



# SH1 WINCHESTER SPEED REVIEW

Summary of the speed review consultation

WAKA KOTAHI NZ TRANSPORT AGENCY

JULY 2020

## 1. BACKGROUND

In October and November 2019, Waka Kotahi NZ Transport Agency formally consulted with stakeholders and the public on proposed speed limit changes on State Highway 1 in Winchester.

There had been frequent conversations with residents and safety engineers for some years regarding concerns with high speed traffic past the SH1/North Street intersection in Winchester in the Canterbury region. This intersection is part of the township but was in a 100km/h speed limit area.

In the last ten years (2009-2018), there have been 15 crashes resulting in five people receiving minor injuries within the current 50km/h zone and the proposed extension of this 190m north.

A Technical Assessment for SH1 Winchester initially identified that the township has a number of characteristics (parking lanes, pedestrian footpaths) that would make a 50 km/h speed limit more appropriate for this section of road.

## 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 speed limit on the road in this area was not safe and appropriate for the current road characteristics and roadside environments.

Prior to formal consultation with the public, engagement was undertaken with stakeholders including the Timaru District Council, iwi, the Police, the AA and the Road Transport Forum. We also attended a meeting of concerned residents. Feedback from these groups indicated a high level of support for a lower speed limit.

On 7 October 2019, Waka Kotahi commenced formal public consultation on proposed new speed limits for SH1 Winchester. Consultation was open for four weeks and closed on 4 November 2019.

Consultation materials provided evidence that supported the proposed safe and appropriate speed limit. This included current travel speeds and the characteristics of the road.

The consultation was advertised through social media, on the Waka Kotahi website and in the 'Timaru Herald', the 'Oamaru Mail' and 'The Courier' (Timaru). A media release was issued and resulted in local media coverage and we also sent out emails to those who had previously registered interest.

People were able to submit their views through the electronic form, hard copy submission form available at the local garage, via email or by ringing the Waka Kotahi 0800 number.

## 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 a new speed limit and asked the public the following question "**Are there any other factors that we should consider when making our decision?**"

The factors that were taken into consideration when proposing the new speed limit are communicated in this document.

## 4. SUMMARY AND RESPONSE TO SUBMISSIONS

We received 62 submissions. We appreciated the response from the community and thank all those who provided their feedback.

The majority of submitters supported the speed limit change as proposed. While some submissions only expressed an opinion about the proposed speed limits, many included factors for Waka Kotahi to take into consideration when setting the permanent speed limits for SH1 Winchester.

While a number of submissions did include factors that were taken into consideration when setting the new permanent speed limits, a proportion of the submissions expressed only a general opinion about speeding and speed limits. These included issues raised about driver behaviour, enforcement and traffic volumes.

The relevant factors that were expressed in the feedback from the public are summarised in the table below. The table outlines the main factors people raised in their submissions and our comments.

Factors raised in submissions	Waka Kotahi comment
<p><b>Current speed limit too fast</b></p> <ul style="list-style-type: none"> <li>45 submitters told us that they believe the current speed on State Highway 1 is too fast and that they would support the lower speed limit of 50km/h extending a further 190m north of Winchester. The submitters believe that the reduction in speed is vital for the safety of community members living and visiting the residential homes and businesses of Winchester.</li> </ul>	<ul style="list-style-type: none"> <li>This supports the proposal to reduce the speed limit through SH1 Winchester.</li> </ul>
<p><b>Extend speed limit change further in distance</b></p> <ul style="list-style-type: none"> <li>29 submitters felt the 50km/h limit should be extended further south of Winchester on State Highway 1 to allow for safer access to the local school and campground.</li> </ul>	<ul style="list-style-type: none"> <li>Extending the lower speed limit further into areas that have fewer homes would unlikely be effective. These areas do not provide the visual cues that drivers need to associate with lower speed limits, the land use and surrounding environment where the speed changes must be an obvious point of difference, so they can understand why they need to change their speed. The access to the school is off Rise Road which is a local road off the highway.</li> </ul>
<p><b>Keep the current speed limit</b></p> <ul style="list-style-type: none"> <li>A small number of submitters (8) believe that the current speed through SH1 Winchester is an appropriate speed and should not be lowered. They believe that speed is not the problem with regards to deaths and serious injuries on New Zealand roads and therefore, funding would be more effective if invested in</li> </ul>	<ul style="list-style-type: none"> <li>Speed is the difference between a correctable mistake and a fatal error. Every extra km/h increases the likelihood of someone having a crash. Regardless of what causes a crash, speed always plays a part. Everyone makes mistakes, but simple mistakes should not cost lives</li> <li>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;</li> </ul>

Factors raised in submissions	Waka Kotahi comment
<p>the maintenance of the road.</p>	<p>speeds where collisions are survivable; safer vehicles that prevent errors and protect the people inside and ensuring that all people on the road have the skill, knowledge and focus required to travel safely.</p>
<p><b>Consistency of speed limits and different speed limits to what was proposed</b></p> <ul style="list-style-type: none"> <li>Local community members expressed concern over the lack of consistency in speeds on this stretch of road. Concerns about slowing down from 100km/h to 50km/h were raised. Instead, these submitters suggested implementing a 70km/h zone prior to the proposed 50km/h allowing drivers the adequate time to slow down.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul> <p>For SH1, Waka Kotahi carried out a technical assessment which considered all these factors. It found that the current road environment and development, number of property accesses, traffic volumes, and crash history meant the safe and appropriate speed is 50km/h. There is not enough development on the roadside to support an intermediate speed limit on the approach to the township. For a speed limit to work well, the surrounding environment where the speed changes must be an obvious point of difference, so drivers can understand why they need to change their speed. The area around this road changes at the boundary from rural to urban.</p>
<p><b>Signage</b></p> <ul style="list-style-type: none"> <li>Submitters asked for permanent reminder signs for drivers in advance of this new speed zone and suggested a digital speed monitor on SH1 to make people aware of the speed they are going.</li> </ul>	<ul style="list-style-type: none"> <li>There is currently a mobile speed indicator device that is rotated throughout South Canterbury townships.</li> </ul>
<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>Some submitters voiced concern over the enforcement of the current and proposed speed change, believing the reduction would only prove effective if there is proper enforcement through using speed cameras.</li> </ul>	<ul style="list-style-type: none"> <li>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 'no surprises' approach to safety cameras to reduce excessive speeds on our highest risk roads. The new approach to safety cameras is still being finalised, including the rollout and placement of any new cameras.</li> </ul>

## 5. DECISION

The table below shows the recommendations Waka Kotahi formally consulted on between 7 October and 4 November 2019.

The submissions did not identify any issues that Waka Kotahi had not already considered.

The outcome of the speed review was in line with the proposed speed limit changes, and the permanent speed limit outlined below will come into effect on 30 October 2020.

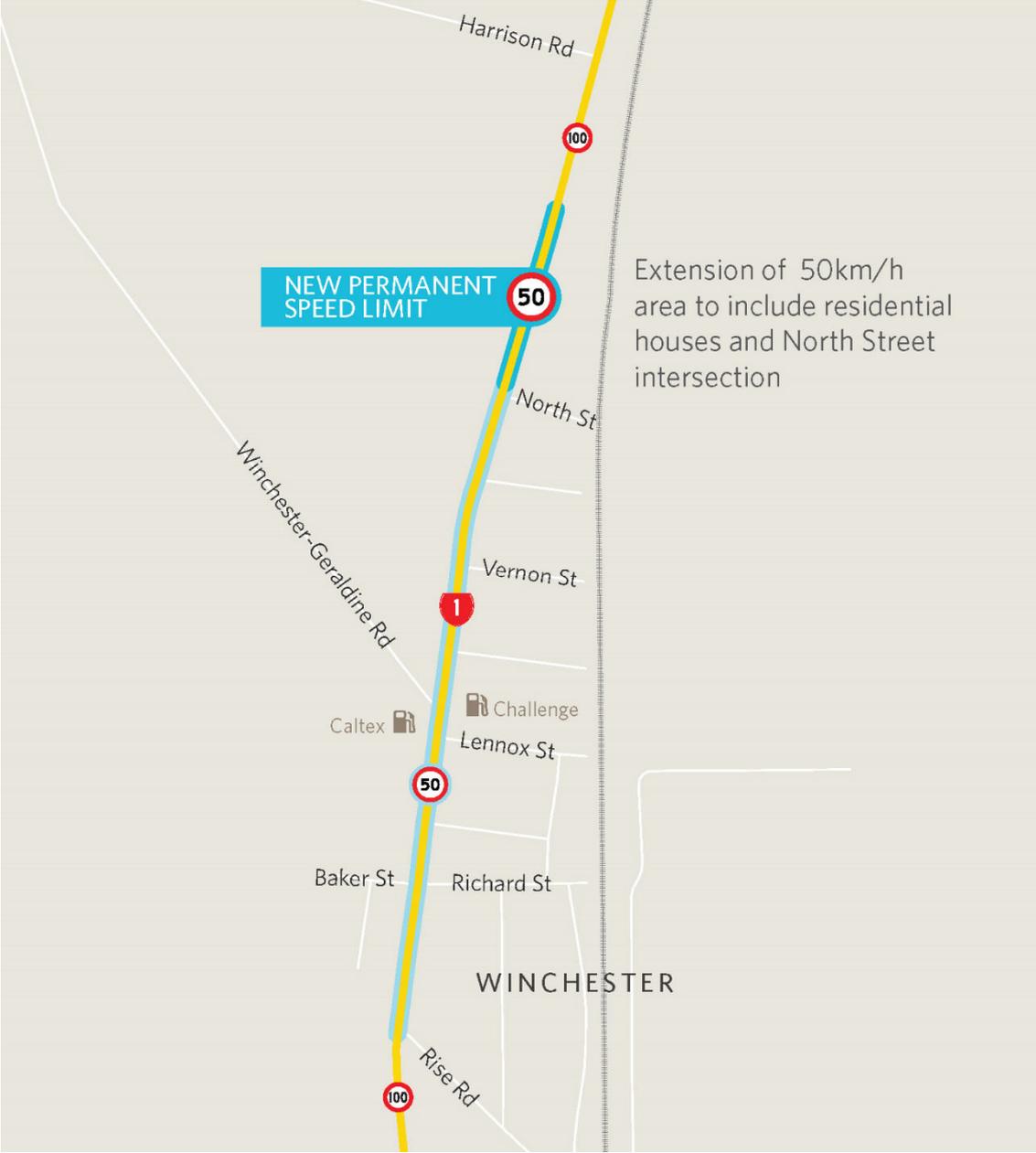
Stakeholders will be notified by letter and the public are being notified via media release, newspaper advertising, and social media ahead of the new speed limit signs being installed and the new speed limit taking effect.

When the new speed limit takes effect, the area will be monitored to ensure the new permanent speed limit and supporting treatments are working effectively and to determine if any further changes are required.

The following new speed limit will apply from Friday 30 October 2020:

<b>SH1 Winchester</b>	<b>New speed limit from 30 October 2020</b>
Extension of the 50km/h limit at the north end of Winchester a further 190 metres north.	50km/h

# Map showing the permanent speed limit



## 6. SUBMISSIONS

[View the submissions we received for this speed review](#)