

SH57 SPEED REVIEW CONSULTATION FEEDBACK

Name	Feedback
Individual	This would increase the time to travel between Levin and Palmerston North considerably. The current speed limits are safe to travel at and no benefit will be found in decreasing the speed limit on this main road.
Individual	This is not practical at all and will cause more frustration.
Individual	<p>Yes, how about improving the road surface. Too many potholes, not enough places to pull over with a 23metre truck & trailer unit for emergency stops or a rest break. Or pull over to side of road to let emergency services pass. Also this is the preferred way for most trucks to travel south or north, can the road speed be dropped to 90kms an hr instead of 80. It will cost us more time being spent on the road, or force us to use Rangiotu Rd through to Foxton & Levin. (Which funny enough is a way better road, it's flatter, wider and safer & doesn't need it's speed limit dropped, currently is 5/6 mins longer than going Shannon to Levin way) I am all for improving roads, but more is needed to teach people around the safety of trucks. I'm forever being passed on blind corners or at end of passing lanes, in towns, like Shannon, dropping the speed limit won't change this attitude at all. It will however put more stress on us- professional operators. We only have a limited time for driving & this is just going to cost us in the long run. More wear & tear on our vehicles, our drivers and our jobs, delivering to customers.</p>
Individual	<p>I am opposed to the reduction of speed over the entire section of State Highway 57.</p> <p>I have lived in the Shannon area for over 22 years and have been grateful for the work done on major improvements on the road between Shannon and Levin over that time. The road is safer and easier to travel than when I first moved here, but the volume of traffic over that same time period has substantially increased and it is sometimes difficult to quickly cross SH57 at an intersection given the volume of traffic (when we are not in lockdown).</p> <p>I appreciated the analysis on the crashes and injuries. In regard to the intersection of Buckley Road (see photo 1), the photo below shows the intersection, and also the growth of a new subdivision off Buckley Road, which is why the intersection has become busier. There is a major problem approaching this intersection from Levin. There is a slight rise and a bend. The yellow lines indicating that there should be no passing are not seen in the picture as one approaches the bend. See photo 2. The last major accident that occurred here was not because of the intersection, but because of overtaking on the blind corner.</p> <p>In fact the yellow lines do not appear until one has hit the area where a fatal crash happened when a car was involved in overtaking on this blind corner. This issue is a very serious one. No passing should ever be encouraged on a blind corner heading towards an intersection.</p> <p>There are four things that could be done to help reduce the possibility of further crashes at this intersection.</p> <p>Firstly, the double yellow lines need to start at least 250m before the curve. See photo 3 which shows the approach to Buckley Road from Shannon. In this photo, the double yellow lines can be seen to start around 300m before the Buckley Road intersection when</p>

approaching from Shannon. This alerts drivers not to overtake.

Secondly, an 80 kph area could be implemented 400m either side of the intersection. People do not start slowing until they usually hit or just prior to reaching such a speed limit sign. This should allow sufficient deceleration so that they reach the intersection at the desired speed limit. In addition to the 80 kph signage, I would also recommend that a 'High Crash Area' sign or similar wording be erected. Hopefully the combination of signage would allow for those unfamiliar with the area to slow down and approach with some caution.

I should warn that familiarity does have the habit of breeding contempt and the 80 kph might not get the respect that it needs to reduce serious accidents at the intersection. I know of a fatal accident at this intersection which occurred around 25-30 years ago between two locals, long before the volume of traffic was the problem that it is today.

Thirdly, a median barrier could be installed so that no passing is possible. Since the road has been widened, there should be no major issues to install such a feature quite quickly. This would only be needed on the blind corner heading towards Shannon before the corner.

Fourthly, a roundabout could be installed which would force all traffic to slow almost to a stop. This would be very helpful in eliminating any serious accidents as it would force all vehicles to slow right down. There is no need to reduce the speed limit over the whole length of SH57 between Shannon and Levin, especially as the roads have been widened between Shannon and Levin.

There is no need to reduce the speed on open roads where there are very few corners. I have always felt that the highway north of the SH56 intersection heading towards Linton is much more dangerous by way of corners than the section of road between Shannon and Levin.

Your analysis on the average speed is of interest. I expect that to arrive at the speed limit of an average of 87 kph, this figure would include trucks which are not meant to travel more than 90 kph. This factor coupled with 'Laws Hill' would reduce the average speed over the stretch of road with trucks dropping to 60-70 kph to get up the hill. If all of these factors are taken into account, then to reduce the speed limit to 80 kph over the whole stretch of road would effectively lower the speed over the entire section of road to an average of around 70-75 kph. This would possibly reduce the number of deaths, if speed is a factor, but it will have the effect of causing riskier overtaking due to impatience than when the speed limit was 100 kph. As a result, the number of accidents may not decrease as travellers are conscious of time to reach their destinations and drivers will seek to overtake those who are travelling on or below the recommended limit.

In regard to the Queen Street intersection, work has already started on that to change the layout, which I assume will be a roundabout. This makes good sense for the volume of traffic and the difficulty crossing over SH57. A roundabout should eliminate any serious accidents from this intersection as vehicles must slow down considerably even if no other traffic is visible.

In regard to the Tararua Road intersection, the intersection has judder bars on both sides approaching SH57. I know that there has been a large increase in residential-rural land blocks built upon in the area and this has increased the through traffic for the intersection.

Despite the clear view available either way when seeking to cross SH57, you are still dealing with traffic travelling at speeds of 100 kph

plus (as the road is straight and clear with no double yellow lines to prevent overtaking). In theory this intersection should be safer than the Buckley Road intersection, which has major visibility problems compared to Tararua Road intersection.

I would suggest that the area also be treated as per the recommendations for Buckley Road, namely, yellow no-passing lines be added, an 80 kph area starting 400m either side of the intersection, and in the long term a roundabout should be installed.

In regard to the approach to Shannon from Levin (see photo 4), this has always appeared as an anomaly in speed with a 65kph recommended speed at the corner after the 70 kph signage. For consistency with the other two entrances into Shannon, the speed should remain at 70 kph, but the 70 kph sign should be moved just beyond the 65 kph sign, or the corner modified, so that the speed around the corner can be safely driven around safely at 70 kph.

I cannot fully understand the rationale behind this request to reduce the speed limit at this point. It should be consistent for all three entrances into Shannon. None are more dangerous than the other, except for the Foxton Road intersection. One can wait at that intersection for 3-4 minutes to safely cross over some days just with the volume of traffic. Perhaps a roundabout here could be something that could be considered for the future. It would be far better than traffic lights.

Finally, in your consultation paper, you mention that 83% of those you spoke to support a speed reduction. I have questioned a number of people in this regard, and of these, none were included in your initial survey, and none that I questioned support a speed reduction over the section of roading that you seek to change. Therefore, I have to call into question the validity of your initial survey.

Individual

Don't. This doesn't change people's driving at all. If you have concerns about speed, start posting police cars up there. There has not been one time I have seen them when driving this area & people will speed regardless. This is & always will be an issue, but by changing the speed limit, you're making it more dangerous for those who do stick to it. Impatient drivers will tailgate, toot, intimidate, pass in more dangerous spots causing further accidents, etc. It's just another unfair situation for those who do the right thing. A slow vehicle lane also makes things dangerous, as many slower vehicles decide to ignore this & cause problems. Again, possibly leading to more accidents rather than less.

Individual

Speed limit past the garden of york

Individual

1. While I accept the argument for a reduced speed limit around Levin township, it seems unreasonable to introduce a restricted speed on the main highway through the more rural areas. The majority of serious accidents occur on this road where it runs through the more populated areas and as far as I am aware, an extremely small percentage of accidents happen where it passes through the rural districts. Thus it seems unfair to penalise the rural inhabitants and commuters by increasing their travel times for no discernable safety advantage. As we are within a rural area I have already seen near misses when a queue of traffic that has built up when following a slow moving vehicle, they are impatient to pass and just want to continue on their journey. Having more designated passing lanes would reduce frustration. Reducing the speed increases frustration and risks taken. I trust that you will take notice of the above observations, and consider reducing the speed limit on certain sections of the road only. 2 There are many parts on the route where it is impossible to overtake, but lowering the speed limit would make it very difficult to overtake on the straight stretches of road where

	current speeds make it safe to do so. The proposal to lower the speed limit over such a long stretch of rural road will lead to driver frustration, and it is likely that there will be an increase in the number of accidents, not less
Individual	How about instad of dropping speed limits and exerting more undue control you actually put in more passing lanes and stop messing with traffic flow. I believe accidents are caused by frustration at following slow moving trucks, poor drivers etc, not to mention ridiculously poor road repairs!! Stop wasting tax payers \$\$\$. I travel this road daily BTW.
Individual	1. Speed cameras are needed on Arapaepae Road. We live next to this road, and there is always some people that are speeding way over the 100km an hour! 2. We are grateful that the speed limit is going to be reduced to 80km but it needs monitering. 3. Please erect a sign, with a 'No engine brakes' on it, as some of the large trucks often use their engine brakes, which makes such a noise and is a huge disturbance!. Thank you.
Individual	The majority of the crashes happen at the queen street Levin intersection. This intersection is being improved which would help. There is no need for a speed reduction the whole way. The roads have been improved a lot around the passing lane, they are nice and wide and easy to drive at 100km
Individual	Yes 1 Make your map and your table more easily understood. 'The 310m east'... is confusing - put in your map to remedy confusion. Ask a passerby if they understand your explanation - many would not I think! Yes 2 the problems are at intersections so why not deal with them and after studying the result we will all be in a better position to know if a blanket lowering of speed is necessary on SH57. Your arguement it carried forward means a blanket lowering of the speed limit from 100 to 80kph everywhere (district/NZ) would be desirable - clearly that is untenable - discretion would optimise the cost/benefit. Yes 3 the speed limit near the Levin township should be lowered to 50kph for SH57 and the expressway to lower existing and future NOISE POLLUTION from vehicles as the noise will be in the middle of Levin afte the near subdivision and expressway are built. That will reflect the reality of the situation.
Individual	I think the lowering of the speed limit is a good thing, as long as it is well policed it is used as a race track by some over taking on blind corners.
Individual	Maybe a flashing 80k sign on Arapaepae Road somewhere so people are aware of the new speed, especially trucks and boy racers!. Pleased to see the speed lowered.
Individual	If everyone keeps to the 100kms/h no trouble, it's not doing 100 that's the trouble it's the stupid drivers. Next thing you will be wanting to go down to 60kms/h. Fix the roads.
Individual	It is a disappointing notion that the speed on the whole stretch of SH57 should be lowered to 80 km/hour. That is the same speed as our rural road that is narrow and has no white line down the middle. More slow vehicle bays for slow drivers would be preferable! If the speed has to be lowered it should be reduced to 90 km/hour which would mean large trucks are not being delayed. Lowering the speed to 80 will cause even more frustration causing drivers to overtake in dangerous situations as we witnessed on two occasions recently while in driving in the Marlborough/ Nelson region where the speed has been reduced for long distances!
Individual	I think the speed should stay the same. Overseas it has been seen that faster speeds have still led to lower crash rates than New Zealand when using an even/equal population ratio. The lowered speeds are too insignificant to be effective for the cause and just create even

	<p>more inconvenience. The focus should be on education and prevention of dangerous driving culture within NZ and increasing road infrastructure like multi lanes to make driving safer. Though I know this is also not realistic with the budget/funding and how long things take to build NZ. I vote keep it the same.</p>
Individual	<p>I am concerned that many users of the road will not stick to the speed limit, as they "consider it safe". At the 80 KPH limit, this could cause a new type of dangerous driving by people unsafely passing vehicles and taking excessive risk. I have observed this dangerous behaviour in other rural areas where the speed limit has been reduced to 80 KPH. This could be mitigated by using the "wide line" center markings and wire rope median barriers to prevent headon crashes, and then 90 or 100 KPH will be safe in the applicable sections. I do hope this submission can be seriously considered. I fully agree with reducing the speed limit at both ends of Shannon down to 60 KPH then 50 KPH and extend it out so that speed reduction can occur at the urban sections. I'd like to see 30 KPH through the shopping area.</p>
Individual	<p>I've never had an issue with these roads or the speeds. Like many others have said it's not the speeds it's the poor condition of the road. If you fixed the roads there wouldn't be so many issues</p>
Individual	<p>It's a straight wide road for the most part, why reduce the speed? I drive this road every day for work and have done for the last 20 years. I have seen a couple of accidents which is unfortunate but I do think the widening and center median have helped separate the traffic</p>
Individual	<p>Wide barriers.</p>
Individual	<p>To whom it may concern, With the SH 57 improvements can we please have a turning bay for traffic on SH 57 waiting to turn right into Tararua road. At present traffic turning right have to wait in the middle of the highway until they can turn . No many near misses with cars coming from all directions at this intersection, and they often don't slow down. Each time I find myself holding my breath until I get safely across. Just horrible .Thanks</p>
Individual	<p>The exit from SH57 to SH1 needs a roundabout system. Vehicles turning left here going south onto SH1 pull out into the traffic without giving way at all. We have experienced this so many times and is an accident waiting to happen. Totally agree with proposed lowering speeds outlined.</p>
Individual	<p>Where highway 58 meets the Queen St East intersection, I think a 70KPH limit should be in place 300 metres before and after that intersection. That area is renowned for speeding, and accidents and near misses.</p>
Horowhenua District Council	<p>Levin to Shannon speed review The Horowhenua District Council (Council) thanks the Waka Kotahi NZ Transport Agency (WKNZTA) for the opportunity to make a submission on the SH57 Levin to Shannon speed review. Council opposes WKNZTA's proposal for a blanket reduction of SH57 speed limits between Levin and Shannon. Council also opposes the conversion of passing lanes into slow vehicle lanes. Hundreds of thousands of journeys per annum are made along SH57 at the current speed limits without any incident. SH57 is a vital inter-regional connection for commerce, commuting, leisure and private use. People rely on SH57 to offer the highest level of service to meet their needs for efficiency, travel time reliability and safety. Council does not</p>

agree that an area-wide reduction in speed limits will achieve that, nor does Council agree it is supported by the community at large. Council and the community has made it clear to WKNZTA that the issue at hand is the years of under-investment in improvements to the current operating environment. Council disagrees with the notion that a speed limit reduction is a fair replacement for a programme of targeted safety improvements. Council supported the vision and guiding principles behind the Road to Zero Safety Strategy via its comprehensive submission to the Ministry of Transport in 2019. The submissions implored WKNZTA to accelerate the construction of safety improvements to maintain and/or improve current operating levels of service. When assessing a business case for investment, there are much wider growth, economic and commercial factors that must also be considered in parallel with safety. Council is concerned a partisan approach to speed limits will penalise and frustrate the vast majority of people who seek a better solution.

WKNZTA's information sheet suggests that the feedback from the Queen Street roundabout and side barrier process was sufficient to demonstrate support and propose the area-wide speed limit reduction. That does not sit well with Council. Those conversations were focussed on the section of SH57 adjacent to Council's Taraika housing development and several other nearby high risk areas. Council does not consider the community has been given an opportunity to compare and contrast other options for improving safety between Levin and Shannon. Council questions the integrity and authenticity of this current consultation process.

Furthermore, WKNZTA's information sheet states that "most of the community supported speed reduction on some level or for parts of SH57". That is in contrast with the conversations Council is hearing from the community. Those conversations reveal people want the known black spots dealt with. People want to retain the current speed limit and passing lanes and want WKNZTA to target demonstrable, site-specific improvements at identified high-risk locations.

WKNZTA is aware Horowhenua is growing, the lower North Island is growing, and the amount of traffic transiting SH57 is growing. Statistics show that a significant proportion of incidents on State Highways in Horowhenua are at intersections with local roads.

WKNZTA is also aware there is a high frequency of access points to farms and market gardens and slow speed agricultural vehicles that can frustrate and encourage drivers into illicit dangerous manoeuvres. That will occur regardless of the speed limit. So rather than lower the speed limit, Council would like to see WKNZTA implement a significant programme of online intersection, corner and curve improvements as the priority. Council would fully support a strategy which accelerates the delivery of these mitigations.

Of course, Council are also fully supportive of purpose-built offline improvements that will deliver the step change in State Highway safety and efficiency outcomes, which the Road to Zero Strategy is striving to achieve.

Lastly, Council has been working closely with the O2NL, Safe Network and State Highway Revocation project teams and is acutely aware of WKNZTA's broader objectives and obligations. Council retains significant detailed local knowledge and road engineering expertise as well as in-depth relationships with local community and stakeholder groups. Council urge WKNZTA's speed review team to specifically consult with Council in this regard before proceeding with any recommendation.

Yours faithfully,

Brent Maguire
Group Manager Infrastructure Development Group

I regularly cycle east up Queen Street through the intersection with SH57 and on to Gladstone Road, returning to Levin down Tararua Road. This is a lovely recreational ride. I always pass several other cyclists using this route when I am out, and with the future subdivision development to the east of Levin more will use it.

I wonder whether an 80km speed restriction for vehicles traveling along SH57 through the new roundabout will be low enough to make it safe for cyclists entering the Queen Street roundabout?

Is there is a case to reduce the speed restriction for those entering the roundabout to 60km per hour, or will design of the roundabout bring vehicles down to that speed?

I support the other proposed speed restrictions, as a vehicle owner and cyclist.

Individual

Thank you for the opportunity to make a submission.

Individual

Good afternoon - I travel the Levin to Shannon road everyday on the way to work. The road is certainly capable of handling 100km traffic. Most days when I leave Levin at 6am in the morning there is hardly a car on the road. Dropping the speed limit to 80km will cause longer journeys for drivers, more frustrated drivers and more dangerous passes. The most dangerous spot is the Queen Street intersection at Levin and this is getting fixed. This would be a major backward step for the region if it went ahead and deeply unpopular with the 100s of commuters that travel to Palmerston North for work every day.

Individual

Yes. Listen to the feedback. Leave the speed limit as is. Leave the passing lane. In fact, build TWO lanes in each direction. Stop slowing things down for the few idiots that refuse to drive safely.

Individual

Yes take pay cut do your job's right first time. Do not need to be lowered its a farse from another broken government department. Road is fine its drivers.

Individual

Inconvenience to the majority of good safe drivers. I don't mind the reduction around Shannon, but disagree with the 80kph zone from there to SH 1. Aside from stupid drivers, overtaking when I'm doing the speed limit, it's a road that's safe to drive at 100kph

Individual

I agree with the proposed 80 and 60 km/h changes.

Individual

Yes where the accidents have happened. Just slow the traffic from Tararua Rd to North of Garden of York. 100k the rest of the time will be frustrating for drivers and slow drivers will only go slower.

McIntosh Cranes

Speed limits should stay the same. A new Expressway is what we need. How many accidents have we had on the Kapiti Expressway?

Individual

Enforcement, traffic calming such as median poles to deter unsafe overtaking, maybe drop limit to 70 or 60 in the vicinity of busy and/or high risk intersections. The priority should be safety and steady flowing traffic.

Individual	<p>Currently there is no right turn lane heading north on 57 at Roslyn/Waihou Rds. As long time resident at Wallace Road Ihakara I have witnessed several near misses at these intersections plus observed people stopped in the middle of the road turning right at these intersections blocking and slowing Northbound traffic and taking risks turning in front of Southbound traffic. 80km may reduce the effect in a collision but there still remains no safe turn especially at Roslyn Road as traffic cannot safely pull to the left to turn right.</p>
Individual	<p>There are lots of screeching brakes at the 57/Kimberly road intersection every day. The blind corner driving south between Tararura road and Kimberly is very dangerous. Turning right into my driveway I have many times been passed on the shoulder, had people almost rear end me, and even pass me on the right while trying to turn! As this is a blind corner with heavy traffic, I propose that Tararura to Kimberly be reduced to 70 km. People have to slow down for the intersection anyway, so may as well make it safe around the corner.</p>
Individual	<p>There is no need to reduce the speed limit on this stretch of road. The section of SH1 between Otaki and Levin is far worse. 80kmph would be overkill for this stretch and actually would start to criminalise normal citizens for no reason. 90kmph would bring the speed of heavy vehicle's and cars into the same area and allow for good flow without producing problems</p>
Individual	<p>This road is better than many parts of SH1 100 kph so why should it change to 80 kph? The side barriers are a failure and have increased the accident rate. Good idea not putting them everywhere otherwise accident rate would rise in those areas too. MCDONALD'S Rd north does need a pull off lane to turn right. Add turn right bays for Tararua Rd. Passing lanes should be retained as passing lanes and not slow lanes as slow drivers often don't pull over into slow lanes because they think they are not slow. Going south the Shannon passing lane may be the only change to pass a slow vehicle from Millricks Line south safely. Reduce speed to 80 kph though top of Levin - Queen St etc. as proposed. BUT DEFINITELY NOT the whole Shannon to SH 1 section. How about more Policing - infrequently see cops on this road or will they start that now as easy areas to get their infringement targets if this speed limit is reduced to 80 kph? 80 kph will not stop the crashes - fixing the surface, remove crash barriers that give no allowance for errors and add safe pullin areas for right turns will. A big chunk of the community you have consulted with don't use this as a through road. Consult the through road users before you make your decisions and not after. Changes need to be made but 80kph for 19 km will frustrate drivers. This will add 20% to travel times over this section of road. FYI - I drive this road most weekdays. Slowing speed limits around many areas of the country is to cover beaurecrats backsides for poor basic road surface maintenance and other poor decisions, some rural roads excluded. Think before you act and maybe have some site visit's and drive the road. I often follow NZTA vehicles so consult those Palmerton North based drivers. This is too much driven by politics and distorted figures and not enough about sensibility.</p>
Individual	<p>Southbound from palmy, this section is the first available opportunity to pass slow vehicles. Slowing the traffic and removing the passing lanes will result in drivers getting annoyed at slow vehicles and passing in unsafe locations. The slow lanes won't work, apart from a few trucks, most drivers don't know how to use them or simply refuse to go into them. Causing faster moving traffic to be forced to pass in dangerous locations. This can be fixed by removing the slight rises and dips in the road that hide oncoming traffic from cars attempting to pass. Slowing traffic hasn't worked in palmy where the traffic still travels at the same speed. We should be putting more into teaching drivers and making the road actually safer rather than putting a different speed sign up.</p>

Opportunity to Submit - SH57 Speed Review

1. Thank you for the opportunity to comment on the proposal to make changes to the posted speed on the 19km section of SH57 from its junction with SH1, through to just south of Shannon.
2. This submission finds that the review has other options that should be looked at. There is disappointment very little information has been provided. Crash analyses, 'engineering-up' options, speed profile, traffic composition / profiles, safety audit findings, and more, would better assist with making a submission. They are all / part of the summary of vital evidence as required Land Transport Rule: Setting of Speed Limits 2017 which unequivocally requires alternatives to be considered.
3. CONTEXT: This submission is made being mindful of the Government's ambitious Road to Zero as a key driver behind the actions to slow traffic over a large percentage of the national road network, in the belief this alone will lead to fewer deaths and serious injury, through harm minimisation.
4. In preparing this submission, credence is given to the relative strategic documents such as the RLTP and other initiatives that are to be delivered upon, to achieve the 1 aspirations of the region's interests. SH57 plays an important role to connect central New Zealand with improved access to and from the region, efficiently and reliably for greater economic growth and development. Thus the Agency needs a complementary vision for the route in terms of use and form, long term.
5. By observation, the crash data do not suggest speed is a problem on this route. Several other factors predominate.
6. THE HIGHWAY: SH57 can be viewed as a second cousin to its neighbouring SH1 to the west, but notwithstanding, it carries roughly the volume of traffic averaging some 9,000 vehicles per day (vpd). It is a mix of peri-urban across the eastern flank of Levin township, and open rural highway north of Roslyn Road or thereabouts. Significant improvement investments were made from 2000-2010, but there remains numerous inconsistencies that require incremental improvement to eliminate. This lack of investment in the last decade, necessary for a safe-system, is a concern.
7. There are few overtaking opportunities on this route as it is, and north of Shannon the situation is similar. Improvements in the way of passing lanes are installed, with one for north and the other for south bound traffic. They are a 'proven' mitigation measure, designed and implemented as part of a safe system. This is well documented in the literature, and their construction can be justified at 5km spacing 2 on routes carrying more than 4,000 v.p.d. Further, the per cent time spent following a slow vehicle should be limited to 30% to 40%. At current traffic volumes, platooning 3 is common. This increases the per cent time following, promoting adverse effects.
8. It follows on strategically, that this 19km segment would benefit from three passing lanes in each direction to improve traffic service and reduce driver frustration. As a freight route, it has to cater for the complete mix of vehicle types that use it. Passing lanes facilitate a more harmonious or consistent driving experience, by giving relief to the more agile vehicle fleet with safe overtaking opportunities as well as separation from opposing vehicles. A lack of overtaking opportunities leads to increased risk taking elsewhere in the road length, where in-the-moment errors in judgement, can end with unhappy and sometimes dire consequences.
9. EXPLANATION: Vehicle platooning increases with traffic volume, increasing traffic density, and is a more sensitive measure of traffic service than is mean speed. This may have negative implications, propagating flow breakdown. One of the intentions of the proposed

Individual

speed review, is to repurpose the 'passing lanes' into 'slow passing bays'. By definition, they are two different things. The former are short-length passing opportunities, more of a refuge catering for low speeds and usually located in awkward terrain. The latter are designed according to open road geometric standards and greater than 1,000m in length.

10. It is believed these differences will not be well understood by motorists, and although the existing mean speed is only 10% (on average) above the proposed 80kph 4 posted speed, speeds in the vicinity of the passing lanes existing will be higher, in the 80-90th percentile, since wide open straight roads are self-explaining. In other words only very few vehicles will be driving sufficiently slow, to be motivated to move to the left lane. It will require unrealistic enforcement hours to correct the expected behaviour.

11. Since this has consequences nation-wide, it would be a pleasure to receive credible advice as to how passing lanes, (destined to act as slow bays) specifically designed and located within open road alignments, are expected to work

12. DATA and DEDUCTIONS: As part of this submission it has been necessary to look at the data available along the whole subject length also taking into account the period of the L4 lockdown 2020 due to the Covid-19 restrictions on travel and subsequent effects.

13. It is difficult to assert that the crashes are related to speed or that speed was involved with DSI data obtained from the website. Some vehicle manoeuvres by their description were at speeds lower than the proposal. This makes it difficult to demonstrate that lowering the speed is likely to be effective.

14. It is observed that many of the intersection crashes (11 out of 23 in six years) will disappear with the completion of other interventions across the back of Levin.

15. No evidence has been provided of crash types being grouped. This would help to identify patterns / factors that otherwise might translate to similar crashes at other locations in the route or network. It is observed from the crash report summaries that alcohol, drugs, fatigue are contributing factors.

16. In another manner, some of the crash locations may already have frequent violations for which targeted enforcement is appropriate. An example being for 'failing to GIVE WAY' etc. Instead, it is submitted that because the 80kph proposal is not sympathetic with, or harmonious with the self-explaining open road beyond Roslyn Road north, the whole route will need to become a 'target' for enforcement to achieve compliance. (See also para 10).

17. Access management has not given any weight in the proposal. Some of the crashes are 'access' related. It is known that access point density is indeed relevant to roadside safety risk. As a State highway its principal function is that of providing traffic service for the motoring public and freight, as a critical part of the network connecting Palmerston North with the Greater Wellington Region to the south. Regardless of speed, crashes will continue to occur where there is unrestrained development development adjacent, and will increase as traffic volumes increase in parallel with increasing demand form land use activity to and from the highway. A proper access management plan would identify if there are mitigating countermeasures available, and should be explored before speed setting.

18. ASSESSMENT of ALTERNATIVE: The following sets out further reasoning for an alternative to the proposal by segmentation of the 'total' subject length. In the five years 2016-2020, there were 8 DSI crashes (C) from midway between McDonald 5 and Heatherlea Roads, northwards to south of Shannon (North of Pretoria Rd) a distance of 10km. However there was a 51 day period of L4 lockdown

(25 March-15 May) with little traffic. By interpretation of the 10km of crash locations for the (5) five 6 years prior, and for the same period as the lockdown, we could add 0.5 crashes to the 2020 data to realise $C = 8.5$.

19. For the 10km south of Shannon described above, the crash rate CR is $\sim CR = C / 9,000 \times 365 \times 5 \times 10 / 108 = 8.5 / 1.64$ CR = 5.2 This means this section of SH57 is a medium (collective) risk rural road.

20. There is a distinct change in the environmental character along the route. It abuts urban Levin to the south, transforming to the rural link north. Speed (to the south) will be managed downwards by default, when the O2L associated proposals e.g. roundabout), are complete. These two environments are sufficiently different in terms of safety and function, to warrant, different posted speeds.

21. SUMMARY

a. SH57 provides an effective connection to and from the regions' principal economic growth productivity areas, including providing for the efficient and effective movement of freight in the region.

b. Without a long-term vision for the route, there is no ability to determine what relevance this discrete speed change in the name of safety, has to deliver on the aspirations of a broader strategic context.

c. By assessment this section is NOT the highest-risk part of the regional network.

d. There is no strategic advantage to downgrade and reduce traffic service along all sections of the road network, especially when NO other countermeasures to mitigate poor effects are made known.

22. RECOMMENDATION: (1) The proposed 80kph is supported from Kimberley Road to midway between McDonald and Heatherlea Roads. (2) North of this location, SH57 should remain at the current posted speed to south of Shannon.

23. EPILOGUE

a. The product of speed and mass is a problem when vehicles collide with objects. Options to reduce crashes and actually 'fix' enduring problems, should also be the focus of every speed review.

b. The simple turning back of the 'speed' knob has a limited life and efficacy on behaviour. It should not used by default, as a surrogate for investment or to displace the discussion of other strategic longer term options.

c. Speed management is a vital road safety tool, but mass medication to sedate the networks' users carte blanche is not the gateway to the future. Alone, it cannot fulfil the holistic needs of the highest demanded mode of land transport in a modern world, used by an ever improving vehicle fleet.

It has been a pleasure to have the opportunity to provide these thoughts. [map recommendation supplied]

Mōrena

I drive this section of road on an extremely regular basis, and, on the whole, agree with the proposed changes. Much of that road is simply too busy to drive at 100, and not being able to drive at or near the posted speed limit can fuel a feeling of frustration leading to poor overtaking and thus to potentially fatal crashes. I have got caught up in this frustration in the past, and made poor decisions as a result. I have to consciously relax to avoid this. A lower speed limit would make this easier.

Individual

The one point where I do not agree is the passing lane just south of Shannon (southbound). 2 streams of traffic exit Palmerston North

and join just north of Shannon, and as a result, there are often cars that are not confident driving on rural roads who want to travel at a slower speed joining cars that are confident and happy on the road. This is fine, but unconfident drivers are often unfamiliar with rural roads, and do not always use the slow vehicle lane. They often view them as a truck lane, and fail to pull over. Having a passing lane southbound ameliorates this issue. Most people understand 'keep left unless passing', and this helps sort the traffic into the faster and slower streams helps prevent the build up of frustration that can lead to dangerous driving.
I appreciate your careful consideration of this issue.
Ngā mihi

Individual

Yes the fact slow roads are dangerous roads The fact slowing roads increases accidents The fact slowing roads increases road rage that leads to stupid manoeuvres at stupid times leading to accidents The fact slower roads leads to distraction that leads to accidents Stop trying to fight human nature, stop making the roads more dangerous than they need to be. Stop trying to make people crash but at slower speeds and start trying to stop people crashing in the 1st place

Individual

Yes it is a State Highway so speed limit should be 100km/h not reduced because NZTA is unwilling to upgrade a road to carry higher speeds. It is obvious that speeds are not excessive and people are driving to conditions

Hi,

I would like to state my thoughts on this new speed restriction please, or feedback?

My name is Mal Cotter, I am a heavy user of this stretch of road, I am an ambulance officer with St John in Levin and ferry pts from Levin and all surrounding areas to Palmerston North Hospital, several times daily.

I am 1 of 5 ambulances in this area that use this stretch of highway constantly, also a lot in our private vehicle.

I have been doing this 20 years, and I have one strong opinion, or observation:

Speed seems to be the ONLY thing that gets the blame for accidents?

I have to be totally honest that most accidents I have attended on this, and other highways, speed has NOT been a factor. It is usually people falling asleep, being under the influence (even slightly) of alcohol or other substances, or following too close, and a big one is phone usage and this causing inattention for a few seconds....long enough to rear end the vehicle in front, or veer into oncoming traffic etc. The amount of people we see using phones on the highway is scary.

Individual

Also on the steep sweeping curve approx 4km south of Shannon, many caravans/trailers etc have lost control going down when heading

north, which of course can be attributed to speed, but also poor loading/weight balance, and lighter towing vehicles.

Of course some people do speed, but I have noticed a huge drop in this over the last 10 years.

If I may be totally honest with you, one huge thing I have noticed is the road condition/surface being a huge blame, in my mind. I realise this is an NZ wide problem, but some of the road repairs deemed permanent have been extremely poor and frankly unsafe. Many times we have had to slow right down or carefully plot our way through repair spots where the repair crews have done such a poor job, resulting in heavy bumps, vehicle tracking off due to uneven layers of tar etc. This, on a main highway?

Personally I see a reduction in speed limit will cause frustration and anger among drivers, I have seen this many times when traffic is held up to 80km/h on this road by contractors/tractors/caravans etc. I can see a speed reduction INCREASING accidents to be honest due to impatience and stressed drivers under time constraints/delivery times etc.

I am on the road a lot, and the many thousands of times I have driven this route at 100km/h traffic flows well and I have not noticed dangerous driving or overtaking etc.

However there is one stretch of road I find dangerous, and that is Opiki. I can be totally honest and say that Opiki road is genuinely responsible for an increased usage of pain relief for our patients in the ambulance whilst transporting to hospital.

St John noticed this increase in analgesia usage and staff were instructed to try other ways to increase comfort due to this.

I would dearly love to talk to someone about Opiki road, as it is a daily nightmare for us ambos and patients due to it's extremely rough surface. I routinely do 60-70km/h over this road now, as the patients cannot tolerate the bumps at speeds above this. It is a daily issue we are dealing with multiple times. However, this is the preferred route due to time etc, and the ambulance service workload is increasing all the time.

Please, please do something about Opiki road. Part of it had work a couple of years ago where I heard they pumped concrete under the existing ground? That part is still beautiful and such a pleasure to travel on, even if it is only 20 seconds worth.

Thank You for listening, I'm more than happy to email people if they want to listen..I use this road non stop so know it so well. I'm just thinking of the "common sense" side of it.

	Please don't concentrate solely on speed, there are a lot more causes for crashes before speed.
Individual	Yes. I commute from Levin to work in Palmerston North at Massey University. I haven't experienced that road as dangerous - it is in good condition, the road is reasonably wide, and while a small section of it is hilly, the corners are not sharp or badly designed. I would be concerned given that there is considerable truck traffic to Palmerston North, esp. going to the large supermarket distribution centres (PN has the largest supermarket distro centres in the lower North Island) there, at cancelling the one and only passing lane on that whole road to PN - whether you take SH56 or SH57. So I would oppose getting rid of that passing lane, as it is the only place you can pass trucks safely on the whole journey. I doubt if some trucks or vehicles would use a slow vehicle lane, and I would assume you would cut down the size of the passing lane to make it even harder to pass easily. There needs to be a passing lane on SH56 near Longburn going into Palmerston North, so I hope if you get rid of the one and only passing lane to Palmerston North that you make another. It is sorely needed. I think a solution that takes into account the passing lane would be to have 80kph or even 60kph at the back of Levin along the straight, where there is a lot of traffic and the crashes you have noted mostly occurred at Queen St and Tararua Rd, and it is an area of Levin that will be developed soon. But retain a section of SH57 at 100kph around the passing lane so as to allow traffic flow and avoid frustrated drivers making silly mistakes that endangers others and themselves trying to pass large trucks and other slow vehicles. I think SH57 Shannon to Palmerston North, via Tokomaru and Linton military base and Massey University, is a very dangerous stretch of road, and far more dangerous than SH57 Levin to Shannon in my experience. The SH57 Shannon to PN via Tokomaru is a very narrow and winding road, some corners are unmarked as to a safe speed but are often 60-70-80kph corners, there are no passing lanes, and yet the speed limit is 100kph. Locals speed on it dangerously - especially those from farms in utes - and tailgate drivers like me who when I use it drive slowly because I recognise it is dangerous. On Friday 25 Sep. that road was closed due to a fatality. I definitely think that road needs to be 80 kph max, with 60kph around the towns of Tokomaru and Linton.
Individual	Incompetent drivers appear to make up the majority nowadays and ,therefore, persuade others to take risks by attempting passing manoeuvres. Also, there appears to be a high number of drug-influenced drivers driving dangerously, which a decrease in speed limit will surely not change.
Individual	I am not in suport. I suggest carrying out the upgrade SH57/Queen Street intersection. Lack of skilled drivers a big factor. Increase licencing testing and manditory driver training needs to be implemented and is a major root cause in accidents.
Individual	The speed limit is not the issue, lack of passing lanes and poor roadibg surface is the real issue here. Resurface the road to eliminate the pot holes and introduce passing lanes so drivers can safely overtake.
Individual	Speed is the 4th biggest factor in fatal accidents and the 6th biggest in non-fatal accidents. Yes, reduced speed reduces harm in a crash, but you are simply placing an ambulance at the bottom of the cliff; your own statistics show that there are other factors that cause crashes and yet you are not addressing those factors. Speeds have been reduced around the country and yet our road toll climbs. This alone should show you that simply reducing speeds is not working. Drivers are the problem, plain and simple. They run red lights and stop signs, they do not put their headlights on at dusk or in the rain, they don't indicate, they don't look ahead of where they are

	<p>driving. if you truly want to save lives, then start driver education/enforcement around the things that actually cause crashes. It is well past time to start focussing on reducing crashes rather than only focussing on reducing the harm from crashes.</p>
Individual	<p>The section of road called Kimberley Road from SH1 to the corner of Arapaepae road has no road edge and/or very narrow so cycling or walking along here, which A LOT of people do, there is no safe area to exit if you put barriers up, theres not enough room. I have already been pushed off the road, while cycling, by trucks passing each other from opposite directions. Reducing the speed to 50km would be more appropriate as now there is more exiting and entering onto this part of the road since Speildhurst Lifestyle Village has developed. We know this as we live across the road from it.</p>
Horowhenua Grey Power	<p>Horowhenua Grey Power are very supportive of making our roads safer for the members of our organisation. Should the full length of the road SH57 be consistent at 80km we feel that the policing of this is critical. We do have some concerns regarding the access for emergency vehicles and appropriate turn around areas. The map does not show the topographical nature of one passing lane (Potts Hill). This is a reasonably long incline and would require a reasonable amount of speed to maintain a vehicles speed to reach the top. An 80km slow vehicle lane would create a situation of a passing vehicle travelling more than 80km to execute the pass. Going north there is only over passing lane in at least 14 km of road (Queen St East to Shannon) and approximately 19km from Speldhurst Country Estate. There are a large number of difficult types of vehicles using this road from cars, utilities, truck and trailer units, cars with caravans and is a short cut road to Palmerston North and to the Hawke's Bay/Wairarapa. We submit that the only stretch of road needed for a speed limit change is from the SH1 Rail Crossing at Kimberley Road through to Tavistock Road to 80km.</p>
Individual	<p>Leave the speed alone most the road, slow traffic into roundabout to 70kpa Add more turn bays in for side roads, centre turnings bays especially Tartarus Road, more slow vehicle bays, wider verge to pass local agriculture traffic. Also maintain the road please, it's l poor condition for main freight route</p>
Individual	<p>Leave the speed limits ss they are! Stop wasting money on these surveys and use it to maintain the roads.</p>
AA Manawatu District	<p>Feedback on SH 57 Levin to Shannon speed review consultation Thank you for your letter of 30 August 2021 from Graham O'Connell addressed to the Chief Executive of the Automobile Association and inviting feedback on proposed permanent speed limits for State Highway 57 between its intersection with State Highway 1 and the urban area of Shannon. Speed Limits are one way of keeping people safe on the roads. Your letter highlights that even when speed doesn't cause the crash, the speed at the time of accident will most likely determine whether anyone is killed, injured, or walks away unharmed from that crash. We concur with that. The speed limit is only one influence on the speed at the time of an accident, and is only one of the tools that can reduce death and serious injury accidents. We are disappointed that the proposed speed limit reductions are being advanced instead of sufficiently improving the standard of the road to safely provide for the current speed limits. The AA supports the physical safety improvements that are currently under way for this section of SH 57 – - The roundabout at the SH57/Queen St intersection;</p>

- Proposed painted wide centrelines; and

- Stretches of side barrier protections (where specific risks exist in the event of an excursion from the road).

Part of this route (between the current SH 1 intersection and a point just north of Levin) will eventually be replaced by the proposed Otaki to North of Levin project for upgrading SH 1. The balance, from just north of Levin to Shannon remains in the long term as a major state highway inter-regional connection between Wellington and Palmerston North, and regions beyond (Hawkes Bay and a substantial part of the Tararua/Wairarapa).

The importance of placing more emphasis on upgrading and maintaining existing speed limits is therefore higher on the section between north of Levin and the urban area of Shannon.

Reinforcing why this matters, SH 57 is classified at the highest level of National-Strategic in Waka Kotahi's hierarchy of road importance – the One Network Classification.

Differing characteristics between SH57 south of Levin and Sh57 north of Levin

The segment of SH 57 south of Roslyn Road, Levin has different characteristics from that north of Levin to Shannon –

- The 'Mega Maps' tool shows that the mean speeds on the segment from the intersection with SH1 to Roslyn Road at the northern boundary of Levin is 86km/h while from Roslyn Road to Shannon the mean vehicle speed is 94km/h.

- The traffic volumes are lower on the SH 1 to Roslyn Rd section (approximately 5,000 average daily traffic) compared with the northern section to Shannon (approximately 9,000 average daily traffic).

- During the last decade there have been close to double the number of fatal and serious crashes on the southern section (19) compared with the section from north of Levin to Shannon (11).

Death and serious injury accidents track record

The AA has considered accident data for SH 57 (from SH 1 to Shannon) from both the CAS crash analysis system and Waka Kotahi's Mega Maps tool.

There were 23 fatal and serious crashes from 2015-20:

- 8 were a head on crash (35%)

- 7 involved a vehicle going off the side of the road (either to left or right) (30%)

- 8 were at an intersection or driveway (3 at Queen St, 2 at Tararua) (35%)

- 1 involved a motorcycle (4%)

- 5 involved a heavy vehicle, eg a truck or bus. (22%)

-18 involved multiple vehicles (78%)

- 5 involved a single vehicle (22%)

-3 were in the wet (13%)

- 8 were in the dark (35%)

- 3 involved a driver over the alcohol limit and/or drugs confirmed (13%)

- 5 were suspected of involving alcohol or drugs (but no results were in CAS) (22%)

- 3 were classified as involving inappropriate speed (13%)

Using a classification system from an AA Research Foundation project, we can identify 32% of fatal and serious crashes on SH57 in the last decade involved reckless/extreme behaviour (featuring things like alcohol and/or drug impairment, speeds 10km/h+ above the limit, unlicensed or disqualified drivers, people not wearing seatbelts, vehicles without warrants).

Head-on crashes and crashes at intersections have accounted for 70% of crashes in recent years, so addressing these risks would vastly improve safety.

The southern section of SH 57 has had approximately double the number of fatal and serious injury crashes over the last decade compared with the northern section despite carrying much less traffic (approx. 5000 vehicles per day) compared to the northern section (approx. 9000 vehicles per day).

Third party technical assessment

We have appreciated Waka Kotahi sharing a technical assessment of the route that was done by a third party.

It is interesting to note that this assessment agreed with the move to 80km/h for the southern half of the route but saw 100km/h as appropriate for the section between Levin and Shannon. It also noted that it did not regard the environment as likely to “encourage” drivers to travel at 80km/h or less. Put another way, the look and feel of the road will mean an 80km/h limit would not make sense to many drivers.

Driver perceptions of appropriate speed

AA believes that the look and feel of the northern section will be reinforced to drivers by the substantial investment in safety improvements over the length of the northern section. SH57 between Shannon and the northern boundary of Levin has had \$8.5m in safety improvements from 2018-2020 which added features like roadside barriers, wider centrelines and rumble strip.

People currently travel noticeably slower on the southern section of the route than the northern portion, which indicates a speed limit below 100km/h on this portion would be more in line with people’s perceptions of the environment.

A speed limit reduction on the northern section will simply feel too ‘slow’ to a significant number of drivers compared to what they are used to and likely lead to some instances of conflict between vehicles travelling at different speeds and poor overtaking.

Substantial investment has been made on two lengths of passing lane on the northern section, the value of which will be ‘lost’ if treated as ‘slow bays’ under a lower speed limit. Both passing areas work effectively with the current speed limits, and provide valuable contributions to both safety and transport outcomes.

Shannon semi-urban area

The speed limit proposal includes a reduction in the speed limit from 70kph to 60kph from 360m south of Graham Street, Shannon to 20m north of Vance Street.

It is unlikely that this will contribute significantly to safety outcomes. There is an element of urbanisation in this area. A lower speed limit may be considered more socially acceptable and in keeping with the aesthetics of the environment.

We note that the third party technical assessment endorses the proposed 60kph speed limit but recommends that it start and end at existing thresholds.

Although the AA would prefer to see the speed limit on this section retained at 70kph in keeping with the transport objectives of maintaining or improving the route as a national strategic and inter-regional route, the AA has no objection to the proposed change.

Summary

The AA submits for the reasons set out above –

(i) For the section of SH 57 from SH 1 to Roslyn Rd north of Levin, a speed limit of 90kph would be more in keeping with balancing the objectives of transport and safety, but does not object if the limit is determined to be 80kph (AA considers that 90kph should be an option open to use for circumstances such as this).

(ii) For the section of SH 57 from Roslyn Rd north of Levin to the urban area of Shannon, the current speed limit of 100kph remain unchanged and that no change be made to the passing lanes on this section; If necessary, further upgrading of this section be undertaken to support 100kph as the appropriate speed limit; The AA opposes the proposed speed limit of 80kph;

(iii) For the section of SH 57 immediately south of Shannon that is currently 70kph, the current speed limit of 70kph be retained, but if determined that 60kph would be more appropriate because of the environment the AA would have no objection.

Other safety improvements (related to O2NL)

For completeness of our comment on safety improvements for this section of SH 57, I wish to reiterate comments provided as feedback at a recent NZTA users’ workshop, that we believe, the proposed roundabout at the intersection of SH 1 and SH 57 is not an appropriate solution for this intersection. As presented, the roundabout would introduce more safety concerns than it solves, while also dramatically reducing the transport socio-economic outcomes for both SH 1 and SH 57, and introducing adverse environmental outcomes.

At the same workshop we were apprised of proposals for safety improvements (primarily shoulder widening and edge barriers) on SH 57 between the SH 1 intersection and the new Queen St, Levin roundabout. In our view the proposed limitation of this route to being oneway (south-bound traffic only) to enable a programme of work staged over approximately 8 months is an unacceptable reduction in the level of inter-regional transport services.

Additionally, the lack of suitable alternative routes is likely to result in worse safety outcomes over that 8 month period than will be achieved by the safety improvements in the brief period until the Otaki to North of Levin project is delivered.

We would welcome discussion on any of the points we have raised, should further clarification be required.

Individual	Leave the speeds alone and repair the damaged roads. Drive that road 6 days a week and get stuck doing 60 behind someone anyway.
Individual	Would be great to get a separated cycle lane from shannon to levin.
Individual	I agree with all the proposals except the one reducing the 100 km/h zone to 80 km/h. I think a reduction to 90 km/h would be more realistic.

Individual	If you want people UNDER TAKING change the passing lanes into slow vehicle lanes. Educating drivers will stop road accidents, making everywhere 80 kmh will not.
Individual	Reducing the speed limits as suggested to 80 and 60 will improve safety and I support this for the local community and people less familiar with the roads. There also needs to be sufficient space for drivers turning onto Tararua Road. The roundabout that is being put in at Queen Street is an improvement and will make that turn safer.
Individual	I feel that reducing the speed limit to 80kmh between Shannona nd Levin is absolutely stupid! I agree that it could be 80kmh in some areas (ie to just past Buckley Road and then from the Southern Waihou Road entrance to past the new roundabout. Cutting the speed limit on the rest of the road will cause more problems with speed cars and dangerous overtaking. Also the passing lanes should be left as they are. Having lived in this area for 74 years I think most of the problems are with the drivers not the roads. Patience is the key. The road to Levin is 100 percent better than it used to be years ago.
Individual	The proposed speed limit changes seem to fail to include the safety changes that have already been made, or at least the statistics since they have been implemented. Plenty of additional crash barriers were added only a couple of years ago. Please show us the crash statistics and death/serious injury toll since those were installed in the proposed speed limit changes. Thank you. An extension of the existing 70km zone near Shannon makes sense, and would save signage and be a suitable compromise. 60km over that whole stretch seems a little too slow. Why not test 70k first? Also 80km for the other stretch... why not try 90km speed limit first? Overall... my less drastic measures should help enough, I suggest.
Individual	Improved roads and better driving training. Do not lower the speed limit.
Individual	You cannot decrease the speed limit to 80kph AND convert a lane to 'slow moving' concurrently. 'Slow moving' is a relative term. I use this route regularly and the so-called 'slow moving' truck and trailer units are mainly doing 80kph. How can one pass such traffic legally if the overall limit is 80kph?
Individual	SH57 is a key transport route and I do not support a speed reduction. The primary focus needs to be on the SH1 SH57 intersection. The secondary focus needs to be on extending the use of wide centre lanes and wire rope edge.
Individual	Speed limit reductions here are excessive and unnecessary. Reducing speed limits will only create further frustrations for drivers. The current speed limits are sensible and safe.
Individual	I think one of the factors should be considered is that volumes of traffic vary significantly at certain times of the day. Would consideration be given to having speed limit signalling similar to that provided on the motorway entering Wellington. Speed limits could vary depending on much traffic volume there is. That way, at certain times, 100km/h could be realistic, and at other times 60km/h would be safer.
Shannon Bulk Haulage Limited	We as a local business who is a major user of this road would like it noted that we feel it is completely unnecessary for the speed limit on the proposed section of State Highway 57 be reduced from 100km/h to 80km/h We have no issue with the 360m south of Graham Street, Shannon to 20m North of Vance Street being reduced to 60km/h from the current 70km/h.

Individual	Roads do not cause accidents!! Accidents and Deaths are caused by the Hands on the Wheel. I have just retired from driving the Levin - Palmerston North Hospital Shuttle after 12 years using almost exclusively State Highway 57. The accidents and near accidents I have witnessed are a cause for concern. It's a worry when through the rear view mirror you see a vehicle often a truck sitting 2 - 3 meters off Your rear bumper at 100 kilometers per hour. I can imagine the outcome of having to hit My brakes with 8 passengers in the back.
Individual	We think lowering the speed limit for such a long distance is going to cause a lot of impatience in drivers, causing more risk takers. Our thoughts about the barriers is OK. It makes you more aware of accidents and speed by visually seeing broken barriers. We believe having the barriers hasn't created more accidents, it's just because we now see it. It's not the road, it's the drivers impatience and risk takers.
Individual	I'm against a 80km speed limit. sort out the entry/exits to the Town and leave the speed at 100kms. most accidents have been upon entering queen st. not on the open road. thanks,
Individual	Speed kills but not on the stated road speeds,its people far exceeding the speed so the rest of us are penalized for there idiosity.If its not there speed its the fact they cant drive even on a straight road.
Individual	I have no objection to anything south of McDonald Rd. However i am concerned at the precedent effect and the priority of making SH 57 north of here to Shannon an 80K road. From a precedent effect perspective this seems to be a statement that a lot of SHs in NZ should also be 80k - a wider nationwide discussion is needed on this rather than cherry picking. Re priorities: there are many local areas where a lower speed limit would be far more beneficial - I know the answer will be "out of scope" (refer "cherry picking" comment) but the biggest two improvements that could be done in the area are to extend the 80 south of Levin to south of the Ohau River bridges and the Manakau 80k area to north of the Manakau River bridges.
Individual	The two problem areas on the main road - the Queen St intersection and Buckley road intersection should be lowered, but the rest of the highway shouldn't be impacted. It will slow the traffic for no real statistical advantage.
Individual	<p>Good afternoon</p> <p>There are three aspects of this proposal that require some thought:</p> <ol style="list-style-type: none"> 1. The first is the use of cherry picked numbers to expand an option. Using the same figures I was able to quickly produce the following. Frankly, one would have more chance of dying from a midwinter smog related incident in Palmerston North. Unfortunately the context in which the accidents occurred is not apparent and makes even these numbers statistically suspect. They are, however, the only numbers given by the submitting organisation to support the case. 2. Road planning and accident mitigation policies over the years has been a mismatch of hype and underfunding coupled with some woefully inadequate design work from local and national authorities. In hindsight a simple ring road around Levin with a proper merge and flyover at Rangiotu Road/SH1 junction probably have provided better planning advice. It appears to this lay person that the road design system has no idea what to do apart from repeat the mantra "slow everything down" and dumb down all activities. Example being the person(s) who designated the Opiki-Shannon roading a bypass highway should have driven down it at least once and kept

their crayons in the container.

3. Limiting the process to 1 option implies that this is the only one and presented as the logically outcome of (insert whatever you like here but keep mentioning dead people). This consultation process is a sop to dress up the whole deal as democratic.

My experience with this part of the roading system is regular but certainly not daily. What I have observed is that Monday morning seems to have the most evidence of accidents , vehicles in ditches or farmers paddocks etc and the odd bit road side damage. The only thing I can deduce from that and the areas marked by “burn outs” is that the local Hoons have what they consider fun weekends. What does keep me awake though is the lack of basic roadcraft – vehicle positioning on the road, lack of signalling, erratic braking and speed changes, slow and very late merging from intersections and a host of other lazy or inconsiderate driving - nothing that an application of brakes and loud horn cannot handle. None of that is helped by taking place on roading that provides little in the way of overtaking lanes or decent merging lanes. The 87km/hr mean speed is about what I experience regularly and is dictated in large part by heavy goods traffic and the lack of places to pass.

My opinion regarding the reduction of speed on this stretch of roading and based on the paragraphs above: I would be extremely loathe to accept a reduction to 80km/hr as presented. I consider the documents for the proposal to be deficient of sufficient information, emotive and the use of selective data an affront to any sane person. Present the accident statistics so that informed decisions can be made (date, times, cause(s) would be a start) and provide options.

Levin, New Zealand
Riding for the
Disabled

The Levin Riding for the Disabled Association, which has operated from 70 Kimberley Road for some 35 years, which is now within Speldhurst Country Estate, wish to make a submission to the SH57 Levin to Shannon Speed Review Consultation being conducted by Waka Kotahi, New Zealand Transport Agency, National Office, Private Bag, 6995, Wellington 6141. Our Association has a number of volunteers and some 46 disabled clients, a number of who are confined to wheelchairs, who attend riding sessions here at our arena wihtin the Speldhurst complex three days a week. A number of these volunteers and drivers who transport our clinets, especially those who drive vans, have over recent years expressed concerns to our Association at the ever increasing danger of entering and exiting the property due to the ever increasing volume of traffic, size of trucks and general speed. In addition to the safety improvements NZTA have proposed so far, the Association would strongly support a reduction of the maximum speed limit to 70kmh on Kimberley Road SH57. Thank you for the opportunity to enable the Association to make a submission to ensure safer travel on Kimberley Road SH57.

Individual

The speed limits across the entire journey need to be considered together. Having a journey that has multiple speed limits is confusing. When traffic flows are low, vehicles can approach the speed limit for much of the journey. But as the road becomes congested, the lower speed limit creates queueing, which renders the higher speed limit (and often the lower speed limit) irrelevant. All roads that frequently have queuing need to have consistently lower speed limits, and the roads approaching these areas (such as SH57) should

	<p>also have lower speed limits to reduce the rate of arrival. I strongly support the proposed speed limits and would like to see more parts of the roading network have the top speed reduced to 80km/h.</p>
Individual	<p>The safety of all users including cyclists, horse riders, pedestrians etc. These users are vulnerable and slower speeds keep them safer. The climate crisis, slower speeds save fuel. The time lost by drivers will be minimal and should not be a factor considering the number of injuries and deaths on this road. The new roundabout needs to be engineered to be safe for all users by following best international practice.</p>
Individual	<p>I agree with the proposed lower speed limits on both stretches of highway. I also think that SH56 from outside Shannon through to Longburn should be 80km speed limit. Hi I drive from Te Horo Beach to Palmerston North at least once a week and often more frequently. I strongly support the proposed lower speeds. In my view, the entire stretch of highway from the SH1 intersection through to Longburn should have a maximum speed of 80km - including the stretch of SH56 going through Opiki. The road is quite narrow and not terribly well surfaced and cars drive extremely fast.</p> <p>However if that is not possible, I strongly support reducing speeds on the stretches proposed.</p>
Individual	<p>I would like to be kept informed about the progress of the speed review</p>
Individual	<p>I am against the proposed decrease in speed limit on State Highway 57. This is a major route for travelling down to Wellington so this will increase the time to make this journey. If we dropped the speed limit for every stretch of road in NZ where there are quite a few people residing, we could end up having much of the country at an 80 km/hr speed limit. Residents need to be patient when waiting to come out of these side-roads, with some changes needed to a few of the intersections to increase safety. Forever dropping speed limits by Waka Kotahi is not the answer.</p>
Individual	<p>Thank you for the opportunity to comment. Briefly: Yes to appropriate speed reductions. Longer story: Totally useless unless stringently policed. I have lived in Levin for approximately 12 years, residing at 45A Fairfield Road (north eastern quarter) and been an observer to the flagrant, on going disregard for speed levels/restrictions on surrounding roads. As you (who ever reads this) should be well aware we have had extensive road works in this area over the last few years. There have been appropriate speed restriction notices (in addition to the already established permanent road speed markers) throughout this area. None have been observed by more than a very small fraction of the vehicle drivers moving along these roads. The current temporary restrictions along Roslyn Rd and (until very recently) along Fairfield road have seldom been observed by more than a small fraction of drivers. There is absolutely NO point in adding more notices unless there is a big "incentive" for drivers to adhere to these speed limits. The word "incentive" should probably be replaced by "disincentive" to disregard the road speed</p>

indicators.

The only action that I believe would assist the cause is several, permanently placed, highly accurate speed cameras with excellent vehicle identification capabilities. That level of accuracy is suggested so that speed fine notices can be sent out to vehicle owners knowing that they would be upheld in a court should a driver try to test that. Such camera should NOT be identified to oncoming drivers with a notice "speed camera ahead". I am aware that such cameras are very expensive but useless unless they have an accepted level of accuracy that can be upheld by a court, they are pointless. They would pay for themselves quite quickly with the reduction in hospital costs of "repairing" injured car passengers. New Zealand needs to do something directly and strongly to lower the cost of life and even more, life -saving hospitalisation costs through the extraordinary disregard of speed restrictions that can result in very expensive personal medical rehabilitation and vehicle repair/replacement costs.

Footnote: I drive to Palmerston North and south to Otaki and Wellington fairly frequently. I VERY frequently find myself leading a great line of cars as I legally follow the speed restriction notices on the dangerous bridges, twisting areas of roads and observe the great distance that opens up between my vehicle and the one in front that has kept going at 90+ kms/hr through a 75 or 80 restriction area. YES, we need strong disincentives to speed and overtake dangerously and illegally.

Individual	Please consider dropping the speed limit to 50k/h not 60k/h at the southern entrance to Shannon. It's dangerous for people to cross the road safely and the nearest pedestrian crossing is several hundred metres further away in town. Our children have to run the gauntlet to get across the road. The reality is that the traffic will continue to travel 10kms above the speed limit so will still be traveling at 70km/h if you set the limit at 60km/h unless you also put a speed camera in as well. I know that state highway 57 has to travel through Shannon and indeed the town relies on it doing so but please help our population to be safe. I've always envied the north end of Otaki with their speed limit dropping from 100km/h straight down to 50km/h. Please do the same for our community.
Individual	Speed limit should have been lowered before now, especially between Roslyn Road and Tararua Road.
Individual	Just do it please. Any reduction in speed limits is good. The roads in Horowhenua/Manawatu are a nightmare.
Individual	YES we support lowering the speed limit to 80kmh on SH57 We moved to our current property in November 2020. When we exit McDonald Rd, the approaching south bound traffic (cars in particular) are temporarily obscured from view due to a dip in the road. This is particularly dangerous because the south bound traffic becomes visible within about 100m of the turn off to McDonald Rd. Although we pull over to the left when making a right turn into McDonald Rd, this lack of visibility (particularly in daylight - unlike at night time when headlights warn us of oncoming traffic) makes this turn precarious.
Individual	I agree with the lowering of all speed limits as proposed.
Individual	I use this road on a regular basis. I don't think the speed limit should be reduced on this road, except for going into the new Queens Street roundabout and on towards York Gardens, finishing there. I believe drivers will become frustrated if it is reduced.
Individual	Ia Ara Aotearoa Transporting New Zealand (Transporting New Zealand) submission on: proposed changes to SH57 Levin to Shannon speed limits

Representation

Transporting New Zealand is made up of several members include Road Transport Association NZ, National Road Carriers, and NZ Trucking Association. The affiliated representation of Transporting New Zealand is some 3,000 individual road transport companies which in turn operate 16-18,000 trucks involved in commercial road freight transport, as well as companies that provide services allied to road freight transport.

The road freight transport industry is 3.0% of New Zealand's gross domestic product (GDP) and it carries 93% of the nation's freight. We employ around 32,868 people and vocational education is of growing importance in our industry due to a shortage of drivers and other workers.

Introduction

Transporting New Zealand provides sector leadership and believes we all need to operate in an environment where the following must be managed and co-exist:

- The safety and wellbeing of our drivers and other road users; our drivers are our most valuable asset
- The impacts of transport on our environment
- The transport of goods by road is economically feasible and viable and it contributes the best way it can benefit our economy.

Waka Kotahi NZ Transport Agency (Waka Kotahi) is seeking feedback on its proposals regarding speed limit changes to SH57 between Levin and Shannon. Transporting New Zealand (formerly Road Transport Forum) has over a prolonged period of time commented on speed changes proposed by Waka Kotahi.

To supplement this submission the regional trucking associations for which Transporting New Zealand provides unified national representation may, at their discretion, provide local submissions.

General comment on Waka Kotahi speed management strategy

Generally, we strongly oppose what is essentially Waka Kotahi making carte blanche reductions in speed limits across the state highway network because:

- Waka Kotahi's approach of speed reduction is shifting its responsibility on to road users to manage the inherent risk – often for poorly maintained and/or poorly built roads - and in essence, that is an abdication of responsibility.
- Waka Kotahi's approach of reducing speed is inconsistent with good risk management practice. The Health and Safety at Work (General Risk and Workplace Management) Regulations 2016 refer to a hierarchy of risk control measures. In essence, in order of the most preferred methodology these are: substitution, isolation, or applying engineering controls. Waka Kotahi's approach takes the weakest and least effective approach.
- Reducing speed is not as effective in managing risk as remediating the underlying issues of relatively poor road design in terms of lane width, shoulder width, lane separation, curvature and roadside hazards.
- Reducing speed is not as effective as maintaining road surface quality. We believe Waka Kotahi has a legal obligation to provide a safe operating environment. Issues such as skid resistance, rutting and pot holing must be maintained and/or repaired to a consistently good

standard.

Waka Kotahi's risk analysis underpinning its proposed speed limit changes appears to be very narrowly confined to historic data on the social cost of harm to people. The agency's analysis does not appear to take into consideration any meaningful economic and/or social impacts on freight movement which in turn, are likely to result in adverse impacts on the safety and wellbeing of our people, other road users, and the people that rely on the freight we move.

Comments on proposed speed limits

We would prefer the state highway network to have well-designed and maintained roads with a roadside environment that allows motorists to safely travel at the open road default limit of 100 km/h. However, given that does not appear possible in this case, we agree with the proposed changes for these sections of road.

Concluding comment

Waka Kotahi is not providing our sector with confidence that it is pursuing long-term solutions to improve road safety performance across the network, and it should be investing more in providing a network that enables motorists to travel safely at the default open road speed limit of 100km/h and heavy vehicles to travel at 90 km/h.

Yes – Please consider the following from South to North

Make it a max speed of 80km from SH1 to SH57 north to 500m south of the Tararua Road roundabout – then 50km/h to Waihou Road, then 80km to just north of Ihakara (Tavistock Road) then max 100km to just south of Buckley Road intersection – then 80km to the 60km south of Shannon.

This will slow the traffic around the busy section of Levin where there are several intersections and soon two roundabouts at Tararua Road and Queen St.

Traffic should slow to 50km for 500m – each approach south to the new roundabouts. Transit and then off lanes need to be clearly sign posted, with large signs at these roundabouts. This will effectively mean there will be a 50km speed limit from 500m south of Tararua Road roundabout – through to Waihou Road or Roslyn Road going north. (Map attached in scanned email – file name 24-09-2021-10-57-35).

Individual

I disagree with lowering the speed limits. Lowering the speed limits will undoubtedly lead to more congestion and frustrated drivers taking unnecessary risks.

Individual

This is a load a BS, while would you drop the speed limit? when all the barriers have been installed. This should make it safer to travel and limit should increase not decrease. If people can't drive the road get them off the road. The accident on this road is caused by tied people driving not speed. Just because tour average is 87kkm which is another load of BS. I travel this road everyday of the week most people are doing excess of 110kkm. Police will never get the average or the dumb cables on the road.

Individual

DONT REDUCE THE SPEED LIMIT ITS RUBBISH. ROAD WAS UP GRADED TO MAKE IT SAFER

Individual

Leave the speed limit at 100

Individual	I very strongly request that the speed level be reduced. As I was turning into Speldhurst, I had to take adverse action, as a car passed me on the right side. I was in the correct lane to be turning right.
Individual	I think this proposal will greatly reduce risk on this stretch of road (SH57). I travel between Shannon and Levin on a regular basis - at around 100KPH and most traffic overtakes me. Also on return to Shannon, I turn into Graham Street currently (70kph) and I end up taking the corner too fast as traffic behind is close to tailgating. Good proposal here I say.
Individual	This is a positive proposal, but the police should also focus on tailgating as this is a major issue on this road that will only get worse with a lowering speed limit.
Individual	Motorists perception that this is just another revenue raising exercise. I travel this stretch of road regularly in the course of my work and the 100 km/h limit is in my view perfectly safe. Raise revenue from the few idiots who exceed the limit or drive in an otherwise unsafe manner. Better still, make obtaining a driving license more difficult, thereby improving the standards of driving generally. This is another waste of taxpayers money and time. By all means make roads safer with physical improvements, but stop restricting us law abiding motorists further with ridiculous legislation such as these measures. Get the police to concentrate more on distractions (phone use, eating, smoking, wearing hoodies etc) rather than persecuting some for a few kms over the limit. The motoring public would have a lot more respect for the police and Waka Kotahi if this were to happen. Catching a speeder doing 83 in an 80 is easy money and alienates the public. Rant over!! (By the way I have not recently been caught speeding, so no sour grapes here!)
Individual	I am opposed to the wholesale reduction of speed limits on SH57. I seriously doubt that the 80%+ of respondents were in favour of non-targeted reductions along the complete route from SH1 to Shannon. Reductions on specific accident-prone sections such as location of the roundabout currently under construction are sensible but using that as an excuse to reduce convenience for every road user of SH57 is not. Cars are getting safer and the safety improvements being made (that were previously justified by accident statistics) are for the most part sufficient mitigation. I am tired of "consultation" outcomes being censored, selectively quoted or misused to satisfy pre-conceived agendas.
Individual	the speed limit does not need lowering to 80kph. This is a dangerous suggestion. If this is allowed then it will lead to more dangerous overtaking, and as a direct result the opportunity for more deadly crashes.....which is what you are trying to avoid. You have shown no root cause analysis of the crashes that have occurred. How many were down to driver error as opposed to actual poor road design? Poor drivers make poor decisions irrespective off the road speed. I suspect that a majority of the crashes were at the known blackspots; York Gardens shop, Queen Street East and SH intersection, Potts Hill. Changes in the road layout have been made, or are being made, and it would be interesting to see any comparison. The relabelling of the dual sections does what? A slow lane as opposed to an overtaking lane? In real terms there's no difference is there?
Individual	While I support lowering of the speed limit south of Heatherlea Rd East I can see no justification for lowering it north of there. I don't know how the average speed of 87km/h was calculated but north of Heatherlea Rd most traffic is at or above 100km/h
Individual	With further extensions to the village increasing the population considerably, I feel a 70KPH stretch from the existing 80/100KPH sign to the west of the village to say 150 metres beyond the eastern gate be reduced to 70KPH as done in many of other places throughout

	<p>New Zealand. In discussions with our hard working committee and villagers in general are in accord. It seems to me it would be the common sense thing to do. Please consider it.</p>
Individual	<p>The default speed limit for rural single-carriageway roads should be 80km/h, so this proposal makes sense. But why not change the Shannon speed limit to 50km/h rather than have a short stretch of 60km/h?</p>
Individual	<p>That 100km limits aren't the issue. Frustration caused by slow and erratic driving or excessive speed are the issues. Slow vehicle lanes would be a joke as it's not difficult to speed up to 80kmph, which is what people tend to do. Leave the limits as they are!</p>
Individual	<p>Obviously the writer is of fountain pen vintage living at the eastern end of Roslyn Rd up on the hill. From the back of the house we look over SH57 and have been doing so since 1971. 'Observation' from a Land Rover bought new in 1958, cruising speed of 50MPH. I very rarely drive it on SH1 but in an 80k=50MPH I have some angry motorists tooting at me. Roslyn Rd is the [?] speed track and with a 'creche' starting this needs a 40k restriction. To take SH57 down to 80k for safety is in my humble opinion a wonderful principle. But how any [?] enforce it. Logging trucks and container trucks are just not designed to travel at 8[0]k. If one truck observe the restriction other trucks will tail-gate and this is very much to the detriment of older drivers. My wife is happy to drive to Levin at 80k and that is still too slow of a [?] so she goes faster. At what decision making skills at 80 [? ? ?] get awkward.</p>
Individual	<p>I'm happy to go a bit slower, just leave home a bit earlier.</p>
Individual	<p>Don't do it. The trip is fine and people will overtake dangerously if it is lowered. Just fix the roads so its easier to drive.</p>
Individual	<p>The ability to safely pass agricultural vehicles in multiple places. The ability for cyclists to be able to pull over as heavy traffic passes. The accidents actually caused by wire rope barriers because there is nowhere for traffic to escape from a head-on crash Make sure the slow vehicle lanes are the same length as the current passing lanes Traffic turning right from Potts Road needs the passing lane or slow vehicle lane to help it merge safely going uphill 100km/hr north of Roslyn Road should be fine if people stick to the speed limit</p>
Noaro Farms Ltd	<p>1. Vision I have just renewed my license for another 10 years. After going through my medical and optician visit, I am appalled at the exceptionally low requirement for vision to be able to drive on New Zealand roads. A class 1 vehicle (car) only requires 6/12 vision and class 2 through 5 (heavy vehicle) requires 6/9. I have 6/12 vision without correcting lenses, so I am legally allowed to drive a car without correction yet require them for a heavy vehicle. My point is that I do not drive at all without my corrective lenses which provide me with 6/6 vision as I do not feel safe on the road for myself and other road users. If the requirement for vision was raised to maybe 6/7.5 for example, then it will remove many people that have poor vision that are currently driving. In my experience most people do not know they have vision issues until they have their eyes tested. They will be required to visit an optician for corrective lenses. I know that this will incur a cost for the user, but this would be far outweighed by the death of someone on the road that was killed by a driver with poor vision. 2. Speedometers How can you set speed limits when most drivers are probably unaware of what speed they are traveling at? I have been driving for 30+ years and I was one of these people. I blindly believed the speedometer in my car was accurate.</p>

After GPS became readily available, I realised that at 100km/h on my speedometer of my car I was only doing 89km/h. This was with the correct sized tyres from factory and was out by over 12%. I have driven many different vehicles over my career and hardly any are accurate. Most ranging between 4 to 12% error less than actual speed. My parents' car reads a set 4km/h faster than actual right through the range from 0 through to 100. It is quite often brand specific too. Suzuki Swifts which are a very popular car, and it is most often the type of car you see on the road with traffic behind them. My sister had one and I can confirm that the speedometer was out by at least 10%. This is the part that I feel causes a lot of frustration in drivers that use GPS devices and know their actual speed. Quite often the slower vehicles believe they are traveling at the speed limit and become very righteous. They will not let the faster vehicles pass which can lead to frustration that causes risky passing to take place. I know this is a tricky subject as we have very few if any cars produced domestically and international manufacturers understate their speedometers for legal liability issues. This issue needs to be dealt with in a way that informs drivers that their speedometers are not accurate, and they need to have them checked with a GPS device.

3. Road Condition With my years of driving professionally of have noticed a severe decline in the general condition of road surfaces making them not fit for vehicles to travel on safely. I trust that this is considered when reviewing speed limits. For the cost of going through the process of reviewing a limit for an apparent dangerous section of road, it would be beneficial to put this money to bringing the surface of this section of road to a safe standard fit for vehicles.

4. Current Limits There is nothing wrong with the current limits in place for this complete section of road. Most people driving this road handle it well. The mean speed results you have are probably related to the speedometer issue as outlined above. This route is a high-volume commuter route for people working and living between Palmerston North and Levin. Reducing the limit is only going to reduce their productivity.

5. Passing lanes Please leave the passing lanes as passing lanes. If people are not told to keep left unless passing, they will stay in the right lane. As mentioned above with the error with speedometers people that think they are doing the limit will not pull over causing frustration for other traffic leading to risk taking and possible crashes.

6. Conclusion It is not the current speed limit that is causing the crashes. Frustration is most likely the major cause. Lowering the limit is only going to cause more frustration and in turn more crashes. This has been seen in Auckland where speed limits have been lowered and crash rates have gone up. Why is it that motorcyclist have the Respect Every Ride campaign, yet nothing is in place for car drivers? Driver training needs to be improved. What are your statistics on people involved in crashes? Are they commuters? Are they people that normally only drive in towns at 50km/h most of the time and struggle with open road driving at 100km/h? I feel it would be mostly the latter. These are the people that need driver training.

Individual	I fully support speed change to 80ks to Shannon from Levin. A wire rope in centre of existing passing lane should be installed to coincide changing these to slow vehicles lanes.
Individual	Please do not! Altar the speed limit on SH57 road! This country is going backwards! Badly - on international standards. Speed is not! The only cause of accidents - it's people possibly talking or texting! On smartphones! And slow traffic can cause accidents - which is an offence. I very much doubt the average speed you quote at 87kmh, and if it is - it is far too slow for 100km limit! Better and new highwayds should be built like the national party was going ahead with! (But not this present Labour government!) (soon it will be quicker to hop on your bike). So please don't lower the speed limit! Highways up by Taupo and on the way to Hastings could easily be

	<p>set at 120kmh on some stretches. People - including many of my friends and family don't want to take forever getting places around the country.</p>
Individual	<p>1) the cumulative effect of reducing speed limits on a trip from Auckland to Wellington or back again. This is costing money in freight time. 2) Exactly how many deaths on this stretch of road have been caused by speed alone? The consultation is disingenuous by not specifically stating this. If there are none, then you are achieving nothing. 3) How is this progressive? 10 years ago we were talking about increasing the speed limits. Now NZTA is taking us back to the 80s. Why don't you just build better roads like other countries? 4) How dumb is this? No seriously. This is taking us back to third world. Other countries are building super fast motorways and do you want us to go back to horse and cart? 5) what is the cost benefit analysis for the country on continually slowing everything down? The road toll has not reduced.</p>
Cycling Action Network	<p>Cycling Action Network strongly supports the proposed changes. We prefer a 50kmh limit on the section south of Shannon. Everyone in our community deserves safe roads. That's why we welcome plans to make SH57 safer. With more than 300 traffic deaths each year, we urgently need to cut risk. There's no excuse for doing nothing. Higher speeds result in more crashes and more severe injuries. The faster a driver travels on a road, the more likely the driver is to crash. As speed increases, the stopping distance increases. Speeding is just as dangerous as drink driving. Research from Australia shows the speeding driver and the drunk driver have similar risks of crashing. We do not accept drunk drivers on our roads. We must not accept speeding drivers on our roads. Fewer New Zealanders would be killed and injured if we slowed down. It is estimated that if we reduced average speed on New Zealand's roads by just 1 km/h the rash rate would be reduced by 3%. We can't beat the laws of physics. Stopping distance follows the laws of physics and is not related to driver skill. The faster a driver travels the longer it takes to stop. What's the rush? The majority of the trips we take are short. On a 10km journey if you reduced your average speed from 110km/h to 100km/h it would take you an extra 33 seconds. Is this increased risk of crashing acceptable in the interests of saving just 33 seconds? For the case for change, please refer to Mechanics and politics of changing a speed limit https://viastrada.nz/pub/2019/mechanics-politics-speed NZTA's own research that most New Zealanders agree that our roads would be safer if we all drove a little slower, and they understand lower speed limits reduce road trauma (see NZTA research report 563: Safer speeds: public acceptance and compliance, December 2014) Cycling Action Network CAN is New Zealand's national network of cycling advocates. We work with government, local authorities, businesses and the community on behalf of cyclists, for a better cycling environment.</p>
Individual	<p>I find it hard to believe that you want to reduce the speed limit on this road. You have widened it and fenced it and both have failed miserably to make distracted, talentless or stupid drivers from losing control and hitting the new barriers at a far greater rate than ever ran off the road prior to the barriers being erected. Every year cars get easier to drive and are intended to be driven at higher speeds than the law currently allows. Drivers on the other hand get less skilled and less attentive. Your current average speed is almost exactly the legal speed of a heavy vehicle. Many heavy vehicles travel this route and non that I am aware of have had a crash on this road, bigger worse handling, slower to stop, less maneuverable vehicles than easy to drive cars.</p>

This point very strongly to the people driving the cars as incompetent.

Leave our roads alone, leave our passing lanes alone and spend the effort on driver awareness (prevention) and not barricades (ambulance at the bottom of the cliff)

Your traffic figures are unlikely to be true in regards to Tavistock road (feeder road) having more traffic than highway 57 so it is a bold statement heading "What we know"

I have not noticed any extra driveways being constructed in the last 4 years apart from 2 at the top of Laws Hill. There is only one reason for all the accidents on SH57 and that is lack of driving skill either from distraction or plain stupidity. If the 100km limit we currently have equates to an average speed of only 87kph no change is required. There have been no extra driveways onto the highway in the last several years and there is more than adequate space between the white lines and your ridiculous boundary fences for cyclists and intelligent pedestrians can walk behind the fences. I drive this road more than twice every week and that the crashing has increased since you installed your barriers. I also am regularly frustrated by drivers who can not make 100kph until they reach the passing lanes and can then better the 100 only to slow after as soon as the passing lanes ends. Proper education and responsibility from those who driver is the only way to ultimate safety, not your bubble wrap approach.

Individual

The stretch of SH57 between Kimberly Road and Roslyn Road is very busy, and has some particularly dangerous intersections. Whilst I comment the proposed roundabout on Queen Street, some serious consideration needs to be given to the intersection with Tararua Road. Traffic making a right hand into Tararua Road poses a significant risk, and if a roundabout isn't planned here, there should be a median turning lane here (for traffic travelling from both directions). This is needed in addition to the 80km proposed speed limit (which I support) The passing lanes between Levin and Shannon provide one of the only limited passing opportunities between Levin and Palmerston North, and are particularly valuable to provide for overtaking slower trucks (which increasingly use this road). There is a risk that people will overtake in riskier locations if these are removed.

Individual

Reducing the speed will not make the road safer. I spent over two decades in the NZ Police and attended more accidents than I care to remember and dealt with many families affected by serious/fatal motoraccidents. The issue is with the drivers not the roads. I remember the last time there was compulsory 80 kmh on open roads - supposed to save fuel. Stats over that period did not support that reduced serious injury/ fatal accidents. The point that seems to be missed is that the dangerous driving/speeds will happen on 80 kph roads and may in fact be worse. I am flabbergasted that people wanting reduction of speed quote pedestrian and cyclists being unsafe. SH 57 is for motorvehicles. I regularly ride the areas being considered for change and they are no more dangerous - in fact may be safer - than when I started cycling in the Horowhenua in 1987. My current job entails a lot of driving - approx 50,000 kms per year. I think there roads are being designed to be more safer than ever. I do think however the quality of the work is absolutely shoddy compared to a few years ago. Waka Kotahi needs to take their responsibility over those issues. I travel at the given speed limits. I commute to my office in Palmerston North regularly along the affected corridor. The roads are fine - the drivers doing 100 kph are fine - the issue is the 70-80 kph drivers and the huge number of heavy trucks on the roads. Taking a poll in Horowhenua it doesn't surprise me those that responded were more likely to support reducing the speed - they are the ones currently struggling to do 80 kph. Regular

	<p>commuters I see daily travel at 100 kph and do so safely. I walk and cycle SH 57 often and don't see the need. I am concerned it will end up like Tennant Drive from Old West Road to Massey - 80 kph - no new houses, no traffic congestion etc since I started using that road in the 60's, and for some reason speed reduction that's not needed. There are accident areas which you are addressing - that's all that needs doing other than policing for the idiot drivers who are a problem no matter what the speed is. Build/update the roads to manage the increased flows of traffic. You risk being seen as imposing restrictions for revenue earning purposes. Educate and deal with the problem drivers - not punish law-abiding drivers.</p>
Individual	<p>It will be too slow, more people will pass & cause more accidents. People use this road to commute to and from work and will get frustrated with the slower speed limit. Ok with the change of speed around Garden of York</p>
Individual	<p>As a regular user of this road, I support the proposed lower speeds. My only regret is that, considering the people killed and injured on this road in the past five years, you didn't do this earlier. Keep up the good work. Please pass on to whoever considers other stretches of state highway for speed reviews to consider the rest of SH57 for a speed limit reduction as well. It seems strange that the widest, straightest section of SH57 is having its speed lowered first.</p>
EnviroWaste Otaki	<p>Support proposal Tautoko Kua Koutou (Marika rawa).</p>
Individual	<p>Consideration should also be given to installing a safe turning area at the east entrance to 'Speldhurst Country Estate', as per west entrance. With 'Speldhurst' continually growing, more and more vehicles are using both entrances. We believe that the current situation is dangerous at these entrances and other driveways along Kimberly Road. We support the proposal to make Kimberly Road 80KPH (or even less adjacent to 'Speldhurst').</p>
Individual	<p>I am concerned regarding the proposal to have a 80km/h speed limit from Levin to Shannon. Some of the road is safe enough to have the existing 100km/h remain. The areas as I see it that could have a reduced speed limit could be - Kimberley Road from the State Highway 57-Kimberley Road corner to the railway line. State Highway 57 between Meadowvale Drive and Koputaroa Road; between Buckley Road and the 70km/h area in Shannon. I am concerned about turning the passing lanes into slow vehicle lanes as these are both the only opportunity to safely pass from Palmerston North or south of Levin. I think if the road is safe enough then the speed limit should remain otherwise people get frustrated at driving at reduced speed for no apparent reason. I agree some areas are accident hot spots but not the whole road</p>
Individual	<p>Don't drop the speed limit, drivers need to drive better at 100kph, stop making people drive slower teach them to drive</p>
Individual	<p>This road is far safer than many sections of SH1 that is at 100kmh. Reducing it to 80kmh is going to do nothing except frustrate drivers and encourage dangerous passing maneuvers. I drive this road daily, and would expect NZTA to leave it status quo.</p>
Individual	<p>To be honest it feels like shuffling the deckchairs on the Titanic while the band keeps playing. Why is the Otaki to North Levin expressway not under construction. The Minister should be held accountable for any deaths or injuries. I saw one of your speed checking strips on Kimberly... slightly amusing as it was placed where traffic was either slowing into or accelerating from a 90 slow corner, so any results would falsely show a slower average speed. I therefore have no confidence in your assessments. Reducing the</p>

speeds on this section of road will mean that more people try to overtake when they shouldn't... may lead to more accidents. Good luck, but we all know the real answer... BUILD THE ROAD NOW!

Summary: I do not support the proposed changes to the speed limits on SH57 between Levin and Shannon and therefore find the proposed conversion of passing lanes to slow vehicle lanes inappropriate.

A recent article in the online New Zealand Herald (<https://www.nzherald.co.nz/rotorua-daily-post/news/coroners-finding-details-of-crash-that-killed-seven-tokoroa-whanau-members-revealed/6QPXBXU7Q6S6LOJOHYFTMIMELE/> 21st September 2021) concerning the coroner's report on an accident in which 8 people died, 7 being from a single family, reported that:

The family of eight were travelling in a seven-seater vehicle, the passengers were not wearing seatbelts, the vehicle's tyres did not meet Warrant of Fitness standards for tyre tread depth and had mismatched tyres, the road was wet, Luke was likely going too fast heading into the bend, she was on a learner's licence and had consumed cannabis the day before the crash.

This highlights the fact that many factors can contribute to poor road safety, injury and death. It is a tragic coincidence that more people died in this incident than in accidents in a 5-year span on SH57 between Levin and Shannon, but the coroner's report clearly and eloquently emphasizes the wide range of dangerous factors that can come together to cause a tragedy.

A more recent event in the South Island brought about 5 deaths when a driver with a restricted licence crashed an overcrowded car, with 1 passenger in the boot, where the other passengers were not wearing seat belts. The almost-obligatory statement that "speed was a factor" was made. The true cause of the disaster, that the car should not have been driven, was ignored.

The consultation information sheet, however, focuses on only one cause of accidents on SH5 between Levin and Shannon by its opening sentence "Speed limits are one way of keeping people safe on the roads" and does not provide any analysis of the relative contributions of other factors to keeping people safe on the roads. The exact locations and causes of each serious accident were not given and so no justification is available for the proposed blanket change in speed limits on SH57 between Shannon and Levin. In my opinion, this is a grave failure in your case for making changes to the speed limits and consequential loss of overtaking lanes.

Waka Kotahi/NZTA, in my opinion, in general seems to operate a rather "one-eyed" approach to road safety by appearing to concentrate on lowering speed limits and removing overtaking lanes rather than adopting a holistic approach to road safety. This is particularly true in the Levin area where overtaking lanes are an endangered species and the levels of frustration caused by huge, slow-moving agricultural vehicles get worse each month.

In my opinion, Waka Kotahi/NZTA has failed to make a case for the blanket approach to reducing speed limits between Levin and Shannon. There may be coherent arguments to be made for reductions in speed limits in certain well-defined areas, such as the SH57/Queen Street intersection and the right-angle corner on SH57 close to the intersection with SH1. No analysis has been given regarding the location of the 23 serious crashes mentioned, nor has any exegesis been offered as to how the proposed changes might have catalysed a significant reduction in that number.

Individual

I fail to see how quoting traffic counts from a single year, 2018, can contribute to an understanding of trends in traffic volumes on SH57,

	<p>especially as we are in the dangerous decade of delay until the Otaki to North of Levin expressway becomes a reality. In my opinion, proper planning should have included almost constant traffic counting so that evidence of trends can be obtained, rather than hearsay evidence give by unknown numbers of unidentified people regarding people walking or cycling on unspecified sections of SH57.</p> <p>In summary, I do not support the proposed changes to the speed limits on SH57 between Levin and Shannon and therefore find the proposed conversion of passing lanes to slow vehicle lanes inappropriate.</p>
Individual	<p>Definitely support the changes to a lower speed limit - I live just south of Graeme street, inside the 70kmh zone. We regularly see cars going past our gateway doing well over the speed limit.</p>
Individual	<p>keep the 100 k as it stands one off the best roads that have been built no pot holes for years keep the traffic moving instead of slowing everything down to a snail pace where people do not concentrate and get so frustrated the number off traffic that's has increase over the years keep at one speed instead of up and down all the time</p>
Individual	<p>Consider that virtually NOBODY who uses the road wants the speed limits to change. The only area that would merit a reduction in speed is the current 70 km/h zone at the south end of Shannon. Everywhere else should be left alone. Do you really think it is reasonable to expect drivers to do 80 km/h all the way from Shannon to south of Levin? I don't, and nobody else seems to either. It is time NZTA's stakeholder engagement was binding, such that if a clear majority rejects your plans you have to accept it. You are there to serve your stakeholders (i.e. those who use the road). All you will achieve with these lower speed limits is an increase in non-compliance.</p>
Individual	<p>You lot must have rocks in your head if you think lowering the speed limit is going to solve the problem. I thought we were in 2021, not 1975!! Lowering the speed limit has to be the most backward way of thinking on NZTA's part. Driver attitude & behaviour is the killer!! Instead of the 8500 odd meters of W-Section barrier scheduled for the SH57 improvements which is all roadside protection, why not scrap that idea and install center median wire rope barrier instead. W-Section on the side of the road won't stop cars from crashing into each other regardless of the posted speed limit so why waste the taxpayers money? There isn't even any real hazards on the roadside that pose serious danger to motorists. It's the oncoming traffic that always poses the greatest risk to other motorists so just stop them getting to each other with center median wire rope barrier.....Job Done!! It won't stop crashes, but it will stop head on crashes. You're Welcome.</p>
Individual	<p>Yet again Waka Kotahi is using the veneer of safety in order to reduce road speeds and thereby reduce the costs of road maintenance. The current speed on these sections of road are entirely appropriate. Especially considering the recent multi-thousand dollar spend on upgrading that section of road including shoulder widening, barrier replacement, and bend-straightening. I travel on this road every day on the week and its not the road or the road speed that is causing the loss of life, its poor driving standards and poorly maintained vehicles with no WOF. Simply lowering speed limits is just going to mean that these people are going to crash and continue to die, just at a lower speed. Your data is also flawed in that you quote the average speed on the section Shannon to Levin is only 87kph. This is heavily skewed as large trucks and tractors struggle in the hilly section from Shannon to Koputaroa, often reduced to sub-50kph speeds.</p>

	<p>Noting the NZ-drivers predilection with speeding up in overtaking lanes, replacing the current passing lanes with slow vehicle lanes is likely to increase crashes not reduce them as drivers desperately try to overtake. An increase in spending on driver training and the actual policing of the road, perhaps with speed cameras either fixed or mobile is more likely to have an impact on deaths than simply making drivers slow down. The fact is, if two vehicles collide at anything more than a combined speed of approximately 120 kph, i.e. each vehicle is travelling at only 60 kph. So if you actually want to eliminate deaths, reduce the speed limit to 50kph for the entire rohe. While you are conducting changes, replace and or remove the wire-barriers currently installed on SH57. They are lethal to motorcyclists and have been banned in Canada, the USA and parts of Europe. The Labour Party backed the ban on these structures in 2016, yet Waka Kotahi continues to use them to the detriment of the most highly-taxed segment of road users.</p>
Individual	<p>I'm against a change especially to the 100k Obviously considering your average speed already a change is not going to make a difference as most already travel the speed ur proposing. We all know there's a risk when we get in the car, your already making improvements to the road with the safety barriers believe in what ur doing! The main problems are the intersections queen streets already being fixed. Put a kink in the road at tararua and something at Buckley if there was actually more than one accident there. The only consolation I remember u asking on the speed limits was completely loaded as in do u want 60 or 80k and never the current 100k this is not consultation!!! It's manipulative figures and not truth. It's a state highway!! Leave it as it is finish ur barriers and let them do there job. Stop frustrating the crap out of drivers happy drivers are alert drivers. If they are frustrated because the roads straight, wide easy and uncomplicated u will get more mistakes!! There's no reason to change the roads too good and it's a state highway!!</p>
Individual	<p>I support the proposal to lower the speed limit along Arapaepae Road from Queen Street south to Kimberley Road to 80km/h and to lower the 70km/h speed limit to 60km/h along SH57 at the south end of Shannon. However, I oppose lowering the open road speed limit along SH57 between Levin and Shannon and reducing the existing passing lanes down to slow vehicle bags. SH57 is a very important link between the inland freight hub of Palmerston North with areas to the south including Wellington and the South Island. As such, it needs to be protected so it can continue to efficiently carry the large volumes of freight and traffic this route carries every day. Reducing the speed limit between Levin and Shannon will have a negative effect on the safe and efficient operation of the highway. There are other ways of enhancing safety that do not rely on speed limit reductions. Increasing development is listed as a factor. This is a limited access road so the question must be asked, why has the Angecy allowed this development to compromise the safety of the highway? There are very few safe overtaking places along the full length of SH57. The Agency should be putting in more passing lanes. Not removing them as proposed.</p>
Individual	<p>Simply reducing the limit is appealing to many people because of the 'if it sounds like a good idea, it must be' principle. There's more to reducing the roadtoll here than the simplistic reduction in limits. Data from many sites both here and overseas shows little, if any, reduction in injury accidents. (Auckland's just published data shows a 50% increase in accidents after a year of slower limits). There is a complex mix of factors which produce accidents but in NZ we have focussed on speeds for decades and seen some periods of reduced accidents, followed by a rise. Additional factors include: quality of road construction and width, general visibility, width of centre line/barrier plus the range of drivers competencies, particularly impairments such as fatigue, drinking/drugs, lack of ability or</p>

	<p>experience, poor decision making history, youth, presence of others in vehicle... Reducing speed affects none of these latter factors, and they will continue to be the cause of most accidents. Current average speeds for this section of road are 87km/h which means that already 50% of traffic is moving at less than 87km/h. I urge that consideration be given to central barriers in the accident spots, and that if speed is to be reduced at all - bring the new limit to 90km/h but only with a commitment to fix the road issues as well. The last thing needed here is the Taupo/Turangi solution where speed changes 10 times in a 40km stretch of road, infuriating drivers and residents alike.</p>
Individual	<p>You have already spent a large amount on safety improvements on this road and as a frequent user I am completely against any speed reduction. There is no reason why this road is safer than many other roads with a 100kmh speed limit - as a 74 year old driver I have never had any trouble with it. I consider your proposal ridiculous! Any accidents must be the fault of poor driving - not the road. Concentrate on driver training would be my answer to the problem.</p>
Individual	<p>It is not the speed limit that is the problem, it is those that exceed it. As a truck driver I see it daily where limits have been reduced but cars use it as an opportunity to get past the truck. Speed kills yes but so does inattention and lack of driving ability. When is some attention going to be shown to the latter.</p>
Individual	<p>You should review the poor state of the road, numerous potholes, constant roadworks . It does not need lower speed limits . Just better roads</p>
Individual	<p>No matter what we say, you (NZTA) are going to do what you always do, regardless. Some highly paid stupid idiot sits in an office, with nothing better to do, but come up with stupid, pathetic, brainless ideas. You lot still haven't fixed up all the pot holes between Wgtn-Levin, Foxton, Shannon. Fail to maintain? You lot think 'speed kills' well wake up and smell the sewage around you. Go see, and monitor for yourself NZTA. Speed limit 100km/h idiots go 70-80 km/h. Speed limit 80km/h, idiots go 50-60km/h. Speed limit 60km/h, idiots go 30-40km/h. Speed limit 50km/h, idiots go 20-30km/h. The above is the major cause of road rage. No one takes notice of speed signs, other than speed hump ahead. People on P or other drugs will ignore. People on vape won't see the signs, re smoke. People running from the law won't slow down. My Granning in her little red coop won't slow down. My Granddad on his Hogg is going like a bat out of hell to catch up to granny. You idiots will slow down emergency vehicles re ambulance, fire vehicles, re possibly causing more deaths. What are you saying 'slow down the world, you want to get off'.</p>
Individual	<p>Hello, as a regular traveller to Wellington I find the proposal to reduce speed on this section of Sh 57 ridiculous. This is currently the only stretch of road between Shannon and the Kapiti expressway that traffic actually flows on the last thing it needs is a speed reaction. Over the last 10-15 years you have spent millions and millions of dollars improving the road with huge improvement projects and realignments between Shannon and Levin all of which will have been for nothing if the posted speed limit is changed.</p> <p>Also I find that the proposal to put a roundabout at the intersection of Sh1 and Sh 57 is unnecessary, unproductive and poorly thought out. What part of stopping all traffic at a roundabout is going to improve traffic flows and efficiency , in fact it will have completely the opposite effect. The part of the proposal that includes barrier arms on the southbound lanes to prevent all travel when a train is going</p>

over the railway crossing is perhaps the most absurd idea I have ever heard of. Assuming the train will be travelling on the train tracks, its presence is completely irrelevant to the traffic on Sh 1. Was this designed by the same people that designed the Taupo bypass, a wonderful new highway except for the roundabouts that just about completely stop the traffic multiple times, only a few kilometres apart. Hardly forward thinking efficient road design.

Road design has to be about efficiency as much as safety. The only way to make them 100% safe is to completely remove the human factor as this is what causes the problems not road design.

Thanks for the opportunity to share my views.

You have cited 5 serious accidents per annum but have failed to indicate where these have taken place or what the cause was. Considering that the majority of this is a straight road, what have been the causes of the serious accidents? Where has each accident occurred? Were the road rules even being obeyed at the time of the accident? Have these accidents been localised in a specific area or are they evenly spread along the route indicated? Considering you are already making a substantial engineering change with the roundabouts at an intersection at Levin and SH57, I would suggest that you wait and see what the data indicates following the roading improvements currently being implemented tell you. As a heavy and light vehicle driver I have found the targeted segment of road as some of the easiest to handle along SH57. Regardless of conditions the indicated area has rarely required me to deviate from the maximum allowable limit. I am also strongly against the removal or downgrading of any passing lanes as these closures lead to frustration amongst motorists who are impeded by slower drivers or vehicles. The most common form of concern on this road is people not driving to the conditions in good weather and impeding the flow of traffic and then failing to pull over, as dictated in the road code, to let traffic moving at the speed limit pass. Treating drivers as idiots and telling them they are incapable of driving to a level they have been used to for years is likely to have a negative impact on driver's willingness to obey the road rules, especially on such a simple piece of road. Quite simply you have failed to put forth sufficient evidence in your proposal to justify the wholesale speed changes you are proposing, especially when at the same time you are adding engineering changes to the same section of road that could have the desired effect of reducing the road toll.

Individual

The stupidest thing they ever done was put those wire ropes on the outside of the lanes, put them up the middle for goodness sake.....this will save head on accidents plus still allow cars, tractors, etc...to pull over if need be.

Individual

Yes, frustrated drivers are the biggest risk out there. NZTA have progressively made SH57 a poorer driver experience over time. The steel and wire rope barriers were placed with insufficient room for vehicles to pull over clear of other traffic so delays all traffic. I travel 1200km per week, by slowing down my travel times you are adding hours of down time my week as with other businesses. How about making the road fit for 100km/h by putting barriers further from the road, repair surface damage quickly and generally maintain the road to the high standard that I expect and quite frankly pay for through tax, gst fuel tax and RUC. I am doing my bit, how about you do yours.

Individual

Individual	I drive this route weekly on my way home to Wellington. Those passing lanes both going northbound and southbound between Shannon and Levin should not be changed to slow vehicle bays as in my experience of driving, most slow vehicles do not actually pull over. A passing one is more effective. Nevertheless, the majority of the road between Shannon and Levin is straight. I would be in favour of reduced speed limits in vicinity of intersections, similar to the himatangi turnoff along sh1.
Individual	Save yourself some grief and leave the existing lengthy passing lanes at 100K. That will let the traffic flow and be a lot safer.
Individual	I agree with the proposed speed limit changes
Individual	The speed limit proposal is satisfactory
Individual	I would like to see the limit lowered as we are soon to live on Pots Road. I would also love to see the passing lane north of Heatherlea East Road moved up the road or the slow lane. Also more centre ropes to avoid head-ons.
Individual	Not that you care but the plan is flawed. With the new wellington motorways that road should be wider and dual lanes each direction. This would make the road safer and more user friendly. Your decision process is similiar to the mistake made with road speeds between massey uni and linton military camp, you did the speeds backwards and its more dangerous now than it was before as now drivers intentionally speed due to being angry with the silly changes.
Individual	To Whom it May Concern I would like to propose a speed limit of 50km/hr all the way through Shannon. I often walk along Margaret Street East of Graham Street and never feel safe as the traffic seems to speed going both ways and there is no barrier between the road and the footpath. I feel reducing the speed limit would help or a safety barrier of some kind. Also having markings on the road for cars turning onto Margaret Street on right side looking east would also help instead of waiting and then turning over 2 lanes. I would like to receive further information regarding this and other improvements for Shannon roads.
Individual	Good afternoon I was shocked to receive a submission form in the mail and read that you were thinking of lowering the speed limit on SH57..... This is Absolute Rubbish!!! Leave the speed limit at 100 km per hour. This is a State Highway and the speed limit on a State Highway is 100. I wonder why you spent millions of dollars doing up this road i.e. Laws & Potts Hill and putting in passing lanes to now make us go 80. What a waste of money and backwards thinking. I frequently drive this Road from Opiki right through to Levin and I can count the times on 1 hand that I have seen a cyclist or pedestrian between Shannon and Fairfield Road!!! I have another improvement you could make to the Road though. You could remove the safety barriers from the sides of the Road (another absolute waste of money)! These barriers are good for throwing vehicles back into the line of traffic coming the other way if they were to hit them and cause a head on. Some of the barriers are covering mere ditches - in my mind I think you are better to take on a ditch than a vehicle head on..... A few months back I came along this road to see a vehicle having driven into the safety barrier on its side of the road it then threw them onto the other side of the road and took that barrier out too? Thank God no-one was coming the

	<p>other way that day. I know from motorbike riders the safety barrier chew riders up if they hit them (not that safe then). I look forward to hearing how this consultation goes.</p>
Individual	<p>I travel this road daily to and from work, carpooling with other workmates. I do not believe taking away the passing lanes and replacing them with slow vehicle lanes is a good idea. This is only going to encourage people to pass in other riskier areas instead because they don't want to be stuck behind slower traveling vehicles. There are already few places to pass vehicles along this area, you are encouraged to hold back from these risky moves when you know there is an upcoming passing lane. Many cars do not pull over in slow vehicle lanes, only trucks and heavy vehicles. I am also strongly against the speed reduction of 100k down to 80k for this entire road length. This will add a lot of unnecessary time to travel. I believe many of the issues on this road are centered around the Levin (Queen Street) intersection, which I think will be greatly improved by the coming round about. I would be happier with and 80k speed reduction from the Garden of York area to a few 100m past the new roundabout.</p>
Individual	<p>The existing 100km/h speed areas should not be changed to 80km/h. Reducing the speed is pointless its a short-sighted approach that will not fix the problem, in fact it will only result in more frustrated drivers on SH57 Making the 2x existing passing lanes slow vehicle bays is pointless all this encourages is slow drivers that are not in a large vehicle (or don't feel a need to pull to the left) stay in the right hand lane holding up all other traffic that want to travel at a normal driving speeds. Installing a center line barrier and leaving the speed at 100km/h is the most sensible solution. This method reduces the risk of any fatal accidents by avoiding head on collisions. Side Barriers are more Hazard than good, they make it impossible to pass slow moving farm machinery because they can't pull to the left enough to create the room to safely pass. When a vehicle loses control and hits the side barrier this usually bounces the vehicle back into oncoming traffic. The above 2 points should be enough to make you stop and consider side barriers without having to mention the difficulty with school busses collecting/dropping of children. In summary reducing speed is a blinded approach that will not fix the long term problem. The road has been 100km/h for longer than most of us have been alive, the safety performance on vehicles has increase dramatically over the last 20 years....why would we change it now ? The only reason you would reduce the speed on SH57 is because NZTA want to avoid the real problem and that is design/alter the current SH57 so it's capable of handling 20th century travel, rather than make our roads inadequate with short-term bandage fix speed reduction solutions.</p>
Individual	<p>You cannot slow drunks and idiots down by lowering a speed limit, some honesty around the breakdown of accidents would gain you far more support in the community. Some of the area you propose to slow traffic in around Levin township is valid, the remainder of that road is good 100km road. You are simply adding frustration and travel time for all those daily users. We'll done, you guys and girls need to get out of your office more and actually drive some of these roads rather than relying on your statistical bag of tricks or even better build better roads designed for the future...</p>
Individual	<p>I provide this comment in the context of having previously worked as a constabulary officer in New Zealand Police for 36 years including holding the rank of Police Inspector. I am a part-owner in a house at 288 Arapaepae Road and visit the address daily. In my opinion, Arapaepae Road is currently extremely dangerous for residents and visitors alike in terms of accessing our property. The speed on the</p>

roadway was probably not such an issue when we had much lower traffic volumes. But with current traffic volumes it is a different story. Issues for us include a curve on the roadway that obscures visibility for us and no decent berm to pull over on the side of Arapaepae road while awaiting ongoing traffic before pulling across the roadway into our driveway. Personally I 100% endorse the proposal to reduce the speed limit to 80 ks and believe it is the right thing to do and will definitely enhance the safety of residents living along this stretch of Arapaepae Road.

Individual

Slow vehicles are as much of a danger as speeding ones as they generate frustration and dangerous driving behaviours. I can see the sense in reducing the speed limit in Shannon and on the stretch of road from Koputaroa to Shannon but fail to see the rationale for reducing the speed limit on the straight stretch of road from SH1 to Koputaroa. The obsession with removing passing lanes on roads lacks any rationale. I strongly oppose remove passing lanes, even if they are replaced by slow vehicle lanes. Average speeds are very misleading - the figures can be affected by a small number of very slow vehicles.

Individual

SUBMISSION from Maurice Mildenhall, 54 Montgomery Road, Whanganui General Thank you for the opportunity to review and consider the New Zealand Transport Agency (NZTA) speed review consultation document. Please be advised that this document is very light in detail for such a serious and long term change in a State Highway rural highway environment NZTA has stated this consultation document is also based on driver feedback from the public engagement in mid 2020 and the NZTA technical assessment. The Authority has failed to prove or supply supporting detail of this NZTA documentation and referenced items. The revised Speed Setting Rule of 2017 and the 2021 Review which is currently out for consultation are strong steps away from any evidence based evaluation data. This is further discussed below. Public Engagement Feedback. Your document advised interested parties to view the supporting data on nzta.govt.nz/sh57-speed. On completing this request I ascertained NZTA had completed SH57 safety improvement in Shannon There were no specific safety improvements identified. It is very pleasing however to note the existing bridge at the northern end of Shannon has been widened / replaced. Also the safety projects 'SH57 Queen Street / Araapaepae Road Roundabout' is currently being constructed and 'SH1 South of Levin' is proposed for undefined work. There are no clear previous Public Engagement Statements relating to this speed review! So, how has NZTA or its Agent summarised the previous 'sought public feedback' when there is no documented outcome of this occurring? Could you please answer this question. There is also no document history of public concern over the crash history or operational issues at the SH57 intersections. There are no concerns about roadside trading and management of it. There is a lack of reference to any planning engagement with Horowhenua District Council to enable strong Planning management along the Highway Corridor or of NZTA using Limited access Road Controls as happened to retail activity on rural state highway south of Otaki. There is no mention of rural intersection management by possible closing of some intersections and redirecting local conflicting traffic flow from these minor state highway intersections to strongly controlled intersections such as the new Queen / Arapaepae Road Roundabout. It can be concluded that there is no evidenced of previous engagement with the public or Council for this Speed Review during the major direct engagement of the new Otaki to North of Leven Project (O2NL) in 2020/21. NZTA Technical ASSESSMENT History – The original SH57 Started at SH1 / Queen Street intersection, ran east to Arapaepae Road and directly out to Shannon, on to Linton, Massey, Fitzherbert Bridge and linked into SH3 in Palmerston North's CBD. A State Highway

review changed the route to its current path and also rerouted much of SH56. In the 1990s through to 2010 the southern section of SH57 has been reconstructed and progressively improved to a quality highway. The very western section, Kimberley Road, is still below par. Crash Records and crash severity – We are advised that Between 2015 and December 2020 there were 23 serious crashes on SH57 over the said section of rural road relating in 7 deaths and 24 serious injuries. This is very difficult to verify in ‘new CAS’. In fact the reporting software appears faulty. This has also been noted by the Warty Transportation Consultancy and advised to NZTA. No matrix of crashes has been produced to substantiate location, crash factors and crash types in the NZTA data, disappointing. On my investigation all fatal and serious crashes do not identify ‘travelling too fast for the conditions’ as a crash factor. This implies to me that the 100km/hr speed limit is not an issue. Crash record conclusion When this crash rate is calculated, that is crashes per 108 vehicles, the ‘Personal high-severity crash risk is in the order of 3, the light green and yellow zone crash rate, a low and medium rating. The highway is performing in a safe manner, ref to the ‘Colin Brodie’ High-severity crashes per 100 million vehicles and km per year tables. The new roundabout will decrease the crash severity. This must be taken into account in the evaluation. It has not been. Traffic volumes and Speed Profiles – The document is silent on this data. There are two permanent count stations on this section of highway, bolded below. Traffic counts in the area are: SH1 South of Levin, RP1/984 2019 -15,110 2020 – 14,596 SH1 Ohau (site56) RP1/988 2019 – 18,242 2020 – 16,353 SH57 Kimberley Rd RP 57/2.0 2019 – 5185 2020 – 4685 SH57 Tavistock Rd RP 57/9 2019 – 9472 2020 – 8914 SH57 Shannon (Site107) RP57/14 2019 – 9000 2020 – 8351 The significant point here is that the SH57 traffic volumes are restrained in Arapaepae Road and probably through to Queen Street, in the order of 5000 v/d, with 9000 v/d from Queen to Shannon. Where is the supporting data regarding operational speed. No speed profiles have been considered on site. No speed profiling has been done from the automatic count sites. So what are the maximum speeds being recorded, what is the 85 percentile speed, mean speed and average speed. How many vehicles are there operating under 80 km/hour and significantly enough to warrant a slow lane. How many of the slow vehicles have been observed, how many are tractors and associated farm machinery? There is no assessment of traffic flow profiles? What Policing is being done to control speed creep? Passing Lane Changes and possible conversion to Slow vehicle lanes. Good Austroads highway design has always been very beneficial to improving highway safety. The ‘dumbing down’ of the highway legal speed to 80km/hr will have safety implications. I recall on SH1, the Bulls to Sanson section was running at about a 14,000 AADT with serious crashes. A north-bound and south-bound passing lanes were introduced and the cross centre serious crashes dropped away very significantly. This was a solitary lesson in the importance in separating opposing traffic flows for improved highway safety. Recent changes to the Ohakea Air Base have been detrimental to good highway design. The reintroduction of directly opposing traffic without lane separation is dangerous and will increase fatal and serious crash rates. NZTAs own documents say that ‘slow lanes should only be used where the AADT is below 500 vehicles per day.. With an AADT in the order of 9000 vehicles per day north of Queen Street there will be erratic flow and a consequence, ultimately with vehicles being bumped across into the opposing lanes. Driver impatience will also build with consequential increase in crash rates north and south of the decommissioned passing lanes. Suggestions, 1 leave the passing lane layouts alone, 2 If the two passing lanes are abandoned, introduce wire rope protection on a decent three metre flush median to give proper ‘shy-area’ separation. Further widen the seal shoulders. 3 If the 80

	<p>km Limit is introduced close the centre overtaking lane to ensure opposing lane separation and install wire rope barrier per the above. Widen the shoulder as necessary for slow farm type vehicles. Vision of this proposed speed change and the new O2NL Scheme. Many of the changes to existing State Highway system appear to be implement without forward vision and strategy for the local Highway Networks into the future. This thinking must be integrated with other Transportation modes and be sensitive to your Local Authority neighbours. What is the forward vision when the big construction of O2NL is completed? How does this speed review link? What is being done about the poor alignments north of The SH56 intersection on SH57 to Linton? What is being done about the constrained semi-rural SH1 alignment north of Levin to north of the Waitarere Beach turnoff. - Conclusion This consultation document is poorly prepared and lacks substance. While the current NZTA is seeking Zero Road Crashes, this will not be achieved by setting very low speed limits. The 2017 Speed Setting documents allows a good range of Operational Speed Limits but these have not been considered. I would humbly suggest the 80 km/hr limit be applied from SH1 intersection through to Queen Street and the existing 100 km/hr remain over the remaining length, Queen Street to Shannon. Thank you for the opportunity to review this consultation document. Maurice Mildenhall Ps in the last year I looked after the SH network contract including this area, there were no fatalities.</p>
Individual	<p>There is absolutely nothing wrong with the road, it's the drivers that need retraining. 100ks is fine as it is. You are going to get more road rage drivers. Drivers will still do 100ks in an 80k area. Fix the potholes. There will be more accidents when and if the speed drops to 80ks.</p>
Anderson Farms Ltd	<p>Yes. DO NOT lower the speed limit. Driver training is definitely what is required.</p>
Individual	<p>Hello</p> <p>I support the changes in speed limits and the changes to the passing lanes/slow vehicle lanes proposed for the section of SH57 from Levin to Shannon.</p> <p>Additional factors to consider, supporting lower speed limits:</p> <ul style="list-style-type: none"> - the growing level of rural residential use of land in the area, with associated vehicular traffic, horses being ridden and children in vicinity of road - number of dairy farms and vegetable production properties leading to increased traffic movements compared with other rural land uses - need for greater speed reductions at major or historically dangerous intersections
Individual	<p>Thank you.</p>
Individual	<p>I believe SH57 should have a speed reduction from 100kph to 80kpm beginning at Kimberley road turnoff and continuing up to McDonald road turnoff, then it should revert back to 100 Kph until 350m south of Graham Street Shannon.</p> <p>My reasoning is that there is little residential housing from McDonald road turnoff and NZTA have already made major safety improvements from there to Shannon, including safety barriers either side of existing road.</p>

Individual	Leave the speed as it is, reducing the speed will further frustrate people. I'm not sure where you got the mean speed from but it's wrong and is more like 95 km/h, so saying that your reducing the speed by 7 KM/H is wrong, it's 20 KM/H. If you remove the passing lanes then there will not be a southbound passing lane between Palmerston North and Waikanae. More effort should be put into driver education IE defensive driving, not because a few people had accidents. It's not the road that is dangerous, it's the drivers.
Individual	Consider complexity. Why not just lower the speed limit south of Shannon to 50 instead of 60 so motorists don't have to worry about constantly changing limits? Lower is safer as well. I also question the wisdom of having passing lanes on an 80kmh road. I can't see the likelihood that people are going to be going so slow that a vehicle moving at 80kmh could pass them legally. Better scrap the passing lanes and turn them into wide shoulders or even better, use the space to put in a wire rope median.
Individual	My husband and I travel from Tavistock rd to Levin every day and have had no problems or accidents on that stretch of road. I am against na 80 km speed limit. People need to be patient and drive properly.
Individual	That Speldhurst Country Estate is a retirement village and as such have a lot of elder driver and with 2 exits the speed at those exits needs to be slower than 80k or stop people over taking near the exits I have been over taken on the wrong side several times in the 3 years I have lived here it is only a when not if an accident will happen
Individual	I've lived in Levin my whole life of 26 years and I think you would be mad to put the proposed 80km/h in place. Most of that strip is a straight lane and can already feel like a drag on long days. Most people are competent drivers otherwise why would they be driving with a licence that says so? Imagine those people that are going to be going 70km/h with out ever pulling over. I don't think people need frustration like that. Most of the crashes happen where the new roundabout is going so I suggest putting the speed down to 60km/h before reaching that then raising it back to 100km/h after. Obviously town should stay at 50km/h. The hill before getting into Shannon should have the slow vehicle bay and the passing lane on Potts Hill unchanged.
Individual	I oppose these ridiculous speed limit reductions. I have driven this road safely for over a decade. The vast majority can be safely driven at 100 km/hr. Reducing passing lanes and speeds will simply increase driver frustration and risk-taking.
Individual	The road is perfectly safe with the new safty improvements added, the wide community would support the intersection from Levin 80kph to Roslyn Road. Otherwise alot of people would be up in arms against any further speed limit changes.
Individual	I believe you are aware of the range of factors that cause accidents and I firmly support a speed reduction to a maximum of 80 KPH. The erection of " NO ENGINE BRAKES " signs to help mitigate noise. My property backs on to SH57 and a very high percentage of vehicles do NOT adhere to the speed limits and whilst I understand the cost, speed cameras should be considered. Thankyou for the safety improvements that are currently being undertaken.
Individual	The speed after Roslyn road should be kept the same as the area as rural (100km/h) and has less people using bikes along this area. More safety items should be used to reduce excessive speed such as fixed cameras and safety barriers in between lanes. As a traveller daily to Palmerston North the increase in traffic has already slowed the timing and if the speed limit is reduced the average would go down to 70 which will cause more accidents from people getting frustrated with slow vehicles potentially having the reverse effect.

Individual	This is ridiculous, it's not the speed limits that make safer roads. It's the quality of the roads. Get on with the job of making safer roads, not making slower roads! What was the point of blocking off the already marginally sized safety lanes on the sides of the road with a solid barrier? When surely it's clear that head-on accidents are by far the most deadliest. Going off the side of the road is less disruptive than being pushed back into the traffic! If there was the need to make an emergency stop, where are vehicles supposed to pull off? Surely this was just a gimmick to make it look like it was for safety purposes, Whereas it was actually just a whole waste of ratepayers money. Build a decent two lane highway, and don't Pfaff around.
Individual	Lowering the speed will only make it worse, I'm a truck driver, and the main factor of near misses that I see is from drivers being impatient and making high risk passes, think lowering the speed over that long stretch is silly
Individual	100 Meters north of York Garden should go to 60kph until the Queen street round about. As there is no merge strip for vehicles turning north out York Garden and also York gardens tractors come out of and turn into a driveway just past the house north of York Garden which is a hazard.
Individual	If the traffic travels at 87km/h now what is the point of going to the expense of lowering it. If the limit becomes 80 km/h the traffic slows far more than that creating frustration and more dangerous driving. Just leave well alone.
Individual	Yes leave the speed limits where they are! Cut out the passing lanes. This will naturally slow the traffic down it's just going to take more time to get between Shannon/Levin. Idiot driver behaviour is the cause of the accidents. This lowering speed limits all the time by you people causing driver frustration. We might as well all go back to a horse and buggy you talk about walkers and cyclists. The 'fences' you have put upon the sides of the road between Levin and Shannon are just bloody dangerous as they push cyclists out closer to vehicles, if your towing a caravan and you get a puncture, you can't even pull out to the side of the road. I don't know where you guys heads are. If a car hits your fences, it just gets pushed back into the traffic flow and causes mayhem. Not impressed.
Individual	I am in agreement with your proposal as proposed.
Individual	Leave things as they are, people aren't going to slow down when it's been 100 forever. Maybe you should fix all the pot holes in the road, that's what is causing the accidents.
Individual	I am an elderly driver an have used SH57 for decades. The improvements made over the years have made a great difference, eg Potts Hill and Laws hill. The road now I consider to be one of the easiest drives in the district, plenty of straight parts. Some of the intersections do pose a problem, lower speed limits there do help. The wire rope barriers on the side do annoy some traffic, should be down the centre and they may force people with spatial awareness issues toward the centre. Being retired engineer gives me a good idea of what works and what doesn't. Apart from one or two intersections, I consider the road and the speed limit fit for purpose.
Individual	What its needs proposed and new - motorway - highway review that new state highway one.
Individual	Just get on with it please!
Individual	The speed limit should remain at 100kmh. I travel the road frequently and it is rarely busy apart from morning and afternoon commuters going to and coming from Palmerston North. To blanket reduce the speed is a hindrance to safe driving.

Individual	State Highway 57 south of Shannon install a centreline barrier. IF there was a centreline median barrier to prevent cars overtaking altogether, this would prevent head on crashes on this stretch of road. The speed limit could stay at 100k. I am not sure why the two side barriers were installed initially when one centre line barrier would have been half the cost.
Individual	Speed limited 80 kil
Individual	I drive this section of highway frequently and believe I can make a valued contribution and opinion to the subject up for discussion. There are no factors that need to be considered. The section of State Highway 57 is adequate and safe in my opinion. Do not interfere with its speed limit and it should remain at 100km/h. A reduction to the existing speed limit will only frustrate drivers and increase more incidents, accidents and death on that section of State H/W 57. Yesterday I drove that section of the highway in question on my way to Palmerston North between 6.10am and 6.25am in fine but overcast weather conditions. I drove in a queue of traffic, maintaining a safe travelling distance and travelling at 100km/h, perfectly safely without interruption or incident. I drove the same stretch of highway in mid-afternoon in my return journey to Levin. The weather conditions had deteriorated and in light to medium rain. Again, I travelled in a queue maintaining a safe travelling distance at around 85 km/h, safely and without interruptions or incidents. In my opinion, NZTA has done all I can do to make this section of highway as safe as it can be. Now, it needs to look at the next step of EDUCATING road users (drivers) BETTER, and PROSECUTING the bad, careless, and reckless drivers. Increasing penalties for these offences with a view to keep these drivers off our roads and keeping all road users safe.
Individual	Speed limited 80 kil
Individual	If we want speeding stop go back to horse and cart. The cars are made to go fast, go figure.
Individual	I agree on the proposed changes to the speed limit.