



SH1 MOEREWĀ TO KAWAKAWA SPEED REVIEW

Summary of the speed review consultation

WAKA KOTAHI NZ TRANSPORT AGENCY

JULY 2020

1. BACKGROUND

Waka Kotahi NZ Transport Agency has reviewed speed limits on State Highway 1 between Moerewa and Kawakawa in Northland to make the road safer for all road users.

We reviewed the speed limits to make sure they are safe and appropriate for this road. No matter what causes a crash, speed is always a factor in the severity. Put simply, the speed of impact can be the difference between walking away or being carried away from a crash.

From 2009 to 2018 there were 43 crashes on SH1 between Moerewa and Kawakawa, resulting in two deaths and six people seriously injured.

The township of Kawakawa is a key stopping point for tourists due to the local Hundertwasser toilets, and is unique for having a railway line running down the middle of the town centre's main road. There are three narrow bridges immediately north of Kawakawa and land use in the area is changing with lots of trucks, tourists and pedestrians on the roads.

2. CONSULTATION PROCESS

Prior to 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 and appropriate for the current road characteristics and roadside environments along this state highway.

In July 2019 we undertook engagement with iwi, the local community and our road safety partners. Engagement provided us with feedback and local knowledge on how the community use the road, their concerns and how they felt about the current speed limits on SH1. This feedback alongside our technical assessment helped us decide what speed limits to propose for formal consultation.

On 29 October 2019, we commenced formal consultation on proposed new speed limits for SH1 between Moerewa to Kawakawa. Formal consultation was open for six weeks and closed on 10 December 2019.

Consultation material provided evidence that supported the proposal and included current travel speeds and the characteristics of the road.

We advertised our formal consultation in the Northland News and the Bay Chronicle, on local radio stations, and on Waka Kotahi's website. We also sent an e-newsletter to a distribution list that included members of the public from the community to encourage them to have their say. A media release was published on 31 October.

People were able to make a formal submission using the electronic submission form, downloadable hard copy submission form or by email.

3. CONSULTATION QUESTION

We used the consultation phase to seek any additional information from stakeholders or the public that would help inform our decision about the proposed speed limit changes.

During formal consultation we asked the public the following question:

“Are there any other factors that we should consider when making our decision?”

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

4. SUMMARY AND RESPONSE TO SUBMISSIONS

Across the six-week consultation period in October to December 2019 we received 65 individual

submissions through Survey Monkey, emails and consultation forms, with a total of 117 submissions across the two proposed speed limit changes. We would like to thank everyone who provided feedback.

Submissions raised a number of concerns around speeding and speed limits, including issues about driver behaviour, enforcement, road condition, safety of pedestrians and cyclists, and impacts of heavy vehicles.

The following table outlines the key issues and factors people raised in submissions, along with our responses to these concerns.

	Factors	Waka Kotahi comment
<p>Extend the scope – increase/decrease the speed review</p>	<ul style="list-style-type: none"> • Reduce the speed limit further through Moerewa township. • Extend the length of the area north of Moerewa to Turntable Hill. • Extend the length of the area to include AFFCO entrance, the southside of Kawakawa and a 70km/h speed reduction between Macs Meats and Taumatamakuku settlement. 	<ul style="list-style-type: none"> • The road and visuals advise the speed limit we propose and where speed limits should begin and end. • Compliance with a possible 60km/h limit in an obviously rural area will be unlikely. A significant amount of work would be needed to make the roadside and environment feel more urban and this is not practical. • With the speed limit change, we should see drivers travelling at more consistent speeds, reducing the need for overtaking. More consistent travel speeds can also improve traffic flow, as well as reducing crashes. • When setting a limit, Waka Kotahi or any other road controlling authority needs to consider a range of factors. Some of these are described in the Setting of Speed Limits Rule 2017, and include what the road is like, how it is used, how safe it is and what the risks are. Other considerations include potential development that could generate more traffic, the number of property accessways, the volume of traffic, and the severity of crashes that have occurred along this section of highway. • To make New Zealand’s roads safer, we are working on a “Safe System”. The Safe System approach requires considering and strengthening all parts of system – roads and roadsides, speeds, vehicles and road use. To ensure that no one is killed or seriously injured on our transport network. By taking a system approach, if one part fails, other parts will still protect the people involved. Designing to protect people from crash forces means creating forgiving roads and roadsides; speeds where collisions are survivable; safer vehicles that prevent errors and protect the people inside and ensuring that all people on the road has the skill, knowledge and focus required to travel safely. • The Setting of Speed Limits Rule 2017 states that when considering a new speed limit, the point at which the speed limit changes needs to be signposted at a point of change on the road or the area or environment around it. The speed limit change points are located close enough to the more developed areas, where drivers can understand why they need to reduce their speed. If we were to extend the length of the speed limit zone it would mean the speed limit change point is in places where the need to slow down is less obvious. Drivers will not have urban areas or towns prompting them to slow down and would therefore be less likely to obey a new limit.

	Factors	Waka Kotahi comment
Kawakawa bridges	<ul style="list-style-type: none"> • Further decrease the speed limit, particularly over the three Kawakawa bridges. • “Engineer up” the three bridges to support higher speeds. • Keep speeds at 100km/h except over the bridges. 	<ul style="list-style-type: none"> • We will continue to monitor vehicle speeds and the safety of the three bridges. • If we were to look at extending the 50km/h speed limit out past the three bridges, there is a risk that motorists will not slow down in Kawakawa where the urban speed limit is really necessary.
Heavy vehicles	<ul style="list-style-type: none"> • The number of heavy vehicles on this road causes concerns around speeds especially when travelling over the three Kawakawa bridges. 	<ul style="list-style-type: none"> • We will continue to monitor vehicle speeds and the safety of the three bridges.
Driver behaviour	<ul style="list-style-type: none"> • Speed isn’t the problem, driver behaviour (e.g. slow drivers) is • Dangerous overtaking and driver frustration 	<ul style="list-style-type: none"> • Improving everyone’s driving skills would have a positive impact on the speeds people travel and the harm done on our roads. Slow drivers are not significantly implicated as a cause in our crash stats. Speed is one risk that good drivers can minimise. While poor driving behaviour has resulted in crashes, more crashes are a result of mistakes and even the most experienced “perfect” driver among us drops the ball sometimes. These mistakes shouldn’t result in loss of life or serious injury. • Reducing speed limits is part of the Safe System approach that minimises mistakes resulting in loss of life or serious injury. The Safe System approach requires considering and strengthening all parts of system – roads and roadsides, speeds, vehicles and road use. To ensure that no one is killed or seriously injured on our transport network. By taking a system approach, if one part fails, other parts will still protect the people involved. Designing to protect people from crash forces means creating forgiving roads and roadsides; speeds where collisions are survivable; safer vehicles that prevent errors and protect the people inside and ensuring that all people on the road has the skill, knowledge and focus required to travel safely.
Pedestrian and cyclist safety	<ul style="list-style-type: none"> • Current speeds put pedestrians and cyclists at risk from vehicles coming into the Moerewa township at speed. • Upgrade walking and cycling facilities. • Provide additional road markings to make Moerewa township safer for pedestrians. 	<ul style="list-style-type: none"> • The new speed limits will make it safer for more vulnerable road users like pedestrians and cyclists. • There is no funding within this project to upgrade walking and cycling facilities.
Road condition, width, alignment,	<ul style="list-style-type: none"> • Safety issues arising from poor condition, too 	<ul style="list-style-type: none"> • We are reviewing speed on this road as this is something we can do now to improve safety

	Factors	Waka Kotahi comment
markings, additional lanes	<ul style="list-style-type: none"> narrow, poor alignment, dangerous camber. Need passing lanes and pull-over bays. 	<ul style="list-style-type: none"> We will continue to monitor vehicle speeds and the safety of this road. There is no funding within this project for additional lanes.
Enforcement	<ul style="list-style-type: none"> Need more enforcement. Enforce current speeds instead of reducing speed limit. 	<ul style="list-style-type: none"> Repeater signage will be added to reinforce the new speed limits and help drivers understand the change in limits. We will be working with police around enforcement issues. Under New Zealand's Road to Zero Strategy 2020-2030, we will be adopting a new approach to safety cameras to reduce excessive speeds on our highest risk roads. A fundamental part of the new approach to safety cameras is the transfer of ownership and operation of cameras (and associated functions) from NZ Police to Waka Kotahi.
Visibility	<ul style="list-style-type: none"> Poor visibility in Moerewa village – speed limit should be 40km/h 	<ul style="list-style-type: none"> The speed limit review has focused on the rural road between Moerewa and Kawakawa and peri-urban extent of Moerewa. Moerewa Village will be looked at as part of a separate speed review in due course.

5. DECISION

The table below shows the recommended speed limits that Waka Kotahi formally consulted on between 29 October 2019 and 10 December 2019.

The consultation submissions did not identify any issues that we had not already considered.

The outcome of the speed review was in line with the proposed speed limit changes, and the permanent speed limits outlined below will come into effect on Monday 24 August 2020.

We will notify stakeholders by letter and the public via media release, newspaper, email update and radio advertising, and social media ahead of the new speed limits signs being installed and the new speed limits taking effect.

The following new permanent speed limits will apply from Monday 24 August 2020:

SH1 Moerewa to Kawakawa	Existing speed limits	New speed limits from 24 August 2020
SH1 Moerewa to Kawakawa – Moerewa township - from Leaity St to 330m east of Sir William Hale Cres east, Moerewa	70km/h	50km/h
SH1 Moerewa township to Kawakawa - from 120m east of Taumatamakuku Settlement Rd East to 160m north of Station Rd, Kawakawa	100km/h	80km/h

Map showing the new permanent speed limits



6. SUBMISSIONS

To view the submissions we received for this speed review visit:

<https://www.nzta.govt.nz/assets/projects/sh1-moerewa-to-kawakawa/docs/moerewa-to-kawakawa-consultation-submissions.pdf>