

2024 SPEED MANAGEMENT PLAN

Version 3
June 2023 for consultation

HAMILTON CITY COUNCIL

He aha te mea nui o te ao?

He tangata, he tangata, he tangata

What is the most important thing in the world?

It is the people, it is the people, it is the people

Safer
ROADS
FOR *All*



**Hamilton
City Council**
Te kaunihera o Kirikiriroa

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1. PURPOSE OF THIS DOCUMENT

The purpose of this document is to take the information provided in Waka Kotahi NZ Transport Agency’s (Waka Kotahi) Speed Management Guide and create an implementation plan related to safer speeds in Hamilton.

Hamilton has a Vision Zero goal for road safety. We don’t believe any loss of life on our city’s roads is acceptable. With more and more people using our roads, we need to make sure they’re as safe as they can be.

Road safety risk can be reduced by investing in infrastructure improvements to make a road safer at current speeds, or by managing speeds down through a combination of road design, risk targeted enforcement and education on safe behaviour, all reinforced by speed limits appropriate for the roads.

The plan sets out what work needs to be done, by who, where and finally an indication of funding to implement this work, with a focus on in the 2024 – 2034 Long Term Plan with a focus on the work to be delivered in the 2024-27 period.

2. WHAT IS SPEED MANAGEMENT AND WHY DO WE NEED IT?

2.1. Government Policy Statement (GPS) on land transport

The GPS is central to investment decisions across the land transport system, and sets four strategic priorities to achieve a land transport system that:

- Safety: Developing a transport system where no one is killed or seriously injured.
- Better transport options: Providing people with better transport options to access social and economic opportunities.
- Improving freight connections: Improving freight connections for economic development.
- Climate change: Developing a low carbon transport system that supports emission reductions, while improving safety and inclusive access.



The GPS supports investment in state highways and local roads to accelerate the implementation of the Speed Management Guide, focusing on treating the top 10 percent of the network, which will result in the greatest reduction in deaths and serious injuries as quickly as possible.

2.2. Road to Zero

Road to Zero is the Government’s strategy to guide improvements in road safety from 2020 to 2030. The strategy’s vision is for New Zealand to be a country where no one is killed or seriously injured in road crashes. This means that no death or serious injury while travelling on our roads is acceptable.

This strategy articulates our vision, guiding principles for how we design the road network and how we make road safety decisions, as well as setting targets and outcomes for 2030. It sets out the five areas we want to focus on over the next decade, and a framework for how we will hold ourselves accountable.

We all make mistakes, but these mistakes should not cost us our lives. We take a safe system approach, which recognises that crashes are inevitable but deaths and serious injuries are not. By placing safety at the foundation of all transport decisions and turning our attention towards building a safe road system that is designed for people, we can anticipate and adapt to the changes ahead while continuing to strive for our vision.

A step towards achieving this vision is by setting a target of 40% reduction in deaths and serious injuries by 2030. This will be achieved by through actions in five key areas with infrastructure improvements and speed management being one of them.



2.3 Council’s transport strategy, Access Hamilton – Ara Kootuitui Kirikiriroa

Access Hamilton’s Vision is that "our transport network enables everyone to connect to people and places in safe, accessible, and smart ways".

Access Hamilton is guided by 8 key outcomes areas that together help us to address the challenges and opportunities Hamilton’s transport system faces.



A safe transport system



Enjoyable and liveable city



Inclusivity



Climate change



Genuine travel choices



Thriving business and economic growth



Supports quality growth and urban development



Environmental responsibility

One of the key outcomes is “A safe transport system”. This outcomes area is guided by ‘Vision Zero’ and ‘Roads to Zero’ and acknowledges that safety and reducing harm is a top priority for us, and that no one should be seriously injured or killed while moving around Hamilton. We want to provide a more forgiving road system that considers human mistakes and vulnerability.

Our strategy aspires to a future where people using our streets and public spaces feel safe and are safe. To help us deliver our vision and outcome area speed management plays a key role and helps us to focus our efforts to ensure that "people are driving responsibly at safe and appropriate speeds, in safe vehicles".

As we take a step towards achieving this outcome, one of the key focus areas is ‘Investigate and implement Safer Speed Areas within Hamilton’, and “Deliver infrastructure improvements to make roads safer”. This Speed Management Plan plays a key role both implementing Access Hamilton and help us as we work towards achieving zero deaths and serious injuries on our transport network.

2.4. Speed management

Speed management is about achieving safe and appropriate speeds that reflect road function, design, safety and use.

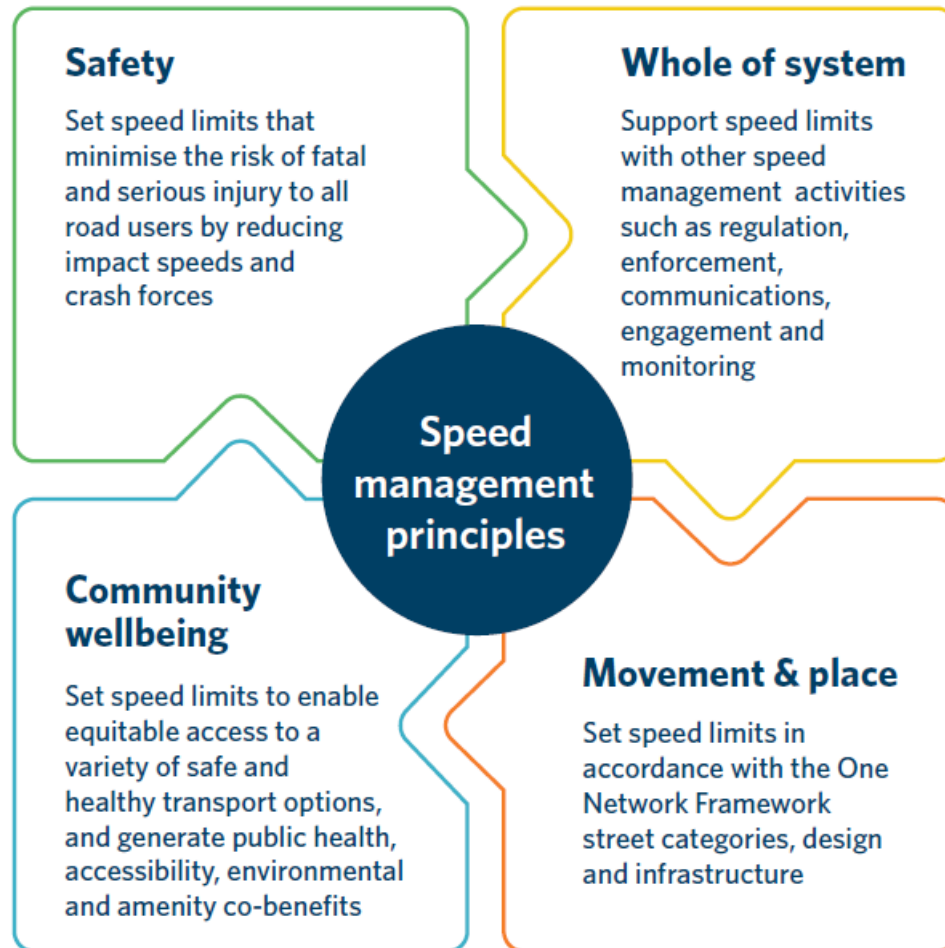
We need people and goods to move reliably and safely around our transport network; and being aligned to the safe system approach, we also need to see a reduction in deaths and serious injuries.

Speed management is more than just speed limits and requires input from policy makers, engineers, educators, and the Police to educate, encourage and influence road users to adopt safe and appropriate speeds.

2.5. The Speed Management Guide – Road to Zero edition (2022)

In conjunction with the release of the Land Transport Rule: Setting of Speed Limits 2022 the Waka Kotahi NZ Transport Agency updated the 2016 Speed Management Guide and published the 2022 Speed Management Guide - Road to Zero edition.

The Speed Management Guide is based upon four principles that are designed to be applied together and complement each other and are set out in the diagram below:



1. The **Speed Management Guide** supports the development of plans to deliver consistent implementation of safe and appropriate speed limits aligned with Road to Zero, Aotearoa New Zealand’s road safety strategy and the Speed Limits the Rule.
2. The Speed Management Guide is a principles-based approach to setting speed limits and managing speeds. It draws together, into a single planning framework, the requirements under the Speed Limits Rule and the main elements of:
 - [Te Ara ki te Ora](#), the Road to Zero strategy and action plan
 - [Toitū te Taiao](#), the Waka Kotahi sustainability action plan
 - the [One Network Framework](#), the national categorising framework for New Zealand's streets and roads
3. The Guide draws from this framework and international best practice to highlight four key principles for speed management:
 - set speed limits according to the Safe System
 - set speed limits that provide for community wellbeing

- set speed limits in accordance with the One Network Framework street categories
 - support speed limits with a balanced regulatory approach that encompasses education, engagement and enforcement.
4. The Guide provides safe speed ranges for each One Network Framework street category and guidance on what infrastructure would need to be present to choose the higher end of the safe speed range.
5. The safe speed limit ranges associated with the One Network Framework street categories and descriptions of the categories from the Guide are summarised in the table below:

Table 2 - One Network Framework urban street categories and safe speed limit ranges

Category	Description	Safe and appropriate speed limit*
Civic spaces	These streets have a higher place classification than other urban street categories, representing a higher level of on-street activity and higher-density adjacent land use generating that activity. These streets have a lower movement classification because they are mainly intended for localised on-street activity with little or no through movement.	10-20km/h
Local streets	These streets provide quiet and safe residential access for people of all ages and abilities and foster community spirit and local pride. They are part of the fabric of Aotearoa New Zealand neighbourhoods, and they facilitate local community access.	30km/h
Activity streets	These streets provide access to shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space.	30-40km/h
Main streets	These streets have an important place function and a relatively important movement function. They support businesses, on-street activity and public life and connect with the wider transport network.	30-40km/h
City hubs	These are dense and vibrant places that have a high demand for people movement.	30-40km/h
Urban connectors	These streets provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.	40-60km/h
Transit corridors	These streets provide for the fast and efficient long-distance movement of people and goods within the urban realm. They include motorways and urban expressways.	80-100km/h

Safe speed limit ranges from the Speed Management Guide – Road to Zero edition

2.6. Is speed an issue for Hamilton?

Hamilton City Council has adopted Vision Zero as the philosophy for road safety in the city, an aspiration to achieve zero road deaths and serious injuries within Hamilton.

The total number of fatalities in the city from 2018 to 2022 was 23.

Crashes that are attended by the New Zealand Police (NZ Police) have a Traffic Crash Report (TCR) completed and the information from that report is then entered into the national Crash Analysis System (CAS) which is managed by Waka Kotahi.

The analysis of the data for injury crashes, which occurred in Hamilton from 2018 to 2022 (including the state highways), indicates the following:

- There has been 21 fatal and 251 serious crashes.

- These crashes resulted in 23 deaths, 251 serious and 1428 minor injuries.
- A total of 1700 injured road users.

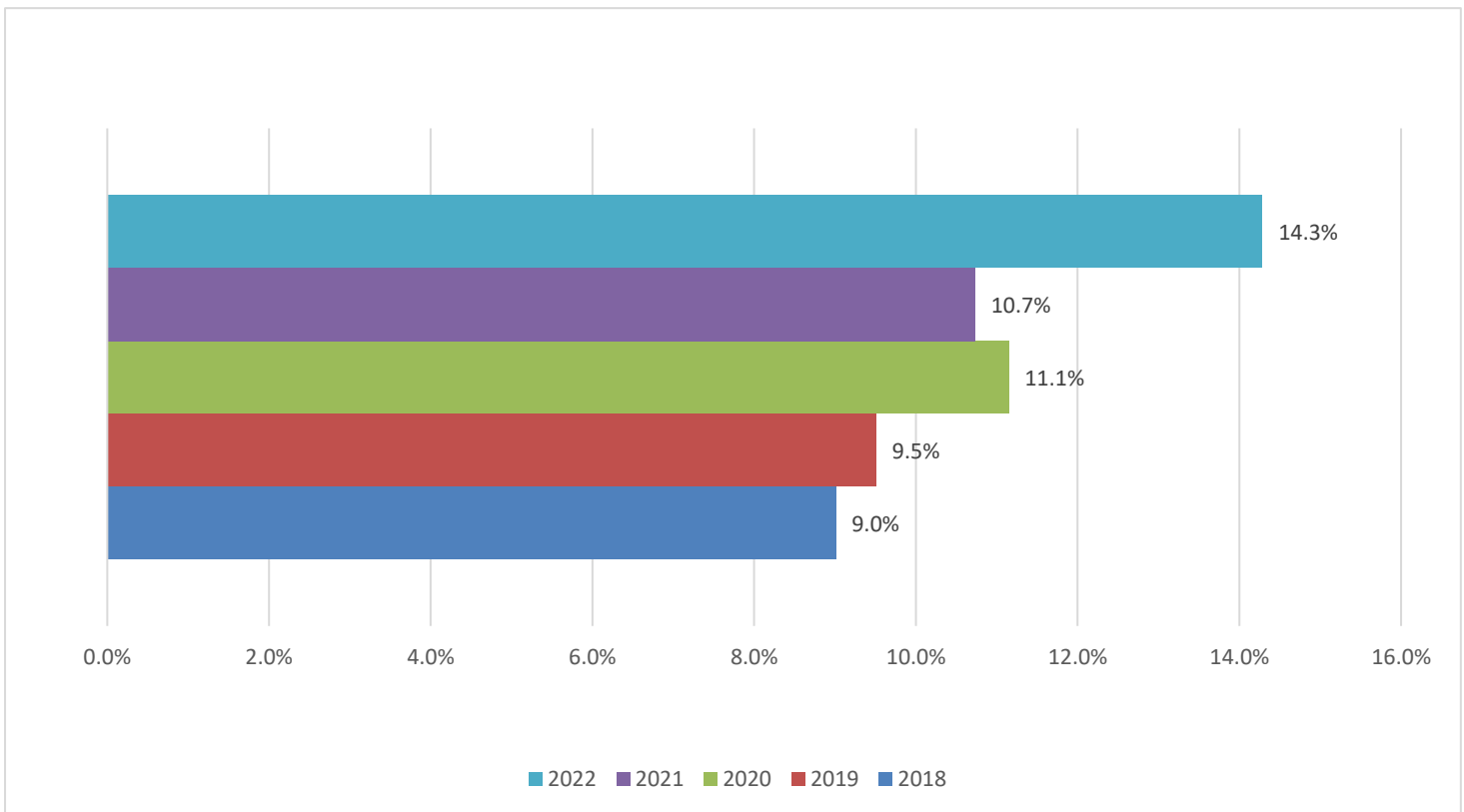
The top four contributing factors to fatal and serious injury crashes were:

- Poor observation (44%).
- Failed to give way/stop (31%).
- Alcohol related (23%).
- Incorrect lanes or position (16%).

The relationship between speed and road trauma is well-established internationally and that's why managing speed is one pillar of the safe system approach.

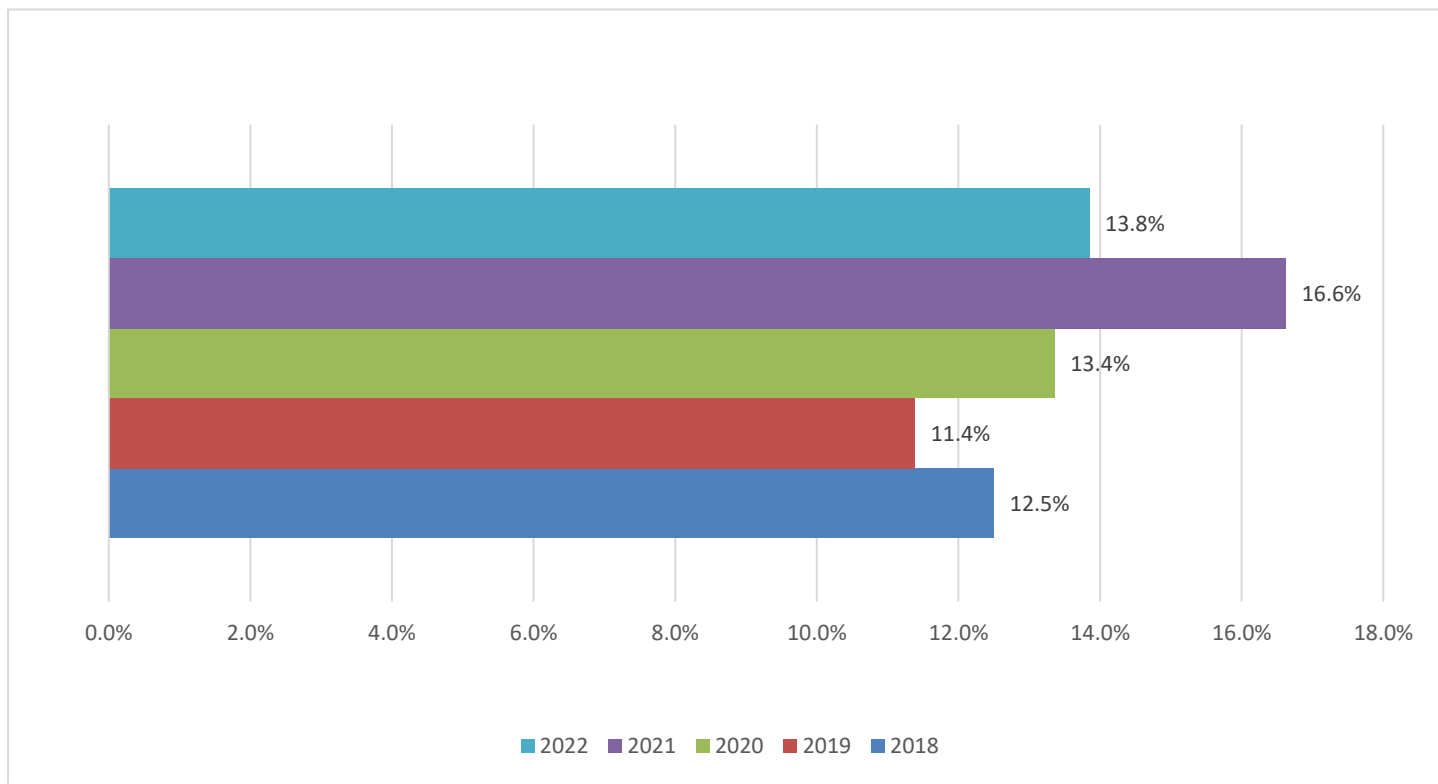
For Hamilton, the percentage of all crashes involving inappropriate speed from 2018 to 2022 has varied from 9% up to 15%.

Percentage of crashes involving inappropriate speed



The percentage of death and serious crashes involving inappropriate speed is higher, varying from almost 11% up to almost 17%.

Percentage of death and serious injury crashes involving inappropriate speed

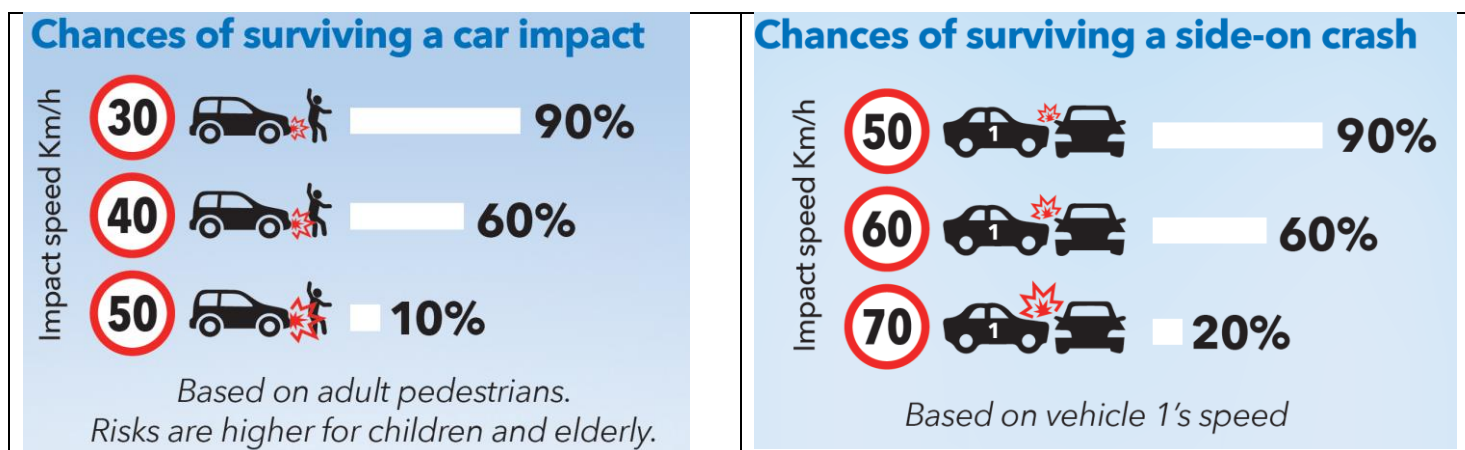


This means that under our Vision Zero road safety philosophy we can make a big difference in the number of deaths and serious injuries on our roads by implementing a good speed management programme. If we can increase the number of drivers driving at safe and appropriate speeds, we can reduce the number of people in our community whose lives are devastated by road trauma.

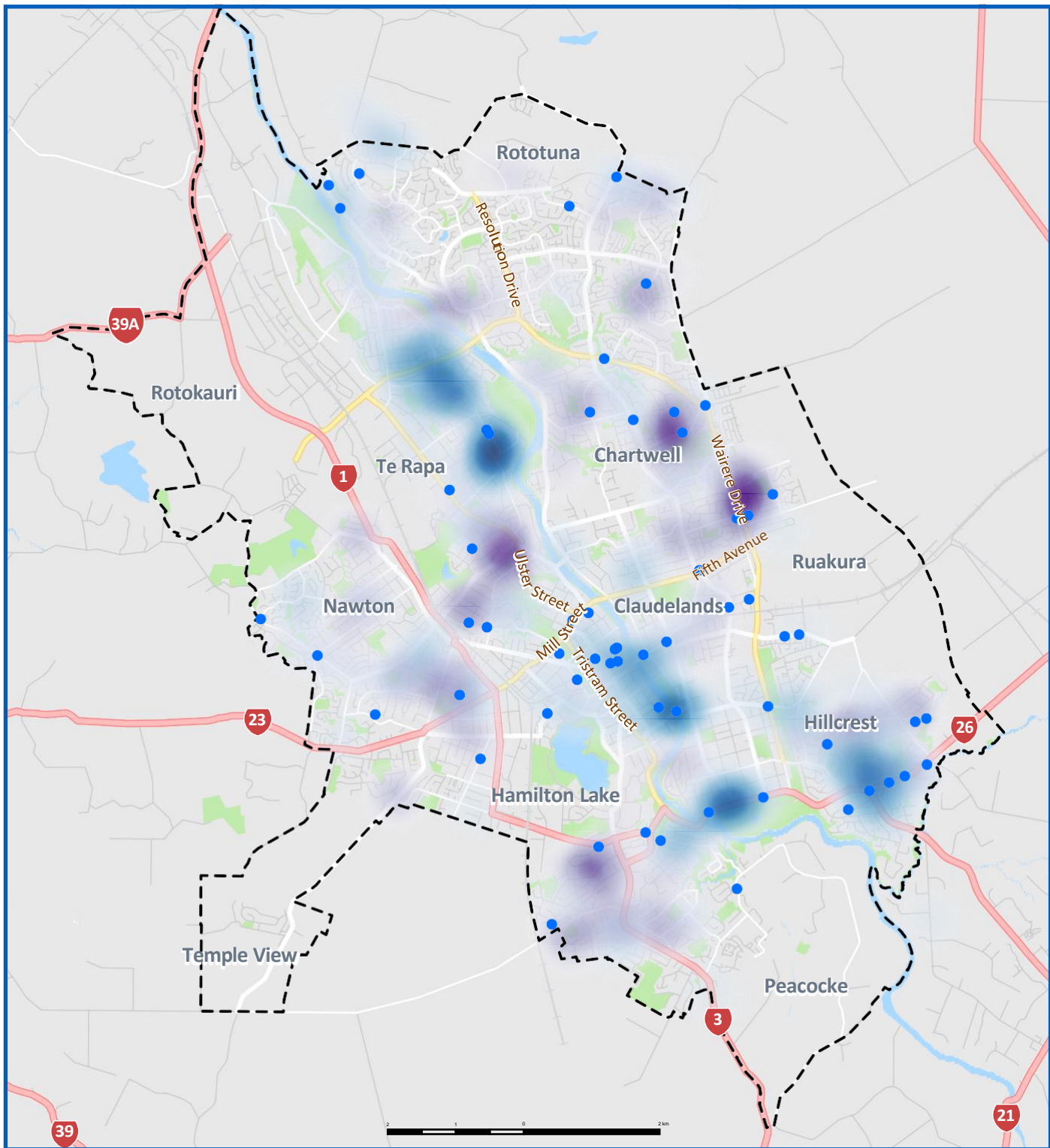
We know that:

- Most of our crashes involving inappropriate speed happen in areas with a 50km/h speed limit (63% 2018-2022).
- 39% of our crashes involving inappropriate speed (2018-2022) occur during the day.
- Just over half of crashes involving inappropriate speed occur at intersections (55% 2018-2022).

We also know that speed determines how serious any injuries will be, whether or not speed causes the crash. Depending on who is involved in a crash, the following graphic's show just how important having safe speeds can be in determining a persons chance of surviving the crash.



Our community has also told us that speed is an issue around the city. Below is a heat map illustrating where they have told us speed is a safety issue, either through our engagement process or customer service complaints and feedback.



2.7. What has Hamilton city done about speed in the past?

Hamilton has in the past been very active in the area of speed management and had developed a speed management policy, which set out the high-level approach to speed management that was used for a number of years to guide Council's decision making.

The initial programme of works focused on the introduction of 40km/h speed limits outside schools via electronic variable signage. Once all these sites were completed, a solution was needed for the school sites that didn't meet the warrant requirements for the electronic signage. A 'Safer Speed Areas' programme on local residential streets was developed and ultimately led to the introduction of over 380 streets with a permanent 40km/h speed limit, throughout the city. Engineering and education around speed limits also played a key part in rolling out the programme.

More recently the focus has moved to not only continue with our Safer Speed Area roll out, but to create a Safer Schools programme. This initially consisted of infrastructure improvements to crossings at the school gate and in early 2024 will see the introduction of 30km/h speed limits for all schools in the city.

We have been working closely with Developers to ensure the new roads being vested in Council are also be designed and built to encourage people to walk and cycle by providing a safe an appropriate speed within residential areas.

Based on our priority to focus on areas where there are higher numbers of people walking and cycling, we have introduced 30km/h as part of a Safer shopping areas programme including locations such as Five Cross Roads and Bader Street shops.

3. DEVELOPMENT OF THE SPEED MANAGEMENT PLAN

3.1. Stakeholder engagement

The original development of Hamilton's 2019 Speed Management Plan involved a series of workshops with industry stakeholders and politicians. Represented in this group were councilors from Hamilton City Council and Waikato Regional Council, and staff from Hamilton City Council, Waikato Regional Council, Waikato District Council and Waipa District Council, Waka Kotahi, AA, NZ Police, Road Transport Association and Waikato District Health Board.

Drawing on the principles set forward in the national Speed Management Guide, this working group defined eight principles and four prioritisation tools for the application of speed management across Hamilton.

In completing the refresh of this document in 2022 we undertook further engagement with these representatives and received their ongoing support for our plan.

3.2. Community engagement

A key element of speed management is community input and buy in. Council recognised it was crucial to take the work by the stakeholder group to the community, key advocacy and Maaori representative groups to understand their views in the development of the original 2019 Speed Management plan. The proposed principles and priorities were related to real-life situations and people in the community were asked to share their views. The opportunity was also given to share on maps where they think there are issues with speed on Hamilton's transport network.

While there were a small number of people who spoke against any reduction in speed and would like all roads to be faster, the overwhelming majority were supportive in principle. The key themes identified regarding speed management were:

- Changing the speed limit alone isn't sufficient.
- The infrastructure must reflect the required speed of the road, and this must be maintained.
- Behaviour change and education is essential, and speed is not the only problem – distracted driving and school gate behaviour is a significant road safety issue.
- There is greater enforcement required, including of current speed limits.
- Targeting vulnerable users, particularly children, should be given priority.

Engagement with the community in advance of any proposed speed management change has been maintained and a wraparound approach including supporting infrastructure and education, with a strong focus on protecting children and vulnerable users to encourage more people to walk and bike, has been well received.

Overall, the response to speed management was positive and continues to be positive as we have progressively rollout out changes throughout the city. No changes to the Principles and Prioritisation processes are planned for this plan.

4. SPEED MANAGEMENT PRINCIPLES

The following principles will guide the application of speed management within Hamilton:

- i. The speed environment around schools at school times will be 30km/h.
- ii. Where there are high numbers of people walking, biking and crossing the road the speed environment will be 30km/h.
- iii. Residential local roads will be constructed for a 40km/h environment.
- iv. New roads will be constructed appropriate to their function and to create a safe and appropriate environment.
- v. Existing roads may be upgraded appropriate to their function and to create a safe and appropriate environment.
- vi. A logical, area-based approach will be used for the implementation of speed management.
- vii. Investment will be targeted to achieve the best access and safety outcomes.
- viii. We will work with partnering RCAs to provide a consistent approach in line with the Speed Management Guide.

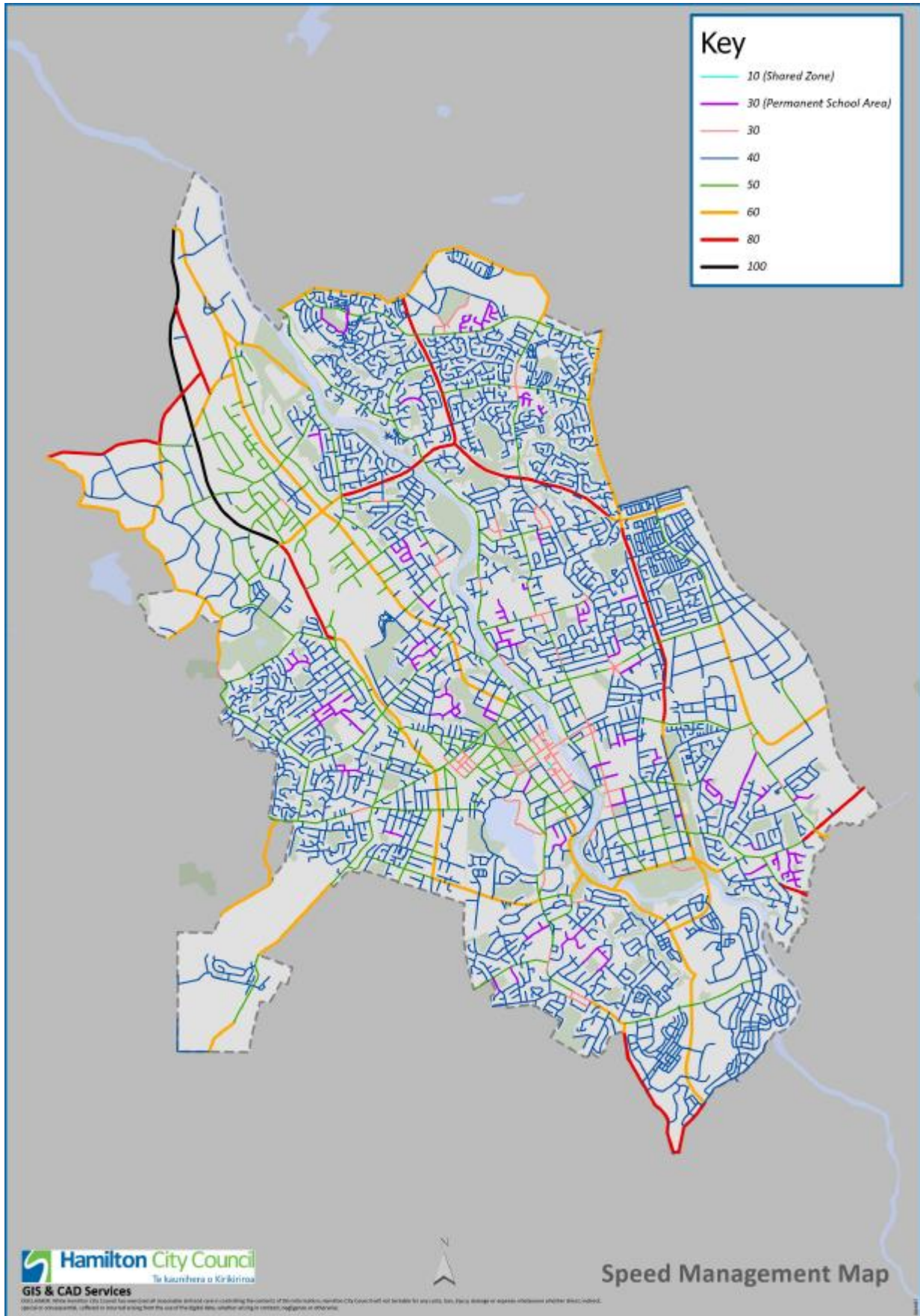
5. SPEED MANAGEMENT PRIORITIES

We need to be able to prioritise our work. The following priorities will guide us in our approach to implementing speed management:

- High benefit routes which deliver maximum benefit in reducing deaths and serious injuries.
- Community demand.
- Supporting changes in neighbouring areas to achieve consistent and logical implementation.
- Activities which generate high numbers of people walking or cycling.

6. SPEED MANAGEMENT MAP

Using these principles, as well as tools provided by Waka Kotahi, we have mapped a speed management vision for Hamilton to achieve in the next 10 years.



Our delivery of this vision for speed management will be governed by the priorities identified above and will be consulted with and communicated to stakeholders and the community.

7.1. What role does Hamilton City Council play in speed management?

Council has the following roles under the safe system approach:



7.2. The speed management toolbox

Speed management is about more than just speed limits. Achieving safe and appropriate speeds for roads also requires engineering and infrastructure, education and communication, and enforcement.

If a change to a speed limit is required or desirable there is a formal process to the National Speed Limits Register which is administered by Waka Kotahi NZ Transport Agency.

Consultation will take place with stakeholders and the community, before asking Council to approve a change any speed limits and subsequent change in the National Speed Limit Register. Where applicable, this consultation will be undertaken in conjunction with consultation on physical infrastructure changes that are also being proposed for the area.

Speed limits aren't the only tool in the speed management toolbox to ensure drivers are driving at safe and appropriate speeds. Roads must also be built appropriately for their use and function. For example, on residential streets raised safety platforms, pedestrian refuge islands, or lanes for people on bikes may be installed. These are all visual signals to drivers to expect to see more people walking and biking, and to drive at a lower speed in these environments. On roads expected to move more vehicles at faster speeds, such as Wairere Drive, off-road walking and biking paths would be expected to be built and include other safety features such as separating oncoming traffic through median barriers or

plantings. Council works with Developers to ensure the new roads being vested in Council have these attributes.



We work with local communities, schools and businesses to ensure proposed infrastructure delivers safety benefits, improves access for all and fits with what the community has told us about their streets. Local communities will always be kept informed on any proposed infrastructure changes in their area.

Council works closely with our road safety partners at Waka Kotahi and NZ Police on campaigns to inform and educate all road users on speed and road safety and support the Police in their enforcement activities.

Our road safety promotions are targeted to risk and include activities like:

- Road risk information campaigns, including the 'Safer Roads for All' campaign.
- Seasonal campaigns targeted to road safety issues, such as driving behaviour in winter or awareness of driving to the conditions and being mindful of all road users regardless of mode choice.
- Annual campaigns focused on intersections, such as roundabout education and a focus on intersection use.
- Promotional activities around speed and speed limit changes. Supporting the national speed campaign.
- School-based campaigns, such as 'Mix It Up at School Pick-Up', which supports active travel.

We will also be working with Waka Kotahi and NZ Police to finalise a plan for installation of safety camera's – detecting both excessive speed and red light running within the city in the 2024-27 period.

More information

You can find out more about the work we are doing and key reference documents via the following useful links:

Current safety improvement projects:

<https://hamilton.govt.nz/strategies-plans-and-projects/projects/city-wide-transport/minor-safety-and-access-improvements/>

Speed Management and Safer speed areas:

<https://hamilton.govt.nz/parking-and-transport/roads/road-safety/speed-management/>

Waka Kotahi NZ Transport Agency Speed Management Guide, including toolbox:

<https://www.nzta.govt.nz/resources/speed-management-guide-road-to-zero-edition/>

8. PROPOSED PROGRAMME OF WORK FOR THE 2024-27 PERIOD

We will be completing a regular refresh of the Hamilton Speed Management Plan moving forward so that this document can be used to inform the funding requirements needed for implementing speed management changes throughout the city. These funding requirements will be fed into the development of Hamilton’s Long-Term Plans and the National Land Transport Programme (for co-investment by Waka Kotahi).

We are proposing to undertake the following speed management activities in the upcoming years as we take a phased approach towards achieving the 10 year plan reflected in part 6 of the Speed management map:

- **Safer speed areas (permanent 40km/h speed limits).**

We will continue to rollout out safer speed areas based on the prioritised list provided below. Once we have completed all Safer Speed Areas throughout the city we will then move to expansion of 30km/h speed limits associated with schools, shopping areas and marae to achieve the desired state set out in the Speed Management Guide and shown in section 2.5 above.

The prioritised list below will be subject to review and change based on updates to the contributing factors which have been used determine the priority list. The list will be updated annually and approved by Council. The contributing factors considered for each area are;

- speed (utilising TomTom mean speed data from mega maps),
- crashes (fatal crashes are weighted more heavily than non-injury crashes to reflect the relative social cost),
- schools (primary schools are weighted as being top priority followed by intermediates then high schools to reflect the skills and abilities of the people walking and biking in these areas.)
- the number of requests we have received for changes to be made from residents in the area (weighted to reflect the size of the safer speed area).

Safer Speed Areas	
Area	Priority List
Hyde Avenue	1
Bader Street	2
Weka Street	3
Argyle Street	4
Crawshaw Drive	5
Pohutukawa Drive	6
Primrose Street	7
Aurora Terrace	8
Ashurst Avenue	9
Edinburgh Road	10

A map showing the location of these safer speed areas, those already completed and those still to be completed in future years is on page 21 of this document.

- **Safer Shopping areas and around Marae**

We will be progressively implementing 30km/h speed limits in shopping areas and around Marae throughout the next three years. These will be prioritized based on the crash data for the areas, the numbers of people walking and biking and in response to requests for change. Consultation will be undertaken to confirm the final extents of the speed limit changes and the implementation of any supporting infrastructure.

The map on page 22 of this document sets out the locations of shopping areas and marae within Hamilton City that we propose to work through progressively.

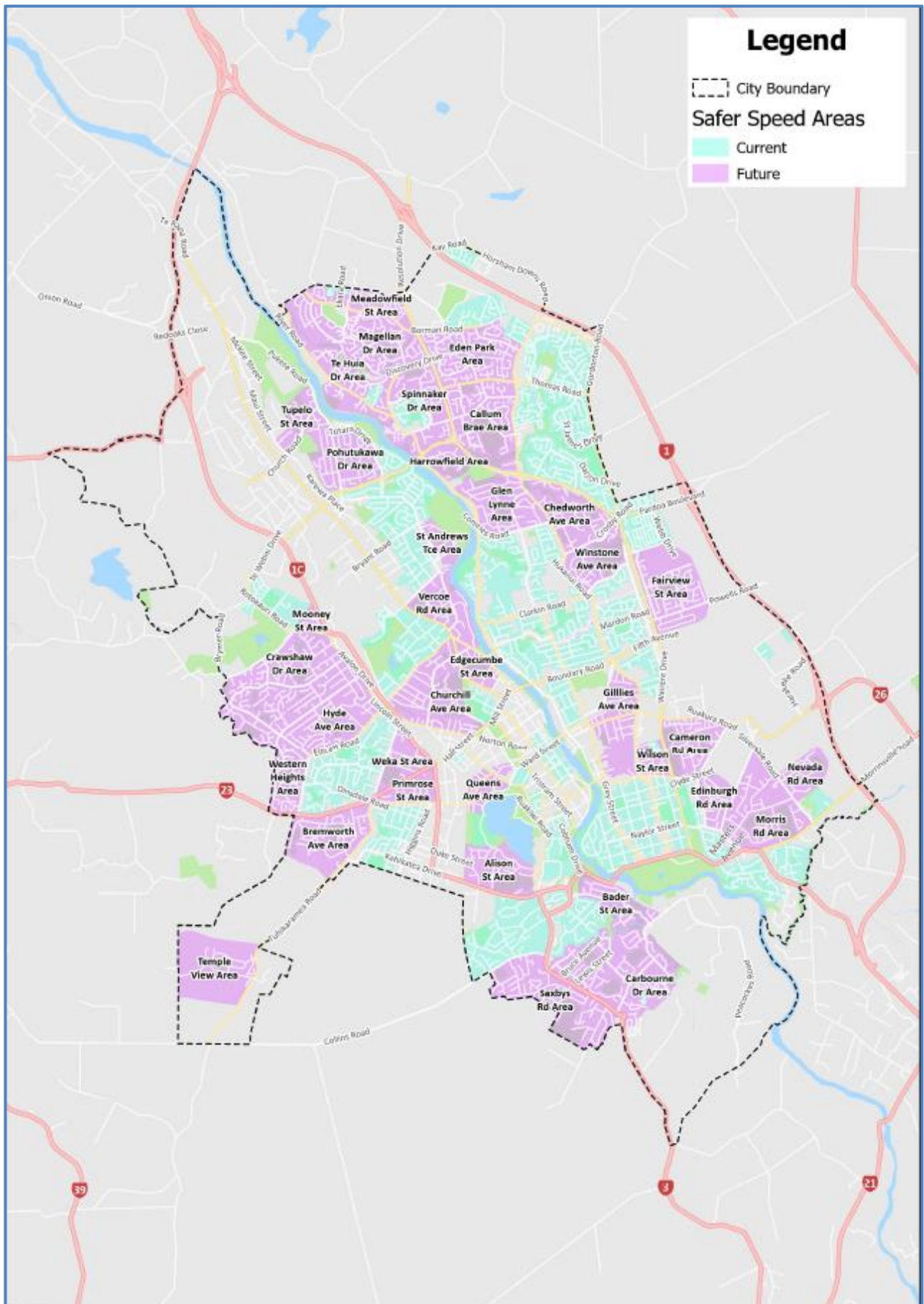
- **Speed limits as part of improvement projects**

We have several improvement projects and programmes planned for delivery over the next three years. We plan to implement speed limit changes that reflect the Speed Management Principles as part of the infrastructure changes are completed. Projects and programmes include:

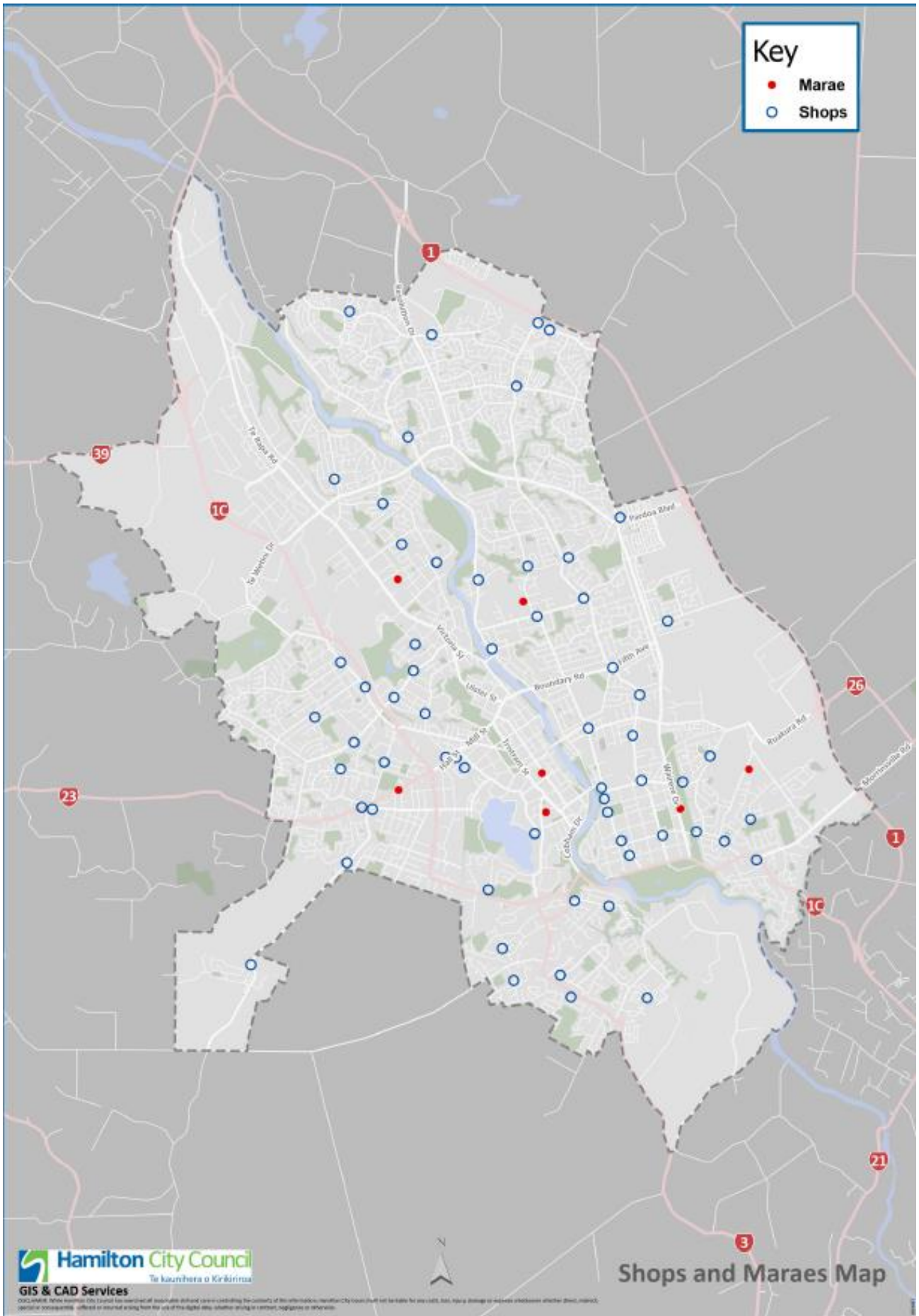
- o Te Ara o Rawhiti - Eastern Pathways
- o Biking and Micro-mobility Programme
- o Minor safety improvements via the Low Cost Low Risk Programme and Road to Zero programme

- **New roads** as they are vested in Council will have appropriate speed limits formalized which reflect their classification and the Speed Management Principles
- **Consultation** for any proposed speed limit changes will be undertaken with key stakeholders and those directly affected by the proposed changes.
- **Education and publicity campaigns** including use of speed trailers and advertising to support the rollout of speed limit changes.
- **Safer Schools** – we have planned to have all schools within a 30km/h speed limit in early 2024 and have been working hard to improve the crossing facilities at schools to support this lower limit. We still have some work to undertake in the 2024-27 programme to get all of the desired improvement completed and to start looking at improvements for the walking and biking journeys being undertaken by the school children. The Safer Schools Map shows the extent of speed limits we have in place for our schools via either fixed or variable 30km/h limits.

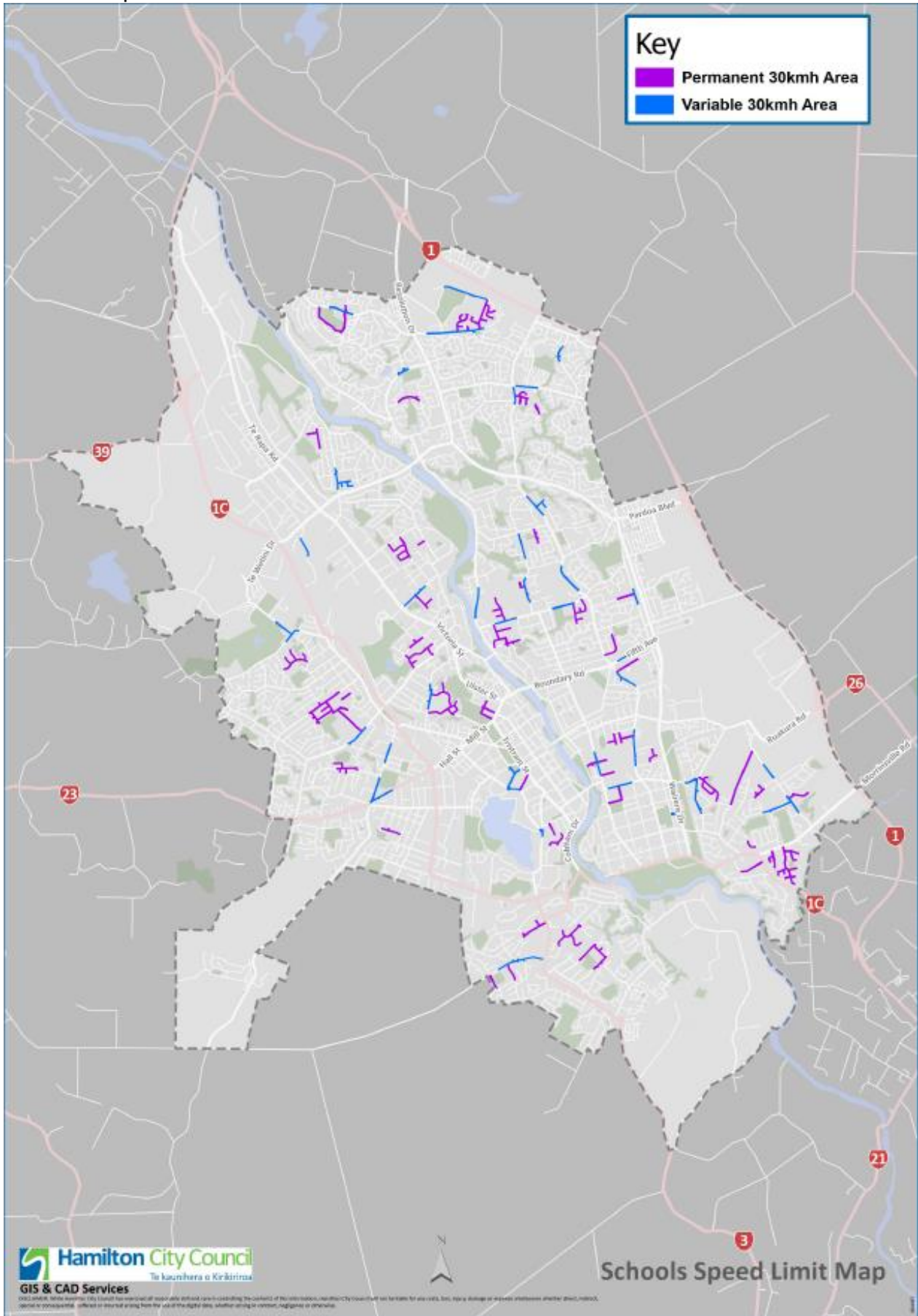
Safer speed area map



Safer Shopping areas and marae map



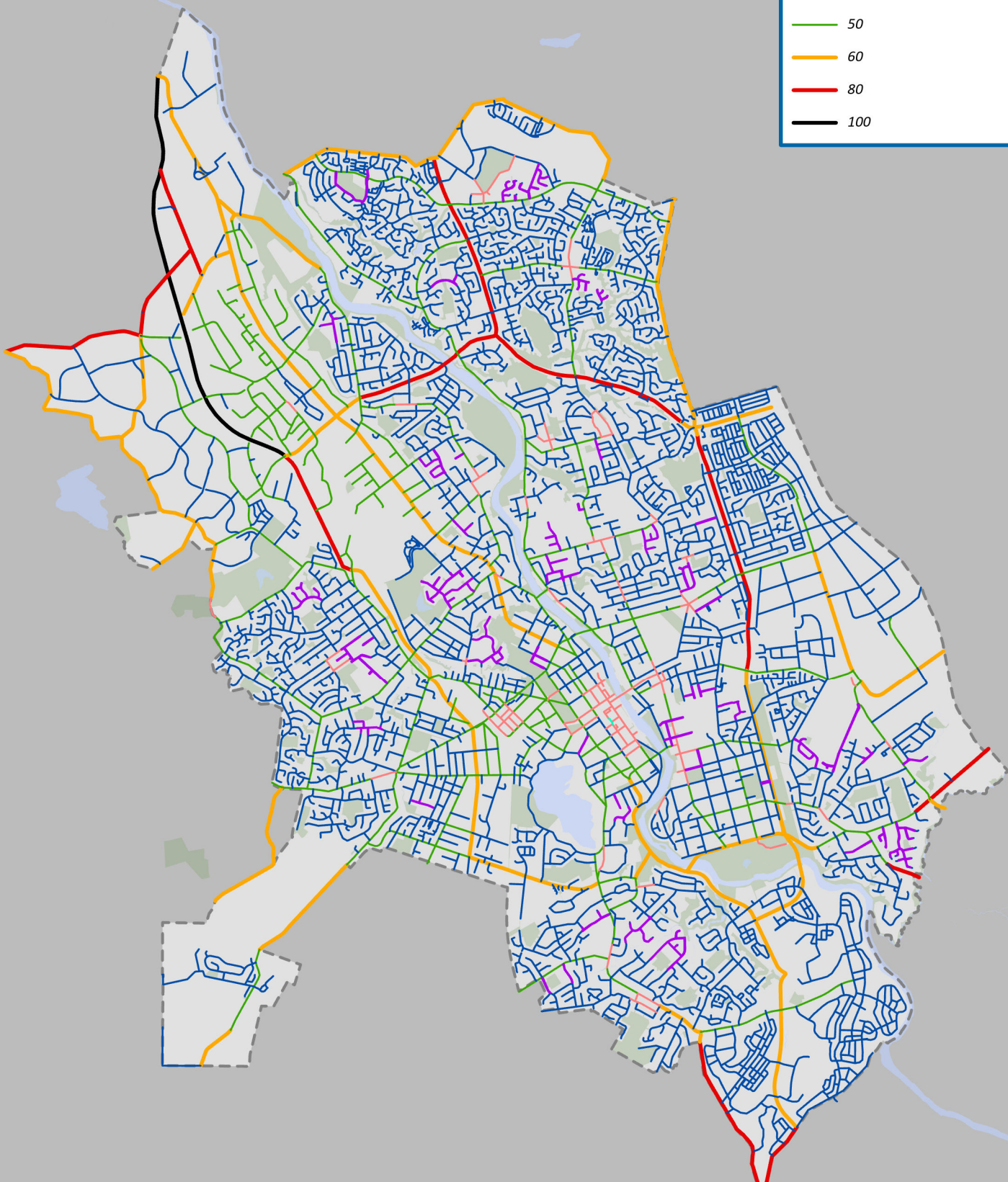
Safer Schools Map





Key

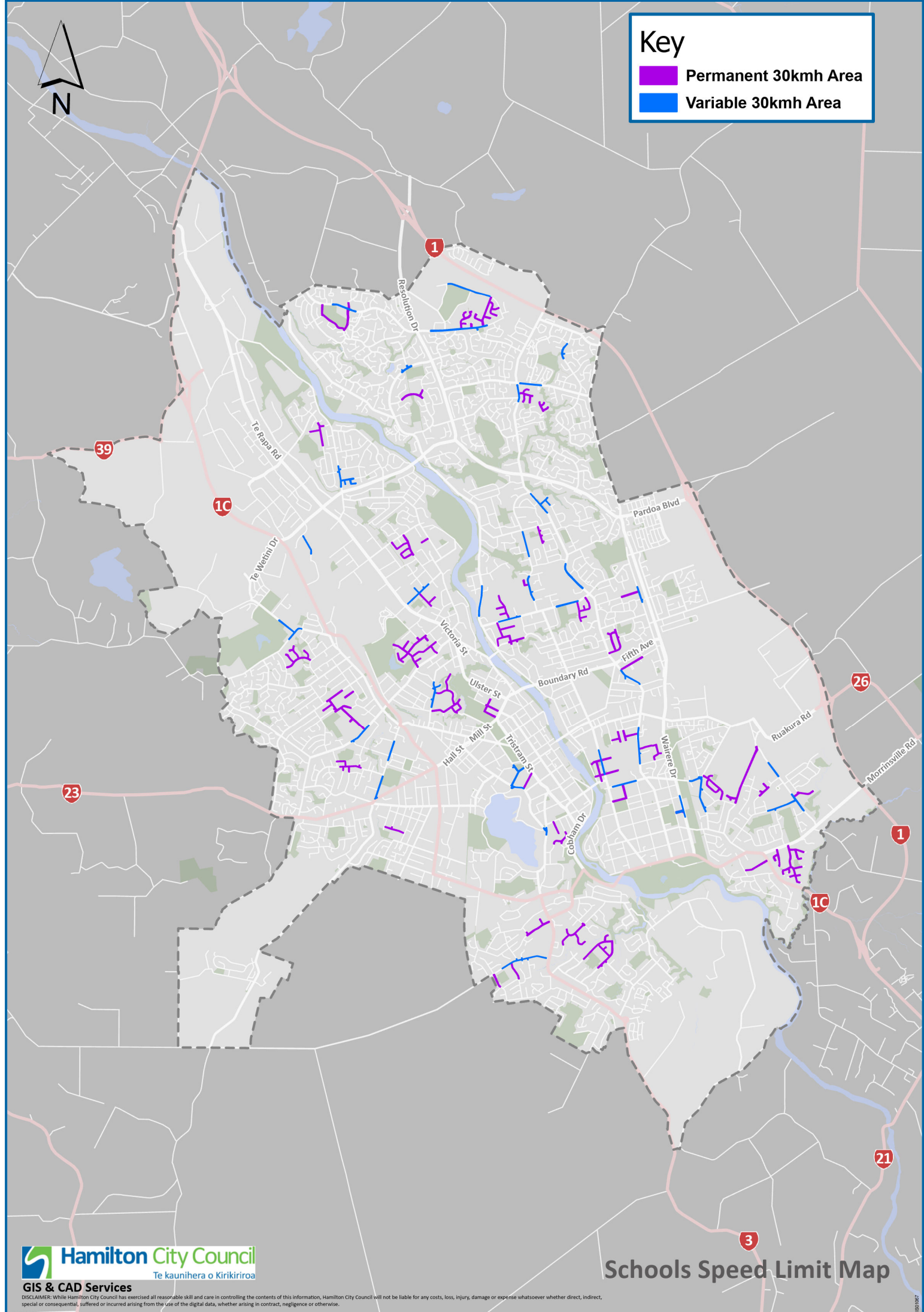
- 10 (Shared Zone)
- 30 (Permanent School Area)
- 30
- 40
- 50
- 60
- 80
- 100








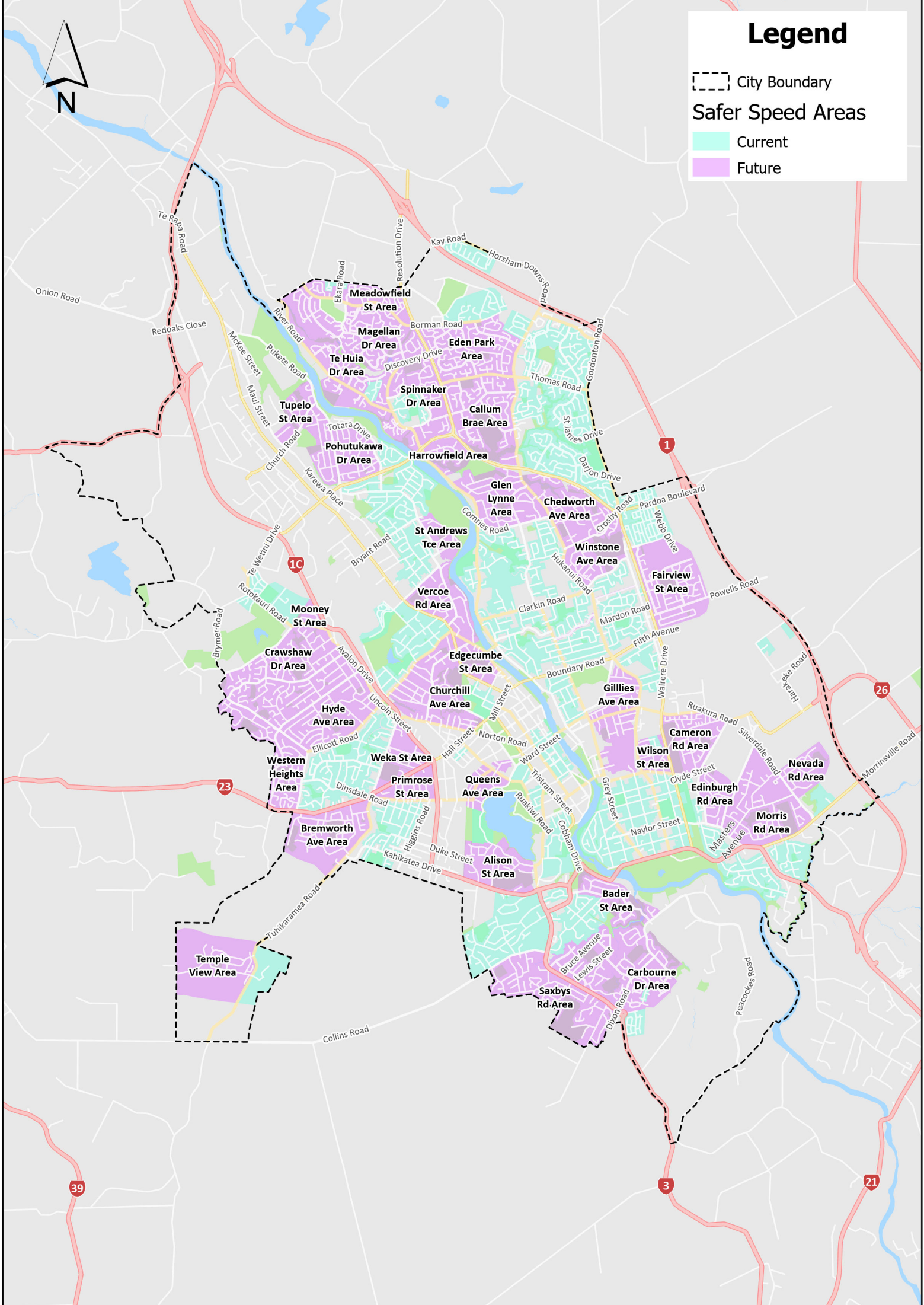
Key

- Permanent 30kmh Area
- Variable 30kmh Area



Legend

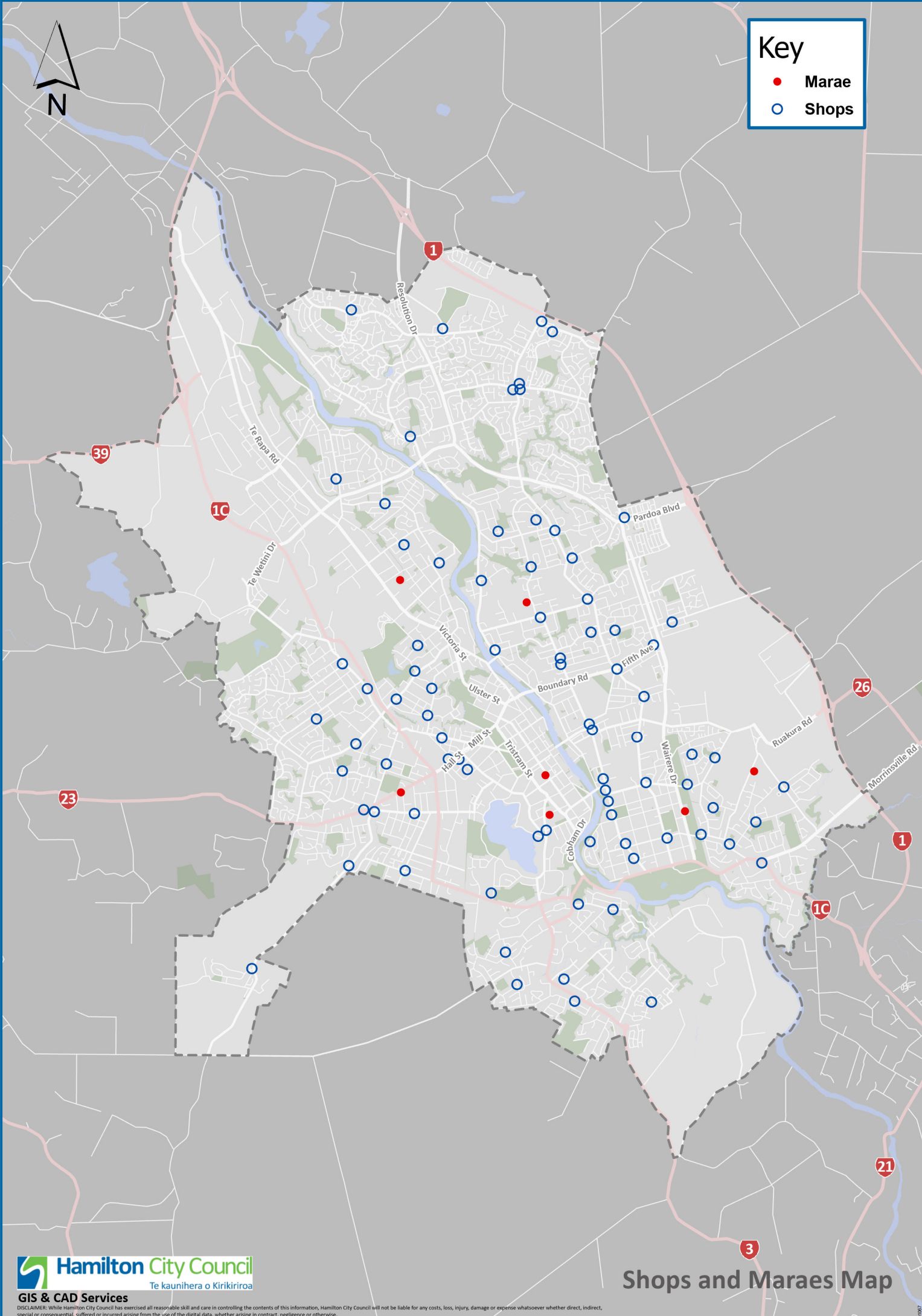
-  City Boundary
- Safer Speed Areas**
 -  Current
 -  Future





Key

- Marae
- Shops



Road Name	Start	End	Megamaps Speed Limit	HCC Speed Limit	Reason
Te Huia Dr	River Road	End	30	40	Local residential street - proposed 30 not logical with surrounding streets or other 30's
North City Road	Borman Road	Park Lane	80	30	New shopping area being developed - construction has commenced. High pedestrian and amenity area
Discovery Drive	River Road	Resolution Drive	40	50	Logically fits with River Road (Endeavour Ave to Discovery Drive) Section
River Road	Endeavour Ave	Discovery Drive	40	50	Out of context wit the rest of River Road
Horsham Downs/Thomas Road intersection			50	30	Shopping area where we would like to encourage more pedestrians/school kids
Horsham Downs Road	Northridge Drive	Borman Road	80	50	Borman Road is a more logical 80/50 change point and will tie in with proposed urbanisation project through to and including Borman Rd (new roundabout)
Borman Road	Horsham Downs Road	Springside Court	60	40	A short section of 60 is out of context with the rest of Borman Road which Mega Maps has as 40km/h. New residential development already occurring, will have urbanisation coming soon.
Borman Road	Gordonton Road	End	60	40	this section of road is now a clu-de-sac - replaced by short section of 'New Borman Rd' that links Gordonton Rd to Borman Rd
Calum Brae Drive	Rototuna Road	Hukanui Road	30	40	Local residential street - proposed 30 not logical with surrounding streets or other 30's
Wairere Drive	Resolution Drive	Gordonton Road	60	80	Inconsistent with route/road hierarchy and historic crash location has been addressed at Huntington Rd (west).
Hukanui Road	Lynden Court	Comries Road	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Comries Road	Lynden Court	Hukanui Road	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Herbert Road	Comries Road	Coleman Street	40	30	Shopping area where we would like to encourage more pedestrians/school kids

Road Name	Start	End	Megamaps Speed Limit	HCC Speed Limit	Reason
Queenwood Ave	Herbert road	Constance Street	40	30	Shopping area where we would like to encourage more pedestrians/school kids
Hukanui Road	Kenisngton Place	Clarkin Road	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Clarkin Road	Hukanui Road	Douglas Crescent	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Clarkin Road	Le Quesne Place	Sare Crescent	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Bankwood Road	Coldwell Place	Clarkin Road	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Heaphy Terrace	Tranmere Road	Clarkin Road	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Heaphy Terrace	Verel Street	Bettina Road	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Five Crossroads Intersecti	Boundary Road	Fifth Ave	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Wairere Drive	Ruakura Rd	Bisley Road	60	80	Mega Maps has different speed limits for each direction. Proposing to retain existing - ie 80 north of Mitre 10 entrance (slip lane)
Hillcrest Road	Silverdale Road	University Gate 9	50	30	High pedestrian area between two sections of the University Campus
O-Donoghue Street	Hillcrest Road	Aurora Terrace	30	40	Local residential street - proposed 30 not logical with surrounding streets or other 30's
Silverdale Road	Carrington Ave	Nevada Road	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Grey Street	Wellington Street	Dawson Street	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Cambridge Road	Cobham Drive	Hillcrest Road	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Knighton Road	Cambridge Road	Clyde Street	50	40	Local residential Street with a school
Pembroke Street	Ohaupo Road	Selwyn Street	50	30	Hospital Area with high pedestrian numbers

Road Name	Start	End	Megamaps Speed Limit	HCC Speed Limit	Reason
Bader Street	Normandy Ave	Trigg Place	50	30	Shopping area where we would like to encourage more pedestrians/school kids
MacDonald Road	Resthill Crescent	Lambert Court	40	30	Shopping area where we would like to encourage more pedestrians/school kids
Lambert Court	MacDonald Road	Ohaupo Road	40	30	Shopping area where we would like to encourage more pedestrians/school kids
Gallagher Drive	Kahikatea Drive	End	50	40	local industrial road with large about of parking and truck movements.
Clow Place	Gallagher Drive	End	50	40	local industrial road with large about of parking and truck movements.
Lambert Court	Kahikatea Drive	End	50	40	local industrial road with large about of parking and truck movements.
Wickham Street	Kahikatea Drive	End	50	40	local industrial road with large about of parking and truck movements.
Newton Place	Wickham Street	End	50	40	local industrial road with large about of parking and truck movements.
Grasslands Place	Kahikatea Drive	End	50	40	local industrial road with large about of parking and truck movements.
Duke Street	Greenwodd Street	End	50	40	local industrial road with large about of parking and truck movements.
Kells Place	Duke Street	End	50	40	local industrial road with large about of parking and truck movements.
Aztec Place	Duke Street	End	50	40	local industrial road with large about of parking and truck movements.
Ellis Street	Duke Street	Killarney Road	50	40	local industrial road with large about of parking and truck movements.
Peregrine Place	Ellis Street	End	50	40	local industrial road with large about of parking and truck movements.
Glennis Place	Ellis Street	End	50	40	local industrial road with large about of parking and truck movements.

Road Name	Start	End	Megamaps Speed Limit	HCC Speed Limit	Reason
Belfast Street	Ellis Street	End	50	40	local industrial road with large about of parking and truck movements.
Killarney Lane	Killarney Road	End	50	40	local industrial road with large about of parking and truck movements.
Green Street	Higgins Road	End	50	40	local industrial road with large about of parking and truck movements.
Woodward Street	Higgins Road	End	50	40	local industrial road with large about of parking and truck movements.
Charlies Way	Higgins Road	End	50	40	local industrial road with large about of parking and truck movements.
Bandon Street	Smith Street	Waterloo Street	50	40	local industrial road with large about of parking and truck movements.
Whatawhata Road (SH 23 Tuihikaramea Road		Poaka Ave	50	30	Dinsdale Shops - High Ped Area, need to work with NZTA
Railside Place	Riflerange Road	End	50	40	local industrial road with large about of parking and truck movements.
Grandview Road	Grange Ave	Hyde Ave	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Hyde Ave	Grandview Road	Lindsay Cres	40	30	Shopping area where we would like to encourage more pedestrians/school kids
Grey Street	Te Aroha Street	Claudlands Road	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Te Aroha Street	Palmer Street	Myrtle Street	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Brymer Road	Farnborough Drive	Baverstock Road	40	50	Out of context wit the rest of Brymer Road
Baverstock Road	Rotokauri Road	Brymer Road	40 and 60	50	50 suits future road environment and HCC have improved pedestrian facilities along the route
Brymer Road	Bagus Road	Past Zoo	60	30	Redevelopment of the Zoo entrance and a new Nature Conservation facility opposite will change the road environment significantly and increase pedestrians and cycles in the area.

Road Name	Start	End	Megamaps Speed Limit	HCC Speed Limit	Reason
Rotokauri Road	Avalon Drive	Baverstock Road	40	50	Out of context with the immediately surrounding network.
Garnett Ave	Te Rapa Road	Storey Ave	50	40	Out of context with the immediately surrounding network.
Storey Ave	Te Rapa Road	Mitcham Street	50	40	Out of context with the immediately surrounding network.
Te Rapa Road	Garnett Ave	Ulster Street	50	60	Out of context with the immediately surrounding network.
Taylor Terrace	Vardon Road	Hilton Road	40	30	Shopping area where we would like to encourage more pedestrians/school kids
Braid Road	Taylor Terrace	Sandwich Road	40	30	Shopping area where we would like to encourage more pedestrians/school kids
Sandwich Road	Braid Road	Duncan Road	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Sandwich Road	Cecil Street	Totara Drive	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Wairere Drive	Te Rapa Road	Te Wetini Drive	60 and 50	80	not in keeping with the Arterial route - would have to look at traffic calming to lower speeds
Tasman Road	Te Kowhai Road (East)	Foreman Road	60	50	Location of new PT Hub, possible drop to 30 for a short section.
Victoria Street	London Street	Almer Street	40	30	Shopping area where we would like to encourage more pedestrians/school kids
Collingwood Street	Anglesea Street	Victoria St	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Knox Street	Anglesea Street	Victoria St	50	30	Speed Limit Changed recently - angle parking installed.
Nissbet Street	Tristram Street	Anglesea Street	50	30	narrow access road between Wintec sites in CBD. High pedestrian movements
Bryce Street	Anglesea Street	River End	50	30	Currently 30 km/h - has raised platform at Barton for high # pedestrians crossing here

Road Name	Start	End	Megamaps Speed Limit	HCC Speed Limit	Reason
London Street	Anglesea Street	River End	40	30	Works underway to support a 30km/h - raised intersection treatment to provide safe pedestrian crossing locations
High Street	King Street	Hall Street	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Lake Road	King Street	Hall Street	50	30	Shopping area where we would like to encourage more pedestrians/school kids
Cobham Drive	Normandy Ave	Anglesea Street	80	60	to link in with proposed drop by NZTA on SH1 section - out of context with the immediately surrounding network.
Rotoroa Dr	Ruakiwi Road	Lake Domain Drive	40	30	Route not suitable for 40 km/h, Road in Lake Domain reserve, ie not legal road
Claudlands Road	Grey Street	Victoria Street	50	50/30	New cycle project proposed will change road environment to suit 30 km/h