



## Drury to Paerata



### BACKGROUND

Waka Kotahi NZ Transport Agency has been exploring ways to improve road safety along the increasingly busy section of State Highway 22 (SH22) south of Auckland between the State Highway 1 (SH1) Drury Interchange and Pukekohe.

SH22 is mostly a high-speed rural road connecting SH1 with the rural and urban areas of Pukekohe, Drury, Glenbrook and Waiuku and the west coast developments on the Awhitu Peninsula. It is also used as an alternative route for developments north of Pukekohe, including Paerata. SH22 is a popular link to the beaches and regional parks located at Awhitu Peninsula, used mostly on weekends, and provides an alternative access to areas such as Clarks Beach.

Commuters, local businesses and freight use this road. Up to 25,000 vehicles a day are using SH22 to connect to SH1, and vehicle numbers are increasing. Over the last 10 years (2009-18), there were 212 crashes on this stretch of road with seven people killed and 42 seriously injured.

To address safety concerns, we proposed a range of safety improvements on SH22, as well as reviewing speed limits. As part of the proposed safety improvements and review of speed limits, Waka Kotahi engaged with the local community and key stakeholders.

Feedback during engagement showed high levels of concern for current speeds along all or part of the road with the majority of feedback understanding the need for lower speed limits along all or part of the corridor.

Following the public engagement phase, we formally consulted on the proposed speed limit changes in October and November 2019, giving people an opportunity to make a submission on any other factors that we should consider before making our decision to change the speed limits.

## 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 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 2017 and 2018, we undertook public engagement on safety improvements and speed limits as part of the safety improvements projects in the area. As well as engaging with the community, we also engaged with local stakeholders including Franklin Local Board, Auckland Transport, Southern Iwi Integration Group, the local police, the Automobile Association (AA) and other road user groups. 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 SH22. This feedback 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.

Following the public engagement phase, we formally consulted on the proposed speed limit changes, giving people an opportunity to make a submission on any other factors that we should consider before making our decision to change the speed limits. Consultation was open for four weeks and closed on 26 November 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 in the Papakura Courier and the Franklin News, on the Waka Kotahi website, on Facebook and other digital advertising. 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 29 October.

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

## CONSULTATION QUESTIONS

We use the consultation phase to seek any additional information from stakeholders or the public that will help inform our decision about the proposed speed limit changes. During formal consultation on our proposed new speed limits on SH22, we asked the public the following question:

'Are there any other factors that we should consider when making our decision regarding the proposed speed changes on State Highway 22 between Drury interchange and Paerata?'

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

## SPEED REVIEW PROCESS

The stages of the speed review process are:

### SPEED REVIEW STARTS

Technical assessment of the road is carried out to find out about crash history, average vehicle speeds, volume of vehicles and development of surrounding areas. This helps to determine what safe and appropriate speeds should be.

### ENGAGEMENT

We talk to local communities and stakeholders to understand how the road is being used, any safety concerns and get feedback on speed limits.

### FORMAL CONSULTATION

Changing a speed limit is a legal process, so this stage involves sharing a detailed proposal with people and asking for any additional information that might have an impact on the final decision.

### NOTIFICATION OF SPEED LIMIT CHANGE

Final decision is published on our website and the public is notified.

### NEW SPEED LIMIT ON THE ROAD

New speed limit signs installed on the road.

## SUMMARY AND RESPONSE TO SUBMISSIONS

We received 162 submissions and would like to thank everyone who provided 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 speeding and speed limits. These included issues raised about driver behaviour, traffic volumes and enforcement.

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

ISSUES AND FACTORS	COMMENTS FROM WAKA KOTAHI
<b>DRIVER BEHAVIOUR</b> <ul style="list-style-type: none"><li>▪ Dangerous driving such as overtaking, tailgating and speeding are a major issue on this road.</li><li>▪ Slow drivers and poor driver education cause frustration.</li><li>▪ Reducing the speed limit will increase driver frustration and likelihood of dangerous overtaking.</li></ul>	<ul style="list-style-type: none"><li>▪ Slow drivers are not significantly implicated as a cause in our crash statistics.</li><li>▪ Improving everyone's driving skills would have a positive impact on the speeds people travel and the harm done on our roads. 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.</li><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>

## ISSUES AND FACTORS

## COMMENTS FROM WAKA KOTAHI

### VOLUME OF TRAFFIC AND INCREASING POPULATION/HOUSING DEVELOPMENTS

- Traffic volumes will increase with population/housing growth.
  - Reducing the speed limit will impact travel time and cause further congestion.
- We are continuing work on safety improvements in the short term as well as progressing the longer-term Supporting Growth Programme.
  - During our assessment of the speed limits, we considered the volume of traffic on the road. We found an average of 21,300 vehicles use this road. We also looked at travel time impact with the speed limit changes and with the new permanent speed limits the travel time difference will be 26 seconds.

### ADDITIONAL LANES

- Suggestions for four-lane highway or passing lanes to accommodate increased traffic lanes.
- There is no funding within this project for additional lanes.
  - An alternative state highway, and other initiatives to address growth in the area, are being investigated as part of the Supporting Growth Programme.

### ROAD CONDITIONS/ ROAD ALIGNMENT/ ROAD WIDTH

- Road surface needs upgrading.
  - Safety impacts of road condition, width and design (eg dangerous and narrow bend, lack of safety barriers).
  - Need more safety improvements like roundabouts and median lanes.
  - Could safety be improved by engineering up the road to retain the 100km/h speed limit?
- We will continue to monitor vehicle speeds and the safety of this road.
  - To address safety concerns, we are planning a range of safety improvements on SH22, as well as reviewing speed limits. We have funding to progress with the design of safety improvements (including intersection improvements and safety barriers) and a further funding request is being put forward to construct these.
  - We are implementing safer speeds on this road as this is something we can do now to improve safety.

### ENFORCEMENT

- Request for new speed limits to be enforced and have good signage.
  - Need more speed cameras and enforcement of current speed limits.
- 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.



**EXTEND THE SCOPE**

- Reduce to 90km/h instead of proposed 80km/h between Drury interchange and Paerata.
- When setting a new speed limit, we must consider a number of factors including the type, function and risk rating of the existing road. During our assessment we identified that this road has a high and increasing number of vehicles using it, a high frequency of crashes, and a number of intersections along it. Using this information, we determined that 80km/h is the safe and appropriate speed for this stretch of road.

**LOCAL ROADS**

- Concern that speed reduction on SH22 will increase traffic volumes and speeds on local roads (rat-running).
- Auckland Transport proposed working collaboratively with the Transport Agency on speed reviews on local roads and state highways.
- Based on current average speeds, estimates indicate it would take people 26 seconds longer travelling at the new speed limit on this stretch of road. Due to this minimal impact on travel time it is unlikely people will rat-run, but the agency can work with Auckland Transport to monitor this.
- Auckland Transport and Waka Kotahi are already collaborating on speed reviews in this area and Auckland Transport will be changing speed limits on the surrounding local roads at the same time we will be implementing the new speed limits on the state highway

**INTERSECTIONS**

- Intersection at Glenbrook Road is dangerous – unsafe for drivers and pedestrians. Suggest upgrading with roundabout instead of reducing speed.
- We are planning on making this intersection safer with a roundabout. We are currently progressing the design of this and we will continue to keep the community updated about the progress of this.



## DECISION

The table below shows the recommendations Waka Kotahi formally consulted on between 29 October 2019 and 26 November 2019.

The 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 new speed limits outlined below will come into effect on Tuesday 30 June 2020.

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

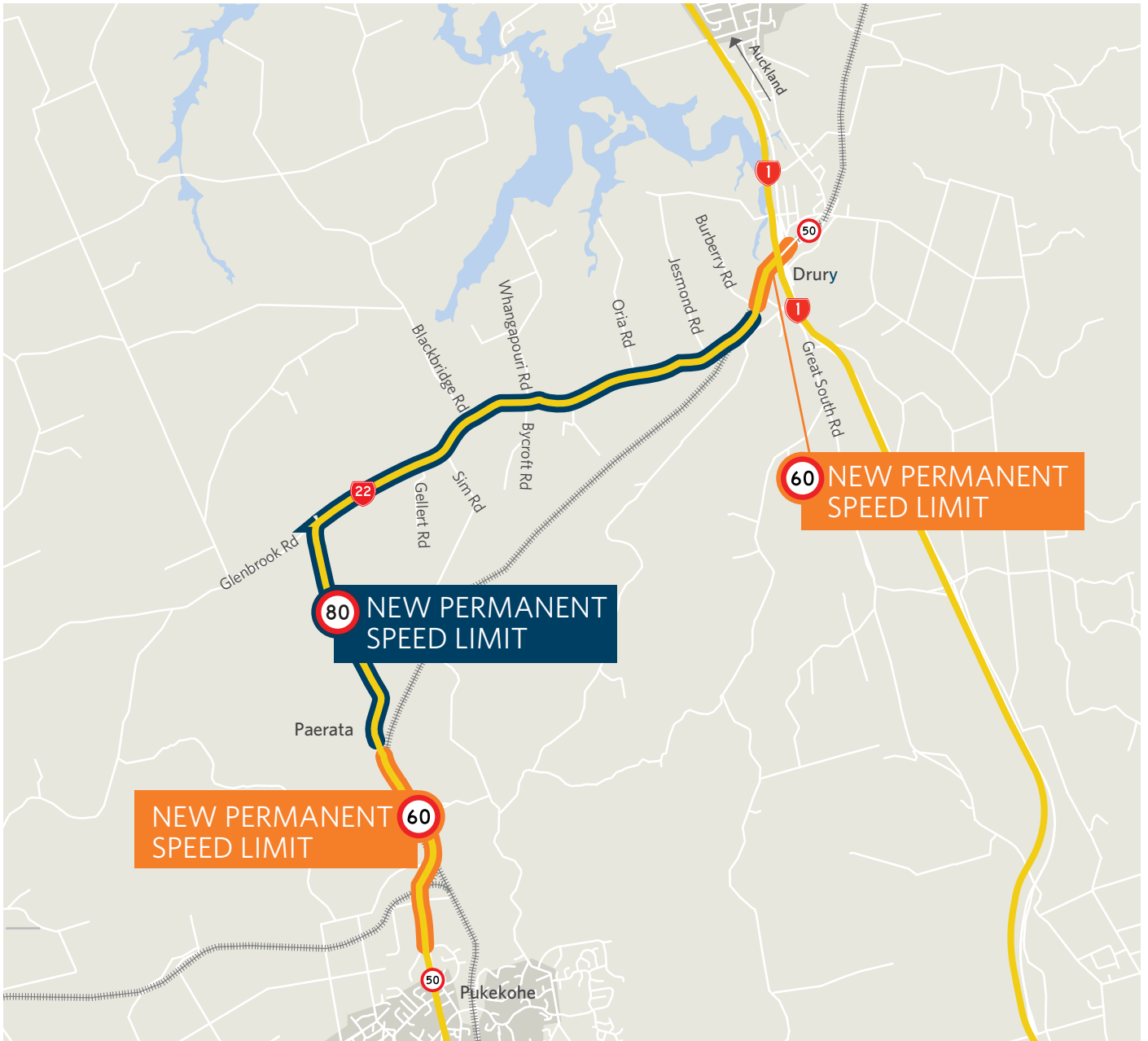
Following the new speed limit signs being installed, the area will be monitored to ensure the new permanent speed limits are working effectively.

The following new speed limits will apply from Tuesday 30 June 2020:

LOCATION	EXISTING SPEED LIMIT	NEW SPEED LIMIT
<b>SH22 Drury interchange</b> from the southwestern abutment of the Hingaia Stream Bridge to 100m south of the centreline of Burberry Road	70km/h	60km/h
<b>SH22 Drury interchange to Paerata</b> from 100m south of the centreline of Burberry Road to 430m north of Crown Road	100km/h	80km/h
<b>SH22 Paerata Township</b> from 430m north of Crown Road to the intersection of SH22/Lough Bourne Drive	70km/h	60km/h



## MAP SHOWING THE NEW PERMANENT SPEED LIMITS



## SUBMISSIONS

View the submissions.



### MORE INFORMATION

Nikki Kenward, phone 0800 581 987

[auckland.speed.reviews@nzta.govt.nz](mailto:auckland.speed.reviews@nzta.govt.nz)