



# SH1 WAIKUKU TO LINESIDE ROAD SPEED REVIEW

Summary of the speed review consultation

WAKA KOTAHI NZ TRANSPORT AGENCY

NOVEMBER 2020

# 1. BACKGROUND

In August 2019, Waka Kotahi NZ Transport Agency consulted with local community, iwi, businesses and stakeholders on proposed safe and appropriate speeds for the stretch of State Highway 1 (SH1) from Waikuku to Lineside Road.

Both the local community and Waka Kotahi recognised the need for change to the current speed limits as they seemed too high in places to be safe. Parts of the route have unforgiving road and roadside environments, such as narrow shoulders, drains and vegetation, as well as many intersections and accesses. As a result, there are significant crash risks and this route is in the top 10% of roads nationally where the risk of death and serious injury is the greatest.

As a main route to Christchurch, the traffic on this road is increasing. Waka Kotahi has reviewed the speed limits on this route to ensure the speed limits are safe and appropriate. Between 2009 and 2018, six people died, and 33 people were seriously injured in crashes on the road. No matter what causes a crash, speed always affects the severity of crash outcomes. Put simply, the speed of impact can be the difference between walking away or being carried away from a crash.

The current speed limits vary over the corridor, with 100km/h limits through the rural sections and lower speed limits through townships (50km/h through Woodend). Other reductions from the 100km/h limit are at Waikuku (80km/h), Pegasus roundabout (70km/h) and Pineacres intersection (70/100km/h Intersection Speed Zone).

The average speeds along the road are lower than the current speed limits and to some extent are more generally aligned with the proposed limits. While we're planning other changes to make this road safer, lower speed limits will help prevent deaths and serious injuries.

# 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 that various existing speed limits on the road were not safe and appropriate for the current road characteristics and roadside environments along this corridor.

Between 2016 and 2019, initially as part of the Safe Road project 'Ashley to Belfast', we engaged with local stakeholders including Waimakariri District Council, Waimakariri Community Boards, local iwi, schools, the Police, the Automobile Association (AA) and other road user groups. Engagement provided us with feedback and local knowledge on how people use the road and their concerns. This helped us to decide if a speed limit change was the best thing to do to improve road safety, where new speed limits could begin or end, and if any other safety improvements might be needed.

On 5 August 2019, Waka Kotahi started formal consultation on proposed new speed limits for SH1 Waikuku to Lineside Road. Consultation was open for four weeks and closed on 5 September 2019.

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

The consultation was advertised on radio stations, through social media, on Waka Kotahi's website and in local publications. A media release was issued on 5 August 2019.

People were able to submit their views through the electronic form; hard copy submission forms; via email or by ringing an 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 new speed limits and asked the public the following question **“Are there any other factors that we should consider when making our decision?”**

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

### 4. SUMMARY AND RESPONSE TO SUBMISSIONS

We received well over 100 submissions. We appreciated the response from the community and thank all those who provided their feedback.

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 speed reviews. These included issues about driver behaviour, traffic volumes and enforcement.

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

	Issues / Concerns	Waka Kotahi comments
Consistent speed limits	<ul style="list-style-type: none"> <li>Consistent speed needed throughout the corridor</li> <li>Most stakeholders were not in support of speed reductions at Pineacres intersection and south of Pineacres intersection to Lineside Road interchange because they wanted to see consistent speed limits throughout the corridor.</li> </ul>	<ul style="list-style-type: none"> <li>The intention is to provide as consistent speed limits as possible that are clear and self-explaining. In some locations this is a challenge and requires other measures such as signs and lines to help enforce this.</li> <li>On the basis of the upcoming installation of a median barrier, the speed limit is not changing from 220m south of the Cam River Bridge to Lineside Road.</li> </ul>
Impact on travel times	<ul style="list-style-type: none"> <li>Decrease in speed limit would cause congestion and impact traffic volume.</li> </ul>	<ul style="list-style-type: none"> <li>The new speed limits will have a minimal impact on travel times (approx. an additional 1 minute)</li> </ul>
Driver behaviour	<ul style="list-style-type: none"> <li>Driver behaviour such as driving above the speed limit, poor decision making, and lack of driver education were to blame for crashes rather than speed limits being too high.</li> </ul>	<ul style="list-style-type: none"> <li>Speed is a well-known factor in crashes across NZ, both in crash cause and outcomes should a crash occur. This is well supported by evidence and crash statistics. Speed changes are required to the existing corridor to address death and serious injuries on this high-volume section of SH1.</li> <li>This is part of the ‘safe system’ philosophy where drivers are part of the system but not the sole reason for crashes. Sometimes, a simple mistake can occur, and this is where safe speeds and safe roads and roadsides can support improved outcomes.</li> </ul>
Increase/decrease proposed limit	<ul style="list-style-type: none"> <li>Speed limit reduced from 80 to 70, rather than 60.</li> </ul>	<ul style="list-style-type: none"> <li>The Speed Management Guide encourages the use of 60, 80 and 100km/h speed limits.</li> </ul>

Issues / Concerns	Waka Kotahi comments
<p>Length of speed review corridor</p> <ul style="list-style-type: none"> <li>Many stakeholders believed the Ashley River Bridge should be included in the proposal, as they believe 100km/h is too fast given the narrowness of the bridge.</li> </ul>	<p>70km/h speed limits are not preferred and, in many cases, are being proposed to be replaced in existing townships.</p> <ul style="list-style-type: none"> <li>For Waikuku township, the difference in travel times between 80 and 60 will be minimal.</li> <li>The length of highway north of Waikuku will be considered as part of a separate, future speed limit review.</li> </ul>
<p>Include other speed management features</p>	<ul style="list-style-type: none"> <li>Increase use of safety features and traffic calming measures such as roundabouts, safety barriers, traffic lights, signage and rumble strips.</li> <li>Turning bays - several stakeholders gave feedback that turning bays along the SH corridor need to be widened.</li> <li>Waka Kotahi is proposing additional safety elements for SH1 between Ashley to Belfast which will be introduced over time. This includes median barrier from south of the Cam River Bridge to Tram Road.</li> </ul>
<p>Concern about the Pegasus roundabout</p>	<ul style="list-style-type: none"> <li>Most feedback included concern about the Pegasus roundabout speed being too high.</li> <li>Speed limit at the Pegasus roundabout should be 50km/h.</li> <li>The area in and around the Pegasus roundabout is rural in nature. This area would require significant engineering interventions and investment to create a physical environment where 50km/h would be the safe and appropriate speed.</li> <li>Roundabouts by their nature result in low speeds, which, along with reduced impact angles, make them an ideal form of intersection for this type of rural location. It is important that the presence of the roundabout is clear as this is what will mostly determine driver speed selection rather than the posted speed limit.</li> <li>The current speed limit is consistent with speeds on local approach roads.</li> </ul>
<p>Additional lanes</p>	<ul style="list-style-type: none"> <li>The bypass was a common theme and reason for stakeholders to disagree with the proposed speed limits.</li> <li>Most people who disagreed with the speed proposal called instead for the bypass to be added.</li> <li>The bypass is a future project that is not currently funded.</li> <li>These speed changes will bring immediate safety benefits.</li> </ul>
<p>Pedestrian safety</p>	<ul style="list-style-type: none"> <li>Concern that current speed limits put pedestrians and cyclists at risk from vehicles coming into the township at high speed and not seeing pedestrians and the number of children in the area.</li> <li>There is a separate safety project for Woodend township which includes looking at providing facilities to help pedestrians safely cross SH1.</li> </ul>



## 5. DECISION

The table below shows the recommendations Waka Kotahi formally consulted on between 5 August 2019 and 6 September 2019.

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 Tuesday 15 December 2020.

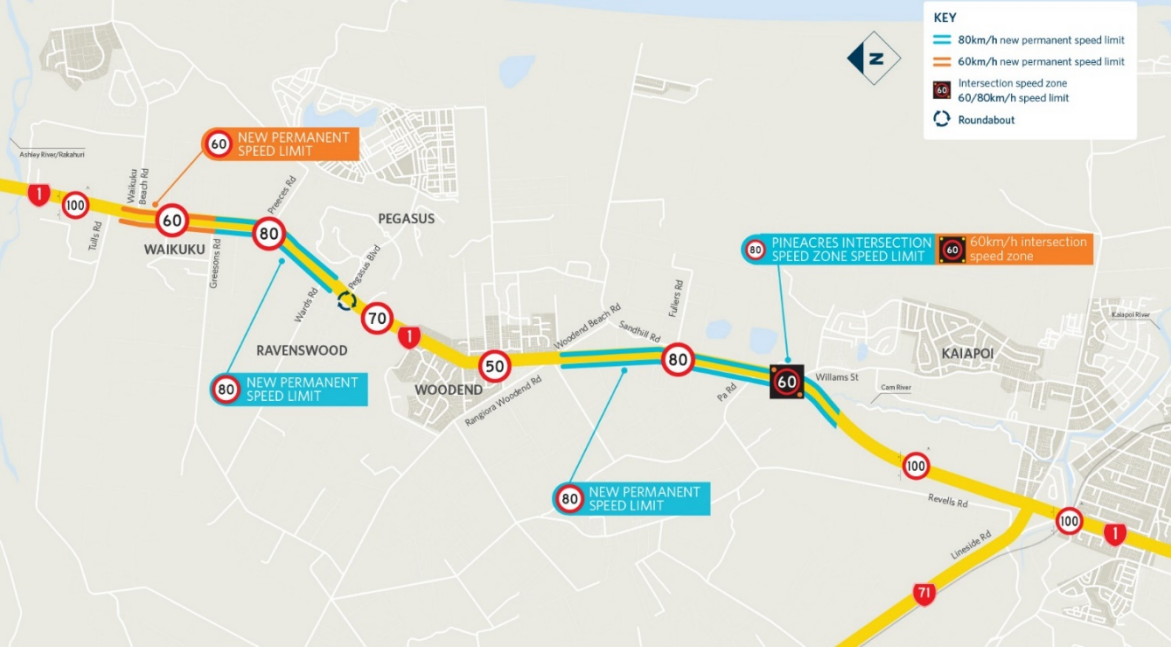
From approximately 220m south of Cam River bridge to Tram Road there are plans for median barrier. When taking into consideration the upcoming installation of this median barrier, our revised technical assessment for the section from south of Cam River bridge to Lineside Road supports 100km/h as a safe and appropriate speed for the road, therefore there are no changes to the current speed limit.

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

The following new speed limits will apply from Tuesday 15 December 2020:

SH1 Waikuku to Lineside Road	Existing speed limits	New speed limits from 15 December 2020
<b>Waikuku township</b>		
From 130m north of Waikuku Beach Rd, Waikuku, to 210m south of Gressons Rd, Waikuku	100km/h and 80km/h	60km/h
<b>South end of Waikuku township to Pegasus</b>		
From 210m south of Gressons Rd to 270m north of Pegasus Blvd	100km/h	80km/h
<b>South end of Woodend township to Pineacres</b>		
From 140m south of Rangiora Woodend Rd to 220m south of the Cam River Bridge	100km/h	80km/h
<b>Pineacres intersection</b>		
From 185m north to 220m south of Williams Street	100km/h and variable 70km/h	80km/h and variable 60km/h
<b>South of Pineacres intersection to Lineside Road interchange</b>		
From 220m south of the Cam River Bridge to Lineside Road	100km/h	No change

# Map showing the permanent speed limits



## 6. SUBMISSIONS

The submissions we received for this speed review can be viewed on our website: [www.nzta.govt.nz/sh1-waikuku-to-lineside-road](http://www.nzta.govt.nz/sh1-waikuku-to-lineside-road)