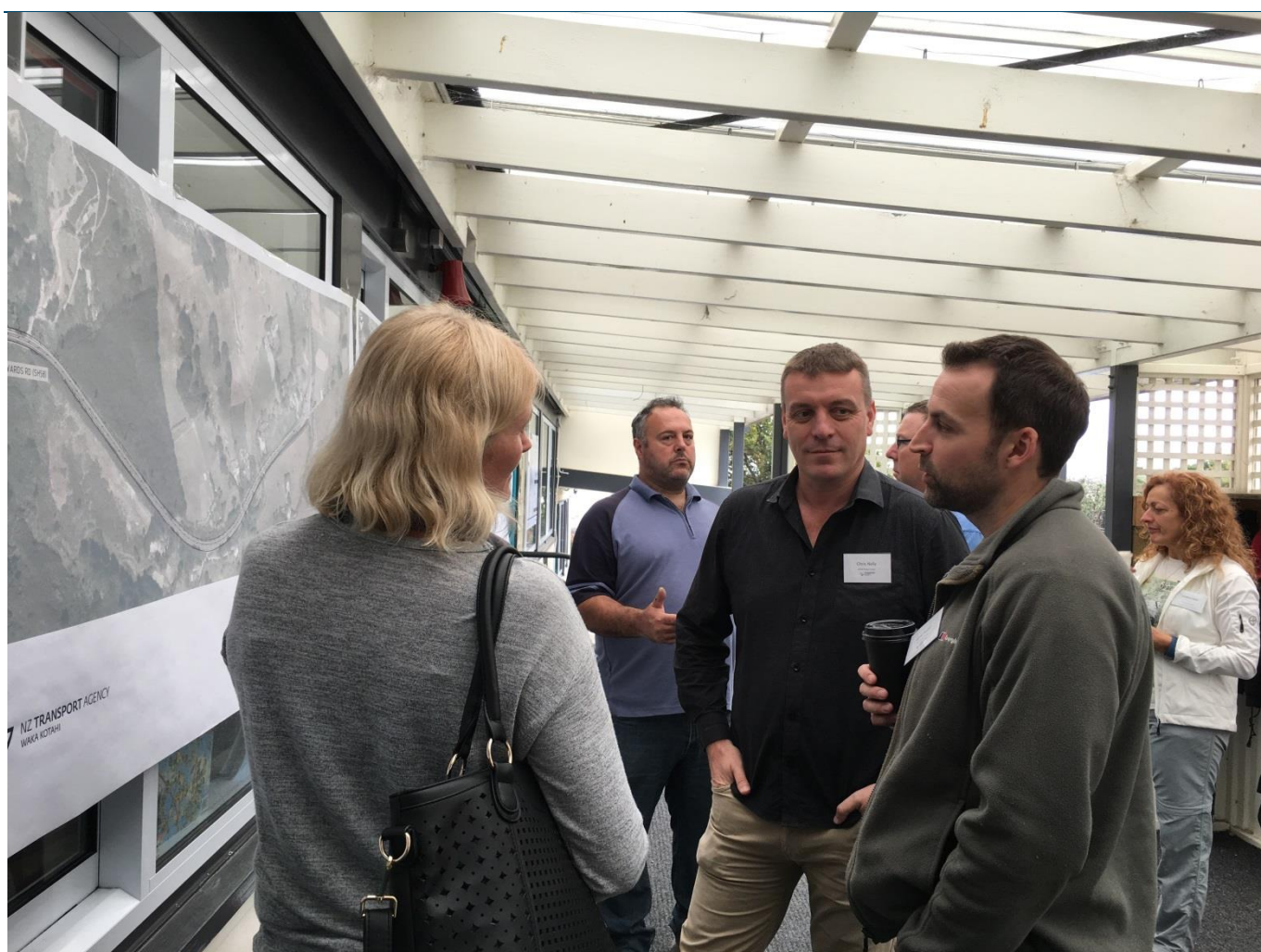

State Highway 58 speed reduction engagement

New Zealand Transport Agency

September 2018

Community engagement report



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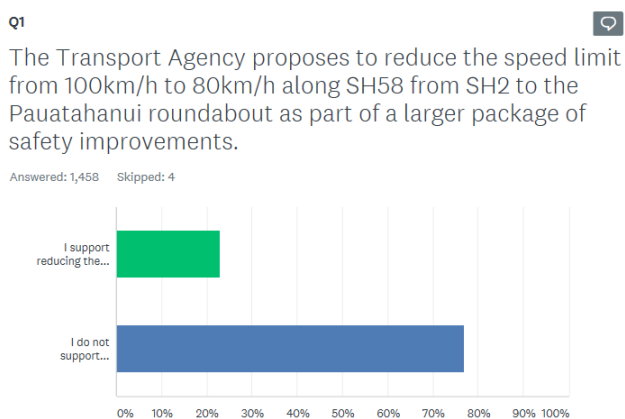
EXECUTIVE SUMMARY

In March and April 2018 we engaged with the community on our proposal to lower the speed limit from 100km/h to 80km/h on the section of State Highway 58 from State Highway to the Pauatahanui roundabout. The engagement included two community information days where local residents were invited to meet with the project team to learn more about the proposal to lower the speed limit, ask questions and share their opinions. Attendees were invited to complete a feedback form. Those unable to attend a community information day could submit an online feedback form or email the project team.

Forty-three people attended the two open days and 1,462 feedback forms were submitted during the engagement period from 20 March to 20 April 2018. We also received feedback via 24 emails to the project team and through Facebook comments.

Feedback form results

The following bar graph shows that of the 1,462 people answering the question about the proposal to lower the speed limit, 77% oppose reducing the speed limit while 23% support reducing the speed limit.



The most commonly cited reasons for opposing the speed limit reduction included:

- 100km/h is safe and appropriate for this route
- the problem is poor driver behaviour and driver education is needed
- people already go too slow, reducing the speed limit will make them go even slower
- the Transport Agency needs to improve and maintain the road so that it is suitable for 100km/h speed limit
- the improvements that have been made/or planned improvements will solve the safety problem so there is no need to reduce the speed limit
- reducing the speed limit will increase traffic and cause more crashes because people will be frustrated and engage in risky behaviour.

The most commonly cited reasons for supporting the speed limit reduction included:

- the road is dangerous and not designed to be driven at 100km/h
- a 80km/h speed limit will improve safety
- dangerous intersections
- the road is unsafe for cyclists
- people already travel at 80km/h.

Feedback from councils and organisations

With the exception of the Upper Hutt City Council, local councils support the proposal to lower the speed limit as do the Automobile Association, Police, Fire Service and Living Streets Aotearoa.

Next steps

The project team has taken into account the engagement feedback, technical information and the design speed of the road after improvements are put in place and reached a decision to lower the speed limit to 80 km/h. The recommendation went through a rigorous internal Transport Agency decision-making process. The decision has been gazetted and will come into effect on 22 September 2018.

PROJECT BACKGROUND

Over the past 10 years there have been more than 200 crashes causing four deaths and 17 serious injuries on the section of State Highway 58 between State Highway 2 and the Pauatahanui roundabout. SH58 is a challenging road to drive. The road is narrow with tight, difficult curves, and many access points and intersections. The NZ Transport Agency has been investigating how to improve safety on SH58.

The project aims to:

- enhance safety of travel on the Wellington state highway network, and specifically SH58
- maintain or improve journey times and journey time reliability between SH2 in the Hutt Valley and Transmission Gully
- enhance resilience of the Wellington state highway network
- appropriately balance the needs of local and state highway traffic.

In 2014 we consulted with the community on a package of safety improvements. We received a lot of feedback on how we could improve our proposal. Since the 2014 engagement, we have addressed some safety concerns by making changes to the proposed upgrades. We have also taken on-board public feedback and significantly expanded the scope of the project so that we will achieve greater safety outcomes than the original proposal.

The proposed package of safety improvements now includes:

- a median barrier to separate opposing traffic
- intersection improvements
- two new roundabouts at Moonshine Road and Murphys/Flightys intersections
- widening shoulders and bridges to improve safety for motorists and cyclists
- straightening curves
- roadside safety barriers
- reducing the speed limit to 80km/h.

In July–August 2017 we engaged with the public to explain the expanded package of safety improvements and get feedback from those who travel along SH58. During this engagement we received some input on the proposal to reduce the speed limit from 100km/h to 80km/h. However, the Land transport setting of speed limit rules (2017) requires formal consultation prior to lowering a speed limit.

PUBLIC ENGAGEMENT PURPOSE

Objectives

The objectives of this public engagement were to:

- identify and engage with affected members of the community
- provide clear and concise information and communication
- create a platform for honest and open communication
- maximise participation in engagement and feedback
- encourage active participation and collaborative input design process
- ensure that feedback was adequately documented and fed back to the project team

- receive maximum buy-in from stakeholders and the wider community
- gain positive / balanced media coverage and
- meet our obligations under the Resource Management Act 1991, the Land Transport Act 2003, Local Government Act 2003 and the Land transport setting of speed limit rules (2017).

What we engaged on

This engagement focused on getting community input on the proposal to reduce the speed limit from 100 km/h to 80km/h. This was a joint engagement with the Porirua City Council (PCC) who consulted on their proposal to lower the speed limit on the side roads connecting to SH58 to 60km/h. The Transport Agency is required to formally consult before changing speed limits. PCC is also required to consult before lowering speed limits on council roads.

Past engagement

We have engaged with the public on two other occasions for this project. In 2014 we engaged on a package of improvements that included:

- wire median barrier
- straightening curves
- reduced speed limit
- a new roundabout at Moonshine Road.

Following the 2014 engagement, we took on board feedback and significantly expanded the scope of the project so that we will achieve greater safety outcomes than the original proposal.

In July–August 2017 we engaged with the public to explain the expanded package of safety improvements and get feedback from those who travel along SH58. The current proposal covers the stretch of SH58 from SH2 to just before where Bradey Road accesses SH58. The proposed improvements include:

- straightening ten curves
- widening four bridges so that the median wire can extend over the bridges
- treating two dangerous intersections
- removing seven dangerous intersections
- providing a 1.5m shoulder
- installing a wire safety barrier along 85% of the route including over four bridges
- new roundabout at SH58/Moonshine Drive
- new roundabout at the SH58/ Flightys/Murphys intersection
- reducing the speed limit to 80km/h.

The purpose of the March–April 2018 engagement was to explain the rationale for lowering the speed limit, determine the levels of support and opposition to the change and the reasons behind their preferences. The feedback has been factored into our decision to lower the speed limit.

RAISING AWARENESS

Channels used during engagement

To ensure broad community participation we used a range of channels to inform the public about the engagement and provide information on the proposed package of safety improvements.

Emails to key stakeholders

Prior to engagement opening we emailed transport stakeholders and mayors and CEs from Porirua, Hutt, Upper Hutt and Wellington to advise them about the engagement and invite them to participate.

Community information days/mail drop

Two community information days, held 24 and 27 March 2018 at the Pauatahanui School, provided an opportunity for the public to meet and talk with members of the project team. A total of 43 people attended the information days. Many people took the opportunity to talk with the project team about other aspects of the project and ask questions about how the project will impact their property or access.

We promoted the open days through a mail drop containing an invitation to the community information days and an information sheet one week before engagement opened. All residences along SH58 and on the roads feeding onto SH58 received the mail drop. The information sheet is in Appendix A and the open day display boards are in Appendix B.

Website

On 20 March a media release and Facebook post announced the engagement. Increased web traffic as shown in the graph below coincided with the timing of the social media posts on 26 and 28 March and an April 14 media story critical of the consultation process. The full web analytics during the engagement are in Appendix G.

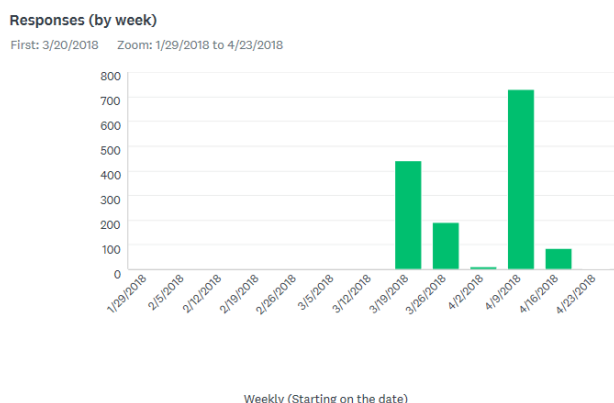


Media

On 20 March we issued a media release announcing the public engagement and community information day schedule. The media release also included information about the purpose of the engagement, how to register to attend, where to find engagement materials and feedback forms.

On April 14 *Stuff* ran a story based on social media comments critical of the engagement. Social media discussion alleged that the consultation was a ‘sham’ because 80km speed limit signs have been installed but remain covered. The Transport Agency responded with a Facebook post noting that the 80kmh signs were installed as part of the Haywards interchange exchange works, prior to proposals to have speed limits reduced to 80kmh. The post also indicated that signs have been covered because a decision has not yet been made about changing the speed limit and that if we decide not to go to 80km/h the signs will be removed and replaced with 100km/h signs.

Following this story, there was a large jump in the number of submissions the week of 9 April as seen in the bar chart below. The media statement and media clip is in Appendix E.



Social media

We implemented a schedule of four boosted postings over the course of the engagement on both Twitter and Facebook to promote the open days and encourage submissions. Posts included the project hashtag: #SH58safety introduced in the July 2017 engagement.

The following table summarises the reach of each Facebook post along with totals for the campaign. For comparison purposes, the July 2017 engagement reached about 57,000 people with 455 reactions and 10,000 clicks.

Increased activity on 20 March and 10 April coincided with the media release and *Stuff* story respectively. The full social media analytics for each post are in Appendix F.

Date	Reached	Reactions	Clicks
20 March	28,638	480	3,869
26 March	17,050	389	2,557
28 March	8,898	169	397
10 April	30,778	418	4,972
	85,364	1,456	11,798
			Campaign totals

Newsletter

An electronic newsletter was issued to 164 subscribers on 20 March. The newsletter is in Appendix F.

Collateral

Engagement activities were supported by print and online collateral.

Information sheet, display boards and maps

Display boards and an information sheet outlining the scope of the proposed speed limit reduction, including Porirua City Council's proposed speed limit reduction on SH58 side roads was produced and made available on the project webpage and at the information days. Three long maps of the project were available at the community information days. The information sheet is in Appendix A and the display boards are in Appendix B.

Feedback form

The feedback form was provided in both printed and electronic form. Over the course of the engagement, we received 1458 feedback forms. The form was available in hard copy at the community information days and online at the project website. The feedback form is in Appendix C.

SUMMARY OF FEEDBACK

This section summarises the results of feedback obtained from feedback forms and submissions from councils and organisations.

Feedback forms

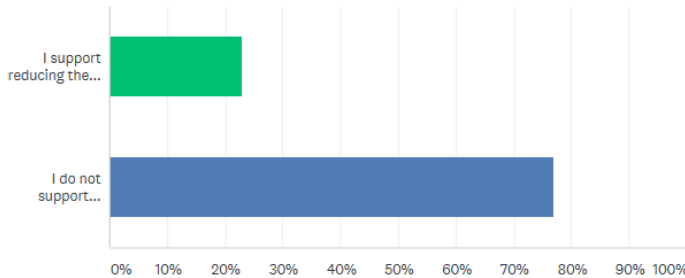
The following provides a breakdown of responses to the key question on the feedback form and a summary of the associated comments.

Q1



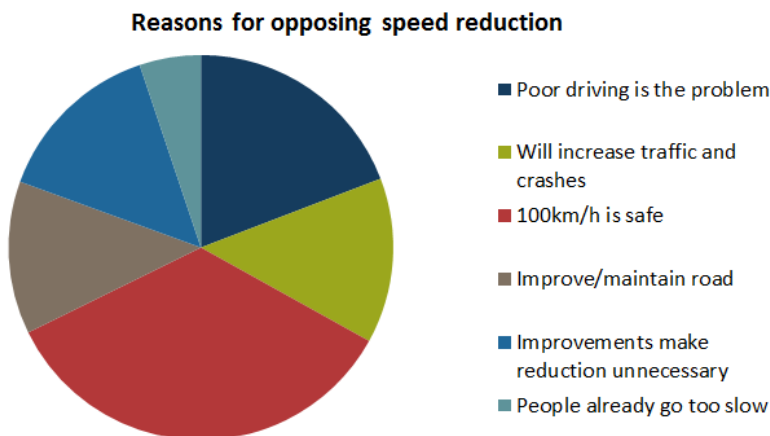
The Transport Agency proposes to reduce the speed limit from 100km/h to 80km/h along SH58 from SH2 to the Pauatahanui roundabout as part of a larger package of safety improvements.

Answered: 1,458 Skipped: 4



1,462 people answered this question and there were 1,087 comments as to why they either support or oppose the reduction.

There were 838 comments opposing the speed limit reduction. The pie chart below shows the proportion of comments for the primary reasons for opposition.



There were 262 comments from people who think that 100km/h is safe for this section of SH58. Many comments acknowledged that people should drive to the conditions as indicated by the comment below.

“The road is perfectly adequate to drive at 100km in normal conditions and drivers should be able to make the sensible decision to drive at a lower speed if the conditions dictate that they need to.”

There were 145 comments citing other people’s poor driving skills as the problem rather than the road. Many comments mentioned a need for increased driver education.

“There is absolutely no need for this – the problem is not speed, it is the driver. This doesn’t fix the problem – better driver education would fix the problem.”

“The speed limit is already satisfactory. It is the inability of some drivers being able to drive that is the issue. Stop targeting speed limits; this is just causing major frustration to drivers.”

There were 108 comments indicating either that the improvements already put in place or the planned improvements have (or will solve) the safety problems and therefore there is no need to reduce the speed limit. There were another 97 comments indicating that rather than reduce the speed, the Transport Agency should improve or better maintain the road so that it is suitable for 100km/h.

"I understand that NZTA proposes to make road improvements, like roundabouts, as well as reducing the speed limit. Save some money. Either make the road improvements and maintain the 100kph speed or make minimal improvements like turning lanes for the side roads and then drop the limit to 80kph. There is no need for both."

"I travel that road a lot & travel safely at 100kph, good drivers always slow down for corners which are well signposted anyway, the road needs an upgrade rather than reducing the limit."

There were 105 comments that a reduced speed limit will slow traffic and cause more crashes.

"The road layout is suitable for travel at 100km/h. Reducing the road speed will increase traffic jams and the risk of unsafe overtaking due to drivers loss of patience."

"People currently do 80km/h on this stretch of road despite the 100km signs. They will travel even slower if the limit is lowered, causing potential problems with people overtaking or experiencing road rage."

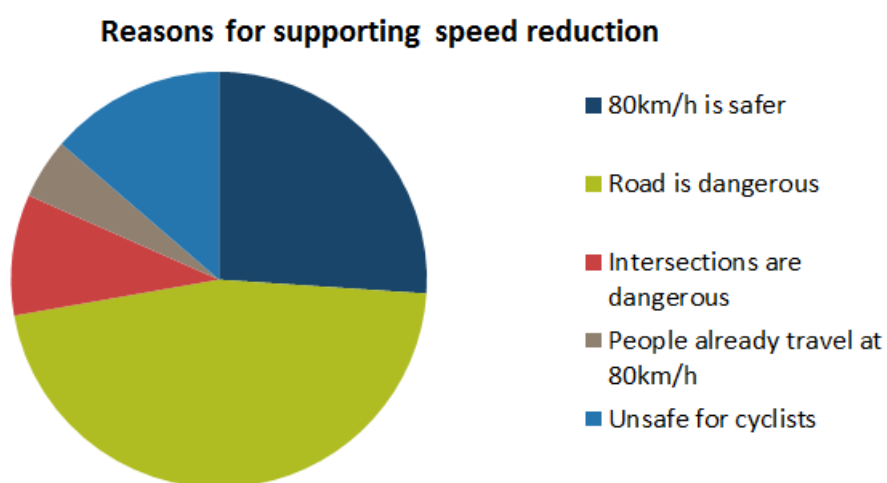
There were 39 comments that many people already drive at 80km/h and that if the speed limit were reduced to 80km/h, they would travel at even slower speeds.

"At present people do not do the speed limit as is. If you reduce to 80, people will drive 60 which becomes a hazard. Need more done for drivers doing under the speed limits."

Other less frequent comment types include:

- assertions that the purpose of the speed reduction is to produce revenue through traffic tickets
- suggestions to reduce the speed limit on certain sections of the route but not the entire stretch
- assertions that the decision has already been made due to the installation of 80k signage
- comments that reducing the speed limit won't make the road safer
- questions around evidence of a safety problem
- people will ignore the speed limit.

There were 229 comments in support of the speed limit reduction. The pie chart below shows the proportion of comments for the primary reasons for support.



The primary reasons were:

- the road is dangerous and not designed for 100km/h
- a lower speed limit will be safer
- intersections are dangerous
- the road is dangerous for cyclists
- many people already travel at 80km/h.

There were 109 comments that the road isn't safe for a 100km/h speed limit. People mentioned that the road is narrow, windy, there is limited visibility, a poor road surface and has many intersections.

"I think this is a great idea because excessive speed on roads that are not designed for it results in worse crashes and when there is a crash the impact on victims is greater. The corners on many of SH58 are not cambered in a way to support driving over 100 km/h."

"I regularly travel over this stretch of highway, it is an unusual piece of roading with blind curves, unusual cambering, significant gradients, and narrow winding stretches. The recent speed restrictions reduced the number of accidents on the road and made it safer for all users."

Sixty-one people indicated that an 80km/h speed limit would make the road safer.

"Too many motorists look at 100km/h as a target speed, rather than a maximum. I find that 100 is just too fast and I feel that 80 would be a much safer speed."

"When I use SH58 at 80km/h I often find impatient drivers tailgate. If the speed were 80, I doubt this would happen anywhere as much."

There were 32 comments regarding the road being unsafe for cyclists and that a lower speed limit would reduce risks to cyclists.

"This road is a death trap for cyclists, with any luck a lower speed limit will help reduce the risk to cyclists."

"I am a cyclist. This is a popular touring route. 100kmph is way too fast for this windy dangerous stretch of road. Lots of drivers target 110km/h. I fear it is only a matter of time before a cyclist is taken out."

Another 22 comments focused on the difficulty accessing SH58 from side roads in a high speed environment.

"I work on Moonshine Road and leave work between 4pm and 5pm each day. At that time, it is very difficult to turn onto SH58 and I often feel I am taking my life in my hands as I turn right across extremely fast oncoming traffic."

"It can be a busy road, 80 will give the side traffic a better chance to join SH58. It's not a long road, 80 would be no big deal."

There were several comments about the problem of poor driving skills and a few people calling for increased enforcement if the speed limit is lowered.

Email feedback

During the engagement period we received 24 emails regarding the speed reduction. Fourteen were in support of the reduction and 10 opposed. Below are some excerpts from some of the emails we received.

"I support lowering the speed limit on SH58 to 80km/hr. It is a dangerous section of road and will make the speed limit consistent with Paremata Rd. I travel SH58 most days and often witness dangerous driving, particularly drivers passing too late at the end of the passing lane adjacent to Harris Rd."

"I drive this road every day and it is perfectly safe to drive the full length of Haywards at 100kph. I think it sends out a weird message of fear to have a main highway set at a low speed. While it may have some short term benefit of safety, people respond weirdly to weird laws like this. For instance people get bored and text while driving etc, they purchase larger vehicles because of this government sanctioned fear campaign or maybe they purchase odd vehicles like choppers with high handle bars to have some sense of a thrill at such a low speed."

Feedback from councils and organisations

The Porirua City Council, who jointly participated in the community engagement, supports the speed limit reduction. The majority of the route being proposed for the speed limit reduction is within the PCC jurisdiction. Small sections are located in Lower Hutt and Upper Hutt. The Hutt City Council supports the proposed speed limit reduction because this move is consistent with the principles set out in the Speed Management Guide.

The Upper Hutt City Council opposes the reduction and strongly supports upgrading the road so that it is suitable for a 100km/h speed limit. The submission cites projected increases in traffic volumes expected when Transmission Gully opens and the uncertainty around the Petone to Grenada Link Road as reasons to further improve SH58.

Submissions were also made by the Fire Service and Living Streets Aotearoa. The Fire Service indicated that a reduced speed limit would not impact emergency response vehicles. Living Streets Aotearoa support the speed limit reduction for safety reasons. They would also like to see safe walking facilities along the route.

Submissions from councils and organisations are included in Appendix D

APPENDIX A: INFORMATION SHEET

58 Safer speeds proposed for SH58 and side roads

CONSULTATION GUIDE

March 2018



The New Zealand Transport Agency (NZTA) is seeking public input on its proposal to lower the speed limit along the section of State Highway 58 (SH58) from State Highway 2 to the Pauatahanui roundabout. This proposal is being made in conjunction with the Porirua City Council's (PCC) proposal to lower the speed limit on side roads connecting to SH58.

Because these proposals are closely linked, NZTA and PCC are carrying out a joint consultation. This is your opportunity to tell us what you think.



porirua city

New Zealand Government

Proposed speed limit reduction to 80km/h

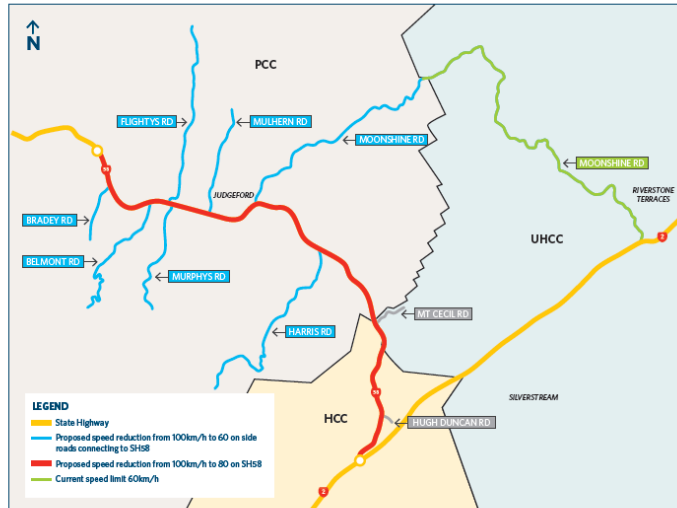
NZTA proposes to lower the speed limit on the section of State Highway 58 (SH58) from State Highway 2 to the Pauatahanui roundabout. Lowering the speed limit from 100km/h to 80km/h is part of a larger safety package designed to improve safety along SH58.

60km/h speed limit proposed for side roads

PCC proposes a 60km/h speed limit on their roads that connect to this section of SH58. The Upper Hutt City Council (UHCC) has already lowered the speed limit on the section of Moonshine Road within the Upper Hutt. We are working with the UHCC and the Hutt City Council to determine safe speeds on the remaining roads that connect with SH58.

Why lower the speed limit?

Design standards have changed since SH58 was originally built. Even after the curve straightening and other safety improvements are put in place, SH58 will be designed for an 80km/h speed limit. Also, use of SH58 is expected to increase by as much as 30% when Transmission Gully opens and 80km/h is a much safer speed for the expected volumes of traffic.





Have your say

Formal consultation on changes to the speed limit is required under the Land transport setting of speed limit rules (2017). The Porirua City Council is also required to consult with the public prior to reducing the speed limit on the side roads.

Tell us what you think by completing a feedback form or emailing us a SH58Safety@nzta.govt.nz. The consultation will be open from 20 March to 20 April 2018.



For more information

Email: SH58Safety@nzta.govt.nz

Web: www.nzta.govt.nz/projects/sh58-improvements

APPENDIX B: OPEN DAY DISPLAY BOARDS

58 Safety Improvements

MARCH 2018 1

SAFER SPEEDS FOR SH58 - HAVE YOUR SAY

PROPOSED SPEED LIMIT REDUCTION TO 80KM/H

NZTA proposes to lower the speed limit on the section of State Highway 58 (SH58) from State Highway 2 to the Pauatahanui roundabout. Lowering the speed limit from 100km/h to 80km/h is part of a larger safety package designed to improve safety along SH58.

60KM/H SPEED LIMIT PROPOSED FOR SIDE ROADS

PCC proposes a 60km/h speed limit on their roads that connect to this section of SH58. The Upper Hutt City Council (UHCC) has already lowered the speed limit on the section of Moonshine Road within the Upper Hutt. We are working with the UHCC and the Hutt City Council to determine safe speeds on the remaining roads that connect with SH58.

WHY LOWER THE SPEED LIMIT?

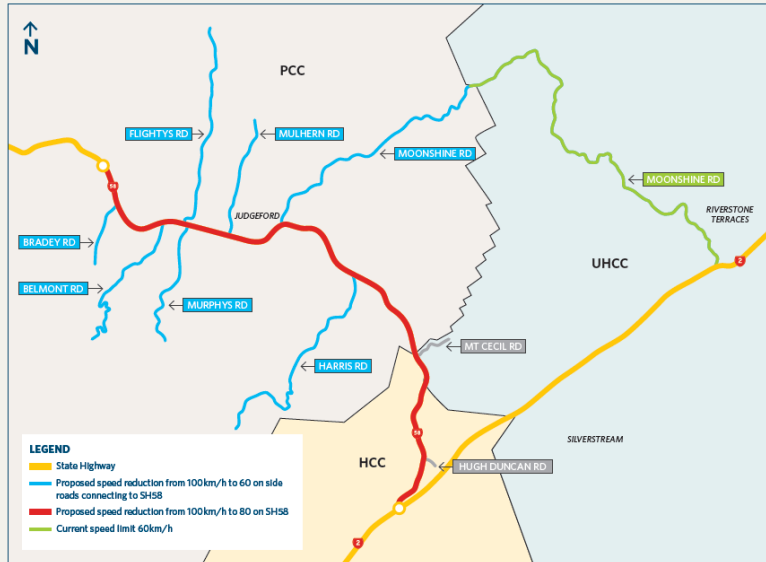
Design standards have changed since SH58 was originally built. Even after the curve straightening and other safety improvements are put in place, SH58 will be designed for an 80km/h speed limit.

Also, use of SH58 is expected to increase by as much as 30% when Transmission Gully opens and 80km/h is a much safer speed for the expected volumes of traffic.

HAVE YOUR SAY

Formal consultation on changes to the speed limit is required under the Land transport setting of speed limits rule (2017). The PCC is also required to consult with the public prior to reducing the speed limit on the side roads so we are combining our consultation.

Tell us what you think by completing a feedback form or emailing us at SH58Safety@nzta.govt.nz



New Zealand Government

58 Safety Improvements

MARCH 2018 2

OVERVIEW OF SH58 SAFETY IMPROVEMENTS

SEPARATE TRAFFIC

We propose to widen the highway, including four bridges, and install a median safety barrier between the opposing lanes of traffic from SH2 to Braidey Road. Median safety barriers are safest when they are continuous and not broken with gaps for multiple side access. We are only proposing gaps in the barrier at the roundabouts and locations where access demand is high and there are few safety risks.

We are proposing the only gaps in the safety barrier to be at the following locations:

- Flighty's/Murphys roundabout
- Moonshine Road roundabout
- Harris Road
- Mt Cecil Road
- Kaitawa Street/Transpower (no right turn out)
- Hugh Duncan Street (no right turn out)

SAFER INTERSECTIONS

We propose to limit access at some intersections to left-in, left-out only and build roundabouts at Moonshine Road and the Flighty's/Murphys intersections.

STRAIGHTEN CURVES

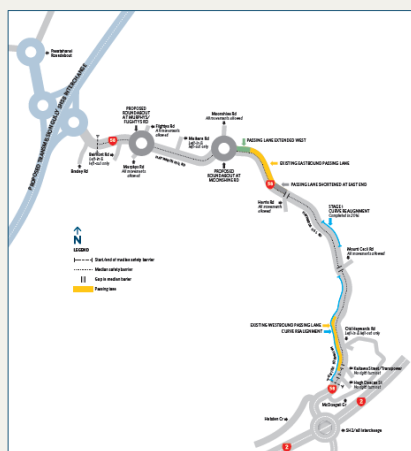
In 2016 we completed work to realign the highway at the site of a dangerous curve between Mt Cecil Road and Harris Road. The next stage includes realigning the curves between SH2 and Mt Cecil Road.

SAFER SPEEDS

As part of the safety improvements, we propose to reduce the speed limit from 100km/h to 80km/h between SH2 and Braidey Road. The average speed on this section of SH58 is 79km/h so a reduced speed limit is unlikely to increase travel times.

EXPECTED SAFETY OUTCOMES

Once these improvements are in place we expect there to be 16-21 fewer deaths and serious injuries over 10 years. We also expect significantly fewer crash-related closures.

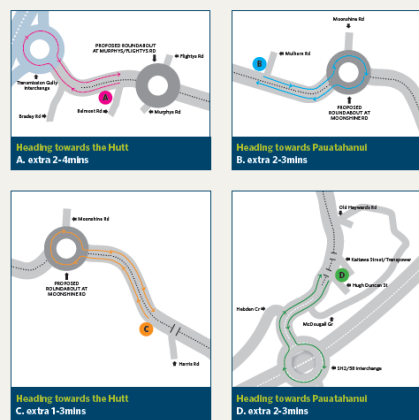


IMPACTS ON TRAVEL TIME FOR LOCAL JOURNEYS

Installing a median safety barrier means that some right turns will be removed and some of the roads that connect to SH58 will become left-in/left-out only. While some locals will have very little change to their access, others will have a few minutes added to their journeys.

We know that any change of access can be inconvenient. We hope that you'll agree that a few minutes extra driving, riding or cycling is worth it to reduce the number of deaths and injuries that occur on SH58.

Some examples of the changes for local journeys and the approximate additional drive times are below.



New Zealand Government

APPENDIX C: FEEDBACK FORM



Have your say about safer speeds on State Highway 58

1. The Transport Agency proposes to reduce the speed limit from 100km/h to 80km/h along SH58 from SH2 to the Pauatahanui roundabout as part of a larger package of safety improvements.

- I support reducing the speed limit to 80km/h
- I do not support reducing the speed limit to 80km/h

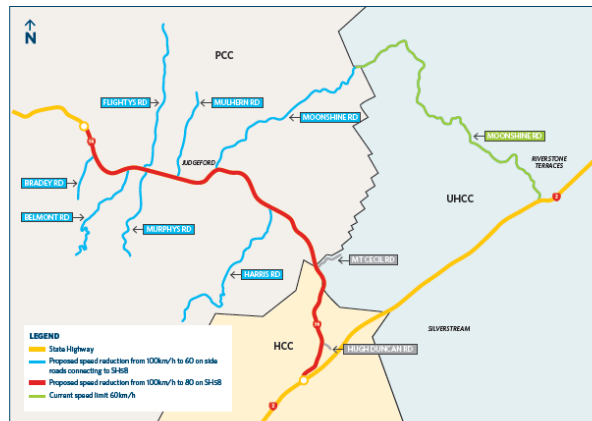
Please tell us why.

2. To further improve safety, the Porirua City Council is considering lowering the speed limit from 100km/h to 60km/h on the following side roads connecting to SH58: Harris Road, Moonshine Road, Mulhern Road, Flightys Road, Murphys Road, Belmont Road and Bradey Road.

- I support reducing the speed limit to 60km/h on the side roads connecting to SH58
- I do not support reducing the speed limit to 60km/h on the side roads connecting to SH58

Please tell us why.

If you support reducing the speed limit on some, but not all, side roads, please provide details.



Name: _____

Would you like to subscribe to the SH58 electronic newsletter? Yes No

If yes, please provide your email address: _____

Stay up to date with this project at: www.nzta.govt.nz/projects/sh58-improvements or email us at: SH58Safety@nzta.govt.nz

APPENDIX D: FEEDBACK FROM COUNCILS AND ORGANISATIONS

Hutt City Council submission



15 May 2018

Chris Nally
The Majestic Centre (Level 5)
100 Willis Street
Wellington 6145

Tony Stallinger
Chief Executive
+64 4 570 6773
Tony.stallinger@huttcity.govt.nz
Our reference: DOC/18/76742

Dear Chris

Hutt City Council Submission on proposed lowering of State Highway 58 speed limit

This letter constitutes Hutt City Council's (HCC) submission on the New Zealand Transport Agency's (NZTA) proposal to lower the legal speed limit on State Highway 58 (SH58) from 100 km/h to 80 km/h.

The proposal considered is that described by the NZTA Project Manager, Chris Nally, in a meeting with HCC's Traffic Asset Manager, Damon Simmons, on Thursday 8th March 2018.

The proposed changes generally include:

- Lowering of the speed limit from 100 km/h to 80 km/h;
- Installation of a wire rope median barrier with resulting loss in right turn movements at some locations;
- Geometric improvements;
- Significant intersection treatments at Moonshine Road and Flighty's Road;
- Miscellaneous shoulder improvements and signage and markings alterations.

Submission

The NZTA's Speed Management Guide (the Guide) sets out the objectives and procedures for assessing road risk and developing measures to address that risk. Our feedback is guided by the principals set out in the Guide.

The NZTA Safer Journeys Risk Assessment Tool identifies the majority of SH58 to have a 'High' Collective Risk and a 'Medium' Personal Risk (as defined in the Guide). In general, the road is over represented in terms of crash density and warrants treatment under the speed management framework contained in the Guide.

In the strategic context, SH58 provides an important link between State Highway 1 and the Hutt Valley. It is the primary route for travel between Porirua and the Hutt Valley, and as such plays an important part in the economic performance of the valley, as well as being a critical route in the event of natural disaster.

DOC/18/76742

15 May 2018

The recent decision to revisit assumptions around the Petone to Grenada (P2G) Link Road will undoubtedly delay that project further, meaning that SH58's role will remain undiminished. It is likely that the Transmission Gully route will be completed prior to the completion of P2G, and this is likely to have significant traffic effects on SH58.

We believe these factors support the timely treatment of SH58 to, firstly, make travel safer and, secondly, to ensure travel efficiency is maintained.

In terms of improving the safety of SH58 road users we believe the proposed changes are suitable and present a good balance between reducing safety risk and capital cost.

We therefore support the lowering of the speed limit from 100 km/h to 80 km/h.

In general, the existing operating speeds are between 80 km/h and 90 km/h suggesting that the road environment is already self-explaining to some extent, and that lowering the speed limit is unlikely to constrain capacity. If the speed limit were to remain at 100 km/h, significant road alignment and geometry alterations (i.e. 'Engineering up') are expected to be required.

In terms of the efficiency of the route, our main concern is that although SH58 has sufficient capacity to manage existing demand, will it have sufficient capacity for the future, particularly once Transmission Gully is complete?

Due to the uncertainty about the future travel demand on SH58 we believe that the currently proposed changes need to incorporate future proofing to allow capacity increases in the future, should they be required, or at the very least not preclude such future improvements.

We share the concern expressed by Upper Hutt City Council that once the current safety work is completed there may be little appetite to revisit SH58 from a capacity perspective in the future.

Nevertheless, given the uncertainty over future traffic demand and project timing, we believe it is prudent to push ahead with the proposed safety improvements to reduce the current road safety risk.

Conclusion

The Hutt City Council supports the proposed reduction in speed limit on State Highway 58.

Although we believe the associated safety improvement works need to be future proofed to accommodate possible future capacity improvements, the reduced speed limit should reduce the Collective and Personal risk with little impact on the current capacity.

DOC/18/76742

15 May 2018

Please do not hesitate to contact us if you have any questions regarding our submission.

Yours sincerely



Tony Stallinger
Chief Executive

Hutt Mayor Wayne Guppy submission



OFFICE OF THE MAYOR
CITY OF UPPER HUTT

sh58safety@nzta.govt.nz
State Highway 58 Project Team
P O Box 5084
Thorndon
Wellington 6145

File: 325/11-005

12 April 2018

To whom it may concern

Attached is Upper Hutt City Council's submission in response to NZTA's Proposal to lower the speed limit on State Highway 58. The submission was endorsed at our Full Council meeting held on Wednesday, 11 April 2018.

Note that Council rejects the proposal to lower the speed limit.

I look forward to receiving a response.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Wayne Guppy'.

Wayne Guppy
MAYOR



Upper Hutt City Council's Submission on Proposed State Highway 58 Lower Speed Limit

Conclusions

1. The Upper Hutt City Council is opposed to the proposed reduction in speed limits on State Highway 58 particularly given that safety improvement works are already underway.
2. The Upper Hutt City Council asks that the 2010 Strategic Study for State Highway 58 is revised to take account of current and forecast demographic changes and transport demands so that a more accurate assessment of its future can be made.
3. The Upper Hutt City Council has a strong preference that a combination of safety and alignment improvements are made to State Highway 58 such that the current 100km/hr speed limit can be maintained.

Introduction

The Upper Hutt City Council wishes to make a submission on the proposal to lower the State Highway 58 speed limit from 100km/hr to 80km/hr as notified in the NZTA newsletter March 2018.

As a preamble to this submission we make the following observations:

1. The period for submissions is between 20 March 2018 and 20 April 2018. Given the importance of this issue to Upper Hutt and Hutt Valley residents and businesses this is relatively short notice and submission opportunity;
2. There has been very little locally targeted notification of the proposal to lower the speed limit and as a consequence many affected local residents and businesses are likely to be unaware of the proposal and opportunity to comment.
3. To exacerbate the negative impacts of points 1 & 2 above it is noted that the only scheduled "Open days" were the Pauatahanui school on Saturday, 24 March, 10am to noon and Tuesday, 27 March, 6.30 to 8.30pm. Council is seriously disappointed that none have been scheduled in Upper Hutt.

Submission

In August 2017 the Upper Hutt City Council made a submission to the "Proposed Safety Improvements for State Highway 58". In that submission we made a number of the following points upon which we now expand:

1. The safety improvements programme is based upon the 2010 Strategic Study prepared for SH58. There are a number of assumptions that underpin the strategy, which we believe in the light of current knowledge, warrant a review of that document. (Note the Study was adopted in 2010 but prepared between 2008 and 2009 making it nearly 10 years out of date.) Matters needing review include:
 - a. The strategy envisaged that an additional connection between SH1 and SH2 closer to Wellington and coupled with an east/west cross valley link would be in place to support the traffic demand driven by the completion of Transmission Gully. With Transmission

Gully due to completion in 2020 neither of these routes providing additional capacity will be in place. It is unclear that either of these will happen in the medium to longer term and indeed a significant question mark now hangs over the future of the Petone Grenada route. It is worth noting that the 2015 Regional Land Transport Plan identified that SH58 provides the only east-west connectivity north of the Ngauranga Gorge and as such its performance can have a major impact on wider regional network congestion.

- b. As a consequence of the above the logical outcome will be that the traffic demand on SH58, already forecast in the 2010 Strategic Study to increase with Transmission Gully, will increase even further. Whilst SH58 needs to operate efficiently and safely, neither efficiency nor safety at the expense of the other, there is now a question over whether or not that route has adequate capacity in its current configuration.
 - c. The population and growth forecasts, which underpin the traffic forecasts, used in the 2010 strategy were lower than actual current and forecast growth. The impact of these changes needs to be assessed to ensure that future works (including safety improvements) on SH58 confirm it is fit for purpose. Again the 2015 Regional Land Transport Plan highlighted the start of this trend and growth which was formerly forecast as confined predominantly to Wellington City and the Kapiti Coast is now occurring across the region including Upper Hutt.
 - d. Recent events have demonstrated the overall lack of resilience within the transport network to disruption. A network that is porous provides a more resilient outcomes and SH58 adds to that porosity. Indeed recent work on transport resilience (programme business case) has elevated the natural hazard resilience benefits for both SH58 and an Eastern Hutt local road connect to Seaview as of "extreme" importance. Resilience doesn't feature as a major consideration within the 2010 Strategy Study or the safety improvement programme which again raises a concern about whether or not SH58 will be fit for future purpose in its current configuration.
 - e. Population growth accompanied by increased interest in business and commercial opportunities in Upper Hutt are on the rise. Upper Hutt will always be an opportunity for affordable housing and recent residential subdivision activity underpins the fact that population growth ahead of forecast is occurring. Similarly businesses are seeing opportunities around resilience and proximity to Transmission Gully as drivers to invest in Upper Hutt. This momentum will only be lost if connectivity with the rest of the region through having safe and efficient transport linkages is undermined through poor investment choices.
2. Therefore it is the Council view that the strategic context has changed to a significant extent and in order to deliver integrated resilient transport network and land use outcomes that meet the current and foreseeable needs of the region the Strategic Study and subsequent action plans need to be revisited. This in turn is likely to have an impact upon the proposed safety improvement programme and we urge that this be undertaken as a first step before proceeding further with implementation of further works such as lowering the speed limit. The fear is that once the current tranche of safety improvement work is completed there will be no appetite to revisit SH58 from a transport efficiency perspective.
 3. Nevertheless Council is generally supportive of the need to improve safety along SH58 both prior to, and after, the opening of Transmission Gully. However we also want to ensure that any improvements are designed/implemented taking into account travel efficiency and local resident access requirements. Whilst we acknowledge that current average speeds (governed by geometric and topographical constraints) are currently between 80-90km/hr it is our view that the imposition of a lower speed limit is an un-necessary restriction given that motorists are currently exercising discretion and driving to conditions. We see that the installation of the wire rope median, with its accompanying wider shoulders not only prevents head-on collisions but provides a generally safer environment.
 4. It is noted that NZTA is not supportive of four-laning SH58 on the basis that capacity is perceived to be not an issue (unless there is an incident elsewhere within the local network). It is also noted that NZTA have concerns that four-laning would be costly and time consuming to implement.

Nevertheless we would like further clarification on the basis of this "capacity" decision with reference to the points we have raised under 1 above especially given the certain, but yet to be quantified impact, Transmission Gully is going to have on SH58. The Upper Hutt City Council remains firmly of the view that SH58 must be upgraded so that it can safely and efficiently move traffic at 100km/hr. We maintain that an objective review of the 2010 Strategic Study will support further investment in this route.

5. NZTA's preference to lower the operating speed limit from 100km/hr to 80km/hr is noted. Cost of a short term "patch" seems to have blurred the option of investing in safe and efficient infrastructure to deliver integrated transport outcomes. Current thinking is going to result in a failure to make the best long term investment decision. At this time we are concerned that lowering the speed limit on SH58 is going to have a detrimental impact on its overall efficiency. We believe that the reconfigured capacity with safety measures in place and a lower speed limit has been overstated relative to current and longer term forecast demand.
6. It is also noted that one of the key outcomes of installing a wire rope barrier is to reduce the crashes that are the result of vehicles crossing the centre line. We are left wondering why, if a wire rope barrier is an effective safety measure in its own right, there is also the need to lower speed limits? Why couldn't the barrier be trialled first before any proposal to lower the speed limit is advanced?
7. Council is disappointed that options such as road widening, variable speed limits or even two lane alignment improvements don't appear to be under consideration.

Contact person in relation to the Submission

Wayne Guppy
Mayor

E: wayne.guppy@uhcc.govt.nz
Ph: 027 277 1550

New Zealand Automobile Association



28 August 2018

Attention: Chris Nally

Chris.Nally@nzta.govt.nz

New Zealand Automobile Association Inc.

342-352 Lambton Quay
Wellington
New Zealand
PO Box 1
Wellington
New Zealand

T. +64 4 931 9971
F. +64 4 931 9960

SH58 Speed Reduction Consultation

This submission is made by the Wellington District Council of the New Zealand Automobile Association. The District Council represents over 190,000 members.

We are in support of the proposal to lower the speed limit from 100km/h to 80km/h on the section of State Highway 58 (SH58) from State Highway 2 to the Pauatahanui roundabout as part of the SH58 safety upgrade.

We ask that we be given an opportunity at the appropriate time to meet with you and your team to offer a view on matters that we believe need to be considered during the final design of the upgrading.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Michael Gross'.

Michael Gross
Chairman Wellington District

Fire and Emergency New Zealand submission

From: Bridge, Roy [mailto:Roy.Bridge@fireandemergency.nz]
Sent: Friday, 4 May 2018 2:25 p.m.
To: Chris Nally
Subject: RE: SH58 Speed limit reduction - request for submission

Hi Chris,

I have spoken to the Area Commanders of Wellington and Hutt and can confirm that there will be minimal if any impact on response times for both our appliances and response cars. We have a detailed policy on which types of vehicles can exceed posted speed limits on which kinds of roads, and ultimately the drivers and officers will always 'drive to the conditions'.

The attached document may help to clarify our response categorisation – it is an internal document so could you please treat in confidence.

Thank you for the opportunity to comment.

Regards

Roy

Roy Bridge

Planning and Performance Manager – Region 3



M: 027 838 9217

DDI: 04 439 7894

Region 3 HQ, Level 2, Wellington

Central Fire Station, 2 Oriental Parade, Wellington 6011

PO Box 19090, Courtenay Place, Wellington 6149

roy.bridge@fireandemergency.nz

Check it's alright before you light : www.checkitsalright.nz

Living Streets Aotearoa



**Submission from Living Streets Aotearoa to NZTA
on reduced speed for SH58 Haywards Hill**

Contact person: **Ellen Blake**
Email: **wellington@livingstreets.org.nz**
Phone: **021 106 7139**
Date: **10 April 2018**

Submission

Living Streets Aotearoa supports the proposal to reduce speed on SH58 Haywards Hill from the SH2 turnoff to 80 km hour and also supports Porirua City Council reducing the connector roads to 60 km hour.

Speed is a significant factor in the outcome of road trauma crashes and lowering speeds will improve this. Haywards Hill Road is a road crash black spot and urgently needs to be made safer. In addition to the lowered speeds we would like to see safe walk routes along this entire road with a priority on the Pauatahanui side.

About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see: www.livingstreets.org.nz

Porirua City Council



Ref: 5730507
Gordana Savic
Gordana.Savic@porirua.govt.nz
DDI: 04 237 141

Chris Nally
New Zealand Transport Agency
The Majestic Centre (Level 5)
100 Willis Street
WELLINGTON 6145

14 June 2018

Dear Chris

PORIRUA CITY COUNCIL SUBMISSION – NZTA PROPOSED SPEED REDUCTION ON SH58

This letter is Porirua City Council's (PCC) submission on the New Zealand Transport Agency's (NZTA) proposal to lower the speed limit on State Highway 58 (SH58) from 100km/h to 80km/h.

This proposal is a part of the NZTA proposal for safety improvement works on SH58.

The proposal changes include the following work:

- Speed limit reduction from 100km/h to 80km/h
- Geometric improvements on SH58
- Various shoulder improvements and alterations of markings and signage
- Intersection treatments at intersections with Flightys Road and Moonshine Road.

Submission

The PCC submission is guided by the principals of the NZTA Speed Management Guide.

The NZTA's Speed Management Guide sets out objectives and procedures for assessing road risk and developing measures to address that risk.

With its high number of accidents and current alignment and geometry, SH58 warrants treatment under the Speed Management Guide.

SH58 is an important link between SH1 and the Hutt Valley, as well as the primary route between Porirua and the Hut Valley. It has got an important role in the regional economic performance and is a critical route in the event of natural disaster.

A reduction in traffic speed will contribute towards improved road safety by helping to reduce the number and severity of accidents, while not significantly affecting travel efficiency with current traffic demands on this regional route. We also believe that it will enable maintaining of the travel efficiency with future traffic demands.

PCC plans to reduce speed limit on rural roads off SH58 from 100km/h to 60km/h. NZTA's proposal for speed reduction on SH58 creates a good framework for Council's proposed speed limit reduction on rural roads.

Porirua City Council
PO Box 50218
Porirua 5240

04 237 5089
enquiries@porirua.govt.nz
porirua.govt.nz



Conclusion

The Porirua City Council supports NZTA's proposed reduction in speed limit on State Highway 58 from 100km/h to 80km/h.

We believe that a lowered speed limit will reduce identified safety risks and will not have significant impact on the current and future capacity.

It will also create a supportive framework for PCC proposal to reduce speed limits on rural roads off SH58.

Ngā mihi



Mike Evans
Manager, Transport
Kaiwhakahaere Ikiiki

APPENDIX E: MEDIA STATEMENT AND NEWS CLIP

MEDIA RELEASE



20 March 2018 | LOWER NORTH ISLAND

Transport Agency proposes safety improvements for SH58

The NZ Transport Agency is seeking public input on a proposal to lower the speed limit from 100km/h to 80km/h along the section of State Highway 58 from State Highway 2 to Bradey Road.

NZTA's Director of Regional Relationships Emma Speight says the proposal is part of a wider package of improvements designed to make SH58 safer.

"SH58 has accumulated one of the worst safety records in New Zealand and it's a priority for the Agency to make significant safety improvements as soon as possible," Ms Speight says.

"We expect a lower speed limit, along with other improvements like straightening dangerous curves, intersection improvements and installing a median barrier, will reduce the number of deaths and serious injuries by up to 65% over five years."

"We're also working with local councils to set safe speeds for the local roads connecting to this part of SH58. As part of this engagement, the Porirua City Council is consulting on its proposal to set a 60km/h speed limit for PCC roads that connect to SH58."

The consultation will run from 20 March to 20 April 2018. Two open days will be held at the Pauatahanui School on:

- Saturday, 24 March, 10am to noon
- Tuesday, 27 March, 6.30 to 8.30pm

Those unable to attend an open day can share their views [here](#) or by emailing the project team at sh58safety@nzta.govt.nz

For more information please contact:

Dan Parker
Media Manager
NZ Transport Agency

T: 04 894 6252

M: 021 507 990

E: dan.parker@nzta.govt.nz

W: www.nzta.govt.nz



The NZ Transport Agency works to create transport solutions for all New Zealanders - from helping new drivers earn their licences, to leading safety campaigns to investing in public transport, state highways and local roads.

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[New Zealand Government](#)

A sign of consultation? Transport agency changes signs before public have their say

Last updated 17:24, April 14 2018



ROSS GIBLIN/STUFF

Speed limits on State Highway 2 and State Highway 58 are under review, but signs with the proposed lower speed limit have already been erected.

The road signs have changed to 80km from 100kmh, but the NZ Transport Agency (NZTA) public consultation of the new speed limit is still open.

And motorists think that means the new limit is a done deal.

The proposed lower limit is on the section of State Highway 58 from SH2 to the Pauatahanui roundabout.



VIRGINIA FALLON/STUFF

The agency says that the signs will have to be changed if the speed limit isn't dropped.

The new 80kmh signs, with digits covered by tape, are on both sides of the off ramp at the intersection of SH2 and S58, as it heads over the Haywards Hill.

READ MORE:

- * [Speed reviews set to cut limits on Wellington's highways](#)
- * [Fast track for new \\$42million Upper Hutt interchange](#)
- * [Why is Ngauranga Gorge still an 80kmh zone?](#)

A post on the NZTA Facebook page asking for feedback received derision from one motorist, who said it was "interesting that the 80km signs are already up but covered".



Covered signs on SH58 at the Haywards Interchange in the Hutt, near Wellington.

VIRGINIA FALLON/STUFF

The agency responded, saying the 80kmh signs were installed as part of the Haywards interchange exchange works, prior to proposals to have speed limits reduced to 80kmh.

"They have been covered because we have not yet made that speed limit change. If we decide not to go to 80km/h, then the signs will have to be removed and replaced with 100km/h signs."

Consultation ends on April 20.

The admission prompted angry reaction on the agency's Facebook page, with commenters accusing the agency of "box ticking".

[Ad Feedback](#)

Formal consultation on changes in the speed limit are required under the Land Transport Setting of Speed Limits Rule.

As part of the consultation, Porirua City Council was also proposing to lower the speed limit of roads connecting to this section of SH58 to 60kmh.

The consultation is part of a country-wide review on speed limits.

As part of the consultation, Porirua City Council was also proposing to lower the speed limit of roads connecting to this section of SH58 to 60kmh.

The consultation is part of a country-wide review on speed limits.

Last month, Upper Hutt Mayor Wayne Guppy was unaware about any proposal to drop limits on SH58 and SH2 but said his council would "have plenty to say" about the matter.

"When Transmission Gully is up and running, SH58 will be the main entrance to the

Hutt," he said.

Over the past decade there were more than 200 crashes, causing four deaths and 17 serious injuries, on the 100kmh section of SH58 between SH2 and the Pauatahanui roundabout.

STUFF

The new junction of SH58 and SH2 at the bottom of Haywards Hill.

It is also proposing to separate opposing traffic using a median safety barrier, which could increase travel times for some residents whose local roads join the highway.

READ MORE:

- * [Fatal Haywards Hill crash blamed on several factors](#)
- * [Fatal crash on Wellington's Haywards Hill](#)
- * [Neck injury following car crash on Haywards Hill in Lower Hutt](#)
- * [Construction to begin on new \\$43m Haywards Interchange in Hutt Valley](#)

NZTA senior manager of project delivery Chris Hunt said the agency was committed to addressing the poor safety record on SH58.



STUFF

Golfers at the Judgeford club crossing SH58 between holes, back in 2006. NZTA is now proposing a median barrier along the road.

"We know that any change of access can be inconvenient, but convenience must be weighed against the need to reduce the number of deaths and injuries that occur on SH58."

When the median safety barrier is in place, some right turns will be removed and some of the roads that connect to SH58 will become left turns only.

Some people would have little change to their access, Hunt said, while others might need to travel a few minutes longer to reach their destinations.

In 2014, NZTA consulted with the community on a package of safety improvements, and received feedback on how it could improve the proposal.

"Since the 2014 engagement, we have addressed some safety concerns by realigning curves at Haywards Hill.

"We have also taken on board the feedback and expanded the proposed scope of improvements in order to achieve greater safety outcomes than the original proposal," Hunt said.

* *Community information days will be held at Pauatahanui School on July 26, 27 and 29. To register and find out more details about the proposals, see www.nzta.govt.nz/sh58-improvements.*

APPENDIX F: NEWSLETTER



March 2018



Diagram showing where speeds would be reduced to 80km/h on SH 58 and council roads connecting to SH58.

Have your say on reducing speed limit to 80km/h

As part of the safety improvements planned along SH58, the Transport Agency proposes to reduce the speed limit to 80km/h from the Haywards/SH2 interchange to the Pauatahanui roundabout.

We are also working with local councils to reduce the speed limit on the roads connecting to this section of SH58. Porirua City Council is participating in this engagement to get feedback on their proposal to reduce the speed limit on council roads connecting to SH58 to 60km/h.

Open days will be held at the Pauatahanui school on:

- Saturday, 24 March, 10am to noon
- Tuesday, 27 March, 6.30 to 8.30pm

Come along and talk with the project team about your thoughts and ideas for making SH58 safer and learn more about the proposal to reduce the speed limit.

You can tell us whether or not you support reducing the speed limit and why at the open days, by completing a feedback form at our website or by sending us an email at SH58safety@nzta.govt.nz Send us your feedback between 20 March and 20 April 2018.

A decision about whether to reduce the speed limit will be made by May 2018.

Geotechnical work underway

As the project team works to complete the design for the planned safety improvements, residents along SH58 may have noticed our crews doing some preliminary work for the upcoming safety improvements.

Our drilling crews are undertaking some geotechnical work in February and March 2018. The work started at the Haywards interchange and is progressing toward Bradey Road. Works should be finished by the end of March. Expect minor delays while this work is being carried out.




APPENDIX G: SOCIAL MEDIA ANALYTICS

NZ Transp This was published by someone using Hootsuite.

Published by [Hootsuite](#) · March 20 at 12:00pm · 🌐

Have your say on our proposal to reduce the SH58 speed limit to 80km/h. Come along and talk to the project team. Open days are: 10am to noon, 24 March and 6.30-8.30pm, 27 March at the Pauatahanui School. Or give us your feedback here: <https://goo.gl/tWuhmx>



👤 28,638 people reached 🚫 Boost Unavailable

Recent Activity

Boosted on Mar 20
Audience: sh58
By: [Nicola Taylor](#) · [Christine King](#)

Performance for Your Post

28,638 People Reached

480 Likes, Comments & Shares 📊

146 Likes	108 On Post	38 On Shares
296 Comments	126 On Post	170 On Shares
38 Shares	32 On Post	6 On Shares


3,869 Post Clicks

307 Photo Views	310 Link Clicks	3,252 Other Clicks 📊
-----------------	-----------------	----------------------

NEGATIVE FEEDBACK

9 Hide Post	2 Hide All Posts
0 Report as Spam	0 Unlike Page


Insights activity is reported in the Pacific time zone. Ads activity is reported in the time zone of your ad account.



NZ Transport Agency - Wellington
Published by Carmen Fraser · March 26 at 9:04am

Performance for Your Post

Reducing speed will save lives and make SH58 safer. Share your ideas with the project team during the open day on Tuesday. Check for the schedule or give us your feedback here: <http://ow.ly/hfcq30j92yl>
#SH58Safety



17,050 people reached
Boost Unavailable


Recent Activity

Boosted on Mar 26
Audience: sh58
By Devang Tailor · Completed

[View Results](#)

17,050 People Reached		
389 Likes, Comments & Shares		
112 Likes	92 On Post	20 On Shares
262 Comments	157 On Post	105 On Shares
15 Shares	15 On Post	0 On Shares
2,557 Post Clicks		
721 Photo Views	188 Link Clicks	1,648 Other Clicks
NEGATIVE FEEDBACK		
4 Hide Post	0 Hide All Posts	
0 Report as Spam	0 Unlike Page	


Insights activity is reported in the Pacific time zone. Ads activity is reported in the time zone of your ad account.



NZ Transport Agency - Wellington
Published by Devang Tailor · March 28 at 11:00am

Performance for Your Post

Thanks to everyone who visited our SH58 project team to share your views on reducing the speed limit. #SH58Safety



8,898 people reached
Boost Unavailable

Recent Activity

Boosted on Mar 28
Audience: sh58
By Devang Tailor · Completed

[View Results](#)

8,898 People Reached		
169 Likes, Comments & Shares		
88 Likes	86 On Post	2 On Shares
78 Comments	64 On Post	14 On Shares
3 Shares	3 On Post	0 On Shares
397 Post Clicks		
124 Photo Views	0 Link Clicks	273 Other Clicks
NEGATIVE FEEDBACK		
1 Hide Post	0 Hide All Posts	
1 Report as Spam	0 Unlike Page	


Insights activity is reported in the Pacific time zone. Ads activity is reported in the time zone of your ad account.

79
30 Comments 3 Shares

Like
Comment
Share

NZ Transport Agency - Wellington
Published by Devang Tailor · April 10 at 2:00pm

Had your say yet? If you haven't told us what you think about our proposal to reduce the speed limit on SH58, you have until 20 April to give us your feedback. Click the following link to complete a feedback form:
<http://ow.ly/hfcq30j92yl> #SH58Safety



30,778 people reached

Boost Unavailable

Recent Activity

Performance for Your Post

30,778 People Reached

418 Likes, Comments & Shares

138 Likes	92 On Post	46 On Shares
253 Comments	181 On Post	72 On Shares
27 Shares	27 On Post	0 On Shares

4,972 Post Clicks

689 Photo Views	894 Link Clicks	3,389 Other Clicks
---------------------------	---------------------------	------------------------------

NEGATIVE FEEDBACK

7 Hide Post	2 Hide All Posts
0 Report as Spam	0 Unlike Page

Insights activity is reported in the Pacific time zone. Ads activity is reported in the time zone of your ad account.

APPENDIX H: WEBSITE ANALYTICS

http://www.nzta.govt.nz
www.nzta.govt.nz

GO TO REPORT

Project: SH58 safety improvements

Mar 20, 2018 - Apr 30, 2018

All Users
100.00% Sessions

Page views

1,645
% of Total: 0.02% (9,724,822)



Unique page views

1,509
% of Total: 0.02% (7,511,253)



Average time on page

00:00:33
Avg for View: 00:02:00 (-72.87%)



Bounce rate

83.32%
Avg for View: 37.61% (121.52%)

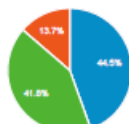


Location

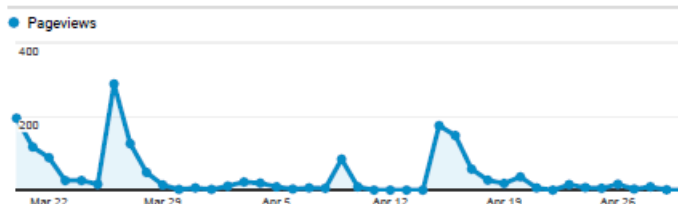
City	Pageviews
Wellington	683
Auckland	192
Lower Hutt	87
Porirua	87
Christchurch	87
Hamilton	58
Ashburton	48
Gisborne	38
Upper Hutt	29
(not set)	19

Device used

desktop mobile tablet



Page views



Bounce rate

Page	Pageviews
/projects/sh58-improvements/	845
/projects/sh58-improvements/community-engagement/	714
/projects/sh58-improvements/media/	36
/projects/sh58-improvements/publications/	32
/projects/sh58-improvements/faq/	18

Downloads

Event Label	Total Events
http://nzta.govt.nz/assets/projects/sh58-improvements/overview-of-SH58-safety-improvements-201803.pdf	10
http://www.nzta.govt.nz/assets/projects/sh58-improvements/SH58-safety-improvements-July-2017.pdf	10
https://nzta.govt.nz/assets/projects/sh58-improvements/safer-speeds-for-SH58-have-your-say-201803.pdf	10
https://nzta.govt.nz/assets/projects/sh58-improvements/SH58-Safer-speeds-proposed-for-SH58-and-side-roads-consultation-guide-March-2018.pdf	10