
Safety Boost Programme Intersection Speed Zones

APRIL 2018

Consultation



Copyright information

This publication is copyright © NZ Transport Agency. Material in it may be reproduced for personal or in-house use without formal permission or charge, provided suitable acknowledgement is made to this publication and the NZ Transport Agency as the source. Requests and enquiries about the reproduction of material in this publication for any other purpose should be made to:

Manager, Information
NZ Transport Agency
Private Bag 6995
Wellington 6141

The permission to reproduce material in this publication does not extend to any material for which the copyright is identified as being held by a third party. Authorisation to reproduce material belonging to a third party must be obtained from the copyright holder(s) concerned.

Disclaimer

The NZ Transport Agency has endeavoured to ensure material in this document is technically accurate and reflects legal requirements. However, the document does not override governing legislation. The NZ Transport Agency does not accept liability for any consequences arising from the use of this document. If the user of this document is unsure whether the material is correct, they should refer directly to the relevant legislation and contact the NZ Transport Agency.

More information

NZ Transport Agency
Published May 2018

ISBN 978-1-98-856111-0

If you have further queries, call our contact centre on 0800 699 000 or write to us:

NZ Transport Agency
Private Bag 6995
Wellington 6141

This document is available on the NZ Transport Agency's website at www.nzta.govt.nz

BACKGROUND

The NZ Transport Agency is planning to put in Intersection Speed Zones (ISZ) at 10 high-risk intersections on State highways around the country. This is part of the Safety Boost Programme, which will help prevent deaths and serious injuries on regional state highways by making a range of low-cost safety improvements. These improvements include safety barriers and rumble strips as well as ISZs.

ISZs use electronic signs that reduce the speed limit on the state highway (usually from 100km/h to 60km/hr or 70km/h) if a vehicle is turning into or out of a side road. Intersection Speed Zones are also known as Rural Intersection Activated Warning Signs and this name was used during consultation. They are already being successfully used on 13 (as of April 2018) state highways around the country to improve intersection safety with minimal delays for road users.

The 10 intersections proposed for ISZs have been identified as having a high crash risk using the criteria in the High Risk Intersection Guide or are on the top 200 High Risk Intersections list. Discussions were held with local Transport Agency Safety Engineers to confirm that these sites required safety improvements.

ISZs have been recommended as a potential safety solution at each of the intersections. Every intersection was reviewed by the Lead Advisor - Roads and Roadsides, to confirm that altering the speed through the intersection will address crash risk, based on the crash history and surveyed travel speeds.

Consultation summary

In December 2017, local authorities and the Automobile Association, Police, the Road Transport Forum, Bus and Coach and the Rental Vehicle Association were notified about the plan to put in ISZs in December 2017.

In the week beginning 12 February 2018, these stakeholders and local authorities were notified that formal consultation would be held in March.

Formal consultation on proposed ISZs was carried out from 5 to 30 March 2018. This was primarily online with feedback gathered through a page on the NZ Transport Agency website. There was also an option to mail in submissions. The following actions were taken to notify people about consultation:

- Advertisements were placed in papers in the areas where ISZs were proposed. These advertisements directed people to the consultation page on the NZ Transport Agency website and provided a phone number which people can use to request a submission form by post.
- Information on consultation was posted on Facebook. These posts directed people to the consultation page on the NZ Transport Agency website.

Note that the term Rural Intersection Activated Speed Warning (RIAWS) was used during this consultation.

1.1 Submissions Analysis

A total of 380 submissions were received. Local authorities or members of local authorities provided 6 of these submissions.

The following stakeholders provided submissions:

- Road Transport Association of New Zealand
- New Zealand Police
- National Road Carriers Association
- New Zealand Automobile Association - Bay of Plenty District
- New Zealand Automobile Association - South Canterbury District
- New Zealand Automobile Association - Otago District
- Queenstown Airport Corporation

Of submissions received across all sites, 270 submissions were in favour of the proposed ISZs and 100 were opposed. There were 10 submissions that did not specify a position. For all but the SH27/Horrell Rd intersection, most submissions were in favour of ISZs. For SH27/Horrell, an equal number of submissions supported and opposed ISZs.

New Zealand Police provided submissions supportive of all of the proposed ISZs. The Road Transport Forum did not provide a formal submission but noted that road signage is usually aimed toward car drivers and so can cause viewing problems for heavy vehicle drivers.

While many submissions included comments supportive of ISZs, many of those who did not support ISZs agreed that these intersections were unsafe and required safety improvements. A common theme was the suggestion that roundabouts be built at intersections instead. Submitters also suggested other safety improvements as well as permanent speed reductions. Many submitters also suggested other intersections that would benefit from ISZs or safety improvements.

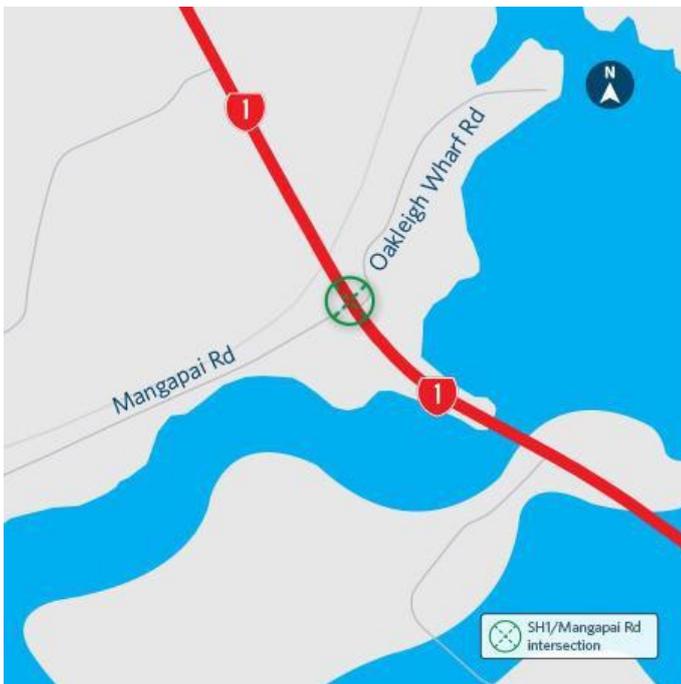
There were also comments made on Facebook posts about the proposed sites, and many of these suggested roundabouts or other alternative improvements. Driver behaviour was also a common theme in Facebook comments, and commenters often argued that the safety issues at these intersections were the result of drivers who failed to give way when turning off a side road and onto a State highway.

Roundabouts and other improvements are used to improve safety at some intersections, but they are costly and take significant time to plan and build. Where more substantial safety improvements are required or already planned for an intersection, an ISZ is a suitable interim solution. ISZs are also an effective standalone improvement where more significant change is not needed. ISZs are an effective safety improvement that can be installed relatively quickly to help prevent deaths and serious injuries.

2. SITE BY SITE SUMMARY

2.1 Northland

2.1.1 SH1/Mangapai Rd



Summary of submissions

SH1/Mangapai Rd	
Support	<p>Public 43</p> <p>Key stakeholders Whangarei District Council Road Transport Association New Zealand Police National Road Carriers Association</p> <p>Total 47</p>
Oppose	<p>Public 5</p>
N/A	2

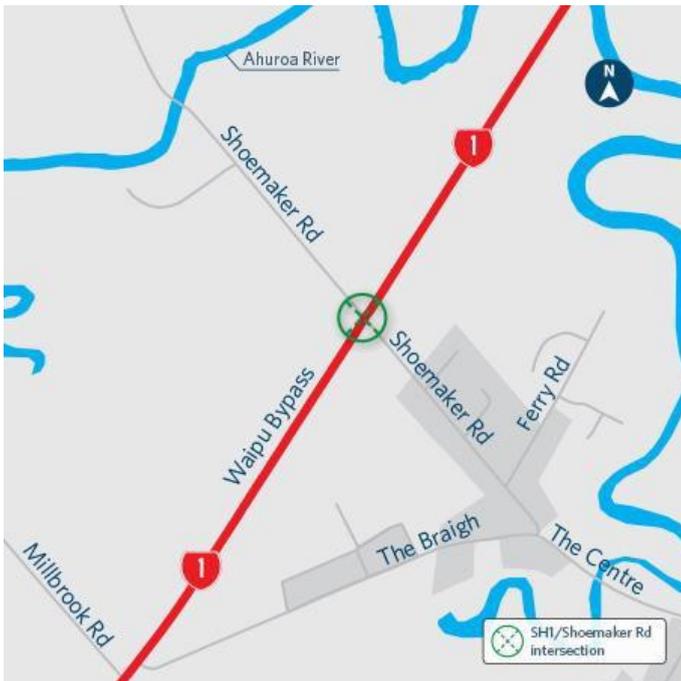
Submissions on this site included many supportive comments from people who felt this was a dangerous intersection. The Whangarei District Council were fully supportive of the proposal to install an ISZ at this site. New Zealand Police were supportive, noting that it has been demonstrated that ISZs contribute to a reduction of crashes at high risk intersections.

Many submitters called for other changes to be made to this road. The most common of these was the call for a permanent speed limit change, while others included widening the road to four lanes, and putting in a roundabout.

A number of submitters suggested other intersections that would benefit from an ISZ. The most common of these was Portland intersection, which was raised by three submitters. The Road Transport Association, while in favour of an ISZ at SH1/Mangapai RD, would prefer one to be installed at Otaika Valley Loop Rd/SH1 intersection.

Similar comments about roundabouts and alternative safety improvements were made on Facebook posts about this site. Facebook comments also suggested that improvements be focused on Portland intersection.

2.1.2 SH1/Shoemaker Rd



Summary of submissions

SH1/Shoemaker	
Support	<p>Public 18</p> <p>Key stakeholders Whangarei District Council New Zealand Police National Road Carriers Association Road Transport Association</p> <p>Total 22</p>
Oppose	<p>Public 6</p>
N/A	0

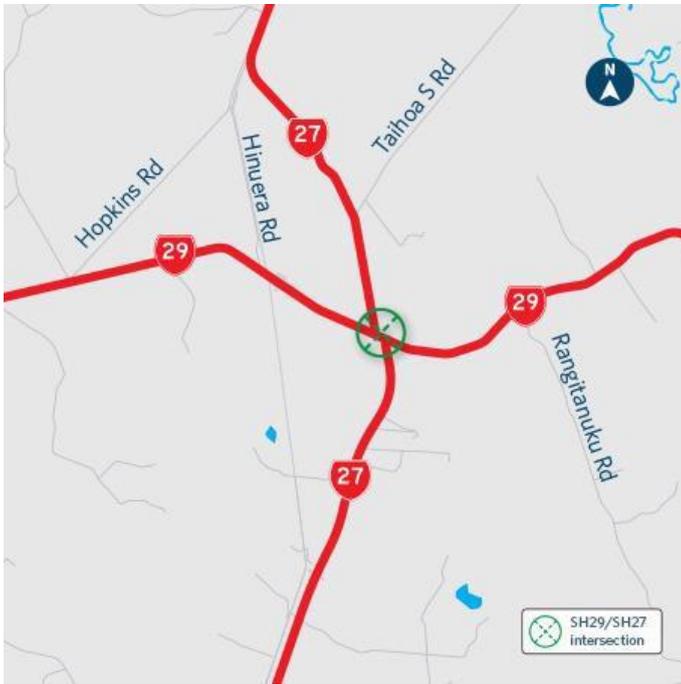
Submissions on this site included many supportive comments from people who felt this was a dangerous intersection, and some wrote that they had seen near misses at this intersection. The Whangarei District Council were fully supportive of the proposal to install an ISZ at this site. New Zealand Police were supportive, noting that it has been demonstrated that ISZs contribute to a reduction of crashes at high risk intersections.

As well as providing comments in support of ISZs, submitters also proposed other safety improvements. These included turning bays or a roundabout instead of an ISZ. While one submitter suggested that part of Shoemaker Road be closed to prevent crashes caused when people drive across SH1. One felt that ISZs should be put in at Portland Intersection instead and another suggested Nova Scotia Drive/SH1 intersection in addition to SH1/Shoemaker Rd. The Road Transport Association, while in favour of an ISZ at SH1/Shoemaker Rd, would prefer one to be installed at Otaika Valley Loop Rd/SH1 intersection.

Facebook comments on posts about this site also suggested that people would not slow down for an ISZ. Several also suggested a roundabout instead of an ISZ, and one suggested that the Portland intersection was the higher priority.

2.2 Waikato

2.2.1 SH29/SH27



Summary of submissions

SH29/SH27	
Support	<p>Public 22</p> <p>Key stakeholders Road Transport Association Councillor Paul W Cronin, Matamata Piako District Councillor New Zealand Police</p> <p>Total 25</p>
Oppose	<p>Public 5</p>
N/A	0

Many submissions wrote about the need for safety improvements at this site, and commented on the high levels of traffic at this site. The Road Transport Association supported the installation of an ISZ at this location as an interim measure, but felt that both State Highway 29 and SH27 require significant safety and resilience improvements to provide alternate routes for freight moving between Auckland, Hamilton and Tauranga and to improve High Productivity Motor Vehicle corridors. They also believed that an ISZ should be considered for the intersection of SH29 and SH2B, but that this intersection also needs a significant upgrade and realignment. New Zealand Police were supportive, noting that it has been demonstrated that ISZs contribute to a reduction of crashes at high risk intersections.

Several submitters, including those who supported an ISZ, called for a roundabout to be built at this intersection. Other suggested improvements included a permanent speed change, and for a flyover to be built.

There were only three comments made on a Facebook post about this site. Two raised driver behaviour as the main issue, while one believed school bus safety was a greater priority.

2.2.2 SH1/SH29



Summary of submissions

SH1/SH29	
Support	<p>Public 29</p> <p>Key stakeholders New Zealand Police Waipa District Council South Waikato District Council</p> <p>Total 32</p>
Oppose	<p>Public 8</p> <p>Key stakeholders Road Transport Association</p> <p>Total 9</p>
N/A	0

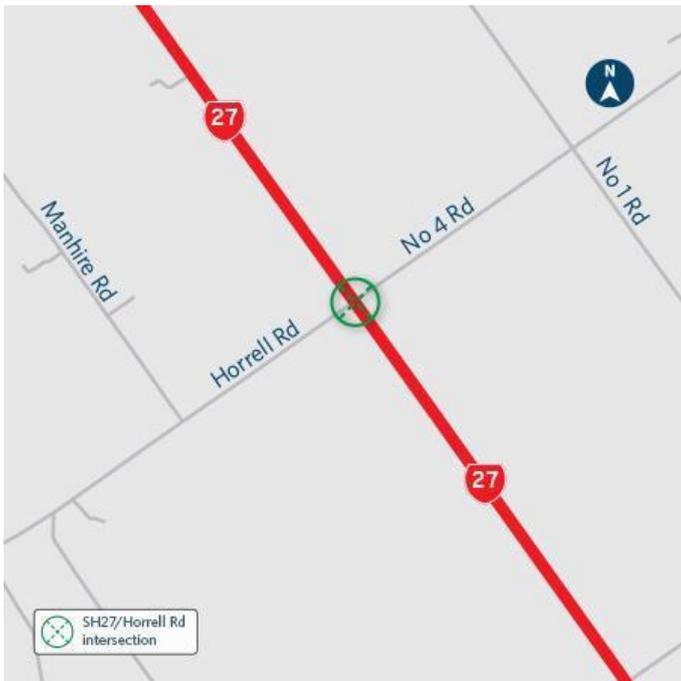
Many submissions included comments supportive of an ISZ at this site, noting that they thought this intersection was unsafe. New Zealand Police were supportive, noting that it has been demonstrated that ISZs contribute to a reduction of crashes at high risk intersections.

Many of the submitters opposed also argued that the intersection was dangerous, but thought that other improvements were needed. The Road Transport Association did not support the installation of an ISZ at this location, as it believed the intersection requires more significant safety improvements including a roundabout. Ten other submitters also suggested a roundabout, and others talked about the need for what they described as 'long term' improvements.

While South Waikato District Council supported an ISZ at this site, they asked for the NZ Transport Agency to consider the installation of an ISZ at the intersection of SH5/SH28.

The need for a roundabout was a common theme in Facebook comments on a post about this site. Others included the suggestion that a flyover be built, and several posts stated that the issues with this intersection lay with driver behaviour.

2.2.3 SH27/Horrell Road



Summary of submissions

SH27/Horrell Road	
Support	<p>Public 2</p> <p>Key stakeholders New Zealand Police</p> <p>Total 3</p>
Oppose	<p>Public 2</p> <p>Key stakeholders Road Transport Association</p> <p>Total 3</p>
N/A	0

New Zealand Police were supportive of an ISZ at this site, noting that it has been demonstrated that ISZs contribute to a reduction of crashes at high risk intersections. Another submitter felt an ISZ was definitely needed at this site.

The Road Transport Association did not support the installation of an ISZ at this location, as it believed that a roundabout would be better suited to this site. One submitter opposed it because of low traffic volumes and another felt there should be a 90km permanent speed limit.

Facebook comments on a post about this site were sceptical about ISZs and some proposed greater enforcement at this intersection instead.

2.2.4 SH1B (Gordonton Rd)/Taylor Road



Summary of submissions

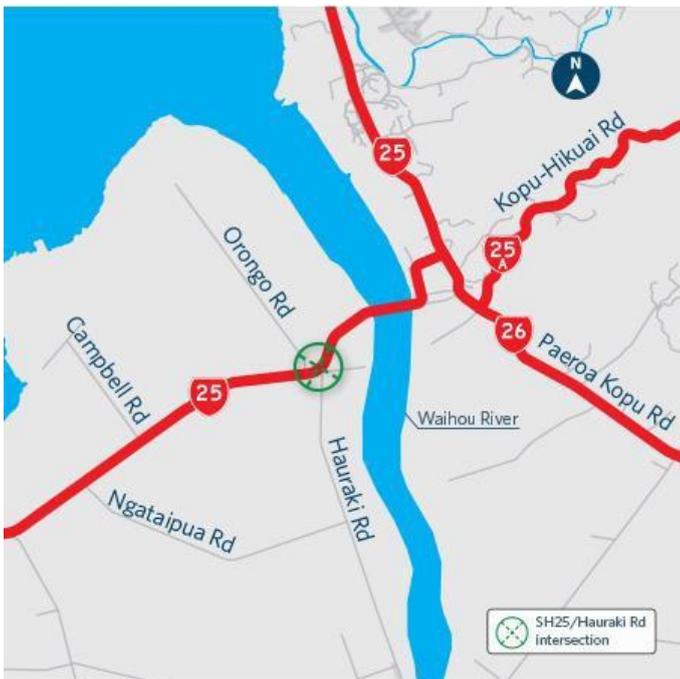
SH1B (Gordonton Rd)/Taylor Road	
Support	<p>Public 7</p> <p>Key stakeholders New Zealand Police Wayne Furlong, Waikato District Council</p> <p>Total 9</p>
Oppose	<p>Public 1</p> <p>Key stakeholders Road Transport Association</p> <p>Total 2</p>
N/A	0

New Zealand Police were supportive of an ISZ at this site, noting that it has been demonstrated that ISZs contribute to a reduction of crashes at high risk intersections. Another submitter felt ISZs were a good immediate safety measure.

The Road Transport Association did not support the installation of an ISZ at this location, as it believes that the projected completion of the Hamilton Section of the Expressway in 2020 will likely significantly reduce traffic at this intersection. Another submitter believed that an ISZ was a good interim measure until then. The other opposing submitter called for a permanent speed limit reduction.

While there were two supportive comments on a Facebook post about this site, several were sceptical about ISZs and instead felt better driver behaviour was needed.

2.2.5 SH25/Hauraki Road



Summary of submissions

SH25/Hauraki Road	
Support	<p>Public 32</p> <p>Key stakeholders Road Transport Association New Zealand Automobile Association - Bay of Plenty District New Zealand Police</p> <p>Total 35</p>
Oppose	<p>Public 33</p>
N/A	7

Several submissions included comments in support of ISZs, and many described this intersection as dangerous. New Zealand Police were supportive, noting that it has been demonstrated that ISZs contribute to a reduction of crashes at high risk intersections.

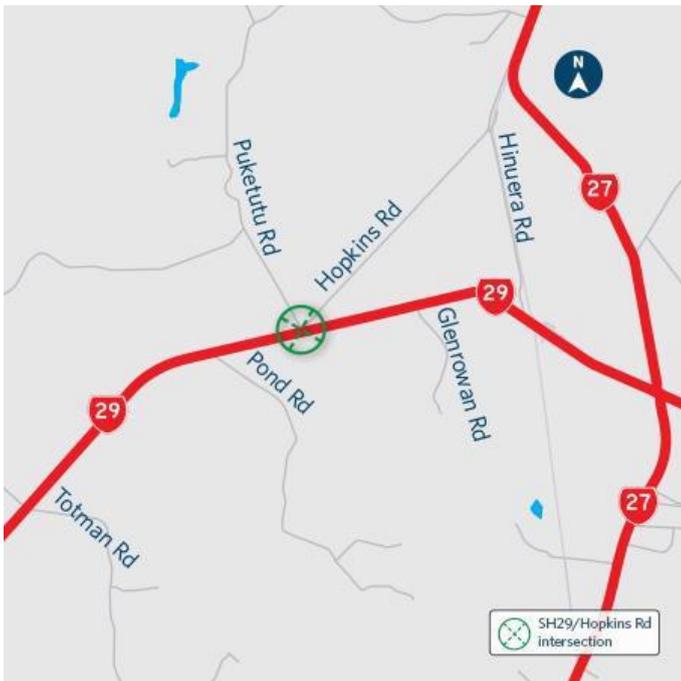
Most submissions felt safety improvements were needed, although many suggested that there was a need for a roundabout either instead of or as well as an ISZ. This point was made by over 40 submitters, including some who were in favour of an ISZ as well as those opposed. Submitters felt that a roundabout would be more effective at preventing crashes on this location or that ISZs would be ignored by drivers.

While roundabouts can help prevent crashes at some intersections, they are costly and take significant time to built and plan. The Safety Boost Programme has identified this site as one where an ISZ can be installed relatively quickly and help prevent crashes.

While the Road Transport Association supported the installation of an ISZ at this location, it also noted that it had raised concerns with the NZ Transport Agency on behalf of Kopuarahi School about installing a small section of barrier on the South Eastern side of SH25 / Bush Rd intersection. The AA Bay of Plenty District supported ISZs generally, as well as at this location, but felt there is need for public education to support them. The NZ Transport Agency will work in regions where ISZs are being installed to help raised awareness among drivers.

Most comments on a Facebook post about this site were in favour of a roundabout at this location. Several others blamed driver behaviour for the safety issues at this intersection.

2.2.5 SH29/Hopkins Road



Summary of submissions

SH29/Hopkins Road	
Support	<p>Public 26</p> <p>Key stakeholders New Zealand Automobile Association - Bay of Plenty District council New Zealand Police</p> <p>Total 28</p>
Oppose	<p>Public 1</p>
N/A	1

Many submissions included comments supportive of an ISZ and wrote that they felt this intersection was unsafe. New Zealand Police were supportive, noting that it has been demonstrated that ISZs contribute to a reduction of crashes at high risk intersections.

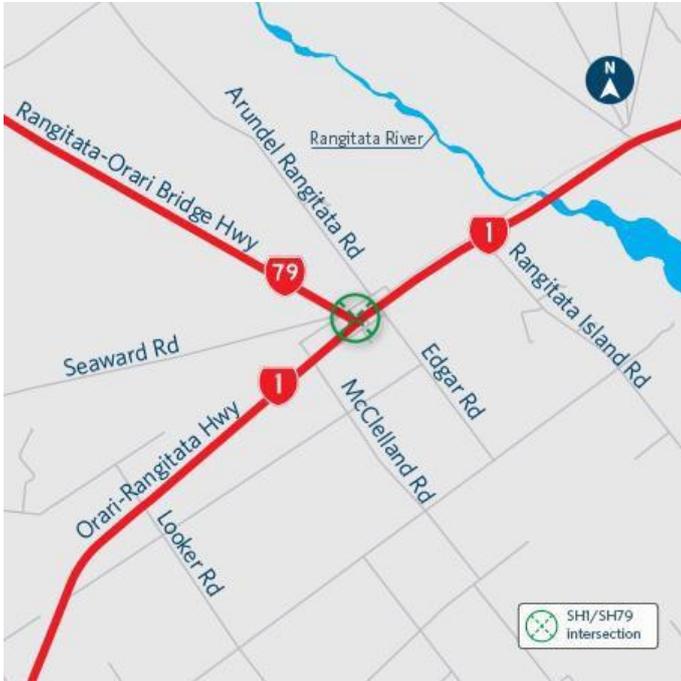
The impact of overseas drivers was a common theme in submissions on this site, and several noted the numbers of tourists using this intersection to visit the Hobbiton tourist attraction. Several submitters also wrote about the need for a roundabout at this intersection. The one submitter opposed to an ISZ at this site, believed that more needed to be done to improve the safety of overseas drivers at this site and suggested a roundabout.

The AA Bay of Plenty District supported ISZs generally, as well as at this location, but felt there is need for public education to support them.

Only two people commented on a Facebook post about this site, and they were sceptical about ISZs, instead blaming driver behaviour.

2.3 Canterbury

2.3.1 SH1/SH79



Summary of submissions

SH1/SH79	
Support	Public 43
	Key stakeholders NZ Police NZ Automobile Association – South Canterbury District Council Timaru District Council Fire and Emergency NZ
	Total 47
Oppose	Public 28
N/A	0

New Zealand Police were supportive of the proposal for an ISZ at this site, noting that it has been demonstrated that ISZs contribute to a reduction of crashes at high risk intersections. Some submissions noted near misses that occurred at this site, and argued that there was a need to make this intersection safer.

Many submitters on this location suggested other safety improvements that they believed should be made as well as or in addition to ISZs. These included widening the road, adding merging lanes, installing barriers, changing the alignment of the corner and a lower permanent speed limit. Several commented on the need for better signage and wrote that a stop sign should be put in on SH79.

Some also suggested other intersections where they felt ISZs were needed. These were SH1/Orari Station Rd, and SH1/Telegraph Rd.

Timaru District Council supported an ISZ at this location, but believed that the proposed speed reduction from 100 to 60 km/hr was not appropriate and could pose a risk. They suggested a 70 or 80km/h speed limit instead.

A submitter from Fire and Emergency New Zealand asked for traffic to be slowed well before their fire station.

Several people made comments supporting an ISZ at this site on a Facebook post about the proposal. There were also a number of comments advocating other improvements instead such as changing the alignment of the corner and putting in a roundabout.

2.4 Otago

2.4.1 SH6/SH8A



Summary of submissions

SH6/SH8A	
Support	Public 18
	Key stakeholders Queenstown Lakes District Council New Zealand Police Queenstown Airport Corporation New Zealand Automobile Association – Otago District
	Total 22
Oppose	Public 8
N/A	0

Several submissions included comments supportive of an ISZ at this site, noting that there had been near misses or that people felt unsafe on this road. New Zealand Police were supportive, noting that it has been demonstrated that ISZs contribute to a reduction of crashes at high risk intersections.

Queenstown Airport Corporation Ltd, the operator of Wanaka Airport, supported the proposal for an ISZ at this site. It also stated that speed limit should be reduced to 70km/h from the Ballantyne Rd intersection with SH6 as there have been several crashes there. Other submitters also suggested other intersections that they felt needed ISZs.

The New Zealand Automobile Association – Otago District supported the proposal for an ISZ at this site but believed that it should be supported by public education to ensure people understood them. The NZ Transport Agency will work in regions where ISZs are being installed to help raised awareness among drivers.

Several submitters wrote about the need for better signage for drivers on SH8A who were turning into SH6, and they believed these drivers were the cause of problems at this intersection.

Other suggestions included a roundabout and a permanent speed reduction on this road.

Comments on a Facebook post about this site included some supportive, but also some suggesting a roundabout instead, an alternative intersection that needed improvement, and a permanent speed reduction.