

*Speed Management Programme 2018-2021*

*SH 57 South of Levin to Shannon  
Manawatu-Whanganui Region  
(Site ID 2.3.001b)*

November 2022



**SPEED LIMIT REVIEW**

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## DOCUMENT INFORMATION

### Distribution List

Name	Role
Out of Scope	Speed Management Programme Lead
Out of Scope	Programme Director – Safe Network Programme
Out of Scope	Manager - Systems Performance
Out of Scope	Practice Manager, Central Region, Engagement and Partnerships

### Related Documents

The following documents should be read in conjunction with this report:

Title	Location
Technical Assessment	Internal document
Internal Review	Internal document
Engagement Summary Report	Internal document
Consultation Summary Report	Internal document

### Document Approved for Issue

Name	Position	Date	Signature
Out of Scope	Speed Management Programme Lead, Transport Services - Infrastructure Delivery	1/11/2022	Out of Scope

### Outcome Endorsement

Name	Position	Date	Signature
Out of Scope	Principal Traffic & Safety Engineer, Transport Services – Programme and Standards	15/11/2022	Out of Scope
Out of Scope	Lead Advisor Safety, Transport Services – Programme and Standards	15/11/2022	Out of Scope

## DECISION

This decision is made by the National Manager Programme and Standards, Transport Services, Office of the GM TS in accord with authority residing in Waka Kotahi.

Name	Position	Date	Signature
Out of Scope	National Manager Programme and Standards, Transport Services, Office of the GM TS	18/11/2022	Out of Scope



## Abbreviations used in this Speed Review Report

Abbreviation	Term
DSI	Deaths & Serious Injuries
IRR	Infrastructure Risk Rating
ISZ	Intersection Speed Zone
NSLR	National Speed Limits Register
PS	Programmes and Standards-Transport Services
RCA	Road Controlling Authority
RS/RP	Route Station/Route Position
RSE	Road Safety Engineer
RtZ	Road to Zero
RtZ ESC	Road to Zero Executive Leadership Team Sub Committee
SaAS	Safe and Appropriate Speed
SMG	NZ Speed Management Guide First Edition, November 2016, Waka Kotahi
SMG RtZ	Speed Management Guide Road to Zero Edition (2022)
SMP	Speed Management Programme
Speed Rule 2017	Land Transport Rule Setting of Speed Limits 2017
Speed Rule 2022	Land Transport Rule Setting of Speed Limits 2022
SRR	Speed Review Report
VSL	Variable Speed Limit (i.e., School Zone VSL)
Waka Kotahi	Waka Kotahi NZ Transport Agency

## Legislation referenced ins Speed Review Report

Abbreviation	Term
Speed Rule 2017	Land Transport Rule Setting of Speed Limits 2017 Rule 54001/2017
Speed rule 2022	Land Transport Rule: Setting of Speed Limits 2022
LTMA	Land Transport Management Act
GRPA	Government Roothing Powers Act 1989
LTA	Land Transport Act
GPS	Government Policy Statement on Land Transport 2021

# EXECUTIVE SUMMARY

## Key points/risks

### Background

This speed review commenced as part of the Speed Management Programme endorsed by the Waka Kotahi Board in March 2019 and includes sections that were identified as being part of the top 10% of DSI saving network sections.

State Highway 57 (SH57) between Shannon and State Highway 1 (SH1) (Kimberley Road intersection, south of Levin) was subject to a recent speed review. The full speed review continues to Ashhurst; however, this part of the corridor is being progressed separately.

### Location description

The SH57 South of Levin to Shannon corridor is a two-lane undivided road and as the land use changes from rural to resident particularly on the outskirts of Levin, there is increasing residential development. It also has significant vehicle volumes and road-side hazards. The corridor extends from 300m east of SH1 intersection on Kimberley Road to the township of Shannon, south of Vance Street.

### Safety context

Between 2010 and 2019 there were 189 crashes on this section of highway **30** people were seriously injured, and **7** people were killed.

Each day, between 5,000 (southern section – Kimberley Road) and 9,300 (middle section – near Tavistock Road) vehicles travel along SH57. With further development planned, such as Gladstone Green, traffic volumes on this road are expected to increase.

### Infrastructure context

The roundabout at the intersection of Queen Street/SH57 was recently completed. So too were the edge barriers and wide centrelines planned for Kimberley Road and Arapaepae Road as far as the new roundabout. Edge barriers and wide centrelines will also be installed along Arapaepae Road north of the roundabout with construction planned for completion in 2023.

### Existing speed limits and safe and appropriate speed

The existing speed limit is not the safe and appropriate speed (SaAS) limit for the SH57 corridor between Shannon and SH1 (Kimberley Road intersection south of Levin). 80km/h was proposed along the southern section of this corridor due to the density of development being lower, but also because of significant head on and run off road hazards still being present and the lack of a median barrier to reduce risk of head on crashes.

The reduction in speed from 70km/h to 60km/h within the southern part of Shannon township reflects a SaAS for the residential/peri-urban nature of the road environment.

### Consultation and engagement

In October 2019, feedback was sought from the community on safety improvements and current speeds to ensure there are no fatal flaws or elements of the design the project team did not consider when creating the plans. Feedback was very much in support of speed limit reductions (87%).

The formal consultation period ran from 30 August to 27 September 2021 with 327 submissions received. Of these submissions, 146 were a pro-forma submission via the postal form from the Speldhurst Residents' Association Committee. These submissions were in support of a lower speed limit, with a preference for 70km/h on Kimberley Road.

Cycling Action Network supported speed limit reductions.

Non-supporting key stakeholders included Horowhenua District Council, Road Safety NZ, and Te Roopu Taiao o Ngāti Whakare Trust.

As a consequence of the lack of support from key stakeholders (including Iwi partners) and in the context of significant lack of community and stakeholder to speed reductions implemented nationally over the summer of

2021-2022, Waka Kotahi determined to pause further corridor length speed reductions and review the appropriateness of its approach

So, delays to the implementation of this speed review can be attributed to the recognition at a national level of a potential lack of public support for perceived blanket speed reductions (and the particular concerns regarding this speed review raised by HDC and Te Roopu Taiao o Ngati Whakare Trust, regarding blanket rural speed reductions) and Waka Kotahi's decision to delay implementation of any speed review until it had given due consideration to alternative approaches. This was particularly relevant to SH57 given the extent of the corridor and in the context of the particular concerns raised by HDC.

Further, the co-ordination of the speed review with the SH57 safety improvements project and its proximity to the Otaki to North of Levin project (Wellington Northern Corridor) meant the speed review was being undertaken in a complex environment where a range of safety improvements were being undertaken which were complementary to the speed review process.

So, throughout the period since consultation was formally closed, there has been broad coordinated ongoing consultation undertaken by Waka Kotahi, that included the SH57 speed review. Updates as to progress have been made available to the project on an approximately bi-monthly basis and a more intensive level of interaction has been undertaken with Council stakeholders and Iwi partners.

### Outcome

Waka Kotahi received significant levels of feedback to speed reviews undertaken toward the end of 2021 indicating a lack of public support for rural speed reductions. To address this a framework was developed and was endorsed by the Waka Kotahi Board and speed reviews currently being undertaken were assessed against the framework.

The purpose of the framework was where changes from 100km/h to 80km/h are proposed, Waka Kotahi (RCA) carried out a further assessment to consider if an interim 90km/h speed limit might be appropriate.

The framework takes into consideration the general level of support for the recommended SaAS, whether current average operating speeds are lower than the posted speed, whether the current road alignment encourages/allows for speeds higher than the recommended SaAS, whether transformational infrastructure is being installed in the next 5 years, whether the collective risk is low or low/medium and whether any other infrastructure is planned that could allow for an interim 90km/h.

90km/h speed limits were not considered appropriate in the environment due to high traffic volumes, the continued head on risk without median wire barrier, and presence of road side hazards.

Given the size and complexity of the nearby NZ Upgrade Programme project SH1 Otaki to Levin and the need to work effectively with the Horowhenua District Council (HDC), the RtZ recommendation was presented to the HDC. The Council supported a speed reduction of 100km/h to 80km/h for the southern segment of the corridor from SH1/SH57 intersection as originally proposed to a new northern threshold just north of Heatherlea East Road. The HDC requested that there be further consultation on the proposed 90km/h segment and the 70km/h to 60km/h segment. The 90km/h segment has been included for consideration within the Interim Speed Management Plan and will be consulted on as part of the associated approval process in November/December 2022.

The reduction to 60km/h for the southern approach to Shannon is considered to be the SaAS for this roading environment and the current and increasing level of urbanisation in this area. A 60km/h speed limit is consistent with other similar locations.

The two sections of State Highway subject of this report will be implemented as soon as practicable.

Waka Kotahi as road controlling authority for the State highway network, and for [SH57 South of Levin to Shannon in the Manawatu-Whanganui Region](#) as detailed in this report determines that the safe and appropriate speed for [SH57 South of Levin to Shannon](#) is as indicated on the Locality Map, following, and more particularly as identified in the table below:

Given the length of time that has passed since the inception of this speed review and the wide range of matters that had to be considered and reviewed and that resulted in the delays, including

- Complexity and complementarity between various physical improvements and interventions
- Review of the implementation of speed review corridors in the context of lack of public support levels nationally,

- The ongoing liaison with stakeholders and partners resulting in a reduced extent of the corridor being subject to speed limit change
- The associated decision to delay and include other parts of the corridor into the interim Speed Management Plan and Speed Management Plan processes

The decision and future opportunities for speed reduction will be communicated to stakeholders, partners and the public and recipients of the updates relating to this part of the network (SH57 Safety Improvements webpage and media release programme).

**Summary Table – Speed Review Recommendation for Approval (Simple)**

SH57 South of Levin to Shannon		Corridor Length (km)	Existing Speed Limit	New Speed Limit
1	300m east of SH1 intersection on Kimberley Road (existing threshold) to 70m north of Heatherlea East Road	9.12	100	80
2	360m south of Graham Street (existing threshold) to 20m south of Vance Street (existing threshold)	0.57	70	60

**NOTES:**

Locations are approximate. Recommendation Table contains detailed information including location co-ordinates and RS/RP descriptions and the land transport record information required to be provided to the Registrar to populate the NSLR



Locality map of SH57 south of Levin to Shannon speed limit change



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## PURPOSE

As the Road Controlling Authority for the State Highway system, Waka Kotahi is undertaking speed and infrastructure interventions on the State Highway that will contribute to reducing deaths and serious injuries. Speed Reviews are being undertaken as part of the Road to Zero Infrastructure and Speed Management Strategic Programme which informs the New Zealand Road Safety Strategy 2020-30, Road to Zero – this strategy aims to achieve a 40% reduction in deaths and serious injuries on New Zealand's roads by 2030.

This document sets out the process undertaken to establish the safe and appropriate speeds for this part of the State Highway network. This review was initially undertaken in accordance with the requirements of the Speed Rule 2017 however in the interim and following consultation, Speed Rule 2022 came into force on 19 May 2022 and it is under this Rule that the review is completed. The review was undertaken in accord with the methodology set out in the Waka Kotahi Speed Management Guide 2015 (SMG) and generally accords with the matters as more recently set out in the SMG R1Z.

For [SH57 South of Levin to Shannon](#), Waka Kotahi has undertaken a speed review identifying speed limits that are considered safe and appropriate. Subject to confirmation of the decision of Waka Kotahi in this regard, new speed limits shall be made.

This report provides a record of the decision-making process undertaken for the subject Speed Review

## BACKGROUND

Waka Kotahi is the Road Controlling Authority for New Zealand's State Highway Network, and pursuant to its functions, identified [SH57 South of Levin to Shannon in the Manawatu/Whanganui Region](#) for possible speed review pursuant to the Speed and Infrastructure Programme (SIP)

This corridor included sections that were identified as being a part of the top 10% of DSI saving network sections.

Both the SH57 South of Levin to Shannon speed review and infrastructure improvements proposed for the southern part of SH57 are considered to be complementary to and to support improvements currently being made to the SH1 Otaki to Levin corridor.

**Table One - Background**

Element	Info
<b>Corridor title</b>	SH57 South of Levin to Shannon (current) SH57 Levin to Ashhurst (as initially identified)
<b>Location description</b>	The corridor that is under review extends from 300m east of SH1 intersection on Kimberley Road to the township of Shannon, south of Vance Street*  *As initially defined
<b>District</b>	Horowhenua District Council Horizons Regional Council
<b>Road length</b>	>60.0km (initially), 9.69km (current)
<b>Speed Information</b>	Speed information (as it relates to each section of the identified corridor) is included at Table Two-Technical Assessment in the Corridor Assessment Section  Speed information includes: <ul style="list-style-type: none"> <li>• Current speed</li> <li>• Average speed (operating Speed)</li> <li>• Safe and appropriate speed</li> </ul>
<b>Other factors considered in setting this speed limit</b>	The section of SH57 from SH1 intersection to the Arapaepae South Road/Kimberly Road intersection includes Speldhurst Country Estate (retirement village), which has resulted in a high number of vulnerable mature drivers turning on/off the road in this area.  Further, the section of SH57 from Arapaepae South Road to Queen Street East is planned for a major (over 900 lots) residential plan change. To support this, a roundabout has been constructed at the intersection of Queen Street East with SH57 changing the environment in this area.
<b>Crash history</b>	Between 2010 and 2019 there were 189 crashes on this section of highway. 30 people were seriously injured, and 7 people were fatally injured.



## CORRIDOR ASSESSMENT

### Technical Assessment

Waka Kotahi provided its corridor assessment consultant with the Mega Maps (Safer Journeys Risk Assessment Tool) information for the [SH57 South of Levin to Shannon](#) corridor.

The corridor assessment was based on the information contained in Mega Maps II.

*For details, please refer to the Technical Assessment / Internal Review.*

**Table Two-Technical Assessment**

SH57 South of Levin to Shannon	Existing Speed Limit (km/h)	MegaMaps II Speed Limit (km/h)	Operating Speeds (Source: MM II) (km/h)	Recommended SaAS (km/h)
300m east of SH1 intersection on Kimberley Road to 280m north of Heatherlea East Road	100	80	82	80
280m north of Heatherlea East Road to 300m north of Pretoria Road outside Shannon	100	80	92	80
300m north of Pretoria Road outside Shannon to Shannon Town, south of Vance Street	70	60	67	60

### Viability Assessment

This corridor was originally considered as part of the wider Otaki to north of Levin (O2NL) speed review which as well as encompassing all of SH57 also incorporated parts of SH1.

However, due to the size and complexity of the O2NL speed review, and with physical infrastructure works being proposed along SH57, it was decided to separate the review into two corridors to be progressed independently.

The decision was made by the Programme Director for the Speed and Infrastructure Programme, due to the uncertainties around the infrastructure works being proposed within the wider O2NL corridor.

Upon SH57 and SH1 being separated, the SH57 speed review initially included all of SH57 from the SH1 inte section (in the south) to Ashhurst (in the north). However, on reviewing the matter further and considering feedback within the organisation with particular reference to physical infrastructure works being proposed on the southern part of SH57, the speed review was further refined and it was determined to accelerate the speed review between Shannon and SH1 to best enable alignment with infrastructure improvements. The remainder of SH57 from north of Shannon to Ashhurst was to be proceeded with as a separate speed review, in due course.

Table Two-Technical Assessment above indicates the extent and sections of the refined speed review focussing on SH57 between Shannon and the SH1/SH57 intersection.

## ENGAGEMENT

In October 2019 feedback on speeds was initially sought. Waka Kotahi also advised that to improve safety in the short term, ahead of longer-term solutions, wide centrelines, and side barrier protection between SH1 and Heatherlea East Road were being considered for implementation.

The target groups for engagement included Horowhenua District Council; NZ Fire and Emergency; NZ Police; St John Ambulance; NZ Heavy Haulage Association; Automobile Association and Federated Farmers. Taranaki Growers Association, Brassica Crop Advisory Group, and the Road Transport Association were also provided with the opportunity for engagement.

Engagement was also targeted at specific locations along SH57 to gain community participation in Levin, Koputaroa and Shannon.

Focus was given to the Speldhurst Country Estate on Kimberley Road, as historical feedback had made Waka Kotahi aware that many of the 300+ residents were concerned about the roads and speed they drive every day.

Several landowners that live along SH57 and were potentially impacted by the safety works were given particular focus.

A large amount of feedback was received including 812 visits made to the online portal, of which 257 were unique users. 87 pinpoint comments, 241 post-it notes loaded, 19 survey responses, and 10 people via email. Thirty nine percent (128) of the 328 social pinpoint comments related to safe speeds – 128 related to Kimberley Road and 14 related to Arapaepae Road.

*For details, please refer to the Engagement Summary.*

### Speed Review as informed by Technical Review and Engagement

Technical review confirmed the viability of the speed review as proposed and the post-engagement viability meeting both confirmed this and noted that there were no matters of contentiousness identified.

A minor risk was noted regarding Section 2 and the likely unpopularity with the community for a speed of less than 100km/h. However, it was noted and agreed that crashes occurring at a lower speed result in lower severity outcomes and that therefore an 80km/h speed limit through section two was in better alignment with the safe systems approach.

It was additionally noted that feedback from the Speldhurst Country Estate (retirement village) was made to lower the speed limit on SH57 to 60km/h outside of their accessway (Kimberley Road). Whilst a 60km/h speed limit was considered by the project team, any new speed limits must accord with the surrounding environment and match drivers' expectations of a 60km/h speed zone. Therefore, the project team decided that a 60km/h speed limit would not be appropriate at this location, and 80km/h would be appropriate.

Members of the Safety Improvements team were present to discuss how speed and infrastructure might be implemented in a complementary manner and noted that safety improvements are proposed from the SH1 intersection to Heatherlea East Road, and include:

- Queen Street / SH57 roundabout
- Edge barrier
- Wide centrelines

However, it was considered that even with the treatments outlined above the corridor was still not suitable for a 100km/h speed limit due to the lack of median barrier and a traffic volume in excess of 6,000 vehicles per day (IRR Manual 2016).

A final matter that was raised was addressing the presence of passing lanes and it was confirmed that further analysis was required to determine the future status of passing lanes along this route.

An additional meeting was undertaken to address the matter of passing lanes on 6 July 2021. However, as addressed later in this report, these passing lanes ultimately fell outside the final extent of the speed review. Notwithstanding a general explanation of this meeting is included at Appendix One to this Speed Review.

Table Three, below, sets out the Speed Review and its sections as was proposed to proceed to consultation

**Table Three-Speed Review Recommendation for Consultation**

#	SH57 South of Levin to Shannon	Start Coordinates (NZTM2000)	End Coordinates (NZTM2000)	Length (km)	Existing Speed Limit	New Speed Limit
1	300m east of SH1 intersection on Kimberley Road to 280m north of Heatherlea East Road	1791246,5497795	1797443,5502692	9.05	100	80
2	280m north of Heatherlea East Road to 300m north of Pretoria Road outside Shannon	1797443,5502692	1803981,5507771	9.21	100	80
3	300m north of Pretoria Road outside Shannon to Shannon Town, south of Vance Street	1803981,5507771	1804376,5508172	0.57	70	60



## CONSULTATION

The following are the recommendations Waka Kotahi consulted on:

#	Recommendations	Existing speed limit	Proposed speed limit
1	SH57: 310m east of SH1 intersection to 360m south of Graham Street, Shannon	100	80
2	SH57: from 360m south of Graham Street, Shannon to 20m south of Vance Street	70	60

There are two points to note:

- Segments 1 and 2 as set out in the Technical Assessment were amalgamated for consultation purposes.
- The change location reference locations between Segments 2 & 3 were changed from Pretoria Street to Graham Street.

### Consultation timeline

The formal consultation period ran from 30 August to 27 September 2021 and 327 submissions were received: 111 by online submission form, 44 submissions and 146 pro-forma submissions by freepost and 31 submissions by email. The 146 pro-forma submissions were from the Speldhurst Residents' Association Committee. These submissions were in support of a lower speed limit, with a preference for 70km/h on Kimberley Road.

Some submitters used multiple submission methods and their feedback was amalgamated to ensure accurate counts.

### Sentiment and themes

Overall, the sentiment of 50% of those submitting was considered unknown as their comments were about particular traffic issues rather than the proposed speed limit reductions. 30% did not support speed limit reductions, 11% supported and 9% were mixed.

Cycling Action Network supported speed limit reductions. Non-supporting key stakeholders included Horowhenua District Council, Road Safety NZ, and Te Roopu Taiao o Ngāti Whakare Trust. Key stakeholders with mixed levels of support included Horowhenua Grey Power, AA Manawatu District, and Ia Ara Aotearoa Transporting New Zealand.

Key themes to emerge – or most mentioned topics were:

- The main reason stated for not supporting a speed change was that the traffic would slow and frustrate drivers leading to risk-taking behaviour (56 comments).
- Those who did support the proposal cited safety as the reason (11 comments).
- Support from the pro-forma submitters was unknown as the submission was focused round Kimberley Road (146 comments).
- Those who had mixed levels of support, usually expressed support for a speed reduction in some areas, where it was busy or more dangerous, but did not support all aspects of the proposal.
- Removal of the passing lanes was a frequently mentioned area of concern for mixed and non-supporters (28 comments).



The critical stakeholder and partner responses for this review were considered to be those of Mana Whenua and Horowhenua District Council

## Mana Whenua

Iwi body	Comments
<p><b>Te Roopu Taiao O Ngati Whakatere Trust</b></p> <p>Opposes Waka Kotahi's proposal for a blanket reduction of SH57 speed limits between Levin and Shannon. We believe this decision will affect our people as the SH57 Levin to Shannon is our main artery to commerce, work, education, leisure, recreational activities, and business sectors in Levin.</p> <p>Some support for speed reduction within Shannon township</p>	<ul style="list-style-type: none"> <li>Broad corridor wide speed reductions were identified by Waka Kotahi nationally as having limited levels of public support</li> <li>A review of all corridors to consider potential alternative approaches was undertaken</li> <li>The Waka Kotahi response is addressed more fully in the following section</li> </ul>

## Stakeholder Relationships

Party Engaged	Comments
<p><b>Horowhenua District Council</b></p> <p>Opposes Waka Kotahi's proposal for a blanket reduction of SH57 speed limits between Levin and Shannon.</p>	<ul style="list-style-type: none"> <li>Broad corridor wide speed reductions were identified by Waka Kotahi nationally as having limited levels of public support</li> <li>A review of all corridors to consider potential alternative approaches was undertaken</li> <li>The Waka Kotahi response is addressed more fully in the following section</li> </ul>

For details, please refer to the Consultation Summary.

# POST CONSULTATION REVIEW AND THE CHANGE TO THE STATUTORY ENVIRONMENT

In the interim and subsequent to consultation being completed, the Minister of Transport, Hon. Michael Wood, made the Land Transport Rule: Setting of Speed Limits 2022 which was signed on 13th day of April 2022, coming into force on 19th May 2022.

At the same time, by Order in Council, Her Excellency the Governor General in Council made on the advice and with the consent of the Executive Council on 19th day of April 2022, the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022, also coming into force on 19th May 2022.

This Rule and these Regulations set up a requirement to register speed limits in the National Speed Limit Register and remove the requirement to gazette an amendment to the Speed Bylaw.

The information required to be provided to the National Speed Limit Register is included at Table Four of this Speed Review Report.

Clause 12 of the Speed Rule 2022 defines an “interim period” which commences when the land transport records of the RCA have effect (inclusion in the NSLR) and continues until a Speed Management Plan which includes the roads under the control of the RCA is published.

Clause 12.8 further provides methods by which speed limits may be set during the interim period. Waka Kotahi has undertaken this speed review in accordance with Clause 12.8 and Clause 2.6 of the Speed Rule 2022. The approval of the Director (Waka Kotahi, Regulator) will be sought in accordance with Clause 2.6(2) of the Speed Rule 2022.

This report includes the details of the proposed speed limit to be provided to the Director as required by Clause 2.6(2)(b). These details include the location of the proposed speed limit and the speed limit itself expressed in kilometres per hour.

Waka Kotahi (RCA) has had regard to guidance and information developed and maintained by Waka Kotahi (Regulator) in determining its proposed SaAS for the corridor subject of this review.

Waka Kotahi (RCA) has undertaken comprehensive engagement and consultation in determining the SaAS. This report includes a description of the engagement and consultation undertaken in the prior sections. The consultation was undertaken in accord with Waka Kotahi best practice and in accord with the requirements of the Speed Rule 2017.

Notwithstanding that the consultation was undertaken pursuant to the Speed Rule 2017, it is considered that subject to necessary modification (as provided for by Clause 2.6(6)), the consultation generally accorded with the requirements of Clause 3.9. In particular, the review was published on the Waka Kotahi website and consultation extended over a period of 4 weeks, although the consultation efforts extended well beyond this as documented in the relevant section of this report.

Māori were not consulted under a separate process as this was not required pursuant to the Speed Rule 2017. Notwithstanding, it is noted that the proposal did not affect Māori land or land subject to claims or with known historical, cultural, or spiritual interest (Clause 3.9(6) of the Speed Rule 2022) and it is further noted that Te Roopu Taiao o Ngāti Whakarete Trust, the Iwi body who claims mana whenua over the location of the speed review were consulted as a particular stakeholder.

So, to confirm, as documented in this report, it is considered that Waka Kotahi (RCA) has consulted in general accordance with Clause 3.9 of the Speed Rule 2022.

Pursuant to Clause 2.6(4) the Director must provide his approval if he is satisfied that good reason exists for the proposed speed limit to be set before the next relevant plan is published. This will be addressed by way of a letter (which will be appended to this report, with any response)

## Addressing the Council response/RtZ ESC Review

Waka Kotahi received significant levels of feedback to speed reviews undertaken toward the end of 2021 indicating a lack of public support for rural speed reductions. To address this a framework was developed and

was endorsed by the Waka Kotahi Board and speed reviews currently being undertaken were assessed against the framework.

The purpose of the framework was where changes from 100km/h to 80km/h are proposed, Waka Kotahi (RCA) carried out a further assessment to consider if an interim 90km/h speed limit might be appropriate.

The framework takes into consideration the general level of support for the recommended SaAS, whether current average operating speeds are lower than the posted speed, whether the current road alignment encourages/allows for speeds higher than the recommended SaAS, whether transformational infrastructure is being installed in the next 5 years, whether the collective risk is low or low/medium and whether any other infrastructure is planned that could allow for an interim 90km/h.

The framework was applied to the SH57 South of Levin to Shannon speed review corridor and it was considered that 90km/h speed limits were not considered appropriate in the environment due to high traffic volumes, the continued head on risk without median wire barrier, and presence of road side hazards.

Given the size and complexity of the nearby NZ Upgrade project, SH1 Otaki to Levin, and the strong desire to improve cooperation and support with the Horowhenua District Council (HDC), it was decided at a regional level that the decision made by the RtZ ESC should be presented to the HDC for its consideration. The Council agreed with a speed reduction of 100km/h to 80km/h for the southern segment of the corridor from SH1/SH57 intersection as originally proposed to a new northern threshold just north of Heatherlea East Road.

HDC have requested that there be further consultation on the proposed 90km/h segment (which also reflects Iwi concerns) and this was agreed to and has been included in the Interim Speed Management Plan and will be consulted on as part of the ISMP approval process when that commences later this year. HDC also sought further consultation on the 70km/h to 60km/h segment at the southern part of Shannon township. It was considered that this was a situation where it was obvious (in terms of the current characteristics of the road, the level of traffic and the current and increasing level of urban and zoned development) that the SaAS was 60km/h and that there was no reasonable basis to delay implementing a safe speed on this part of the corridor. Therefore, this reduction was retained within the speed review.

Strong support from the Council and Iwi and strengthening the cooperative relationship is considered important, particularly given the size and complexity of the nearby SH1 Otaki to Levin project and this is considered a reasonable basis to revisit the higher speed section.

The full extent of the speed review that is therefore being proposed to be implemented is the 80km/h segment from SH1/SH57 intersection to north of Heatherlea East Road and the 60km/h segment in the southern part of Shannon. Given the long development period and the overall public and organisational agreement on these sections it is proposed to be implemented as soon as is practicable.



## RECOMMENDATION

Based on the Speed Review as developed through the process canvassed in this report and subjected to (and refined by) consultation, the following conclusions were reached for the Speed Review of **SH57 South of Levin to Shannon, Manawatu to Whanganui region**.

While undertaking this speed review, the Minister of Transport, Hon. Michael Wood, made the Land Transport Rule: Setting of Speed Limits 2022 which was signed on 13 April 2022, coming into force on 19 May 2022.

At the same time, by Order in Council, Her Excellency the Governor General in Council made on the advice and with the consent of the Executive Council on 19 April 2022, the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022, also coming into force on 19 May 2022.

This Rule and these Regulations set up a requirement to register speed limits in the National Speed Limit Register and remove the requirement to gazette an amendment to the Speed Bylaw.

The information required to be provided to the National Speed Limit Register is included at Table Four of this Speed Review Report.

**Table Four-Speed Review Recommendation for Approval (detailed)**

SH57 South of Levin to Shannon	Start Coordinates (NZTM2000) (RS/RP)	End Coordinates (NZTM2000) (RS/RP)	Length (km)	Existing Speed Limit	Proposed Speed
300m east of SH1 intersection on Kimberley Road (existing speed change point) to 70m north of Heatherlea East Road (new speed change location)	1791388, 5497728 057-0/0.3	1797317, 5502503 057-0/9.13.	8.846	100	80
360m south of Graham Street outside Shannon (existing speed change point) to Shannon Town, 20m south of Vance Street (existing speed change point)	1803981, 5507771 057-0/18.56	1804376, 5508172 057-0/19.13	0.57	70	60

Note: The NZTM2000 geocoordinate provides the accurate location of speed change points (at the road centreline) and defines the location for legal purposes. The coordinate locations are based on Waka Kotahi Maphub – Speed Limits on NZ Road Network layer

Similarly, the approximation provided by the written description enables the public and others unfamiliar with or not able to access Waka Kotahi tools to approximately determine the location of speed change points, particularly in combination with the provided maps.

Information is intended to address the requirements of the Land Transport (Register of Land Transport Records – Speed Limits) Regulations 2022 such that the information provided meets requirements of a Land Transport Record to be provided to the Registrar and be input into the National Speed Limits Register.

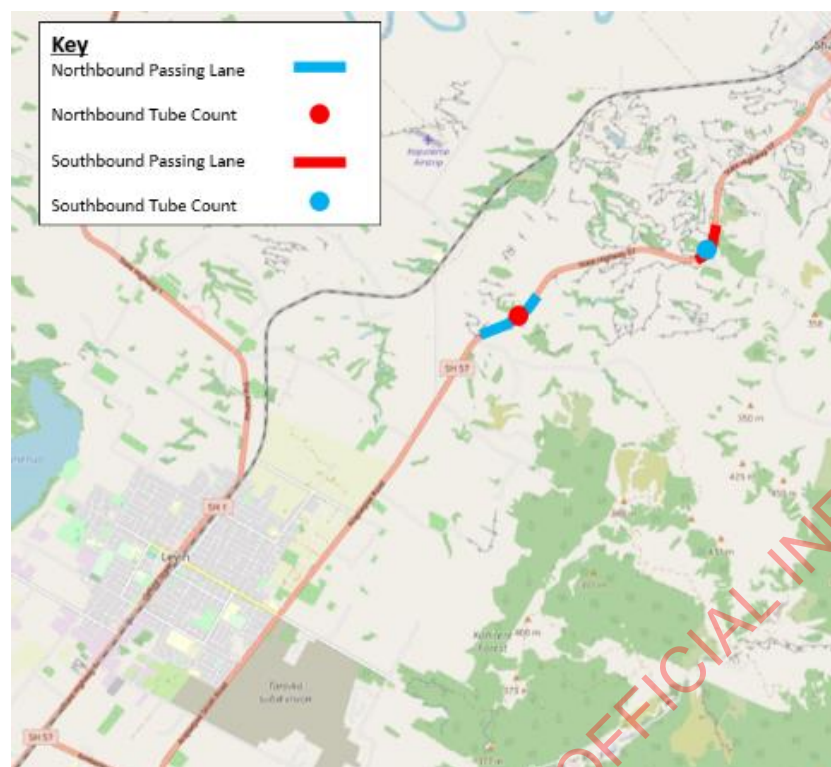


## ANNEXURE 1: PASSING LANE DISCUSSION

The location of the passing lanes that were considered are as follows:

- Northbound – 000/11.132 to 000/12.163
- Southbound – 000/15.209 to 000/15.916

The physical location of the passing lanes and tube count sites are shown below:



Speed tube counts were undertaken at 000/15.418 and 000/11.926 during April 2021. Data was collected for two weeks.

The collected data was analysed by Regional Safety Engineer who concluded that both the northbound and southbound passing lanes would be transitioned into slow vehicle lanes with wide centrelines. The reasons included:

- Operating speeds for both heavy and light vehicles is high in the southbound passing lane. Changing the speed limits alone is unlikely to achieve operating speeds within 10% of the newly proposed speed limit
- Transitioning the southbound passing lane to a slow vehicle lane may help to moderate speeds in the right hand (overtaking) lane
- The northbound passing lane is already operating close to how a slow vehicle lane would be expected to operate – slower heavy vehicles tending to use the left-hand lane and operating at speeds slower than the existing speed limit
- Whilst speed moderation will be less effective for the northbound passing lane when compared to the southbound passing lane, providing a slow vehicle lane, and lowering speed limits together is likely to be more successful in achieving overall speed limit compliance

The team did consider the impact that providing slow vehicle lanes might have on platooning traffic. However, due to the current daily vehicle numbers (circa 9,000) on this road, it is not considered to be a significant concern. As a result, the detailed design will accommodate slow vehicle lanes at the two locations outlined above.

Three months following speed change implementation, post-implementation surveys will be conducted so that the new slow vehicle lane speed profiles can be compared to the old passing lane speed profiles. If further changes are required, this will be considered following the post-implementation surveys.

### Feasibility Assessment

In addition, based on the findings of the feasibility assessment, the location of the section 2 change point has been altered slightly. The original proposed position was 0000/9.281, however, this has been moved to 0000/9.350 to improve sight distances of speed change points to at least 120m. A meeting was held between the RSE, representatives of P&S and the panellist (WSP), who all agreed with relocating the sign in line with the recommendation made in the feasibility assessment (0000/9.350).

## **Conclusion**

Although it falls beyond the extents of the speed review as finally formulated a significant investigation was undertaken with regard to the identified passing lanes which was ancillary to the speed review as originally formulated.

Therefore, in terms of informing any further and future speed reviews that might be undertaken as part of the interim Speed Management Plan or any Speed Management Plan, it is considered prudent to confirm the results of the investigation and decision made in this regard

The southbound passing lane will become a slow vehicle lane. This decision will not form part of the consultation on the proposed 90km/h speed limit.

The northbound passing lane will remain as is and should the 90km/h be implemented following consultation, it will be monitored to see if it operates safely at such new speed limit, that is drivers are not regularly exceeding 90km/h when passing other vehicles. Depending upon the results of any monitoring and review, Waka Kotahi will at that time make a determination as to the ongoing function of this passing lane.

These are operational matters that fall within the functional remit of Waka Kotahi to manage the State highway system including its planning, funding, design, supervision, construction, maintenance, and operation).

## ANNEXURE 2: LETTER TO DIRECTOR (& RESPONSE)

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982