

**PROPOSED SPEED LIMIT
AMENDMENTS TO THE
SPEED LIMITS BYLAW 2012**



LEG-02-34-19-534

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A. Introduction & Background

- A.1** In 2005, like most other territorial authorities in New Zealand, Hastings District Council ('the Council') adopted a speed limits bylaw. The bylaw is called: "Hastings District Council Speed Limits Bylaw 2005" ('the bylaw').
- A.2** In 2007, the bylaw was reviewed and replaced with Speed Limits Bylaw 2007.
- A.3** In 2009, the bylaw was reviewed again and replaced with Speed Limits Bylaw 2009.
- A.4** In 2012, the bylaw was reviewed again and replaced with Speed Limits Bylaw 2012.
- A.5** The adoption of the bylaw was in response to a Government decision to delegate all (local) road speed limit decision making to road controlling authorities from 1 July 2005. This delegation is contained in a regulation called: "Land Transport Rule: Setting of Speed Limits 2003" ("the Rule").
- A.6** In 2018, the bylaw was reviewed again and updated to reflect a number of changes to speed limits across the District.
- A.7** The bylaw (inter alia) contains eleven schedules identifying road speed limits within the District and it sets out a process for changing speed limits.

B. Calculating Speed Limits

- B.1** Despite the fact that speed limit decision-making is now delegated to road controlling authorities the actual calculation of speed limits remains tightly controlled. This is to ensure uniformity of approach across the country.
- 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.
- B.3** Any decision of a road controlling authority can be reviewed by New Zealand Transport Agency and the New Zealand Police.

C. Changing Speed Limits

C.1 Any change to a speed limit in the District requires a change to the bylaw and under the provisions of the Local Government Act 2002, significant change to a bylaw can only be made via the 'special consultative procedure' (SCP). The SCP is a formal consultation process that requires councils to:

- Prepare a 'statement of proposal' explaining the proposal;
- Give public notice of the proposal explaining what it is about, where details of the proposal can be viewed and inviting public submissions for a minimum one month period;
- Ensure that those likely to be most affected by the proposal are aware of the proposal;
- Consider all submissions carefully before making a decision.

(Refer to Part 6, Subpart 1 of the Local Government Act 2002 for more information.)

C.2 Furthermore, the bylaw states (clause 6.2) that with regard to proposed changes to speed limits, in addition to the 'special consultative procedure' requirements the Council will "...write to all owners and occupiers of property on the road giving them the opportunity to submit and be heard".

C.3 Finally, the Council must also comply with certain consultation and decision-making requirements set out in Part 8 of the Rule. These provisions duplicate much of the bylaw process but they identify some additional parties to be involved in the consultation – Police, AA, other (affected) road controlling authorities etc.

C.4 The Council will follow these procedures carefully and key milestones are shown below:

Date	Key Milestone
2 May 2019	Council approves DRAFT bylaw for consultation.
23 May 2019	Public consultation starts.
27 June 2019	Public consultation ends at 12 noon (last day for submissions).
15 August 2019	Council hears submissions and confirms changes.

D. Administrative Details

D.1 View the Statement of Proposal

Copies of this Statement of Proposal can be viewed at the following locations during normal office hours:

- Hastings District Council, Lyndon Road East, Hastings
- Hastings Public Library, Eastbourne Street East, Hastings
- Flaxmere Public Library, Swansea St, Flaxmere
- Havelock North Public Library, Te Mata Road, Havelock North

Alternatively, it can be viewed on the Councils website: www.myvoicemychoice.co.nz.

D.2 Make an Enquiry

Enquiries about the proposed amendment should be directed in the first instance to Gavin O'Connor, Acting Traffic Engineer at the Council. His contact details are:

- Email: gavino@hdc.govt.nz
- Phone: 06 871 5000

D.3 Make a Submission

If you would like to make an online submission on this proposal, please go to the following website: www.myvoicemychoice.co.nz or follow the link on the Hastings District Council website.

Hardcopy submission forms are also available from Hastings District Council or Public Libraries listed above.

The deadline for submissions is **27 June 2019 at 12 noon.**

Hastings District Council: Speed Limit Review 2018-2019 - Explanation of Proposed Changes

The statement of proposal details proposed speed limit changes associated to land-use change and growth only. These are roads which are currently, or will be shortly, undergoing significant change associated to development of the land adjacent the road corridor.

Proposal 1: Irongate Road East



1.1 Explanation

Irongate Road East is a cul-de-sac road which provides access to several large businesses. With a low collective and low personal risk and an Infrastructure Risk Rating band of low-medium, the safe and appropriate speed identified within the tool is 100km/h. However, this does not account for the significant scale of development proposed along this route (see figure below). In addition, the road is currently being upgraded to better reflect the long term use of the route which will provide a more urbanised streetscape along the entire length of the road (from Maraekakaho Road to cul-de-sac end).



1.2 Survey Assessment

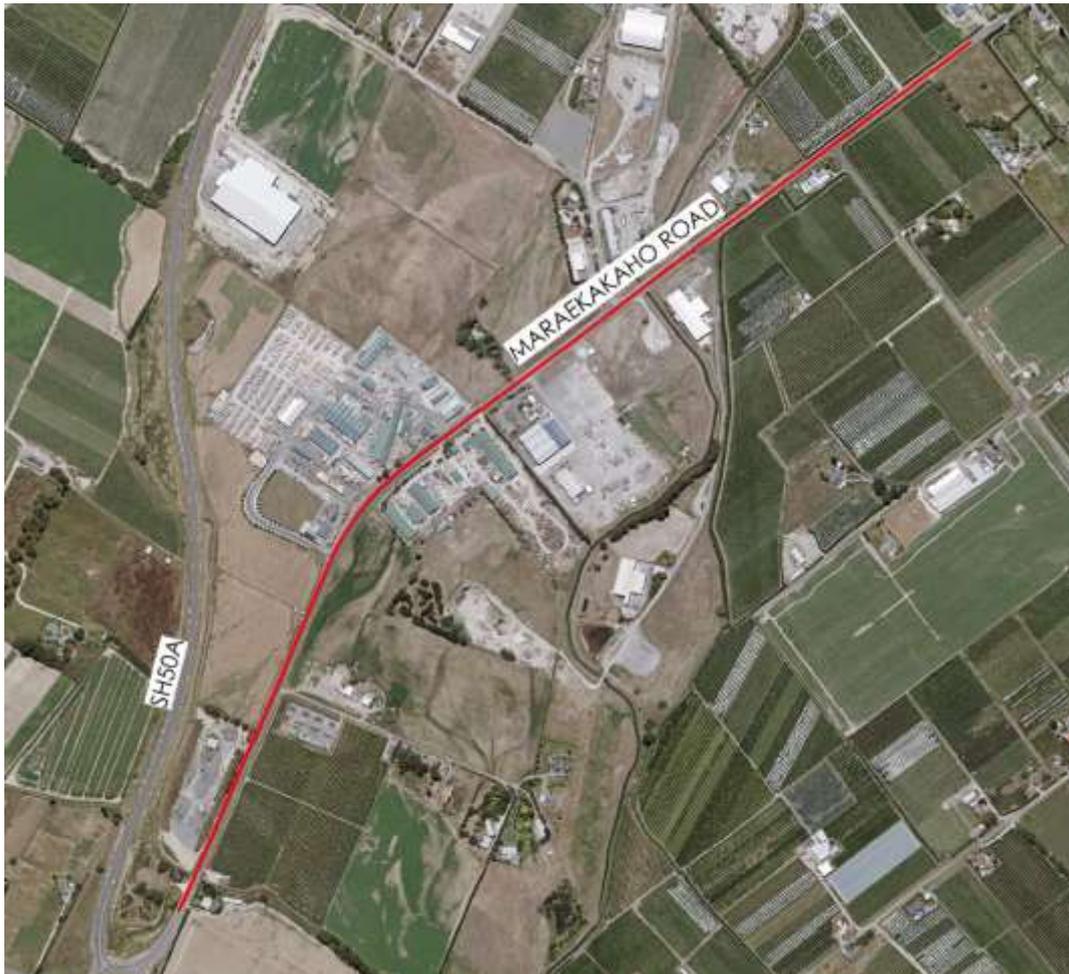
The assessment aimed to determine what a suitable speed limit for this road should be in consideration of the proposed developments along the route. As detailed above the route is identified as a Low-Medium Infrastructure Risk Rating with a suggested speed limit of 100km/h.

Infrastructure Risk Rating: Irongate Road East

Land Use	Rural Town
Road Stereotype	Two lane undivided
Alignment	Curved
AADT	<1000
Intersection Density	1 to <2 per km
Lane Width	<3.0m - Narrow
Shoulder Width	0m to <0.5m - Very Narrow
Roadside Hazards	Severe_Moderate
Access Density	10 to <20 per km
IRR Score	1.95
IRR Band	Low Medium

However, the recommended speed limit does not consider the development proposed for this route which includes approximately 100Ha of rezoned land to industrial use. In addition, the road is currently being reconstructed along its entire length (Maraekakaho Road to cul-de-sac end) which will provide a far more urbanised solution for this route which includes kerb and channel, berm and shared footway/cycleway (see below).

Proposal 2: Maraekakaho Road



2.1 Explanation

As with Irongate Road East, the request to review the speed limit on Maraekakaho Road relates predominantly to the rezoning of this area to industrial and the increased level of activity (specifically vehicle movements along the route).

2.2 Survey Assessment

Maraekakaho Road is currently 100km/h along this frontage with the safe and appropriate speed limit defined by the NZTA speed management map as 100km/h. However, this map does not take account of the significant development which is occurring alongside the road and the associated traffic increases observed on this route. The mean operating speed on the route is 70km/h as detailed in the NZTA speed management map which supports the need for a reduced speed limit on this road. A reduction to 80km/h would also provide some consistency with the surrounding network following the change in speed limit on York Road to 80km/h in 2018.

2.3 Proposal

The speed limit be reduced from 100km/hr to 80km/hr from the existing 70/100 km/hr signs to a point approximately 150m north of the intersection with State Highway 50A as shown.

Proposal 3: East Road



3.1 Explanation

The speed limit review on this section of East Road relates to the expansion of the urban area along East Road and the proposed creation of a new road servicing a new residential subdivision.

3.2 Survey Assessment

East Road is a primary collector with low collective and low personal risk. The Infrastructure Risk Rating band of medium results in a safe and appropriate speed of 80km/h for this section of the route. However, this assessment does not take account of the proposed development at this location.

Given the proposed subdivision extents, the provision of a new access road and intersection with East Road and the natural extension of the urban boundary along East Road it is proposed to extend the 50km/h speed limit area to a point beyond the proposed access road. The figure below details the location of the proposed access road and development frontage.



3.3 Proposal

The 50km/hr speed limit zone to be extended as shown from the existing 50/100 km/hr signs to a point approximately 260m west of the intersection with Rockwood Place.

Proposal 4: Te Aute Road



4.1 Explanation

This speed limit assessment relates solely to the section of Te Aute Road detailed below.

The speed limit over this section is under review in light of the proposed development of the land directly adjacent to Te Aute Road to cater for a six-hectare Ryman Healthcare retirement village on the boundary of the current urban area (see below).



4.2 Survey Assessment

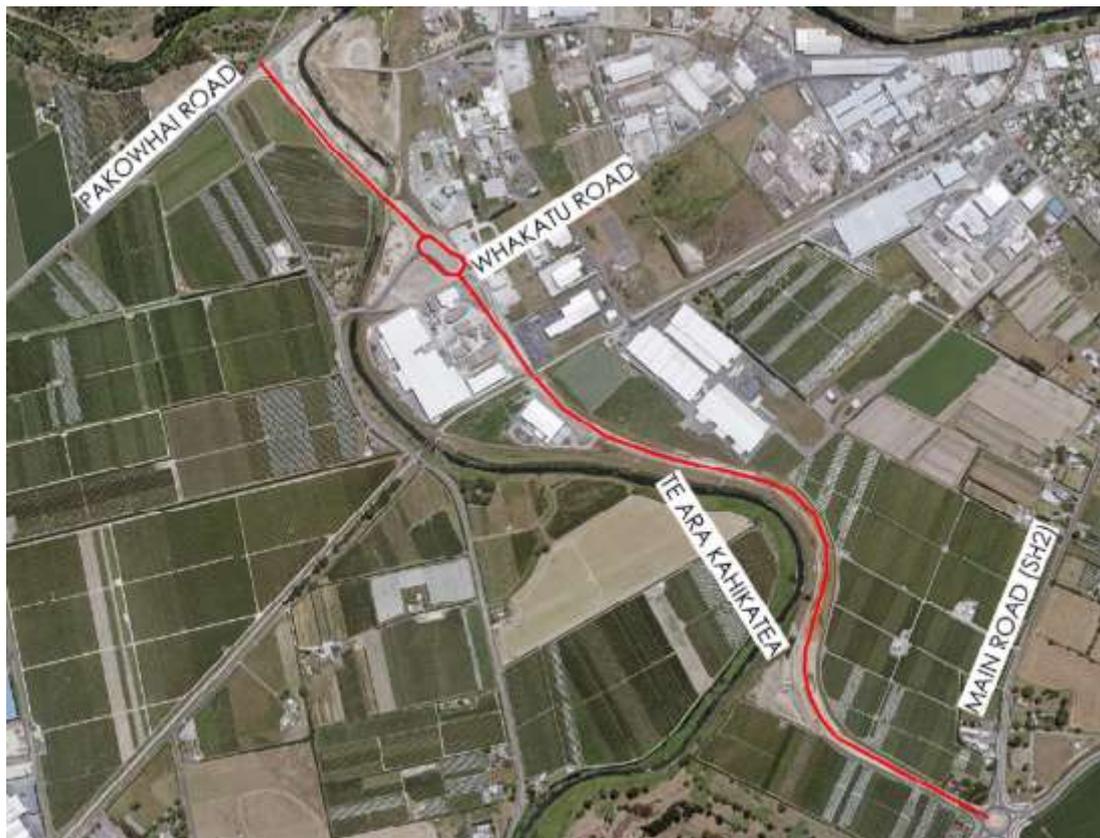
Te Aute Road is a primary collector and provides an important link between SH2 and SH50A and Havelock North. At the state highway roundabout at the western end of the route the speed limit is 80km/h while at the eastern end the speed limit is 50km/h in Havelock North. Between the two the road is subject to the open road speed limit of 100km/h.

NZ Police submitted a request through the 2018 speed limit review process requesting consideration of an extension of the 50km/h limit to increase the separation between the speed limit change and the current “kea crossing” for Lucknow School on Te Aute Road, near Upham Street.

Te Aute Road has a medium high collective risk and a high personal risk. These are the highest risk ratings of any road under this review and are the reason that a crash reduction study has recently been undertaken along this route. The Infrastructure Risk Rating band is medium but it is due to the high personal risk that the guide indicates that the safe and appropriate speed is 60km/h.

Given the scale of the proposed roadside development and the nature of its use (elderly vulnerable users) a speed limit of 50km/h is deemed appropriate. To support this speed limit a number of proactive engineering measures are proposed along the frontage of the site as detailed below.

Proposal 5: Te Ara Kahikatea



5.1 Explanation

Te Ara Kahikatea is a recently constructed road serving the Whakatu Industrial Area and connecting Hastings and Havelock North to the Expressway and on to Napier. The Notice of Requirement for the new road construction detailed a proposed operating speed of 80km/h and the road was designed based on this operating speed.

5.2 Survey Assessment

The NZTA speed management maps do not currently include the Te Ara Kahikatea given its recent construction. As such, the assessment of this route relates more broadly to the design standards adopted and the previous consultations completed.

The Notice of Requirement and supporting planning materials for the creation of this road detailed a proposed operating speed of 80km/h. This proposal was ultimately endorsed through the approval of the Notice of Requirement and associated designations and formed the basis for the design parameters for the route.

Given the design is based on a speed limit of 80km/h and this has previously been consulted upon through the Notice of Requirement process it is deemed appropriate to implement this speed limit through a bylaw process.

5.3 Proposal

A speed limit of 80km/h to be adopted for Te Ara Kahikatea.

Proposal 6: Kereru Road



6.1 Explanation

The speed limit review on this section of Kereru Road relates to the expansion of residential developments along the road.

6.2 Survey Assessment

The NZTA speed management maps suggest a safe and appropriate speed limit of 80km/h along this section and also suggest an increase in speed limits on the current 50km/h section to 60km/h. The maps do not currently account for the proposed residential expansion along this road edge and hence the 80km/h suggested speed limit is not appropriate. Furthermore the mean operating speed is shown at 55km/h-59km/h within the 50km/h section which suggests good compliance with the current speed limit.

Given the strong compliance to the current speed limit of 50km/h it is recommended to extend this speed limit to cover the residential expansion rather than adopt an alternative speed limit at this site.

6.3 Proposal

The 50km/hr speed limit zone be extended as shown from the existing 50/100 km/hr signs to a point approximately 580m west of the intersection with Bellerby Lane.



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