



Speed Bylaw Review

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Background

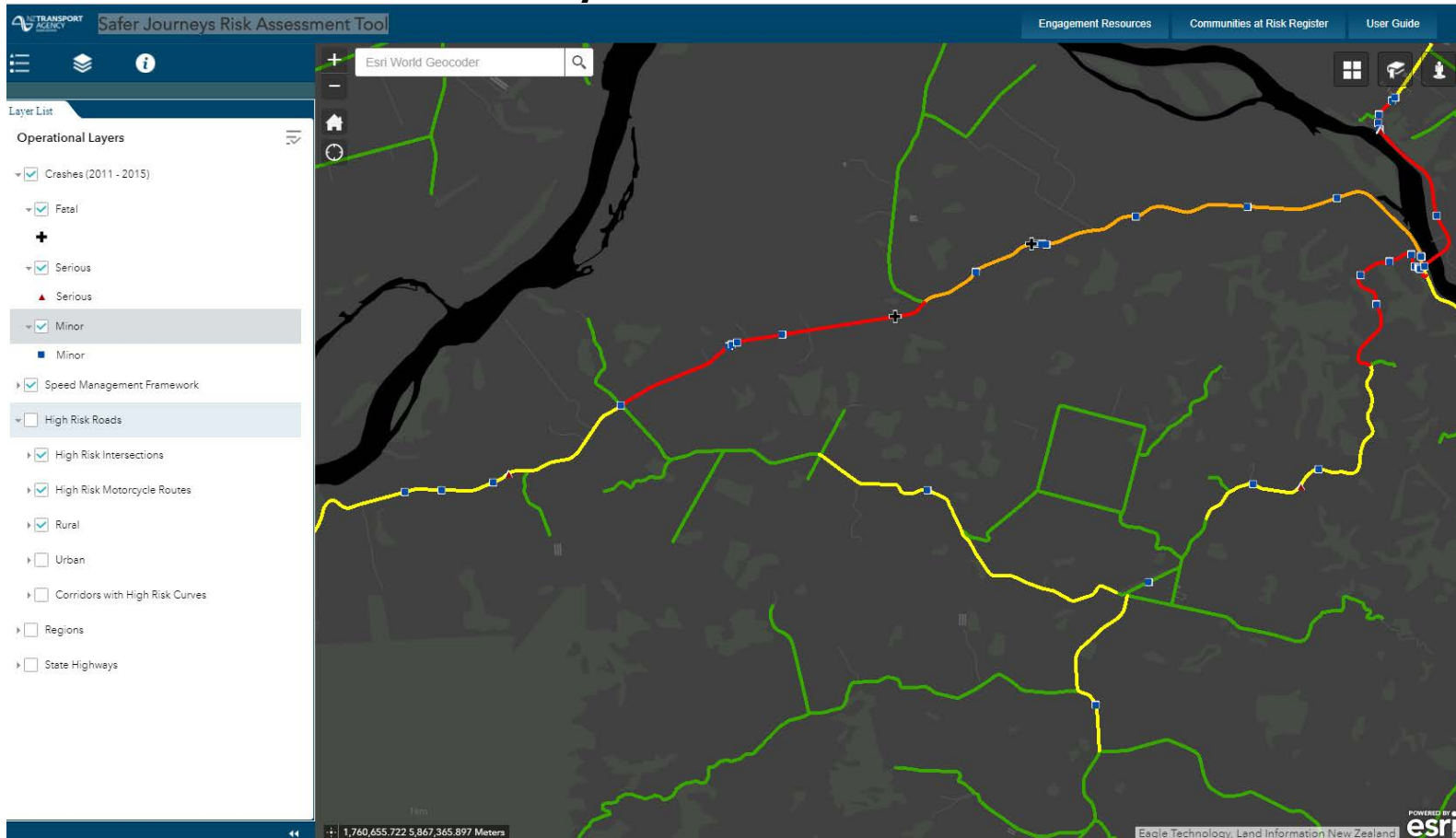
- Nationally Speed accounts for 31-33% of all fatal crashes
- Waikato District has a number of high risk roads, with a much high proportion of speed related crashes, some as much as double the National figures
- With the introduction of the Speed Management Framework into the setting of Speed Limits, Council's can implement speed limits based on Road Safety Risks
- It provides a nationally consistent approach and is evidence based
- Primarily the Safer Journeys Risk Assessment Tool is used to identify those roads and is backed up by reviews by Council Safety Engineers and Consultants

Years 1 - 3

- Focus on top 5-10% High Risk Routes within the District – Self Explaining Roads
- Consolidate Urban Extents – Ring fencing
- Ad-hoc Sites – raised during consultation process and localised growth/ increased risk

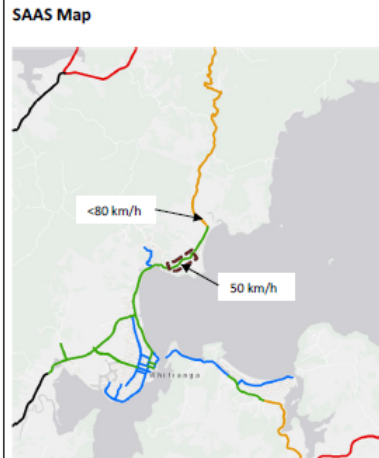
Identification of sites

Safer Journeys Risk Assessment Tool



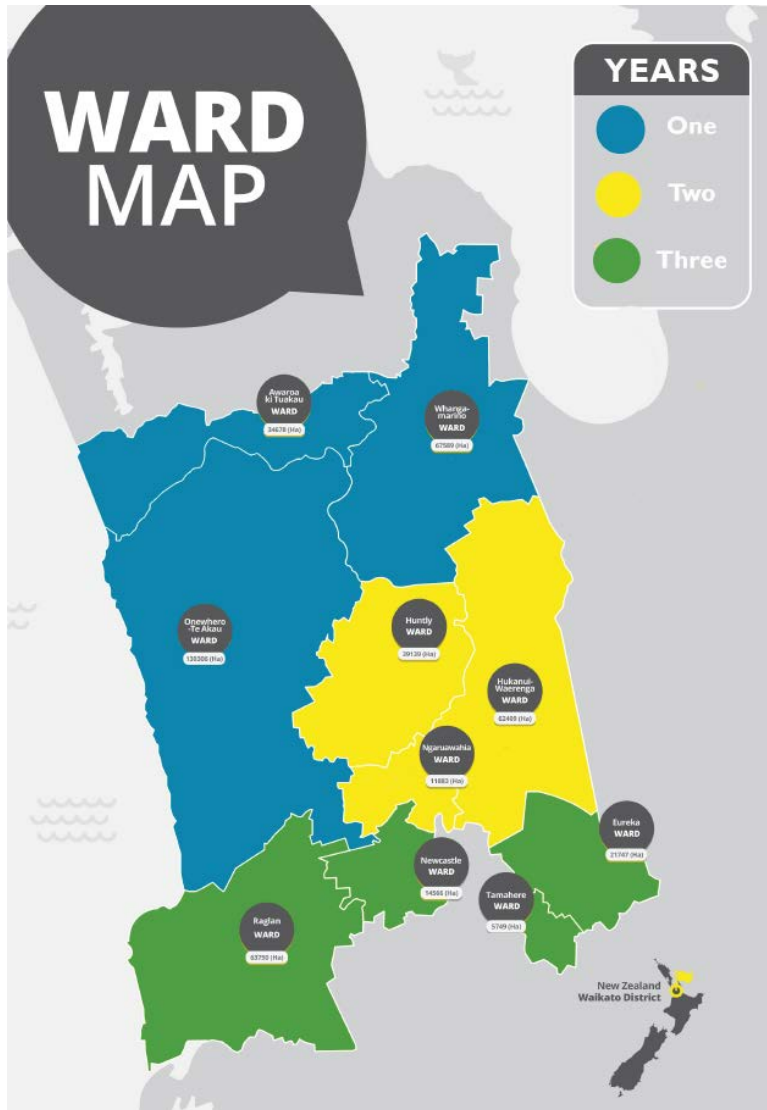
Assessment

SH25 Whitianga - Wharekaho	
RP	113/10.50 to 113/11.54
Current Speed	80 km/h
Proposed Speed Limit	Not previously reviewed by NZTA. Wharekaho/Simpsons Beach Ratepayers Association propose 50 km/h.
Previous Consultation	
No previous consultation. Speed Limit issue raised due to safety concerns on SH 25 by Wharekaho/Simpsons Beach Ratepayers Association (letter dated 17/02/2016). The ratepayers association also suggested construction of a footpath and a pedestrian bridge.	
Speed Management Framework	
First priority	Yes. Self explaining reduce speed limit
Second priority	No
SAAS	50 km/h
Comments	
<ul style="list-style-type: none"> • ONRC: Primary collector. • IRR = medium. • Personal Risk = medium high. • Collective Risk = medium. • Land use is urban "access controlled" • Based on urban land use the SAAS is 50km/h. But the existing cross section does not look like a 50km/h urban road. • If the framework used rural land use, the SAAS is 80km/h (Speed Management Guide, Table 2.2). The existing cross section matches the look and feel of an 80km/h rural road described in the guide. • A subdivision is planned with access off SH25. http://www.wharekaho.co.nz/wharekaho-development-info.html • Holiday Speed Limits could be considered. However: <ul style="list-style-type: none"> ○ To determine the holiday speed limit the road will need to be surveyed during the holiday period; ○ Holiday speed limits are not widely used and can be confusing; and ○ Requires signs to be modified on specific dates every year, or electronic signs to be installed and operated remotely. ○ We do not recommend a holiday speed limit for this section of road. 	



Existing Cross Section	
The carriageway is 7.3m wide with narrow shoulders. The road is LAR and there are very few property accesses. This is consistent with a rural road environment.	
<p>Figure 1: looking south (RP113/10.60) (Google Maps)</p>	
<p>Figure 2: looking south (RP113/11.07) (Google Maps)</p>	
Recommendations	
<ul style="list-style-type: none"> • Maintain existing 80 km/h speed limit based on a rural environment • Provide footpath to separate vulnerable road users. We understand that the developer is responsible for providing a footpath. This should consider providing a footpath at the single lane bridge. • NZTA and Abley to review land use category for this section. 	

Proposed Implementation



Year 1: Awaroa ki Tuakau
Whangamarino
Onewhero-Te Akau

Year 2: Huntly
Hukanui-Waerenga
Ngaruawahia

Year 3: Eureka
Raglan
Newcastle
Tamahere