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Sponsor/Group:	General Manager Infrastructure

Speed Management Policy

Purpose and scope

1. The purpose of this Policy is to outline Council's philosophy for managing speeds on Hamilton roads in order to achieve increased road safety and pedestrian amenity.
2. Managing speeds on roads within Hamilton city is key to the achievement of road safety and vulnerable and road user amenity. It also contributes to a number of strategic outcomes – nationally, regionally and locally.
3. This Policy sets out a speed management philosophy for the city which will inform future reviews of city speed limits. The Policy also outlines high level criteria for the location of Safe Speed Areas as a means of managing travelling speeds and increasing neighbourhood amenity.
4. The Policy covers the roading network within Hamilton City boundaries. It does not include state highways which are managed by the New Zealand Transport Agency but the Policy will form the basis of Council advocacy for state highways in the future.

Strategic alignment

5. The Policy assists in the delivery of Council's outcomes and goals as follows:

Prosperous and Innovative	Outstanding City Leadership	People Love Living Here
<ul style="list-style-type: none"> ▪ Hamilton has a strong, productive economy and we build on our economic strengths. ▪ We have a thriving Central Business District (CBD). ▪ It's easy to do business here. ▪ Our city grows and prospers in a sustainable way. 	<ul style="list-style-type: none"> ▪ The city is led by effective, open and responsive governance. ▪ Council's finances are sustainable for the long term. ▪ We operate efficiently and provide exceptional service. ▪ The city takes a leadership role regionally and nationally. 	<ul style="list-style-type: none"> ▪ Hamilton embraces the Waikato River and it is the focal point of our city. ▪ We value, preserve and protect Hamilton's natural, green environment. ▪ Our city is attractive, well-designed and compact with outstanding architecture and distinctive public spaces. ▪ Our city is a fun place to live with a vibrant arts scene. ▪ Hamilton is a safe city. ▪ It's easy to get around. ▪ We celebrate our people and many cultures.

■ = primary contribution

Principles

6. Managing speeds on roads plays a key role in developing communities, a sense of place and improving neighbourhood amenity and the safety of all road users.

7. The implementation of changes to the speed limit philosophy for the city will be staged.
8. Council recognises the importance of consultation prior to implementing any speed limit or infrastructure changes.
9. Travel speeds should reflect a balance between road safety and economic productivity.
10. Speed limits will become intuitive and reflect the use and function of roads.

Policy

Desired speed limit philosophy

11. The following speed limit regime represents the long-term philosophy for Councils' road network:

Desired speed limit - km/h	Location
10/20/30/40	lower speed areas collector roads
60 or 80	Minor and major arterials
80 max.	Rural local roads

12. The achievement of this long-term philosophy is based on streamlining speed limits via the removal of the 50km/h speed limit option by either lowering the speed limit on these roads to 40km/h or raising them to 60km/h.
13. Council recognises that the removal of the 50km/h speed limit option will require physical work to either decrease the mean travelling speeds where speeds are to be lowered or to ensure safety for all road users groups where speed limits are to be increased.
14. The implementation of the long-term philosophy will occur progressively on the existing road network over time. This will coincide with the 'Safe System Approach' becoming embedded in the NZ driving culture and road hierarchies and layouts throughout New Zealand.
15. In some locations these speed limits will be dependent on physical works being completed prior to any change occurring.
16. The long-term philosophy will apply to the development of any new roads and will be documented in the 'Criteria for the Form of Transport Corridors' set out in the proposed District Plan.

Lower speed areas

17. Lower Speed Areas are those areas where there is higher pedestrian and cyclist activity occurring. Lower travelling speeds recognise vulnerable road users in these areas.
18. The speed limits for the following lower speed areas are outlined as follows:

Speed Limit	Area
10 km/h	Shared zones
20 km/h	Transport Centre, parks, cemeteries
30 km/h	Shopping precincts
40 km/h	Local residential streets, collector roads and variable school zones

19. Any changes to existing speed limits to achieve the long-term philosophy will be set through the Hamilton City Speed Limits Bylaw and will adhere to the requirements outlined in the Local Government Act 2002 and the Land Transport Rule: Setting of Speed Limits 2003.

Safer Speed Areas (40Km/h)

20. Council supports the development of Safer Speed Areas to reduce travelling speeds and the number and the severity of crashes.

21. The selection of Safer Speed Areas will be prioritised according to the following considerations:

- Safety.
- Traffic volumes.
- Traffic speeds.
- Presence of kindergartens/childcare facilities.
- Previous requests for traffic calming or safer speed area treatment.
- Previous traffic calming completed in the area.
- Presence of care facilities, e.g. for the aged or disability community.
- Presence of home based businesses.

22. Safe Speed Areas will be based on natural groupings of local residential roads which are bounded by roads of higher classification in the road hierarchy.

23. A variety of mechanisms will be used to achieve lower travelling speeds ranging from communications and education to signage and physical engineering works.

Monitoring and implementation

24. The General Manager, Infrastructure will monitor the implementation of this Policy.

25. The Policy will be reviewed every three years or at the request of Council, in response to changed legislative and statutory requirements or in response to any issues that may arise.

References

- Safer Journeys Strategy 2010.
- Infrastructure Technical Specification.
- Speed Limit Bylaw 2013.
- ACCESS Hamilton Strategy.
- Manual for Streets (Department of Transport) 2007.
- Proposed Hamilton City District Plan – Criteria for the Form of Transport Corridors.
- Land Transport Rule: Setting of Speed Limits 2003.