



# SH57 Speed

## Summary of the speed review consultation

WSP and Waka Kotahi

December 2022

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# 1. BACKGROUND

In September 2021, Waka Kotahi NZ Transport Agency consulted with the local community and road user groups on safer speed limits for State Highway 57 (SH57) between Levin and Shannon, in the Horowhenua district.

Waka Kotahi has reviewed the speed limits on this route as it was one of the highest risk roads in the region.

Each day about 5000 vehicles travel on the Kimberley Road stretch of SH57, 9300 continue past Tavistock Road and 8800 continue to Shannon. With further developments in this area, this traffic is expected to increase. In the long-term, the southern end of SH57 will be used for local traffic, while the new highway will be the preferred route for through traffic and freight.

Between 2015 and December 2020 there were 23 serious crashes on SH57, resulting in seven people killed and 24 people left seriously injured. The Queen Street, Tararua Road and Buckley Road intersections were the sites of four serious and three fatal crashes in that time period.

The current speed limits vary on the corridor, with a combination of 80km/h, 100km/h and 70km/h speeds. This road has many roadside hazards including multiple intersections, driveways, and sharp corners.

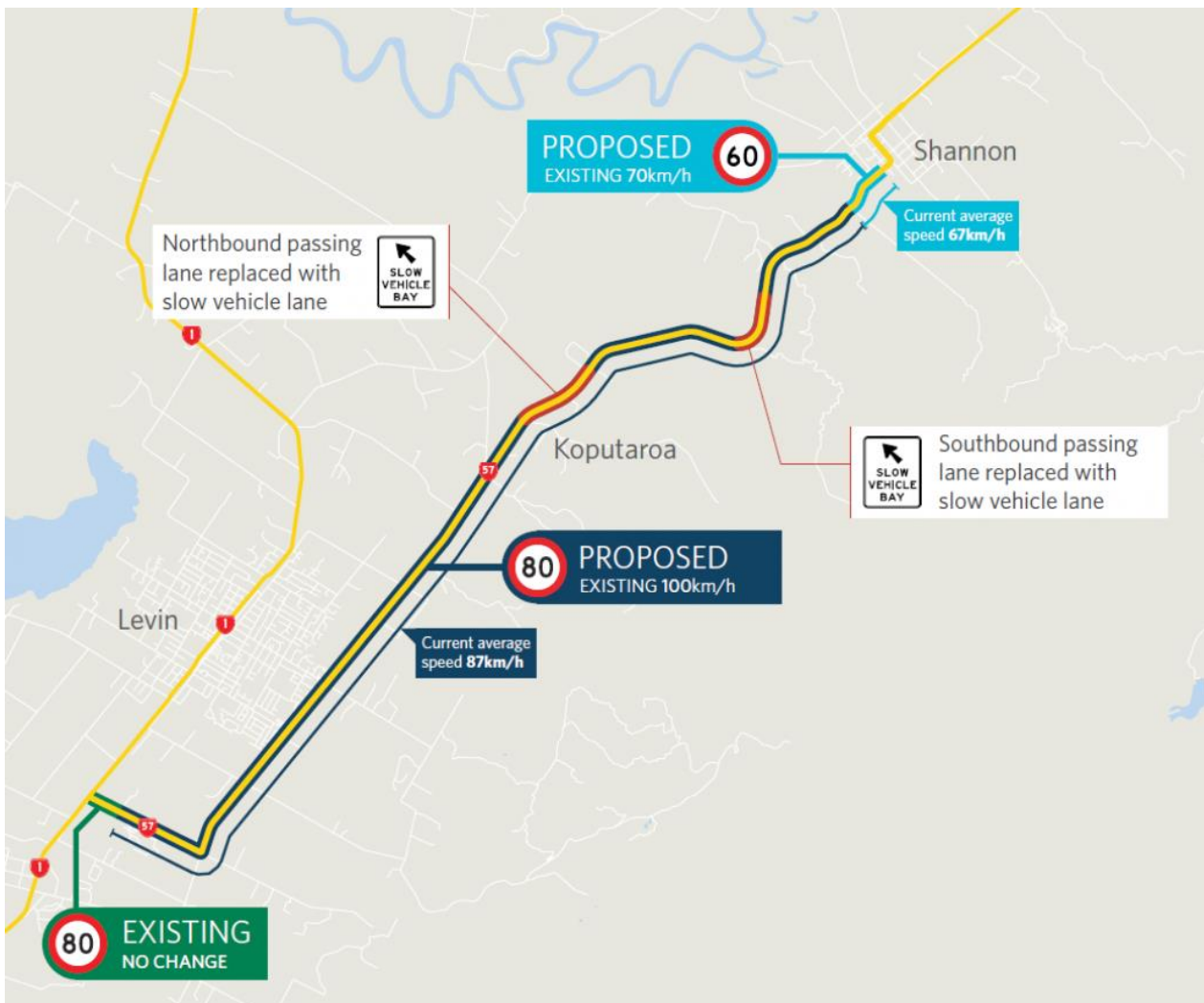
We reviewed the speed limits to make sure they were safe for this road. Most crashes are caused by several factors, which is why Waka Kotahi is currently constructing physical safety improvements on SH57. However, even when it's not the primary cause of a crash, speed is the factor most likely to determine whether anyone is killed, injured or walks away unharmed.

# 2. CONSULTATION PROCESS

Before undertaking the formal consultation process, we completed numerous steps, including a speed management technical assessment of the road. This identified the various existing speed limits on the road were not safe for the current road characteristics and roadside environments along this corridor.

In July 2020, Waka Kotahi engaged with the community on their thoughts about the current speeds along State Highway 57 between the State Highway 1 intersection in the south and Shannon in the north. This was a joint engagement with the proposed infrastructure improvements along this corridor. We had many useful conversations and received 123 comments directly related to speed on our Social Pinpoint. Of the people who submitted feedback on speed, 83% were supportive of a speed reduction on some level or for parts of SH57.

On 30 August 2021, Waka Kotahi started formal consultation on proposed new speed limits for SH57 Levin to Shannon. Consultation was open for four weeks and closed on 27 September 2021.



This consultation began during Alert Level 3 which caused some production delays of the consultation form and mail-drop. Consultation began with information on Waka Kotahi’s website, an online Survey Monkey submissions form and advertising.

The consultation was advertised with geo-targeted ads on Stuff.co.nz (Levin, Shannon, Palmerston North, Horowhenua and Manawatu); a four-week print campaign in the Manawatu Standard, Horowhenua Chronicle and Horowhenua Mail; on Waka Kotahi’s website; and a letterbox drop to 6,800 households along SH57 and the surrounding area.

People were able to make submissions through the online form, using the printed submission form (post) or by email.

In addition to the proposed speeds, we informed the public that the two passing lanes in the northbound and southbound lanes north of Heatherlea East Road, would need to be removed at the proposed new speed of 80km/h. These will be converted to slow vehicle lanes to give slow vehicles the opportunity to pull to the left-hand side of the road and allow traffic travelling at the speed limit to pass safely.

### 3. CONSULTATION QUESTION

The consultation phase is used to seek any additional information from stakeholders or the public that will help inform the decision about the proposed speed limit changes.

During formal consultation we proposed new speed limits and asked the public the following question **“Are there any other factors that we should consider when making our decision regarding the proposed speed limit changes on State Highway 57?”**

We consider all factors raised during formal consultation when making our decision on new permanent speed limits.

## 4. SUMMARY AND RESPONSE TO SUBMISSIONS

### 4.1. Public Submissions

We received a total of 327 submissions:

- 111 submissions by online form
- 44 submissions by freepost feedback from (letterbox drop)
- 146 pro-forma submissions
- 30 submissions by email

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

The 146 pro-forma submissions were from the Speldhurst Residents' Association Committee. These submissions were in support of a lower speed limit, with a preference for 70km/h on Kimberley Road.

We appreciated the response from the community and thank all those who provided their feedback.

### 4.2. Key Stakeholder Submissions

Key stakeholder submissions were received from the following organisations:

- Cycling Action Network
- Horowhenua District Council
- Road Safety NZ
- Horowhenua Grey Power
- AA Manawatu District
- Ia Ara Aotearoa Transporting New Zealand

### 4.3. General sentiment and themes

Around 3 in ten submitters did not support the proposal:

- 98 opposed a lower speed limit (30%)
- 28 expressed mixed support, with support for some aspects of the proposal but not others (15%)
- 37 supported the lower speed limit (11%)
- 164 submissions did not specify their thoughts in relation to the proposal (50% - inclusive of the 146 submissions from the Speldhurst Residents who support a lower speed limit on Kimberley Road)

A proportion of the submissions expressed only a general opinion about speed reviews. These included issues about driver behaviour, traffic volumes and enforcement.

Issues	Waka Kotahi Response
<p><b>Kimberley Road:</b></p> <ul style="list-style-type: none"> <li>- Speed should be changed to 70km/h</li> </ul>	<p>We will be leaving the speed limit at 80km/h as proposed during consultation. 80km/h has been assessed as a safe and appropriate speed limit for SH57/Kimberley Road.</p> <p>70 km/h is not a speed limit that we are considering for this corridor; it is not a speed limit that we can use anymore for permanent speeds.</p> <p>The proposed speed of 80 km/h has been assessed to be a safe and appropriate speed due to the crash history and ongoing risk of high-speed head-on, run off road and loss of control crashes</p>
<p><b>Arapaepae Road:</b></p> <ul style="list-style-type: none"> <li>- Property access is difficult with current speeds</li> </ul>	<p>The proposed 80 km/h speed limit will make property access easier. It's recommended that owners along this corridor assesses their sight distance accordingly and removes/cuts/trims foliage either side to achieve the minimum of 203m sight distance for an 80 km/h speed limit.</p>
<p><b>Queen Street intersection:</b></p> <ul style="list-style-type: none"> <li>- Intersection is incredibly dangerous</li> <li>- Roundabout will fix issues here and speed doesn't need to change</li> </ul>	<p>A reduced speed limit will help vehicles to slow down easier on the approach to the roundabout.</p>
<p><b>Shannon:</b></p>	
<p>Why does speed need to change when improved infrastructure is making the road safer?</p>	<p>Infrastructure improvements on their own will not get us to zero; these need to be implemented alongside speed limit reductions where necessary</p>
<p><b>Passing lanes:</b></p> <ul style="list-style-type: none"> <li>- Removing passing lanes will increase driver frustration</li> </ul>	<p>Passing opportunities are not being removed; both slow vehicle lanes and passing lanes provide opportunities for passing.</p>
<p>Reducing speed will have no effect on accident rates</p>	<p>Reducing speeds does have an effect on severity though; each 1% reduction in mean speed equates to a 4% reduction in fatal crashes</p>
<p><b>Travel times</b></p> <ul style="list-style-type: none"> <li>- Lowering speeds will increase travel times</li> </ul>	<p>Potential travel time increases have been assessed and are not considered to be significant.</p> <p>Although there will always be an increase in travel time with any speed limit reduction, it will be negligible along this corridor as the mean operating speed is currently 86 km/h in the southern section and 94 km/h in the northern section</p>
<p><b>Driver behaviour</b></p> <ul style="list-style-type: none"> <li>- Not speed causing the issue</li> </ul>	<p>Any proposal to reduce speed limits is driven by the need to improve safety and reduce harm for everyone on our roads. It will help ensure that in coming years we do not have thousands of people dealing with a road tragedy, which could have been prevented or the harm minimised had people been driving at a slower speed.</p>

- More driver education needed

Safe speed limits help to minimise the severity of crashes when they occur. Lower speeds give people a second chance to either avoid a crash or at least walk away from one if it happens.

This is part of the Safe System approach where our roads need to be more forgiving. Everyone makes mistakes, but these mistakes shouldn't cost lives.

Waka Kotahi continues to see the importance of educating drivers, that is why we undertake a large national education programme alongside making speed limits on our road safer.

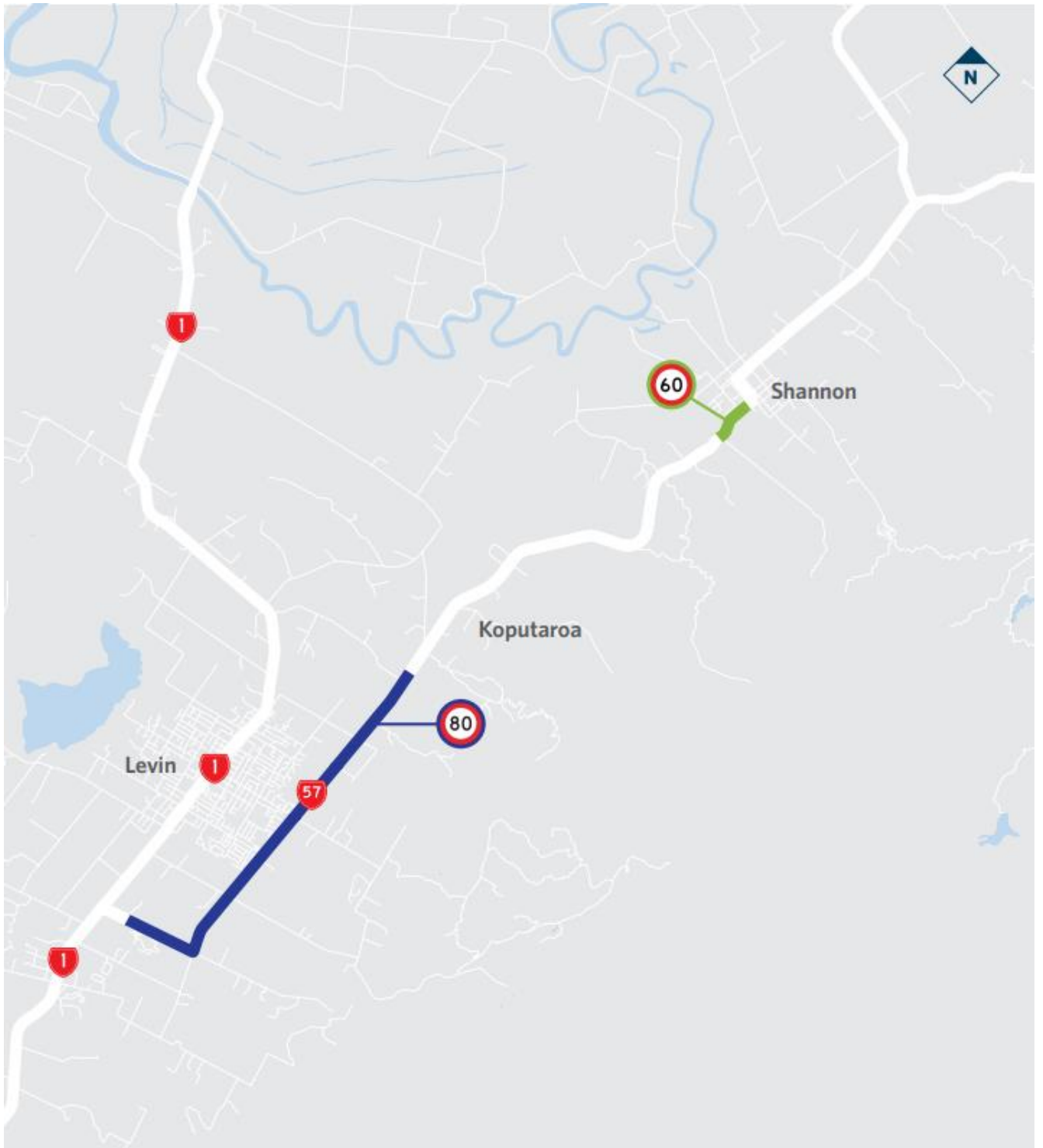
## 5. DECISION

The table below shows the decisions on speeds for sections of SH57 consulted on in September 2021.

The following speed limit outlined below will come into effect from December 2022.

Location	Existing speed limit (km/h)	New speed limit (km/h)
310m east of SH1 intersection to 70m north of Heatherlea East Road	100km/h	80km/h
360m south of Graham Street, Shannon to 20m north of Vance Street	70km/h	60km/h

## Map showing the permanent speed limits





# 6. CONSULTATION FEEDBACK

Consultation feedback can be viewed [here](#).