



# State Highway 57 safety improvements

While work progresses to deliver the new Ōtaki to north of Levin highway within the next decade, we're also making improvements to the safety of State Highway 57. Locals know their roads, so we want to hear what you think.

## HAVE YOUR SAY

Your input can help fine tune proposed safety improvements and provide valuable feedback on current speed limits.

Come along to one of our drop-in sessions or have your say online before 10 August 2020.

## FIND OUT MORE

Find out more at  
[www.nzta.govt.nz/o2nl-SH57-safety-improvements](http://www.nzta.govt.nz/o2nl-SH57-safety-improvements)

Email at [O2NL@nzta.govt.nz](mailto:O2NL@nzta.govt.nz)

Phone 0508 625 4636

## WHAT'S HAPPENING

We're improving safety on SH57 as part of the Ōtaki to north of Levin programme, which also includes the development of a new 24-kilometre four-lane highway.

SH57 will continue to be an important local road in the future so safety improvements will be implemented ahead of the new highway as part of the Safe Network Programme.

We will be reviewing the current speed limits on SH57 to make sure they are safe and appropriate.

On SH1, safety improvements are also being investigated, and we will be reviewing speed limits on SH1 in the area. We'll be updating you on proposals from Ōtaki to Levin later on this year.

## PROPOSED SAFETY IMPROVEMENTS

In the last five years, there have been 11 crashes on SH57 between the SH1 intersection and Heatherlea East Road, resulting in fatalities and serious injuries.

Along SH57 from SH1 to Heatherlea East Road we'll be installing stretches of side barriers and painted wide centrelines. The existing road seal will be widened to accommodate the safety infrastructure and to improve the overall integrity of the road.

In addition, we'll be building a roundabout at the intersection of SH57 and Queen Street.

## NEXT STEPS

Community input will help finetune the safety improvement designs. Construction is expected to begin this summer and take approximately 18-24 months to complete.

## NEW ROUNDABOUT

We are planning a roundabout at the SH57/Queen St intersection. In the last five years, there have been three serious crashes at this intersection. Roundabouts reduce speeds, making it easier for you to choose the right time to enter flowing traffic. Lower speeds significantly drop the chances of a serious head on or side impact crash, meaning the chances of being killed or seriously injured is reduced by up to 65%.



## SIDE BARRIER

Side barriers are designed to stop cars from going further off the road and hitting something harder, like a power pole, or ending up in a ditch.

We are considering stretches of side barriers on SH57 from SH1 to Heatherlea E Road. Side barriers can reduce the number of people killed or seriously injured in crashes by up to 30%.



## PAINTED WIDE CENTRELINE

Widening the centrelines means creating more space between cars travelling in opposite directions. More space between lanes can reduce serious crashes by up to 20% because people have more time to correct a momentary lapse of concentration.

Please refer to [www.nzta.govt.nz/o2nl-sh57-safety-improvements](http://www.nzta.govt.nz/o2nl-sh57-safety-improvements) for a detailed map of proposed changes

Images shown are not to scale

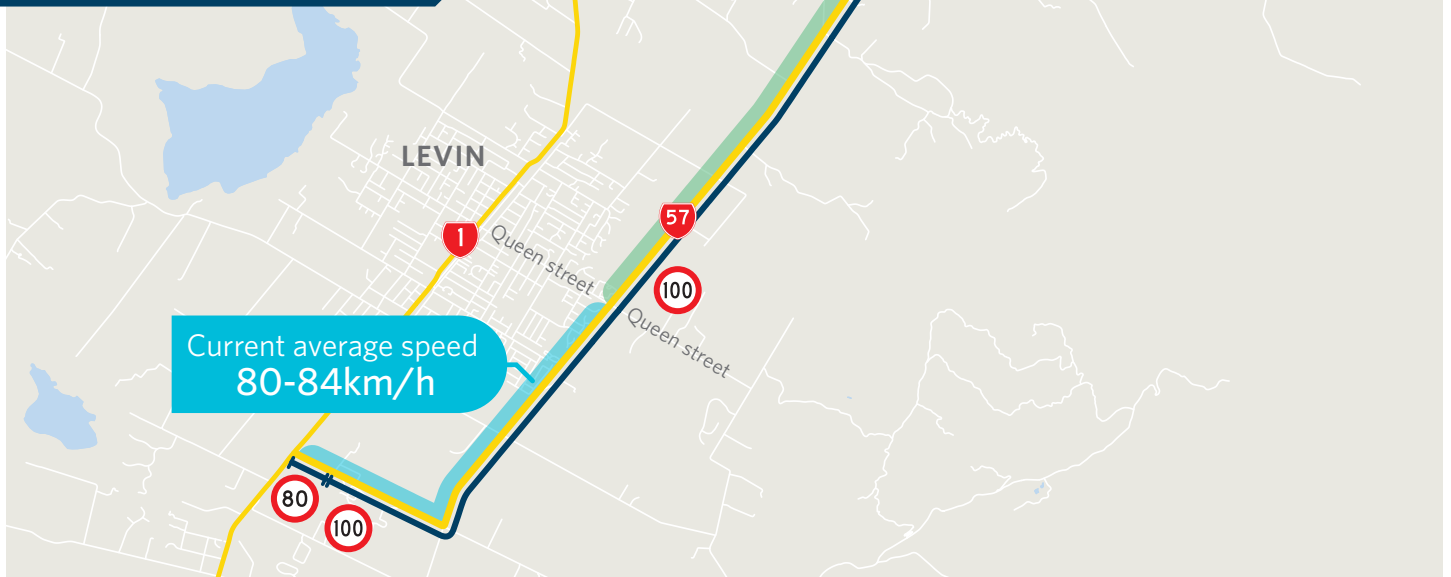
## SAFE SPEEDS

Alongside the other safety improvements we are reviewing the current speed limits on SH57 between SH1 and Shannon to make sure they are safe and appropriate for this road. Regardless of the cause of a crash, speed is most likely to determine whether anyone is killed, injured or walks away unharmed.

As a rural residential road with several high-risk intersections it is important the speed limits on SH57 reflect the risk on the road.

Engagement with the community helps us get feedback and local knowledge on how you use the road and your concerns. This feedback helps us determine if a speed limit change is the best thing to do to improve road safety, where any proposed new speed limits would begin or end, and if any other safety improvements are needed.

Between 2015 and 2019 there were **19 crashes** on this stretch of road. **Six people were killed** and **21 people were seriously injured**.



## SPEED REVIEW PROCESS

We'll use the feedback we get during engagement to help recommend what speed limits are best for these roads and then we will formally consult with you. The stages of the speed review process are:

<b>SPEED REVIEW STARTS</b>	A technical assessment of the road is carried out to find out about crash history, average vehicle speeds, volume of vehicles and development of surrounding areas. This helps to determine what safe and appropriate speeds should be.
<b>ENGAGEMENT</b>	We talk to local communities and stakeholders to understand how the road is being used, any safety concerns and get feedback on speed limits.
<b>FORMAL CONSULTATION</b>	Changing a speed limit is a legal process, so this stage involves sharing a detailed proposal with people and asking for any additional information that might have an impact on the final decision.
<b>NOTIFICATION OF SPEED LIMIT CHANGE</b>	Feedback is considered and final decision is published on our website and the public is notified.
<b>NEW SPEED LIMIT ON THE ROAD</b>	New speed limit signs installed on the road.