

SAFER ROADS IN OUR RURAL AREAS

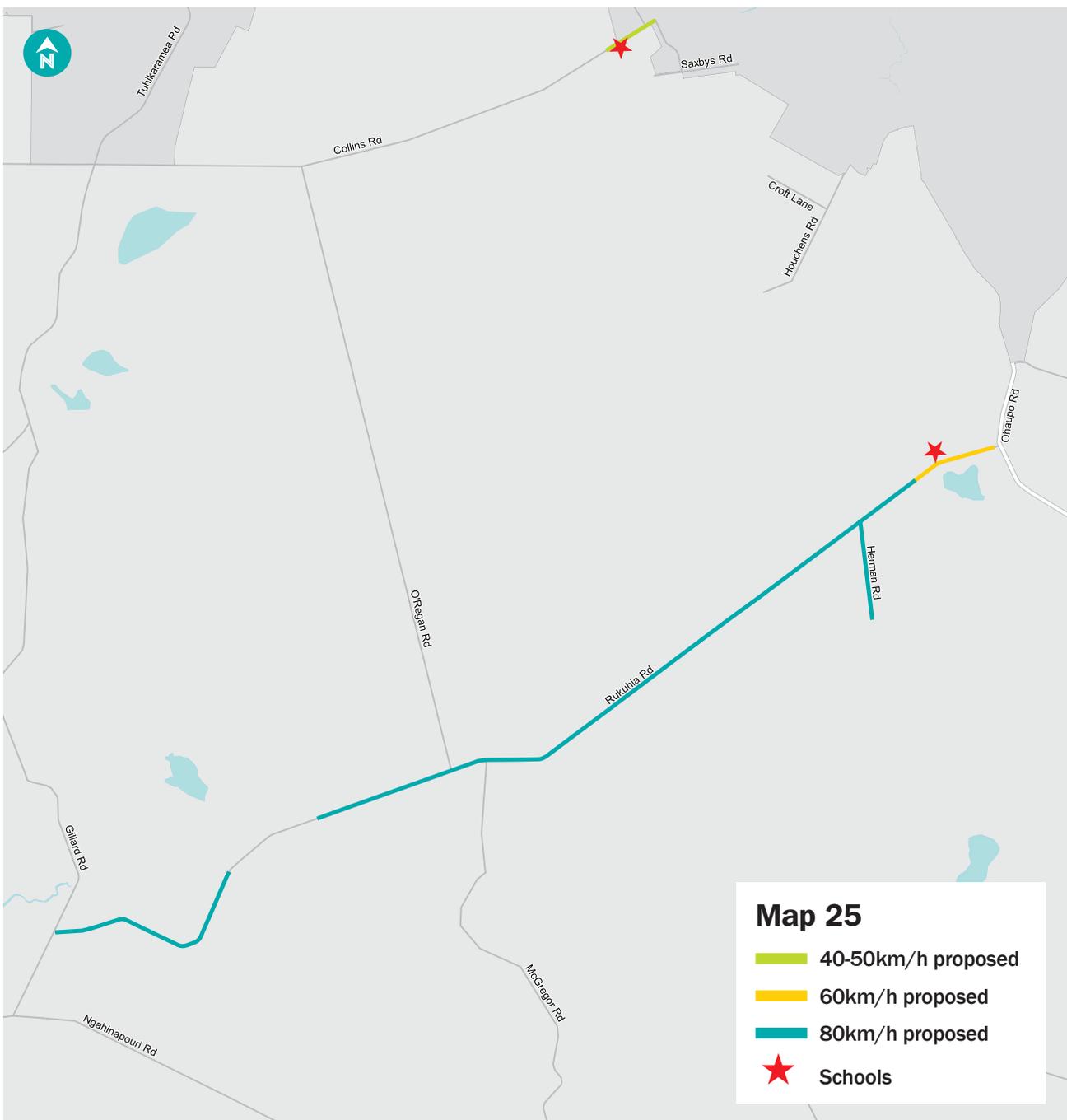
We're proposing to change the speed in some of our rural areas to include more 60km/h and 80km/h areas.

Not all roads are built the same. Rural roads have a different purpose to roads within the town centre. They also have different users. As well as the types of road users you would expect to see in a rural setting like farmers, tractors, animals and trucks, there are increasing numbers of commuters, cyclists and other vehicle traffic as our rural residential areas grow.

The majority of our rural roads aren't all built to cope with high speeds and there is a higher crash risk on our rural roads. In a head-on collision the risk of fatality is 50 percent more at 100km/h than at 80km/h. At a t-intersection the risk of fatality is 50 percent more at 80km/h than at 60km/h. For these proposed changes, we've focused on the risky roads around intersections, schools and high traffic areas on our rural roads.

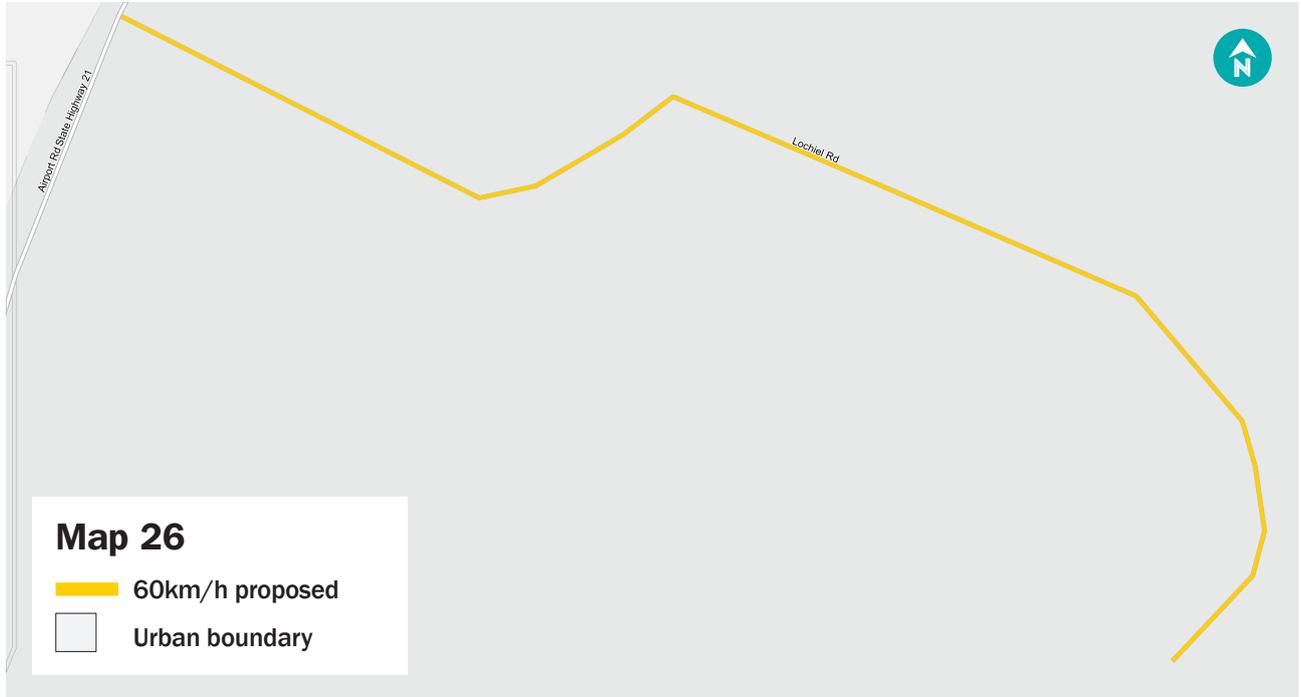
Rukuhia

Road	Current speed limit	Proposed speed limit
Collins Road (from 20m south-west of Rhonda Avenue/Waipā District Boundary to 75m south-west of the railway)	50	40 / 50 Variable
Herman Road (entire road)	100	80
Rukuhia Road (from 1.32km south-west of O'Regan Road to 810m west of State Highway 3)	100	80
Rukuhia Road (from 2.12km south-west of O'Regan Road to 30m east of Gillard Road)	100	80
Rukuhia Road (from 70m west of State Highway 3 to 810m west of State Highway 3)	70	60



Rukuhia

Road	Current speed limit	Proposed speed limit
Lochiel Road (entire road)	100	60



Rukuhia

Road	Current speed limit	Proposed speed limit
Low Road (entire road)	70	60

