



Hamilton summary of the speed review consultation



Background

This speed review area comprises 16km of state highway corridors within Hamilton City and is located within the jurisdiction of Hamilton City Council and a small section within Waipa District Council.

Between 2009 and 2018 there were 1311 reported crashes along this route with 10 people killed and 61 seriously injured.

The completion of the Waikato Expressway project shortly will see a significant portion of traffic being diverted from the existing road network onto the new SH1 expressway and the Wairere Drive ring road system. The completion of these two complementary projects will allow opportunities for changes to travel route and mode choices on the existing road network throughout Hamilton. Speed management on that road network (including the state highways) needed to be considered to provide a safer environment for all people using the road.

Prior to undertaking the formal consultation process a speed management technical assessment of the road was undertaken. This identified the various existing speed limits on the road were not safe and appropriate for the current road characteristics and roadside environments along this corridor.

We talked to stakeholders, including Hamilton City Council, NZ Police, Fire & Emergency, Te Ha o Whenua Kirikiriroa and AA about the current speed limits on SH1, SH3 and SH26 through Hamilton. All raised concerns that the current speed limits on parts of the state highway network felt too high for an urban environment that includes people walking, biking and on scooters.

We also heard that similar issues were raised by Hamilton residents when Hamilton City Council sought feedback on their Speed Management Plan in 2018/19. On the basis that it would be unlikely any further engagement would produce significantly different public sentiment, Waka Kotahi moved to formal consultation from 27 July to 21 August 2020.

Consultation process

A copy of the speed review consultation form can be found on this link: <https://nzta.govt.nz/assets/projects/hamilton-city-speed-review/hamilton-city-speed-consultation.pdf>

Information in this speed review guide included current average speeds and the number of crashes, injuries and fatalities on the roads under review.

The consultation was advertised in the Hamilton Press (21 July & 12 August 2020) and the Hamilton News (31 July and 14 August) as well as on various local radio stations from 3 August to 19 August 2020. A mailbox drop of the submission forms and relevant information was done to 10,000 residents in the immediate vicinity of the proposed speed review areas. A media release was also issued on 27 July 2020 <https://nzta.govt.nz/media-releases/hamilton-city-sh1-sh3-and-sh26-speed-reviews-open-for-consultation/>

People were able to submit their views through an online form, hard copy submission forms and via email.

Consultation question

The consultation phase is used to seek any additional information from stakeholders or the public that will help inform the decision about the proposed speed limit changes.

During formal consultation we proposed new speed limits and asked the public the following question "Are there any other factors that we should consider when making our decision?"

We consider all factors raised during formal consultation when making our decision on new permanent speed limits.

Summary and response to submissions

Across the four-week consultation period from 27 July to 21 August 2020 we received 91 submissions. 51 submissions were received via the online submission form, 29 by freepost printed feedback form and 9 via email. We also received submissions from Hamilton City Council and the Waikato District NZ Automotive Association (AA). Both expressed some support for the speed reviews but detailed changes or conditions they would like Waka Kotahi to consider when making the final decision.

All submissions can be viewed on the links showing at the end of this document.

We appreciated the responses and thank all those who provided their feedback. While a number of submissions did include factors that were taken into consideration when setting the new permanent speed limits, a proportion of the submissions expressed only a general opinion about speed reviews. These included issues about driver behaviour, traffic volumes and enforcement.

The relevant factors that were expressed in the feedback from the public are summarised in the table below. The table outlines the section of the road, along with the main factors people raised in their submissions and our comments.

Factors		Waka Kotahi comment
<p>Avalon Drive Bypass SH1 Proposed 60km/h Existing 80km/h</p>	<p>Some felt the function of this road is to enable efficient transit, and to keep commuters off local residential roads. Suggestions included to make other road safety improvements such as installation of wire rope median barriers.</p>	<p>The option of retaining a higher than calculated speed limit was carefully considered for this section. The final decision came down to the risk of a head-on crash at 80km/h or above often being unsurvivable. At present there is no opportunity to install any physical median treatments or widening. When travelling south the first (Crawford St) roundabout reduces speeds significantly. Following that, the road changes character, loses both median separation and multiple lanes. A 60km/h limit between the two roundabouts will provide a transition into a consistent urban speed limit for the rest of the journey through the city.</p>
<p>Greenwood SH1 Proposed 60km/h Existing 80km/h</p>	<p>Most people supported this proposed change.</p>	
<p>Melville SH3 Proposed 50km/h Existing 60km/h</p>	<p>People recognised this as a very busy area, with Waikato Hospital being a key destination. Several wanted other road safety measures such as 40km/h zones and road layout changes near the hospital and schools. It was also suggested a pedestrian crossing on Lorne Street would help people cross safely to the hospital and other nearby destinations.</p>	<p>In May 2021, Waka Kotahi and Hamilton City Council constructed a pedestrian crossing point on Lorne Street. This involved trimming back the vegetation, building the median refuge and two kerb refuges, installing two new streetlights and remarking the lines.</p>
<p>Glenview SH3 Proposed 60km/h Existing 70km/h</p>	<p>Most supported this as it is a critical juncture where urban and rural environments meet. Some requested extensions or further reductions to the speed limit to make this section of road even safer.</p> <p>It was also suggested there be no right-turn from Houchens Road onto SH3 (Ohaupo Road) and adding a right-hand turning bay into Garden Heights Avenue from Ohaupo Road.</p>	<p>Speed limits change points are determined to match the surrounding land use. There is a lack of roadside activity south of the existing speed limit change point to justify extending the current speed limit location.</p> <p>There is no suitable turn around point to facilitate restriction of right turn out of Houchens Road onto SH3.</p> <p>The speed reduction should improve safety performance at this intersection.</p>

Factors	Waka Kotahi comment	
<p>Intersection Speed Zone Ohaupo Road / Raynes Road SH1</p> <p>Proposed variable speed zone 80/60km/h</p>	<p>General support, although some expressed concern the ISZ might confuse or be ignored by drivers. Others suggested alternative ways to manage safety at this intersection, such as separated overpasses or overpasses, installing traffic lights, or installing a roundabout. Speed cameras were suggested to enforce the variable speed limit.</p>	<p>Evidence shows intersection speed zones are effective at reducing through traffic speeds and subsequently improving road user safety. A study of the first 10 Intersection Speed Zones trialled in New Zealand found that the fatal and serious crash rate reduced by 79 percent and the overall crash rate reduced by 51 percent.</p> <p>Raynes Road / SH1 intersection is one that is being looked at for additional safety improvements such as a roundabout in the near future, with a feasibility study currently underway.</p>
<p>Ohaupo Road - rural section SH3</p> <p>Proposed 80km/h Existing 100km/h</p>	<p>Good support here due to the rapidly growing number of people living, working, and travelling through the area. Many people thought safety improvements to more intersections along this road would support safe access to new local developments.</p>	
<p>Hillcrest SH1 and SH26</p> <p>Proposed 60km/h Existing 70km/h</p>	<p>Concern for the safety of school children from Hillcrest Normal School. Suggested a LSZ (Limited Speed Zone) around the school or a 40km/h zone. Right-turning traffic from Howell Street onto Cobham Drive was cited as a significant road safety risk that needs to be mitigated along with the speed limit review.</p> <p>It was suggested that the 50km/h limit extend further east to the Matangi/Silverdale Roads intersections</p>	<p>The opportunity to incorporate the school speed limit was not able to be taken in this instance due to the need to align with the Peacocke, Wairere and Hamilton expressway projects. However, under the Government's Tackling Unsafe Speeds package, there is the intent to put in place safer speed limits around schools, to 30km/h around urban schools and a maximum of 60km/h around rural schools.</p>
<p>Normandy Ave/Cobham Drive SH1</p> <p>Proposed 60km/h Existing 70km/h</p>	<p>Good support due to the proximity to housing and the Hamilton Gardens. Some suggested reducing the speed limit further to 50km/h or reducing speeds to 60km/h on other sections of the state highway leading into this area for consistency. A pedestrian crossing was a suggestion on Cobham Dr to/from Hamilton Gardens.</p>	<ul style="list-style-type: none"> • The technical assessment didn't determine a lower speed limit than 60km/h would be appropriate for this section, further reducing the speed limit to 50km/h would reduce compliance with the speed limit. • There is an existing underpass at Grey Street to allow safe pedestrian and cyclist crossing to/from Hamilton Gardens.

Many people made submissions saying that poor driving standards were the biggest problem. Examples include:

- ‘Your real problem is your licensing system...’
- ‘The focus should be on making our drivers better drivers.’

We are human and are not able to perform perfectly 100% of the time. The 2018 study conducted by the Automobile Association found that in NZ for around 70% of crashes where vehicle occupants were seriously injured, drivers had generally followed the road rules. Rather than reckless or dangerous behaviour, people had simply made a poor decision or something unexpected happened. Even if everyone obeyed the road rules, New Zealand would still have more than 180 deaths on our roads each year.

We need to create a safe transport system; one that recognises humans make mistakes and is designed so that these mistakes do not need to cost us our lives. We need to look at many parts of the transport system – including strengthening areas like safe speeds, road and street design, safe vehicles and driver behaviour and choices.

Decision

The table below shows the recommendations Waka Kotahi formally consulted on between 27 July to 21 August 2020.

This speed review was based on both the high benefit death and serious injury reduction and the strong stakeholder and community support for improved safety and change on this corridor. This was particularly reflected by the high level of coordination between Waka Kotahi and Council on speed review across both their networks.

The submissions did not identify any issues Waka Kotahi had not already considered.

The outcome of the speed review was in line with the proposed speed limit changes, and the permanent speed limits outlined below will come into effect on 10 December 2021.

Stakeholders will be notified by letter and the public are being notified via media release, newspaper and radio advertising, and social media ahead of the new speed limits signs being installed and the new speed limits taking effect.

When the new speed limits take effect, the area will be monitored to ensure the new permanent speed limits and supporting treatments are working effectively and to determine if any further changes are required.

The legal process to change the speed limits will be completed by 10 December, and the signs installed soon after that date. Once the signs are installed, drivers will be required to comply with the new speed limits.

The following new speed limits will apply from 10 December 2022.

Location	Current speed limit	New speed limit
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
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
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

Location	Current speed limit	New speed limit
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
On Normandy Avenue (SH3) from Lorne Street (existing speed limit change point) to Ohaupo Road (existing speed limit change point)	60km/h	50km/h
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
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
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
Berkley School VSL: 105m north east of Cambridge Road to 20m south west of Berkley Avenue	60/40km/h	50/40km/h
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
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
Intersection Speed Zone Ohaupo Road (SH3)/Raynes Road		
Intersection Speed Zone Ohaupo Road (SH3)/Raynes Road (expected to be installed mid 2022)	100km/h	Variable 60km/h when a vehicle is turning into or out of the intersection 80km/h at all other times

Map of permanent speed limits



Submissions

[View the submissions we received for this speed review](#)

Here are the links to the Hamilton City Council's submission and our response:

[HCC submissions Waka Kotahi response](#)
[HCC submission document](#)