

Thanks for your feedback

Hauraki District Council received 64 submissions on the draft Speed Management Plan. Thank you for taking the time to give your thoughts. The Council considered your feedback on 13 July 2022, and made some changes to the plan as a result.

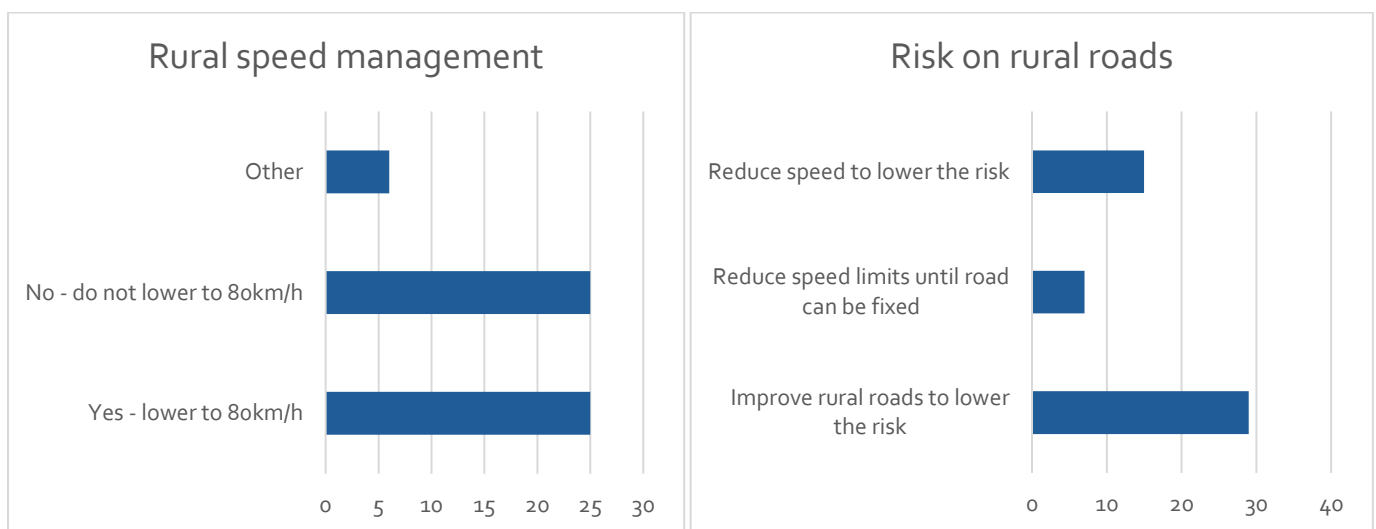
To develop the plan, 106 roads were selected to be considered for change. We selected these roads after considering reports of crashes, roads in the vicinity of schools, and roads that were the topic of customer requests. Each road was reviewed and improvements identified, these include some speed limit reductions, and some areas where work is needed to reduce or support existing travel speeds.

The next step is to develop an implementation plan to provide a programme of works and timeline for installation. The Speed Management Plan and implementation plan will be available on our website in the near future.

To keep you in the loop please find below a summary of the feedback received on speed limit changes, what was decided, and why.

Speed on rural roads

The Council proposed to reduce the speed limit on some of our rural roads from 100km/h to 80km/h. The following chart provides a count of which option respondents preferred.



Reducing some rural speeds from 100km/h to 80km/h

After reviewing all of the feedback, the Council decided to reduce the 100km/h sections on the roads listed in the table below to 80km/h. School related speed limit reductions are addressed in another table.

Waihi	Paeroa	Plains
Heard Road Heath Road Orokawa Heights Poets Corner Waihi Beach Road Old Tauranga Road Pukekauri Road (a section from Waitawheta Road to just past the	Awaiti Road Rotokohu Road Te Moananui Flats Road Rahu Road (70 km/hr)	East Coast Road Kaihere Road Kerepehi Town Road Arawa Street Buchanan Road Moehau Street Hauraki Road

Waihi	Paeroa	Plains
Hollis Road intersection reduced to 60km/h) Pukewera Road Swetman Road Taieri Road Waitawheta Road Kennedy Road Dickey Flats Road Franklin Road Dean Road Spence Road Hume Road McLean Road Bellamys Road		

Straight roads provide as many risks to users as windy roads. Crash factors such as distraction and fatigue are prevalent across the network and due to the higher vehicle speeds on straight roads the results of a crash are likely to be more severe. Lower speed limits and travel speeds create an environment where people are more likely to survive and suffer less injury when a crash occurs.

Research has shown that only 30% of crashes are the result of deliberate violations, i.e. exceeding the speed limit, with the majority of crashes as the result of driver error or mistakes. Lower speed limits and travel speeds create an environment where people are more likely to survive when a crash occurs.

Additional decisions for rural roads

Heard Road, Waihi

The proposed speed limit of 80km/hr for Heard Road was approved as noted in the table above. The Council will also consider further lowering the speed limit on Heard Road in the next Speed Management Plan review next year.

Trig Road North, Waihi

The lowering of the speed limit on Trig Rd North will be considered in the next review of the Speed Management Plan.

Pukekauri Road, Waihi

The proposed 60km/hr speed limit on Pukekauri Road was approved and extended to a point north of Hollis Road.

Parakiwai Quarry Road, Whiritoa

The Council made the decision to include Parakiwai Quarry Road in the next Speed Management Plan review.

Dickey Flat Road, Waihi

Investigation of further reductions in the speed limit on Dickey Flat Road will be considered in the next review of the Speed Management Plan.

Thorn Road, Waihi

The proposed 60km/hr speed limit on Thorn Road was changed to 50km/hr.

Awaiti Road, Awaiti

Awaiti Road is one of our Top 10 worst roads for crashes and deaths and serious injuries, with 20 crashes resulting in 1 person being killed, 2 seriously injured and 12 others injured. The Council adopted the 80km/h limit as proposed,

and will discuss and coordinate with Matamata-Piako District Council when they complete their Speed Management Plan regarding the section of Awaiti Road that is in their District.

Hauraki Road, Turua

Hauraki Road has the highest number of crashes for any road in the Hauraki District. There have been 67 crashes in the last 10 years with 7 people either killed or seriously injured. This indicates that although there is reasonable infrastructure in place a large number of people are still dying or being seriously injured on this road.

The Council adopted the 80km/h limit and decided to undertake further investigation of improvement options for Hauraki Road. Lowering the speed limit at intersections on Hauraki Road is one of the treatments that has been proposed as part of the works required to support the proposed lower speed limit and reduce the risk to users. Further investigation is required to determine the feasibility of these types of works. These works will form part of the implementation plan for the Speed Management Plan.

Road maintenance and other improvements

As part of the development of the interim Speed Management Plan, suitable physical improvements have been considered to support either the existing or proposed speed limits, such as the speed bumps. These works will form part of the implementation plan for the Speed Management Plan. Due to the cost of infrastructure improvements such as median barriers and our ability to implement them, this is a long term strategy.

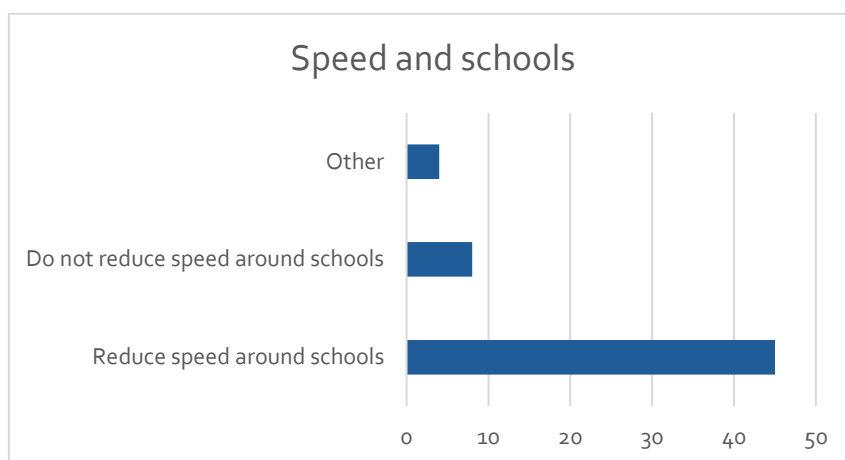
Road maintenance has not been indicated as a cause or contributing factor to accidents in the investigations undertaken by the NZ Police and Coroners. In the meantime the risk to road users continues and this is considered to be unacceptable. If we cannot stop a crash from happening, then the next best step is to reduce the level of trauma sustained during a crash. The main feature on determining the survivability and level of trauma in a crash is the speed of vehicles involved.

Driver education

Driver education is a national issue, however Council is involved in a number of educational programmes that are delivered by its Road Safety Coordinator.

Speed and schools

The Council approved the speed limit changes around schools. This included reducing speeds around schools from 50km/h to 30km/h, as well as including some variable speed limits in rural areas near schools. The following chart provides a count of which option respondents preferred.



Reducing speed around schools

The following changes to speed limits outside schools were approved. Note that the implementation of these limits will be outlined in the implementation plan, still to be developed. Improvement works including signs and red pavement markings are proposed to be installed as part of the implementation of the lower speed limits around schools. The times that the speed limit around a school will apply will depend on the location and whether a permanent (at all times) or variable speed limit (school times only) is proposed.

The extent of variable speed limits has been set to ensure that there is adequate time for drivers to react to the change in speed limit while also ensuring that the length of the lower speed limit is consistent with the level of activity. Lower speed limits in areas outside those with an obvious connection to the activity will result in poor compliance.

Paeroa

Road Name	Current Limit	Amended Limit
School Road (Karangahake)	50	30
School Road (Netherton)	100	60 - Variable
Coronation Street	50	30
Miller Avenue	50	30
Norwood Road	50	30
Wood Street	50	30
Thorp Street	50	30

Waihi

Road Name	Current Limit	Amended Limit
Donnelly Street	50	30
Kitchener Street	50	30
Gladstone Road	50	30
Kensington Road	50	30
Rata Street (Waihi)	50	30
Moresby Avenue	50	30
Mueller Street	50	30
Union Street	50	30
Reservoir Rd	100	60
Wharry Road	100	50
Seddon St	50	30
Thorn Road	100	50
Thorn Road	100	50
Waitete Road Nth	100	50
Queen Street	50	40
Poland Street	50	40

Road Name	Current Limit	Amended Limit
Princes Street	50	40
Abbott Road	50	30
Larsen Road	70	40
Old Waitekauri Rd	50	40

Plains

Road Name	Current Limit	Amended Limit
East Coast Road - Sec 3 (either end of school)	70	50
East Coast Road - Sec 3 (school section)	70	30 - Variable
East Coast Road - Sec 4	100	60
East Coast Road - Sec 5	70	60
East Coast Road - Sec 6	70	60
Kaiaua Road	100	60
Kaihere Road - Sec 1	50	30
Kerepehi Town Road - Sec 1	100	60
McGowan Ave	50	30
Church Road	100	60
North Road	100	60
Hayward Road	50	30
Bush Road	100	60 - Variable
Hauraki Road – Sec 2	50	30 - Variable
Raratuna Street	50	30
Canal West Road	70	60 - Variable

Orchard Road West, Ngatea

Orchard Road west is a state highway. As the Council does not have the power to make changes to speed limits on state highways. Feedback regarding Orchard West Road and Ngatea Primary School was forwarded to Waka Kotahi.

Paul Drive, Ngatea

Lowering of the speed limit on Paul Drive will be considered in the next Speed Management Plan review.

Willoughby Street, Paeroa

Willoughby Street in Paeroa, at the rear St Joseph's school, will be considered in the next review of the Speed Management Plan.

Early childhood education centres

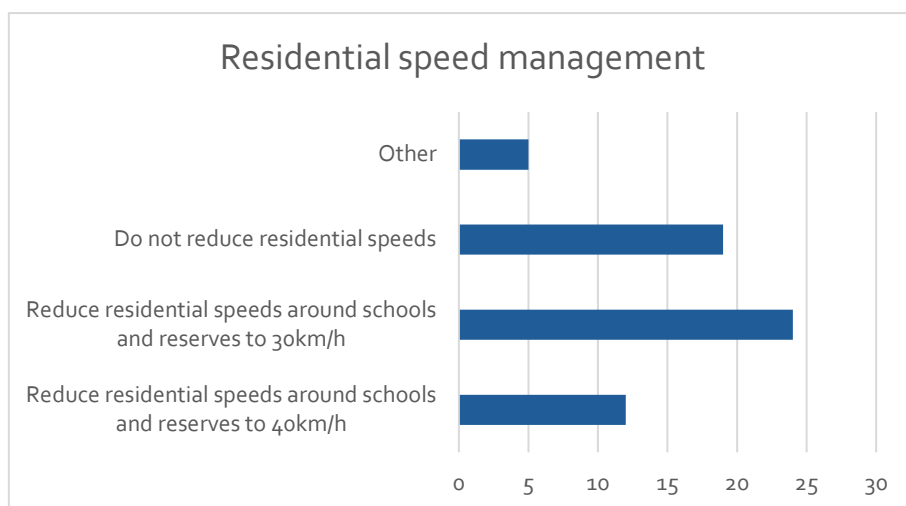
The Council made a decision to review speed limits in the vicinity of early childhood education centres in the next Speed Management Plan review, which is scheduled to take place next year.

Station Road, Paeroa

Due to the distance between Station Road and Miller Avenue school it is not feasible to extend the proposed speed limit change to this area at this stage. Crossing facilities for students will be looked at as part of a safe routes to school project to identify areas where additional safety improvements are required i.e. safe crossing points. Speed limits in the vicinity of childcare centres will be reviewed in more detail at a later date – the current review is just the first step in our speed planning process.

Speed in residential areas

The following chart provides a count of which option respondents preferred in relation to speed limits in residential areas. This feedback will also be considered when the Council reviews speed limits within townships in the next Speed Management Plan review.



Ebner Place, Kaiaua

The Council decided to reduce the speed limit on Ebner Place to 60km/hr to reflect its residential nature.

Gilmour Street, Waihi

The Council decided to reduce the speed on Gilmour Street in Waihi from 50km/h to 40km/h. It will also review the classification of the road, and consider whether it should be changed to an 'Activity Street' due to the increased future usage associated with the Hauraki Rail Trail, as well as the current popularity of Gilmour Reserve. The assessment in the Speed Management Plan for Gilmour Street was also corrected to state the times that heavy vehicles are prohibited in the Council's Traffic and Parking Bylaw.

Pipiroa Road, Ngatea

Council decided to reduce the speed limit on Pipiroa Road, within the Residential Zone, from 70km/h to 50km/h.

Other speed limits

All other speed limits indicated in the Speed Management Plan were approved.

Specific feedback on roads

We also received specific feedback on certain roads, which the Council considered as explained below.

Plains

East Coast Road, Kaiaua

Lowering the speed limit to 40km/hr on this section of East Coast Road will need to be undertaken in conjunction with the adjacent section of Kaiaua Road. Further investigation is required to determine what supporting infrastructure will be required.

State highways

We received a number of requests for changes to speeds on state highways. These are managed by Waka Kotahi (formerly NZ Transport Agency). We have passed these on to Waka Kotahi, and when they make their speed management plan available for comment, we will let our residents know how they can give feedback.

- SH2 goes from Waimata to Mangatarata and includes Tauranga Rd, Rosemont Rd, Seddon St, Parry Palm Ave, Karangahake Gorge, Normanby Rd, Belmont Rd, Puke Rd, Wilson Rd, Pekapeka Rd, Orchard East Rd, Orchard West Rd, and Cross Rd.
- SH25 goes from Mangatarata through Pipiroa to Kopu. It also goes from Waihi to Whiritoa and includes Waihi-Whangamatā Road.
- SH26 goes from Tirohia to Maratoto and includes Te Aroha Rd, Arney St, and Thames Rd.