



# SH8 BURKES PASS SPEED REVIEW

Summary of the speed review consultation

WAKA KOTAHI NZ TRANSPORT AGENCY

JULY 2020

# 1. BACKGROUND

Between 21 October to 15 November 2019, Waka Kotahi NZ Transport Agency consulted with stakeholders and the public on a proposed speed limit change on State Highway 8 Burkes Pass.

Burkes Pass is a small town situated between Fairlie and Lake Tekapo. It is primarily rural residential with a small commercial centre. It is a key tourist destination and stopping location and has some pedestrian activity. Facilities, commercial operations and attractions are situated on both sides of the road.

The local community has identified concerns about the speed of traffic through the township for many years and has expressed their concerns to Waka Kotahi. We have installed a flush median (a strip in the centre of the road that is marked with white diagonal lines within parallel lines) through the township. A speed indicator device is used at the western end of the township; this is rotated through several townships in South Canterbury.

We reviewed the current speed limit to make sure it was 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.

Over the last ten years between 2009 and 2018, there have been two crashes on the highway in the vicinity of Burkes Pass, one of these resulted in a person incurring a minor injury.

# 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 District Council, the Police, the AA, the Road Transport Forum and various local businesses. Feedback from these groups indicated support for the lowering of the current speed limit in Burkes Pass.

On 21 October 2019, Waka Kotahi commenced formal public consultation on a proposed new speed limit for SH8 Burkes Pass. Consultation was open for four weeks and closed on 15 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 Waka Kotahi's website and in the Timaru Herald, the Oamaru Mail and the Timaru Courier. A media release was issued and resulted in considerable media coverage.

People were able to submit their views through the electronic form, hard copy submission form, via email or by ringing the Transport Agency on 0800 44 44 49.

# 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 44 submissions. We appreciate the response from the community and thank all those who provided their feedback.

The majority of submitters supported the speed limit change as proposed. There were also many who indicated they preferred a lower limit of 50km/h rather than 60km/h proposed.

While a number of submissions did include factors that were taken into consideration when setting the new permanent speed limit, a proportion of the submissions expressed only a general opinion about speed reviews. This included issues or concerns around calling for more signage or current signage to be moved further outside of Burkes Pass in order to slow traffic down and make it safer for traffic entering the village.

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
<b>Current speed limit too fast</b>	<ul style="list-style-type: none"> <li>25 people told us they felt the current speed limit is too fast</li> </ul>	<ul style="list-style-type: none"> <li>This supports the proposal to reduce the speed limit through SH8 Burkes Pass.</li> </ul>
<b>Lower speed limit than proposed</b>	<ul style="list-style-type: none"> <li>Many submitters preferred a lower limit of 50km/h.</li> <li>Some felt this was needed because of road conditions in winter.</li> <li>Others felt that a 50km/h limit would be safer as the road passes through an area with pedestrians crossing.</li> </ul>	<ul style="list-style-type: none"> <li>Lowering the speed limit to 60km/h is a reduction of 20km/h on current limits and will make a significant difference in reducing speeds through the township.</li> <li>It is important to note that the set speed limit is not a target and drivers are expected to drive to the conditions and slow down in adverse weather conditions.</li> <li>It's important that the speed limit is a good fit for the way the road is used and the surrounding environment – this helps drivers to see why they need to adjust their speed and means they are more likely to follow the limit. The area through Burkes Pass has homes and some businesses but is not as densely built up as areas that have 50km/h speed limits. The 60km/h speed limit is a good match for this environment and is consistent with other rural townships throughout Canterbury and NZ.</li> </ul>
<b>Signage</b>	<ul style="list-style-type: none"> <li>Submissions called for signage to be increased or moved further outside of Burkes Pass in order to slow traffic down as it entered the village.</li> <li>There were requests for rumble strips to encourage lower speeds and an electronic sign to display driver speeds.</li> </ul>	<ul style="list-style-type: none"> <li>The current speed thresholds (location where the change in speed signs are installed at either side of the township), provide a boundary for the rural/township areas. Moving these points further into the rural area would unlikely be effective. Many rural areas do not provide the visual cues (i.e. shops, housing) that drivers need to associate with lower speed limits. For most drivers to comply with 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.</li> <li>Rumble strips are not preferred as they are likely to be removed when snow is ploughed on this road.</li> <li>Speed indicator signs are already in use in Burkes Pass and are rotated throughout South Canterbury.</li> </ul>

Factors raised in submissions	Waka Kotahi comment
<p><b>Pedestrian safety</b></p> <ul style="list-style-type: none"> <li>8 submissions referred to pedestrian safety as a factor in the need for a lower speed limit.</li> <li>Some referred to a lack of pedestrian crossing facilities in the town.</li> </ul>	<ul style="list-style-type: none"> <li>The reduced limit should lower average speeds and make it safer for people to cross. The current threshold to the south is considered in the best location for the change in environment.</li> <li>We have considered pedestrian facilities but found they would introduce other safety issues. There are no places where it is obvious that people would want to cross, and the curved road also means that there are not any safe places that would be visible to drivers from both directions. Introducing a pedestrian island on a curved road would also make it challenging for drivers.</li> </ul>
<p><b>Speed is not a factor in crashes</b></p> <ul style="list-style-type: none"> <li>Seven people were opposed to a reduced limit and did not believe speed was a contributing factor in crashes.</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; 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.</li> </ul>
<p><b>Extend the area being reviewed.</b></p> <ul style="list-style-type: none"> <li>Some people felt the length of the speed review corridor should be extended to include other dangerous areas on the state highway.</li> <li>Reference was made to moving the corridor west.</li> </ul>	<ul style="list-style-type: none"> <li>As noted above, the current speed thresholds (location where the change in speed signs are installed at either side of the township), provide a boundary for the rural/township areas. Moving these points further into the rural area would unlikely be effective. Many rural areas do not provide the visual cues (i.e. shops, housing) that drivers need to associate with lower speed limits.</li> </ul>

## 5. DECISION

The table below shows the recommendations Waka Kotahi formally consulted on between 21 October to 15 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 12 October 2020.



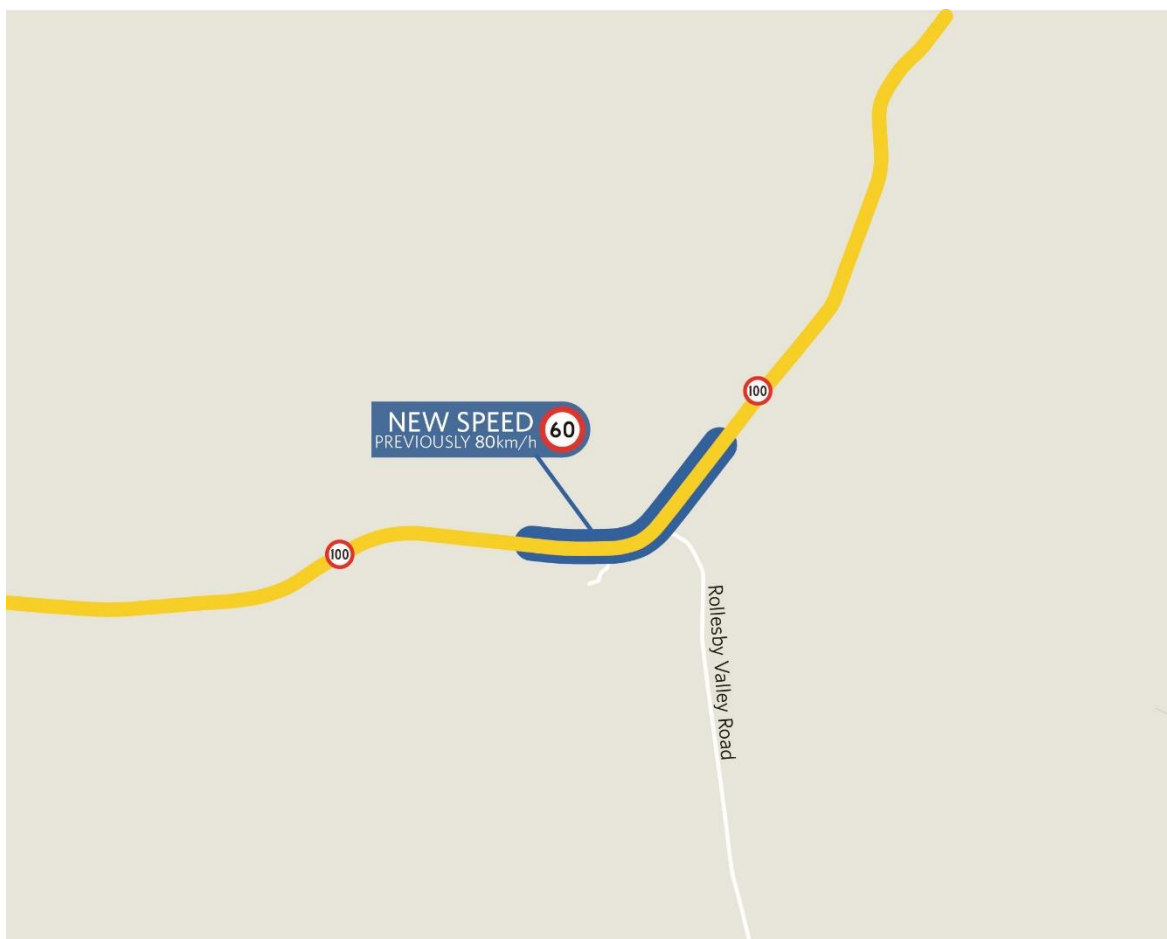
Stakeholders will be notified by letter and the public are being notified via media release, newspaper and radio advertising, and social media ahead of the new speed limit signs being installed and the new speed limit taking effect.

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 Monday 12 October 2020:

<b>SSH8 Burkes Pass</b>	<b>New speed limit from 12 October 2020</b>
From 260m north-east of Rollesby Valley Road to 350m south-west of Rollesby Valley Road	60km/h

## Map showing the permanent speed limit



## 6. SUBMISSIONS

You can view the submissions we received for this speed review [here](#).