:31:37 pm

## \* Name

John Thompson

## \* Address

138 Tauroa Road

Havelock North

Hastings

4130

New Zealand

## \* Contact phone:

01445509

## \* Email:

john@accountcollections.co.nz

Do you support Proposal 1 to reduce the speed limit on Irongate Road East - between the cul-de-sac and Maraekakaho Road from 100km/hr to 50km/hr?

If you would like to add information to support your submission for Proposal 1 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

<https://app.wufoo.com/#entry-manage/159/entries/319>

1/3

**Submission #319 John Thompson**

6/25/2019

Wuloo - Entry Detail

Do you support Proposal 2 to reduce the speed limit on Maraekakaho Road between York Road and the SH50 roundabout from 100km/hr to 80km/hr?

If you would like to add information to support your submission for Proposal 2 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 3 to reduce the speed limit on East Road - to a point approximately 260m west of the intersection with Rockwood Place from 100km/hr to 50km/hr?

If you would like to add information to support your submission for Proposal 3 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 4 to reduce the speed limit on Te Aute Road - to a point approximately 230m north of the intersection with Gilpin Road from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 4 please do so in the text box below. Alternatively you can attach a document to your submission below.

The speed reduction should extend from Havelock Nth boundary all of the way to Gilpin Road, thus the whole straight on Te Aute Rd leading into and out of Havelock North will be 50km/hr.

I am the Administrative Deacon of Village Baptist Church which is situated at 147 Te Aute Rd, that is just inside the proposed new speed limit boundary. Our church believes that the proposed change is not enough and that we need more protection from speeding vehicles. Our church has an average attendance of approx 250 persons on a Sunday morning and would have approx 10 general meetings a week, some being night events and includes such gatherings as weekly youth groups, old people gatherings, funerals, weddings etc. Further we have 4 staff who work at the premises and many visitors on any given day. Upon turning into and exiting our premises, we are faced with vehicles travelling at 100km/hr and having personally been on parking duties we have witnessed many near misses. Further travelling north along Te Aute Rd towards Havelock and so wanting to turn right into our premises, there is not enough road width and vehicles under pass on the road edge and grass or risk it by passing the right turning vehicle early to avoid having to wait. With the old peoples home, this will all get worse.

There is little point in ending the proposed speed restriction 230m north of Gilpin Rd because that would make the speed limit boundary only a few metres south of our entrance (see your map where the red line ends and refer to our premises) so people traveling north would still have issues. We suggest that the speed reduction is extended all the way to Gilpin Rd and thus the whole straight leading into and out of Havelock Nth is much safer. And the Gilpin Rd intersection and curve provides a nice natural point for the speed reduction.

Thank you.

Attach a document to your submission

<https://app.wuloo.com/#/entry-manager/1559/entries/319>

2/3

**Submission #319 John Thompson**

6/25/2019

Wufoo - Entry Detail

Do you support Proposal 5 to make the speed limit on Te Ara Kahikatea 80km/hr?

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 6 to reduce the speed limit on Kereru Road - to a point approximately 580m west of the intersection with Bellerby Lane from 100km/hr to 50km/hr?

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

\* Please indicate whether or not you wish to speak to your submission at a Council Meeting.

Yes

**Item 6****Submission No. 319****Item 6****Attachment 2**<https://app.wufoo.com/#entry-manage/159/entries/319>

3/3



## Submission #329 Jay Parag

6/27/2019

Wufoo - Entry Detail

## Public Consultation - Changes to Speed Limits

COMPLETE

#329

Due to significant changes associated with the development of land adjacent to the road corridor, Hastings District Council is reviewing the speed limits, either in their entirety or on sections of the following roads: Irongate Road East, Maraekakaho Road, East Road, Te Aute Road, Te Ara Kahikatea and Kereru Road.

Details of the proposals are detailed below.

- You may comment on as many or as few of the proposals as you like.
- Questions marked with an \* indicate mandatory fields.
- If you wish to speak to your submission in a Council meeting you will be prompted for further contact details.

Submissions close midday June 27.

## CREATED



PUBLIC

Jun 25th 2019, 5:27:44 pm

## \* Name

Jay Parag

## \* Address

92 Russley Road  
 Russley  
 Christchurch  
 Canterbury  
 8140  
 New Zealand

## \* Contact phone:

21986747

## \* Email:

jay.parag@rymanhealthcare.com

Do you support Proposal 1 to reduce the speed limit on Irongate Road East - between the cul-de-sac and Maraekakaho Road from 100km/hr to 50km/hr?

If you would like to add information to support your submission for Proposal 1 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

<https://app.wufoo.com/#entry-manage/159/entries/329>

1/3

**Submission #329 Jay Parag**

6/27/2019

Wufoo - Entry Detail

Do you support Proposal 2 to reduce the speed limit on Marackakaho Road between York Road and the SH50 roundabout from 100km/hr to 80km/hr?

If you would like to add information to support your submission for Proposal 2 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 3 to reduce the speed limit on East Road - to a point approximately 260m west of the intersection with Rockwood Place from 100km/hr to 50km/hr?

If you would like to add information to support your submission for Proposal 3 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 4 to reduce the speed limit on Te Aute Road - to a point approximately 230m north of the intersection with Gilpin Road from 100km/hr to 50km/hr?

Agree

If you would like to add information to support your submission for Proposal 4 please do so in the text box below. Alternatively you can attach a document to your submission below.

Please refer to the attached letter.

We would like to be heard if the opportunity presents itself.

If you have any trouble viewing or wish to discuss, please contact me.

Regards,  
Jay Parag  
021 886 747

Attach a document to your submission

proposed\_speed\_limit\_amendment\_submission\_120619.pdf

Do you support Proposal 5 to make the speed limit on Te Ara Kahikatea 80km/hr?

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

<https://app.wufoo.com/#/entry-manage/159/entries/329>

2/3



**Submission #329 Jay Parag**

6/27/2019

Wufoo - Entry Detail

Do you support Proposal 6 to reduce the speed limit on Kereru Road - to a point approximately 580m west of the intersection with Bellerby Lane from 100km/hr to 50km/hr?

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

\* Please indicate whether or not you wish to speak to your submission at a Council Meeting.

Yes

**Item 6****Submission No. 329****Item 6****Attachment 2**<https://app.wufoo.com/#entry-manage/1559/entries/329>

3/3

ITEM 6

PAGE 49



## Submission #342 Peter Fraser

6/27/2019

Wufoo - Entry Detail

## Public Consultation - Changes to Speed Limits

COMPLETE

#342

Due to significant changes associated with the development of land adjacent to the road corridor, Hastings District Council is reviewing the speed limits, either in their entirety or on sections of the following roads: Irongate Road East, Masekakaho Road, East Road, Te Aute Road, Te Ara Kahikatea and Kereru Road.

Details of the proposals are detailed below.

- You may comment on as many or as few of the proposals as you like.
- Questions marked with an \* indicate mandatory fields.
- If you wish to speak to your submission in a Council meeting you will be prompted for further contact details.

Submissions close midday June 27.

## CREATED



PUBLIC

Jun 26th 2019, 7:15:54 pm

## \* Name

Peter Fraser

## \* Address

13a Riverbend Rd

Onekawa

Napier

4110

New Zealand

## \* Contact phone:

774456052

## \* Email:

pagfraser@gmail.com

Do you support Proposal 1 to reduce the speed limit on Irongate Road East - between the cul-de-sac and Masekakaho Road from 100km/hr to 50km/hr?

Disagree

<https://app.wufoo.com/#entry-manage/159/entries/342>

1/3

## Submission #342 Peter Fraser

6/27/2019

Wuloo - Entry Detail

If you would like to add information to support your submission for Proposal 1 please do so in the text box below. Alternatively you can attach a document to your submission below.

As a professional who travels from town to rural areas for work every day of the working week the proposed speed limits will add hours to my travel time each month. Speed limits are not the answer but better infrastructure is. Speed does not kill but frustrated or poor drivers do. With the increased traffic on the roads now I expect that the road toll will increase with further restrictions on speed. If townies want to live in the country then they should have consideration for the rural folk who work there and don't have all the time in the world to catch up with their friends in town for a latte.

Attach a document to your submission

Do you support Proposal 2 to reduce the speed limit on Maraekakaho Road between York Road and the SH50 roundabout from 100km/hr to 80km/hr?

Disagree

If you would like to add information to support your submission for Proposal 2 please do so in the text box below. Alternatively you can attach a document to your submission below.

See above

Attach a document to your submission

Do you support Proposal 3 to reduce the speed limit on East Road - to a point approximately 260m west of the intersection with Rockwood Place from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 3 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 4 to reduce the speed limit on Te Aute Road - to a point approximately 230m north of the intersection with Gilpin Road from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 4 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 5 to make the speed limit on Te Ara Kahikatea 80km/hr?

Disagree

<https://app.wuloo.com/#entry-manager/159/entries/342>

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**Submission #342 Peter Fraser**

6/27/2019

Wuloo - Entry Detail

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

see Above

Attach a document to your submission

Do you support Proposal 6 to reduce the speed limit on Kereru Road - to a point approximately 580m west of the intersection with Bellerby Lane from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

see above

Attach a document to your submission

\* Please indicate whether or not you wish to speak to your submission at a Council Meeting.

Yes

**Item 6****Submission No. 342****Item 6****Attachment 2**
<https://app.wuloo.com/#entry-manage/159/entries/342>

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## Submission #345 George MacMillan

6/27/2019

Wufoo - Entry Detail

## Public Consultation - Changes to Speed Limits

COMPLETE

#345

Due to significant changes associated with the development of land adjacent to the road corridor, Hastings District Council is reviewing the speed limits, either in their entirety or on sections of the following roads: Irongate Road East, Maraekakaho Road, East Road, Te Aute Road, Te Ara Kahikatea and Kereru Road.

Details of the proposals are detailed below.

- You may comment on as many or as few of the proposals as you like.
- Questions marked with an \* indicate mandatory fields.
- If you wish to speak to your submission in a Council meeting you will be prompted for further contact details.

Submissions close midday June 27.

## CREATED



PUBLIC

Jun 26th 2019 8:36:27 pm

## \* Name

George Macmillan

## \* Address

Mangatahi Road

hastings

Hawkes Bay

4171

New Zealand

## \* Contact phone:

274510073

## \* Email:

gcmacca@hotmail.com

Do you support Proposal 1 to reduce the speed limit on Irongate Road East - between the cul-de-sac and Maraekakaho Road from 100km/hr to 50km/hr?

If you would like to add information to support your submission for Proposal 1 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

<https://app.wufoo.com/#/entry-manager/159/entries/345>

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## Submission #345 George MacMillan

6/27/2019

Wuloo - Entry Detail

Do you support Proposal 2 to reduce the speed limit on Maraekakaho Road between York Road and the SH50 roundabout from 100km/hr to 80km/hr?

If you would like to add information to support your submission for Proposal 2 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 3 to reduce the speed limit on East Road - to a point approximately 260m west of the intersection with Rockwood Place from 100km/hr to 50km/hr?

If you would like to add information to support your submission for Proposal 3 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 4 to reduce the speed limit on Te Aute Road - to a point approximately 230m north of the intersection with Gilpin Road from 100km/hr to 50km/hr?

If you would like to add information to support your submission for Proposal 4 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 5 to make the speed limit on Te Ara Kahikatea 80km/hr?

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

Do you support Proposal 6 to reduce the speed limit on Kereru Road - to a point approximately 580m west of the intersection with Bellerby Lane from 100km/hr to 50km/hr?

Disagree

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

Attach a document to your submission

focusmkk\_coppose.pdf

<https://app.wuloo.com/#entry-manager/159/entries/345>

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Submission #345 George MacMillan

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6/27/2019

Wufoo - Entry Detail

\* Please indicate whether or not you wish to speak to your submission at a Council Meeting.

Yes

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<https://app.wufoo.com/#entry-manage/159/entries/345>

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## Submission #350 Christine Cheyne

6/27/2019

Wuloo - Entry Detail

## Public Consultation - Changes to Speed Limits

COMPLETE

#350

Due to significant changes associated with the development of land adjacent to the road corridor, Hastings District Council is reviewing the speed limits, either in their entirety or on sections of the following roads: Irongate Road East, Mamekakaho Road, East Road, Te Aute Road, Te Ara Kahikatea and Kereru Road.

Details of the proposals are detailed below.

- You may comment on as many or as few of the proposals as you like.
- Questions marked with an \* indicate mandatory fields.
- If you wish to speak to your submission in a Council meeting you will be prompted for further contact details.

Submissions close midday June 27.

## CREATED



PUBLIC

Jun 27th 2019, 9:24:54 am

## \* Name

Christine Cheyne

## \* Address

936 Riverslea Road South  
Longlands  
Hastings  
4122  
New Zealand

## \* Contact phone:

012467095

## \* Email:

cmcheyne@gmail.com

Do you support Proposal 1 to reduce the speed limit on Irongate Road East - between the cul-de-sac and Mamekakaho Road from 100km/hr to 50km/hr?

Agree

If you would like to add information to support your submission for Proposal 1 please do so in the text box below. Alternatively you can attach a document to your submission below.

We are firmly in favour of the proposed reduced speed because of the presence of people commuting to work by bike in the Irongate Road East area and also biking recreationally in that area.

<https://app.wuloo.com/#entry-manage/159/entries/350>

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## Submission #350 Christine Cheyne

6/27/2019

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## Attach a document to your submission

cycle\_awaits\_hawke\_bay\_submission\_to\_hdc\_changes\_to\_speed\_limits.pdf

**Do you support Proposal 2 to reduce the speed limit on Maraekakaho Road between York Road and the SH50 roundabout from 100km/hr to 80km/hr?**

Agree

**If you would like to add information to support your submission for Proposal 2 please do so in the text box below. Alternatively you can attach a document to your submission below.**

We are firmly in favour of the proposed reduced speed because of the presence of people commuting to work by bike in the Irongate Road East area and also biking recreationally in that area. Maraekakaho Road is also a preferred route to Bridge Pa from the hospital and other work places in the western side of Hastings.

## Attach a document to your submission

**Do you support Proposal 3 to reduce the speed limit on East Road - to a point approximately 260m west of the intersection with Rockwood Place from 100km/hr to 50km/hr?**

Agree

**If you would like to add information to support your submission for Proposal 3 please do so in the text box below. Alternatively you can attach a document to your submission below.**

We are firmly in favour of the proposed reduced speed because of the numbers of people, especially children, travelling to Haumoana school using East Road. While there is a separated path this is not enough to ensure safety. Also, there is a significant amount of recreational biking in this area. This appears to be increasing and there is also some cycle commuting between Haumoana and Hastings/Clive/Napier on East Road as this is a direct route to Black Bridge. The new residential subdivision will significantly increase the numbers of people walking and biking. It should not necessarily lead to increases in vehicles but because of lack of public transport and lack of promotion of active transport inevitably population growth leads to growth in vehicle numbers. This increase in vehicular traffic means greater efforts will be needed to ensure safety of people walking and biking – with reduced vehicle speed being the key safety intervention.

## Attach a document to your submission

**Do you support Proposal 4 to reduce the speed limit on Te Aute Road - to a point approximately 230m north of the intersection with Gilpin Road from 100km/hr to 50km/hr?**

Agree

**If you would like to add information to support your submission for Proposal 4 please do so in the text box below. Alternatively you can attach a document to your submission below.**

We are firmly in favour of the proposed reduced speed because of the need for safer cycling on the roads south of Havelock North. Longlands Road East, Te Aute Road, St George's Road South and Middle Road and other roads in the vicinity are very popular for recreational cycling. As the Draft Statement of Proposal notes, there is already concern from the NZ Police about high vehicle speeds and there is already a significant collective and personal risk. The risk will be exacerbated with the growing urbanisation of the area (e.g. proposed retirement village). There are often very limited shoulders on these roads and current vehicle speeds often exceed the legal speed limit. While we support the extension of the 50 km/h limit to Gilpin Road this does not go far enough and needs to extend to School Road as Birdwoods Gallery is a popular destination within a very short biking distance from Havelock North and Hastings.

<https://app.wuloo.com/#/entry-manage/159/entries/350>

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## Submission #350 Christine Cheyne

6/27/2019

Wufoo - Entry Detail

Attach a document to your submission

Do you support Proposal 5 to make the speed limit on Te Ara Kahikatea 80km/hr?

Agree

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

We are firmly in favour of the proposed reduced speed for He Ara Kahikatea because of the need for safer commuter cycling between Hastings and Havelock North and Whakatu and Napier. In particular, commuters will prefer to use roads rather than the off-road paths. Safety of cycle commuters needs to be given a much greater priority by road controlling authorities. It is without question that this change should happen because, as the Statement of Proposal notes, the Notice of Requirement for the new road construction envisaged an operating speed of 80km/h and the road was designed based on this operating speed.

Attach a document to your submission

Do you support Proposal 6 to reduce the speed limit on Kereru Road - to a point approximately 580m west of the intersection with Bellerby Lane from 100km/hr to 50km/hr?

Agree

If you would like to add information to support your submission for Proposal 5 please do so in the text box below. Alternatively you can attach a document to your submission below.

We are firmly in favour of the proposed reduced speed for Kereru Road because of the recreational cycling in the area and the increased urban development.

Attach a document to your submission

\* Please indicate whether or not you wish to speak to your submission at a Council Meeting.

Yes

<https://app.wufoo.com/#entry-manager/159/entries/350>

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## Submission #366 Key Stakeholder Submission AA Paul Michaelson



24 June 2019

Changes to Speed Limits  
Hastings District Council  
Private Bag 9002  
Hastings  
4156

THE NEW ZEALAND  
AUTOMOBILE  
ASSOCIATION  
INCORPORATED

33 Carlyle Street  
Napier South  
Napier, 4110  
New Zealand  
P.O.Box 225,  
Napier, 4140  
New Zealand

Ph: 08 834 2350

Dear Sir/Madam

**RE: Hastings District Council Proposed Speed Limit Amendments to the Speed Limits Bylaw 2012**

Thank you for consulting with the Automobile Association.

The Hawkes Bay/Gisborne District Council of the Automobile Association represents circa 65,000 members. We are advocates for our members and in representing our members the Association seeks a transport network that is safe and efficient for its users.

We would like this submission to be given the appropriate consideration it deserves. We feel prior submissions made to roading authorities (not necessarily Hastings) have been noted but suggested changes or improvements have been overlooked due to roading authorities having firm plans in place.

The AA has recently completed research on Driver Risk Awareness which includes research on Making Speed Limits Clear. The research can be found at the link below and I encourage all road controlling authorities to review it.

<https://www.aa.co.nz/about/aa-research-foundation/programmes/driver-risk-awareness/>

In regard to the review of the bylaw I outline our response to each of the proposed reductions:

Proposal 1 Irongate Road East

We support the reduction in speed limit to 50 km/hr.

Proposal 2 Maraekakaho Road

We support the reduction in speed limit to 80km/hr. However we do not support where the proposed 80km/hr ends 150m north of the intersection with State Highway 50A.

The 80km/hr speed limit should be taken to the intersection to remove any potential confusion.

Proposal 3 East Road

We support the extension of the 50km/hr speed limit zone to 260m west of the intersection with Rockwood Place.

Proposal 4 Te Aute Road

We do not support the request to reduce the speed to 50km/hr.

The proposed Ityman development is only going to have one entrance-way for all user's midway along the

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**Submission #366 Key Stakeholder Submission AA Paul Michaelson**

straight.

It is surprising that a vulnerable road user (Pedestrians/Cyclist/Mobility Scooters) entrance-way is not proposed (or required by HDC) at the North-eastern corner of the site to directly access the existing pathway and off road bridge crossing which are inside the existing 50kph speed limit area. This would have been a win/win situation removing vulnerable road users from the vehicle entranceway operation and having vulnerable road users pathways in the safest possible location.

The proposed works along Te Aute Road consist of:

- Full right turn bays at the Developments main Entranceway
- Full sealed shoulder on eastern side
- Kerb and channel on west side which will require a minimum sealed shoulder width of 2.0m, to allow for stopped vehicles
- Wide berm on western side (due to crown land strip) with off-road pathway.
- Removal of large shelter belt hedge
- A significant continuous fence on development boundary

These works will considerably change the road standard and the environment the road sits in. This will certainly result in:

- reduced collective and personal risk
- A change in the NZTA Map recommended Speed Limit (currently 60kph).
- An increase in mean through vehicle speeds including southbound approach to the Gilpin Road Intersection curve.
- ZERO compliance by through drivers of the proposed 50kph speed limit
- Proposed Wider Roadway will assist turning movements for properties on eastern side of Te Aute Road

Development of the land on the eastern side of Te Aute Road is unlikely in the short or medium term with the new proposed residential developments around Iona and Middle Roads. Even when the development occurs HDC has the opportunity to make the development internally serviced and retain this section of Te Aute Road as a Limited Access Road. This further re-enforces its function as a primary collector and providing an important link to the South (SH2) and to Southern and Western Hastings City areas.

#### Summary

The proposed 50kph speed limit is un-realistic considering the final configuration.

Even a 60kph speed limit would result in very low compliance.

Recommend an 80kph speed limit and it be extended around the Gilpin Road Intersection curve

A separate entrance way at north eastern corner of the Ryman development be put in for vulnerable road users (Pedestrians/Cyclist/Mobility Scooters) so that main entrance is only for vehicles.

#### Proposal 5 Te Ara Kahikatea

We support the speed limit of 80km/hr for Te Ara Kahikatea.

We would like to see an off road cyclist and pedestrian pathway be created. The existing pathway for pedestrians and cyclists is less than desirable and requires the user to ride on the road shoulder, sometimes in the path of opposing traffic.

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Submission #366 Key Stakeholder Submission AA Paul Michaelson

Previously on the rail crossing location on Ruahapia Road there were electronic signs highlighting the cyclist crossing, we believe these signs should have been relocated to Te Ara Kahikatea at the cycle crossing on the Iway route.

We would also like the roundabout that it intersects with at State Highway 2, Napier Road and Pilcher Road be reviewed. There is confusion apparent at this intersection. Vehicles heading west along Te Ara Kahikatea to Havelock North often utilise the inside lane. This has caused numerous near misses when entering Napier Road when another vehicle is in the outside lane. The outside lane has right of way into Napier Road. Vehicles on the inside lane cut across lanes causing these near misses.

Either Napier Road needs two lanes off the roundabout or more clear road signs and markings are needed to advise motorists not to use the inside lane if travelling to Havelock North.

On 15 June 2019 one of our councillors viewed a small vehicle that had entered the roundabout in the inside lane and exited into Pilcher Road, in doing so they cut across traffic in the outside lane.

Proposal 5: Kereru Road

We support the reduction in speed limit to 50km/hr to the recommended point 580m west of the intersection with Bellerby Lane.

At the recent Regional Transport Committee meeting our chairman has noted that the district councils in our region will be reviewing speed limits next year. It was very encouraging to hear that all councils will work together and look at this from a region wide perspective rather than each district council looking at their patch only. We fully endorse this approach.

As part of this review our preference is that engineering improvements and the quality of the pavement are looked at before speed reductions. Improving these will most likely have a greater impact than reducing speeds. Recent AA studies have highlighted that accidents are generally the result of good people making mistakes.

On behalf of our AA District Council and our members we thank you for the opportunity to complete this submission and we look forward to working with you going forward.

My contact details are:

Ph 027 747 2856

Email: [pr.michaelson@gmail.com](mailto:pr.michaelson@gmail.com)

Your sincerely



Paul Michaelson  
Chairman and National Councillor  
Hawkes Bay & Gisborne District Council  
of the Automobile Association

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## Submission #368 Key Stakeholder Submission NZTA Glenn Bunting

Item 6

**From:** [Glenn Bunting](#)  
**To:** [Lydia Mueller](#); [C'Connor, Gavin](#)  
**Cc:** [Ben Grapes](#); [Niclas Johansson](#)  
**Subject:** HPSM: RE: HDC Proposed Speed Limit Changes - Draft Statement of Proposal - Key Stakeholder Consultation Letter  
**Date:** Friday, 7 June 2019 8:11:36 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image004.png](#)

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This email is the NZ Transport Agency's formal response to the Hastings District Council's proposed speed limit changes.

The Land Transport Rule: Setting of Speed Limits 2017 details a number of requirements for road controlling authorities in setting speed limits on their network:

- Section 2.2(2): "In carrying out its functions under 2.2(1), a road controlling authority must consider whether a speed limit for a road is safe and appropriate in accordance with this Rule."
- Section 4.2(2) "In reviewing a permanent, holiday, or variable speed limit or considering a new permanent, holiday, or variable speed limit, a road controlling authority must have regard to—
  - (a) the information about speed management developed and maintained by the Agency; and
  - (b) any relevant guidance on speed management provided by the Agency; ..."

The information and guidance provided by the Agency meets its requirements under the following sections of the Rule:

- 2.4(1) "The Agency must supply, to each road controlling authority, information about speed management for public roads within that road controlling authority's jurisdiction,"
- 2.4(2) "The Agency must, in supplying information under 2.4(1), prioritise information about public roads where achieving travel speeds that are safe and appropriate is likely to deliver the highest benefits in terms of safety and efficiency."

The guidance provided by the Agency is in the new Speed Management Guide dated November 2016, and the Safer Journeys Risk Assessment Tool (MegaMaps) available to all road controlling authorities. Safe and Appropriate travel Speeds for all roads in the network that the Agency has information available for, together with the top 10% of regional networks likely to deliver the highest benefit in terms of safety and efficiency, are detailed in the MegaMaps.

We have made an assessment of the listing of speed limits proposed by Hastings District Council against the requirements of the Rule and the intent of the Guide, and note the following:

- Irongate Road East – SAAS is 60km/h rather than the 100 noted in the Statement of Proposal, and question its ONRC classification as secondary collector. Agree with the 50km/h limit proposed, but if it is being urbanised (kerb and channel and footpaths) Council should consider if 40km/h is more appropriate as a safe and appropriate speed limit.
- Maraekakaho Road – agree with 80km/h limit proposed
- East Road – agree with extension of 50km/h limit proposed
- Te Aute Road – agree with extension of 50km/h limit proposed
- Te Ara Kahikatea – agree with 80km/h speed limit proposed
- Kereru Road – setting speed limits in anticipation of development is unlikely to be self-explaining to road users – current mean speeds along proposed length are 65-69km/h so Council's compliance with clause 4.4(2)(c) of the Rule if a 50km/h speed limit is implemented,

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**Submission #368 Key Stakeholder Submission NZTA Glenn Bunting**

before development changes the nature of the road, is unlikely without additional speed management infrastructure.

Finally, we draw Council's attention to the Government Policy Statement encouraging all road controlling authorities to accelerate the implementation of the new Speed Management Guide, focusing on treating the top 10 percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible. The Transport Agency is keen to work collaboratively with the Council, together with the Police, AA, RTF and your local communities, to accelerate addressing the top 10%, both local roads and state highways, that the Agency has detailed in MegaMaps.

Glenn Bunting / Manager Network Safety  
Safety and Environment  
DDI +64 4 894 5025 / M +64 21 962 829  
E [glenn.bunting@nzta.govt.nz](mailto:glenn.bunting@nzta.govt.nz) / W [nzta.govt.nz](http://nzta.govt.nz)  
Chews Lane / Victoria Arcade, 50 Victoria Street,  
Private Bag 6995, Wellington 6141, New Zealand



**From:** Lydia Mueller <[lydiam@hdc.govt.nz](mailto:lydiam@hdc.govt.nz)>  
**Sent:** Wednesday, 22 May 2019 8:57 AM  
**To:** Glenn Bunting <[Glenn.Bunting@nzta.govt.nz](mailto:Glenn.Bunting@nzta.govt.nz)>  
**Subject:** HDC Proposed Speed Limit Changes - Draft Statement of Proposal - Key Stakeholder Consultation Letter  
**Importance:** High

Hi,

Please see attached letter with regard to HDC's proposed speed limit changes.

Regards,

LYDIA MUELLER  
BUSINESS SUPPORT OFFICER



Phone (06) 871 5110 ext 5418  
Email [lydiam@hdc.govt.nz](mailto:lydiam@hdc.govt.nz) Web [hastings.govt.nz](http://hastings.govt.nz)  
Hastings District Council, Private Bag 9002, Hastings 4158, New Zealand

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## Submission #368 Key Stakeholder Submission NZTA Glenn Bunting

**Attention:**

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## PROPOSED SPEED LIMIT AMENDMENTS TO THE SPEED LIMITS BYLAW 2012

Submission by: Ryman Healthcare Limited  
PO Box 771  
Christchurch 8140

### ***Te Aute Road Speed Limit change***

This is a submission by Ryman Healthcare Limited ("**Ryman**") to the Hastings District Council ("**HDC**") on the Proposed Speed Limit Amendment to the Speed Limits Bylaw 2012 ("**the proposal**"). This submission relates to Proposal 4 – Te Aute Road.

Ryman **supports** the proposed speed limit change from 100km/hr to 50km/hr along Te Aute Road and the additional engineering measures contained in the proposal<sup>1</sup>, reproduced in Figure 1 below.



Figure 1. Proposed Engineering Measures

<sup>1</sup> And as included in Ryman's resource consent.

Ryman Healthcare Limited  
Phone: +64 3 366 4069, PO Box 5391, Russley Road, Christchurch  
[www.rymanhealthcare.co.nz](http://www.rymanhealthcare.co.nz)



The proposed speed limit change and associated measures will have a number of positive benefits, as generally outlined in HDC's proposal document. Furthermore, implementing the speed limit change is fundamental to Ryman's decision to construct its proposed comprehensive care retirement village at Te Aute Road, consent for which has been recently granted (RMA20180545).

Owing to the age, frailty and security needs of the retirement village residents, a 100km/hr speed limit is not appropriate. Whilst the current situation is 'functional', the wellbeing of the retirement village residents depends on the speed limit being changed and the measures in Figure 1 being implemented. Specifically, they will slow traffic down and enhance safety in the vicinity of the retirement village entrance whilst at the same time reducing noise and improving amenity for the retirement village residents.

As stated by HDC, Te Aute Road has a medium high collective risk and a high personal risk. Creating a safer and more appropriate speed limit in the area proposed will reduce these risks for retirement village residents, as well as the wider community, including users of the Village Baptist Church.

For the above reasons, Ryman supports the proposal to amend the speed limit along Te Aute Road.

Ryman would welcome the opportunity to present this submission if the opportunity is available.

Signed for and behalf of Ryman Healthcare Limited.

Jay Parag  
jay.parag@rymanhealthcare.com

**Cycle Aware Hawke's Bay**  
**Submission to Hastings District Council**  
**Consultation on Changes to Speed Limits**  
**June 2019**

This submission is on behalf of Cycle Aware Hawke's Bay, especially its members in Hastings District but also on behalf of all who bike to work or bike for recreation (including cycling for leisure, tourism, sport) in Hastings District.

Cycle Aware Hawke's Bay supports all of the speed change proposals. We do so because of the evidence of the reduced risk to pedestrians and people on bikes from lower vehicle speeds. Concerns about vehicle speeds are a major deterrent to cycling even by confident and experienced people who bike, and much more so for those who are less confident or only considering biking. If Hastings District Council wishes to increase the rate of active transport and reduce carbon emissions from single occupant vehicles, it is important to reduce vehicle speeds. As well a safer road environment supports cycle tourism which has economic benefits for the district and region.

Some specific comments about each proposal are made below.

**Proposal 1**

We are firmly in favour of the proposed reduced speed because of the presence of people commuting to work by bike in the Irongate Road East area and also biking recreationally in that area.

**Proposal 2**

We are firmly in favour of the proposed reduced speed because of the presence of people commuting to work by bike in the Irongate Road East area and also biking recreationally in that area. Maraekakaho Road is also a preferred route to Bridge Pa from the hospital and other work places in the western side of Hastings.

**Proposal 3**

We are firmly in favour of the proposed reduced speed because of the numbers of people, especially children, travelling to Haumoana school using East Road. While there is a separated path this is not enough to ensure safety. Also, there is a significant amount of recreational biking in this area. This appears to be increasing and there is also some cycle commuting between Haumoana and Hastings/Clive/Napier on East Road as this is a direct route to Black Bridge. The new residential subdivision will significantly increase the numbers of people walking and biking. It should not necessarily lead to increases in vehicles but because of lack of public transport and lack of promotion of active transport inevitably population growth leads to growth in vehicle numbers. This increase in vehicular traffic means greater efforts will be needed to ensure safety of people walking and biking – with reduced vehicle speed being the key safety intervention.



**Proposal 4**

We are firmly in favour of the proposed reduced speed because of the need for safer cycling on the roads south of Havelock North. Longlands Road East, Te Aute Road, St George's Road South and Middle Road and other roads in the vicinity are very popular for recreational cycling. As the Draft Statement of Proposal notes, there is already concern from the NZ Police about high vehicle speeds and there is already a significant collective and personal risk. The risk will be exacerbated with the growing urbanisation of the area (e.g. proposed retirement village). There are often very limited shoulders on these roads and current vehicle speeds often exceed the legal speed limit. While we support the extension of the 50 km/h limit to Gilpin Road this does not go far enough and needs to extend to School Road as Birdwoods Gallery is a popular destination within a very short biking distance from Havelock North and Hastings.

**Proposal 5**

We are firmly in favour of the proposed reduced speed for He Ara Kahikatea because of the need for safer commuter cycling between Hastings and Havelock North and Whakatu and Napier. In particular, commuters will prefer to use roads rather than the off-road paths. Safety of cycle commuters needs to be given a much greater priority by road controlling authorities. It is without question that this change should happen because, as the Statement of Proposal notes, the Notice of Requirement for the new road construction envisaged an operating speed of 80km/h and the road was designed based on this operating speed.

**Proposal 6**

We are firmly in favour of the proposed reduced speed for Kereru Road because of the recreational cycling in the area and the increased urban development.

There are a number of other roads in the district where we would like to see reduced vehicle speeds, some of which are mentioned in the above comments. We are pleased to see that there is increasing use of variable speeds to support road safety in the district. As the district's population and economy grows it is inevitable that there is more walking and biking and, going forward, we believe that more strenuous efforts will be required to promote active transport and public transport as communities and councils seek to reduce road transport emissions. Without a safer road environment, including vehicle speeds, people will be reluctant to walk or bike.

We would welcome the opportunity to contribute to future reviews of speed limits. We also recommend that Council seeks input from its Active Transport Subcommittee.

We would like to speak to this submission.



**Attention:** Hastings District Council

#### **HASTINGS DISTRICT COUNCIL – PROPOSAL 6: TO REDUCE THE SPEED LIMIT ON KERERU RD**

We oppose the proposal to reduce the speed limit on Kereru Road.

#### **Structure Plan Comments**

In this case Council has (through the district plan rules) allowed the inefficient development of lifestyle sites in a linear fashion along the Roding network, a network which feeds a large rural catchment. Council has promoted a development along a 100kmph stretch of the transportation network, then are now recommending a substantially lower speed limit to mitigate the effect. This inept foresight is frustrating and disappointing. This effect could have been effectively controlled by promoting an internal road in these developments that connect to MKK road near the confluence of Bellerby Lane. This would have seen a better outcome for the 'upstream' road users, much like the Bellerby lane development.

We also believe that council missed a real opportunity to undertake some practical structure planning around the Maraekakaho community as part of the last plan change to encourage efficient residential lifestyle growth to the village (at a higher density) with centralized roading connections (closer to the village) to maintain the efficiency of the Transportation network for the wider rural catchment. Also, a Structure Plan approach involving the MKK and wider catchment community could see the promotion of strategic public open space, vesting of public esplanade reserves along MKK stream and possible planting program and possibility for a council owned community firefighting and/or water supply etc.

Although not part of this speed limit review, it is submitted that council and its District Plan Policy team should consider to undertake structure planning for MKK to avoid further issues of urban sprawl, inefficient land use, and lack of infrastructure and amenity (open space, amenity planting and potential water infrastructure).

As a community we depend on the Council to make decisions in our best interest and use foresight with consideration to long term planning. With new developments going forward we expect good modern urban/lifestyle design and practices.

Yours sincerely

**FocusMKK**

**GEORGE**

Committee Chariman

[george@focusmkk.org.nz](mailto:george@focusmkk.org.nz)

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Copies of the Speed Bylaw submissions have been circulated electronically to all Councillors and are available on the Council website <https://www.hastingsdc.govt.nz/> and hardcopy will be available to view at the meeting.

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Submission #297 15/8/2019	PRJ19-140-0365	Vol 2 of 2
Submission #298 James Taylor	PRJ19-140-0366	Vol 2 of 2
Submission #299 Michele Pizzey	PRJ19-140-0367	Vol 2 of 2
Submission #300 Phil Dabrowski	PRJ19-140-0368	Vol 2 of 2
Submission #301 Keryn Whitney	PRJ19-140-0369	Vol 2 of 2
Submission #302 Belinda Buchanan	PRJ19-140-0370	Vol 2 of 2
Submission #303 Ian Kain	PRJ19-140-0371	Vol 2 of 2
Submission #304 Raewyn Faloon	PRJ19-140-0373	Vol 2 of 2
Submission #305 Vea Morrall	PRJ19-140-0374	Vol 2 of 2
Submission #306 Kara Duncan-Hewitt	PRJ19-140-0375	Vol 2 of 2
Submission #307 Anthony Haggerty	PRJ19-140-0376	Vol 2 of 2
Submission #308 Bronda Smith	PRJ19-140-0377	Vol 2 of 2
Submission #309 Jan Kay	PRJ19-140-0378	Vol 2 of 2
Submission #310 Wi Butler	PRJ19-140-0379	Vol 2 of 2
Submission #311 Tayna McCarthy	PRJ19-140-0380	Vol 2 of 2
Submission #312 Robert Pollock	PRJ19-140-0381	Vol 2 of 2
Submission #313 Amy Tanabe	PRJ19-140-0382	Vol 2 of 2
Submission #314 Anita Worthington	PRJ19-140-0383	Vol 2 of 2
Submission #315 Trevor Mitchell	PRJ19-140-0384	Vol 2 of 2
Submission #316 William Lamb	PRJ19-140-0385	Vol 2 of 2
Submission #317 Alexander Hunink	PRJ19-140-0386	Vol 2 of 2
Submission #318 Nick Sullivan	PRJ19-140-0387	Vol 2 of 2
Submission #319 John Thompson	PRJ19-140-0388	Vol 2 of 2
Submission #320 Ross Stewart ONZM	PRJ19-140-0389	Vol 2 of 2
Submission #321 Mitch Graham	PRJ19-140-0390	Vol 2 of 2
Submission #322 Bernie Kelly	PRJ19-140-0391	Vol 2 of 2
Submission #323 Fiona Ebbett	PRJ19-140-0392	Vol 2 of 2
Submission #324 Elizabeth McKerras	PRJ19-140-0394	Vol 2 of 2
Submission #325 Dee Gairdner	PRJ19-140-0395	Vol 2 of 2
Submission #326 Kirsty Riddell	PRJ19-140-0398	Vol 2 of 2
Submission #327 Graham Riach	PRJ19-140-0399	Vol 2 of 2
Submission #328 Adrian Fong	PRJ19-140-0400	Vol 2 of 2
Submission #329 Jay Parag	PRJ19-140-0401	Vol 2 of 2
Submission #330 Jessica Gautrey	PRJ19-140-0402	Vol 2 of 2
Submission #331 Jason Tickner	PRJ19-140-0403	Vol 2 of 2
Submission #332 Craig Goodson	PRJ19-140-0404	Vol 2 of 2
Submission #333 Gina Bargh	PRJ19-140-0405	Vol 2 of 2
Submission #334 Hugh Morrison	PRJ19-140-0406	Vol 2 of 2
Submission #335 Tim Ormond	PRJ19-140-0407	Vol 2 of 2
Submission #336 Alan Gibson	PRJ19-140-0408	Vol 2 of 2
Submission #337 Carolyn Dale	PRJ19-140-0409	Vol 2 of 2
Submission #338 Heather Dawson	PRJ19-140-0410	Vol 2 of 2
Submission #339 Vanessa Harrison	PRJ19-140-0411	Vol 2 of 2
Submission #340 Michelle Beedell	PRJ19-140-0412	Vol 2 of 2
Submission #341 Laura Vincent	PRJ19-140-0413	Vol 2 of 2
Submission #342 Peter Fraser	PRJ19-140-0414	Vol 2 of 2
Submission #343 Jill McLaren	PRJ19-140-0415	Vol 2 of 2
Submission #344 Jimmy Calder	PRJ19-140-0416	Vol 2 of 2
Submission #345 George MacMillan	PRJ19-140-0417	Vol 2 of 2
Submission #346 George MacMillan	PRJ19-140-0418	Vol 2 of 2
Submission #347 Carolyn Scannell	PRJ19-140-0419	Vol 2 of 2
Submission #348 Karl Hillary	PRJ19-140-0420	Vol 2 of 2
Submission #349 Terry Kelly	PRJ19-140-0421	Vol 2 of 2
Submission #350 Christine Cheyne	PRJ19-140-0422	Vol 2 of 2
Submission #351 Nicola De Jesus	PRJ19-140-0430	Vol 2 of 2
Submission #352 Leonie Mackisack	PRJ19-140-0431	Vol 2 of 2
Submission #353 Graham Mackisack	PRJ19-140-0432	Vol 2 of 2
Submission #354 Jonathan Stockley	PRJ19-140-0433	Vol 2 of 2
Submission #355 Rochelle Sudfelt	PRJ19-140-0434	Vol 2 of 2
Submission #356 Nathan Rodford	PRJ19-140-0435	Vol 2 of 2

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Submission #358 Katherine Kain	PRJ19-140-0437	Vol 2 of 2
Submission #359 William Paquier	PRJ19-140-0438	Vol 2 of 2
Submission #360 Chris Gray	PRJ19-140-0439	Vol 2 of 2
Submission #361 Sacha Pettitt	PRJ19-140-0440	Vol 2 of 2
Submission #362 Steve McGarvey	PRJ19-140-0441	Vol 2 of 2
Submission #363 No Name		Vol 2 of 2
Submission #364 Eastern District Police	PRJ19-140-0245	Vol 2 of 2
Submission #365 Taupo District Council	PRJ19-140-0442	Vol 2 of 2
Submission #366 Automobile Association	PRJ19-140-0452	Vol 2 of 2
Submission #367 Central Hawke's Bay District Council	PRJ19-140-0454	Vol 2 of 2
Submission #368 New Zealand Transport Agency	PRJ19-140-0455	Vol 2 of 2
Support Letter from Ryman Healthcare Ltd (#329)	PRJ19-140-0460	
Support Letter Christine Cheyne (#350)	PRJ19-140-0461	
Support Letter - George MacMillan (#346)	PRJ19-140-0462	

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