
SH1 ŌTAKI TO LEVIN SPEED REVIEW

Summary of the speed review consultation

WAKA KOTAHI NZ TRANSPORT AGENCY

DECEMBER 2022

1. BACKGROUND

From 18 May to 15 June 2022, Waka Kotahi consulted with the community, iwi, local councils and stakeholders on proposed safe and appropriate speeds for the stretch of State Highway 1 (SH1) from Ōtaki to Levin, in the Manawatū-Whanganui region.

Many members of the local community and Waka Kotahi recognised the need for a review of this stretch of road. In the past five years (2017–2021) 15 people have died in crashes on this stretch of road, and a further 44 people have suffered serious injuries. The high-risk nature of this road is generally recognised by locals engaging with teams on Waka Kotahi projects in the area, though many submissions didn't support reducing speeds.

No matter what causes a crash, speed is always a factor in the severity. Put simply, the speed of impact can be the difference between walking away or being carried away from a crash.

This speed review is one of many improvements Waka Kotahi is implementing between Ōtaki and Levin including new median barriers and turnaround points south of Manakau, and side barriers and painted wide centre lines south of Ohau. Earlier this year substantial safety improvements were completed at Kuku— removing passing lanes in both directions, and adding painted wide centrelines, and widened shoulders. The road surface was also improved, and safe-hit posts and rumble strips installed.

2. CONSULTATION PROCESS

Prior to undertaking the formal consultation process, we completed numerous steps, including a speed management technical assessment of the road. This identified the various existing speed limits on the road were not safe and appropriate for the current road characteristics and roadside environments along this corridor.

From 14 July to 11 August 2021, we engaged with local community and stakeholders including Kāpiti Coast District Council, Horowhenua District Council, Iwi, commercial road users and emergency services. As well as asking for feedback on current speed limits on State Highway 1, the engagement shared proposed safety improvements including painted wide centrelines, side and median barriers, three new turnaround locations and a new roundabout at the SH1/SH57 intersection. Feedback provided us with 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 18 May 2022 Waka Kotahi started formal consultation on proposed new speed limits for SH1 Ōtaki to Levin. Consultation was open for four weeks and closed on 15 June 2022.

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 and local newspapers. A media release was issued on 18th May 2022.

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

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 regarding the proposed speed limit changes on State Highway 1?”**

We consider all factors raised during formal consultation when making our decision on new

permanent speed limits.

4. SUMMARY AND RESPONSE TO SUBMISSIONS

Across the four-week consultation period, we received a total of 155 submissions. We appreciated the response from the community and thank all those who provided their feedback.

The following themes, ideas and concerns were highlighted during consultation period:

| Issues / Concerns | | Waka Kotahi Comments |
|---|--|--|
| Don't change any speed limits | <ul style="list-style-type: none"> • Lower speeds are unnecessary • Focus on maintenance and infrastructure safety improvements • Will cause increased driver frustration, distraction and congestion • Due to congestion drivers rarely reach the current speed limits | <ul style="list-style-type: none"> • Lowering the speed limit gives more margin for error if a driver makes a mistake and lowers the energy of the crash should one occur. • Reducing speed limits to the safe and appropriate speed for the road is the most immediate and effective action we can take to reduce deaths and serious injuries • No matter what causes a crash, speed is always factor in the severity of the crash outcomes. |
| Different speed limits cause confusion | <ul style="list-style-type: none"> • Five different speed limits will cause confusion • Speed limits should be consistent • A number of submitters said that the speed limit through Levin should be 50km/hr, and from Levin to Otaki the speed limit should be a constant 80 km/hr | <ul style="list-style-type: none"> • The speed limit should be set to match the road and roadside environment. In this case the differing speed limits match the safe and appropriate speeds. |
| Reduce speed limits further in built-up areas | <ul style="list-style-type: none"> • Some submitters believe that speeds though built-up areas such as Manukau Village and Ohau should be reduced further to 60km/hr • Concerns were raised for the safety of pedestrians, particularly school children | <ul style="list-style-type: none"> • The roads and roadside environment is not consistent with 60km/h in these sections and installation of a lower speed limit without significant change. • At Manakau and Ohau, school speed zones are being considered. Furthermore, Ohau School has an underpass under SH1 which should protect these pedestrians too. |
| Keep speed consistent between Levin and Otaki | <ul style="list-style-type: none"> • Many submitters agree with proposed reductions for the area around Kuku and South of Manakau to keep speed a consistent 80km/hr on this stretch of road • Many submitters also supported an additional reduction of speed in section 8 for consistency | <ul style="list-style-type: none"> • This section is being proposed for 80km/h from Kuku to south of Levin as the environment is consistent and reflects the use of the road in these locations. |

| Issues / Concerns | | Waka Kotahi Comments |
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| Reducing speed limits will not change the crash stats/prevent people dying | <ul style="list-style-type: none"> Many submitters feel speed limits are not the problem, therefore will not prevent further deaths and serious injuries | <ul style="list-style-type: none"> Reducing speed limits to safe and appropriate speeds for the road is the most immediate and effective action we can take to reduce deaths and serious injuries No matter what causes a crash, speed is always factor in the severity of the crash outcomes. |
| Driver behaviour | <ul style="list-style-type: none"> Dangerous drivers pose a bigger risk to safety Speed is not the issue Lower speeds will lead to even greater driver frustration and dangerous overtaking Invest in educating young drivers before reducing speed limits Invest in speed cameras | <ul style="list-style-type: none"> The Road to Zero strategy outlines a road safety system that supports and expects road users to make good choices but acknowledges that we can all make mistakes and that crashes will continue to happen. When crashes occur, we can prevent serious harm through safe vehicles, safe speeds and forgiving road design. This means allowing for drivers to make mistakes and reducing harm if they do make an error There is no evidence that lower speeds and a lack of passing lanes creates safety issues elsewhere on the road network. |
| Existing road design and layout | <ul style="list-style-type: none"> Current lack of passing lanes and slow vehicle bays leave no safe opportunities to over-take Passing lanes allow traffic to flow Many submitters commented that the recent removal of passing lanes at Kuku has increased driver frustration Invest in better road infrastructure before changing speed limits. Lack of right turn bays Several submitters cited the narrow bridges at Manukau and Ohau as safety concerns Other submitters said the intersection of Waikawa Beach Road and SH1 is problematic for those turning right into and out of it, and that slip and turning lanes are required | <ul style="list-style-type: none"> Noted the existing safety concerns. We are reviewing the route for further safety focused upgrades. Alongside the speed review, safety improvements are planned for SH1 from Otaki to Ohau to make the existing highway safer. A new Otaki to north of Levin highway is also in development, and due for completion by the end of the decade. The Ō2NL route will be constructed to a high safety level of service and provide for many of the issues described here. |
| Slow agricultural vehicles (especially tractors) | <ul style="list-style-type: none"> Current lack of passing lanes and slow vehicle bays Driver frustration Some submitters feel that tractors and other slow agricultural machinery should only be allowed on SH1 during specific hours to avoid driver frustration and congestion | <ul style="list-style-type: none"> Noted the existing safety concerns. We are reviewing the route for further safety focused upgrades. Agricultural vehicles are allowed to use the state highway network and do try to avoid the peaks in our experience. |

| Issues / Concerns | | Waka Kotahi Comments |
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| Pedestrian, cyclist and school children safety | <ul style="list-style-type: none"> Feedback expressed concern that current speed limits put pedestrians at risk from vehicles in Manukau Village and Ohau Some submitters feel the speed in these areas should be further reduced to 60km/hr Train and river bridges at Ohau and Manakau were considered particularly dangerous for cyclists | <ul style="list-style-type: none"> Schools are under review for school speed limits. Ohau has an underpass under SH1 already and students have a safe option in this area. Lower Speeds over the bridges will improve safety in the area in general. |
| Road improvements | <ul style="list-style-type: none"> The community expressed concerns that the current road design is not suited to current traffic volumes Bring forward construction of new expressway to ameliorate congestion Money better spent on new expressway | <ul style="list-style-type: none"> Noted Alongside the speed review, safety improvements are planned for SH1 from Otaki to Ohau to make the existing highway safer. A new Otaki to north of Levin highway is also in development, and due for completion by the end of the decade. The cost of the speed limit treatment is very cost effective and will serve to protect people using the current network while the other network is being designed and built. |
| Enforcement | <ul style="list-style-type: none"> Some feedback expressed the view that rather than reduce speed limits along the corridor, enforcement of current speeds would be more effective "Install cameras or have the road patrolled to penalize those who speed." | <ul style="list-style-type: none"> Under the safe system approach, we focus on reducing harm. While we acknowledge that a lack of compliance can be one of the causes of a crash, a lower speed reduces the severity of the outcome. The lower speed limit will result in fewer deaths or serious injuries |
| Intersections | <ul style="list-style-type: none"> Submitters referenced the intersections of Waikawa Beach Road and SH1, and Muhunoa Road and SH1 as dangerous and needing a lower speed limit. | <ul style="list-style-type: none"> The reduction proposed should be sufficient to mitigate some of the harm if someone makes mistakes at these intersections. |
| Location 1-3 | <ul style="list-style-type: none"> Comments received specifically about this section of road are in favor of a reduction to 50km/h Feedback from locals indicated they feel 60km/hr in section 1 is still too high for a residential area and are in favour of a 30 or 40km/hr speed limit Some feedback cited the need to reduce the speed to 40 or 50km/hr due to safety concerns at the Kawiu Road intersection | <ul style="list-style-type: none"> Further consultation is expected to be undertaken for sections 1 & 2. |

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| <p>Location 4-8</p> | <ul style="list-style-type: none"> • Speed should be a consistent 80km through all of these sections to avoid driver confusion • Pedestrian traffic and dangerous intersections in Manukau Village and Ohau warrant a further reduction in speed to 60km/hr or 70km/hr • The road and rail bridges at Manakau and Ohau were cited as specific safety concerns and require reduced speeds at those locations | <ul style="list-style-type: none"> • We are proposing to make this section more consistent. • The roads and roadside environment is not consistent with 60km/h in these sections and installation of a lower speed limit without significant change |
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5. DECISION

The table below shows the decisions on speeds for sections of SH1 consulted on between 18 May 2022 and 15 June 2022.

The following speed limits outlined below will come into effect from December 2022.

| SH1 Ōtaki to Levin | New speed limits from December 2022 |
|--|---|
| 1. From 460m north of Roslyn Road to 80m north-east of Tyne Street | No change – further consultation expected |
| 2. From 80m north-east of Tyne Street to Bath Street intersection | No change – further consultation expected |
| 3. From Bath Street intersection to 220m south of Cambridge Street south | No change (no change proposed at consultation) |
| 4. From 220m south of Cambridge Street South to 150m south of Muhunoa East Road | No change (no change proposed at consultation) |
| 5. From 150m south of Muhunoa East Road to 150m north of Waikawa Beach Road | 80km/h |
| 6. From 150m north of Waikawa Beach Road to 180m south of the intersection with the railway underpass road linking to Honi Taipua Street | No change (no change proposed at consultation) |
| 7. From 180m south of the intersection with the railway underpass road linking to Honi Taipua Street to 380m west of Pukehou Overbridge | 80km/h |
| 8. From 380m west of Pukehou Overbridge to Taylors Road intersection | No change (no change proposed at consultation) |

Map showing the permanent speed limits



6. CONSULTATION FEEDBACK

Feedback received from the consultation can be viewed [here](#).