**Waka Kotahi Response to HCC Submissions on Hamilton City State Highways speed review**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Location** | **Current Speed Limit** | **Proposed Speed Limit** | **HCC’s Submission** | **Waka Kotahi’s response** |
| **Avalon Drive Bypass (SH1)** From the Crawford Street/Avalon Drive/SH1 Roundabout to 250m north of Rifle Range Road (existing speed limit change point). | 80km/h | 60km/h | HCC do not support this proposed change as our preference would be to have the existing speed limit retained and appropriate safety improvements e.g. wire rope barrier installed. This approach will minimise the likely increase in rat running of traffic on Avalon Drive and the subsequent need for HCC to invest further in this area to support the local road status | The current 80km/h posted speed limit is not safe and appropriate for this corridor due to the potential for head-on crashes. The current mean operating speed is indicated as between 55–59km/h.While installing median barriers could be one option for reducing the risk of head-on crashes, this road has not been designed in a way which would enable this to happen easily and without considerable investment. The seal widening needed to provide for a median divide would require widening of both the road and the Forest Lake Road overbridge. There are no plans currently to undertake this work. Reducing the speed to 60km/h would also make the speed limits in the city part of SH1 more consistent, as the speed limit would be 60km/h from the Crawford St/Avalon Drive / SH1 roundabout through to Alison Street/SH1 intersection. This is expected to actually improve traffic flow. As this road has been identified as one within the top 10% of roads in NZ where reducing speed would improve the potential reduction of death and serious injuries through crashes, our decision is to reduce the speed limit to the safe and appropriate speed of 60km/h. |
| **Greenwood Street (SH1)** From 160m south of Killarney Road (existing speed limit change point) to 80m north of Kahikatea Drive (SH1) (existing speed limit change point). | 80km/h | 60km/h | HCC support this proposed speed limit change noting that the intersections of Duke Street and Kahikatea Drive will both benefit from the lower speeds in this area. | We appreciate your support |
| **Melville (SH1 & SH3)** Kahikatea Drive and Lorne Street (SH1) from 41m east of Alison Street (proposed new speed limit change point) to 40m north-east of Lorne Street (existing speed limit change point). | 60km/h | 50km/h | HCC support this proposed speed limit change. In particular, we support the lower speed limit in Lorne Street as it is more reflective of the nature of the road. | We appreciate your support |
| On Ohaupo Road (SH3) from the Kahikatea Drive intersection (existing speed limit change point) to 25m south-east of Resthill Crescent (existing speed limit). | 60km/h | 50km/h | HCC support this proposal with conditions. Lower speeds (being the proposal) have a potential to result in an improvement for safety. We do not believe the nature of this section of road is self-explaining as a 50km/h area and would not support the change unless it is supported by engineering changes. There is not a clear change in the environment at the proposed speed limit point at Resthill Crescent where your proposal has the speed limit increasing to 60km/h  | We have spent considerable time investigating the proposed change point for the 50km/h to 60km/h. Our policy is that speed limits change points are determined to match the surrounding land use. There is a lack of roadside activity south of the existing change point (near Resthill Crescent) to justify extending the current speed limit location further south. The road character past Resthill Crescent becomes less important for walking and cycling (there are safer alternatives available) and there are few direct accessways onto the highway. It also means there is a consistent 60km/h through to the Dixon Road roundabout which has been designed for and will have a speed limit of 60km/h.  |
| On Normandy Avenue (SH3) from Lorne Street. (existing speed limit change point) to Ohaupo Road (existing speed limit change point). | 60km/h | 50km/h | HCC support this proposal with conditions. Lower speeds (being the proposal) have a potential to result in an improvement for safety. We do not believe the nature of this section of road is self-explaining as a 50km/h area and would not support the change unless it is supported by engineering changes | Having numerous changes to the speed limit can be confusing, so we need to average out the speed limit to an extent. When this occurs, there will be places where the speed limit doesn’t necessarily marry well with the current road environment but in this case, having a consistent speed limit along this part of the corridor is considered more important. Whilst we may do more with signage and road markings at speed threshold change points, there is no proposal to do anything more along the road corridor between those change points. With any change in speed limit Waka Kotahi is required to monitor compliance, and if necessary, reconsider what other measures need to be introduced if changing the speed limit signs alone hasn’t resulted in compliance. This speed review will include before/after monitoring of mean and 85%ile speeds across a 7-day 24-hour analysis period, informed by the number of speed changes involved |
| **Normandy Avenue and Cobham Drive (SH1)** On Normandy Avenue and Cobham Drive (SH1) from 40m north-east of Lorne Street (existing speed limit change point) to 180m west of Howell Avenue (existing speed limit change point). | 80km/h | 60km/h | HCC support this proposal but request serious consideration is given to changing the environment to support the lower speed limit – including improved provision for people walking and biking who are wanting to cross Cobham Drive to access Hamilton Gardens in the vicinity of Nixon Street | The intersection of SH1(Cobham Drive/Grey Street) has been identified for improvements in the future. 60km/h speed limit through this corridor is appropriate to be consistent with other sections of state highway under this speed limit review.There is an existing underpass at Grey Street to allow safe pedestrian and cyclist crossing to/from Hamilton Gardens. With the strong thrust for urban mobility programmes by both Council and Waka Kotahi, this is a matter that will need to be developed in partnership separately from this speed review |
| **Hillcrest (SH1 and SH26)** On Cobham Drive and Cambridge Road (SH1) from 180m west of Howell Avenue (existing speed limit change point) to 70m south of Riverlea Road (existing speed limit change point). | 60km/h | 50km/h | HCC support this proposal with conditions. Lower speeds (being the proposal) have a potential to result in an improvement for safety. We do not believe the nature of this section of road is self-explaining as a 50km/h area and would strongly advocate for engineering improvements to be completed on this section in conjunction with any changes in speed limit | The technical assessment and reassessment support the proposed speed limit changes. Whilst we may do more with signage and road markings at speed threshold change points, there is no proposal to do anything more along the road corridor between those change points. With any change in speed limit Waka Kotahi is required to monitor compliance, and if necessary, reconsider what other measures need to be introduced if changing the speed limit signs alone hasn’t resulted in compliance |
| On Morrinsville Road (SH26) from SH1 (existing speed limit change point) to 300m north-east of Berkley Avenue (existing speed limit change point). | 60km/h  | 50km/h | HCC support this proposal with conditions. Lower speeds (being the proposal) have a potential to result in an improvement for safety. We do not believe the nature of this section of road is self-explaining as a 50km/h area and would strongly advocate for engineering improvements to be completed on this section in conjunction with any changes in speed limit. | The technical assessment and reassessment support the proposed speed limit changes. Whilst we may do more with signage and road markings at speed threshold change points, there is no proposal to do anything more along the road corridor between those change points. With any change in speed limit Waka Kotahi is required to monitor compliance, and if necessary, reconsider what other measures need to be introduced if changing the speed limit signs alone hasn’t resulted in compliance |
| **Glenview (SH3)** On Ohaupo Road (SH3) from 25m south-east of Resthill Crescent (existing speed limit) to 265m south of the centre of the new SH3 Ohaupo Road/Southern Links roundabout (new speed limit change point). | 70km/h  | 60km/h | HCC support this proposal and note that the construction of the new roundabout just south of Dixon Road is making good progress and is expected to be operational in late 2020 The roundabout has been designed for a 60km/h speed limit to be in place. (Update: This is now operational).  | We appreciate your support. |
| **Ohaupo Road (SH3) - Rural Section** On Ohaupo Road (SH3) from 265m south of the centre of the new SH3 Ohaupo Road/Southern Links roundabout (new speed limit change point) to 330m north of Rukuhia Road (existing speed limit change point) | 100km/h | 80km/h | HCC support this proposal and note that this section of road has been subject to many reviews for safety improvements due to its poor safety record. The lower speed limit is reflective of the current nature of this section of road and the adjacent southern section, which already has an 80km/h speed limit in place through Rukuhia.  | We appreciate your support.  |
| **Intersection Speed Zone Ohaupo Road (SH3)/Raynes Road 100km/h** At the intersection of Ohaupo Road (SH3) and Raynes Road we are proposing an Intersection Speed Zone that will be activated when traffic is turning in/out of the intersection. At such times the speed limit through this intersection on Ohaupo Road (SH3) will reduce from 80km/h to 60km/h. | 100km/h | Variable 60km/h when a vehicle is turning into or out of the intersection. 80km/h at all other times. | HCC support this proposal and thanks Waka Kotahi for being proactive in dealing with the safety of this intersection via this treatment as a temporary measure until a more permanent solution can be installed. With the upcoming construction of a new bridge across the Waikato River and several arterial roads in the northern section of Peacocke, it is expected that there will be a large number of trucks turning at this intersection, which will add to the current safety issues being experienced at this intersection. | Raynes Road / SH1 intersection is one that is being looked at for additional safety improvements such as a roundabout in the recently announced NLTP.  |