



# SH73 YALDHURST AREA SPEED REVIEW

Summary of the speed review consultation

WAKA KOTAHI NZ TRANSPORT AGENCY

OCTOBER 2020

## 1. BACKGROUND

In September 2019, Waka Kotahi NZ Transport Agency and the Christchurch City Council consulted jointly with stakeholders and the public on the speeds in and around Yaldhurst. This included speeds on State Highway 73.

The speed limits on the roads in this area have been the subject of ongoing historic community demand for reductions. There has been significant development of the area, including commercial activities, all of which has generated more pedestrian and cycling activity as well as an increase in traffic numbers.

This route is included in the top 10% of the Canterbury regional roading network which will result in the greatest reduction in death and serious injury through speed management.

## 2. CONSULTATION PROCESS

The Transport Agency consulted on the SH73 speeds between 2 September and 30 September 2019. This was done in conjunction with the Christchurch City Council, so the general public were able to give feedback to one place, and view documentation and consultation guides describing all the speed reviews in the area. The material included the crash data on the State Highway (56 crashes, which included one fatality and five serious injuries in the period 2009-2018).

The Transport Agency's speed review proposed slower speed limits for SH73 on the western urban periphery of Christchurch, extending west through Yaldhurst township. The existing speed limits were 80km/h and 100km/h, with 70km/h through Yaldhurst town centre. The technical assessment conducted by the Agency supported reductions to 60km/h through the urban fringe and Yaldhurst town centre with a reduction to 80km/h to the west of Yaldhurst, while the intervening rural section east of Yaldhurst was assessed as able to remain at 80km/h.

The consultation was advertised through social media, on both the Transport Agency's website as well as the Christchurch City Council's website, and advertised in *The Press*, the *Selwyn Times* and the *Western News*. A media release was issued and resulted in good coverage of the consultation.

People were able to submit their views through the electronic form, hard copy submission forms, via email or by ringing the Christchurch City Council.

Prior to consultation with the public, engagement with stakeholders including community boards and the Christchurch City Council and other stakeholders such as the Police, the AA and the Road Transport Forum was undertaken. Feedback from these groups indicated general acceptance, with some feedback that they would like to see consistent speeds through the area.

## 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

Across the four-week consultation period (2 September to 30 September 2019), we received submissions expressing support or opposition to our proposed speed limit changes, as well as suggestions and comments on the proposal.

Reasons people gave for their support of reduced speeds included concern over intersections, heavy vehicles, pedestrians and cyclists, public amenities and residential areas, the condition of the roads and driver behaviour.

Reasons some people disagreed with the proposed speeds included that they felt a decrease in speed limit would cause driver distraction, congestion and impact traffic volume. Some also believed speed was not the main factor in crashes on New Zealand's roads.

There were also people who indicated a preference for a lower limit to those proposed or suggested the review should be extended to further sections of the corridor.

There were also some people who expressed a desire for a consistent speed throughout the corridor.

The following table outlines the key factors raised in submissions, along with our responses.

Factors		Waka Kotahi response
Extend scope – further decrease proposed speed limit	Some submitters felt speed should be further decreased from the proposed limit, including 50km/h instead of 60, and 70km/h instead of 80.	<ul style="list-style-type: none"> <li>The proposed changes reflect a consistent approach to other, similar environments. The site is very much a rural and peri-urban area with 80km/h considered a safe and appropriate speed for the rural section and 60km/h for the peri-urban or Yaldhurst township. The speed limit needs to be meaningful to drivers by matching the environment.</li> </ul>
Extend scope- extend the length of speed review area.	Some submitters asked for an extension to the length of the speed review corridor to include other dangerous areas such as around the Buchanans Road/SH73 intersection where there is a 70km/h intersection speed zone (ISZ).	<ul style="list-style-type: none"> <li>The ISZ speed signs are designed to address specific rural intersection crash risks and operate when a vehicle is turning into or approaching on the side road.</li> <li>The Buchanans Road intersection is located in a rural environment, separate to the Yaldhurst Village area, and lacks the environmental cues needed to justify a speed change. For a speed limit to work well, the surrounding environment where the speed changes must be an obvious point of difference, so drivers can understand why they need to change their speed.</li> <li>A separate initiative to consider the appropriateness of the current 70 ISZ at Buchanans Road, if pursued, would be undertaken separately from the current SH73 Yaldhurst speed review which addresses the urban and rural areas to the east.</li> </ul>

	Factors	Waka Kotahi response
Consistency of speed limits	11 submitters expressed a need for a consistent speed throughout the corridor to minimise driver confusion and distraction.	<ul style="list-style-type: none"> <li>The speed limits need to be consistent with roadside environment to ensure good compliance with the speed limits. The sections of 60km/h are different to the sections of 80km/h and these need to be consistent and obvious to the general public i.e. the 60km/h zones are confined to the more urban sections like Yaldhurst village.</li> </ul>
Heavy vehicle concerns	There were concerns expressed over the number and speeds of heavy haulage vehicles.	<ul style="list-style-type: none"> <li>Lowering speed limits will help reduce heavy vehicle speeds and improve safety for all road users.</li> </ul>
Disagree with proposed speed limit reductions	Many submitters who disagreed with the proposed speed felt a decrease in speed limit would cause driver distraction, congestion and impact traffic volume. They also believed that speed was not a main factor in crashes on New Zealand's roads.	<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>Speed changes are required to this corridor to improve safety for all road users within the Yaldhurst village and surrounding areas on SH73 Yaldhurst Road.</li> </ul>
Current speed limit too fast	Feedback expressed considerable concern that current speed limits are too fast and put pedestrians (including around schools) and cyclists at risk.	<ul style="list-style-type: none"> <li>This feedback supports the proposal to reduce speed limits along this corridor.</li> <li>A reduced speed limit in the town to 60km/h will lower speeds and support safer turning movements for school traffic.</li> <li>Reductions in speed to 80 and 60 along this section will help reduce the risk for pedestrians and cyclists.</li> </ul>

## 5. DECISION

The table below shows the recommendations Waka Kotahi formally consulted on in September 2019.

The submissions did not identify any issues that Waka Kotahi had not already considered.

The outcome of the speed review was in line with the proposed speed limit changes, and the permanent speed limits outlined below will come into effect on 4 December 2020.

Stakeholders were notified by letter and the public were notified via a website update, media release, newspaper and radio advertising, and social media posts ahead of the new speed limits signs being installed.

The following new speed limits will apply from Friday 4 December 2020:

Location	Existing speed limit	New speed limit from 4 December 2020
<b>SH73 East of Yaldhurst</b> - from 155m west of SH73/SH1 (Russley Road) intersection to 200m west of Sir John McKenzie Drive	80km/h	60km/h
<b>SH73 Yaldhurst</b> - a reduction of the existing 70km/h zone through Yaldhurst to 60km/h, and an extension of this 60km/h zone to 150m west of Hasketts Road	<b>Yaldhurst</b> 70km/h	60km/h
	<b>Extension of 60km/h zone west</b> 100km/h	60km/h
<b>SH73 West of Yaldhurst</b> - from 150m west of Hasketts Road to 200m west of Old West Coast Rd	100km/h	80km/h

### 73 New permanent speed limits at Yaldhurst



## 6. SUBMISSIONS

[View the submissions we received for this speed review](#)