



SH11 PUKETONA TO PAIHIA 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 Northland's State Highway 11 between Paihia and Puketona (where it joins State Highway 10) to make the road safer for all road users.

This road corridor is a rural, two-lane, two-way highway with moderately high traffic volumes. It forms one of two ways into the popular tourist destination of Paihia in the Bay of Islands. The current speed limits vary from 100km/h along the rural open road sections to a mix of 100km/h and 70km/h through Haruru. There are a number of lifestyle blocks and commercial operators within the 100km/h zone. Recent developments at the fringes of the Haruru township, including Ash Grove Circle (a local road intersection at the eastern end of Haruru) and Watea (a residential development at the western end of Haruru), have increased traffic and people's perception of speed and safety risks.

From 2009 to 2018 there were 102 crashes on this stretch of road resulting in two people being killed and 14 people seriously injured.

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.

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

In July 2019, we undertook engagement, which 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 SH11. We used this feedback alongside our technical assessment to help determine the proposed speed limits we would formally consult on.

On 29 October 2019, we commenced formal consultation on proposed new speed limits for SH11 between Puketona and Paihia. Formal consultation was open for six weeks, closing 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 we received 82 individual submissions through Survey Monkey, emails and consultation forms, with a total of 283 submissions across the three 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 increased traffic volumes.

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

	Factors	Waka Kotahi comment
Current speeds or speed limits are too fast	<ul style="list-style-type: none"> • Support lowering the speed limit as proposed. • Support lowering speed on section 1 even further • Support lowering speed on section 3 but reducing length of proposed area (from Puketona Quarry to Puketona Junction) • Support lowering speed on section 2 but extend length of proposed area (to include Watea) • Tourists and people using public amenities like camping sites, waterfront, quarry, are at risk from speeding traffic 	<ul style="list-style-type: none"> • At this stage we consider an 80km/h speed limit is appropriate between Haruru and Paihia given the road is not windy enough to permanently reduce the speed limit to 60km/h. • The speed limits rule requires a change in speed limit to coincide with a change in environment. Given that the road is more or less the same east and west of the quarry, a change from 100km/h to 80km/h would not make sense to motorists at this point. • We have extended section 2 to include Watea.
Driver behaviour	<ul style="list-style-type: none"> • Speed isn't the problem, driver behaviour is • Need greater enforcement • Implement better driver education • Dangerous overtaking and driver frustration 	<ul style="list-style-type: none"> • Slow drivers are not significantly implicated as a cause in our crash stats. While poor driving behaviour has resulted in crashes, more crashes are the result of mistakes. 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. • 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

Factors	Waka Kotahi comment	
		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.
Growing population, increased traffic volumes, impact on travel times	<ul style="list-style-type: none"> Consider lower speed limits around Paihia Harbour and Watea due to ongoing growth and development Lower speeds will cause further congestion and impact travel times 	<ul style="list-style-type: none"> We will consider Paihia Harbour as part of a future speed review. <p>Our Safe and Appropriate Speed assessment included consideration of existing features along the corridor such as adjacent land use, and characteristics, function and use of the road. This included developments in Watea and Ash Grove Circle.</p>
Pedestrian and cyclist safety	<ul style="list-style-type: none"> Current speeds risky for pedestrians and cyclists. Upgrade walking and cycling facilities 	<ul style="list-style-type: none"> The change in speed limit will make the road 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, markings, additional lanes	<ul style="list-style-type: none"> Safety issues arising from poor condition, too narrow, poor alignment, dangerous camber. 	<ul style="list-style-type: none"> We will continue to monitor vehicle speeds and the safety of this road. We are reviewing speed on this road as this is something we can do now to improve safety. While there is no funding within this project for additional infrastructure along this corridor. However, we are upgrading the SH10/SH11 intersection at Puketona to a roundabout to improve safety and access for all road users. You can find more information about this intersection upgrade here.

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 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 limits outlined below will come into effect on Monday 24 August 2020.

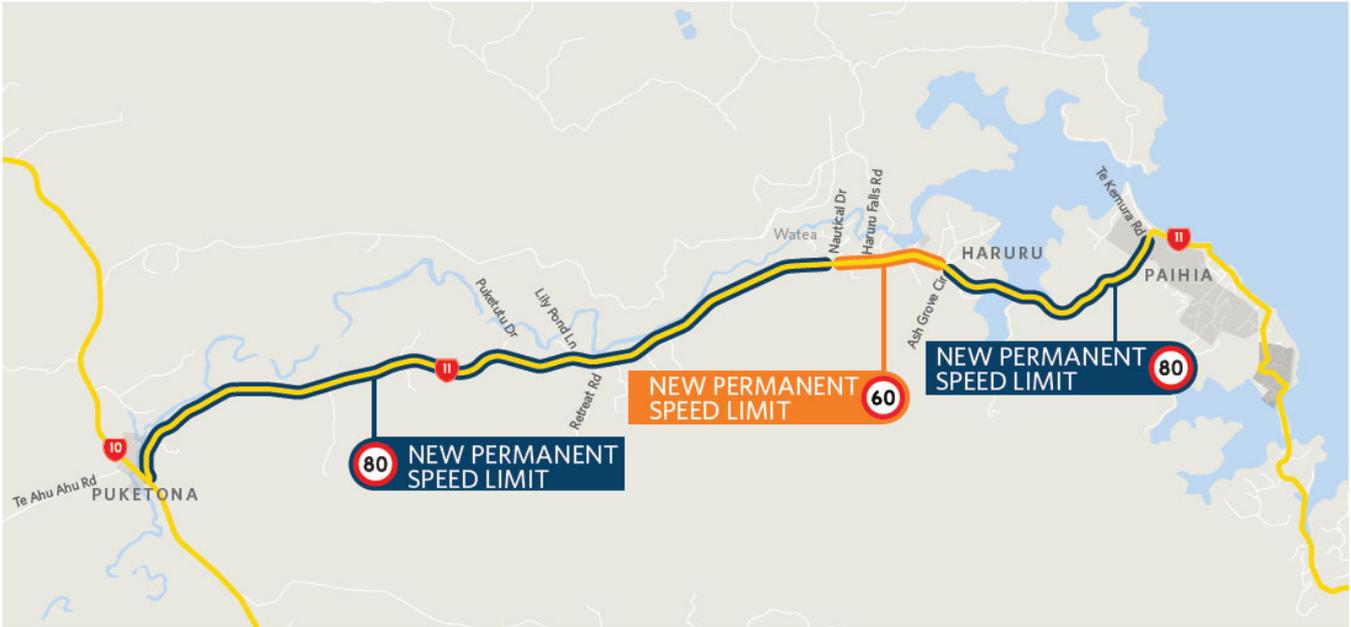
We will notify stakeholders by letter and the public via media release, newspaper, email update and radio advertising, and social media ahead of the new speed limits signs being installed and the new speed limits taking effect.

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

SH11 Puketona to Paihia	Existing speed limits	New speed limits
SH11 Paihia to Haruru - from 330m southwest of Te Kemara Ave, Paihia to 140m east of Ash Grove Circle, Haruru	100km/h	80km/h

SH11 Haruru Falls Village - from 140m east of Ash Grove Circle to 135m west of Nautical Drive, Haruru	100km/h and 70km/h	60km/h
SH11 Haruru to Puketona - from 135m west of Nautical Drive to the junction with State Highway 10, Puketona	100km/h	80km/h

Map showing the new permanent speed limits



6. SUBMISSIONS

View the submissions we received for this speed review: www.nzta.govt.nz/assets/projects/sh11-puketona-to-paihia/docs/puketona-to-paihia-speed-review-consultation-submissions.pdf