
Thursday, 12 November 2020

Te Hui o Te Kaunihera ā-Rohe o Heretaunga

Hastings District Council

Council Meeting

Kaupapataka

Open Document 2

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**

**Watch Council meetings
streamed live on our website
www.hastingsdc.govt.nz**

HASTINGS DISTRICT COUNCIL
207 Lyndon Road East, Hastings 4122 | Private Bag 9002, Hastings 4156
Phone **06 871 5000** | www.hastingsdc.govt.nz
TE KAUNIHERA Ā-ROHE O HERETAUNGA

ITEM	SUBJECT	PAGE
5.	SPEED LIMIT BYLAW REVIEW - SUMMARY OF SUBMISSIONS	
	Attachment 4: Key Stakeholder Submissions	3
	Attachment 5: Speed Limit Bylaw Review - Submission summary	17

Hastings District Council Meeting commencing 12 November 2020

Proposed Speed Limit Amendments to Speed Limits Bylaw 2012

Key Stakeholder Submissions

	Page No.
New Zealand Police	1
Waka Kotahi NZTA	3
NZ Automobile Association Inc	6
HB District Health Board	10
Napier City Council	13



13/08/2020.

Lachlan Crawford,
Traffic Engineering Officer.
Email: lachlan@hdc.govt.nz
Phone: 06 871 5000

Hastings District Council: File ref: LEG-02-34-20-548
Proposed Speed Limit Amendments to the Speed Limits Bylaw 2012

Thank you for the opportunity to comment on the proposed review of the Speed Limits Bylaw and on behalf of Eastern District Police I make the following submission.

Within the Draft Statement of Proposal, I note in the Introduction & Background:

B.2 The rules and policies for speed limits and the method of calculating speed limits are set out in the Land Transport Rule: Setting of Speed Limits 2017. This rule requires roads to be assessed against the NZTA Speed Management Guide.

Additionally, by way of explanation of proposed changes in a letter received as a "Key Stakeholder Consultation Letter" and dated 29th July 2020, which states:

Aimed at improving road safety through reducing the likelihood and severity of crashes, Hastings District Council (HDC) is proposing changes on approximately 70 roads in our district. The majority of changes that are proposed were requests from the community during previous speed limit reviews in 2018 and 2019, as well as sites being within the top ten percent sites for Death and Serious Injury (DSI) crash reductions through speed management.

Police are therefore supportive of HDC proposals to finally address the Speed Management Guide primary principle of:

1.1.3 Priority areas for speed management

Speed management should be targeted to two areas:

- 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 higher collective crash risk and/or higher personal crash risk. Over the longer-term, clearer categories of safe and appropriate speeds 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 speed limit is out of alignment.

However, in the 2019 Speed Review process by Hastings District Council, which I responded to in May 2019 and which only addressed:

.....*proposed speed limit changes associated to land-use change 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. Wainarama, Kahuranaki and Middle roads remain at 100kph when they are known to represent DSI crash risk (especially to motorcyclists) and yet Tukituki Road is reduced to 80kph.

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 that 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.

Yours faithfully,



Waka Kotahi's formal response to the consultation on Hastings District Council's proposed speed limit changes

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—
 - (a) the information about speed management developed and maintained by the Agency; and
 - (b) any relevant guidance on speed management provided by the Agency; ..."

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

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

The guidance provided by 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.

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 (ie 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).

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.

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)

South of Havelock North - agree with proposals

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

Flaxmere/Omahu - agree with proposals

Hastings South - agree with proposals, 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 roads as rural residential, SAAS of 60, and mean speeds are currently all in the order of 50km/h

Twyford - agree with proposals

Puketapu - agree with proposals, but noting that the length of Dartmore Road north of the proposal is the length of top 10% so the whole length of Dartmore Road should be being addressed, not just the length that mostly isn't in the top 10%.

Cape Coast and Tukituki - agree with proposals except:

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 IRR 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 lway network"*. 80km/h is not the safe and appropriate speed for this part of the network given the IRR 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 speed limit recommended.

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:



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.

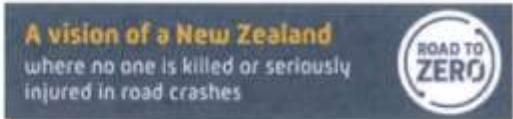
4

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.

Individual Roads - agree with all proposals

Waka Kotahi congratulates Council for progressing changes to speed limits to achieve safe outcomes for communities in the Hastings District. Waka Kotahi encourages Council to set safe and appropriate speed limits in line with the information provided to Council by Waka Kotahi, and to ensure national consistency in the application of the Speed Management Guide. Should the Council decide to apply the speed limits proposed that are different to the information supplied by the Agency, we encourage Council to seek legal advice regarding the Council's compliance with the Setting of Speed Limits Rule 2017 considering clauses 2.2(2) and 4.2(2) of the Rule.

Glenn Bunting / Manager Network Safety
Safety, Health and Environment
Te Roopu Waeture-Regulatory Services
DDI +64 4 894 5025 / M +64 21 962 829





5 September 2020

Hastings District Council
Private Bag 9002
Hastings
4156

THE NEW ZEALAND
AUTOMOBILE
ASSOCIATION
INCORPORATED

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

Ph: 06 884 2590

Dear Sir/Madam

RE: Hastings District Council Proposed Speed Limit Review 2020

Thank you for consulting with the Automobile Association.

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

The Speed Management Guide requires roading authorities to focus on the top 10% of high benefit opportunities. We note several roads do not meet this criteria however justifications were provided.

Last year it was noted in a Regional Transport Committee all roading authorities would work on a region wide speed limit review. It was expected that these would be presented to the public and interested parties at the same time. It is disappointing this has not eventuated.

Our preference 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.

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). Where we have disagreed with a proposal we ask that serious consideration 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.

Following is a table that records our response to the proposed changes, note we have split some eg 2.1. We have included comments after the table in regard to the proposals we disagree with.

Hastings District Council Review of Speed				
Proposal No.	Location/Road Name	Current Speed Limit (km/h)	Proposed Speed Limit (km/h)	Agree/Disagree
1	Algernon Road	100	80	Agree
2.1	Bennett Road (Northern Part)	80	60	Agree
2.2	Bennett Road (70kmp signs to SH51)	70	50	Agree

6

2.3	Bennett Road (Panapa, Apatu & Kaura Roads)	70	50	Agree
3	Brookfields Road	100	80	Agree
4	Chatham Road	50	60	Agree
5	Charlton Road	100	80	Agree
6	Clifton Road (Between Haumoana & Te Awanga)	100	80	Agree
7.1	Clifton Road (Te Awanga to End, Extend 50kmph by 30m)	50	50	Agree
7.2	Clifton Road (Te Awanga to End)	100	80	Agree
8	Craggy Range Road	100	80	Agree
9	Dartmoor Road	100	80	Agree
10	Davis Road	100	80	Agree
11	East Road	100	80	Agree
12	Elwood Road	70	50	Agree
13	Evenden Road (SH2 to Ormond Rd)	100	80	Agree
14	France Road	100	80	Agree
15	Gilpin Road	100	80	Agree
16.1	Haumoana Road (Extend 50kmph by 50m)	50	50	Agree
16.2	Haumoana Road	100	80	Agree
17	Havelock North CBD	50	30	Disagree
18	Heathcote Road	100	80	Agree
19	Henderson Road	70	60	Agree
20	Iona Road	100	80	Agree
21.1	Jarvis Road (Thompson Road to 70kmph/50kmph signs)	100	80	Agree
21.2	Jarvis Road (70kmph/ 50kmph signs to Omaha Road)	70	50	Agree
22	Kirkwood Road	70	60	Agree
23	Lawn Road	100	80	Disagree
24	Middle Road	100	80	Agree
25	Mill Road	100	80	Agree
26	Millar Road	100	80	Agree
27	Moore Road	100	80	Agree
28	Norton Road	100	80	Agree
29.1	Omahu Road (Extend 50kmph by 250m west of Jarvis Rd)	50	50	Agree
29.2	Omahu Road (90m west of Kirkwood Rd to 250m west of Jarvis Road)	70	60	Agree
29.3	Omahu Road (90m west of Kirkwood Rd and SH50)	100	80	Agree
30	Omarunui Road	100	80	Agree

7

31	Pakowhai Road	60	80	Agree
32	Palomino Road	100	80	Agree
33	Paraire Road	80	60	Agree
34	Park Road	100	80	Agree
35	Parkhill Road	100	80	Agree
36	Puketapu Road (Extend 50kmph)	50	50	Agree
37.1	Railway Road South	100	80	Agree
37.2	Railway Road South/ Longlands Road (change RIAWS)	100/70	80/60	Agree
38	Raymond Road	100	80	Agree
39	Riverslea Road South	100	80	Agree
40	Southland Road	100	80	Agree
41	Springfield Road	100	80	Agree
42	Te Aute Road	100	80	Disagree
43	Tennant Road	100	80	Agree
44	Tollemache Road West	100	80	Agree
45	Tuki Tuki Road	100	80	Agree
46	Tuki Tuki Hills Road	100	80	Agree
47	Twyford Area	100	80/60	Agree
48.1	Vicarage Road	100	80	Agree
48.2	Vicarage Road (Seasonal Speed Limit)	80	50	Agree
49	Waiohiki Road	70	50	Agree
50	Waipatu Settlement Road	80	60	Agree
51	Watson Road	80	60	Agree
52	Wellwood Road	100	80	Agree
53	Wilson Road	70	60	Agree
54	Richmond Road/Mill Road Intersection (RIAWS)	None	80/60	Agree
55	Pakowhai Road/Elwood Road Intersection (RIAWS)	None	80/60	Agree

Proposal 17 Havelock North CBD

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 an inconsistency in speed limits. Example if you were travelling on Napier Road to Cooper Street you have to travel at different speed limits, 30kmph 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.

Proposal 23 Lawn Road

Lawn Road is a 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.

Proposal 42 Te Aute Road

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.

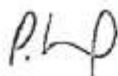
On behalf of our AA District Council and our members we thank you for the opportunity to complete this submission and we look forward to working with you going forward.

My contact details are:

Ph 027 747 2856

Email: pr.michaelsen@gmail.com

Your sincerely



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

Corporate Services



10 September 2020

Our Ref: SU801B-20

Lachlan Crawford
Traffic Engineering Officer
Hastings District Council
Private Bag 9002
HASTINGS 4156

Email: lachlanc@hdc.govt.nz

To whom it may concern

Submission on the Draft Statement of Proposal: Proposed speed limit amendment to the Speed Limits Bylaw 2012

Thank you for the opportunity to submit on the proposed amendment to the Speed Limits Bylaw 2012. Hawke's Bay District Health Board (HBDHB) fully supports reduced speed limits as an effective method of reducing death and serious injury, both to drivers and passengers, and also those using active transport methods.

In order to realise the New Zealand's Road Safety Strategy 'Road to Zero 2020-2030' vision of 'a New Zealand where no one is killed or seriously injured in road crashes', the six focus areas identified in the Plan must be actioned. Of particular importance to Council's proposal is the focus area of 'infrastructure improvements and speed management'.¹

HBDHB are focused on eliminating health inequities and improving community wellbeing, particularly for our Māori and Pacifica population, children and young people and those living in underserved communities. There is a relationship between socio-economic position and car crashes that has observed globally², with local research proving that this relationship is also present in Aotearoa New Zealand.³ In the most recent Hawke's Bay Health Equity Report, car accidents were found to be the fourth largest cause of years of life lost for Māori and third most common cause of years of life lost for Pacifica.⁴

It is well-evidenced that traffic speed is strongly associated with frequency of crashes, and crash severity. As speed limits increase, so too does crash frequency and severity. The International Transport Forum, of which New Zealand is a member, show that, every 1% increase in average speed results in approximately a 2% increase in injury crash frequency, a 3% increase in severe crash frequency, and a 4% increase in fatal crash frequency.⁵

¹ New Zealand's Road Safety Strategy 2020-2030. Available at https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/documents/Road-to-Zero-strategy_final.pdf

² Christie, M. (2018). Why we need to view road safety through a public health lens. *Transport Reviews*. Available at <https://www.tandfonline.com/doi/full/10.1080/03441647.2018.1411226>

³ Hosking et al., (2013). Ethnic, socioeconomic and geographical inequalities in road traffic injury rates in the Auckland region. *Australian and New Zealand Journal of Public Health*. Available at <https://pubmed.ncbi.nlm.nih.gov/23551475/>

⁴ Hawke's Bay District Health Board (2018). Health Equity Report. Available at <http://www.hawkebayhealth.nz/assets/Uploads/HBDHB-Healthinequities2018Webupdated.pdf>

⁵ International Transport Forum (2018): Speed and crash risk: Research report. Available at <https://www.itf-oecd.org/speed-crash-risk>

HEALTH IMPROVEMENT & EQUITY DIRECTORATE

Phone 06 878 8109 Fax 06 878 1374 Email: firstname.lastname@hdbd.govt.nz, www.hawkesbay.health.nz

2nd Floor, Corporate Office, cnr McLeod Street & Omaha Road, Private Bag 9014, Hastings, New Zealand

10

Reducing road traffic injury will also free up health resources which can reduce waiting times, increase the availability of other services for example elective surgical services (such as joint replacements) and provide other responsive services. This will improve the health services provided to the Hastings community. Every life saved also contributes to productivity and social capital for Hastings.

Again, we strongly support these proposed changes. Our recommendations listed below largely offer suggestion and encouragement for going further and looking wider at the issue of road safety in the Hastings District.

General feedback:

1. We commend Hastings District Council for responding to community feedback on safety concerns with particular roads across the Hastings District.
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.
3. We support Council's desire to align speed limits within the Hastings District with neighbouring councils' speed limit change proposals and encourage ongoing collaboration.
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.⁶
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 doubles between 80km/h and 100km/h.⁷

Specific recommendations:

6. We strongly support the proposal to reduce speed limits to 30km/hr in the urban centre of Havelock North. We note the support from the Havelock North Business Association for this reduction.

Recommendation: That Council consider the same speed limit reductions within the Hastings urban shopping district.

Hastings' streets – particularly those in urban centres like Hastings central and Havelock North – must be safe for everyone to use. This includes those that drive, walk, cycle or use public transport. In Aotearoa New Zealand, reductions in speed limits to 30km/h have been effective at reducing crashes, for example, injury-causing crashes were reduced by 25% as a result of the introduction of 30km/h zone in parts of Christchurch CBD.⁸ Slower speeds in urban centres are also good for business (people are more likely to stop and visit shops), support social connectedness and promote physical activity. There are many examples of cities and towns throughout Aotearoa New Zealand that have adopted CBD slower speed initiatives.⁹

⁶ NZTA. (2016). Urban New Zealanders attitudes and perceptions of cycling. Available at <https://www.nzta.govt.nz/assets/Walking-Cycling-and-Public-Transport/docs/Urban-Cycling-Attitudes-Baseline-2016.pdf>

⁷ Ibid

⁸ Koorey, G. (2018). Has the Christchurch central city 30km/h zone worked? Transport Knowledge Conference. Available from <https://vlistreda.nz/sites/default/files/2018-11/GKoorey-TK18-Chch30kmhCBD.pdf>

⁹ Cycling Action Network. New Zealand Case Studies. Available here <https://can.org.nz/article/slower-speed-limits-new-zealand-case-studies>

Studies have shown that the introduction of 30km/h zones has reduced injuries and deaths in children by 50-70%.^{10,11} For non-fatal crashes, nearly half occur when children are passengers and almost one-quarter occur when they are pedestrians.¹²

Recommendation: 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.

Thank you again for providing the opportunity to submit on this proposal. We believe our recommendations, if actioned, will produce safer roads for our community.

We are available to speak to our submission. Contact details:

Dr Nicholas Jones
C/o Kim Maitland, Executive Assistant
Email: kim.maitland@hawkesbaydhb.govt.nz
Phone: 06 8732101

We look forward to your consideration of our submission.

Ngā mihi,



Patrick Le Geyt
Interim Executive Director
Health Improvement & Equity

¹⁰ Cairns et al., (2014). Go slow: An umbrella review of the effects of 20mph zones and limits on health and health inequalities. *Journal of Public Health*. Available at <https://pubmed.ncbi.nlm.nih.gov/25266281/>

¹¹ Grundy et al., (2009). Effect of 20mph traffic speed zones on road injuries in London, 1986-2006: Controlled interrupted time series analysis. Available at <https://pubmed.ncbi.nlm.nih.gov/20007666/>

¹² SafeKids Aotearoa. (2015). Child unintentional deaths and injuries in New Zealand, and prevention strategies. Available at [https://www.moh.govt.nz/notebook/nbbooks.nsf/0/05ED778E11B2C6D6CC257F4C007A779C/\\$file/SafeKids%20Aotearoa%200atobook%20CP%20NZ%20and%20Prevention%20Strategies.pdf](https://www.moh.govt.nz/notebook/nbbooks.nsf/0/05ED778E11B2C6D6CC257F4C007A779C/$file/SafeKids%20Aotearoa%200atobook%20CP%20NZ%20and%20Prevention%20Strategies.pdf)

File Ref: Amendments of Speed Limits – Eng Roading

9 September 2020



FAO Lachlan Crawford
Traffic Engineering Officer
Hastings District Council
207 Lyndon Road East
Hastings 4122

Via email lachlan@hdc.govt.nz

Dear Lachlan

Hastings District Council – Amendments of Speed Limits

Thank you for your letter dated 29 July 2020.

Napier City Council support all of the proposed changes set out in the draft statement of proposal reference LEG-02-34-20-548.

Yours sincerely

Robin Malley
Team Leader Transportation
infrastructureservices@napier.govt.nz
06 833 9721

215 Hastings Street, Napier 4110
Private Bag 6010, Napier 4142
www.napier.govt.nz

t +64 6 835 7579
f +64 6 835 7574
e info@napier.govt.nz

13

SPEED LIMIT BYLAW REVIEW 2020

SUMMARY OF SUBMISSIONS

OVERVIEW

Over the 6 week consultation period for the 77 Speed Limit Proposals, the following information was gathered:

- 2405 Submission forms completed
- 19128 Individual responses on the proposals

The individual responses can be summarised as follows:

	I live or work on these roads	I travel through these roads	Other	Total
Support	3407	3590	424	7421
Oppose	4215	7215	277	11707

It is noted that the road use information is taken at an area level rather than individual road level e.g. a submitter living on Iona Road would respond "I live or work on these roads" for all of the roads South of Havelock North.

The submitters were invited to leave a comment to support their position on the proposals. Where appropriate officers have grouped these comments into general themes to further understand and analyse the submission feedback.

The tables provided list the submission number (relative to the area) under each relevant theme. A description of each theme is also provided.

SUPPORTIVE THEMES

THEME DESCRIPTIONS

Theme	Description
Additional measures required	These submitters suggest that additional measures are required to slow speeding vehicles to gain compliance
Dangerous and incompetent drivers	These submissions state they have noticed a change in driver behaviour, or that the proposal will help correct drivers’ behaviour.
Driver education and training	These submitters agree with the proposal and would support further driver training and education to improve safety
Extend speed area further	Some submissions suggest for a further extension of the speed limit area. Other suggest that speed limits should be consistent with speeds in the area. Some people disagreed to the proposal, only because they said the proposed change does not get far enough.
Road improvements	Improvements to signage are required as inadequate. Changes in speed need to be signposted much more predominantly. Signs to slow to 50km are too close to the residential area.
Development or Land Use	If developments, subdivisions, rezoning were not to go ahead, speed should not change. Others say there is infrastructure to be built in this area in future, i.e. a roundabout.
High risk road or accidents	These submitters recognise these roads as high risk due to the accident history
Misunderstood proposal	The comments in these submissions suggest that the submitter did not fully understand the proposal, an example of this is where they reference the entire road being reduced, when in fact it may only be a small section
Police enforcement	These submissions recognise the important contribution Police enforcement makes to road safety and additional financial support is requested in this respect.
Pedestrian & cyclists safety	These submissions all comment on the safety aspects that this proposal creates provides for cyclists, pedestrians and or school children.
Reduce speed further	The submitters believe the speed should be set lower that currently proposed, especially if the area is being urbanised. Some state that roads are becoming busier.
Traffic volume relative	Traffic and congestion is getting worse, which is why speed limits need changing. Other argue that speed reductions won’t have a great negative impact on traffic flow/commuters.
Turning bays	These submissions state that sharp turns force drivers to slow down, hence the speed limits should be reduced. Others say that feeder lanes or turning bays are missing in this area. A few say that a number of vehicles are turning into commercial premises along the route.
Driver confusion	These submitters agree with the proposal as it will reduce driver confusion by providing consistent speed limits and regular signage
Speed limit consistency	These submitters agree with the proposal as it deals with speed limits that change too often or are inconsistent with similar roads
Cycling and pedestrian facilities	These submitters agree with the proposal and support the installation of more cycle and pedestrian facilities
Positive feelings about speed changes	These submitters feel positively in general about the proposed speed limits
Heavy traffic	Agricultural and commercial vehicles can be frightening.
Unsafe roads	These submitters state they did not or do not feel safe when travelling these roads due to cars overtaking or speeding, and on the reduced speed limits being safer, providing more time to react and respond to common situation and recognising the high level of intersections and access ways that cause near misses.
Environmental impact	These submitters agree with the proposal due to the reduce environmental impact

SUBMISSION THEMES

	Additional measures required	Dangerous and incompetent drivers	Driver education and training	Extend speed area further	Road improvements	Development or Land Use	High risk road or accidents	Misunderstood proposals	Police enforcement	Pedestrian & cyclists safety	Reduce speed further	Traffic volume relative	Turning bays	Driver confusion	Speed limit consistency	Cycling and pedestrian facilities	Positive feelings about speed changes	Heavy traffic	Unsafe roads	Environmental impact
INDIVIDUAL ROADS																				
Brookfields Road	255, 311,					507,				180, 404,	433,									
Omarunui Road	255, 311,	338,	362, 363,							180, 404, 433, 434,	227,						373, 460,	329,		
Pakowhai Road	255, 307,																276, 337,	329,		
Springfield Road	255,									180, 404, 433,	323,						373, 460,			
Waiohiki Road	255, 311,			380,		459, 493,				180, 404, 433, 434,							325, 355, 373, 460,			
Havelock North CBD	337, 339,			247, 307,						180, 201, 360, 404,							373, 433, 460, 484, 486, 505,			
Pakowhai Road/Elwood Road Intersection RIAWS	255, 379,		362, 363,							180, 404,							296, 373, 460,			
Mill Road/Richmond Road Intersection RIAWS	379,		362, 363,							180, 404,							296, 373, 460,			
PUKETAPU																				
Dartmoor Road	177, 197, 198, 200,	31,		53,						38, 45, 47, 89, 95,	17, 69, 168, 188,						133, 178, 179, 202,			
Puketapu Road	6, 56, 177, 200,			38, 45, 47, 150,						53, 89, 103,	17,						133, 178, 179, 202,			
Vicarage Road 1	6, 200,									44, 45, 47, 53, 56, 95,	89,						133, 178, 179, 202,	66,		

	Additional measures required	Dangerous and incompetent drivers	Driver education and training	Extend speed area further	Road improvements	Development or Land Use	High risk road or accidents	Misunderstood proposals	Police enforcement	Pedestrian & cyclists safety	Reduce speed further	Traffic volume relative	Turning bays	Driver confusion	Speed limit consistency	Cycling and pedestrian facilities	Positive feelings about speed changes	Heavy traffic	Unsafe roads	Environmental impact
Vicarage Road 2	6,			43, 66, 168,						45, 47, 53, 56, 89, 95,							133, 178, 179, 202,			
TWYFORD																				
Carrick Road					63,				108,	76,	34, 39, 41, 74,						85, 86, 109, 147,			29,
Curtis Road					63, 76,				108,		33, 39, 64, 67, 70, 74, 75, 114,						85, 86, 109, 147,	82,		29,
Evans Road					63,				108,	18, 76,	33, 39, 41, 67, 70, 74, 75, 114,						85, 86, 109, 147,	82,		29,
Evenden Road					63,				8, 108, 109,	76,	33, 39, 41, 74,						85, 86, 147,			29,
Hill Road					63,				108,	76,	39, 74,						85, 86, 109, 147,			29,
Jarvis Road 1					63,				108,	18, 76,	34, 39, 67, 70, 74, 75, 103, 114,						109, 147,	82, 85, 86, 145, 165,		29,
Jarvis Road 2					63,				108,	76,	34, 39, 67, 70, 74, 75, 103, 114,						85, 86, 109, 147,	82,		29,
McNab Road					63,				108,	76,	39, 74,						85, 86, 109, 147,			29,
Nicholl Road					63,				108,	18, 76,	39, 74,						85, 86, 109, 147,			29,
Ormond Road					63,				108,	18, 76,	39, 74,						85, 86, 109, 147,			29,
Raupare Road					63,				108, 109,	18, 76,	28, 33, 34, 39, 41, 74,						85, 86, 147,			29,
Thompson Road		4,			63,				108,	18, 76,	28, 33, 34, 39, 41, 67, 70, 74, 75, 114, 159,						109, 147,	82, 85, 86,		29,
Trotter Road					63,				108,	18, 76,	33, 39, 74,						85, 86, 109, 147,			29,

	Additional measures required	Dangerous and incompetent drivers	Driver education and training	Extend speed area further	Road improvements	Development or Land Use	High risk road or accidents	Misunderstood proposals	Police enforcement	Pedestrian & cyclists safety	Reduce speed further	Traffic volume relative	Turning bays	Driver confusion	Speed limit consistency	Cycling and pedestrian facilities	Positive feelings about speed changes	Heavy traffic	Unsafe roads	Environmental impact
Twyford Road 1		4,			63,				108,	18, 76,	33, 34, 39, 41, 67, 70, 74, 75, 114,						85, 86, 109, 147,	26, 82,		29,
Twyford Road 2		4,			63,				108,	18, 76,	33, 34, 39, 41, 67, 70, 74, 75, 114, 126,						85, 86, 109, 147,	26, 82,		29,

FLAXMERE / OMAHU																				
Chatham Road	197,			188,											110,		144,			
Henderson Road	192, 197,			140,						27,					110,		144,			
Kirkwood Road	13, 192, 197,			140,						27,					110,		144,			
Omahu Road 1				140,	130,									105,	43,		144,	84,		
Omahu Road 2				140,	130,										43,		144,			
Omahu Road 3	52,			140,	130,						7,					111,	144,			
Wilson Road	191, 192, 193, 197,	30,		140,											110,		144,			

WAIPATU																				
Apatu Road				23, 123, 125, 126, 129, 132,		48,				124,							122, 134,			
Bennett Road 1				23, 123, 125, 126, 129, 132,		36, 48, 74,				124,							122, 134,			
Bennett Road 2				23, 123, 125, 126, 129, 132,		36, 48, 74,				124,							122, 134,			
Elwood Road				23, 123, 125, 126, 129, 132,		36, 48, 74,				124,							122, 134,			
Kauru Road				23, 123, 125, 126, 129, 132,		36, 48,				124,							122, 134,			
Panapa Road				23, 123, 125, 126, 129, 132,		48, 74,				124,							122, 134,			
Paraire Road				23, 123, 125, 126, 129, 132,		48, 74,				124,							122, 134,			
Waipatu Settlement Road				23, 123, 125, 126, 129, 132,		48, 74,				124,			50,				122, 134,			
Watson Road				23, 123, 125, 126, 129, 132,		48, 74,				124,							122, 134,			

	Additional measures required	Dangerous and incompetent drivers	Driver education and training	Extend speed area further	Road improvements	Development or Land Use	High risk road or accidents	Misunderstood proposals	Police enforcement	Pedestrian & cyclists safety	Reduce speed further	Traffic volume relative	Turning bays	Driver confusion	Speed limit consistency	Cycling and pedestrian facilities	Positive feelings about speed changes	Heavy traffic	Unsafe roads	Environmental impact
HASTINGS SOUTH																				
Algernon Road	7, 10, 89, 184,	90,								76, 172, 197,	34, 58, 181,						11, 166, 191,		110, 130,	
Davis Road	7, 10, 184,	90,								76, 172, 197,	34, 58, 181,						11, 166, 191,		110, 130,	
France Road	7, 184,	90,								76, 172, 197,	6, 34,						11, 166, 191,		110, 130,	
Heathcote Road	7, 184,	4, 90,					183,			76, 172, 197,	34, 181,						11, 166, 191,		110, 130,	
Norton Road	7, 184, 198,	90,								76, 144, 172,	26, 34, 181, 197,						11, 166, 191,		110, 130,	
Park Road	7, 184, 198,	90,								76, 144, 172, 197,	34, 181,						11, 166, 191,		110, 130,	
Railway Road South	7, 184,	90,					162,			76, 172, 197,	34, 181,						11, 166, 191,		110, 130,	
Railway Road South - RIAWS	7, 184,	90,					162,			76, 172, 197,	34, 181,						11, 166, 191,		110, 130,	
Riverslea Road South	9, 10, 16, 77, 184, 198,	90,		98					7,	76, 172, 197,	34, 146, 159, 181,					58,	11, 89, 166, 191,		110, 130,	
Southland Road	7, 184, 199,	90,								76, 172, 183, 197,	34, 181,						11, 166, 191,		110, 130,	
Tollemache Road West	7, 10, 184, 198,	90,		4, 89,						76, 144, 172, 197,	11, 34, 181,						166, 191,		110, 130,	
Wellwood Road	7, 184,	90,								76, 172, 197,	34, 181,						11, 166, 191,		110, 130,	
SOUTH OF HAVELOCK NORTH																				
Gilpin Road	407, 449, 546,	75, 226, 324, 355, 452,		331, 478, 563,	459,	191,	80, 299,	268, 559,		56, 99, 109, 145, 184, 192, 214, 291, 301, 330, 333, 364, 373, 447,	33, 128, 233, 329, 332,	60,	405,			61, 265,	503,			
Iona Road	407, 449, 546,	75, 324, 355, 452,		331, 478, 563,		191,	80, 299,	268, 559,		56, 99, 109, 145, 184, 192, 214, 291, 301, 330, 364, 373, 447,	33, 68, 128, 178, 233, 329, 332, 426, 432, 459,	60,	405,			61, 265,	503,			
Middle Road	407, 449, 546,	145, 301, 324, 355, 452,		213, 325, 331, 478, 563,	459,	191,	299,	268, 559,		56, 99, 109, 184, 192, 214, 291, 330, 364, 373, 447,	33, 128, 233, 329, 332,	60,	405,			61, 75, 80, 265,				
Te Aute Road	157, 223, 407,	75, 301, 324, 355, 452,		43, 80, 96, 238, 270, 331, 403, 423, 433, 478, 563,	459,	191,	67, 85, 92, 198, 265, 298, 299,	268, 559,		56, 99, 145, 184, 192, 214, 291, 330, 364, 373, 447,	33, 102, 109, 128, 233, 271, 329, 332,	60,				61,				

	Additional measures required	Dangerous and incompetent drivers	Driver education and training	Extend speed area further	Road improvements	Development or Land Use	High risk road or accidents	Misunderstood proposals	Police enforcement	Pedestrian & cyclists safety	Reduce speed further	Traffic volume relative	Turning bays	Driver confusion	Speed limit consistency	Cycling and pedestrian facilities	Positive feelings about speed changes	Heavy traffic	Unsafe roads	Environmental impact
CAPE COAST / TUKI TUKI																				
Charlton Road	50, 59, 156, 261, 394,		37,	113,						61, 76, 83, 165, 177, 254, 393,	278,						95, 114, 174, 210, 229, 248, 294, 299, 301, 303, 318, 339, 348, 349, 407, 410,			
Clifton Road 1	50, 59, 156, 229, 261,	34,	221,	113,						58, 61, 76, 83, 165, 177, 254,	212, 278,						35, 95, 114, 174, 210, 248, 294, 299, 301, 303, 318, 348, 349, 407, 410,			
Clifton Road 2	50, 59, 156, 229, 261,	34,	221,	113,						61, 76, 83, 165, 177, 254,	278,						35, 95, 114, 174, 210, 248, 294, 299, 301, 303, 318, 348, 349, 407, 410,			
Clifton Road 3	50, 59, 156, 229, 261,	34,	221,	113,						58, 61, 76, 83, 165, 177, 254,	278,						35, 95, 114, 174, 210, 248, 294, 299, 303, 318, 339, 348, 349, 407, 410,			
Craggy Range Road	50, 59, 156,		176, 221,	113,						61, 76, 83, 165,							95, 114, 174, 210, 229, 248, 294, 299, 301, 303, 318, 339, 348, 349, 407, 410,			
East Road	50, 59, 156, 261, 394,			113,						58, 61, 76, 83, 165, 393,	161, 248, 396,						95, 114, 174, 210, 229, 294, 299, 301, 303, 318, 348, 349, 407, 410,			
Haumoana Road 1	19, 50, 156, 261,			11, 113,						58, 61, 76, 83, 165, 174, 393,							95, 114, 210, 229, 248, 294, 299, 301, 303, 318, 348, 349, 407, 410,			
Haumoana Road 2	19, 50, 156, 261,			11, 113,						58, 61, 76, 83, 165, 174, 393,							95, 114, 210, 229, 238, 248, 294, 299, 301, 303, 318, 348, 349, 407, 410,			
Lawn Road	50, 156, 397,			113,						58, 61, 76, 83, 165, 370,	208,						95, 114, 174, 210, 229, 248, 294, 299, 301, 303, 318, 340, 348, 407, 410,			
Mill Road	50, 156,			113,						58, 61, 76, 83, 165,							95, 114, 174, 210, 229, 248, 294, 299, 301, 303, 318, 348, 349, 407, 410,			

	Additional measures required	Dangerous and incompetent drivers	Driver education and training	Extend speed area further	Road improvements	Development or Land Use	High risk road or accidents	Misunderstood proposals	Police enforcement	Pedestrian & cyclists safety	Reduce speed further	Traffic volume relative	Turning bays	Driver confusion	Speed limit consistency	Cycling and pedestrian facilities	Positive feelings about speed changes	Heavy traffic	Unsafe roads	Environmental impact
Millar Road	50, 59, 156, 261, 394,		37, 176, 221,	113,						58, 61, 76, 83, 165, 254, 393,	263, 409,						13, 95, 114, 174, 210, 229, 248, 294, 299, 301, 303, 318, 339, 348, 407, 410,			
Moore Road	50, 59, 156, 261, 394,		37, 176,	113,						58, 61, 76, 83, 165, 254, 393,	263,						13, 95, 114, 174, 210, 229, 248, 294, 299, 301, 303, 318, 339, 348, 407, 410,			
Palomino Road	50, 156, 261, 394,		37, 176, 221,	113,						58, 61, 76, 83, 165, 254, 393,							13, 95, 114, 174, 210, 229, 248, 294, 299, 301, 303, 318, 339, 348, 349, 407, 410,			
Parkhill Road	50, 156, 261,		221,	113,						58, 61, 76, 83, 165, 254, 393,	248, 383,					394,	95, 114, 210, 229, 294, 299, 301, 303, 318, 348, 349, 407, 410,	174,		
Raymond Road	50, 156,		221,	113,						58, 61, 76, 83, 165, 254, 393,	263, 383,					394,	95, 114, 210, 229, 248, 294, 299, 301, 303, 318, 339, 348, 407, 410,	174,		
Tennant Road	50, 59, 156, 261, 394,		176,	113,						58, 61, 76, 83, 165, 254, 393,	263,						95, 114, 174, 210, 229, 248, 294, 299, 301, 303, 318, 339, 348, 407, 410,			
Tuki Tuki Road	156,		176, 221,	113,						58, 61, 76, 83, 165, 254, 393,							95, 114, 174, 210, 229, 248, 294, 299, 301, 303, 339, 348, 407, 410,			
Tuki Tuki Hills Road	50, 59, 156, 261, 394,		37, 176, 221,	113,						58, 61, 76, 83, 165, 254, 393,	263,						95, 114, 174, 210, 229, 248, 294, 299, 301, 303, 318, 339, 348, 407, 410,			

OPPOSING THEMES

THEME DESCRIPTIONS

Theme	Description
Additional measures required	These submitters suggest that additional measures are required to slow speeding vehicles, as these are a bigger problem than the speed limit.
Change will make things worse	These submissions raise concern of feeling less safe and suggest that an increase in accidents is likely, especially over taking crashes, following the speed limit reductions. While some users may experience increased frustration, there is no evidence to date that would suggest a corresponding increase in risk taking for this area
Change won't make any difference	These submissions suggest that changing the speed limit will not improve safety
Dangerous and incompetent drivers	Safety Issues relate to driver not speed. These submissions claim that they are experiencing personal suffering or costs due to other drivers' mistakes
Driver education, training or enforcement	These submissions state that there needs to be more or improved education for drivers as opposed to speed limit reductions. Upskill drivers. Enforce bad drivers. People need to learn to drive to the conditions.
Does not go far enough	These submissions disagree with the proposal because it does not extend far enough.
Improve the roads before changing the speed limit	These submitters suggest Council improve the conditions of roads and maintain the roads better before changing the speed limits.
Future development needs to be considered	These submitters disagree with the proposal due to future development which will change the road environment or traffic demand
Misunderstood proposal	The comments in these submissions suggest that the submitter did not fully understand the proposal, an example of this is where they reference the entire road being reduced, when in fact it may only be a small section
Disagree with, or need more supporting evidence for change	These submitters suggest that they don't support the evidence that has been provided, whereas others claim there is no evidence to suggest reducing the speed limit makes a difference to the number or outcome of crashes.
No issues with the current speed limits	These submissions generally suggest that reducing speed limits is inappropriate, irrelevant or not warranted.
Cyclists create problems for drivers	These submitters suggest that cyclists on the road are the real problem and that speed limits should not be reduced to cater for them
Traffic volume relative	These submitters suggest that the volume of traffic self regulates the speed of a road and as such the speed limits should be left alone
Install turning bays	Submitters suggest that safety could be improved at these locations by installing turning bays rather than a speed limit change
Driver confusion	Generally this group of submissions comment on the uncertainty experienced in identifying or remembering the speed limits in place. The reasons stated for this normally related to lack of signage or frequent change in limits.
Speed limit consistency	These submitters disagree with the proposal as they feel that the speed limits change too often or are inconsistent with similar roads
Speed reduction too low	The listed submissions oppose a drastic reduction to the speed limits, but would approve a smaller reduction of speeds by 20 or 30km/hr.
Waste of money and resources	Submitters believe Council should be doing other things such as removing chlorine from the drinking water
Reduce speed further	The submitters believe the speed should be set lower that currently proposed, especially if the area is being urbanised. Some state that roads are becoming busier.
Revenue gathering	These submissions see the proposed changes in speed limits amendments as a revenue gathering.
Changes support opinion of minority	These submissions believe that reviewing the speed limits based on public requests supports the opinion of the minority

SUBMISSION THEMES

	Additional measures required	Change will make things worse	Change won't make any difference	Dangerous and incompetent drivers	Driver education, training or enforcement	Does not go far enough	Improve the roads	Future development	Misunderstood proposal	Need supporting evidence for change	No issues with the current speed limits	Cyclists create problems	Traffic volume relative	Installing bays	Driver confusion	Speed limit consistency	Speed reduction too low	Waste of money and resources	Reduce speed further	Revenue gathering	Changes support opinion of minority
INDIVIDUAL ROADS																					
Brookfields Road				281,	206, 248, 262, 294, 362, 363, 379, 389, 478, 479, 503, 506,		321,				196, 406, 494,										
Omarunui Road				281,	206, 248, 262, 294, 362, 363, 379, 478, 479, 503, 506,		321, 421,				196, 420,										
Pakowhai Road	267, 280, 298, 311, 334, 336,	333,		281,	206, 262, 379, 479, 503, 506,		321,	373, 426, 433, 449, 481, 493, 507, 508, 509,			180, 193, 420,										
Springfield Road	311,			281,	206, 248, 262, 294, 362, 363, 478, 479, 503, 506,		321,				196, 420,										
Waiohiki Road	401,			281,	206, 248, 262, 294, 362, 363, 379, 389, 478, 479, 503, 506,		321,	377,			196, 420,				202,		233,				
Havelock North CBD	295, 299, 480,	357,		281,	206, 248, 262, 294, 379, 389, 478, 479, 503, 506,		321,				196, 211, 213, 214, 220, 265, 270, 296, 328, 330, 362, 363, 399, 420,						204, 494,				
Pakowhai Road/Elwood Road Intersection RIAWS	311, 480,			281,	206, 262, 294, 389, 478, 479, 503, 506,		321,				196, 328, 420,				202,						
Mill Road/Richmond Road Intersection RIAWS	274,			281,	206, 262, 294, 389, 478, 479, 503, 506,		321,				196, 420,										
PUKETAPU																					
Dartmoor Road	33, 56, 121,				97,	6,	8, 34, 127,			91,	37, 60, 73, 149, 154, 156,	12, 13, 24, 50, 51,			101,				116,		
Puketapu Road	33,				97,	201,				91,	37, 149, 209, 210,	12, 13, 24,			101,		69, 95, 111,				

	Additional measures required	Change will make things worse	Change won't make any difference	Dangerous and incompetent drivers	Driver education, training or enforcement	Does not go far enough	Improve the roads	Future development	Misunderstood proposal	Need supporting evidence for change	No issues with the current speed limits	Cyclists create problems	Traffic volume relative	Installing bays	Driver confusion	Speed limit consistency	Speed reduction too low	Waste of money and resources	Reduce speed further	Revenue gathering	Changes support opinion of minority
Vicarage Road 1	33,				97,					91,	37, 149, 209, 210,	12, 13, 24,			101,						
Vicarage Road 2	33, 209, 210,				97,					91,	4, 37, 149,	12, 13, 24,			101, 205,						

TWYFORD																					
Carrick Road	24,	71,		20,	115, 122, 161,		56, 164,			106,	1, 12, 21, 52, 53, 78, 101, 102, 155,										87,
Curtis Road	24,	71,		20,	115, 122, 161,		56, 164,			106,	1, 12, 21, 52, 53, 78, 101, 102, 155,										87,
Evans Road	24,	71,		20,	115, 122, 161,		56, 164,			106,	1, 12, 21, 52, 53, 78, 101, 102, 155,										87,
Evenden Road		71,		20,	115, 122, 161,		56, 164,			106,	1, 12, 21, 52, 53, 78, 101, 102, 155,										87,
Hill Road	24,	71,		20,	5, 115, 122, 161,		56, 164,			106,	1, 12, 21, 52, 53, 78, 101, 102, 155,										87,
Jarvis Road 1	24,	71,		20,	115, 122, 161,		56, 164,			106,	1, 12, 21, 52, 53, 78, 101, 102, 155,										87,
Jarvis Road 2	24,	71,		20,	115, 122, 161,		56, 164,			106,	1, 12, 21, 52, 53, 78, 101, 102, 155,										87,
McNab Road	24,	71,		20,	115, 122, 161,		56, 164,			106,	1, 12, 21, 52, 53, 78, 101, 102, 155,										87,
Nicholl Road	24,	71,		20,	115, 122, 161,		56, 164,			106,	1, 12, 21, 52, 53, 78, 101, 102, 155,										87,
Ormond Road		71,		20,	5, 115, 122, 161,		56, 164,			106,	1, 12, 21, 52, 53, 78, 101, 102, 126, 155,							148,			87,
Raupare Road	24,	71,		20,	115, 122, 161,		56, 164,			106,	1, 12, 21, 52, 53, 78, 101, 102, 126, 155,										87,
Thompson Road	24,	71,		20,	115, 122, 161,		56, 164,			106,	1, 12, 21, 52, 53, 78, 101, 102, 126, 155,										87,
Trotter Road	24,	71,		20,	115, 122, 161,		56, 164,			106,	1, 12, 21, 52, 53, 78, 101, 102, 155,										87,
Twyford Road 1	24,	71,		20,	115, 122, 161,		56, 164,			106,	1, 12, 21, 52, 53, 78, 101, 102, 126, 155,										87,
Twyford Road 2	24,	71,		20,	115, 122, 161,		56, 164,			106,	1, 12, 21, 52, 53, 78, 101, 102, 155,										87,

	Additional measures required	Change will make things worse	Change won't make any difference	Danger ous and incomp etent drivers	Driver education, training or enforcement	Does not go far enoug h	Improve the roads	Future developm ent	Misund erstood propos al	Need supporting evidence for change	No issues with the current speed limits	Cyclists create problems	Traffic volume relative	Install turnin g bays	Driver confusion	Speed limit consist ency	Speed reduction too low	Waste of money and resources	Reduce speed further	Revenue gathering	Changes support opinion of minority
FLAXMERE / OMAHU																					
Chatham Road	24, 27, 192,	55,	14,	128,							176, 207,					105, 180,			63,		
Henderson Road		48, 49, 50, 55,	14,	106,	3,		190,			87,	73, 138, 176, 207,				185,	105,			63,	136,	
Kirkwood Road		48, 49, 50, 55,	14,	106,	3,		190,			87,	73, 138, 176,				185,	105,			145,	136,	
Omahu Road 1		48, 49, 50, 55,	14,	106,	3,		190,			87,	73, 138, 175,				95, 185,					136,	
Omahu Road 2		48, 49, 50, 55,	14,	106,	3,		190,			87,	73, 138, 163, 175, 176, 207,				95, 185,	105,				136,	
Omahu Road 3		48, 49, 50, 55,	14,	106,	3,		190,			87,	73, 84, 138, 163, 175, 176,				95, 185,	105,				136,	
Wilson Road		48, 49, 50, 55,	14,	106,	3,		190,			87,	73, 138, 207,				185,	105,		20,		136,	
63,																					
WAIPATU																					
Apatu Road		97,		69,			120,				82, 118, 136,				72,						
Bennett Road 1		97,		69,			120,				82, 112, 117, 118, 136,				72,						
Bennett Road 2		97,		69,			120,				82, 112, 136,				72,						
Elwood Road	63,	97,		69,			120,				82, 112, 117, 118, 136,				72,						
Kauru Road		97,		69,			120,				82, 112, 117, 136,				72,						
Panapa Road		97,		69,			120,				117, 118, 136,				72,						
Paraire Road		97,		69,			120,		18,		39, 82, 117, 118, 136,				72,				57, 83,		
Waipatu Settlement Road		97,		69,			120,				82, 117, 118, 136,				72,				57, 83,		
Watson Road		97,		69,			120,				82, 117, 118, 136,				72,				57, 83,		
HASTINGS SOUTH																					
Algernon Road				103, 139,	36, 96, 174,		143,			91,	13, 135, 189,				107,				3, 75, 196,		
Davis Road				103, 139,	36, 96, 174,		143,			91,	13, 135, 189,				107,				3, 75, 196,		
France Road				103, 139,	36, 96, 174,		143,			91,	13, 135, 189,				107,				3, 75, 196,		
Heathcote Road				103, 139,	36, 96, 174,		143,			91,	13, 135, 189,				107,				3, 75, 196,		
Norton Road				103, 139,	36, 96, 174,		143,			91,	13, 135, 189,				107,				3, 75, 196,		

	Additional measures required	Change will make things worse	Change won't make any difference	Danger ous and incomp etent drivers	Driver education, training or enforcement	Does not go far enoug h	Improve the roads	Future developm ent	Misund erstood propos al	Need supporting evidence for change	No issues with the current speed limits	Cyclists create problems	Traffic volume relative	Install turnin g bays	Driver confusion	Speed limit consist ency	Speed reduction too low	Waste of money and resources	Reduce speed further	Revenue gathering	Changes support opinion of minority
Park Road				103, 139,	36, 96, 174,		143,			91,	13, 135, 189,				107,				3, 75, 196,		
Railway Road South				103, 139,	36, 96, 174,		143,			91,	13, 38, 135, 189,				107,						
Railway Road South - RIAWS				103, 139,	36, 96, 174,		143,			91,	13, 38, 135, 189,				107,						
Riverslea Road South				103, 139,	36, 96, 174,		143,			91,	13, 135, 189,				107,				3, 196,		
Southland Road				103, 139,	36, 96, 174,		143,			91,	13, 135, 189,				107,				3, 196,		
Tollemache Road West				103, 139,	36, 96, 174,		143,			91,	13, 135, 189,				107,				3, 196,		
Wellwood Road				103, 139,	36, 96, 174,		143,			91,	13, 135, 189,				107,				3, 196,		
SOUTH OF HAVELOCK NORTH																					
Gilpin Road	267, 437, 438, 443,	144, 229, 362, 467, 499,	157, 319,	24, 45, 100, 235, 382,	108, 248, 249, 340, 408, 458, 502,		293, 348, 424, 428, 522,		182,	146, 148, 296, 323, 347, 446,	40, 98, 107, 312, 396, 451, 454, 482, 497, 561, 562,	317,	60,	200,			115, 353,	349,		295,	
Iona Road	267, 333, 437, 438, 443,	144, 229, 362, 467,	157, 319,	24, 45, 100, 235, 382,	108, 248, 249, 340, 408, 458, 502,	232,	293, 348, 424, 428, 522,			146, 148, 296, 323, 347, 446,	40, 98, 107, 396, 451, 454, 482, 497, 561, 562,	317,	60,				353,	349,	411,	295,	
Middle Road	103, 267, 333, 437, 438, 443,	144, 229, 362, 467,	319,	24, 45, 100, 235, 382,	108, 248, 249, 340, 408, 458, 502,	180, 232,	293, 348, 424, 428, 522,			146, 148, 296, 323, 347, 446,	40, 98, 107, 120, 312, 396, 451, 454, 482, 493, 497, 503, 552, 561, 562,	317,	60,				115, 353,	349,		295,	
Te Aute Road	267, 333, 437, 438, 443, 449, 546,	103, 144, 229, 362, 467, 499,	319,	24, 45, 48, 100, 235, 382,	108, 248, 249, 340, 408, 458, 502,		200, 293, 348, 424, 428, 522,			146, 148, 296, 323, 347, 446,	40, 98, 107, 120, 396, 451, 454, 482, 493, 497, 503, 542, 552, 561, 562,	317,	60,		276,		115, 312, 353,	349,		295,	
CAPE COAST / TUKI TUKI																					
Charlton Road	212,	64,	332, 346,	57, 65, 172, 243, 347,	17, 78, 82, 214, 356, 361, 363,	94,	47, 286,			74, 252, 264,	13, 38, 43, 63, 67, 100, 105, 108, 132, 164, 179, 183, 207, 228, 238, 249, 262, 266, 344, 364, 387, 388, 389,				242, 371,			143, 255,			

	Additional measures required	Change will make things worse	Change won't make any difference	Dangerous and incompetent drivers	Driver education, training or enforcement	Does not go far enough	Improve the roads	Future development	Misunderstood proposal	Need supporting evidence for change	No issues with the current speed limits	Cyclists create problems	Traffic volume relative	Installing bays	Driver confusion	Speed limit consistency	Speed reduction too low	Waste of money and resources	Reduce speed further	Revenue gathering	Changes support opinion of minority
Clifton Road 1		64,	332, 339, 346,	57, 65, 172, 243,	17, 37, 78, 82, 214, 356, 361, 363, 365,	94,	47, 286,			74, 75, 252, 264, 265,	13, 38, 43, 63, 67, 91, 99, 100, 105, 108, 132, 164, 179, 183, 198, 207, 228, 238, 249, 262, 266, 364, 379, 387, 388, 389,				242, 371,		143, 255,				
Clifton Road 2	212,	64,	332, 339, 346,	57, 65, 172, 243,	17, 37, 78, 82, 176, 214, 361, 363, 365,	94,	47, 286,			74, 252, 264, 265,	13, 38, 43, 63, 67, 91, 99, 100, 105, 108, 132, 164, 179, 183, 198, 207, 228, 238, 249, 262, 266, 344, 364, 379, 387, 388,				242, 371,		143, 255,				
Clifton Road 3	212,	64,	332, 346,	57, 65, 172, 243,	17, 37, 78, 82, 176, 214, 356, 361, 363, 365,	94,	47, 286,			74, 264, 265,	13, 38, 43, 63, 67, 91, 100, 105, 108, 132, 164, 179, 183, 198, 207, 228, 238, 249, 262, 266, 364, 379, 387, 388, 389,				242, 371,		143, 255,				
Craggy Range Road		64,	332, 346,	57, 65, 172, 243, 347,	17, 37, 78, 82, 214, 227, 356, 361, 363, 365,	94,	47, 286,			74, 264, 265,	13, 38, 43, 63, 67, 91, 100, 105, 108, 132, 164, 179, 183, 207, 228, 238, 249, 262, 266, 344, 364, 379, 387, 388, 402,	211,			242,		143, 255,				
East Road		64,	332, 339, 346,	57, 172, 243, 347,	17, 37, 78, 176, 214, 227, 356, 363, 365,	94, 278,	47, 286,			74, 75, 264, 265,	13, 38, 43, 63, 100, 105, 108, 132, 179, 183, 198, 207, 228, 238, 249, 262, 266, 344, 364, 379, 387, 388,				242, 371,		143, 255,				
Haumoana Road 1	59,	64,	332, 339, 346,	57, 65, 172, 243, 347,	17, 37, 78, 82, 176, 214, 227, 361, 363, 365,	94,	47, 286,			74, 264, 265,	13, 38, 43, 63, 67, 100, 105, 108, 132, 164, 179, 183, 198, 207, 228, 238, 249, 262, 266, 364, 379, 387, 388,	211,			242, 371,		143, 255,				
Haumoana Road 2	59,	64,	332, 339, 346,	57, 65, 172, 243, 347,	17, 37, 78, 82, 176, 214, 221, 361, 363, 365,	94,	47, 286,			74, 264, 265,	13, 38, 43, 63, 67, 100, 105, 108, 132, 164, 179, 183, 198, 207, 228, 249, 262, 266, 344, 364, 379, 387, 388, 389,				242, 371,		143, 255,				

	Additional measures required	Change will make things worse	Change won't make any difference	Danger ous and incomp etent drivers	Driver education, training or enforcement	Does not go far enoug h	Improve the roads	Future developm ent	Misund erstood proposa l	Need supporting evidence for change	No issues with the current speed limits	Cyclists create problems	Traffic volume relative	Install turnin g bays	Driver confusion	Speed limit consist ency	Speed reduction too low	Waste of money and resources	Reduce speed further	Revenue gathering	Changes support opinion of minority
Lawn Road	59,	64,	332, 339, 346,	57, 65, 172, 243, 347,	17, 37, 78, 82, 176, 214, 221, 227, 356, 361, 363, 365,	69, 94,	47, 286,			74, 75, 252, 264, 265,	13, 16, 38, 39, 43, 63, 67, 91, 99, 100, 105, 108, 132, 164, 177, 179, 183, 198, 207, 228, 238, 249, 262, 266, 269, 270, 290, 344, 364, 379, 387, 388, 389, 392, 402,	211,			242, 371,			143, 255,			
Mill Road	59,	64,	332, 339, 346,	57, 65, 172, 243, 347,	17, 37, 78, 82, 176, 214, 221, 227, 356, 361, 363, 365,	69, 94,	47, 286,			74, 75, 252, 264, 265,	13, 38, 39, 43, 63, 67, 91, 99, 100, 105, 108, 132, 164, 177, 179, 183, 198, 207, 228, 238, 249, 262, 266, 269, 270, 364, 379, 387, 388, 389, 392, 402,	211,			242, 371,			143, 255,			
Millar Road		64,	332, 346,	57, 65, 172, 243, 347,	17, 78, 82, 214, 356,	94,	47, 286,			74, 252, 264, 265,	38, 43, 63, 67, 100, 105, 179, 183, 207, 228, 238, 249, 262, 266, 344, 364, 387, 388,				242,			143, 255,			
Moore Road		64,	332, 346,	57, 65, 172, 243, 347,	17, 78, 82, 214, 227, 356,	94,	47, 286,			74, 264, 265,	38, 43, 63, 67, 100, 105, 108, 132, 179, 183, 207, 228, 238, 249, 262, 266, 344, 364, 387, 388,				242, 371,			143, 255,			
Palomino Road		64,	332, 346,	57, 65, 172, 243, 347,	17, 78, 82, 214, 227, 356,	94,	47, 286,			74, 264, 265,	38, 43, 63, 67, 100, 105, 108, 132, 179, 183, 207, 228, 238, 249, 262, 266, 344, 364, 387, 388,				242,			143, 255,			
Parkhill Road	59,	64,	332, 339, 346,	57, 65, 172, 243, 347,	17, 37, 78, 82, 176, 214, 227, 356, 361, 363, 365,	94,	47, 286,			74, 75, 264, 265,	13, 38, 43, 63, 67, 91, 99, 100, 105, 108, 164, 177, 179, 183, 198, 207, 228, 238, 249, 262, 266, 344, 379, 387, 388,	211,			242, 371,			143, 255,			
Raymond Road	19, 59,	64,	332, 346,	57, 65, 172, 243, 347,	17, 37, 78, 82, 176, 214, 227, 356, 361, 363, 365,	94,	47, 286,			74, 264, 265,	13, 38, 43, 63, 67, 99, 100, 105, 108, 132, 164, 179, 183, 198, 207, 228, 238, 249, 262, 266, 344, 364, 379, 387,				242, 371,			143, 255,			

	Additional measures required	Change will make things worse	Change won't make any difference	Danger ous and incomp etent drivers	Driver education, training or enforcement	Does not go far enoug h	Improve the roads	Future developm ent	Misund erstood propos al	Need supporting evidence for change	No issues with the current speed limits	Cyclists create problems	Traffic volume relative	Install turnin g bays	Driver confusion	Speed limit consist ency	Speed reduction too low	Waste of money and resources	Reduce speed further	Revenue gathering	Changes support opinion of minority
Tennant Road		64,	332, 346,	57, 65, 172, 243, 347,	17, 37, 78, 82, 214, 227, 356, 361, 363, 365,	94,	47, 286,			74, 264, 265,	13, 38, 43, 63, 67, 99, 100, 105, 108, 132, 179, 183, 207, 228, 238, 249, 262, 266, 344, 364, 387, 388,				242,			143, 255,			
Tuki Tuki Road	50, 59,	64,	332, 346,	57, 65, 172, 243, 347,	17, 37, 78, 82, 214, 356, 361, 363, 365,	94,	47, 286,			74, 75, 252, 264, 265,	13, 38, 39, 43, 63, 67, 91, 99, 100, 105, 108, 112, 132, 163, 164, 179, 183, 198, 207, 228, 238, 249, 262, 266, 269, 270, 290, 364, 379, 387, 388,	211,			242, 371,			143, 255,			
Tuki Tuki Hills Road		64,	332, 346,	57, 65, 172, 243, 347,	17, 78, 82, 214, 227,	94,	47, 286,			74, 264, 265,	13, 38, 43, 63, 67, 100, 105, 108, 179, 183, 198, 207, 228, 238, 249, 262, 266, 290, 344, 364, 387, 388,				242, 371,			143, 255,			