
Thursday, 12 November 2020

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council

Council Meeting

Kaupapataka

Open Agenda

Te Rā Hui:
Meeting date: **Thursday, 12 November 2020**

Te Wā:
Time: **9.00am**

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

Te Hoapā:
Contact: **Democracy and Governance Services
P: 06 871 5000 | E: democracy@hdc.govt.nz**

Te Āpiha Matua:
Responsible
Officer: **Chief Executive - Nigel Bickle**

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HASTINGS DISTRICT COUNCIL
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TE KAUNIHERA Ā-ROHE O HERETAUNGA

Thursday, 12 November 2020

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

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Council Meeting

Kaupapataka

Open Agenda

	<i>Tiamana</i> Chair: Mayor Sandra Hazlehurst
<i>Mematanga:</i> Membership:	<i>Ngā KaiKaunihera</i> Councillors: Bayden Barber, Alwyn Corban, Malcolm Dixon, Damon Harvey, Tania Kerr (Deputy Chair), Eileen Lawson, Simon Nixon, Henare O’Keefe, Peleti Oli, Ann Redstone, Wendy Schollum, Sophie Siers, Geraldine Travers and Kevin Watkins
<i>Tokamatua:</i> Quorum:	8 members
<i>Apiha Matua</i> Officer Responsible:	Chief Executive – Nigel Bickle
<i>Te Rōpū Manapori me te Kāwanatanga</i> Democracy and Governance Services:	Jackie Evans (Extn 5018)

Te Rārangi Take

Order of Business

1.0 Opening Prayer – *Karaki a Whakatūwheratanga*

2.0 Apologies & Leave of Absence – *Ngā Whakapāhatanga me te Wehenga ā-Hui*

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.

3.0 Conflict of Interest – *He Ngākau Kōnatunatu*

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 Manager: Democracy and Governance (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.

4.0 Confirmation of Minutes – *Te Whakamana i Ngā Minitī*

Minutes of the Council Meeting held Thursday 15 October 2020.
(Previously circulated)

5.0 Speed Limit Bylaw Review - Summary of Submissions

7

6.0 Minor Items – *Ngā Take Iti*

7.0 Urgent Items – *Ngā Take Whakahihiri*

Thursday, 12 November 2020

Te Hui o Te Kaunihera ā-Rohe o Heretaunga
Hastings District Council: Council Meeting

Item 5

Te Rārangi Take

Report to Council

Nā:
From: Lachlan Crawford, Traffic Engineering Officer

Te Take:
Subject: Speed Limit Bylaw Review - Summary of Submissions

1.0 Executive Summary – *Te Kaupapa Me Te Whakarāpopototanga*

- 1.1 On Tuesday, 14 July 2020 Council accepted the recommendation to consult the public on a number of speed limit changes contained within the Statement of Proposal.
- 1.2 Subsequently council officers progressed a period of extensive consultation with key stakeholders and affected parties in relation to the proposed speed limit changes.
- 1.3 This report
 - Summarises both the submissions of the key stakeholders and the general public in relation to the Proposed Amendments to the Council's Speed Limits Bylaw 2012;
 - Provides Officer comments in response to the written submissions received;
 - Identifies the options available to Council with respect to each of the proposals; and
 - Confirms that a subsequent report will be presented to Council finalising the proposed bylaw changes. This future report will record the decisions made by Council during the hearing submissions and will present a bylaw change which gives effect to all agreed changes.
- 1.4 The following attachments are included under separate cover:-
 - Draft Statement of Proposal
 - Technical Review Report
 - Havelock North CBD Pedestrian Survey
 - Key Stakeholder Submissions
 - Submissions from individuals and Groups who wish to speak
 - Summary of all written submissions (To follow)

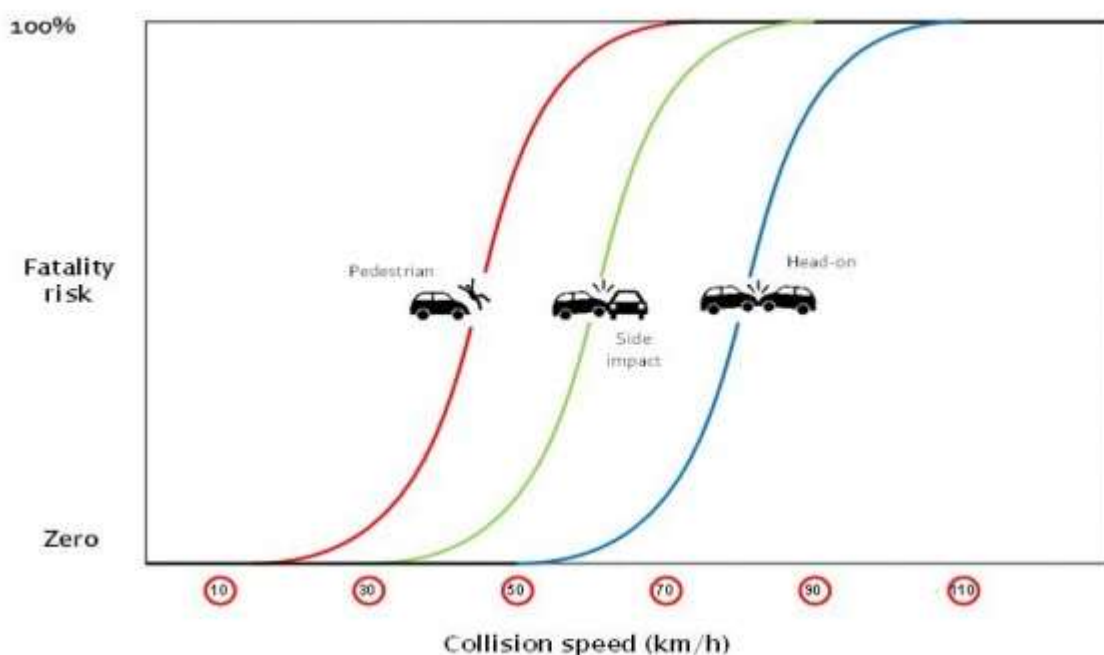
- 1.5 The complete volumes of all 2045 submissions will be available for at the meeting and have been uploaded on the hub for reference.

2.0 Recommendations – *Ngā Tūtohunga*

- A) That the Council receives the report titled Speed Limit Bylaw Review - Summary of Submissions dated 12 November 2020.
- B) That the written submissions, as circulated and summarised 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.

3.0 Background – Te Horopaki

- 3.1 Speed Management is one of the approaches available to proactively improve road safety across the District and to reduce Deaths and Serious Injuries. Alongside education, enforcement and engineering measures, speed management provides a relatively cost effective option to ensure road speeds are safe and appropriate across the network. This approach is important as the speed of a vehicle can be the difference between a correctable mistake and a fatal error. Every extra km/h increases the likelihood of someone having a crash. Regardless of what causes a crash, speed always plays a part in terms of the collision occurring or the severity of the impact.
- 3.2 There is a multitude of international research which shows that reducing speeds has a direct impact on reducing deaths and serious injuries. A recent study from the International Transport Forum (2018) estimates that for every 5km/h reduction in average speeds, there is a 28 percent reduction in fatal crashes and 26 percent reduction in serious injury crashes. Just a 1 percent reduction in vehicle speeds provides a 4 percent reduction in fatalities. The risk of an injury crash approximately doubles between 80km/h and 100km/h. This relationship is also true of urban areas where research shows that the probability of death is 4-5 times higher in collisions between a car and a pedestrian at 50km/h compared to the same type of collision at 30km/h.



- 3.3 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 recently replaced with the Land Transport Rule: Setting of Speed Limits 2017 ("the Rule").
- 3.4 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.
- 3.5 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.

- 3.6 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.
- 3.7 In summary, the process for reviewing and setting a new speed limit is generally as follows:
- 3.7.1 Council is required by the Rule to, or decides, of its own volition or on written request, to review a speed limit;
 - 3.7.2 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;
 - 3.7.3 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;
 - 3.7.4 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;
 - 3.7.5 The proposal is publicly notified with a reasonable period being provided for submissions (not less than 1 month);
 - 3.7.6 In addition to the LGA public notification requirements, the Rule requires that key stakeholders, organisations and communities affected by the proposed speed limits are consulted;
 - 3.7.7 All submissions are received and acknowledged, and submitters are given a reasonable opportunity to be heard;
 - 3.7.8 The Council is required to take account of submissions received during consultation on the proposed speed limit;
 - 3.7.9 After considering submissions and other relevant material, the Council sets a speed limit it considers the safe and appropriate speed limit for the particular road by making any amendments to the Bylaw that are necessary;
 - 3.7.10 The Director of NZTA and the Commissioner of Police are notified;
 - 3.7.11 Details of the speed limits are recorded in a register;
 - 3.7.12 Any required speed limit signs are erected.
- 3.8 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 Local Government Act 2002.
- 3.9 This report considers the potential amendment of an existing bylaw under Section 156 of the Local Government Act 2002. As such the controls in Section 155 of that Act do not explicitly apply. Those controls are however useful touchstones against which these changes can be measured.
- 3.10 Section 155(1) asks whether a new bylaw is the best way to address a perceived problem. In this case it is the only way by which to change a speed limit. Section 155(2)(a) raises whether the form of the proposed bylaw is the most appropriate. Again, there is limited flexibility in that regard, but essentially that is a question about whether the proposed speed is the best one. Officers have recommended the speeds that they consider most appropriate but ultimately this is a decision for the Council.
- 3.11 Subsections 155(2)(b) and 155(3) ask the local authority to consider if any New Zealand Bill of Rights Act (BORA) issues are raised. These matters have been considered by the Council’s General Counsel, and while a lowering of a speed limit might have been thought to lessen the freedom of movement protected by Section 18(1) of BORA, that impact is not of a nature that is more than *de minimis*.

- 3.12 Clause 1.3 of the Land Transport Rule: Setting of Speed Limits 2017 provides that the purpose of the Rule is to (among other things):
- give effect to a nationally-consistent and evidence-based approach to speed management; and
 - require road controlling authorities, when reviewing speed limits, to decide which speed limit is safe and appropriate for a road.
- 3.13 Achieving those goals is fundamentally a scientific exercise, yet the Rule set in place a process whereby the Council is are instructed to canvass and have regard to the opinions of the public and specified groups. The Council's General Counsel advises that the reason for this consultative approach is to enable the Council to "sense-test" the more scientific information by placing it within context of local knowledge including that provided by road users. But Counsel cautions against the temptation to treat the public feedback as a de-facto referendum: that is not what the legislation provides for, and doing so may fail to give appropriate weight to the more scientific evidence before you.
- 3.14 In some instances the Council may want to contemplate a final position that is different to that set out in the statement of proposal. The Council's General Counsel advises that this is possible, but caution needs to be exercised because of the special consultative process that must be followed for this task. In The City is Ours Inc v Wellington CC [2010] NZEnvC 115 at [49], the Court held that the special consultative decision making process is not simply a yes or no to the proposal as published. The Court explained that adaptation and/or modification between publication of a statement of proposal and the final decision on the proposal is allowed, provided the modification is not of such significance that it is so different from the published proposal that the consultation process is subverted in some way.
- 3.15 While helpful, that begs the question of how much of a change is a subversion of the process, and the General Counsel advises the answer to that will be case specific and ultimately a matter for any Court hearing a challenge by way of an application for judicial review of the Council's decision making process. To appropriately address such risks Counsel's advice is that any departure from the binary choice of status quo or the alternative set out in the statement of proposal, be at most very modest. If a more than very modest departure is thought to be the best outcome, then the Council might wish to put in place an interim position that is more clearly within scope and include the "best outcome" in the next round of speed limit changes so that the community has a clearer opportunity to comment in the idea.
- 3.16 The previous reports as listed below have been reconsidered by officers and except as otherwise subsequently amended are still considered relevant.
- Speed Limits Bylaw 2012 (Amendments 2019)
 - Speed Limits Bylaw 2012
 - Speed Limits Bylaw 2011
 - Speed Limits Bylaw 2009
 - Speed Limits Bylaw 2007
 - Speed Limits Review 2006

4.0 Discussion – Te Matapakitanga

- 4.1 On Tuesday, 14 July 2020 Council accepted the recommendation to consult the public the following speed limit changes contained with the Statement of Proposal.

ROAD NAME	FROM	TO	CURRENT SPEED LIMIT	PROPOSED SPEED LIMIT	PROPOSAL NO.
INDIVIDUAL ROADS					
Brookfields Road	Pakowhai Road	NCC boundary	100km/h	Reduce to 80km/h	3
Omarunui Road	SH50 (Korokipo Road)	Strome Road	100km/h	Reduce to 80km/h	30
Pakowhai Road	Start of Existing 60km/h section	End of Existing 60km/h section	60km/h	Increase to 80km/h	31
Springfield Road	Puketapu Road	NCC boundary	100km/h	Reduce to 80km/h	41
Waiohiki Road	SH50 Links Road	NCC boundary	70km/h	Reduce to 50km/h	49
Havelock North CBD	Extents provided in Statement of Proposal		50km/h	Reduce to 30km/h	17
Pakowhai Road / Elwood Road Intersection	On Pakowhai Road, from 150m North-east of Elwood Road	150m South-west of Elwood Road	80km/h	Introduce 80/60km/h Rural Intersection Advance Warning Sign zone on Pakowhai Road	54
Mill Road / Richmond Road Intersection	On Mill Road, from 150m North of Richmond Road	150m South of Richmond Road	100km/h	Introduce 80/60km/h Rural Intersection Advance Warning Sign zone on Mill Road	55
PUKETAPU					
Dartmoor Road	Existing 50km/h Speed limit signs	870m west of the entrance to Puketapu Park	100km/h	Reduce to 80km/h	9
Puketapu Road	Existing 50km/h Speed limit signs	70m South of Existing 50km/h Speed limit signs	100km/h	Reduce to 50km/h	36
Vicarage Road	Omarunui Road	Existing 50km/h Speed limit signs	100km/h	Reduce to 80km/h	48
Vicarage Road	Omarunui Road	Existing 50km/h Speed limit signs	100km/h	Seasonal 50km/h Speed Limit – 1 December to 31 January	48
TWYFORD					
Carrick Road	Nicholl Road	End of Carrick Road	100km/h	Reduce to 80km/h	47
Curtis Road	Twyford Road	End of Curtis Road	100km/h	Reduce to 80km/h	47
Evans Road	Twyford Road	Trotter Road	100km/h	Reduce to 80km/h	47
Evenden Road	SH2	Raupare Road	100km/h	Reduce to 80km/h	13
Hill Road	Omahu Road	End of Hill Road	100km/h	Reduce to 80km/h	47
Jarvis Road	Omahu Road	Existing 70km/h signs	70km/h	Reduce to 50km/h	21
Jarvis Road	Existing 70km/h signs	Thompson Road	100km/h	Reduce to 80km/h	21
McNab Road	Raupare Road	End of McNab Road	100km/h	Reduce to 80km/h	47
Nicholl Road	Raupare Road	Trotter Road	100km/h	Reduce to 80km/h	47

ROAD NAME	FROM	TO	CURRENT SPEED LIMIT	PROPOSED SPEED LIMIT	PROPOSAL NO.
Ormond Road	Existing 60km/h Speed limit signs	End of Ormond Road	100km/h	Reduce to 80km/h	47
Raupare Road	Omahu Road	End of Raupare Road	100km/h	Reduce to 80km/h	47
Thompson Road	Twyford Road	Raupare Road	100km/h	Reduce to 80km/h	47
Trotter Road	Raupare Road	Evans Road	100km/h	Reduce to 80km/h	47
Twyford Road	Omahu Road	Existing 70km/h signs	70km/h	Reduce to 60km/h	47
Twyford Road	Existing 70km/h signs	End of Twyford Road	100km/h	Reduce to 80km/h	47
FLAXMERE / OMAHU					
Chatham Road	Existing 50km/hr speed limit signs at Flaxmere	Existing 50km/h Speed limit signs near Omahu Road	50km/h	Increase to 60km/h	4
Henderson Road	Existing 50km/hr speed limit signs at Flaxmere	Existing 50km/h Speed limit signs near Omahu Road	70km/h	Reduce to 60km/h	19
Kirkwood Road	Existing 50km/hr speed limit signs at Flaxmere	Omahu Road	70km/h	Reduce to 60km/h	22
Omahu Road	250m West of Jarvis Road	Existing 50km/h Speed limit signs	70km/h	Reduce to 50km/h	29
Omahu Road	Existing 100km/h Speed limit signs	250m West of Jarvis Road	70km/h	Reduce to 60km/h	29
Omahu Road	SH50	Existing 100km/h speed limit signs	100km/h	Reduce to 80km/h	29
Wilson Road	Existing 50km/hr speed limit signs at Flaxmere	Existing 50km/h speed limit signs near Omahu Road	70km/h	Reduce to 60km/h	53
WAIPATU					
Apatu Road	Bennett Road	End	70km/h	Reduce to 50km/h	2
Bennett Road	Otene Road	Existing 70km/h Speed limit signs	80km/h	Reduce to 60km/h	2
Bennett Road	Existing 70km/h Speed limit signs	SH51	70km/h	Reduce to 50km/h	2
Elwood Road	Existing 70km/h Speed limit signs	SH51	70km/h	Reduce to 50km/h	12
Kauru Road	Bennett Road	End	70km/h	Reduce to 50km/h	2
Panapa Road	Bennett Road	End	70km/h	Reduce to 50km/h	2
Paraire Road	SH51	End	80km/h	Reduce to 60km/h	33
Waipatu Settlement Road	SH51	End	80km/h	Reduce to 60km/h	50
Watson Road	SH51	End	80km/h	Reduce to 60km/h	51
HASTINGS SOUTH					
Algernon Road	Norton Road	End of Algernon Road	100km/h	Reduce to 80km/h	1
Davis Road	Railway Road South	Riverslea Road South	100km/h	Reduce to 80km/h	10

ROAD NAME	FROM	TO	CURRENT SPEED LIMIT	PROPOSED SPEED LIMIT	PROPOSAL NO.
France Road	Railway Road South	End of France Road	100km/h	Reduce to 80km/h	14
Heathcote Road	Maraekakaho Road	Southland Road	100km/h	Reduce to 80km/h	18
Norton Road	Existing 50km/h Speed limit signs	Algernon Road	100km/h	Reduce to 80km/h	28
Park Road	Existing 70/100km/h Speed limit signs	Algernon Road	100km/h	Reduce to 80km/h	34
Railway Road South	Existing 50km/h Speed limit signs	250m South of Longlands Road	100km/h	Reduce to 80km/h	37
Railway Road South – Rural Intersection Advance Warning Sign (RIAWS) Site	Northern extent of RIAWS signage	Southern extent of RIAWS signage	100/70km/h	Reduce RIAWS to 80/60km/h	37
Riverslea Road South	Longlands Road	Tollemache Road East	100km/h	Reduce to 80km/h	39
Southland Road	Existing 50km/h speed limit signs north of Tollemache Road	End of Southland Road	100km/h	Reduce to 80km/h	40
Tollemache Road West	Southland Road	Railway Road South	100km/h	Reduce to 80km/h	44
Wellwood Road	Heathcote Road	End of Wellwood Road	100km/h	Reduce to 80km/h	52
SOUTH OF HAVELOCK NORTH					
Gilpin Road	Te Aute Road	Middle Road	100km/h	Reduce to 80km/h	15
Iona Road	Existing 50km/h Speed limit signs	Middle Road	100km/h	Reduce to 80km/h	20
Middle Road	Existing 50km/h Speed limit signs	School Road	100km/h	Reduce to 80km/h	24
Te Aute Road	Existing 50km/h Speed limit signs	Longlands Road East	100km/h	Reduce to 80km/h	42
CAPE COAST AND TUKI TUKI					
Charlton Road	Clifton Road	End	100km/h	Reduce to 80km/h	5
Clifton Road	Existing 50km/h Speed limit signs at Haumoana	Existing 50km/h Speed limit signs at Te Awanga	100km/h	Reduce to 80km/h	6
Clifton Road	Existing 50km/h Speed limit signs at Te Awanga	30m South-east of existing 50km/h Speed limit signs at Te Awanga	100km/h	Reduce to 50km/h	7
Clifton Road	30m South-east of existing 50km/h Speed limit signs at Te Awanga	End	100km/h	Reduce to 80km/h	7
Craggy Range Road	Tuki Tuki Road	End	100km/h	Reduce to 80km/h	8
East Road	Parkhill Road	Existing 50km/h Speed limit signs	100km/h	Reduce to 80km/h	11
Haumoana Road	Mill Road	50m South of existing 50km/h Speed limit signs	100km/h	Reduce to 80km/h	16

ROAD NAME	FROM	TO	CURRENT SPEED LIMIT	PROPOSED SPEED LIMIT	PROPOSAL NO.
Haumoana Road	50m South of existing 50km/h Speed limit signs	Existing 50km/h Speed limit signs	100km/h	Reduce to 50km/h	16
Lawn Road	Napier Road	Mill Road	100km/h	Reduce to 80km/h	23
Mill Road	Existing 50km/h Speed limit signs	Tuki Tuki Road	100km/h	Reduce to 80km/h	25
Millar Road	Tuki Tuki Road	End	100km/h	Reduce to 80km/h	26
Moore Road	Tuki Tuki Road	End	100km/h	Reduce to 80km/h	27
Palomino Road	Parkhill Road	End	100km/h	Reduce to 80km/h	32
Parkhill Road	Haumoana Road	End	100km/h	Reduce to 80km/h	35
Raymond Road	Parkhill Road	Tuki Tuki Road	100km/h	Reduce to 80km/h	38
Tennant Road	Tuki Tuki Road	End	100km/h	Reduce to 80km/h	43
Tuki Tuki Road	Mill Road	Waimarama Road	100km/h	Reduce to 80km/h	45
Tuki Tuki Hills Road	Tuki Tuki Road	End	100km/h	Reduce to 80km/h	46

- 4.2 In total, 2405 written submissions have been received in relation to the Proposed Amendments to the Council's Speed Limits Bylaw 2012.
- 4.3 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, public drop-in sessions and signage on the affected routes highlighting the proposed consultation.
- 4.4 This approach has resulted in a good response and some detailed commentary, all of which is attached. This report specifically addresses the written submissions received.
- 4.5 All submissions received either demonstrate support or opposition to one, some or all of the proposals.
- 4.6 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.
- 4.7 For the purposes of this assessment, each proposal is assessed individually. For example, if a submitter supports 3 of the proposals but objects to the remainder, they register separate responses to each submission in the summary below (1 for each proposal).
- 4.8 A breakdown of the key stakeholder submissions and comments received in relation to the proposed changes is summarised in each of the following sections.
- 4.9 Of the submissions received 527 included written commentary and 120 indicated a desire to speak to their submission.
- 4.10 A number of submissions requested further roads be reviewed. This list of roads will be considered as part of the next speed limit review.
- 4.11 It was noted that in general, a person submitting in favour of a proposed speed limit would submit only on the relevant proposal, whereas a person disagreeing would submit against all proposal which has somewhat affected the data reported. It is for this reason Officers would like to reinforce the advice of General Counsel in 3.13 – "... Counsel cautions against the temptation to treat the public feedback as a de-facto referendum".
- 4.12 Where a written submission provided both a general comment (not specific to a proposal) and a specific proposal related comment, the comments have been considered under both the general submissions and the proposal specific submissions.

4.13 Each proposal 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
- Options

5.0 Key Stakeholder General Responses

NB: Specific responses to proposals have been included in the commentary for the relevant roads.

5.1 Waka Kotahi NZ Transport Agency

- 5.1.1 The Land Transport Rule: Setting of Speed Limits 2017 (the Rule) 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—
- 5.1.2 (a) the information about speed management developed and maintained by the Agency; and
- 5.1.3 (b) any relevant guidance on speed management provided by the Agency; ...”
- 5.1.4 The information and guidance provided by Waka Kotahi meets its requirements under the following sections of the Rule:
- Section 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.”
 - Section 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.”
- 5.1.5 The guidance provided by Waka Kotahi is in the new Speed Management Guide dated November 2016, and the Safer Journeys Risk Assessment Tool (MegaMaps) available to all road controlling authorities (Edition III dated August 2020 is the latest edition). Safe and Appropriate travel Speeds for all roads in the network that Waka Kotahi 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 MegaMaps.
- 5.1.6 Waka Kotahi’s response, and the detailed comments below, are focused on assisting Council with alignment of the proposals with the Rule and the intent of the Speed Management Guide, and particularly achieving national consistency (i.e. alignment with the information provided to RCAs by Waka Kotahi) for safe and appropriate speed limits across all RCAs (ref clause 1.3(a) of the Rule).
- 5.1.7 **General**
- Waka Kotahi congratulates Council on the quality of its proposal, the ease of navigation and simple access to the explanatory notes. It is one of the best presented proposals Waka Kotahi has received.
- 5.1.8 **Roads in the top 10% of high benefit speed management opportunities**
- The government has tasked all Road Controlling Authorities with addressing the top 10% of regional networks likely to deliver the highest deaths and serious injury savings in terms of safety and efficiency, and treating these lengths as quickly as possible is a requirement of the current Government Policy Statement. Waka Kotahi congratulates Council on addressing a number of roads included in the top 10%. The information provided by Waka Kotahi identifies a number of other top 10% roads within the Hastings District, and addressing speed on these roads will contribute a combined saving of over 9 DSi each year to the national saving of 274 DSi per annum if addressed. Waka Kotahi encourages Council

to treat these roads with safe and appropriate speed limits as quickly as possible so these DSI savings can be achieved:

- Western end of Dartmoor (0.62);
- Swamp (0.98);
- Puketapu (0.11);
- Stock (0.11);
- York (0.63);
- Longlands (0.86);
- western end of Te Aute (2.7);
- Middle (0.32);
- Tollemache East (0.07);
- Tomoana (0.13);
- Crosses (0.23);
- Farndon (0.43);
- Ruahapia (0.35);
- Waimarama (1.81)

5.1.9 *The above roads have not been recommended for speed limit changes for various reasons, most of these were included in the technical review. Many of these are arterial roads of regional importance. A speed limit reduction would affect a considerable number of users and industries, and as such officers have prioritised these roads for targeted safety improvements, and have already conducted Crash Reduction Studies on the majority of these routes, and planned works are programmed in the current and future LTPs. Others have had significant safety improvements completed or speed limits lowered in the last few years which has resulted in a reduction of crashes, and as such a speed limit reduction (or further speed limit reduction) may not be necessary.*

5.2 NZ Police

5.2.1 Police are supportive of HDC proposals to finally address the Speed Management Guide primary principle of: 1.13 Priority areas for speed management.

5.2.2 Firstly, where there is greatest potential to reduce deaths and serious injuries and improve economic productivity, particularly in the short-term. In both rural and urban environments this is likely to mean a focus on roads which have longer-term, clearer categories of safe and appropriate speeds which will increase consistency across the network and fully reflect the outcomes and functions of different road types. Secondly, where there are high benefit opportunities to improve the credibility of speed limits. These will be corridors where road users already travel at the safe and appropriate speed, but where the posted limit is out of alignment.

5.2.3 However, in the 2019 Speed Review process by Hastings District Council, which was responded to in May 2019 and which only addressed: “....proposed speed limit changes associated to land-use and growth only.” It still remains of concern to Police that Hastings District council have not adopted a more holistic approach now some 12 months later. The concerns are centred on the look and feel of roads not incorporated in this review and which are immediately adjacent to those that are. E.g. Waimarama, Kahuranaki and Middle roads remain 100kph when they are known to represent DSI crash risk (especially to motorcyclists) and yet Tukituki Road is reduced to 80kph.

5.2.4 From an enforcement perspective similar roads should have similar speed limits so conversations that lead to behavioural changes are logical. Roadside hazards and impact speeds are pivotal to this messaging and difficult to reconcile in the situation now proposed.

Whilst Police understand Hastings District Council propose to further review speed limits following this consultation, it is disappointing that yet more time will elapse and potentially more lives lost when an alternative approach could have been taken. Police are therefore disappointed that the Hastings District Council have prioritised growth, and now expedience, over safety, but nevertheless have no objections to the proposals submitted for consultation.

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

- 5.3.1 Our preferences at all times is that road controlling authorities complete engineering work to roads rather than speed reductions. Engineering work in the majority of cases will result in safer roads and allows for traffic and freight to move with efficiency.
- 5.3.2 In general, we have agreed with the majority of the proposals in particular Proposal 31 Pakowhai Road and the implementation of the Rural Intersection Advanced Warning Signs (RIAWS).
- 5.3.3 Where we have disagreed with a proposal, we ask that serious consideration to be given to the changes suggested. In the past councillors have accepted the proposals put forward by council staff, often due to no allowance of further time to make changes to the proposals. We acknowledge this may cause delays in implementing however on behalf of our members we feel the changes suggested make sense.

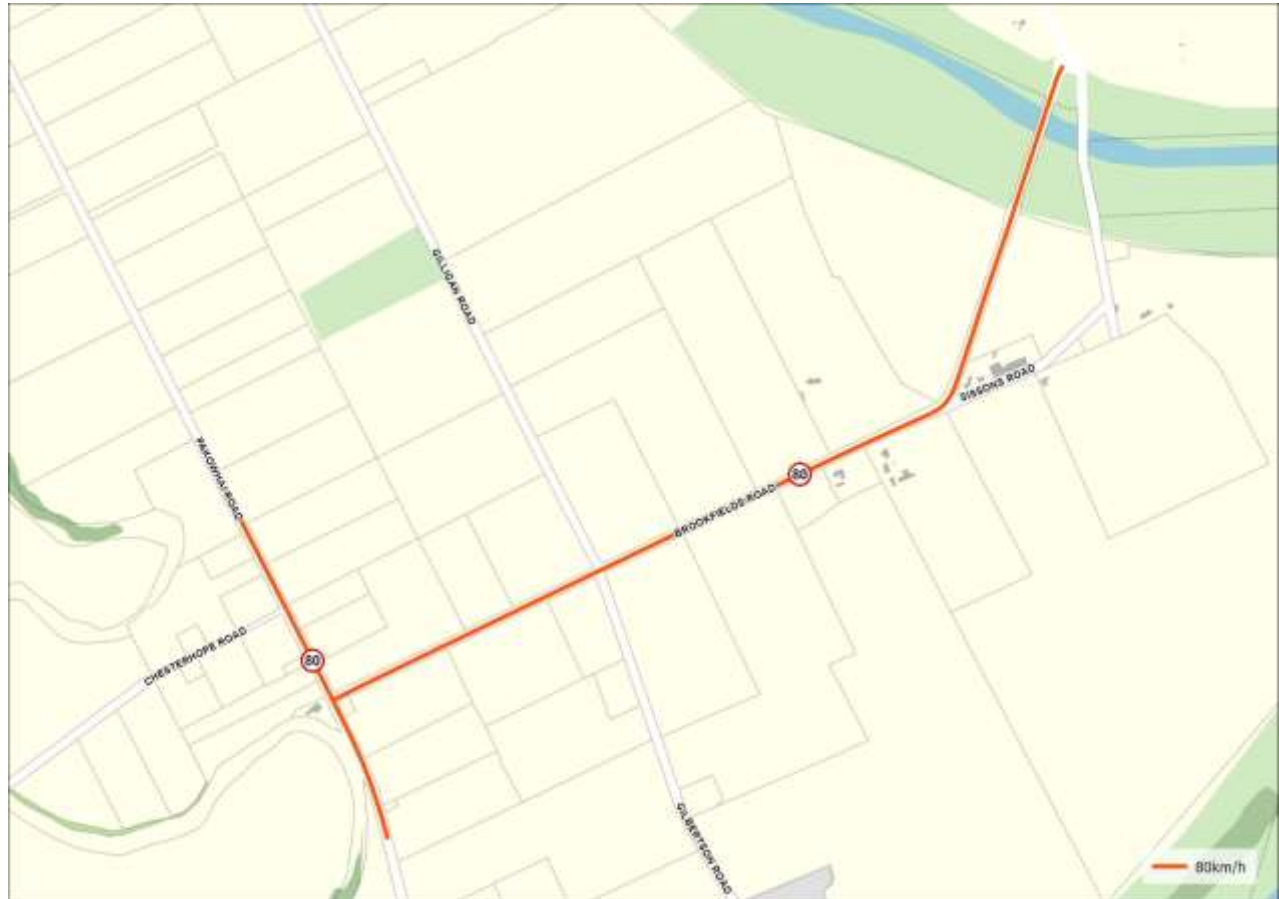
5.4 **Napier City Council**

- 5.4.1 Support all proposed changes with no additional comments.

5.5 **Hawke's Bay District Health Board**

- 5.5.1 We commend Hastings District Council for responding to community feedback on safety concerns with particular roads across the Hastings District.
- 5.5.2 We commend Council for reviewing and responding to NZTA road crash data, where speed reductions could make a substantial difference to our community by preventing deaths and serious injury.
- 5.5.3 We support Council's desire to align speed limits within the Hastings District with neighbouring council's speed limit change proposals and encourage ongoing collaboration.
- 5.5.4 Although we support the proposed speed limit changes, we encourage council to take a wider view on road safety and actively promote safer streets for cycling and walking – both activities also have environmental, financial and physical benefits. There is evidence that many New Zealanders want to use cycling as an alternative mode of transport, but choose not to because of unsafe roads.
- 5.5.5 We strongly support the reductions from 100km/h to 80km/h on a number of roads throughout the district. The International Transport Forum is clear that the risk of an injury crash approximately double between 80km/h and 100km/h. Also strongly support the proposal to reduce speeds limits to 30km/h in the urban centre of Havelock North. We note the support from the Havelock North Business Association for this reduction.
- 5.5.6 Two recommendations include:
 - That Council consider the same speed limit reductions within the Hastings urban shopping district.
 - That Council introduce a variable speed limit (during school hours) of 30km/h or lower to be in place around all schools and early childhood education centres in the Hastings District.

6.0 INDIVIDUAL ROADS



Item 5

6.1 BROOKFIELDS ROAD (FROM PAKOWHAI ROAD TO NCC BOUNDARY)



6.1.1 Proposal

Brookfields Road has been identified as a high-risk corridor by Waka Kotahi. The road serves as an alternative route between Napier and Hastings and provides a key connection across the region alongside the typical rural activities observed along the route. Napier City Council is also proposing to reduce the speed limit on Sandy Road and Brookfields Road, which creates a need to review the speed limit on Brookfields Road to ensure it is consistent and appropriate.

The proposal reduces the speed limit from 100km/h to 80km/h for the entire length of Brookfields Road.

6.1.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

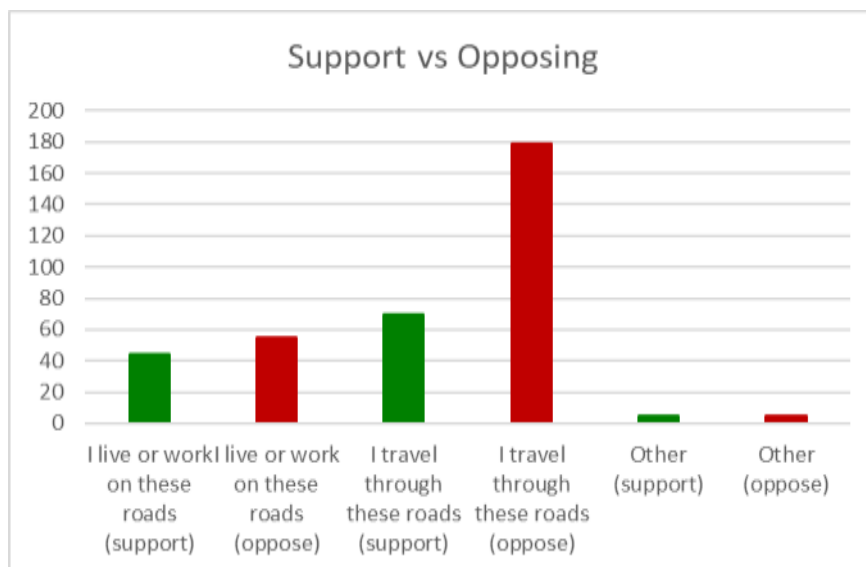
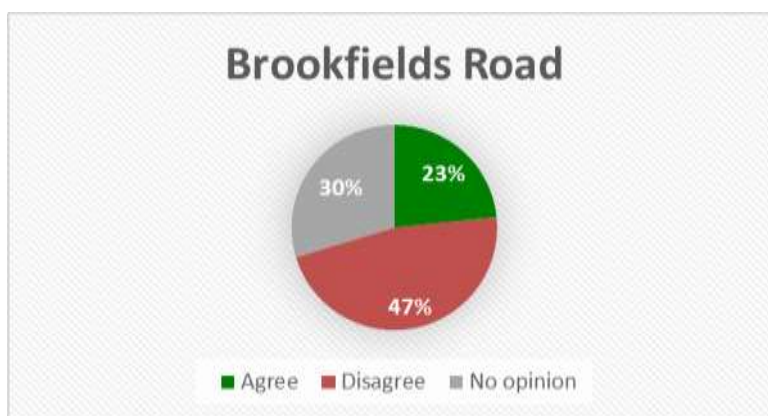
Hawke's Bay District Health Board

Support

6.1.3 Affected Parties Response

In total 509 parties responded to the proposed change in speed along Brookfields Road. 119 parties agreed with the proposed change, 239 opposed and 151 had no opinion. This results in 33% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



6.1.4 Officer Comment

The majority of users oppose the proposed change including the majority of people that live/work in this area. Brookfields Road is classed as a secondary collector road which has serves 4,366 vehicles per day which is high for a secondary collector as it is one of the few crossing points over the Tutaekuri River. This section of road has had 15 crashes on it within the last five years with one being fatal. The disruption to travel times will be minimal as this section has a length of 2km which would take approximately 1:12 minutes at 100km/h and 1:30 minutes at 80km/h, a difference of 18 seconds.

The technical assessment gives Brookfields Road a safe and appropriate speed of 80km/h but the 85th percentile speed is 98km/h which suggests that there could be compliance issues. There is a cycleway project in the planning phase currently which would involve narrowing the traffic lanes from 3.5m to 3m, which will assist in reducing the travel speed.

Due to the safety benefits and the minimal impact on travel time, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

6.2 OMARUNUI ROAD (FROM SH50 TO STROME ROAD)



6.2.1 Proposal

This section of Omarunui Road, between SH50 and Strome Road, is currently 100km/h with adjacent land uses being residential lifestyle before becoming more rural north of Strome Road.

The proposal reduces the speed limit from 100 to 80km/h on Omarunui Road between Strome Road and SH50.

6.2.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

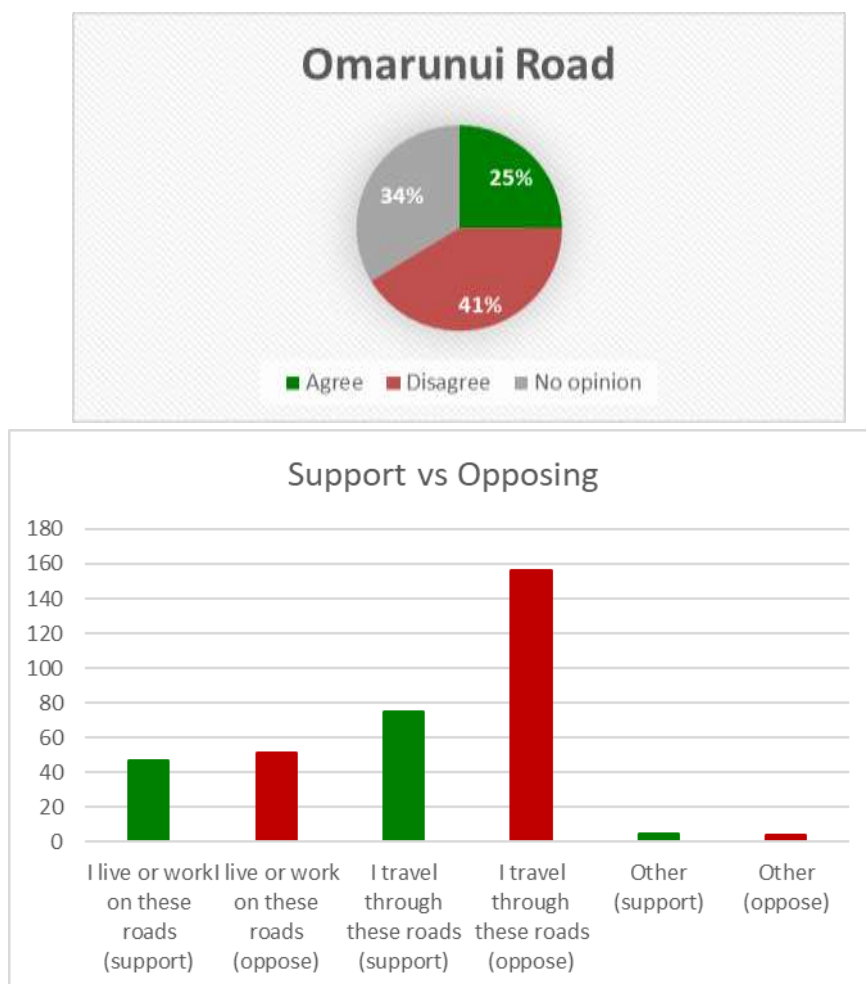
Hawke's Bay District Health Board

Support

6.2.3 Affected Parties Response

In total 509 parties responded to the proposed change in speed along Omarunui Road. 127 parties agreed with the proposed change, 211 opposed and 171 had no opinion. This results in 38% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



6.2.4 Officer Comment

The majority of users oppose the proposed change including the majority of people that live/work in this area. This is a primary collector road, so it is important in terms of vehicle movement, however the difference in time that will be lost over this stretch of road will be minimal. The reduction in speed is proposed over an 830m stretch of road which would take approximately 30 seconds travelling at 100km/h and 38 seconds travelling at 80km/h.

The technical assessments show that the safe and appropriate speed is 80km and the 85th percentile speed is 81.9km/h which suggests that vehicles are travelling close to or under the safe and appropriate speed so the change of speed limit should make little difference to most users.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

6.3 PAKOWHAI ROAD (FROM START OF EXISTING 60KM/H SECTION TO END OF EXISTING 60KM/H SECTION)



6.3.1 Proposal

This section of Pakowhai Road, between 240m south of Brookfields Road to 640m north of Brookfields Road, is currently 60km/h following its change as part of the wider Pakowhai Road speed limit reductions in 2014. Traffic counts and observations suggest that this speed limit is rarely adhered to by road users and following the completion of the Whakatu Arterial Link (Te Ara Kahikatea), the strategic importance of this route for commuters and the broader industry has increased.

The proposal increases the speed limit from 60km/h to 80km/h for the section of Pakowhai road from 240m south to 640m north of Brookfields Road.

6.3.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

In general we have agreed with the majority of the proposals, in particular Proposal 31 Pakowhai Road and the implementation of the Rural Intersection Advanced Warning Signs (RIAWS).

Napier City Council

Support all proposed changes

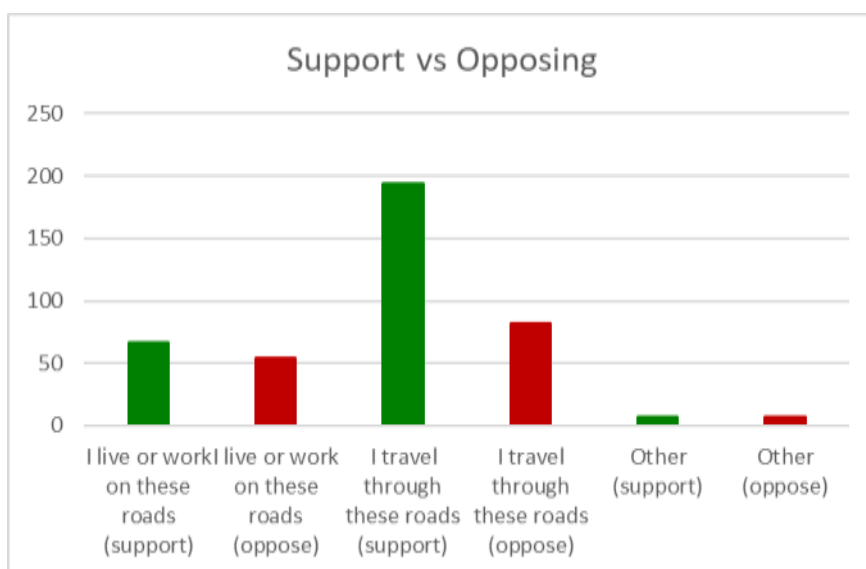
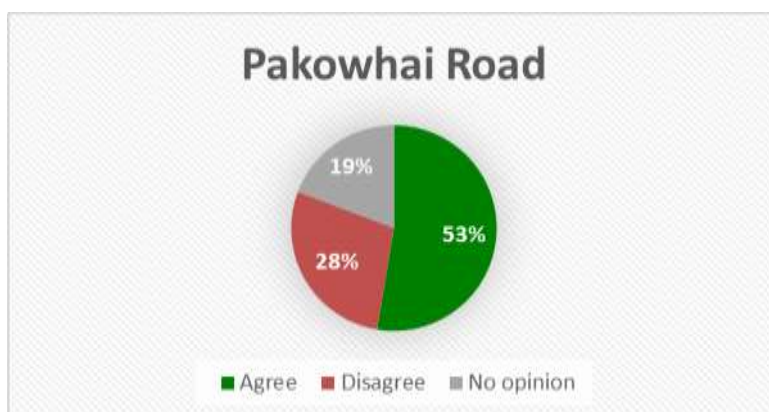
Hawke's Bay District Health Board

Support

6.3.3 Affected Parties Response

In total 509 parties responded to the proposed change in speed along Pakowhai Road. 268 parties agreed with the proposed change, 143 opposed and 98 had no opinion. This results in 65% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



6.3.4 Officer Comment

The majority of users support the proposed change including the majority of people that live/work in this area. This is an arterial road, so it is important in terms of vehicle movement.

The technical assessments show that this road has an 85th percentile speed of 83.4km/h which suggests that vehicles are travelling much higher than the current 60km/h speed limit. This is possibly due to the fact that this 60km/h section is in the middle of an 80km/h speed limit and there is no distinguishing change to the road during this section.

Without an obvious change to the road in this section to slow down traffic, it is recommended that the proposed speed limit change remains the appropriate approach.

During the consultation, concerns were raised from users of Chesterhope Road with regard to visibility to the north when turning out of Chesterhope Road. Officers has assessed the sight distance at this intersection and found that it is deficient. This can be improved through the removal of vegetation immediately north of the intersection which has been programmed through Councils maintenance contract.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 60 km/h speed limit

6.4 SPRINGFIELD ROAD (FROM PUKETAPU TO NCC BOUNDARY)



6.4.1 Proposal

The speed limit review on this section of Springfield Road, from Puketapu Road to Napier City Council boundary, is a part of the road network speed limit review following Napier's proposal to reduce the remaining extents of Springfield Road to 80km/h.

The proposal reduces the speed limit from 100km/h to 80km/h on Springfield Road between Puketapu Road and the boundary with Napier City.

6.4.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

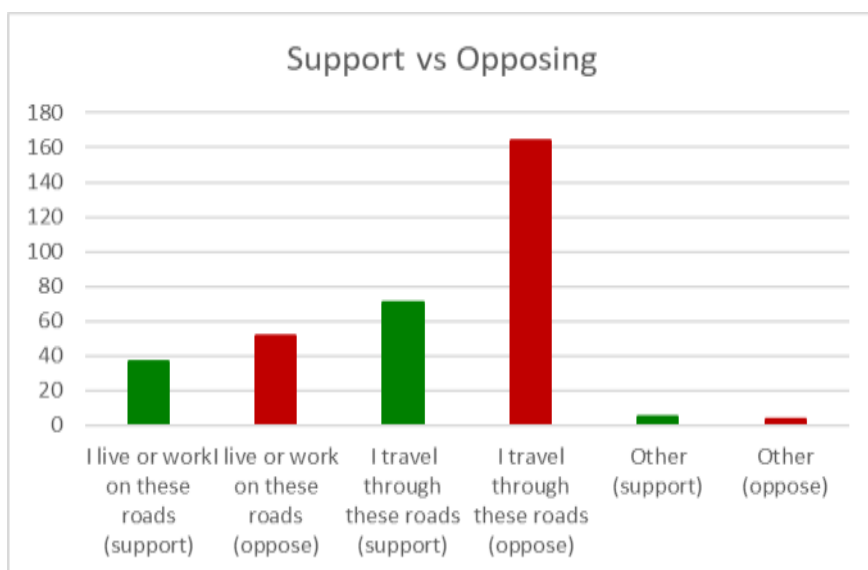
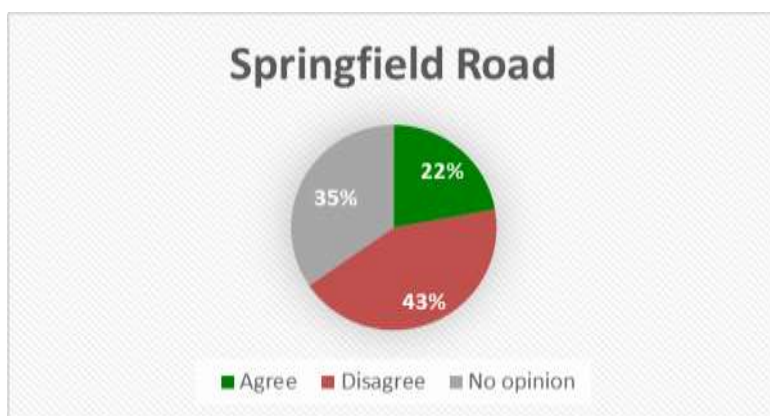
Hawke's Bay District Health Board

Support

6.4.3 Affected Parties Response

In total 509 parties responded to the proposed change in speed along Springfield Road. 113 parties agreed with the proposed change, 220 opposed and 176 had no opinion. This results in 34% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



6.4.4 Officer Comment

The majority of users oppose the proposed change including the majority of people that live/work in this area. Springfield Road is classed as a secondary collector, so vehicle movement is not as important as an arterial or primary collector road, but more important than for access or low volume roads. The disruption to travel times will be minimal as this section has a length of 3.7km which would take 2:12 minutes at 100km/h and 2:48 minutes at 80km/h, assuming consistent speed through this section.

The technical assessment gives Springfield Road a safe and appropriate speed of 80km/h.

Due to the safety benefits and consistency with the Napier City Council proposal, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

6.5 WAIOHIKI ROAD (FROM SH50 LINKS ROAD TO NCC BOUNDARY)



6.5.1 Proposal

Waiohiki Road is an arterial road that links SH50/Links Road and Gloucester Street in Napier over the Tutaekuri River and has been reviewed due to it being a top 10 site for potential Death and Serious Injury crash reductions through lowering of speed limits.

The proposal is to reduce the speed limit on Waiohiki Road from 70km/h to 50km/h between SH50 Links Road and the Napier City Council Boundary.

6.5.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

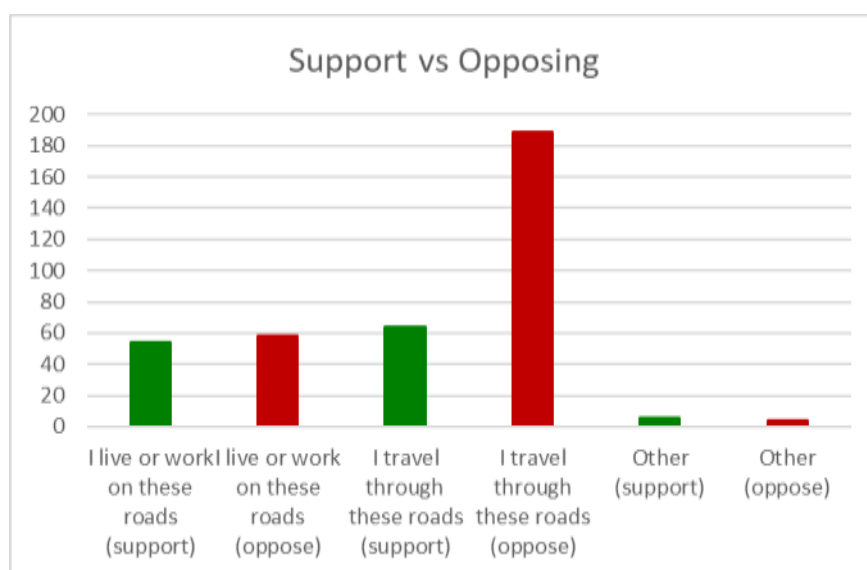
Hawke's Bay District Health Board

Support

6.5.3 Affected Parties Response

In total 509 parties responded to the proposed change in speed along Waiohiki Road. 124 parties agreed with the proposed change, 251 opposed and 134 had no opinion. This results in 33% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



6.5.4 Officer Comment

The majority of users oppose the proposed change including the majority of people that live/work in this area. Waiohiki Road is classed as an arterial road, so vehicle movement is important.

The technical assessment gives Waiohiki Road a safe and appropriate speed of 60km/h and the 85th percentile speed is 70.5km/h which indicates that traffic calming will be required, although there is a corner with an advisory speed of 55km/h and a narrow bridge which will assist in gaining compliance with this speed reduction.

This section of road with numerous residential properties accessing either directly or via private roads, as well as Waiohiki Marae and Kōhanga Reo. There is significant residential development occurring currently and proposed in the future.

Council officers have been working with the community to improve the safety on this road. A Crash Reduction Study is being undertaken currently to identify safety deficiencies and recommend improvements.

Napier City Council are proposing to reduce the speed limit on Gloucester Street to 50km/h in their upcoming speed limit review.

Due to the safety benefits and consistency with the Napier City Council proposal, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 50 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 70 km/h speed limit

6.6 HAVELOCK NORTH CBD (EXTENTS PROVIDED IN THE MAP)



6.6.1 Proposal

The speed limit review for the Havelock North CBD area was undertaken following a public request to consider the introduction of a 30km/h speed limit zone. The Havelock North Business Association have indicated their support for this proposal.

The proposal will reduce the speed limit from 50km/h to 30km/h across the CBD area as indicated above.

6.6.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Disagree- It is proposed that the CBD and Cooper Street be reduced to 30kmph and Porter Drive (Havelock Road to Napier Road) and Donnelly Street be retained at 50kmph. This provides inconsistency in speed limits. Example if you were travelling on Napier Road to Cooper Street you have to travel at different speed limits, 30 kmph on Napier Road, 50kmph on Porter and Donnelly then back to 30kmph on Cooper Street.

We believe the speed limits should be consistent therefore we ask that Cooper Street stay at 50kmph or Porter Drive (Havelock Road to Napier Road) and Donnelly Street be reduced to 30kmph.

Napier City Council

Support all proposed changes

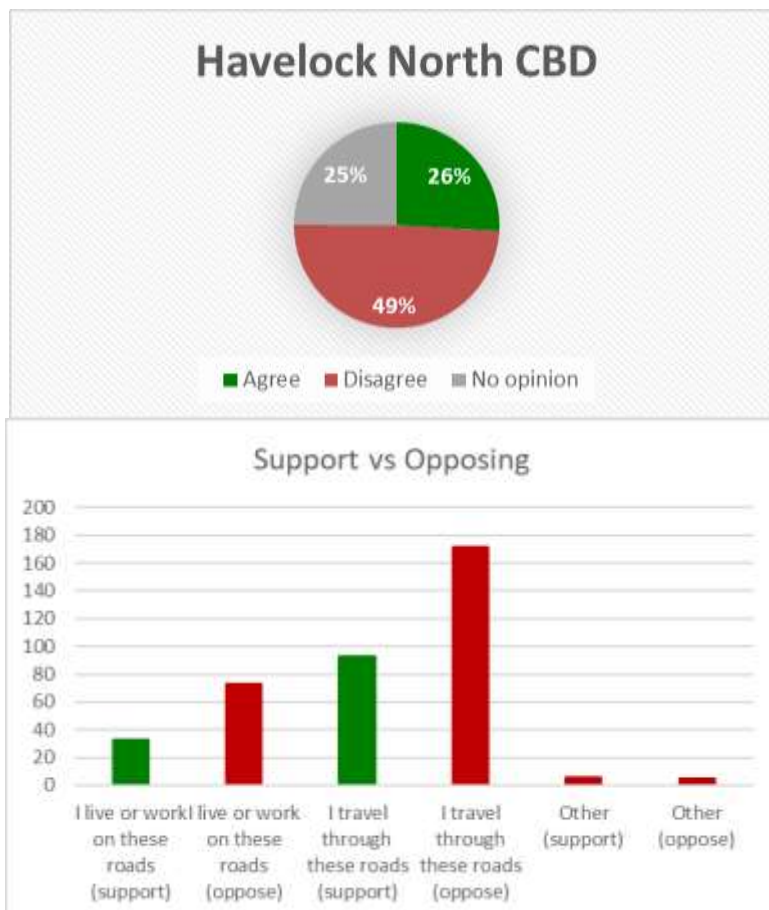
Hawke's Bay District Health Board

Support

6.6.3 Affected Parties Response

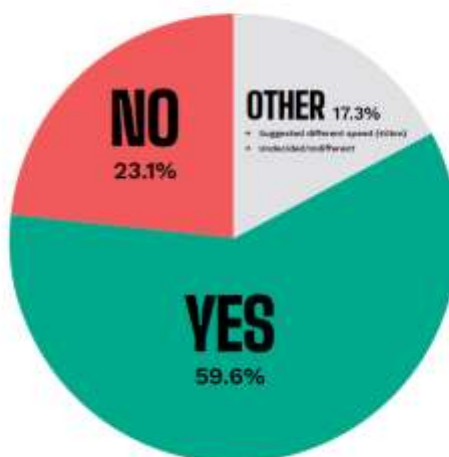
In total 509 parties responded to the proposed change in speed along Havelock North CBD. 132 parties agreed with the proposed change, 250 opposed and 127 had no opinion. This results in 35% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



Alongside the formal submissions, officers arranged for a survey of Havelock North CBD users about the proposal. The survey of 52 people found that the proposal had 59.6% support from pedestrians, while 23.1% were against the proposal (see image below).

Do you support the proposed speed change to the Havelock North CBD?



Some key themes from those supporting the proposed change were:

- A speed limit reduction is widely supported as people are currently speeding in the area.
- The current speed limit is at odds with the urban environment.
- Presence of children adds a heightened sense of urgency for the change.

While the key themes from those against the proposal were:

- Those who do not support the proposed change say 'it's fine as it is'.
- A drop to 30km/h is too slow.

A full summary of the Havelock North CBD consultation can be found in the attachments of this report.

6.6.4 Officer Comment

The majority of users oppose the proposed change including the majority of people that live/work in this area. This is an urban area that has a lot of pedestrian movement. The Safer Journeys Risk Assessment Tool indicates a mix of safe and appropriate speeds of 40km/h and 50km/h within the section that is under review in the centre of Havelock North. The 85th percentile speeds in the area under review range from 29km/h to 43km/h which indicates that for most of the roads compliance will not be an issue. Where 85th percentile speeds are greater than 40km/h, threshold treatments and traffic calming have been proposed.

A 30km/h speed limit provides a safe shared space among all modes of traffic including pedestrians, cyclists and cars. Implementing a 30km/h speed limit in other city centres has resulted in a reduction in injury crashes, especially those involving pedestrians, and an increased perception of traffic safety within the CBD for all users. This increased perception of traffic safety can create a more attractive CBD with greater freedom of movement.

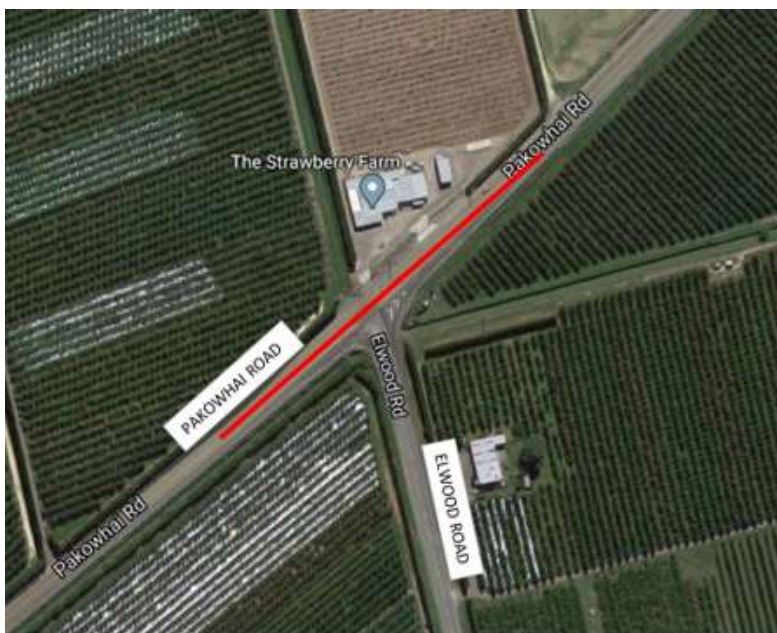
It is the Officers recommendation that the proposed speed limit change remains the appropriate approach.

A number of submitters, including AA, suggested that Porter Drive (between Napier Road and Havelock Road) and Donnelly Street (full length) should be included in the 30km/h CBD speed limit. Officers believe this suggestion has merit, and as such propose to include this as part of the next speed limit review if Council are in agreement.

Options

- A) Adopt 30 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 50 km/h speed limit

6.7 PAKOWHAI ROAD / ELWOOD ROAD INTERSECTION (ON PAKOWHAI ROAD, FROM 150M NORTH-EAST OF ELWOOD ROAD TO 150M SOUTH-WEST OF ELWOOD ROAD)



6.7.1 Proposal

The Pakowhai Road/Elwood Road intersection is a rural priority-controlled T-intersection, and both adjoining roads are two-lane, two-way. The Safe And Appropriate Speeds and the posted speed limit is 80km/h for both roads.

The proposal will introduce 80/60km/h RIAWS zone on Pakowhai Road from a distance 150m northeast of the intersection with Elwood Road to a distance 150m southwest of the intersection.

6.7.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

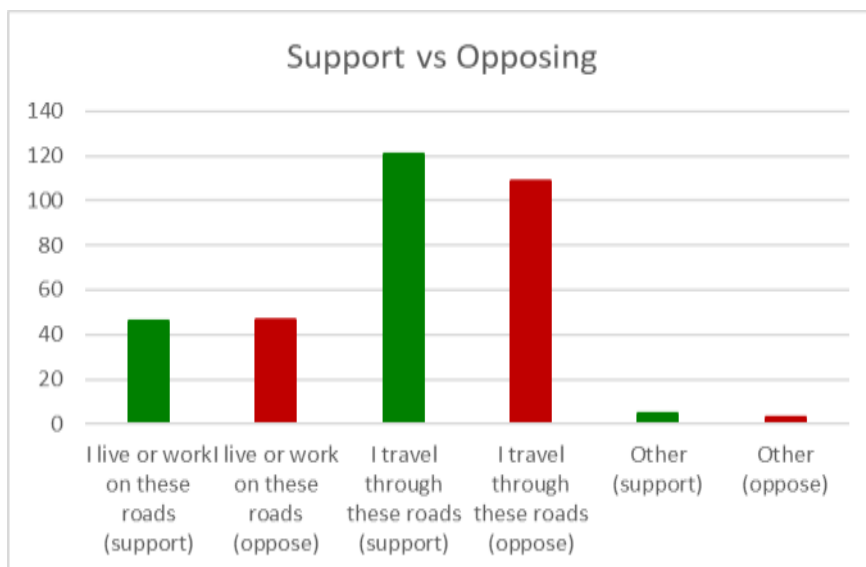
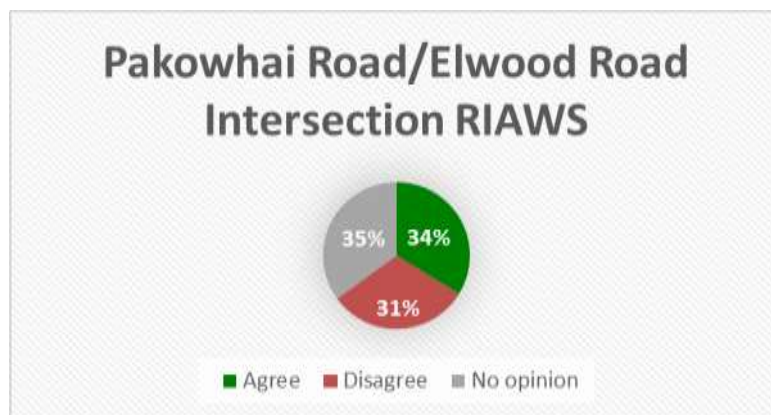
Hawke's Bay District Health Board

Support

6.7.3 Affected Parties Response

In total 509 parties responded to the proposed change in speed along the Pakowhai/Elwood Road intersection. 172 parties agreed with the proposed change, 159 opposed and 178 had no opinion. This results in 52% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



6.7.4 Officer Comment

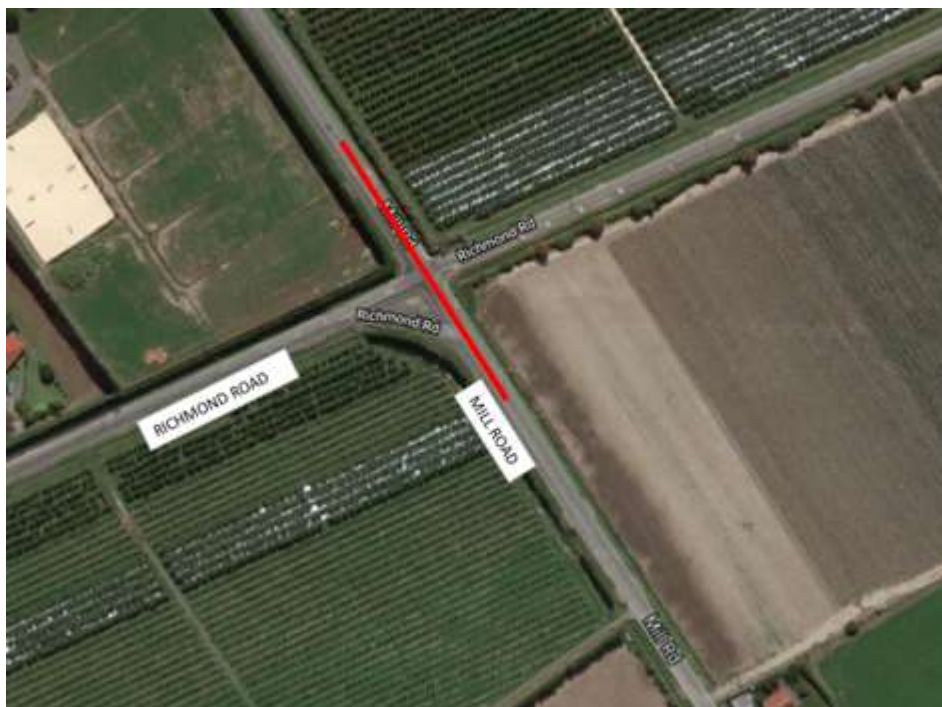
The slight majority of users support the proposed change. This change would not impact travel times much, while improving safety significantly. Pakowhai Road is an arterial road and Elwood Road is a primary collector road. The intersection has a high collective risk, a medium-high personal risk. It has an Infrastructure Risk Rating of medium, giving it a high strategic fit. Due to the crash history at this site, this location has been identified in the national Safer Network Programme as a site suitable for the application of Rural Intersection Advanced Warning Signs (RIAWS).

Given the above, it is recommended that the proposed RIAWS treatment is the appropriate approach.

Options

- A) Adopt 80/60 km/h RIAWS zone speed limit as per Draft Statement of Proposal
- B) Retain current 80 km/h speed limit

6.8 MILL ROAD / RICHMOND ROAD INTERSECTION (ON MILL ROAD FROM 150M NORTH OF RICHMOND ROAD TO 150M SOUTH OF RICHMOND ROAD)



6.8.1 Proposal

This section of Mill Road, from Clive to Tuki Tuki Road, is currently 100km/h and is being identified as a top 10 percent site for Death and Serious Injury Crashes.

The proposal is to introduce an 80/60km/h RIAWS zone on Mill Road from a distance 150m south of the intersection with Richmond Road to a distance 150m north of the intersection.

6.8.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

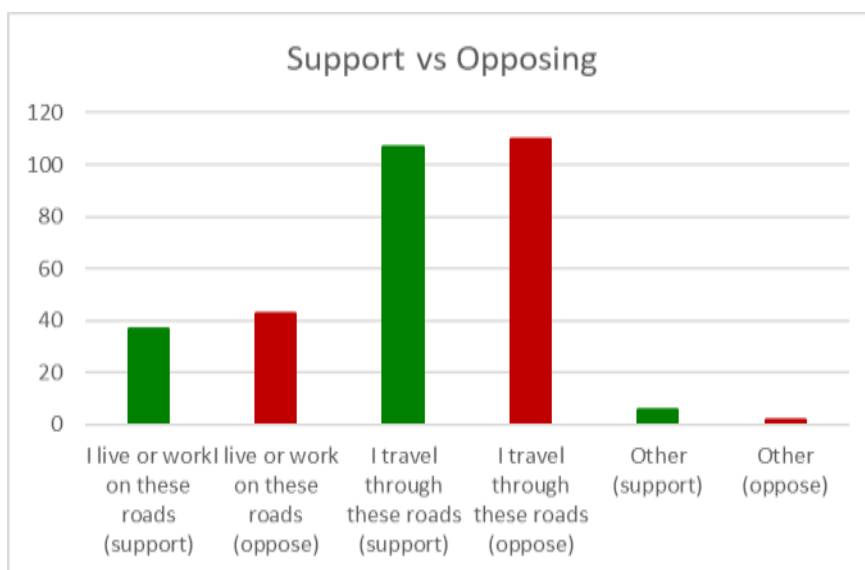
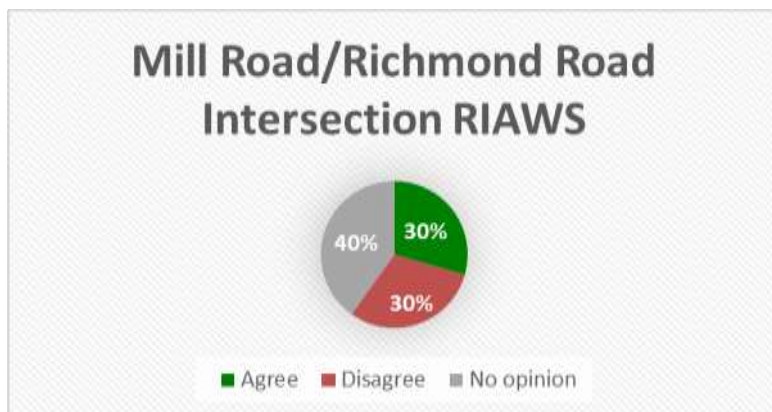
Hawke's Bay District Health Board

Support

6.8.3 Affected Parties Response

In total 509 parties responded to the proposed change in speed along the Richmond/ Mill Road intersection. 150 parties agreed with the proposed change, 155 opposed and 204 had no opinion. This results in 49% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



6.8.4 Officer Comment

The slight majority of users support the proposed change. This change would not impact travel times much, while improving safety significantly. Mill Road is a primary collector road, and Richmond Road is a primary collector road to the west of the intersection, and a secondary collector road eastward of the intersection. The intersection has a medium collective risk, and a high personal risk. It has an Infrastructure Risk Rating of medium, giving it a medium strategic fit. Due to the crash history at this site, this location has been identified in the national Safer Network Programme as a site suitable for the application of Rural Intersection Advanced Warning Signs (RIAWS).

Given the above, it is recommended that the proposed RIAWS treatment is the appropriate approach.

Options

- A) Adopt an 80/60km/h RIAWS zone speed limit as per Draft Statement of Proposal
- B) Retain current 80 km/h speed limit

7.0 PUKETAPU



Item 5

7.1 DARTMOOR ROAD (FROM EXISTING 50KM/H SPEED LIMIT SIGNS TO 870M WEST OF THE ENTRANCE TO PUKETAPU PARK)



7.1.1 Proposal

Dartmoor Road is highlighted in the Safer Journeys Risk Assessment Tool as one of the top 10 percent sites for Death and Serious Injury crash reductions through speed management. Members of the public have also requested a speed limit reduction in this area.

The proposal reduces the speed limit from 100km/h to 80km/h from the start of the 50km/h speed limit 250m west of Vicarage Road through to a point 870m west of the entrance to Puketapu Park.

7.1.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree with proposal for Dartmoor Road but noting that the length of Dartmoor Road north of the proposal is the length of top 10% so the whole length of Dartmoor Road should be being addressed, not just the length that mostly isn't in the top 10%.

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

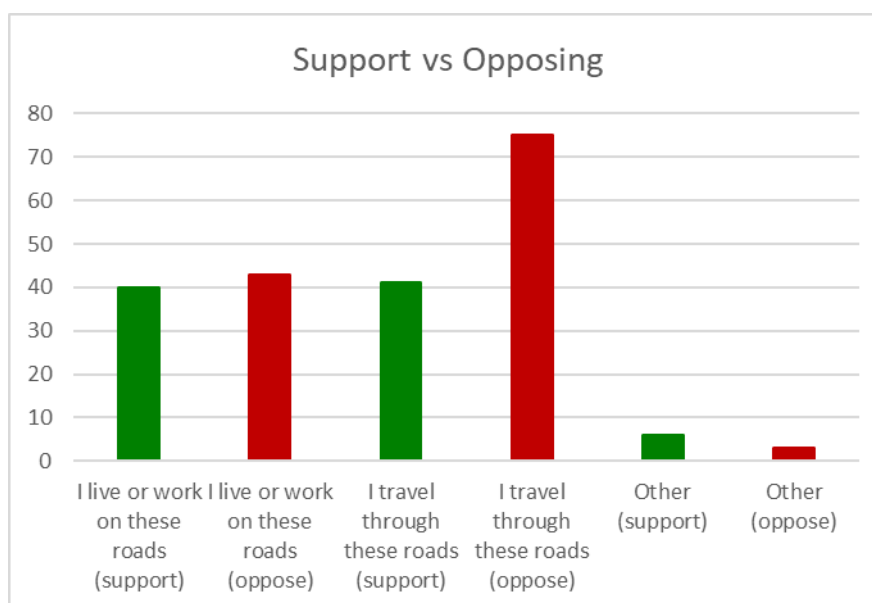
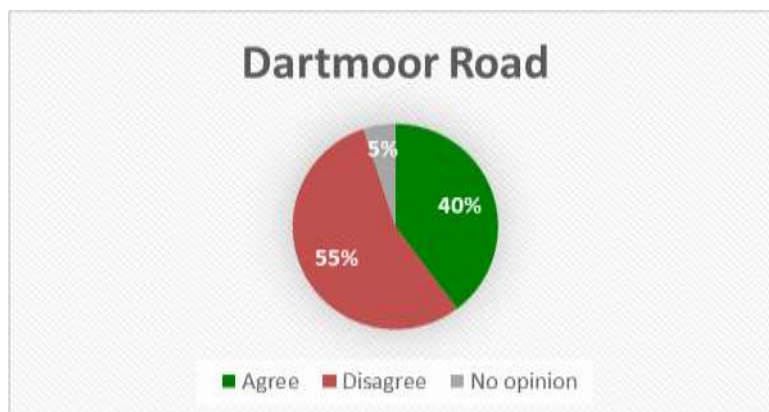
Hawke's Bay District Health Board

Support

7.1.3 Affected Parties Response

In total 219 parties responded to the proposed change in speed along Dartmoor Road. 87 parties agreed with the proposed change, 121 opposed and 11 had no opinion. This results in 42% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



7.1.4 Officer Comment

The majority of users oppose the proposed change. The proposed speed limit change is over a section of Dartmoor Road that is about 1.1km in length. This will increase travel times marginally as it would take 40 seconds at 100km/h and 49 seconds at 80km/h. The speed limit assessment determined that the safe and appropriate speed is 80km/h for Dartmoor Road from Puketapu to the Apley Road intersection. The road runs alongside Puketapu Park, which occasionally sees heavy recreational use at various times during the year, especially on weekends and through summer. A seasonal speed limit was considered for this site, however as the use of the park is not regular, setting the dates for the seasonal speed limit would be difficult.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

In response to Waka Kotahi's submission, it appears that the Safer Journey Risk Assessment tool has incorrectly assessed the roadside hazards on this road, resulting in a lower Safe And Appropriate Speed. The crashes on Dartmoor Road have been summarised in the technical report, and mostly relate to a series of curves which are programmed to be reviewed as part of the next LTP.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

7.2 PUKETAPU ROAD (FROM EXISTING 50KM/H SPEED LIMIT SIGNS TO 70M SOUTH OF EXISTING 50KM/H SPEED LIMIT SIGNS)



7.2.1 Proposal

The speed limit review on this section of Puketapu Road, south of the township, is a part of the broader speed limit review for the Puketapu area.

The proposal extends the 50km/h speed limit zone from the existing 50/100km/h signs to the south by 70m.

7.2.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

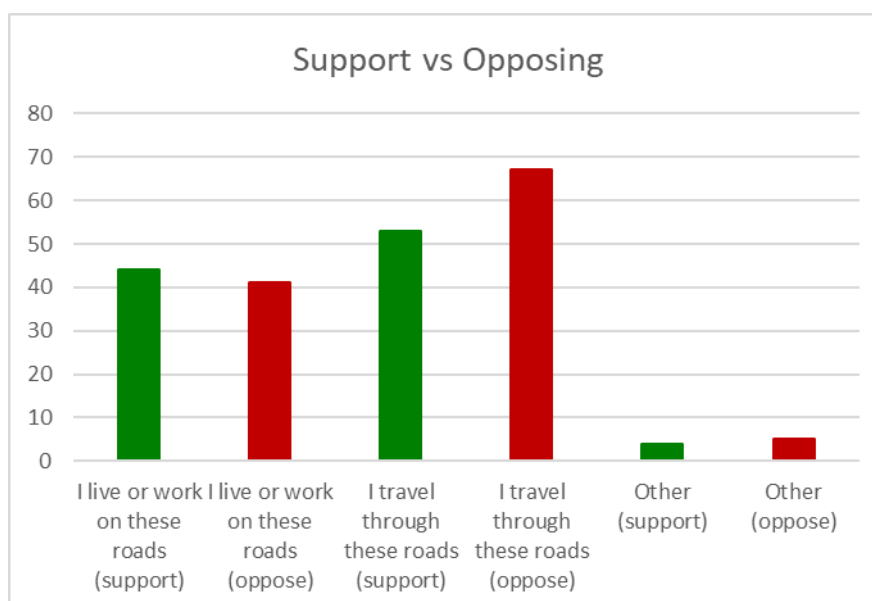
Hawke's Bay District Health Board

Support

7.2.3 Affected Parties Response

In total 219 parties responded to the proposed change in speed along Puketapu Road. 101 parties agreed with the proposed change, 113 opposed and 5 had no opinion. This results in 47% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



7.2.4 Officer Comment

The slight majority of users oppose the proposed change but the parties that live/work in this area support the proposed change.

To encourage compliance with the 50km/h speed limit through the Puketapu village, this proposal looks to align the entry signage with the speed limit signs to create a threshold treatment.

Approximately 400m further south of the proposed change, the Puketapu cycle trail crosses the road. This trail and crossing sees large numbers of recreational cyclists, especially during weekends, and during the week school children use the crossing to travel to Puketapu School. Count data received from Hawkes Bay Regional Council show that the average weekend traffic on the trail is approximately 250 cyclists and pedestrians per day. It should be noted that this count is a couple of kilometres from Puketapu and as such not all of these are likely to use the crossing, however it does give an indication of the popularity of the route.

During consultation, several submitters suggested extending the 50km/h section past the cycle path crossing, or providing a transitional speed limit of 80km/h.

The cycle path does change the appearance of the road and increases the number of vulnerable road users along this road which supports the need to achieve a safer environment for cyclists, however the road environment does not have the look and feel of a 50km/h road, and as such compliance would be minimal in this location.

A transitional speed limit of 80km/h was considered as part of the review, however the minimum required length for an 80km/h speed limit is 800m, which would result in the speed limit change

location being just prior to a long straight with no visible change in the road environment, which on this rural road would result in minimal compliance.

As such, the recommendation to extend the 50km/h zone by 70m remains, and it is proposed to apply advanced speed limit warning signs and other physical interventions (alongside the 50km/h zone extension) to support improved safety at the crossing and along this route.

Options

- A) Adopt 50 km/h speed limit for an extra 70m to the south as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit.

7.3 VICARAGE ROAD (FROM OMARUNUI ROAD TO EXISTING 50KM/H SPEED LIMIT)



7.3.1 Proposal

The speed limit review on Vicarage Road, between Omarunui Road and Dartmoor Road, is a part of the road network speed limit review associated to the wider Puketapu domain.

The proposal reduces the speed limit from 100km/h to 80km/h between the start of the 50km/h speed limit at the south end of the one lane bridge and the intersection with Omarunui Road.

7.3.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

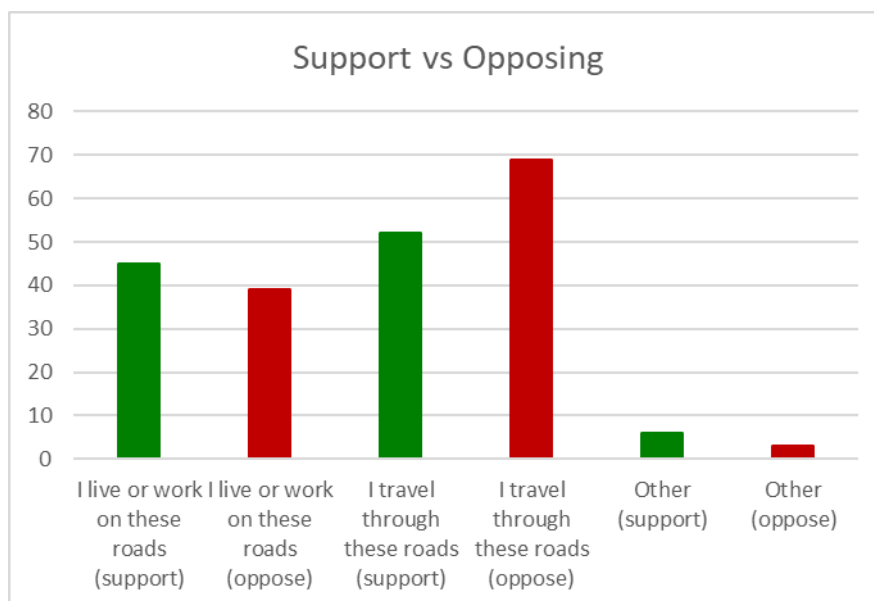
Hawke's Bay District Health Board

Support

7.3.3 Affected Parties Response

In total 219 parties responded to the proposed change in speed along Vicarage Road. 103 parties agreed with the proposed change, 111 opposed and 5 had no opinion. This results in 48% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



7.3.4 Officer Comment

The majority of users oppose the proposed change but the parties that live/work in this area slightly support the proposed change.

Vicarage Road is a primary collector so vehicle movement is important but the change in travel time will be minimal with the proposal. This section of road is 850m which would take 31 seconds at 100km/h and 38 seconds at 80km/h. The 85th percentile speed is 67km/h on Vicarage Road so a change in speed limit to 80km/h is unlikely to make a change to the measured speeds along this road, and compliance is not likely to be an issue.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

7.4 VICARAGE ROAD (FROM OMARUNUI ROAD TO EXISTING 50KM/H SPEED LIMIT)



7.4.1 Proposal

The speed limit review on Vicarage Road, between Omarunui Road and Dartmoor Road, is a part of the road network speed limit review associated to the wider Puketapu domain.

The proposal introduces a seasonal speed limit of 50km/h on Vicarage Road between the current 50km/h limit and Omarunui Road between 1 December and 31 January inclusive each year when it is heavily used for river access.

7.4.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

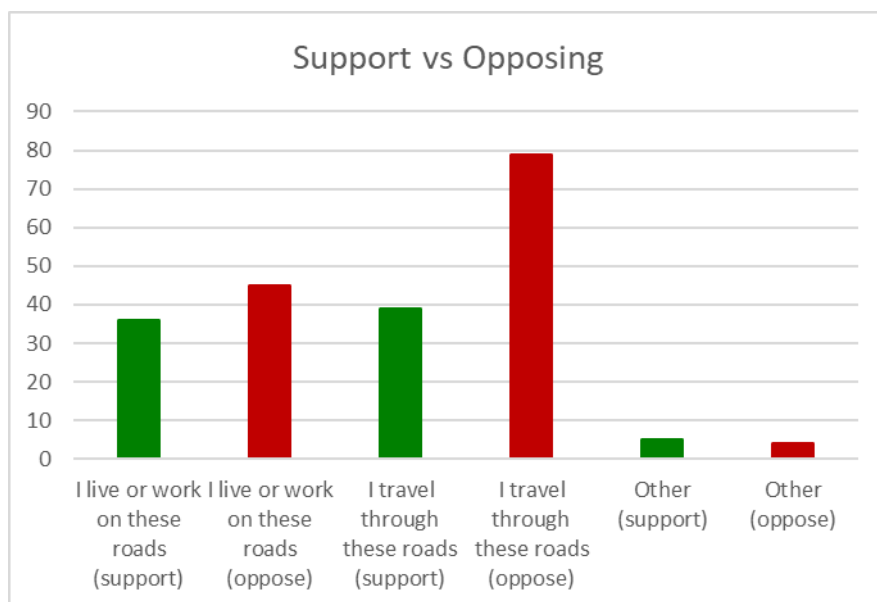
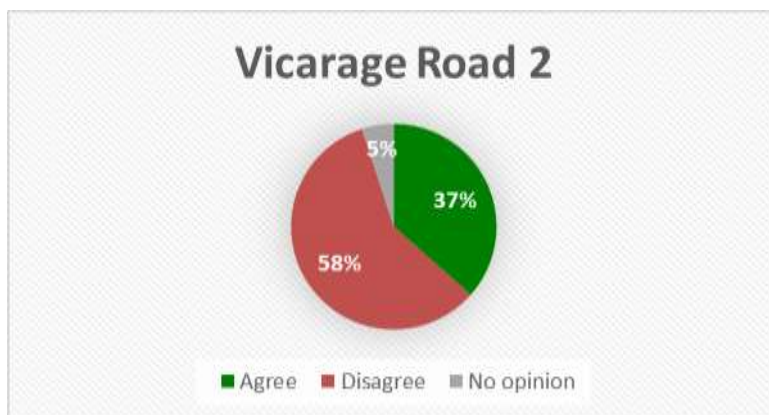
Hawke's Bay District Health Board

Support

7.4.3 Affected Parties Response

In total 219 parties responded to the proposed change in speed along Vicarage Road. 80 parties agreed with the proposed change, 128 opposed and 11 had no opinion. This results in 38% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



7.4.4 Officer Comment

The majority of users oppose the proposed change including the majority of people that live/work in this area.

Vicarage Road is a primary collector so vehicle movement is important, but the change in travel time will be minimal with the proposal. A request was to consider a 50km/h speed limit however there is nothing to support an urban speed limit in what is clearly a rural area. During summer months however this area is heavily used for parking and a large number of pedestrians frequent this area and as such a lower speed limit during these times is warranted.

Given the above, it is recommended that the proposed seasonal speed limit is the appropriate approach.

Options

- A) Adopt 50 km/h seasonal speed limit between 1st December and 31st January as per Draft Statement of Proposal
- B) Do not adopt seasonal speed limit

8.0 TWYFORD



Item 5

8.1 CARRICK ROAD (FROM NICHOLL ROAD TO END OF CARRICK ROAD)



8.1.1 Proposal

The speed limit review on Carrick Road relates to public request in addition to the current speed review in the surrounding network.

The proposal reduces the speed from 100km/h to 80km/h on Carrick Road

8.1.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

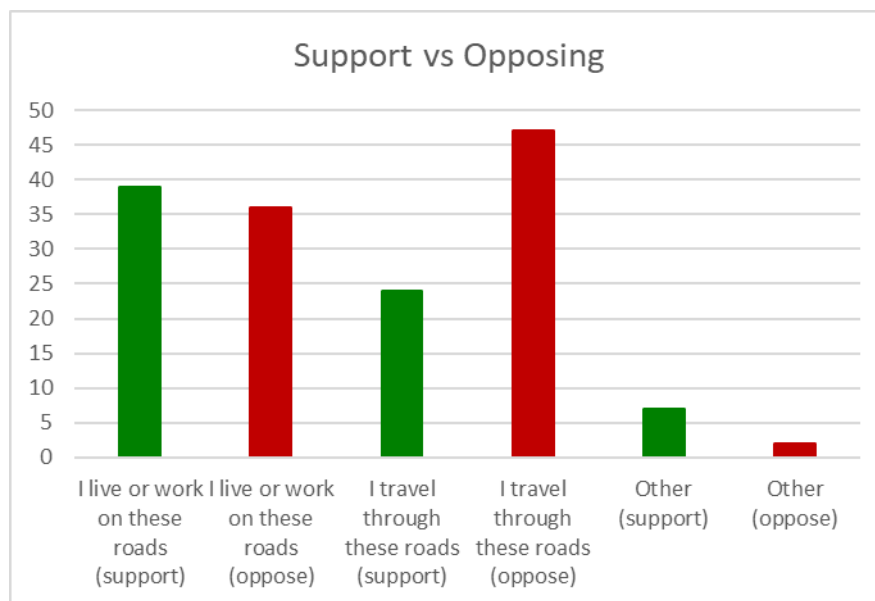
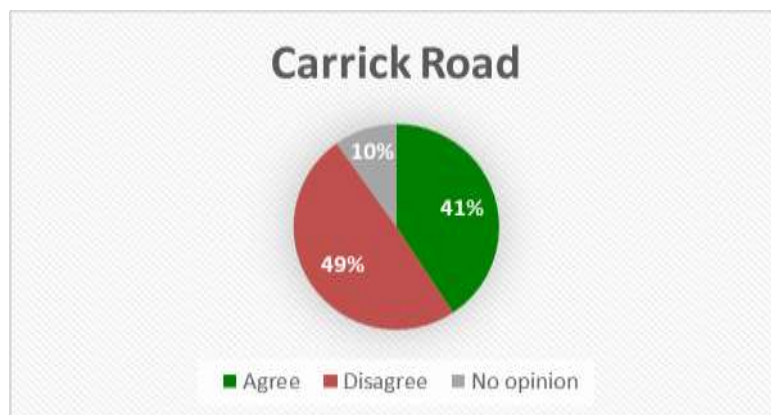
Hawke's Bay District Health Board

Support

8.1.3 Affected Parties Response

In total 172 parties responded to the proposed change in speed along Carrick Road. 70 parties agreed with the proposed change, 85 opposed and 17 had no opinion. This results in 45% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



8.1.4 Officer Comment

The slight majority of users oppose the proposed change but the parties that live/work in this area support the proposed change.

The proposed change ties in with the wider Twyford area proposal. To ensure a consistent approach to speed limits across the area, and given that each road within the area has similar cross-sections and characteristics, it was proposed to adopt one single consistent speed limit for the area. The safe and appropriate speed limit identified within the NZTA Megamaps tool for this area includes both 80km/h and 60km/h speed limit sections.

Given the above, it is recommended that an 80km/h speed limit be adopted for the entire Twyford area.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

8.2 CURTIS ROAD (FROM TWYFORD ROAD TO END OF CURTIS ROAD)



8.2.1 Proposal

The speed limit review on Curtis Road relates to public request in addition to the current speed review in the surrounding network.

The proposal reduces the speed from 100km/h to 80km/h on Curtis Road

8.2.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

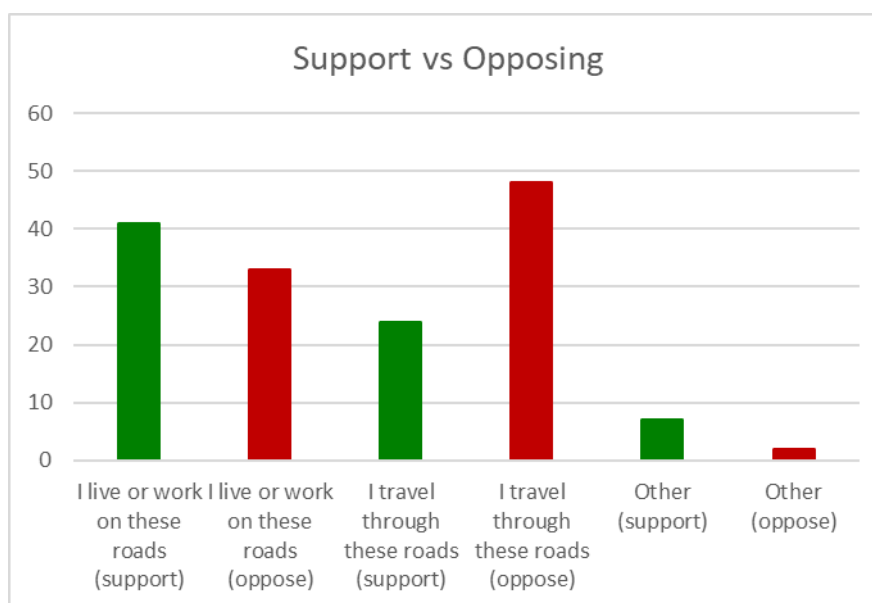
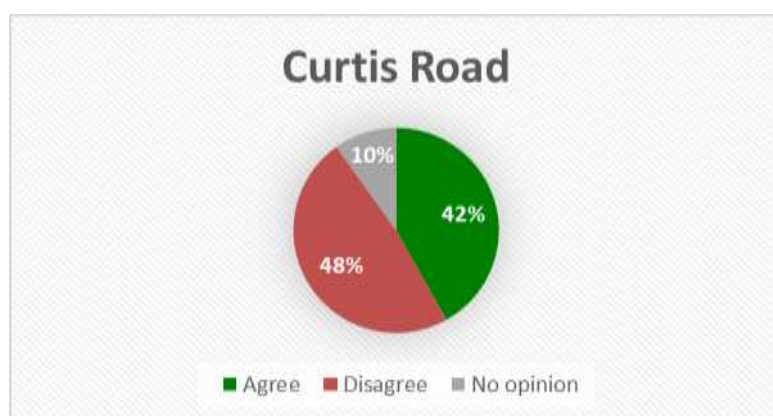
Hawke's Bay District Health Board

Support

8.2.3 Affected Parties Response

In total 172 parties responded to the proposed change in speed along Curtis Road. 72 parties agreed with the proposed change, 83 opposed and 17 had no opinion. This results in 46% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



8.2.4 Officer Comment

The slight majority of users oppose the proposed change but the parties that live/work on Curtis Road support the proposed change.

The proposed change ties in with the wider Twyford area proposal. To ensure a consistent approach to speed limits across the area, and given that each road within the area has similar cross-sections and characteristics, it was proposed to adopt one single consistent speed limit for the area. The safe and appropriate speed limit identified within the NZTA Megamaps tool for this area includes both 80km/h and 60km/h speed limit sections.

Given the above, it is recommended that an 80km/h speed limit be adopted for the entire Twyford area.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

8.3 EVANS ROAD (FROM TWYFORD ROAD TO TROTTER ROAD)



8.3.1 Proposal

The speed limit review on Evans Road relates to public request in addition to the current speed review in the surrounding network.

The proposal reduces the speed from 100km/h to 80km/h on Evans Road.

8.3.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

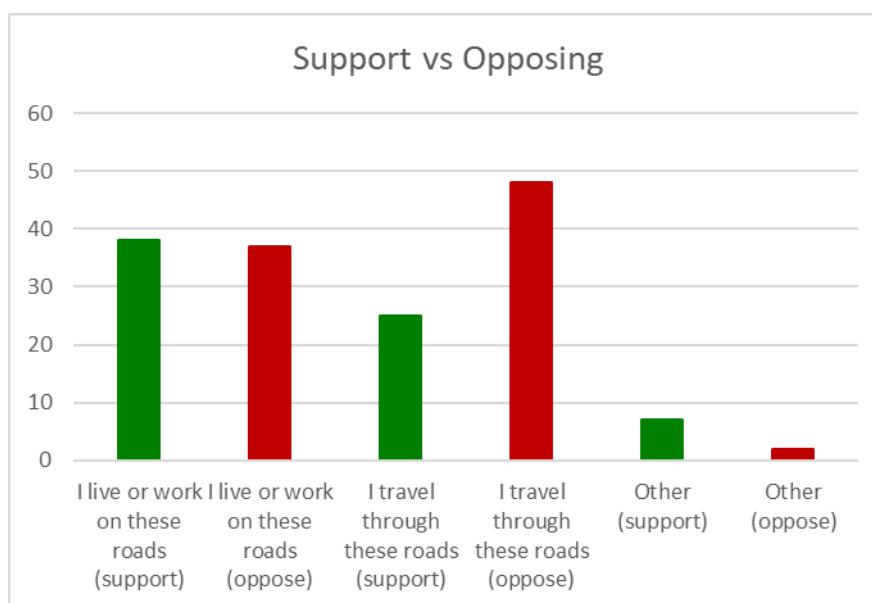
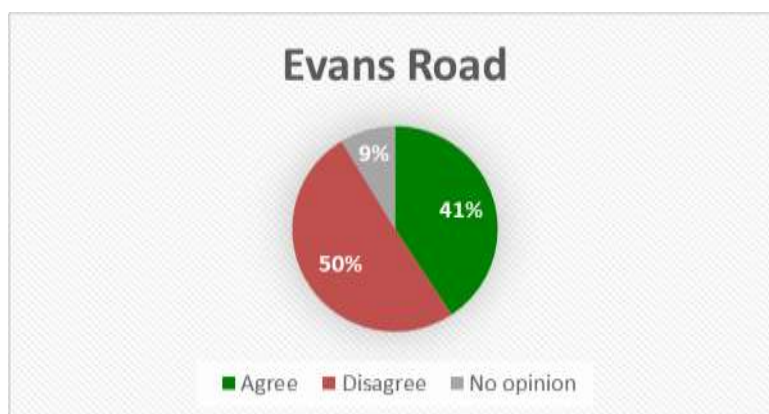
Hawke's Bay District Health Board

Support

8.3.3 Affected Parties Response

In total 172 parties responded to the proposed change in speed along Evans Road. 70 parties agreed with the proposed change, 87 opposed and 15 had no opinion. This results in 45% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



8.3.4 Officer Comment

The majority of users oppose the proposed change but the parties that live/work in this area support the proposed change slightly more. Evans Road is located between Twyford Road and Nicholl Road.

The proposed change ties in with the wider Twyford area proposal. To ensure a consistent approach to speed limits across the area, and given that each road within the area has similar cross-sections and characteristics, it was proposed to adopt one single consistent speed limit for the area. The safe and appropriate speed limit identified within the NZTA Megamaps tool for this area includes both 80km/h and 60km/h speed limit sections.

Given the above, it is recommended that an 80km/h speed limit be adopted for the entire Twyford area.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

8.4 EVENDEN ROAD (FROM SH2 TO RAUPARE ROAD)



8.4.1 Proposal

This section of Evenden Road has been reviewed due to it being identified as a top 10 percent site for Death and Serious Injury reductions through a lowering of travel speeds.

The proposal reduces the speed from 100km/h to 80km/h on Evenden Road.

8.4.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

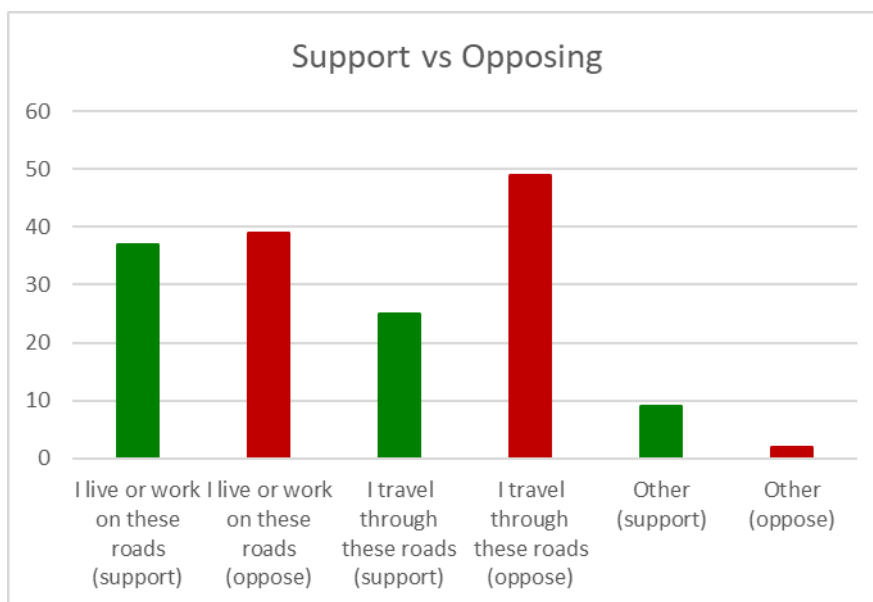
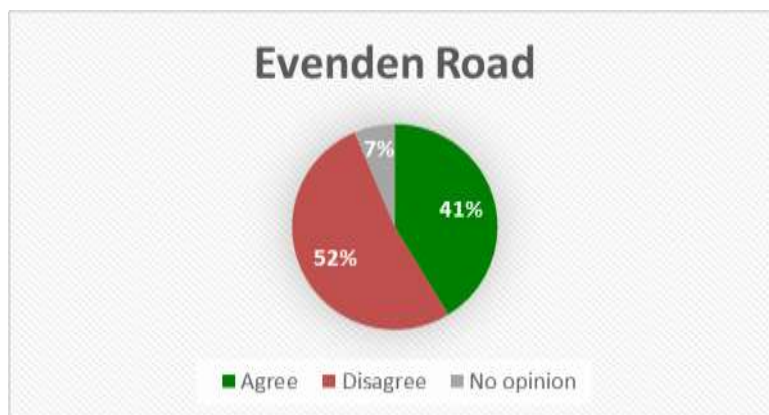
Hawke's Bay District Health Board

Support

8.4.3 Affected Parties Response

In total 172 parties responded to the proposed change in speed along Evenden Road. 71 parties agreed with the proposed change, 90 opposed and 11 had no opinion. This results in 44% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



8.4.4 Officer Comment

The majority of users oppose the proposed change including the parties that live/work in this area.

The proposed change ties in with the wider Twyford area proposal. To ensure a consistent approach to speed limits across the area, and given that each road within the area has similar cross-sections and characteristics, it was proposed to adopt one single consistent speed limit for the area. The safe and appropriate speed limit identified within the NZTA Megamaps tool for this area includes both 80km/h and 60km/h speed limit sections.

Given the above, it is recommended that an 80km/h speed limit be adopted for the entire Twyford area.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

8.5 HILL ROAD (FROM OMAHU ROAD TO END OF HILL ROAD)



8.5.1 Proposal

The speed limit review on Hill Road relates to public request in addition to the current speed review in the surrounding network.

The proposal will reduce the speed from 100km/h to 80km/h on Hill Road.

8.5.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

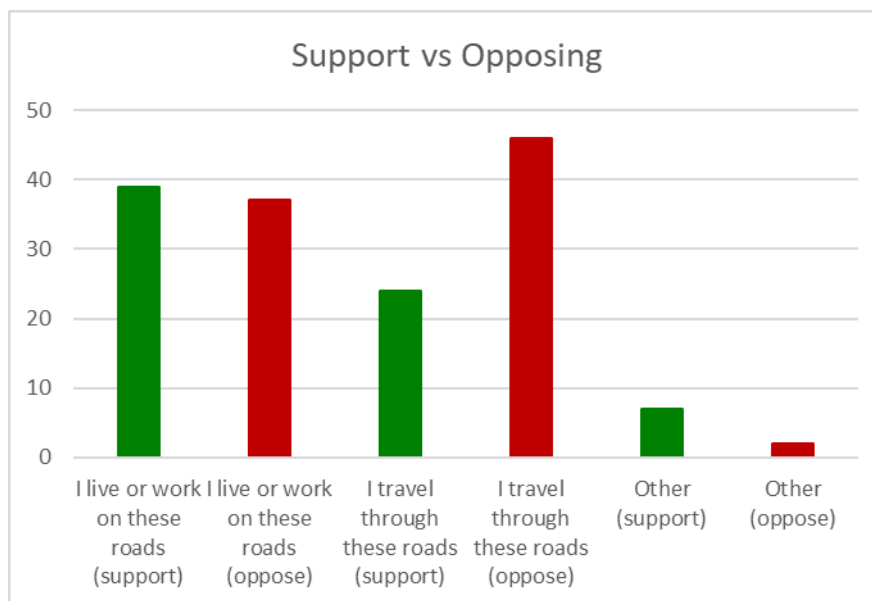
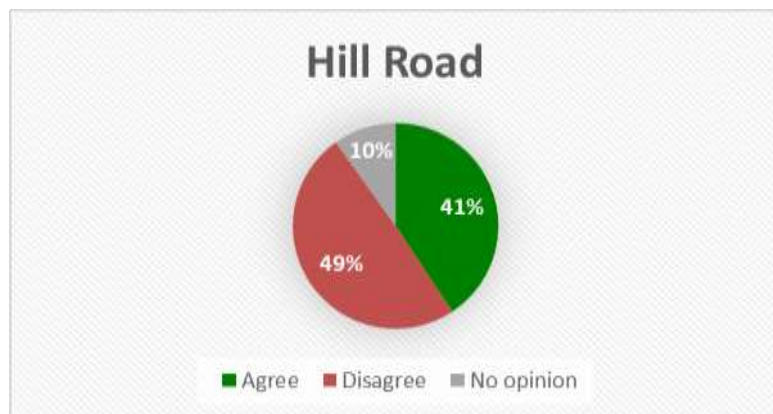
Hawke's Bay District Health Board

Support

8.5.3 Affected Parties Response

In total 172 parties responded to the proposed change in speed along Hill Road. 70 parties agreed with the proposed change, 85 opposed and 17 had no opinion. This results in 45% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



8.5.4 Officer Comment

The majority of users oppose the proposed change but the parties that live/work in this area slightly support the proposed change.

The proposed change ties in with the wider Twyford area proposal. To ensure a consistent approach to speed limits across the area, and given that each road within the area has similar cross-sections and characteristics, it was proposed to adopt one single consistent speed limit for the area. The safe and appropriate speed limit identified within the NZTA Megamaps tool for this area includes both 80km/h and 60km/h speed limit sections.

Given the above, it is recommended that an 80km/h speed limit be adopted for the entire Twyford area.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

8.6 JARVIS ROAD (FROM OMAHU ROAD TO EXISTING 70KM/H SPEED LIMIT SIGNS)



8.6.1 Proposal

The speed limit review on Jarvis Road is a part of a wider review of the Twyford area. It starts at Omaha Road and ends at Thompson Road.

The proposal reduces the speed limit from 70km/h to 50km/h between Omaha Road and the existing 70km/h signs, a distance of approximately 100m.

8.6.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

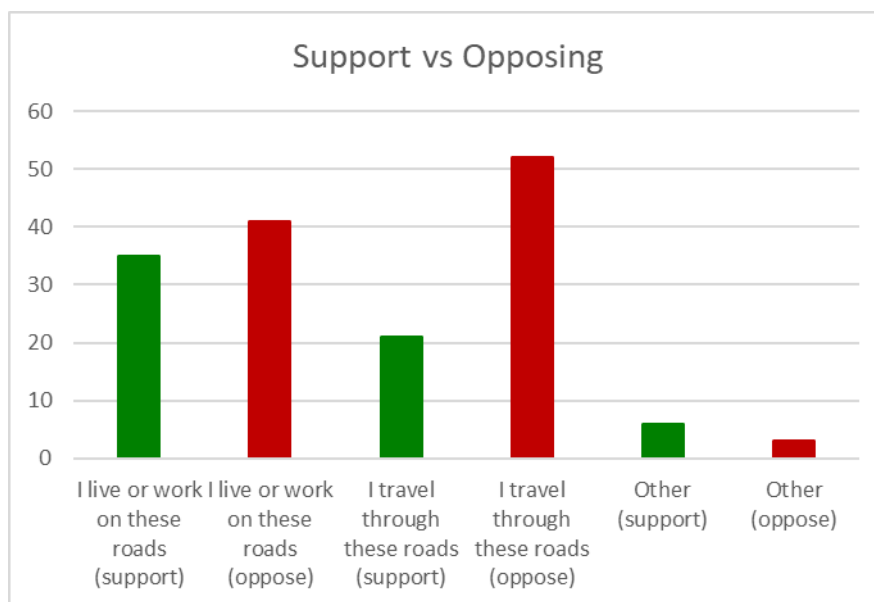
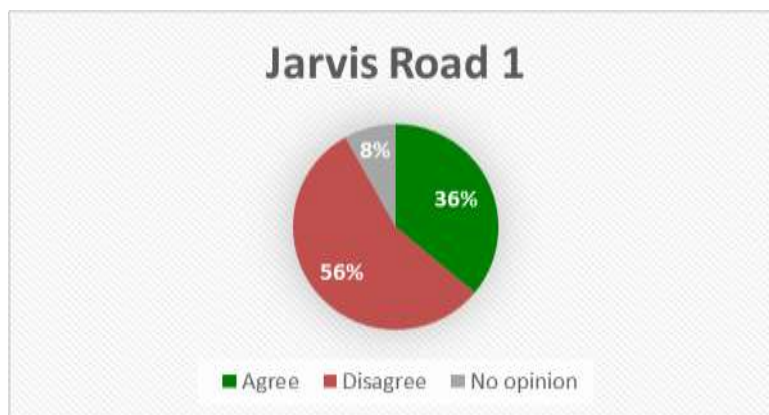
Hawke's Bay District Health Board

Support

8.6.3 Affected Parties Response

In total 172 parties responded to the proposed change in speed along Jarvis Road. 62 parties agreed with the proposed change, 96 opposed and 14 had no opinion. This results in 39% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



8.6.4 Officer Comment

The majority of users oppose the proposed change and the majority of respondents that live/work in this area also oppose the change.

This proposal is to change the speed limit on the approach to the intersection with Omahu Road so that it is consistent with Omahu Road.

It is recommended that the proposed speed limit changes to Omahu Road also be applied to this section of Jarvis Road.

Option

- A) Adopt 50 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 70 km/h speed limit

8.7 JARVIS ROAD (FROM EXISTING 70KM/H SPEED LIMIT SIGNS TO THOMPSON ROAD)



8.7.1 Proposal

The speed limit review on Jarvis Road is a part of a wider review of the Twyford area. It starts at Omaha Road and ends at Thompson Road.

The proposal reduces the speed limit from 100km/h to 80km/h between the existing 70km/h signs and Thompson Road.

8.7.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

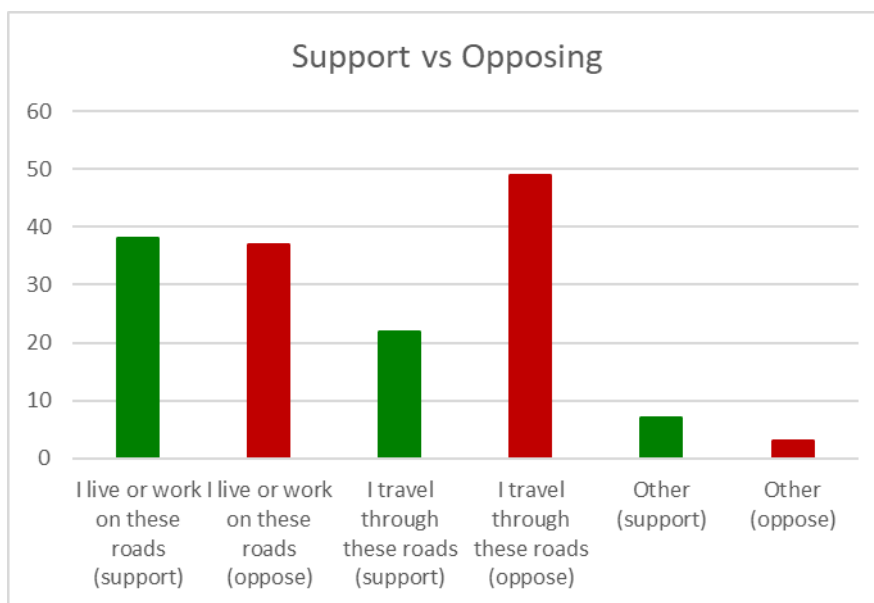
Hawke's Bay District Health Board

Support

8.7.3 Affected Parties Response

In total 172 parties responded to the proposed change in speed along Jarvis Road. 67 parties agreed with the proposed change, 89 opposed and 16 had no opinion. This results in 43% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



8.7.4 Officer Comment

The majority of users oppose the proposed change and the majority of respondents that live/work in this area also oppose the change.

The technical assessments show that the safe and appropriate speed is 80km/h. Jarvis Road has an 85th percentile speed of 78km/h which suggests people are generally travelling under the safe and appropriate speed.

The proposed change ties in with the wider Twyford area proposal. To ensure a consistent approach to speed limits across the area, and given that each road within the area has similar cross-sections and characteristics, it was proposed to adopt one single consistent speed limit for the area. The safe and appropriate speed limit identified within the NZTA Megamaps tool for this area includes both 80km/h and 60km/h speed limit sections.

Given the above, it is recommended that an 80km/h speed limit be adopted for the entire Twyford area.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

8.8 MCNAB ROAD (FROM RAUPARE ROAD TO END OF MCNAB ROAD)



8.8.1 Proposal

The speed limit review on McNab Road relates to public request in addition to the current speed review in the surrounding network.

The proposal reduces the speed limit from 100km/h to 80km/h on McNab Road.

8.8.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

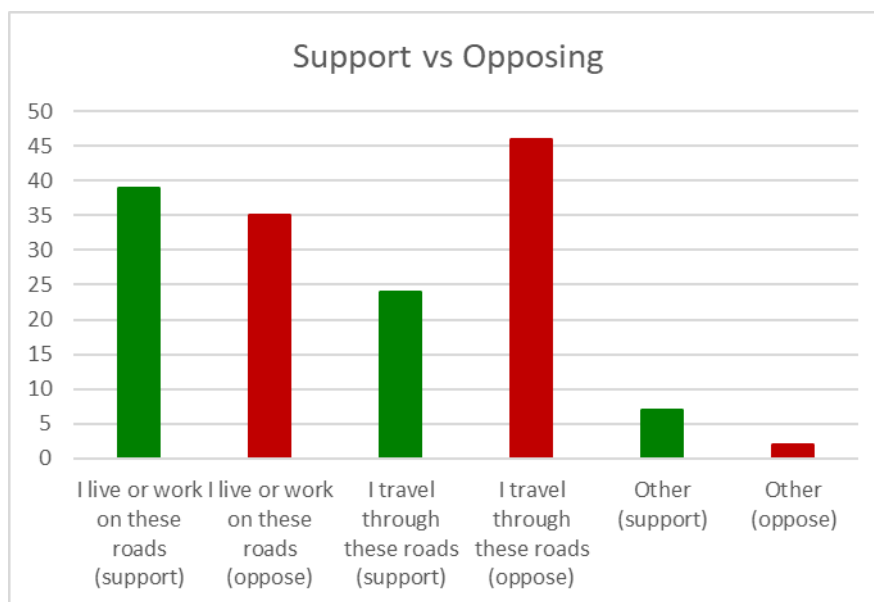
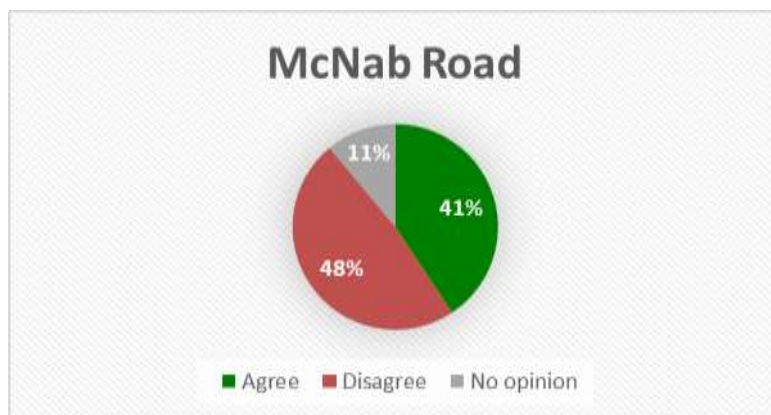
Hawke's Bay District Health Board

Support

8.8.3 Affected Parties Response

In total 172 parties responded to the proposed change in speed along McNab Road. 70 parties agreed with the proposed change, 83 opposed and 19 had no opinion. This results in 46% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



8.8.4 Officer Comment

The majority of users oppose the proposed change but the parties that live/work in this area slightly support the proposed change.

The proposed change ties in with the wider Twyford area proposal. To ensure a consistent approach to speed limits across the area, and given that each road within the area has similar cross-sections and characteristics, it was proposed to adopt one single consistent speed limit for the area. The safe and appropriate speed limit identified within the NZTA Megamaps tool for this area includes both 80km/h and 60km/h speed limit sections.

Given the above, it is recommended that an 80km/h speed limit be adopted for the entire Twyford area.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

8.9 NICHOLL ROAD (FROM RAUPARE ROAD TO TROTTER ROAD)



8.9.1 Proposal

The speed limit review on Nicholl Road relates to public request in addition to the current speed review in the surrounding network.

The proposal reduces the speed limit from 100km/h to 80km/h on Nicholl Road.

8.9.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

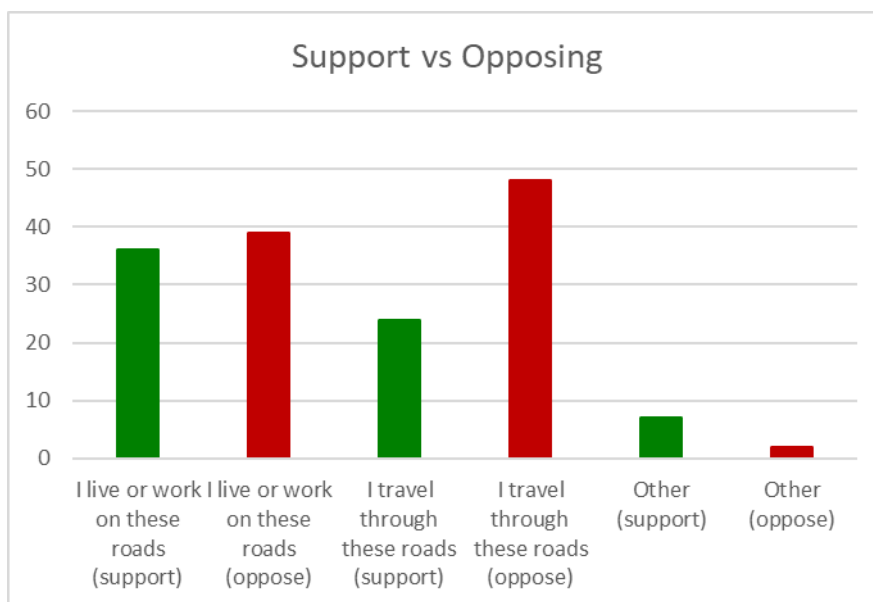
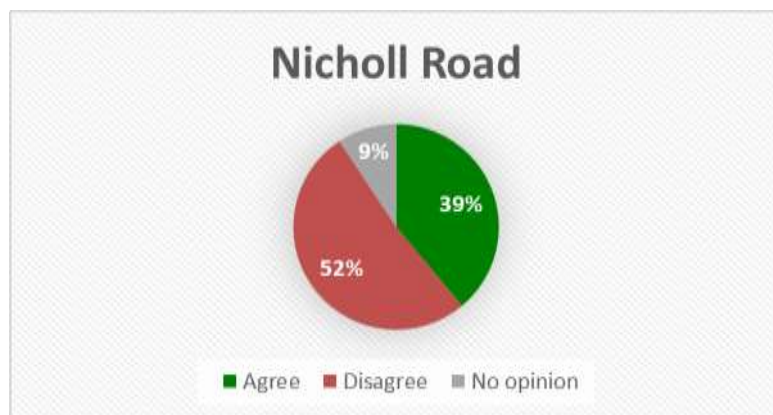
Hawke's Bay District Health Board

Support

8.9.3 Affected Parties Response

In total 172 parties responded to the proposed change in speed along Nicholl Road. 67 parties agreed with the proposed change, 89 opposed and 16 had no opinion. This results in 43% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



8.9.4 Officer Comment

The majority of users oppose the proposed changes. Nicholl Road is located between Raupare and Trotter Road.

The proposed change ties in with the wider Twyford area proposal. To ensure a consistent approach to speed limits across the area, and given that each road within the area has similar cross-sections and characteristics, it was proposed to adopt one single consistent speed limit for the area. The safe and appropriate speed limit identified within the NZTA Megamaps tool for this area includes both 80km/h and 60km/h speed limit sections.

Given the above, it is recommended that an 80km/h speed limit be adopted for the entire Twyford area.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

8.10 ORMOND ROAD (FROM EXISTING 60KM/H SPEED LIMIT SIGNS TO END OF ORMOND ROAD)



8.10.1 Proposal

The speed limit review on Ormond Road relates to public request in addition to the current speed review in the surrounding network.

The proposal reduces the speed limit from 100km/h to 80km/h on Ormond Road between the existing 60km/h speed limit signs to the end of Ormond Road.

8.10.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

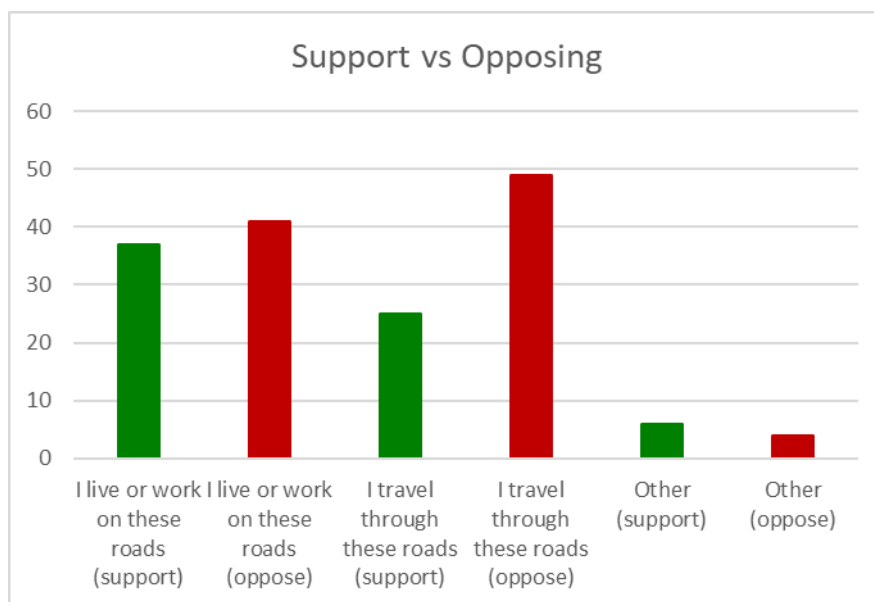
Hawke's Bay District Health Board

Support

8.10.3 Affected Parties Response

In total 172 parties responded to the proposed change in speed along Ormond Road (from existing 60km/h speed limit signs to end of Ormond Road). 68 parties agreed with the proposed change, 94 opposed and 10 had no opinion. This results in 42% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



8.10.4 Officer Comment

The majority of users oppose the proposed changes. The proposed change on Ormond Road is located between existing 60km/h speed limit signs to end of the road at the river access.

The proposed change ties in with the wider Twyford area proposal. To ensure a consistent approach to speed limits across the area, and given that each road within the area has similar cross-sections and characteristics, it was proposed to adopt one single consistent speed limit for the area, which will minimise confusion for motorists and will limit people using Ormond Road as a through route. The safe and appropriate speed limit identified within the NZTA Megamaps tool for this area includes both 80km/h and 60km/h speed limit sections.

Given the above, it is recommended that an 80km/h speed limit be adopted for the entire Twyford area.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

8.11 RAUPARE ROAD (FROM OMAHU ROAD TO END OF RAUPARE ROAD)



8.11.1 Proposal

The speed limit review on Raupare Road relates to public request in addition to the current speed review in the surrounding network.

The proposal reduces the speed limit from 100km/h to 80km/h on Raupare Road.

8.11.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

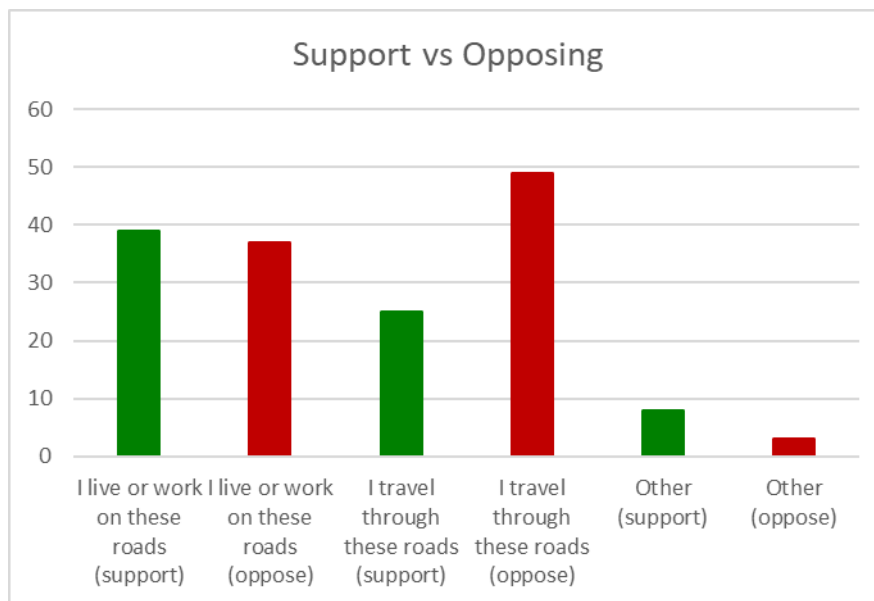
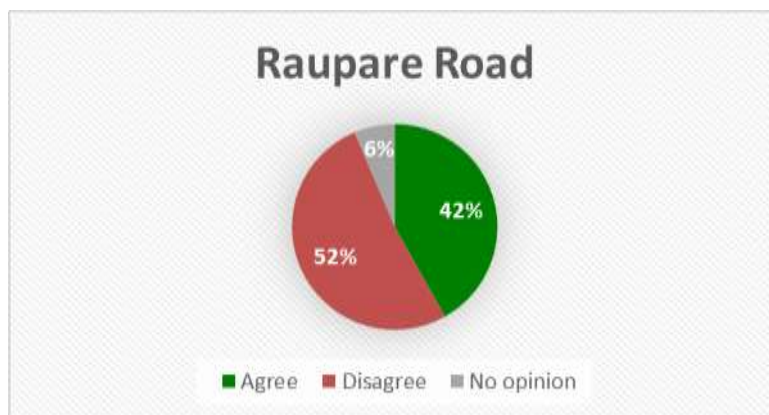
Hawke's Bay District Health Board

Support

8.11.3 Affected Parties Response

In total 172 parties responded to the proposed change in speed along Raupare Road. 72 parties agreed with the proposed change, 89 opposed and 11 had no opinion. This results in 45% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



8.11.4 Officer Comment

The majority of users oppose the proposed change but the parties that live/work in this area slightly support the proposed change. Raupare Road is located between Omahu and Nicholl Road.

The proposed change ties in with the wider Twyford area proposal. To ensure a consistent approach to speed limits across the area, and given that each road within the area has similar cross-sections and characteristics, it was proposed to adopt one single consistent speed limit for the area. The safe and appropriate speed limit identified within the NZTA Megamaps tool for this area includes both 80km/h and 60km/h speed limit sections.

Given the above, it is recommended that an 80km/h speed limit be adopted for the entire Twyford area.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

8.12 THOMPSON ROAD (FROM TWYFORD ROAD TO RAUPARE ROAD)



8.12.1 Proposal

The speed limit review on Thompson Road relates to public request in addition to the current speed review in the surrounding network.

The proposal reduces the speed limit from 100km/h to 80km/h on Thompson Road.

8.12.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

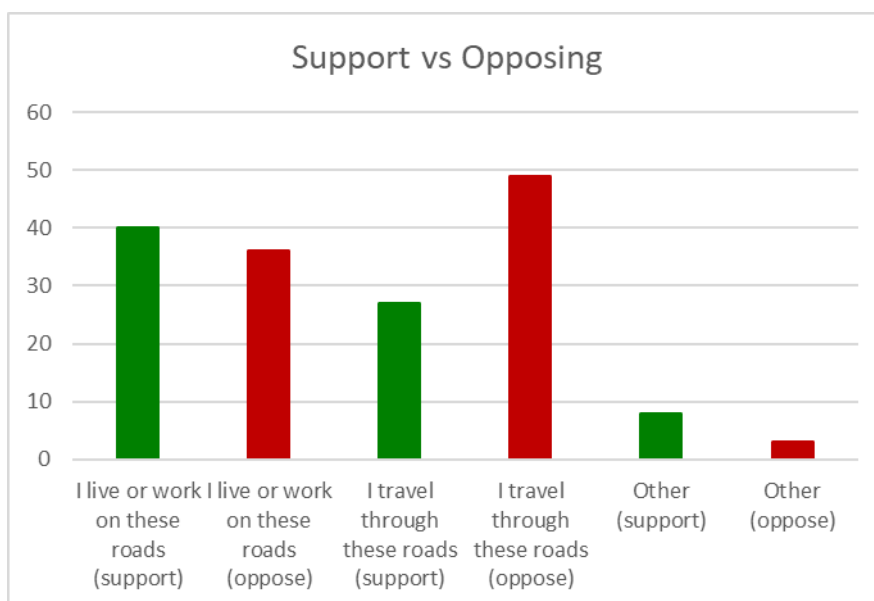
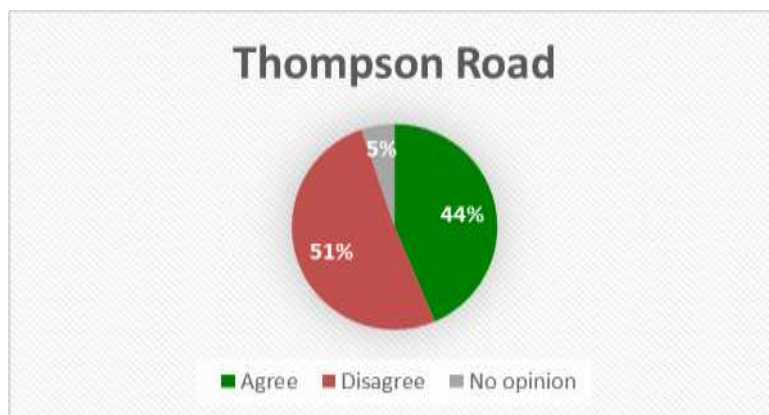
Hawke's Bay District Health Board

Support

8.12.3 Affected Parties Response

In total 172 parties responded to the proposed change in speed along Thompson Road. 75 parties agreed with the proposed change, 88 opposed and 9 had no opinion. This results in 46% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



8.12.4 Officer Comment

The majority of users oppose the proposed change but the parties that live/work in this area slightly support the proposed change. Thompson Road is located between Ruapare and Twyford Road.

The proposed change ties in with the wider Twyford area proposal. To ensure a consistent approach to speed limits across the area, and given that each road within the area has similar cross-sections and characteristics, it was proposed to adopt one single consistent speed limit for the area. The safe and appropriate speed limit identified within the NZTA Megamaps tool for this area includes both 80km/h and 60km/h speed limit sections.

Given the above, it is recommended that an 80km/h speed limit be adopted for the entire Twyford area.

Specific concerns were raised during the consultation around vehicle speeds during Twyford School pick-up and drop-off times. This will be investigated at the time of the wider School Speed Limit review.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

8.13 TROTTER ROAD (FROM RAUPARE ROAD TO EVANS ROAD)



8.13.1 Proposal

The speed limit review on Trotter Road relates to public request in addition to the current speed review in the surrounding network.

The proposal reduces the speed limit from 100km/h to 80km/h on Trotter Road.

8.13.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

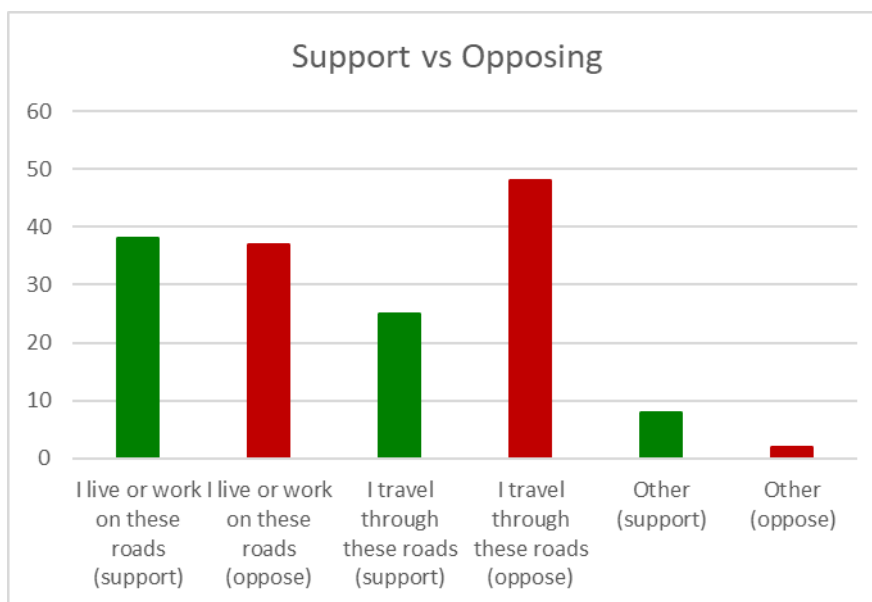
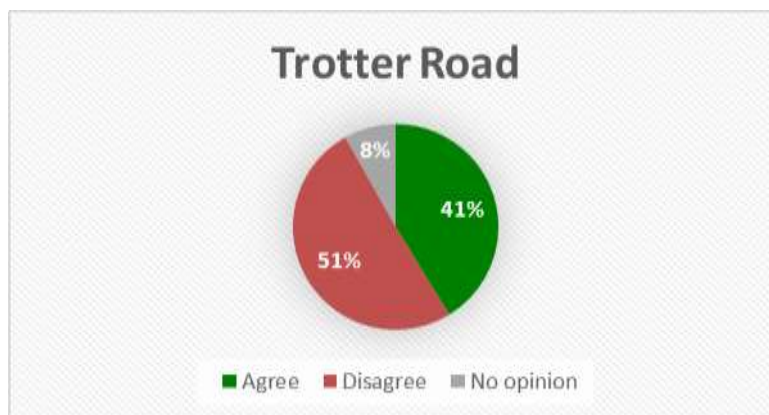
Hawke's Bay District Health Board

Support

8.13.3 Affected Parties Response

In total 172 parties responded to the proposed change in speed along Trotter Road. 71 parties agreed with the proposed change, 87 opposed and 14 had no opinion. This results in 45% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



8.13.4 Officer Comment

The majority of users oppose the proposed change but the parties that live/work in this area slightly support the proposed change. Trotter Road is located between Evans and Ruapare Road.

The proposed change ties in with the wider Twyford area proposal. To ensure a consistent approach to speed limits across the area, and given that each road within the area has similar cross-sections and characteristics, it was proposed to adopt one single consistent speed limit for the area. The safe and appropriate speed limit identified within the NZTA Megamaps tool for this area includes both 80km/h and 60km/h speed limit sections.

Given the above, it is recommended that an 80km/h speed limit be adopted for the entire Twyford area.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

8.14 TWYFORD ROAD (FROM OMAHU ROAD TO EXISTING 70KM/H SPEED LIMIT SIGNS)



8.14.1 Proposal

The speed limit review on Twyford Road relates to public request in addition to the current speed review in the surrounding network.

The proposal reduces the speed limit from 70km/h to 50km/h on Twyford Road between Omaha Road and the existing 70km/h signs, a distance of approximately 100m.

8.14.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

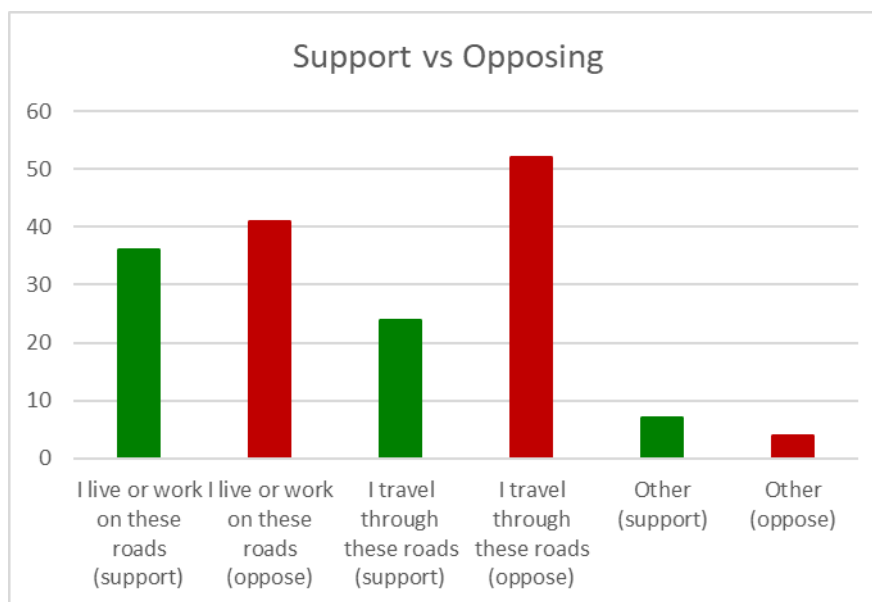
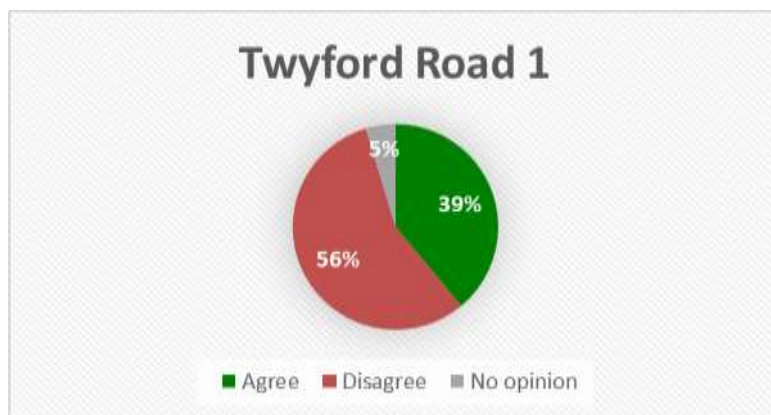
Hawke's Bay District Health Board

Support

8.14.3 Affected Parties Response

In total 172 parties responded to the proposed change in speed along Trotter Road. 67 parties agreed with the proposed change, 97 opposed and 8 had no opinion. This results in 41% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



8.14.4 Officer Comment

The majority of users oppose the proposed change and the majority of respondents that live/work in this area also oppose the change.

This proposal is to change the speed limit on the approach to the intersection with Omahu Road so that it is consistent with Omahu Road.

It is recommended that the proposed speed limit changes to Omahu Road also be applied to this section of Twyford Road.

Options

- A) Adopt 50 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 70 km/h speed limit

8.15 TWYFORD ROAD (FROM EXISTING 70KM/H SPEED LIMIT SIGNS TO END OF TWYFORD ROAD)



8.15.1 Proposal

The speed limit review on Twyford Road relates to public request in addition to the current speed review in the surrounding network.

The proposal reduces the speed limit from 100km/h to 80km/h.

8.15.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

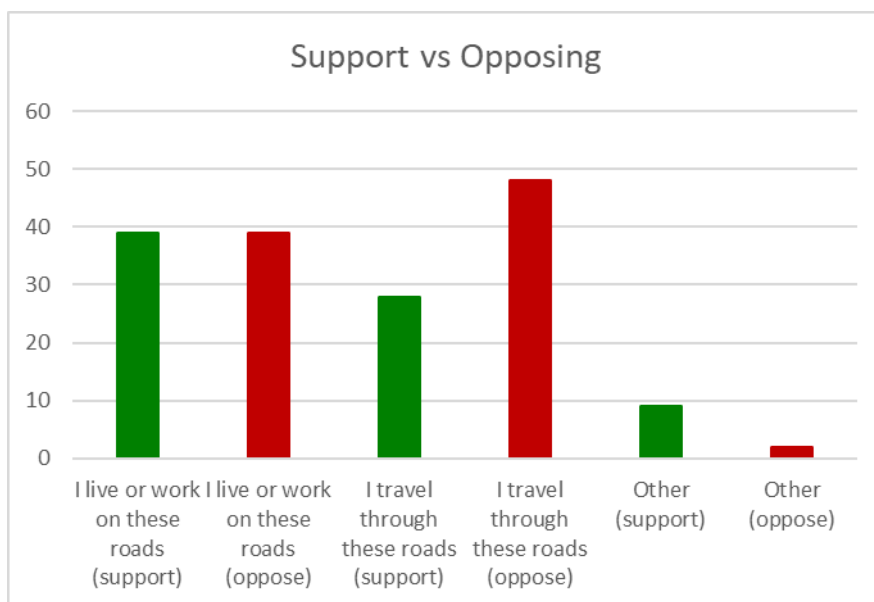
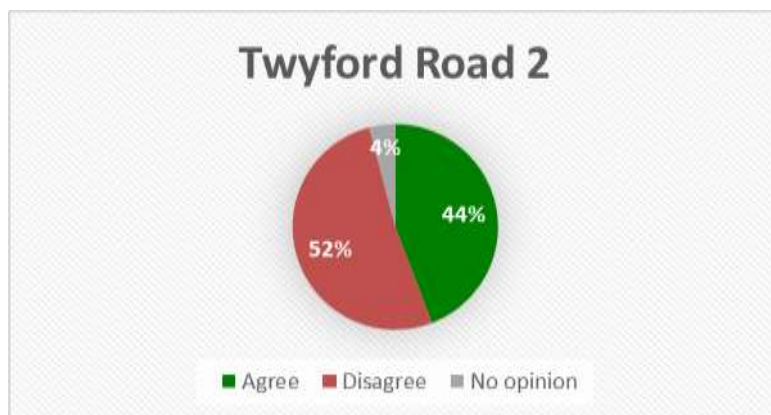
Hawke's Bay District Health Board

Support

8.15.3 Affected Parties Response

In total 172 parties responded to the proposed change in speed along Twyford Road. 76 parties agreed with the proposed change, 89 opposed and 7 had no opinion. This results in 41% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



8.15.4 Officer Comment

The majority of users oppose the proposed change but the parties that live/work in this area are split with 39 opposing and 39 supporting the proposed change.

The proposed change ties in with the wider Twyford area proposal. To ensure a consistent approach to speed limits across the area, and given that each road within the area has similar cross-sections and characteristics, it was proposed to adopt one single consistent speed limit for the area. The safe and appropriate speed limit identified within the NZTA Megamaps tool for this area includes both 80km/h and 60km/h speed limit sections.

Given the above, it is recommended that an 80km/h speed limit be adopted for the entire Twyford area.

Specific concerns were raised during the consultation around vehicle speeds during Twyford School pick-up and drop-off times. This will be investigated at the time of the wider School Speed Limit review.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

9.0 FLAXMERE/OMAHU



Item 5

9.1 CHATHAM ROAD (FROM EXISTING 50KM/H SPEED LIMIT SIGNS AT FLAXMERE TO EXISTING 50KM/H SPEED LIMIT SIGNS NEAR OMAHU ROAD)



9.1.1 Proposal

Chatham Road is one to the four roads that intersect with Omaha Road that provide direct access to Flaxmere. The speed limits on each of these routes are currently inconsistent, therefore it is proposed to assess each route and determine a consistent approach which works for all options.

The proposal increases the speed limit from 50km/h to 60 km/h on Chatham Road between Margate Avenue and a point 70m west of Hazelwood Street.

9.1.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

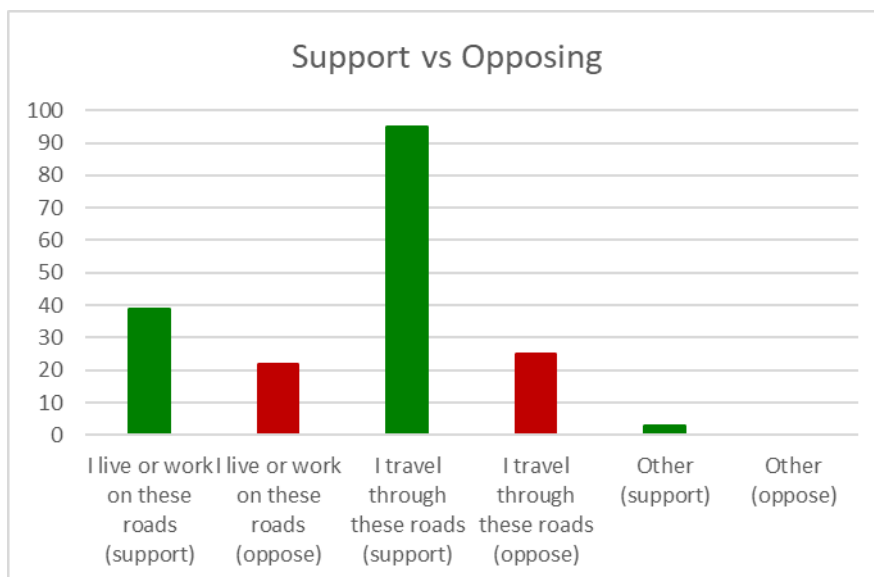
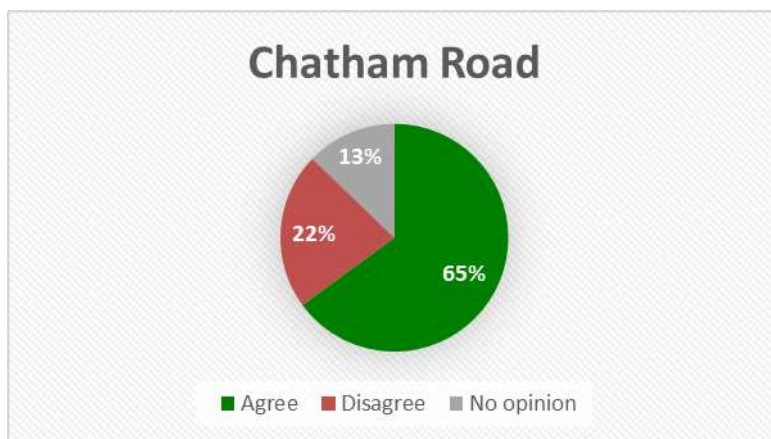
Hawke's Bay District Health Board

Support

9.1.3 Affected Parties Response

In total 211 parties responded to the proposed change in speed along Chatham Road. 137 parties agreed with the proposed change, 47 opposed and 27 had no opinion. This results in 74% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



9.1.4 Officer Comment

The majority of users support the proposed change. The Safer Journeys Risk Assessment tool indicates a safe and appropriate speed of 60km/h along this stretch which corresponds with the 85th percentile speeds of 62km/h.

The proposed change is linked to changes with the other three roads that connect Omahu Road with Flaxmere Road and will provide consistency over all four of these connections.

These four roads share similar characteristics in that they link Flaxmere to Omahu Road, and that they also have numerous horticultural accesses throughout. All of these roads also have issues with speed limit compliance with the 50km/h zone at the Flaxmere end. It is proposed that along with the speed limit changes, threshold treatments will be installed to calm traffic entering the residential areas.

Given the above, it is recommended that a 60km/h speed limit be adopted for Chatham Road.

Options

- A) Adopt 60 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 50 km/h speed limit

9.2 HENDERSON ROAD (FROM EXISTING 50KM/H SPEED LIMIT SIGNS AT FLAXMERE TO EXISTING 50KM/H SPEED LIMIT SIGNS NEAR OMAHU ROAD)



9.2.1 Proposal

Henderson Road is one of the four roads that intersect with Omaha Road that provide direct access to Flaxmere. The speed limits on each of these routes are currently inconsistent, therefore it is proposed to assess each route and determine a consistent approach which works for all options.

The proposal reduces the speed limit from 70km/h to 60km/h between Folkstone Drive to a point 95m west of Stevens Place (the accessway to the refuse transfer station).

9.2.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

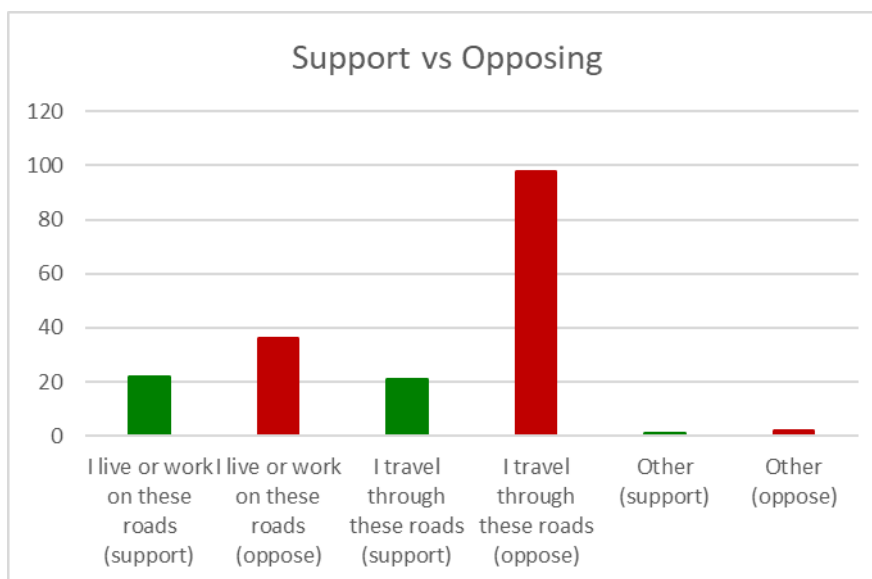
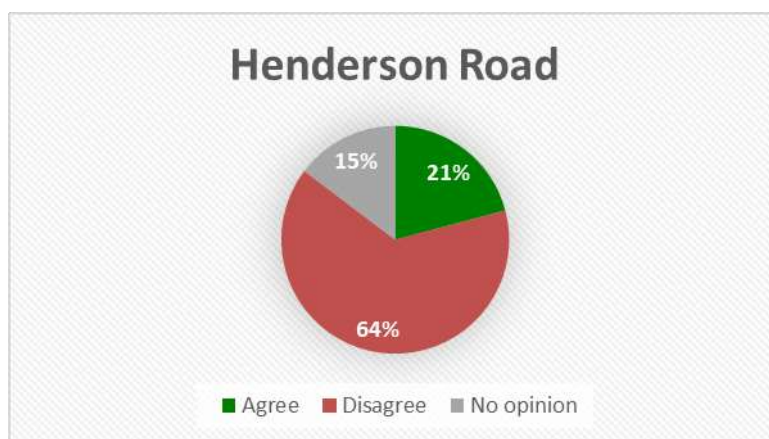
Hawke's Bay District Health Board

Support

9.2.3 Affected Parties Response

In total 211 parties responded to the proposed change in speed along Henderson Road. 44 parties agreed with the proposed change, 136 opposed and 31 had no opinion. This results in 24% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



9.2.4 Officer Comment

The majority of users oppose the proposed change. This is a primary collector road, so it is important in terms of vehicle movement but the difference in time that will be lost over this stretch of road will be minimal. The reduction in speed is proposed over a 1.3km stretch of road which would take 67 seconds travelling at 70km/h and 78 seconds travelling at 60km/h.

The technical assessments show that the safe and appropriate speed is 60km/h and although there is strong feedback opposing the speed reduction for Henderson Road the 85th percentile shows a speed of 63.3km/h, which indicates compliance should not be an issue.

The proposed change is linked to changes with the other three roads that connect Omaha Road with Flaxmere Road and will provide consistency over all four of these connections.

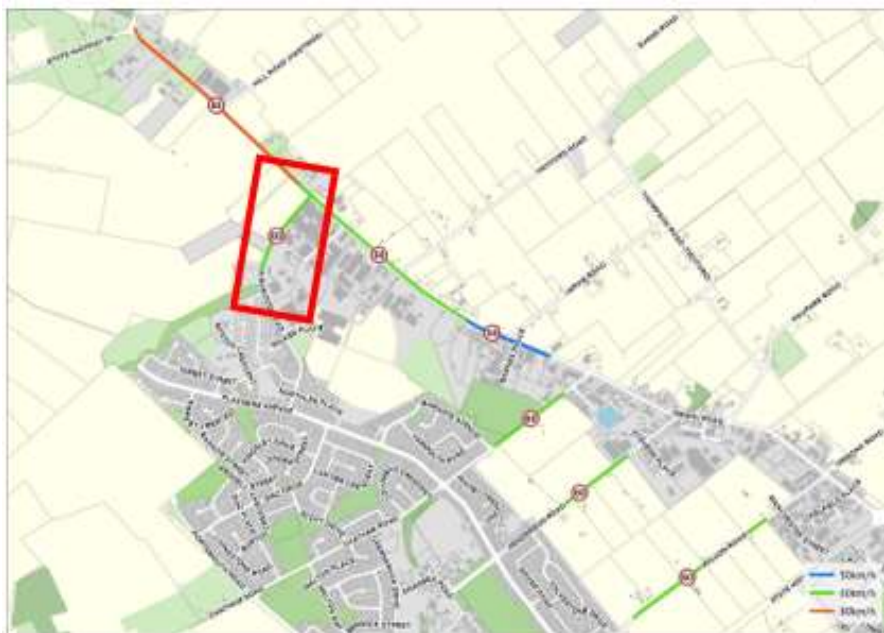
These four roads share similar characteristics in that they link Flaxmere to Omaha Road, and that they also have numerous horticultural accesses throughout. All of these roads also have issues with speed limit compliance with the urban 50km/h zone at the Flaxmere end. It is proposed that along with the speed limit changes, threshold treatments will be installed to calm traffic entering the residential areas.

Given the above, it is recommended that a 60km/h speed limit be adopted for Henderson Road.

Options

- A) Adopt 60 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 70 km/h speed limit

9.3 KIRKWOOD ROAD (FROM EXISTING 50KM/H SPEED LIMIT SIGNS AT FLAXMERE TO OMAHU ROAD)



9.3.1 Proposal

Kirkwood Road is one to the four roads that intersect with Omaha Road that provide direct access to Flaxmere. The speed limits on each of these routes are currently inconsistent, therefore it is proposed to assess each route and determine a consistent approach which works for all options.

The proposal reduces the speed limit from 70km/h to 60km/h on Kirkwood Road from the existing 50km/h speed limit signs north of Frobisher Street to the intersection with Omaha Road.

9.3.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

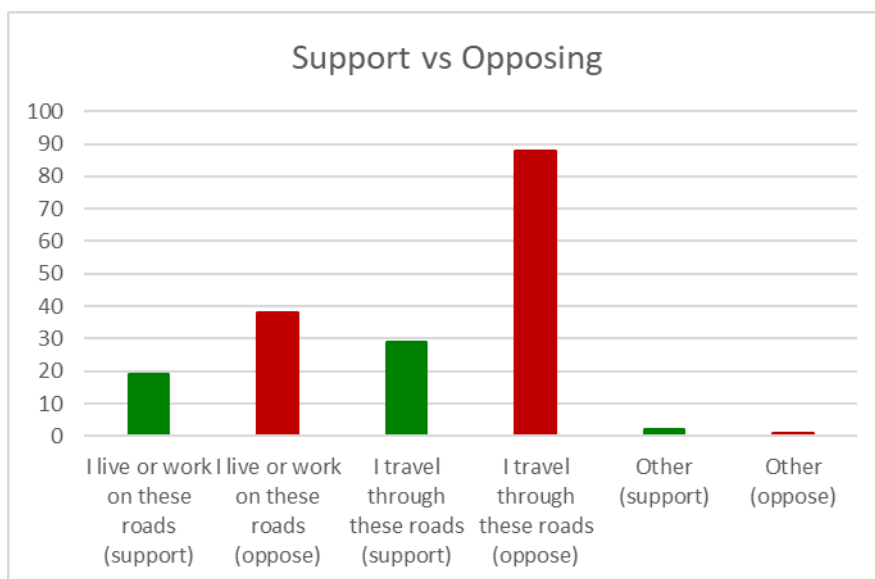
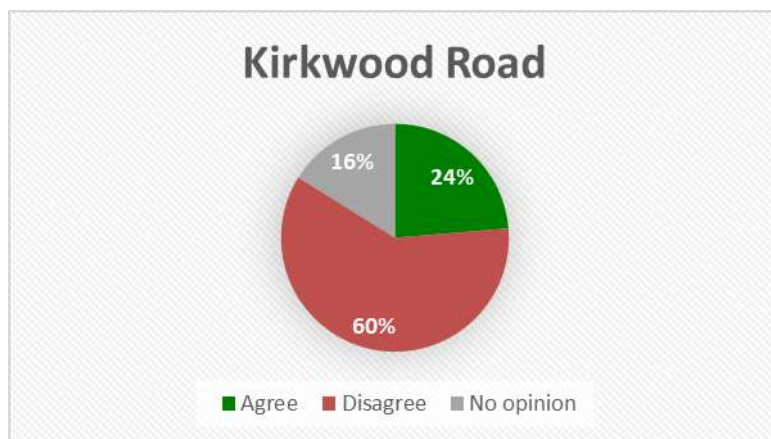
Hawke's Bay District Health Board

Support

9.3.3 Affected Parties Response

In total 211 parties responded to the proposed change in speed along Kirkwood Road. 50 parties agreed with the proposed change, 127 opposed and 34 had no opinion. This results in 28% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



9.3.4 Officer Comment

The majority of users oppose the proposed change. This is a primary collector road, so it is important in terms of vehicle movement but the difference in time that will be lost over this stretch of road will be minimal. The reduction in speed is proposed over a 600m stretch of road which would take 31 seconds travelling at 70km/h and 36 seconds travelling at 60km/h.

The technical assessments show that the safe and appropriate speed is 50km/h but with the wide-open nature of Kirkwood Road, 50km/h is an unlikely outcome. Although there is strong feedback opposing the speed reduction the 85th percentile is 65.2km/h, which indicates compliance should not be an issue.

The proposed change is linked to changes with the other three roads that connect Omahu Road with Flaxmere Road and will provide consistency over all four of these connections.

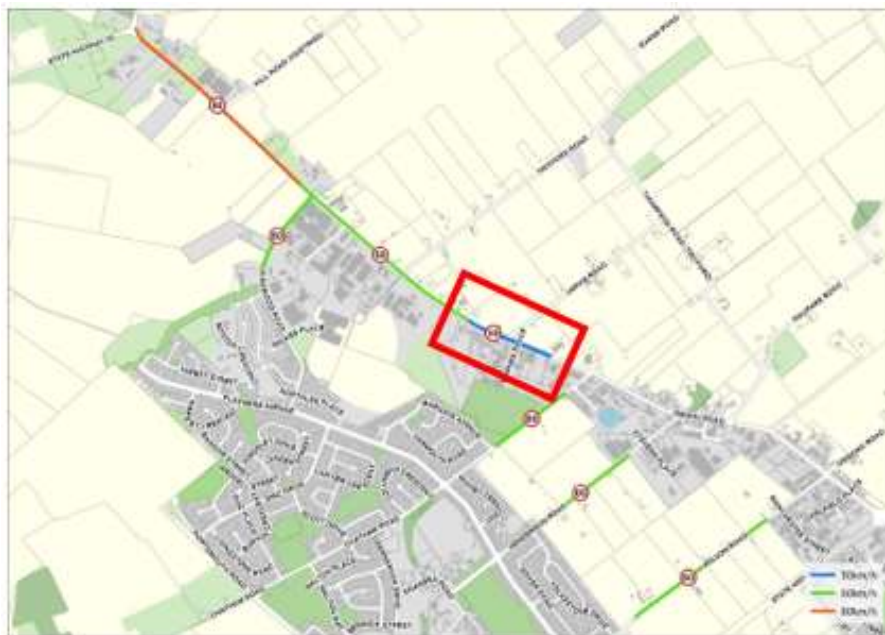
These four roads share similar characteristics in that they link Flaxmere to Omahu Road, and that they also have numerous horticultural accesses throughout. All of these roads also have issues with speed limit compliance with the urban 50km/h zone at the Flaxmere end. It is proposed that along with the speed limit changes, threshold treatments will be installed to calm traffic entering the residential areas.

Given the above, it is recommended that a 60km/h speed limit be adopted for Kirkwood Road.

Options

- A) Adopt 60 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 70 km/h speed limit

9.4 OMAHU ROAD (FROM 250M WEST OF JARVIS ROAD TO EXISTING 50KM/H SPEED LIMIT SIGNS)



9.4.1 Proposal

This section of Omaha Road was selected for the speed review for two reasons, to review the section identified as being in the top 10 percent of sites for Death and Serious Injury reductions and a request to extend the existing 50km/h speed limit.

The proposal extends the 50km/h speed zone from its existing position approximately 250m east of Jarvis Road to the start of the existing flush median 250m west of Jarvis Road.

9.4.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

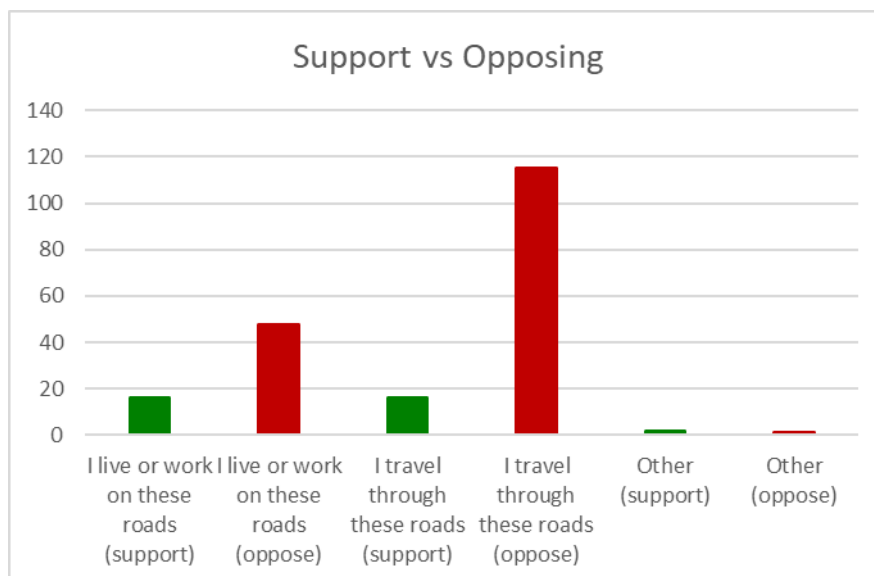
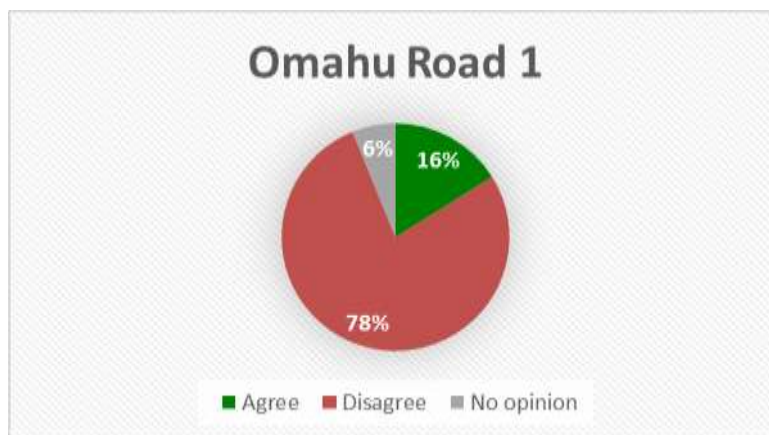
Hawke's Bay District Health Board

Support

9.4.3 Affected Parties Response

In total 211 parties responded to the proposed change in speed along Omaha Road (from 250m west of Jarvis road to existing 50km/h speed limit signs). 34 parties agreed with the proposed change, 164 opposed and 13 had no opinion. This results in 17% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



9.4.4 Officer Comment

The safe and appropriate speed for this section is 50km/h. Extending the 50km/h zone by 500m across the Jarvis Road intersection will have minimal impact on travel times as it is over a small distance, and will extend to include two intersections which will significantly improve safety..

A travel time assessment has been completed for Omahu Road from Chatham Road to SH50, inclusive of all three proposals, a total length of approximately 3.3km. The estimated travel time for the current speed limits (50/70/100) is 2:36 minutes compared to the proposed speed limits (50/60/80) is 3:08 minutes, a travel time difference of 32 seconds.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 50 km/h speed limit for an extra 500m as per Draft Statement of Proposal
- B) Retain 70 km/h speed limit at current location

9.5 OMAHU ROAD (FROM EXISTING 100KM/H SPEED LIMIT SIGNS TO 250M WEST OF JARVIS ROAD)



9.5.1 Proposal

This section of Omahu Road was selected for the speed review for two reasons, to review the section identified as being in the top 10 percent of sites for Death and Serious Injury reductions.

The proposal reduces the speed limit of from 70km/h to 60km/h on Omahu Road from a point 90m west of Kirkwood Road to a point 250m west of Jarvis Road.

9.5.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

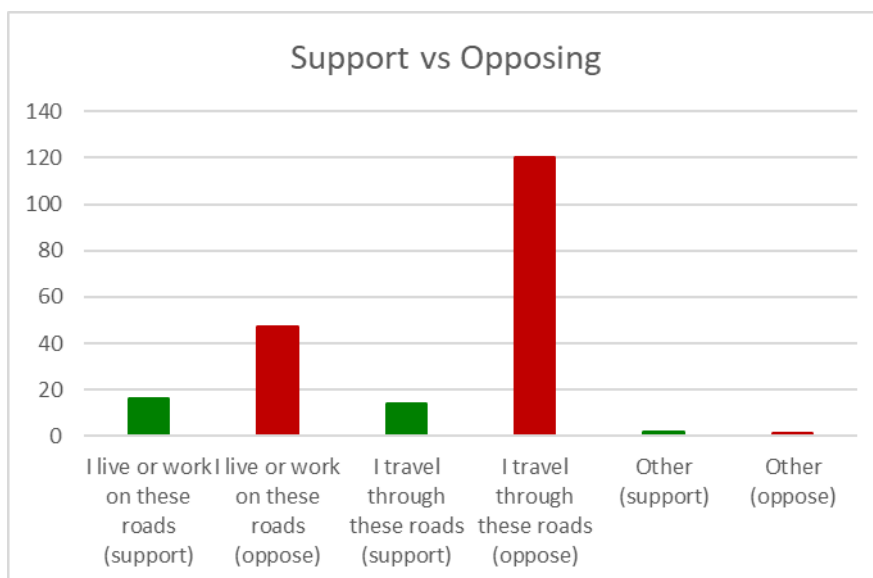
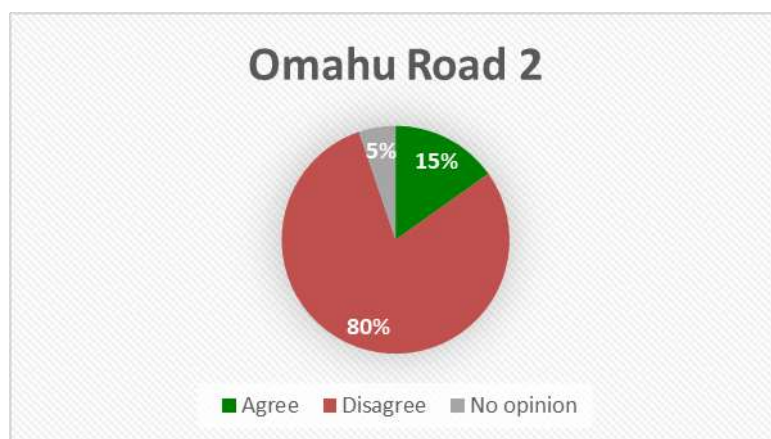
Hawke's Bay District Health Board

Support

9.5.3 Affected Parties Response

In total 211 parties responded to the proposed change in speed along Omahu Road (from existing 100km/h speed limit signs to 250m west of Jarvis road). 32 parties agreed with the proposed change, 168 opposed and 11 had no opinion. This results in 16% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



9.5.4 Officer Comment

The proposals along Omahu Road have a large majority of people opposing the change, however the safe and appropriate speed for this section is 60km/h. This section of Omahu road is located in an industrial area with many heavy vehicle entrances, which have been increasing recently through development and will continue to increase as the industrial area grows.

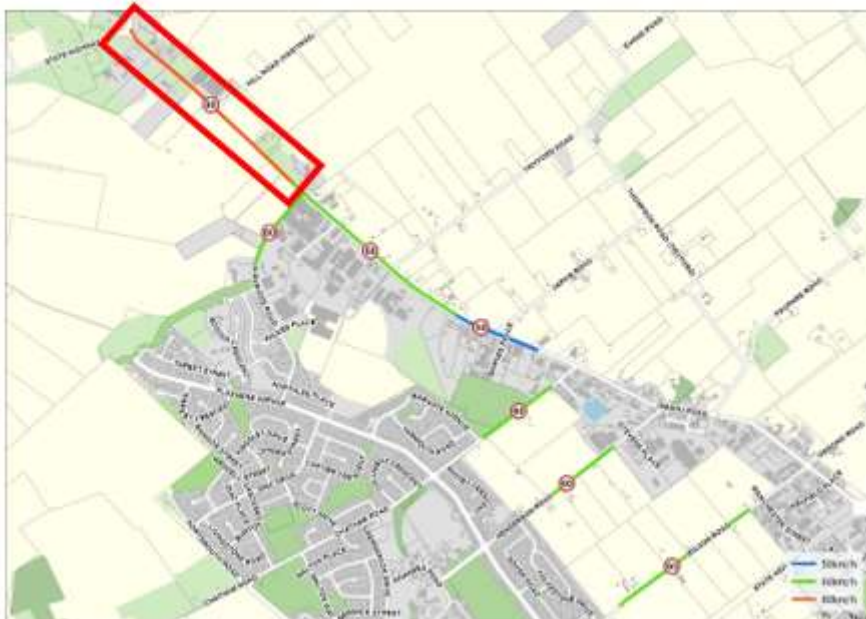
A travel time assessment has been completed for Omahu Road from Chatham Road to SH50, inclusive of all three proposals, a total length of approximately 3.3km. The estimated travel time for the current speed limits (50/70/100) is 2:36 minutes compared to the proposed speed limits (50/60/80) is 3:08 minutes, a travel time difference of 32 seconds.

Due to the safety benefit, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 60 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 70 km/h speed limit

9.6 OMAHU ROAD (FROM SH50 TO EXISTING 100KM/H SPEED LIMIT SIGNS)



9.6.1 Proposal

This section of Omahu Road was selected for the speed review for two reasons, to review the section identified as being in the 10 ten percent of sites for Death and Serious Injury reductions and a request to extend the existing 50km/h speed limit.

The proposal reduces the speed limit from 100km/h to 80km/h on Omahu Road from the intersection with SH50 to the existing 70km/100km/h speed limit change point approximately 90m west of Kirkwood Road.

9.6.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

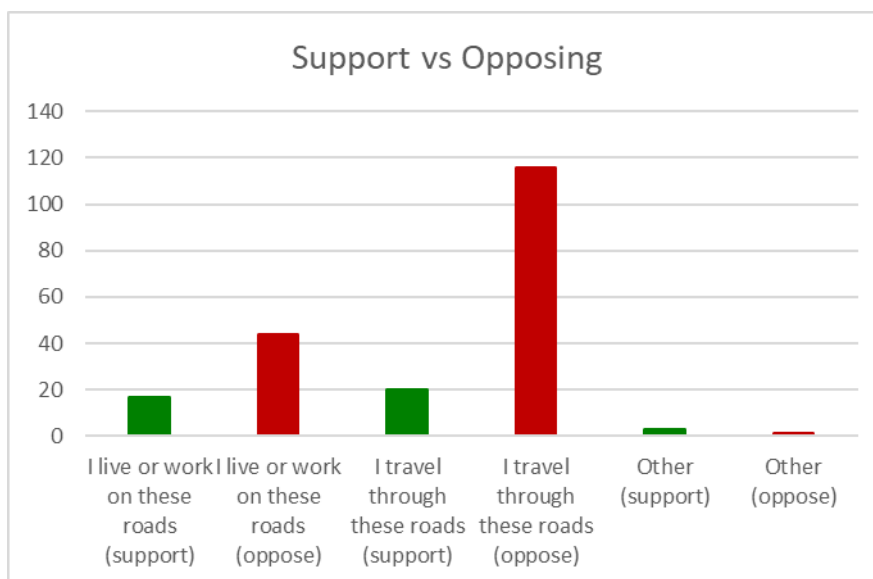
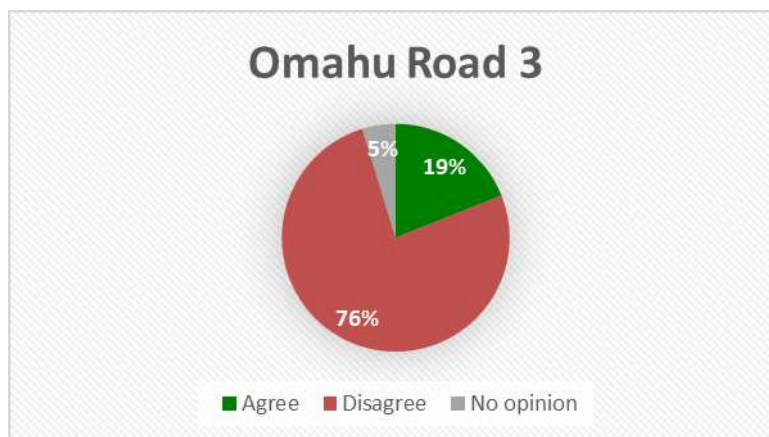
Hawke's Bay District Health Board

Support

9.6.3 Affected Parties Response

In total 211 parties responded to the proposed change in speed along Omahu road (from SH50 to existing 100km/h speed limit signs). 40 parties agreed with the proposed change, 161 opposed and 10 had no opinion. This results in 20% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



9.6.4 Officer Comment

The safe and appropriate speed for this section is 80km/h. There is an increasing level of development on this section of Omahu Road which results in many vehicles turning to and from Omahu Road and being potentially exposed to a rear end and turning crashes. A number significant number of these being large commercial vehicles.

A travel time assessment has been completed for Omahu Road from Chatham Road to SH50, inclusive of all three proposals, a total length of approximately 3.3km. The estimated travel time for the current speed limits (50/70/100) is 2:36 minutes compared to the proposed speed limits (50/60/80) is 3:08 minutes, a travel time difference of 32 seconds.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

9.7 WILSON ROAD (FROM EXISTING 50KM/H SPEED LIMIT SIGNS AT FLAXMERE TO EXISTING 50KM/H SIGN NEAR OMAHU ROAD)



9.7.1 Proposal

Wilson Road is one of the four roads that intersect with Omaha Road and provide direct access to Flaxmere. The speed limits on each of these routes are currently inconsistent, therefore it is proposed to assess each route and determine a consistent approach which works for all options.

The proposal reduces the speed limit from 70km/h to 60 km/h on the section of Wilson between 50/70km/h speed signs west of Manchester Street and the 50/70km/h speed sign east of Folkstone Drive.

9.7.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

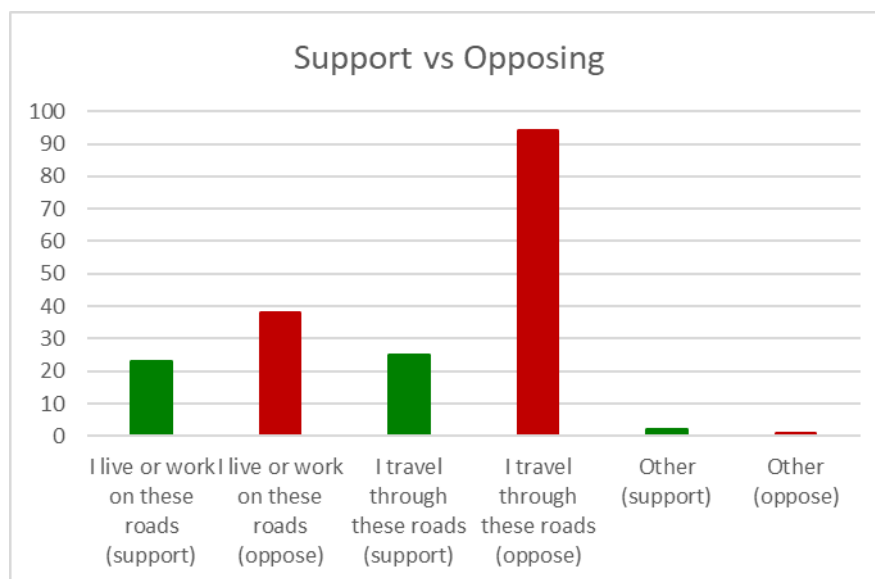
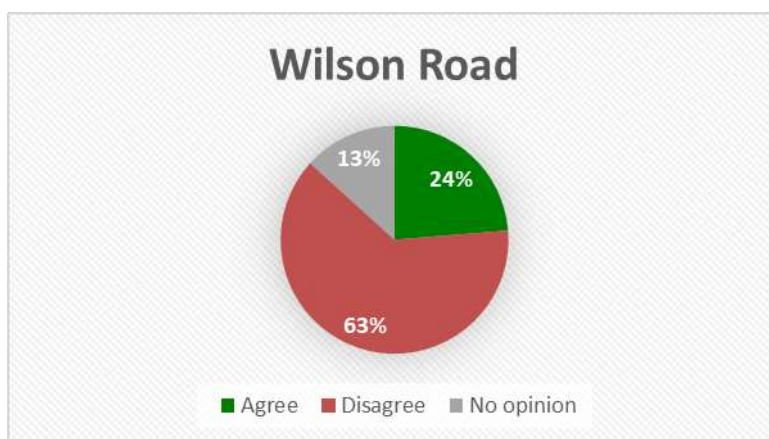
Hawke's Bay District Health Board

Support

9.7.3 Affected Parties Response

In total 211 parties responded to the proposed change in speed along Wilson road (from existing 50km/h speed limit signs at Flaxmere to existing 50km/h sign near Omaha Road). 50 parties agreed with the proposed change, 133 opposed and 28 had no opinion. This results in 27% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



9.7.4 Officer Comment

The majority of users oppose the proposed change. This is a primary collector road, so it is important in terms of vehicle movement but the difference in time that will be lost over this stretch of road will be minimal. The reduction in speed is proposed over a 1km stretch of road would take 51 seconds travelling at 70km/h and 60 seconds travelling at 60km/h.

The technical assessments show that the safe and appropriate speed is 60km/h.

The proposed change is linked to changes with the other three roads that connect Omahu Road with Flaxmere Road and will provide consistency over all four of these connections.

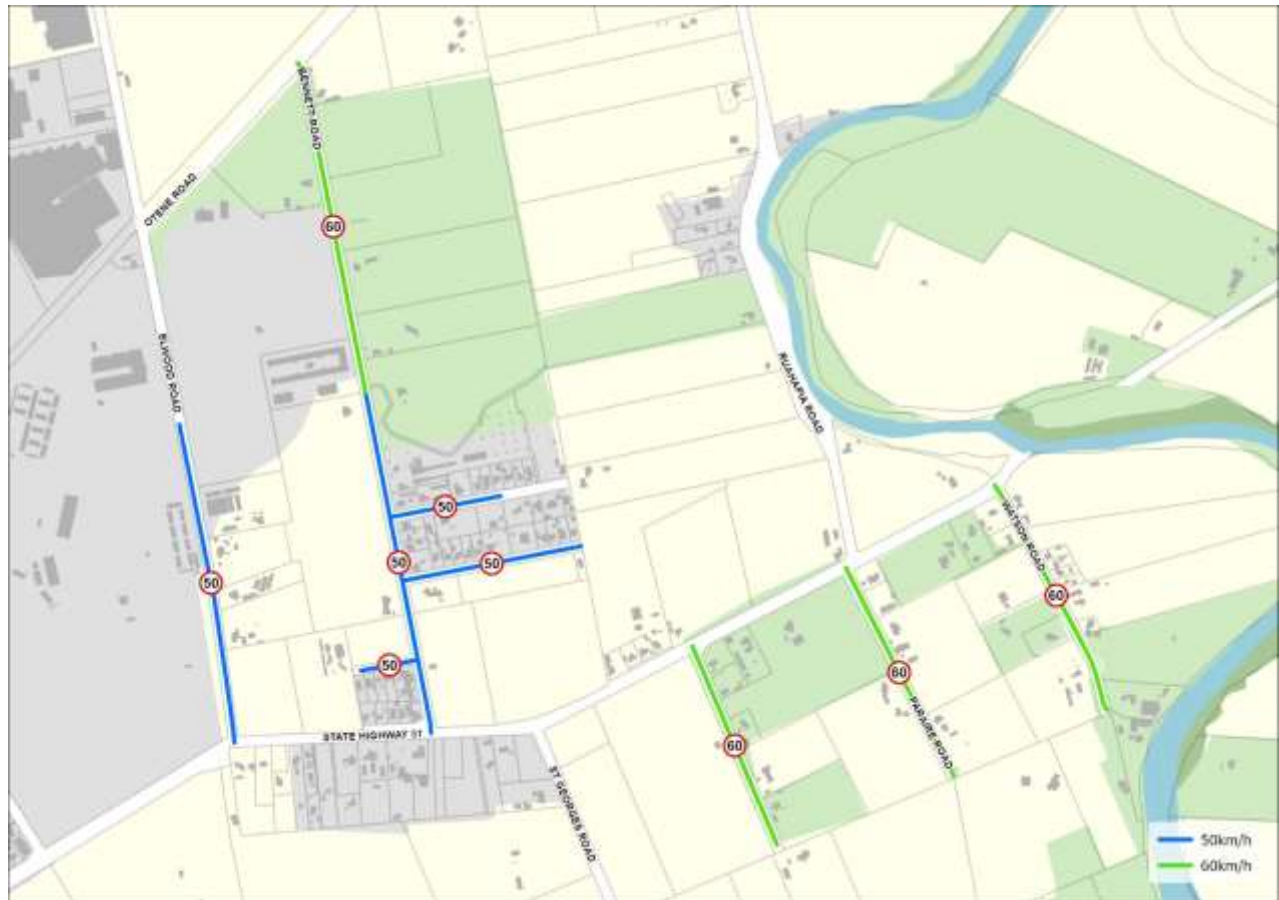
These four roads share similar characteristics in that they link Flaxmere to Omahu Road, and that they also have numerous horticultural accesses throughout. All of these roads also have issues with speed limit compliance with the urban 50km/h zone at the Flaxmere end. It is proposed that along with the speed limit changes, threshold treatments will be installed to calm traffic entering the residential areas.

Given the above, it is recommended that a 60km/h speed limit be adopted for Wilson Road.

Options

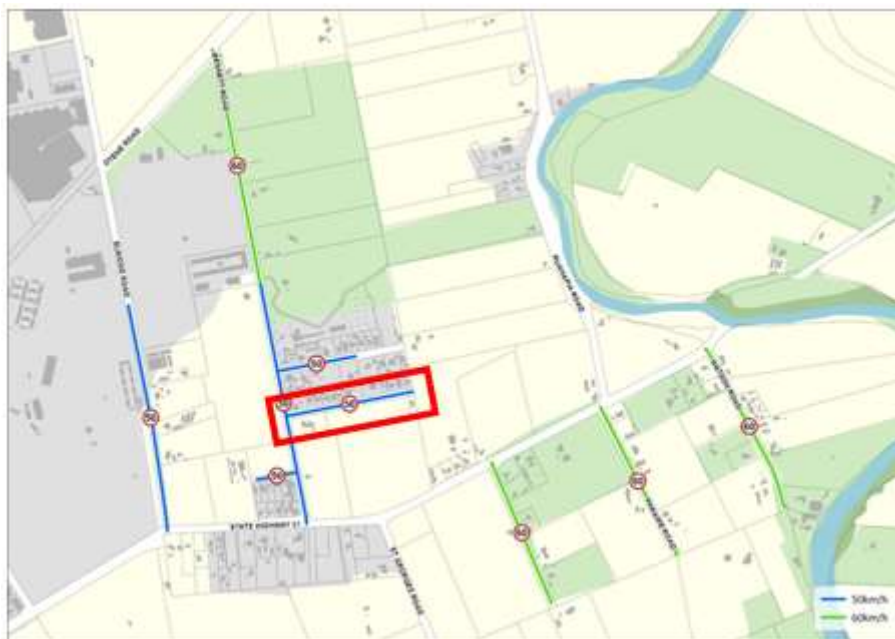
- A) Adopt 60 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 70 km/h speed limit

10.0 WAIPATU



Item 5

10.1 APATU ROAD (FROM BENNETT ROAD TO END OF APATU ROAD)



10.1.1 Proposal

The request to review the speed limit on Apatu Road relates to the broader speed limit review associated to Bennett Road that it connects to.

The proposal reduces the speed limit to 50km/h for the entire length of Apatu Road.

10.1.2 Key Stakeholder Response

WAKA KOTAHI NZ TRANSPORT AGENCY

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

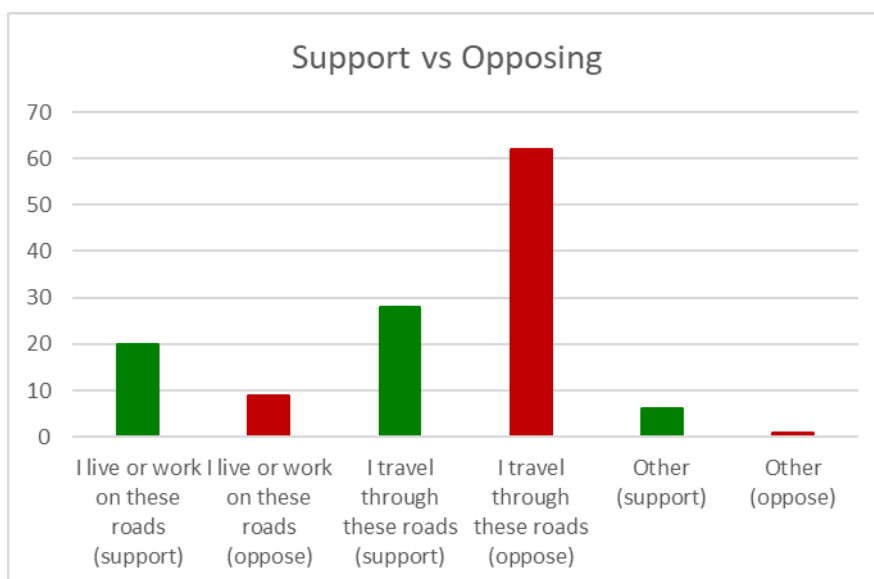
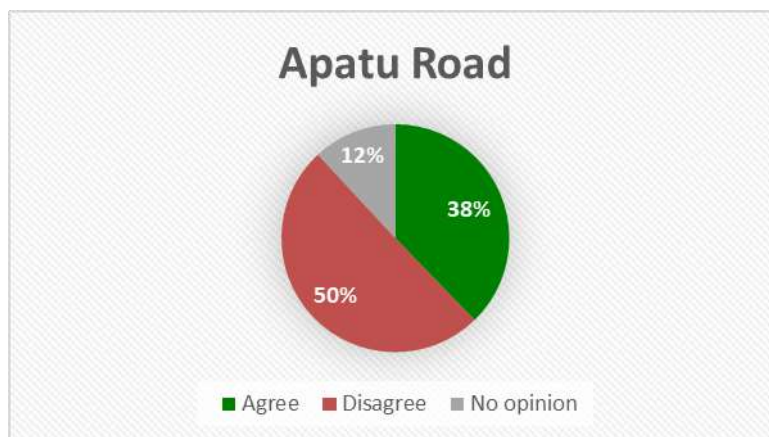
Hawke's Bay District Health Board

Support

10.1.3 Affected Parties Response

In total 143 parties responded to the proposed change in speed along Apatu Road. 54 parties agreed with the proposed change, 72 opposed and 17 had no opinion. This results in 43% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



10.1.4 Officer Comment

The majority of users oppose the proposed change and the vast majority say that they travel through this area to other destinations. Apatu Road is located off Bennett Road and is a no exit side street. The majority of people that live/work in this area support the proposed change.

It should be noted that in this instance the high number of submitters who responded “I travel through these roads” likely refer to travelling on SH51 through Waipatu, rather than the local roads.

The proposed change ties in with Bennett Road and keeps this area as a uniform 50km/h to minimise confusion for motorists and provide a safe environment in this residential section.

Given the above, it is recommended that the proposed speed limit change is appropriate.

Options

- A) Adopt 50 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 70 km/h speed limit

10.2 BENNETT ROAD (FROM OTENE ROAD TO EXISTING 70KM/H SPEED LIMIT SIGNS)



10.2.1 Proposal

The review of the speed limit on Bennett Road is part of an area-wide speed review in Waipatu. Due to the existing residential settlement in this area combined with the extension of the residential area and a potential school development on Bennett Road, a review of speed limits across this network was proposed.

The proposal reduces the speed limit from 80km/h to 60km/h on the northern part of Bennett Road between Otene Road and the current 70km/h speed limit signs.

10.2.2 Key Stakeholder Response

WAKA KOTAHI NZ TRANSPORT AGENCY

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

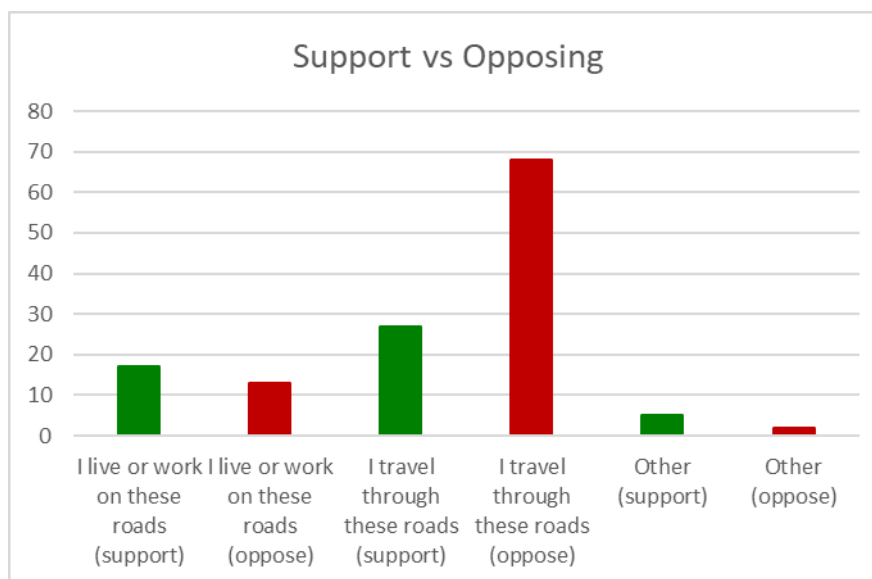
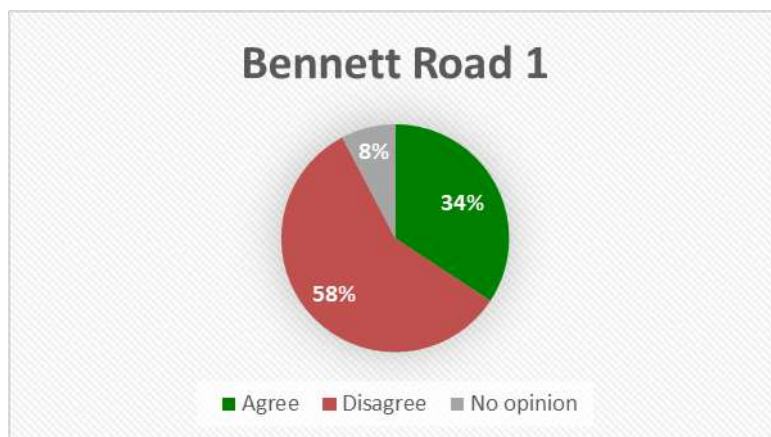
Hawke's Bay District Health Board

Support

10.2.3 Affected Parties Response

In total 143 parties responded to the proposed change in speed along Bennett Road (from Otene road to existing 70km/h speed limit signs). 49 parties agreed with the proposed change, 83 opposed and 11 had no opinion. This results in 38% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



10.2.4 Officer Comment

The proposed Kura is the main determinant of the posted speed limit on Bennett Road along this section.

Ministry of Transport has recently announced that a new approach will be taken for speed limits outside schools and that in future all schools on rural roads should have a maximum speed limit of 60km/h.

As such a 60km/h speed limit on the northern section to replace the existing 80km/h speed is therefore recommended.

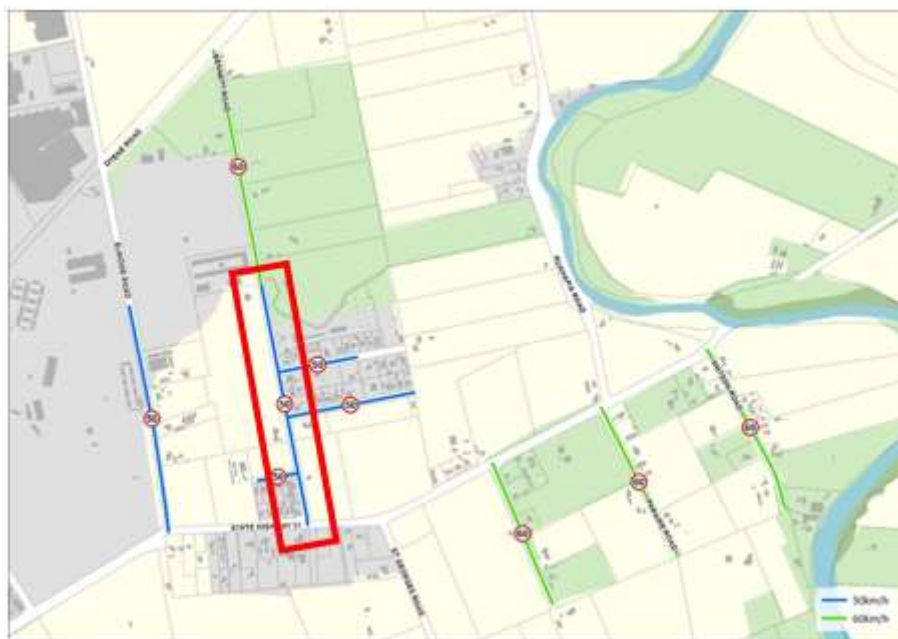
Alternatively Council could defer this decision until such time that the Kura is built, and the School Speed Limit review occurs.

It should be noted that in this instance the high number of submitters who responded “I travel through these roads” likely refer to travelling on SH51 through Waipatu, rather than the local roads.

Options

- A) Adopt 60km/h speed limit as per Draft Statement of Proposal
- B) Retain current 80km/h speed limit
- C) Defer a decision until the Kura is built, or the School Speed Limit review occurs

10.3 BENNETT ROAD (FROM EXISTING 70KM/H SPEED LIMIT SIGNS TO SH51)



10.3.1 Proposal

The review of the speed limit on Bennett Road is part of an area-wide speed review in Waipatu. Due to the existing residential settlement in this area combined with the extension of the residential area and a potential school development on Bennett Road, a review of speed limits across this network was proposed.

The proposal reduces the speed limit on the remainder of Bennett Road, from the 70km/h signs to SH51, from 70km/h to 50km/h.

10.3.2 Key Stakeholder Response

WAKA KOTAHI NZ TRANSPORT AGENCY

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

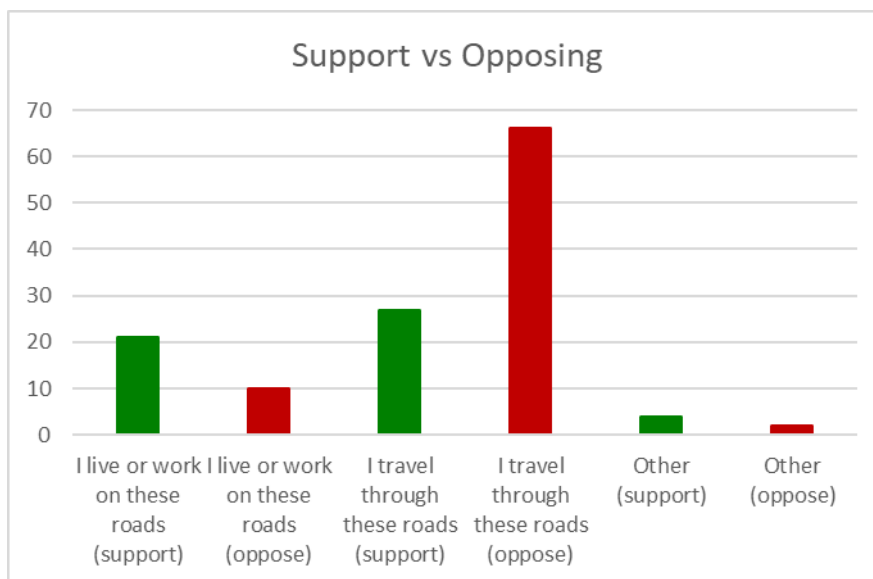
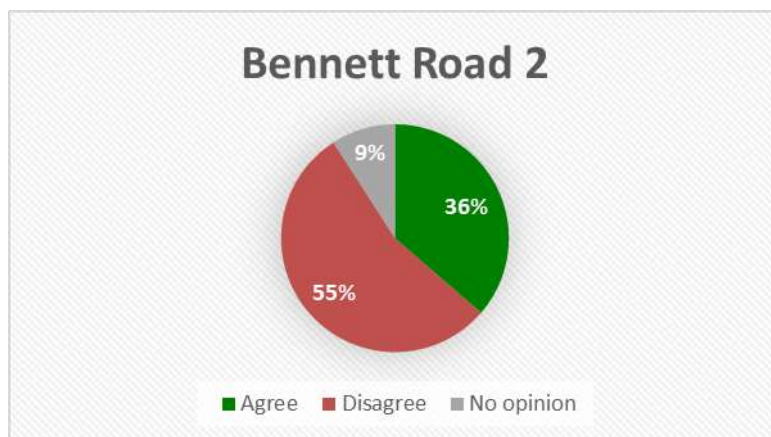
Hawke's Bay District Health Board

Support

10.3.3 Affected Parties Response

In total 143 parties responded to the proposed change in speed along Bennett Road (from existing 70km/h speed limit signs to SH51). 52 parties agreed with the proposed change, 78 opposed and 13 had no opinion. This results in 40% of parties in favour of the proposed change.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



10.3.4 Officer Comment

The technical assessments show that the safe and appropriate speed is 60km/h apart from the section of Bennett Road that is south of Panapa Road. The safe and appropriate speed is 40km/h for this section as it is classed as an access road.

It should be noted that in this instance the high number of submitters who responded “I travel through these roads” likely refer to travelling on SH51 through Waipatu, rather than the local roads.

Although Waka Kotahi are reviewing the speed limit on SH51 and it is possible that the existing speed limit will be reduced to 50km/h or 60km/h, regardless of the outcome of Waka Kotahi’s review it is recommended that the 50km/h speed limit in this location is appropriate.

Options

- A) Adopt 50 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 70 km/h speed limit

10.4 ELWOOD ROAD (FROM EXISTING 70KM/H SPEED LIMIT SIGNS TO SH51)



10.4.1 Proposal

The speed limit assessment for Elwood Road relates to the Waipatu area wide speed limit review.

The proposal reduces the speed limit from 70km/h to 50km/h on Elwood Road between SH51 the current 70km/80km/h speed limit signs.

10.4.2 Key Stakeholder Response

WAKA KOTAHI NZ TRANSPORT AGENCY

Disagree with proposed 50km/h for Elwood Road as it does not reflect a 50km/h urban environment and has mean speeds of 66km/h so requirements of clause 4.4(2) will not be met- recommend safe and appropriate speed limit of 60km/h unless speed management infrastructure changes are implemented.

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

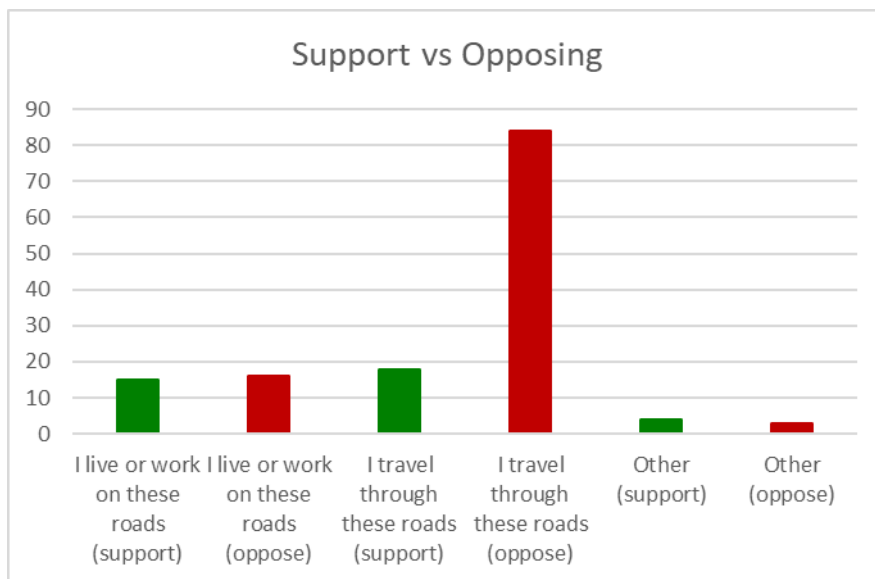
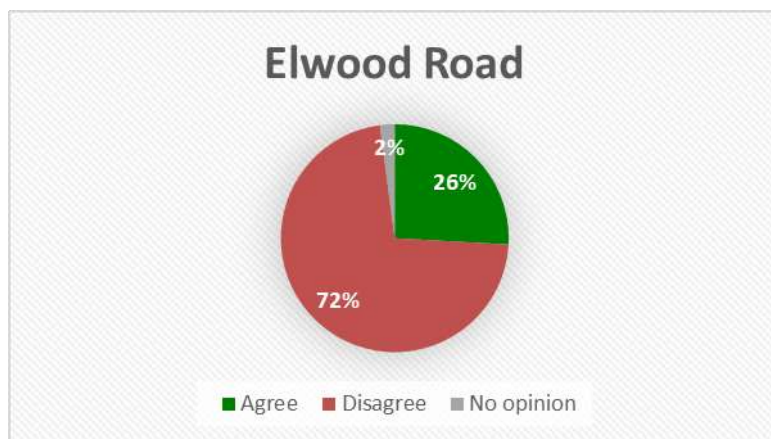
Hawke's Bay District Health Board

Support

10.4.3 Affected Parties Response

In total 143 parties responded to the proposed change in speed along Elwood Road. 37 parties agreed with the proposed change, 103 opposed and 3 had no opinion. This results in 26% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



10.4.4 Officer Comment

Elwood Road is a primary collector road, so it is important in terms of vehicle movement. The reduction in speed is proposed over a 1km stretch of road which would take 51 seconds travelling at 70km/h, 60 seconds travelling at 60km/h and 72 seconds travelling at 50km/h.

The technical assessments show that the safe and appropriate speed is 60km/h for the southern section of Elwood road.

Waka Kotahi are reviewing the speed limits on SH51 currently and have provided the following information:

A technical assessment has been carried out on the SH51 corridor between Napier and Hastings, which has currently proposed that the safe and appropriate speed limit from the Karamu Stream Bridge to Kenilworth Road is 60km/h (among other proposals for sections between Napier and Clive and south of Clive). The speed outlined could potentially change following internal review and external consultation, which is yet to occur.

As Hastings District Council has performed consultation within this area recently, any feedback relating to SH51 should be shared to help expedite Waka Kotahi's own engagement and consultation process.

Currently it is looking likely we could implement speed changes along the SH51 corridor mid-2021 assuming the process runs smoothly.

If Council were to adopt a 50km/h speed limit as proposed, and Waka Kotahi adopted a 60km/h limit for SH51, it would result in speed limits leaving Hastings of 50km/h → 60km/h → 50km/h →

80km/h which is not advised. Additionally Elwood Road by itself does not have the look and feel of a 50km/h environment.

As such it is the Officers recommendation to align the Elwood Road speed limit with the future speed limit on State Highway 51. If this recommendation is adopted, an additional bylaw update will be brought to Council following Waka Kotahi's decision.

Options

- A) Adopt 50 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 70 km/h speed limit
- C) Defer until such time that Waka Kotahi NZTA has completed their review and made a decision for the speed limit on State Highway 51, and align the Elwood Road speed limit with this speed limit.

10.5 KAURU ROAD (FROM BENNETT ROAD TO END OF KAURU ROAD)



10.5.1 Proposal

The request to review the speed limit on Kauru Road relates to the broader speed limit review associated to Bennett Road that it connects to.

The proposal reduces the speed limit to 50km/h for the entire length of Kauru Road.

10.5.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

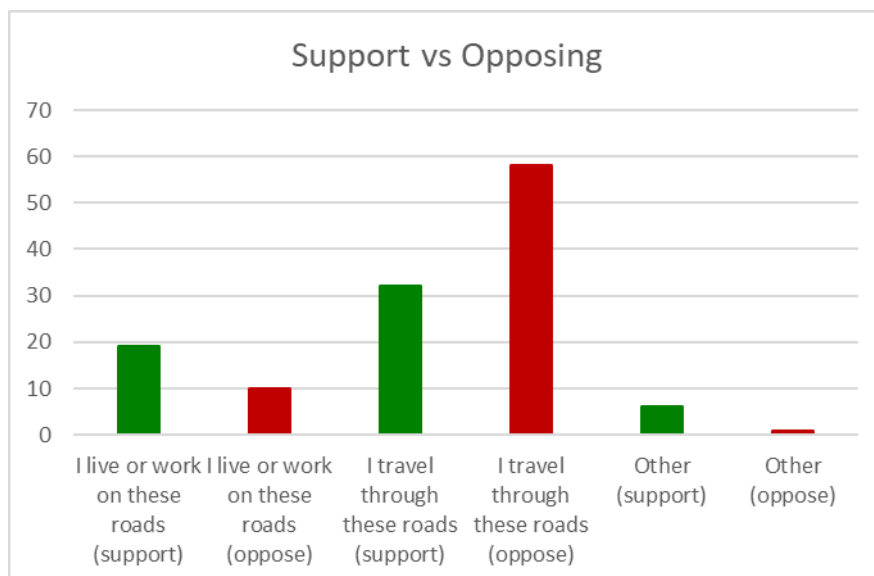
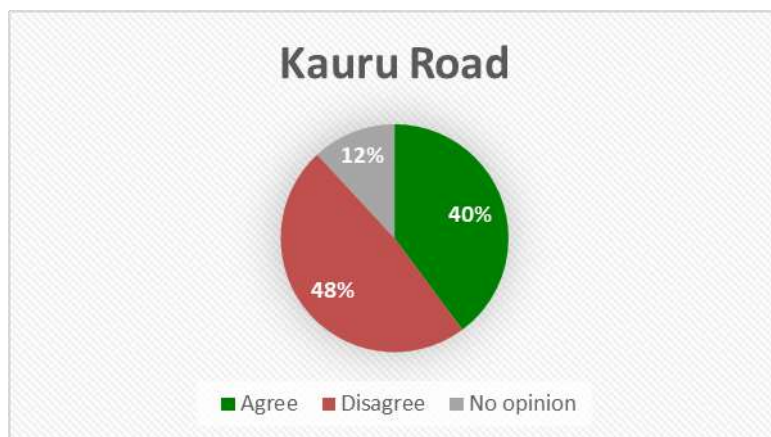
Hawke's Bay District Health Board

Support

10.5.3 Affected Parties Response

In total 143 parties responded to the proposed change in speed along Kauru Road. 57 parties agreed with the proposed change, 69 opposed and 17 had no opinion. This results in 45% of parties in favour of the proposed change.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



10.5.4 Officer Comment

The majority of users oppose the proposed change and the vast majority say that they travel through this area to other destinations. Kauru Road is located off Bennett Road and is a no exit side street. The majority of people that live or work in this area support the proposed change.

It should be noted that in this instance the high number of submitters who responded “I travel through these roads” likely refer to travelling on SH51 through Waipatu, rather than the local roads.

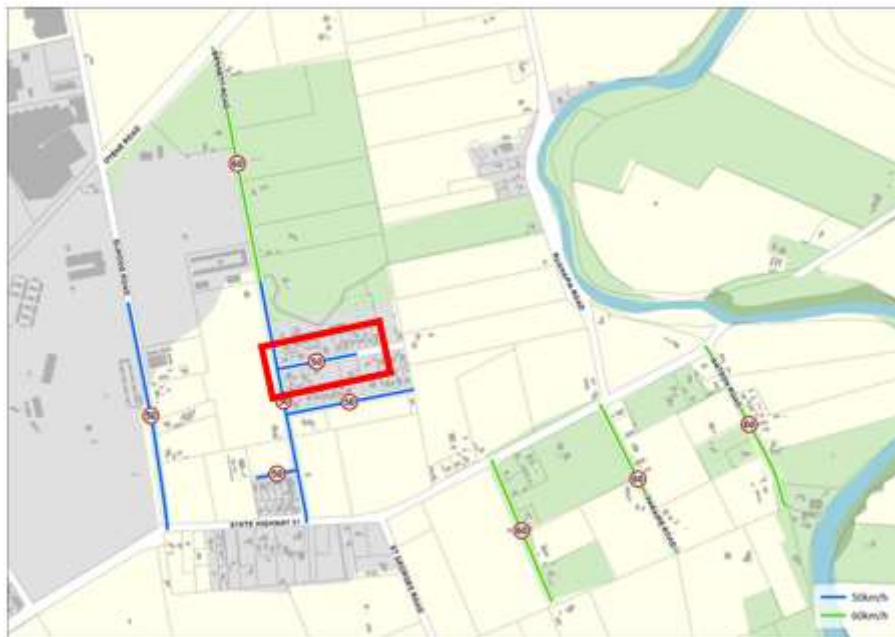
The proposed change ties in with Bennett Road and keeps this area as a uniform 50km/h to minimise confusion for motorists and provide a safe environment in this residential section.

Given the above, it is recommended that the proposed speed limit change is appropriate.

Options

- A) Adopt 50km/h speed limit as per Draft Statement of Proposal
- B) Retain current 70km/h speed limit

10.6 PANAPA ROAD (FROM BENNETT ROAD TO THE END)



10.6.1 Proposal

The request to review the speed limit on Panapa Road relates to the broader speed limit review associated to Bennett Road that it connects to.

The proposal reduces the speed limit to 50km/h for the entire length of Panapa Road.

10.6.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

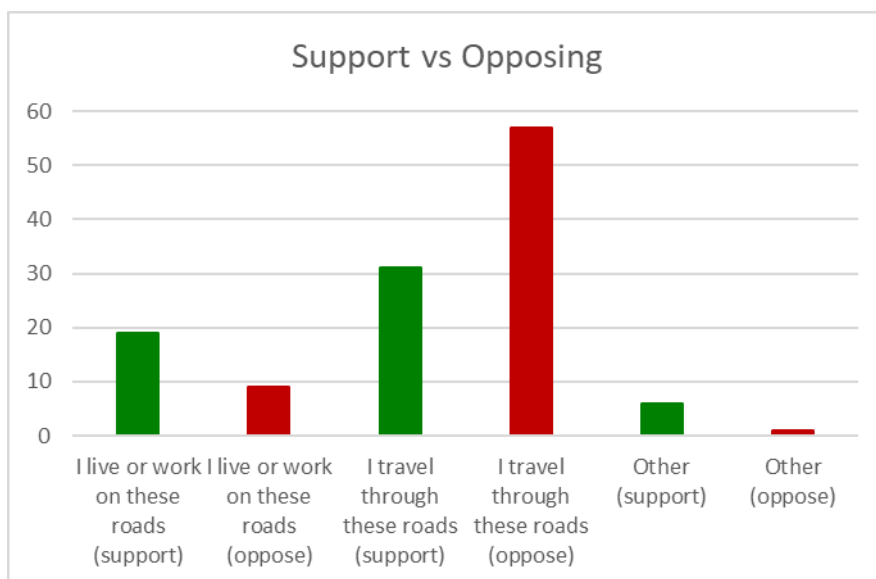
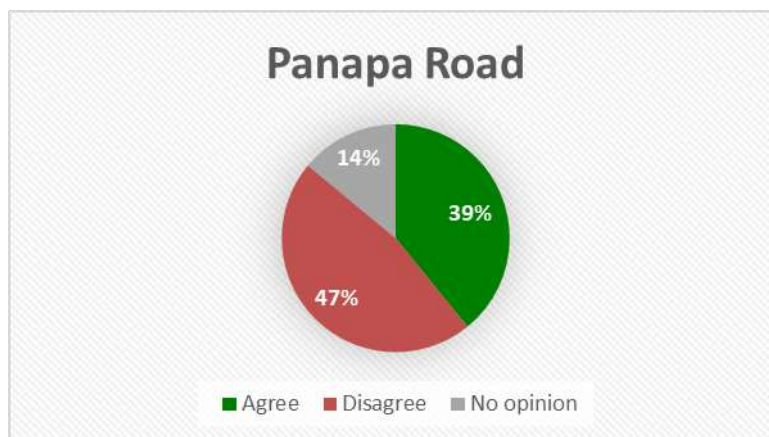
Hawke's Bay District Health Board

Support

10.6.3 Affected Parties Response

In total 143 parties responded to the proposed change in speed along Panapa Road. 56 parties agreed with the proposed change, 67 opposed and 20 had no opinion. This results in 46% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



10.6.4 Officer Comment

The majority of users oppose the proposed change and the vast majority say that they travel through this area to other destinations. Panapa Road is located off Bennett Road and is a no exit side street. The majority of people that live or work in this area support the proposed change.

It should be noted that in this instance the high number of submitters who responded “I travel through these roads” likely refer to travelling on SH51 through Waipatu, rather than the local roads.

The proposed change ties in with Bennett Road and keeps this area as a uniform 50km/h to minimise confusion for motorists and provide a safe environment in this residential section.

Given the above, it is recommended that the proposed speed limit change is appropriate.

Options

- A) Adopt 50 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 70 km/h speed limit

10.7 PARAIRE ROAD (FROM SH51 TO THE END)



10.7.1 Proposal

Paraire Road is one of the three roads that are all parallel no exit roads that intersect with SH51 in proximity to the Waipatu settlement. The request to review the speed limit on Paraire Road relates to the Waka Kotahi speed limit review on SH51.

The proposal reduces the speed limit on Paraire Road from 80km/h to 60km/h along the entire length of the road.

10.7.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

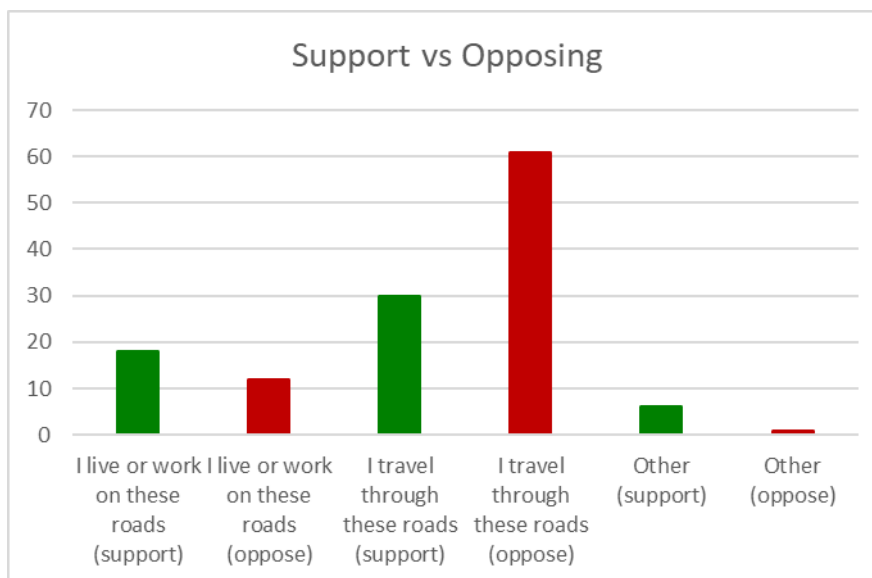
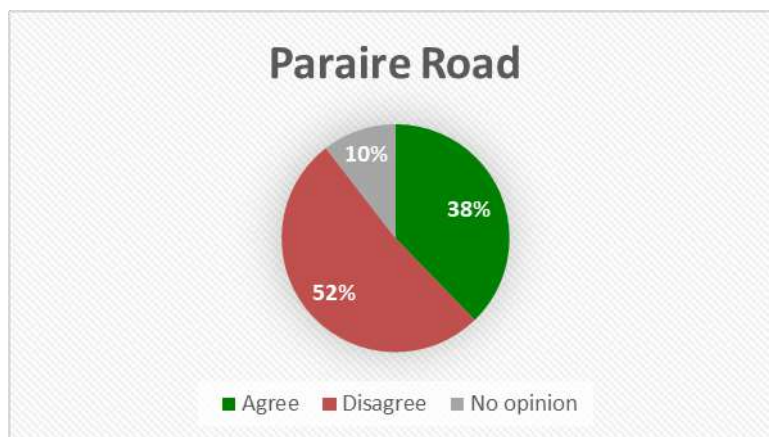
Hawke's Bay District Health Board

Support

10.7.3 Affected Parties Response

In total 143 parties responded to the proposed change in speed along Paraire Road. 54 parties agreed with the proposed change, 74 opposed and 15 had no opinion. This results in 42% of parties in favour of the proposed change.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



10.7.4 Officer Comment

Paraire Road is located off SH51 and is a no exit side street, so it is not possible to travel through this road to another destination. It sees a mixture of residential and horticultural use. Paraire Road, Waipatu Settlement Road and Watson Road share similar characteristics to each other and as such should be treated similarly.

It should be noted that in this instance the high number of submitters who responded “I travel through these roads” likely refer to travelling on SH51 through Waipatu, rather than the local roads.

Some submitters requested a 50km/h speed limit, however this does not have the look and feel of an urban 50km/h road. It was also noted that some residents of these roads felt the existing speed limit was appropriate.

Given the above, it is recommended that the proposed speed limit change is appropriate.

Options

- A) Adopt 60 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 80 km/h speed limit

10.8 WAIPATU SETTLEMENT ROAD (FROM SH51 TO THE END)



10.8.1 Proposal

Waipatu Settlement Road is one of the three roads that are all parallel no through roads that intersect with SH51 in Waipatu. The request to review the speed limit on this road relates to the speed limit review on SH51 by Waka Kotahi.

The proposal reduces the speed limit on Waitapu Settlement Road from 80km/h to 60km/h along the whole road.

10.8.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

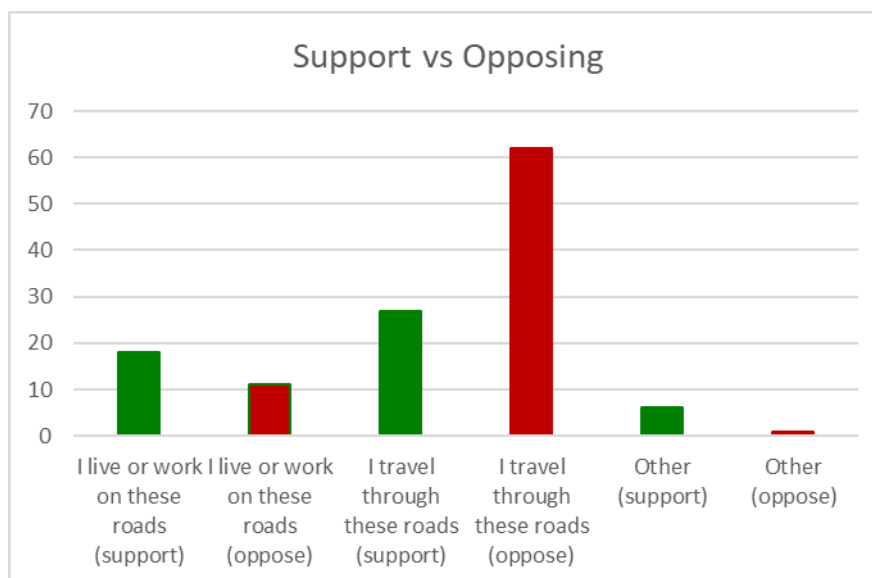
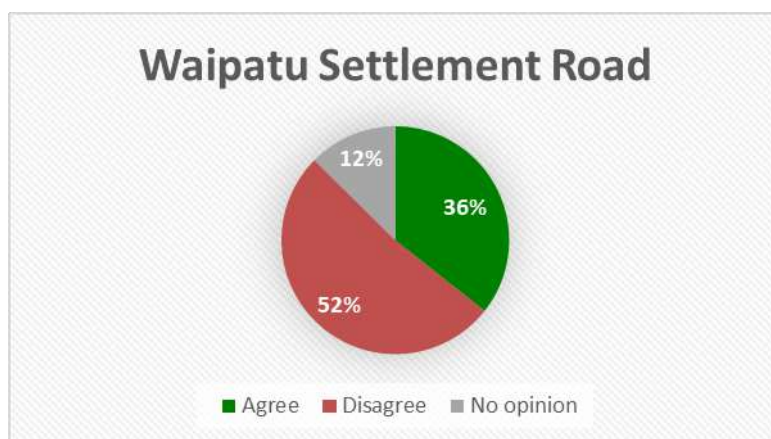
Hawke's Bay District Health Board

Support

10.8.3 Affected Parties Response

In total 143 parties responded to the proposed change in speed along Waipatu Settlement Road. 51 parties agreed with the proposed change, 74 opposed and 18 had no opinion. This results in 41% of parties in favour of the proposed change.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



10.8.4 Officer Comment

Waipatu Settlement Road is located off SH51 and leads to a no exit side street, so it is not possible to travel through this road to another destination. It sees a mixture of residential and horticultural use. Paraire Road, Waipatu Settlement Road and Watson Road share similar characteristics to each other and as such should be treated similarly.

It should be noted that in this instance the high number of submitters who responded “I travel through these roads” likely refer to travelling on SH51 through Waipatu, rather than the local roads.

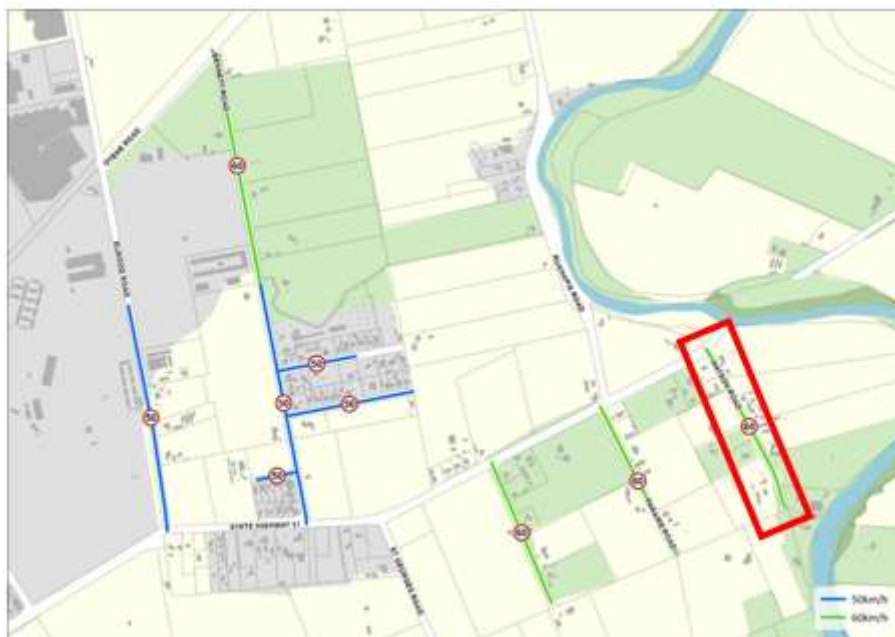
Some submitters requested a 50km/h speed limit, however this does not have the look and feel of an urban 50km/h road. It was also noted that some residents of these roads felt the existing speed limit was appropriate.

Given the above, it is recommended that the proposed speed limit change is appropriate.

Options

- A) Adopt 60km/h speed limit as per Draft Statement of Proposal
- B) Retain current 80km/h speed limit

10.9 WATSON ROAD (FROM SH51 TO THE END)



10.9.1 Proposal

Watson Road is one of the three roads that are all parallel no through roads and intersects with SH51 in Waipatu. The request to review the speed limit on this road relates to the speed limit review on SH51 by Waka Kotahi.

The proposal reduces the speed limit on Watson Road from 80km/h to 60km/h along the whole road.

10.9.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

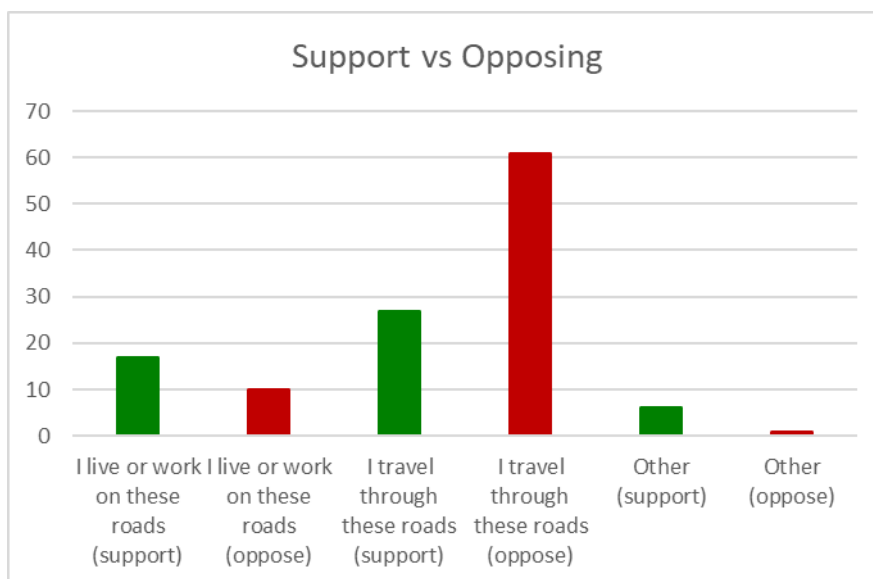
Hawke's Bay District Health Board

Support

10.9.3 Affected Parties Response

In total 143 parties responded to the proposed change in speed along Watson Road. 50 parties agreed with the proposed change, 72 opposed and 21 had no opinion. This results in 41% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



10.9.4 Officer Comment

Watson Road is located off SH51 and leads to a dead end, so it is not possible to travel through this road to another destination. It sees a mixture of residential and horticultural use. Paraire Road, Waipatu Settlement Road and Watson Road share similar characteristics to each other and as such should be treated similarly.

It should be noted that in this instance the high number of submitters who responded “I travel through these roads” likely refer to travelling on SH51 through Waipatu, rather than the local roads.

Some submitters requested a 50km/h speed limit, however this does not have the look and feel of an urban 50km/h road. It was also noted that some residents of these roads felt the existing speed limit was appropriate.

Given the above, it is recommended that the proposed speed limit change is appropriate.

Options

- A) Adopt 60km/h speed limit as per Draft Statement of Proposal
- B) Retain current 80km/h speed limit

11.0 HASTINGS SOUTH



Item 5

11.1 ALGERNON ROAD (FROM NORTON TO END OF ALGERNON ROAD)



11.1.1 Proposal

The proposal to review the speed limit on Algers Road relates to the broader speed limit review associated to Riverslea Road South (and surrounding roads) that it connects to. The proposed change in the speed limit aims to achieve a consistent application of Safe and Appropriate Speed limits across these intersecting roads.

The proposal reduces the speed limit on Algers Road from 100km/h to 80km/h along its entire length.

11.1.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

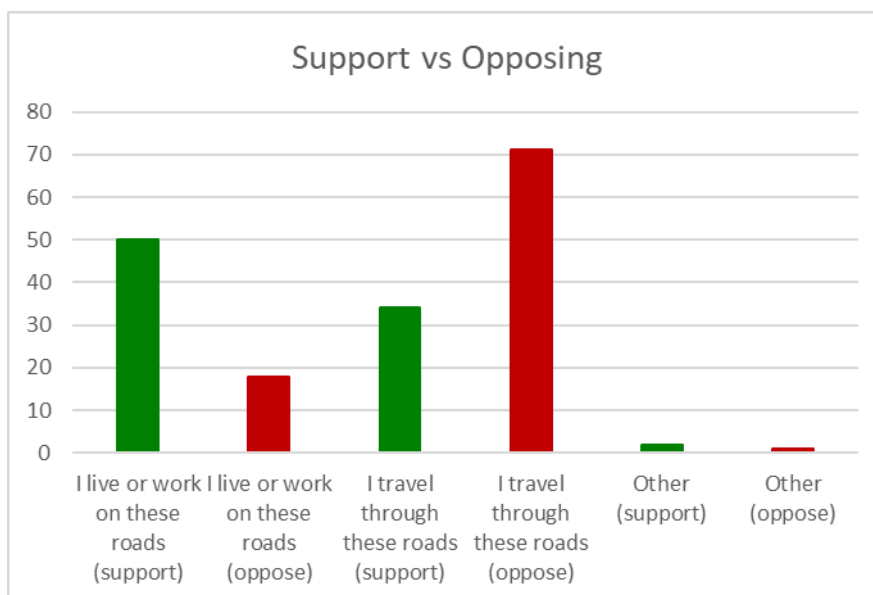
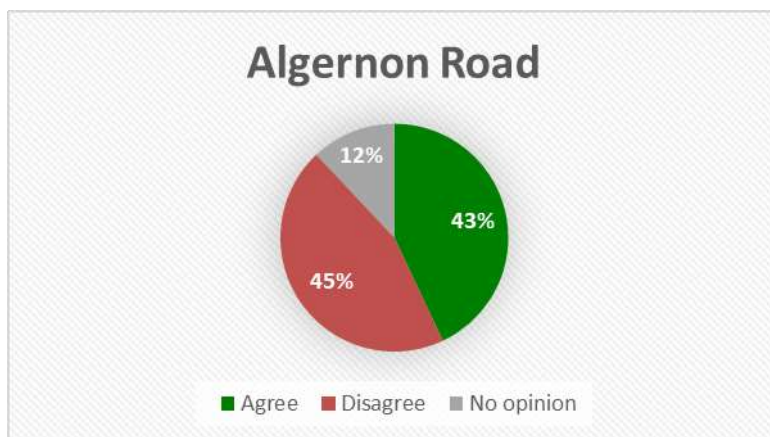
Hawke's Bay District Health Board

Support

11.1.3 Affected Parties Response

In total 200 parties responded to the proposed change in speed along Algers Road. 86 parties agreed with the proposed change, 90 opposed and 24 had no opinion. This results in 49% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



11.1.4 Officer Comment

The technical assessments show that the safe and appropriate speed is 80km/h. Algernon Road has an 85th percentile speed of 70km/h which suggests people are generally travelling under the safe and appropriate speed, so compliance would not appear to be an issue.

This proposal is associated to the wider Hastings South review which aims to achieve safe and appropriate speed limits across this area.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

11.2 DAVIS ROAD (FROM RAILWAY ROAD SOUTH TO RIVERSLEA ROAD SOUTH)



11.2.1 Proposal

The review of the speed limit on Davis Road relates to the broader speed limit review associated with Longlands Road and Riverslea Road South that it connects to. Speed limit changes across this area are proposed to achieve a more consistent solution for road users.

The proposal reduces the speed limit on Davies Road from 100km/h to 80km/h along the entirety of its length.

11.2.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

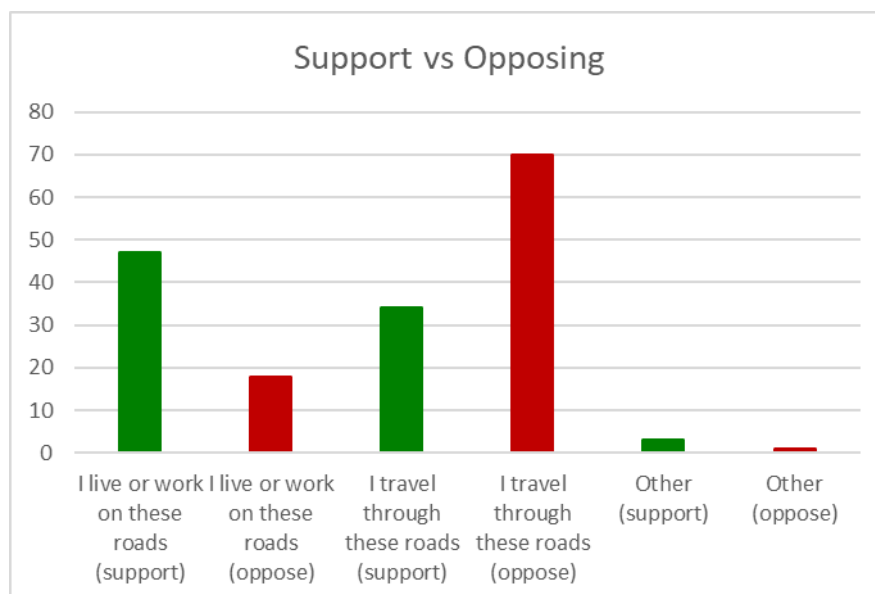
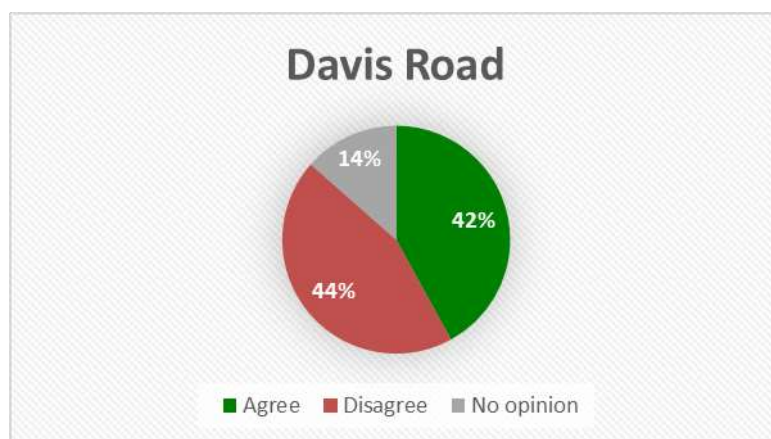
Hawke's Bay District Health Board

Support

11.2.3 Affected Parties Response

In total 200 parties responded to the proposed change in speed along Davis Road. 84 parties agreed with the proposed change, 89 opposed and 27 had no opinion. This results in 49% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



11.2.4 Officer Comment

The technical assessments show that the safe and appropriate speed is 80km/h. Davis Road has an 85th percentile speed of 72km/h which suggests people are generally travelling under the safe and appropriate speed, so compliance would not appear to be an issue.

This proposal is associated to the wider Hastings South review which aims to achieve safe and appropriate speed limits across this area.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

11.3 FRANCE ROAD (FROM RAILWAY ROAD SOUTH TO END OF FRANCE ROAD)



11.3.1 Proposal

This section of France Road has been reviewed due to the proposed change to the speed limit on Railway Road (from 100km/h to 80km/h).

The proposal reduces the speed limit on France Road from 100km/h to 80km/h for its entire length.

11.3.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

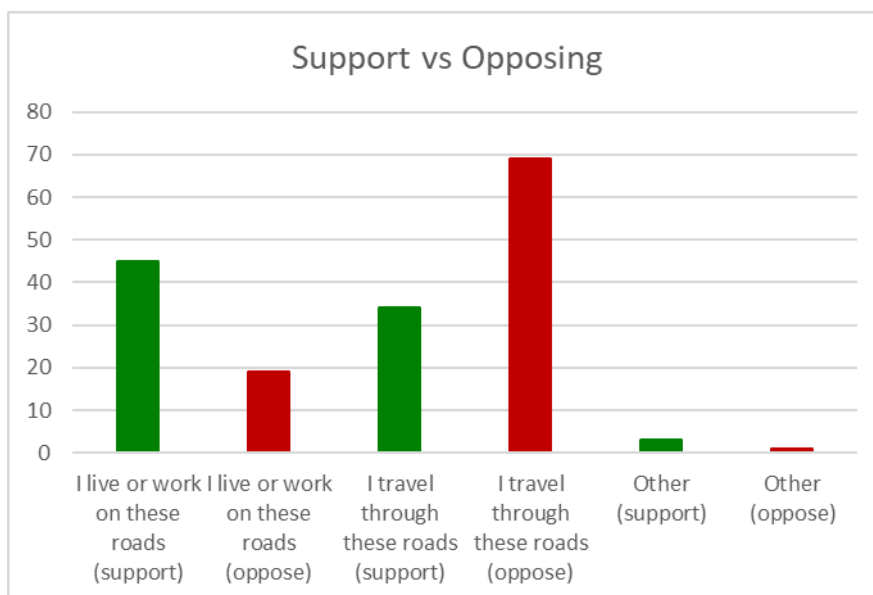
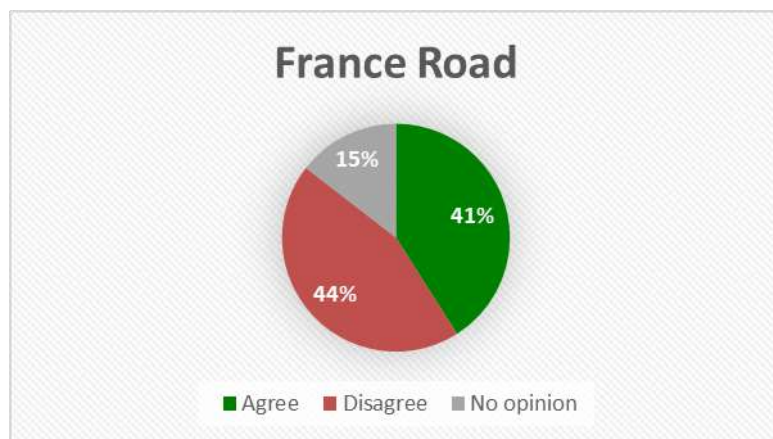
Hawke's Bay District Health Board

Support

11.3.3 Affected Parties Response

In total 200 parties responded to the proposed change in speed along France Road. 82 parties agreed with the proposed change, 89 opposed and 29 had no opinion. This results in 48% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



11.3.4 Officer Comment

France Road is located off Railway Road South and is a no exit side street, so it is not possible to travel through this road to reach another destination.

The technical assessments show that the safe and appropriate speed is 80km/h. Although Council do not have recent traffic information on this road, it is unlikely that compliance with an 80km/h will be a problem.

This proposal is associated to the wider Hastings South review which aims to achieve safe and appropriate speed limits across this area.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

11.4 HEATHCOTE ROAD (FROM MARAEKAKAHO ROAD TO SOUTHLAND ROAD)



11.4.1 Proposal

The speed limit review on Heathcote Road was undertaken due to the previous speed limit changes on Maraeakakaho Road as well as the proposed changes to Southland Road.

The proposal reduces the speed limit from 100km/h to 80km/h along the entire length of Heathcote Road.

11.4.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

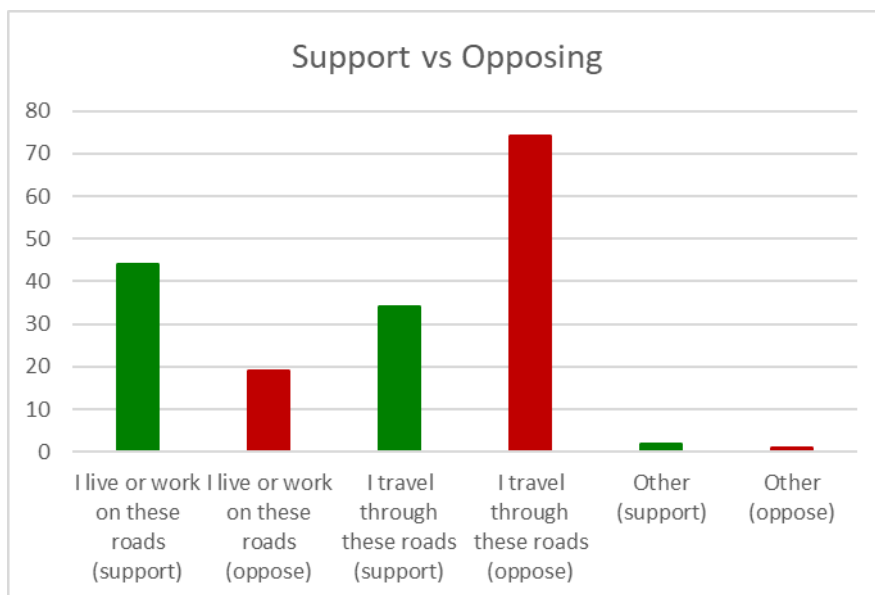
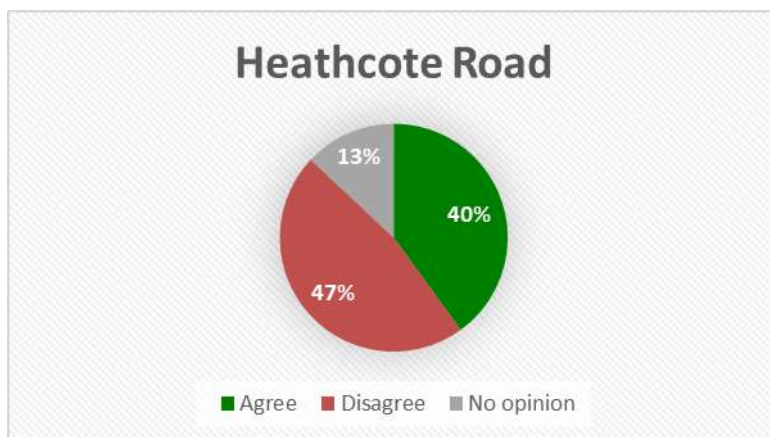
Hawke's Bay District Health Board

Support

11.4.3 Affected Parties Response

In total 200 parties responded to the proposed change in speed along Heathcote Road. 80 parties agreed with the proposed change, 94 opposed and 26 had no opinion. This results in 46% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



11.4.4 Officer Comment

Heathcote Road is a primary collector road, so it is important in terms of vehicle movement but the difference in time that will be lost over this stretch of road will be minimal. The reduction in speed is proposed over a 1.1km stretch of road which would take 39 seconds travelling at 100km/h and 49 seconds travelling at 80km/h.

The technical assessments show that the safe and appropriate speed is 80km/h. Heathcote Road has an 85th percentile speed of 87km/h which suggests the majority of people are generally travelling close to the safe and appropriate speed, so compliance should not be an issue.

This proposal is associated to the wider Hastings South review which aims to achieve safe and appropriate speed limits across this area.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

11.5 NORTON ROAD (FROM EXISTING 50KM/H SPEED LIMIT SIGNS TO ALGERNON ROAD)



11.5.1 Proposal

The public request to review the speed limit on Norton Road, between Algernon Rd and Copeland Road, forms part of the broader speed limit review for the Longlands area.

The proposal reduces the speed limit from 100km/h to 80km/h along the entirety of its length.

11.5.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

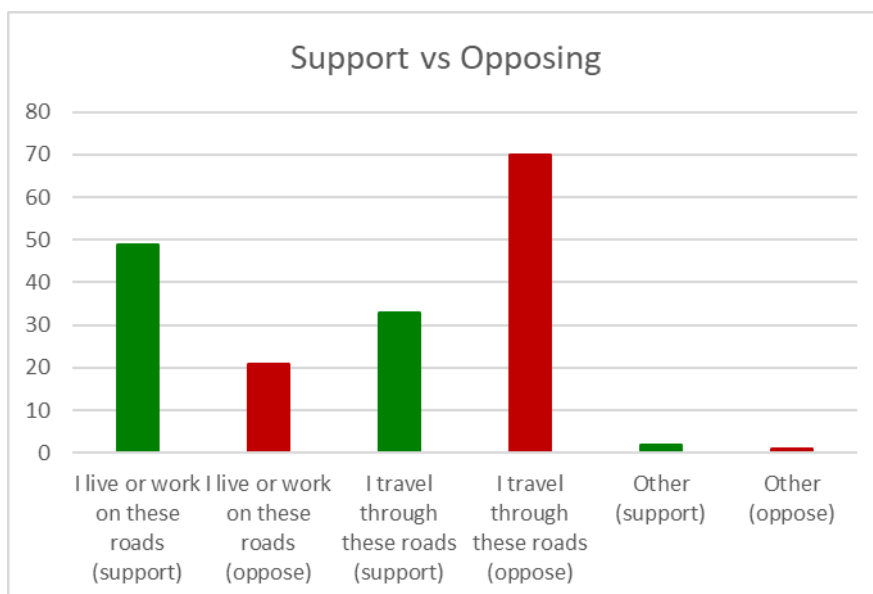
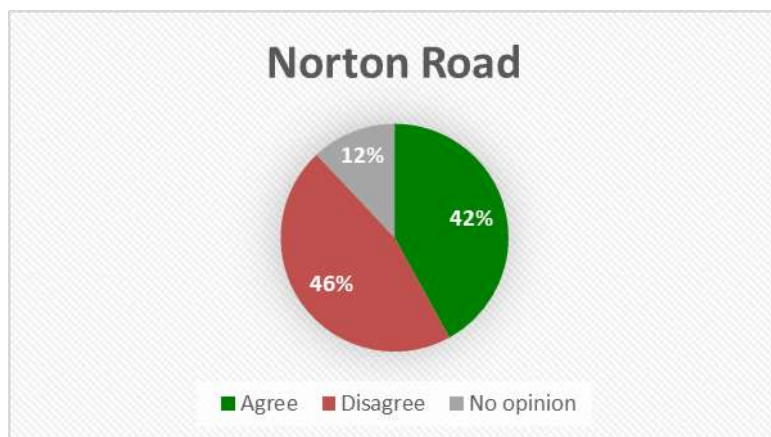
Hawke's Bay District Health Board

Support

11.5.3 Affected Parties Response

In total 200 parties responded to the proposed change in speed along Norton Road. 84 parties agreed with the proposed change, 92 opposed and 24 had no opinion. This results in 48% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



11.5.4 Officer Comment

Norton Road is an access road meaning it has a reduced importance in terms of the movement of vehicles (as opposed to Arterial and Collector roads).

The technical assessments show that the safe and appropriate speed is 80km/h. Norton Road has an 85th percentile speed of 72km/h which suggests people are generally travelling under the safe and appropriate speed and compliance would not appear to be an issue.

This proposal is associated to the wider Hastings South review which aims to achieve safe and appropriate speed limits across this area.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

11.6 PARK ROAD (FROM EXISTING 50KM/H SPEED LIMIT SIGNS TO ALGERNON ROAD)



11.6.1 Proposal

The request to review the speed limit on Park Road, between Algernon Road to 200m West of Tollemache Road East, is a part of the broader speed limit review for the Longlands area.

The proposal reduces the speed limit from 100km/h to 80km/h along Park Road from the intersection with Algernon Road to the existing 70km/h speed limit signs 200m west of Tollemache Road East.

11.6.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree with proposal, however council should consider 60 for Park Road South (including the length of 70 east of Tollemache Road East) and Tollemache Road East (top 10%) as MegaMaps Edition III identifies these as rural residential, SAAS of 60, and mean speeds are currently all in the order of 50km/h.

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

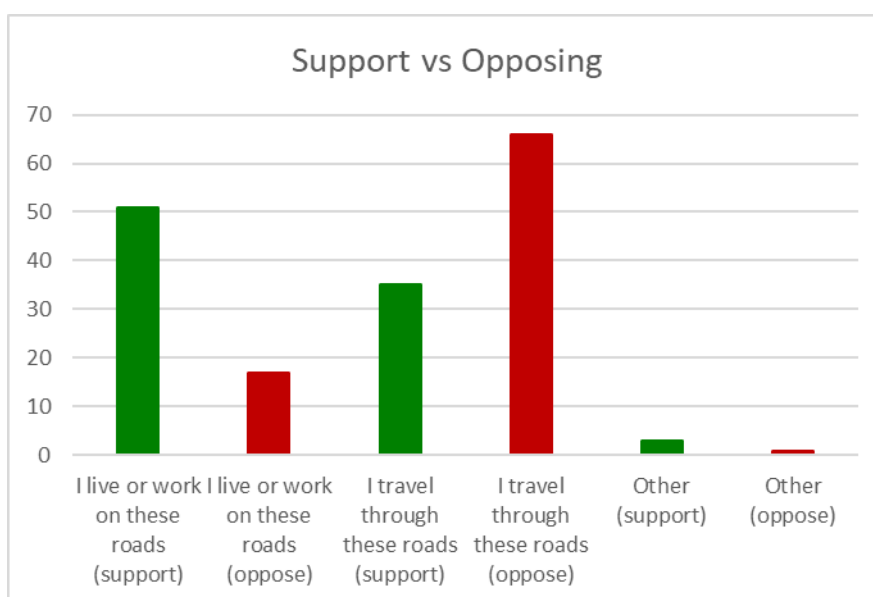
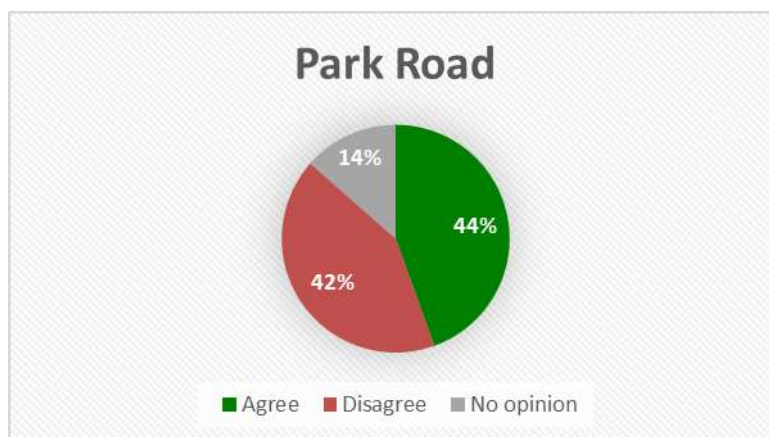
Hawke's Bay District Health Board

Support

11.6.3 Affected Parties Response

In total 200 parties responded to the proposed change in speed along Park Road. 89 parties agreed with the proposed change, 84 opposed and 27 had no opinion. This results in 51% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



11.6.4 Officer Comment

The slight majority of users support the proposed change and it is noted that the parties that live/work in this area strongly support the proposed change. Park Road is an access road meaning it has a reduced importance in terms of the movement of vehicles (as opposed to Arterial and Collector roads).

The technical assessments show that the safe and appropriate speed is 80km/h and an 85th percentile speed of 72km/h which suggests people are generally travelling under the safe and appropriate speed and compliance would not appear to be an issue.

This proposal is associated to the wider Hastings South review which aims to achieve safe and appropriate speed limits across this area.

In response to Waka Kotahi's submission, we disagree with the recommendation, as the crashes on both Park Road and Tollemache Road East all relate to intersections, either failure to give way or failure to recognise the intersection. These intersections are programmed for safety improvements in the current LTP and future LTPs.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

11.7 RAILWAY ROAD SOUTH (FROM EXISTING 50KM/H SPEED LIMIT SIGNS TO 250M SOUTH OF LONGLANDS ROAD)



11.7.1 Proposal

This section of Railway Road South has been reviewed due to it being identified as a top 10 percent site for Death and Serious Injury reductions through a lowering of travel speeds.

The proposal reduces the speed limit from 100km/h to 80km/h on Railway Road South from the 50km/h speed limit 50m west of Murdoch Road through to 250m south of the intersection with Longlands Road.

11.7.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

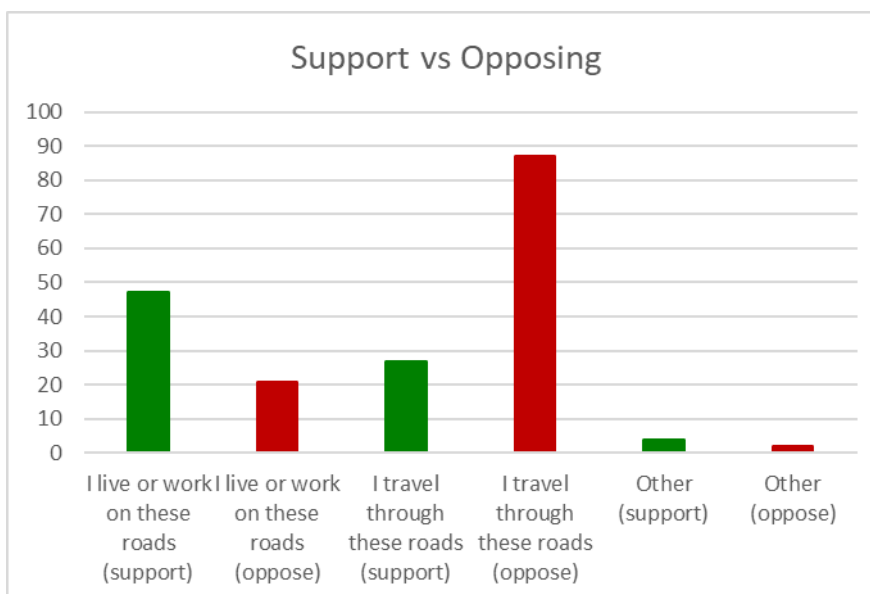
Hawke's Bay District Health Board

Support

11.7.3 Affected Parties Response

In total 200 parties responded to the proposed change in speed along Railway Road South. 78 parties agreed with the proposed change, 110 opposed and 12 had no opinion. This results in 41% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



11.7.4 Officer Comment

Railway Road South is a primary collector road, and one of the main entrance roads into Hastings. As such a travel time assessment was undertaken to determine the impact of the proposed speed limit reduction. The reduction in speed is proposed over a 2.4km stretch of road which would take 1:26 minutes travelling at 100km/h and 1:48 minutes travelling at 80km/h. This assumes drivers are travelling at the speed limit consistently.

The technical assessments show that the safe and appropriate speed is 80km/h. There have been five crashes on this section of road in the past five years, and also another crash over Labour weekend which has not yet been accounted for in the analysis.

Comparing the safety benefits of a reduced speed limit against the travel time impact, Officers recommend that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

11.8 RAILWAY ROAD SOUTH – RURAL INTERSECTION ADVANCE WARNING SIGN (RIAWS) SITE (FROM NORTHERN EXTENT OF RIAWS SIGNAGE TO SOUTHERN EXTENT OF RIAWS SIGNAGE)



11.8.1 Proposal

This section of Railway Road South has been reviewed due to it being identified as a top 10 percent site for Death and Serious Injury reductions through a lowering of travel speeds.

The proposal reduces the speed from 70km/h to 60km/h at the Rural Intersection Advanced Warning Signs on Railway Road South at Longlands Road.

11.8.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

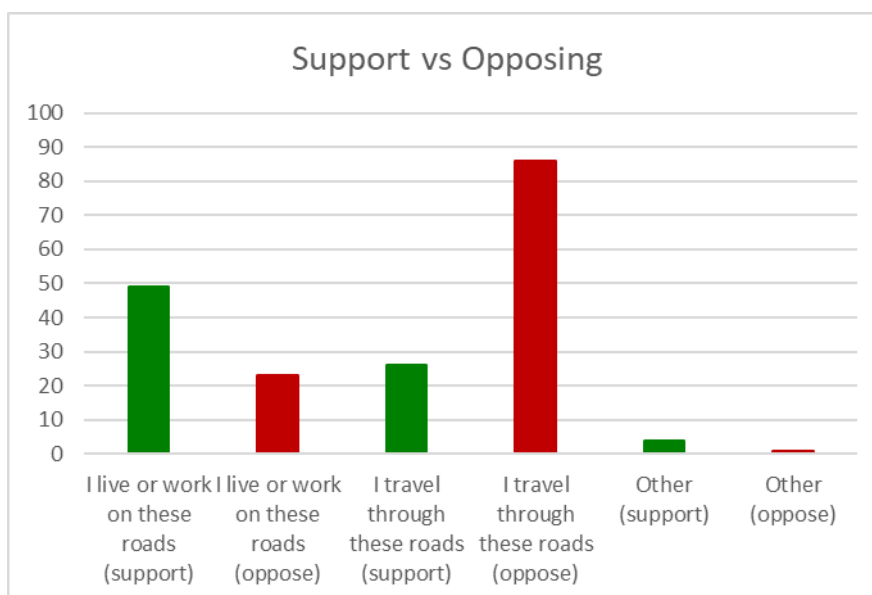
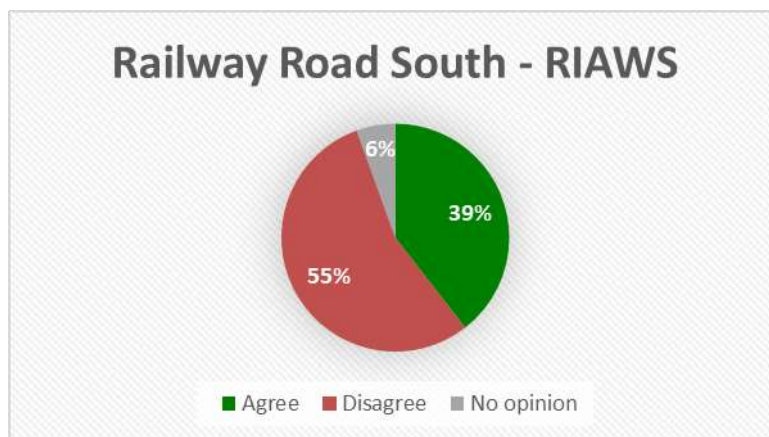
Hawke's Bay District Health Board

Support

11.8.3 Affected Parties Response

In total 200 parties responded to the proposed change in speed along Railway Road South - RIAWS. 79 parties agreed with the proposed change, 110 opposed and 11 had no opinion. This results in 41% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



11.8.4 Officer Comment

A change in the Railway Road South speed limit proposed above will require a modification to the current Rural Intersection Activated Warning Signs system.

This section has a low-medium collective risk and medium personal risk, an Infrastructure Risk Rating of low and when classed as an urban road which it is, the road has a safe and appropriate speed of 100km/h. A RIAWS must have a differential of at least 20km/h.

There have been no injury crashes at this intersection in the four years since the RIAWS has been installed, which indicates that it has significantly improved safety at this location and removal is not recommended.

Given the above, it is recommended the RIAWS speed limit be lowered to 80/60km/h if the road to the north of this intersection is lowered to 80km/h.

Options

- A) Adopt 80/60 km/h RIAWS speed limit as per Draft Statement of Proposal
- B) Remove RIAWS system and continue 80km/h through this intersection
- C) Retain current 100/70 km/h RIAWS speed limit (Can only be done if this section of road remains at 100km/h)

11.9 RIVERSLEA ROAD SOUTH (FROM LONGLANDS ROAD TO TOLLEMACHE ROAD EAST)



11.9.1 Proposal

This section of Riverslea Road South has been reviewed due to it being identified as a top 10 percent site for Death and Serious Injury reductions through a lowering of travel speeds.

The proposal reduces the speed limit from 100km/h to 80km/h from the existing 50km/h speed limit signs south of Tollemache Road through to Longlands Road East.

11.9.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree.

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

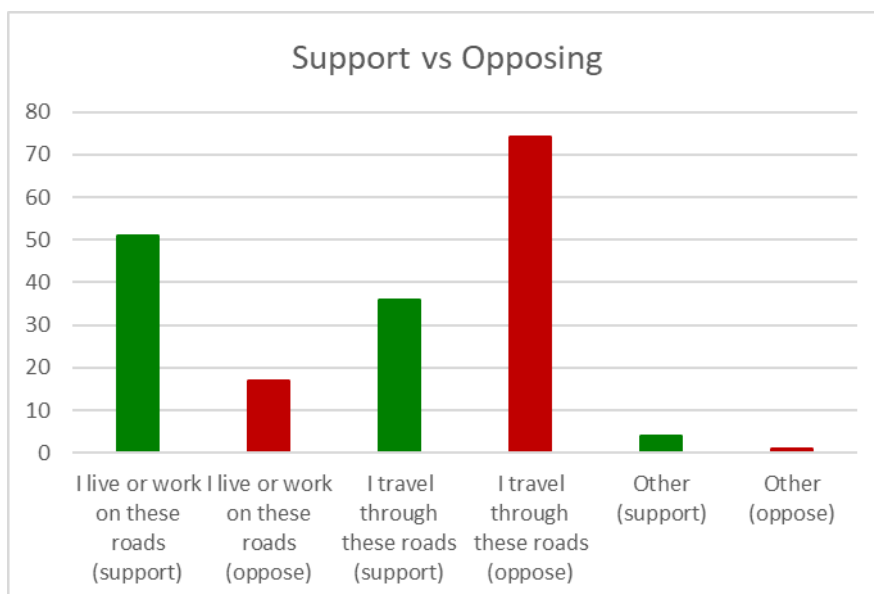
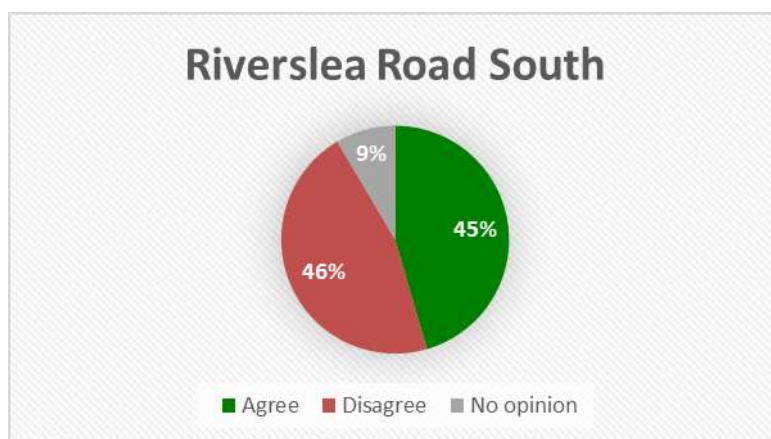
Hawke's Bay District Health Board

Support

11.9.3 Affected Parties Response

In total 200 parties responded to the proposed change in speed along Riverslea Road South. 91 parties agreed with the proposed change, 92 opposed and 17 had no opinion. This results in 50% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



11.9.4 Officer Comment

This is a primary collector road, so it is important in terms of vehicle movement but the difference in time that will be lost over this stretch of road will be minimal. The reduction in speed is proposed over a 1.6km stretch of road which would take 58 seconds travelling at 100km/h and 72 seconds travelling at 80km/h.

The technical assessments show that the safe and appropriate speed is 80km/h. Riverslea Road South has an 85th percentile speed of 89km/h suggests that the 80km/h proposed speed limit would not be far from current travel speeds.

This proposal is associated to the wider Hastings South review which aims to achieve safe and appropriate speed limits across this area.

Officers are currently investigating safety improvements at the Riverslea Road / Tollemache Road intersection.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

11.10 SOUTHLAND ROAD (FROM EXISTING 50KM/H SPEED LIMIT SIGNS NORTH OF TOLLEMACHE ROAD TO END OF SOUTHLAND ROAD)



11.10.1 Proposal

This section of Southland Road is currently 100km/h with an approximately 380m length to the east, between Tollemache Road and Heathcote Road, being identified as a top 10 percent site for Death and Serious Injury reductions.

The proposal reduces the speed limit on Southland Road from 100km/h to 80km/h from Tollemache Road to its western extent.

11.10.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

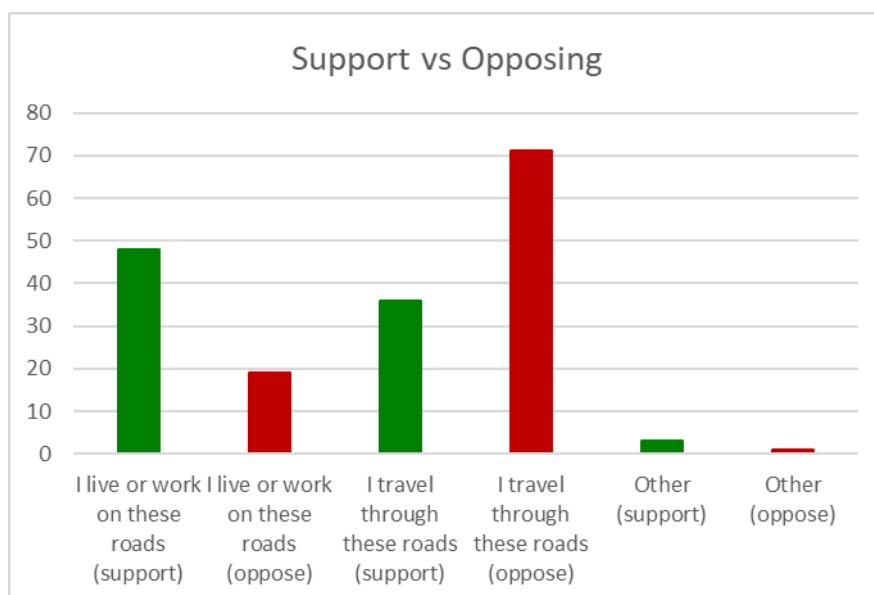
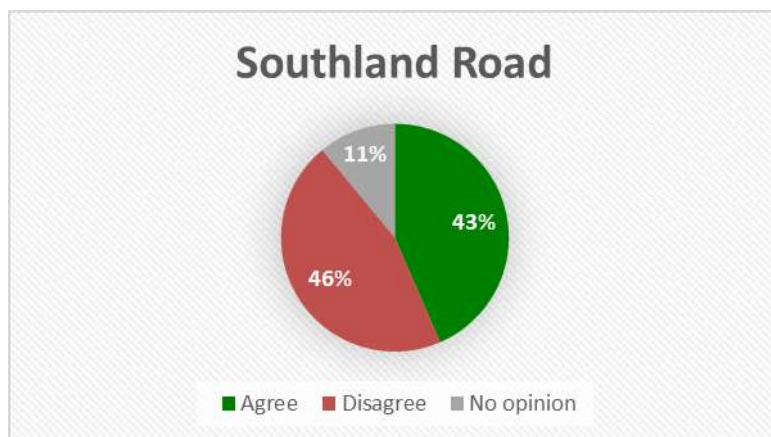
Hawke's Bay District Health Board

Support

11.10.3 Affected Parties Response

In total 200 parties responded to the proposed change in speed along Southland Road South. 87 parties agreed with the proposed change, 91 opposed and 22 had no opinion. This results in 49% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



11.10.4 Officer Comment

This section of Southland Road comprises of a primary collector road from Heathcote Road toward the 50km/h zone, and a secondary collector south of Heathcote Road. The section of primary collector is identified as a top 10 percent site for Death and Serious Injury reductions.

The technical assessments show that the safe and appropriate speed is 80km/h. Southland Road has an 85th percentile speed of 77km/h which suggests people are generally travelling under the safe and appropriate speed, and compliance should not be an issue. This proposal is associated to the wider Hastings South review which aims to achieve safe and appropriate speed limits across this area.

It is noted that residents have raised concerns regarding the speed at which vehicles enter the 50km/h zone, and as such threshold treatments are proposed at this location.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

11.11 TOLLEMACHE ROAD (FROM SOUTHLAND ROAD TO RAILWAY ROAD SOUTH)



11.11.1 Proposal

The speed limit review on Tollemache Road West, from Southland Road to Railway Road South, is a part of the area wide speed limit review including the roads between Maraekakaho Road and Southland Road.

The proposal reduces the speed limit be from 100km/h to 80km/h along the section of Tollemache Road West between Southland Road and Railway Road South.

11.11.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree with proposal, however council should consider 60 for Park Road South (including the length of 70 east of Tollemache Road East) and Tollemache Road East (top 10%) as MegaMaps Edition III identifies these as rural residential, SAAS of 60, and mean speeds are currently all in the order of 50km/h.

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

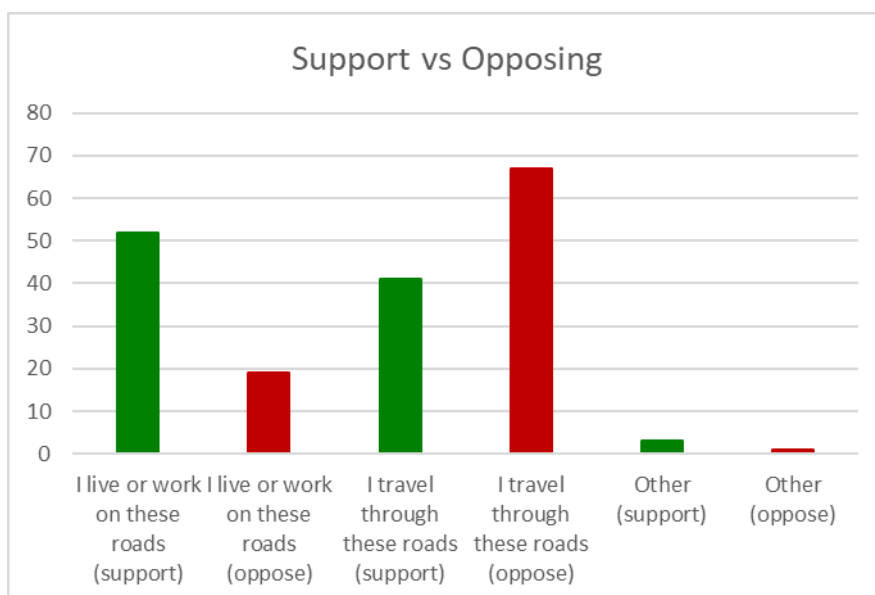
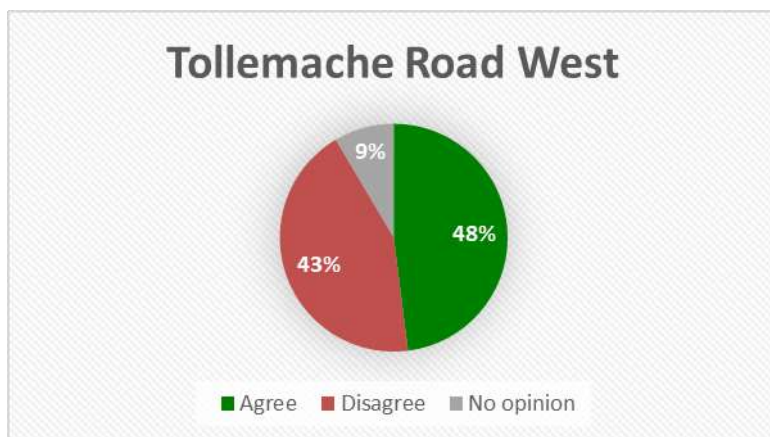
Hawke's Bay District Health Board

Support

11.11.3 Affected Parties Response

In total 200 parties responded to the proposed change in speed along Tollemache Road West. 96 parties agreed with the proposed change, 87 opposed and 17 had no opinion. This results in 52% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



11.11.4 Officer Comment

The slight majority of users support the proposed change and it is noted that the parties that live/work in this area strongly support the proposed change. Tollemache Road West is a primary collector road meaning it is important in terms of vehicle movements but the change in time travelling along this road will be minimal. The proposed change is over a section that is 0.9km long which would take 32 seconds at 100km/h and 41 seconds at 80km/h.

The technical assessments show that the safe and appropriate speed is 80km/h and an 85th percentile speed of 86km/h which suggests people are generally travelling the safe and appropriate speed and compliance would not appear to be an issue.

This proposal is associated to the wider Hastings South review which aims to achieve safe and appropriate speed limits across this area.

In response to Waka Kotahi's submission, we disagree with the recommendation, as the crashes on both Park Road and Tollemache Road East all relate to intersections, either failure to give way or failure to recognise the intersection. These intersections are programmed for safety improvements in the current LTP and future LTPs.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

11.12 WELLWOOD ROAD (FROM HEATHCOTE ROAD TO END OF WELLWOOD ROAD)



11.12.1 Proposal

The speed limit review on Wellwood Road is a part of the road network speed limit review for the area south of Hastings.

The proposal reduces the speed limit on Wellwood Road from 100km/h to 80km/h for the entirety of its length.

11.12.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

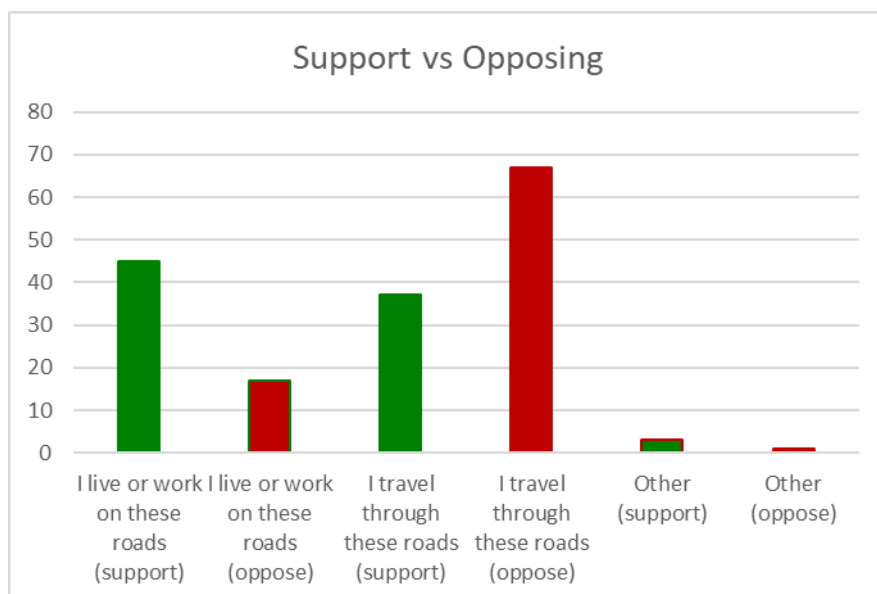
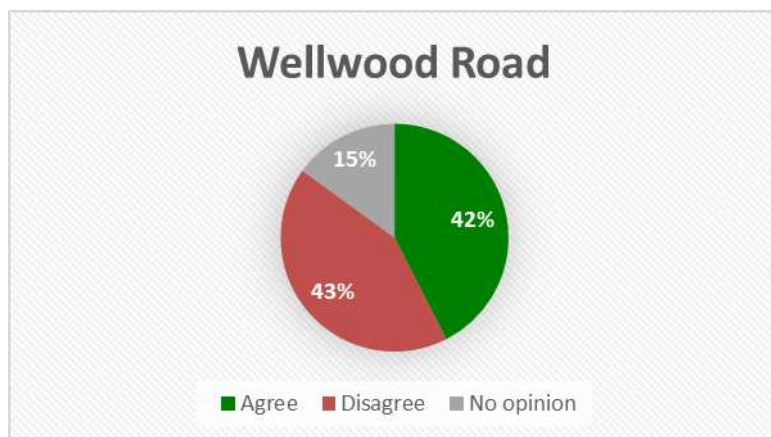
Hawke's Bay District Health Board

Support

11.12.3 Affected Parties Response

In total 200 parties responded to the proposed change in speed along Wellwood Road. 85 parties agreed with the proposed change, 85 opposed and 30 had no opinion. This results in 50% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



11.12.4 Officer Comment

Wellwood Road is a no exit access road, it is not possible to travel through to get to another destination.

The technical assessments show that the safe and appropriate speed is 80km/h. Although Council do not have accurate traffic information on this road, it is unlikely that compliance with an 80km/h will be a problem.

This proposal is associated to the wider Hastings South review which aims to achieve safe and appropriate speed limits across this area.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

12.0 SOUTH OF HAVELOCK NORTH



Item 5

12.1 GILPIN ROAD (FROM TE AUTE ROAD TO MIDDLE ROAD)



12.1.1 Proposal

The request to review the speed limit on Gilpin Road relates to the broader speed limit review associated to Te Aute Road, Middle Road and Iona Road that it connects to.

The proposal for Gilpin Road is to reduce the speed limit from 100km/h to 80km/h along its full length.

12.1.2 Key Stakeholder Response

WAKA KOTAHI NZ TRANSPORT AGENCY

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

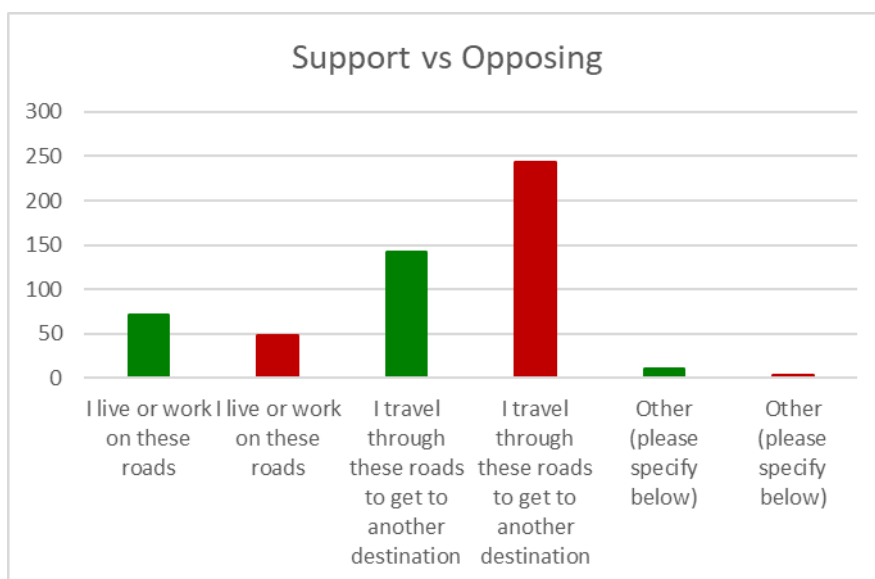
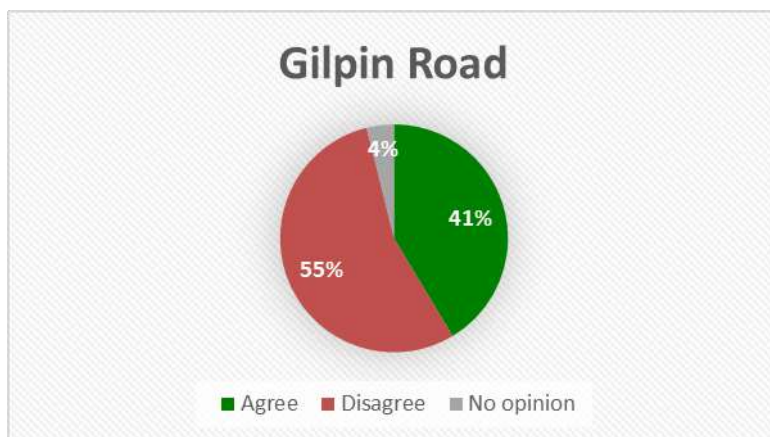
Hawke's Bay District Health Board

Support

12.1.3 Affected Parties Response

In total 541 parties responded to the proposed change in speed along the length of Gilpin Road. 224 parties agreed with the proposed change, 296 opposed and 21 had no opinion. This results in 43% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed limits and red represents parties that oppose the proposal.



12.1.4 Officer Comment

Gilpin Road is a secondary collector road, meaning that in terms of vehicle movement it has a higher importance than low volume and access roads, but lower importance than Arterial and Collector roads. Walkers and cyclists often use this road recreationally. Whilst the majority of users oppose the proposed change - it is noted that the vast majority of these do not live in this area but are users of the route

The technical assessments show that the safe and appropriate speed (when alignment is corrected to account for a straight road) is 80km/h. In addition, the proposed change ensures a consistent treatment between Middle Road and Te Aute Road and further supports the appropriateness of an 80km/h treatment.

It is recommended that the proposed 80km/h speed limit for Gilpin Road be adopted if the proposals for Te Aute Road and Middle Road are adopted.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

12.2 IONA ROAD (FROM EXISTING 50KM/H SPEED LIMIT SIGNS TO MIDDLE ROAD)



12.2.1 Proposal

The speed limit review on this section of Iona Road relates to public request in addition to the current speed review in the surrounding network.

The proposal reduces the speed limit from 100km/h to 80km/h for the section of Iona Road between Middle Road and the existing 50/100km/h speed limit signs to the west of Lane Road.

12.2.2 Key Stakeholder Response

WAKA KOTAHI NZ TRANSPORT AGENCY

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

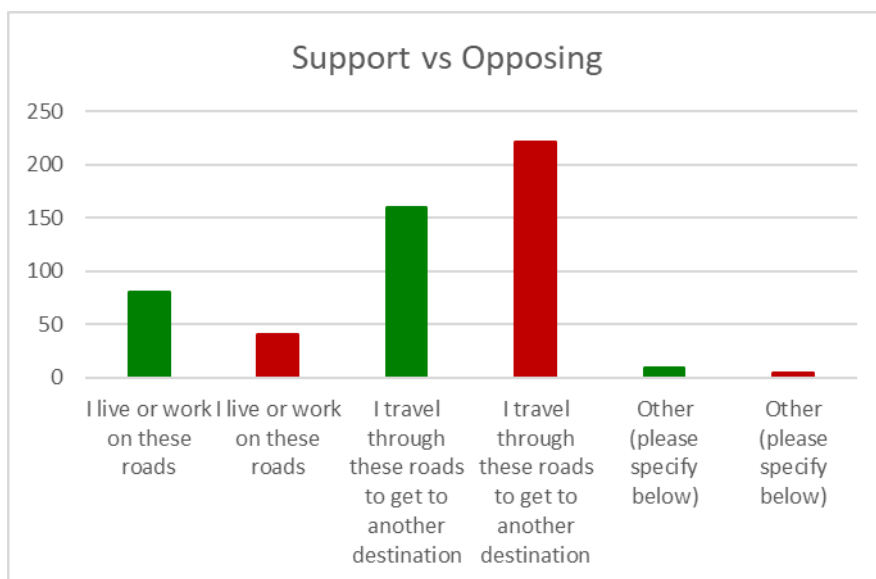
Hawke's Bay District Health Board

Support

12.2.3 Affected Parties Response

In total 541 parties responded to the proposed change in speed along Iona Road. 250 parties agreed with the proposed change, 268 opposed and 23 had no opinion. This results in 48% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



12.2.4 Officer Comment

Whilst the majority of users oppose the proposed change - it is noted that the vast majority of these do not live/work in this area but are users of the route. It is noted that Iona Road is a secondary collector road, meaning that in terms of vehicle movement it has a higher importance than low volume and access roads, but lower importance than Arterial and Collector roads.

The technical assessments show that the safe and appropriate speed is 80km/h (noting the medium-high Infrastructure Risk Rating is dropped to a medium Infrastructure Risk Rating when the road is changed to having a straight alignment as opposed to a curved alignment which was incorrect). In addition, the proposed change ensures a consistent treatment of the connection with Middle Road and further supports the appropriateness of an 80km/h treatment.

During the consultation a number of submitters requested a 50km/h speed limit. Proposed future development on this road may warrant further speed reduction, however, it is recommended that the proposed speed limit change remains the appropriate approach at this time.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

12.3 MIDDLE ROAD (FROM EXISTING 50KM/H SPEED LIMIT SIGNS TO SCHOOL ROAD)



12.3.1 Proposal

This section of Middle Road, from School Road to the urban boundary west of Breadalbane Road, is currently 100km/h. The short section through the reverse curve at Gilpin Road was identified as a top 10 percent site for Death and Serious Injury reductions.

The proposal introduces an 80km/h speed limit from the existing 50km/h speed limit 150m west of Breadalbane Road to School Road.

12.3.2 Key Stakeholder Response

WAKA KOTAHI NZ TRANSPORT AGENCY

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

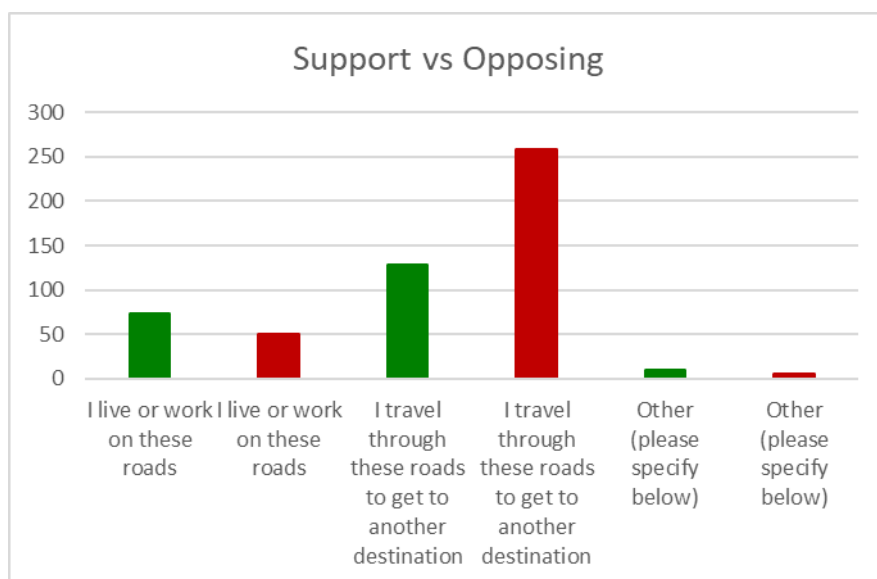
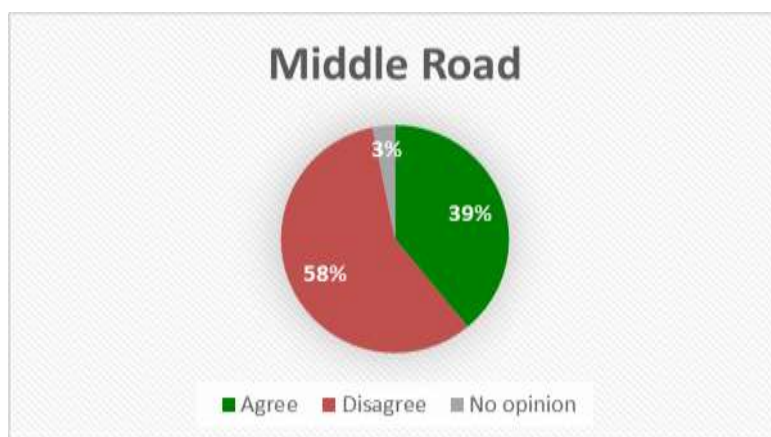
Hawke's Bay District Health Board

Support

12.3.3 Affected Parties Response

In total 541 parties responded to the proposed change in speed along Middle Road. 211 parties agreed with the proposed change, 313 opposed and 17 had no opinion. This results in 40% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



12.3.4 Officer Comment

The majority of users oppose the proposed change but the vast majority of these do not live/work in this area and are users of the route. While the majority of people that live/work in this area support the proposed change. This is a primary collector road, so it is important in terms of vehicle movement but the difference in time that will be lost over this stretch of road will be minimal. The reduction in speed is proposed over a 2.1km stretch of road which would take 1:18 minutes travelling at 100km/h and 1:36 minutes travelling at 80km/h, assuming consistent speed through this section.

The technical assessments show that the safe and appropriate speed is 80km (after reviewing/ changing the high band of traffic volumes that were used by the IRR).

This is also a popular walking and cycling route, and as such Council are currently designing an off road shared path on this section.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

During the consultation, some submissions suggested extending the proposal to beyond Endsleigh Drive. This has some merit, and as such will be included in the next speed limit review. A wider approach could also be taken to include Endsleigh Drive and its side roads at that stage.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

12.4 TE AUTE ROAD (FROM EXISTING 50KM/H SPEED SIGN LIMITS TO LONGLANDS ROAD EAST)



12.4.1 Proposal

This section of Te Aute Road, between Longlands Road East and a point 230m east of Gilpin Road, is currently 100km/h and has been identified as a top 10 percent site for Death and Serious Injury reductions through a lowering of travel speeds.

The proposal reduces the speed limit from 100km/h to 80km/h on Te Aute Road between Longlands Road East and the 50km/h speed signs east of Gilpin Road.

12.4.2 Key Stakeholder Response

WAKA KOTAHI NZ TRANSPORT AGENCY

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Disagree – It is proposed the 50kmph speed limit be extended to the east of Gilpin Road corner then 80kmph. Gilpin Road corner has a 55kmph advisory speed limit. There have been several speed related accidents on this corner. We believe the 50kmph speed limit should either be extended to around the corner at the exit of the Louisa Stream Bridge or end at the church and then have a 60kmph speed limit to the exit of the Louisa Stream Bridge then 80kmph.

Napier City Council

Support all proposed changes

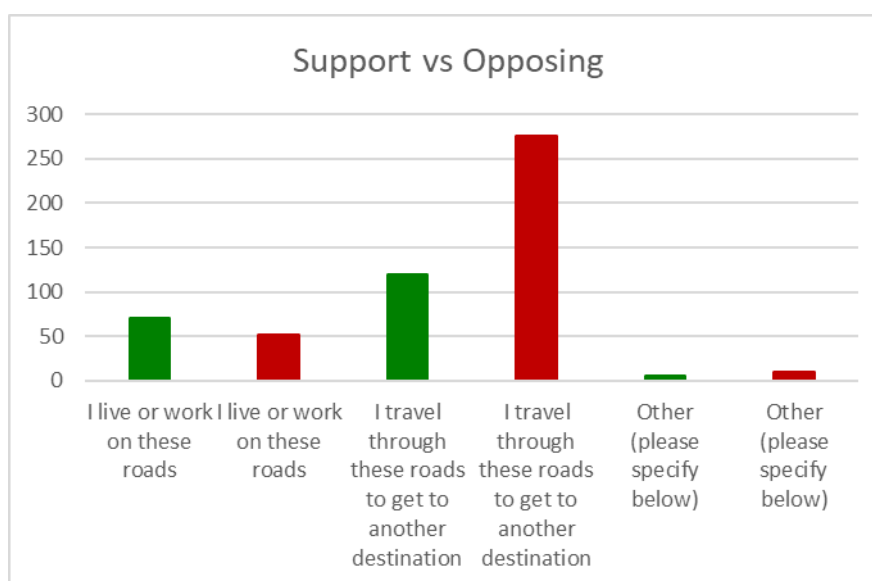
Hawke's Bay District Health Board

Support

12.4.3 Affected Parties Response

In total 541 parties responded to the proposed change in speed along Te Aute Road. 197 parties agreed with the proposed change, 337 opposed and 7 had no opinion. This results in 37% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



12.4.4 Officer Comment

The majority of users oppose the proposed change but the vast majority of these do not live/work in this area and are users of the route. While the majority of people that live/work in this area support the proposed change. This is a primary collector road, so it is important in terms of vehicle movement but the difference in time that will be lost over this stretch of road will be minimal. The reduction in speed is proposed over a 6.8km stretch of road which would take 4:05 minutes travelling at 100km/h and 5:05 minutes travelling at 80km/h, assuming consistent travel speed at the speed limit.

This route has seen a significant number of Death and Serious Injury crashes in previous years.

The technical assessments show that the combination of Infrastructure Risk Rating and collective/personal risk ratings result in a safe and appropriate speed is 60km/h. A reduction in the personal risk would result in a safe and appropriate speed of 80km/h. Intersection safety improvements are programmed to be implemented over the next two years, which consist of geometric improvements and the introduction of right turn bays. As the risk ratings are based on previous crash rates, these safety improvements aimed at reducing the crash rate will likely lower this personal risk to achieve the 80km/h safe and appropriate speed.

In addition, the proposed change ties in with the surrounding roads and keeps this area as a uniform 80km/h to minimise confusion for motorists.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

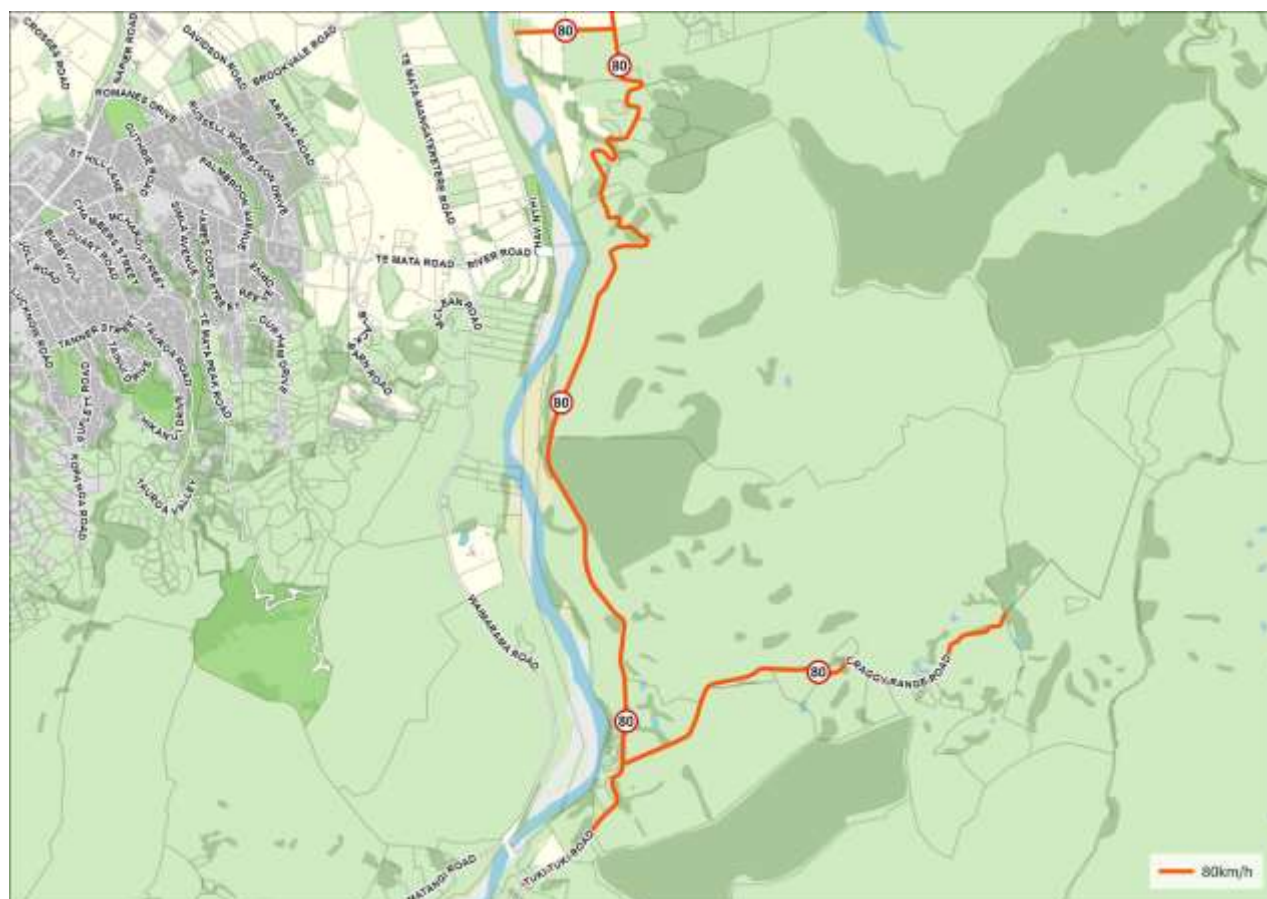
During the consultation, a number of submitters, including AA, suggested extending the existing 50km/h section beyond Gilpin Road, a distance of approximately 300m.

As part of the previous speed limit review, the 50km/h limit was extended to beyond the Ryman development. As part of this development, traffic calming was to be installed to gain compliance with the reduced speed limit. This traffic calming is yet to be installed by the developer, however once this is place officers will monitor the traffic speeds and safety performance. The proposed intersection improvements at Gilpin Road will also reduce the risk at this location.

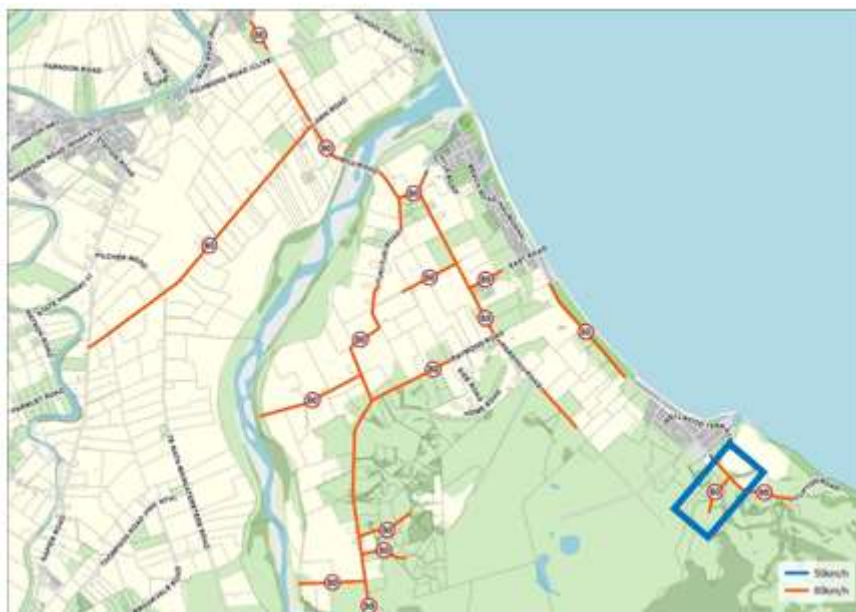
Options

- A) Adopt 80km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100km/h speed limit

Item 5



13.1 CHALTON ROAD (FROM CLIFTON ROAD TO END OF CHALTON ROAD)



13.1.1 Proposal

The whole length of Charlton Road has been reviewed due to the proposed change to the speed limit on Clifton Road (from 100km/h to 80km/h)

The proposal reduces the speed limit on Charlton Road from 100km/h to 80km/h for its entire length.

13.1.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

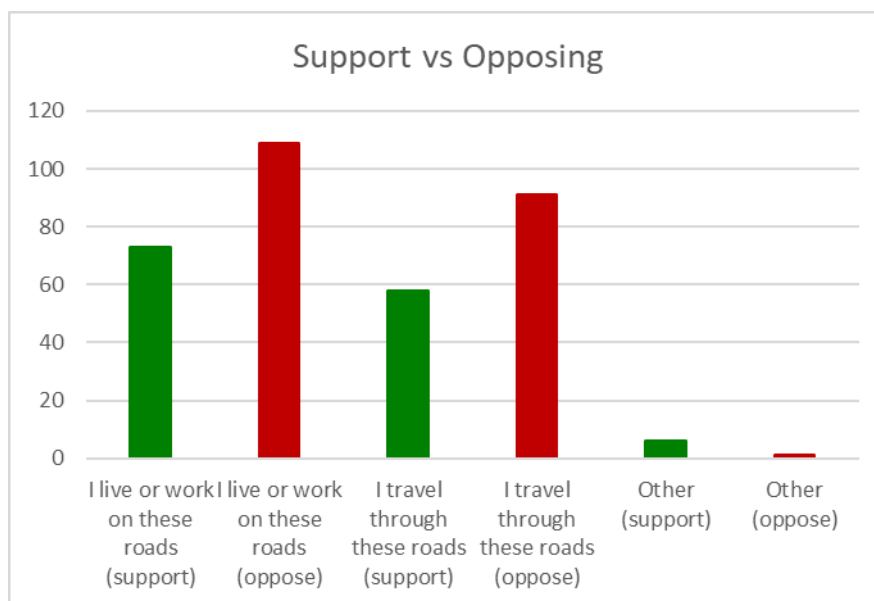
Hawke's Bay District Health Board

Support

13.1.3 Affected Parties Response

In total 410 parties responded to the proposed change in speed along Charlton Road. 137 parties agreed with the proposed change, 201 opposed and 72 had no opinion. This results in 41% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



13.1.4 Officer Comment

Charlton Road is located off Clifton Road and is a no exit side street, so it is not possible to travel through this road to another destination. Charlton Road is about 550m in length and contains about five dwellings along its length.

This proposal also links to the wider Cape Coast and Tuki Tuki review which aims to achieve consistent, safe and appropriate speed limits across this area.

Given the above, it is recommended that the proposed speed limit changes to Clifton Road should be applied on Charlton Road.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

13.2 CLIFTON ROAD (FROM EXISTING 50KM/H SPEED LIMIT SIGNS AT HAUMOANA TO EXISTING 50KM/H SPEED LIMIT SIGNS AT TE AWANGA)



13.2.1 Proposal

This section of Clifton Road starts 120m south of Kuku Street at 50/100km/h signs and extends to the end of the road at the Clifton Motor Camp. This route section has been identified one of the top 10 percent sites for Death and Serious Injury crash reductions through speed management.

The proposal reduces the speed limit from 100km/h to 80km/h along the section of road from the 50km/h speed limit signs south of Te Awanga to the eastern extent of the route.

13.2.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

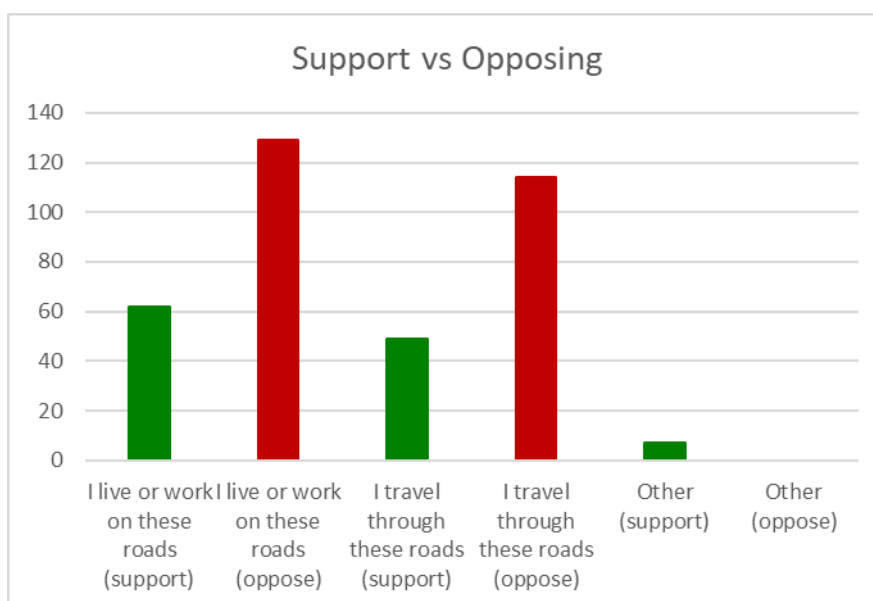
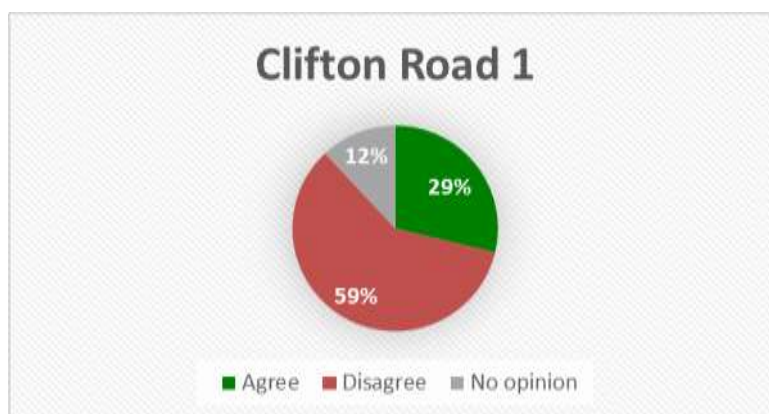
Hawke's Bay District Health Board

Support

13.2.3 Affected Parties Response

In total 410 parties responded to the proposed change in speed along Clifton Road (from existing 50km/h speed limit signs at Haumoana to existing 50km/h speed limit signs at Te Awanga). 118 parties agreed with the proposed change, 243 opposed and 49 had no opinion. This results in 33% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



13.2.4 Officer Comment

Clifton Road is a primary collector road, so it is important in terms of vehicle movement but the difference in time that will be lost over this stretch of road will be minimal. It provides direct access to the beach in a number of places and has a campsite and a number of popular vineyards/wineries within its length.

The reduction in speed for this section is proposed over a 1.6km stretch of road which would take 57 seconds travelling at 100km/h and 72 seconds travelling at 80km/h.

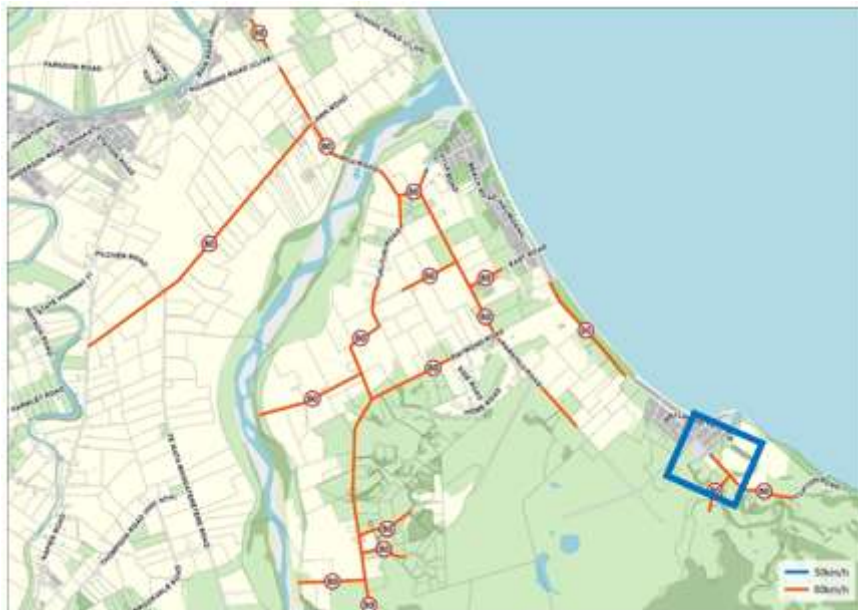
The technical assessments show that the safe and appropriate speed is 80km and the 85th percentile speed is 81km/h which suggests that vehicles are already travelling at or under the safe and appropriate speed so this change of the posted speed limit should make little difference to most users and compliance should not be an issue.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

13.3 CLIFTON ROAD (FROM EXISTING 50KM/H SPEED LIMIT SIGNS AT TE AWANGA TO 30M SOUTH-EAST OF EXISTING 50KM/H SPEED LIMIT SIGNS AT TE AWANGA)



13.3.1 Proposal

This section of Clifton Road starts 120m south of Kuku Street at 50/100km/h signs and extends to the end of the road at the Clifton Motor Camp. This route section has been identified one of the top 10 percent sites for Death and Serious Injury crash reductions through speed management.

The proposal extends the 50km/h speed limit area a further 30m to the south of its current location.

13.3.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Disagree with proposal to relocate 50km/h speed limit 30m from change in environment/development as this fails the requirements of clause 3.3(3) – recommend advance warning signs of 50km/h limit approx. 200m in advance of correct change point which would provide better compliance.

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

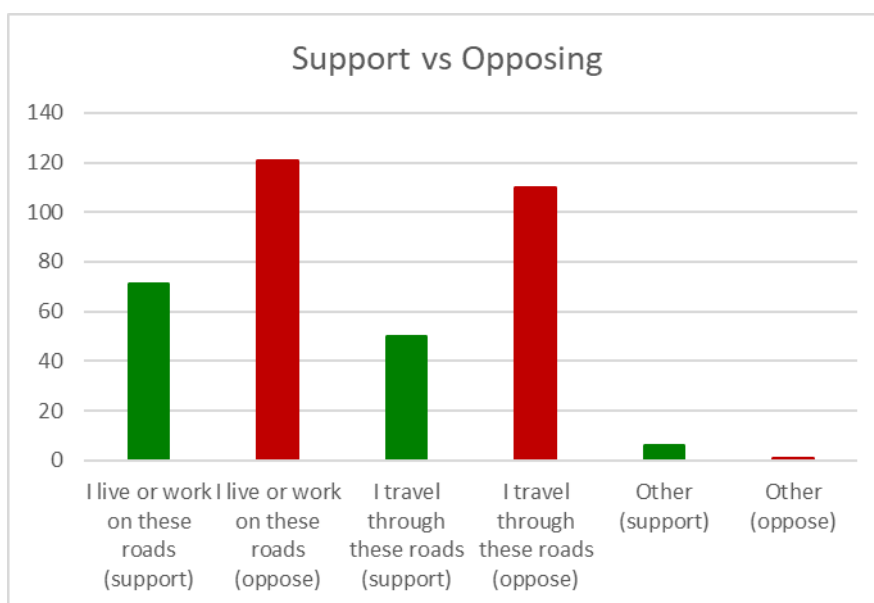
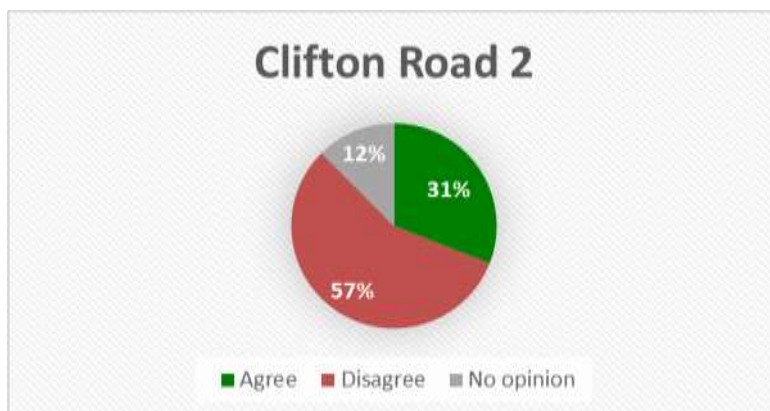
Hawke's Bay District Health Board

Support

13.3.3 Affected Parties Response

In total 410 parties responded to the proposed change in speed along Clifton Road. 127 parties agreed with the proposed change, 232 opposed and 51 had no opinion. This results in 35% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.

**13.3.4 Officer Comment**

This proposal is a minor change, moving the 50km/h zone an extra 30m as the speed bump in close proximity to the current signposts which does not allow sufficient warning. The speed bump has a recommended speed of 20km/h so vehicles will already be slowing to pass over the speed bump. Currently the 50km/h signposts are located 20m away from the speed bump and although line of sight leading up to them is good an extra 30m will give drivers more time to slow down from the high speed they will be travelling.

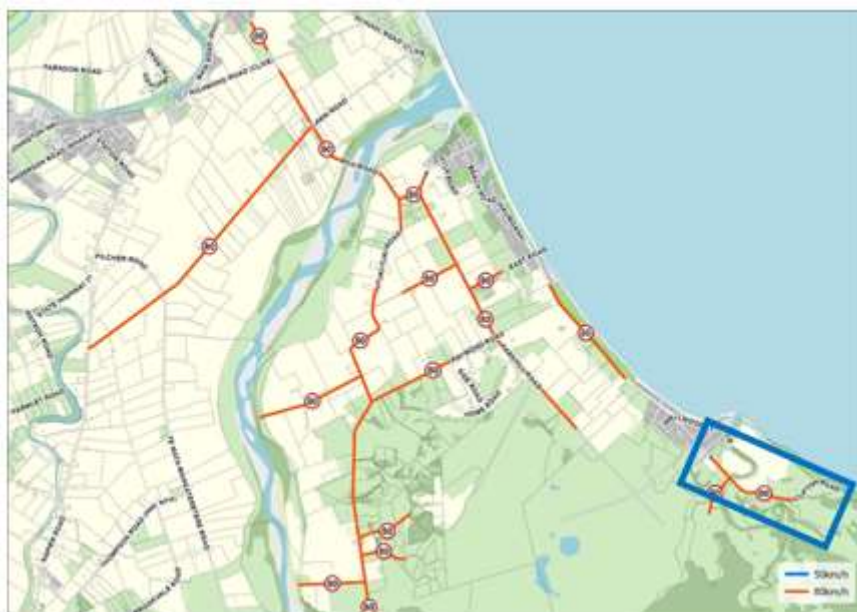
Putting advance warning signs 200m in advance of the speed limit change will still leave the safety risk posed by the insufficient distance between the speed limit change and the speed bump. The safe stopping distance in a 50km/h environment is approximately 45m.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Extend 50 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

13.4 CLIFTON ROAD (FROM 30M SOUTH-EAST OF EXISTING 50KM/H SPEED LIMIT SIGNS AT TE AWANGA TO END OF CLIFTON ROAD)



13.4.1 Proposal

This section of Clifton Road starts 120m south of Kuku Street at 50/100km/h signs and extends to the end of the road at the Clifton Motor Camp. This route section has been identified one of the top 10 percent sites for Death and Serious Injury crash reductions through speed management.

The proposal reduces the speed limit from 100km/h to 80km/h along the section of Clifton Road between the existing 50/100km/h speed limit signs south of Cape View and the 50/100km/h signs north Te Awanga.

13.4.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Disagree with proposed 80 south of Te Awanga as mean speeds are only 51km/h and report states *"This section of Clifton Road is a cul-de-sac and clearly has mixed use with pedestrians, cyclists, horses and tourists present."* 80km/h is not the safe and appropriate speed for this part of the network – recommend 60km/h under the circumstances presented.

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

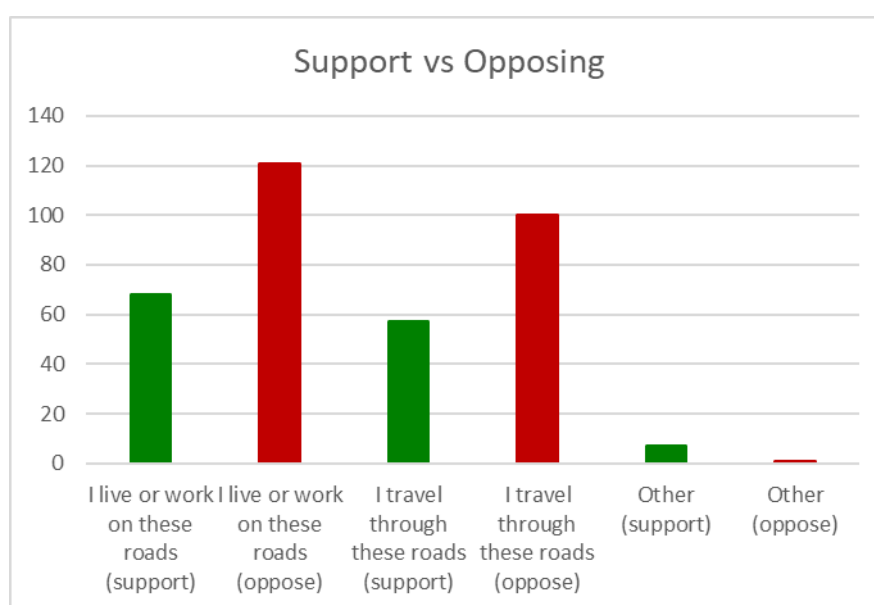
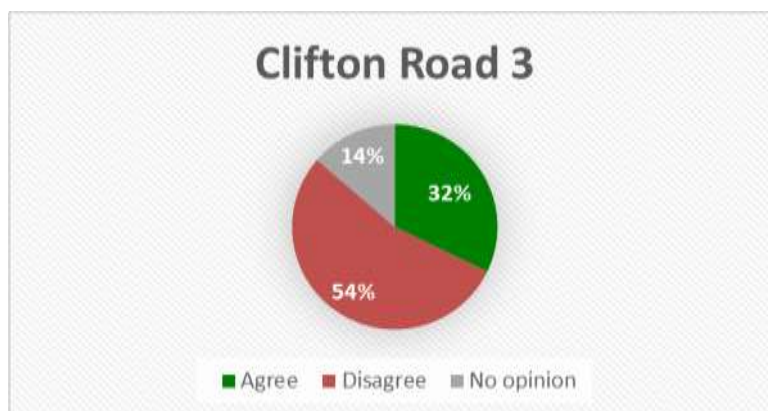
Hawke's Bay District Health Board

Support

13.4.3 Affected Parties Response

In total 410 parties responded to the proposed change in speed along Clifton Road. 132 parties agreed with the proposed change, 222 opposed and 56 had no opinion. This results in 37% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



13.4.4 Officer Comment

This section of Clifton Road also provides direct access to the beach in several places and has a few popular destinations along its length. It is also mixed-use that includes cycling and horse riding. Alongside the road is a lime sand shared path which allows for separation between vehicles and other users.

The technical assessments show that the safe and appropriate speed is 80km and the 85th percentile speed is 81km/h which suggests that vehicles are already travelling at or under the safe and appropriate speed so this change of the posted speed limit should make little difference to most users and compliance should not be an issue.

Referring to the submission from Waka Kotahi, the separation between vehicles and cyclists/horses mitigate the mixed use risks, and the measured speeds in this area are at odds with the mean speeds quoted in the submission. As such Officers disagree with this recommendation.

Clifton Road is a primary collector road, so it is important in terms of vehicle movement however the difference in time that will be lost over this stretch of road will be minimal. The reduction in

speed is proposed over a 1.5km stretch of road which would take 54 seconds travelling at 100km/h and 68 seconds travelling at 80km/h.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

13.5 CRAGGY RANGE ROAD (FROM TUKI TUKI ROAD TO END OF CRAGGY RANGE ROAD)



13.5.1 Proposal

Craggy Range Road has been reviewed due to the proposed change to the speed limit on Tuki Tuki Road (from 100km/h to 80km/h)

The proposal reduces the speed limit on Craggy Range Road from 100km/h to 80km/h for its entire length.

13.5.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Disagree – See Tuki Tuki Road

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

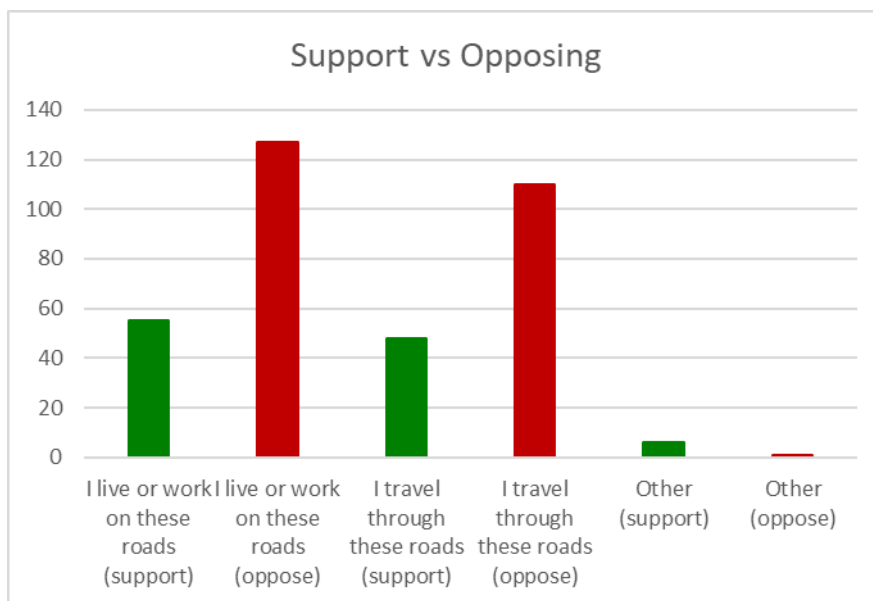
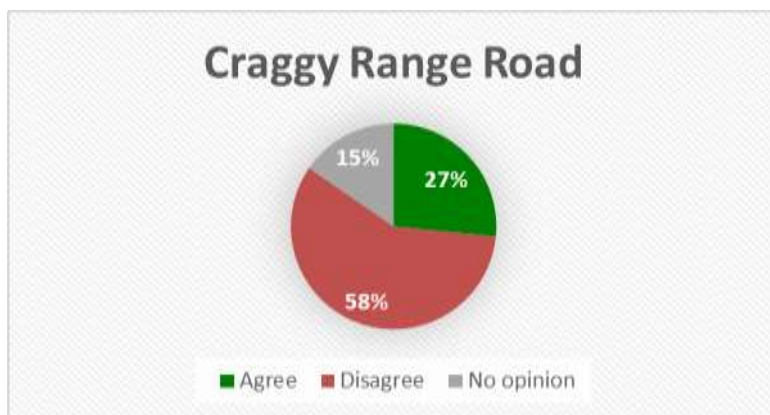
Hawke's Bay District Health Board

Support

13.5.3 Affected Parties Response

In total 410 parties responded to the proposed change in speed along Craggy Range Road. 109 parties agreed with the proposed change, 238 opposed and 63 had no opinion. This results in 31% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



13.5.4 Officer Comment

Craggy Range Road is a rural road that comes off Tuki Tuki Road and is a no exit side street. It does have a length of approximately 2.5km and has a small number of dwellings located along its length.

This proposal is associated to the wider Cape Coast and Tuki Tuki review which aims to achieve consistent, safe and appropriate speed limits across this area.

Given the above, it is recommended that the proposed speed limit changes to Tuki Tuki Road will be applied on Craggy Range Road.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

13.6 EAST ROAD (FROM PARKHILL ROAD TO EXISTING 50KM/H SPEED LIMIT SIGNS)



13.6.1 Proposal

The previous speed limit review on this section of East Road related to the expansion of the urban area along East Road, and the regional road network speed limit review. A further assessment has been completed to ensure the risks associated to the remaining route length are sufficiently mitigated.

The proposal reduces the speed limit from 100km/h to 80km/h on East Road from Parkhill Road to the existing 50/100km/h speed limit signs west of Rockwood Place.

13.6.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

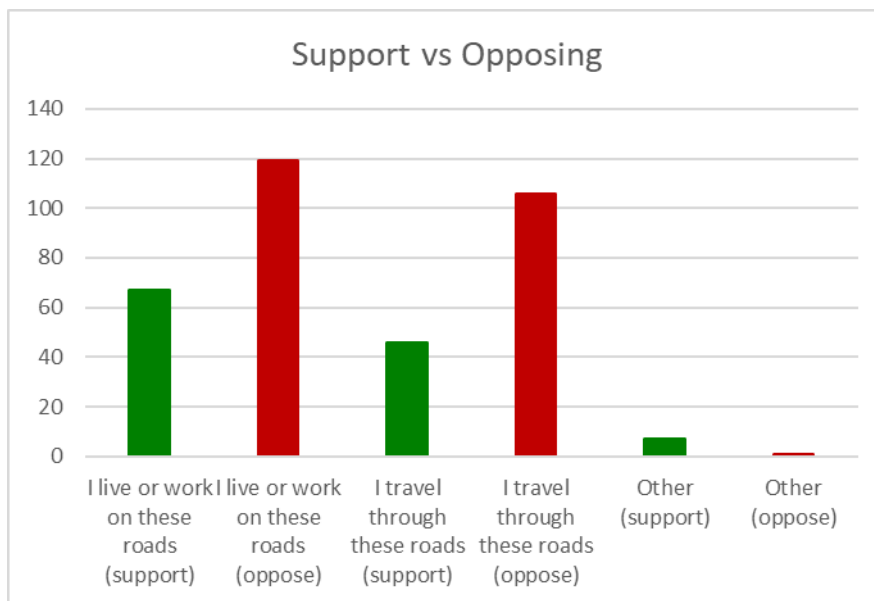
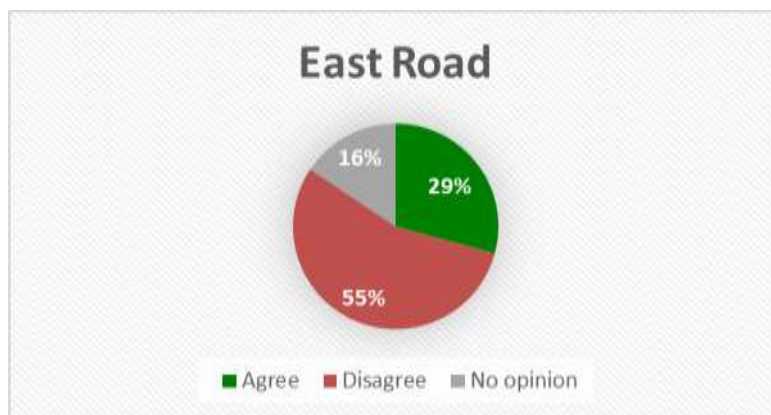
Hawke's Bay District Health Board

Support

13.6.3 Affected Parties Response

In total 410 parties responded to the proposed change in speed along East Road. 120 parties agreed with the proposed change, 226 opposed and 64 had no opinion. This results in 35% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



13.6.4 Officer Comment

This is a primary collector road, so it is important in terms of vehicle movement but the difference in time that will be lost over this stretch of road will be minimal. The reduction in speed is proposed over a 440m stretch of road which would take 16 seconds travelling at 100km/h and 20 seconds travelling at 80km/h.

The technical assessments show that the safe and appropriate speed is 80km and the 85th percentile speed is 80km/h which suggests that vehicles are already travelling at or under the safe and appropriate speed so this change of the posted speed limit should make little difference to most users.

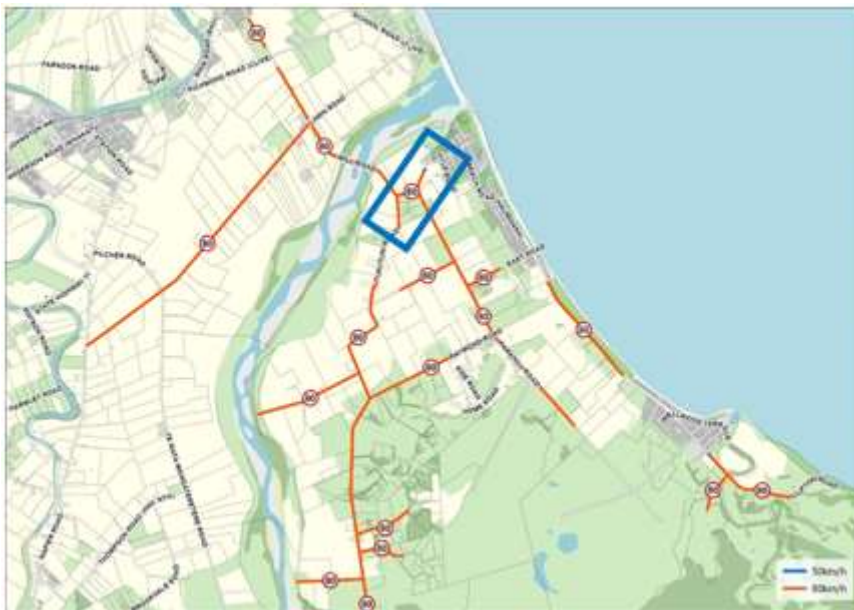
This proposal is associated to the wider Cape Coast and Tuki Tuki review which aims to achieve consistent, safe and appropriate speed limits across this area.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

13.7 HAUMOANA ROAD (FROM MILL ROAD TO 50M SOUTH OF EXISTING 50KM/H SPEED LIMIT SIGNS)



13.7.1 Proposal

The speed limit review for the Haumoana Road is to extend the 50km/h zone further from the sharp curve in the road to provide greater distance between the curve hazard and the speed change. In addition, it is proposed to reduce the speed limit on Haumoana Road to 80km/h to align with the proposed reductions on Mill Road and Parkhill Road.

The proposal reduces the speed limit from 100km/h to 80km/h from the proposed 50km/h extents to the intersection with Mill Road.

13.7.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

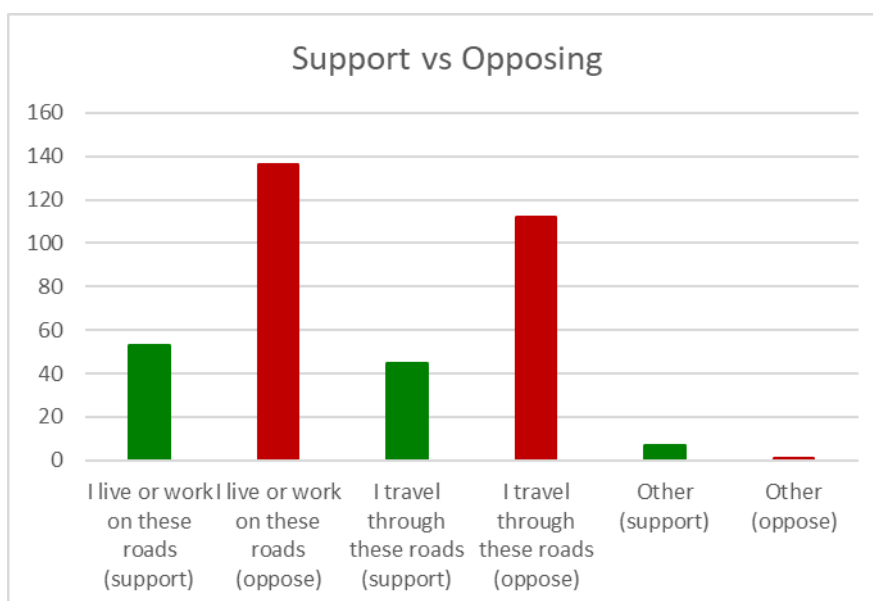
Hawke's Bay District Health Board

Support

13.7.3 Affected Parties Response

In total 410 parties responded to the proposed change in speed along Haumoana Road. 105 parties agreed with the proposed change, 249 opposed and 56 had no opinion. This results in 30% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



13.7.4 Officer Comment

This is a primary collector road, so it is important in terms of vehicle movement but the difference in time that will be lost over this stretch of road will be minimal. The reduction in speed is proposed over a 540m stretch of road which would take 19 seconds travelling at 100km/h and 24 seconds travelling at 80km/h.

The technical assessments show that the safe and appropriate speed is 80km and the 85th percentile speed is also 80km/h which suggests that vehicles are already travelling at or under the safe and appropriate speed so this change of the posted speed limit should make little difference to most users.

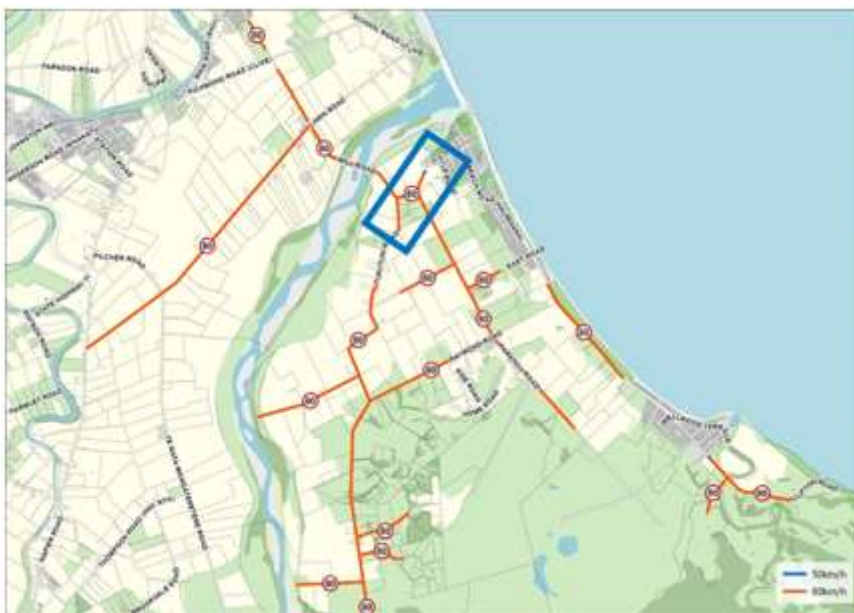
This proposal is associated to the wider Cape Coast and Tuki Tuki review which aims to achieve consistent, safe and appropriate speed limits across this area.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

13.8 HAUMOANA ROAD (FROM 50M SOUTH OF EXISTING 50KM/H SPEED LIMIT SIGNS TO EXISTING 50KM/H SPEED LIMIT SIGNS)



13.8.1 Proposal

The speed limit review for the Haumoana Road is to extend the 50km/h zone further from the sharp curve in the road to provide greater distance between the curve hazard and the speed change. In addition, it is proposed to reduce the speed limit on Haumoana Road to 80km/h to align with the proposed reductions on Mill Road and Parkhill Road.

The proposal extends the 50km/h speed limit a further 50m south from the current 50km/h speed limit signs

13.8.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

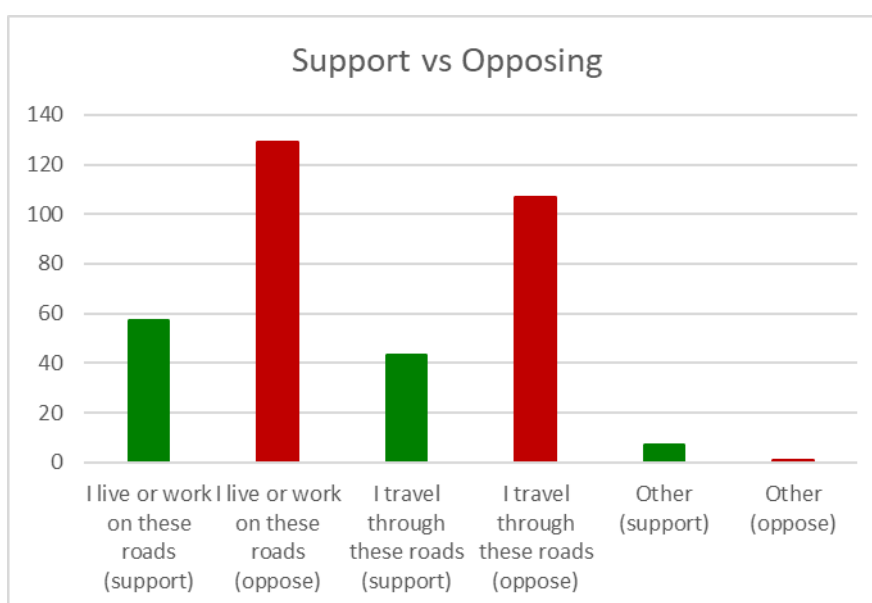
Hawke's Bay District Health Board

Support

13.8.3 Affected Parties Response

In total 410 parties responded to the proposed change in speed along Haumoana Road. 107 parties agreed with the proposed change, 237 opposed and 66 had no opinion. This results in 31% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.

**13.8.4 Officer Comment**

This is a minor change, moving the 50km/h signs an extra 50m south because of the tight corner in close proximity to the current signposts. Currently the 50km/h signposts are located 40m away from the speed corner and although line of sight leading up to them is good an extra 50m will give drivers more time to slow down from the high speed they will be travelling.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Extend 50 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

13.9 LAWN ROAD (FROM NAPIER ROAD TO MILL ROAD)



13.9.1 Proposal

This section of Lawn Road between Napier Road and Mill Road has been identified as a top 10 percent site for Death and Serious Injury reductions. Lawn Road connects to Mill Road and forms part of the route from Hastings to Haumoana and the Cape gannet colony, both popular tourist destinations.

The proposal reduces the speed limit from 100 to 80km/h on a section of Lawn Road between Napier Road and Mill Road.

13.9.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Disagree – Lawn Road is fairly straight piece of road with low – medium collective and personal risk. The 85th percentile as per your report is 89kmph. Accident history is low. Te Mata Mangaterere Road is similar and is being retained at 100kmph. For consistency we believe Lawn Road should remain at 100kmph.

Napier City Council

Support all proposed changes

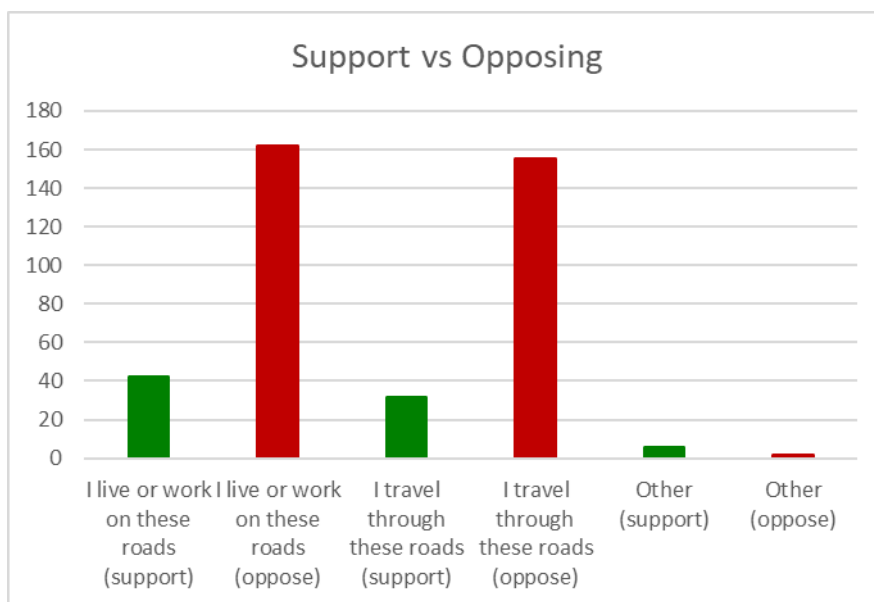
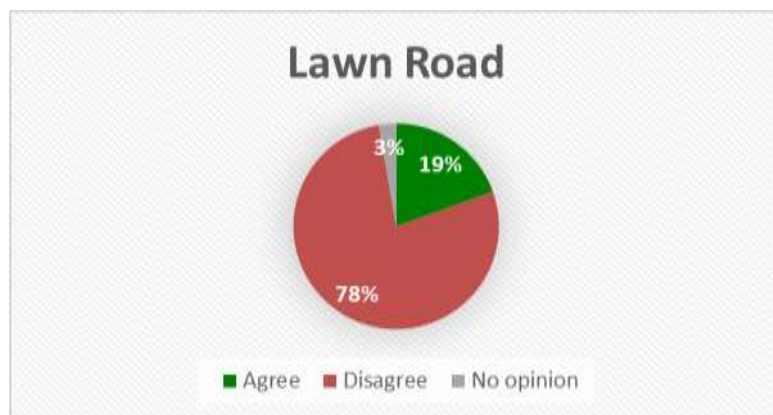
Hawke's Bay District Health Board

Support

13.9.3 Affected Parties Response

In total 410 parties responded to the proposed change in speed along Lawn Road. 80 parties agreed with the proposed change, 319 opposed and 11 had no opinion. This results in 20% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



13.9.4 Officer Comment

Lawn Road is a primary collector road, so it is important in terms of vehicle movement but the difference in time that will be lost over this stretch of road will be minimal compared to the safety benefits. The reduction in speed is proposed over a 4km stretch of road which would take 2:24 minutes travelling at 100km/h and 3:00 minutes travelling at 80km/h. There are also two roundabouts to navigate along this route which will mean that vehicles cannot travel at a constant 100km/h or 80km/h. The measured 85th percentile speed is 89.5km/h which means that the majority of vehicles will not have an issue with compliance.

The technical assessments show that the safe and appropriate speed is 80km based on the high risk nature of this route driven by the number of accessways present along the route.

Officers have begun a Crash Reduction Study on this road. Early investigation shows that whilst some of the crashes relate to loss of control, the majority relate to turning movements in or out of adjoining properties. Rectifying these risks through infrastructure measures alone will have significant cost implications likely to be in the region of \$4.5M to \$5M due to the need to fill in roadside drains, widen the road and separate opposing traffic movements by providing a flush median or similar treatment.

Council officers disagree with the AA comment that accident history is low, with 12 reported crashes in the last 5 years, including 4 injury crashes. A 10 year view shows 30 reported crashes, 10 of which were injury crashes.

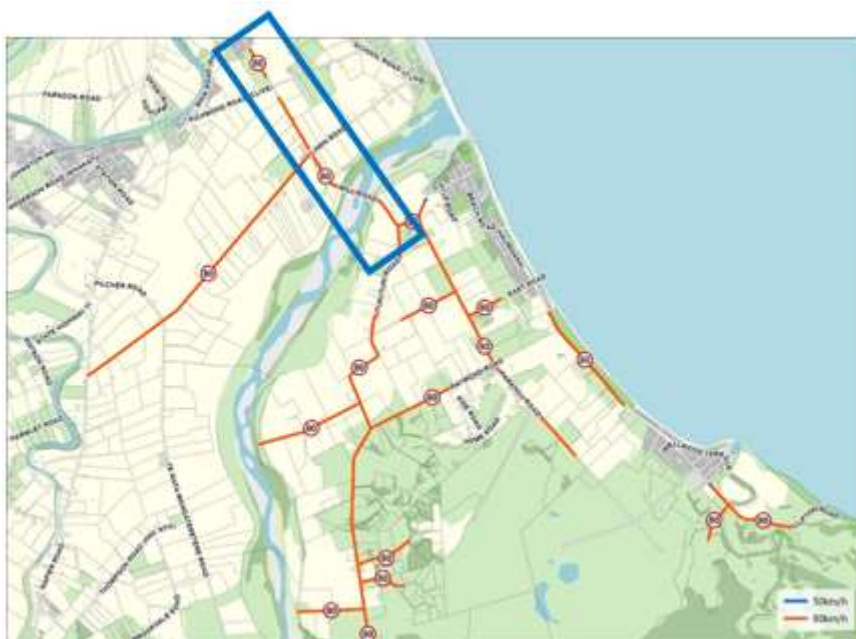
This proposal also links to the wider Cape Coast and Tuki Tuki review which aims to achieve consistent, safe and appropriate speed limits across this area.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

13.10 MILL ROAD (FROM EXISTING 50KM/H SPEED LIMIT SIGNS TO TUKI TUKI ROAD)



13.10.1 Proposal

This section of Mill Road, from Clive to Tuki Tuki Road, is currently 100km/h and is being identified as a top 10 percent site for Death and Serious Injury Crashes.

The proposal reduces the speed limit from 100km/h to 80km/h on Mill Road between the existing 50km/h speed limit signs and Tuki Tuki Road.

13.10.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

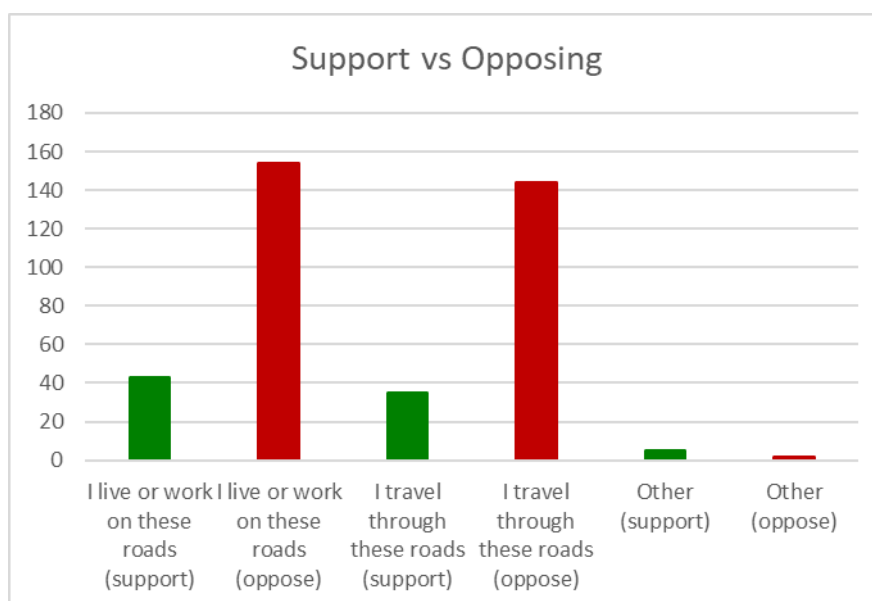
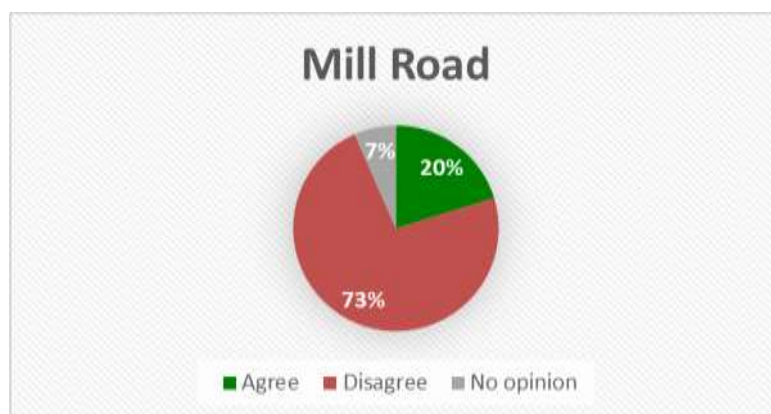
Hawke's Bay District Health Board

Support

13.10.3 Affected Parties Response

In total 410 parties responded to the proposed change in speed along Mill Road. 83 parties agreed with the proposed change, 300 opposed and 27 had no opinion. This results in 22% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



13.10.4 Officer Comment

Mill Road is a primary collector road, so it is important in terms of vehicle movement but the difference in time that will be lost over this stretch of road will be minimal compared to the safety benefits. The reduction in speed is proposed over a 4km stretch of road which would take 1:48 minutes travelling at 100km/h and 2:15 minutes travelling at 80km/h. This assumes consistent travel at the speed limit, however given that this road has a number of curves and a roundabout this is considered a conservative estimate.

The technical assessments show that the safe and appropriate speed is 80km and the 85th percentile speed is 87km/h (from RAMM records) which suggest that people are already driving close to the safe and appropriate speed. As such the proposed change will have minimal impact on a large portion of drivers using this road.

The crash history on Mill Road is similar to Lawn Road in terms of number of crashes, however the crash types are largely run off road type crashes. A reduced speed limit gives drivers a greater opportunity to correct when losing control, as well as reducing the force in the crash which can lower severity.

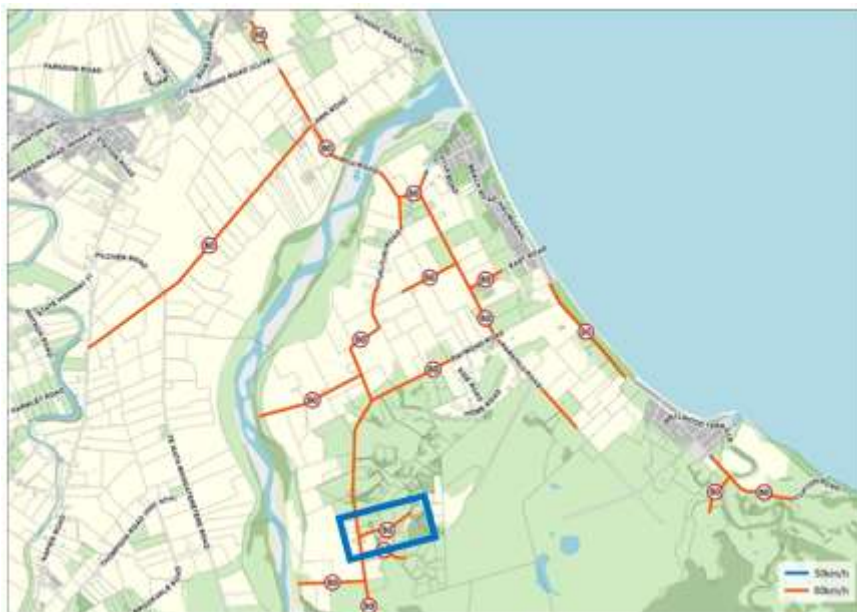
This proposal also links to the wider Cape Coast and Tuki Tuki review which aims to achieve consistent, safe and appropriate speed limits across this area.

Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

13.11 MILLAR ROAD (FROM TUKI TUKI ROAD TO END OF MILLAR ROAD)



13.11.1 Proposal

Millar Road has been reviewed due to the proposed change to the speed limit on Tuki Tuki Road (from 100km/h to 80km/h)

The proposal reduces the speed limit on Millar Road from 100km/h to 80km/h for its entire length.

13.11.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Disagree – See Tuki Tuki Road

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

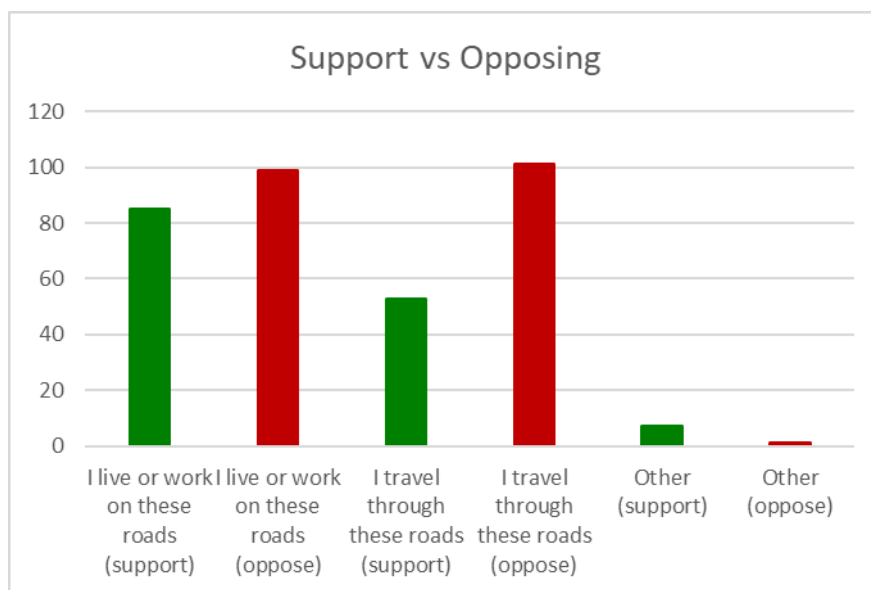
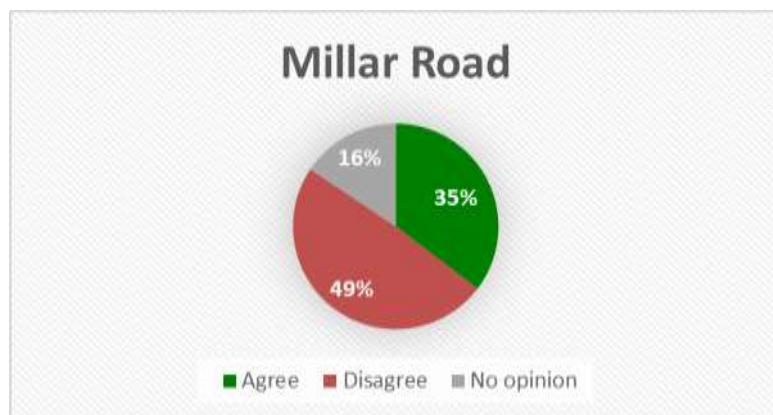
Hawke's Bay District Health Board

Support

13.11.3 Affected Parties Response

In total 410 parties responded to the proposed change in speed along Millar Road. 145 parties agreed with the proposed change, 201 opposed and 64 had no opinion. This results in 42% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



13.11.4 Officer Comment

Millar Road is located off Tuki Tuki Road and is a no exit side street. It has a length of about 1km and has a number of dwellings located along its length.

Tuki Tuki Road has a safe and appropriate speed of 60km/h and the proposed change on Tuki Tuki Road is to drop its speed limit from 100km/h to 80km/h. The proposal on Millar Road reflects that.

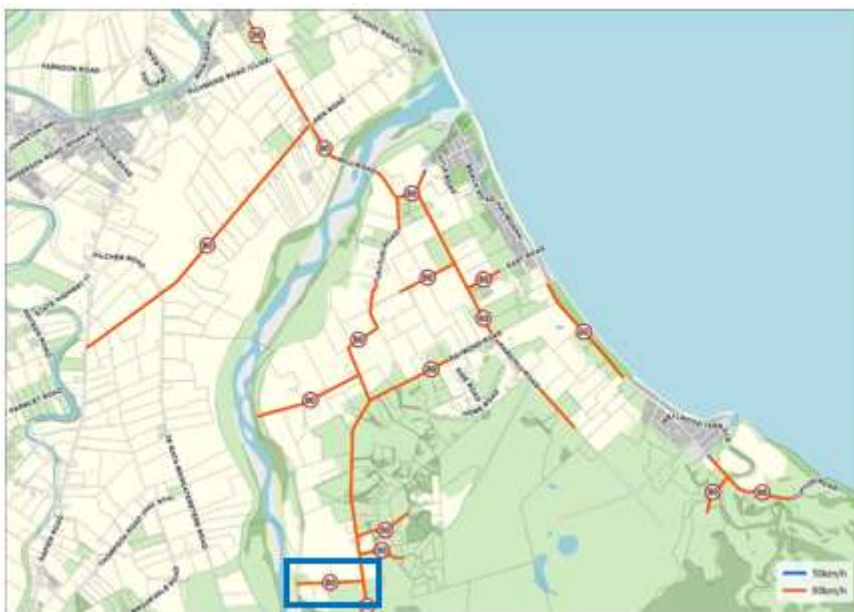
This proposal also links to the wider Cape Coast and Tuki Tuki review which aims to achieve consistent, safe and appropriate speed limits across this area.

Given the above, it is recommended that the proposed speed limit changes to Tuki Tuki Road should be applied on Millar Road.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

13.12 MOORE ROAD (FROM TUKI TUKI ROAD TO END OF MOORE ROAD)



13.12.1 Proposal

Moore Road has been reviewed due to the proposed change to the speed limit on Tuki Tuki Road (from 100km/h to 80km/h)

The proposal reduces the speed limit on Moore Road from 100km/h to 80km/h for its entire length.

13.12.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Disagree – See Tuki Tuki Road

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

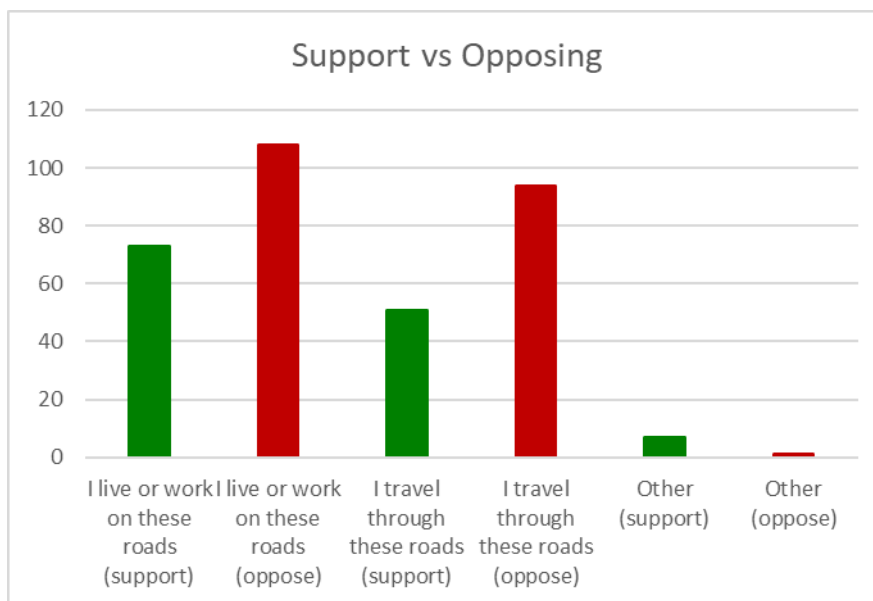
Hawke's Bay District Health Board

Support

13.12.3 Affected Parties Response

In total 410 parties responded to the proposed change in speed along Moore Road. 131 parties agreed with the proposed change, 203 opposed and 76 had no opinion. This results in 39% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



13.12.4 Officer Comment

Moore Road comes off Tuki Tuki Road and is a no exit side street. It has a length of about 800m and has a number of dwellings located along its length.

Tuki Tuki Road has a safe and appropriate speed of 60km/h and the proposed change on Tuki Tuki Road is to drop its speed limit from 100km/h to 80km/h. The proposal on Moore Road reflects that.

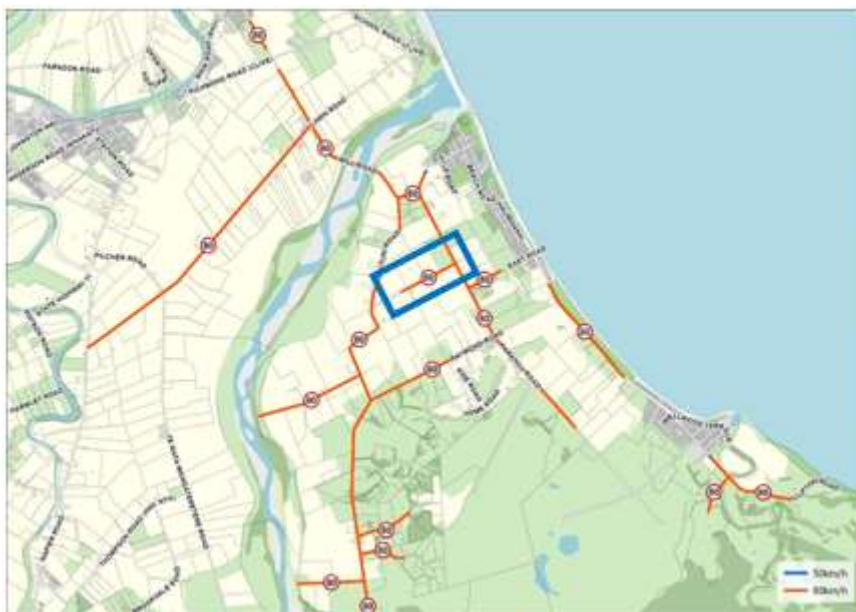
This proposal also links to the wider Cape Coast and Tuki Tuki review which aims to achieve consistent, safe and appropriate speed limits across this area.

Given the above, it is recommended that the proposed speed limit changes to Tuki Tuki Road should be applied on Moore Road.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

13.13 PALOMINO ROAD (FROM PARKHILL ROAD TO END OF PALOMINO ROAD)



13.13.1 Proposal

Palomino Road has been reviewed due to the proposed change to the speed limit on Parkhill Road (from 100km/h to 80km/h)

The proposal reduces the speed limit from 100km/h to 80km/h for the entire length of Palomino Road.

13.13.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Agree with proposal for Palomino Road.

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

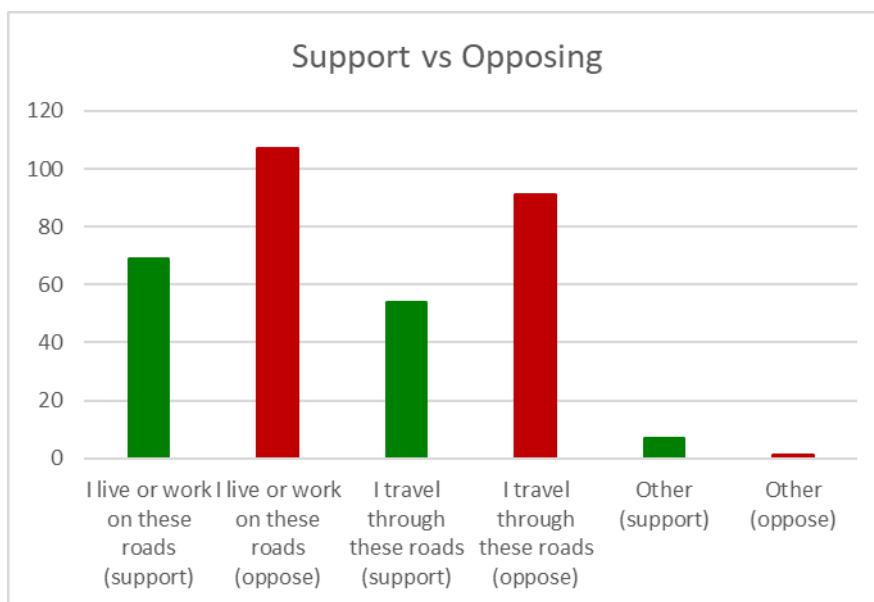
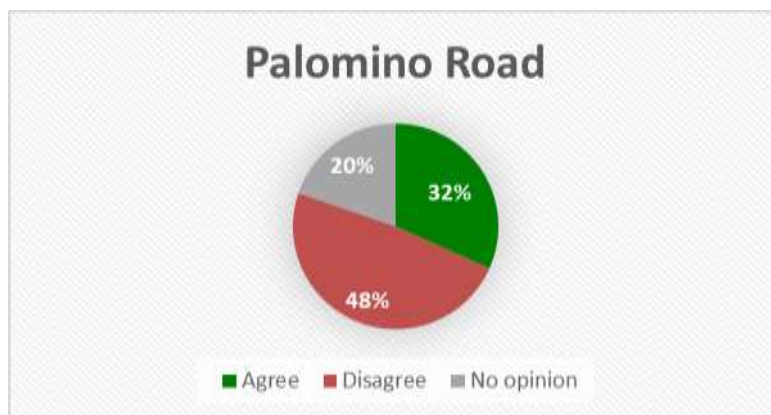
Hawke's Bay District Health Board

Support

13.13.3 Affected Parties Response

In total 410 parties responded to the proposed change in speed along Palomino Road. 130 parties agreed with the proposed change, 199 opposed and 81 had no opinion. This results in 39% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



13.13.4 Officer Comment

Palomino Road comes off Parkhill Road and is a no exit side street. It has a length of about 750m and has a number of dwellings located along its length.

This proposal also links to the wider Cape Coast and Tuki Tuki review which aims to achieve consistent, safe and appropriate speed limits across this area.

Given the above, it is recommended that the proposed speed limit changes to Tuki Tuki Road should be applied on Palomino Road.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

13.14 PARKHILL ROAD (FROM HAUMOANA ROAD TO END OF PARKHILL ROAD)



13.14.1 Proposal

The speed limit review on this section of Parkhill Road is part of the speed review in the surrounding road network and specifically the review on East Road and Mill Road.

The proposal reduces the speed limit from 100 to 80km/h on Parkhill Road from Haumoana Road through to the termination of the road south of Raymond Road.

13.14.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Disagree with proposed 80 for Parkhill Road south of East Street - environment changes and mean speeds drop to 55km/h through to Raymond and 50km/h beyond. 80km/h is not the safe and appropriate speed for this part of the network – recommend 60km/h which would include past the school and meet Government’s expectation of 60km/h past rural schools. Waka Kotahi notes that Google Maps (Dec 2012) shows illegal speed limit signage which must be removed if still in place.

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

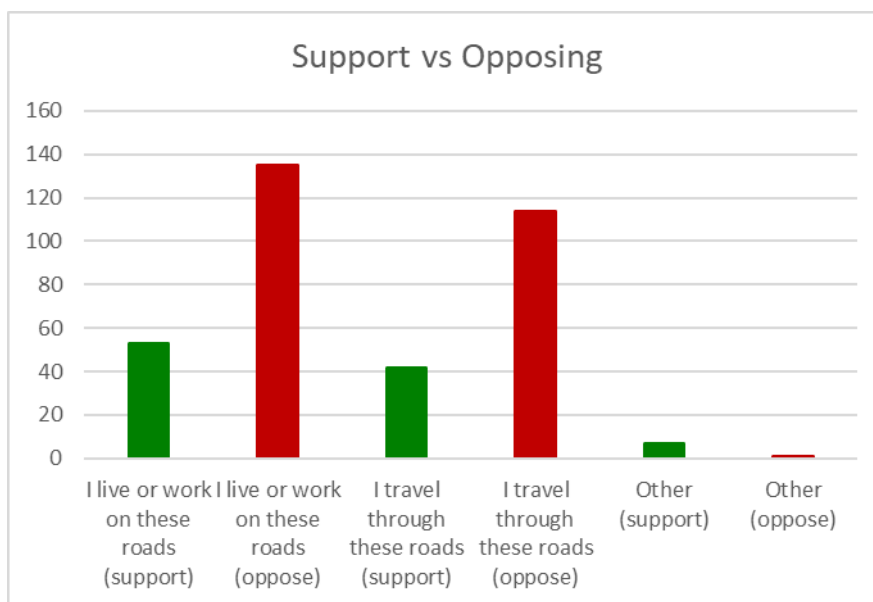
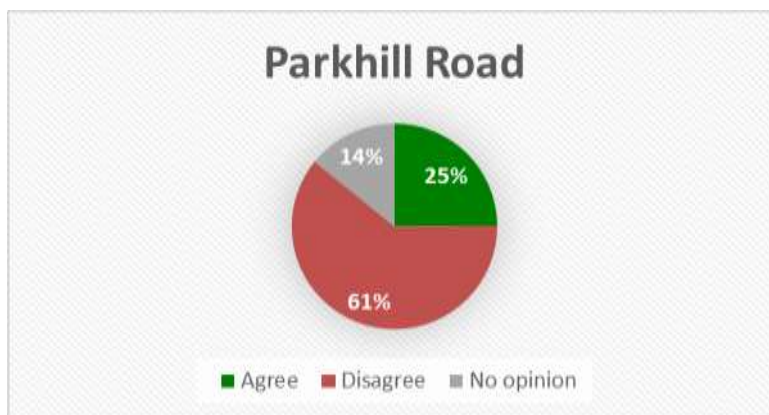
Hawke’s Bay District Health Board

Support

13.14.3 Affected Parties Response

In total 410 parties responded to the proposed change in speed along Parkhill Road. 102 parties agreed with the proposed change, 250 opposed and 58 had no opinion. This results in 29% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



13.14.4 Officer Comment

Parkhill Road connects Haumoana Road to East Road as part of the route to Clifton.

The technical assessments show that the safe and appropriate speed is 80km and the 85th percentile speed is also 80km/h which suggests that vehicles are already travelling at or under the safe and appropriate speed so this change of the posted speed limit should make little difference to most users.

This proposal is associated to the wider Cape Coast and Tuki Tuki review which aims to achieve consistent, safe and appropriate speed limits across this area.

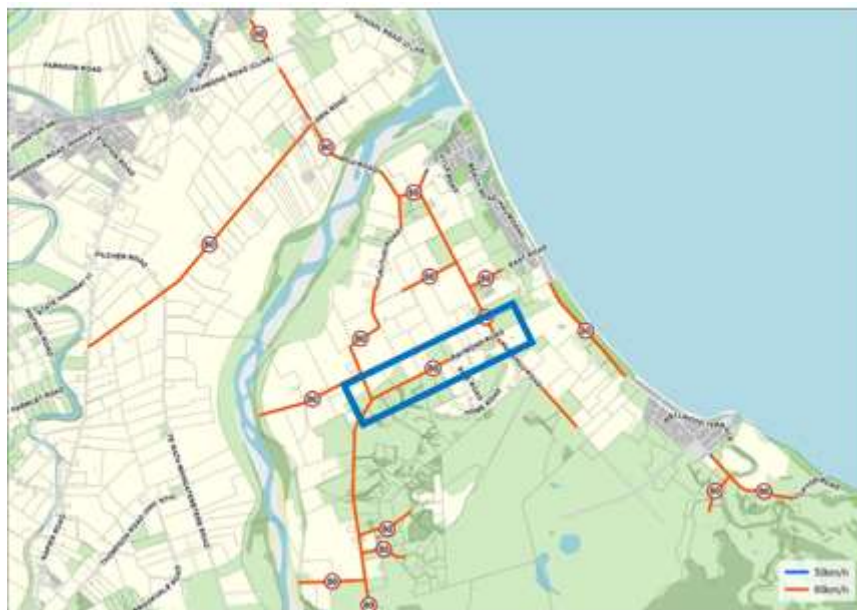
Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

In response to Waka Kotahi's submission, the school zone will be included as part of the School Speed Limit review in future.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

13.15 RAYMOND ROAD (FROM PARKHILL ROAD TO TUKI TUKI ROAD)



13.15.1 Proposal

The speed limit on Raymond Road was requested to be reviewed by residents in the community. It also ties into the broader speed limit review associated to Tuki Tuki Road and Parkhill Road that it connects to. Speed limit changes across this area are proposed to achieve a more consistent solution for road users.

The proposal reduces the speed limit from 100km/h to 80km/h on the whole length of Raymond Road.

13.15.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Disagree – See Tuki Tuki Road

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

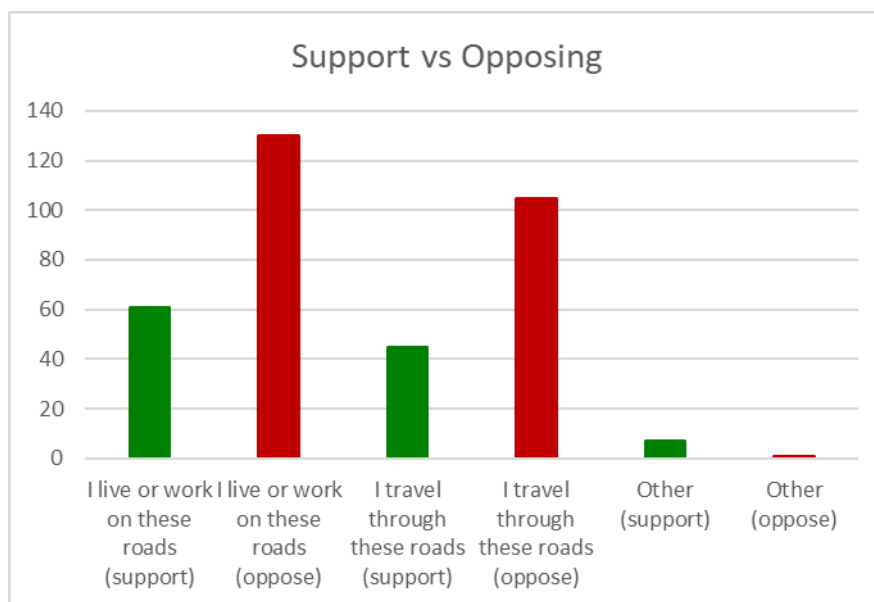
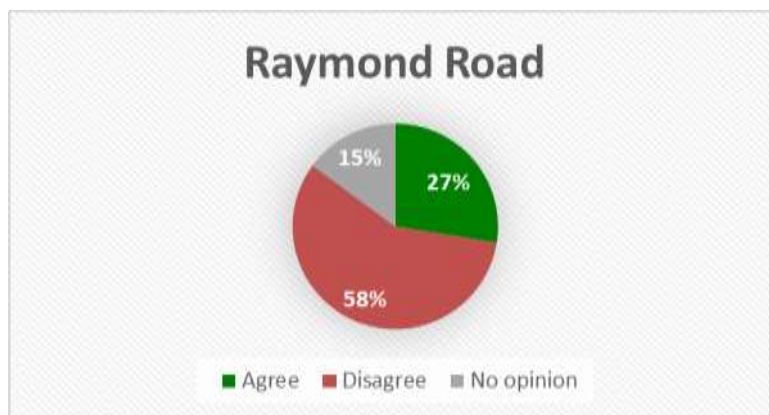
Hawke's Bay District Health Board

Support

13.15.3 Affected Parties Response

In total 410 parties responded to the proposed change in speed along Raymond Road. 113 parties agreed with the proposed change, 236 opposed and 61 had no opinion. This results in 32% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



13.15.4 Officer Comment

The proposed change for Raymond Road is linked with the proposed change on Tuki Tuki Road and Parkhill Road as Raymond Road connects those two. Raymond Road should have the same speed limit as the two roads it connects.

This proposal is associated to the wider Cape Coast and Tuki Tuki review which aims to achieve consistent, safe and appropriate speed limits across this area.

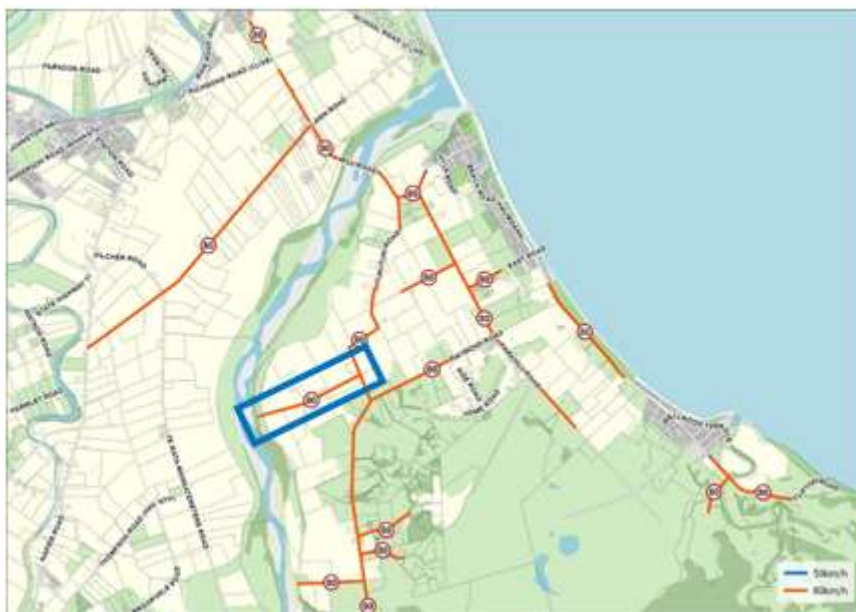
Given the above, it is recommended that the proposed speed limit change remains the appropriate approach.

In response to Waka Kotahi's submission, the school zone will be included as part of the School Speed Limit review in future.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

13.16 TENNANT ROAD (FROM TUKI TUKI ROAD TO END OF TENNANT ROAD)



13.16.1 Proposal

Tennant Road has been reviewed due to the proposed change to the speed limit on Tuki Tuki Road (from 100km/h to 80km/h)

The proposal reduces the speed limit on Tennant Road from 100km/h to 80km/h for its entire length.

13.16.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Disagree – See Tuki Tuki Road

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

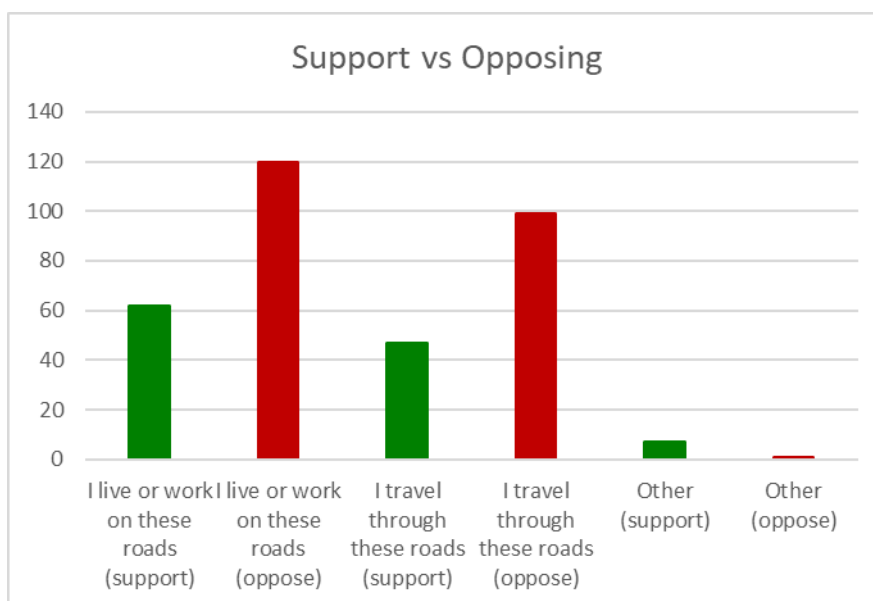
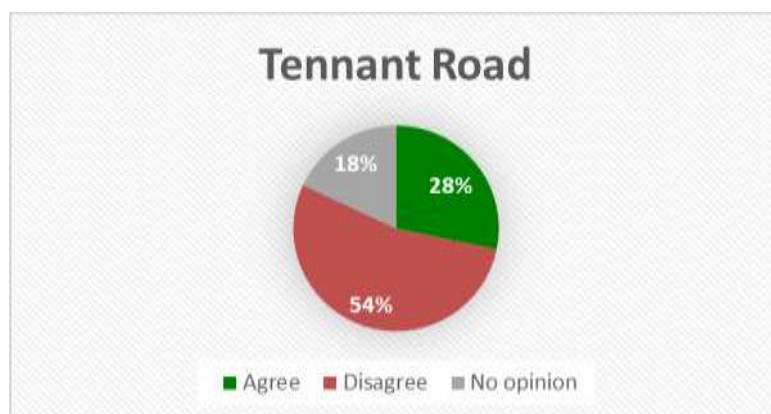
Hawke's Bay District Health Board

Support

13.16.3 Affected Parties Response

In total 410 parties responded to the proposed change in speed along Tennant Road. 116 parties agreed with the proposed change, 220 opposed and 74 had no opinion. This results in 35% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



13.16.4 Officer Comment

Tennant Road comes off Tuki Tuki Road and is a no exit side street. It has a length of about 1.3km and has a number of dwellings located along its length.

Tuki Tuki Road has a safe and appropriate speed of 60km/h and the proposed change on Tuki Tuki Road is to drop its speed limit from 100km/h to 80km/h. The proposal on Tennant Road reflects that.

This proposal also links to the wider Cape Coast and Tuki Tuki review which aims to achieve consistent, safe and appropriate speed limits across this area.

Given the above, it is recommended that the proposed speed limit changes to Tuki Tuki Road should be applied on Tennant Road.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

13.17 TUKI TUKI ROAD (FROM MILL ROAD TO WAIMARAMA ROAD)



13.17.1 Proposal

The speed limit review on Tuki Tuki Road was undertaken due to public requests, and the section from Mill Road to Moore Road has been identified as a top 10 percent site for Death and Serious Injury reductions through speed management.

The proposal reduces the speed limit from 100km/h to 80km/h along the section of Tuki Tuki Road between Mill Road and Waimarama Road.

13.17.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Disagree with proposed 80 for Tuki Tuki Road, as SAAS is 60, mean speeds are 60km/h (northern top 10% DSI saving end) and 56km/h (tortuous length south of Moore Road) which is governed by high Infrastructure Risk Rating of 2.11 (well higher than the 1.6 that makes 80km/h safe) and report states *“the route is popular with cyclists and is part of the Iway network”*. 80km/h is not the safe and appropriate speed for this part of the network given the Infrastructure Risk Rating and the popularity with cyclists – recommend 60km/h which is easily supported by current mean speeds and deliver on the DSI savings through slowing unsafe speeds, and which would therefore include Tennant (mean speeds 40), Raymond (mean speeds 58), Millar (mean speeds 34), Tuki Tuki Hills and Moore (both mean speeds 44) and Craggy Range Road (mean speeds 50), mean speeds all less than the 60km/h safe and appropriate limit recommended.

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

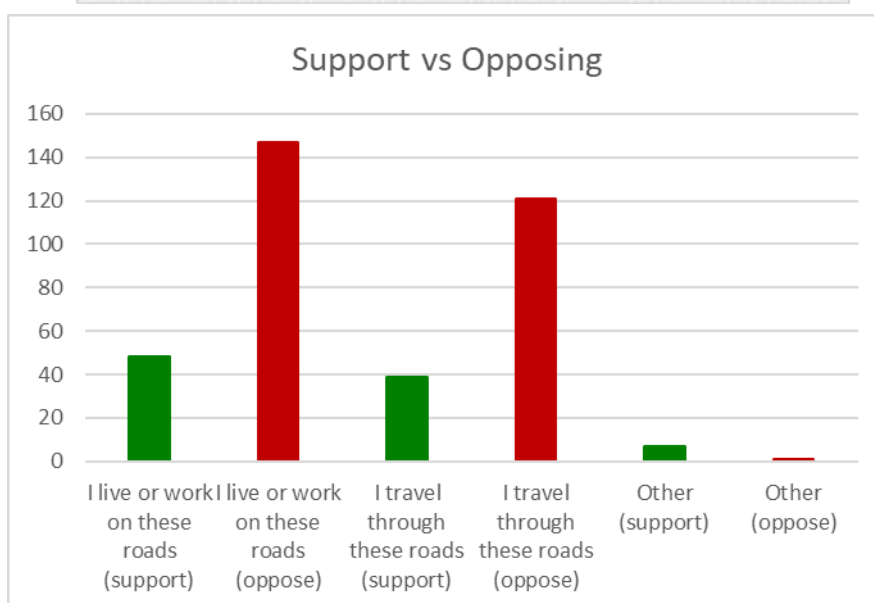
Hawke's Bay District Health Board

Support

13.17.3 Affected Parties Response

In total 410 parties responded to the proposed change in speed along Tuki Tuki Road. 94 parties agreed with the proposed change, 269 opposed and 47 had no opinion. This results in 26% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.

**13.17.4 Officer Comment**

Tuki Tuki Road is a secondary collector road, so it is not as important in terms of vehicle movement as a primary collector or arterial road, however more important than low volume or access roads. There have been 12 crashes over this 5.2km section of road since 2015.

The technical assessments show that the safe and appropriate speed is 60km and the 85th percentile speed is 80.1km/h which suggest that people are driving under the current posted speed limit of 100km/h but above the safe and appropriate speed of 60km/h.

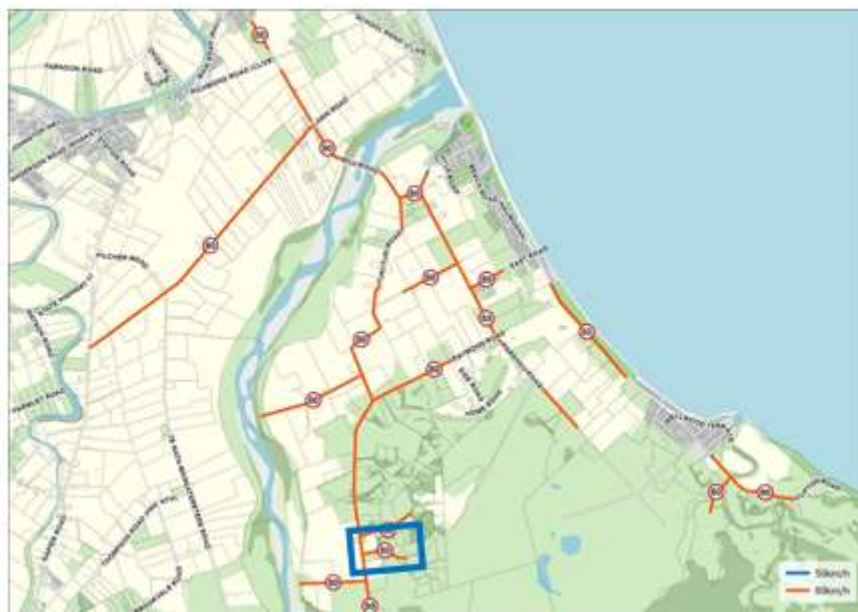
In response to Waka Kotahi's submission, the road environment on Tuki Tuki Road changes at various stages from flat and straight, to hilly and winding in places. On the flat and straight sections between the slower winding sections compliance with a 60km/h speed limit will be non-existent, and without significant traffic calming or enforcement cannot be achieved. Officers are proposing to improve the delineation and hazard protection in order to mitigate crash risks in the high risk sections, alongside the proposed 80km/h speed limit.

Given the above, the Officers recommendation of an 80km/h speed limit remains.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

13.18 TUKI TUKI HILLS ROAD (FROM TUKI TUKI ROAD TO END OF TUKI TUKI HILLS ROAD)



13.18.1 Proposal

Tuki Tuki Hills Road has been reviewed due to the proposed change to the speed limit on Tuki Tuki Road (from 100km/h to 80km/h)

The proposal will reduce the speed limit from 100km/h to 80km/h along the whole length of Tuki Tuki Hills Road

13.18.2 Key Stakeholder Response

Waka Kotahi NZ Transport Agency

Disagree – See Tuki Tuki Road

NZ Police

Have no objections

Automobile Association of New Zealand Incorporated (AA)

Agree

Napier City Council

Support all proposed changes

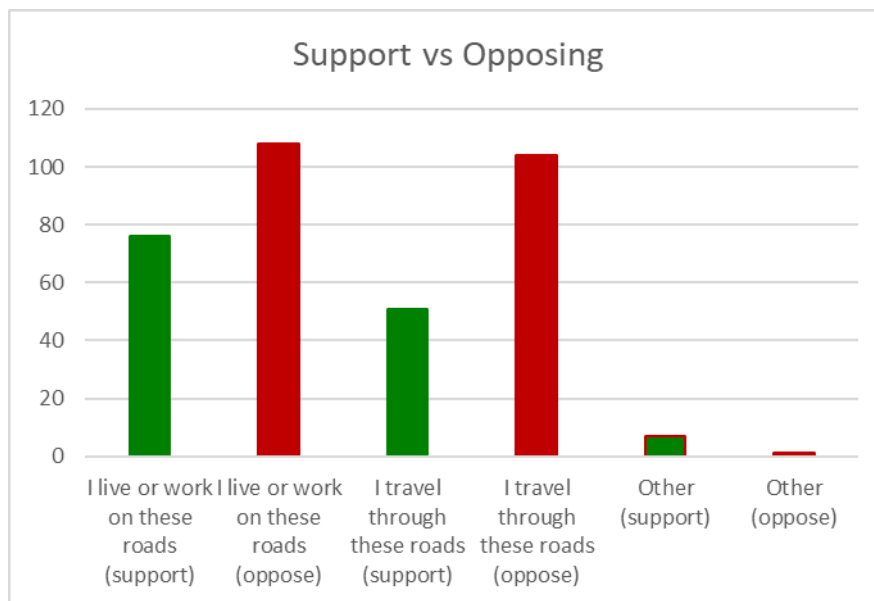
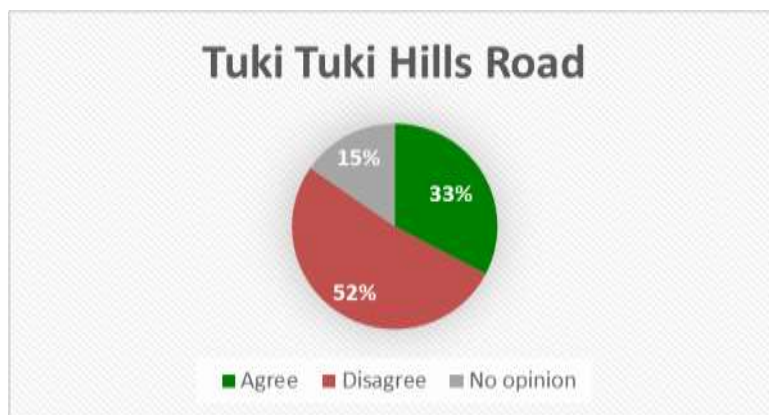
Hawke's Bay District Health Board

Support

13.18.3 Affected Parties Response

In total 410 parties responded to the proposed change in speed along Tuki Tuki Hills Road. 134 parties agreed with the proposed change, 213 opposed and 63 had no opinion. This results in 39% of parties in favour of the proposed change when comparing only for and against.

In both charts shown below, green represents support for the proposed change in speed and red represents parties that oppose the proposal when comparing only for and against.



13.18.4 Officer Comment

Tuki Tuki Hills Road comes off Tuki Tuki Road and is a no exit side street. It has a length of about 800m and has a number of dwellings located along its length.

Tuki Tuki Road has a safe and appropriate speed of 60km/h and the proposed change on Tuki Tuki Road is to drop its speed limit from 100km/h to 80km/h. This proposal reflects that.

This proposal also links to the wider Cape Coast and Tuki Tuki review which aims to achieve consistent, safe and appropriate speed limits across this area.

Given the above, it is recommended that the proposed speed limit changes to Tuki Tuki Road should be applied on Tennant Road.

Options

- A) Adopt 80 km/h speed limit as per Draft Statement of Proposal
- B) Retain current 100 km/h speed limit

14.0 Next steps – *Te Anga Whakamua*

- 14.1 The decisions made in principle at the meeting will be reflected in an updated bylaw, which will be brought to Council for ratification at a later date.
- 14.2 Work will begin on the design and construction of threshold treatments and traffic calming measures to be implemented for compliance with the new speed limits.

Attachments:

1⇒	Draft Statement of Proposal	LEG-02-34-20-547	Document 1
2⇒	Speed Limit Technical Review Report	CG-16-2-00270	Document 1
3⇒	Havelock North CBD Pedestrian Survey	LEG-02-34-20-549	Document 1
4⇒	Key Stakeholder Submissions	CG-16-2-00383	Document 2
5⇒	Speed Limit Bylaw Review - Submission summary	CG-16-2-00388	Document 2

Summary of Considerations - *He Whakarāpopoto Whakaarohanga*

Fit with purpose of Local Government - *E noho hāngai pū ai ki te Rangatōpū-ā-Rohe*

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 wellbeing of communities in the present and for the future.

Link to the Council's Community Outcomes – *Ngā Hononga ki Ngā Putanga ā-Hapori*

This proposal promotes the safe transport options community outcome in the present and for the future.

Māori Impact Statement - *Te Tauākī Kaupapa Māori*

N/A:

Sustainability - *Te Toitūtanga*

N/A:

Financial considerations - *Ngā Whakaarohanga Ahumoni*

It is estimated that the cost of implementation for all of the recommended sites is in the order of \$300k. This will be funded from existing transportation budgets. These costs include signs, threshold treatments and various traffic calming measures to gain compliance with the proposed speed limits.

Significance and Engagement - *Te Hiranga me te Tūhonotanga*

This decision/report has been assessed under the Council's Significance and Engagement Policy as being of high significance. This assessment is based on the number of people affected, and the level of public interest.

Consultation – internal and/or external - *Whakawhiti Whakaaro-ā-roto / ā-waho*

Significant public consultation was undertaken during this process. The mechanisms for consultation included:

- Letters to affected residents
- Key Stakeholder workshop
- Advertising signs on roads with a proposed speed limit change
- Radio advertising
- Newspaper advertising
- Digital and social media advertising
- Public consultation sessions in the following areas:
 - Waipatu (incl. Pakowhai Road and Brookfields Road)
 - Twyford (incl. Flaxmere)
 - Te Awanga
 - Havelock North
 - Hastings
 - Puketapu
- In person interviews for Havelock North CBD

Risks

REWARD – <i>Te Utu</i>	RISK – <i>Te Tūraru</i>
<p>Decrease the likelihood and severity of crashes on these roads.</p> <p>Balance outcomes with achieving transport vision which is to move people and goods around safely and efficiently.</p>	<p>Speed limit reductions are generally not well supported by the travelling public.</p> <p>Gap between proposed speed limits and community expectations. This will be managed through the communications plan.</p> <p>Perception of restricting economic activity. The technical investigation found that for many of these roads, the current operating speeds are close to the proposed speed limits. Where appropriate, estimated travel times have been calculated and presented in the report.</p>

Rural Community Board – *Te Poari Tuawhenua-ā-Hāpori*

Various rural roads are part of this proposal. Rural Community Board members were consulted prior to the public consultation and raised no concerns with the proposals.